3.0 TRANSPORTATION ELEMENT

3.1 Introduction

The City of Hallandale Beach adopted a Traffic Circulation Element in accordance with the requirements of Chapter 16.3177 (6)(b) F.S. and Rule 9J-5.007 F.A.C. requirements in May of 1989. Because of the City's size and population, the City was not required to prepare a Mass Transit Element or a Ports, Aviation and Related Facilities Element. In 1993, the Florida Legislature amended Chapter 163 F.S. to require each local government within the urbanized area of a Metropolitan Planning Organization (MPO) to prepare a Transportation Element which would replace the Traffic Circulation Element, Mass Transit Element and Ports, Aviation and Related Facilities Element. The purpose of the Transportation Element is to plan for a multi-modal transportation system that places more emphasis on public transportation systems.

3.2 Description of Existing Transportation System

This portion of the Element examines the facilities that serve vehicular and non-vehicular traffic within the City of Hallandale Beach planning area. The transportation system is a critical component of society, playing a role in all facets of life, having economic implications, and of recreational value.

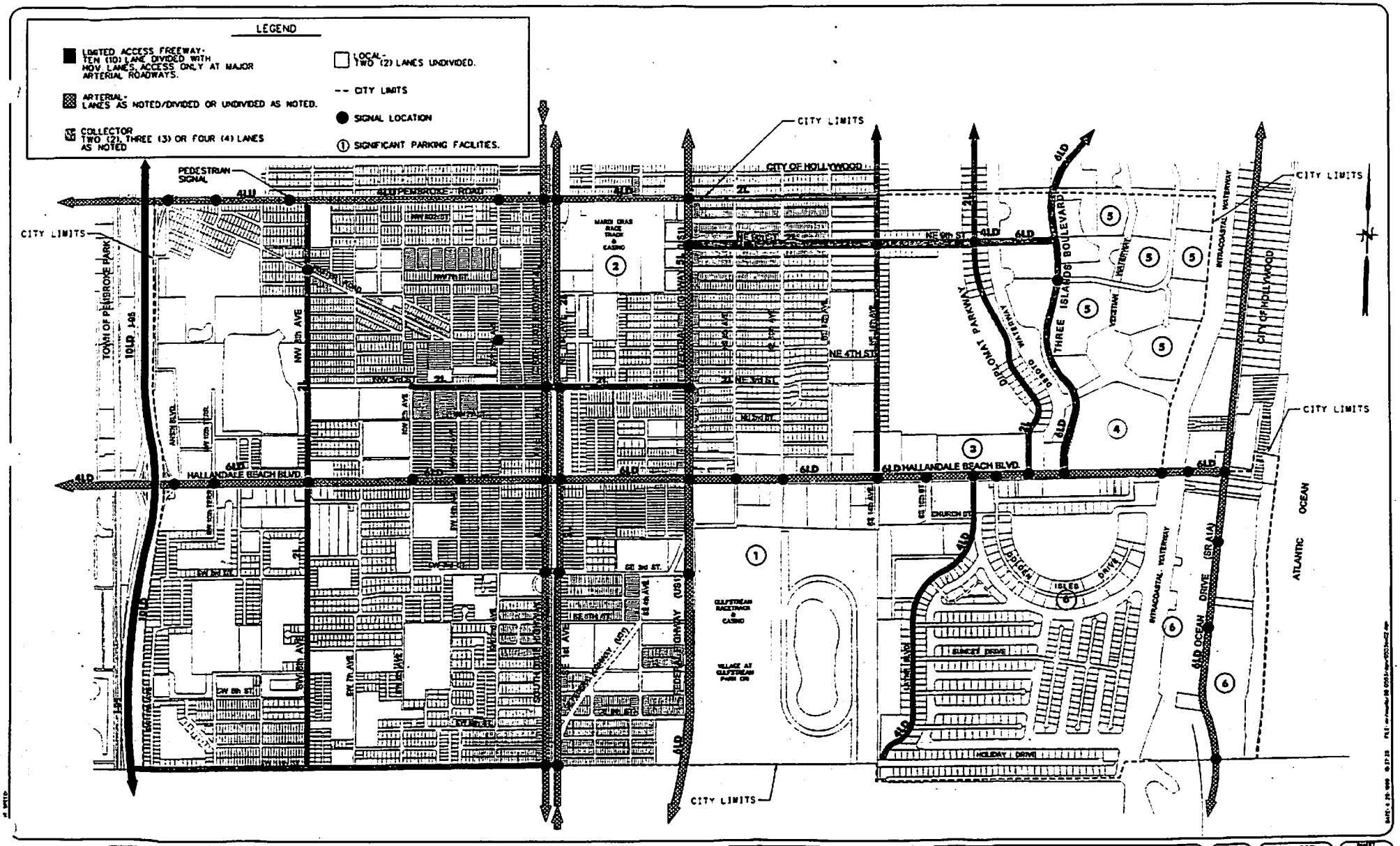
The transportation system has two basic components. One is the internal access and circulation of the City's residential neighborhoods and other areas. The other is the external component that serves as the link to other communities. The first, or internal component forms part of the Florida Intrastate Highway System (FIHS), State of Florida or Broward County Traffic Circulation Network.

The Broward County transportation planning process is carried out by the Metropolitan Planning Organization (MPO), whose charge is to master plan and coordinate roadways, mass transit and other transportation systems on a countywide basis. The MPO is a federally mandated planning body responsible for transportation planning in the Broward County urbanized area. The MPO formally provides representation of Cities in the County, the South Florida Regional Transportation Authority, the Broward County School Board and the Broward County Board of County Commissioners and as of 2008 has 19 voting members. The Broward County MPO participates with other MPO's in the State-wide MPO Advisory Council.

Roadway System

Figure T.1 graphically illustrates the existing transportation road system. Within the City of Hallandale Beach, the following roadways are classified as follows:

Figure T.1 – Existing Roadway System



Designed MJM	MICHAEL MILLER PLANNING ASSOCIATES, INC.	PREPARED FOR CITY OF HALLANDALE BEACH	FIGURE T.1 EXISTING ROADWAY SYSTEM
Drawn DRW	7522 Wiles Rd. Suite B-825 Coral Springs, Florida 33067 Tel. (954) 757-9503 Fax (954) 757-7089		
Checked MJM			

SCALE	PROJECT NUMBER	SHEET NUMBER
1"=600'	98-0503	1 / 1

Limited Access Facilities

Interstate 95 (I-95)

Arterial Roads

North/South

Dixie Highway
Federal Highway (US 1)
Ocean Drive (SR A1A)

East/West

Pembroke Road (SR 824)
Hallandale Beach Boulevard (SR 858)

Collector Roads

NE 9TH Street (Atlantic Shores Blvd.)
SW 11th Street – Dixie Highway to I-95
NW / SW 8th Avenue
NE / SE 1st Avenue
NE 14th Avenue – north of Hallandale Bch. Blvd.
Foster Road
Hibiscus Street (SE 2nd Street) – US 1 to NE 14th Ave.
Three Islands Boulevard
Diplomat Parkway
NW / NE 3rd Street – NW 6th Ave. to US 1
SE 3rd Street – SE 1st Ave. to US 1
SE 5th Street – SE 1st Ave. to US 1
SE 7th Street – SE 1st Ave. to US 1
SE 9th Street – SE 1st Ave. to US 1

Local Roads

All other City public roads

Significant Parking Facilities

The City has several developments or areas that have significant parking facilities. The City's definition of significant includes available spaces of 500 or more. (Numbers correspond to locations depicted on Figure T.1)

1. Gulfstream Race Track and Casino / Village at Gulfstream Park DRI – approximately 6,700 parking spaces for the Race Track, casino and Phase I development area. This development is located at the SE corner of Hallandale Beach Boulevard and Federal Highway. This is a regional attraction for horse racing. In 2007 a DRI was approved on a portion of the site for a large-scale mixed-use development integrated with the Race Track and casino. The overall site encompasses approximately 200 acres.

2. Mardi Gras Racetrack and Casino – approximately 3,300 parking spaces located south of Pembroke Road, between NE 1ST Avenue and Federal Highway. This is a regional attraction for greyhound dog racing and a casino was added in 2007. The facility encompasses approximately 38 acres.

3. Diplomat Mall / DUO Condominiums – approximately 2,400 parking spaces. The Diplomat Mall / DUO is located on the north side of Hallandale Beach Boulevard, generally between Diplomat Parkway and NE 14th Avenue. The Diplomat Mall consists of approximately 331,900 square feet of retail space and provides retail shopping opportunities for residents of the City and neighboring communities. The DUO condominium located at the north edge of the site contains 398 high-rise dwelling units.

4. Seawalk Pointe Shopping Center – approximately 1,035 parking spaces. The Seawalk Pointe Shopping Center is located on the north side of Hallandale Beach Boulevard immediately west of the Intracoastal Waterway. This shopping center consists approximately 147,200 square feet of retail space, and provides retail shopping opportunities for residents of the City and neighboring communities.

5. Diplomat / Three Islands Planning District – this area, located north of Hallandale Beach Boulevard between NE 14th Avenue and the Intracoastal Waterway consists of many high intensity multi-family developments located primarily in the Three Islands residential developments. Too numerous to mention individually, it is estimated that this area contains 4,529 dwelling units with densities as high as forty five (45) dwelling units per acre. Many of the highest intensity developments are served by surface parking lots. An estimate of parking for this are, based upon 2 spaces per unit results in an estimated parking total of 9,058 parking spaces. Located immediately north of the Diplomat Mall and Seawalk Pointe Shopping Center, this area is well served by the existing public transit system

6. Golden Isles / A1A Planning District – this area is located generally east of NE 14th Avenue, south of Hallandale Beach Boulevard and along SR A1A from the Miami-Dade County Line to Hallandale Beach Boulevard. This area is among the most high density developed areas in Broward County. With densities averaging as high as between 89 – 200 DUA, this area consists primarily of multistory high density multi-family development located along SR A1A and

Golden Isles Drive. It is estimated that the Golden Isles / A1A Planning District consists of approximately 8,448 dwelling units. Using an estimate of 2 parking spaces per unit results in a total estimate of approximately 16, 896 parking spaces. Many developments in the area are served by parking garages with others being served by surface parking or a combination of both. This area is well served by the existing public transit system.

Public Transit System

Figures T.2 (A, B & C) depict the existing Public Transit System. Information was obtained from the Broward County Community Services Department Mass Transit Division, the Miami-Dade County Transit Division and the City's transit staff.

The western portion of the City (I-95 to NE 14th Avenue) is a community of fairly low to medium overall density of development, while eastern portion of the City (east of NE 14th Avenue) consists of significantly higher densities, particularly located among major arterial roadways or clustered at other locations in the coastal area. The City exhibits lower than average income levels and higher than average age characteristics. The dense housing concentrations located in the eastern portions of the City is well served by existing bus service to all areas.

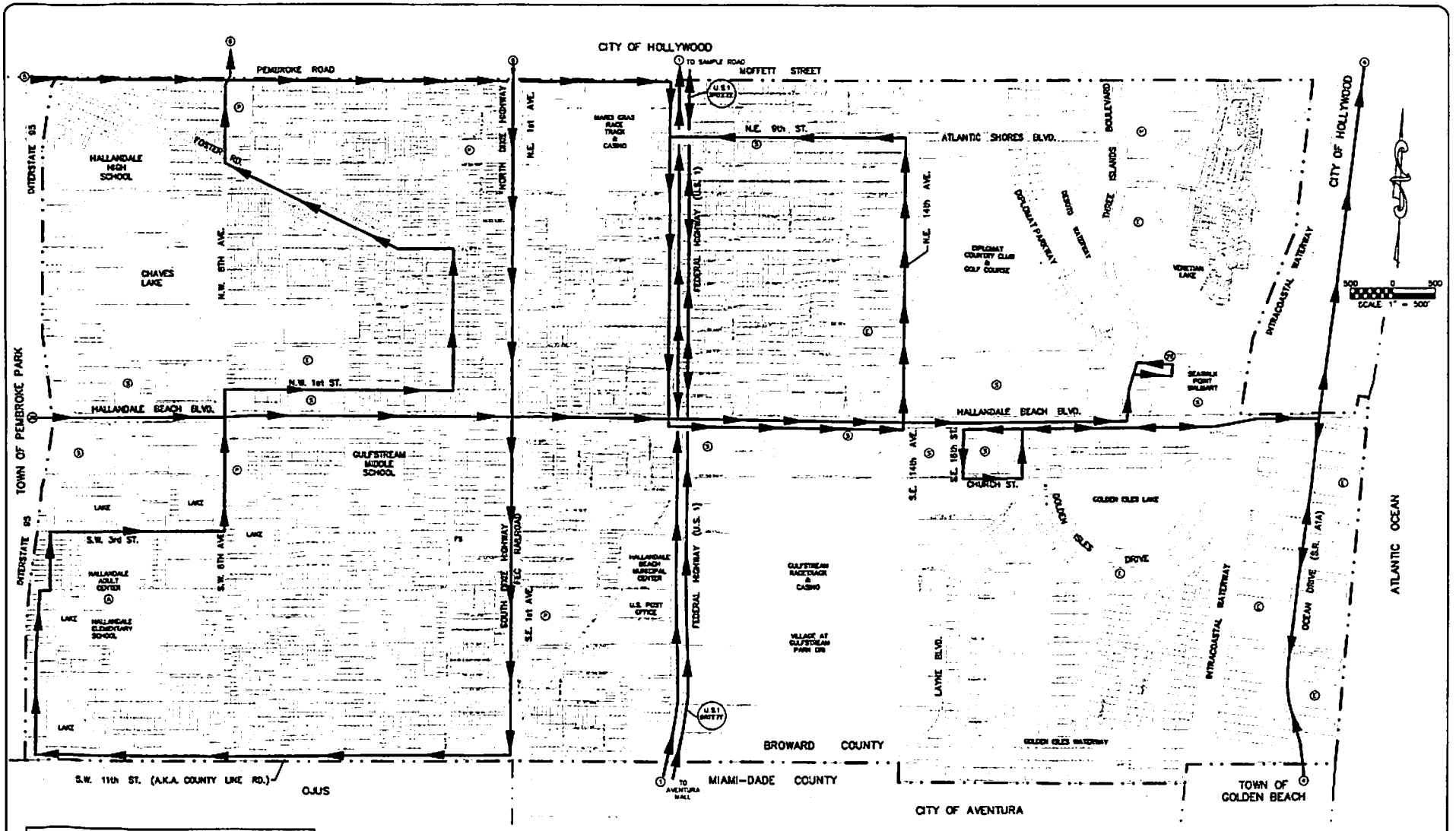
Public Transit Terminals and Transfer Stations

No public transit terminals or transfer stations exist within Hallandale according to the Broward County Transportation Element. Periodic bus stops are located along the bus routes within the City limits. Six (6) Broward County bus routes provide service within the City (US 1 Breeze, 1, 4, 5, 6, and 28). Miami-Dade County also operates two (2) bus routes (3 and K) which connect to Broward routes at the Diplomat Mall. Both systems operate open door and honor transfers from each other. In addition to the bus service provided by Broward and Miami-Dade Counties, the City also provides a local bus services for City residents. The City's local bus system consists of three (3) routes (1, 2 and 3) and links to other transit (County Bus Service) at the Diplomat Mall. Although there are no public transit or official transfer stations within the City, the Diplomat Mall functions closely as a public transit station. As part of the Village at Gulfstream Park DRI mixed-use development improvements, a super-stop bus stop (multiple buses at one time) will be provided on US 1 just south of Hibiscus Street. Also the FEC Railroad Study has identified Hallandale Beach as a potential stop.

Public Transit Rights of Way and Exclusive Public Transit Corridors

There are no public transit right-of-ways or exclusive public transit corridors located within the City, although Tri-Rail runs along the South Florida Railroad Corridor located immediately west of I-95 in the neighboring Town of Pembroke Park.

