

# Hallandale Beach Transportation Master Plan

Staff Working Group Meeting #5  
Potential Solutions

# Agenda

1. Hallandale Beach TMP: Schedule / Status
  - Reminder: Plan Study Area Roadways
2. Comments from Stakeholder Meetings
3. Introduction: Quick Build & Near Term Projects
4. Discussion: Potential Solutions
5. Next Steps

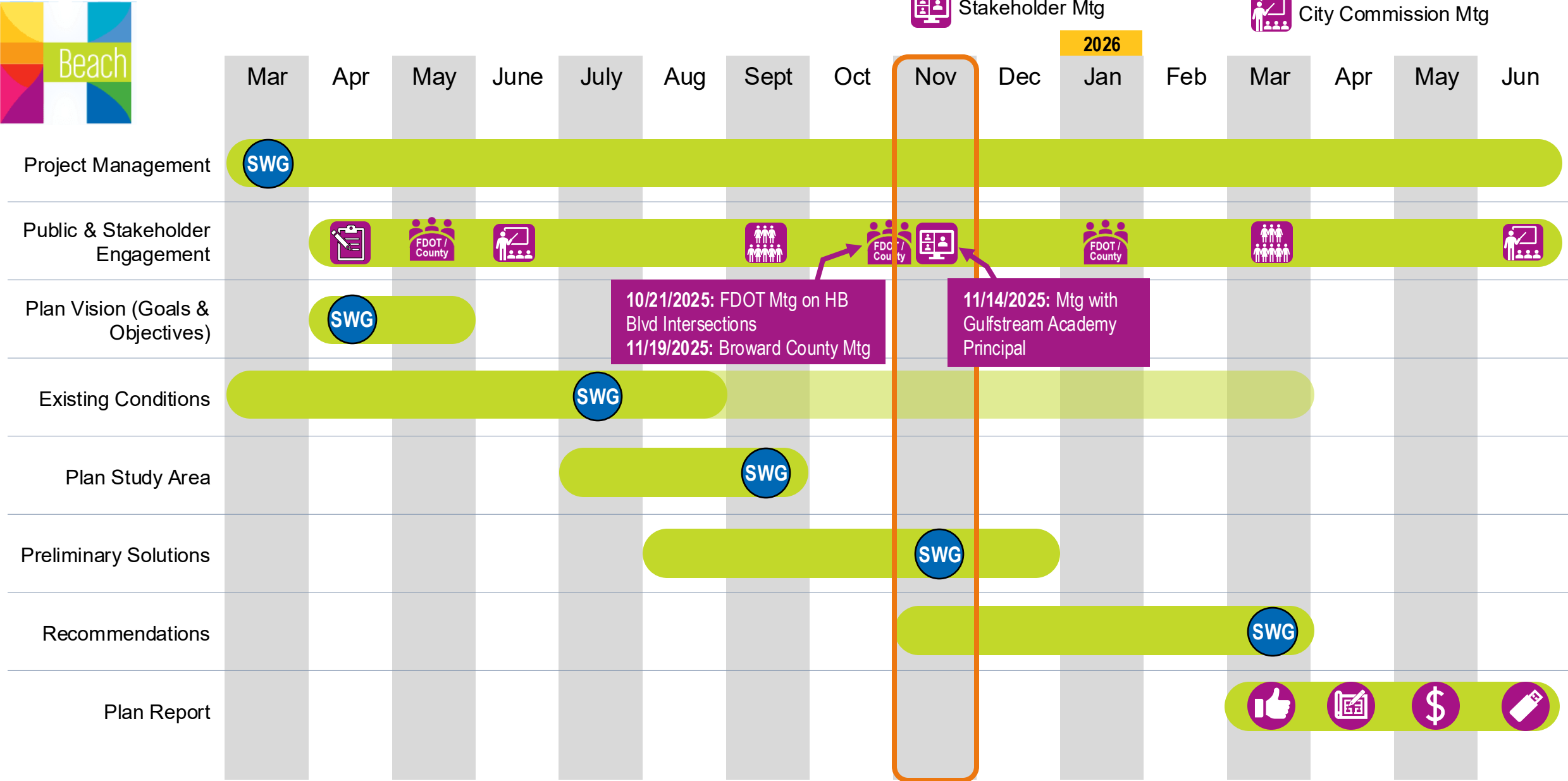
## *Attachments:*

- Existing Conditions, Field Observations, and 5-Year Injury Crashes for Plan Study Area Roadways

## **Meeting Goals:**

- ✓ **Discuss Potential Solutions**
- ✓ **Identify any No Go Potential Solutions**

# Hallandale Beach TMP: Schedule

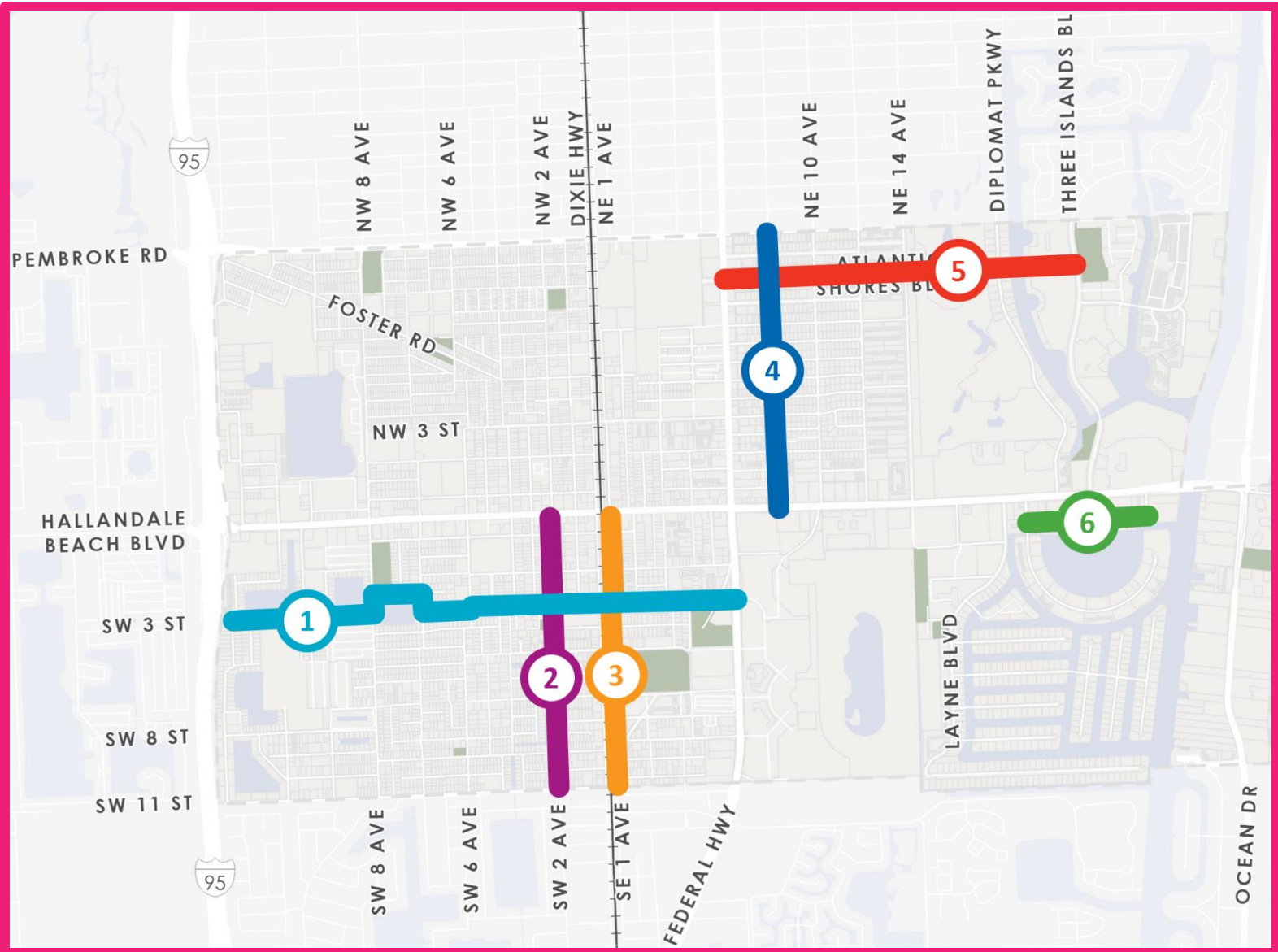




# Hallandale Beach TMP: Plan Study Area

ID	Roadway	Limits
1	SW / SE 3 St	SW 11 Av to US 1 (+ SW 2 Ct connector)
2	SW 2 Av	Hallandale Beach Blvd to Countyline Rd
3	SE 1 Av	Hallandale Beach Blvd to Countyline Rd
4	NE 8 Av	Moffett St to Hallandale Beach Blvd
5	Atlantic Shores Blvd	US1 to Three Islands Blvd
6	Diana Dr	Golden Isles Dr to SE 26 Av

- Vision, Goals, & Objectives
- Injury Crashes
  - Speed(ing)
  - Programmed Projects or Studies
  - Transit Access
  - Level of Traffic Stress
  - Access to Parks, Schools, & Grocery Stores
  - Existing Conditions
  - Survey Monkey Results
  - Opportunity for Quick Build or Near-Term Improvements



# Comments Received from Meeting with FDOT (10/21/2025)

[https://www.browardmpo.org/images/WhatWeDo/City\\_Services/TMP\\_Hallandale\\_Beach/FDOT\\_Mtg\\_Presentation - HB Blvd Intersections.pdf](https://www.browardmpo.org/images/WhatWeDo/City_Services/TMP_Hallandale_Beach/FDOT_Mtg_Presentation_-_HB_Blvd_Intersections.pdf)

## **NW / SW 2 Av**

- FDOT does not support a pedestrian signal
- FDOT would need additional information to consider closing the intersection:
  - Volume data on NW and SW 2 Av
    - City Staff indicated no volume data is available
  - Detailed Injury Crash diagrams

## **NE / SE 1 Av**

- FDOT explained the history of the intersection – the EB to NB LT was removed to make this intersection no longer “split phased”.
  - Igor mentioned he continues to see cars making the illegal left turn.
- FDOT recognized the congestion, resulting in cars stopping on FEC tracks.

