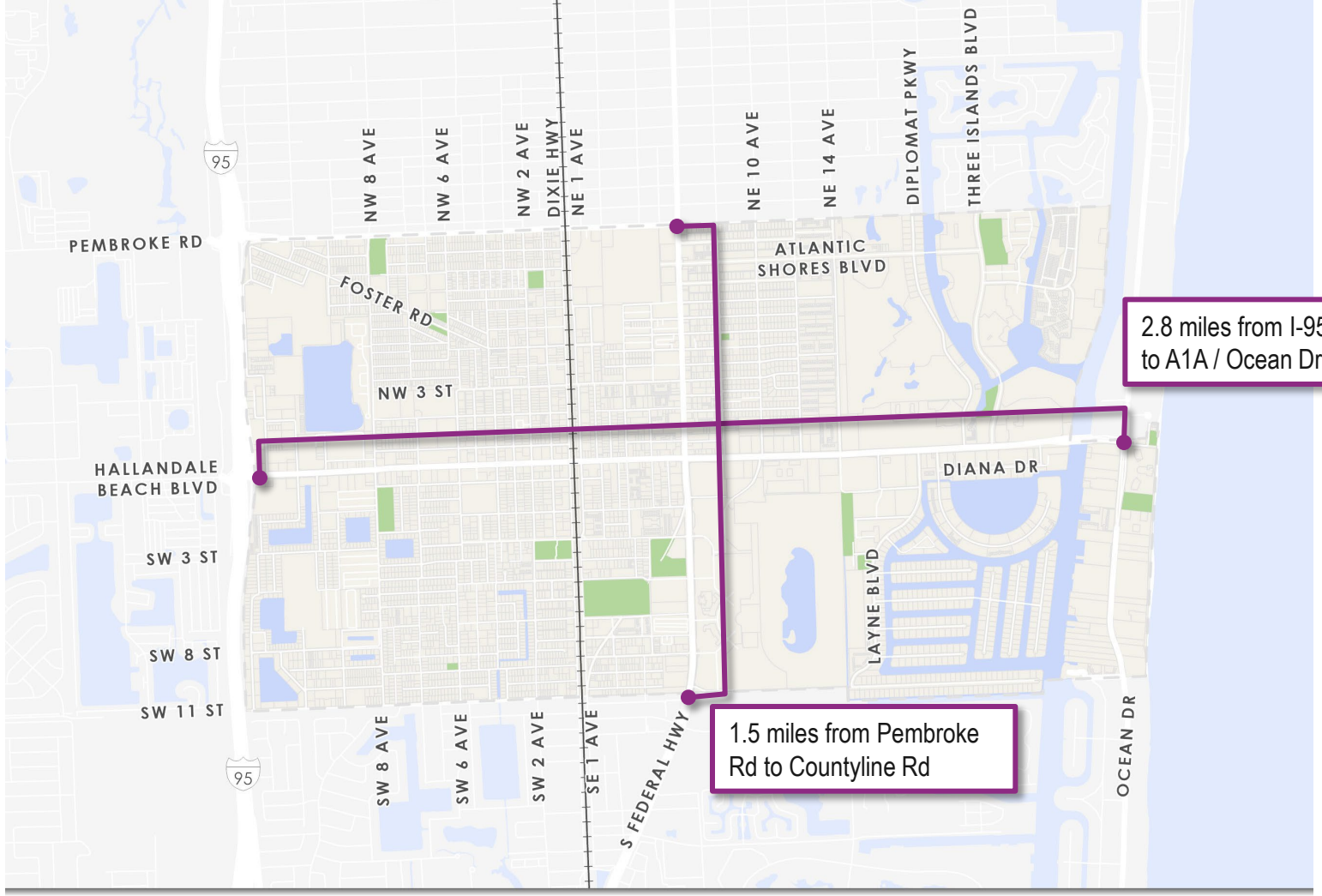
Hallandale Beach Transportation Master Plan

Existing Conditions Assessment

DRAFT | July 2025

Draft for City Staff Review

Study Area



Study Area

- Study Area (Hallandale Beach)
- Parks/Open Spaces
- Water
- Florida East Coast Railway

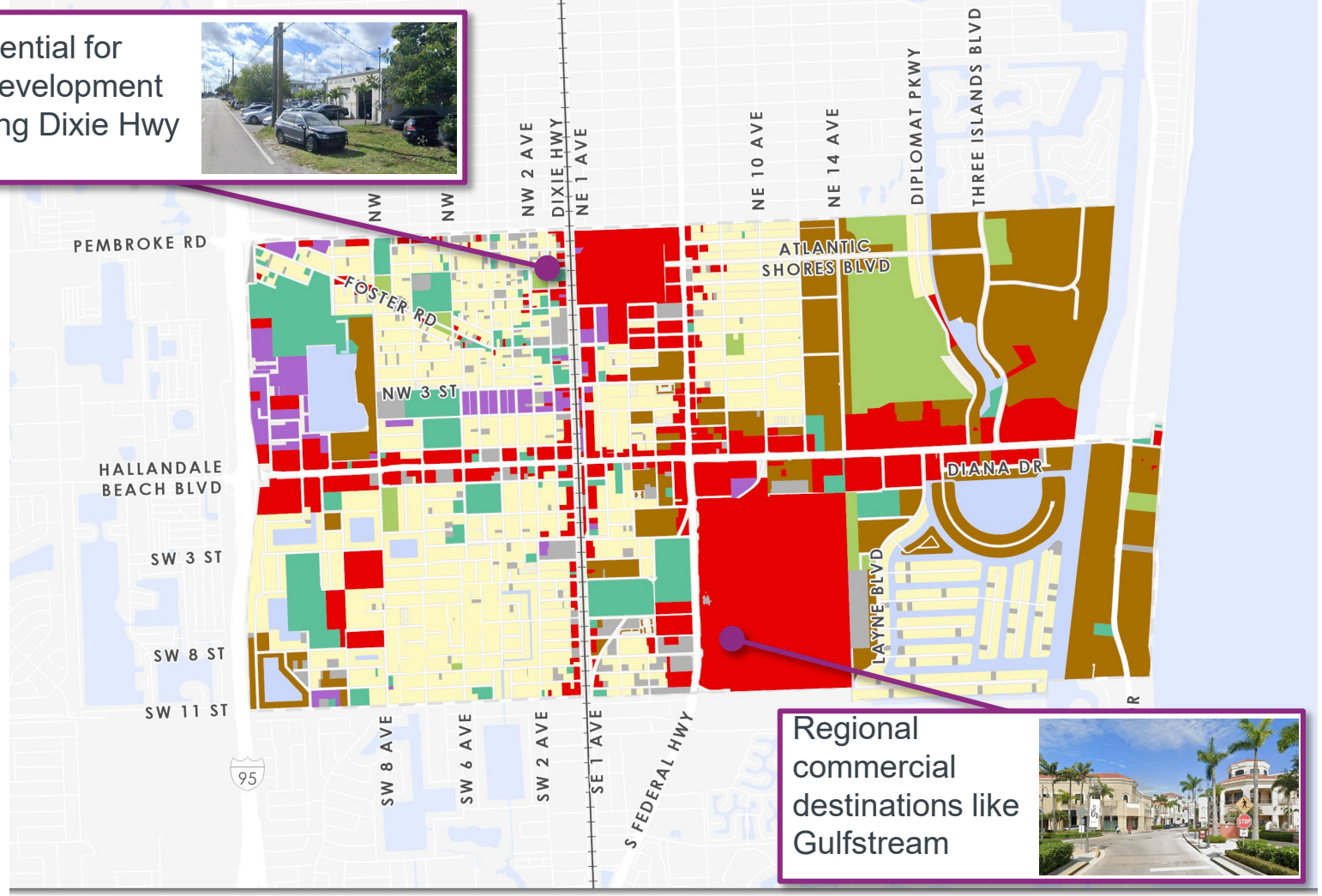
0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Understanding Hallandale Beach

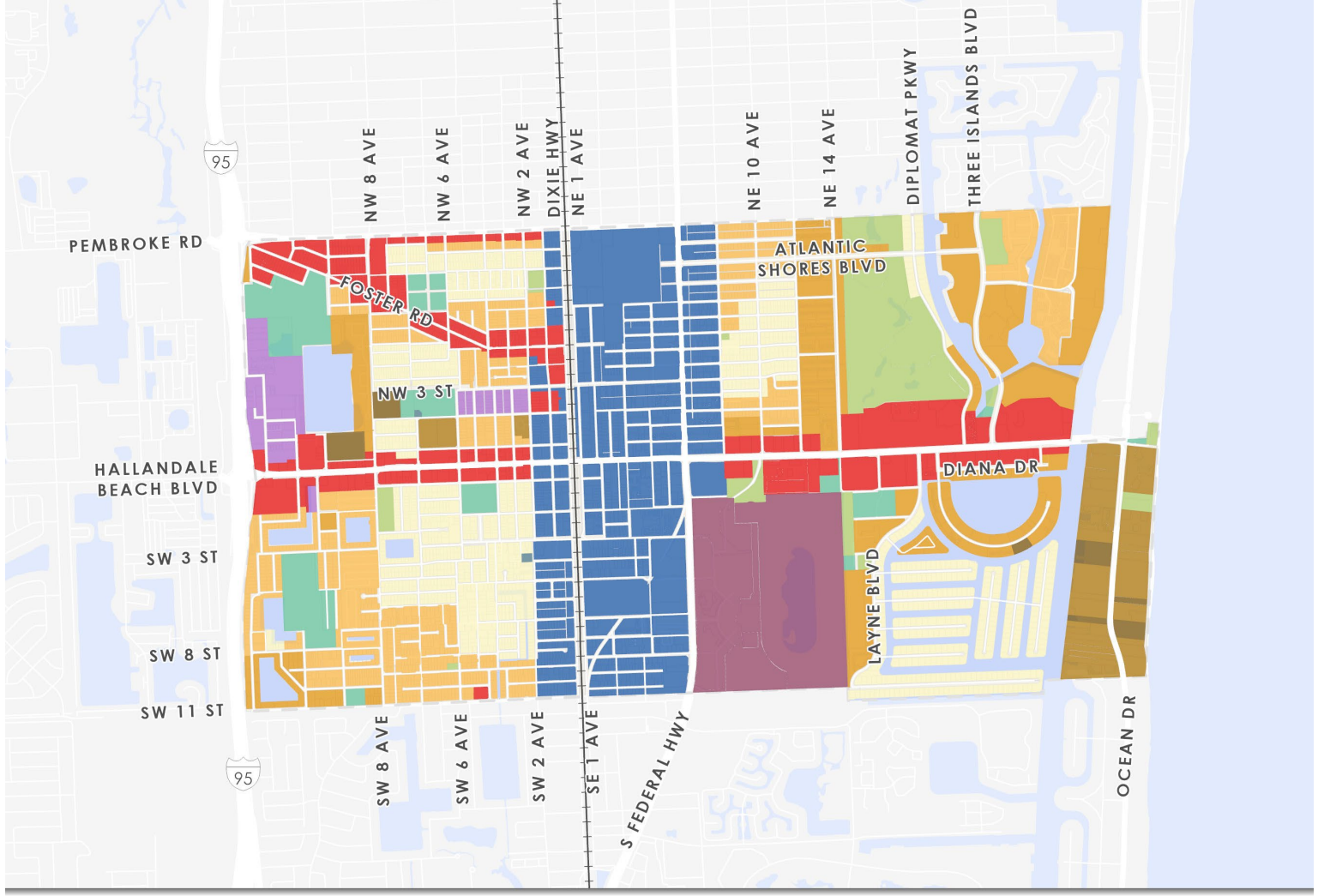
Existing Land Use

- Commercial development is largely concentrated along Hallandale Beach Blvd, Dixie Highway / 1st Av, and US 1
- Single family residential neighborhoods make up most of the land uses west of Dixie Hwy, between US 1 and NE 14th Ave, and the Golden Isles neighborhood off Layne Blvd
- Building density dramatically increases starting at Golden Isles Dr, with the greatest density located along Ocean Dr



Future Land Use

- The Regional Activity Center (RAC) is located at the center of Hallandale Beach (bordering Dixie Hwy and Federal Hwy) to encourage attractive and functional mixed living, working, shopping, educational and recreational activities (Hallandale Beach Future Land Use Element)
- Residential density is planned to increase in both the Regional Activity Center and Local Activity Center, as well as along Pembroke Rd
- Future land use shows an increase in commercial/mixed-use along Foster Rd



Destinations

- **K-12 Schools**
  - Two Public Schools
  - One Private School
  - ❖ All located west of Dixie Highway
- **Social and Recreational Needs**
  - City Parks
  - Places of Worship
  - Civic Centers
  - ❖ Cluster of churches in NW Quadrant, north of Foster Rd
- **Goods and Services**
  - Commercial / Shopping Centers (locations with 10+ businesses, malls, or big box stores)
  - Grocery Stores
  - Libraries
  - Government Services
  - Medical Offices / Clinics
- **Transit Stops**

Neighborhood market like Harrison's Market are not mapped, as they are not considered a "destination"

Destinations

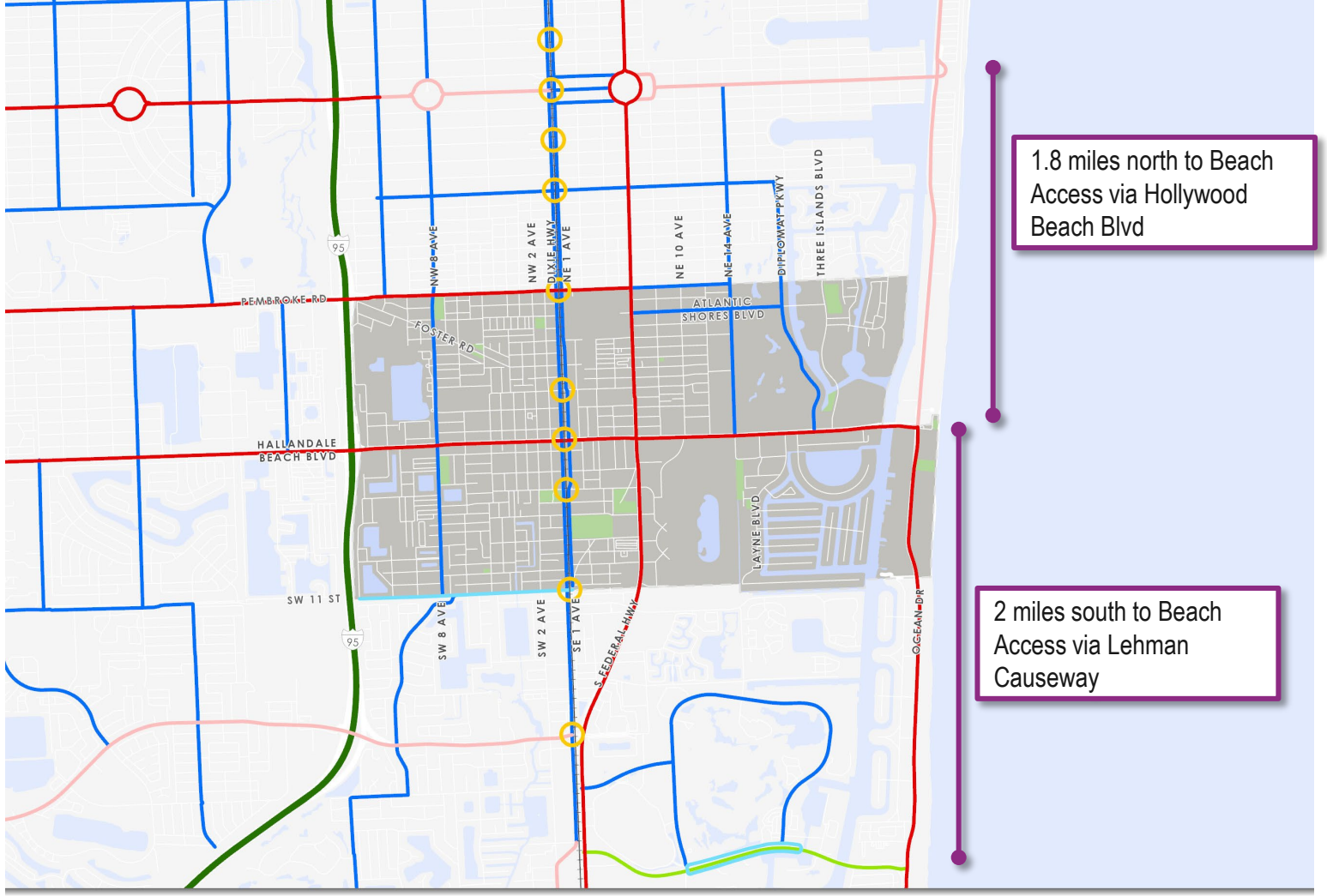
- K-12 Schools
- Social and Recreational Needs
- Goods and Services
- Transit Stops
- Regional Destination
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Destination: Beach Access via Hallandale Beach Blvd

- Hallandale Beach Blvd is a key east-west corridor, providing one of the few direct connections from I-95 to the Beach.
- The closest alternatives—Hollywood Boulevard (1.8 miles north) and the Lehman Causeway (2 miles south)—are relatively far apart, Hallandale Beach Blvd plays a vital role in local and regional access to this destination.
- Freeway connections are also limited in the area, further underscoring its importance



Functional Classification

- Freeway/ Expressway
- Interstate
- Major Collector
- Minor Arterial
- Minor Collector
- Pricipal Arterial
- Rail Crossings
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Special Planning Populations

Hallandale Beach is home to several unique populations, each with distinct transportation needs…

Poverty & Zero Car Household

- The median household income is $48,518 – 32% lower than the statewide average
- Around 21% of residents live below the poverty line—nearly double Broward County's rate of about 12%. Poverty rates increase to 27% for both Senior Citizens and residents under age 18.
- 9.9% of households have no vehicle, versus 6.8% in Broward County.
- 3% of workers use public transit for their commute, a bit higher than the 2% county average.

