

Hallandale Beach Transportation Master Plan

Staff Working Group Meeting #7
Potential Solutions

Agenda

1. Hallandale Beach TMP: Schedule / Status
2. Quick Build Materials Options
3. **Discussion** - Revised Potential Solutions:
 - 1) SE 1 Av
 - 2) Atlantic Shores Blvd
 - 3) Diana Dr

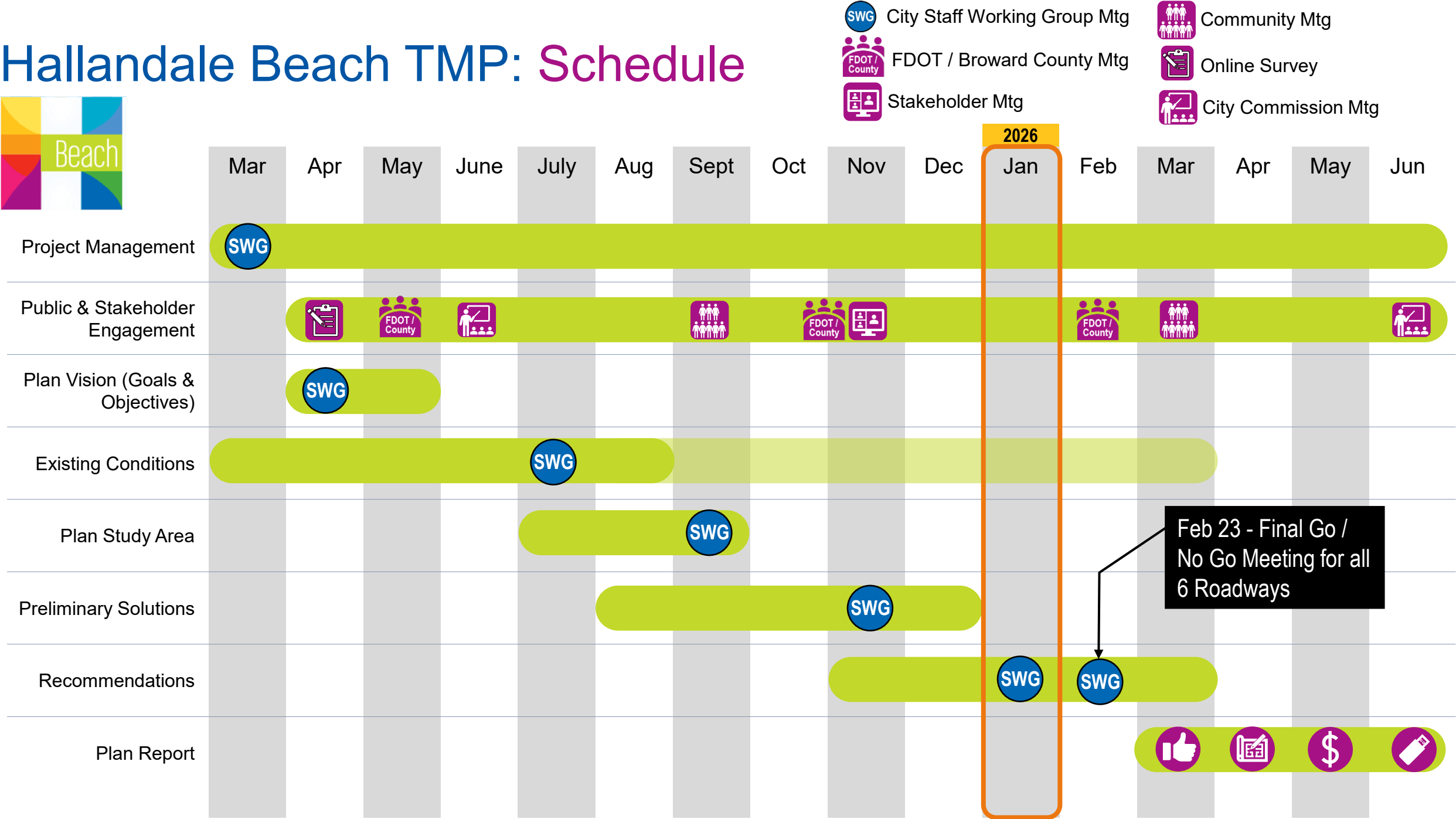
Attachments:

- Quick Build Materials

Meeting Goals:

- ✓ **Discuss Revised Potential Solutions for 3 roadways**
- ✓ **Identify any No Go Potential Solutions**

Hallandale Beach TMP: Schedule



SE 1 Av: Notes from Broward County Meeting (11/19/2025)

- # Broward County Dixie Hwy Project Typical Section
-
- 2 LANE - TYPICAL SECTION - SOUTHBOUND**
JOHNSON ST TO SHERIDAN ST
SEPARATED BIKE LANE
- 2 LANE - TYPICAL SECTION - NORTHBOUND**
JOHNSON ST TO SHERIDAN ST
SEPARATED BIKE LANE
- 2 LANE - TYPICAL SECTION - SOUTHBOUND**
MONROE ST. TO TYLER ST & FILMORE ST TO SHERIDIAN ST.
INTERSECTION DETAIL / BI-DIRECTIONAL BIKE LANE
- 2 LANE - TYPICAL SECTION - NORTHBOUND**
MONROE ST. TO TYLER ST & FILMORE ST TO JOHNSON ST.
INTERSECTION DETAIL / BI-DIRECTIONAL BIKE LANE
- PROJECT LIMIT INSET**
- | REVISIONS | | ENGINEER OF RECORD | BROWARD COUNTY PUBLIC WORKS |
|-------------|------|--|---|
| DESCRIPTION | DATE | DESCRIPTION | HIGHWAY CONSTRUCTION AND ENGINEERING DIVISION |
| | | EOR NAME: | BROWARD COUNTY ROAD |
| | | LICENSE NUMBER: | COUNTY PROJECT ID |
| | | BROWARD COUNTY HIGHWAY CONSTRUCTION & ENGINEERING DIVISION | DIXIE HIGHWAY |
| | | 1 NORTH UNIVERSITY DRIVE | B11 |
| | | PLANTATION, FL 33524 | |
- TYPICAL SECTION - OPTION 1



