

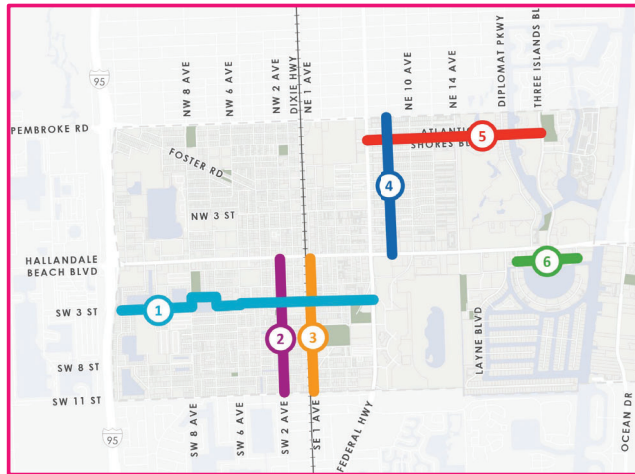


# Welcome to the Community Meeting

## NE 8 Av, Atlantic Shores Blvd, and Diana Dr

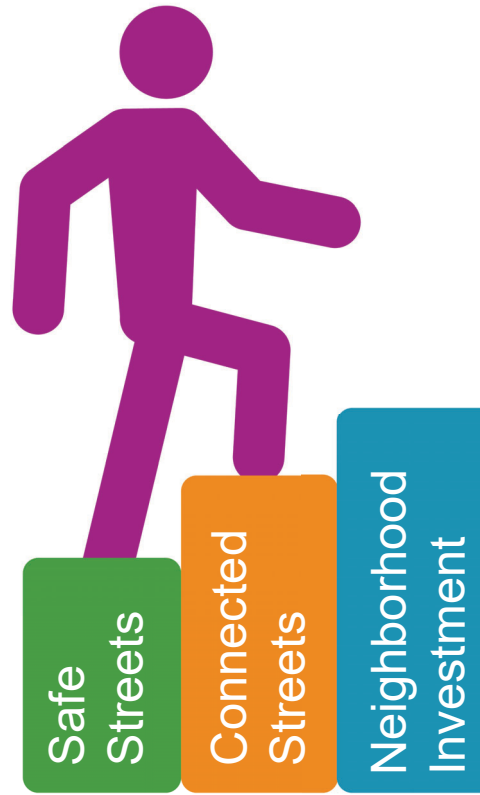
- Broward Metropolitan Planning Organization (Broward MPO) offers technical assistance directly to local governments to develop multimodal Transportation Plans.
- Since March 2025, the Broward MPO has been providing technical assistance to **Hallandale Beach** with the development of a **Transportation Master Plan (TMP)**
- The Technical Assistance is intended to help Hallandale Beach identify community-driven, multimodal transportation projects for up to six roadways that are based on best practices for safety, speed management, and complete streets.
- Quick Build (and Near Term) projects have been identified for six city-owned roadways.

### Hallandale Beach TMP Roadways



- ① SW / SE 3 St
- ② SW 2 Av
- ③ SE 1 Av
- ④ NE 8 Av
- ⑤ Atlantic Shores Blvd
- ⑥ Diana Dr

### Hallandale Beach TMP Goals



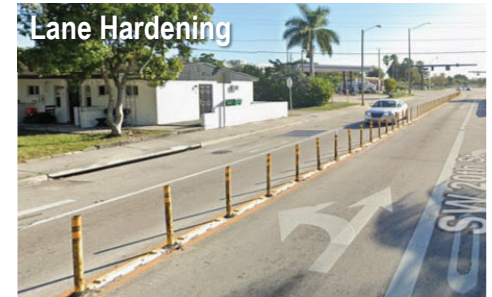
### What Happens Next?

The Transportation Master Plan is a vital step in developing transportation projects. The next steps the City will need to undertake to implement the recommendations are:

- **Funding**
  - Funding for studies, design, and/or construction
- **Studies**
  - Quick build projects are intended to not require as many studies as traditional transportation projects. Some studies may be required to confirm feasibility or design options.
- **Project Design**
  - Surveys and construction plans
- **Construction**

# Quick Build Projects

Temporary improvements (weeks to years) built with materials like paint, signs, pavement markings, or modular materials to implement projects in a shorter time frame and at a lower cost as compared to traditional transportation projects.



## Why recommend Quick Build projects?

- Lower cost than traditional transportation projects
- Flexible and designed to be easily changed
- Provide near term improvements
- Assess project outcomes before further investment
- No impacts to utilities or drainage
- Safety enhancements for all roadway users
- Build community support
- Provide valuable data
- No right-of-way acquisitions

# Near Term Projects

Permanent improvements that do not require right-of-way, do not impact utilities or drainage, or require roadway rebuilding.



