

# Hallandale Beach Transportation Master Plan

Staff Working Group Meeting #8  
Final Go / No Go

# Agenda

1. Hallandale Beach TMP: Schedule / Status
2. **Discussion** – Roadway Recommendations
  1. SW / SE 3 St
  2. SW 2 Av
  3. NE 8 Av
  4. Diana Dr
  5. Atlantic Shores Blvd
  6. SE 1 Av

## Meeting Goals:

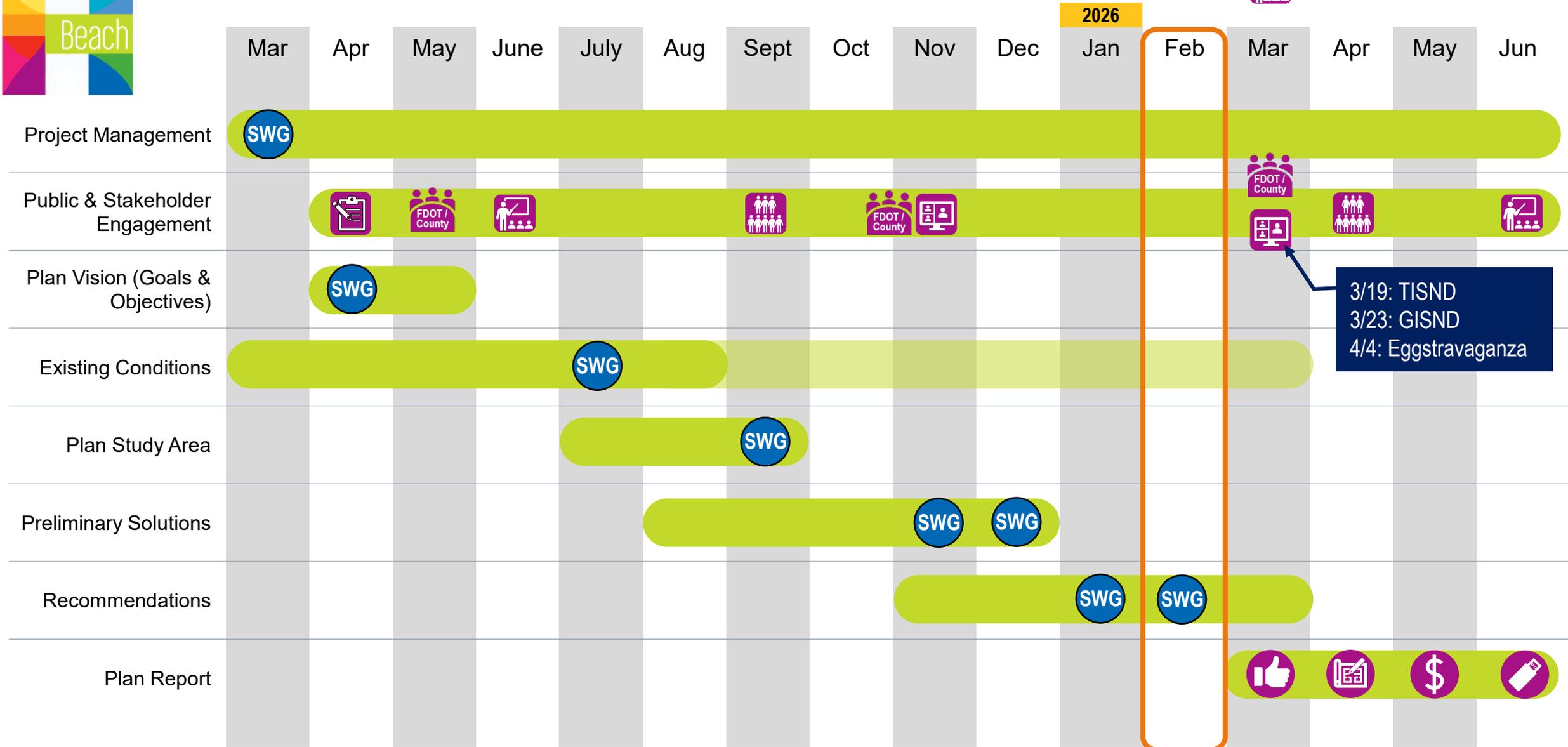
- ✓ **Final Go / No Go on Recommendations for the Plan Study Area**

# Hallandale Beach TMP: Schedule



- City Staff Working Group Mtg
- FDOT / Broward County Mtg
- Stakeholder Mtg

- Community Mtg
- Online Survey
- City Commission Mtg



3/19: TISND  
 3/23: GISND  
 4/4: Eggstravaganza

# Before we discuss Go / No Go.....

The TMP identifies PLANNING-LEVEL CONCEPTS that reflect the roadways and surrounding conditions.

- The concept graphics shown in today's presentation are intended to help the SWG visualize the projects. They are NOT design drawings.
- The planning-level concepts' noted locations, materials, signalization, and similar details will likely be further modified during **project design**.
- Additionally, some of the recommendations require further studies or approvals (based on the interlocal agreement with Broward County). The studies may be required before or during project design.
- **The Planning Level Concepts include Quick Build and Near-Term projects only.**
  - The projects are intended to NOT impact stormwater management, move curbs, or require roadway reconstruction.
  - They are intended to NOT require additional right-of-way. If during project design, it is determined right-of-way is required, the City may decide to not proceed with all or a portion of the recommended project.

- **What is Go?** **Go** means we will develop Scopes of Work and Cost Estimates. We will present the project to the community at Community Meetings to obtain feedback. The project will be shown as a Recommendation in the TMP Report.
- **What is No Go?** **No Go** means we will NOT develop Scopes of Work or Cost Estimates. The projects will still be included in the TMP Report's Appendix.

# SW / SE 3 St



Atlantic Av: Student rides on E-Scooter with parent, during school morning drop-off



City Hall: Pedestrians frequently cross the roadway at unmarked location

# SW / SE 3 St: Recommendation

Existing Conditions

- Bus Stops
- ▬ Speed Hump



- Paint Sharrows
- New Sidewalk
- Improvements at school
  - Define parking spaces, widen sidewalk, add crossing guard,

- Quick Build Roundabout
  - Includes marked crosswalks
- Realign Intersection
- Traffic Diverter
  - Forces drivers to turn right out from Atlantic Av to SW 3 Av; allows turns onto Atlantic Av from both directions
  - Co-located with **raised crosswalk**

- Intersection Improvements
  - Add crosswalks
    - Over all legs at 4-way stops
    - Can be over all legs at 2-way stops
  - Curb Extensions
  - Repaint faded pavement markings
- County owned intersection; treatments to be coordinated with County
- Add Curb Ramps for sidewalks North/South

- Speed Humps
- Raised Crosswalk
- Raised Crosswalk **with RRFB**
  - Requires construction of sidewalk
- Hardened Centerlines

**Corridor Wide Strategies**  
 Add crosswalks to facilitate pedestrian crossings across all side streets



# SW / SE 3 St: School Traffic + Diverter at Atlantic Av



**Existing**

**Entrance Only:** Combination of School Busses, Employees, and Parents

**Exit Only:** Combination of School Busses, Employees, and Parents

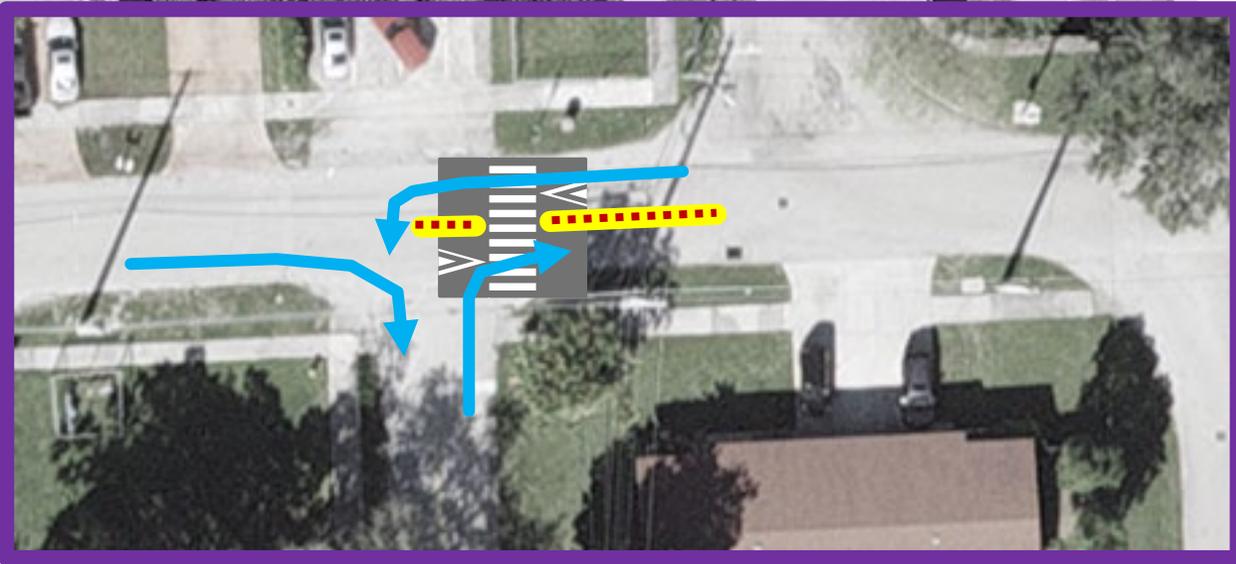
**Atlantic Av:**  
Entrance and Exit  
Parents Only  
Sign prohibiting Left Turns out from:  
6:45 am to 8:00 am  
1:30 pm to 2:30 pm

**Gulfstream K - 8**

The concept graphics shown in today's presentation are intended to help the SWG visualize the projects. They are NOT design drawings.

