



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

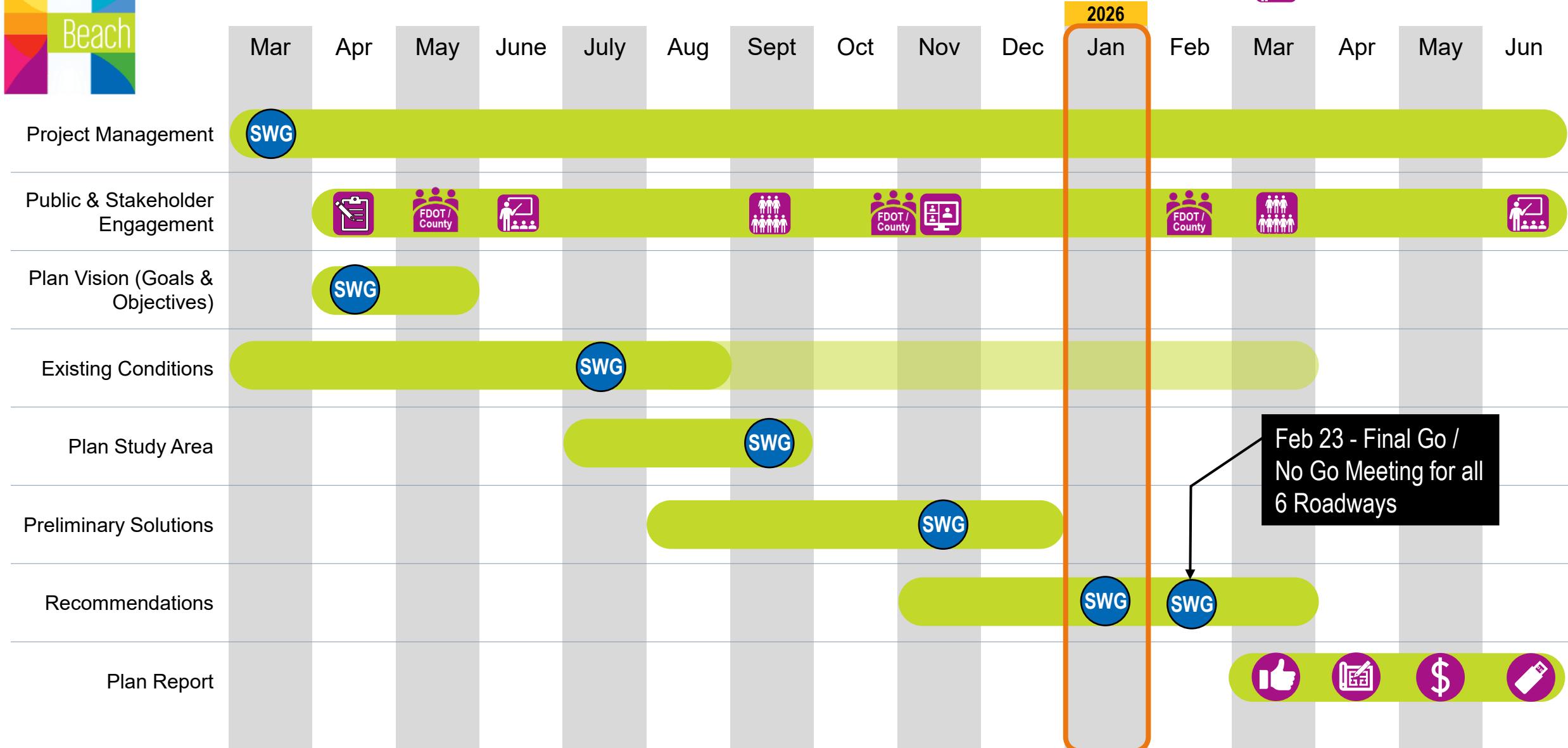
Meeting Goals:

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

Hallandale Beach TMP: Schedule

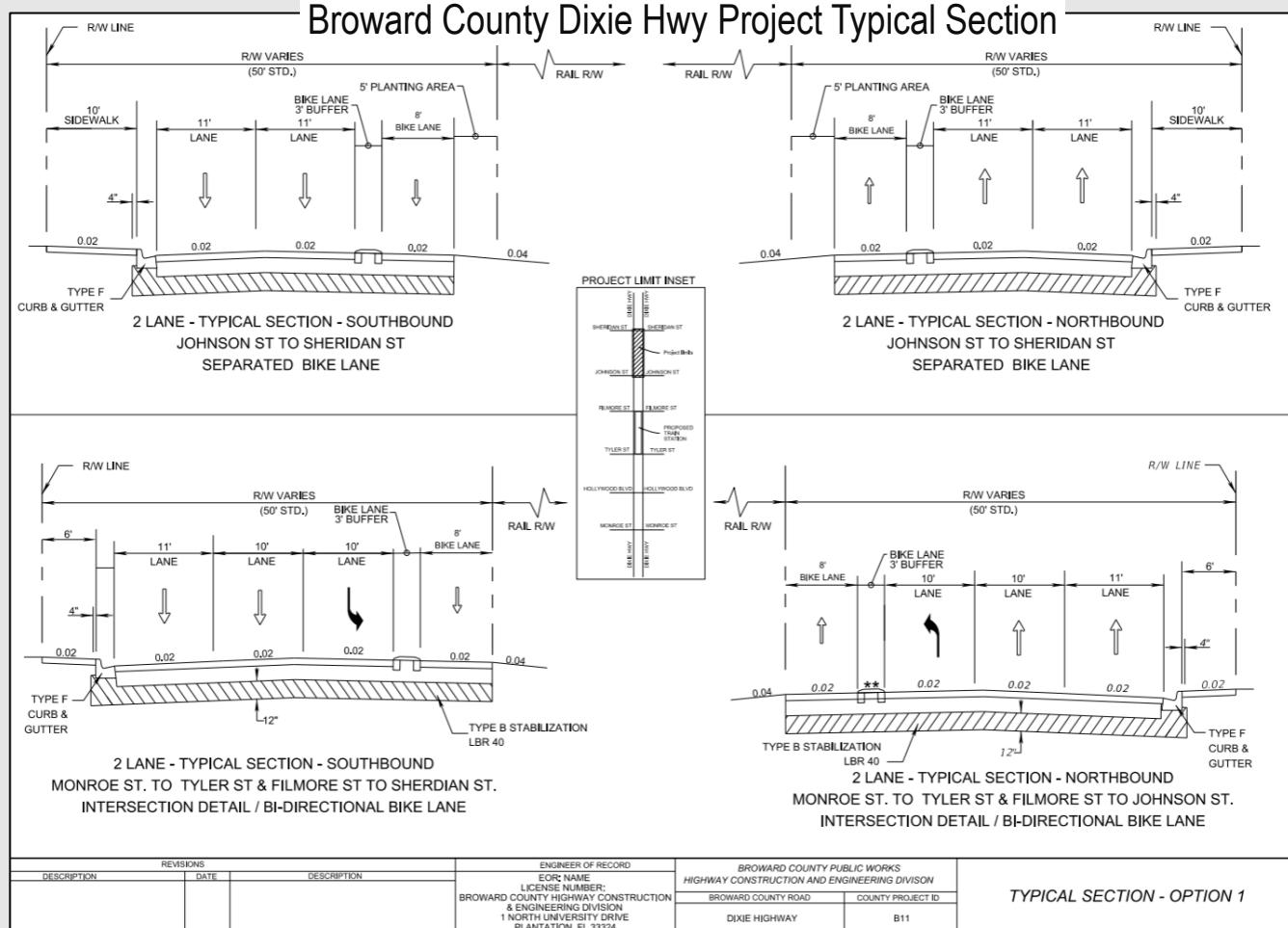


- City Staff Working Group Mtg
- FDOT / Broward County Mtg
- Stakeholder Mtg
- Community Mtg
- Online Survey
- City Commission Mtg



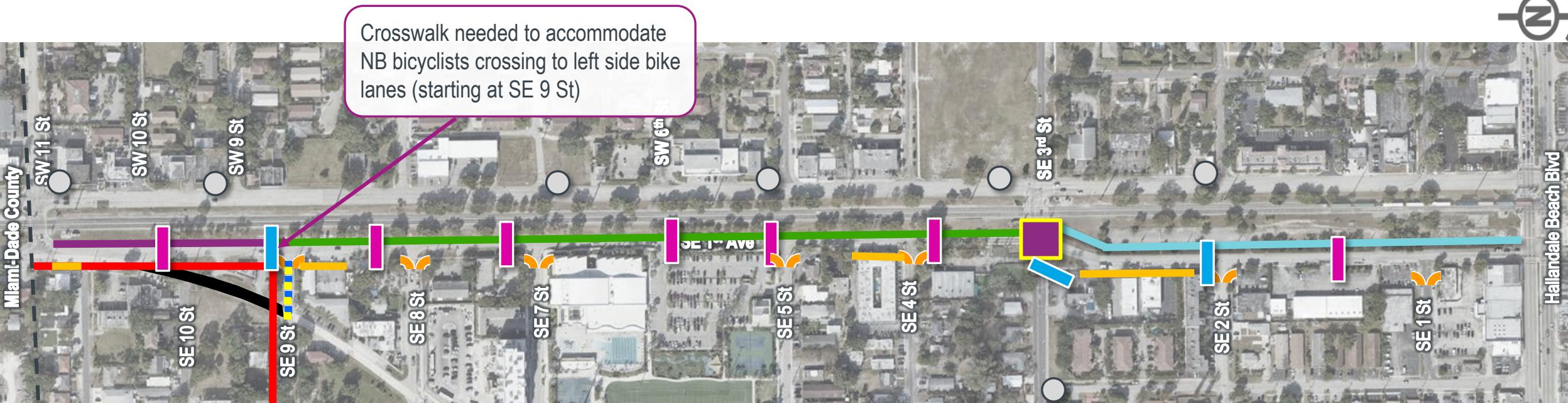
SE 1 Av: Notes from Broward County Meeting (11/19/2025)

- County has not prepared design for segment of Dixie Hwy or SE 1 Av in Hallandale Beach.
 - County's "typical" NB segment ROW is 50 ft
 - Portions of SE 1 Av ROW are constrained to 30 ft [SE 5 St to SE 3 St] or 40 ft [SE 7 St to SE 5 St]
 - Additionally, segments of the 50 ft ROW have parking for commercial businesses, including tandem back-out parking.
- County's current design for NB roadway is:
10 ft sidewalk + 2 x 11 ft lanes + 3 ft raised bike buffer + 8 ft bike lane (west side of roadway)
 - Design shifts at intersection to allow for LT lane.
- 8 ft wide Bike Lane intended to accommodate one-direction bicycle (or scooter) activity.
 - County staff indicated opposite direction bike / scooter activity could occur on sidewalk.
- County has not assessed adding in a crosswalk at SE 11 St. May not be feasible due to no crosswalk over RR tracks.



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.