Curb Ramps with Detectable Warning Pad



Sidewalk Extension



Pedestrian Signal



LPI = Leading Pedestrian Interval



RRFB = Rectangular Rapid Flashing Beacon



Median "Cap" + High Visibility Crosswalk



"Sharrows" = Shared Lane Arrow



Speed Hump / Table (not modular)

Marked Crosswalks at Neighborhood Intersections

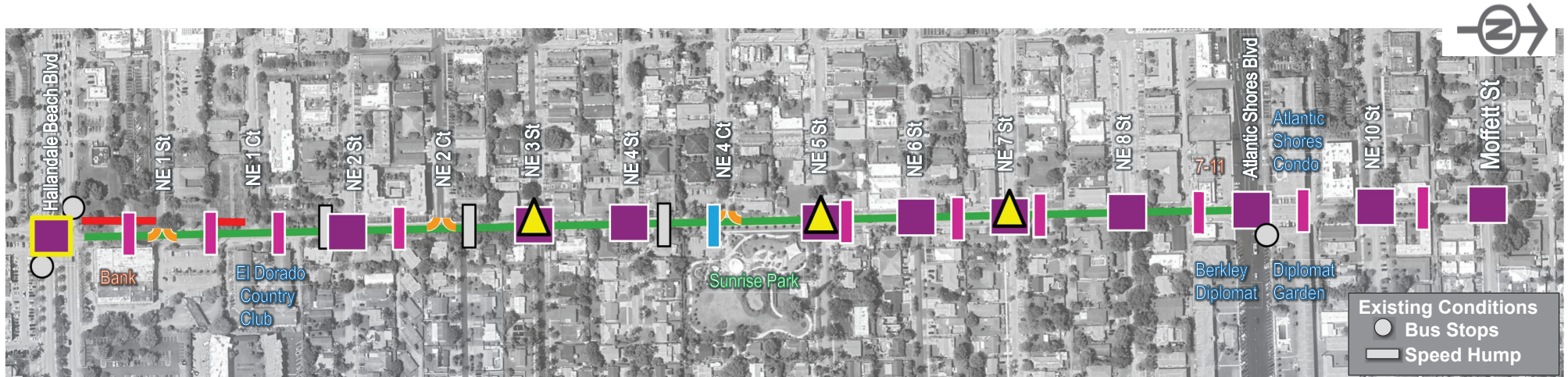


Why recommend these improvements?

- Lower cost improvements
- No impacts to utilities or drainage
- No right-of-way acquisitions
- Safety enhancements for all roadway users
- Provide near term improvements

# NE 8 Av

- Proven safety countermeasures • Traffic calming on NE 8 Av and adjacent neighborhood streets
- Provide space for Northbound Bicycle and Scooter riders • Designate crossing locations at intersections and to Sunrise Park



## Hallandale Beach Blvd:

- State-owned Roadway / Recommendations for FDOT
- Improve crosswalk at southern side of intersection (driveway entrances to shopping centers)
- Add leading pedestrian intervals



## Neighborhood Intersection Improvements

- Paint Crosswalks
- Sidewalk Curb Extensions
- Repaint faded pavement markings



## Traffic Diverters

- Eastbound drivers forced to turn right at NE 8 Av
- Allows access for bicycles and pedestrians
- At streets that allow Left turns or straight movements at US 1

## Contraflow Bike Lane and Sharrows

- Accommodate bike riding in both directions
- Existing bike lane would be marked for Northbound bike travel
- Southbound Bicyclist would ride in roadway

## New Sidewalks

- On west side of roadway, where there are missing sidewalks
- To be accommodated in City ROW

## Raised Midblock Crosswalk with RRFB

- RRFB = Rectangular Rapid Flashing Beacon
- Leading to entrance to Sunrise Park



## Curb Extensions with side street crosswalks

- Widen curbs with paint / plastic bollards – slow down turning drivers
- Mark crosswalks



## Speed Humps

- Modular or permanent construction
- Spaced at frequent intervals to slow down drivers.