Lower household Income impact's ability to afford a car, or reliable car; Often considered transit dependent due to financial limitations; More likely to rely on transit or non-motorized transportation to access work, childcare, or education. Households without cars are considered transit dependent; More likely to rely on transit or non-motorized transportation to access daily destinations.

Mature & Aging Population

- Hallandale Beach's median age is around 46 years, notably higher than the U.S. average (38/39).
- Approximately 23% of residents are 65 or older, compared to just 17.5% in Broward County.
- Furthermore, 11.5% of Hallandale Beach residents are 75 or older—higher than the 7.5% countywide—indicating a predominantly older population.
- By contrast, only about 16% of residents are under 18.

Senior citizens are more likely to travel with mobility aids (walkers, wheelchairs, motorized scooters); May have reduced vision, hearing, or reaction time; May walk slower than other pedestrians and require longer crossing times; Often considered transit dependent either due to financial constraints (fixed-income) or mobility challenges

2010 and 2023 Census ACS 5-year Estimates for Hallandale Beach and Florida. LEHD 2021 Work Area Profile for Hallandale

Origin & Destination Analysis

Replica Data

- Replica is a data platform that utilizes large data to create a simulation of an area's travel patterns:
  - Mobile phone location data, census data, real estate data, consumer data, etc…
- Replica analyzes activities and movements of persons and vehicles in a region in order to identify characteristics about trips
  - Origin, destination, purpose, routing, etc…

Getting to Work

All trips that end at a person's workplace (including commute trips and things like a trip back from lunch).

Getting to School

All trips to a person's school or college.

Travel for Daily Needs

All social trips and trips to places where people shop, dine, and run errands.

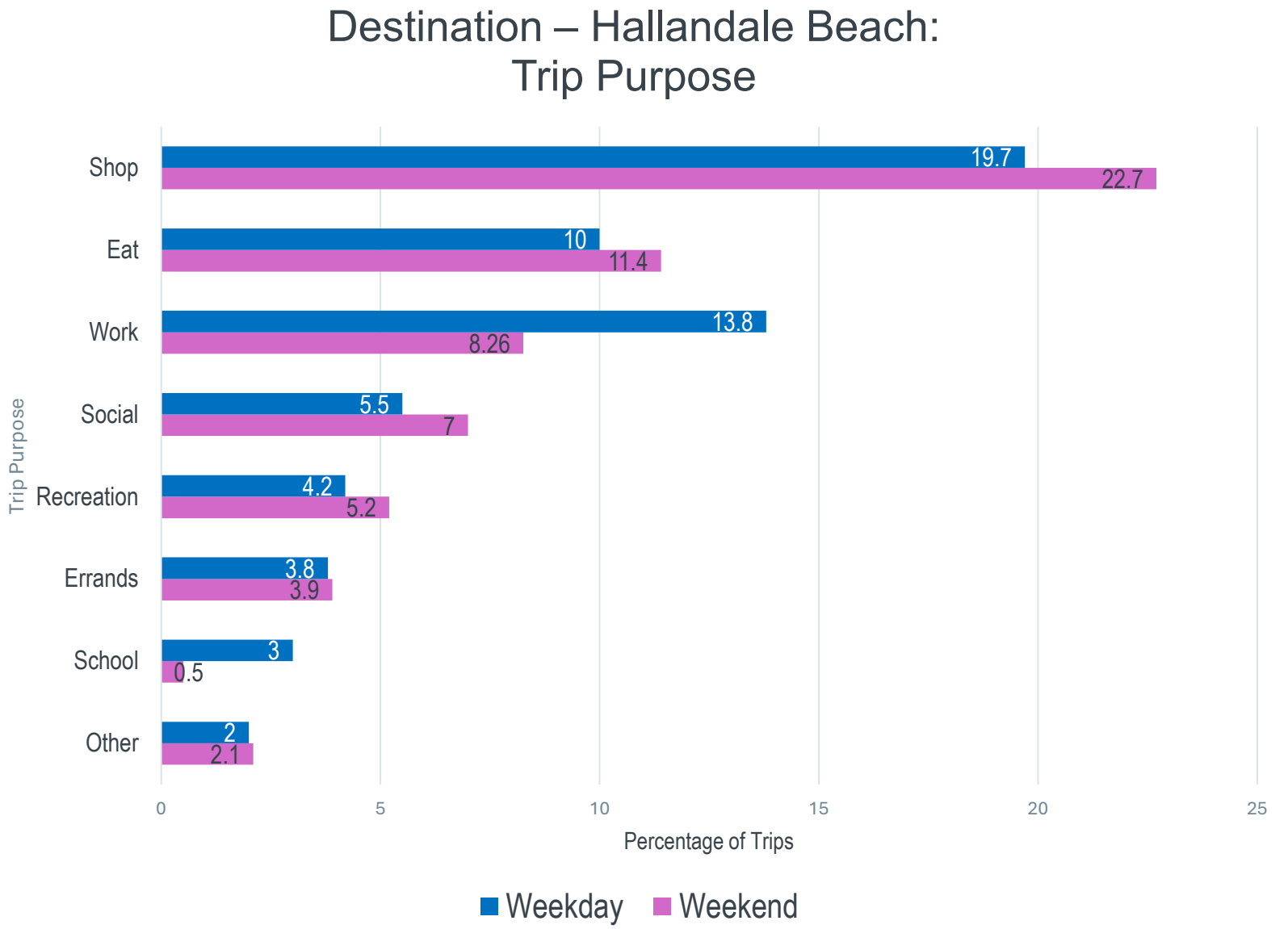
Getting Outside

All trips to recreational destinations like parks and trailheads (this does not include trips without a destination, like walking the dog or jogging).

Destination Analysis

Replica Data

- The Destination Analysis only includes trips that end in Hallandale Beach.
- Trip Purpose shifts between Weekday trips and Weekend trips.
  - Weekday #1 Purpose: Work
    - Work trips are more likely to occur in AM or PM peak
  - Weekend #1 Purpose: Shop
    - Shop trips are more likely to end at shopping centers and Gulf Stream
- Only 14% of weekday trips to Hallandale Beach are to Work. Therefore, many trips that end in Hallandale Beach may occur outside of normal commuting times.



Replica, South Atlantic Model Region, Fall 2024

Origin Analysis

Replica Data

- The Origin Analysis only includes trips that begin in Hallandale Beach.
- Most trips are taken by a personal vehicle
- Travel mode for “Getting to School” has greatest shift from Weekday trips to Weekend trips, particularly walking.
- Both on weekdays and weekends, walking is more than 10% of the trip mode for “Travel for Daily Needs”
- Transit use is limited, but over 3% of people use it to get to work
- Getting to Work Average Travel Distance of 12.6 or 8.9 miles indicates most working residents travel outside of Hallandale Beach for work.

Weekdays

	Drive	Transit	Bike	Walk	Other	Avg Travel Time [minutes]	Avg Travel Distance [miles]
Getting to Work	90.7%	3.4%	0.5%	4.6%	0.8%	22.2	12.6
Getting to School	90.1%	0.2%	1.0%	8.5%	0.3%	11.2	5.3
Travel for Daily Needs	82.1%	0.4%	0.9%	14.3%	2.2%	17.1	11.8
Getting Outside	85.8%	0.5%	0.9%	10.8%	2.1%	17.0	9.2

Weekends

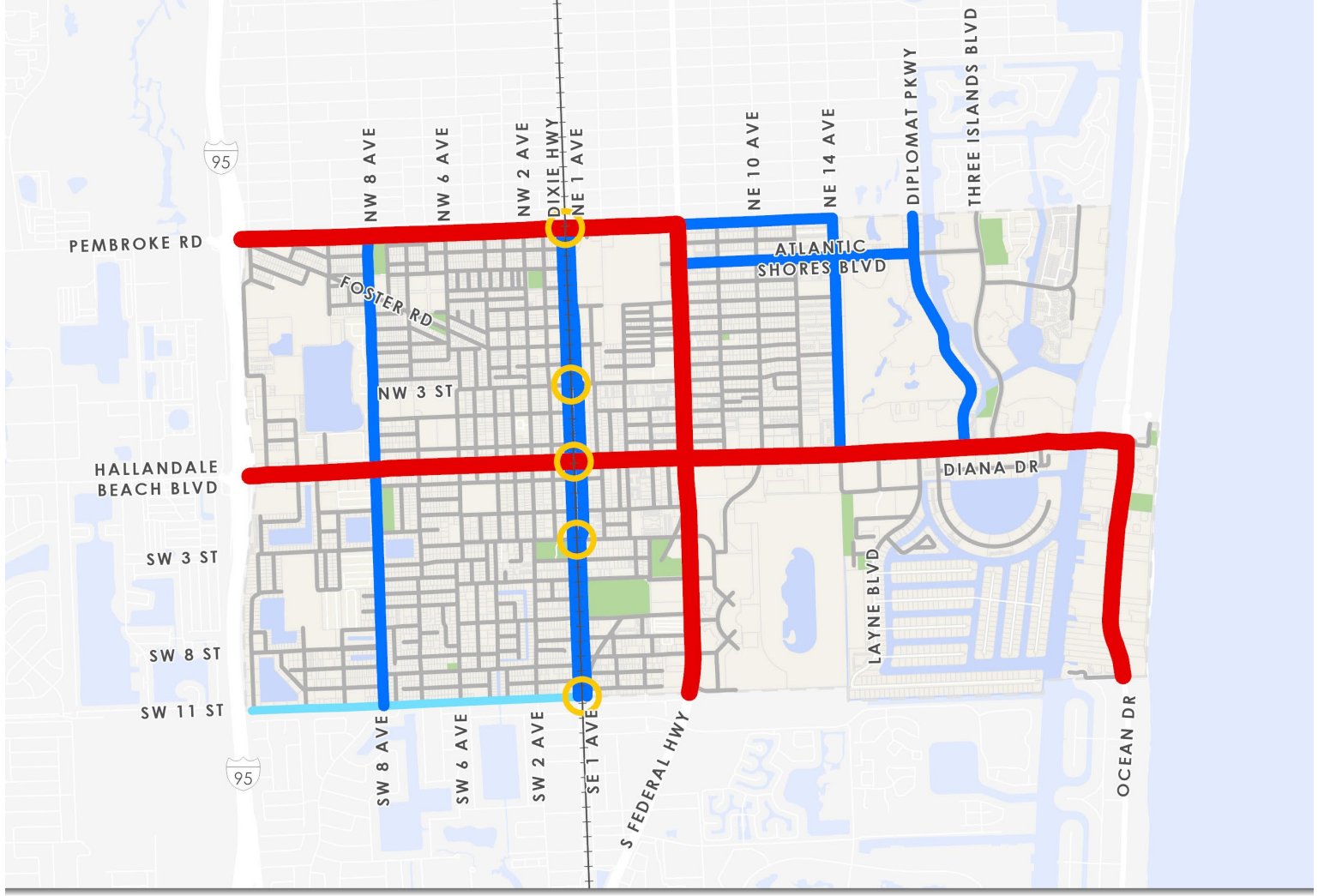
	Drive	Transit	Bike	Walk	Other	Avg Travel Time [minutes]	Avg Travel Distance [miles]
Getting to Work	90.4%	3.4%	0.7%	4.8%	0.6%	16.4	8.9
Getting to School	97.4%	0.5%	0.4%	0.8%	0.8%	18.9	11.7
Travel for Daily Needs	84.0%	0.2%	0.8%	12.8%	2.1%	15.2	10.8
Getting Outside	88.6%	0.3%	0.6%	8.8%	1.6%	15.3	10.0

Replica, South Atlantic Model Region, Fall 2024

Roadways in Hallandale Beach

Road Network and Functional Classification

- Most city-owned roads are classified as Local roads. However, several city-owned roads are classified as Collector.
- Hallandale Beach has pockets of well-connected roadway networks, like between NW / SW 8 Av and Dixie Hwy
- Other areas of the city have much more limited roadway connectivity, including west of NW / SW 8 Av and east of Federal Hwy. This may force drivers onto main roads like Hallandale Beach Blvd
- East-west connectivity in Hallandale Beach is more constrained as Hallandale Beach Blvd is the only road that runs continuously from I-95 to A1A / Ocean Dr
- Rail crossings are limited, making the FEC a significant barrier to east-west travel



Functional Classification

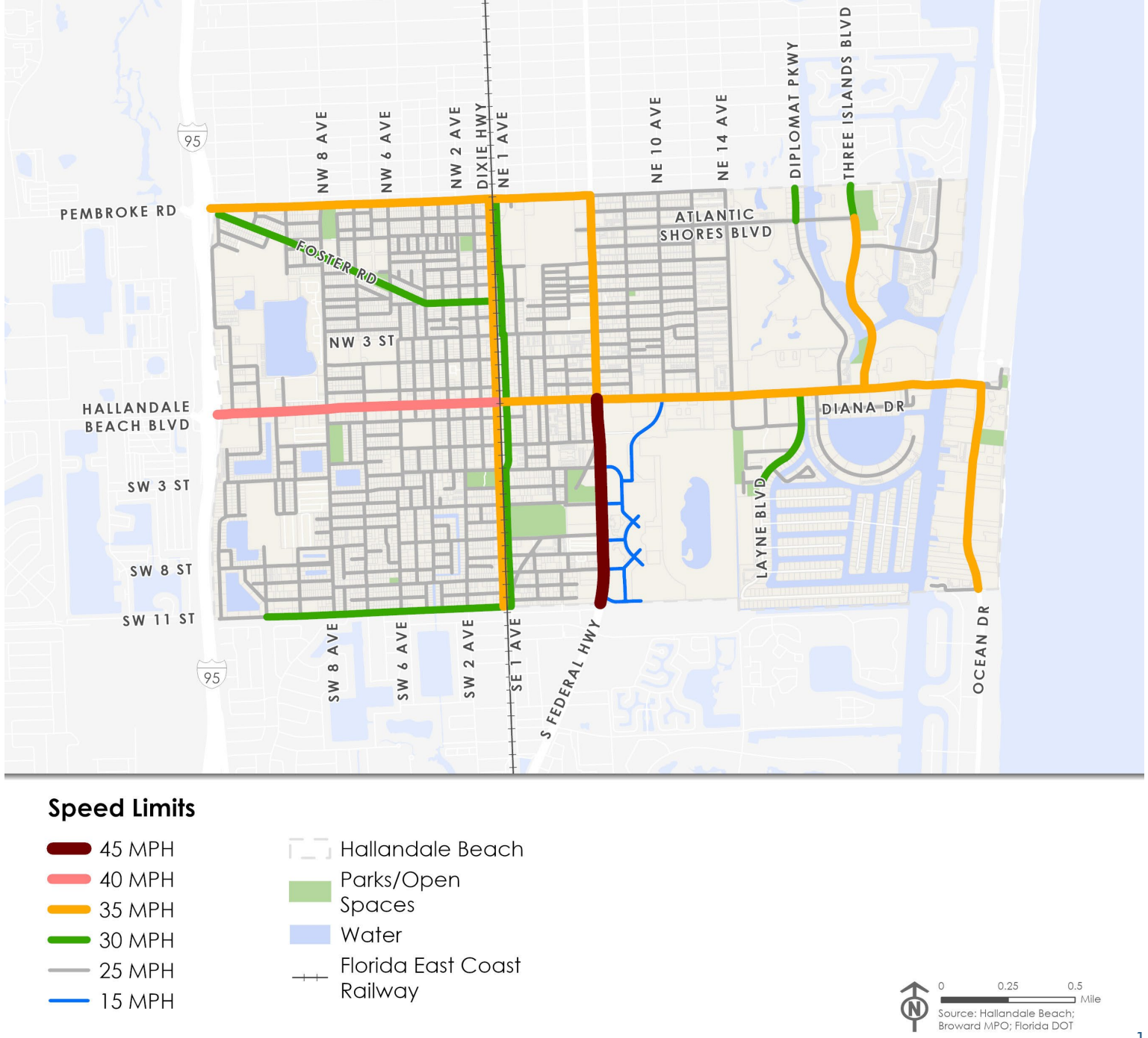
- Principal Arterial
- Major Collector
- Minor Collector
- Local
- Rail Crossings
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