3 SE 1 Av: Notes from SWG Meeting

- City Staff asked if it is possible to convert roadway to a 2-way configuration
 - BMPO reply is that a roadway conversion exceeds the scope of the TMP's focus on quick build opportunities.
 - Would require additional studies, including impacts to signalization.
 - Conversion to a 2-way roadway can be noted in the TMP Report as a future opportunity
- ☒ **Option 1 (Shared Use Path in FEC / City Swale) is a No Go**
 - City is currently in negotiations with FEC for the swale area adjacent to the FEC RR.
 - FEC has expressed concern about pedestrian activity near the tracks.
- ☒ **Option 2 (Lane Repurposing) is a No Go**
 - Potential for additional congestion at signalized intersections
 - Inconsistent with County's Dixie Hwy design
- **Need to identify new concept**
 - More consistent with County's Dixie Hwy design (single-direction bike lane + Left side bike lane)
 - Can not use FEC Swale
 - Prefer no Lane Repurposing
 - Focus on Speed Management

- ✓ OK to close Old Federal Hwy (SE 10 St to SE 9 St)
 - Convenience store located in the wedge would lose eastern access, but would continue to have two driveway access points from SE 1 Av.
- ✓ OK to convert SE 9 St (SE 1 Av to Old Federal Hwy) back to 2-way
 - Need to revise concept drawing to correctly identify area currently limited to 1-way WB.
- Identify improvements for at-grade sidewalk locations (i.e. thermoplastic materials)
- Address sidewalk gaps (where feasible)
- Look at opportunity to repurpose roadway shoulder for pedestrian / bicycle space (north of SE 3 St)

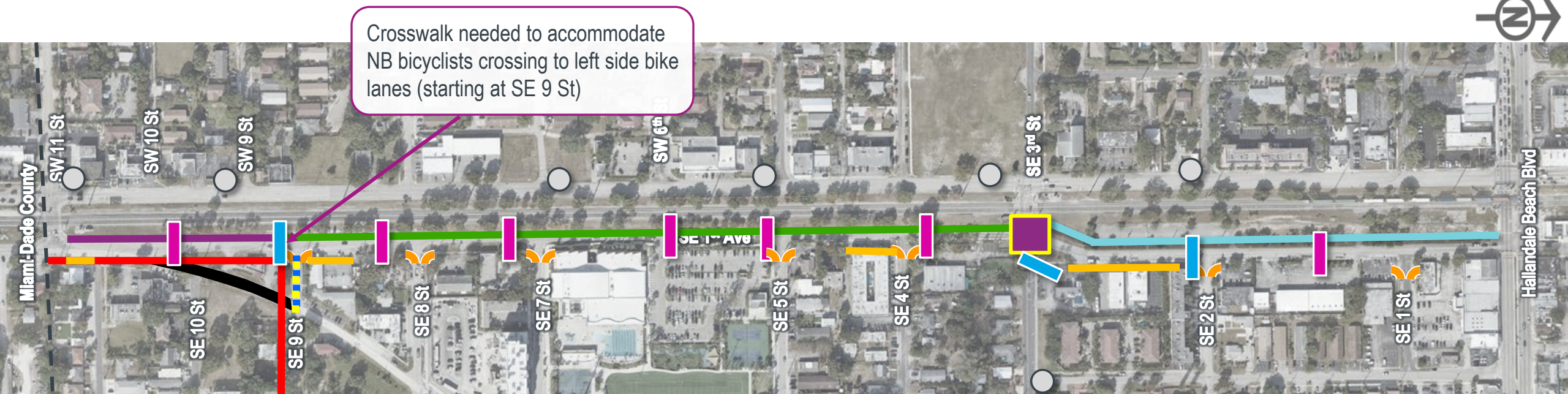
Post-meeting: Additional considerations for 2-way roadway segment (SE 9 St to SE 11 St)

- Based on the median solid yellow line, the only location to access the SB lane is at SE 9 St.
- BMPO assumption is SB roadway is intended to provide access from US1 to Aventura Hospital (which is located south of here).
- If SB lane(s) were removed, emergency and other vehicles could still access hospital via Biscayne Blvd or NE 214 St.