**Existing Conditions**

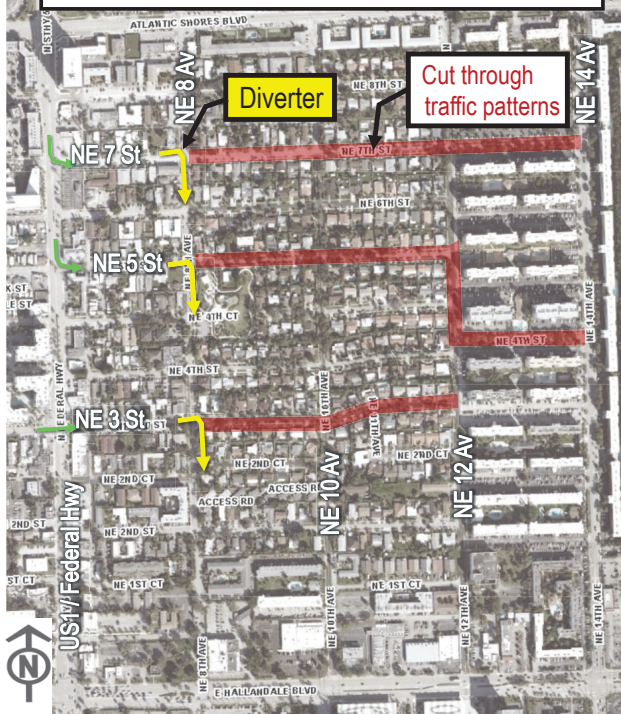
- Bus Stops
- ▭ Speed Hump

## Why traffic diverters?

**Modular Traffic Diverters** are recommended to discourage cut-through traffic in the neighborhood east of NE 8 Av.

They would be placed at **the three streets that allow left turns or straight movements from US1: NE 7 St, NE 5 St, & NE 3 St**

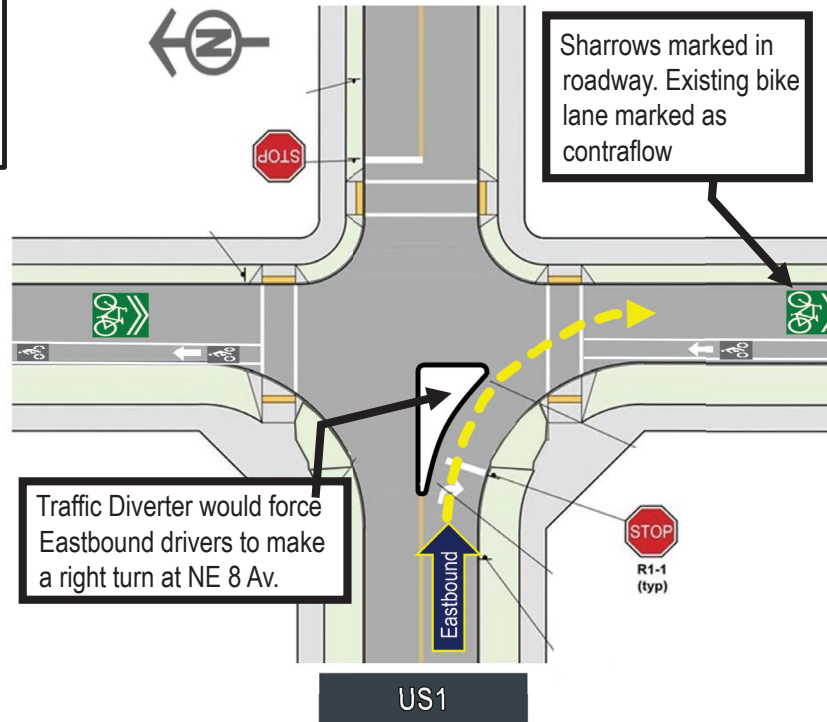
Map of Traffic Diverters & Cut-Through Traffic Locations



**Example:** Traffic Diverters on NE 16 Ct (Ft Lauderdale) Permanent traffic diverters were installed to discourage cut through traffic related to Ft Lauderdale High School.

# NE 8 Av

## Traffic Diverters + Contraflow Bike Lane



## Why Contraflow Bike Lane?

**Contraflow bike lanes** let people ride their bicycles the 'wrong way' on a one-way street.

They make it so bikes can safely travel in both directions even though cars can only go one way.

Between 2022 and 2024 there were 3 injury crashes involving bicyclists (or scooter riders) riding north on NE 8 Av.

A Quick Build Contraflow bike lane is recommended in the existing bike lane location (due to the existing speed humps).