## **NE 8 Av**

- FDOT has studied this intersection 10+ times over the past 20+ years as its operation impacts congestion at US1
- Ideally, FDOT would like to close this intersection (allowing only right turns) but there has been push back from the property owners on the south side of intersection
- After reviewing the injury crash history, FDOT staff felt there could be justification for removing RT lane that leads into SW shopping center.
- Alternatively, FDOT staff supported improvements to the RT slip lane including raising the crosswalk and replacing the striped median to a curbed island.
- FDOT staff requested photos of the King Tide Flooding (sent after the meeting)

## **All intersections**

- FDOT advised they would not study improvements for any intersection until there is documented support for the changes from the City.

# Comments Received from Meeting with Gulfstream Academy Principal (11/14/2025)

## Discussion limited to SW 3 St

- Principal Bonny joined school in 2024
  - There was a crash involving a student riding a scooter in Spring 2025 – BMPO to pull records
- There are three vehicle / pedestrian entrances / exits on SW 3 St.
  - The bus rarely makes a left out, because bussed students live at least 2 miles away OR live east of FEC RR tracks
  - Parents do make left outs, more so if the afternoons.
  - In the morning most parents make right out, to drive east towards SW 8 Av (which provides access to HB Blvd)
- Heavy walk and bike to school activity for all grades, but especially for the middle school students.
  - Parents have expressed concerns about safety
- Principal and CRO support restricting left turns during school hours; skeptical about feasibility about permanent prohibition on LT out.
- The front parking lot is a combination of Bus Loop and parking for front office staff.

- Principal VERY much wants a Crossing Guard – asked for guidance on the process.
  - She indicated greatest need is at Atlantic Av (K-4 entrance)
- The bus stop in front of the school is heavily used by residents and students.
- Principal indicated willingness to host community meeting (needs district approval)





# Hallandale Beach TMP: Quick Build Projects

Quick build projects are built with low(er) cost materials, such as paint, signs, pavement markings, cones, bollards, delineator posts, rubberized devices, modular devices, etc...

## Quick Build benefits:

- Provide near term improvements
- Build community support
- Validate (or identify needed modifications) for planning concepts

BMPO is developing a Quick Build guide to assist municipalities in the planning and implementation of quick build projects **including** BCTED's review process and submittal requirements.

- Other helpful resources:
  - [https://nacto.org/wp-content/uploads/2016PeoplefoBikes\\_Quick-Builds-for-Better-Streets.pdf](https://nacto.org/wp-content/uploads/2016PeoplefoBikes_Quick-Builds-for-Better-Streets.pdf)
  - <https://metroplanorlando.gov/wp-content/uploads/Quickbuild-Guide.pdf>

Roundabout



Roundabout



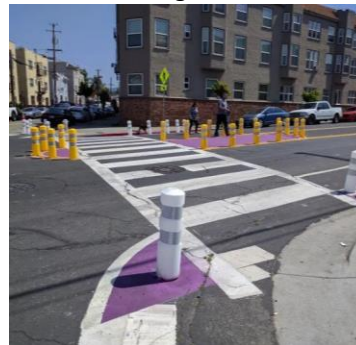
Center Lane Median + Mid-Block Crosswalk



Raised Mid-Block Crosswalk



Median Refuge



Lane Repurposing to Bike Lane



Protected Bike Lane



Curb Extension





# Hallandale Beach TMP: Near Term Projects

Similar to Quick Build, Near term projects are lower cost facilities but are built with more durable materials and **are intended to be permanent**.

- They do not require ROW acquisition nor impact utilities. They typically do not require studies and are lower cost.
- They are intended to address an existing accessibility, safety, or mobility issue at a specific location, versus improving an entire corridor.

Curb Ramps, Detectable Warnings, Crosswalks



Median Caps + High Visibility Pavement Markings



Rapid Rectangular Flashing Beacons (RRFBs)



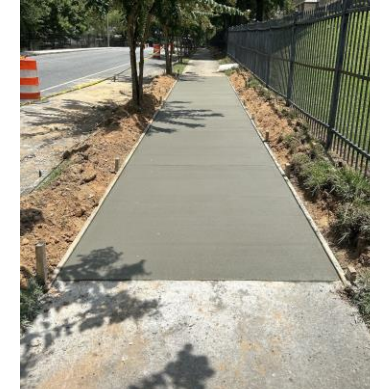
Sharrows



Pedestrian Signals



Fill In Sidewalk Gaps



Lane Hardening





# More Examples....

Raised Crosswalk with RRFB



Illuminated Crosswalk with RRFB



Curb Extension with Flex Posts



LPI = Leading Pedestrian Interval



Lane Hardening with Flex Posts



Directional Curb Ramps



Traffic Diverter



Traffic Diverter



Shared Use Path



Contraflow Bike Lane (+ Sharrows)



Modular Speed Humps





# 1 SW / SE 3 St: Potential Solutions

Existing Conditions

● Bus Stops

▬ Speed Hump



Challenge for SW / SE 3 St: Address access to Gulfstream Academy, Slow Down Drivers, Increase Crossing Locations



▬ Curb Extensions

▬ Paint Sharrows

● Move Bus Stop



Quick Build Roundabout

- Using pavement markings and flex posts
- **Includes marked crosswalks**



Realign Intersection

- See next slide for recommendations on this specific intersection



New Sidewalk



Add Hardened Centerlines



Improvements in front of school

- Define parking spaces, widen sidewalk, add crossing guard, **restrict left turns out**



Speed Humps



Raised Midblock Crosswalk with RRFB

- Requires construction of sidewalk



Intersection Improvements

- **Add crosswalks**
- Curb Extensions to slow turning vehicles
- Repaint faded pavement markings



County owned intersection; treatments to be coordinated with County



Add Curb Ramps for sidewalks North/South

## Corridor Wide Strategies

Add crosswalks to facilitate pedestrian crossings across all side streets



# 1 SW / SE 3 St: Potential Solutions @ SW 11 Av

## Reduced Turning Radii

- Use flex posts on the NE and SW corners of the intersection
  - *Slows speed of turning vehicles*

## Defined Roadway Space

- Use flex posts on the NW corner and move stop bar on north leg closer to the intersection to delineate between the parking lot and the intersection
  - *Reduces potential conflicts between vehicles entering and exiting the parking lot and vehicles moving through the intersection*

## New Crosswalks and Refreshed Pavement Markings

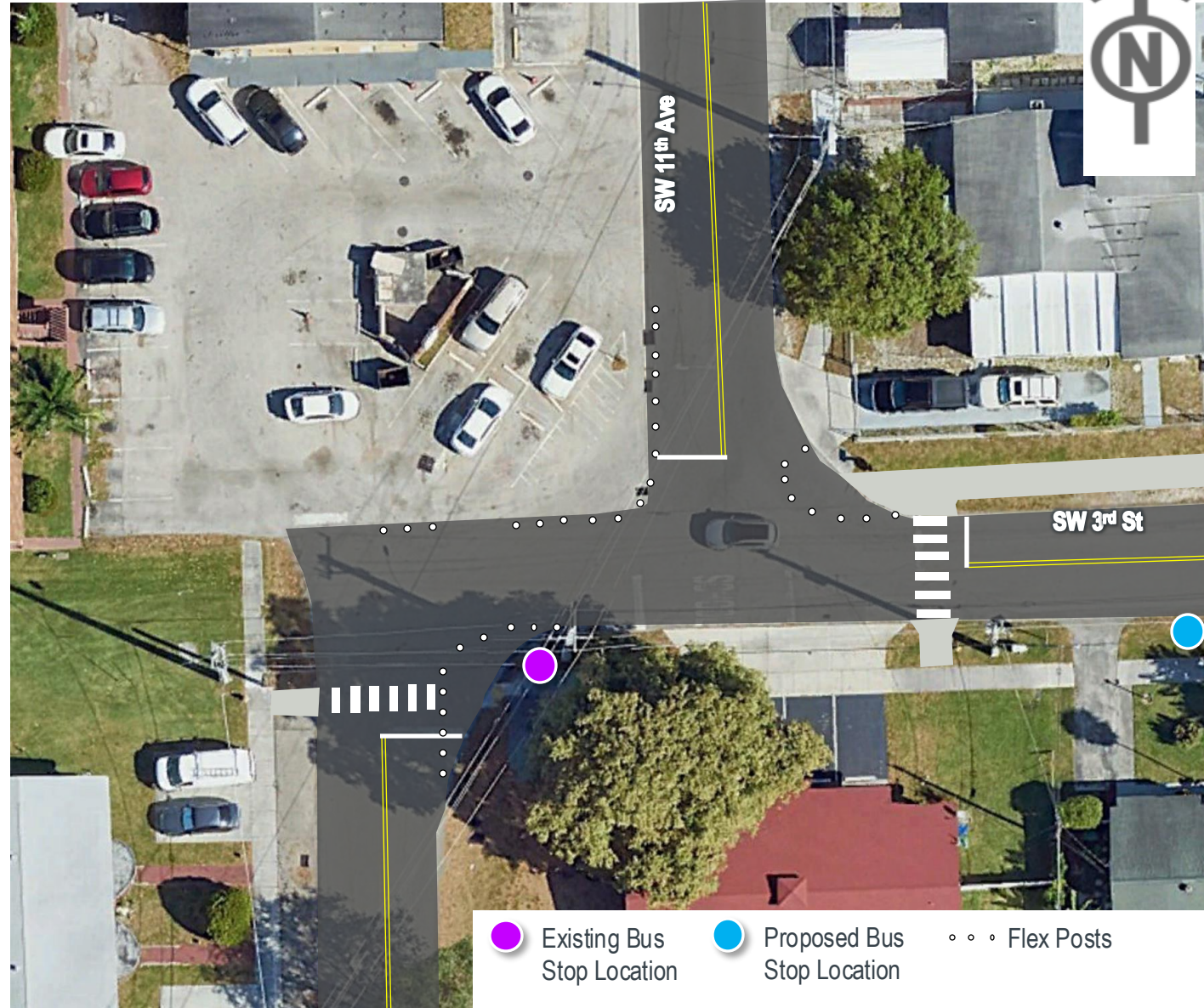
- Refresh faded stops bars, yellow center lines, and 'SCHOOL' pavement marking
- Stripe crosswalks across east and south legs of intersection where none are currently present to facilitate crossing
- Move stop bar on east leg back to accommodate new crosswalk