Figure T.2(A)
Existing Public Transit System
Broward County Transit Routes



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PREPARED FOR
CITY OF HALLANDALE BEACH

FIGURE T-2 (A)
EXISTING PUBLIC TRANSIT SYSTEM
BROWARD COUNTY ROUTES

Cad File HALLANDALE\CHAD-11\FIGT 2A
Print Date 09/26/2003
SCALE
PROJECT NO. 05 0303

SHEET NO. 1 / 1

Figure T.2(B)
Existing Public Transit System
Miami-Dade County Transit Routes

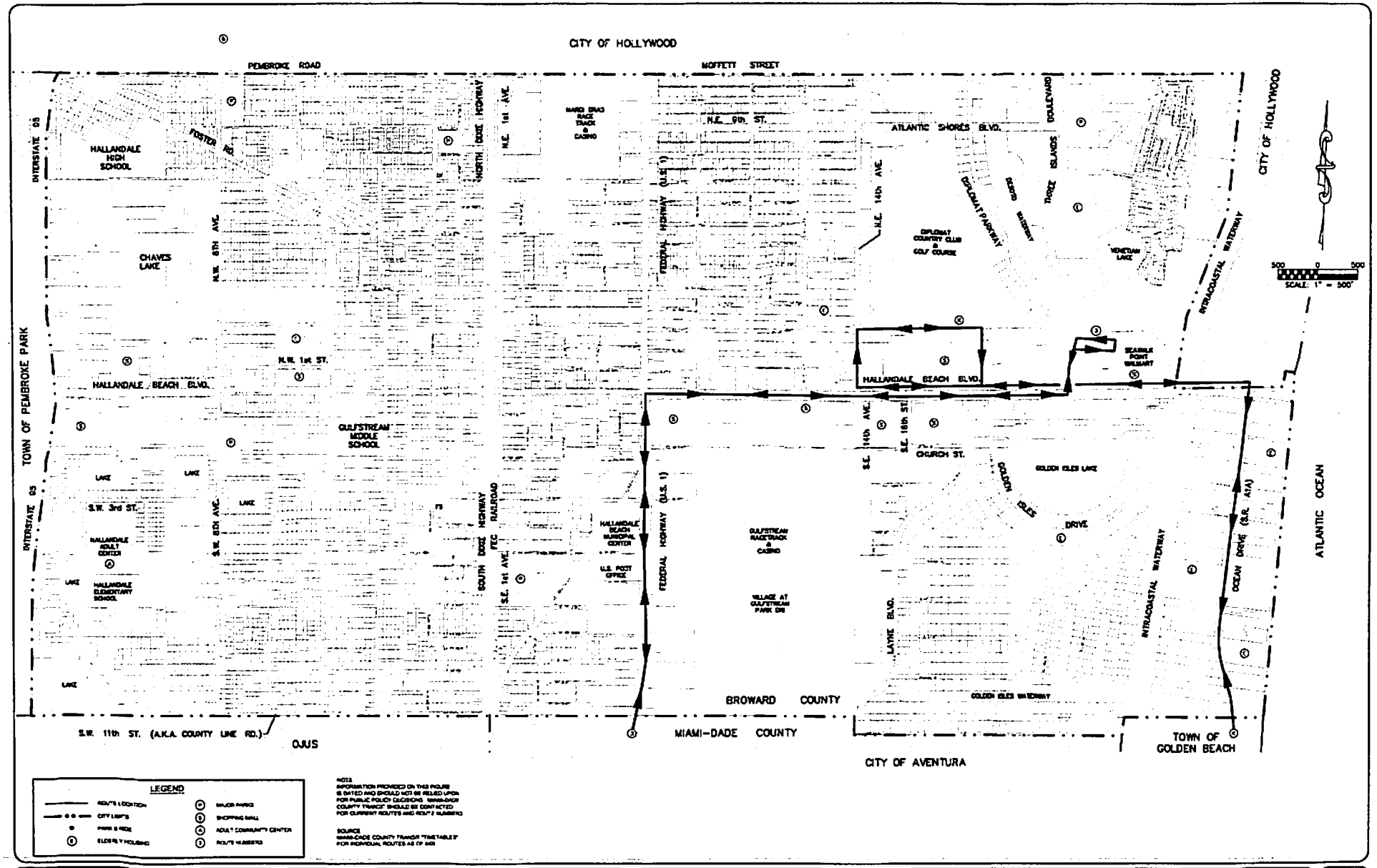

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FIGURE T-2 (B)
EXISTING PUBLIC TRANSIT SYSTEM
MIAMI-DADE COUNTY ROUTES

Last File HALLANDALEBCH40.112FIG1.2B
Print Date 06/26/2000
SCALE
PROJECT NO. 06-0303
SHEET NO. 1/1

Figure T.2(C)
Existing Public Transit System
City of Hallandale Beach Mini Bus Routes

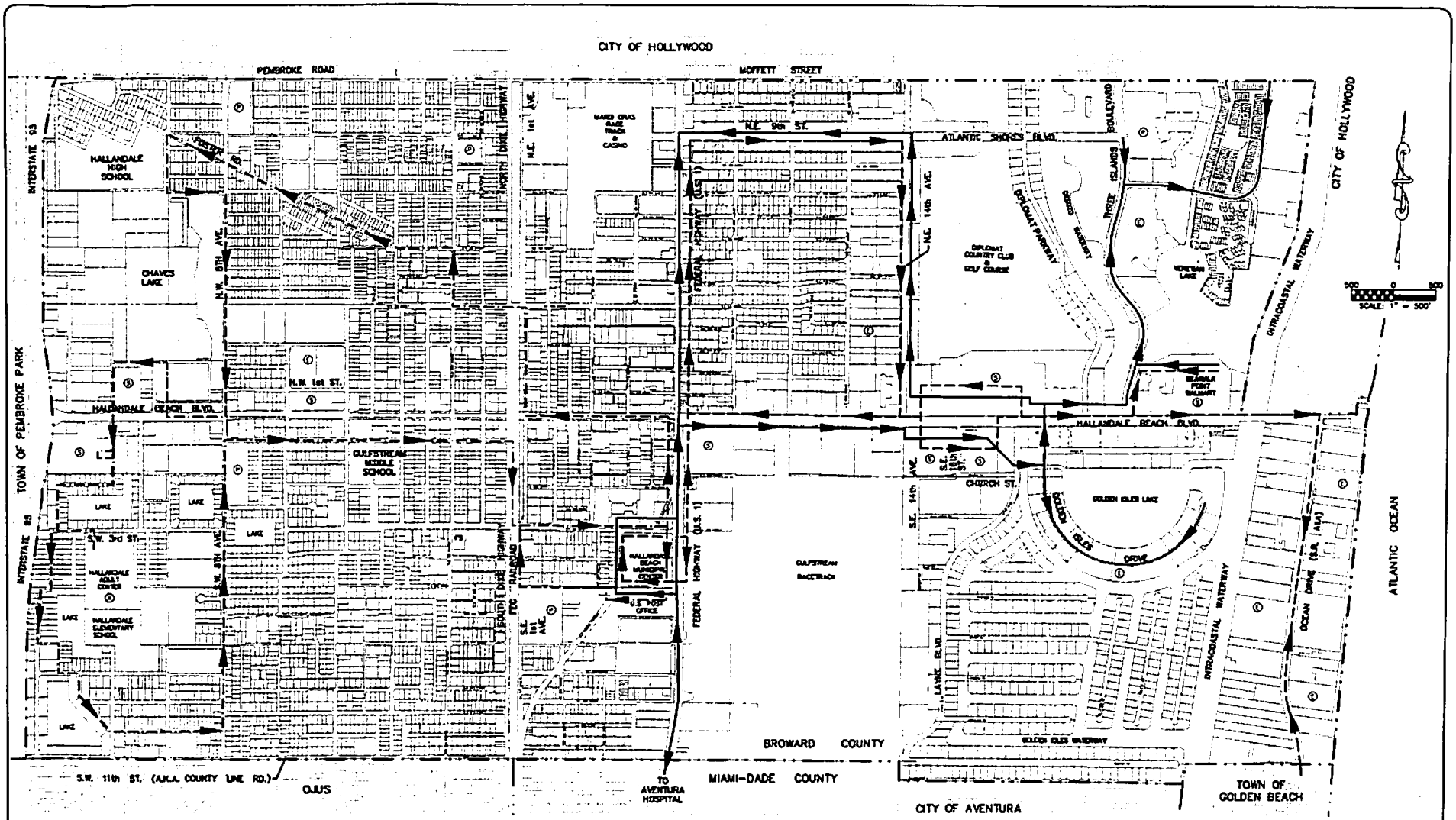

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FIGURE T-2 (C)
EXISTING PUBLIC TRANSIT SYSTEM
CITY OF HALLANDALE BEACH MINI-BUS ROUTES

Last File: HALLANDALE BCH 03-117-FIGT-JC
Print Date: 09/03/2003
SCALE:
Project Ref. No.: 03-0302
SHEET NO. 1 / 1

Significant Bicycle and Pedestrian Ways

Figure T.3 depicts the existing bicycle and pedestrian ways within the City.

a) Bicycle Traffic

There are no exclusive dedicated bicycling facilities in Hallandale Beach. This is verified by Map 3-3 of Broward County's Transportation Element. However, bicycle usage is common within the City, particularly along local roadways and SR A1A adjacent to the beach area. Bike lanes exist along the sides of Hallandale Beach Boulevard and US 1.

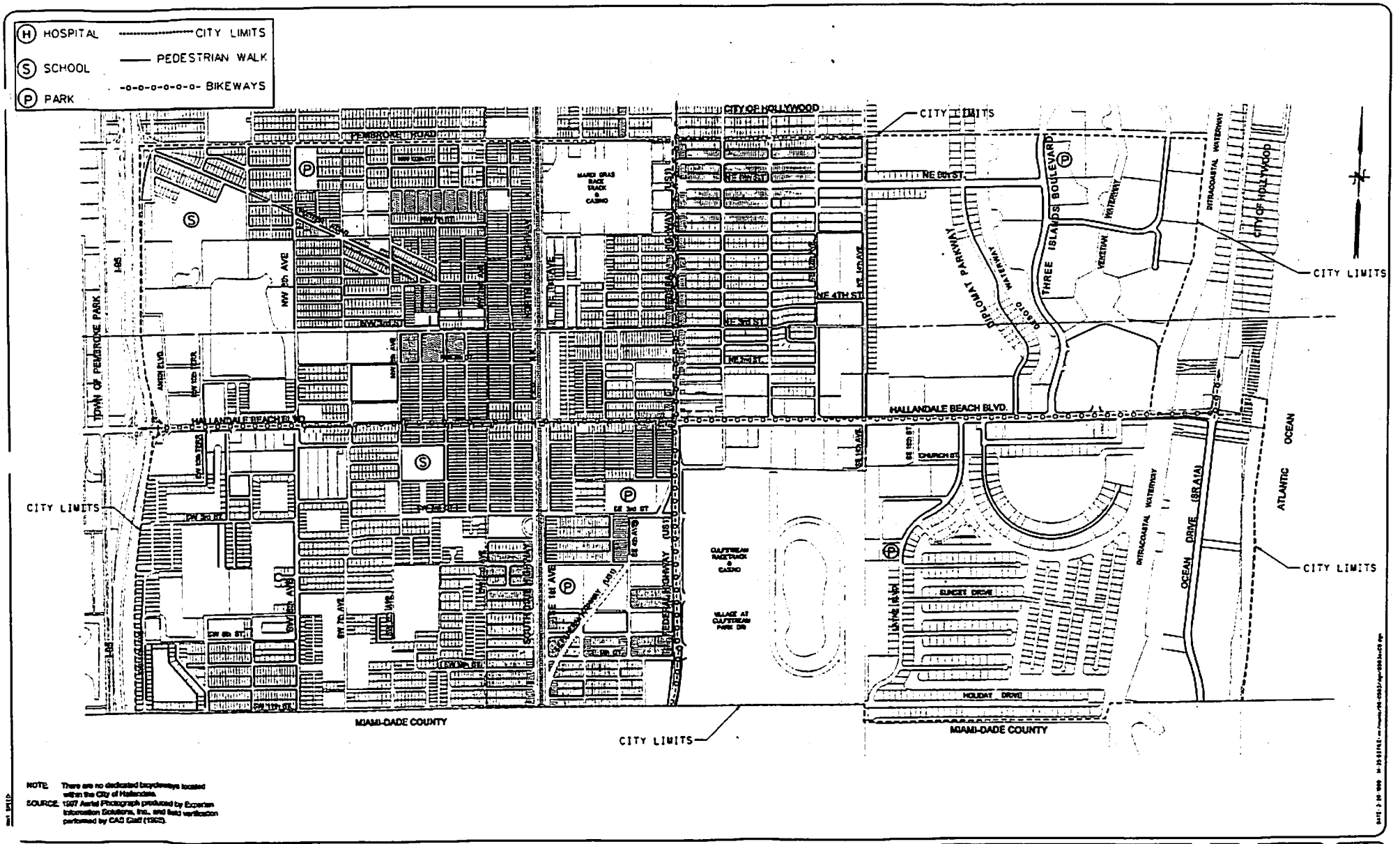
Bicycling within the City's local street system is common, given the relatively low traffic volumes, and controlled traffic conditions encountered. On major roadways, bicyclists typically utilize sidewalks for safety reasons. Many properties in the eastern portion of the City provide bike racks but this is not provided on a consistent basis. There is little feasibility of developing an extensive bikeway system within the City.

b) Pedestrian Traffic

Pedestrian traffic is very common within the City neighborhoods. Major streets in Hallandale Beach generally have sidewalks along both sides of the street. These include Hallandale Beach Boulevard, Pembroke Road, SR A1A and Federal Highway north of SE 2nd Street. Other major streets such as Dixie Highway and NE/SE 1st Avenue have sidewalks in place but not continuously. Collector streets such as SW 3rd Street and NE 3rd Street have sidewalks; however, SE 3rd Street and NW 3rd Street do not have continuous sidewalks. Residential areas, particularly in the southwest area of the City, generally do not have continuous sidewalk systems, although sections of sidewalk do exist. In some residential areas, particularly along NE 9th Street and NE 14th Avenue there is back-out parking but the sidewalk is outside the parking area. Most streets leading to schools have sidewalks.

Although the provision of sidewalks in the City appears to be satisfactory, it should be noted that many of the City's residents are elderly and unable to drive. Thus, sidewalks are important for walking to shopping centers, bus stops, etc. In addition, sidewalks at intersections that are ramped down to the curb are being encouraged for handicapped access and to remove bikes from the street. The Figure identifying bicycle and pedestrian ways illustrates that the City has been generally successful in implementing a citywide system.

Figure T.3
Existing Pedestrian and Bicycleways



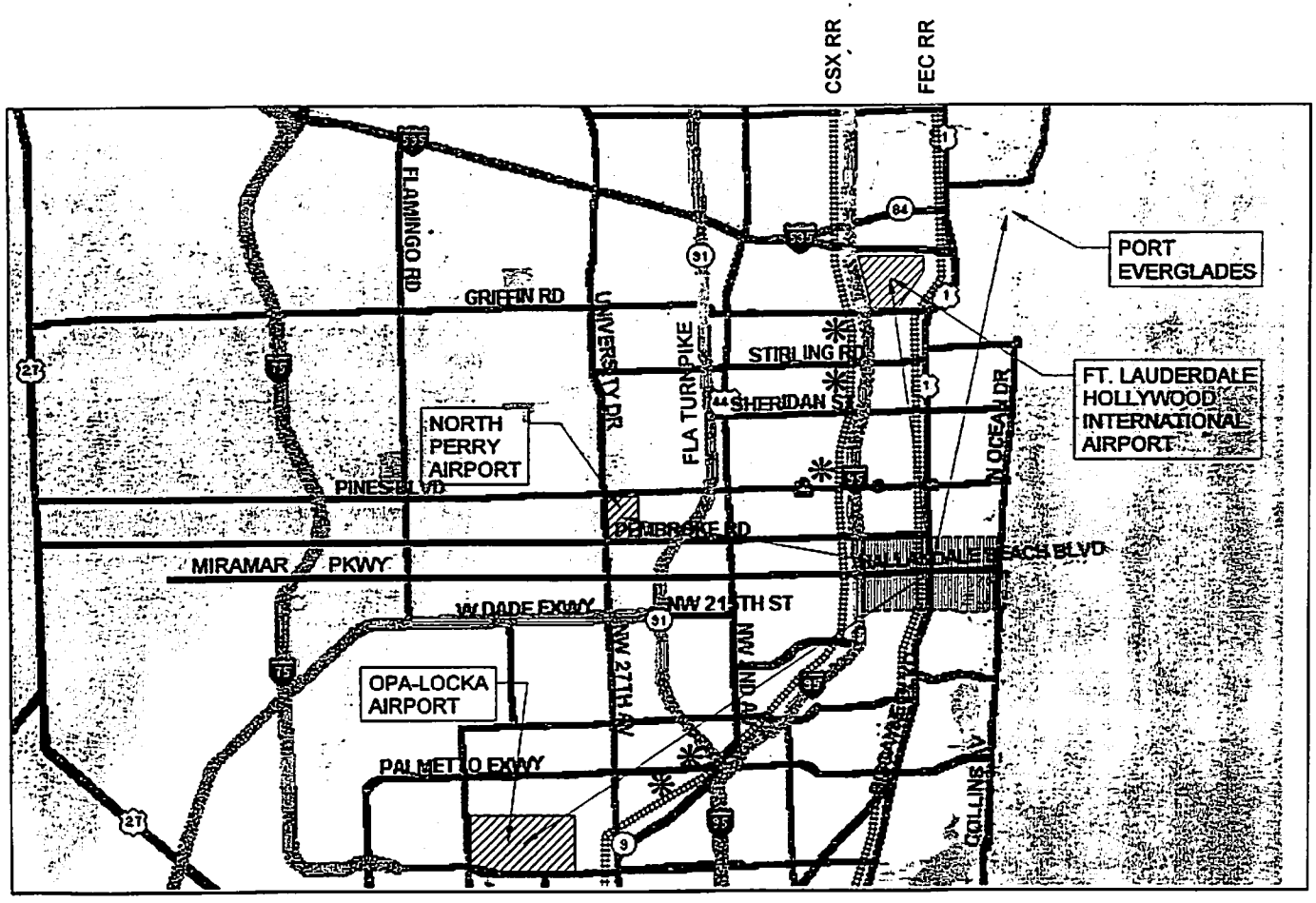
NOTE: There are no dedicated bicycleways located within the City of Hallandale.