## Traffic Diverter

- Forces drivers to turn right out from Atlantic Av to SW 3 Av; allows turns onto Atlantic Av from both directions
- Raised Crosswalk, with RRFB also shown



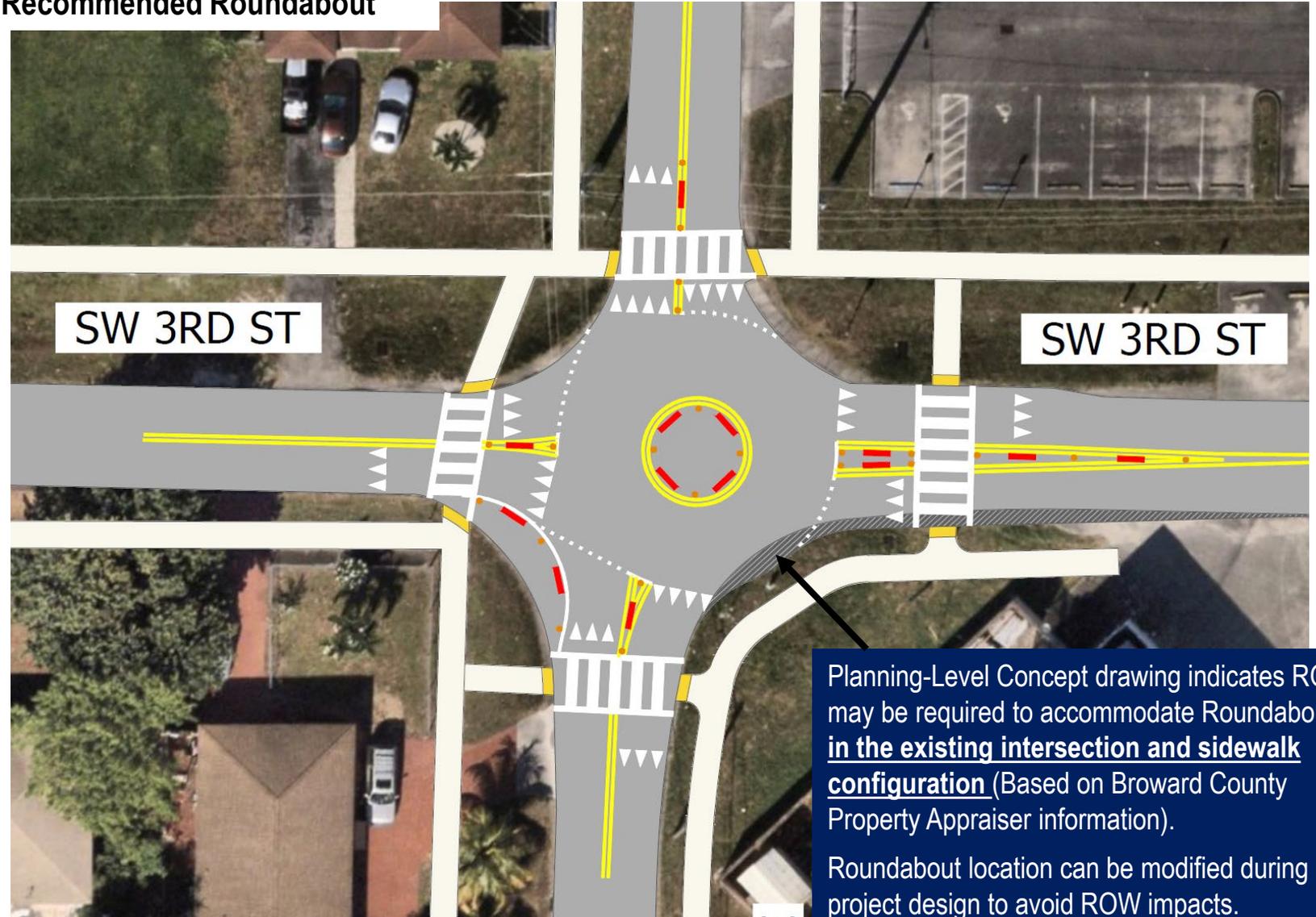
# SW / SE 3 St: Roundabout at SW 2 Av

Existing (showing BCPA parcel lines)

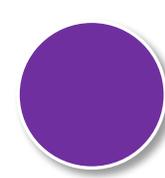


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Recommended Roundabout



Planning-Level Concept drawing indicates ROW may be required to accommodate Roundabout in the existing intersection and sidewalk configuration (Based on Broward County Property Appraiser information). Roundabout location can be modified during project design to avoid ROW impacts.

 SW 2 Av



SW 10 St: Bicyclist rides by sign “We Love Our Children, Drive Carefully”

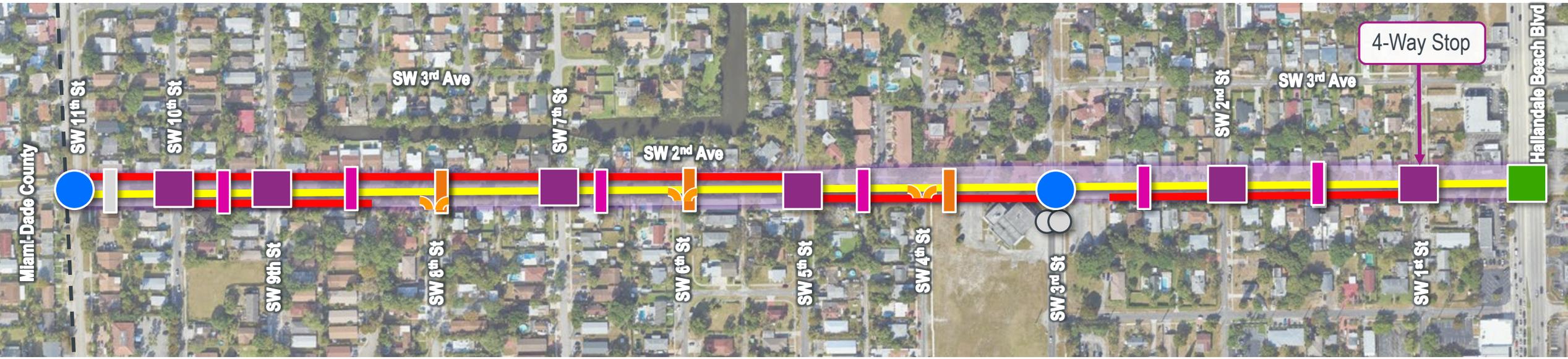


Approaching SW 3 St: Scooter rider in roadway, No sidewalk in east ROW

# SW 2 Av: Recommendation

Existing Conditions

- Bus Stops
- ▬ Speed Hump



- ▬ Paint Sharrows
- ▬ New Sidewalk

- Quick Build Roundabout
  - Using pavement markings and flex posts
  - Includes marked crosswalks

- Intersection Study Required
  - FDOT-owned intersection
  - Conduct safety study, full signal study, and/or pedestrian signal study
  - Consider closing median opening along HB Blvd
  - Add pedestrian crossing across HB Blvd

- Intersection Improvements
  - Add crosswalks**
    - Over all legs at 4-way stops
    - Can be over all legs at 2-way stops
  - Curb Extensions
  - Repaint faded pavement markings

- ⊞ Curb Extensions
  - At T-Intersections
  - Co-located with Raised Crosswalk
- ▬ Raised Crosswalk
  - Requires construction of sidewalk

- ▬ Speed Table
  - (Or rebuilt speed humps) consistent with Speed Table north of SW 11 St