## Filled Sidewalk Gaps

- Construct new sidewalk along north side of the intersection's east leg
- Add curb ramps for new crosswalks across south and east legs of the intersection

## Relocate Bus Stop

- Broward County Transit Route 6 stop is currently located in the intersection





# 2 SW 2 Av: Potential Solutions

Existing Conditions

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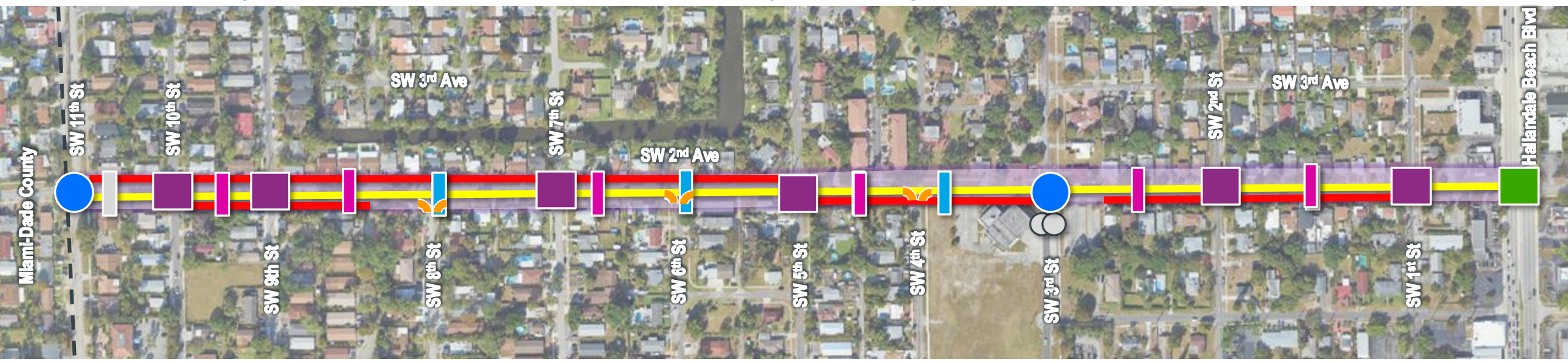
 Bus Stops

▬

 Speed Hump



Challenge for SW 2 Av: Slow Down Drivers and Discourage Cut Through Traffic



Curb Extensions



Quick Build Roundabout

- Using pavement markings and flex posts
- Includes marked crosswalks



New Sidewalk



Raised Midblock Crosswalk with RRFB

- Requires construction of sidewalk



Speed Humps (new or rebuilt)



Intersection Improvements

- **Add crosswalks**
- Curb Extensions
- Repaint faded pavement markings



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



Paint Sharrows

## Corridor Wide Strategies

Upgrade Existing Crosswalks to Special Emphasis



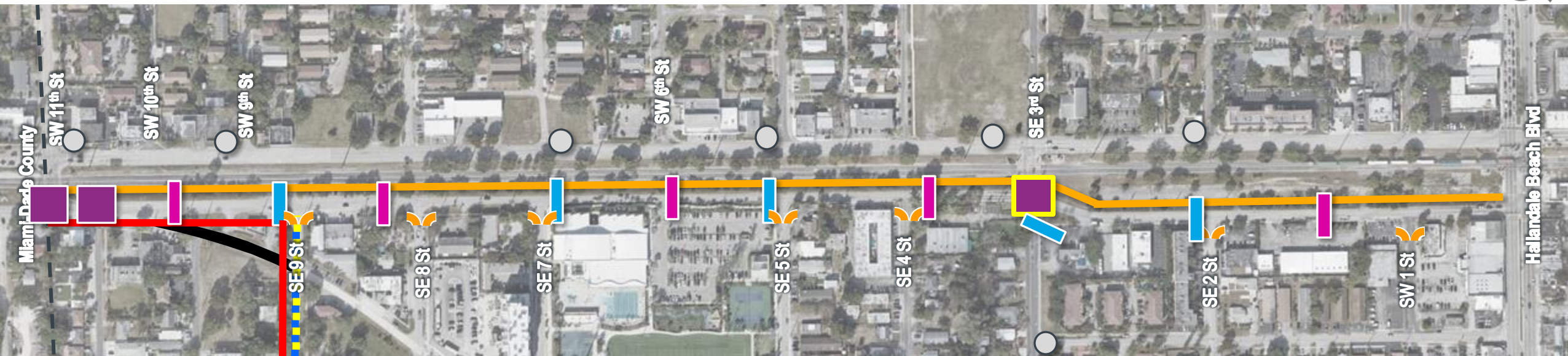
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# SE 1 Av: Potential Solutions Option 1 Shared Use Path

Existing Conditions

● Bus Stops

Challenge for SE 1 Av: Provide Bicycle (and Scooter) facilities for BOTH NB and SB movements



## Curb Extensions

- Slows down turning vehicles
- Add crosswalks if they are missing



## Make SE 9 St a 2-way roadway



## Close Street Access

- Old Federal Hwy, south of SE 9 St
- Additional space could be kept for access to adjacent parcels or transformed to community space



## Shared Use Path

- Located in western ROW / Swale
- South of SE 3 St: FEC-owned
- North of SE 3 St: City-owned ROW (14 ft width)
- Would allow for NB and SB bicycle activity, plus pedestrians



## New Sidewalk



## Raised Crosswalk with RRFB



## Speed Humps



## Intersection Improvements

- Add crosswalks
- Curb Extensions
- Repaint faded pavement markings



## 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
- Add curb extensions on side street connections



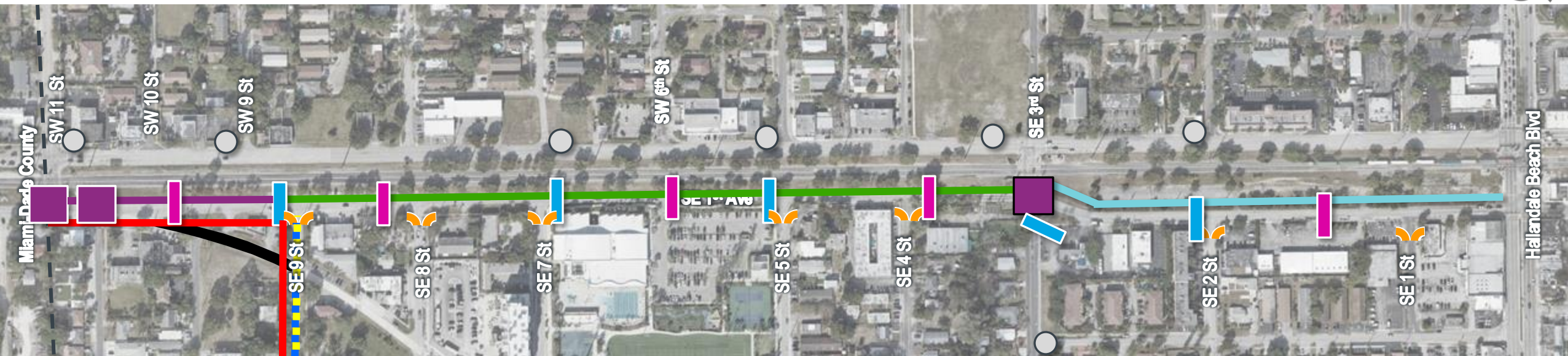
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# SE 1 Av: Potential Solutions Option 2 Lane Repurposing + Bike Lanes

Existing Conditions

 Bus Stops

Challenge for SE 1 Av: Provide Bicycle (and Scooter) facilities for BOTH NB and SB movements



