

Hallandale Beach Transportation Master Plan

Staff Working Group Meeting #3
Existing Conditions

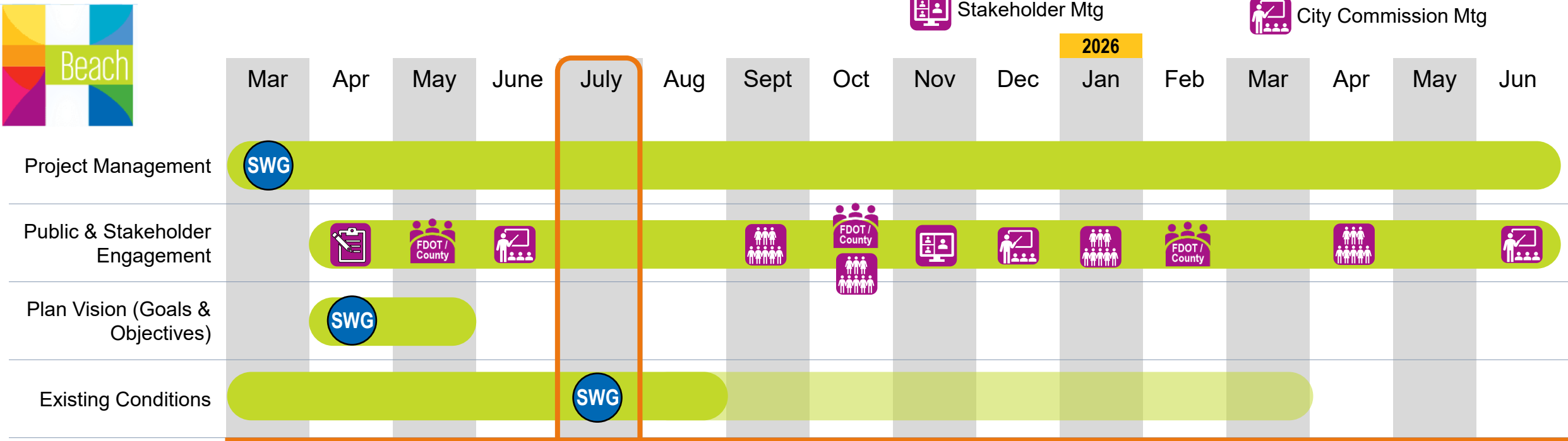
Agenda

- Hallandale Beach TMP: Schedule / Status
- Delivery: TMP Goals and Objectives
- Discussion: Survey Monkey Results - Highlights
- Discussion: Existing Conditions – Highlights
- Next Steps

Meeting Goals:

- ✓ **Present overview of Survey Monkey Results, explain how to read all results**
- ✓ **Present overview of Existing Conditions Report, explain how to read full report**

Hallandale Beach TMP: Schedule



- Since we last met....**
- ✓ Field Visits to Three Islands Blvd, A1A, and Diana Dr
 - ✓ One-on-One meetings with Mayor and Commissioners Adams and Butler
 - Some of what we heard = the desire for near term improvements, frustration with scooter riders riding on sidewalks
 - ✓ Presentation to City Commission
 - ✓ Attended Juneteenth event to promote Survey Monkey
 - ✓ Survey Monkey closed; Prepared Analysis of results
 - ✓ Prepared Existing Conditions DRAFT Report
 - ✓ Confirmed two Community Meetings

Hallandale Beach TMP: Goals and Objectives



Connected Streets

Design roadways that promote seamless connectivity

- a) Improve the comfort and convenience to walk, bike, or scoot to daily destinations by **reducing barriers to crossing roadways**.
- b) Identify opportunities for **seamless, multimodal access to and between city parks and the beach**
- c) Strengthen neighborhoods connections by developing **low stress, citywide bicycle and pedestrian routes**
- d) Incorporate infrastructure for **walking, biking, scooters, transit, and automobiles**
- e) Enhance access to local and regional destination by **improving pedestrian and bike access to transit stops**

Safe Streets

Design roadways that improve safety for all roadway users

- a) Design streets that **prioritize safety for people of all ages**, including children, older adults, and individuals with limited mobility.
- b) Ensure **safe conditions for all modes of travel**, including walking, biking, transit, and driving.
- c) Improve and increase **safe pedestrian crossings** to make it easier and safer for people to navigate streets.
- d) **Enhance nighttime safety** by creating well-lit, secure environments for all street users.
- e) Implement traffic-calming measures to **reduce vehicle speeds** and create safer environments for all roadway users.

Neighborhood Investment

Identify improvements to neighborhood roadways to improve residents' quality of life

- a) Design **neighborhood streets that are comfortable and safe** for all users to share, including pedestrians, cyclists, and drivers.
- b) Incorporate **shade elements to improve walkability** and neighborhood aesthetics
- c) Identify improvements to neighborhood roadways that make **walking, biking, scooting, and riding transit more convenient and accessible**.
- d) Improve **neighborhood entry points** to create clear, welcoming, and safe transitions into residential areas.
- e) Align street design with surrounding land uses to ensure the **roadway context supports neighborhood character and function**.

Hallandale Beach TMP: Survey Monkey

Q7 Rank in order: Your concerns about transportation in Hallandale Beach (1 is your greatest concern. Select N/A if you have no concern.)

1. Final Results

- Includes an assessment of the **responses from residents**: high-level summary, detailed review of responses for each questions, and the general comments organized by topic and quadrant.

2. Final Results - Comparison by quadrant

- This PDF shows how the residents of the 4 quadrants responded differently to the survey questions. Certain questions resulted in significant variations between the 4 quadrants.

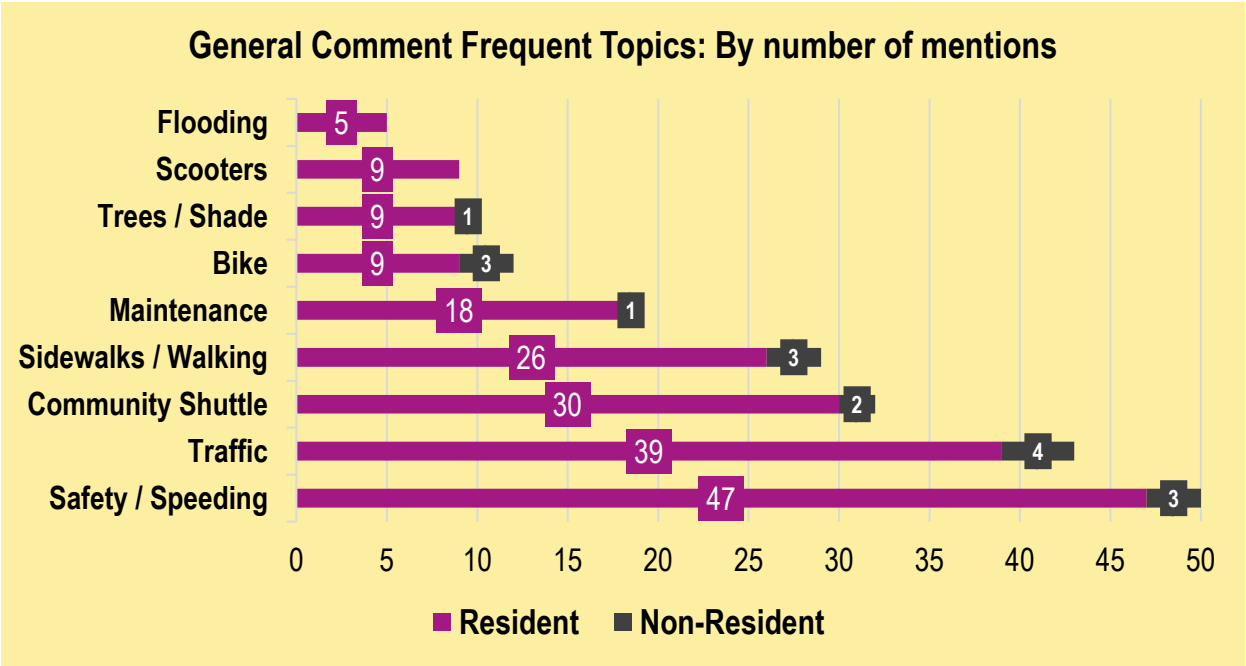
3. Non-Resident Responses

- Because their transportation activity and priorities may not be limited to HB, their responses are informative but should not be given the same “weight” as resident responses. The non-resident responses will not be used to guide decision making but can help better understand visitors concerns.