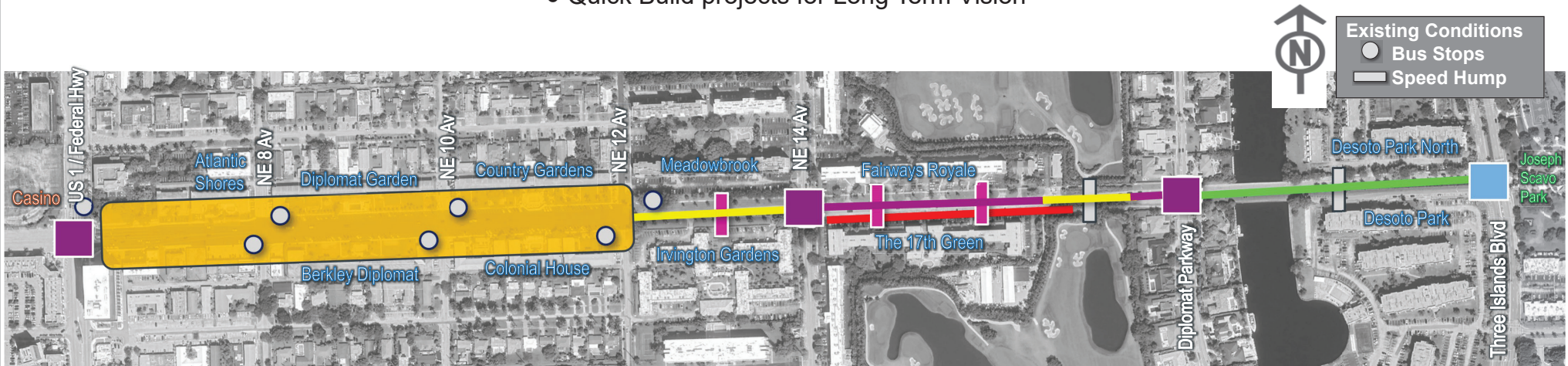
Existing Condition



**Example: Contraflow Bike Lane** - Bike Lane is marked for "against traffic" bike activity. The travel lane is marked with "Sharrows".

# Atlantic Shores Blvd

- Provide space for Bicycle and Scooter riders
- Proven safety countermeasures
- Traffic calming
- Quick Build projects for Long Term Vision



- Signalized Intersection Improvements**
- Curb Extensions to slow turning vehicles
  - Repaint faded pavement markings
  - Add leading pedestrian interval
  - Add bike boxes
  - For US1 - State-owned Roadway (Coordinate with FDOT)

- Refine Intersection Design**
- Add features to enhance City project:
    - Median nose on west leg
    - Add bike boxes

- Quick Build of Long-Term Vision**
- Lane narrowing
  - Add in bike lanes
  - Realign 4-way stop intersections

- Paint Sharrow**
- Sharrow = Share the Road Arrows
  - Bicyclists and Scooter Riders will *Share the Roadway* with vehicles
  - In segments with not limited ROW

- Paint Bike Lanes**
- 5 ft wide bike lanes on each side of roadway

- New At-Grade Sidewalk**
- Behind tandem parking for The Seventeenth Green Condo (NE 14 Av to Golf Course)
  - Utilize Thermoplastic materials
  - At-grade means the sidewalk will not be raised (no curb) and it will not be placed behind grass / swale.

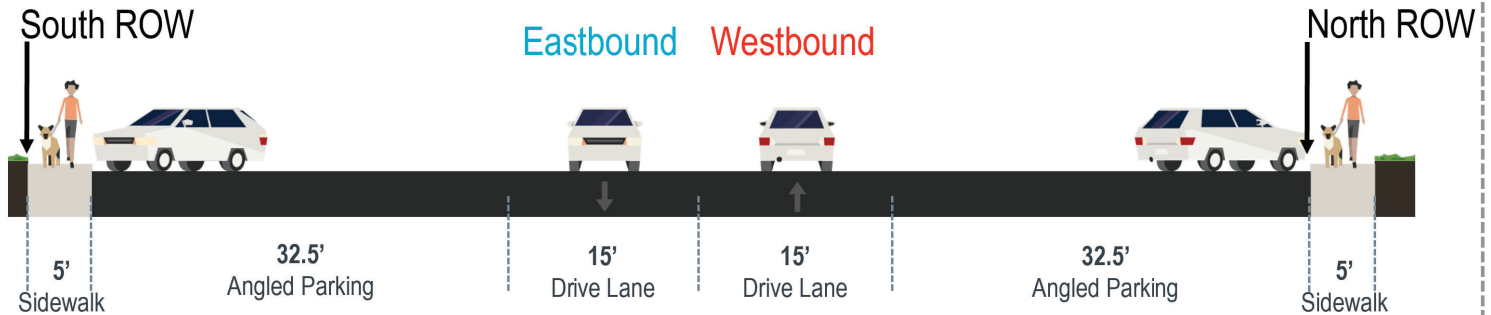
- Speed Humps**
- Modular or permanent construction
  - Spaced at frequent intervals to slow down drivers.