SOURCE: 1997 Aerial Photographs produced by Experian Information Solutions, Inc. and field verification performed by CAG (Calif (1998).

Designed: MAH	MICHAEL MILLER PLANNING ASSOCIATES, INC.	PREPARED FOR CITY OF HALLANDALE BEACH	FIGURE T.3 EXISTING PEDESTRIAN AND BICYCLE WAYS
Drawn: DRM			
Checked: MAH			

SCALE	PROJECT NUMBER	SHEET
1"=600'	98-0503	1 / 1

Figure T.4
Existing Ports, Airport Facilities, Railways and Intermodal Facilities



* INTERMODAL FACILITY (TRI-RAIL PARK AND RIDE LOT)

IDENTIFIED FACILITIES

CITY OF HALANDALE

DISTANCE FROM TOWN TO:

TO PORT EVERGLADES	7.6 MILES
TO FT. LAUDERDALE AIRPORT	6.1 MILES
TO NORTH PERRY AIRPORT	6.2 MILES
TO OPA LOCKA AIRPORT	10.1 MILES

NO.	DATE	REVISION	BY	Designed: MJM Drawn: DAV Checked: MJM	MICHAEL MILLER PLANNING ASSOCIATES, INC.	PREPARED FOR CITY OF HALLANDALE BEACH	FIGURE T-4 EXISTING PORTS, AIRPORT FACILITIES, RAILWAYS, AND INTERMODAL FACILITIES.	SCALE N.T.S.	PROJECT NUMBER 98-0503	SHEET NUMBER 1/1

Ports, Airport Facilities, Railways and Intermodal Facilities

Figure T.4 illustrates the proximity of the City of Hallandale to nearby Ports, Airports, Railways and Related Facilities

Port Facilities

There are no port facilities within Hallandale Beach. The nearest major seaport is Port Everglades which is located approximately eight (8) miles northeast of the City, southeast of the central business district of the City of Fort Lauderdale. Port Everglades is a deep water port serving commercial freight customers, cruise lines and recreation boating needs.

Airport Facilities Including Clear Zones and Obstructions

There are no airport facilities within the City; however, there are three (3) airports within a few miles of the City.

Fort Lauderdale/Hollywood International Airport

- Fort Lauderdale/Hollywood International Airport is located approximately six (6) miles north of the City. The runway alignments are generally east/west. Air traffic typically lands from the west and takes off eastward over the Atlantic Ocean before beginning turning movements. Therefore, there are no clear zones or obstruction issues affecting the City. Aircraft do fly over the City occasionally, however these flights are typically at higher altitudes with typically minor noise or visual impacts.

North Perry Airport

- North Perry Airport is a general aviation facility located approximately 6.2 miles west/northwest of the City. Air traffic is generally restricted to non-commercial activities. The airport has both north/south and east/west runway alignments. Air traffic typically takes off and lands on the east/west runway due to prevailing winds. Most aviation activity occurs within a 2-3 mile distance of the airport. Therefore, no clear zone or obstruction issues generally affect the City.

Opa Locka Airport

- Opa Locka Airport is a general aviation facility located approximately 10.1 miles southwest of the City within Miami-Dade County. Air traffic is generally restricted to non-commercial activities. The runway alignments are generally east/west. Air traffic typically makes turning movements within a few miles of the airport, therefore, no clear zone or obstruction issues affect the City.

Other Facilities

- There are no heliports or similar facilities within the City.

Freight and Passenger Rail Lines and Terminals

The City has a long established rail line corridor within its boundaries. This corridor is known as the Florida East Coast (FEC) Railroad and currently functions as an exclusive freight railroad line. The FEC corridor is located between Dixie Highway and NE/SE 1st Avenue. There studies ongoing to add commuter services in the future.

In addition to the FEC railroad, another rail corridor is located immediately west of the City, just west of I-95. This rail line was previously known as the Seaboard Coastline (CSX) Railroad; however, it is now referred to as the South Florida Rail Corridor, which is utilized primarily as a commuter line by Tri-Rail and Amtrak, although some freight also uses this corridor.

A transit station is located approximately 2+/- miles north and west of the City, just north of Hollywood Boulevard. The City's relatively close proximity to the station provides an opportunity for residents to commute to work in Miami-Dade, Broward and Palm Beach Counties, although the 2+/- mile distance to the station hinders its use.

Intermodal Terminals and Access to Intermodal Facilities

There are no intermodal terminals within the City. Access to such facilities involves driving to a terminal such as a Park and Ride lot or Metro Rail Station to cite examples. The nearest intermodal facility is at the Hollywood Boulevard Tri-Rail terminal which has a Park and Ride lot and bus feeder service.

Existing Functional Classification and Maintenance Responsibilities

The Functional Classification of roadways is utilized to create a hierarchical system to establish the responsibility for roadway maintenance and operation by either the State, the County or the local jurisdiction. The following broad guidelines are used to define roadway types:

- Principal Arterials – Major highways serving heavy volumes of traffic through the urban area.

- Minor Arterials – Roadways carrying moderately heavy volumes of traffic which channel traffic to community activity centers.

- Collectors – Roadways carrying moderate volumes of traffic to the arterial network.

- Local Roadways – Neighborhood roadways carrying low volumes of traffic to collector or arterial roadways.

The existing functional classification of roadways in the City are provided in the following Table T – 1 and illustrated in Figure T.5. Both the Federal Government and State of Florida have utilized functional classification systems to assign roadway jurisdictions. In May of 1996 the Florida Department of Transportation issued a letter stating that applicable State laws pertaining to functional classifications had been repealed (Florida State Statute 335.04). Therefore, the information provided is from the federal classification system and/or previous State classification system, as contained within Appendix 3-A of the Broward County Transportation Element. The table includes the most recent update to the roadway functional classifications as approved by FDOT and the Broward County MPO and has been used since 2004.

Table T – 1
FUNCTIONAL CLASSIFICATION OF ROADWAYS

North South Roadways	**Segment**	**TIP Design Code**	**Functional Classification**	**Required Width**	**# of Lanes**
I-95 (SIS)	I-95	1021	XWay	325’	10LD*
Dixie Highway	N of Dade CL	420	UCOLL	54’	4L
	N of Hall. Bch Blvd.	420	UCOLL	54’	4L
SE 1st Ave	N of Dade CL	221	UCOLL	N/A	2L
NE 1st Ave	N of Hall. Bch. Blvd.	221	UCOLL	N/A	2L
Federal Highway	N of Dade CL	623	UPA	120’	6LD
	N of Hall. Bch. Blvd.	433	UPA	106’	4LD
SE Federal Highway	Dade CL to US1	211	CC	N/A	2L
S. Ocean Drive	N of Dade CL	620	UPA	106’	6LD
SW 8th Avenue	N of Dade CL	211	CC	N/A	2L
NW 8th Avenue	N of Hall. Bch Blvd.	211	CC	N/A	2L
NE 14th Avenue	N of Hall. Bch Blvd.	211	CC	N/A	2L
Three Islands Blvd.	N of Hall. Bch Blvd.	621	CC	80’	6LD
Diplomat Pkwy.	N of Hall. Bch Blvd.	211	CC	N/A	2L
East/West Roadways					
Pembroke Road	E of I-95	430	UPA	100’	4LU
	E of Dixie Highway	410	UPA	100’	4LU
Foster Road	Pembroke Rd to Dixie Hwy	264	CC	50’	2L
Hallandale Bch. Blvd.	E of 1-95	623	UPA	120’	6LD
	E of Dixie Hgwy	613	UPA	120’	6LD
	E of US1	633	UPA	120’	6LD
	E of Diplmt. Pkwy	433	UPA	120’	6LD
NE 9TH Street / Atlantic Shores Blvd	E of US1	231	CC	80’	2L
NW / NE 3RD Street	NW 6th Ave to~~..~~ US 1	221	CC	N/A	2L
SE 3rd Street	SE 1 Ave. to US 1	274	CC	60’	2L
SE 5th Street	SE 1 Ave. to US 1	274	CC	60’	2L
SE 7th Street	SE 1 Ave. to US 1	274	CC	60’	2L
SE 9th Street	SE 1 Ave. to US 1	274	~~CC~~	60’	2L

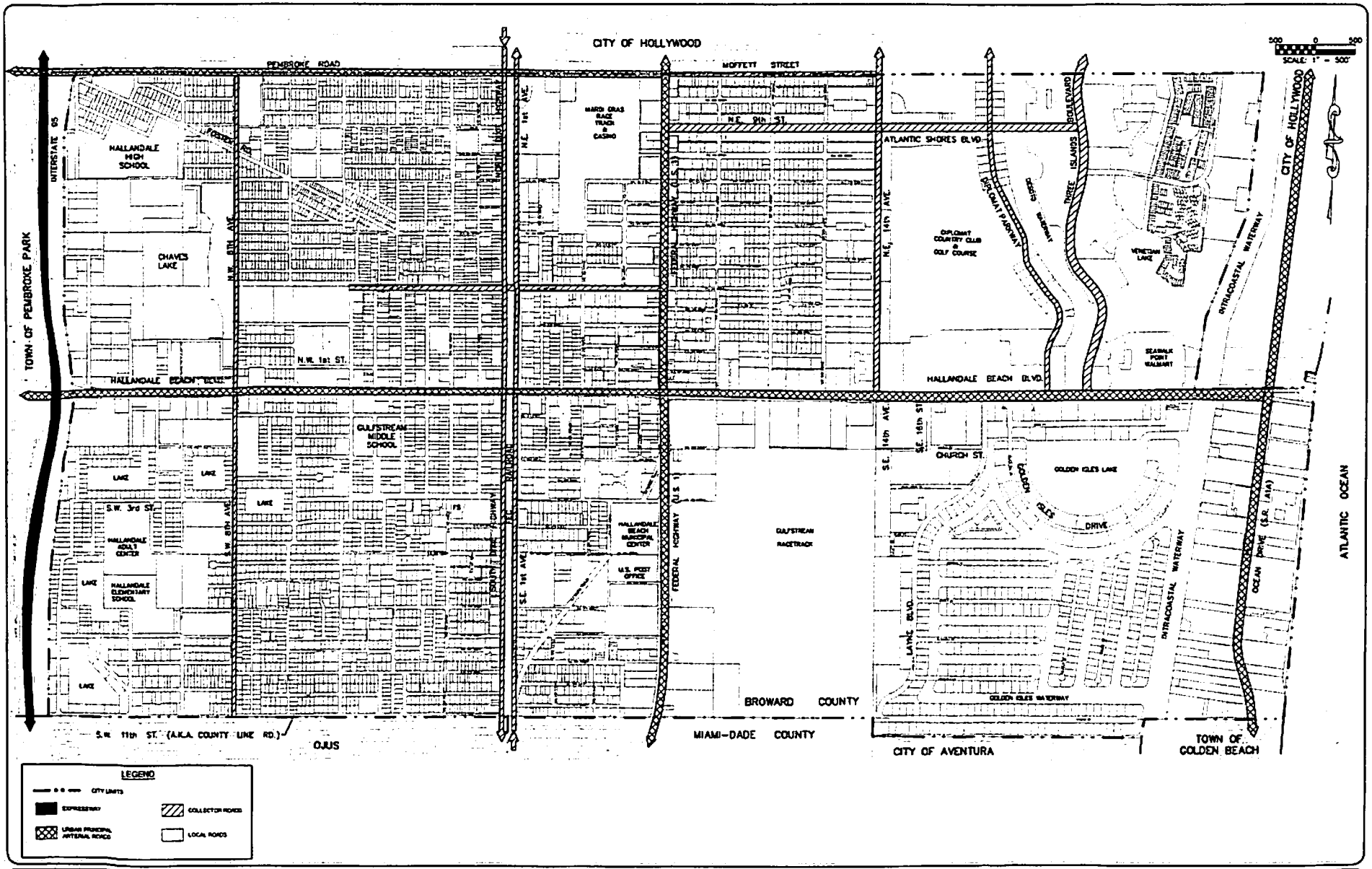
Legend: SIS = Strategic Intermodal System
XWay = Expressway
UPA = Urban Principal Arterial
UMA = Urban Minor Arterial
UCOLL = Urban Collector
CC = City Collector
LR = Local Road
LD / LU = Lanes Divided / Lanes Undivided

Note: Required Right of Way (ROW) width per BC Trafficways Plan
* I-95 has 8 Through Lanes and 2 HOV Lanes.

Source: Broward County Roadway Capacity & Level of Service Analysis for 2005 / 2030 published 9/2006
Broward County Transportation Element - 2007
Michael Miller Planning Associates, Inc. – June 2008

Maintenance responsibilities are divided between the State Department of Transportation for Urban Principal Arterials, Broward County for other arterials and County Collector roadways and the City for City Collector and local streets.

Figure T.5
Existing Functional Classification of Roadways



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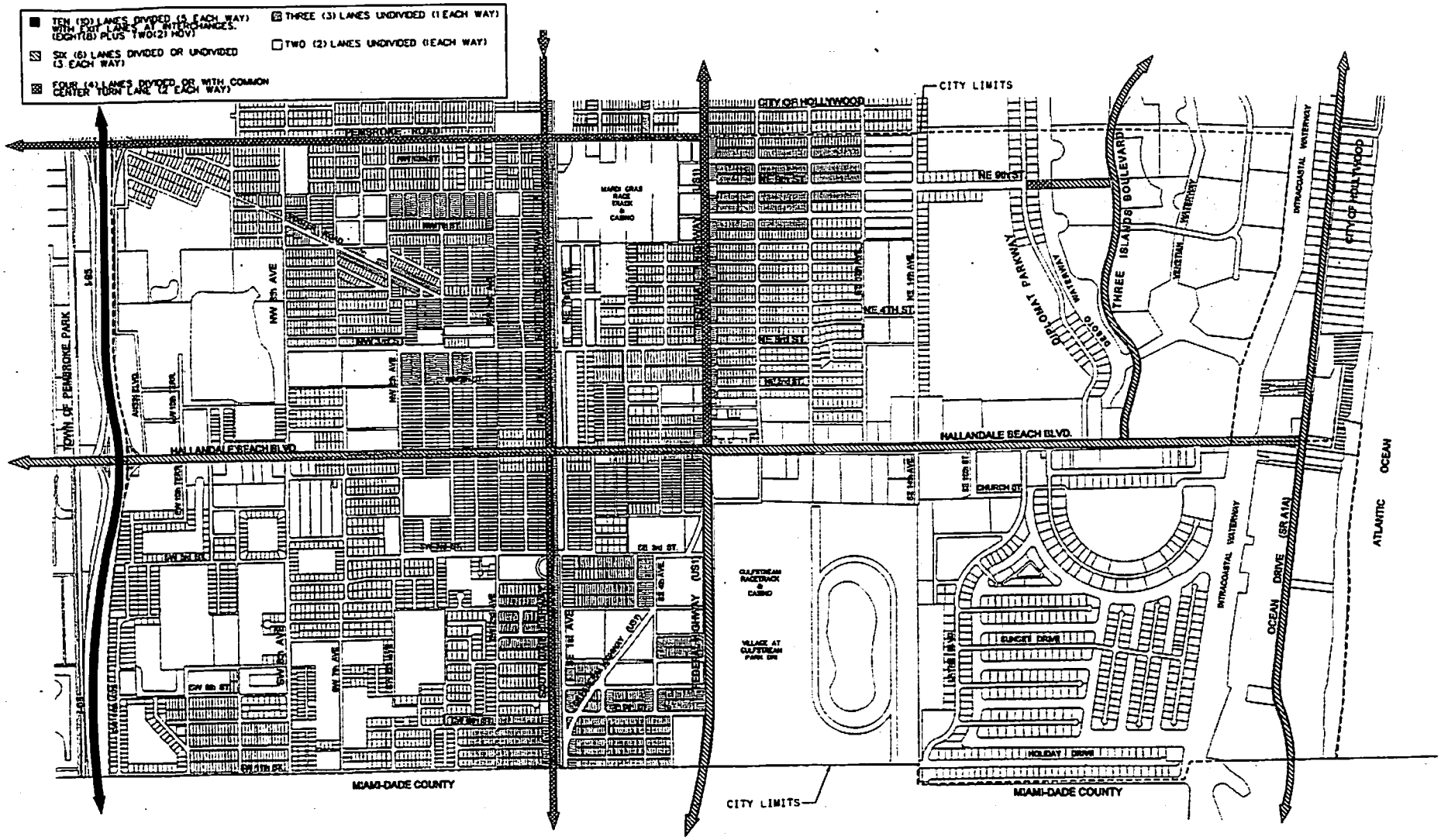
CITY OF HALLANDALE BEACH