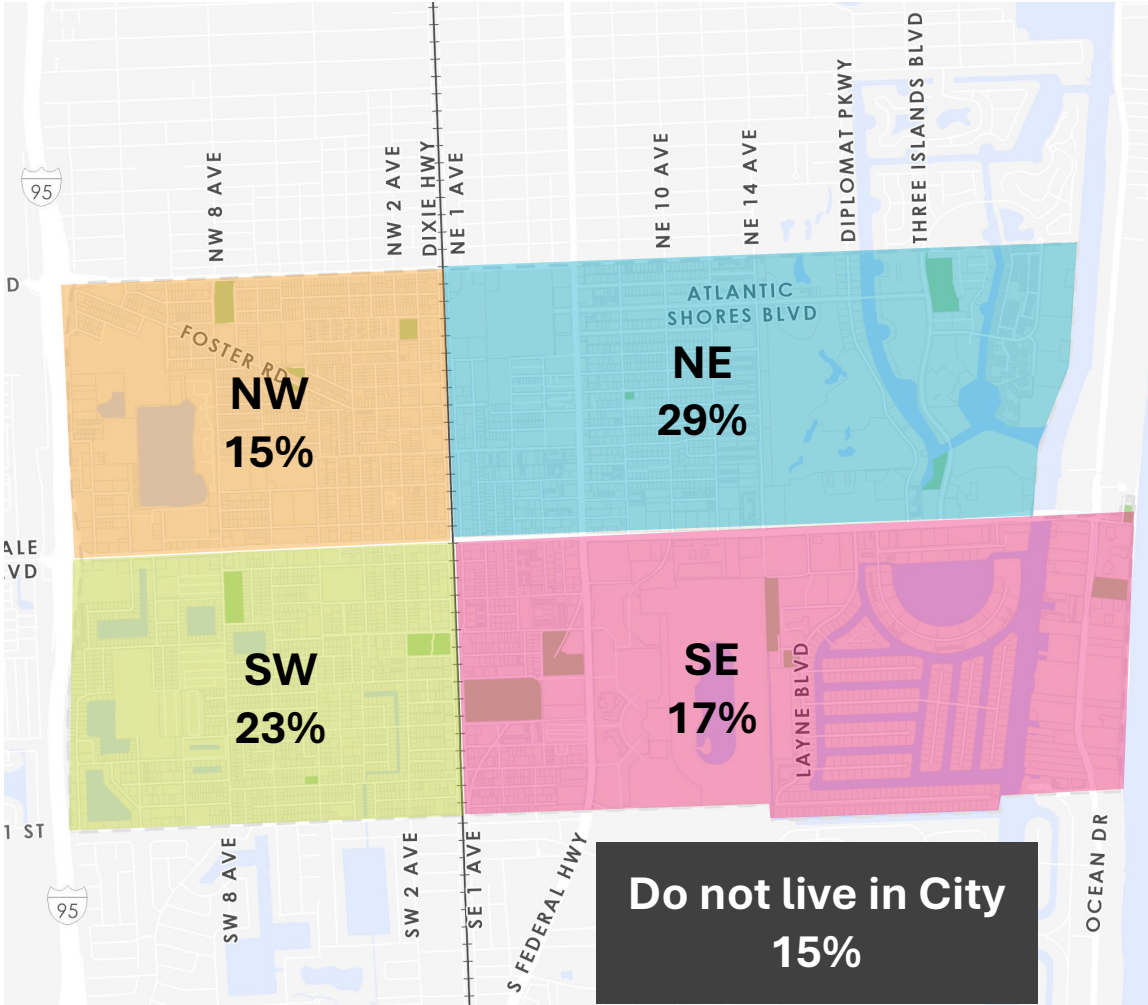
Speeding or dangerous driving (i.e. cars travelling too fast, running red lights)														
	1	2	3	4	5	6	7	8	9	10	11	N/A	TOTAL	SCORE
Q2: NW (north of Hallandale Beach Blvd and west of Dixie Hwy)	23.40% 11	12.77% 6	12.77% 6	10.64% 5	4.26% 2	6.38% 3	4.26% 2	6.38% 3	0.00% 0	2.13% 1	4.26% 2	12.77% 6	16.97% 47	8.12
Q2: SW (south of Hallandale Beach Blvd and west of Dixie Hwy)	21.13% 15	21.13% 15	19.72% 14	7.04% 5	4.23% 3	5.63% 4	2.82% 2	0.00% 0	1.41% 1	1.41% 1	2.82% 2	12.68% 9	25.63% 71	8.76
Q2: NE (north of Hallandale Beach Blvd and east of Dixie Hwy)	21.28% 20	20.21% 19	18.09% 17	4.26% 4	7.45% 7	7.45% 7	4.26% 4	1.06% 1	2.13% 2	1.06% 1	1.06% 1	11.70% 11	33.94% 94	8.66
Q2: SE (south of Hallandale Beach Blvd and east of Dixie Hwy)	36.00% 18	24.00% 12	12.00% 6	4.00% 2	8.00% 4	4.00% 2	2.00% 1	2.00% 1	0.00% 0	0.00% 0	2.00% 1	6.00% 3	18.05% 50	9.32
Traffic Congestion on major streets														
	1	2	3	4	5	6	7	8	9	10	11	N/A	TOTAL	SCORE
Q2: NW (north of Hallandale Beach Blvd and west of Dixie Hwy)	26.67% 12	22.22% 10	8.89% 4	2.22% 1	4.44% 2	4.44% 2	4.44% 2	4.44% 2	2.22% 1	2.22% 1	6.67% 3	11.11% 5	16.25% 45	8.20
Q2: SW (south of Hallandale Beach Blvd and west of Dixie Hwy)	33.82% 23	17.65% 12	13.24% 9	5.88% 4	7.35% 5	2.94% 2	1.47% 1	1.47% 1	2.94% 2	2.94% 2	1.47% 1	8.82% 6	24.55% 68	8.92
Q2: NE (north of Hallandale Beach Blvd and east of Dixie Hwy)	42.05% 37	15.91% 14	13.64% 12	5.68% 5	4.55% 4	4.55% 4	2.27% 2	1.14% 1	3.41% 3	0.00% 0	1.14% 1	5.68% 5	31.77% 88	9.29
Q2: SE (south of Hallandale Beach Blvd and east of Dixie Hwy)	40.82% 20	26.53% 13	8.16% 4	4.08% 2	6.12% 3	4.08% 2	0.00% 0	4.08% 2	0.00% 0	2.04% 1	0.00% 0	4.08% 2	17.69% 49	9.47
Cut through traffic in my neighborhood (including trucks, school traffic, etc..)														
	1	2	3	4	5	6	7	8	9	10	11	N/A	TOTAL	SCORE
Q2: NW (north of Hallandale Beach Blvd and west of Dixie Hwy)	9.30% 4	13.95% 6	16.28% 7	9.30% 4	9.30% 4	6.98% 3	9.30% 4	2.33% 1	4.65% 2	2.33% 1	2.33% 1	13.95% 6	15.52% 43	7.51
Q2: SW (south of Hallandale Beach Blvd and west of Dixie Hwy)	16.18% 11	14.71% 10	11.76% 8	7.35% 5	13.24% 9	10.29% 7	5.88% 4	4.41% 3	0.00% 0	1.47% 1	0.00% 0	14.71% 10	24.55% 68	8.14
Q2: NE (north of Hallandale Beach Blvd and east of Dixie Hwy)	3.49% 3	16.28% 14	15.12% 13	4.65% 4	11.63% 10	5.81% 5	9.30% 8	2.33% 2	2.33% 2	2.33% 2	3.49% 3	23.26% 20	31.05% 86	7.32
Q2: SE (south of Hallandale Beach Blvd and east of Dixie Hwy)	3.85% 2	11.54% 6	13.46% 7	15.38% 8	11.54% 6	1.92% 1	3.85% 2	5.77% 3	0.00% 0	3.85% 2	1.92% 1	26.92% 14	18.77% 52	7.47

