



Hallandale Beach Community Meeting

Hallandale Beach's 2017 Complete Streets and other Localized Initiatives Program (CSLIP)



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Agenda

- Background Information
 - Mobility Study
 - CSLIP
- NW 3RD Street Expansion and Complete Street Revitalization
- Adaptive Traffic Control System
- Next Steps
- Questions & Feedback

Background Information

The Mobility Plan balances community aspirations within the physical and fiscal constraints of Hallandale Beach. The plan integrates existing bicycle, pedestrian, vehicular, and transit infrastructure to identify and recommend improvements to pedestrian and bicycle infrastructure to develop interconnectivity to public transit. The goals of the Plan are to:

- Preserve and maintain the transportation system in Hallandale Beach
- Promote safe and secure multi-modal transportation
- Support intermodal access and connectivity
- Support economic growth
- Preserve quality of life in Hallandale Beach

Background Information

- Mobility Plan
 - Kicked Off Spring 2016
 - Public Outreach
 - Adoption Fall 2017
 - Recommendations

Bicycle

Pedestrian

Transit

Vehicular



Background Information

Complete Streets and other Localized Initiatives Program (CSLIP)

The MPO's CSLIP provides funding for small local transportation projects which improve the safety and mobility for all transportation users in Broward County.

This competitive grant program can fund projects such as: complete streets projects, traffic calming and intersection improvements, ADA upgrades, mobility hubs, bus shelters, bike racks and technology advancements such as transit signal priority and traffic control devices.

Background Information

Complete Streets and other Localized Initiatives Program (CSLIP)

- Commission Directed Initiative
- Application Requirements
 - Public outreach
 - Governing boards support
 - Local plans or programs that references the project
 - FDOT Cost Estimate Form

Background Information

CSLIP Evaluation Criteria

\$2.0 million cap per application for construction only.

\$500,000 minimum for construction only

- COMPLETE STREETS (e.g., bike lane, sidewalk, transit shelter, etc.)
- SAFETY & SECURITY (e.g., traffic calming, intersection reconfiguration, etc.)
- SUSTAINABILITY INITIATIVES (e.g., Mobility Hub, greenway, etc.)
- TECHNOLOGY ADVANCEMENTS (e.g., ITS, upgraded signalization, etc.)

❖ 23% Connectivity

❖ 23% Mobility

❖ 30% Safety

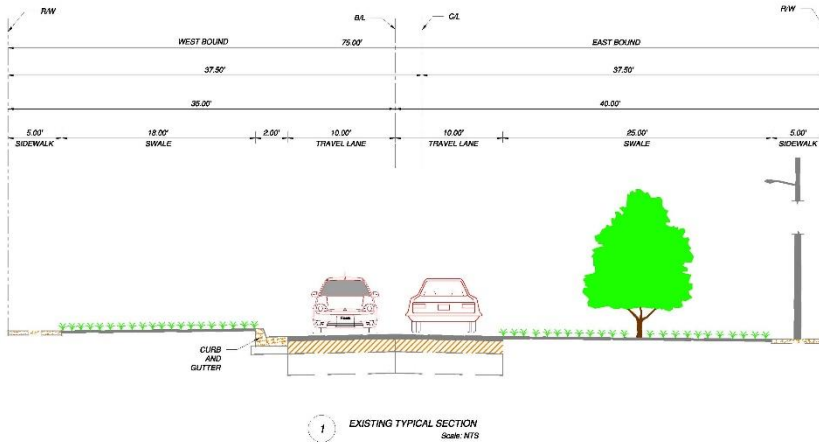
❖ 24% Economic Development

NW 3RD Street Extension & Complete Street Revitalization

- Map of Project Location



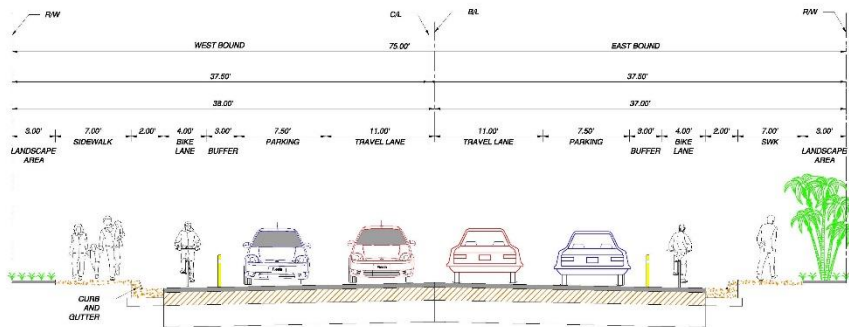
- Before Typical Section



- Showing one lane of traffic in each direction, wide drainage swales, and a 5' sidewalk on the left side only