3 SE 1 Av: Revised Concept

Existing Conditions

● Bus Stops



Curb Extensions

- Add crosswalks and directional curb ramps if they are missing



Make SE 9 St a 2-way roadway

- SE 1 Av to Old Federal Hwy



Close Street Access

- Old Federal Hwy, south of SE 9 St
- Space could be kept for access to adjacent parcels or converted to bike lanes



New Sidewalk



New or Upgraded At Grade Sidewalks

- Use thermoplastic to improve visibility



Directional Bike Lanes

- SE 11 St to SE 9 St, where roadway is 2-way
- In existing pavement area



Consider Lane Repurposing

- SE 9 St to SE 3 St
- Reduce from 2 NB to 1 NB Lane; Convert Left Lane to Separated Bike Lane (NB bike lane)



Separated Bikeway

- SE 3 St to HB Blvd
- Continuation of NB bike lane
- To be located in city-owned western swale area



Raised Crosswalk with RRFB



Speed Humps



SE 3 St Intersection

- Leading pedestrian interval
- Add crosswalks
- Add Curb Ramps for sidewalks North/South

Corridor Wide Strategies

Upgrade Existing Crosswalks to Special Emphasis

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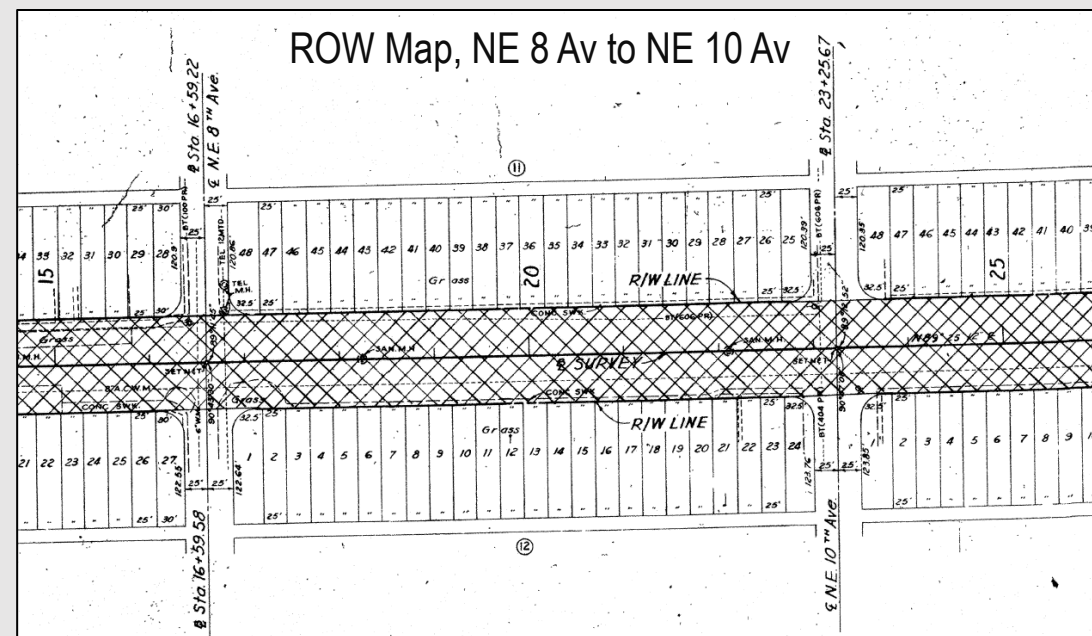
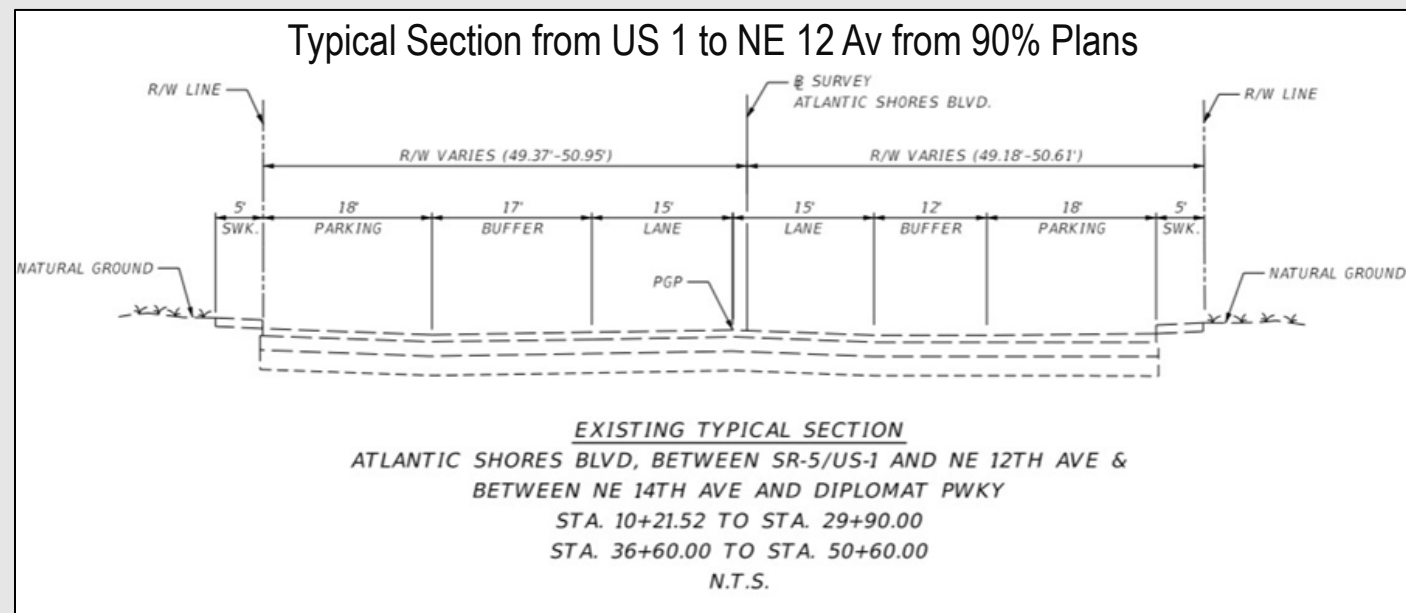
Atlantic Shores Blvd: Notes from SWG Meetings

US1 to NE 12 Av:

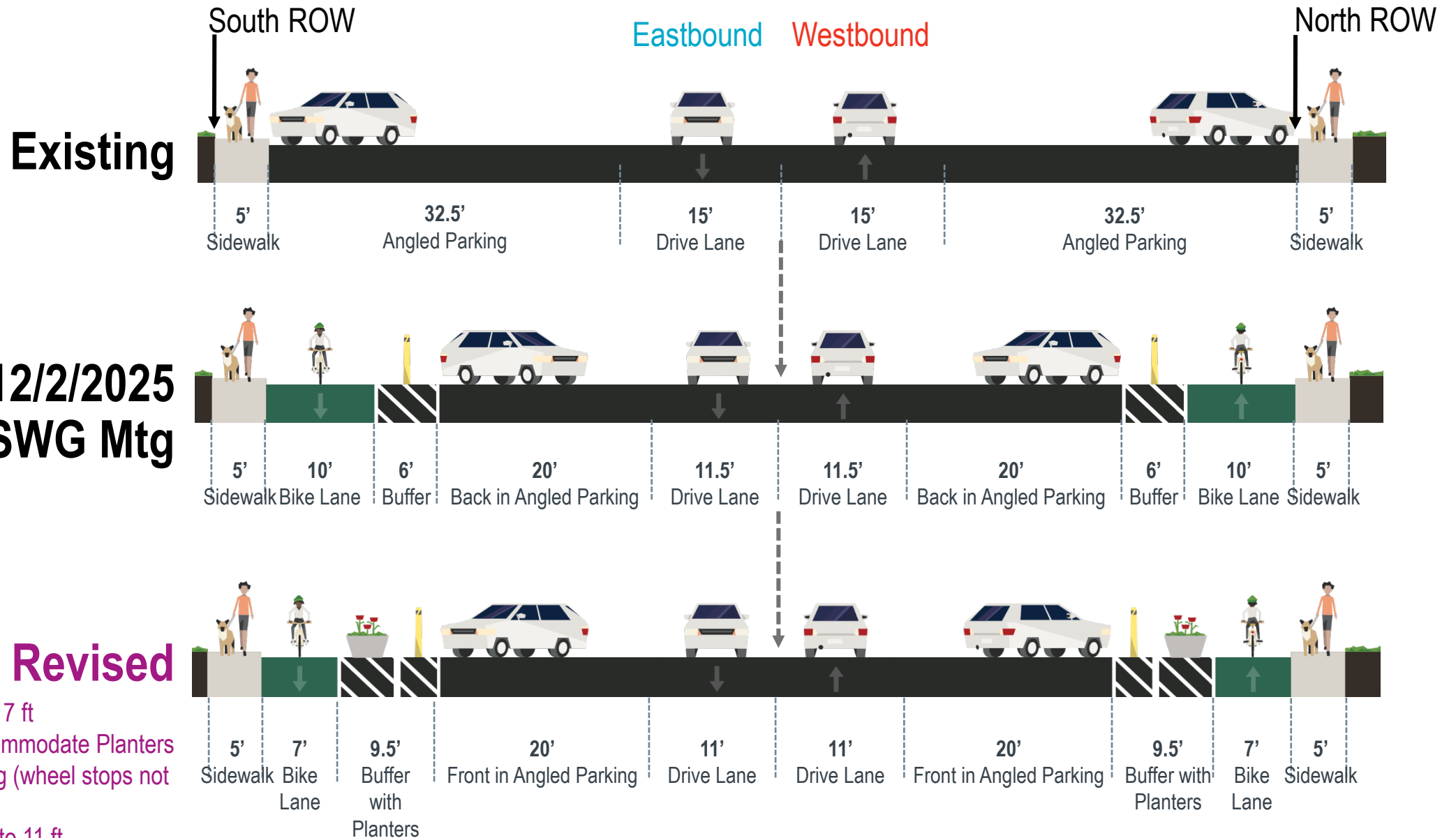
- ✗ **Option 2 (Boulevard) is a No Go**
 - Concern that parking “lane” would become a cut through roadway, and provides little advantage
 - Concern about drivers needing to make U-turns (if they miss a parking spot)
 - The bike and pedestrian space feels less safe
 - Design could make parking spaces in city-owned ROW appear to be private property
- ✓ **Option 1 (validation of Long-Term Concept) is a GO**
 - 11ft travel lanes are OK
 - Revise parking to be Front-in Angled Parking (critical for license plate readers)
 - Add in wheel stops for parking spaces
 - Consider reducing width of proposed 10 ft bike lanes to accommodate landscape buffer
 - No reduction in parking spaces

Post-meeting: Roadway ROW evaluation

- Atlantic Shores Blvd ROW Map (& 90% plans) shows City ROW = 100 ft
- Southern sidewalk is within City ROW
- Northern sidewalk is NOT within City ROW
- City ROW + Northern Sidewalk = 105 ft



5 Atlantic Shores Blvd: US1 to NE 12 Av - Revised Concept



- Bike Lane narrowed to 7 ft
- Buffer widened to accommodate Planters
- Front In Angled Parking (wheel stops not shown)
- Drive Lanes narrowed to 11 ft