Hallandale Beach TMP: Survey Monkey

- From 4/15/2025 to 7/1/2025
- 11 questions
 - Q1 and Q2 were informational
 - Q3, Q4, Q5, and Q6 requested current travel behaviors
 - Q7, Q8, and Q9 ranked concerns and priorities
 - Q10 and Q11 were open-ended comments
- 340 Responses (58 from non-residents)
- 178 General Comments



Map of Respondents, by Quadrants




Hallandale Beach TMP: Survey Monkey – Resident Highlights



43%

Walk to Parks

10% ride a bike to the Parks



14%

Walk to the Beach

12% ride the Bus or Community Shuttle



11%

Ride a Bus or Community Shuttle to the Grocery Store

10% walk to grocery store



10%

Ride a Bus or Community Shuttle to Work

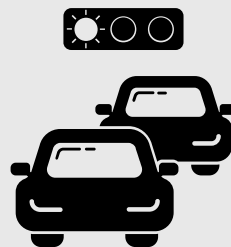


70%

Walk daily for exercise

14% walk daily because they do not have a car


#1 Concerns



37%*

Traffic Congestion

*Overall #1 Concern



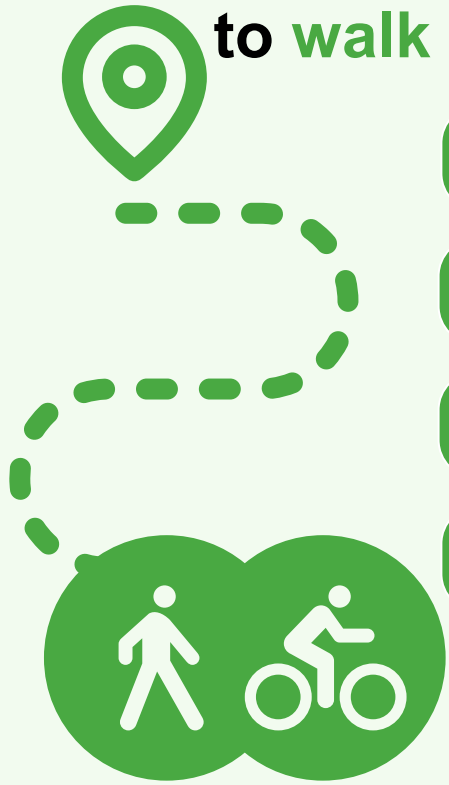
24%*

Speeding or Dangerous Driving

*Overall #2 Concern

8% ranked Sidewalks and Cut through traffic in my neighborhood as #1 (overall #3 & #4 concerns)

Priority Destinations to walk or bike




#1 Beach

#2 Parks

#3 Grocery Store

#4 Work



36%

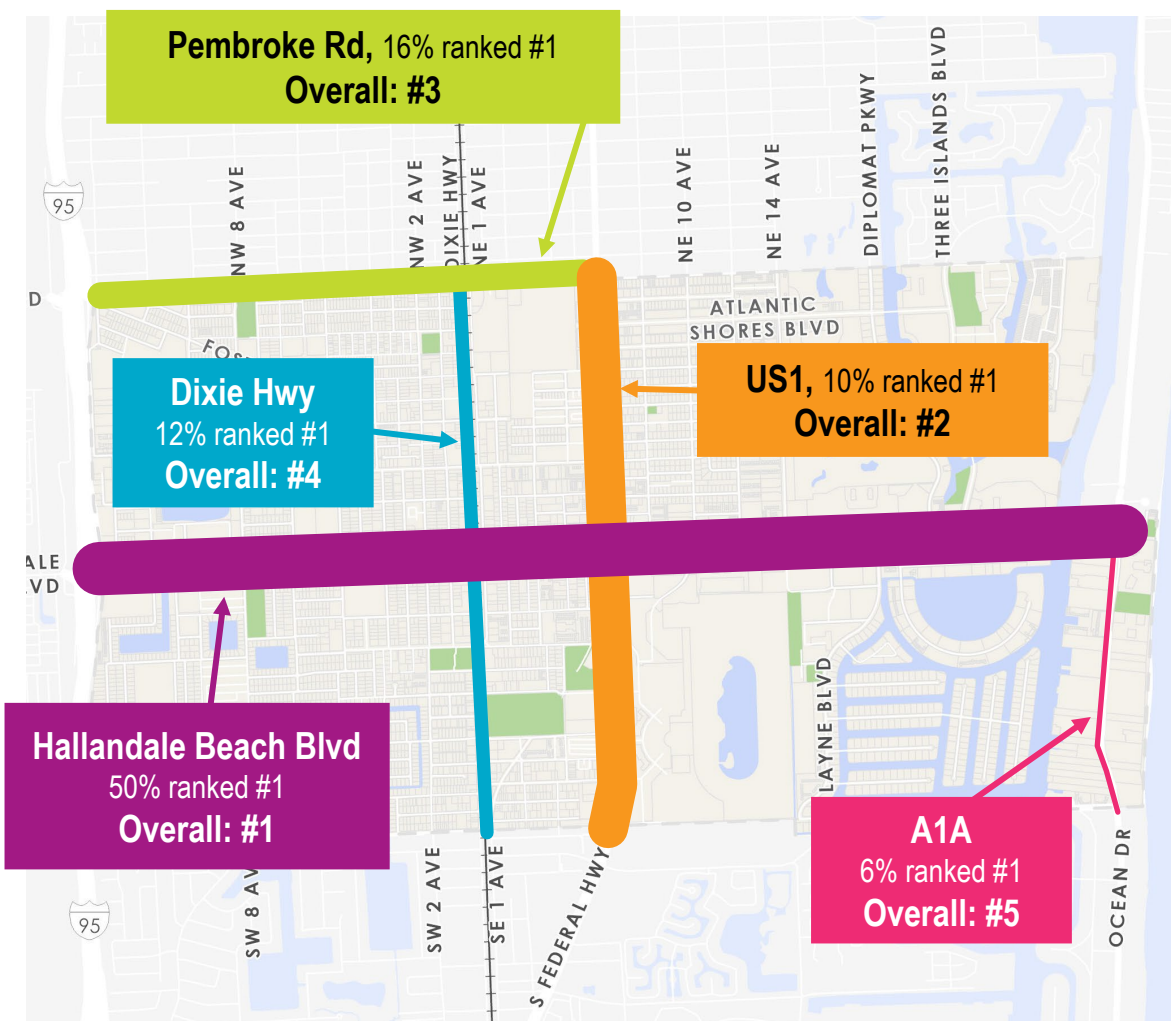
Ride a bike at least once a month

3 most frequent destinations

Grocery Store, 121	Park, 48	Work, 47	Beach, 47	Place of Worship, 19	School, 17	Restaurant, 17
				Aventura, 18		Dr Office, 15

Hallandale Beach TMP: Survey Monkey – Resident Highlights

Regional Roadways Prioritized for Walkability



Local Roadways Prioritized for Walkability



Hallandale Beach TMP: Existing Conditions – DRAFT Report



Understanding Hallandale Beach

- Land Use
- Destinations
- Special Planning Populations
- Origin & Destination Analysis



Roadways in Hallandale Beach

- Functional Classification
- Posted Speed Limits
- Police Speed Studies
- Traffic Volumes
- Number of Lanes and Medians
- Residential Roadway and Land Use Mismatch
- FDOT Context Classification
- Traffic Control Devices
- Traffic Calming