FIGURE T-5
EXISTING FUNCTIONAL
CLASSIFICATION OF ROADWAYS

1/1

Figure T.6
Existing Number of Through Lanes



SOURCE: BASED UPON BROWARD COUNTY STATE HIGHWAY FUNCTIONAL CLASSIFICATION & LANE ARRANGEMENT MAP, PREPARED BY BROWARD COUNTY DEPARTMENT OF STRATEGIC PLANNING AND GROWTH MANAGEMENT

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FIGURE T.6
EXISTING NUMBER OF THROUGH LANES

SCALE	PROJECT NUMBER	SHEET NUMBER
1"=600'	98-0503	1 / 1

Figure T.7
Existing Major Trip Generators and Attractions

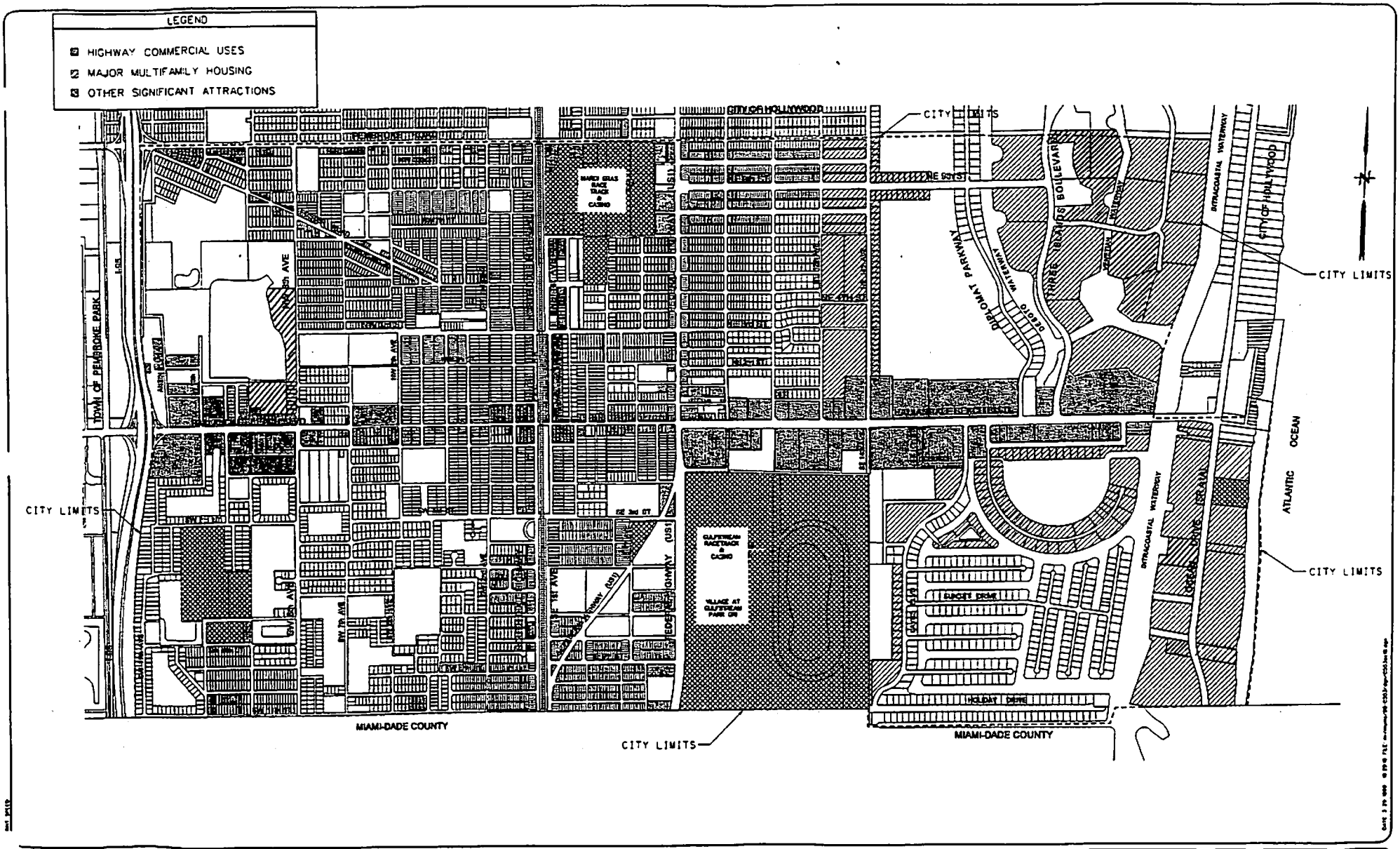

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FIGURE T.7
EXISTING MAJOR TRIP GENERATORS AND ATTRACTIONS

SCALE: 1"=600'

PROJECT NUMBER: 98-0503

SHEET: 1 / 1

Number of Through Lanes for Each Roadway

The number of through lanes is described in Table T-2 and illustrated in Figure T-6

Table T-2
Number of Through Lanes for Each Roadway

North South Roadways	**Segment**	**Number of Through Lanes**
I-95		10 (5 Each Direction)*
Dixie Highway	N of Dade CL	4 (One-way SB)
	N of Hall. Bch Blvd.	4 (One-way SB)
NE 1st Ave	N of Dade CL	2 (One-way NB)
SE 1st Ave	N of Hall. Bch. Blvd.	2 (One-way NB)
Federal Highway	N of Dade CL	6 (3 Each Direction)
	N of NE 2 St	4 (2 Each Direction)
SE Federal Highway	Dade CL to US1	2 (1 Each Direction)
S. Ocean Drive	N of Dade CL	6 (3 Each Direction)
SW 8th Avenue	N of Dade CL	2 (1 Each Direction)
NW 8th Avenue	N of Hall. Bch Blvd.	2 (1 Each Direction)
NE 14th Avenue	N of Hall. Bch Blvd.	2 (1 Each Direction)
Three Islands Blvd.	N of Hall. Bch Blvd.	6 (3 Each Direction)
Diplomat Pkwy.	N of Hall. Bch Blvd.	2 (1 Each Direction)
East/West Roadways		
Pembroke Road	E of I-95	4 (2 Each Direction)
	E of Dixie Highway	4 (2 Each Direction)
Hallandale Bch. Blvd.	E of 1-95	6 (3 Each Direction)
	E of Dixie Highway	6 (3 Each Direction)
	E of US1	6 (3 Each Direction)
	E of Diplomat Parkway	6 (3 Each Direction)
NE 9TH Street/Atlantic Shores Blvd	E of US1	2 (1 Each Direction)
	E. of Diplomat Parkway	2 (1 Each Direction)
	E. of Desoto Waterway	4 (2 Each Direction)
NW/NE 3RD Street	NW 6th Ave to Fed. Hgwy.	2 (Each Direction)
Other Local Roadways		2 (1 Each Direction) / Some Local Roads may be 4 (2 Each Direction)

* I-95 has 8 through Lanes and 2 HOV Lanes.

Major Public Transit Generators and Attractors

A major public transit generator or attractor is defined by Broward County as concentrated areas of intense land use or activity that produce or attracts a significant number of local trip ends. For public transit, a site which attracts a substantial number of person trips per day. The City of Hallandale has been developed in a grid-like fashion with major roadways generally following section lines. These major roadways have existing commercial development abutting the roadways in many areas. These areas can best be described as "strip commercial" in design. The typical problems associated with strip commercial development such as excessive driveway connections, little or no landscaping, excessive or out of scale signage and building placement are noted throughout the commercial areas. These commercial areas are located on Hallandale Beach Boulevard, Pembroke Road, Dixie Highway, SE/NE 1st Avenue and Federal Highway. Throughout the balance of the City, commercial uses are located more at nodes of major roadway intersections. Generally the existing public transit system provides service along all major roadways. Therefore, for the more part, all commercial areas are well served by the existing system.

The intensity of development in the strip commercial areas is primarily one-story retail/office/restaurant uses of a low intensity nature, in the western portion of the City (west of US 1) with significantly more intense commercial activity including several shopping centers, restaurants and multi-story office buildings being located east of US 1, primarily along Hallandale Beach Boulevard. Located generally east US 1 and west of SR A1A along Hallandale Beach Boulevard is the City's Central Business District. Development intensity in this area is significantly more intense with multi-story office buildings and a conglomeration of financial institutions and professional offices. Also, included in this area are the Diplomat Mall and Seawalk Pointe shopping center. These two developments provide larger scale retail and commercial establishments and attract city residents and residents from neighboring communities. The City's Central Business District and major retail shopping areas are well served by the existing public transit system.

In addition to the City's Financial District and retail shopping centers, referenced previously, the City of Hallandale is home to the Mardi Gras Race Track / casino and Gulfstream Race Track. In 2007 the City approved the Village at Gulfstream Park DRI mixed-use development on a portion of the Gulfstream site. This development will have retail, office, restaurants, movies and residential components. These large scale private recreation facilities have regional attraction from Miami-Dade County, Broward County and as far as Palm Beach County. The Mardi Gras Track / casino is located on the southeast corner of Pembroke Road and NE 1st Avenue. The Gulfstream Race Track / casino and Village at Gulfstream Park DRI is located on the southeast corner of Hallandale Beach Boulevard and Federal Highway. Both areas are felt to be well served with public transit service.

Some older neighborhoods are designed with multi-family development fronting the roadways with single family development in the middle of the neighborhoods. For the

most part existing densities are a mixture of single family (0-5-DUA) and low density multi-family (5-14 DUA) in the western portion of the City (west of NE 14th Avenue) with significantly more intense multi-family development occurring east of 14th Avenue and adjacent to the beach along SR A1A. The two most intense areas of development are located north of Hallandale Beach Boulevard and east of NE 14th Avenue (Diplomat / Three Islands Planning District) and the area south of Hallandale Beach Boulevard east of NE 14th Avenue and SR A1A (Golden Isles / A1A Planning District). It is estimated that these two (2) multifamily concentrations located in the eastern portion of the City consist of a total of approximately 12,977 dwelling units. These areas are well served by the existing public transit system.

Research of Broward County's Mass Transit Division's data revealed that ridership is generally higher on the routes in the County's system. Because of the City's residents' general economic characteristics and demographics, more and more residents are believed to utilize public transit for transportation. As referenced in preceding sections of this element, the City of Hallandale Beach is generally well served by existing mass transit services provided by the City itself, Broward County and Miami-Dade County. Information relating to the ridership on Miami-Dade County Bus Routes was reviewed for service in the City. However it is felt by the City of Hallandale Beach that the major service provider of public transit within the City is Broward County with the City's local mini-bus system playing a significant role, as well. The City's local system provides service focusing on attractions located within the City for local residents, while the two (2) County systems provide service for regional attractions located outside the City for residents of the City, in addition to, providing service to regional attractions located within the City for both residents of the City and other areas of Miami-Dade and Broward County.

Designated Local and Regional Transportation Facilities Critical to the Evacuation of the Coastal Population

According to the Broward County Hurricane Evacuation Plan prepared by the Division of Emergency Preparedness, the following areas within the City of Hallandale Beach are identified for evacuation during different intensities of hurricanes.

City of Hallandale Beach
Areas Identified for Evacuation During a Hurricane

Hurricane Intensity	Area Identified for Evacuation
Category 1 -2 / Plan A	All areas east of the Intracoastal Waterway.
Category 3 or Higher / Plan B	All areas east of US1

* All mobile home residents are required to evacuate regardless of Hurricane Intensity.

Source: Broward County Hurricane Evacuation Map (2008), prepared by Broward County's Emergency Management Division.

Broward County does not have a designated Hurricane Evacuation Shelter located within the City of Hallandale; however, several others are located within southern Broward County in case of emergency. The closest designated shelter is now located at the Watkins Elementary School in the Town of Pembroke Park about 1.5 miles west of I-95 and depicted on Figure T.8. Residents are free to seek refuge at all designated shelters within Broward County. The shelters are opened, supplied and operated by the Red Cross which coordinates with the local school administration and Broward County. Residents evacuating the City are to travel along Hallandale Beach Boulevard and Pembroke Road to get to the shelter. In addition, I-95 could also be utilized to evacuate from the region in general, however it is anticipated that congestion will likely occur.

City of Hallandale[1]
Designated Hurricane Shelters
As of June 2008

- Watkins Elementary School[2]
  3520 SW 52nd Avenue, Pembroke Park 33023

- New Renaissance Middle School[2]
  10701 Miramar Boulevard, Miramar 33025

NOTE: [1]Residents may seek refuge at all Broward County designated shelters.

[2]Shelter not located within the City of Hallandale Beach.

Existing Average Daily Traffic, Peak Hour Peak Direction Levels of Service for Roads, Mass Transit Facilities and Corridors/Routes

The existing Average Daily Traffic (ADT), peak hour, peak direction levels of service for roads, transit facilities and corridors/routes are described in Tables T-3 and Table T-4, illustrated on Figure T.9 and in the following text.

A. Roadways

EBA Editing Note: Existing Table T-3 entitled Capacity Analysis of Existing Roadway System 1997 Traffic Volumes will be deleted in its entity, as the data and analysis is out of date, and the FDOT roadway capacities were changed in 2002. A new Table T-3 is to be adopted. Also note SIS Facility Capacity / LOS data for I-95 per Chapter 14-94 F.A.C.

Table T-3
CAPACITY ANALYSIS OF EXISTING ROADWAY SYSTEM
AADT / PEAK SEASON 2007 TRAFFIC VOLUMES

North/South Roadways	Segment	TIP Design Code	2007 AADT	2007 Peak Season	LOS D Cap (AADT)	Existing V/C	LOS AADT	Peak V/C	LOS Peak Season
I-95 (SIS Road)	N of Dade CL	10*5	232,000	240,485	207,600 LOS E	1.12	F	1.16	F
(SIS Road)	N of Hall Bch Blvd	10*5	240,760	N/A	207,600 LOS E	1.16	F	N/A	N/A
Dixie Highway	N of Dade CL	420	5,777	6,470	26,040	0.22	C+	0.26	C+
(One Way SB)	S of Hall Bch Blvd	420	4,840	5,260	26,040	0.18	C+	0.20	C+
	N of Hall Bch Blvd	420	6,204	6,602	26,040	0.24	C+	0.25	C+
NE/SE 1 Ave.	S of Hall Bch Blvd	221	4,235	4,910	26,040	0.16	C+	0.19	C+
(One Way NB)	S of Pembroke Road	221	4,280	5,047	26,040	0.16	C+	0.19	C+
Federal Highway	N of Dade CL	613	54,000	68,700	49,200	1.10	E	1.40	F
	S of Pembroke Road	433	36,500	39,321	32,700	1.12	E	1.20	F
S. Ocean Drive	N of Dade CL	620	28,000	29,939	49,200	0.57	C+	0.61	C+
	S of Hall Bch Blvd	620	31,000	33,419	49,200	0.63	C+	0.68	C+
SW 8 Avenue	S of Hall Bch Blvd	211	10,175	12,349	10,000	1.02	E	1.23	F
NW 8 Avenue	N of Hall Bch Blvd	211	7,930	8,314	10,000	0.79	C	0.83	C
NE 14 Avenue	N of Hall Bch Blvd	211	10,008	10,650	10,000	1.00	E	1.06	E
Three Islands Blvd.	N of Hall Bch Blvd	621	14,500	N/A	46,800	.31	C+	N/A	N/A
Diplomat Pkwy.	N of Hall Bch Blvd	211	3,347	3,562	10,000	0.33	C+	.36	C+

East / West									
Pembroke Road	E of I-95	430	38,000	41,360	32,700	1.16	F	1.26	F
	W of US 1	410	24,500	25,431	32,700	0.75	C	0.78	C
	E of US 1	210	6,719	7,448	10,000	0.67	C+	0.75	C+
Hallandale Bch. Blvd.	E of I-95	633	64,000	N/A	49,200	1.30	F	N/A	N/A
	W of US 1	633	40,500	40,614	49,200	0.82	C	0.82	C
	E of US 1	633	39,500	42,273	49,300	0.80	C	0.86	D
	W of ICWW Bridge	433	31,000	33,948	44,700	0.69	C+	0.76	C
NE 9 Street / Atlantic Shores Blvd	E of US 1	231	9,285	11,994	10,000	0.93	D	1.20	F
NW/NE 3 Street	W of US 1	221	4,900	N/A	10,000	0.49	C+	N/A	N/A
	E of Dixie Highway	221	6,100	N/A	10,000	0.61	C+	N/A	N/A

DESIGN CODE

1st Digit: # of lanes

2nd Digit: Signals/Mile:
1=Low (less than 1.99)
2=Medium (2.0 – 4.5)
3=High (over 4.5)

3rd Digit: Facility Type
0=Minor Arterial
1=Collector
2=One-way
3=Major Arterial
4=Multi-Lane Highway
5=Expressway
9=Planned Roadway

SOURCES: FDOT / BC Functional Classification Map, BC MPO 2007 Traffic Count Report, FDOT Level of Service Manual 2002, Michael Miller Planning Associates, Inc. June 2008

Note: This Table indicates both Average Annual Daily Traffic (AADT) counts as well as the Peak Season traffic counts reported by Broward County for the year 2007 published in April 2008. Typically Broward County takes 2 traffic counts per year (summer / winter) and the AADT is the average of the counts. The Peak Season traffic count data is the highest of the counts reported.