**Corridor Wide Strategies**  
 Upgrade Existing Crosswalks to Special Emphasis



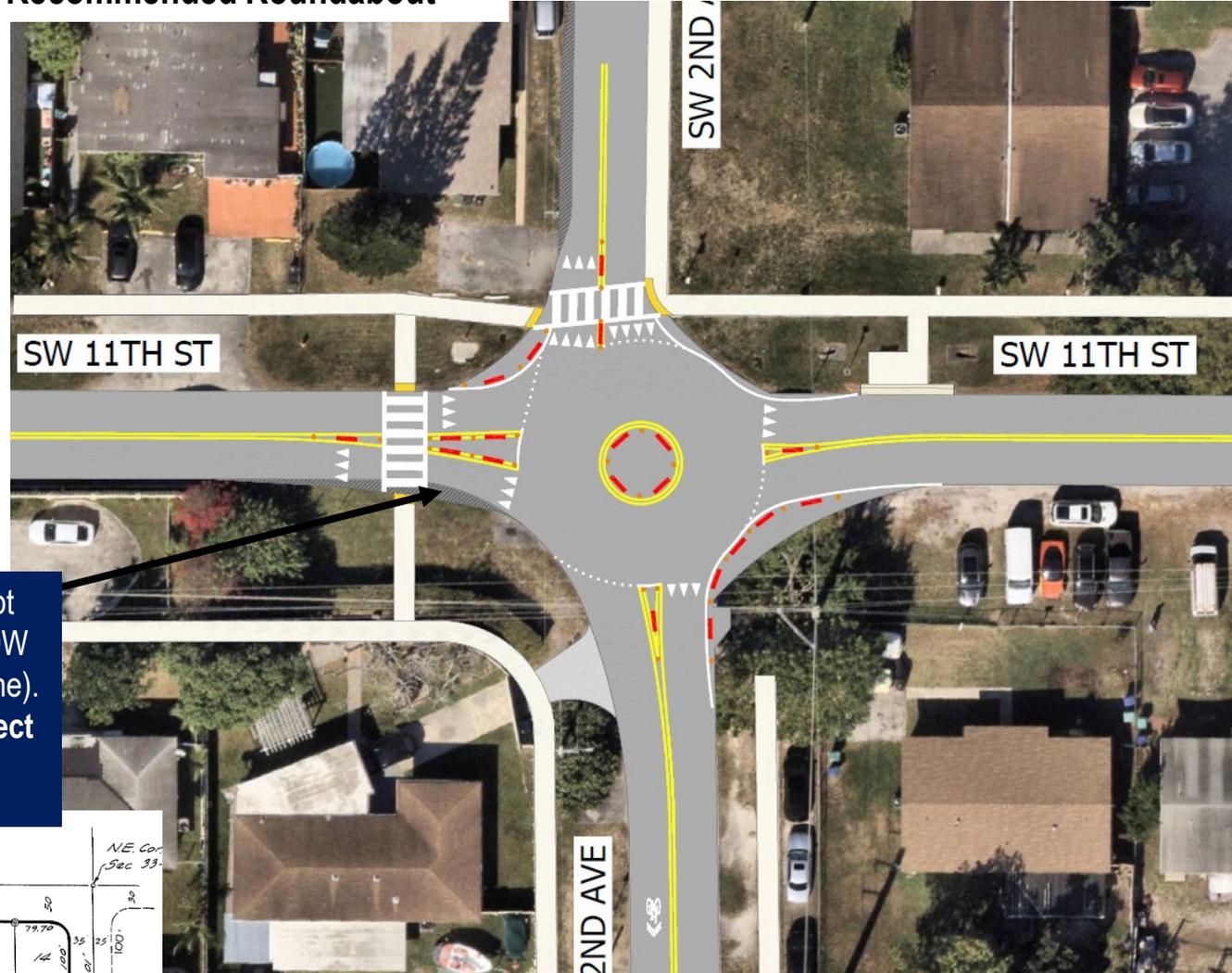


# SW 2 Av: Roundabout at SW 11 St

Existing (showing BCPA parcel lines)



Recommended Roundabout



Based on a review of the Miami-Dade "Sunswept Isle" Plat, the area shaded gray is within the ROW for SE 215 St (ROW extends 50 ft from centerline). This should be further assessed during project design.

1324.71 BROWARD COUNTY 5 89° 13' 15 E NE Cor Sec 33

NE 215<sup>TH</sup> DADE COUNTY 1179.71 STREET

2	3	4	5	6	7	8	9	10	11	12	13	14	15
27	26	25	24	23	22	21	20	19	18	17	16	15	14

12' Utility Easement 12' Utility Easement

# NE 8 Av



Sunset Park: NB Bicyclist riding in roadway, against traffic; No crosswalk to Park



NE 7 St: Well-worn path leading to intersection; No curb extensions or marked crosswalks



# NE 8 Av: Recommendation

Existing Conditions

- Bus Stops
- ▬ Speed Hump



Curb Extensions



Speed Hump



Traffic Diverters

- EB / WB drivers forced to turn right or left at NE 8 Av, limiting vehicle through traffic
- Allows access for bicycles and pedestrians
- At streets that allow LT from US 1



New Sidewalk

- To be accommodated in City ROW



Intersection Improvements

- Crosswalks
- Curb Extensions
- Repaint faded pavement markings



Raised Midblock Crosswalk with RRFB

- Leading to entrance to Sunrise Park



Hallandale Beach Blvd:

- Harden median on south side and installed raised crossing (SW corner)
- Add leading pedestrian interval

## Corridor Wide Strategies

- Add Green Pavement Markings at Intersections and Driveways
- Add Wayfinding Signage Throughout Corridor



Convert to NB Contraflow Bike Lane and SB Sharrows

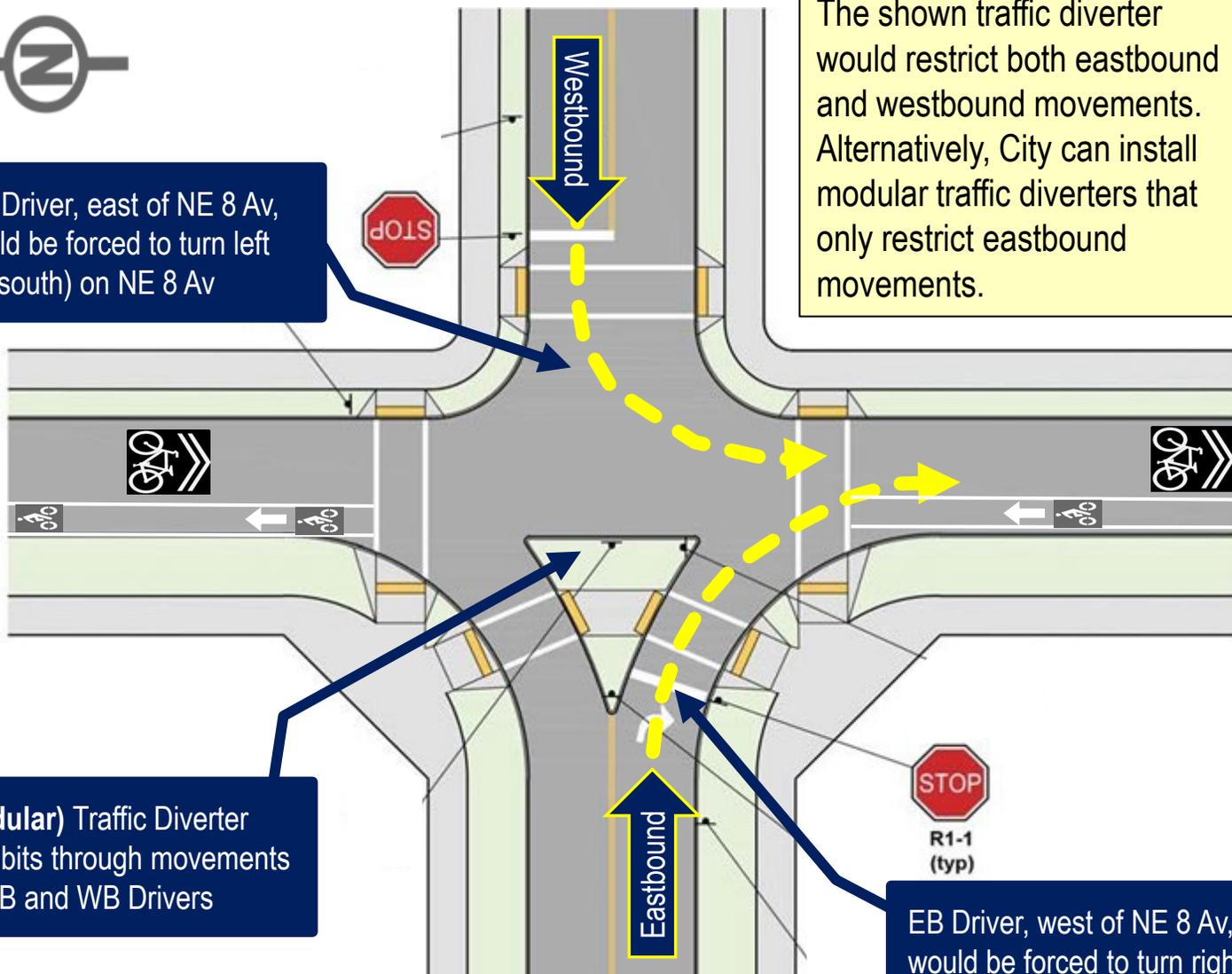
- Accommodate bike riding in both directions
- SB Bicyclist would ride in roadway
- Include pavement markings and signage

# NE 8 Av: Traffic Diverters with New Bike Markings



WB Driver, east of NE 8 Av, would be forced to turn left (go south) on NE 8 Av

The shown traffic diverter would restrict both eastbound and westbound movements. Alternatively, City can install modular traffic diverters that only restrict eastbound movements.



(Modular) Traffic Diverter prohibits through movements for EB and WB Drivers

EB Driver, west of NE 8 Av, would be forced to turn right (go south) on NE 8 Av

US1



Traffic Diverters are intended to **discourage** cut-through traffic in the neighborhood, by restricting through movements on the **three streets** that allow left-turns or through movements from US1: NE 7 St, NE 5 St, & NE 3 St

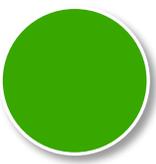
# Diana Dr



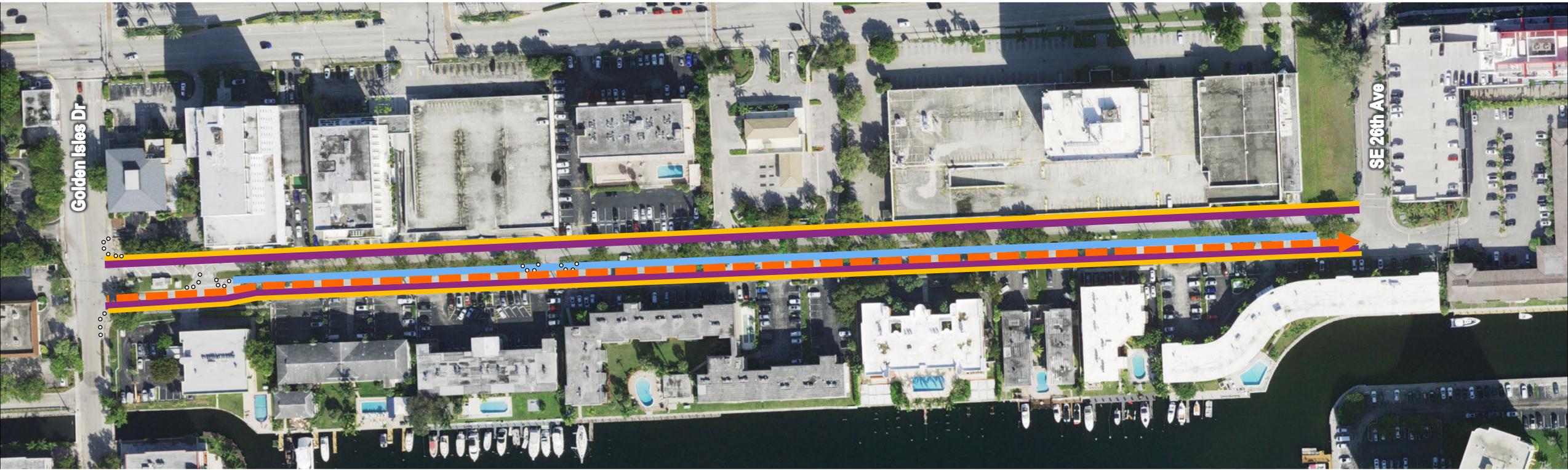
North Diana Dr: Pedestrian walks in roadway, no sidewalks