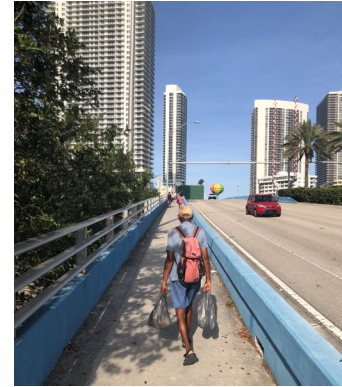
Biking in Hallandale Beach

- Bike Network
- Level of Traffic Stress
- Biking and Mobility Observations



Safety

- High Injury Network (+ High Risk Network & KSI Crashes)



Walking in Hallandale Beach

- Walk Network
- Level of Traffic Stress
- Walking Observations



Transit in Hallandale Beach

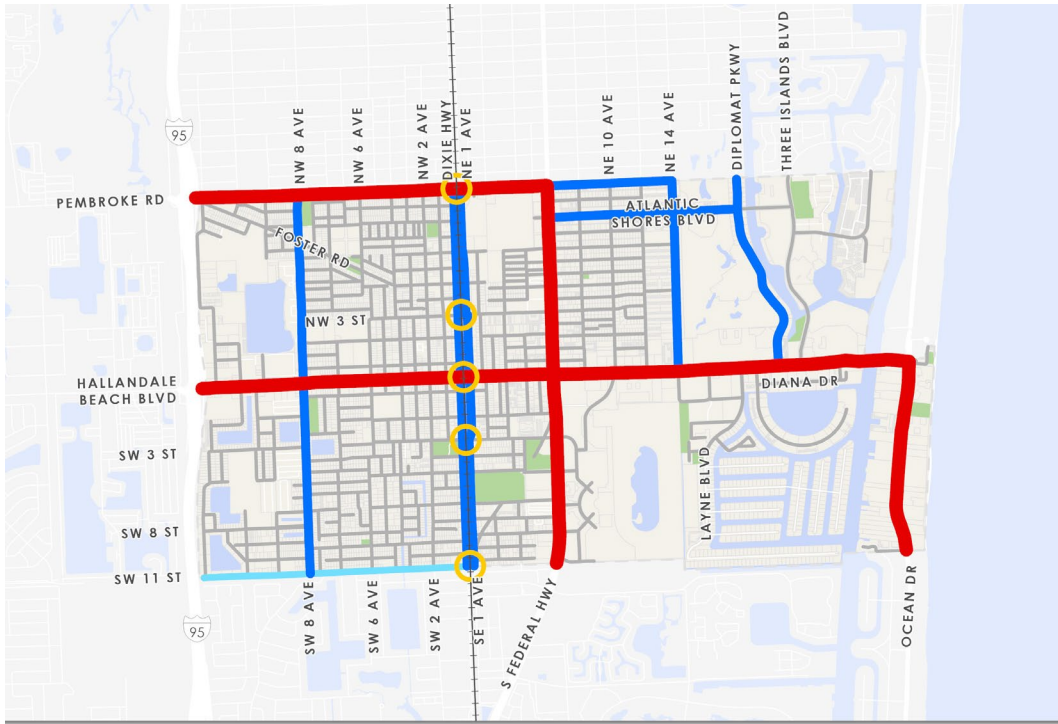
- Routes and Stops
- Crossing to Stops



Conclusions

- Challenge: FEC RR and East / West Connectivity
- Challenge: Disconnected and High-Stress Bike Network
- Challenge: Neighborhood Streets / Land Use Mismatch
- Challenge: Safety for All Modes
- Challenge: Walk/Bike Access to Parks
- Challenge and Opportunities Summary

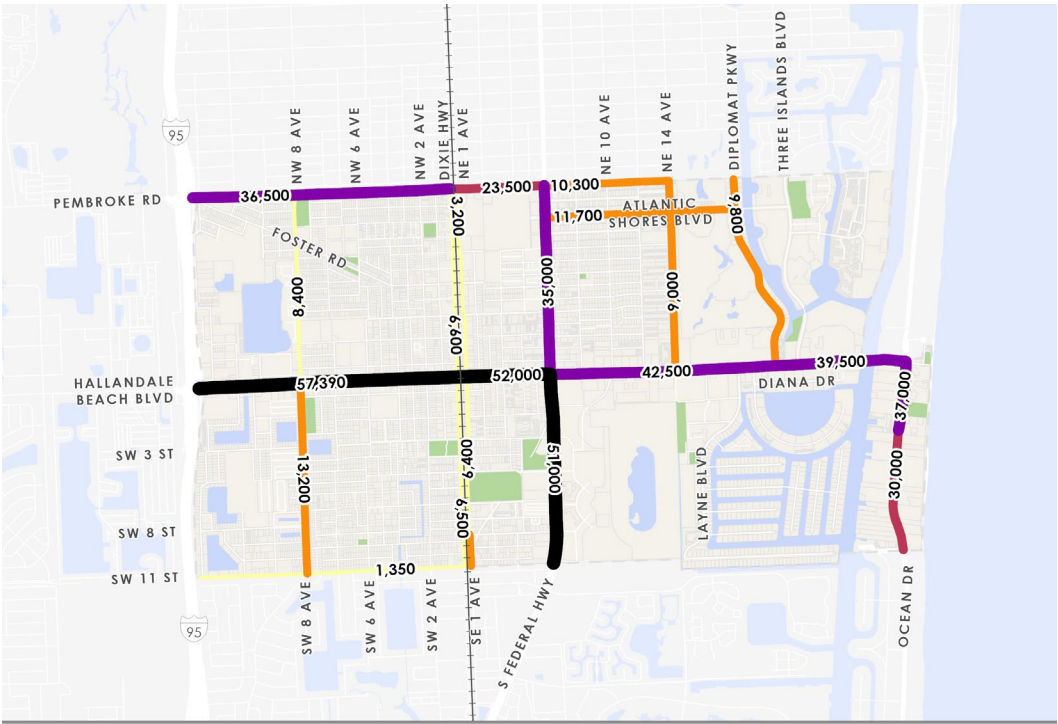
Hallandale Beach TMP: Existing Conditions – DRAFT Report



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



FDOT only collects annual Roadway Volume for Arterial and Collector Roadways



- Average Daily Trips by Car**
- 49,001 - 57,390
 - 34,001 - 49,000
 - 22,001 - 34,000
 - 8,501 - 22,000
 - 1,350 - 8,500
 - Hallandale Beach
 - Parks/Open Spaces
 - Water
 - Florida East Coast Railway

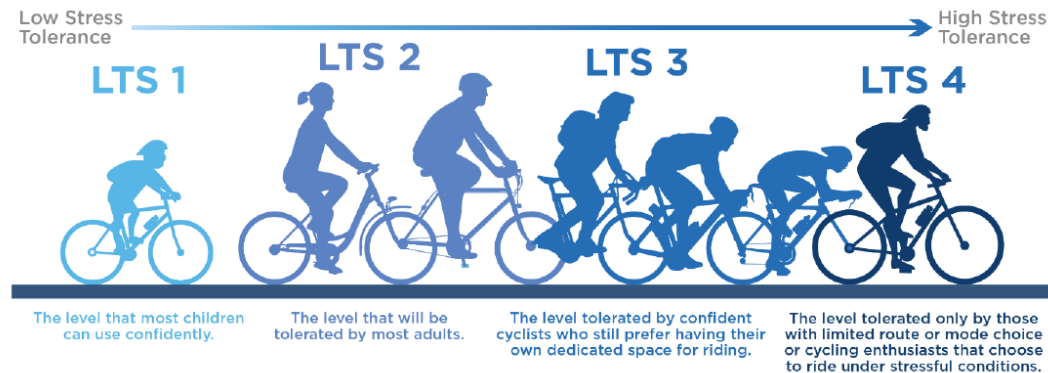
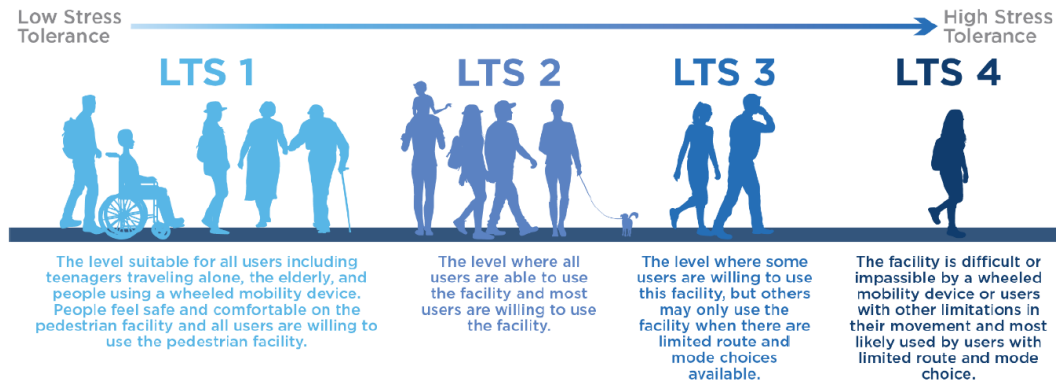


