

**SAFETY ISSUES AT THE INTERSECTIONS OF SW 2ND AVENUE AND SW 34TH STREET,
AND UNIVERSITY AVENUE AND SW 34TH STREET**

Crash History

SW 34th Street and SW 2nd Avenue:

Year	1997	1998	1999
Total Crashes	30	14	Not available
Bicycle Crashes	1	1	0
Pedestrian Crashes	0	0	0

Note: Protected left turn signal phasing was installed in 1998 resulting in decreased total crashes.

Crash causation:

- EBR motorist violating right-of-way of a WB bicyclist (motorist citation given)
- NBR motorist conflict with WB bicyclist, signal condition unclear, contributing cause noted as motorist failure to yield (no citation given)

SW 34th Street and University Avenue:

Year	1997	1998	1999
Total Crashes	23	16	Not available
Bicycle Crashes	0	0	0
Pedestrian Crashes	0	1	2

Crash causation:

- pedestrian violating signal, in crosswalk, hit by NB motorist (pedestrian citation given)
- pedestrian violating signal, in crosswalk, hit by WB motorist (pedestrian citation given)
- pedestrian crossing not in crosswalk, 250' east of intersection, hit by WBL motorist (pedestrian citation given)

Level of Service

Both of these intersections are currently operating at LOS F during the peak hour. The signals run on a free cycle and typically run at maximum timings during these peaks. The signal cycle varies around 200 seconds during the peak hour. There is currently about 6 minutes of delay per vehicle in the intersection during the peak hour.

Upcoming Projects Schedules

- Resurfacing of SW 34th Street in FY 2002
- Reconstruction of SW 2nd Avenue in FY 2005
- Resurfacing of W. University Avenue in FY 2004

Potential Long-Term Solutions

- Reassignment of existing lane/pavement allocations
- Creation of low-speed right turn lanes with pedestrian refuge islands
- Various ideas have been proposed about turn lane modifications
 - FDOT proposed turn lane additions reduce delay to about 1-2 minutes in the peak hour
 - CUNA proposed lane reductions increase delay to about 7-8 minutes in the peak hour
 - Alternative lane reassignments can reduce delay to 2-3 minutes in the peak hour without increasing pavement

Short-Term Alternatives

- Exclusive pedestrian signal phasing with "No Right Turn on Red" signage
 - Would add 37 to 47 seconds to the signal cycle
 - LED signage is most effective but will not guarantee driver adherence
 - Would impact coordination with other signals in the vicinity
- "No Right Turn on Red" signage without exclusive pedestrian signal phasing
 - LED signage is most effective but will not guarantee driver adherence
 - Would impact coordination with other signals in the vicinity
- Lengthen the pedestrian crossing phase time to be based upon the minimum 3ft./sec. walking speed
 - Would add about 24 seconds to the signal cycle
 - Would not solve the right-turn on red signal conflict
 - Would impact coordination with other signals in the vicinity
- Targeted selective enforcement
 - Staffing issues need to be addressed
 - Transient population will need continued reinforcement