- Lane Repurposing**
- Diplomat Pkwy to Three Islands Blvd
  - “Repurpose” 1 travel lane in each direction from roadway to bike lane
  - The repurposed travel lane would be designed as protected bike lanes (used by scooter riders too)

# Atlantic Shores Blvd

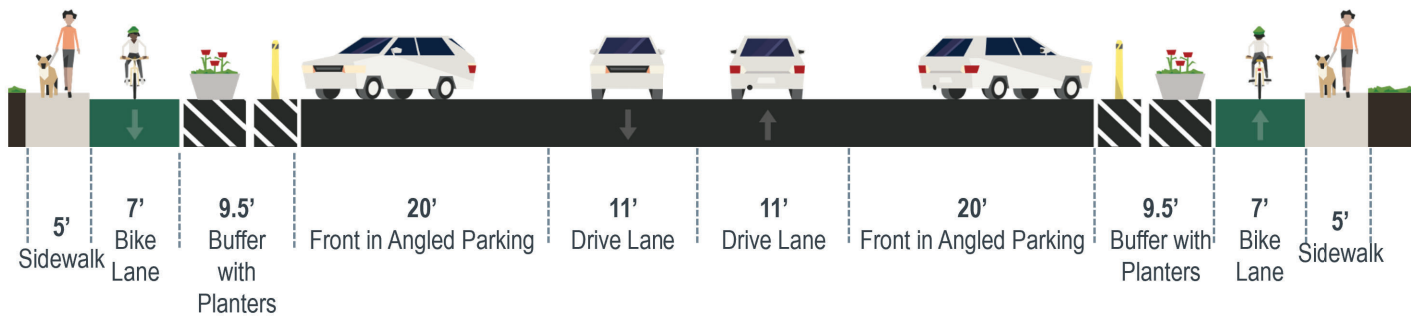
## US1 to NE 12 Av

### Existing Condition (Typical)



### Recommendation

- ✓ Drive lanes narrowed to 11 ft
- ✓ Parking Spaces length reduced to 20 ft
- ✓ Remaining asphalt space “repurposed” for protected 7 ft wide Bike Lane and 9.5 ft wide Landscaped Buffer
- ✓ Wheel stops (not shown) placed in front of parking spots
- ✓ Parking Spaces to remain as Front-In Angled Parking



#### Example:

Landscape Planter protects bike lane



#### Example:

Bike lane placed between parking spaces and curbed sidewalk



# Atlantic Shores Blvd

## US1 to NE 12 Av



New layout of roadway, showing narrowed drive lanes.

Existing at-grade sidewalks behind back-out parking can be improved by adding thermoplastic materials. This enhances visibility.

Flex posts and wheel stops can be strategically placed to reinforce the driveway entrance.

### Why Narrow Lanes for Bike Lanes?

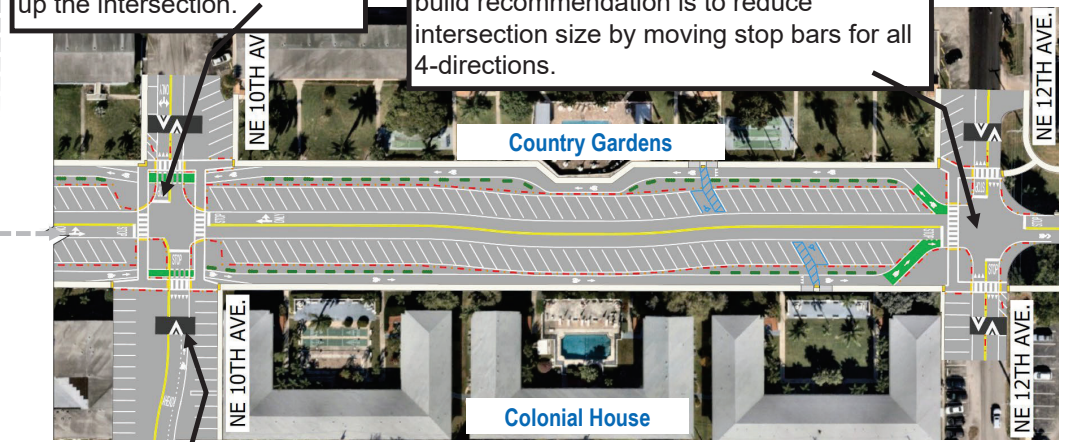
Narrowing lanes and adding a "protected" bike lane creates a physical barrier that keeps cars away from cyclists, making the street feel much safer. When bike and scooter riders have their own dedicated space, they no longer feel the need to ride on the sidewalk to stay away from cars.

Narrowing the lanes also encourages drivers to slow down because the tighter space requires more focus and care.



Stop bars on NE 10 Av should be moved to "tighten" up the intersection.