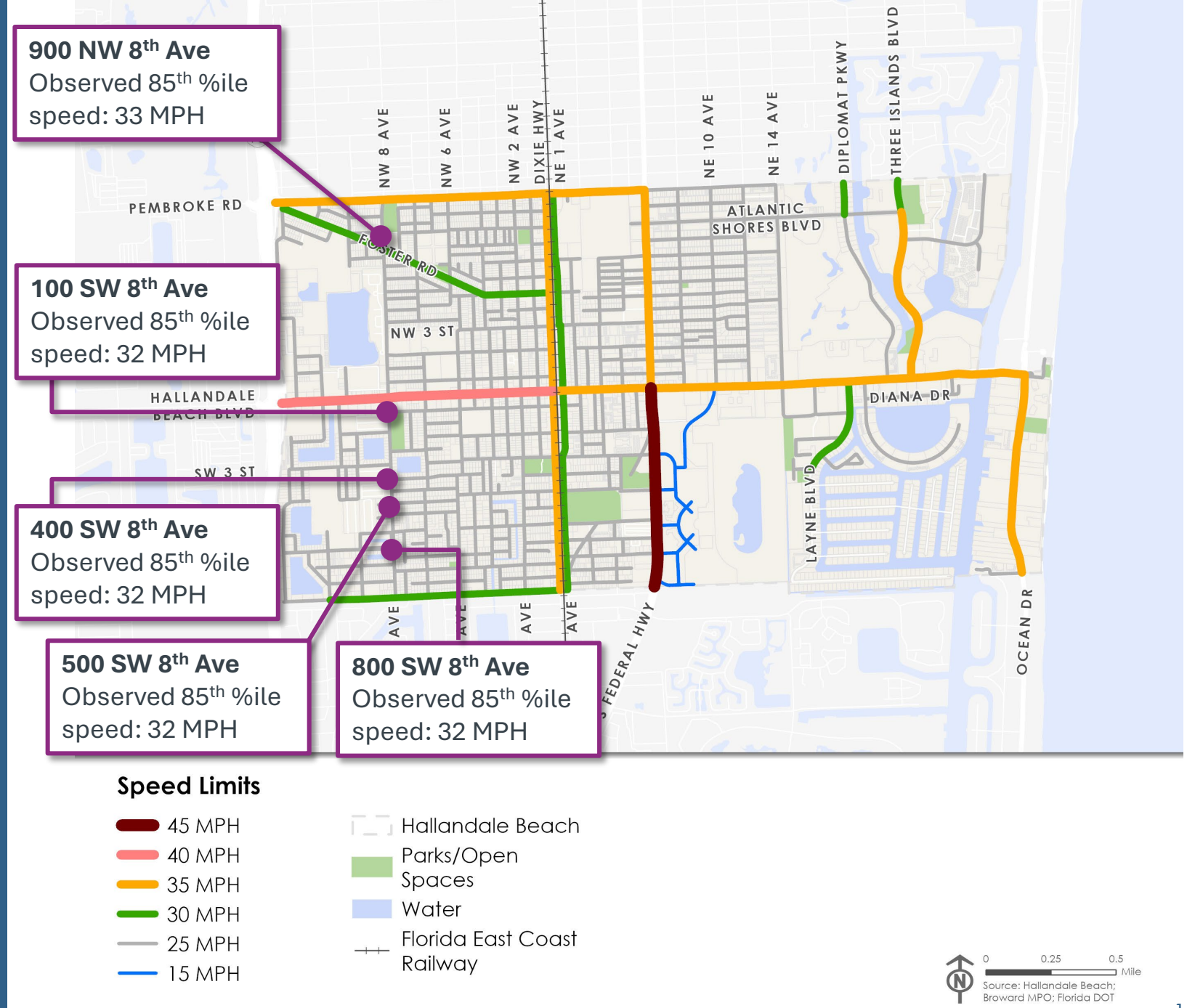
Posted Speed Limits

- The majority of city-owned roads are posted at 25 MPH
- Some city-owned roads are posted at 30 or 35 MPH
  - Foster Rd
  - SW 11 St
  - Layne Blvd
  - SE 1 Av
  - Three Islands Blvd
- Higher speeds (35 MPH or higher) create barriers to crossing
  - Three Islands Blvd
  - Hallandale Beach Blvd
  - Federal Hwy
  - Dixie Hwy
  - A1A / Ocean Dr



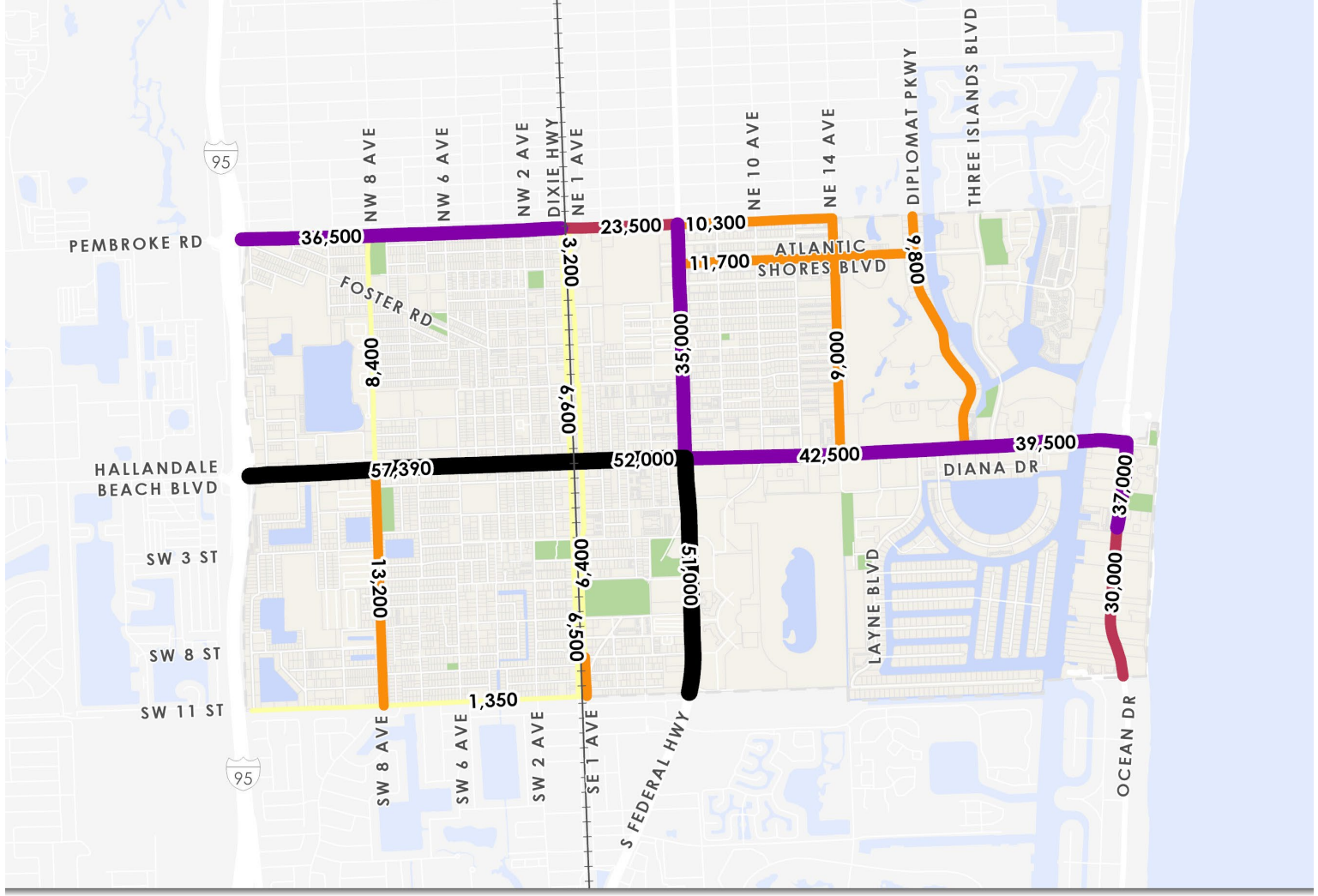
Police Speed Studies

- Several speed studies have been completed in 2024 and 2025 by the Hallandale Beach Police Department
- Findings displayed only address areas where the 85th percentile speed exceeded the posted speed limit by more than 5 miles per hour
- Speeding was observed on SW / NW 8 Av



Traffic Volumes

- FDOT only collects annual traffic volumes for roadways with functional classification of Arterial or Collector. Volume data is therefore not collected on most city-owned roads.
  - Assumed traffic volumes for Local roads are lower than 2,500 per day
- Hallandale Beach Blvd sees very high traffic volumes as the only east-west Arterial that runs uninterrupted through Hallandale Beach and provides access to the beach.
- Traffic volumes are highest on Hallandale Beach Blvd from I-95 to Federal Hwy, and then on Federal Hwy from Hallandale Beach Blvd to the City's southern boundary. This suggests a critical travel pattern throughout the region.
- Dixie Hwy has 4 lanes for one direction of traffic, but very low traffic volumes

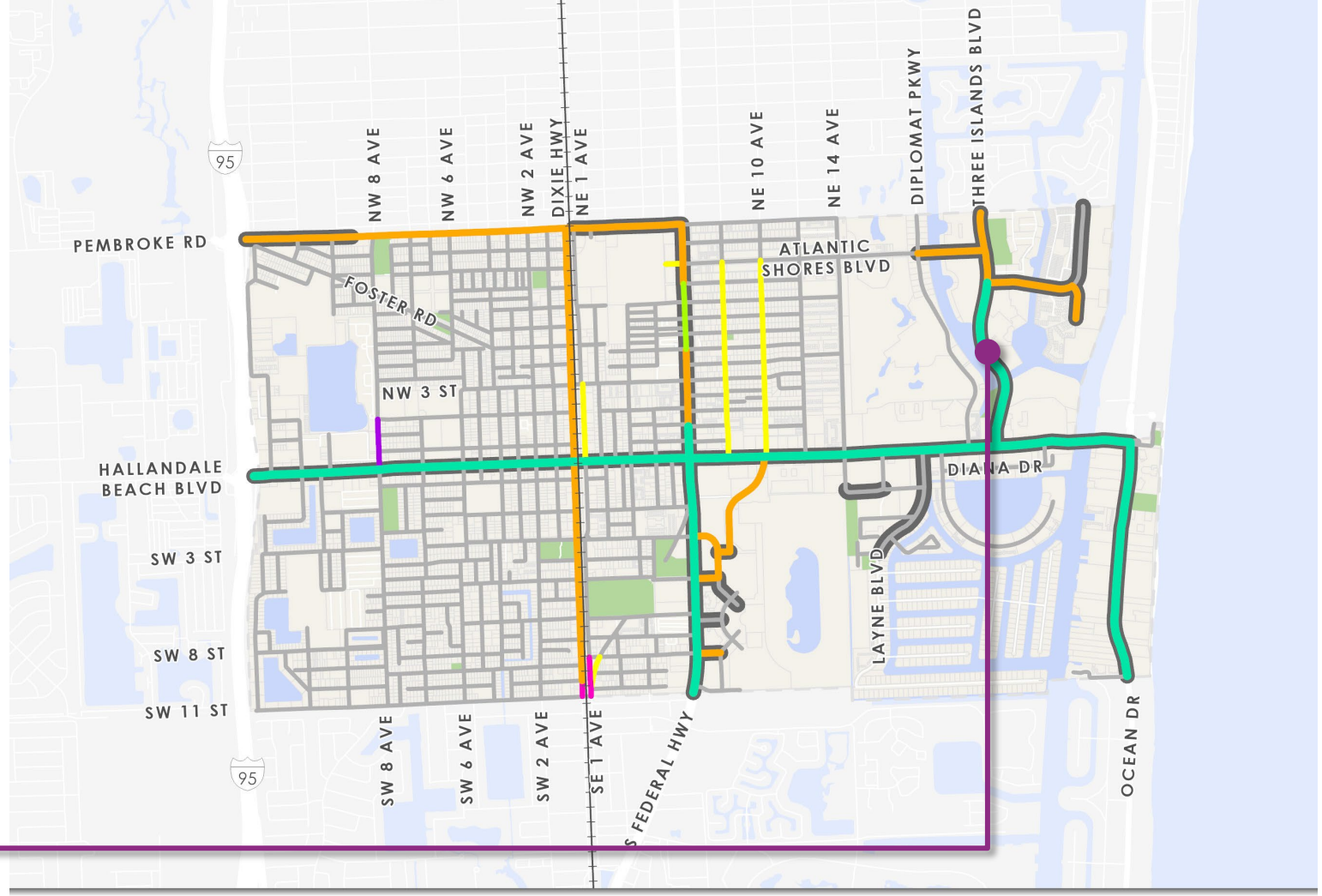


By Comparison:
Hollywood Blvd, from SE 14 Av and A1A is 15,380
Lehman Causeway, from US1 to A1A is 42,500

Numbers of Lanes and Medians

- Hallandale Beach Blvd, A1A / Ocean Dr, and the southern half of US 1 are Arterials with 6 lanes.
- Three Islands Blvd is a Local road that also has 6 lanes
- Three Islands Blvd and the northern portion of Layne Blvd have raised medians.
- There are two one-way pairs:
  - NE 8 Av (SB) + NE 10 Av (NB)
  - Dixie Hwy (SB) + NE / SE 1 Av (NB)

Three Islands Blvd is a city-owned Local road with 6 lanes and a raised median.



Number of Lanes and Medians

- 6 Lanes
- 4 Lanes + TWLTL
- 4 Lanes
- 3 Lanes
- 2 Lanes + TWLTL
- 2 Lanes
- 1 Lane
- Raised Median
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

TWLTL
Two-Way Left Turn Lane

0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Residential Roadway & Land Use Mismatch

- Diana Dr
  - Provides the main access for offices and multifamily residential
  - Includes a parallel access road
  - Limited sidewalks with back-out parking
  - Alternative route to/from Hallandale Beach Blvd with access to A1A
- Atlantic Shores Blvd
  - Very wide two-lane road (95')
  - Limited sidewalks with back-out parking
- Moffett St
  - Extension of Pembroke Rd
  - May be used as a through street due to this connectivity
  - Limited sidewalks
- NE 8 Av + NE 10 Av
  - One way pair on local streets; may encourage higher speeds and cause wayfinding/access challenges

Diana Dr




Atlantic Shores Blvd

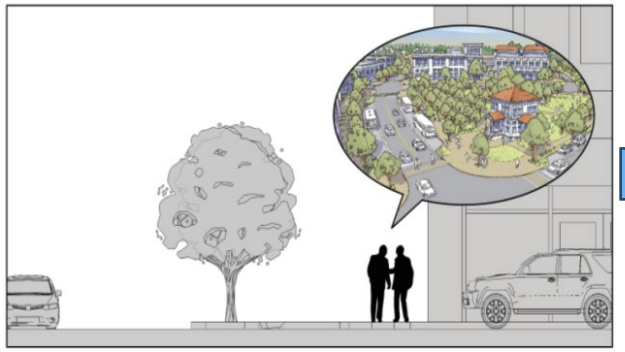

Moffett St

One-Way Pair: NE 8 Av + NE 10 Av

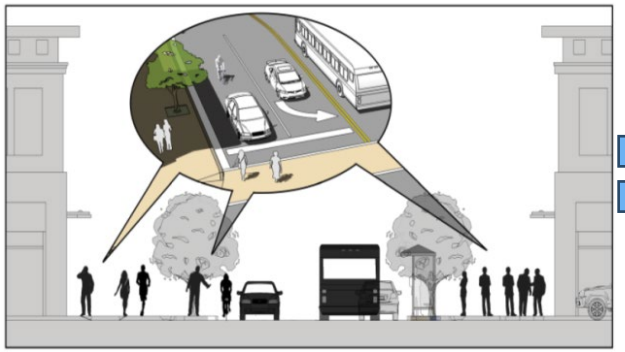

FDOT Context Classification

FDOT process to determine what a road should look like based on...

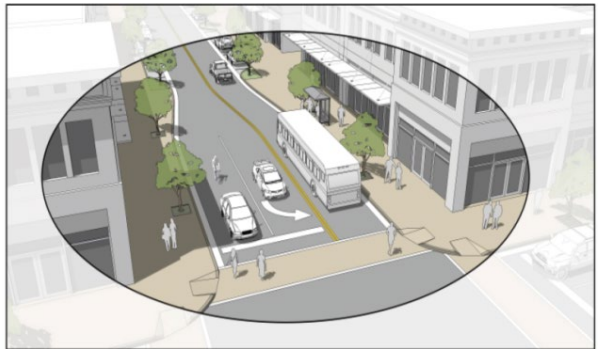
What Does the Land Use Look Like?



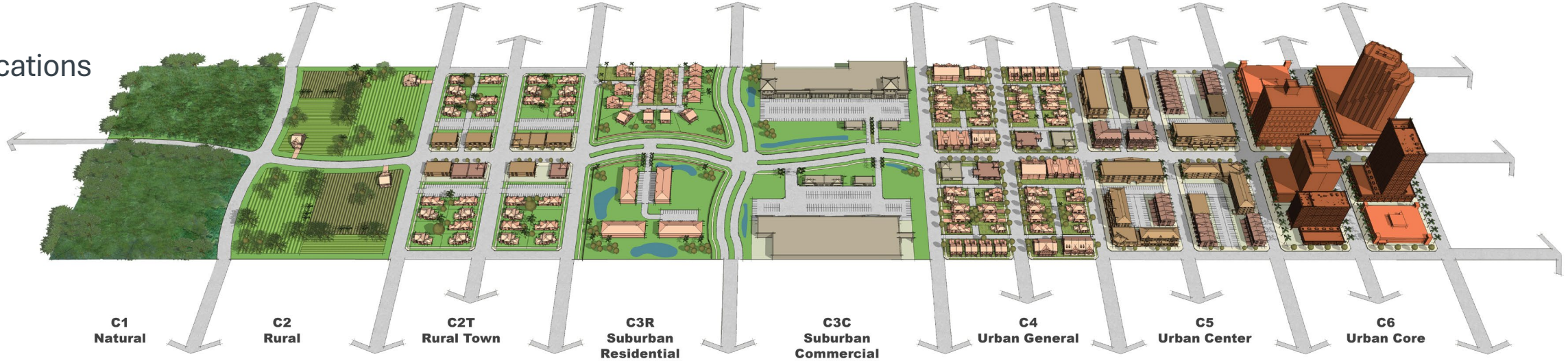
Who Uses the Street? What Role Does the Street Serve?



What Should the Street Look Like to Meet Their Needs?