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

Corridor Wide Strategies

- Upgrade Existing Crosswalks to Special Emphasis

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

Atlantic Shores Blvd: Notes from SWG Meetings

US1 to NE 12 Av:

Option 2 (Boulevard) is a No Go

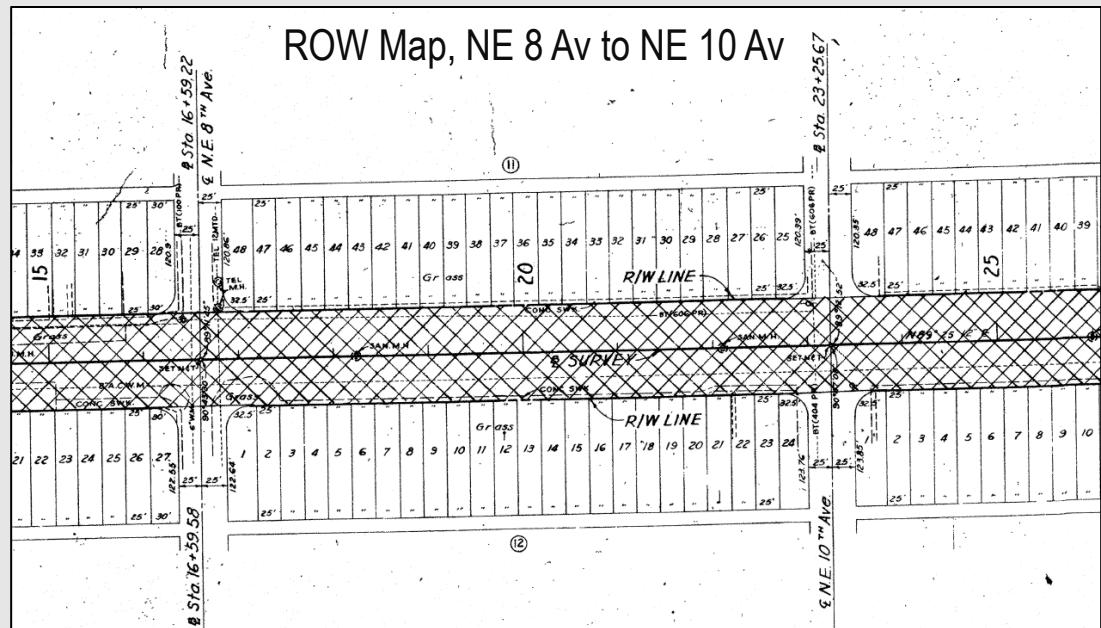
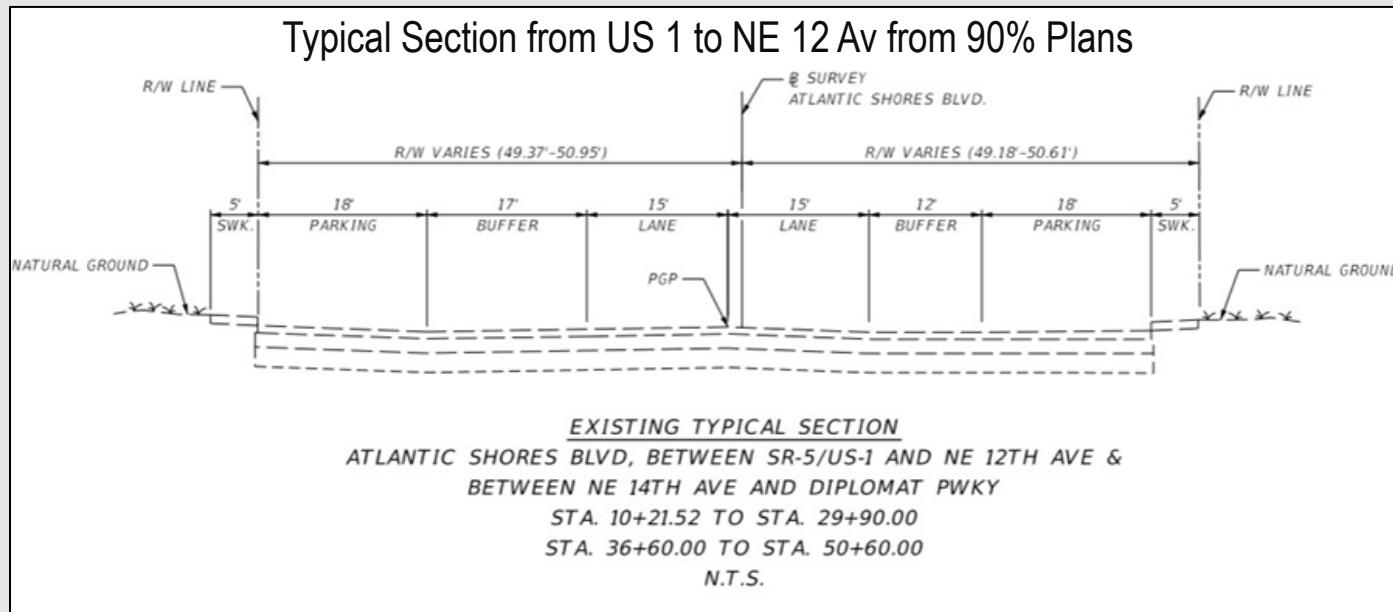
- Concern that parking “lane” would become a cut through roadway, and provides little advantage
- Concern about drivers needing to make U-turns (if they miss a parking spot)
- The bike and pedestrian space feels less safe
- Design could make parking spaces in city-owned ROW appear to be private property