South Diana Dr: Pedestrian walks in roadway, Ponding behind back-in parking



# Diana Dr: Recommendation



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

— Maintain On-Street Parking Lane

— Painted / Buffered Bike Lane

— At Grade Sidewalks

⊙ Flex Posts

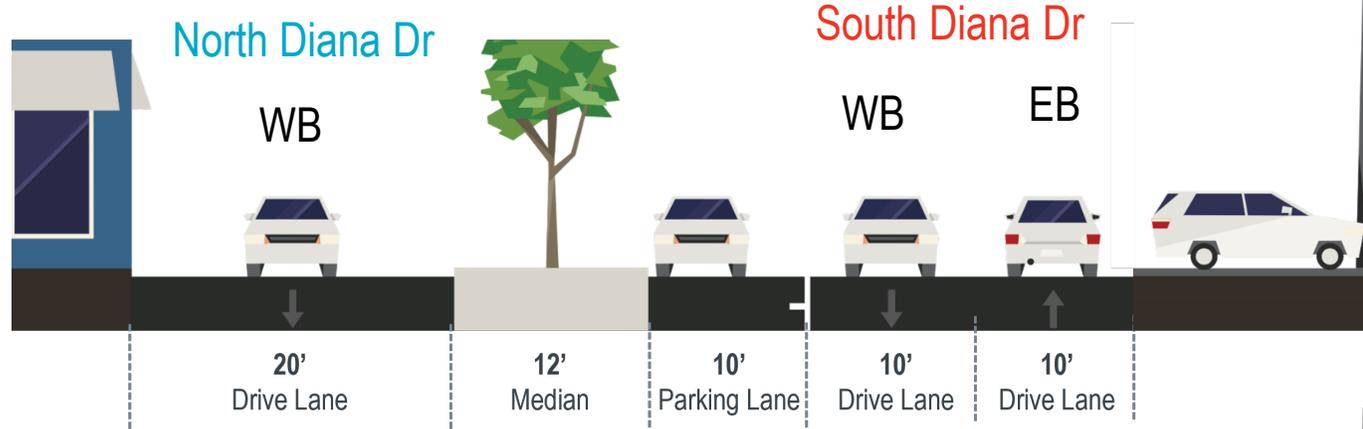
- Use thermoplastic to improve visibility



# Diana Dr: Recommendation

## Existing

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



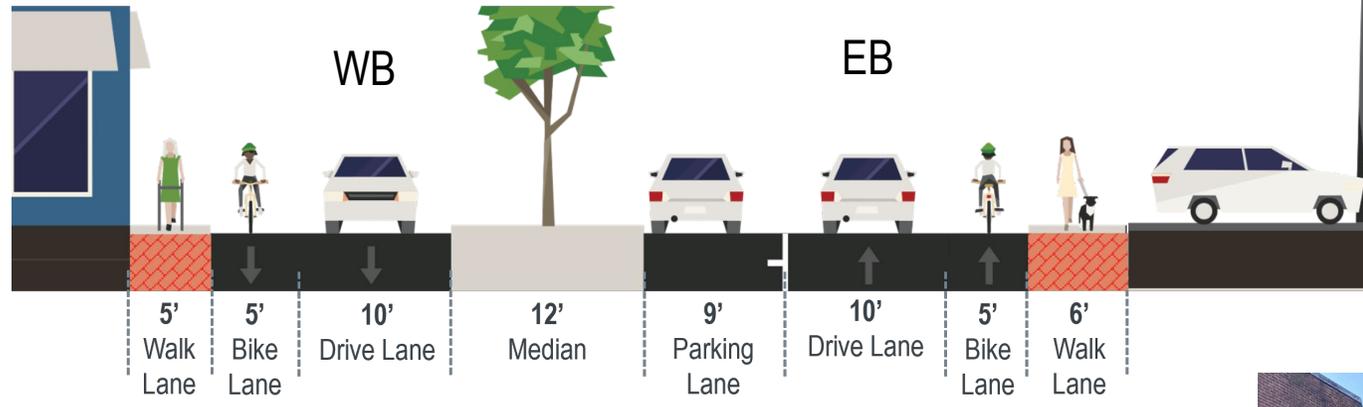
## Recommendation

### North Diana Dr

- Drive lane narrowed; additional space repurposed for separate walk lane and bike lanes
- Walk lane will be at-grade

### South Diana Dr

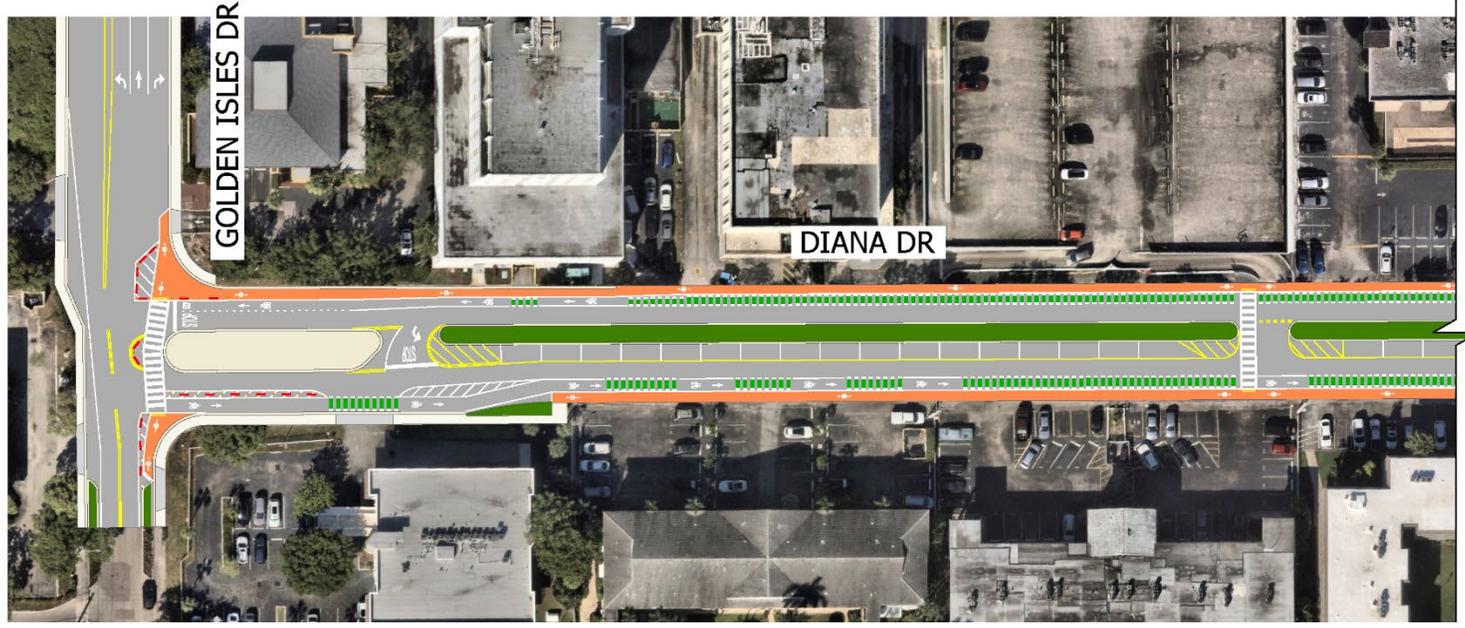
- Repurpose EB drive lane for separate walk lane and bike lane
- WB drive lane converted to EB – Roadway becomes EB only