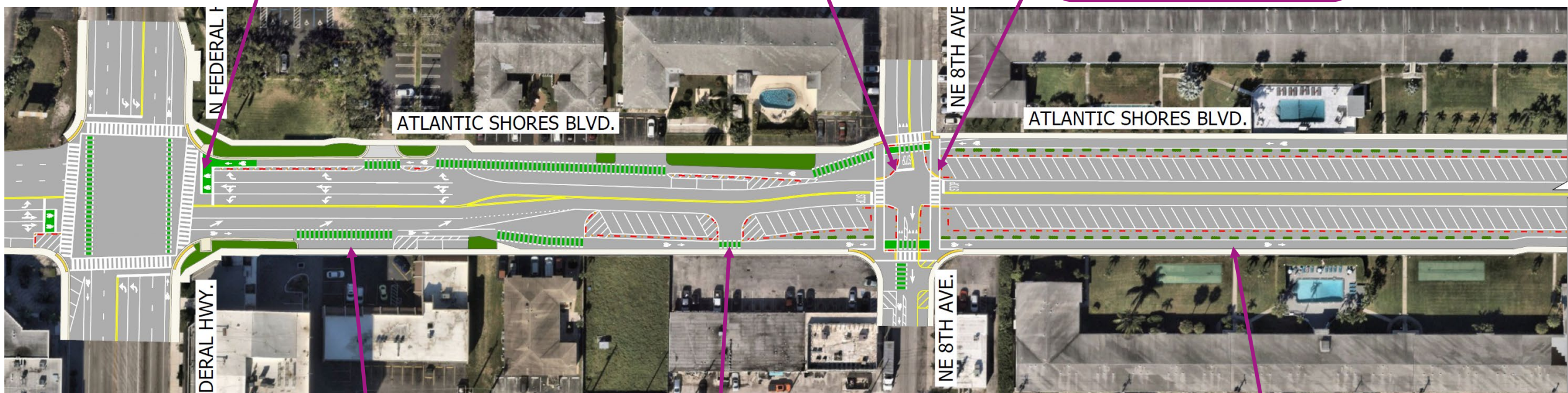
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Atlantic Shores Blvd: US1 to NE 12 Av – Details

Bike boxes provides space for people biking to properly position at signals

Stop Bar for NE 8 Av is moved south of crosswalk, to improve SB drivers and bicyclists visibility

Curb extension and reduced turning radii minimizes pedestrian crossing distances at intersections



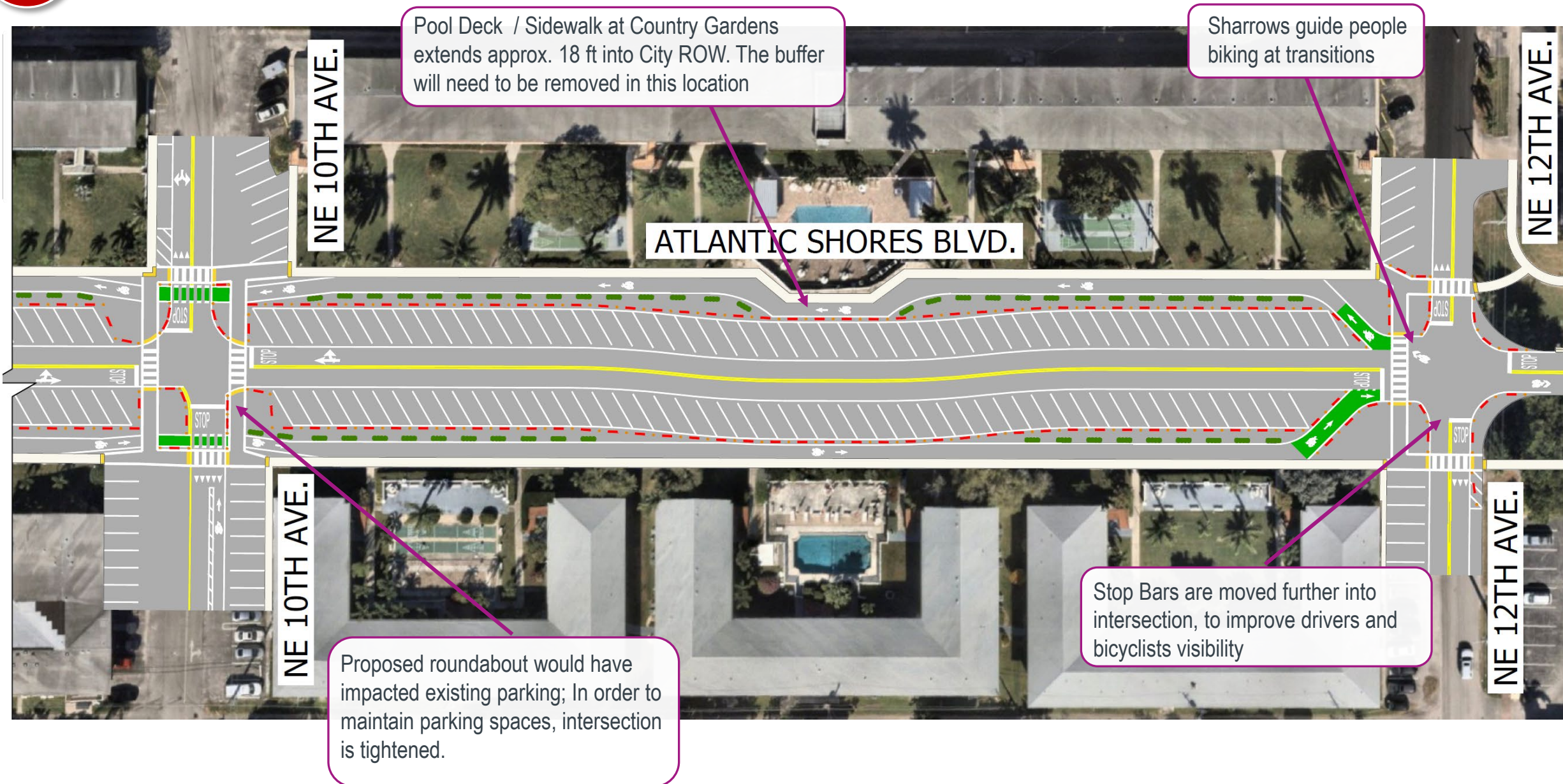
Conflict markings at driveways alert drivers to watch for people biking

Driveway access is better managed

Flex posts and curbs separate parking lane from bike lane; planters in leftover space contribute to placemaking

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Atlantic Shores Blvd: US1 to NE 12 Av – Details Continued....