Option 1 (validation of Long-Term Concept) is a GO

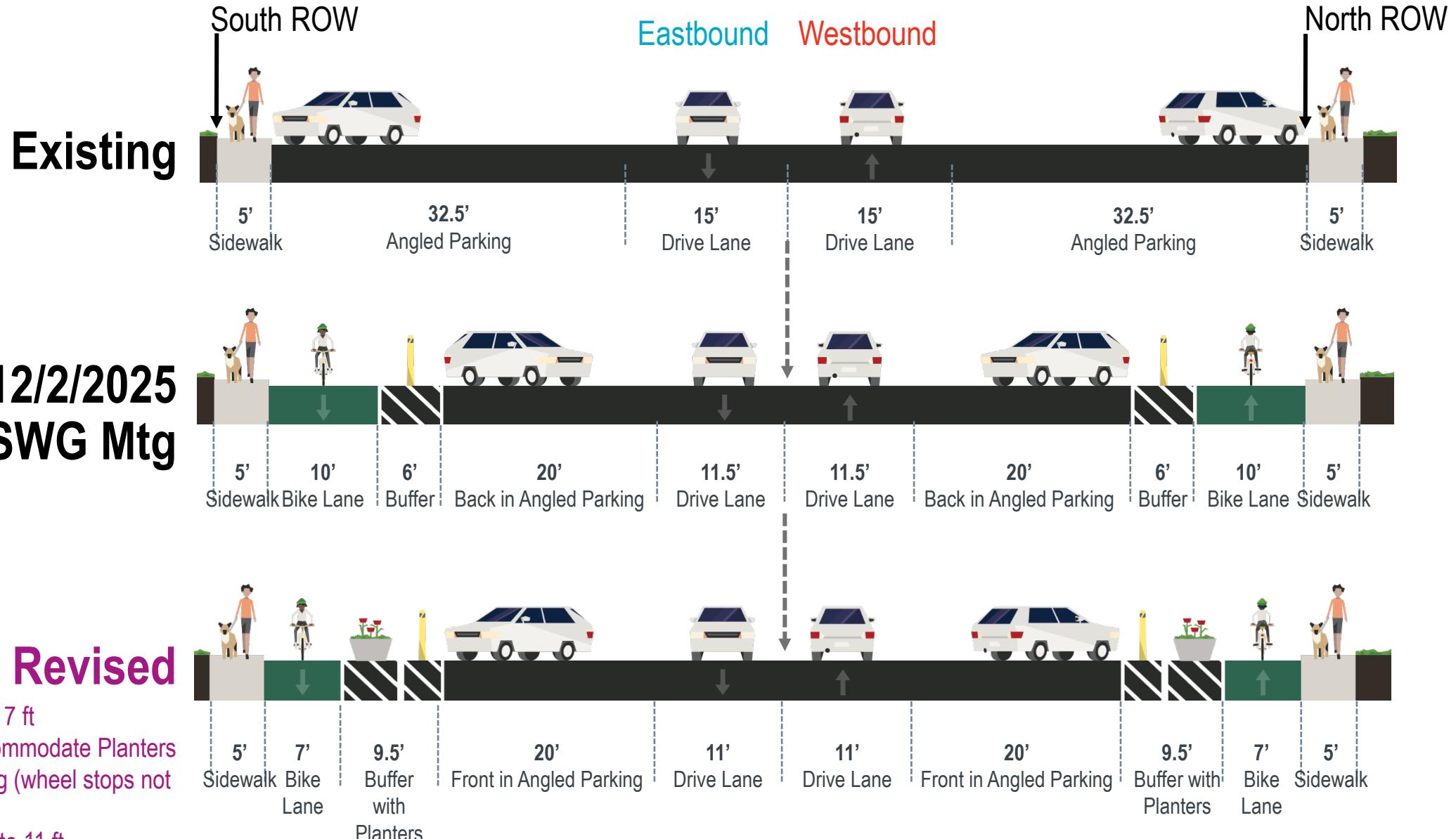
- 11ft travel lanes are OK
- Revise parking to be Front-in Angled Parking (critical for license plate readers)
- Add in wheel stops for parking spaces
- Consider reducing width of proposed 10 ft bike lanes to accommodate landscape buffer
- No reduction in parking spaces