## Curb Extensions

- Slows down turning vehicles
- Add crosswalks if they are missing



## Make SE 9 St a 2-way roadway

## Close Street Access

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



## New Sidewalk



## Raised Crosswalk with RRFB



## Speed Humps

## Paint Directional Bike Lanes

- SW 11 St to SE 9 St, where roadway is 2-way

## Consider Lane Repurposing

- SE 9 St to SE 3 St
- Reduce from 2 NB to 1 NB Lane
- Convert Left Lane to Separated Contraflow Bike Lane (SB bike lanes)
- Paint NB Sharrows in Travel Lane

## Two-Way Separated Bikeway

- SE 3 St to HB Blvd
- Build in existing grassy area



## Intersection Improvements

- Add crosswalks
- Curb Extensions
- Repaint faded pavement markings



## SE 3 St Intersection

- Leading pedestrian interval
- Add crosswalks
- Add Curb Ramps for sidewalks North/South
- *Bike signal protected intersection*

## Corridor Wide Strategies

Upgrade Existing Crosswalks to Special Emphasis

Add curb extensions on side street connections



3

# SE 1 Av: Potential Solutions @ SW 11 St

## Challenges and Opportunities

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### Pedestrian Crossing Infrastructure - Opportunities

- North / South Crosswalks may be painted on the east side of Dixie Hwy and west side of SE 10 St *if sidewalks and curb ramps are constructed*

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### Pedestrian Crossing Infrastructure - Challenges

- There is no sidewalk crossing the rail tracks, and therefore a pedestrian crosswalk cannot be built as there is no receiving ADA accessible facility

### Clean up the Intersection

- Close leg of Old Federal Hwy to clean up travel movements or T up intersection to slow vehicles
- Consider painting directional bike lanes on SE 1 Av by restriping travel lanes





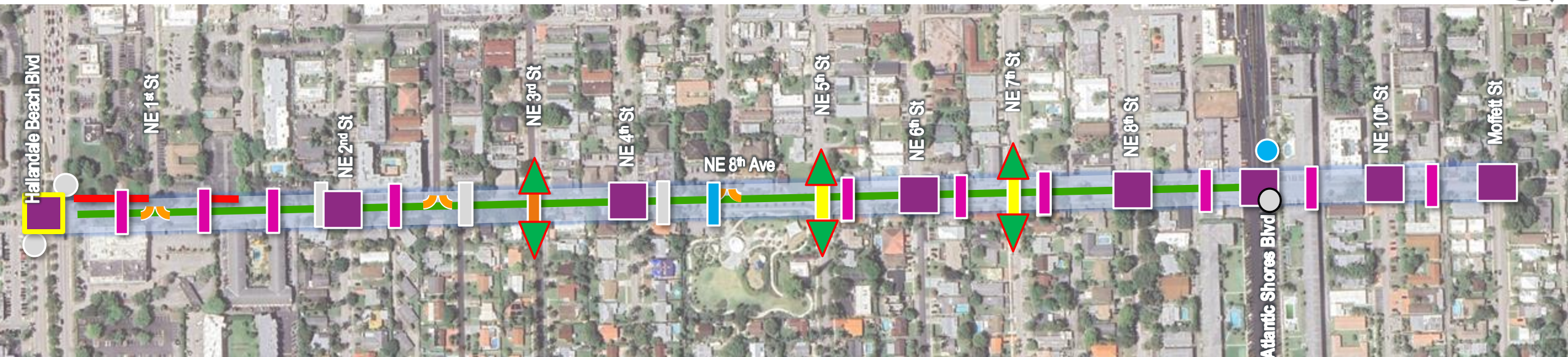
# 4 NE 8 Av: Potential Solutions

Existing Conditions

● Bus Stops

▬ Speed Hump

Challenge for NE 8 Av: Provide Bicycle (and Scooter) facilities for NB movements, Slow Down Drivers, and Discourage Cut Through Traffic



Curb Extensions



Speed Hump

## Corridor Wide Strategies

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



Move Bus Stop



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



Convert to NB Contraflow Bike Lane and SB Sharrows

- Accommodate bike riding in both directions



New Sidewalk

- May require purchase of additional ROW



Crosswalk



Raised Crosswalk



Raised Midblock Crosswalk with RRFB



Intersection Improvements

- Crosswalks
- Curb Extensions
- Repaint faded pavement markings



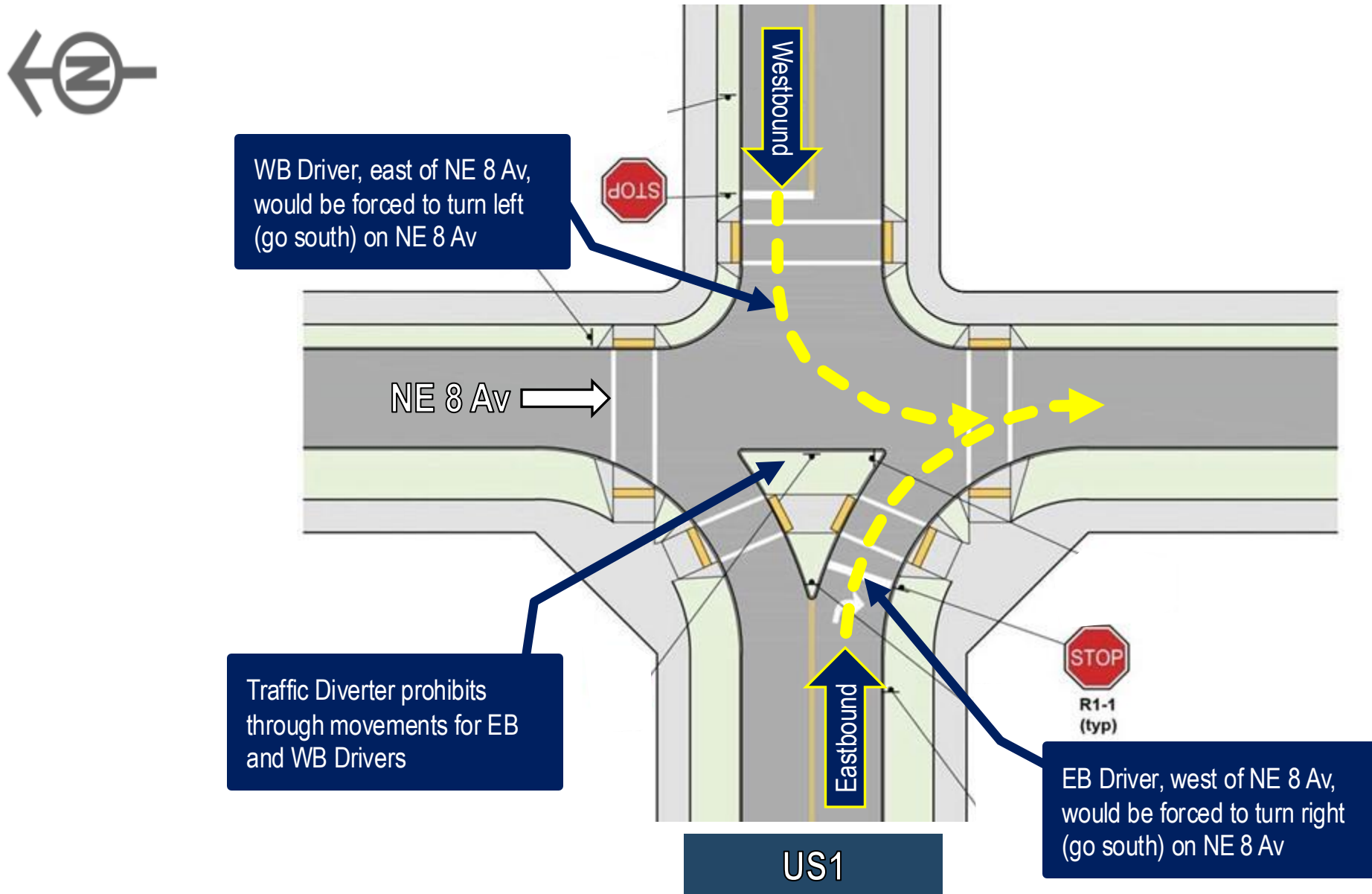
Hallandale Beach Blvd:

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



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# NE 8 Av: Potential Solutions – Traffic Diverters

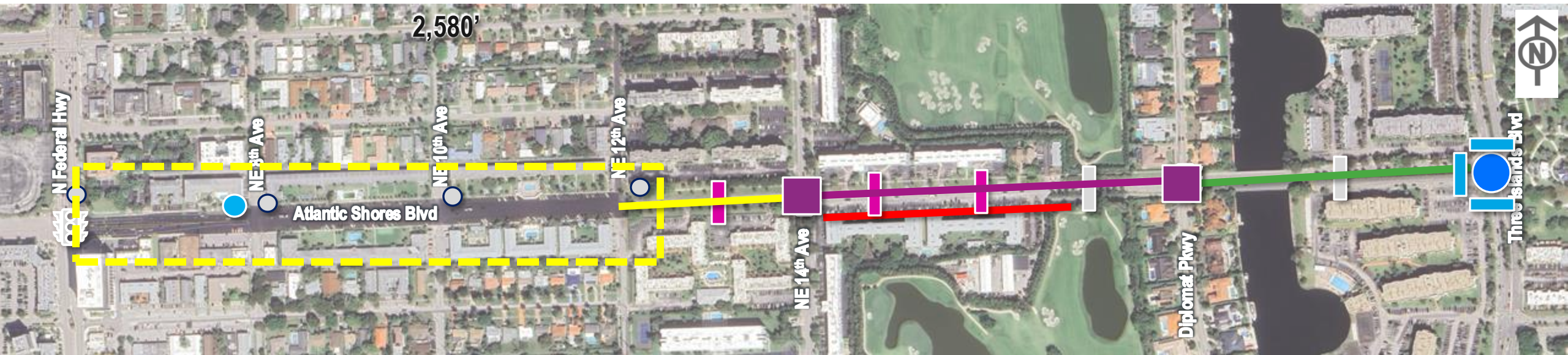


# Atlantic Shores Blvd: East of NE 12 Av - Potential Concept

Existing Conditions

- Bus Stops
- Speed Hump / Raised Crosswalk

Challenge for Atlantic Shores Blvd: Provide Bicycle (and Scooter) facilities, Slow Down Drivers, and Discourage Cut Through Traffic



