

## Enhancement Project

## Community Outreach Advisory Team (COAT)

### Meeting #2

**March 4, 2020 | 10:00 am – 12:00 pm**

Cultural Community Center | Room 107  
410 SE 3rd Street, Hallandale Beach FL 33009

The City of Hallandale Beach is conducting an enhancement project along Atlantic Shores Boulevard between SR5/US1 and Diplomat Parkway. This planning process will evaluate needs, develop design alternatives and recommendations, and eventually produce design documents to provide enhancements along this corridor. The Community Outreach Advisory Team (COAT) was established to provide guidance and input, be a champion and advocate, and to help share information with neighbors and community groups about this project.

#### Meeting Goal:

The goal of this meeting was to provide a project overview and recap all the project activities to date for Phase I: Preferred Alternative Development. An important focus was to review in detail the concept alternatives developed for the corridor during the concept development workshop and facilitate a discussion among participants about the design variations to determine a preferred alternative in order for the project to move forward.

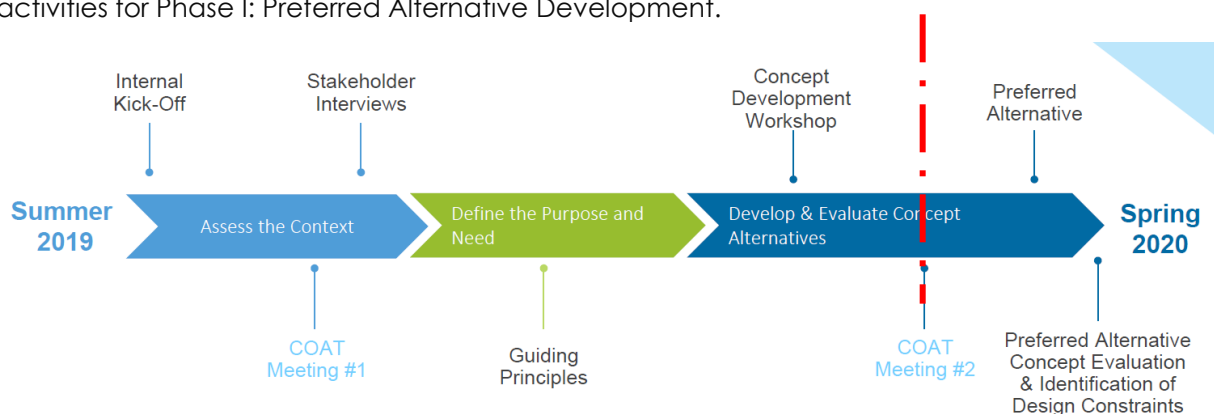
#### Attendees

Please view sign-in sheets attached.

#### Meeting Highlights:

##### Project Timeline







The following graphic illustrates the timing of key project milestones as they relate to engagement activities for Phase I: Preferred Alternative Development.



## Identified Challenges & Needs

*The list below captures the key challenges and needs identified in the study area. The project team arrived to this list through public input, field review and observations, and technical analysis.*



-  /NEED: Improved On-Street Parking Conditions
-  /NEED: Increased Pedestrian Safety and Reduction of Traffic Speeds
-  /NEED: Safer Multimodal Facilities for People Walking and Biking
-  /NEED: Increased Beautification
-  /NEED: Utility Upgrades
-  /NEED: Incorporate Sustainability Elements to Increase Resiliency

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## Guiding Principles



/ **Mind the Gap** – facilitate multimodal connectivity and increased access by addressing the missing infrastructure links along the corridor.



/ **Balance All Users** – Balance driving behavior and traffic speeds with neighborhood livability.



/ **Respect Parking** – Manage existing parking supply – and address the blurred lines between public ROW and private property.







/ **Make a Place** – Design public infrastructure that enhances the quality of the walk and provides a comfortable environment for all users.



**/Plan for Resiliency** – Plan for a sustainable future – incorporating elements that yield long-term value and makes this community more resilient and adaptable to climate change.

## Evaluation Criteria

CATEGORY	PROJECT BENEFITS
 Safety	<ul style="list-style-type: none"> <li>-Street Buffer</li> <li>-Traffic Calming</li> <li>-Accessibility (ADA)</li> </ul>
 Beautification & Access	<ul style="list-style-type: none"> <li>-Streetscape Elements</li> <li>-Parking</li> <li>-Landscaping</li> </ul>
 Multimodal Features	<ul style="list-style-type: none"> <li>-Auto Throughput</li> <li>-Bicycle Comfort</li> <li>-Pedestrian Comfort</li> <li>-Transit Comfort</li> </ul>
 Resiliency	<ul style="list-style-type: none"> <li>-Stormwater Management / Drainage</li> <li>-Incorporation of sustainability elements to adapt to climate change</li> <li>-Mitigation of heat-island effect</li> </ul>

KEY
0 points—does not meet the need
1 point—barely meets the need
2 points—partially meets the need
3 points—mostly meets the need
4 points—fully meets the need

## Atlantic Shores Boulevard Concept Alternatives Summary

Options A1 and A2 – Back-in-Angled Parking



- Back-in angled parking
- 10-12 ft. wide sidewalk / shared use path
- +/- 180 New parking spaces



- Back-in angled parking
- 8 ft. wide sidewalk
- 6 ft. wide green bike lane
- +/- 180 New parking spaces

Options B1 and B2 – Head-in-Parking



- Head-in angled parking on public ROW and in private property (1420 & 1450 Seventeenth Green Apts.)
- 12 ft. wide shared use path on the north side
- +/- 153 New parking spaces



- Head-in angled parking in public ROW
- 90-degree head-in parking on private property – 1420 & 1450 Seventeenth Green Apts. (as existing condition)
- 12 ft. wide shared use path on the north side
- +/- 132 New parking spaces

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## **Group Discussion:**

The COAT members were asked to discuss any final thoughts on the concept alternatives developed by the consultant team and to share their opinions about the selection of a preferred alternative.