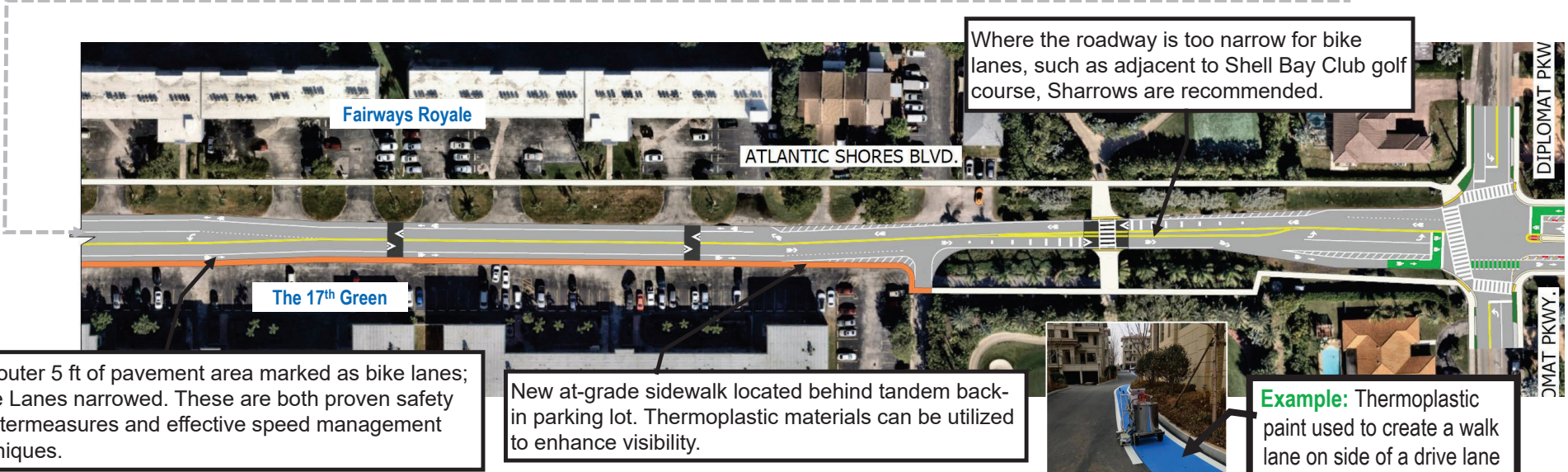
While a roundabout is the long-term project for the intersection at NE 12 Av, the quick build recommendation is to reduce intersection size by moving stop bars for all 4-directions.



Speed humps can be placed to slow down drivers before marked crosswalks

# Atlantic Shores Blvd

## NE 12 Av to Diplomat Pkwy



# Atlantic Shores Blvd

## Diplomat Pkwy to Atlantic Shores Blvd

Improvements identified in the Three Islands Blvd traffic calming project are depicted

Between Diplomat Pkwy and Three Islands Blvd, 1 lane in each direction (outside lane) could be repurposed for a Quick Build bike / scooter lane. Drawing shows lane repurposing starting at Diplomat parkway – during project design the exact location of lane repurposing would be determined.

Median caps are recommended to slow vehicles making left turns and improve safety for pedestrians in the crosswalks

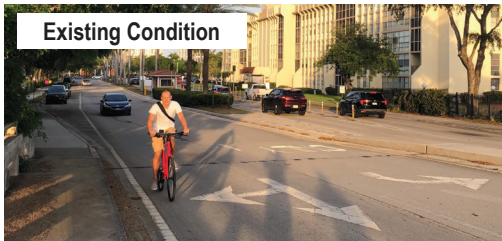


### Why Lane Repurposing?

By repurposing a lane, bicyclists and scooter riders are separated from cars and trucks without having to ride on sidewalks.

Repurposing a lane also acts as a natural "speed management" tool because a single, well-defined lane encourages drivers to stay alert and travel at more consistent, safer speeds.

Better organization of the street reduces the risk of crashes for everyone while making it much more comfortable for you to ride your bike or scooter.