Atlantic Shores Blvd: Notes from SWG Meetings

☒ **No Go** to roundabout at Three Islands Blvd

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Atlantic Shores Blvd: NE 12 Av to Three Islands Blvd – Revised Concept



- **Paint Sharrows**
 - NE 12 Av to NE 14 Av
 - Only portion of roadway where bicyclists / scooter riders would ride in the roadway
- **Paint Directional Bike Lanes**
 - NE 14 Av to Diplomat Pkwy
 - 5 ft wide bike lanes
- **Lane Repurposing**
 - Diplomat Pkwy to Three Islands Blvd
 - Repurpose 1 lane in each direction
 - Use space for protected bike lanes

- **Speed Humps**
- **New At Grade Sidewalk**
 - South ROW from NE 14 Av to Golf Course
 - Behind Tandem Parking for The Seventeenth Green Condo
 - Utilize Thermoplastic materials to identify sidewalk location

- **Intersection Improvements**
 - Curb Extensions to slow turning vehicles
 - Repaint faded pavement markings
 - Add leading pedestrian interval
 - Add bike boxes
- **Refine Intersection**
 - Add features to enhance City project:
 - Median nose on west leg
 - Add bike boxes

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Atlantic Shores Blvd: NE 12 Av to Three Islands Blvd – Details



Lane Repurposing begins east of Diplomat Parkway



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Atlantic Shores Blvd: NE 12 Av to Three Islands Blvd – Details Continued...

Bridge Currently has 2-lanes in each direction. Lane Repurposing would convert one lane in each direction to a separated bike lane.

Bike Lane would be located between the drive lane and the on-street parking spaces

Not shown – Does SWG support Crosswalk added over northern leg of intersection? Would likely result in removal of parking space

ATLANTIC SHORES BLVD.

THREE ISLANDS BLVD.

Median nose provides refuge island for pedestrians



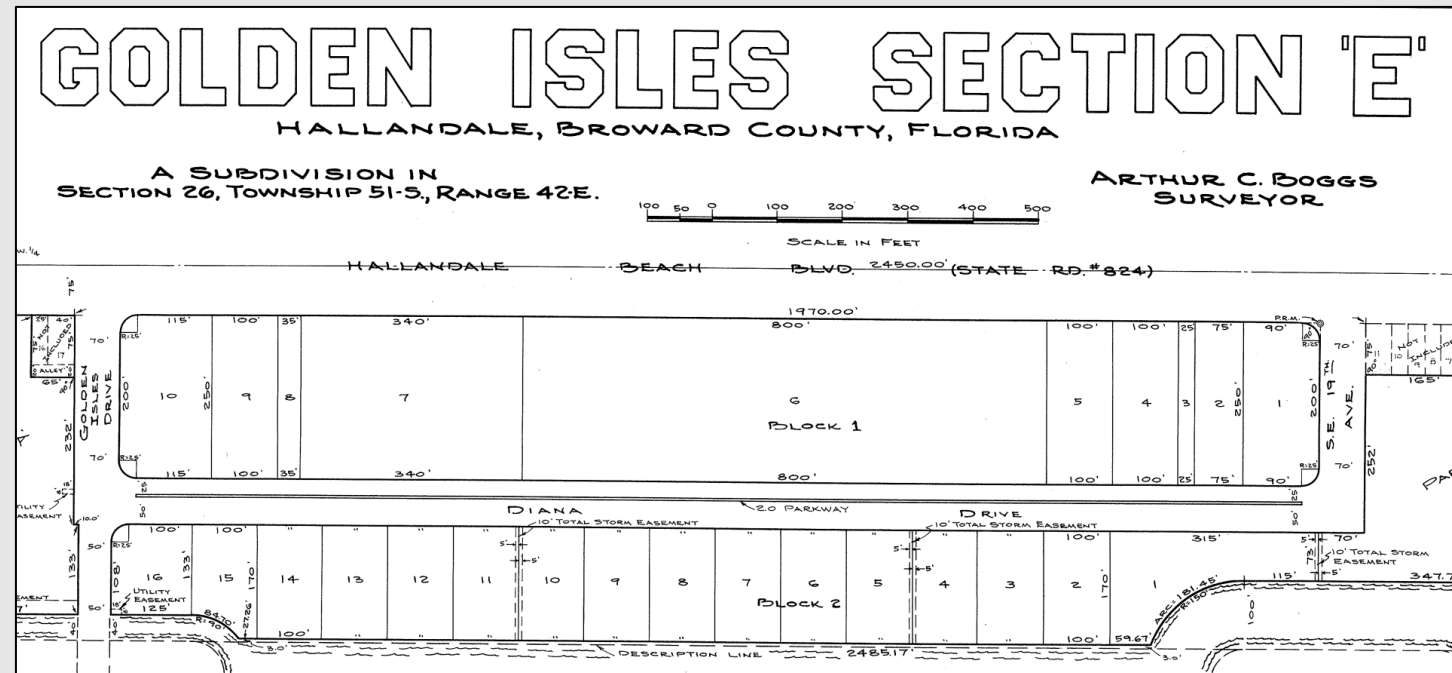
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Diana Dr: Notes from SWG Meeting