Separate Options

New Sidewalk

Raised Crosswalks with RRFB

Move Bus Stop

Paint Sharrows

Paint Directional Bike Lanes

- NE 14 Av to Diplomat Parkway

Consider Lane Repurposing

- Diplomat Parkway to Three Islands Blvd
- Repurpose 1 lane in each directions
- Use space for protected bike lanes

Intersection Improvements

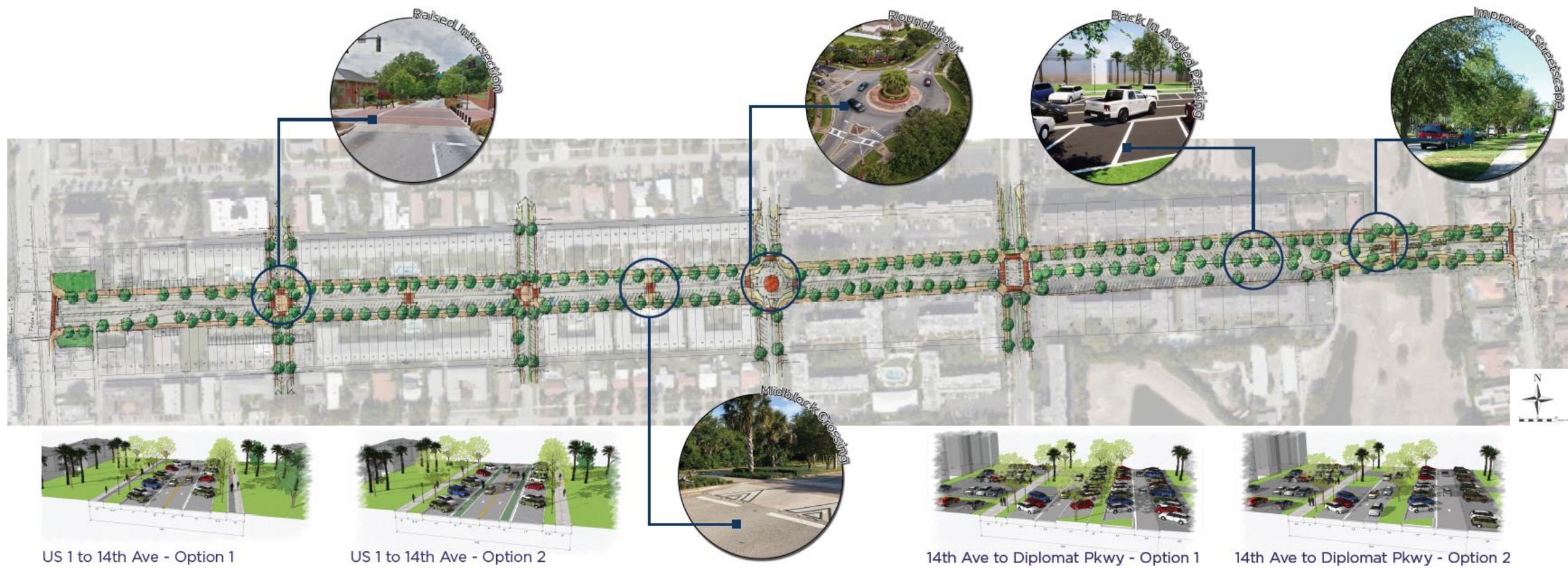
- Curb Extensions to slow turning vehicles
- Repaint faded pavement markings
- Add leading pedestrian interval

Evaluate for Roundabout

- Likely 1-lane roundabout required
- Likely requires Atlantic Shores Blvd and Three Islands Blvd to be narrowed to one lane in each direction on approach to intersection
- Raised crossings provide access to park



# 5 Atlantic Shores Blvd: NE 8 Av to NE 12 Av – Approved Long Term Concept



US 1 to 14th Ave - Option 1

US 1 to 14th Ave - Option 2

14th Ave to Diplomat Pkwy - Option 1

14th Ave to Diplomat Pkwy - Option 2



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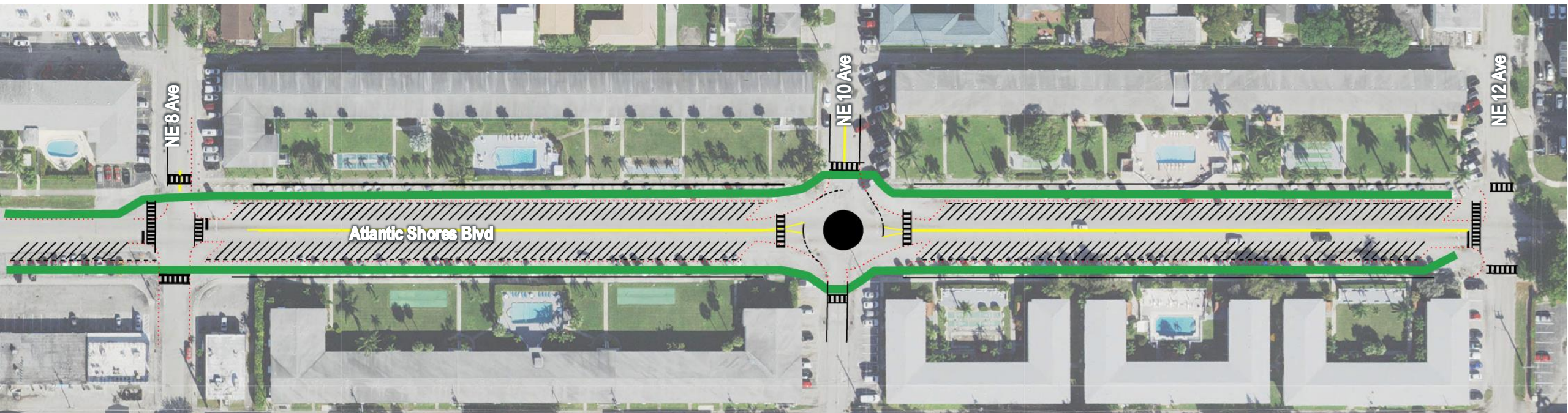
# Atlantic Shores Blvd: NE 8 Av to NE 12 Av - Potential Concept Option 1

## Validate Long Term Concept

### Near Term/Quick Build

- Offers short term testing of proposed long-term concept
- Allows for a **new protected bikeway** and **maintains existing parking at NE 8 Ave**
- Move curb stoops and **create back in angled parking** to test long term recommendations
  - Alternatively, front in angled parking could be maintained
- Use leftover space to **create protected bike lanes**
- **Stripe crosswalks** at major intersections
- Create **quick build roundabout** at **NE 10 Av** using striping and flex-posts

### Quick Build Roundabout Example in Washington DC





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# Atlantic Shores Blvd: NE 8 Av to NE 12 Av - Potential Concept Option 1

## Validate Long Term Concept



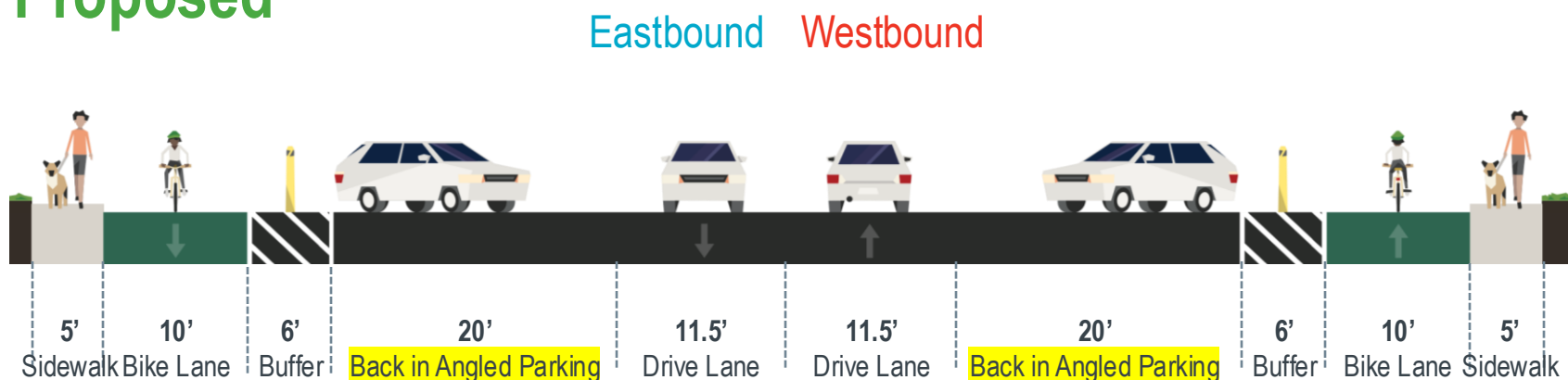
### Why Back-in Angle Parking?