EBA Editing Note: Existing Table T-4 entitled Peak Hour / Peak Directional Analysis (1997) will be deleted in its entity, as the data and analysis is out of date, and the FDOT roadway capacities were changed in 2002. See new Table T-4. Also note SIS Facility Capacity / LOS data for I-95 per Chapter 14-94 F.A.C.

Table T-4
Two-Way Peak Hour / Peak Directional Analysis (2007)

North / South Roadways	Segment	Peak Hour Direction	Peak Hr Volume	# Lanes	LOS D Cap	Peak Hr V/C	LOS Peak Hr	Signal Per Mile
I-95 (SIS Road)	N of Dade CL	SB	19,720	10LD	19,310 LOS E	1.02	F	0
(SIS Road)	N of HBB	SB	20,460	10LD	19,310 LOS E	1.06	F	0
Dixie Highway	N of Dade CL	SB	575	4L	2,484	0.23	C+	3
(One Way SB)	S of HBB	SB	440	4L	2,484	0.18	C+	3
	N of HBB	SB	560	4L	2,484	0.22	C+	3
NE/SE 1 Ave.	N of Dade CL	NB	539	2L	1,692	0.32	C+	3
(One Way NB)	N of HBB	NB	551	2L	1,692	0.33	C+	3
Federal Highway	N of Dade CL	NB	4,860	6LD	4,680	1.04	E	2
	S of Pemb. Road	NB	3,290	6LD	3,100	1.06	E	5
S. Ocean Drive	N of Dade CL	NB	2,520	6LD	4,680	0.54	C+	4
	S of HBB	NB	2,790	6LD	4,680	0.60	C+	4
SW 8 Avenue	S of HBB	N/A	937	2L	950	0.99	E	1
NW 8 Avenue	N of HBB	N/A	754	2L	950	0.79	C	2
NE 14 Avenue	N of HBB	SB	900	2L	950	0.95	D	2
Three Islands Blvd.	N of HBB	SB	1,309	6LD	4,352	.30	C+	3
Diplomat Pkwy.	N of HBB	NB	366	2L	950	0.38	C+	1
East / West								
Pembroke Rd	E of I-95	EB	3,420	4LU	3,110	1.10	E	5
	W of US 1	EB	2,210	4LU	3,110	0.71	C+	2
Hallandale Bch. Blvd.	E of I-95	EB	6,040	6LD	4,680	1.29	F	6
	W of US 1	EB	3,650	6LD	4,680	0.78	C	5
	E of US 1	WB	3,560	6LD	4,420	0.80	C	8
	E of Diplomat Parkway	WB	2,790	6LD	4,420	0.63	C+	6
NE 9 Street / Atlantic Shores	E of US 1	WB	840	2L	950	0.88	D	4
NW/NE 3 Street	W of US 1	WB	441	2L	950	0.46	C+	3
	E of Dixie Highway	WB	549	2L	950	0.58	C+	3

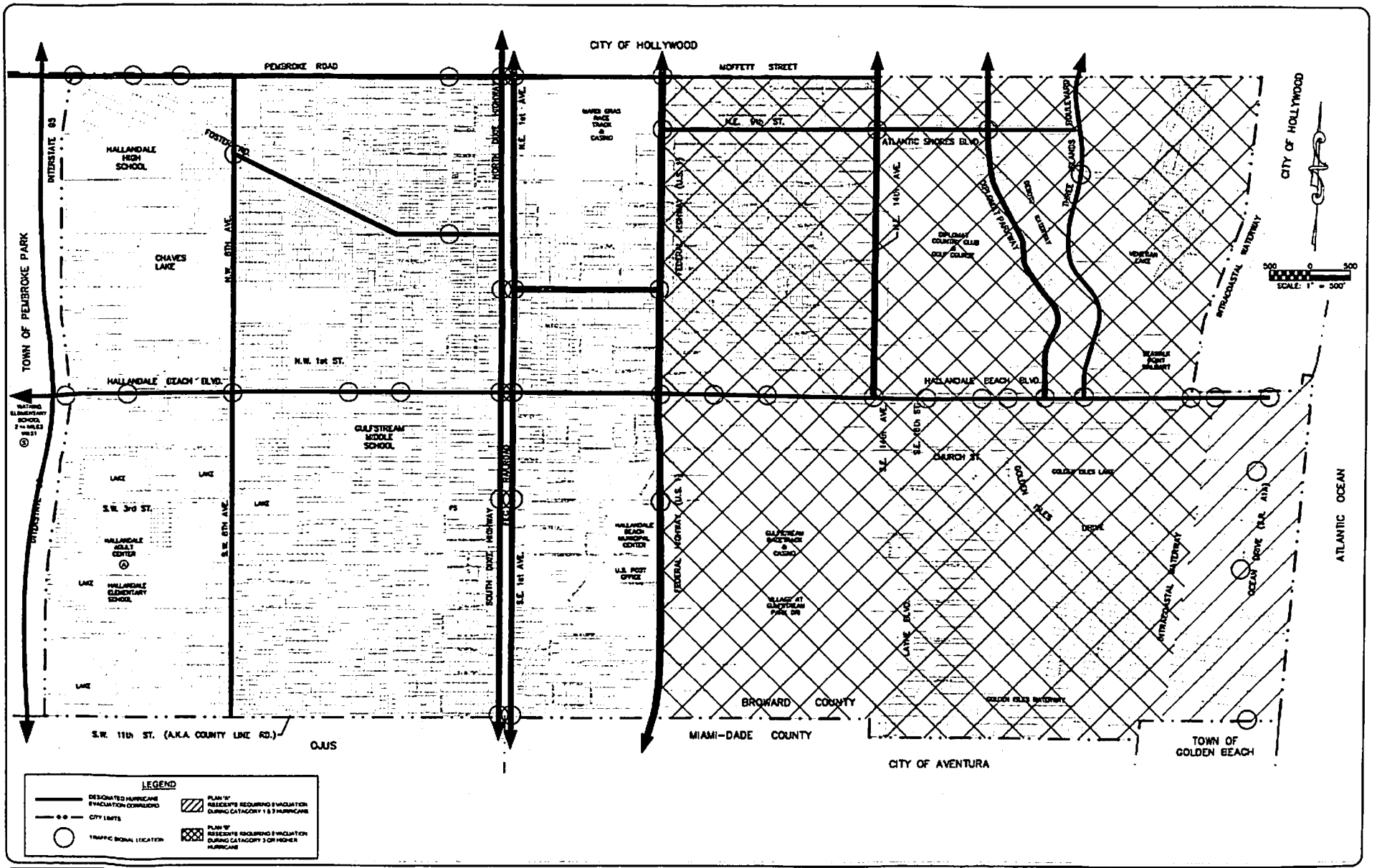
Note: This Table indicates the Two-Way Peak Hour traffic counts recorded or calculated from the Average Annual Daily Traffic (AADT) counts reported by Broward County. Typically Broward County takes 2 traffic counts per year (summer / winter) and the AADT is the average of the counts. The Two-Way Peak Hour traffic count data is calculated on the AADT traffic (not Peak Season).

B. Mass Transit Facilities/Routes

Bus Service

Both Broward and Miami-Dade County provide Inter-County Bus Service within the City of Hallandale Beach. Service in Broward County is provided by the Broward County Community Services Division – Mass Transit Division and by Miami-Dade Transit in Miami-Dade County. Six (6) Broward County bus routes currently provide service to the City in 2008. Two (2) Miami-Dade County Bus routes also provide service within the City. In addition to both Broward and Miami-Dade County service, the City provides local minibus mass transit service (3 routes) as well. Along each route are numerous bus stops and shelters too numerous to identify on the map series. According to recent Broward County estimates, there are a total of 134 bus stops in the City of which 80 have benches, 29 have shelters, 9 have bus bays and 40 have trash cans. Following is a description of each route.

Figure T-8
Existing Evacuation Route



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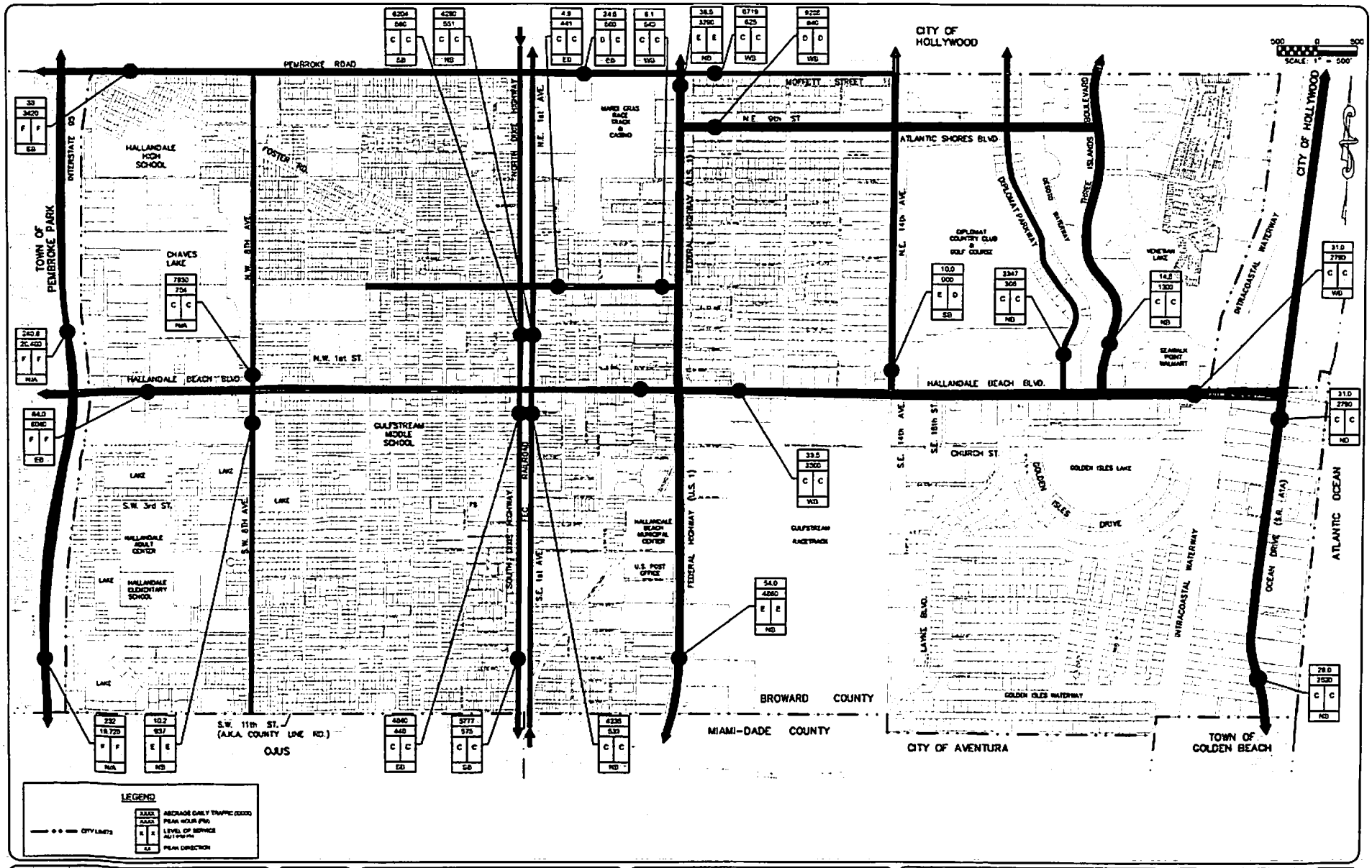
PREPARED FOR
CITY OF HALLANDALE BEACH

FIGURE T-8
EXISTING EVACUATION ROUTES

1/1

Figure T-9
Existing Peak Hour and Peak Directional Level of Services



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CITY OF HALLANDALE BEACH

FIGURE T-9
EXISTING ADT/PEAK HOUR & DIRECTIONAL LEVEL OF SERVICE

PROJECT NO. 05-0102

SHEET NO. 1/1

Broward County Bus Routes:

Route US 1 Breeze is a new generally north/south route servicing eastern Broward County. The route is an express route with minimum stops. The route initiates at the Aventura Mall in northern Miami-Dade County and proceeds north on Federal Highway (US 1), where it enters the City of Hallandale Beach. The route then continues north on US 1 through the City of Hallandale Beach exiting the City and continuing north through Broward County passing Young Circle located in the City of Hollywood until it reaches SE 17th Street. The route turns westerly on SE 17th Street past the Broward Medical Center complex to Andrews Avenue. The route turns north on Andrews Avenue into the central business district of the City of Fort Lauderdale with a stop at the Broward County Transit (BCT) Central Terminal at Broward Boulevard and NW 1st Avenue. After leaving the BCT Central Terminal the route again returns to Andrews Avenue northward to Flager Drive and then turns easterly to Federal Highway (US 1). The route turns northerly on Federal Highway (US 1) and extends to Sample Road in the City of Pompano Beach at the Shoppers Haven Shopping Center where it loops and then turns southward along the same route. Headways are approximately every thirty (30) minutes during weekdays only. No service is available on weekends (Saturday and Sunday).

Route 1 is generally a north/south route servicing southeastern Broward County. The route initiates at the Aventura Mall in Miami-Dade County and proceeds north on 29th Place. The route then travels west on 203rd Street and turns north onto Federal Highway (US 1), where it enters the City of Hallandale Beach. Route 1 then continues north on US 1 through the City of Hallandale Beach exiting the City. Route 1 then continues north through Broward County passing Young Circle located in the City of Hollywood until it reaches the Fort Lauderdale Hollywood International Airport. After leaving the Fort Lauderdale/Hollywood International Airport, Route 1 proceeds to the BCT Central Terminal at Broward Boulevard just west of Andrews Avenue where it then turns to head southward along the same route. Headways are approximately every fifteen (15) minutes during weekdays and every thirty (30) minutes on weekends (Saturday and Sunday).

Route 4 is generally a north/south route servicing southeastern Broward County. The route initiates at the Aventura Mall in Miami-Dade County and proceeds easterly on the William Lehmann Causeway (193rd Street) to SR A1A and then travels northerly on SR A1A through a portion of the City of Sunny Isles Beach and the Town of Golden Beach before entering the City of Hallandale Beach to Hallandale Beach Boulevard where the route turns westerly to SE 16th Street near the Diplomat Mall and other commercial areas of the City. The route loops from SE 16th Avenue onto Church Drive and then Layne Boulevard and then continues easterly on Hallandale Beach Boulevard back to SR A1A. The route then turns northerly on SR A1A and traverses north into the City of Hollywood to Hollywood Boulevard, turning westerly to Young Circle at Federal Highway and then returning easterly back to SR A1A where the route continues northerly to Dania Beach Boulevard. The route turns westerly on Dania Beach Boulevard to Federal Highway (US 1) where the route turns north on NW 3rd Avenue to NW 1st Street, then turns west to Bryan Road and then north to Griffin Road. The route then turns westerly on Griffin Road to the Tri-Rail Station / Park and Rode Lot west of I-95 on Ravenswood Road / Anglers

Drive just south of Griffin Road. The route retraces its course southerly along the same route. Headways are approximately every forty (40) minutes during weekdays and on Saturday and every fifty (50) minutes on Sundays.