Context Classifications

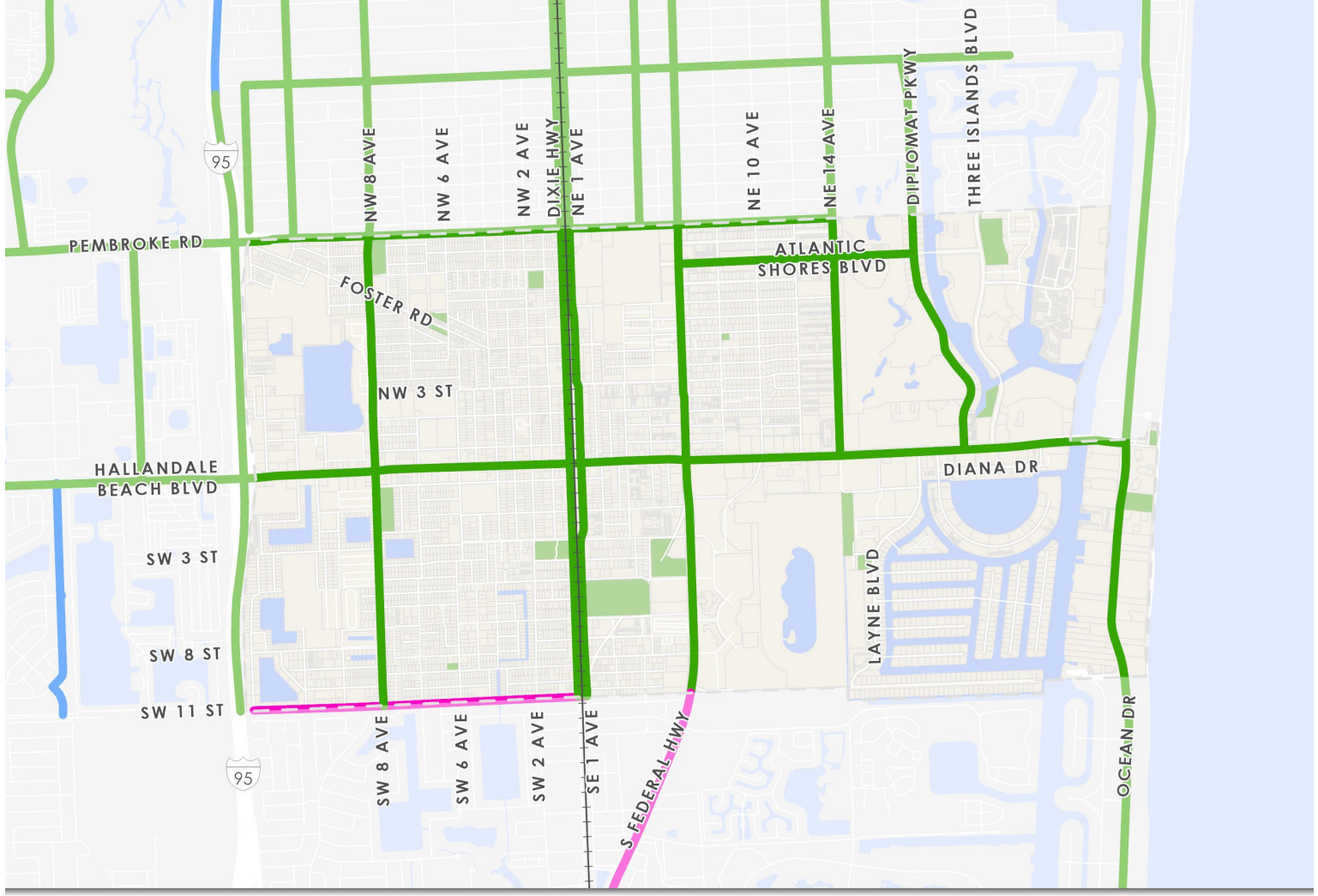


Context Classification

- Context classification is applied to Arterial and Collector roadways only.
- Except for SW 11 St, the Arterials and Collectors in Hallandale Beach are designated as C4 - Urban General (C4).
- Further information on Context Classification can be found in the FDOT Context Classification Guide:

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf

Note: Context Classification developed by FDOT District 4.



Context Classification

- C3C - Suburban Commercial
- C3R - Suburban Residential
- C4 - Urban General
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

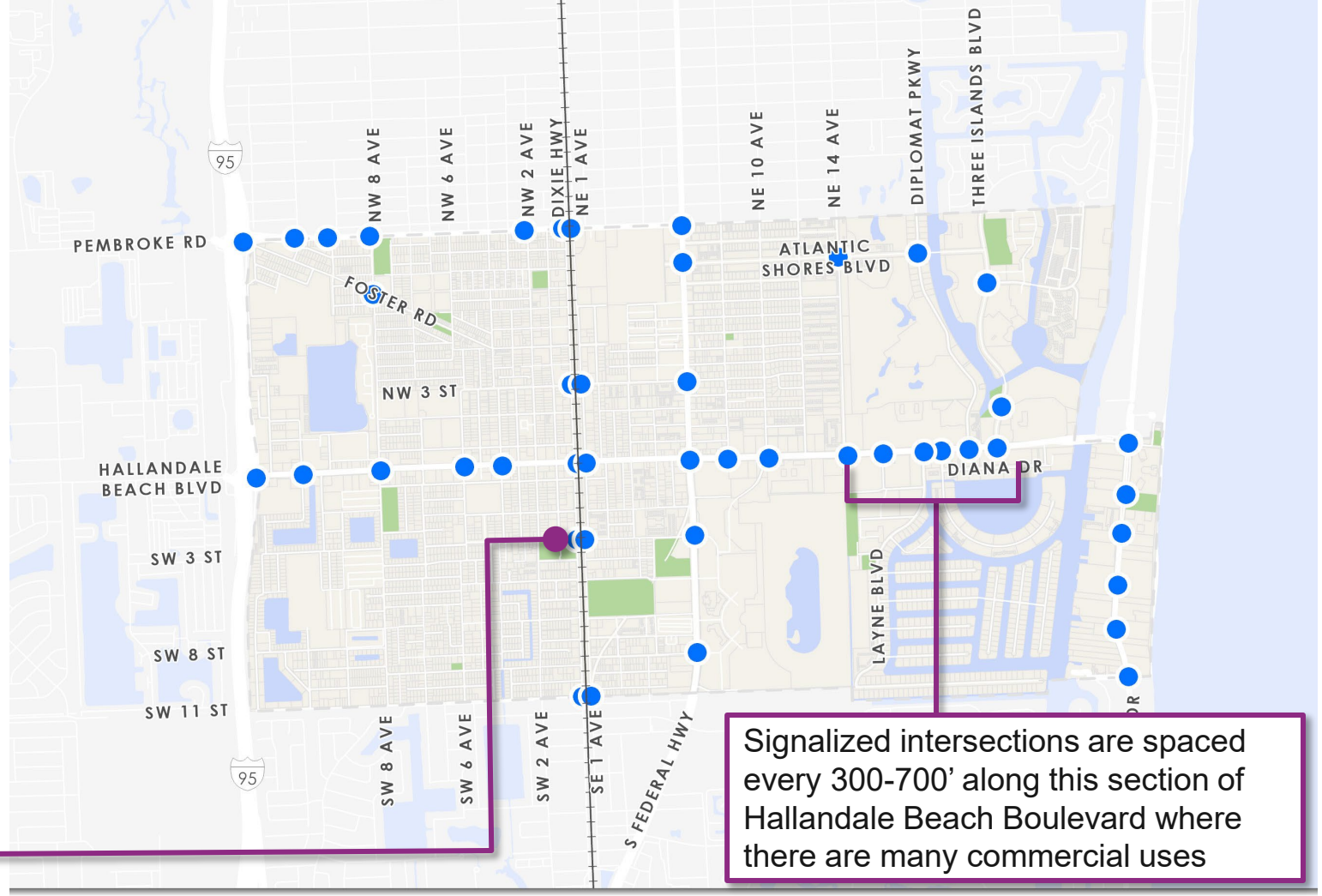
0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Traffic Control Devices

- Traffic control is shown for Arterials and Collectors; except signals on Three Islands Blvd (Local Rd) are also shown.
- There are signals at many key intersections
- Intersections at the Florida East Coast Railway crossings have signals located at very close intervals (one on each side of the rail line) and are for the one-way pairs.
- Many side streets terminate at Arterials or Collectors; these side streets are almost always stop controlled (not shown) and many allow left turns out

Back-to-back signalized intersections are required to control traffic on SE 3 St crossing the FEC railroad for the one-way pair of Dixie Hwy and SE 1 Av.



Signalized intersections are spaced every 300-700’ along this section of Hallandale Beach Boulevard where there are many commercial uses

Traffic Control on Major Roads

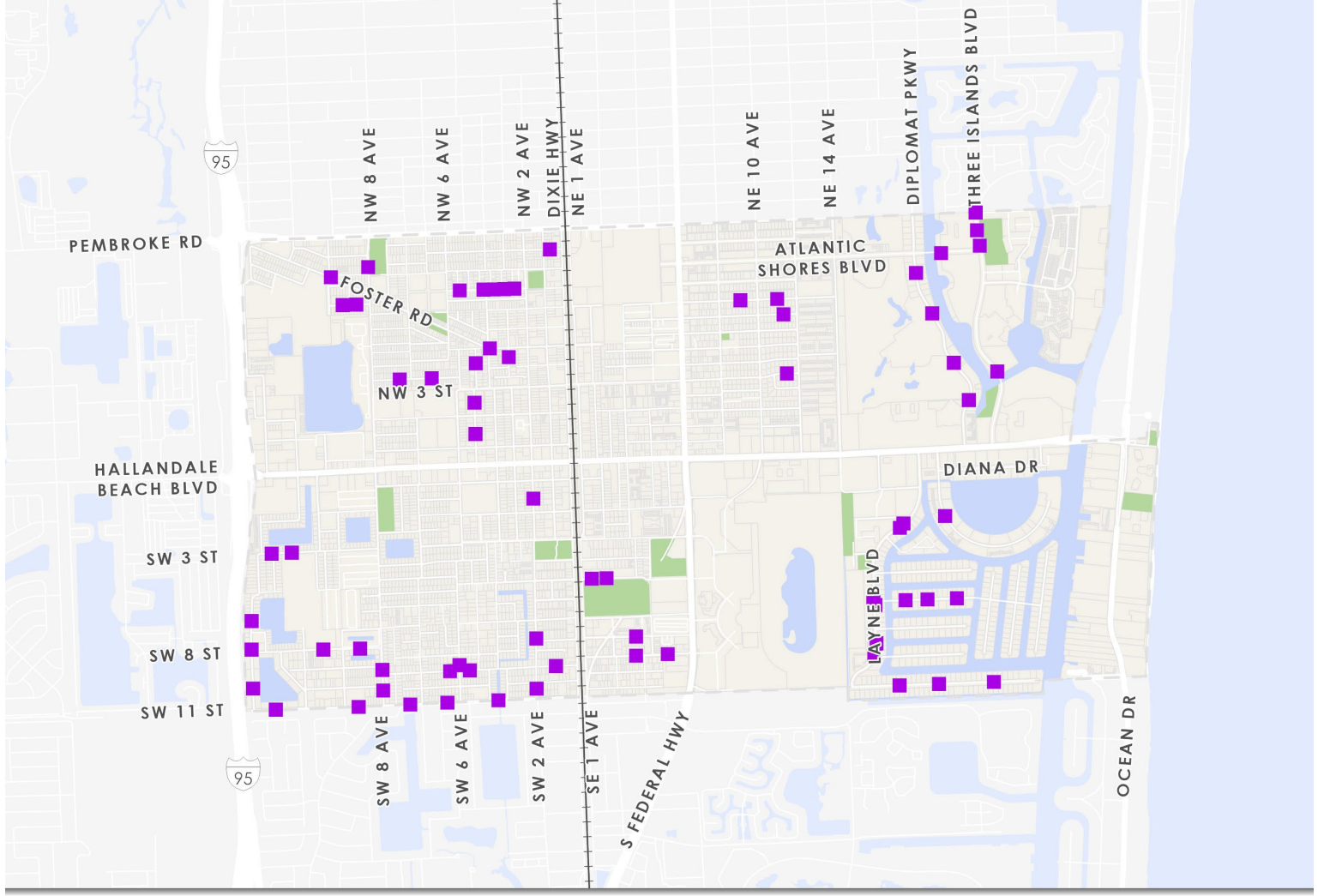
- Signalized Intersection
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Traffic Calming

- Traffic calming throughout Hallandale Beach is largely implemented through speed humps
- Speed humps are primarily concentrated in residential neighborhoods located in the northwest and southwest quadrants, as well as along Diplomat Parkway and Three Islands Boulevard
- When used, speed humps are generally placed at regular intervals to increase effectiveness



Traffic Calming

- Speed Hump
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

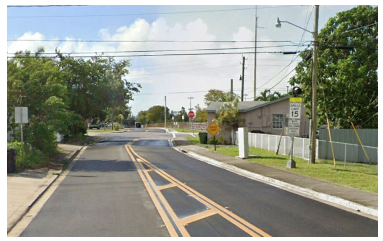
0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

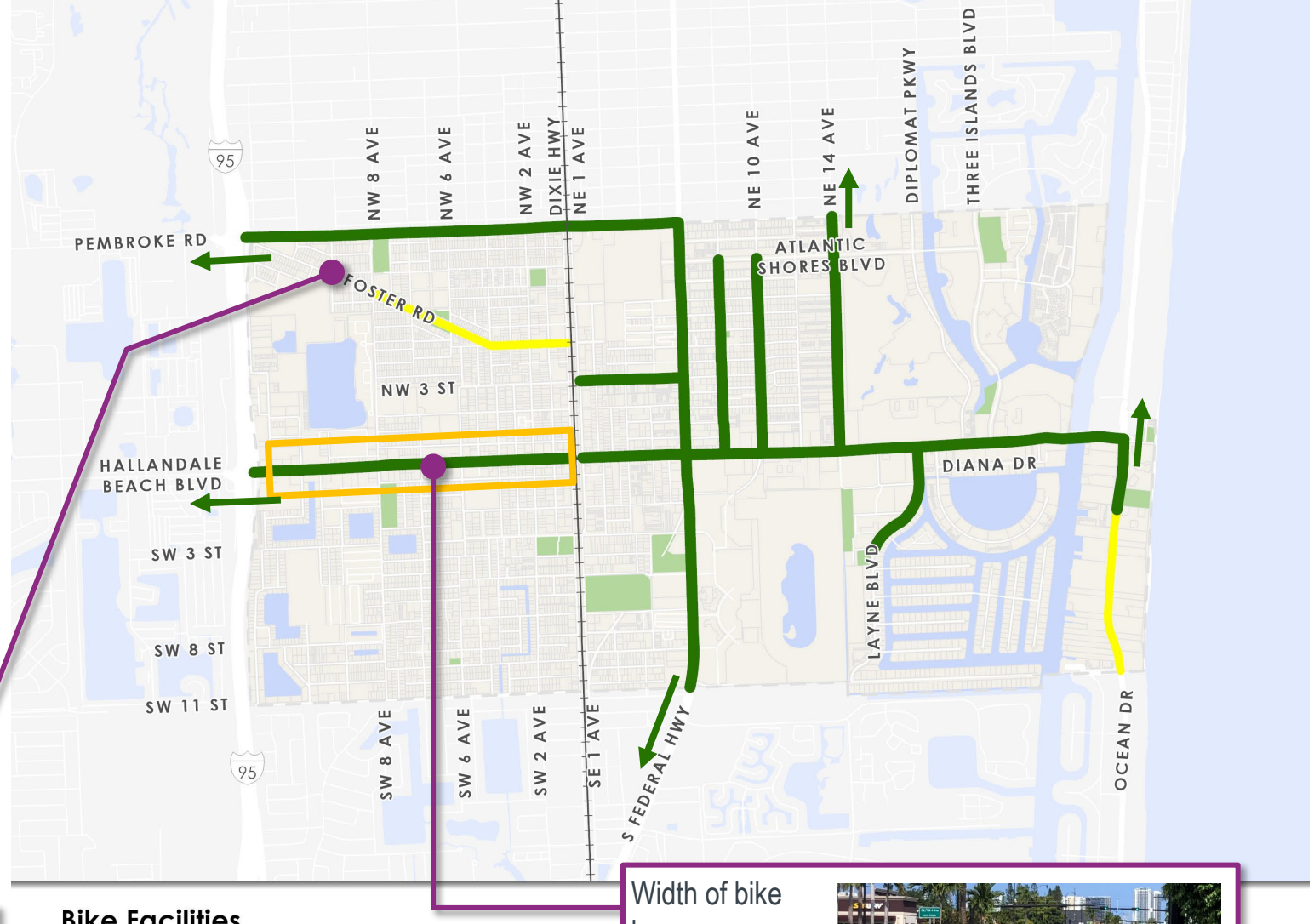
Biking in Hallandale Beach

Bike Network

- The bike network in Hallandale Beach is mostly comprised of marked shoulders on Arterials and Collectors
- Bike lanes are also present along the one-way pair of NE 10 Ave and NE 8 Ave
- While bike lanes do exist, they do not form a network or connect to destinations west of Federal Hwy
- Sharrow markings are present along a segment of the southern section of A1A / Ocean Dr and along Foster Rd



Bike network does not connect to Hallandale High School

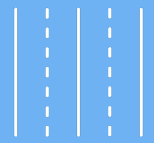


Width of bike lanes are substandard (4') along Hallandale Beach Blvd between I-95 and Dixie Hwy

