From:	Caratozzolo, Carmelo
To:	John Sfiropoulos
Cc:	Suzette Sibble; Brian Donovan; Wayne Adkins; Robert McCaughan; Peter McGinnis; Jeff Lantz; Sebo, Andrew; Brunner, Scott
Subject:	FW: Request for Pompano Beach Blvd Conversion to One Way north between NE 2nd and NE 3rd Streets
Date:	Thursday, May 20, 2021 8:30:41 AM
Attachments:	image001.jpg FDOT Design Manual - 230.6 Typical Signing and Pavement Marking Configurations.pdf Pompano Beach Blvd and Pier St - Pompano Beach AWSC.pdf Traffic and blocked valet ramp May 2021 during valet.docx

John,

This is in response your below e-mail request for the consideration of converting Pompano Beach Boulevard to a one-way northbound between NE 2 Street and NE 3 Street. Please note that the Broward County Traffic Engineering Division (BCTED) received a request, from Major Wayne Adkins with the Broward Sheriff's Office, for the justification of an all-way stop control (AWSC) for the intersection of Pier Street and Pompano Beach Boulevard.

The AWSC study for the intersection of Pier Street and Pompano Beach Boulevard was performed in accordance with the guidelines identified in the Federal Highway Administration publication entitled Manual on Uniform Traffic Control Devices (MUTCD). As part the AWSC study traffic volume data for all approaches to the intersection were collected for a consecutive 24-hour period commencing Monday, March 15, 2021. In addition to the traffic volume data, pedestrian data was also collected. The volume data, shown in the attached analysis summary sheet, demonstrate that the minimum MUTCD volumetric warrant criteria were satisfied for only one of the required eight hours. As such, the MUTCD volumetric warrant for AWSC is not satisfied.

Based on the March 15, 2021 traffic volume data, there are 2,130 vehicles per day travelling northbound and 771 southbound vehicles per day travelling on Pompano Beach Boulevard in the vicinity of Pier Street. As such, approximately 73 percent of the traffic volume is travelling on the northbound lane of Pompano Beach Boulevard between NE 2 Street and NE 3 Street. By converting Pompano Beach Boulevard between NE 2 Street and NE 3 Street to a northbound one-way operation, southbound traffic will be diverted to westbound NE 3 Street south onto Seabreeze Way. The majority of the traffic is travelling northbound and southbound traffic has other means of ingress/egress.

As such, BCTED has no objection to the City's request for the conversion of Pompano Beach Boulevard to a northbound one-way operation between NE 2 Street and NE 3 Street. However, the City will be responsible to remove and install the appropriate signs and pavement markings for the one-way operation. Because the conversion from two-way to one-way flow can affect access and

circulation for residences and businesses, we recommend that the City Commission adopt a resolution that approves the one-way conversion and directs staff to coordinate with Broward County staff to implement the conversion through the applicable provisions of our Traffic Engineering Agreement. We believe the City retains original jurisdiction on the decision to convert from two-way to one-way flow as this is also a land use matter, and therefore County staff would require authorization from the City Commission to install and maintain the corresponding traffic devices. Should you have any questions regarding the resolution, please contact Traffic Engineering Director Scott Brunner at sbrunner@broward.org or (954) 847-2600.

Furthermore, based on the pedestrian data that was collected as part of the AWSC study, the City can consider the installation of a marked crosswalk. For your convenience, I have attached the Florida Department of Transportation Design Manual Section 230.6 for guidance on pavement marking installation at a mid-block crosswalk.

Should you have any questions, feel free to contact me directly.

Sincerely,

Carmelo

Carmelo Caratozzolo, P.E., Traffic Operations Engineer
Broward County Traffic Engineering Division
2300 West Commercial Boulevard, Fort Lauderdale, FL 33309
Office Tel. No.: 954.847-2600, Facsimile Transmittal No.: 954.847.2700
ccaratozzolo@broward.org www.broward.org

From: John Sfiropoulos <John.Sfiropoulos@copbfl.com>
Sent: Wednesday, March 24, 2021 9:47 AM
To: Caratozzolo, Carmelo <CCARATOZZOLO@broward.org>
Cc: Suzette Sibble <Suzette.Sibble@copbfl.com>; Brian Donovan <Brian.Donovan@copbfl.com>; Wayne Adkins <wayne_adkins@sheriff.org>; Robert McCaughan <Robert.McCaughan@copbfl.com>; Peter McGinnis <Peter.McGinnis@copbfl.com>; Jeff Lantz <Jeff.Lantz@copbfl.com>
Subject: Request for Pompano Beach Blvd Conversion to One Way north between NE 2nd and NE 3rd Streets

suspicious emails to ETSSecurity@broward.org.