By Comparison:
Hollywood Blvd, from SE 14 Av and A1A is 15,380
Lehman Causeway, from US1 to A1A is 42,500

Hallandale Beach TMP: Level of Traffic Stress (LTS)

- Methodology developed by the Florida Department of Transportation (FDOT), 2023
- Utilizes quantitative data to measure qualitative experience

LTS 1 = Low Stress  LTS 4 = High Stress



Bike LTS Includes:

- Presence of Bike Facility
- Type, width, and separation of bicycle facility
- Posted Speed Limit
- *Roadway Volume*
- Number of Travel Lanes
- Adjacent Land Use

Walk LTS Includes:

- Presence of continuous sidewalk
- Type, width, and separation of sidewalk
- Posted Speed Limit
- Roadway Classification

What is NOT included in LTS?

- Actual speeds
- Lighting
- Crash History
- Abutting back-out parking
- Intersection facilities
- Crosswalk frequency or facilities
- Temporary Obstructions of Sidewalk or Bike Facility (i.e. garbage, cars, scooter riders, etc...)

Hallandale Beach TMP: Level of Traffic Stress (LTS)

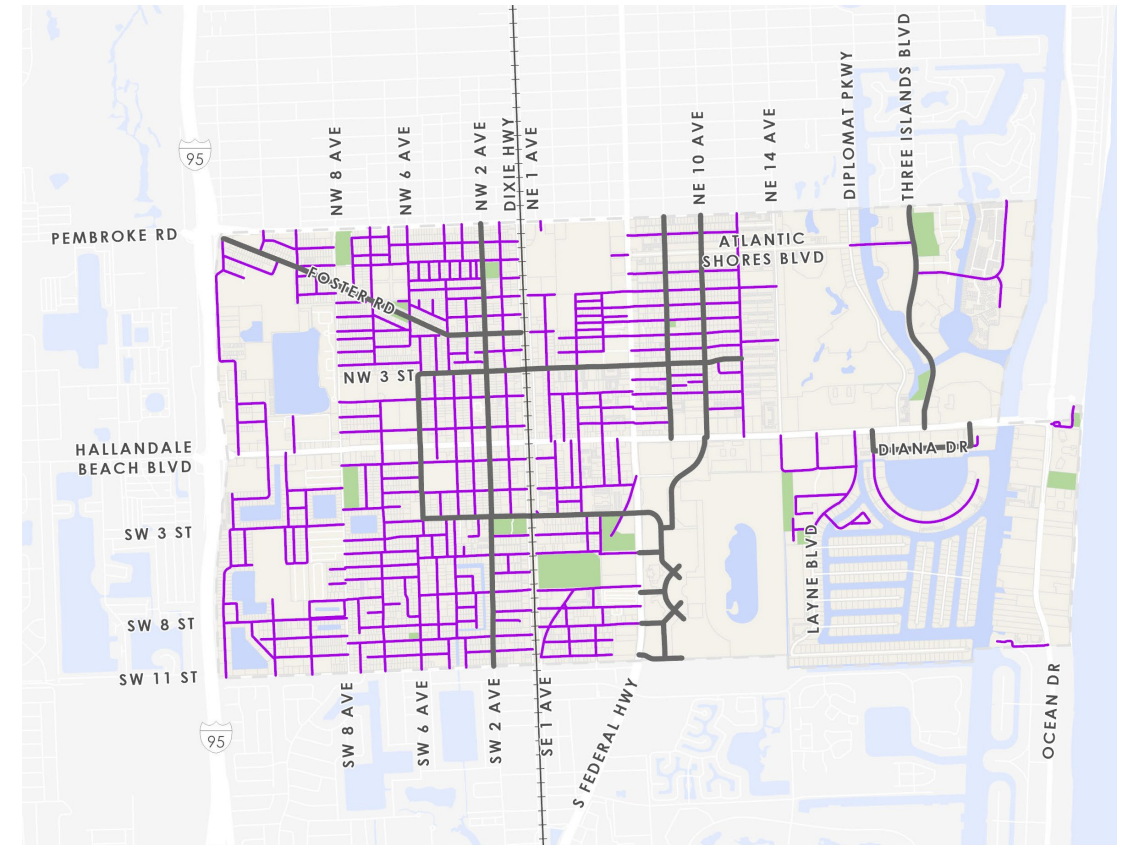
Local Road Assumptions for Bike & Walk LTS

Bike LTS calculation includes roadway volume. BUT Local roads do not have traffic volumes available. **The following methodology was used for Local Roads:**

- Local roads that have bike lanes on both sides of roadway = **Bike LTS 1**
- OR
- Local roads that do **not** have bike lanes on both sides of the road, the roads were assigned one of the following:
 - Neighborhood Serving Streets:** Speed limits of 25 MPH, considered neighborhood serving only = **Bike 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.**

Walk LTS calculation does not include roadway volume.

- Local roads that have continuous sidewalks on both sides of roadway = **Walk LTS 1**
- Local roads that have a sidewalk only on one side of the road = **LTS was calculated based on the least comfortable side (no sidewalk)**