Level of Traffic Stress (LTS)

- Evaluates comfort for people biking on a given street
- Uses quantitative date to measure qualitative experience
- Methodology developed by the Florida Department of Transportation (FDOT), 2023
- Does not include safety / crash data

LTS is Measured by:

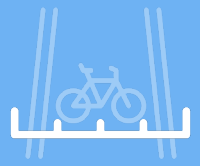


Number of Travel Lanes

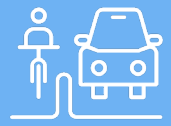
Speed of Traffic

Number of Vehicles

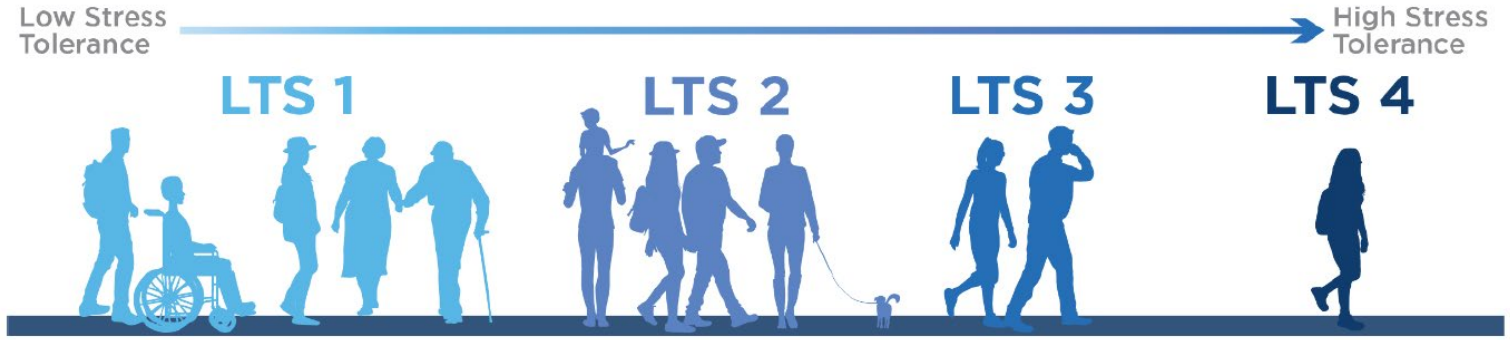
Presence of Bike or Ped Facilities

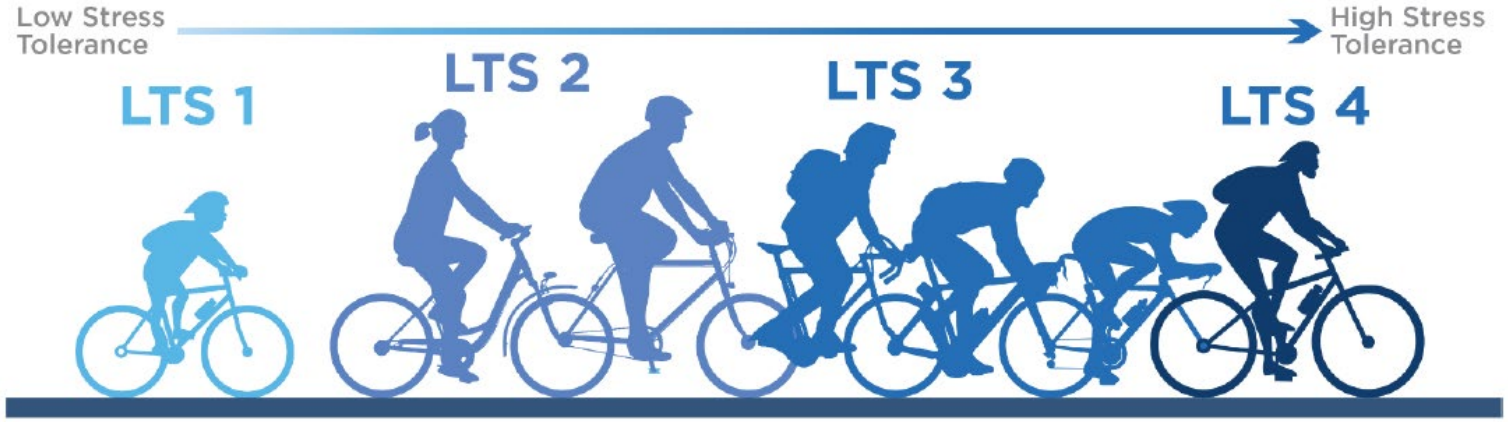


Width of Facilities



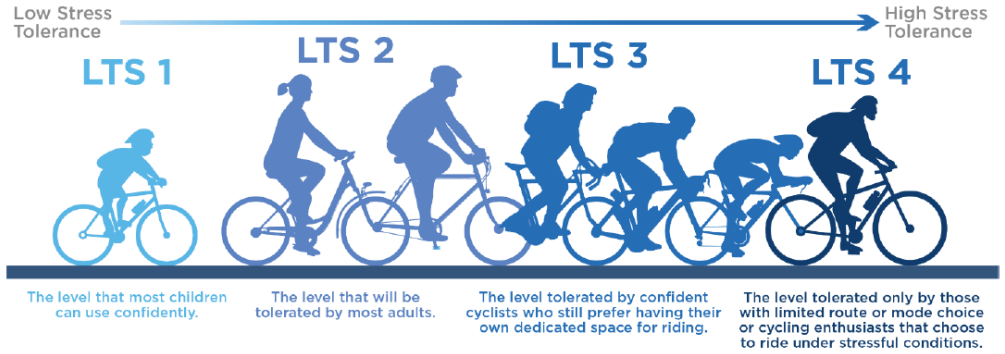
Separation from Cars

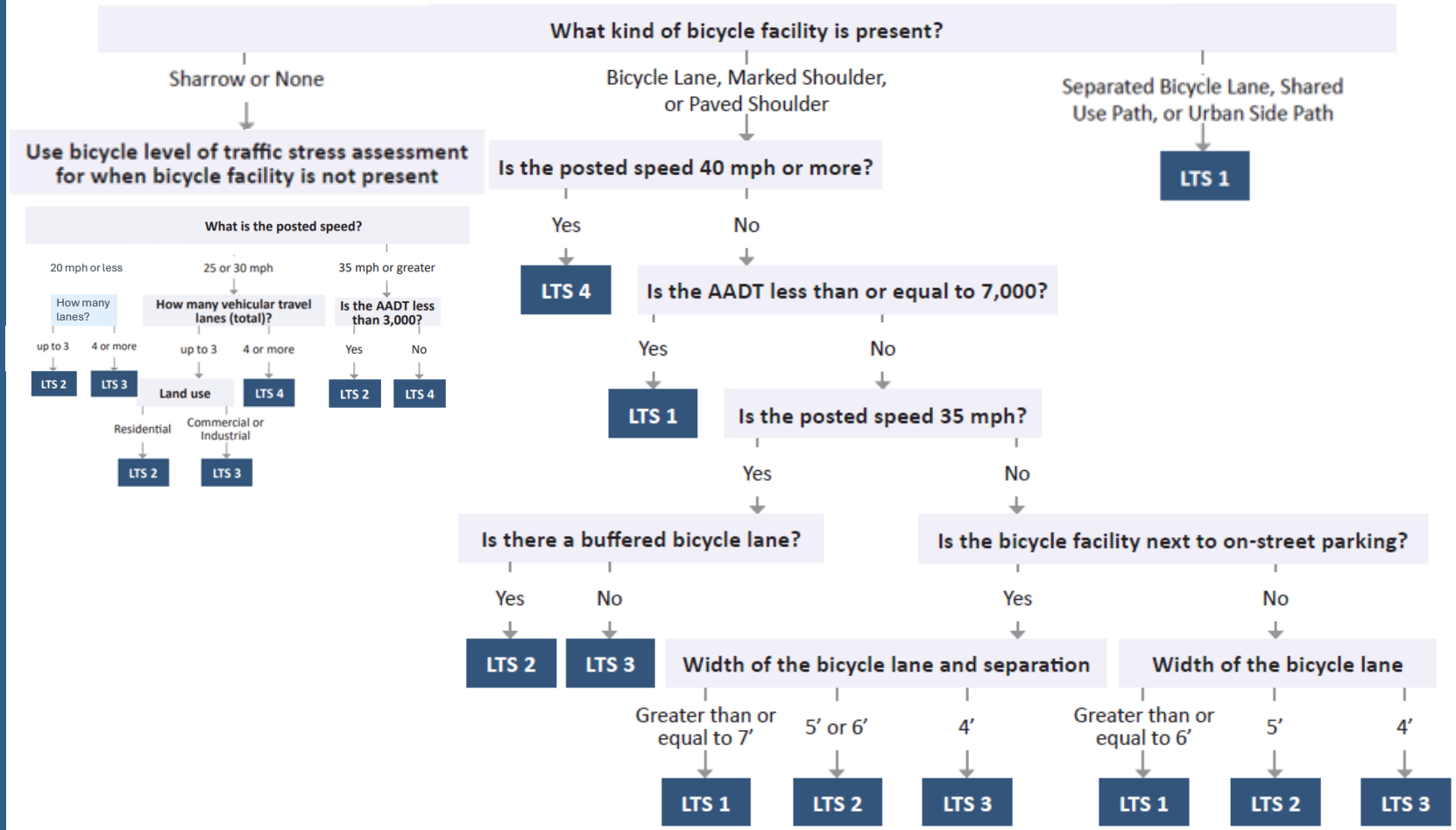




Bike LTS Methodology

- Bike LTS was calculated for all public roads in Hallandale Beach
- The methodology to the right reflects the methodology set forth by FDOT in the 2023 Multimodal Quality / Level of Service Handbook, with one modification
- LTS calculation for Local Roads:
  - One of the data sets for calculating LTS is roadway volume.
  - Volume data is not collected for roadways classified as Local roads
  - LTS was calculated for Local roads that provide direct connections between major roads/destinations. Roadway volumes of 2,500 AADT was assumed.
  - All other Local roads with speed limits of 25 MPH are considered neighborhood serving only and were assigned LTS 1.

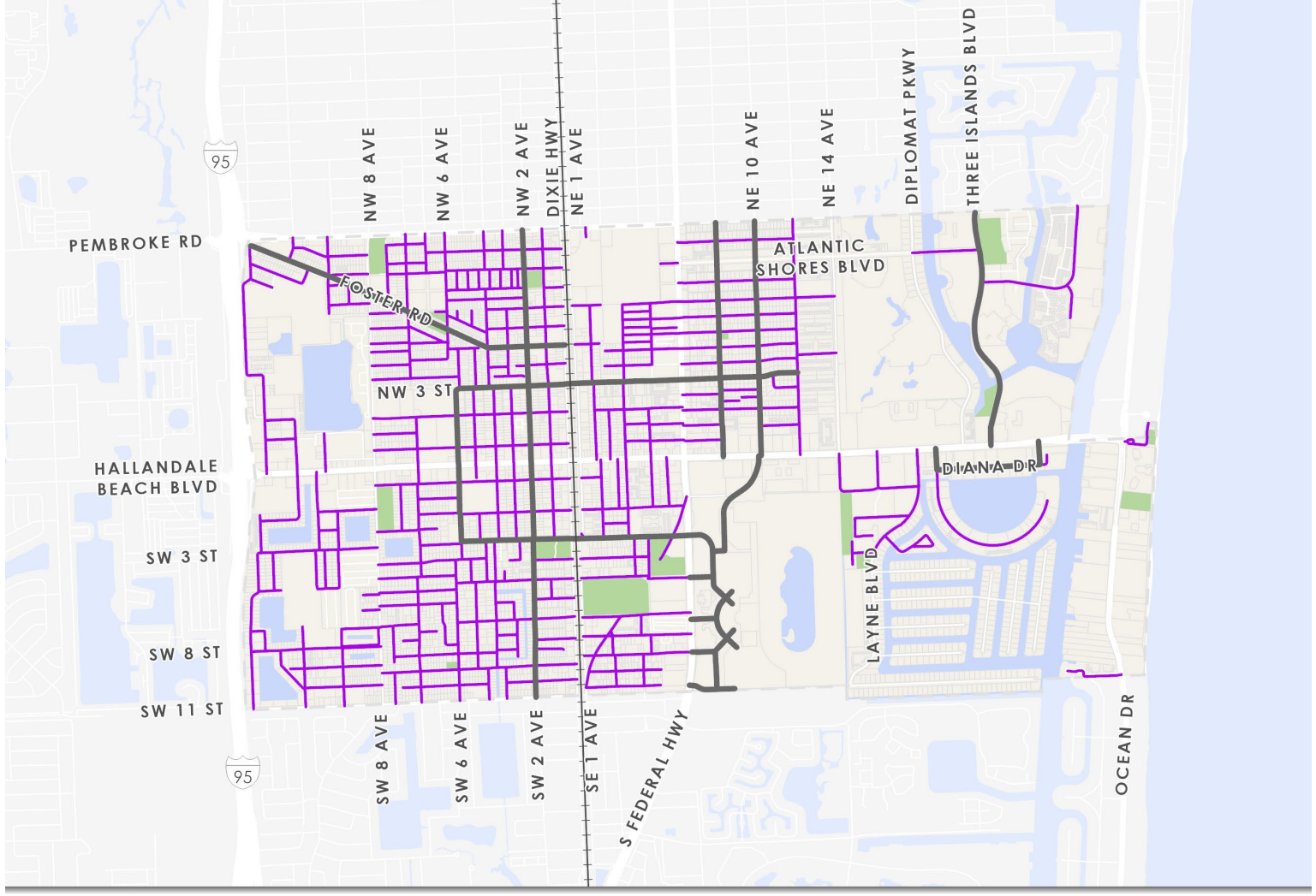




Local Road Assumptions

for both Bike and Walk LTS

- Local roads do not have traffic volumes available.
- For Local roads that do not have bike lanes or continuous sidewalks on both sides of the road - an assumption was made to differentiate roads which may have higher traffic volumes:
  - **Neighborhood Serving Streets:** Local roads with speed limits of 25 MPH are considered neighborhood serving only and assigned LTS 1.
  - **Key Local Routes:** Local roads which provide direct connections between major roads/destinations. Traffic volume was assumed to be 2,500 AADT. LTS was calculated.



Local Street Assumptions

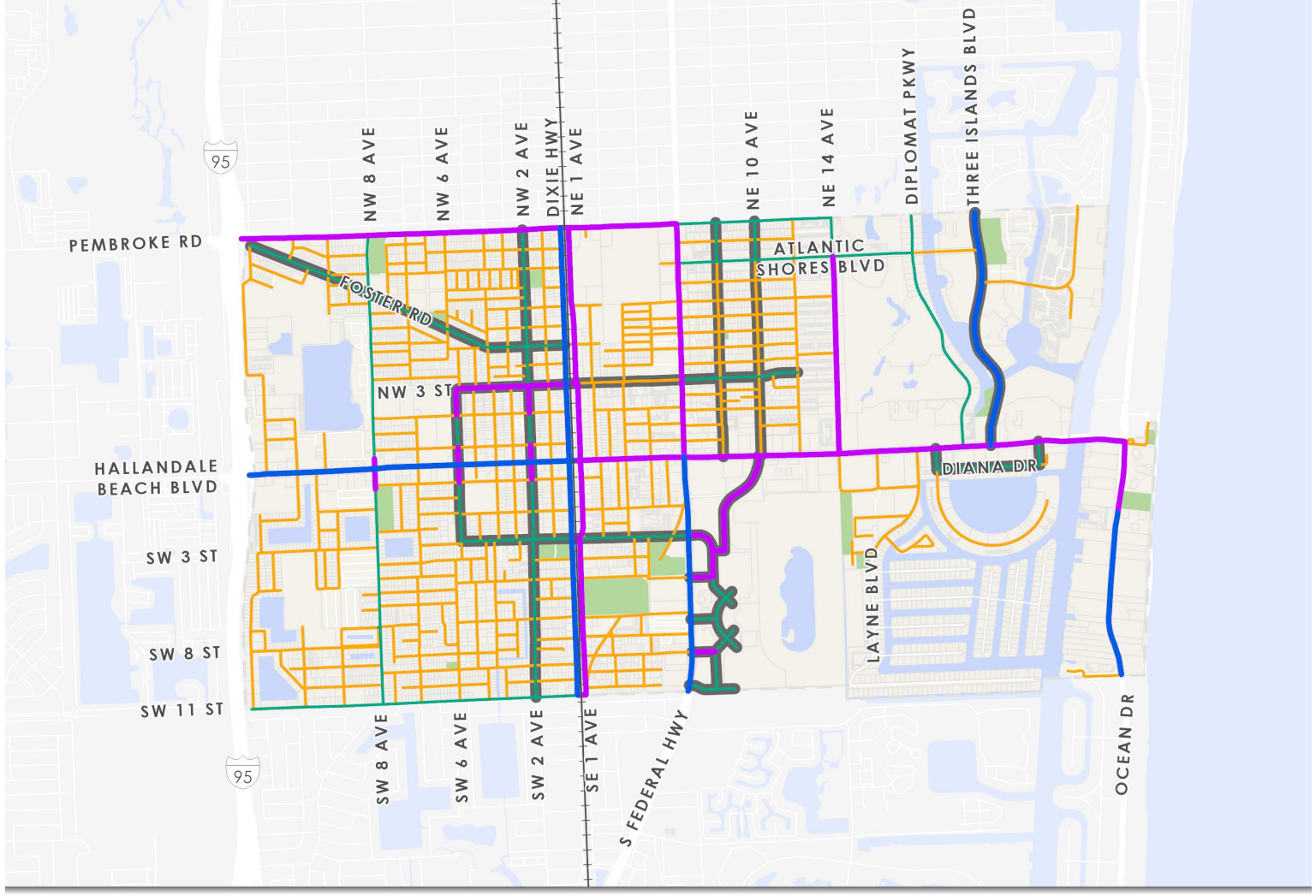
- Neighborhood Serving Streets ← Assigned LTS 1
- Key Local Routes ← LTS was calculated with volume of 2,500 AADT
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Bike LTS

- Many Local roads are LTS 1
- Most Collectors and Arterials are classified as LTS 3 or 4 due to high vehicle speeds, traffic volumes, lane counts, and limited bicycle infrastructure. *These conditions create significant barriers to safe and comfortable biking*
- Some Local roads, including Three Islands Blvd, NE / SE 1 Av, and NW 3 St, are classified as LTS 3 or 4.
- This analysis was conducted utilizing posted speed; higher actual speeds and other real-world conditions may make streets less comfortable for people biking
- **Comfortable Bike Routes:** Refers to streets comfortable for most people (LTS 1 or 2).
- While biking trips may still occur along other routes (LTS 3 or 4), most people will only choose to use them out of necessity



Bike Level of Traffic Stress

- 1 - Biking is Comfortable for Most People
- 2
- 3
- 4 - Biking is Uncomfortable for Most People
- Key Local Routes
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Biking & Micromobility

- LTS is a methodology based on available data and may not always tell the whole story about how it feels to bike on a street.
- Lived experience may feel different for different users, and so LTS is only one piece of data in understating how transportation networks operate.