NW 3RD Street Extension & Complete Street Revitalization

Before Typical Section



2 PROPOSED TYPICAL SECTION
Scale: NTS

NOTE:

THE 3-FOOT LANDSCAPE AREA WILL NOT BE FEASIBLE IN ALL AREAS DUE TO RIGHT OF WAY CONSTRAINTS.



- Showing one lane of traffic in each direction, on-street parking on both sides, buffered bike lanes on both sides, wider sidewalks on both sides.

NW 3RD Street Extension & Complete Street Revitalization

- Starting limits: NW 8th Ave



- Showing midblock pedestrian crossing to connect with existing community

NW 3RD Street Extension & Complete Street Revitalization

- Public Works Compound : NW 5TH Terrace



- Showing Loading Zone for public works entrance and a mini round-about for improved intersection safety

NW 3RD Street Extension & Complete Street Revitalization

- NW 5TH Ave | NW 4TH Ave | NW 3RD Ave



- Showing buffered bike lanes, on-street parking, wider sidewalks, added landscaping, and Ped crossing

NW 3RD Street Extension & Complete Street Revitalization

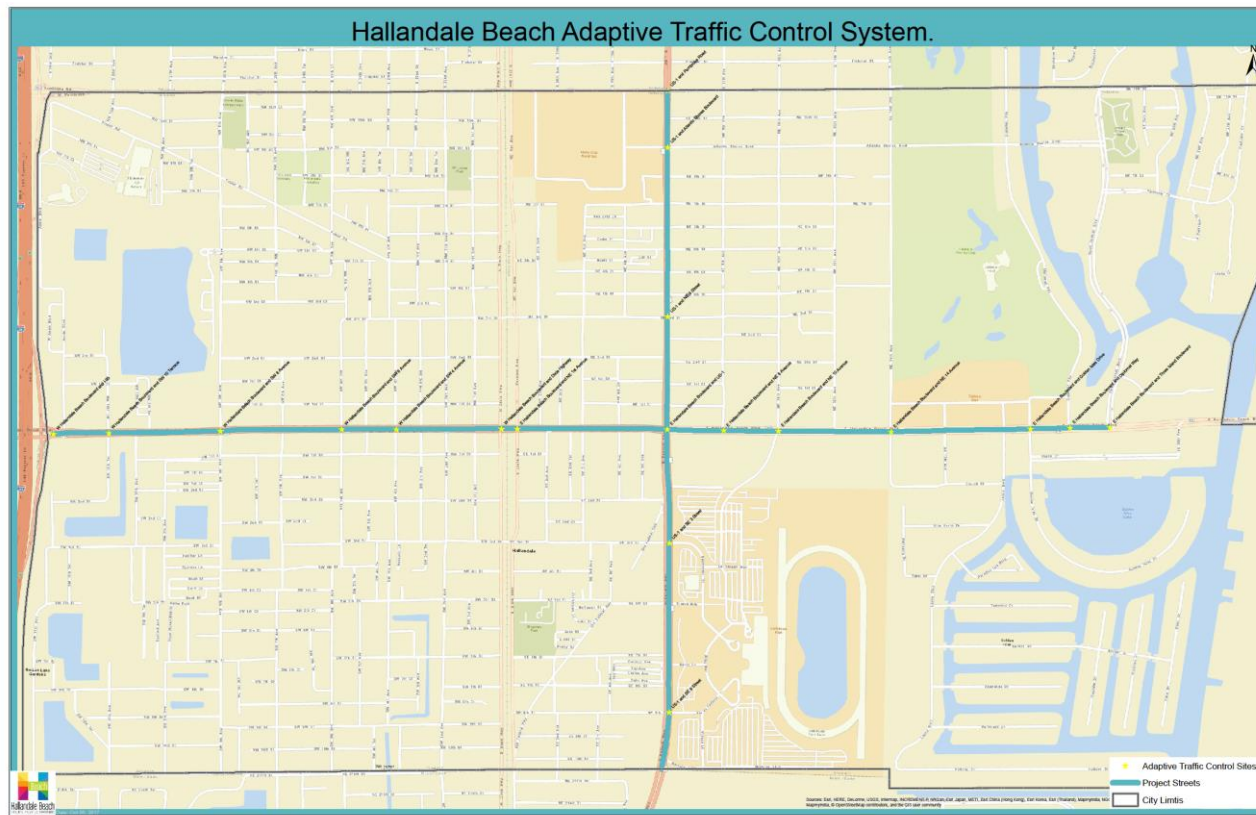
- NW 2ND Ave | NW 1ST Ave | Old Dixie Hwy [end limits]



