



# Welcome to the Community Meeting

## SW / SE 3 St, SW 2 Av, and SE 1 Av

- 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



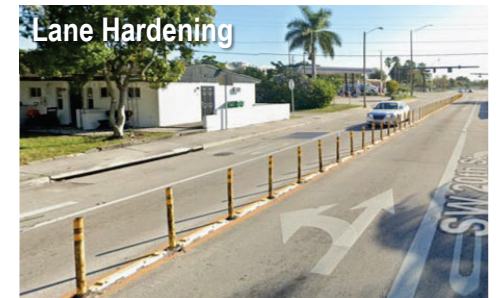
### What Happens Next?

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?

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

# Near Term Projects

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



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

# SW / SE 3 St + SW 2 Av + SE 1 Av

- Slow down drivers • Discourage cut through traffic • Add in crosswalks throughout roadways
- Designate locations for bicyclists (and scooter riders) • Proven safety countermeasures

## School-related Improvements

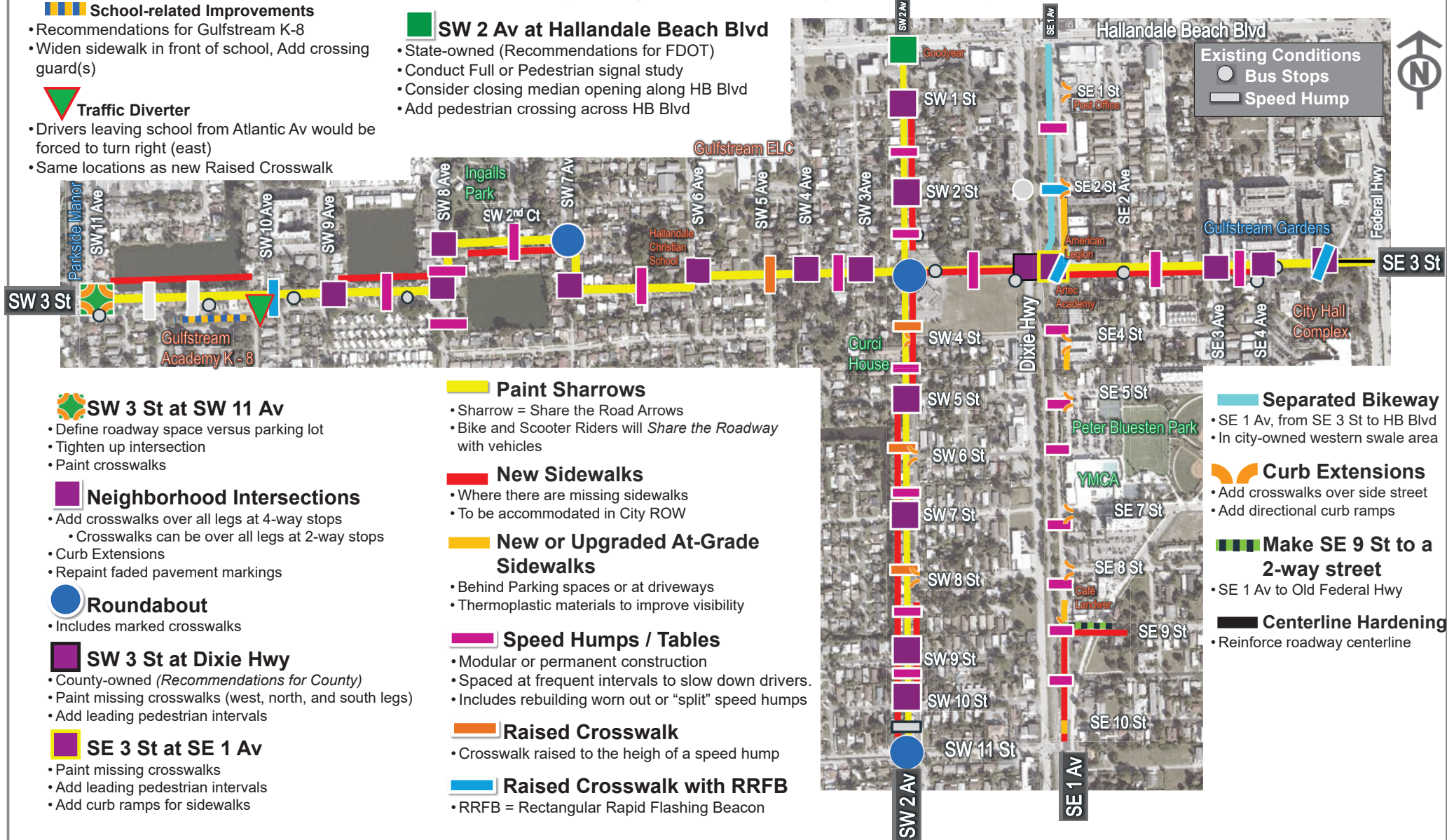
- Recommendations for Gulfstream K-8
- Widen sidewalk in front of school, Add crossing guard(s)