People may not feel safe riding alongside vehicles and choose to ride on the sidewalk.


Avid cyclists regularly ride on main roads, sharing the space with vehicle traffic.

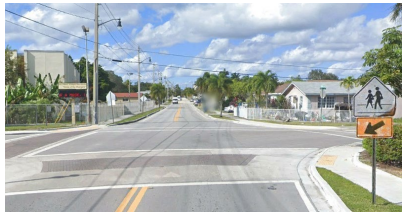
Marked bike lanes are utilized by some riders including those on scooters.


Walking In Hallandale Beach

Walking Network

- Sidewalks along Local roads are often discontinuous or only located on one side of the street, especially in the SW quadrant; this may or may not impact comfort based on local context and preferences
- Dixie Hwy contains extended segments where sidewalks are entirely absent, creating gaps in pedestrian connectivity
- Most signals along Arterials have crosswalks for both directions of travel
- Neighborhoods often lack marked crosswalks of any kind
- Addressing safe and accessible crossings on major roads is critical, as these corridors often present the greatest barriers to pedestrian movement and safety.

There is no traffic control for cars along Foster Rd by Hallandale High School



Walking Network

Crosswalks at Critical Crossings
- Crosswalks for Both Directions of Travel
- Crosswalks for One Direction of Travel
- No Crosswalks
- Uncontrolled, Marked Pedestrian Crossing
- Midblock Pedestrian Signal

Sidewalk Presence
- No Sidewalks Present
- Sidewalks on Both Sides of Street
- Sidewalks on One Side of Street

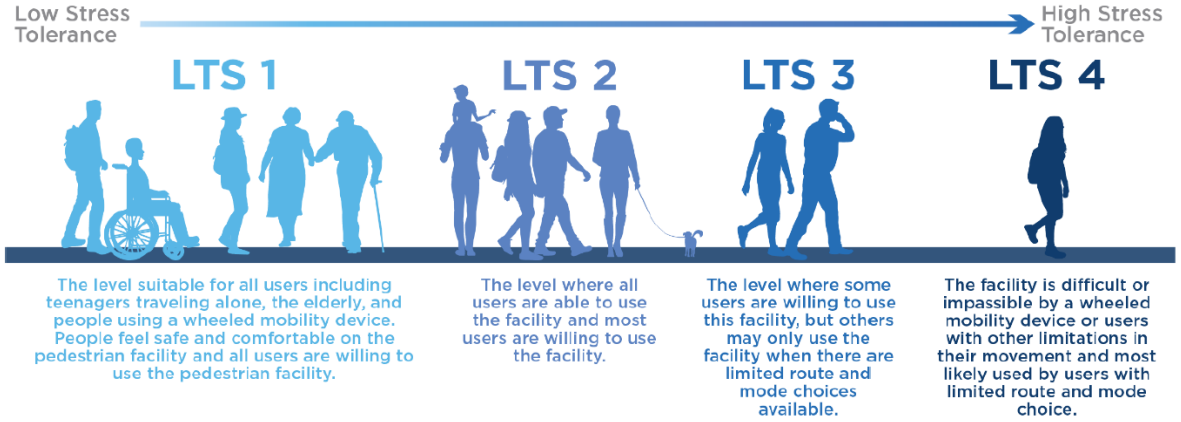
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

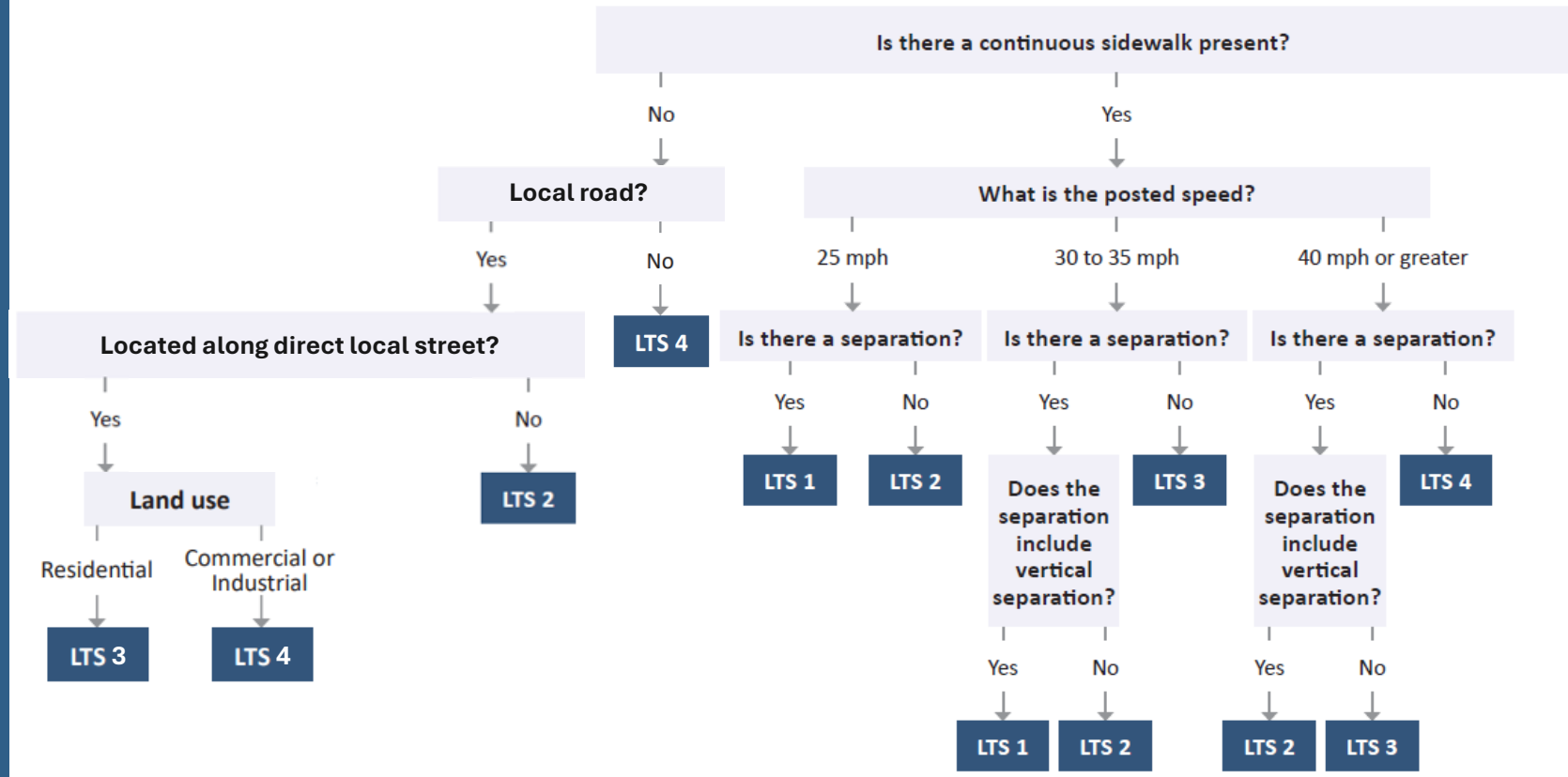
0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Walk LTS Methodology

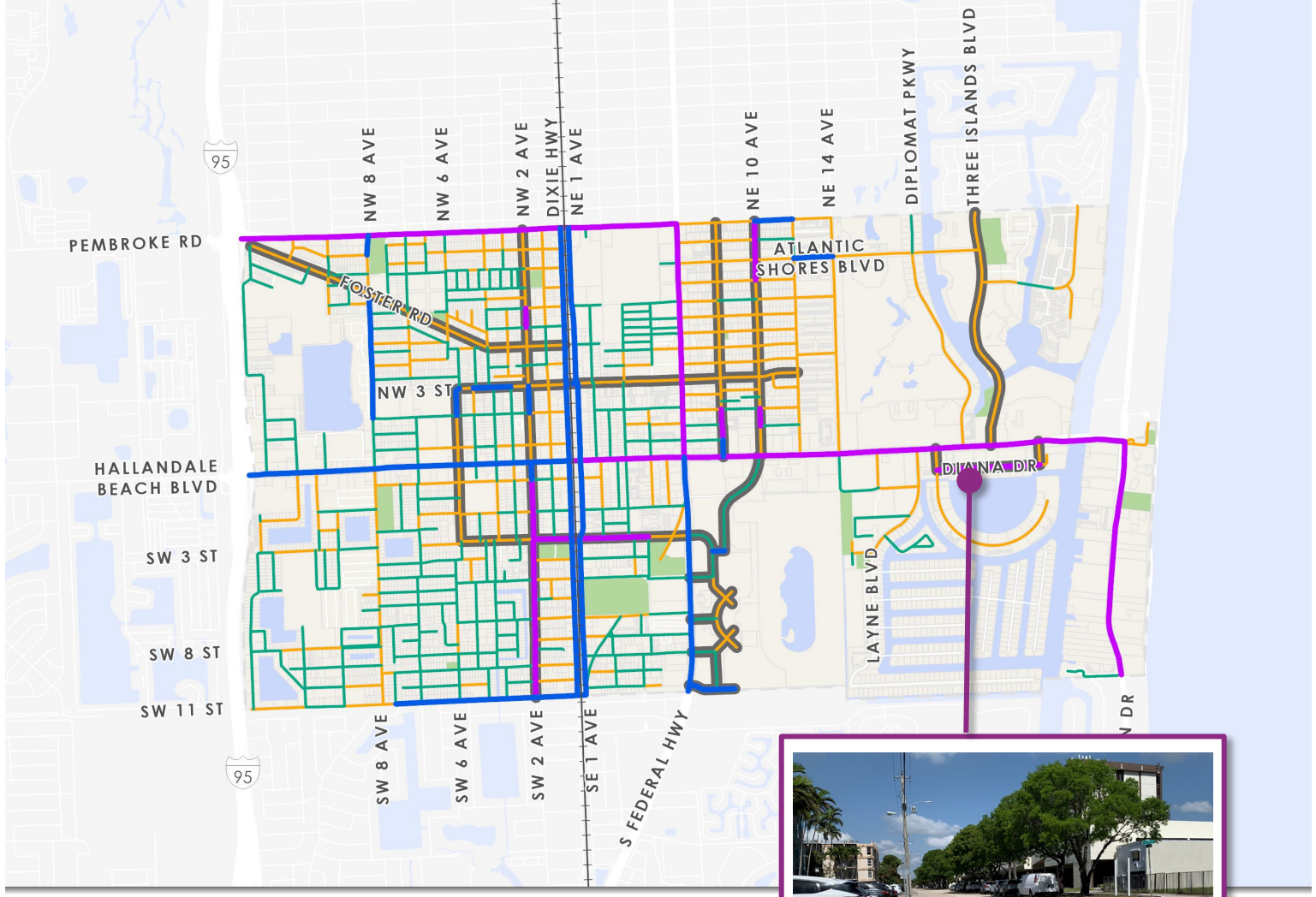
- Walk LTS was calculated for all public roads in Hallandale Beach
- For roads with a sidewalk only on one side of the road, LTS was calculated based on the least comfortable side (no sidewalk)
- LTS calculation for Local Roads:
  - Local roads with sidewalks on both sides of the road were assigned LTS 1.
  - Roadway volume is not one of the data sets for Walk LTS.





Walk LTS

- Many Local roads are LTS 1 or 2
- Most Collectors and Arterials are classified as LTS 3 or 4 due to high vehicle speeds and inadequate pedestrian infrastructure. *These conditions create significant barriers to safe and comfortable biking*
- Some Local roads, such as SW 2 Av, SW / SE 3 St, and Diana Dr, are classified as LTS 3 or 4.
- This analysis was conducted utilizing posted speed; higher actual speeds and other real-world conditions may make streets less comfortable for people biking
- **Comfortable Walk Routes:** Refers to streets comfortable for most people (LTS 1 or 2).
- While walking trips may still occur along other routes (LTS 3 or 4), most people will only choose to use them out of necessity



Pedestrian Level of Traffic Stress

- 1 - Walking is Comfortable for Most People
- 2
- 3
- 4 - Walking is Uncomfortable for Most People
- Key Local Routes
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

Diana Dr has a Walk LTS 3. There are no sidewalks in the southern ROW, which abuts back-out parking.

0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Walking in Hallandale Beach

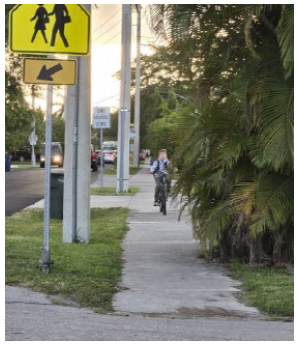
- LTS is a methodology based on available data and may not always tell the whole story about how it feels to walk on a street.
- Lived experience may feel different for different users, and so LTS is only one piece of data in understating how transportation networks operate.

Narrow sidewalks and sidewalk obstructions can limit accessibility



Examples of people utilizing marked crosswalks.


Nonstandard sidewalk design, overgrown landscaping & missing crosswalk markings

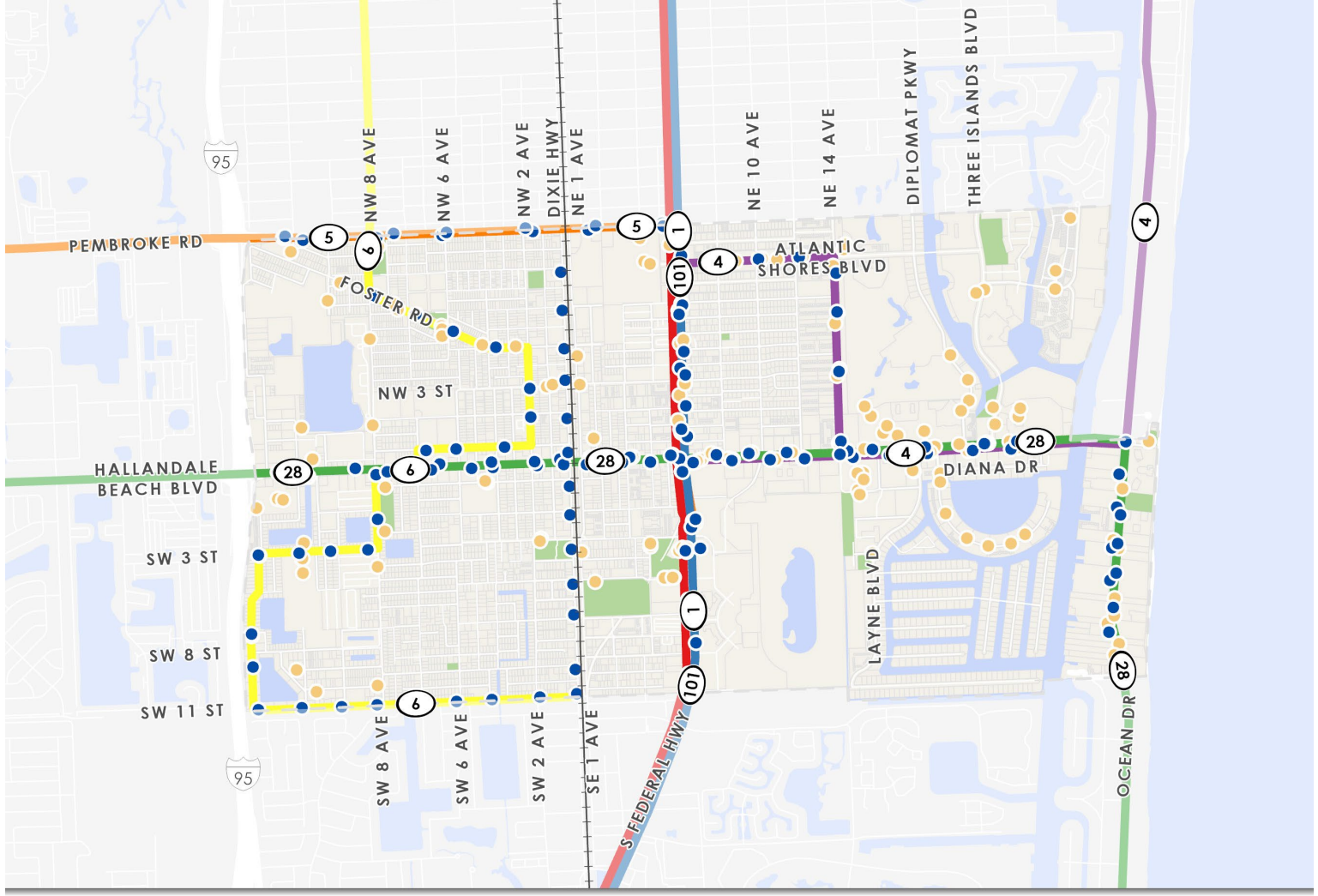

School aged children are often walking themselves to and from school.