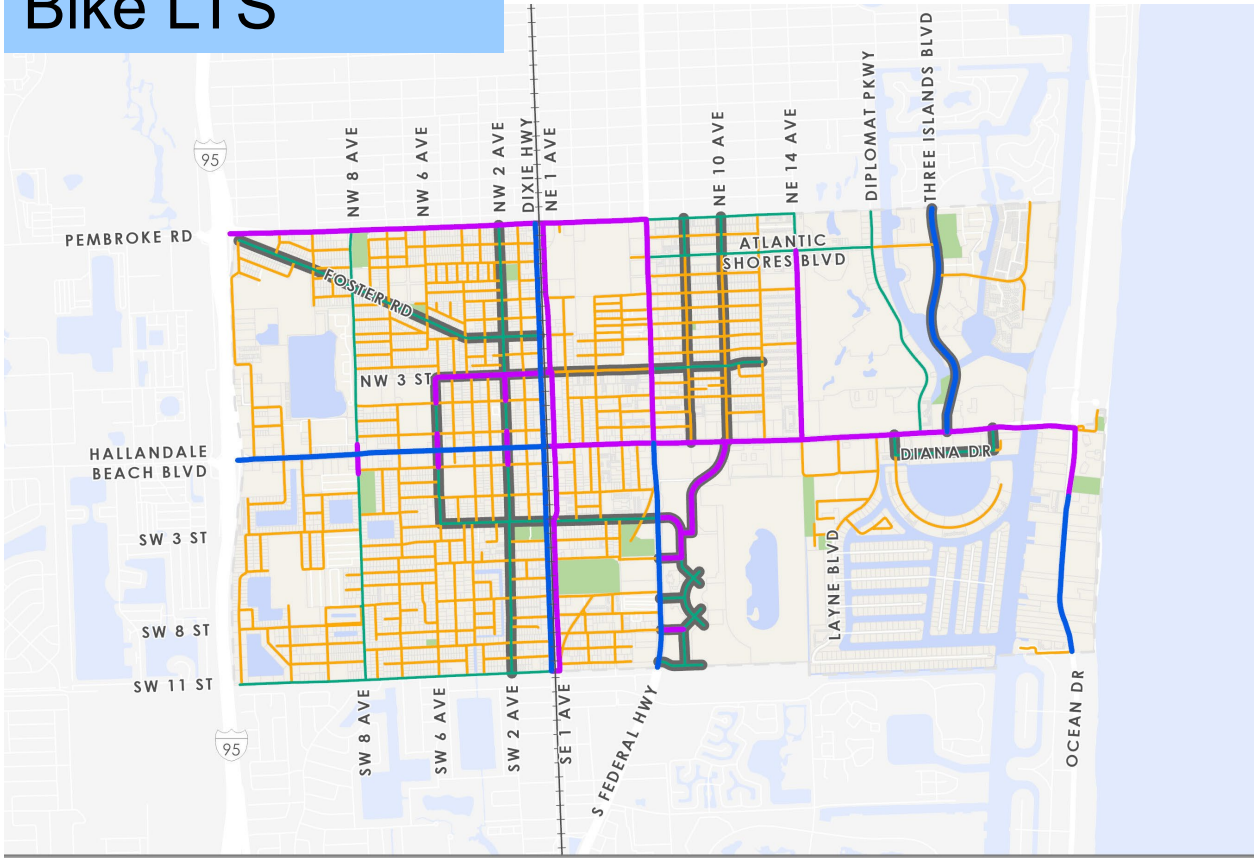


Local Street Assumptions

- Neighborhood Serving Streets
- Key Local Routes
- Hallandale Beach
- Parks/Open Spaces
- Water
- Florida East Coast Railway

Hallandale Beach TMP: Level of Traffic Stress (LTS)