Route 5 is generally on east/west route servicing south Broward County. The route initiates at the Century Village retirement community in the City of Pembroke Pines near Pines Boulevard and SW 136th Street and extends easterly on Pines Boulevard to the Memorial West Hospital / Pembroke Lakes Mall and then turns southerly on Flamingo Road to Pembroke Road. The route then turns easterly on Pembroke Road to Federal Highway (US 1) located in the City of Hallandale Beach. The route then proceeds southerly on Federal Highway to Hallandale Beach Boulevard where the route turns east past the Gulfstream Park Racetrack to NE 14th Avenue adjacent to the Diplomat Mall and other commercial areas. The route turns north on NE 14th Avenue to NE 9th Street / Atlantic Shores Boulevard where the route turns west back to Federal Highway (US 1) and then returns westerly along the same route. Headways are approximately every sixty (60) minutes during the week and on weekends

Route 6 is primarily a north/south route that services southeastern Broward County. The route initiates at County Line Road and Dixie Highway in the City of Hallandale Beach and travels westerly on County Line Road to SW 11th Avenue where the route turns northerly to SW 3rd Street, east of SW 3rd Street and then north on SW 8th Avenue crossing Hallandale Beach Boulevard to NW 1st Street where the route turns easterly on NW 1st Street to NW 2nd Avenue where the route turns northerly to Foster Road, where the route turns northwesterly to NW 8th Avenue again and then north across Pembroke Road into the City of Hollywood. The route continues north on South 26th Avenue (extension of NW 8th Avenue) to Hollywood Boulevard then turns east on Van Buren Street to South 24th Avenue and then turns northerly to Taft Street. The route crosses through areas of Hollywood to Stirling Road where the route turns westerly to Ravenswood Road / Anglers Avenue where the route turns northerly stopping at the Tri-Rail / Park and Ride Lot near Griffin Road. The route then continues west of Griffin Road to SW 30th Avenue where the route turns north to SR 84. The route then continues east on SR 84 to SW 9th Avenue in the City of Fort Lauderdale and then south and easterly to SW 4th Avenue where the route turns northerly to Broward Boulevard to the Broward County Transit Central Terminal. Route 6 generally follows the route in reverse except upon returning into the City of Hollywood, at Washington Street the route turns easterly to Dixie Highway where it turns southerly back to County Line Road. Headways are approximately every thirty (30) minutes on weekdays and Saturdays with headways once every hour on Sundays.

Route 28 is generally on east/west route servicing south Broward County from its western extreme near the Everglades to near the beach. The route initiates at Memorial Hospital in the City of Miramar north of Miramar Parkway on SW 172nd Avenue and then travels southerly on SW 172nd Avenue to Miramar Parkway and then turns easterly on Miramar Parkway several miles crossing through the Cities of Miramar, West Park, Pembroke Park and Hallandale Beach. The route terminates at the Seawalk Pointe Shopping Center on Three Islands Boulevard at the Intracoastal Waterway. The route returns along the same

route. Headways are every their (30) minutes on weekdays and Saturdays and once every forty-five (45) minutes on Sundays.

Conversations with the Broward County's Mass Transit Division yielded a conclusion that no capacity problems existed, in fact, methods to increase ridership are continually being sought. Occupancy rates vary by route. According to Broward County, Route 1 is the second most used bus route in the county with about 450,000 annual riders. The US 1 Breeze route is a new route and data is not available. Route 5 has experienced a steady increase with about 97,000 riders per year. Route 6 has experienced little growth averaging about 100,000 riders per year. Route 28 has experienced steady growth with about 190,000 riders per year. The average number of daily boardings in the City was 2,043 and the number of alightings was 2,190 in the 4th quarter of 2007. Following is a route-by-route summary of boardings and alightings as provided by Broward County Transit staff during the 4th quarter of 2007. Route 1 had 650 boardings and 635 alightings. Route 4 had 300 boardings and 291 alightings. Route 5 had 99 boardings and 283 alightings. Route 6 had 225 boardings and 231 alightings. Route 28 had 769 boardings and 750 alightings.

The City of Hallandale contracts with a private company to install and maintain bus benches and shelters within the City. Pedestrian access to but routes is good, as the City provides an extensive sidewalk system on all major roadways.

Miami-Dade County Bus Routes

Route 3 originates at the Downtown Bus Terminal generally located at the intersection of 1st Avenue and SE/SE 1st Street in Miami-Dade County. Route 3 travels north and east through Miami-Dade County providing service to the Turnberry Country Club, the Aventura Mall and the 163rd Street Mall. Route 3 enters the City of Hallandale Beach traveling north on US 1 until reaching Hallandale Beach Boulevard, where it turns east. Route 3 heads east on Hallandale Beach Boulevard until reaching and stopping at the Diplomat Mall then continuing eastward to Three Islands Boulevard where the route turns north and enters the Seawalk Pointe (WalMart) Shopping Center and circles around to head south along the same route, exiting the City of Hallandale Beach, traveling south on US 1. Headways are approximately every twenty (20) minutes during peak periods and every sixty (60) minutes during late night periods on weekdays and weekends.

Route K (111) initiates at the OMNI Metromover Station / Bus Terminal in Miami-Dade County and travels north and east until entering the City of Hallandale Beach traveling north on South Ocean Drive (A1A). Route K travels north on SR A1A until Hallandale Beach Boulevard, where it turns east, until reaching Layne Boulevard where it enters the Diplomat Mall. After circulating around the mall, Route K exits the mall traveling south on NE 14th Avenue and then east along Hallandale Beach Boulevard to SR A1A then south until entering Miami-Dade County traveling south on A1A. Headways are approximately every thirty (30) minutes at peak periods and every sixty (60) minutes at other times of the day 7 days a week.

Conversations with Miami-Dade County revealed that no capacity problems exist.

All Miami-Dade Transit buses servicing these routes are wheelchair accessible and can carry bicycles.

City of Hallandale Beach Minibus Service:

The City of Hallandale Beach provides a local circulation minibus system for its residents. All of the minibuses are oriented to destinations within the City of Hallandale Beach, whereas the Broward County Bus routes have county-wide focus. Only two of three bus routes service Diplomat Mall. The following descriptions provide details of the individual routes.

Route #1

The minibus route is located in the eastern portion of the City and extends from the City Hall / Cultural Center / Post Office complex on the west side of Federal Highway (US 1) between SE 3rd Street and SE 5th Street and travels north on Federal Highway (US 1) past the Mardi Gras Gaming Racetrack / Casino to NE 9th Street / Atlantic Shores Boulevard and then along NE 9th Street / Atlantic Shores Boulevard to NE 14th Avenue and then southerly to Hallandale Beach Boulevard. The route then turns eastbound on Hallandale Beach Boulevard with stops at the Diplomat Mall and the Publix Shopping Center at Hallandale Beach Boulevard and NE 14th Avenue and the Seawalk Pointe Shopping Center at Hallandale Beach Boulevard and Three Islands Boulevard to SR A1A / Ocean Drive going southward past the high-rise multifamily developments to the Miami-Dade County Line, U-turns northward to return and cross the Intracoastal Waterway on Hallandale Beach Boulevard. The route returns to the Federal Highway governmental complex. Headways are approximately every fifty (50) minutes, Monday through Saturday.

Route #2

The minibus route is also located in the eastern portion of the City and extends from the Aventura Hospital Complex located in the City of Aventura just south of the City Limits along Federal Highway / US 1 to the City Hall / Cultural Center Library / Post Office complex on the west side of US 1 between SE 3rd Street and SE 5th Street and the Gulfstream Park Racetrack / Casino and Village at Gulfstream Park development, traverses northward on US 1 to Hallandale Beach Boulevard, goes eastward on Hallandale Beach Boulevard to the Publix Shopping Center located on the southeast corner of SE 14th Avenue and Hallandale Beach Boulevard, crosses over to Golden Isles Drive, returning to Hallandale Beach Boulevard then going eastward to Three Islands Boulevard and Seawalk Pointe Shopping Center / Wal-Mart. This minibus route extends northerly into the Three Islands high-density residential development area. The minibus returns southward to Hallandale Beach Boulevard and goes west to the Diplomat Mall, then northward on N.E. 14th Avenue to Atlantic Shores / US 1 where the route turns southerly on Federal Highway (US 1) past the Mardi Gras Racetrack and Casino. Headways are approximately sixty (60) minutes, Monday through Saturday.

Route #3

The minibus route is located in the western portion of the City looping through the entire area. The route extends from the City Hall / Cultural Center / Post Office / Gulfstream Park area on Federal Highway between SE 3rd Street and SE 5th Street and heads northerly on Federal Highway (US 1) to Hallandale Beach Boulevard where the route turns westerly to NE 1st Avenue turning northerly to 3rd Street where the route crosses the FEC Railroad / Dixie Highway corridor and then extends west to NW 2nd Avenue. The route then turns north ion NW 2nd Avenue to Foster Road traveling northwesterly to NW 10th Avenue then west onto Pembroke Road to stops at the Hollywood Tri-Rail Station and Memorial Primary Care Center outside of the City. The route then loops back along Pembroke Road to NW 10th Avenue to Foster Road then turning southward onto NW 9th Avenue then eastward on NW 7th Street to NW 8th Avenue the southward to Hallandale Beach Boulevard. The route travels west on Hallandale Beach Boulevard to NW 9th Terrace where the route turns north to NW 1st Court, west to NW 10th Terrace and then back south crossing Hallandale Beach Boulevard to SW 2nd Street, stopping at the Winn Dixie Shopping Center. The route then travels west on SW 2nd Street to SW 11th Avenue meandering southerly to SW 9th Street where the route turns easterly to SW 8th Avenue. The route travels north on SW 8th Avenue to SW 1st Street just south of the commercial uses on Hallandale Beach Boulevard to Dixie Highway where the route turns southerly to SE 3rd Street again crossing the FEC Railroad corridor back the government complex on Federal Highway (US 1). Headways are about every sixty (60) minutes.

3.3 TRANSPORTATION ANALYSIS

ANALYSIS OF EXISTING TRANSPORTATION SYSTEM:

A) LIMITED ACCESS FACILITIES

Although not located within its corporate limits, the City of Hallandale Beach abuts one limited access highway. This roadway is part of the Florida Intrastate Highway System (FIHS) and is maintained by the Florida Department of Transportation (FDOT).

1) **I-95**

a) **Facility Description**

Discussion – The City of Hallandale Beach directly abuts I-95 between County Line Road and Pembroke Road. The roadway is part of the Federal and State Roadway system and is maintained by FDOT. The roadway is a limited access facility with interchanges at both Pembroke Road and Hallandale Beach Boulevard. I-95 crosses over both roads. The roadway from Pembroke Road to County Line Road is a 10-land divided (10LD) roadway with 325' feet of right-of-way. The innermost lanes to the concrete median are designated as high occupancy vehicle (HOV) lanes during A.M. and P.M. peak hours. The entrance and exit ramps are signalized at the underpasses. The roadway's length adjacent to the City is approximately two (2) miles.

The roadway is well paved and marked with traffic control signs and lane striping. There is limited drainage, and, on occasions of heavy rainfall, stormwater runoff floods properties located on the west side of the roadway (located in the Town of Pembroke Park) and on the east side in Hallandale Beach. Due to repeated flooding of the above lands, in 2002 FDOT constructed a major stormwater pump station on the west side of I-95 midway between Hallandale Beach Boulevard and Pembroke Road. Stormwater is now collected and pumped north within the South Florida Rail Corridor to the SFWMD ocean outfall canal at Hollywood Boulevard. This has significantly reduced flooding in the general area.

I-95 is part of Federal Intrastate Highway System (FIHS). The roadway commences near downtown Miami and extends north along the eastern seaboard of the U.S., terminating in Maine at the Canadian border. FDOT maintains the road and general ROW.

Traffic signalization – There are no traffic signals on I-95, however there are signals at the entrance / exit ramps at both Pembroke Road and Hallandale Beach Boulevard.

Adjoining land uses/access – On the west side of the I-95 is the Town of Pembroke Park and on the east side is the City of Hallandale Beach.

Access to the facility can be made only from either Hallandale Beach Boulevard or Pembroke Road. The adjoining land uses in the City of Hallandale Beach include mostly commercial, industrial and the high school between Pembroke Road and Hallandale Beach Boulevard and residential south of Hallandale Beach Boulevard.

b) **Present Level of Service**

Average Annual Daily Traffic (AADT) - The roadway segment from the Miami-Dade County Line to Hallandale Beach Boulevard is currently (2007) handling 232,000 average daily trips per day (TPD). During the peak season traffic volumes increase to about 240,500 trips per day. The roadway segment from Hallandale Beach Boulevard to Pembroke Park is currently (2007) handling 240,760 average daily TPD. No peak season traffic volumes were reported by Broward County or FDOT. The established Level of Service (LOS) volume for I-95 at LOS D is 182,600 TPD. The current volume to capacity (V/C) ratios are 1.27 and 1.32 respectively. This results in a current operating level of service of F for both roadway segments. (See Table T-3).

PM Peak Hour Traffic (PMPH) - The roadway segment from the Miami-Dade County Line to Hallandale Beach Boulevard is currently (2007) handling 19,720 trips in the PM Peak Hour. The roadway segment from Hallandale Beach Boulevard to Pembroke Park is currently (2007) handling 20,460 trips in the PM Peak Hour. The established Level of Service (LOS) volume for I-95 at LOS D is 16,980 trips in the PM Peak Hour. The current volume to capacity (V/C) ratios are 1.16 and 1.20 respectively. This results in a current operating level of service of F for both roadway segments. (See Table T-4).

c) **Future Level of Service**

The Broward County Year 2030 traffic projections estimate that traffic volumes will continue to increase significantly resulting in daily volumes of 348,281 between the Dade County Line and Hallandale Beach Boulevard and 337,574 between Hallandale Beach Boulevard and Pembroke Road. In 1994 actual flows exceeded Broward County's projections (prepared in 1989) by approximately 40%. The eastern areas of Miami-Dade and Broward County are nearly fully developed. However, according to Broward County the LOS D capacity of I-95 in 2015 will remain at 182,600 TPD. The projected volumes will result in V/C ratios of 1.91 and 1.85 respectively. This results in a projected operating LOS of F for both roadway segments.

d) **Proposed Improvements**

There are no further improvements to I-95 that would affect the capacity of the roadway listed in any agency plans.

B) ARTERIAL ROADWAYS

Several arterial roadways provide travel both through and within the City of Hallandale Beach. These roadways are part of Broward County's system and are maintained by the State of Florida and/or Broward County.

1) DIXIE HIGHWAY

a) Facility Description

Discussion – This roadway begins in South Miami and travels north through Miami-Dade County and traverses across Broward County. The portion of this roadway that exists within the City of Hallandale Beach parallels the FEC railroad corridor, beginning at County Line Road and traverses north to Pembroke Road, where it continues north through Broward County and enters Palm Beach County. Within the City of Hallandale Beach this roadway is constructed as a 4-lane undivided facility with 50'of right-of-way which provides one-way southbound traffic only. Its length within the City is approximately 1.5 miles. In general the provision of sidewalks along Dixie Highway is limited to only a few individual businesses.

The pavement is in good condition. There are a total of five (5) traffic signals on this roadway for an average of approximately 3 signals per mile. There is clearly marked traffic lane striping on the entire length of the roadway. Adequate drainage exists on this roadway.

Traffic Signalization – exists at the following locations:

- Pembroke Road
- NW 3rd Street
- Hallandale Beach Boulevard
- SW 3rd Street
- SW 11th Street (County Line Road)

All traffic signals are operated maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily commercial in nature on the west side with the FEC railroad corridor abutting the roadway to the east. Dixie Highway provides access to various strip type commercial properties as well as freestanding commercial buildings on the west side. Adequate drainage exists on this roadway.

b) Present Level of Service

The roadway segment between Pembroke Road and Hallandale Beach Boulevard, as the facility enters the City is currently (2007) handling 6,204 TPD in 2008, a decline from 10,300 in 1998. The roadway segment between Hallandale Beach Boulevard and County Line Road is currently handling 4,840 TPD just south of Hallandale Beach Boulevard and 5,777 TPD at the Miami-Dade County Line. In 1997 the volumes were 10,300 TPD just south of Hallandale Beach Boulevard and 5,310 TPD at the Miami-Dade County Line. The established LOS volume for Dixie Highway at LOS D is 26,040 TPD. This results in V/C ratios of approximately .24, .18 and .22 respectively. This results in current operating LOS of C+ for all roadway segments. (Note: according to the FDOT LOS Manual, LOS A & B are not attainable on this roadway). See Table T-3.

PM Peak Hour Traffic (PMPH) - The roadway segment north of Hallandale Beach Boulevard is currently (2007) handling 560 trips in the PM Peak Hour. The roadway segment south of Hallandale Beach Boulevard is currently handling 440 trips in the PM Peak Hour. The roadway segment at the Miami-Dade County Line is currently handling 575 trips in the PM Peak Hour. The established Level of Service (LOS) volume at LOS D is 2,484 trips in the PM Peak Hour. The current volume to capacity (V/C) ratios are .22, .18 and .23 respectively. This results in a current operating level of service of C+ for all roadway segments. (See Table T-4).

c) **Future Level of Service**

The Broward County Year 2030 traffic projections estimate that traffic levels will increase significantly resulting in the segment north of Hallandale Beach Boulevard handling approximately 17,743 TPD with the segment at the Miami-Dade County estimated to be approximately 25,097 TPD. No estimate is provided just south of Hallandale Beach Boulevard. The results in V/C ratios of .68 and .96 for the two roadway segments respectively which result in a projected operating level of service of ~~D~~ C+ and ~~C~~ D, respectively. The City feels that these Broward County estimates may be somewhat high, given the built-out nature of the City and abutting areas and given the fact traffic volumes decreased significantly between 1997 and 2007, even during the last so-called peak 2000-06 re-development period.

d) **Proposed Improvements**

There are no proposed improvements scheduled to Dixie Highway for maintenance, upgrade or that would affect the capacity of the roadway per the Broward County Metropolitan Planning Organization's (MPO) Five Year

Transportation Improvement Plan (TIP) for the years FY 2007-08 through 2011-12.