Transit In Hallandale Beach

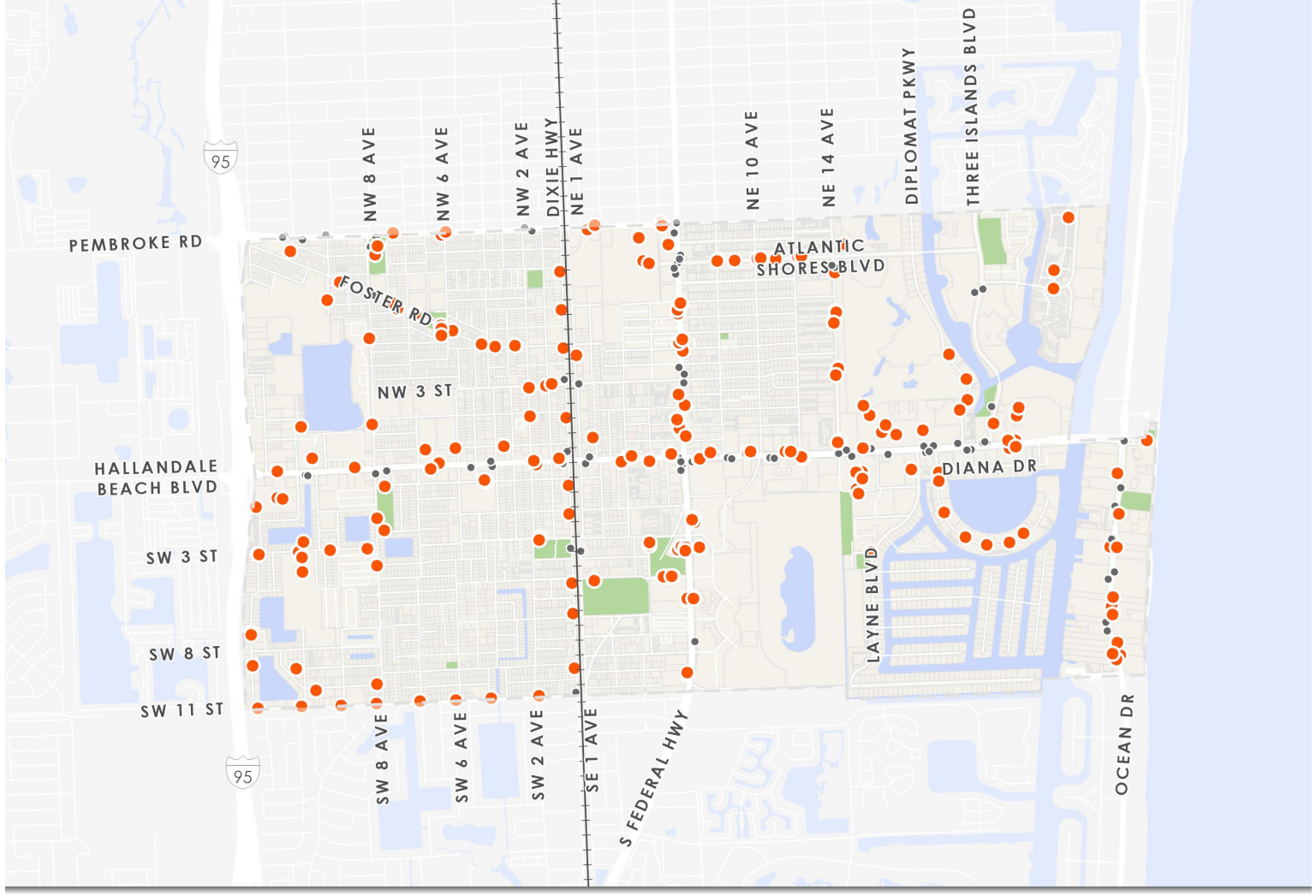
Routes and Stops

- 7 Broward County Transit routes run through Hallandale Beach, mainly on Arterials and Collectors
- The city-operated Cloud Community Shuttle bus operates 4 routes and provides additional local transit connections in addition to service between regional transit services like Tri Rail



Crossing to Stops

- Most transit stops do not have a designated, controlled crossing within 250 ft.
- On Locals roads, this is primarily due to the lack of marked crosswalks throughout the neighborhoods
- On Arterial and Collector roads, this encourages transit riders to cross roadways at non-designated locations



Transit Stops

- Stop with No Traffic Controlled Crossing within 250 feet
- Stop within 250 feet of a Traffic Controlled Crossing

Hallandale Beach
Parks/Open Spaces
Water
Florida East Coast Railway

0 0.25 0.5 Mile

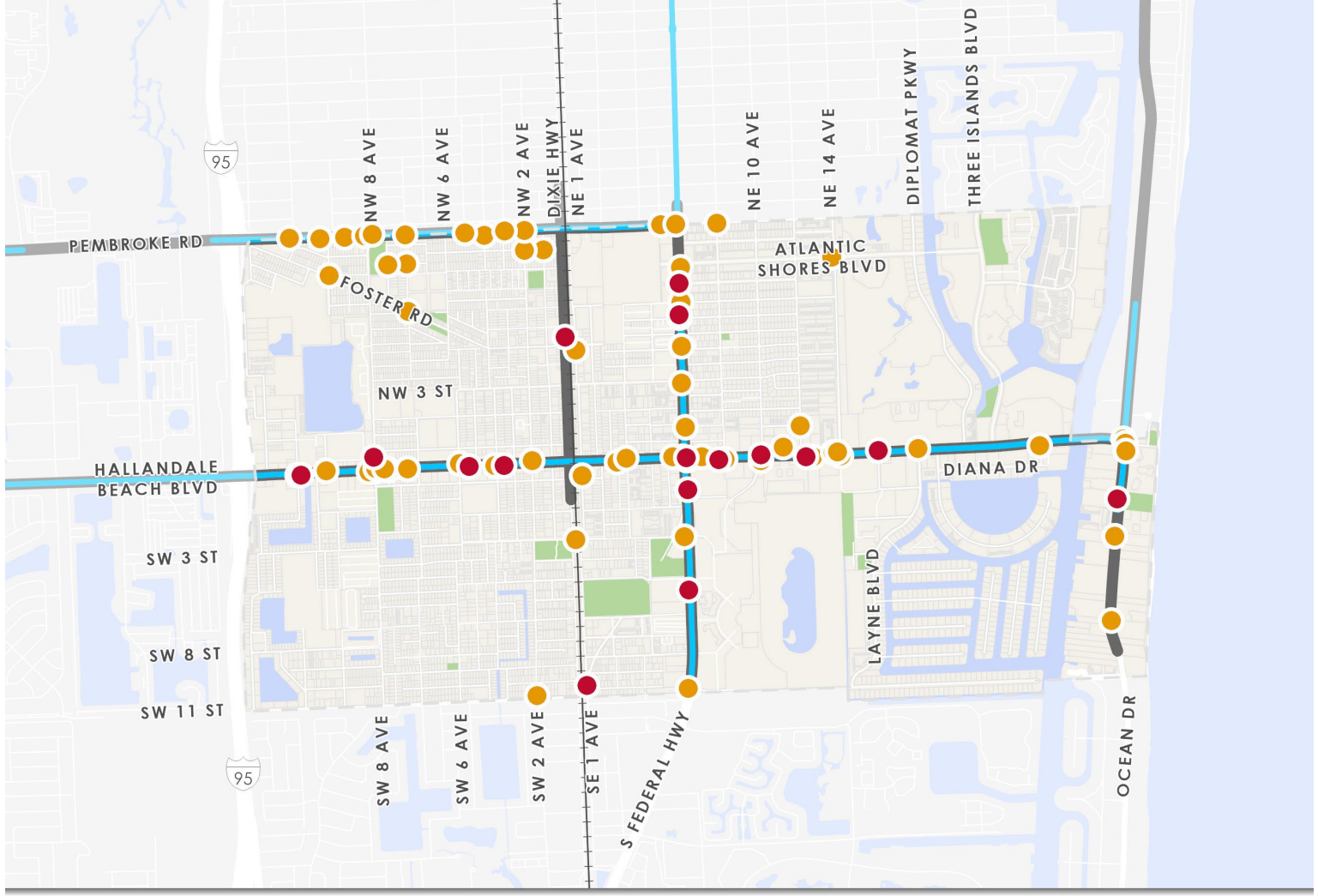
Source: Hallandale Beach; Broward MPO; Florida DOT

Safety

High Injury Network

+ High Risk Network

- Broward MPO created the High Injury Network (HIN) as part of the Broward Safety Action Plan (BSAP) in 2024
- The HIN is a collection of streets where a disproportionate number of crashes occurred and resulted in someone being Killed (K) or Severely Injured (SI) (Source: 2024 Broward Safety Action Plan)
- The High Risk Network are locations with a high risk of KSI crashes, based on the roadway features.
- The location of KSI crashes from 2020 – 2024 are also shown on the map.
- The HIN includes: Hallandale Beach Blvd, Pembroke Rd, most of Federal Hwy, along with a portion of A1A / Ocean Dr.
- A portion of Dixie Hwy is considered High Risk.



Broward MPO High Injury Network

- High Injury Network
- High Risk Network

KSI Crashes

- Fatal
- Incapacitating Injury

- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

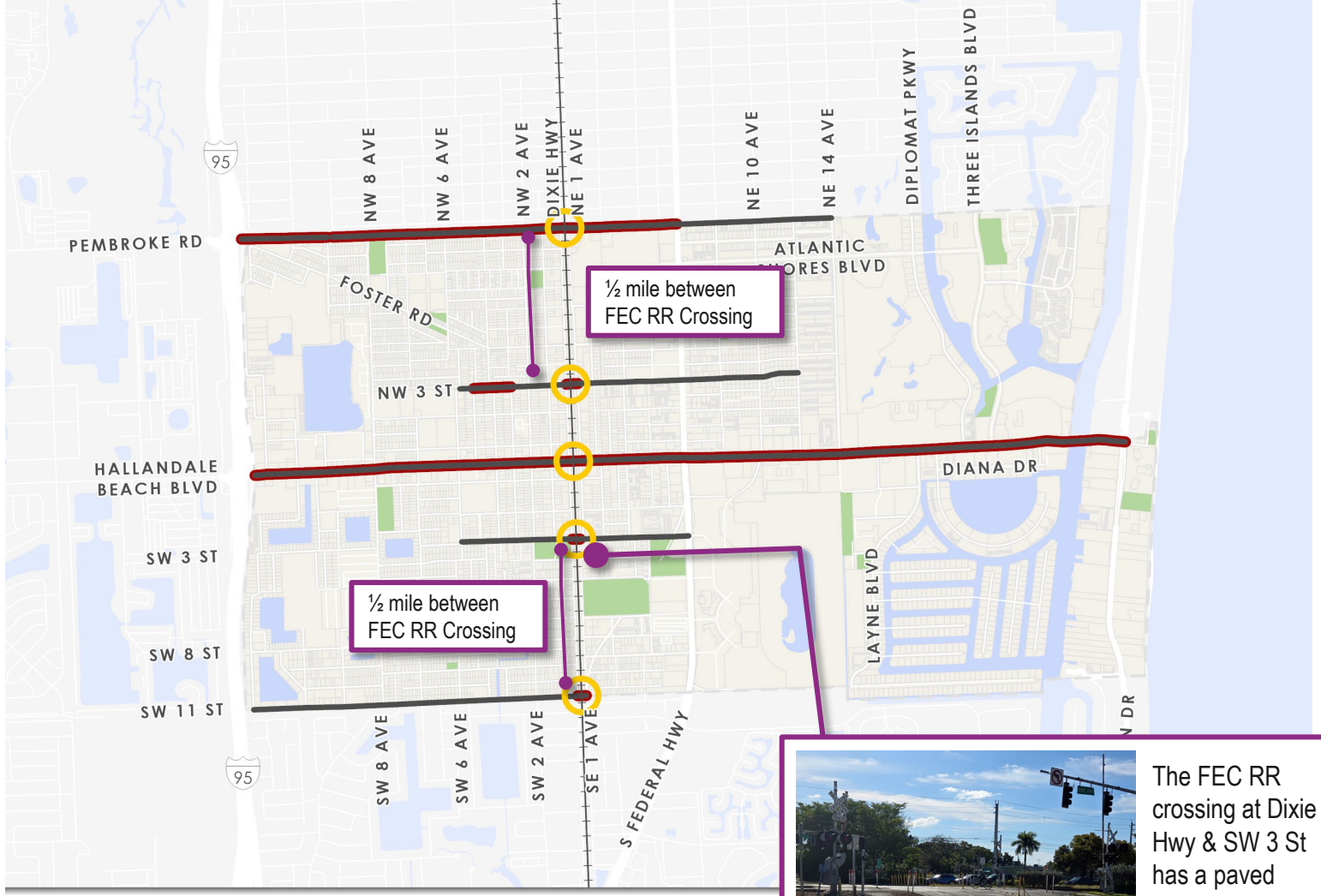
KSI Crashes Source: Signal 4 Analytics, 2020 - 2024

Conclusions

Challenge

FEC RR and East / West Connectivity

- The FEC Railroad runs parallel to Dixie Hwy and NE/SE 1 Av, separating the city into east and west.
- There are only 5 rail crossings in Hallandale Beach. The crossings are separated by up to ½ mile.
- Due to the parallel one-way pair (Dixie Hwy and SE / NE 1 Av), the crossings require signalized crossing on both sides of the railroad.
- All 5 FEC RR crossings have a Bike or Walk LTS of 3 or 4, making these crossings uncomfortable for most users.
- The crossings at NW 3 St, SW 3 St, and SE 1 Av are missing some or all crosswalks.
- Due to the limited number of crossings, as well as the LTS rating of the roadways, having high-quality pedestrian and bicycle facilities leading to and at the crossings is critical.



East-West Connectors

- Major East-West Corridors
- BOTH Walk and Bike LTS 3/4
- Rail Crossings
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

The FEC RR crossing at Dixie Hwy & SW 3 St has a paved sidewalk in the north ROW, but no marked crosswalk.

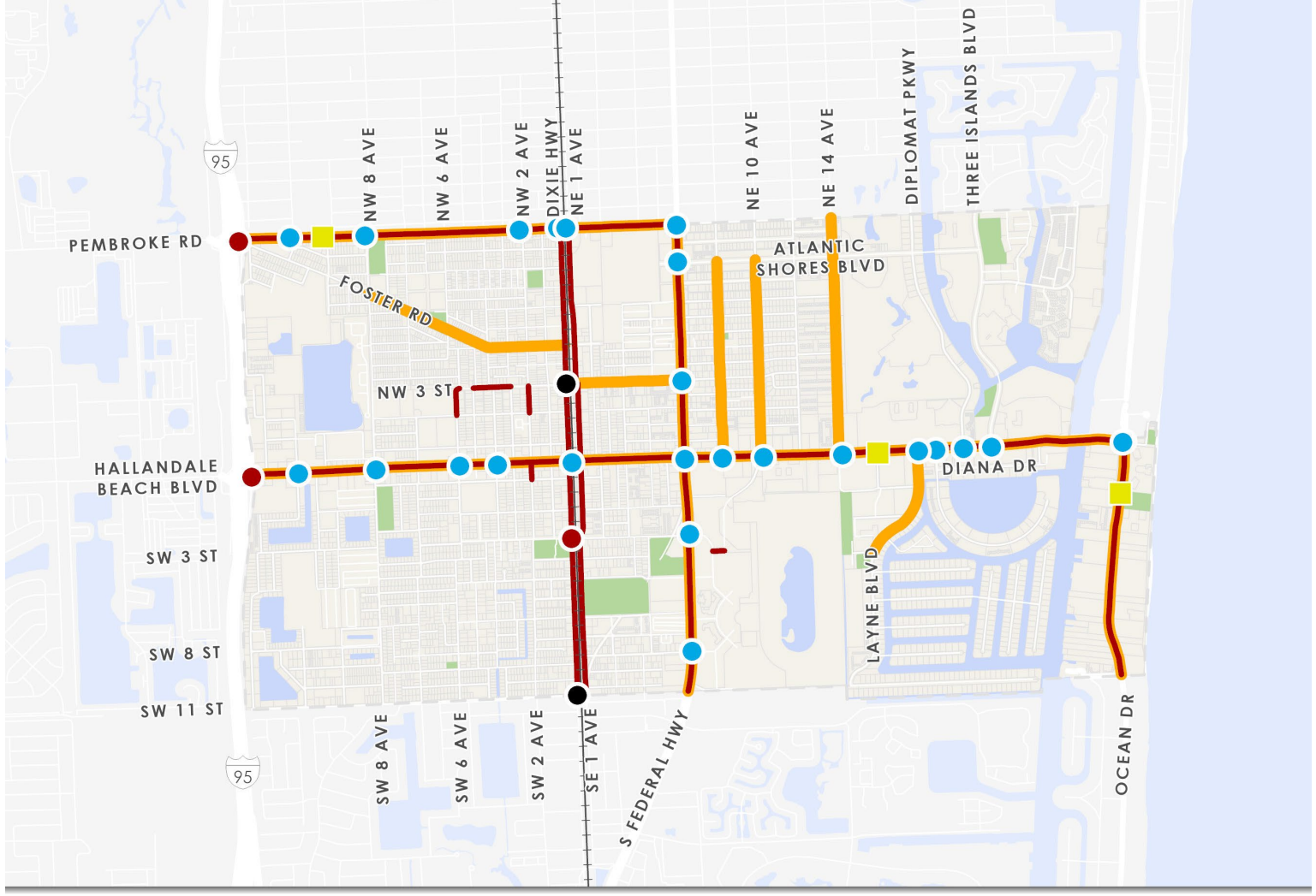
0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Challenge