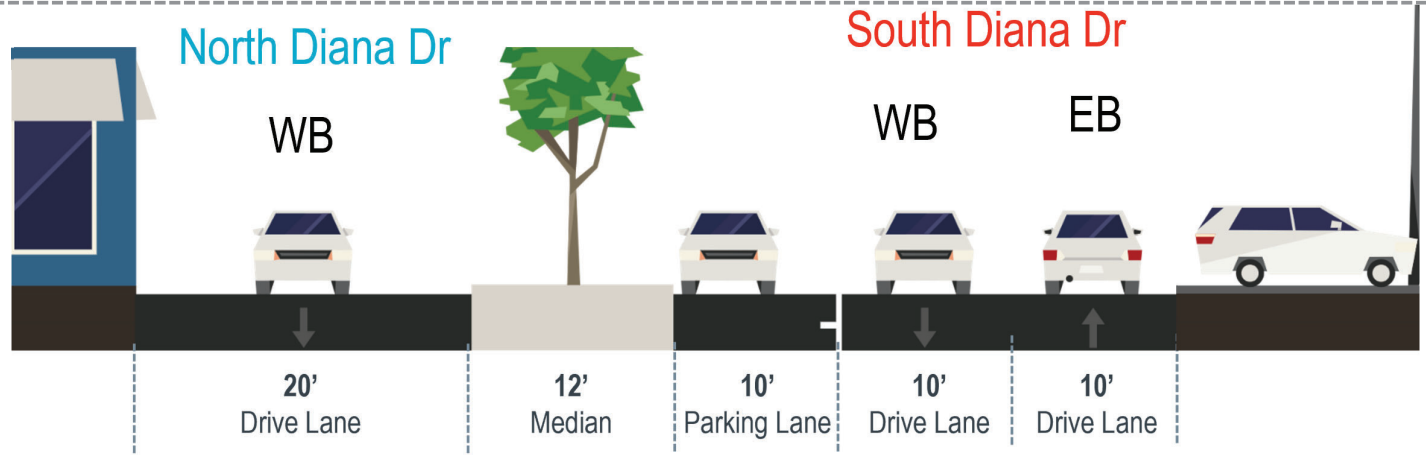
**Example:** Lane Repurposing to Protected Bike Lane



# Diana Dr

- Designate space for Pedestrians, Bicyclists and Scooter Riders
- Keep existing on-street parking
- Slow down drivers
- Designate crosswalks at intersections within center of roadway
- Convert South Diana Dr to one-way East Bound only

## Existing Condition (Typical)



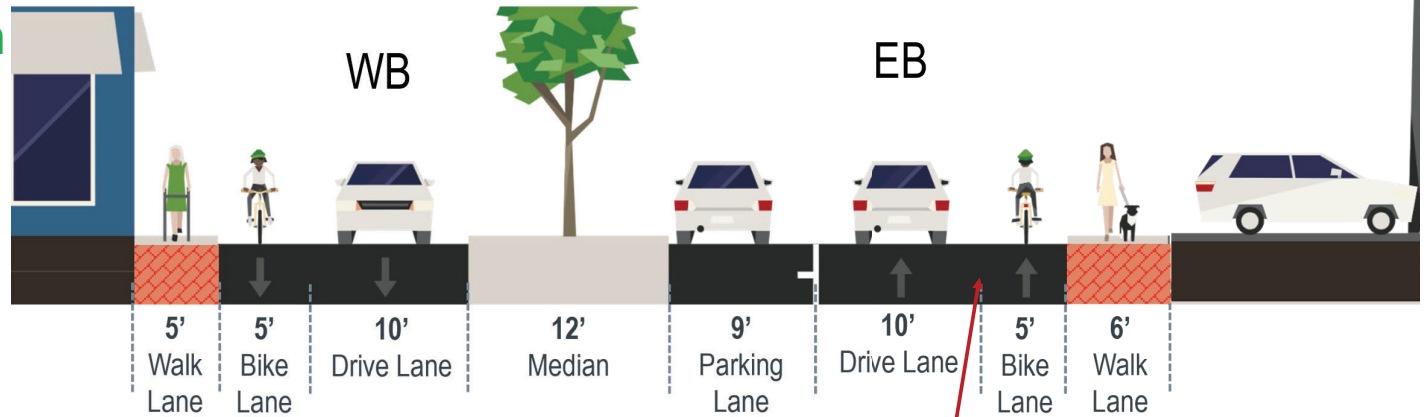
## Recommendation

### North Diana Dr:

- ✓ Drive lane narrowed to 10 ft
- ✓ Remaining asphalt space “repurposed” for 5 ft wide Bike Lane and 5 ft wide Walk Lane
- ✓ Walk lane will be at-grade; Thermoplastic materials can be used to distinguish walk lane from bike lane

### South Diana Dr

- ✓ On-Street Parking to remain but restriped as 9 ft wide
- ✓ Existing Westbound (WB) lane converted to Eastbound (EB) Lane
- ✓ Roadway becomes Eastbound Only
- ✓ Existing Eastbound (EB) Lane space repurposed for 5 ft wide Bike Lane and 6 ft wide Walk Lane