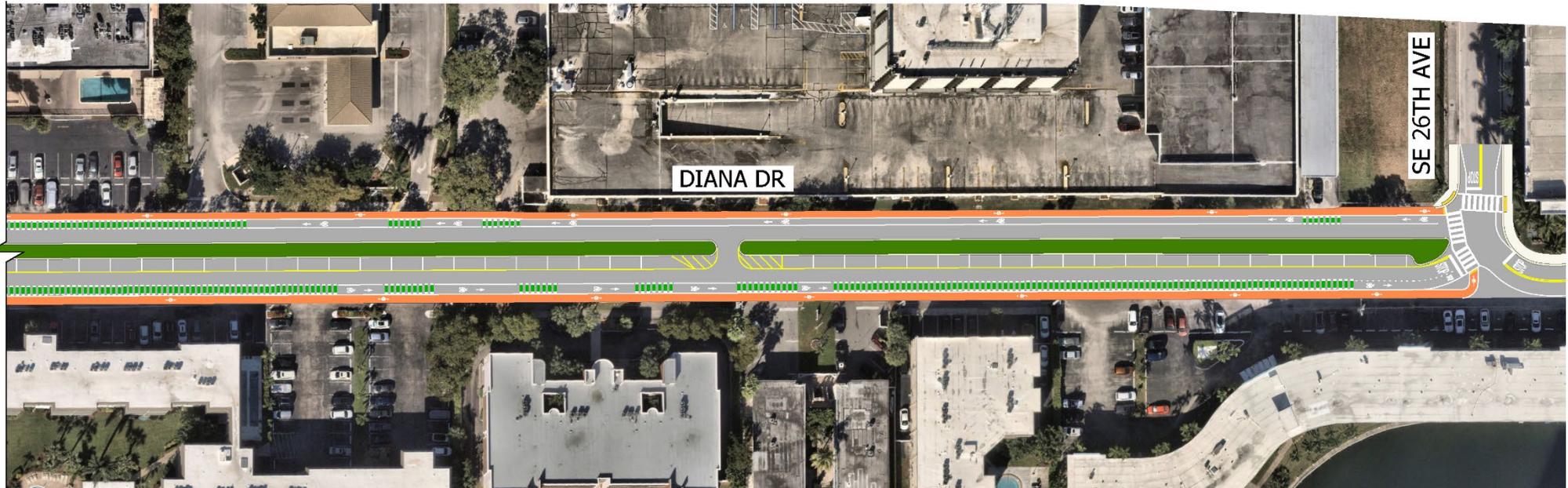
Example: Quick Build Bike Lane next to Walk Lane

# Diana Dr: Recommendation - Details

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SEE BELOW LEFT



SEE ABOVE RIGHT

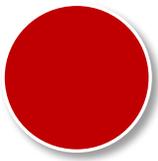
# Atlantic Shores Blvd



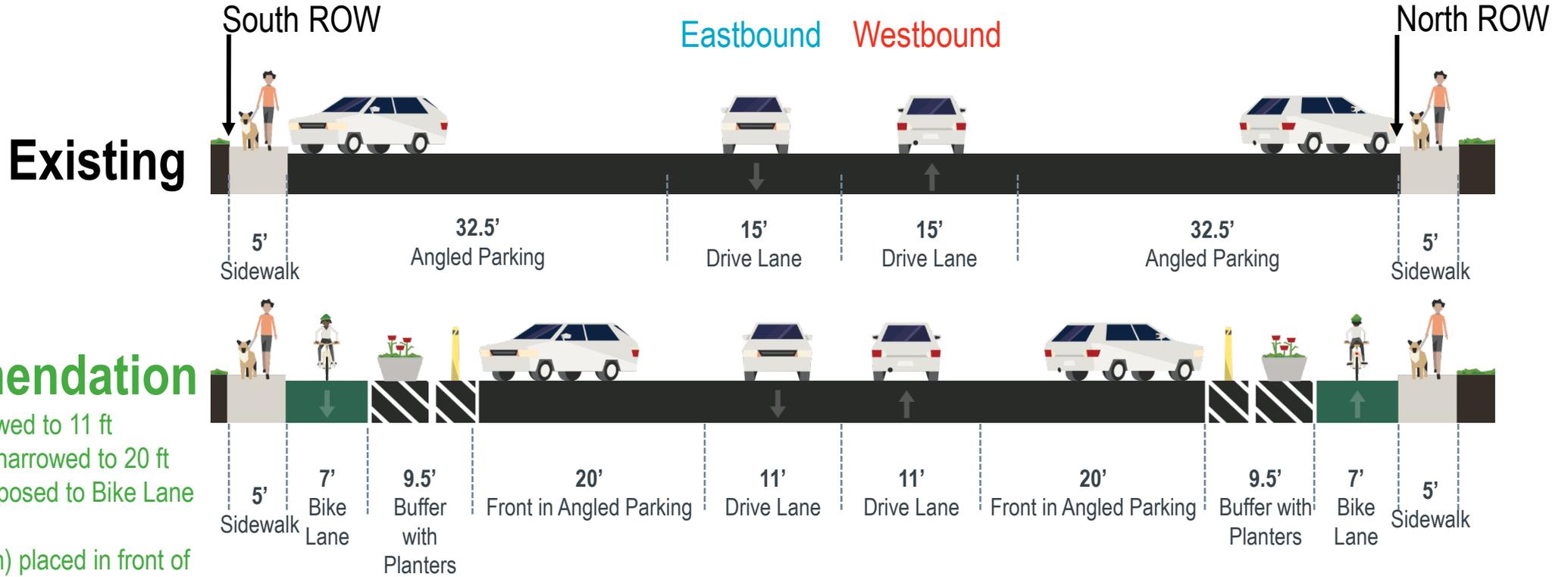
NE 8 Av: Very wide roadway with floating stop signs



Approaching TISND Gate: 4-lane segment, Bicyclist rides in roadway



# Atlantic Shores Blvd: US1 to NE 12 Av - Recommendation



- Drive lanes width narrowed to 11 ft
- Parking Spaces length narrowed to 20 ft
- Remaining space repurposed to Bike Lane and Landscaped Buffer
- Wheel stops (not shown) placed in front of parking spots

Example: Landscape Planter designed for Bike Lane Buffer



Example: Bike Lane placed between Angled Parking and curbed sidewalk



# Atlantic Shores Blvd: US1 to NE 12 Av – Details

Area impacted by City-wide ADA Compliant Bus Stops plans. May impact number of parking spaces or bikeway design

Speed Hump (either asphalt or modular) placed before crosswalk to alert drivers to pedestrians and bicyclists crossing roadway.



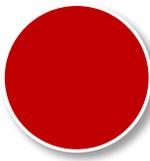
Thermoplastic material can be added to existing or new at-grade sidewalks to greatly enhance visibility and define space

Quick Build materials such as Flex Posts and wheel stops placed here to discourage drivers from driving through parking spaces and sidewalks to access parking lot.

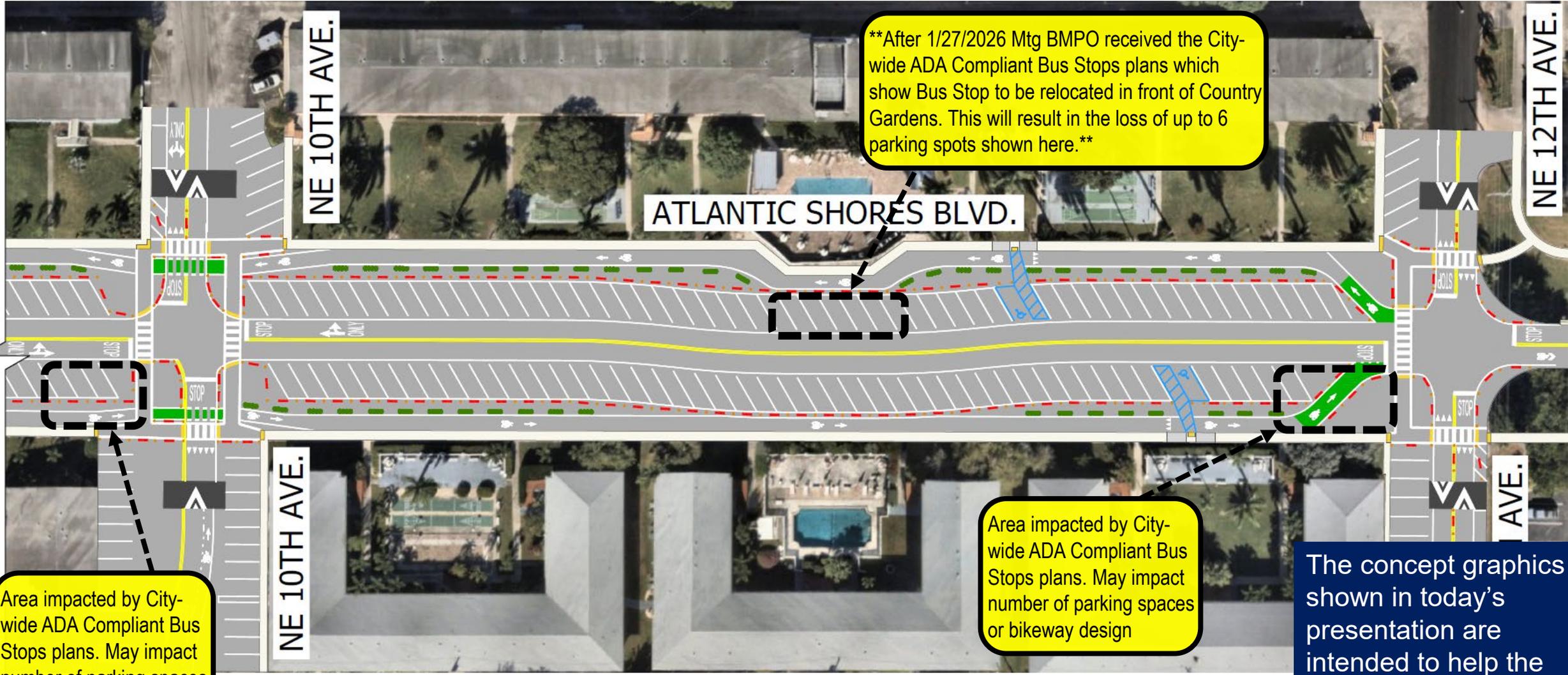
ADA Parking Space

Due to potential impacts to off-street parking for adjacent buildings, Roundabout at this intersection may not be feasible as a quick build project. However City can reassess feasibility during project design.