Bike LTS

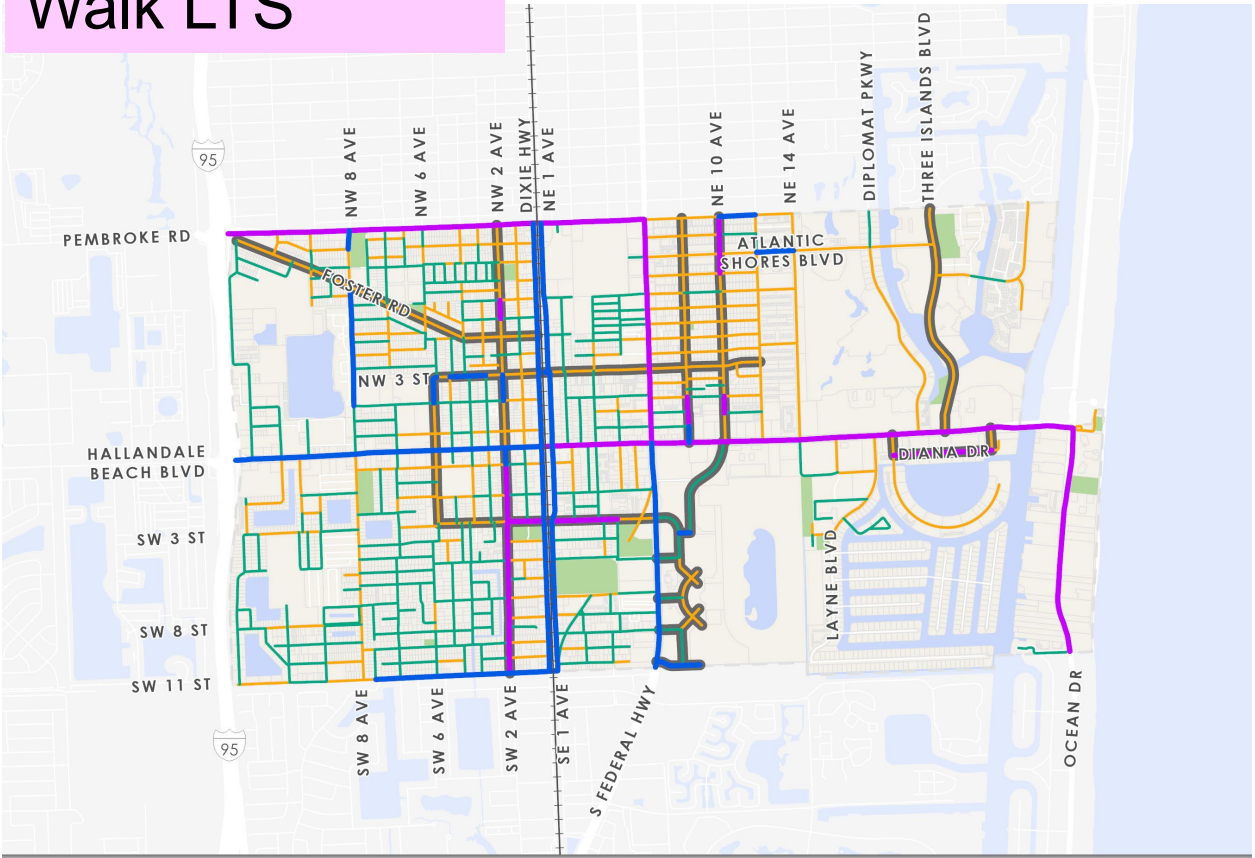


Bike Level of Traffic Stress

- 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



Walk LTS



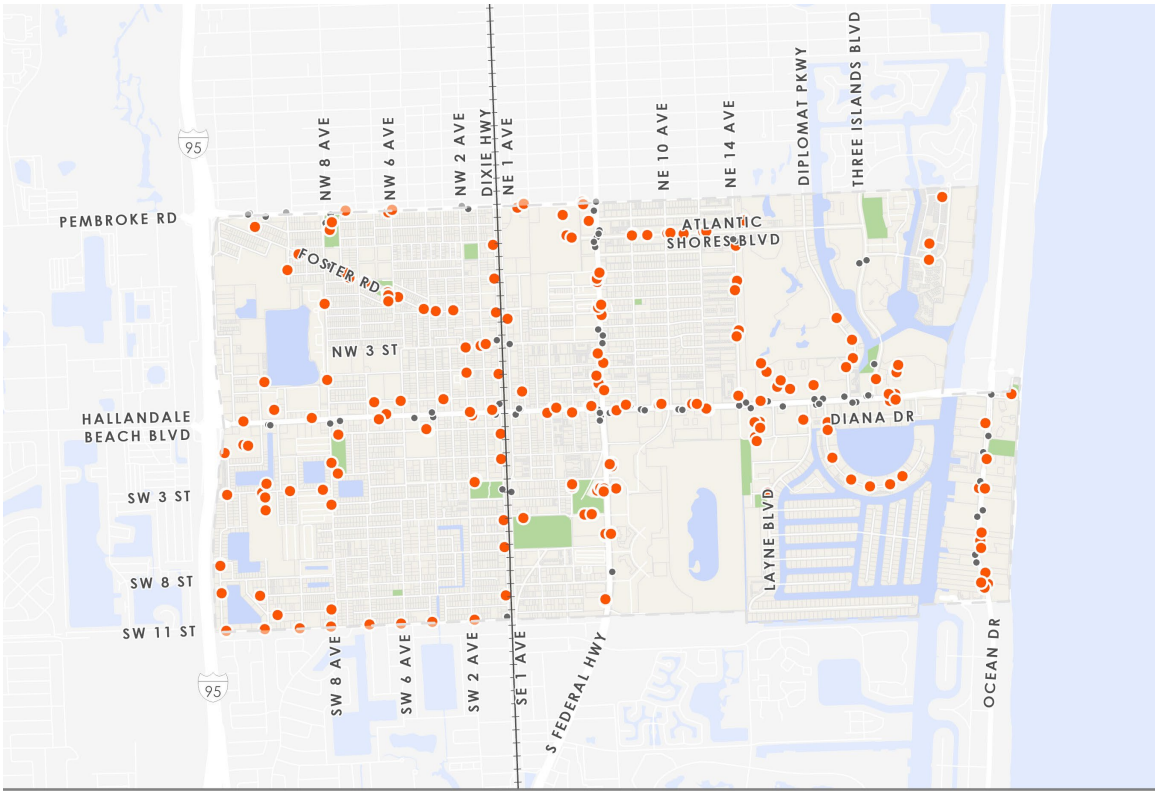
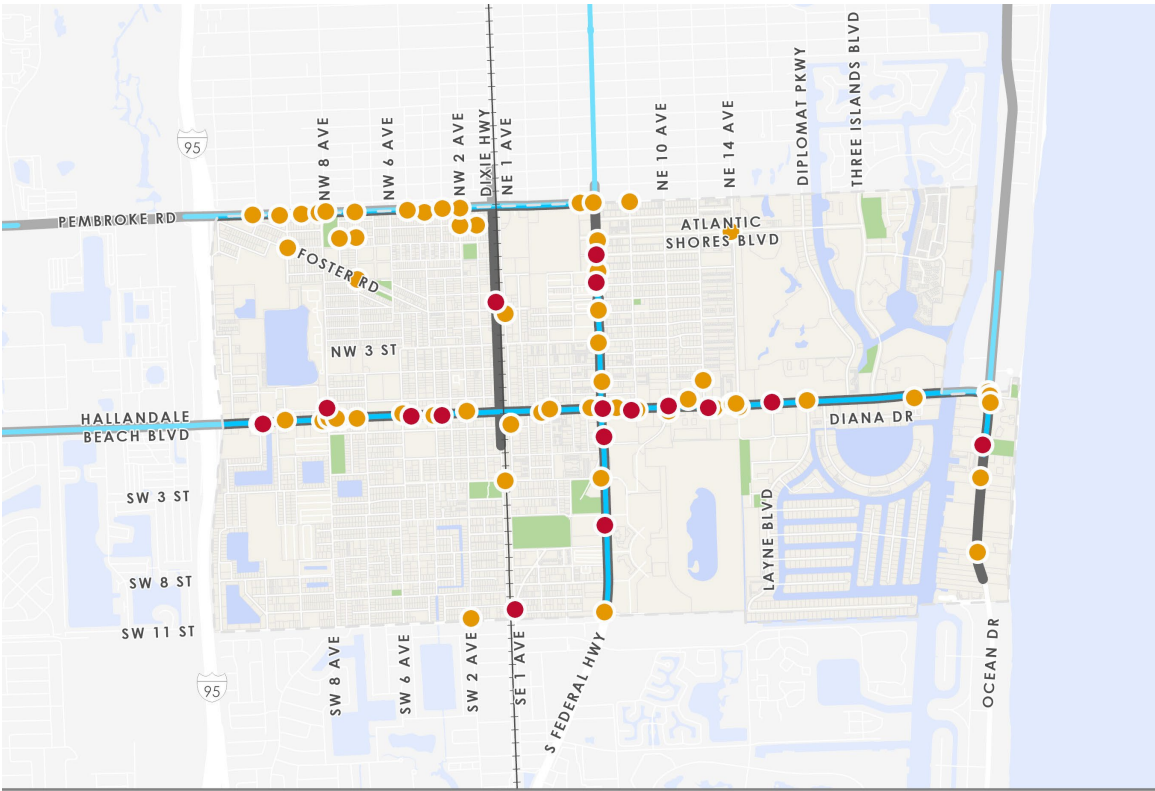
Pedestrian Level of Traffic Stress

- 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



Hallandale Beach TMP: Safety, Transit Stops, & Crossings

Many transit stops on the High Injury and High Risk Networks have no controlled crossing within 250 ft



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



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



Challenge

FEC RR and East / West Connectivity

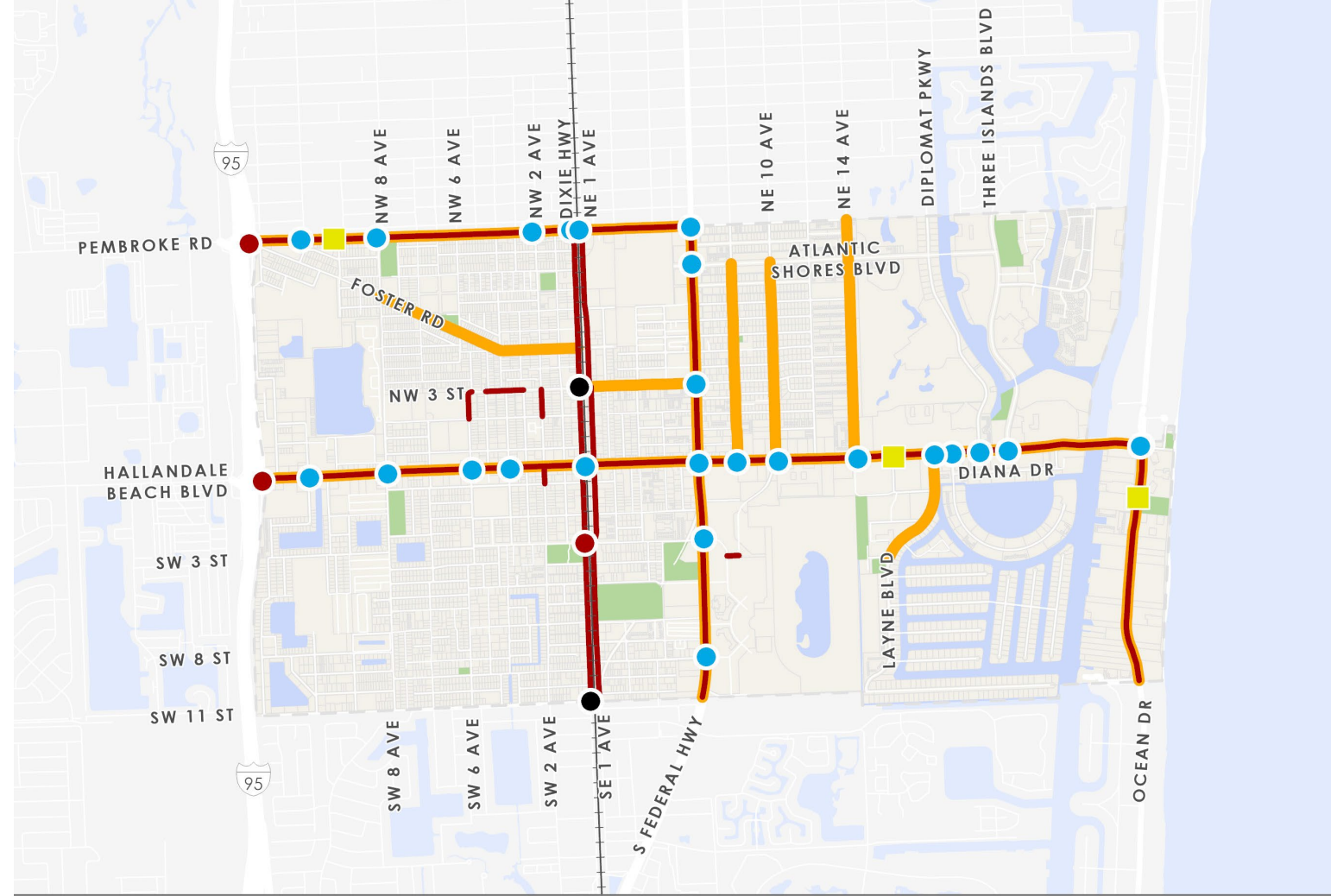
- The FEC Railroad runs parallel to Dixie Hwy and NE/SE 1 Av, separating the city into east and west.
- There are only 5 rail crossings in Hallandale Beach. The crossings are separated by up to ½ mile.
- Due to the parallel one-way pair (Dixie Hwy and SE / NE 1 Av), the crossings require signalized crossing 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.



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.