Good Morning Carmelo,

We have significant, ongoing congestion along Pompano Beach Blvd between NE 2nd and NE 3rd Street as a result of valet services and routine deliveries. We all have reviewed and agree that converting this block to a one way north will alleviate this persistent issue. Our Traffic Agreement requires County to review and approve requests for one way conversions. Will you be able to please evaluate whether we can proceed with this and if so what the procedure is.

Please call me if easier to discuss, 561 305-8935.

Thank you,
John Sfiropoulos
City Engineer

230.5 Signing and Pavement Marking Coordination

Coordination with other offices and agencies is a very important aspect of signing and pavement marking design. The offices discussed in this section are those that are typically involved in developing signing and marking plans; however, there may be other offices or agencies involved.

The District Utilities Engineer provides the coordination between the designer and the various utilities. The Utilities Section may assist in identifying or verifying conflicts with overhead and underground utilities. The District Utilities Engineer should be contacted as early in the design phase as possible.

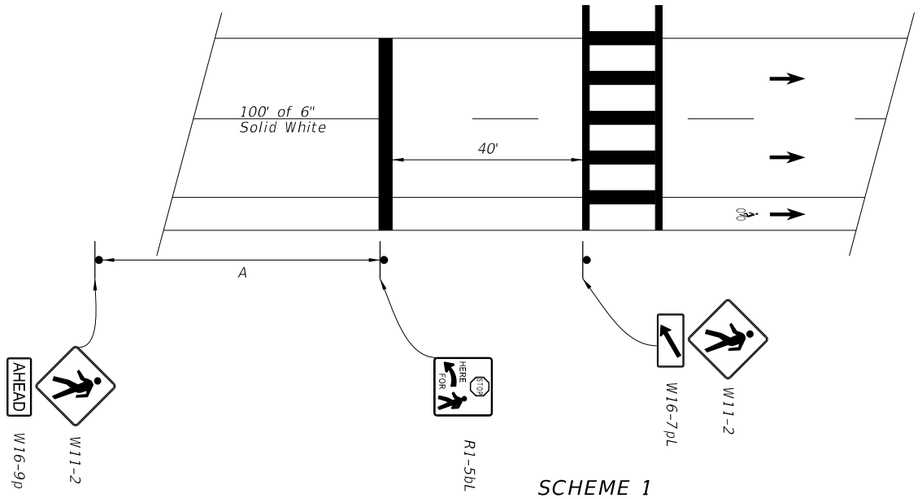
The Structures EOR provides the design of the sign structure and foundation for overhead cantilever and overhead truss sign assemblies. The Structures EOR should be contacted early in the design phase to allow adequate time for coordination with the Geotechnical Engineer in obtaining the necessary soils information.

Contact the State Outdoor Advertising and Logo Manager on any project affecting business logo structures. Refer to ***FDM 110.5.5*** for requirements and additional information.

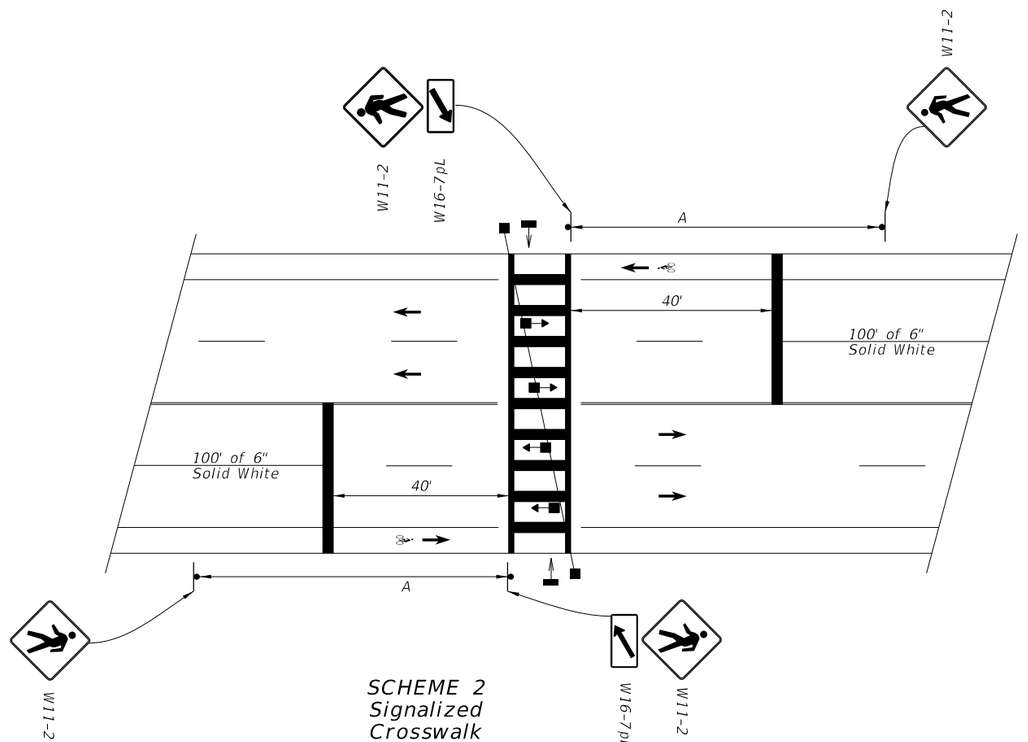
230.6 Typical Signing and Pavement Marking Configurations