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



\*\*After 1/27/2026 Mtg BMPO received the City-wide ADA Compliant Bus Stops plans which show Bus Stop to be relocated in front of Country Gardens. This will result in the loss of up to 6 parking spots shown here.\*\*

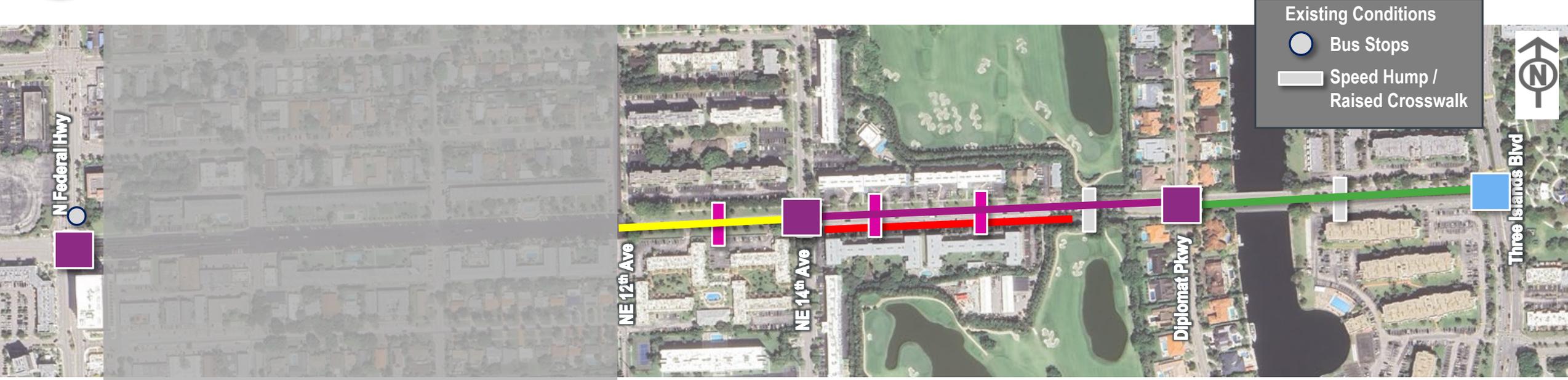
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# Atlantic Shores Blvd: NE 12 Av to Three Islands Blvd – Recommendation

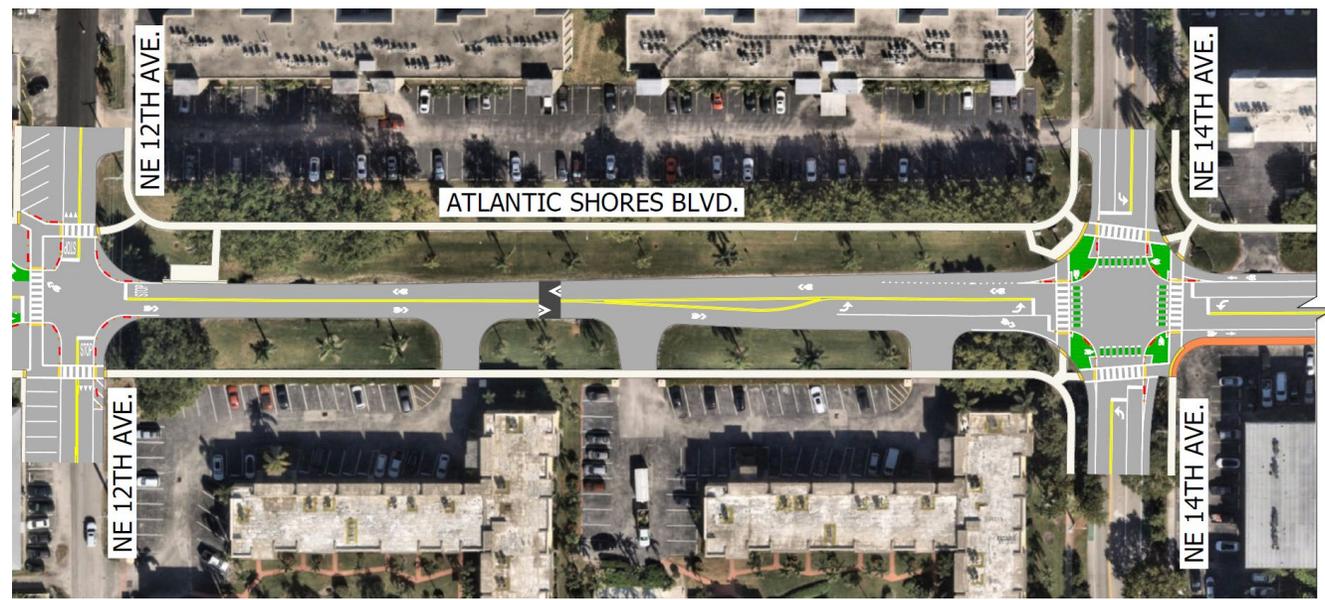


- Paint Sharrows**
  - NE 12 Av to NE 14 Av
  - Segment where bike / scooters ride in the roadway
- Paint Directional Bike Lanes**
  - NE 14 Av to Diplomat Pkwy
  - 5 ft wide bike lanes
- Lane Repurposing**
  - Diplomat Pkwy to Three Islands Blvd
  - Repurpose 1 lane in each direction
  - Use space for protected bike lanes
  - Traffic volumes indicate lane repurposing is feasible

- Speed Humps**
  - NE 12 Av to NE 14 Av
- 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



Example: Bike Boxes on Las Olas Blvd

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



Lane Repurposing in EB Lanes can be marked as Optional in TMP Report  
OR  
Can be designed with lane markings only, to enable usage during emergencies

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# SE 1 Av



Old Fed Hwy: Scooter rider in roadway, 2-way traffic, No sidewalks



SE 3 St: Scooter rider waits in roadway for signal to change

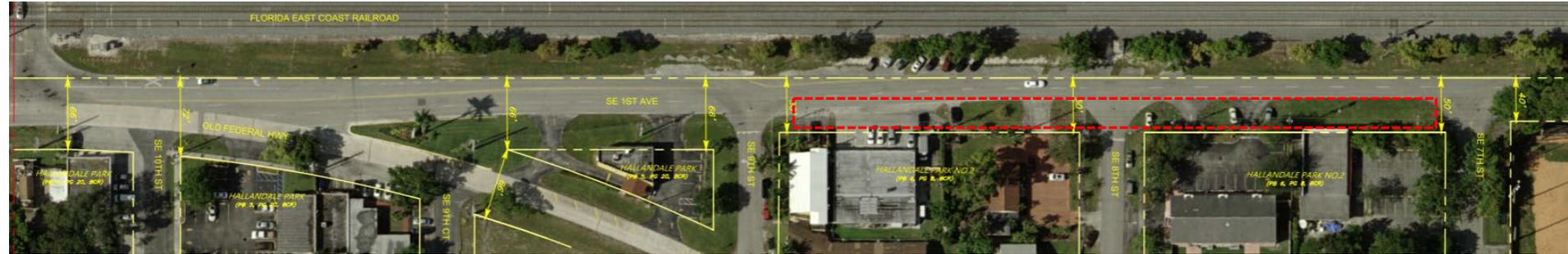
# SE 1 Av: ROW Considerations

## Why Left Lane Bike Facility?

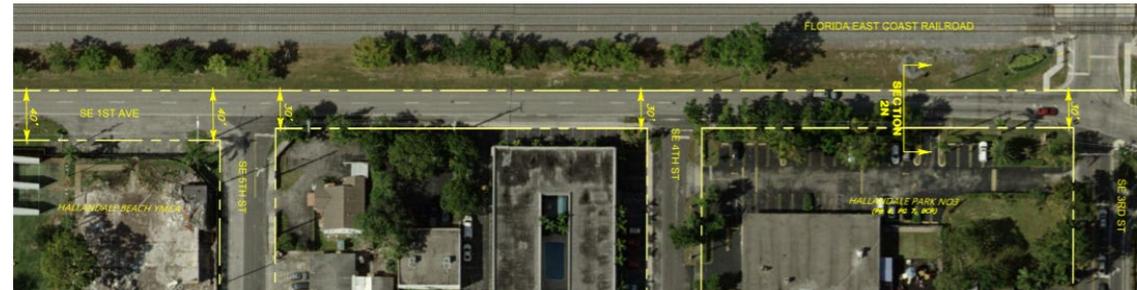
- ✓ Consistent with County's Complete Streets design
- ✓ Uninterrupted – no driveways or intersections
- ✓ Feasible as Quick Build

### SE 9 St to SE 7 St = 50 ft ROW

- **BUT** excess ROW is located on east side of existing travel lanes and functions as driveways, parking lots, and swale