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

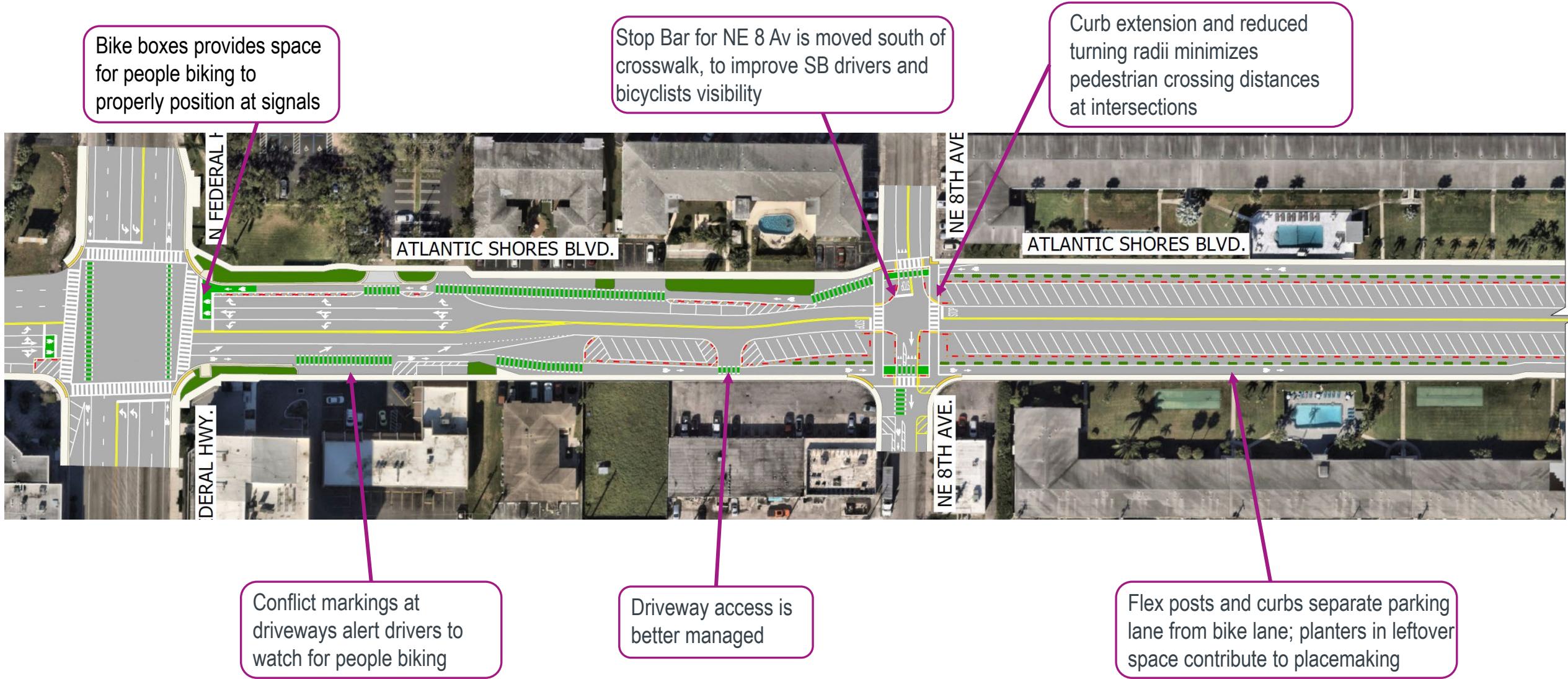


Atlantic Shores Blvd: US1 to NE 12 Av - Revised Concept



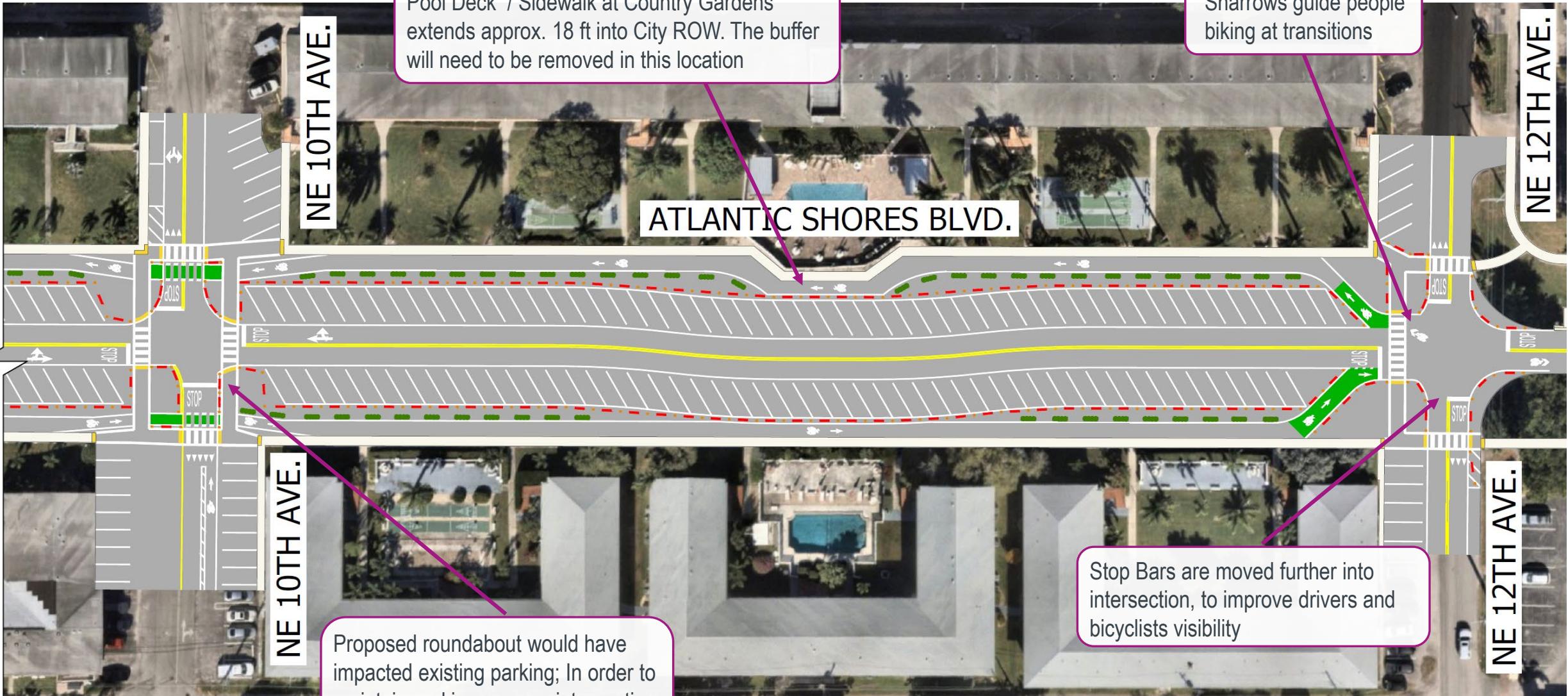
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Atlantic Shores Blvd: US1 to NE 12 Av – Details