- Studies have shown it's safer and easier than parallel and front-in angle parking
- Visibility is increased for the driver as they leave their parking space
- Eliminates the risk of a driver clipping bicyclists and other motorists while opening their door

## Existing



## Proposed



### Near Term/Quick Build

- Narrow travel lanes and angled parking
- Make parking spaces floating between buffer and drive lane
- Utilize remaining space for walking and biking (10 ft wide bike lane)
  - This space could be painted green to separate it from the street
- Test out reverse angled parking

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# Atlantic Shores Blvd: NE 8 Av to NE 12 Av - Potential Concept Option 2

## “Boulevard”

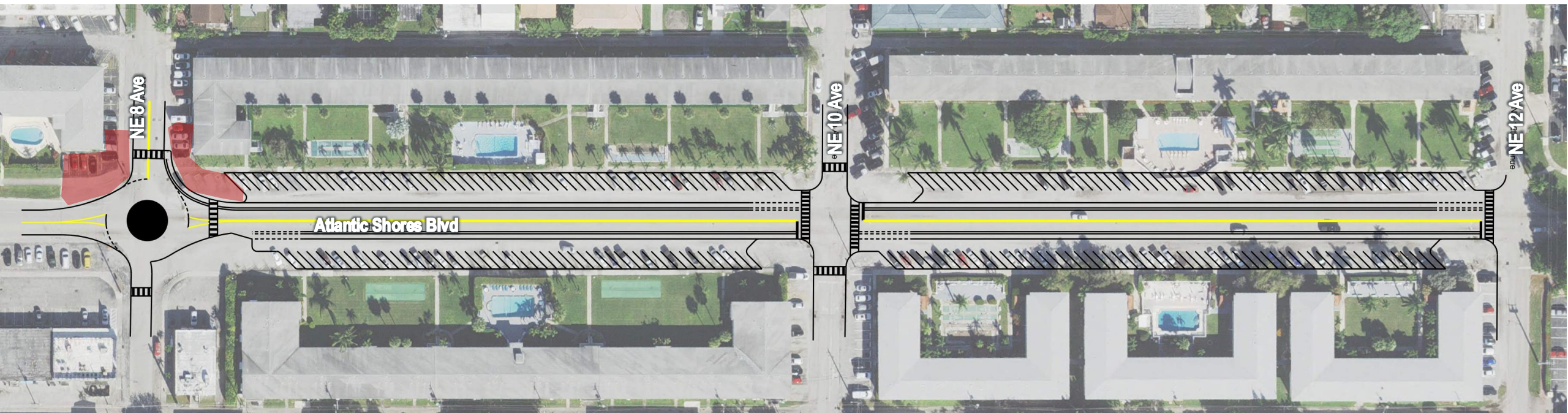
### Near Term/Quick Build

- Allows for a new bike lane and redefines roadway space.
- **Roundabout at NE 8 Av** provides a gateway to the area but **requires removal of parking on NE and NW corners**.
- Restripe drive lanes and **add painted bike lanes** between parking and drive lanes
- **Stripe crosswalks** at major intersections
- Maintains front in angled parking; could also be back in if desired

### Boulevard Treatment in Cathedral City, CA



Relative area of Potential Parking Removal for Roundabout





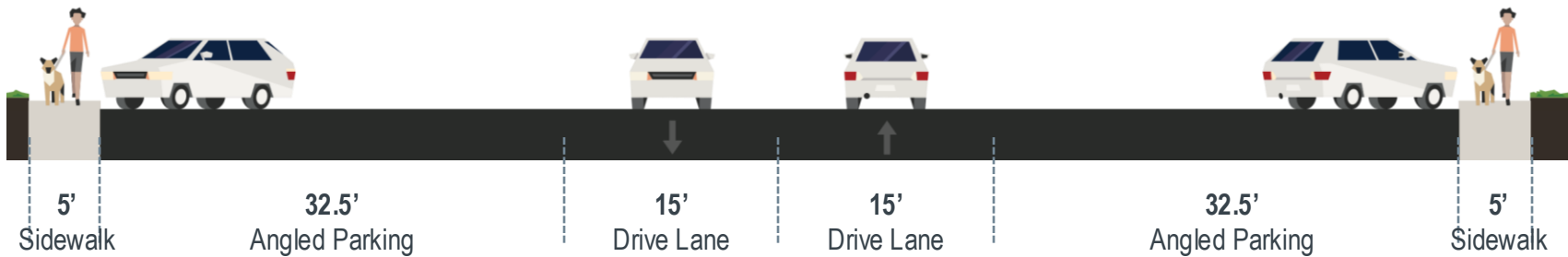
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# Atlantic Shores Blvd: NE 8 Av to NE 12 Av - Potential Concept Option 2

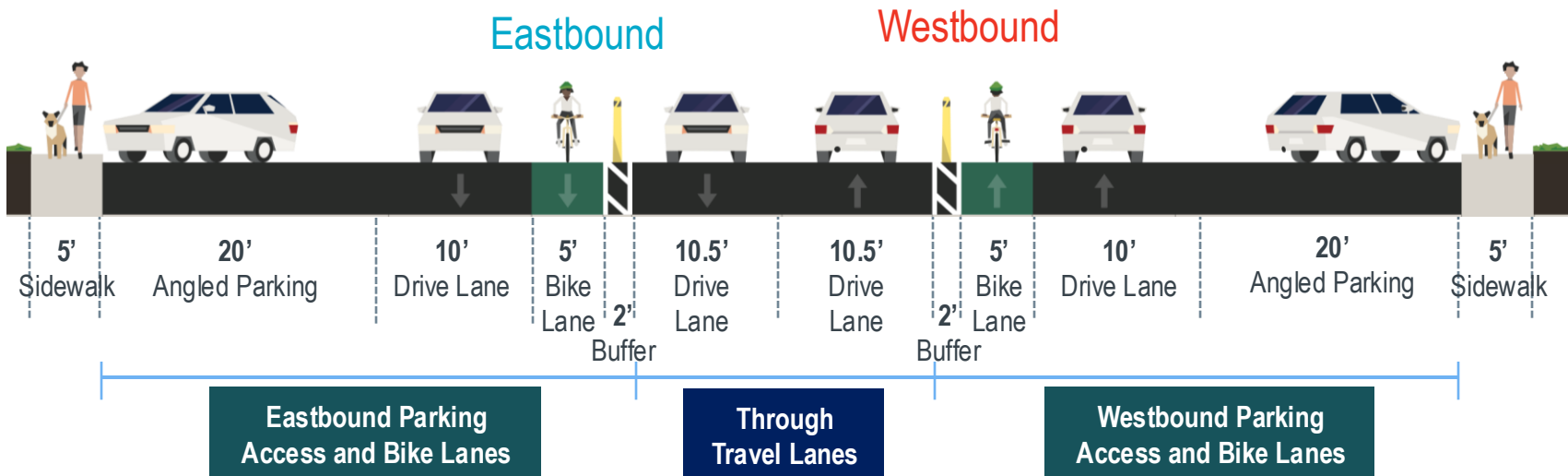
“Boulevard”

NE 8 Av to NE 12 Av

## Existing



## Proposed

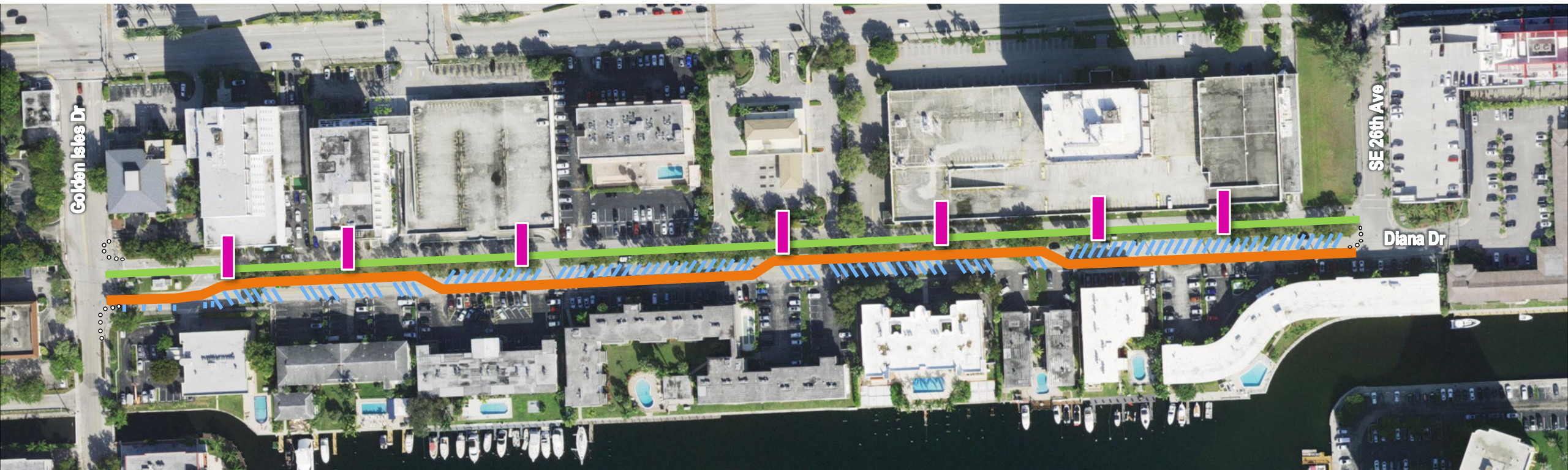


- Near Term/Quick Build**
- Add parking access lanes and bike lanes
  - Narrow through travel lanes and angled parking
  - Parking spaces remain in same location
  - Use buffers with posts to better define lanes