## Traffic Diverter

- Drivers leaving school from Atlantic Av would be forced to turn right (east)
- Same locations as new Raised Crosswalk

## SW 2 Av at Hallandale Beach Blvd

- State-owned (Recommendations for FDOT)
- Conduct Full or Pedestrian signal study
- Consider closing median opening along HB Blvd
- Add pedestrian crossing across HB Blvd



## SW 3 St at SW 11 Av

- Define roadway space versus parking lot
- Tighten up intersection
- Paint crosswalks

## Neighborhood Intersections

- Add crosswalks over all legs at 4-way stops
  - Crosswalks can be over all legs at 2-way stops
- Curb Extensions
- Repaint faded pavement markings

## Roundabout

- Includes marked crosswalks

## SW 3 St at Dixie Hwy

- County-owned (Recommendations for County)
- Paint missing crosswalks (west, north, and south legs)
- Add leading pedestrian intervals

## SE 3 St at SE 1 Av

- Paint missing crosswalks
- Add leading pedestrian intervals
- Add curb ramps for sidewalks

## Paint Sharrows

- Sharrow = Share the Road Arrows
- Bike and Scooter Riders will *Share the Roadway* with vehicles

## New Sidewalks

- Where there are missing sidewalks
- To be accommodated in City ROW

## New or Upgraded At-Grade Sidewalks

- Behind Parking spaces or at driveways
- Thermoplastic materials to improve visibility

## Speed Humps / Tables

- Modular or permanent construction
- Spaced at frequent intervals to slow down drivers.
- Includes rebuilding worn out or "split" speed humps