The following is a summary of the key themes/topics discussed:

- There was mention about preference for alternative with back-in angled parking and green bike lane from residents at Country Garden Apartments.
- There was inquiry about any changes to the Diplomat Pkwy intersection. No major changes will take place. Changes to the intersection were described.
- It was inquired if the golf cart crossing in the approach to Diplomat Pkwy remained as part of the concept. It was confirmed that golf cart crossing remained as part of the streetscape redesign. It was added that incorporating a flashing beacon activated with a push button would also be a desired feature at this location.
- There was mention of interest from residents from County Garden Apartments to coordinate the replacement of old sewer pipes that connect to the building during the street reconstruction. This is a coordination item to be discussed by the private property representatives and the City once construction details and schedule are flushed.
- There was mention of concerned residents who live adjacent to 12<sup>th</sup> Ave by the proposed roundabout – about potential vehicle headlights shining into ground floor units. It was mentioned that this can be mitigated with landscaping.
- There was an inquiry about the impervious surface percentages provided and whether they applied to all concepts or just one of them. It was clarified that the percentages provided in the presentation refer to alternative A1 as a sample of what could be achieved with the redesign effort.
- There was support for the back-in angled parking alternatives as it relates to parking enforcement, as parking enforcement officers will only be able to enforce by foot from the sidewalk after the street is reconstructed with a narrower configuration to avoid blocking traffic.
- There was mention that from the City's perspective, there's no code provision for back-in angled parking, therefore City staff would have to develop a code amendment and adopt a design standard for back-in angled on-street parking.
- It was inquired whether the proposed streetscape would preclude the ability to incorporate EV charging stations. It was clarified that EV stations can be incorporated into the design.
- It was inquired whether bus stops were taken into account and integrated into the proposed streetscape. It was clarified that bus stops would be integrated into the proposed bulbouts at the bus stop locations.

- There was mention of support for alternative A1 taking into consideration the CRA Art Loop plans. The alternative with the green bike lane would interfere with this vision.
- The green initiatives coordinator shared that a recent study the City commissioned provided maps that reflect the sea level rise risks the City is subject to (70 year outlook). These maps will be shared with the consultant team.
- There was a discussion in relation to the methodology about selecting the preferred alternative. City expressed desire to develop a survey by which the City can gauge from residents which alternative they like best. This would help the City inform their decision and will provide residents with one last opportunity to participate in this process.
- The survey effort would include: online survey platform, hardcopy (paper) survey, posts on social media through City media channels, distribution through email and mail-in (if necessary). Residents will be given the option to bring completed surveys to the City, send through FAX, or even drop at a potential drop-box at the cultural community center.
- The online survey would include link to presentation uploaded on City's website to allow residents access to the PPT file with all the project background.
- In terms of timeline, residents would be given a month to respond to the survey. Potential deadline of May 1<sup>st</sup> was discussed as a date the City would close out the survey and make a final decision about a preferred alternative to move the project forward.
- It was discussed whether it was necessary to have another COAT meeting after survey results were in. It was clarified that a COAT meeting wasn't necessary at that time. The decision about the preferred alternative would be up to City staff at that point – considering the survey responses.
- The consultant team will support the City with the development of the survey to ensure the right questions are asked and a story/background (pros and cons to each alternative) is provided as part of the survey to make sure residents with no involvement to date in the process make an informed decision.
- After a preferred alternative is selected by City staff, the engineering team will develop an updated schedule for the design phase. There was mention that design phase would take up to one year plus permitting. Once the design phase gets initiated, one of the near-term activities is to develop cost estimates. It was added that the City is still figuring out the necessary funding structure for the project.
- It was mentioned that it's still unknown how the City will choose to share the survey results and their preferred alternative selection. A commission meeting presentation at that point seems appropriate but is yet to be determined. COAT meeting #3 will potentially take place after engineering team has initiated design phase (at 30% plans?). This is still to be determined after May 1<sup>st</sup>.

- There was an inquiry from an HOA representative about the ability for residential buildings to apply to façade enhancement grants (paint) through the CRA program. There was mention that their HOA is thinking about this alternative and would like City staff to confirm whether this option would still be available to them after the street reconstruction is completed.
- The final portion of the discussion was focused on the alternatives to be featured on the survey. There are concerns about including the four alternatives (two which are variations of the back-in angled concept, and two are variations of the head-in angled parking concepts that were developed after the public meeting on Jan. 30, 2020). The concerns about including the head-in parking option are related to the fact that residents may default to that option due to lack of background (not participated in previous public meeting) or fear of change or the unknown.
- Participants were asked which alternatives they would like to see included in the survey. The majority voted to include options A2 and B1 (one option with back-in angled parking and option with head-in angled parking) as the two concept alternatives to be featured in the survey.





## Atlantic Shores Boulevard Vision Plan

### COAT Meeting # 2 / Sign-in Sheet

March 4, 2020 / 10:00 am – 12:00

Name	Organization	Email	Phone
Jose Santiago	MARLIN	JSANTIAGO@marlinengineering.com	954 870 5054
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Name	Organization	Email	Phone
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