### SE 7 St to SE 3 St = 40 ft to 30 ft ROW



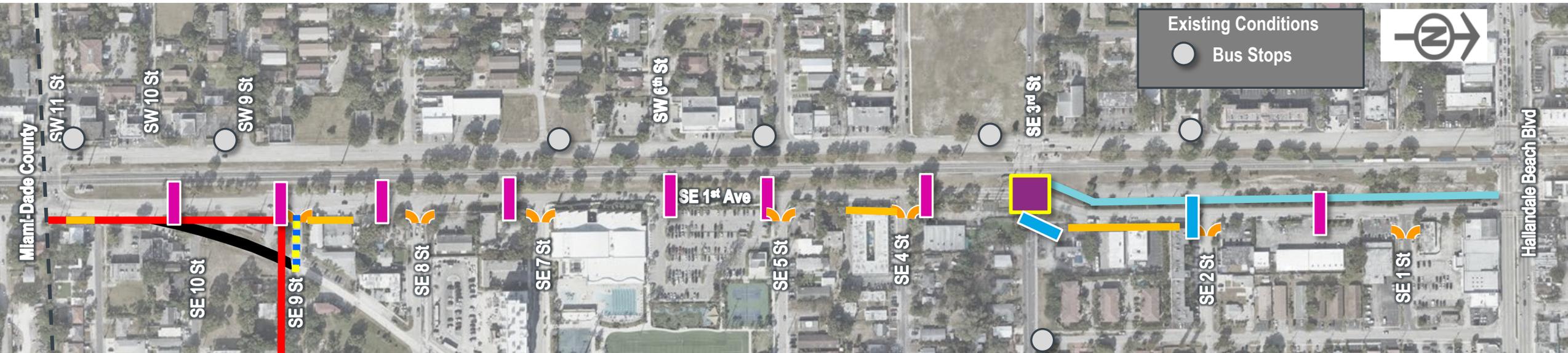
### SE 3 St to HB Blvd = 85 ft to 50 ft ROW

- Excess ROW west of travel lanes



# SE 1 Av: Concept 1 = Traffic Calming

- Combination of Speed Humps and Curb Extensions
- ✓ Slows vehicular speeds, including turning movements
- ✓ Improves safety
- ☒ No designated bike / scooter facility near Park / YMCA
- ☒ Does not pilot County's Complete Streets Design



-  **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
-  **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





# SE 1 Av: Notes from 11/2025 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.



## SE 1 Av: Notes from 1/2026 SWG Meeting

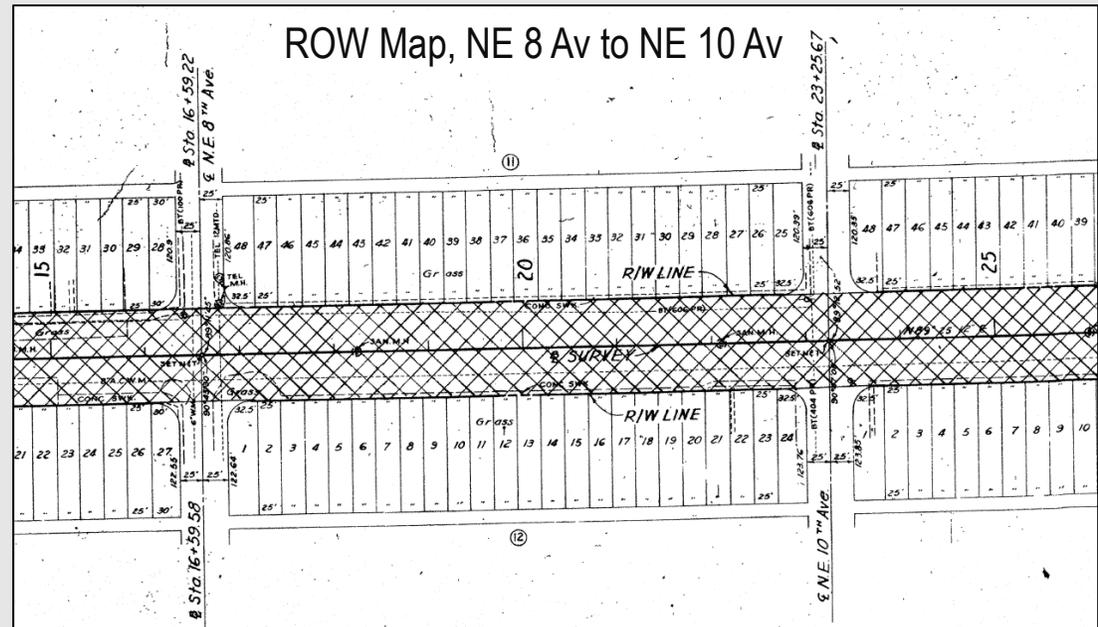
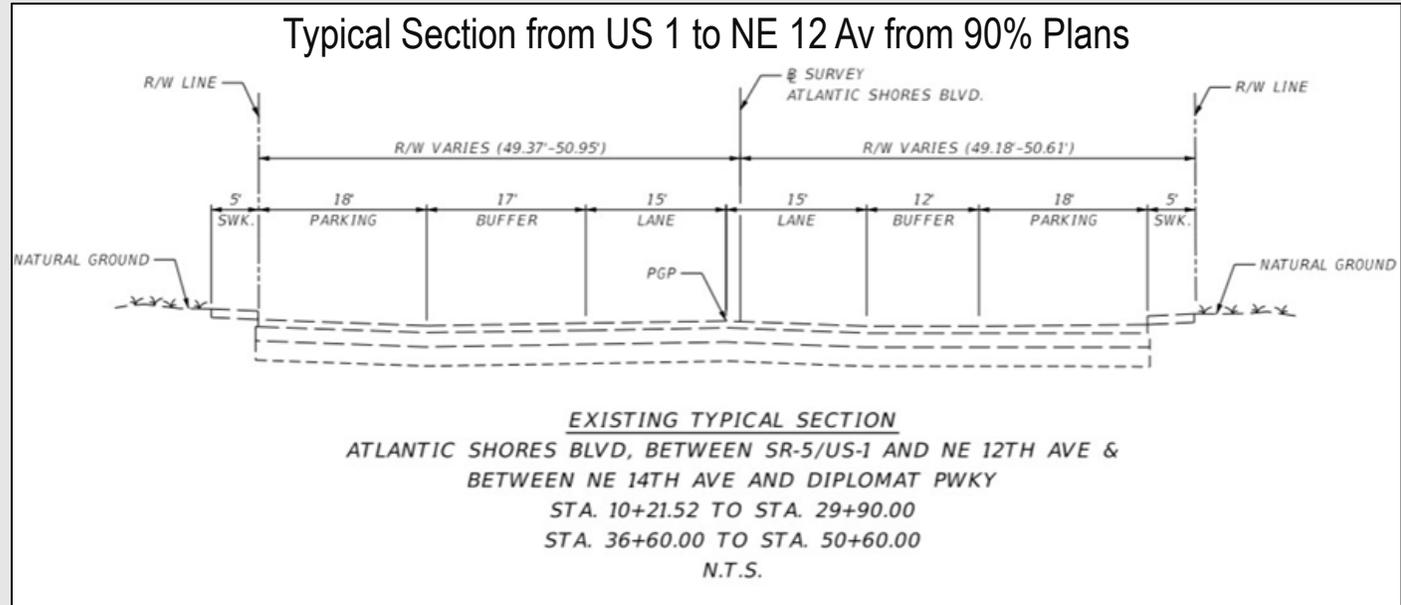
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  - Conversion to a 2-way roadway can be noted in the TMP Report as a future opportunity