- Showing raised intersection (possibly 4-way stop), railroad crossing warning, no private driveway eliminations

Adaptive Traffic Control System Hallandale Beach Boulevard & South Federal Highway

- Map of Project Location



Adaptive Traffic Control System Hallandale Beach Blvd & US-1

- ATCS is a traffic management strategy in which traffic signal timing changes, or adapts, based on actual traffic demand. This is accomplished using an adaptive traffic control system consisting of both hardware and software.



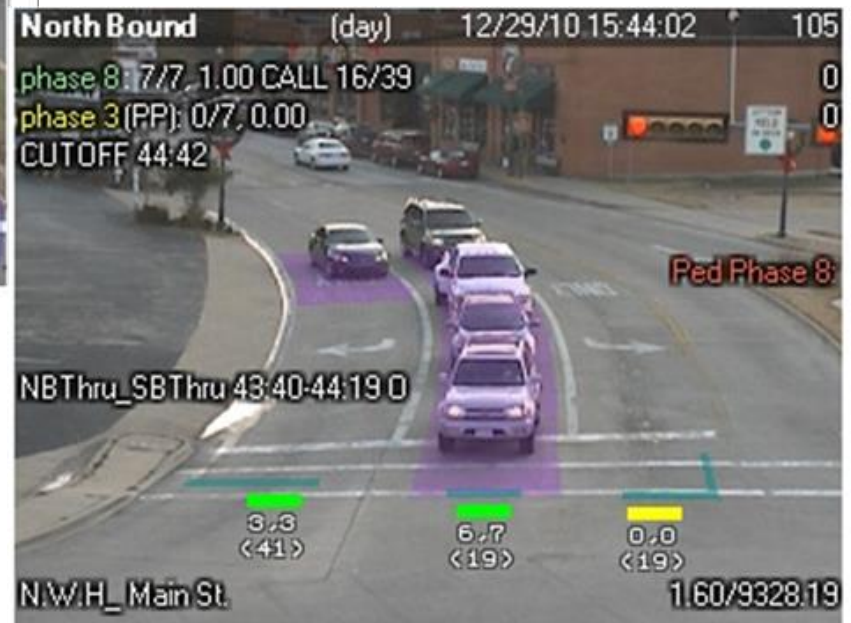
Adaptive Traffic Control System

Hallandale Beach Blvd & US-1

- ATCS optimizes signal timing for arterials, side streets, and pedestrians through real-time automated adaptive traffic control. Solutions are designed to reduce motorist travel time, delays, and stops while maximizing the use of available roadway capacity.
- ATCS also decreases fuel consumption and reduces idle times which reduces emissions.



Adaptive Traffic Control System Hallandale Beach Blvd & US-1



Adaptive Traffic Control System Hallandale Beach Blvd & US-1



Next Steps

- ❖ Finalize FDOT Cost Estimate Form
- ❖ Hallandale Beach City Commission Meeting November 1, 2017
- ❖ Attain supporting Resolutions and Letters of Support (FDOT & BCTED)
- ❖ 2017/2018 CSLIP Applications will be due November 15, 2017, at 5:00 p.m.

Questions?



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