The following Exhibits include standard signing and pavement marking schemes for typical situations.

TYPICAL SIGNING AND PAVEMENT MARKING FOR MIDBLOCK CROSSWALKS



SCHEME 1
Crosswalk
with Stop Signing



SCHEME 2
Signalized
Crosswalk

APPROACH SPEED MPH	A-SUGGESTED DISTANCE (Ft.)
25 Or Less	200
26 To 35	250
36 To 45	300

Note:

The details shown do not depict the signing and markings for multi-lane roadways with divided medians. For these applications, additional signs shall be installed on the median side. Minimum width of Mid-Block Crosswalks is 10'.

NOT TO SCALE

EXHIBIT 230-3a
01/01/2021

Intersection Name:	**Pompano Beach Blvd & Pier St**
Municipality:	**Pompano Beach**
Count Date:	**15-Mar-21**
Prepared Date:	**22-Mar-21** **Prepared By:** **James Philippe**

ALL-WAY STOP WARRANT ANALYSIS SUMMARY SHEET

Time Period	NB Major Street Traffic (VPH)	SB Major Street Traffic (VPH)	Minor (Veh + P	WB Minor Street Traffic (VPH+Peds)	Total All Approaches (VPH) Rqmt. = 500 VPH	"✓" if Total Appr. Volume Is 500 VPH or Greater	Both Minor Streets (VPH) Rqmt. = 200 VPH	"✓" if Total Minor Street Volume Is 200 VPH or Greater	Is Warrant Met For This Hour?
0000-0100	13	2	1	0	16		1		
0100-0200	2	3	3	0	8		3		
0200-0300	4	1	0	0	5		0		
0300-0400	2	2	0	0	4		0		
0400-0500	4	0	0	0	4		0		
0500-0600	4	1	0	0	5		0		
0600-0700	19	0	1	0	20		1		
0700-0800	45	17	43	0	105		43		
0800-0900	68	32	74	0	174		74		
0900-1000	91	66	78	0	235		78		
1000-1100	89	53	109	0	251		109		
1100-1200	140	40	138	0	318		138		
1200-1300	145	53	160	0	358		160		
1300-1400	172	52	193	0	417		193		
1400-1500	172	41	267	0	480		267	✓	
1500-1600	154	59	252	0	465		252	✓	
1600-1700	129	36	191	0	356		191		
1700-1800	166	56	317	0	539	✓	317	✓	**Hour Met**
1800-1900	212	96	59	0	367		59		
1900-2000	238	53	39	0	330		39		
2000-2100	107	61	41	0	209		41		
2100-2200	86	23	14	0	123		14		
2200-2300	49	14	13	0	76		13		
2300-2400	19	10	2	0	31		2		
TOTAL	**2,130**	**771**	**1,995**	**0**	**4,896**		**1,995**		
NUMBER OF HOURS VOLUME REQUIREMENTS ARE MET FOR ALL APPROACHES AND MINOR STREET (Must be at least 8 for all)									**1**
**MINOR STREET PERCENTAGE ----------> **							**40.75%**		
**IS ALL-WAY STOP WARRANT MET? ----------> **							**NO**		

Saturday May 8th afternoon deliveries during valet.

Traffic Backup May 7th 6pm

May 10th Deliveries during valet at 5:30pm. Northbound traffic lane blocked.