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

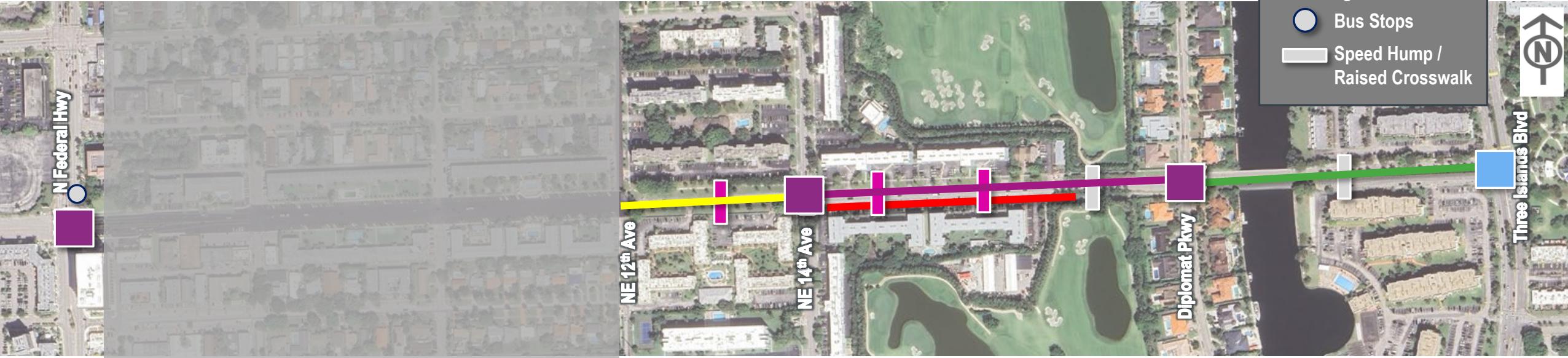


NE 12 Av to Three Islands Blvd

No Go to roundabout at Three Islands Blvd

- Concerns about impact to ADA parking spaces in front of Joseph Scavo Park
- Instead add in lower-cost quick build improvements to Three Islands Blvd intersection improvements (such as median caps)
- Need clarification from SWG as to “Add signalized crosswalk” for crossing over southern and western legs.
- Need to clarify the extents of the proposed Lane Repurposing
 - Lane Repurposing is recommended from east leg of Diplomat Pkwy to Three Islands Blvd.
 - Lane Repurposing would not impact on-street parking
- Need to clarify the design of the new sidewalk east of NE 14 Av





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

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



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

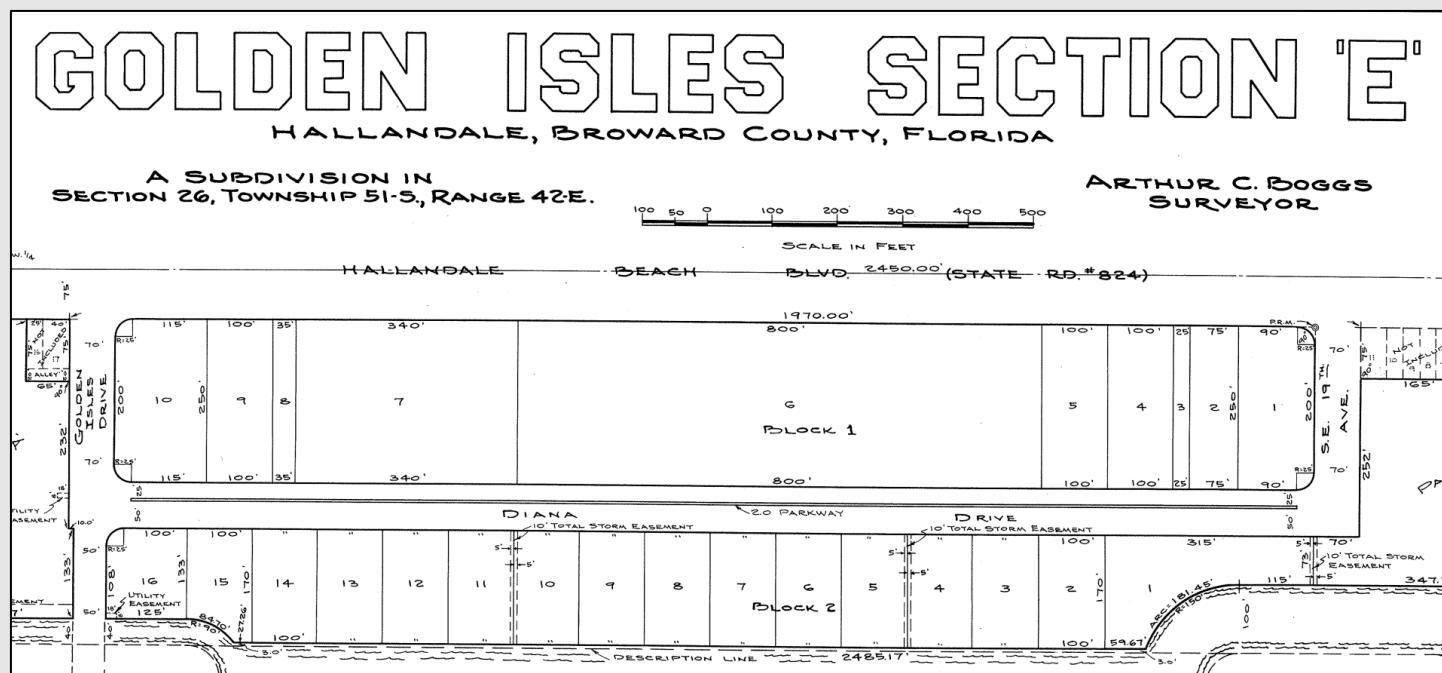
- Staff felt this design would be confusing for residents
 - Feedback was to leave on-street parking as-is and redesign the pavement between on-street parking and parking lots