2) **NE/SE 1st Avenue**

a) **Facility Description**

Discussion – This roadway is a two lane roadway with various sections of 30', 50' and 70' of right-of-way. This roadway functions as a minor arterial, carrying predominately one way northbound traffic from Miami-Dade County through the City of Hallandale Beach and continuing north through Broward County. At the southern boundary of the City of Hallandale Beach a small segment of this roadway allows for limited south bound traffic movement from a small number of parking spaces located on the west side of the facility abutting the FEC railway corridor. As referenced previously, Dixie Highway is located on the west side of the FEC railroad corridor and provides for one-way southbound traffic. The length of NE/SE 1st Avenue in the City of Hallandale Beach is approximately 1.5 miles.

The roadway is well paved with clearly marked traffic lane striping. In general, the provision of sidewalks is limited to a few individual establishments or developments located on the east side of the roadway. There are a total of five (5) traffic signals on this roadway for an average of 3.3 signals per mile.

Traffic Signalization – exists at the following locations:

- Pembroke Road
- NW 3rd Street
- Hallandale Beach Boulevard
- SW 3rd Street
- SW 11th Street (County Line Road)

All traffic signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily commercial strip type development with a small number of light industrial uses. Offstreet parking is provided in the areas immediately west of NE/SE 1st Avenue between the roadway and the FEC railroad corridor. In some locations, the parking is located such that vehicles back directly onto the roadway which creates the potential for conflicts with through traffic. NE/SE 1st Avenue also provides access to the Mardi Gras Racetrack and Casino (former Hollywood Dog Track) located on the SE corner of NE 1st Avenue and Pembroke Road as well as a public Community Park named "Bluesten Park" located on the northeast corner of SE 1st Avenue and SE 7th Street. In addition NE/SE 1st Avenue provides access to other arterial and collector

facilities, as well as to both Miami-Dade County (located south of the City) and portions of Broward County (located north of the City). Adequate drainage exists on this roadway.

b) **Present Level of Service**

The segment of NE/SE 1st Avenue located between the Miami-Dade County line and Hallandale Beach Boulevard is currently (2007) handling approximately 4,235 TPD. The segment between Hallandale Beach Boulevard and Pembroke Road is currently (2007) handling about 4,280 TPD. The established LOS D volume for NE/SE 1st Avenue is 15,600 TPD. This results in V/C ratios of .27 for the segment of NE/SE 1st Avenue located between the Miami-Dade County line and Hallandale Beach Boulevard and for the segment between Hallandale Beach Boulevard and Pembroke Road. This results in a current operating LOS of C+ (although the average daily traffic volume is actually much higher than the LOS C capacity, according to the FDOT 2002 LOS Manuals LOS A or B is not attainable on this roadway due to the number of traffic signals).

PM Peak Hour Traffic (PMPH) - The roadway segment north of Hallandale Beach Boulevard is currently (2007) handling 551 trips in the PM Peak Hour. The roadway segment south of Hallandale Beach Boulevard is currently handling 539 trips in the PM Peak Hour. The established Level of Service (LOS) volume at LOS D is 1,692 trips in the PM Peak Hour. The current volume to capacity (V/C) ratios are .33 and .32 respectively. This results in a current operating level of service of C+ for all roadway segments. (See Table T-4).

c) **Future Level of Service**

Data provided by Broward County did not include future projections (2030) for NE/SE 1st Avenue. However, utilizing the current 2007 Broward County traffic counts, the City estimates the future traffic volume (2030) for the segment south of Hallandale Beach Boulevard will be about 5,250 TPD and about 5,300 TPD for the segment north of Hallandale Beach Boulevard. Given the built out nature of the City and surrounding areas it is anticipated that the existing capacity of the roadway will be able to accommodate future traffic increase given the fact that the current volume (4,300) equates to only 25% of LOS “D” capacity. Therefore, it is anticipated that the roadway could sustain a significant increase in traffic volume and remain at an acceptable LOS, although a significant increase is not anticipated at this time.

d) **Proposed Improvements**

There are no proposed improvements to NE/SE 1st Avenue for maintenance, upgrade or that would affect the capacity of the roadway per the Broward

County MPO 5-year Transportation Improvement Program (TIP) for FY 2007-08 through 2011-12.

3) **FEDERAL HIGHWAY (US 1)**

a) **Facility Description**

Discussion – Federal Highway (US1) is a north – south arterial roadway centrally located in the City of Hallandale Beach. US 1 initiates in Key West and traverses the eastern seaboard of the United States ultimately terminating in the northeast region of the Country. The portion of US 1 located within the City enters the City at SW 11th St. (County Line Road) and continues north until it intersects with Pembroke Road and exits the City. The roadway is constructed as both a 6-lane divided facility (Miami-Dade County Line to Hallandale Beach Boulevard) and a 4-lane undivided facility (north of Hallandale Beach Boulevard) with a common center left turn lane. Federal Highway has 133' of right-of-way south of Hallandale Beach Boulevard and 80' of right-of-way north of Hallandale Beach Boulevard. It's enough within the City is approximately 1.5 miles. Concrete sidewalks are provided on both side of the majority roadway with only a few areas missing.

The pavement is in good condition. There are currently a total of five (5) traffic control signals on Federal Highway, for an average of approximately 3.3 signals per mile. Signals are located at intersections of other arterials and collectors. There is clearly marked traffic lanes striping the entire length of the roadway. Adequate drainage exists on this roadway.

Traffic Signalization – exists at the following locations:

- Pembroke Road
- NE 9th Street (Atlantic Shores Boulevard)
- NE 3rd Street
- Hallandale Beach Boulevard
- SE 3rd Street
- SE 9th Street (Village at Gulfstream Park DRI project)

All traffic signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily strip type commercial uses, and governmental uses. US 1 also provides access to the U.S. Post Office, Gulfstream Park Raceway / Casino and the new Village at Gulfstream Park DRI mixed–use development and the City of Hallandale Beach Municipal Complex. US 1 intersects with the 2 major east/west arterials in Hallandale, those being Pembroke Road and Hallandale Beach Boulevard. In addition, US 1 provides access to Miami-Dade County and areas of Broward County (located north of the City).

b) **Present Level of Service**

The roadway segment located between the Miami-Dade County line and Hallandale Beach Boulevard (6-lane divided) is currently handling 54,000 TPD (68,700 TPD Peak Season). This is approximately a 25% increase since the element was adopted in 1997. The roadway segment between Hallandale Beach Boulevard and Pembroke Road is handling 36,500 TPD (39,321 TPD in Peak Season). This is approximately a 17% increase since the element was adopted in 1997. The established LOS D capacity for these roadway segments are 49,200, and 32,700 TPD respectively. This results in V/C ratios of 1.10 and 1.12 respectively. These V/C ratios indicate current operating LOS of E for both segments of this roadway.

PM Peak Hour Traffic (PMPH) - The roadway segment south of Hallandale Beach Boulevard is currently (2007) handling 4,860 trips in the PM Peak Hour. The roadway segment north of Hallandale Beach Boulevard is currently handling 3,290 trips in the PM Peak Hour. The established Level of Service (LOS) volume at LOS D is 4,680 and 3,100 trips in the PM Peak Hour, respectively. The current volume to capacity (V/C) ratios are 1.04 and 1.06 respectively. This results in a current operating level of service of E for all roadway segments. (See Table T-4).

c) **Future Level of Service**

The Broward County Year 2030 traffic projections estimate that traffic counts will increase significantly. They estimate that volumes will be 69,470 TPD north of the Miami-Dade County Line and 45,841 north of Hallandale Beach Boulevard. According to Broward County the capacity of these 2 roadway segments at LOS D in 2030 will be the same in the future, 49,200 TPD and 26,500 32,700 TPD. These capacities result in anticipated V/C ratios of 1.41 and 1.40, respectively. These V/C ratios result in projected operating LOS of F on all roadway segments. However, the entire City is within an Urban Infill Area (UIA) which allows traffic volumes to exceed capacity, provided mitigation is included.

d) **Proposed Improvements**

There are no proposed improvements to be constructed which would increase the capacity of the roadway contained within the Broward County MPO TIP for the years 2007-08 through 2011-12. The roadway segment from the Miami-Dade County line to Hallandale Beach Boulevard is being resurfaced in FY 07-08. As part of the Village at Gulfstream Park DRI located east of US 1 from the Miami-Dade County line to Hibiscus Street, a number of improvements will occur. These include a new signalized

intersection at SE 9th Street, median modifications, turn lane changes, driveway improvements into the project and a "Super Stop" for buses. As part of the proposed Park Central mixed-use development located west of US 1 between NE 3rd Street and NE 4th Court, a southbound right turn lane onto NE 3rd Street will be added.

4) **OCEAN DRIVE (SR A1A)**

a) **Facility Description**

Discussion – Ocean Drive (State Road A1A) is the eastern most north/south arterial located within Broward County. The segment of the roadway that exists within the City of Hallandale Beach is generally only south of Hallandale Beach Boulevard. The roadway continues north paralleling the eastern coast of Broward County within the City of Hollywood. The roadway is constructed as a 6-lane divided facility with 100 feet of right-of-way. It's length within the City of Hallandale Beach is approximately 0.75 miles. Concrete sidewalks exist on both sides of the roadway.

The pavement on SR A1A is in very good condition. There are four (4) traffic signals on the roadway located at major development access points. Adequate drainage exists on this roadway.

All traffic signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily high density multi-family residential, a small number of Hotels and private and public recreation. SR A1A provides access to public beach areas as well as to Hallandale Beach Boulevard and other east/west arterials located in Miami-Dade, Broward and Palm Beach Counties.

b) **Present Level of Service**

The segment of SR A1A located within the City of Hallandale Beach (Miami-Dade County Line to Hallandale Beach Boulevard) is currently (2007) handling 28,000 TPD with an average count of 31,000 TPD having been noted just south of Hallandale Beach Boulevard. The capacity of this segment at LOS D is 49,200 TPD. This results in a V/C ratio of .57 and .63 respectively. These V/C ratios result in a current operating LOS of C+ for the segments of the roadway at both locations. Growth has been slow during the last 10-year period despite the last "2000-05 redevelopment spurt".

PM Peak Hour Traffic (PMPH) - The roadway segment near the Miami-Dade County line is currently (2007) handling 2,520 trips in the PM Peak Hour. The roadway segment just south of Hallandale Beach Boulevard is currently

handling 2,790 trips in the PM Peak Hour. The established Level of Service (LOS) volume at LOS D is 4,680 trips in the PM Peak Hour. The current volume to capacity (V/C) ratios are .54 and .60 respectively. This results in a current operating level of service of C+ for all roadway segments. (See Table T-4).

c) **Future Level of Service**

The Broward County Year 2030 traffic projections estimate that traffic will increase significantly. Broward County has estimated that in the year 2030 the segment of SR A1A between Hallandale Beach Boulevard and the Dade County Line will handle 47,893 TPD. According to Broward County the roadway capacity at LOS D will still be 49,200 TPD. This traffic projection results in a V/C ratio of.97 which results in a projected operating LOS of E. The City believes the county's estimate is high given the built-out nature of the area. The City estimates the traffic volumes will be about 33,810 TPD near the Miami-Dade County line and 37,670 south of HBB.

d) **Proposed Improvements**

There are no proposed improvements to Ocean Drive / SR A1A that would affect the capacity of the roadway per the Broward County MPO 5-year Transportation Improvement Program (TIP) for FY 2007-08 through 2011-12. However, there appears to be a resurfacing project scheduled for the roadway from the Miami-Dade County line into the City of Hollywood in FY 09-10 ($1.93M) and sidewalk improvement funds scheduled for FY 09-10 ($200K) from the Miami-Dade County line to Hallandale Beach Boulevard.

5) PEMBROKE ROAD

a) **Facility Description**

Discussion – Pembroke Road is the northern most east/west arterial roadway located within the City of Hallandale Beach. Pembroke Road is an arterial which will extend from US 27 at the westernmost edge of the urbanized area of Broward County, in the City of Miramar, and traverses easterly through Broward County until terminating at Federal Highway (US 1) in the City of Hallandale Beach. The section of the roadway located within the City enters the City just east of I–95 and continues easterly until US 1 where the roadway becomes Moffet Street. The length of the portion within Hallandale Beach is approximately 1.4 miles. The roadway is constructed as a 4-lane undivided facility with a shared center left turn lane. The northern side of Pembroke Road is located within the City of Hollywood. A continuous concrete sidewalk is provided along the south side of Pembroke Road located in the City of Hallandale Beach.

The pavement is in good condition. There are a total of seven (7) traffic signals located along this facility with five (5) signals between I–95 and Dixie Highway with the remaining two (2) signals on the eastern segment. These signals are located primarily at the intersections of major collectors and arterials. There is clearly marked lane striping on the entire length of the roadway. Adequate drainage exists on this roadway.

Traffic Signalization – exists at the following locations:

- I -95
- S 28th Avenue (City of Hollywood)
- Approximately 1 block east of S 26th Ave. (City of Hollywood)
- NW 2nd Avenue
- Dixie Highway
- NE 1st Avenue
- Federal Highway (US1)

All traffic signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily strip type commercial developments and scattered office buildings (2-3 story). Pembroke Road provides access to I-95 and other north/south arterials within the City. In addition, Pembroke Road provides direct access to the Mardi Gras Racetrack and Casino (former Hollywood Dog Track) on the southeast corner of Pembroke Road and Federal Highway (US 1).

b) **Present Level of Service**

The segment of Pembroke Road between I-95 and Dixie Highway is currently handling 38,000 TPD and the segment of the roadway between Dixie Highway and US 1 is currently handling 24,500 TPD. The capacity of these roadway segments at LOS D is 32,700 TPD The roadway segment east of US 1 (Moffet Street) is currently handling about 6,719 TPD. This represents about a 26% increase between 1997 and 2007 near I-95 and a 12% increase near US 1 during the same planning period. No data was available for the segment east of US 1 in 1997._ These volumes result V/C ratios of 1.16, .75 and .67 respectively. This results in a current operating LOS of F, B and B respectively.

PM Peak Hour Traffic (PMPH) - The roadway segment east of I-95 is currently (2007) handling 3,420 trips in the PM Peak Hour. The roadway segment just west of US 1 is currently handling 2,210 trips in the PM Peak Hour. The established Level of Service (LOS) volume at LOS D is 3,110 trips in the PM Peak Hour. The current volume to capacity (V/C) ratios are 1.10 and .71 respectively. This results in a current operating LOS of E for

the roadway segment east of I-95 and LOS C+ west of US 1 (See Table T-4).

c) **Future Level of Service**

The Broward County's Year 2030 Traffic Projections estimate that traffic volumes will steadily increase on the segment of this roadway between I-95 to Dixie Highway and east of US 1 to about 49,642 TPD. (Note: Broward County did not include a year 2030 projection for portions of Pembroke Road east of Dixie Highway to US 1). The City believes a valid estimate west of US 1 may be about 30,700 in 2030. Broward County estimates that in the year 2030 at LOS D is projected to be 32,700 TPD. This results in a projected V/C ratio of 1.52, .93 and .93 respectively. This results in a projected operating LOS of F east of I-95 and LOS D at the other locations in 2030. However, the entire City is within an Urban Infill Area (UIA) which allows traffic volumes to exceed capacity, provided mitigation is included.

d) **Proposed Improvements**

There are no proposed improvements scheduled in the Broward County MPO TIP for the years FY 2007-08 to 2011-12. Because of the projected traffic increases, improvements to increase capacity need to be planned and scheduled in the near future near I-95.

6) HALLANDALE BEACH BOULEVARD

a) **Facility Description**

Discussion – Hallandale Beach Boulevard is a centrally located east/west principal arterial roadway which bisects the City of Hallandale Beach. The roadway will eventually extend from US 27 to SR A1A. The roadway is known as Miramar Parkway from Pembroke Road to SR 7 / US 441 and Hallandale Beach Boulevard from SR 7 / US 441 to SR A1A. Before intersecting SR A1A, Hallandale Beach Boulevard crosses over a drawbridge traversing the Intracoastal Waterway. The bridge section contains two bridges (1 each direction). The portion of Hallandale Beach Boulevard located in the City of Hallandale Beach is approximately 2.7 miles in length. The roadway is constructed as a 6-lane divided facility with 100' of right-of-way. Concrete sidewalks exist on both sides of the roadway and adequate drainage exists.