## Raised Crosswalk

- Crosswalk raised to the height of a speed hump

## Raised Crosswalk with RRFB

- RRFB = Rectangular Rapid Flashing Beacon

## Existing Conditions

- Bus Stops
- Speed Hump

## Separated Bikeway

- SE 1 Av, from SE 3 St to HB Blvd
- In city-owned western swale area

## Curb Extensions

- Add crosswalks over side street
- Add directional curb ramps

## Make SE 9 St to a 2-way street

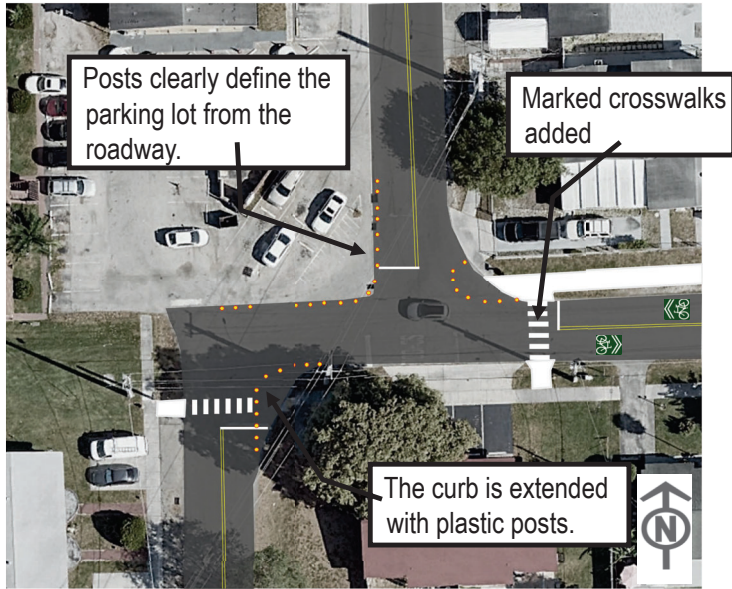
- SE 1 Av to Old Federal Hwy

## Centerline Hardening

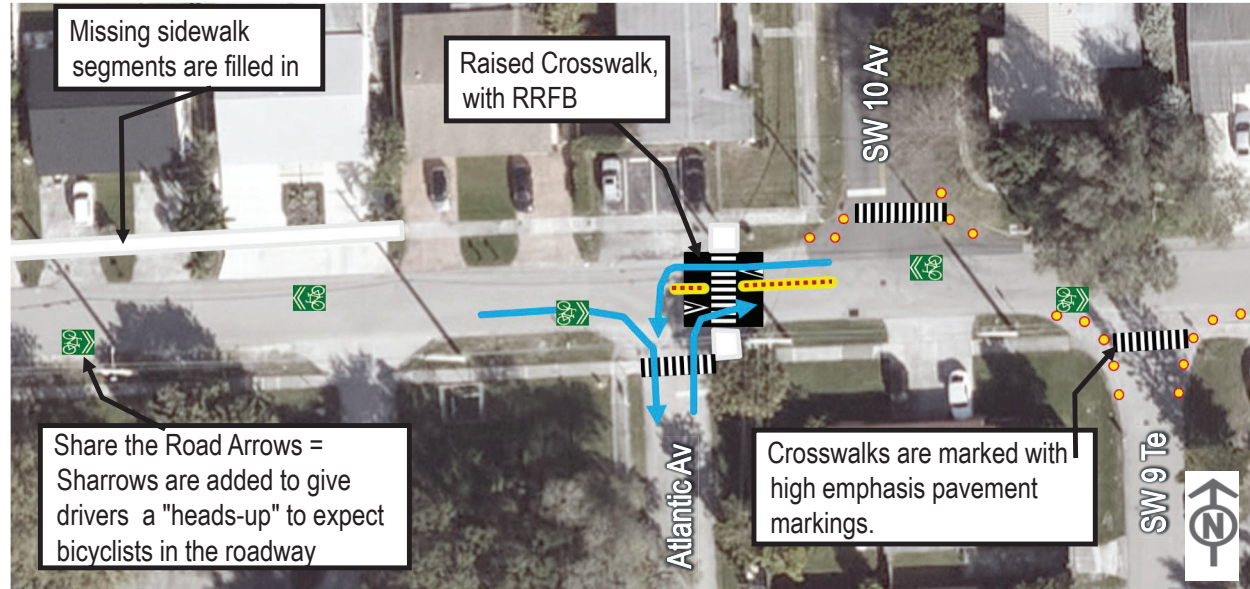
- Reinforce roadway centerline

# SW 3 St

## Intersection at SW 11 Av



## Gulfstream Academy / Atlantic Av



### Why Curb Extensions?

Extending the curbs at intersections significantly improves safety by shortening the distance pedestrians have to walk across the street, which reduces their time spent in the path of vehicles.

Curb extensions also force drivers to slow down when making turns, reducing the likelihood or severity of crashes.

Example: Curb Extension



### Why traffic diverter?

Currently left turns from Atlantic Av (the K-4 entrance) are prohibited during morning drop-off and afternoon pick-up times. **The Traffic Diverter** is recommended to **physically prohibit left turns from Atlantic Av.**

By eliminating left turns from Atlantic Av there are less conflict points between drivers and students (and adults) walking, biking, or riding scooters.

**Drivers would still be able to make left and right turns from SW 3 St onto Atlantic Av.**

A raised crosswalk is also recommended to be located at the traffic diverter. The raised crosswalk would slow down drivers, like a speed hump. It also improves visibility of people crossing the roadway, especially children. A RRFB (Rapid Rectangular Flashing Beacon) also alerts drivers that pedestrians are crossing the street.