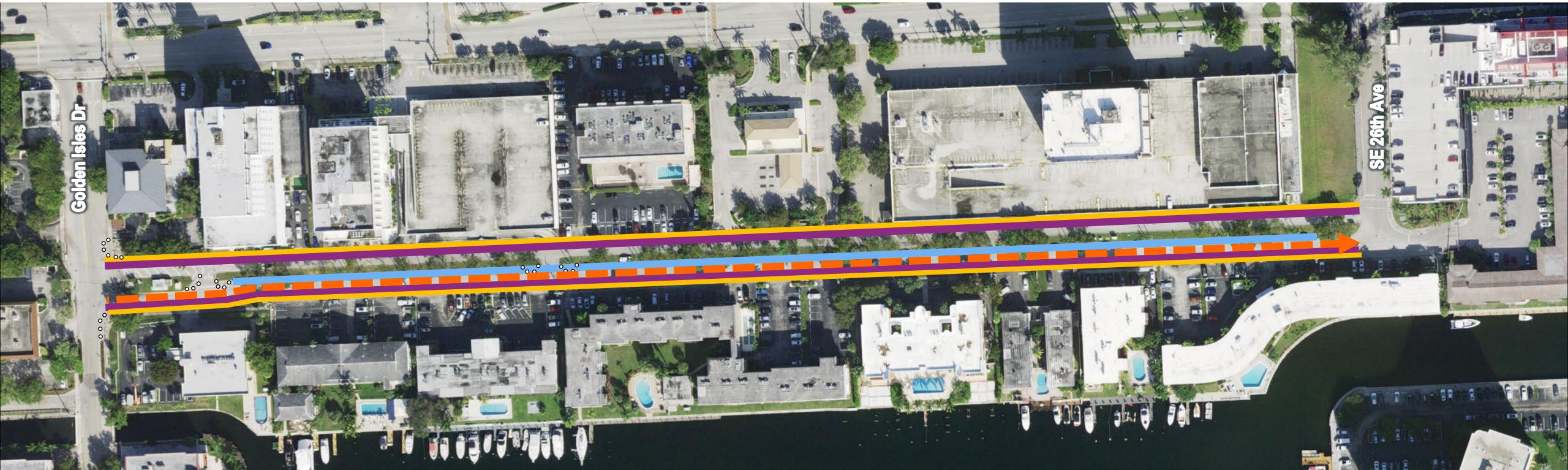
- Need to identify new concept

- 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





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

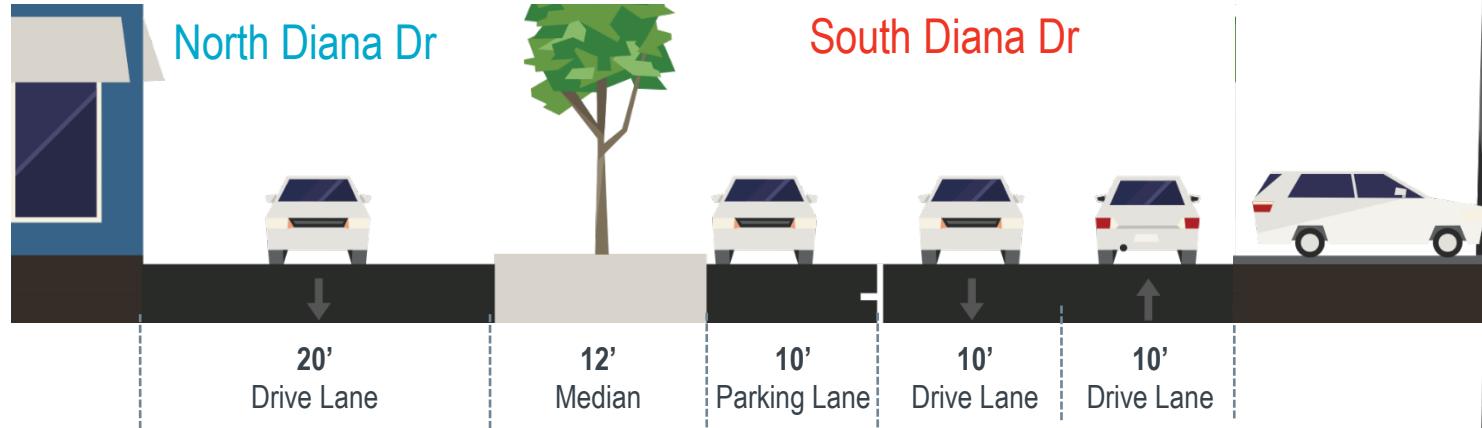
Painted / Buffered Bike Lane

Flex Posts

Diana Dr: Revised Concept

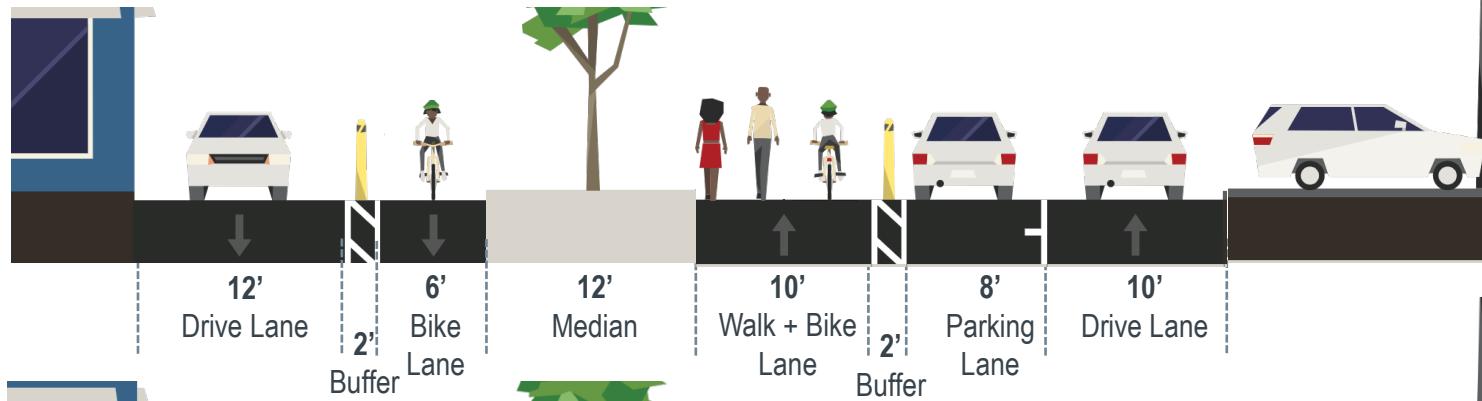
Existing

- 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