## 6

# Diana Dr: Potential Solutions Option 1 Bike Lanes + Traffic Calming

Challenge for Diana Dr: Provide Pedestrian, Bicycle and Scooter facilities



- Chicanes and flex posts curb extensions slow traffic to create an Eastbound shared street **without losing existing parking access**
- Speed humps and a new bike lane create a traffic calmed westbound street while maintaining driveway access
- ***This option does not include a walking lane or sidewalk***



## Convert Southern Diana Dr to Eastbound Only



- Convert parking to angled parking
- Add sharrows (for EB Bike / Scooter activity)
- Slow traffic with chicanes and flex posts



Flex Posts



## Westbound Bike Lane

- On northern / westbound Diana Dr only



## Speed Humps

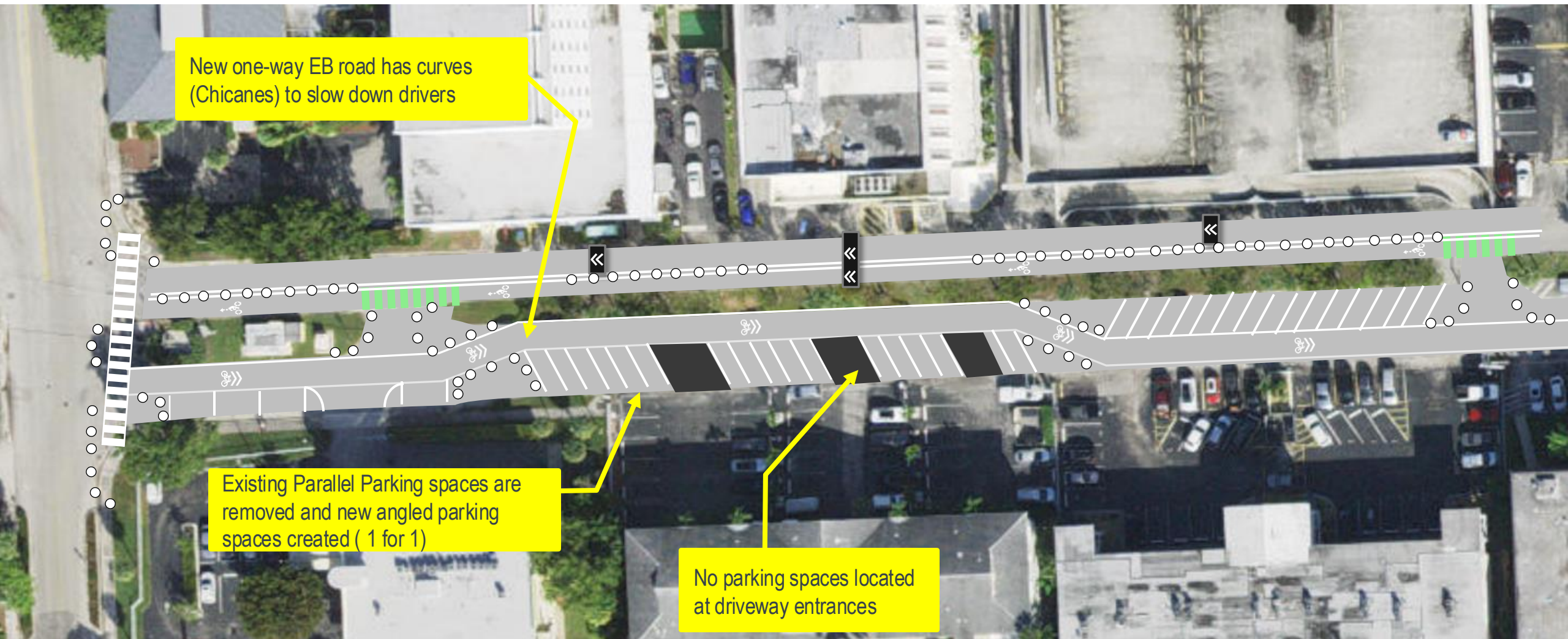
- On northern / westbound Diana Dr only



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# Diana Dr: Potential Solutions Option 1 Bike Lanes + Traffic Calming

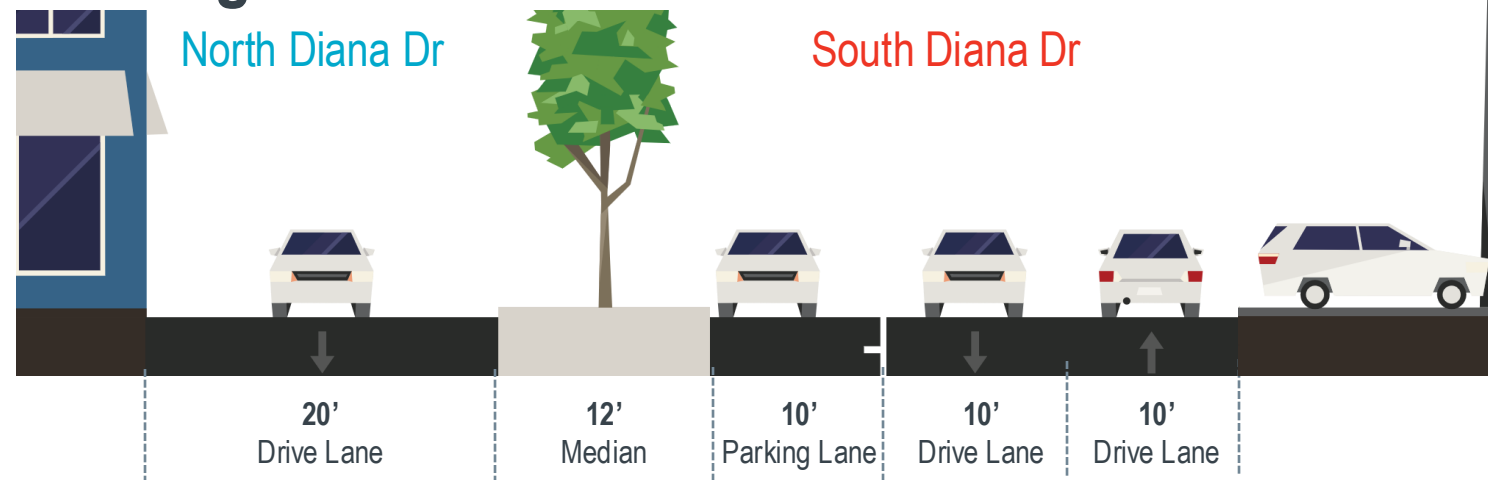
## Detailed View



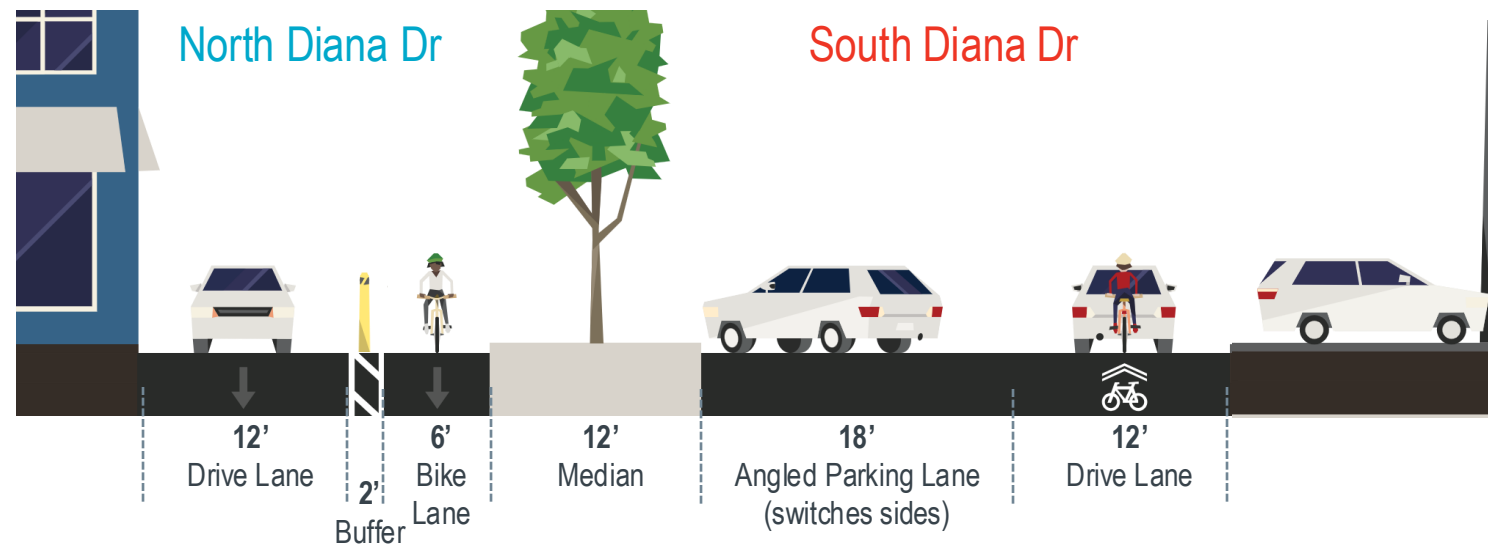
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# Diana Dr: Potential Solutions Option 1 Bike Lanes + Traffic Calming

