“SPAN-WIRE” INTERSECTIONS STUDY
Background

- Span-Wire Installation
- Recommended Conversion by State of Florida
- Current Technical Study
- Five Remaining Locations
Discussion Outline

• Review Existing Conditions
• Highlight Design Considerations
  • Traffic, crash history, truck considerations also
• Share Early Findings
• Discuss Potential Alternatives
• Obtain Feedback
Span-Wire Intersections

- 8th Street & Broad Ave
- 9th Street & 10th Ave South
- Crayton & Harbour Dr.
- Crayton & Mooring Line Dr.
- 10th Street & Fleischmann
Other Traffic Signal Warrants

- Daily intersection volumes (8-hour, 4-hour, and 1-hour time periods)
- Number of crashes – severity of crashes also should be considered
- Amount of foot traffic
- School crossings, coordinated signal systems, road network, nearby grade crossings
- Combination of factors above
Broad Ave & 8th Street

- Does not meet traffic signal volume warrants
- 40% Injury Crash Rate
- Operations & Maintenance Costs
- Stormwater utilities
- Private Right-of-Way (ROW) Impacts at NW and NE corners
Mini Traffic Circles?

- Current Locations
- Truck Routes
- No Center Island Landscape

7th Street & 7th Ave North
Adopted Truck Routes
Broad Ave & 8th Street

Convert intersection to All-Way Stop Control
10th Ave S & 9th Street

- More traffic
- Also truck route
- Roundabout ROW impact each corner
- Significant utility impacts
10th Ave S & 9th Street

- Convert to mast-arm signal
- Consider WB turn lane
- On-street parking
- Improve ped striping and signs
9th Street & Broad Ave

Possible Retrofit

● = Study Intersection

○ = New Stop Sign
Harbour Dr & Crayton Road

- Extra turn lanes create large footprint
- Recent bicycle activity increase
- Crosswalk each approach, no signal
- Observed red light running
Harbour Dr & Crayton Road

- No private ROW impacts
- Reduced speeds through intersection
- More green space
- Stop control also feasible option
Mooring Line & Crayton Road

- Similar to Crayton & Harbour intersection
- Observed red light running
- Lack of crosswalks and sidewalks
- Trucks prohibited on Crayton Road
Mooring Line & Crayton Road

• Removal of extra turn lanes
• New crosswalks
• More green space
Fleischmann & 10th Street

- Does not meet traffic volume signal warrants
- No southbound through movement
- Split-phase signal coordinated with US 41
Fleischmann & 10th Street

- Single lane approach
- Does not prohibit SB through movement
- Coordinate with mall
- Lower priority
- Stop control also feasible option
Public Outreach

• April 13, 2017
• About 30 people in attendance
• Question & Answer
• General questions and observations of roundabouts
<table>
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<tr>
<th>Priority</th>
<th>Intersection</th>
<th>Preliminary Suggestion</th>
<th>Considerations</th>
<th>Preliminary Cost Estimate</th>
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</table>
| 1        | Harbour Drive & Crayton Rd | Roundabout | 1) Increasing number of multi-modal users (ped/bike)  
2) Roundabout has no private Right-of-Way impacts  
3) Red-light running observed through intersection  
4) Currently long pedestrian crossing distances  
5) Roundabout slows each vehicle through intersection  
6) More greenspace by removal of turn lanes with roundabout | $357,500 |
| 2        | Mooring Line & Crayton Rd | Roundabout | 1) Red-light running observed through intersection  
2) Currently no crosswalks, or ped striping/signage  
3) Roundabout has no private Right-of-Way impacts  
4) Roundabout slows each vehicle through intersection  
5) Currently long pedestrian crossing distances | $375,000 (est) |
| 3        | Broad Ave S & 8th Street S | All-Way Stop Control | 1) Does not meet minimum traffic guidelines for signal  
2) Roundabout is feasible, but expensive alternative at this location  
3) Located on adopted truck route  
4) NE and NW corners might be encroached by roundabout  
5) Large storm-water pipe located along south side  
6) Queue delays from Broad Ave & 9th Street sometimes impact this location  
7) Capital and operating costs reduced with stop control | $15,000  
$2,000  
$2,000  
$3,000  
$22,000 |
| 4        | 10th Ave S & 9th Street S | Mast-arm Signal and new WB Left-Turn Lane | 1) Traffic volumes require signal or roundabout  
2) Located on adopted truck route  
3) All four (4) corners may be encroached by roundabout  
4) Several different public/private utilities located at intersection  
5) New on-street parking requested on west leg | $242,000  
$24,000  
$38,000  
$46,000  
$350,000 |
| 5        | Fleischmann & 10th Street | Roundabout | 1) Does not meet minimum traffic guidelines for signal  
2) SB through movement prohibited. Full access with roundabout would be restored.  
3) Current “split-phase” signal coordinated with US 41 | $312,000  
$31,000  
$49,000  
$79,000  
$471,000 |
Questions/Answers