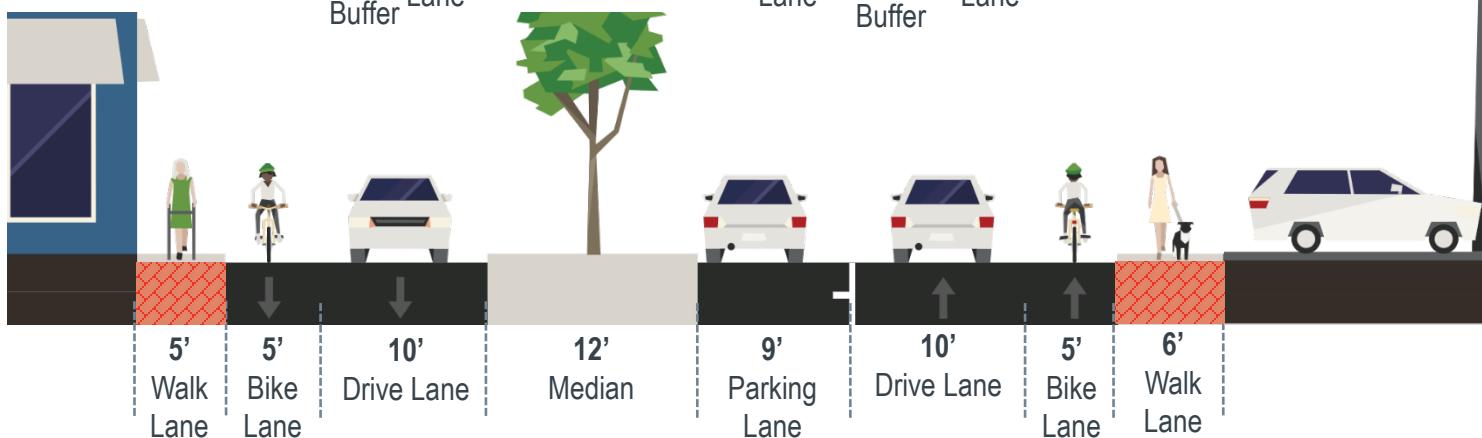


North Diana Dr:

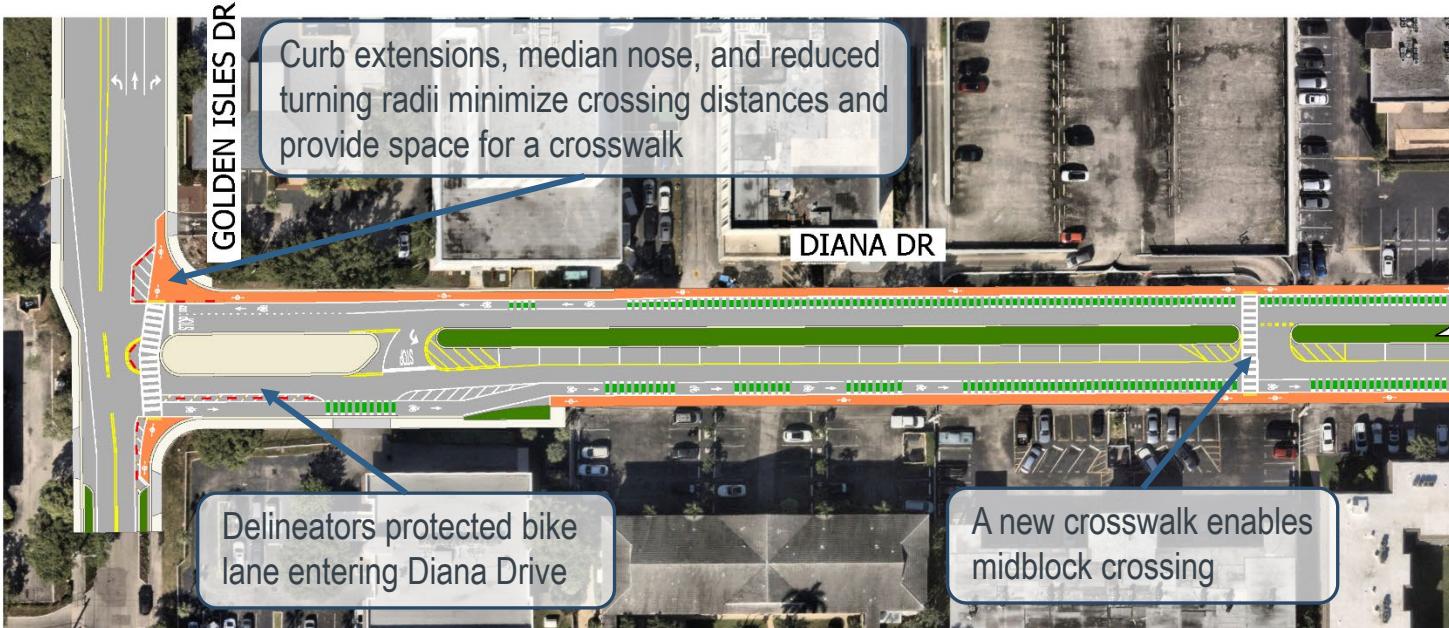
- Drive lane narrowed to 10 ft and shifted to abutting median
- Remaining space repurposed for 5 ft at-grade sidewalk and 5ft bike lane

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



Diana Dr: Revised Concept - Details



SEE ABOVE RIGHT