## Existing



## Proposed



### Near Term/Quick Build

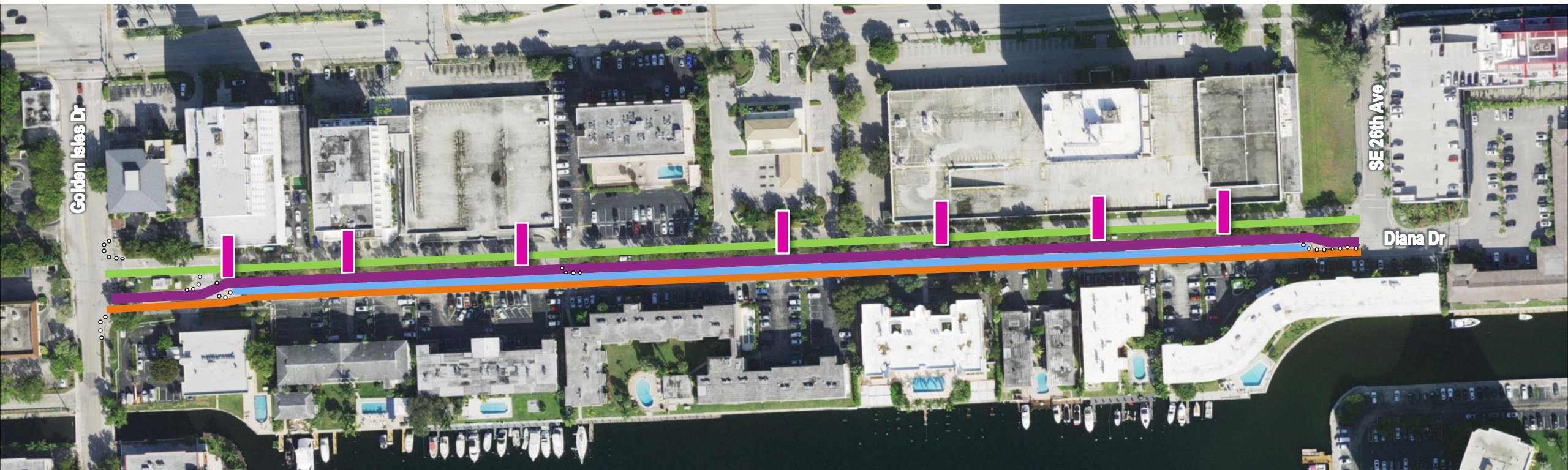
- North Diana Dr: Stripe WB buffered bike lane and add speed humps to calm WB traffic while still accommodating existing back out parking (2200 Bldg)
  - *Note: if additional parking is required, parallel parking could be installed instead of a bike lane and the drive lane could be marked with sharrows*
- South Diana Dr: Convert to Eastbound Only
- South Diana Dr: Create chicanes by alternating angled parking to preserve existing back out parking
- Both roadways: Use flex posts to tighten intersections
- North Diana Dr: Flex posts may be added between westbound bike lane and drive lane where there is no on street parking



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# Diana Dr: Potential Solutions Option 2 Walking & Bike Lane

SW 26<sup>th</sup> Ave to Golden Isles Dr



## Near Term/Quick Build

- Flex posts curb extensions slow traffic at intersections
- A walking and biking lane is added where the parking currently is; designated crossing locations to be defined
- Speed humps and a new bike lane create a traffic calmed westbound street while maintaining driveway access

## Convert Southern Diana Drive to Eastbound Only

- Add sharrows

## Create Walking and Biking Lane with Flex Posts

## Floating Parking Lane

## Westbound Bike Lane

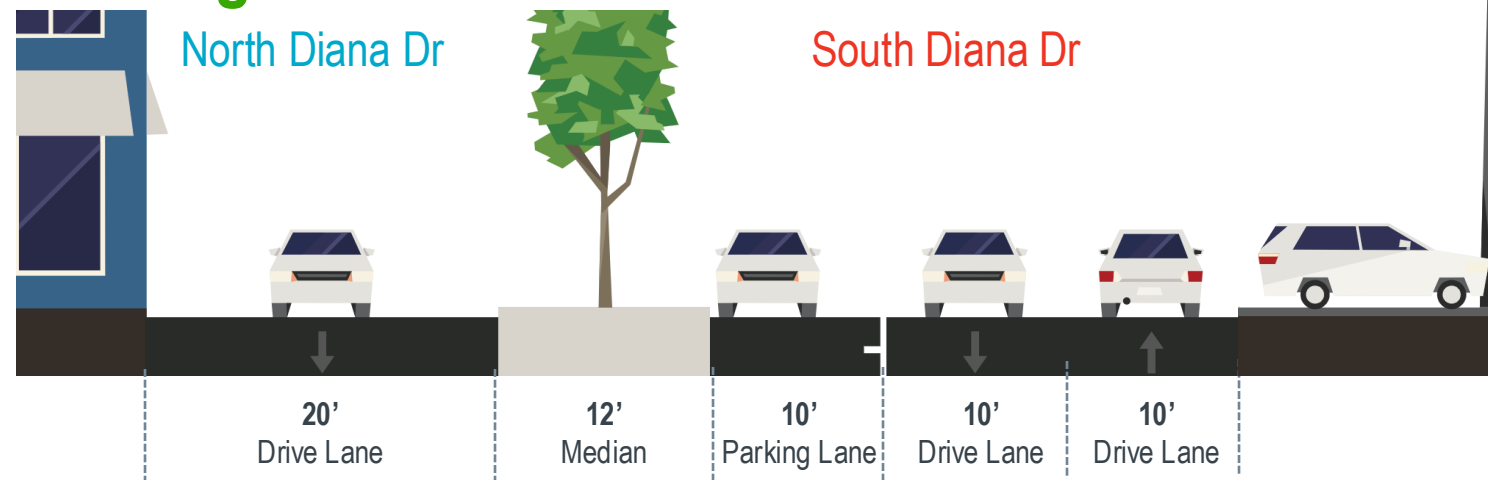
## Speed Humps

## Flex Posts

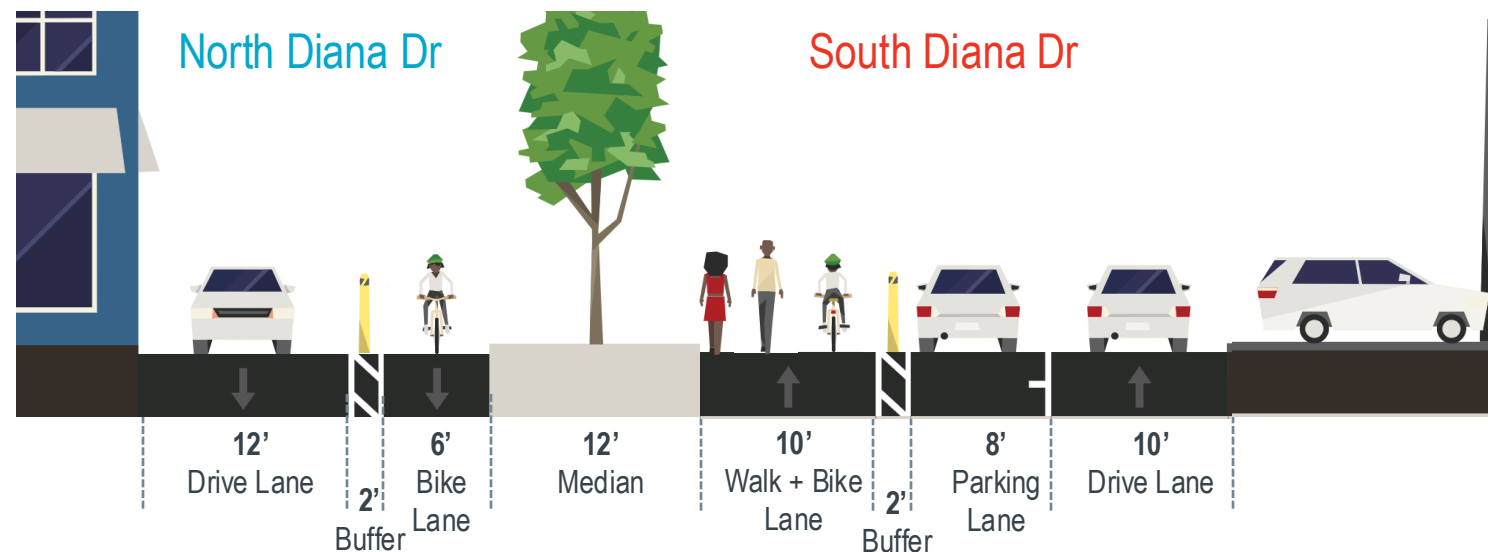
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# Diana Dr: Potential Solutions Option 2 Walking & Bike Lane

## Existing



## Proposed



### Near Term/Quick Build

- North Diana Dr: Stripe WB buffered bike lane and add speed humps to calm WB traffic while still accommodating existing back out parking (2200 Bldg)
  - *Note: if additional parking is required, parallel parking could be installed instead of a bike lane and the drive lane could be marked with sharrow*
- South Diana Dr: Convert to Eastbound Only
- South Diana Dr: Use flex posts to create a walking and biking lane where existing parking lane is
- South Diana Dr: Add floating parking lane outside of walking and biking lane
- Entire roadway: Use flex posts to tighten intersections
- North Diana Dr: Flex posts may be added between WB bike lane and drive lane where there is no on street parking