



Hallandale Beach
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400 South Federal Hwy
Hallandale Beach, FL 33009

City of Hallandale Beach City Commission Agenda Cover Memo

Meeting Date:	November 1, 2017		Item Type: <i>(Enter X in box)</i>	Resolution X	Ordinance	Other
Fiscal Impact: <i>(Enter X in box)</i>	Yes	No	Ordinance Reading: <i>(Enter X in box)</i>	1st Reading		2nd Reading
	X Grant		Public Hearing: <i>(Enter X in box)</i>	Yes	No	Yes
				X		
Funding Source:				Yes		No
Account Balance:			Quasi Judicial: <i>(Enter X in box)</i>	Yes		No
						X
Project Number :	N/A		RFP/RFQ/Bid Number:	N/A		
Contract/P.O. Required: <i>(Enter X in box)</i>	Yes	No	Strategic Plan Priority Area: <i>(Enter X in box)</i>			
		X	Safety <input type="checkbox"/> Quality <input type="checkbox"/> Vibrant Appeal <input type="checkbox"/>			
Sponsor Name:	Roger M. Carlton, City Manager		Department: Keven Klopp, Development Services Director			

Short Title:

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF HALLANDALE BEACH, FLORIDA, ENDORSING THE CITY OF HALLANDALE BEACH APPLICATION TO THE BROWARD METROPOLITAN PLANNING ORGANIZATION SEEKING GRANT FUNDING UNDER THE COMPLETE STREETS AND OTHER LOCALIZED INITIATIVES PROGRAM FOR THE N.W. 3RD STREET COMPLETE STREET EXTENSION AND REVITALIZATION PROJECT; AUTHORIZING THE CITY MANAGER TO EXECUTE ALL NECESSARY DOCUMENTS TO SUBMIT APPLICATIONS AND IMPLEMENT IF AWARDED; AND PROVIDING FOR AN EFFECTIVE DATE.

Staff Summary:

Background:

The MPO's Complete Streets and other Localized Initiatives Grant Program (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 (but not limited to): 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.

The Broward MPO understands the importance of creating a transportation system that addresses the needs of all users of the road, including the needs of people who walk, bike, drive and take transit. Health, safety and economic development benefits have been directly attributed to roads planned, designed, and operated for all users. To ensure that this is firmly embedded into their transportation planning process, the Broward MPO developed the Complete Streets Initiative. This program, guided by the Complete Streets Advisory Committee (CSAC), with the main intent to provide the necessary tools to local governments in implementing Complete Streets in their respective communities. The Complete Streets Initiative also serves as a platform to move forward active transportation projects identified in the MPO's plans, initiatives and studies from the planning to design and ultimately to construction through the Broward MPO's Mobility program.

A complete street is a street where the entire right of way is planned, designed, and operated for all modes of transportation and all users regardless of age or ability. Pedestrians, bicyclists, transit riders, and motorists of all ages and abilities must be able to safely move along and across a complete street. Complete streets make it easy to cross the street, walk to shops, catch the bus, and bike to work.

The City is completing two (2) separate applications for CSLIP funding. The first is a complete street revitalization and expansion project on NW 3rd Street from Dixie Highway west to NW 8 Avenue. This project addresses deficiencies in the existing roadway segment from Dixie Highway to NW 6 Avenue, and uses existing vacant Right of Way (ROW) from NW 6 Avenue to NW 8 Avenue to provide extend the roadway two blocks west to NW 8th Avenue, creating parallel reliever for Hallandale Beach Boulevard and Pembroke Road. NW 3rd Street can be characterized as a slum and blighted corridor with a lack of formalized on-street parking and gaps in the existing narrow sidewalk network. The road currently dead-ends at the Public Works Compound where illegal dumping is

common, and pedestrians continue to use the ROW as a shortcut to various destinations. The proposed project would implement formalized parallel on-street parking, maintain one (1) continuous travel lane in each direction, address all American with Disabilities Act (ADA) deficiencies, provide buffered bicycle lanes, install curb and gutter drainage, increase landscape opportunities, and result in a continuous 7-foot wide sidewalk network from U.S. 1 to NW 8 Avenue.

The Second CSLIP application would upgrade the current traffic signal technology along Hallandale Beach Boulevard and South Federal Highway (US-1) to use an Adaptive Traffic Control System (ATCS). 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. 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. Hallandale Beach Boulevard and US-1 currently benefit from the Florida Department of Transportation District 4 (FDOT)'s Active Arterial Management (AAM) program which uses Transportation System Management and Operation (TSM&O). TSM&O is a performance driven approach for solving congestion and traffic problems in which Intelligent Transportation Systems (ITS), signal system control and other management and operational strategies are used to locate and correct the causes of congestion in real-time. The objective of the TSM&O program is to improve the efficiency of the existing transportation network through performance monitoring, active arterial management, integrating freeway management with arterial management and incident management on arterials and freeways. While AAM is significantly better at reducing traffic congestion compared to corridors without it, ATCS offers greatly increased advantages to the City.