# Atlantic Shores Blvd: Notes from 12/2025 SWG Meeting

## 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



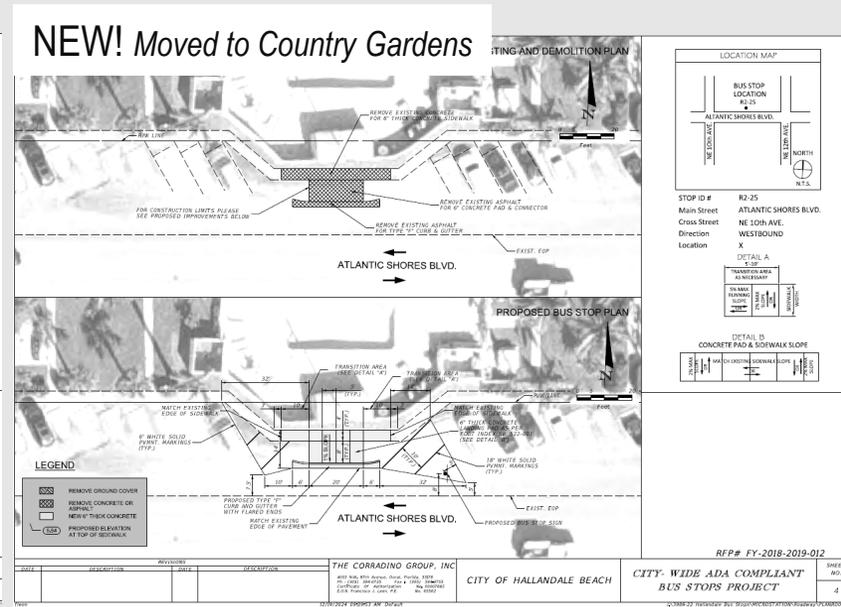
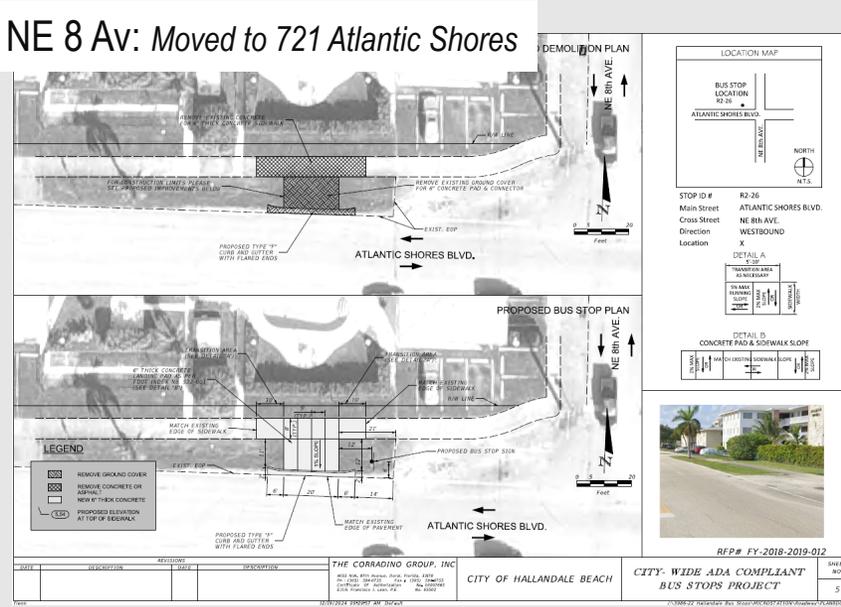
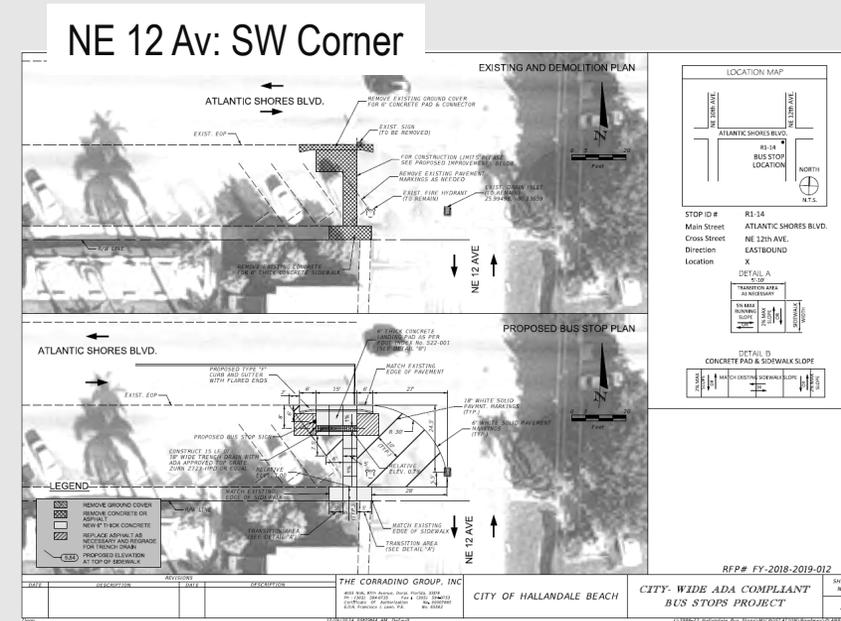
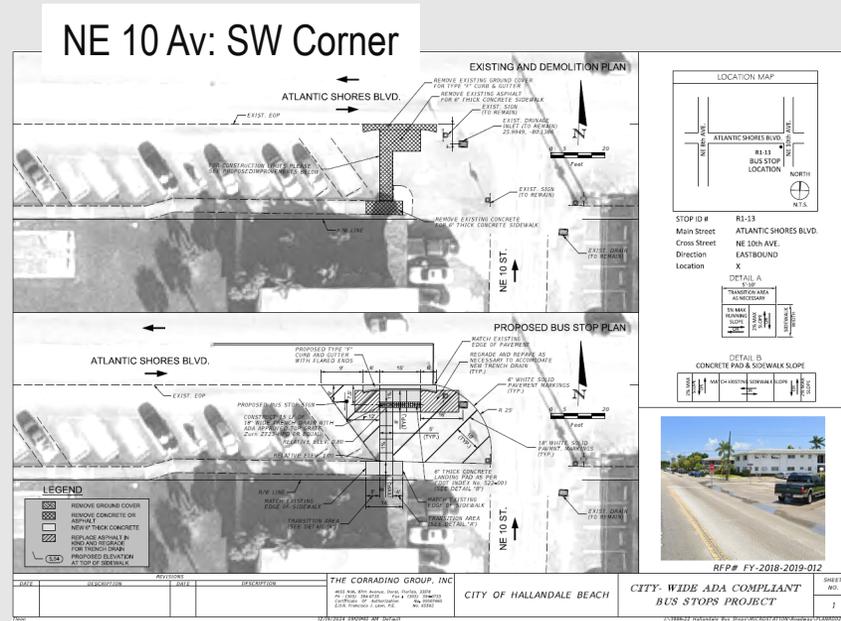
# Atlantic Shores Blvd: Notes from 1/2026 SWG Meeting

## US1 to NE 12 Av:

- Request to add in speed humps before crosswalks, to reinforce speed reduction and stopping
- Add look for pedestrian signage before crosswalks, in lieu of stop signs.
- Staff requested parking space count of existing vs proposed concept
- If excess spaces will be available, maybe they can be designed as placemaking / filled with landscape planters
- At 7-11 shopping center, use delineators to define driveway entrances and restrict driving through sidewalk or parking spaces
- Staff advised there are plans for ADA compliant Bus Stops, will send plans to BMPO

## Post-meeting: Citywide ADA Bus Stop Plans

- New ADA compliant bus stops to be added in various locations on Atlantic Shores Blvd.
- The bus stop designs will impact the number of parking spaces and bike way alignment for both the Quick Build and the Long-Term Vision







# Atlantic Shores Blvd: Notes from 1/2026 SWG Meeting

## **NE 12 Av to Three Islands Blvd**

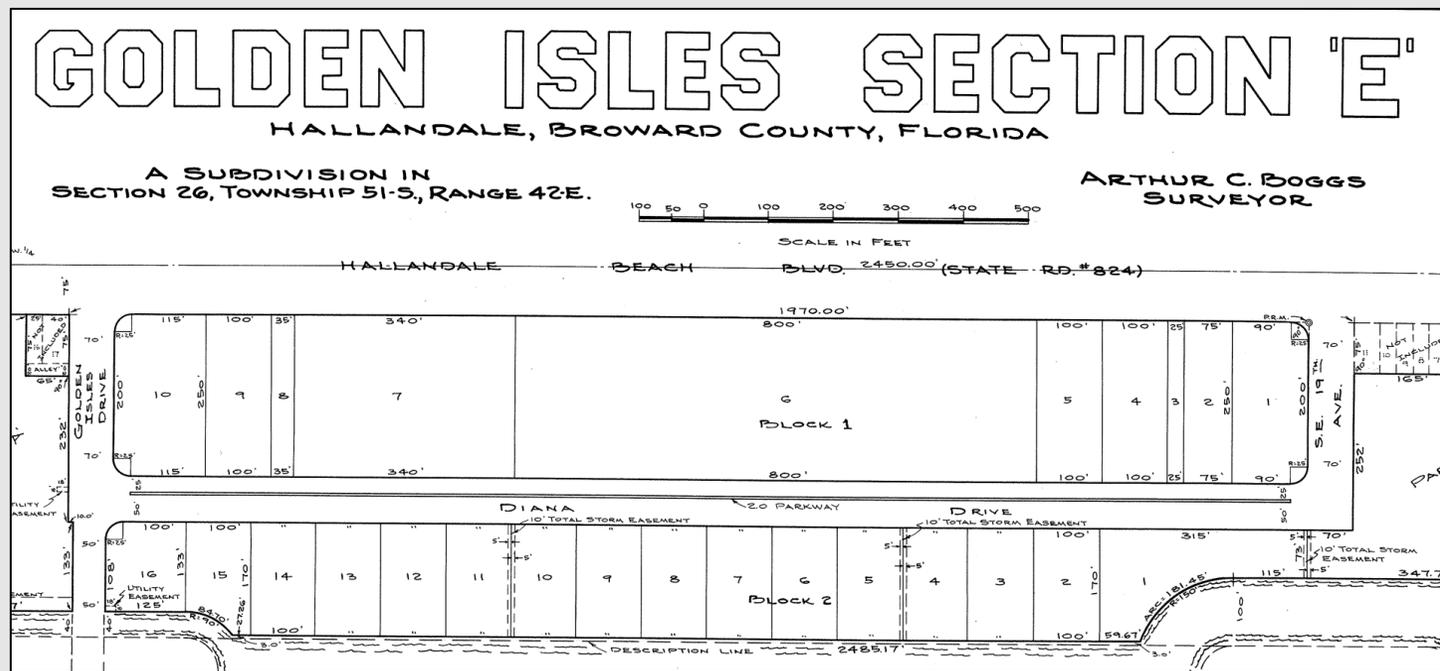
- Concern about Lane Repurposing of EB Lanes
  - Issues with Guard House gate being broken and needing to shut down lane
  - Repurposed lane / new bike lane would remain usable by drivers in case of emergency (such as broken gate)
  - Repurposed lane / new bike lane would remain usable by Emergency vehicles
- The EB Lanes can be marked as “Optional Lane Repurposing”
- City Staff advised that County Staff rejected new crosswalk over northern leg of intersection at 3 Islands Blvd (approximately 4 years ago)
  - BMPO will ask County about this item.

# Diana Dr: Notes from 12/2025 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





# SW / SE 3 St: Recommendation



 Paint Sharrows

 New Sidewalk

 Improvements at school

- Define parking spaces, widen sidewalk, add crossing guard,

 Quick Build Roundabout

- Includes marked crosswalks

 Realign Intersection

 Traffic Diverter

- Forces drivers to turn right out from Atlantic Av to SW 3 Av; allows turns onto Atlantic Av from both directions
- Co-located with **raised crosswalk**

 Intersection Improvements

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

 County owned intersection; treatments to be coordinated with County

 Add Curb Ramps for sidewalks North/South

 Speed Humps

 Raised Crosswalk

 Raised Crosswalk **with RRFB**

- Requires construction of sidewalk

 Hardened Centerlines

**Corridor Wide Strategies**  
Add crosswalks to facilitate pedestrian crossings across all side streets