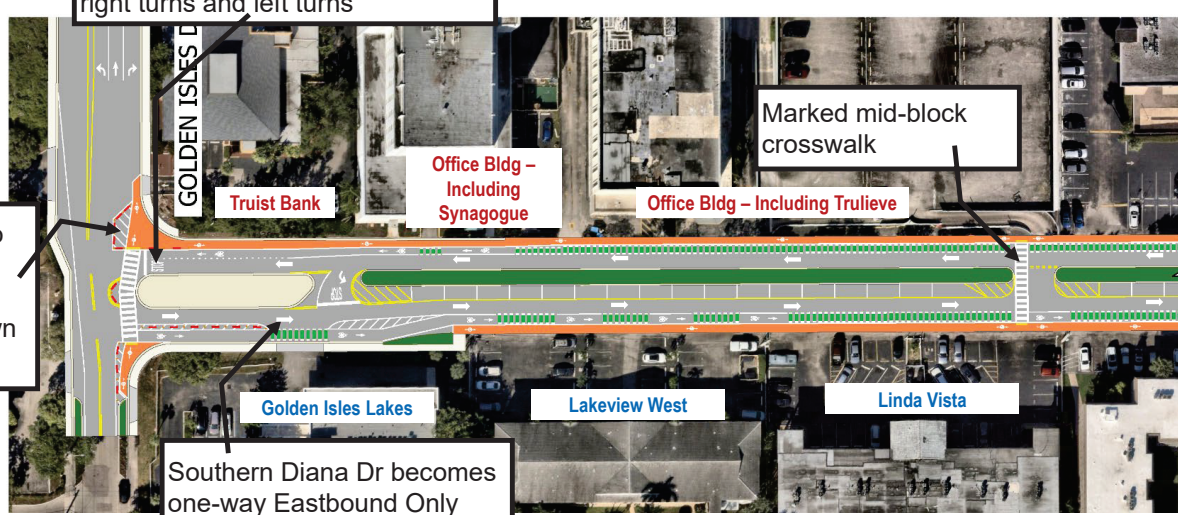
**Example:** Quick Build bike lane next to walk lane

Due to many driveways or back-out parking lots, it is not feasible to develop a Quick Build “Protected” Bike Lane

# Diana Dr

Existing Right-Turn only (at Golden Isles Dr) for Northern Diana Dr should be converted to allow both right turns and left turns

Curbs are extended to shorten distance pedestrians need to cross and to slow down turning vehicles



Southern Diana Dr becomes one-way Eastbound Only

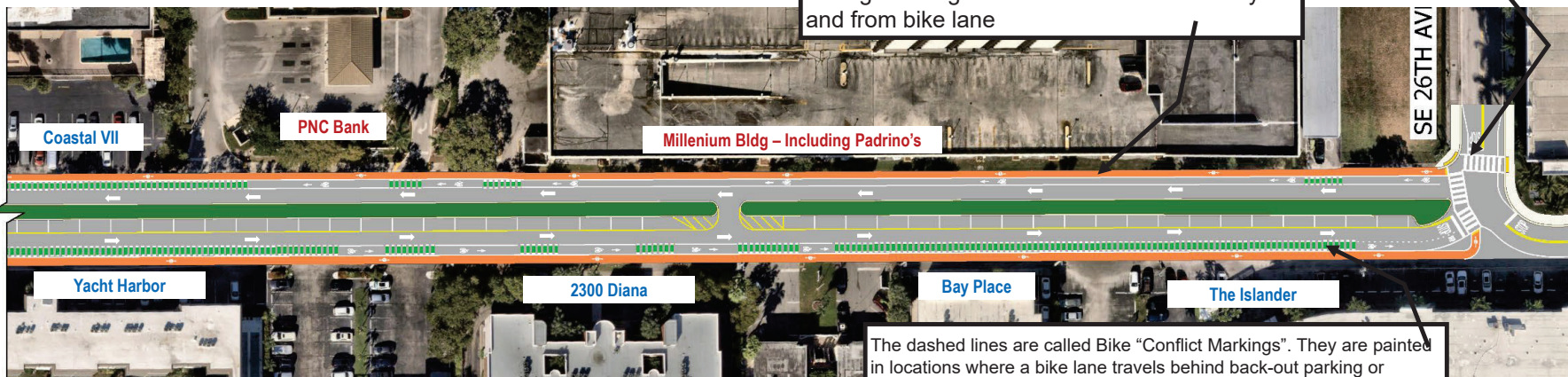
Marked mid-block crosswalk

Example: Bike lane Conflict Markings



Marked crosswalks added at intersection with SE 26th Av

Thermoplastic materials can be used to distinguish at-grade walk lane from driveways and from bike lane



The dashed lines are called Bike "Conflict Markings". They are painted in locations where a bike lane travels behind back-out parking or through a driveway entrance. They are intended to give drivers a heads up to watch out for cyclists.