Why Action is Necessary:

The 2017/2018 CSLIP applications are due November 15, 2017 at 5:00pm. The CSLIP is the MPO new program to fund qualifying non-regionally significant projects and will use both federal and state funds. As a result the MPO has adopted policies and criteria that each application must adhere to in-order to be considered. As part of it application, the City must upload a resolution from the governing board clearly stating project approval; project approval from owner of right-of-way where the project is proposed approving the project (applicable only if applicant does not have ownership or property rights); and commitment to fund the project's operation and maintenance (O&M) cost.

Under FDOT policy, in scenarios where sidewalk already exists, the applicant must commit to fund that portion of the project that widens and reconfigures existing sidewalk. Thus, the resolution for the NW 3rd Street Complete Street Extension and Revitalization requires a commitment from the City to fund the sidewalk work within the existing ROW on the north and south sides of the road between Dixie Highway and NW 5th Terrace; the City must also commit to fund the landscaping, all roadway maintenance, installation of street lights, and any other portion of the project construction costs that exceeds two (2) million dollars. If the grant is awarded, the State's funding will become available in three to five years; the City will be required to program its matching funds in the same timeframe. The estimated cost of construction is \$1,691,320. The City's required match as described above is estimated to be \$350,000 assuming FPL street lights are utilized and paid for over time.

ATCS on Hallandale Beach Boulevard and US-1 will require a commitment to fund the operations and maintenance of 19 signalized intersections at the following locations:

1. Hallandale Beach Boulevard and I-95
2. Hallandale Beach Boulevard and SW 10th Terrace
3. Hallandale Beach Boulevard and SW 8th Avenue
4. Hallandale Beach Boulevard and SW 6th Avenue
5. Hallandale Beach Boulevard and SW 4th Avenue
6. Hallandale Beach Boulevard and Dixie Highway
7. Hallandale Beach Boulevard and NE 1st Avenue
8. Hallandale Beach Boulevard and US-1
9. Hallandale Beach Boulevard and NE 8th Avenue
10. Hallandale Beach Boulevard and NE 10th Avenue
11. Hallandale Beach Boulevard and NE 14th Avenue
12. Hallandale Beach Boulevard and Golden Isles Drive
13. Hallandale Beach Boulevard and Diplomat Way
14. Hallandale Beach Boulevard and Three Island Boulevard
15. US-1 and SE 3rd Street
16. US-1 and SE 9th Street
17. US-1 and NE 3rd Street
18. US-1 and Atlantic Shores Boulevard
19. US-1 and Pembroke Road

The cost of installation for the adaptive signals project is estimated to be \$1,140,000. A commitment is required of the City to fund any construction cost in excess of two (2) million dollars. The City is committed to funding the excess operations and maintenance cost, which is estimated at \$24,000 annually. The City has received a letter of support from the Florida Department of Transportation District 6 for the grant (Exhibit 5). If

awarded, the funding will be administered by the Broward MPO, and the project will be implemented by FDOT D6 within its Right of Way. The City will be committed to budgeting annually for the operations and maintenance cost for the adaptive signal system.

Proposed Action:

Staff recommends the Mayor and City Commission adopt the resolution by which the City endorses the NW 3rd Street Extension and Complete Street Revitalization and the Adaptive Control Traffic System on Hallandale Beach Blvd and US-1 Project grant applications in order to receive funding from the Broward Metropolitan Planning Organization's Complete Streets and other Localized Initiatives Program (CSLIP), agrees to have the Florida Department of Transportation (FDOT) fully administer the design and construction phases of the project and deliver the projects on the city's behalf, and commits to maintain the roadways and signal systems after the projects are completed.

Attachment(s):

Exhibit 1 – Resolution
Exhibit 2 – HB CSLIP Presentation
Exhibit 3 – NW 3rd Street Extension Cost Estimate
Exhibit 4 - Adaptive Traffic Control System Cost Estimate
Exhibit 5 – Letter of Support from FDOT District 6 for Adaptive Signals Project

Prepared By:

Eric L. Houston

Eric L. Houston, AICP LEED Green Associate
Transportation and Mobility Planner

Reviewed and Approved By:

Keven Klopp

Keven Klopp
Director of Development Services

10/27/17

Date