Example: RRFB



Example: Quick Build Raised Crosswalk



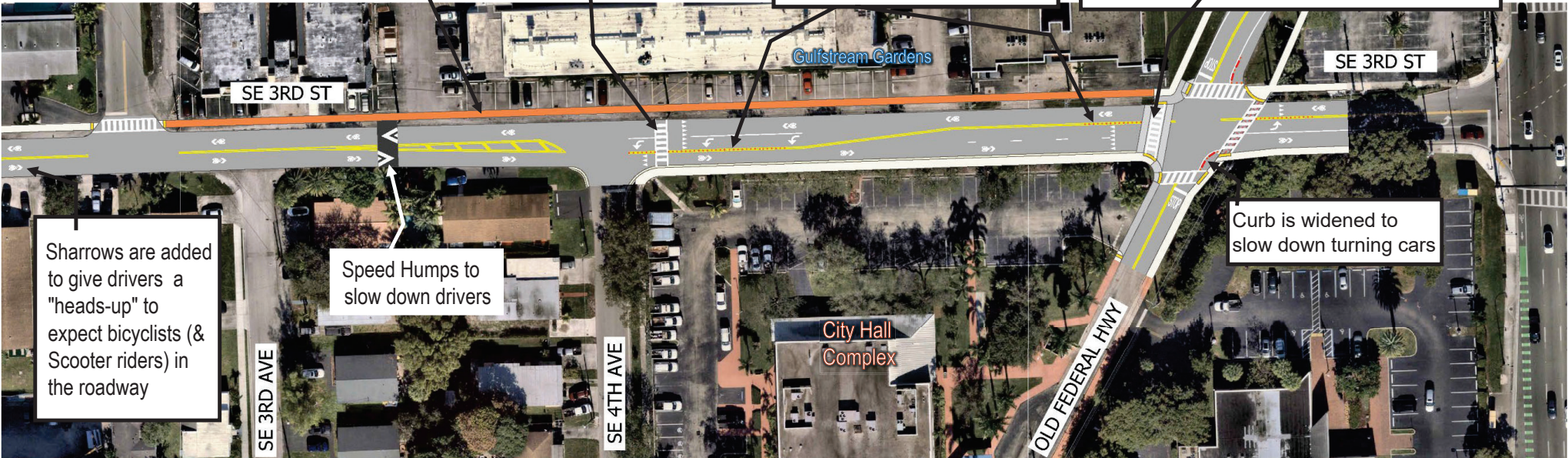
# SE 3 St Near City Hall

Thermoplastic materials can be added to at-grade sidewalk behind back-out parking. The bright, durable thermoplastic creates a high-contrast visual border that helps backing-out drivers see where the "parking space" ends and the sidewalk begins.

A crosswalk is added at SE 4 Av, a frequent pedestrian crossing location.

The centerline of the roadway is "hardened" with plastic poles. This improves the safety of turning drivers and helps improve the visibility of the traffic lanes at intersections

A Raised Crosswalk is added to the west side of the intersection. This is a frequent crossing location for pedestrians walking to / from the City Hall Complex. Like a speed hump, the raised crosswalk will also slow down drivers. A RRFB (Rapid Rectangular Flashing Beacon) also alerts drivers that pedestrians are crossing the street.



Sharrows are added to give drivers a "heads-up" to expect bicyclists (& Scooter riders) in the roadway