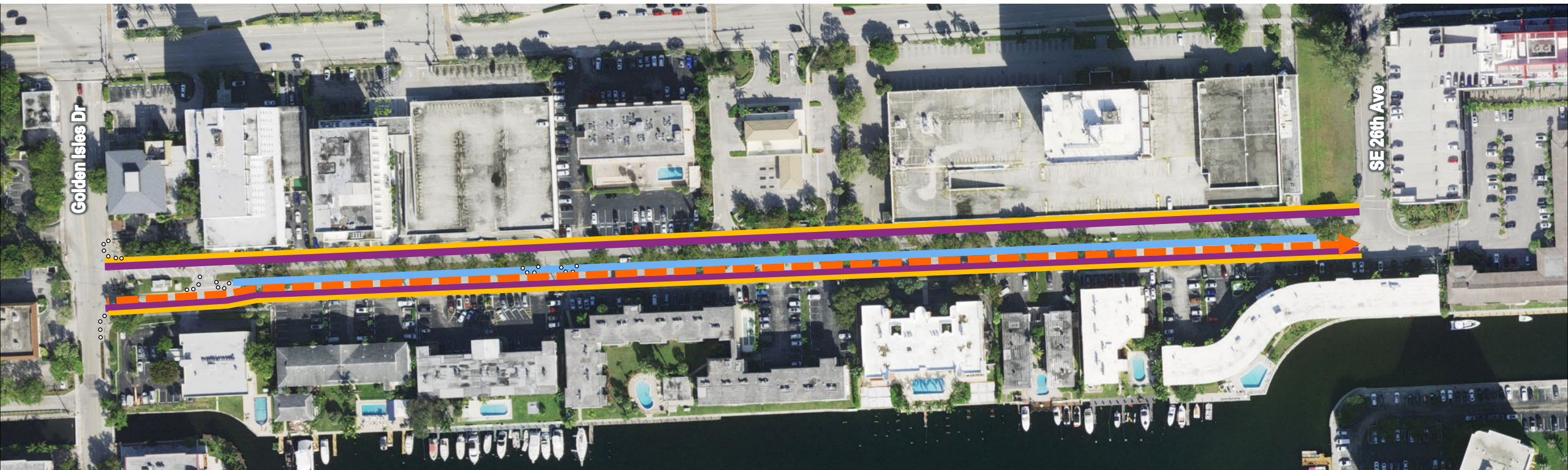
- ☒ **Option 1 (Chicane) is a No Go**
 - This design did not achieve a designated bike or pedestrian path in the south segment, which is main purpose of the redesign
- ☒ **Option 2 (Floating Parking Lane) is a No Go**
 - Staff felt this design would be confusing for residents
 - Feedback was to leave on-street parking as-is and redesign the pavement between on-street parking and parking lots
- **Need to identify new concept**
 - On-street parking to remain
 - Accommodate turning needs of trucks (on north segment)
 - Identify pedestrian space on both north and south segments
- Discussed existing parking lots encroaching into City ROW
- The 2018 Diana Dr Roadway Improvements plan included the need for Offsite Agreements. These are not feasible for a Quick Build project.
- The stormwater / drainage design has not been finalized. It is unclear if the improvements will impact the existing landscaped median (and on street parking).

Post-meeting: Roadway ROW evaluation

- Golden Isles Section E Plat shows City ROW = 77 ft
North Diana Dr = 25 ft / South Diana Dr = 50 ft / Median = 2 ft
- Existing conditions have ROW constrained to at least 65 ft, including parking spaces, landscaped areas, and utility poles



6 Diana Dr: Revised Concept



Near Term/Quick Build

- Flex posts curb extensions slow traffic at intersections
- An at grade walking lane and painted bike lanes allow for multimodal travel while maintaining driveway and parking lane access