Disconnected and High-Stress Bike Network

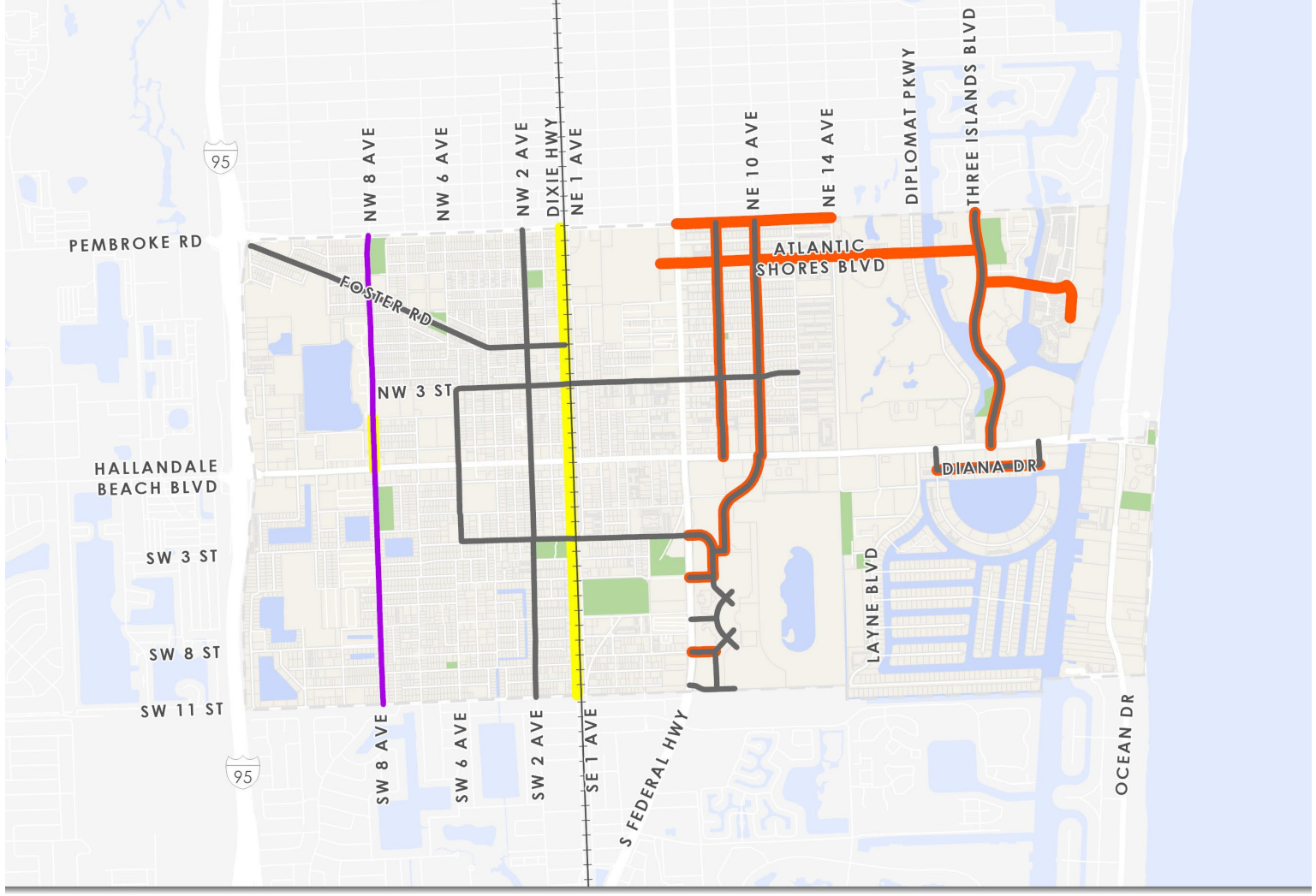
- The existing bike facilities include bike lanes on high stress (LTS 3 or 4) roadways.
- Other bike facilities are on low stress facilities (such as NE 8 Av and NE 10 Av) but these facilities terminate at high stress roadways and/or to a roadway with no facilities.
- The existing bike facilities do not form a cohesive network, do not connect to critical bike destinations (such as K-12 schools), and the facilities are not comfortable for all users.
- The only bike facilities that cross the FEC RR are on Pembroke Rd and Hallandale Beach Blvd, both of which are LTS 3 or 4, and on the High Injury Network.
- This disconnected and high stress "network" serves as more of a barrier for those walking and biking due to the inconsistent placement of crossing locations.



Challenge

Neighborhood Streets / Land Use Mismatch

- Speed studies, community feedback, and field observations indicate people are speeding or using neighborhood streets to cut through residential areas (ex: NW / SW 8 Av).
- Other neighborhood streets have characteristics that do not match their residential context:
  - Atlantic Shores Blvd is very wide
  - Diana Dr is heavily used to bypass Hallandale Beach Blvd and has an access road
  - NE 8 Av and NE 10 Av are one-way pairs which may encourage speeding or create wayfinding challenges. Additionally, NE 10 Av provides continuous NB vehicular access from Gulfstream.
  - Classified as a Collector, Moffett St is the western extension of Pembroke Rd and is a neighborhood street abutting single family homes.
- Other streets may have excess capacity which can encourage speeding:
  - Dixie Highway has under 10,000 vehicles per day but 4 lanes
  - Three Islands Blvd has 6 lanes but serves mostly local traffic
  - Some streets in Gulfstream Park have multiple lanes but only serve trips within the area



Neighborhood Street Context Mismatch

- High Speed Corridor
- Key Local Routes
- Mismatched Residential Corridors
- Streets with Potential Excess Capacity
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

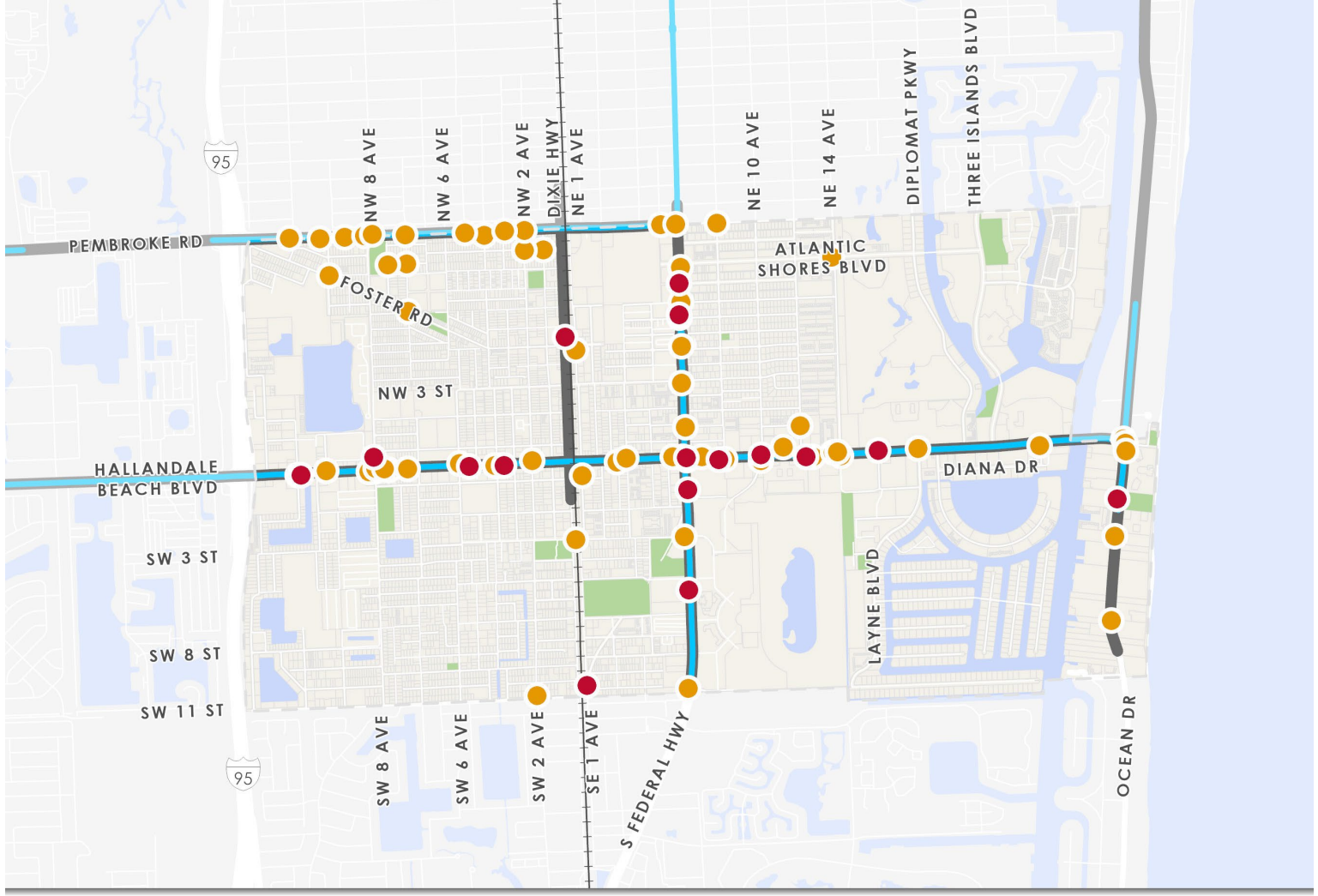
0 0.25 0.5 Mile

Source: Hallandale Beach; Broward MPO; Florida DOT

Challenge

Safety for all Modes

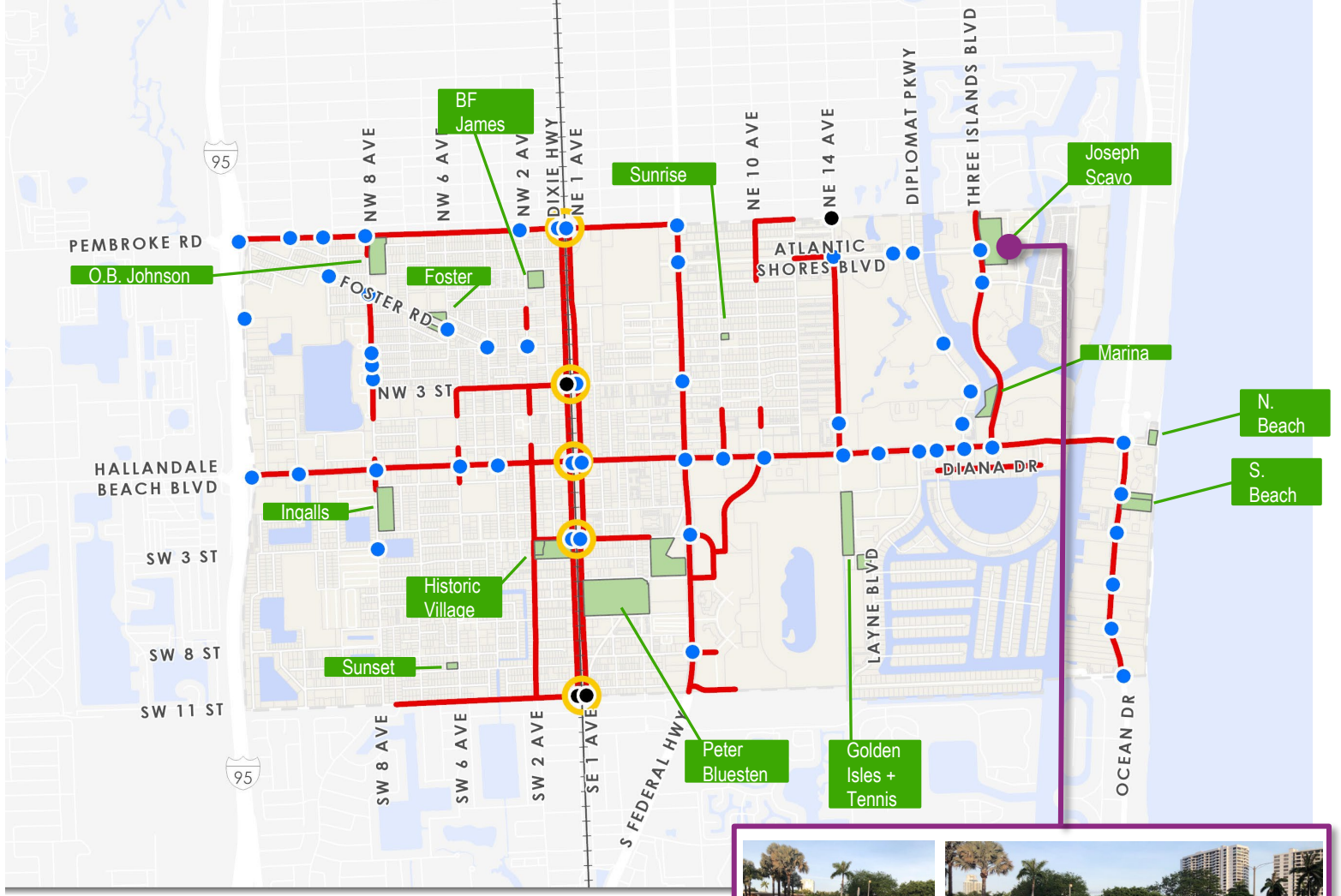
- Hallandale Beach is home to several roads on the Countywide High Injury Network and High Risk Network.
- Crash reports indicate rear end and angle crashes are the top injury crash types.
  - Rear End crashes that result in injuries is associated with high speeds
  - Angle crashes, also known as T-Bone crashes, occur at intersections when a driver runs a red light or disregards a stop sign or fails to yield.
- Pedestrians and bicyclists make up a disproportionate share of fatal and serious injuries (KSI), with a majority (60%) of these occurring at night.
- Crashes at nighttime result in a disproportionately high number of deaths and serious injuries (49% of KSI crashes occurred at night).
- KSI crashes occur on neighborhood roadways, particularly in the NW and NE quadrants.



Challenge

Walk / Bike Access to City Parks

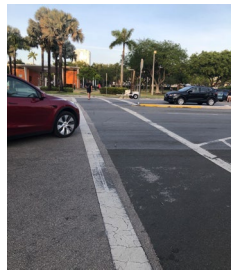
- Most City parks are located within neighborhoods, with limited parking. The expectation is many residents will walk or ride bikes to the parks.
- Some parks border high stress roads (Bike or Walk LTS 3/4).
- Most parks do not have marked crosswalks leading to park entrances.
- Some marked crossings, such as the crosswalk over Three Islands Blvd leading to Jospeh Scavo, are not consistent with best practices for high-pedestrian destinations.
- Crossing high-Stress roadways, such as Hallandale Beach Blvd, creates barriers for residents who live near to parks to walk or bike to the park (for instance, residents who live adjacent to NW 8 Av and NW 2 St or NW 1 St are less than ¼ mile to Ingalls park, but would need to cross Hallandale Beach Blvd).



Local Park Access

Crosswalks at Critical Crossings
- No Crosswalks
- Crosswalk
- Rail Crossings
- High LTS Roads

Florida East Coast Railway
Hallandale Beach
Parks/Open Spaces
Water



The crosswalk leading to Joseph Scavo Park crosses 6 vehicular lanes. The crosswalk does not have high-emphasis markings and no median refuge.

Challenges & Opportunities Summary

Identified Challenge	Opportunities to Explore
FEC RR and East / West Connectivity	Ensure all crossings over FEC RR have sidewalks wide enough to accommodate pedestrians and bicyclists
	Install signage, crosswalks, and marked bike facilities on Dixie Hwy and NE / SE 1 Av in all travel directions
Disconnected and High-Stress Bike Network	Consider treatments to improve signalized crossings for people walking and biking
	Identify potential locations for mid-block crossings
	Close sidewalk gaps
	Identify a connected network of key routes for walking and biking, including pedestrian destinations such as schools and parks
	Evaluate facilities comfortable for people of All Ages and Abilities
	Redesign bike facilities on LTS 3 or 4 roadways to be separated and protected from vehicular traffic
	Consider lighting improvements on key walking and biking routes
Neighborhood Streets / Land Use Mismatch	Identify gateway and traffic calming features and recommendations for where to install them
	Redesign roadways to reduce conflicts between parking lots and pedestrians and bicyclists
	Assess community desire to eliminate one-way pairs
	Evaluate opportunities for lane repurposing
Safety for All Modes	Evaluate corridors for common crash types and other injury crash trends to identify potential countermeasures
	Implement speed management to improve compliance with posted speed limit and / or reduce roadway design speed
	Quick Build treatments
Walk / Bike Access to City Parks	Install high visibility crosswalks, continuous sidewalks, bike facilities, and pedestrian median refuge (where applicable), and other pedestrian features as needed leading to all pedestrian access locations
	Develop a seamless pedestrian / bicycle network connecting to City Parks