Speed Humps to slow down drivers

Curb is widened to slow down turning cars

**Example:** Thermoplastic materials used for at-grade sidewalk



**Example:** Lane Hardening



**Existing Condition**



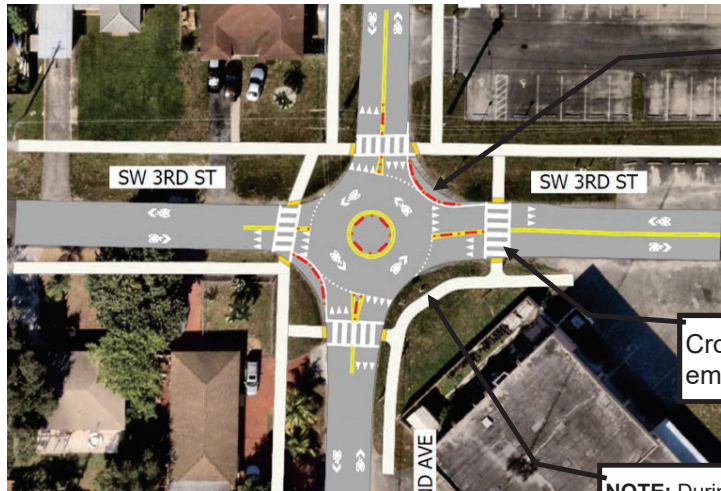
**Existing Condition**



# SW 2 Av - Roundabouts

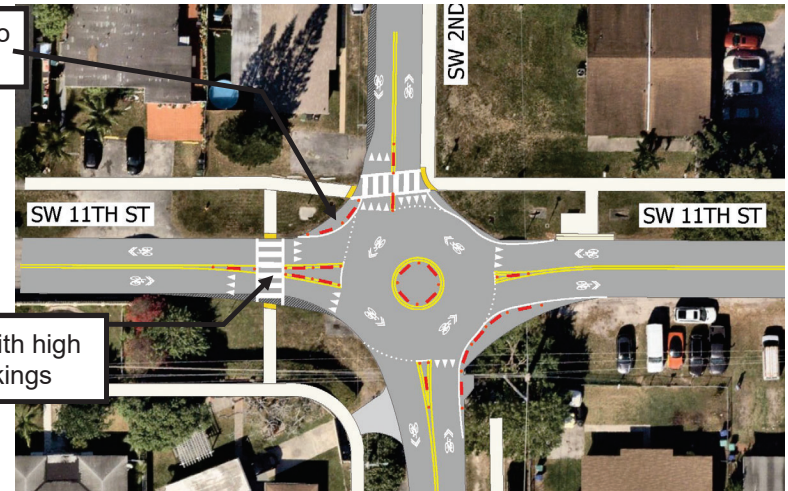
## SW 2 Av at SW 3 St

## SW 2 Av at SW 11 St



Curbs are widened, to slow down drivers

Crosswalks are added, with high emphasis pavement markings



Existing Condition

**NOTE:** During next phase, project design, it will be determined if the new Sidewalk depicted in southeast corner will require right-of-way (ROW) acquisition. If ROW is required, the sidewalk would not be part of Quick Build project



Existing Condition

### Why Roundabouts?

- Neighborhood "Gateway" Feature:** Clearly marks transitions from busy roads to local streets
- Lower Speeds and Discouraged "Cut-Throughs":** Drivers are forced to slow down to a safe speed (typically 15-20 mph) to navigate the roundabout. This often makes a neighborhood street less attractive as a high-speed "shortcut" for drivers trying to bypass main roads.
- Continuous Traffic Flow:** A roundabout allows drivers to yield, which can significantly reduce the "stop-and-go" noise and exhaust from idling cars.
- Elimination of Dangerous Crashes:** Roundabouts can eliminate the most dangerous types of accidents associated with stop signs, such as "T-bone" or head-on collisions.



Example: Quick build Roundabout

# SE 1 Av

## Why Left Side Bike Lane?

**Less Conflict with Turning Drivers:** Significantly fewer driveways or intersections on the left side of roadway

**Continuous Flow:** Bicyclists (and scooter riders) can bypass driveways, parking lots, and intersections on the right side of roadway