---> Convert Southern Diana Dr to 1-way Eastbound Only

— Maintain On-Street Parking Lane

— At Grade Sidewalks

- Use thermoplastic to improve visibility

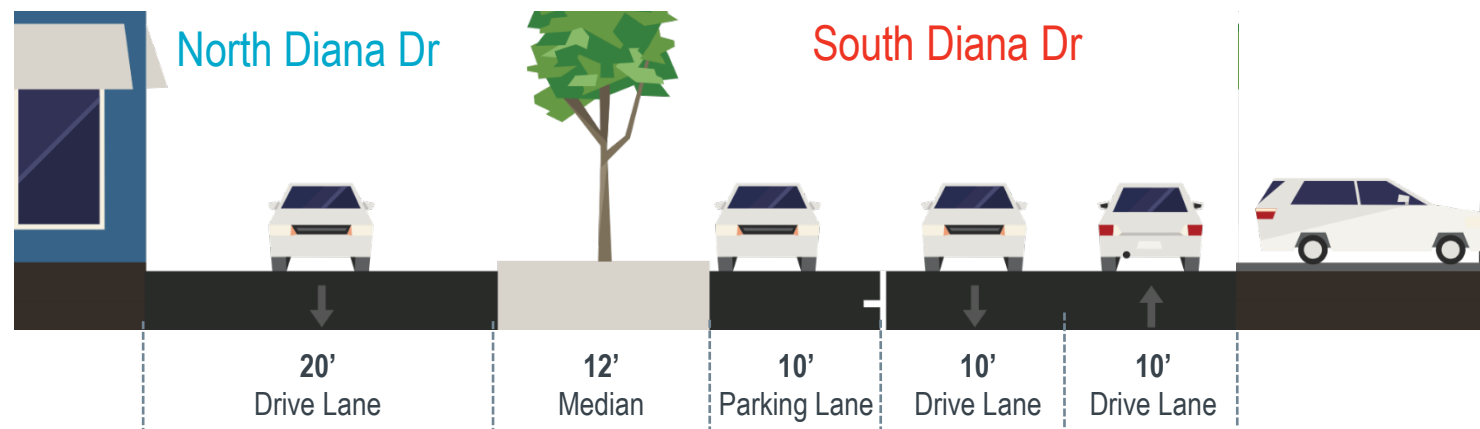
— Painted / Buffered Bike Lane

⊙ Flex Posts

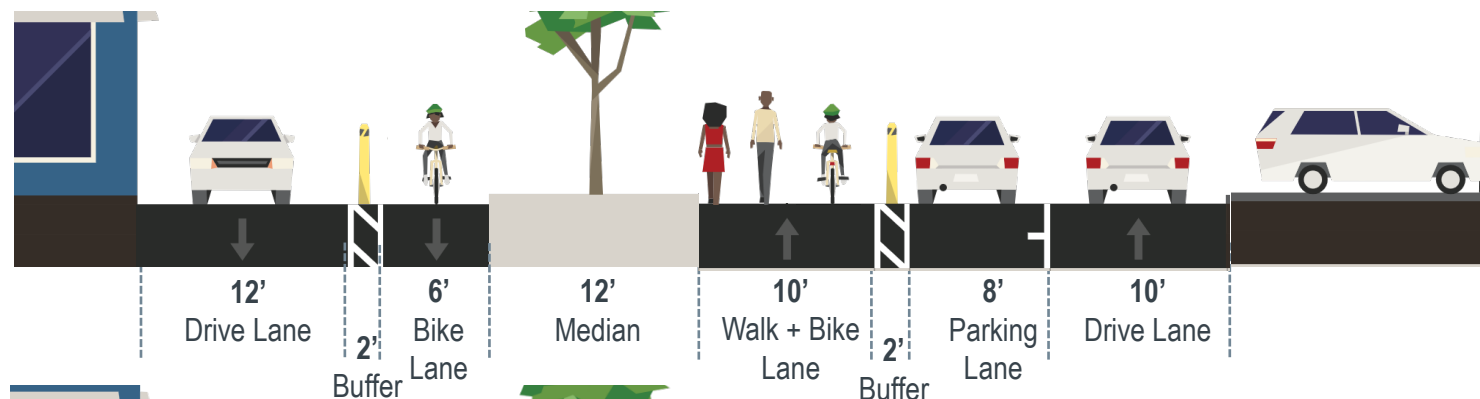
6 Diana Dr: Revised Concept

Existing

- Assumed available ROW is 62 ft (most constrained / conservative ROW)
- Most ROW constraints are in the South Diana Dr segment.



12/2/2025 SWG Mtg



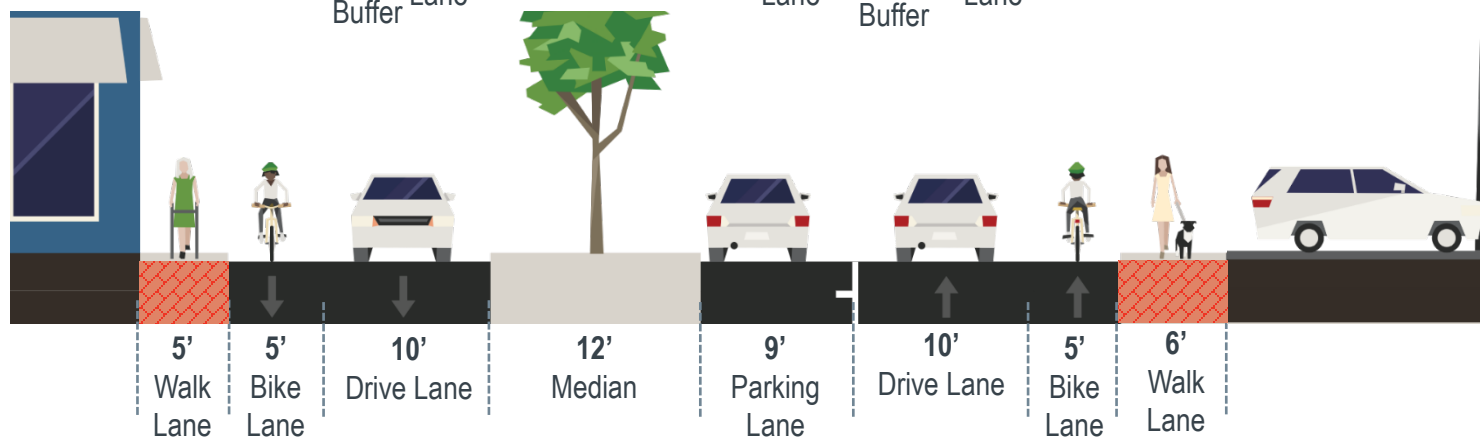
Revised

North Diana Dr:

- Drive lane narrowed to 10 ft and shifted to abutting median
- Remaining space repurposed for 5 ft at-grade sidewalk and 5ft bike lane

South Diana Dr:

- Parking lane narrowed to 9 ft, in existing location
- Existing left drive remain shifted one foot east (remain as 10 ft width)
- Remaining space repurposed for 6 ft at-grade sidewalk and 5ft bike lane



6 Diana Dr: Revised Concept - Details