LTS 3/4 Walk and Bike Barriers

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

- BOTH Walk and Bike LTS 3/4
- Bike Network

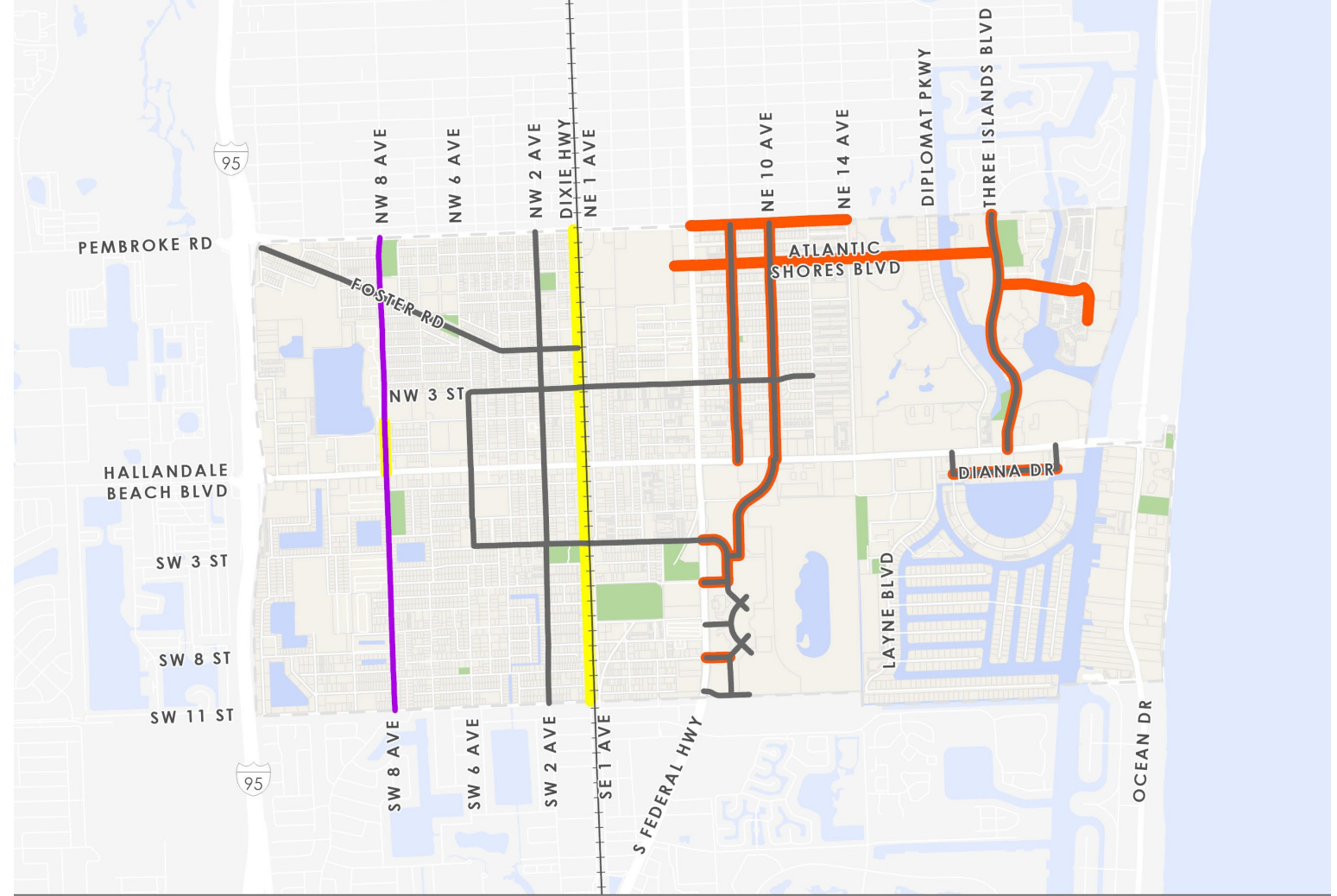
- Florida East Coast Railway
- Hallandale Beach
- Parks/Open Spaces
- Water



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



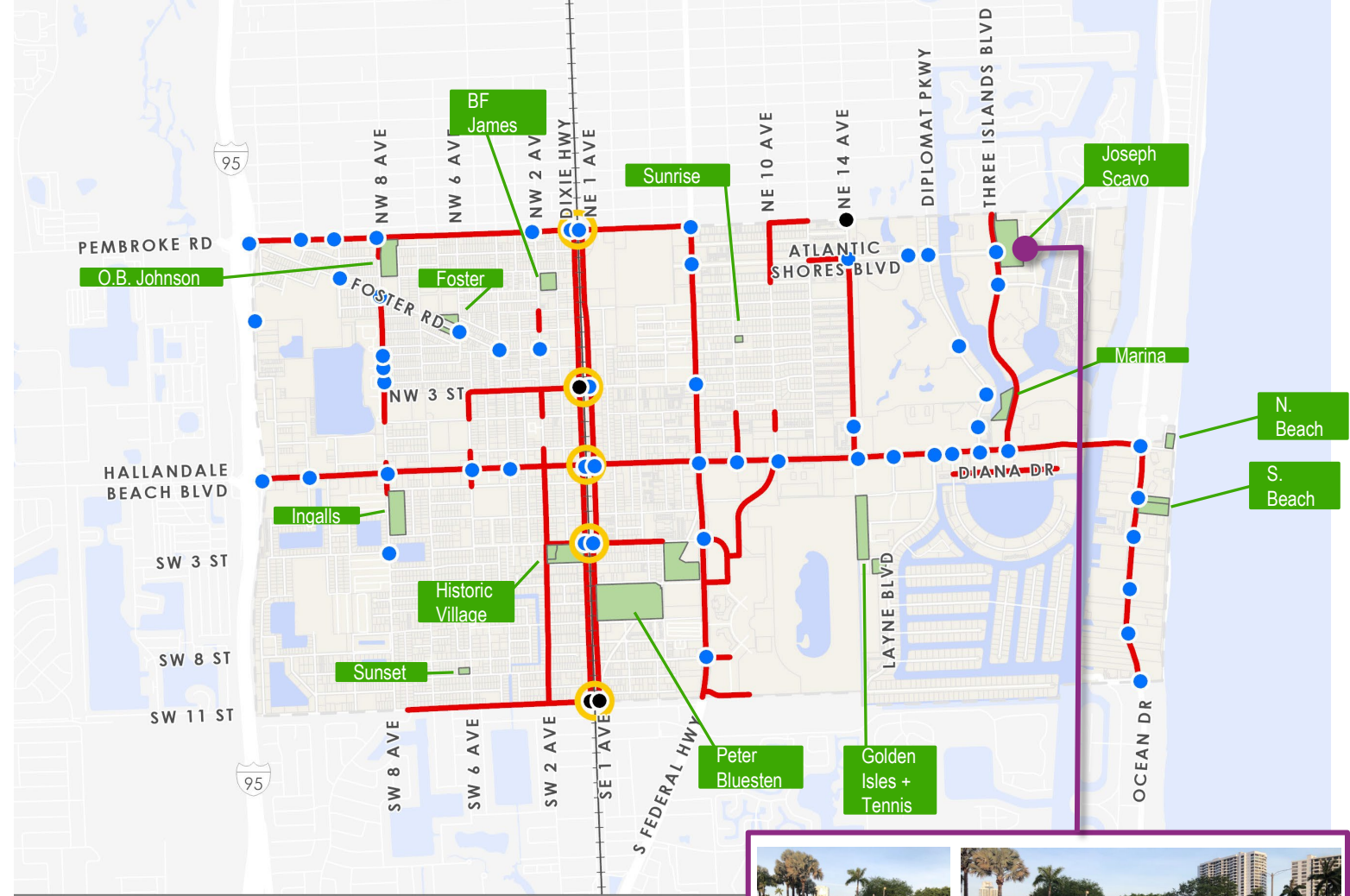
Neighborhood Street Context Mismatch

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

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 Joseph 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.

Hallandale Beach TMP: Next Steps