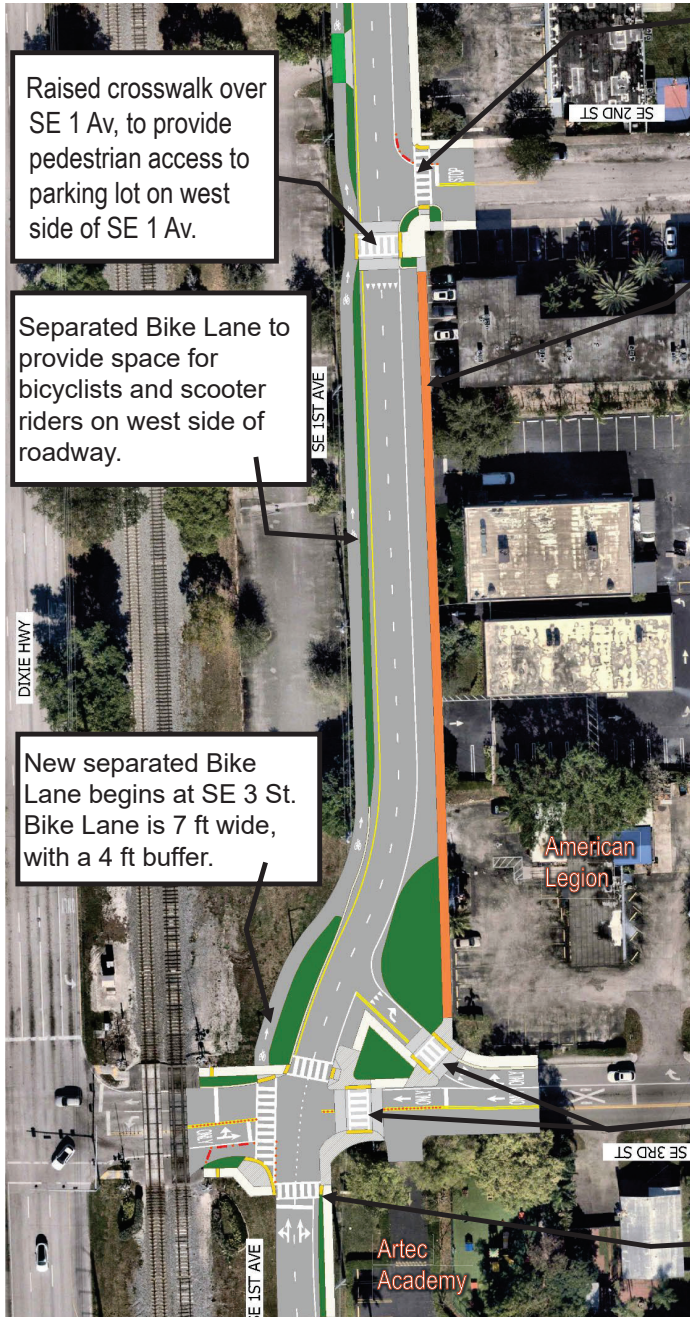
**Available ROW:** North of SE 3 St, the City owns right-of-way between the roadway and the westside parking lots.

**Consistent with future plans:** Broward County is planning to install bike lanes on Dixie Hwy on the "left side" (funded by County Surtax). Therefore, this design will be more prevalent on the Dixie Hwy corridor.

**Example:** "Laudertrail" Bike Path in Ft Lauderdale is located on the west side of roadway (next to FEC Railroad)



**Example:** Quick Build Raised Crosswalk



Raised crosswalk over SE 1 Av, to provide pedestrian access to parking lot on west side of SE 1 Av.

Separated Bike Lane to provide space for bicyclists and scooter riders on west side of roadway.

New separated Bike Lane begins at SE 3 St. Bike Lane is 7 ft wide, with a 4 ft buffer.

Marked crosswalks over all side streets

Thermoplastic materials can be added to at-grade sidewalks that are located behind back-out parking. The bright, durable thermoplastic creates a high-contrast visual border that clearly signals to a backing-out driver where the "parking space" ends and the sidewalk begins.

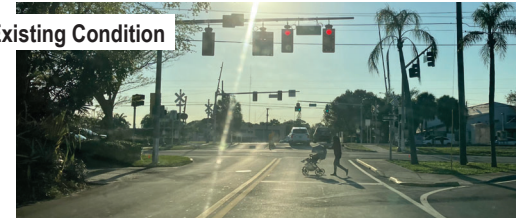
Existing Condition



Existing Condition



Existing Condition



Raised Crosswalks are added to the west side of the intersection. Like a speed hump, the raised crosswalks will also slow down drivers. A RRFB (Rapid Rectangular Flashing Beacon) also alerts drivers that pedestrians are crossing the street.

Crosswalks added to all sides of the intersection at SE 3 St, with high visibility pavement markings