The pavement is in good condition. There are a total of 19 traffic signals located along Hallandale Beach Boulevard located primarily at the intersections of arterials and other major collectors. This number includes 2 traffic signals to service the drawbridge crossing the Intracoastal Waterway. Adequate drainage exists on this roadway.

Traffic Signalization – exists at the following locations:

- I-95
- SW/NW 10th Terrace
- SW/NW 8th Avenue
- SW/NW 6th Avenue
- SW/NW 4th Avenue
- Dixie Highway
- SE/NE 1st Avenue
- US 1
- NE 8th Avenue
- NE 10th Avenue
- NE 14th Avenue
- SE 16th Avenue
- Layne Boulevard
- Golden Isles Drive
- Diplomat Parkway
- Three Islands Boulevard
- ICWW Bridge EB
- ICWW Bridge WB
- Ocean Drive (SR A1A)

All traffic signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily strip type commercial development, large scale retail (supermarkets, Diplomat Mall, etc.) and office. Hallandale Beach Boulevard provides access to the major commercial development within the City, the City's Financial District, as well as, to several high density multi-family development located adjacent to and east of NE 14th Avenue. In addition, Hallandale Beach Boulevard provides access to the Gulfstream Race Track / Casino, generally located on the SE corner of Hallandale Beach Boulevard and US 1, as well as to the beach via an intersection with SR A1A. Hallandale Beach Boulevard intersects with I-95, Dixie Highway, US 1 and SR A1A and therefore, provides access for residents leaving the City and visitors coming to the City from Miami-Dade, Broward and Palm Beach Counties.

While Hallandale Beach Boulevard functions as a regional arterial roadway, the lack of a well defined support system of collector streets, and given the existing adjacent land uses and access to the facility, the roadway is forced to provide a variety of other functions as well. Hallandale Beach Boulevard provides access for local circulation, frequent pedestrian crossings, bus routes, minibus routes and direct property access which are not typically

associated with the function of an arterial roadway. The multiple functions of Hallandale Beach Boulevard frequently lead to congestion problems as well as to hazardous conditions for pedestrian and vehicular traffic that would not normally be associated with the function of an arterial roadway.

b) **Present Level of Service**

The roadway segment between I-95 and Dixie Highway is currently handling 64,000 TPD. The roadway segment between Dixie Highway and US1 is currently (2007) handling 40,500 TPD. The segment between US 1 and the Intracoastal Waterway is currently handling 39,500 TPD. Finally the segment just west of the Intracoastal Waterway (ICWW) Bridge is currently handling 31,000 TPD. The capacity of these roadway segments at LOS D are 49,500 TPD on all segments except at the ICWW because of the number of traffic signals, respectively. These traffic volumes result in V/C ratios of 1.30, .82 and .80, respectively. These V/C ratios result in a current operating LOS of F, C and C respectively for the roadway segments.

The spacing of traffic signals along an urban arterial street is very important to maintaining progressive traffic flow. On East Hallandale Beach Boulevard, there are four (4) closely spaced signalized intersections at Layne Boulevard, Golden Isles Drive, Diplomat Parkway and Three Islands Boulevard. These traffic signals, together with the FEC Railroad crossing and the ICWW drawbridge, contribute to the traffic delays which commonly occur along Hallandale Beach Boulevard.

PM Peak Hour Traffic (PMPH) - The roadway segment east of I-95 is currently (2007) handling 6,040 trips in the PM Peak Hour. The roadway segment just west of US 1 is currently handling 3,650 trips in the PM Peak Hour. The roadway segment just east of US 1 is currently handling 3,560 trips in the PM Peak Hour. Lastly, the roadway segment just west of the ICWW Bridge is currently handling 2,790 trips in the PM Peak Hour. The established Level of Service (LOS) volume at LOS D is 4,680 trips in the PM Peak Hour between I-95 and US 1 but only 4,420 trips in the PM Peak Hour between US 1 and the ICWW because of the number of traffic signals. The current volume to capacity (V/C) ratios are 1.29, .78 and .80 respectively. This results in a current operating LOS of F for the roadway segment east of I-95 and LOS C for the other roadway segments (See Table T-4).

c) **Future Level of Service**

The Broward County Year 2030 Traffic Projections estimate that traffic counts will steadily increase. Broward County estimates that the segment east of I-95 will be handling 69,242 TPD, the segment east of US 1 will be handling 51,027 TPD and the segment east of Diplomat Parkway will be handling 37,916 TPD in the year 2030. Note: Broward County's projections

did not include a projection for the segment of Hallandale Beach Boulevard located US 1; however, the City estimates the traffic volume at that location will be about 45,560 TPD. According to Broward County, the LOS D capacity of the roadway segments for which a projection was provided will remain at 49,200 TPD between I-95 and US 1, 49,300 east of US 1 and 44,700 at the ICWW, respectively. These projections result in V/C ratios of 1.40, 1.03 and .85 respectively. These V/C ratios result in projecting operating LOS F, E and C. The City feels the projections are somewhat unrealistic given the built out nature of surrounding land; however, the City has been receiving numerous re-development applications that significantly increase the density / intensity of development. However, the entire City is within an Urban Infill Area (UIA) which allows traffic volumes to exceed capacity, provided mitigation is included.

d) **Proposed Improvements**

There are no proposed improvements scheduled in the Broward County MPO TIP for the years FY 2007-08 to 2011-12 that would increase roadway capacity. However, the Village at Gulfstream Park DRI approval included requirements to improve traffic signal timing along the roadway from US 1 to I-95 and to improve the ramps / intersection at I-95, as well as other items. There is a resurfacing project that is on-going in FY 07-08 from Dixie Highway to I-95 and extending westerly into Pembroke Park. Because of the projected traffic increases, improvements to increase capacity need to be planned and scheduled in the near future near I-95. As part of continuing studies of roadway operations aimed at alleviating or assisting in traffic on Hallandale Beach Boulevard, the City is currently studying the feasibility of modifying the current one-way traffic flows on NE 8th Avenue and NE 10th Avenue to two-way traffic flows and is coordinating with FDOT on the analysis and future roadway modifications.

C) COLLECTOR ROADWAYS

Several collector roadways are located within the City of Hallandale Beach. These facilities are maintained by Broward County, or the City of Hallandale Beach. The City of Hallandale Beach maintains all collector roadways with the exception of Dixie Highway which is maintained by Broward County. The City indentifies several additional collector roadways that are not identified on the Broward County Functional Roadway Classification map series or text but serve the City as major or minor collector roadway links from neighborhoods, or that provide current or future alternate roadway linkages between major roads. Since most of the major arterial roadways in the City are built at maximum design and future roadway widening of those roads cannot occur without extensive / costly right-of-way acquisition, the City relies on the secondary collector roadway system to move traffic through and within the City. The purpose of identifying the additional collector roads in the plan

is to identify those collector roadways for right-of-way protection. Traffic count data is not monitored by Broward County on most City Collector roadways. Following is an analysis of those roads:

1) NW / SW 8th AVENUE

a) Facility Description

Discussion – NW/SW 8th Avenue is a north/south collector roadway located in the western portion of the City. This roadway begins at SW 11th Street (County Line Road) and travels north through the City terminating at Pembroke Road. The roadway is approximately 1.5 miles long and is constructed as a 2 lane undivided facility with approximately 50 feet of right-of-way. Concrete sidewalks are provided on both sides of approximately 70% of NW 8th Avenue (north of Hallandale Beach Boulevard) and on both side of 100% of SW 8th Avenue (south of Hallandale Beach Boulevard).

The pavement is in good condition. There are 2 traffic control signals located on the roadway located at the intersections of Pembroke Road and Hallandale Beach Boulevard, for an average of 1.3 signals per mile. There is clearly marked lane striping. In some locations (north of Hallandale Beach Boulevard) a small amount of parallel parking spaces are provided on the east side of the roadway. In addition, SW 8th Avenue provides access to Ingall's Park located immediately south of Hallandale Beach Boulevard east of SW 8th Avenue and schools. Residents using the park typically park vehicles in the grass area immediately adjacent to the park and back directly out onto the roadway. Adequate drainage exists on NW/SW 8th Avenue.
Traffic Signalization – exists at the following locations:

- Pembroke Road
- Hallandale Beach Boulevard

All signals are operated and maintained by Broward County.

Adjoining land uses/access – NW/SW 8th Avenue provide access to various low density multi-family developments as well as mobile home parks and some individual neighborhoods commercial type uses as well as a City park which abut the roadway. SW 8th Avenue has become a major route to Gulfstream Middle School. In some areas, particularly adjacent to the park and low density multi-family developments, off-street parking backs out directly onto the roadway. In addition, a small amount of parallel parking is provided on the east side of the roadway north of Hallandale Beach Boulevard.

b) Present Level of Service

Information relating traffic flow on SW 8th Avenue (south of Hallandale Beach Boulevard) has not provided or monitored by Broward County until just recently. However, Broward County did provide traffic count information for NW 8th Avenue (north of Hallandale Beach Boulevard). According to current (2007) Broward County, the segment of SW 8th Avenue south of Hallandale Beach Boulevard is currently handling approximately 10,175 TPD. According to Broward County, the segment of NW 8th Avenue between Hallandale Beach Boulevard and Pembroke Road is currently handling approximately 7,930 TPD. The capacity of this roadway at LOS D is 10,000. This results in a V/C ratio of 1.02 and .79 respectively. This V/C ratio results in a current operating LOS of E and C. Field observation of SW 8th Avenue reveals that the roadway now appears to be functioning at an unacceptable level of service, especially during school operating periods.

PM Peak Hour Traffic (PMPH) – SW 8th Avenue south of Hallandale Beach Boulevard is currently (2007) handling 937 trips in the PM Peak Hour. NW 8th Avenue north of Hallandale Beach Boulevard is currently handling 754 trips in the PM Peak Hour. The established Level of Service (LOS) volume at LOS D is 950 trips in the PM Peak Hour. The current volume to capacity (V/C) ratios are .99 and .79 respectively. This results in a current operating LOS of E for the roadway segment south of HBB and LOS C north of HBB (See Table T-4).

c) **Future Level of Service**

Broward County year 2030 traffic projections now include projections for NW/SW 8th Avenue. By 2030 Broward County forecasts that traffic will increase on SW 8th Avenue to about 17,224 TPD. By 2030 Broward County forecasts that traffic will increase on NW 8th Avenue to about 13,004 TPD. Given the built out status of the area surrounding NW/SW 8th Avenue and unless some intense redevelopment were to occur it is felt that traffic volumes will not increase significantly. The City estimates that the a more valid forecast would be about 12,620 TPD on SW 8th Avenue and 10,410 TPD on NW 8th Avenue. Given the current (2007)–traffic volume on SW 8th Avenue and future projection on both roadway segments, the City / County should consider some improvements to handle the expected traffic increases and maintain LOS D.

d) **Proposed Improvements**

At this time there are no improvements to NW/SW 8th Avenue proposed to be completed between FY 2007-08 through 2011-12.

2) NE 14th AVENUE

a) **Facility Description**

Discussion – NE 14th Avenue is a north/south collector roadway located in the central/eastern portion of the City approximately one half mile east of Federal Highway (US 1). The portion of NE 14th Avenue located within the City begins approximately 1 block south of Hallandale Beach Boulevard and is approximately .8 miles in total length. The roadway is constructed as a 2 lane undivided facility with approximately 70 feet of right-of-way. Sidewalks are provided along approximately 80% of the western side of the roadway and only approximately 20% of the east side of the facility.

The pavement is in fair condition. There are a total of two (2) traffic signals located on this roadway at major intersections for an average of 2.5 signals per mile. There is clear lane striping along the entire length of the roadway. Adequate drainage exists on this roadway.

Traffic Signalization – exists at the following locations:

- NE 9th Street (Atlantic Shores Boulevard)
- Hallandale Beach Boulevard

All signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily high density multi-family and commercial. NE 14th Avenue provides access to arterial roadways for a large block of high density multi-family residential developments (approximately 10 stories) located on both the east and west sides of the roadway. In addition, NE 14th Avenue provides access to two (2) arterials (Hallandale Beach Boulevard and Pembroke Road), to the Diplomat Golf Course located generally on the southeast corner of Atlantic Shores Boulevard (NE 9th Street) and NE 14th Avenue.

b) **Present Level of Service**

According to Broward County the segment of NE 14th Avenue north of Hallandale Beach Boulevard is currently (2007) handling approximately 10,008 TPD, almost double since 1997. The capacity of the roadway at LOS D is 10,000 TPD. This results in a V/C of 1.00. This results in a current operating LOS of E.

PM Peak Hour Traffic (PMPH) – According to Broward County, the roadway segment north of Hallandale Beach Boulevard is currently (2007) handling 900 trips in the PM Peak Hour. The established Level of Service (LOS) volume at LOS D is 950 trips in the PM Peak Hour. The current volume to capacity (V/C) ratio is .95. This results in a current operating LOS of D for the roadway (See Table T-4).

c) **Future Level of Service**

Broward County year 2030 traffic projections estimate that NE 14th Avenue will increase somewhat. Broward County estimates that in 2030 this roadway will handle approximately 12,839 TPD. This estimate is felt to be somewhat high given the built out nature of the City and surrounding area; however, since the traffic volume has increased significantly since 1997 due in part to persons by-passing traffic congestion on Hallandale Beach Boulevard, it could be accurate. The capacity of the roadway at LOS D is anticipated to remain at 10,000 TPD. This results in a projected V/C ratio of 1.28. This V/C results in a projected operating LOS of F by 2030, requiring some form of mitigation.

d) **Proposed Improvements**

There are no proposed improvements to NE 14th Avenue currently scheduled between FY 2007-08 through 2011-12; however, due to the poor operating LOS, plans should be made to increase the capacity of the road.

3) **THREE ISLANDS BOULEVARD**

a) **Facility Discussion**

Discussion – Three Islands Boulevard is a north/south collector roadway located north of Hallandale Beach Boulevard and approximately one half mile west of Ocean Drive (SR A1A). The segment of Three Islands Boulevard located within the City of Hallandale Beach begins at Hallandale Beach Boulevard and traverses north into the City of Hollywood. The length of the segment of Three Islands Boulevard located in the City of Hallandale Beach is approximately .75 miles. The roadway is constructed as a 6 lane divided facility with 100 feet of right-of-way. Concrete sidewalks are provided on both side of the facility.

The pavement is in good condition. There are a total of 2 traffic signals on this roadway. In addition to traffic signalization there is a guard gate which stops vehicles traveling north located approximately ¼ mile north of Hallandale Beach Boulevard. Adequate drainage exists on this roadway.

Traffic Signalization – exists at the following locations:

- Hallandale Beach Boulevard
- Park View Drive

All signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily low density and high density multi-family residential uses. Three Islands Boulevard provides access to Hallandale Beach Boulevard for a large concentration of high rise (15-story) condominium developments as well as low density villa type multi-family developments, located on 3 islands completely surrounded by the Venetian, Desoto and Intracoastal Waterways. The roadway does not provide through traffic north of the Three Islands development for which it serves. There is clearly marked lane striping on the entire length of the roadway.

b) **Present Level of Service**

Broward County does not monitor the traffic counts on Three Islands Boulevard; therefore, no information relating to existing traffic levels and level of service was available at time of the original element in 1997. However, a count was taken in 1994 which revealed that the road was handling 11,298 TPD. Recently as part of a re-development application an updated traffic volume was taken that revealed the roadway is now handling about 14,500 TPD. The LOS D capacity of this road is 46,800 TPD. This results in a V/C ratio of .31. This results in an operating LOS (2007) of C (LOS A and B are not attainable). Field observation of this facility reveals that this roadway appears to operate at an acceptable level of service.

PM Peak Hour Traffic (PMPH) – Based on the above analysis, it is estimated the roadway is currently (2007) handling about 1,309 trips in the PM Peak Hour. The established Level of Service (LOS) volume at LOS D is 4,352 trips in the PM Peak Hour. The current volume to capacity (V/C) ratio is .30. This results in a current operating LOS of C for the roadway (See Table T-4).

c) **Future Level of Service**

Broward County's year 2030 traffic projections do not provide an estimate~~d~~ for the year 2015. However, City estimates are that Three Islands Boulevard will be handling approximately 17,980 TPD. The anticipated capacity of this roadway is 46,800 TPD. This results in a V/C ratio of .38. This results in a projected operating LOS of C (LOS A and B are not attainable) in the year 2015.

d) **Proposed Improvements**

There are no proposed improvements to Three Islands Boulevard scheduled between FY 2007-08 through 2011-12.

4) DIPLOMAT PARKWAY

a) **Facility Description**

Discussion – Diplomat Parkway is a north/south collector located approximately 1 mile east of US 1. The segment of Diplomat Parkway within the City of Hallandale Beach begins at Hallandale Beach Boulevard and continues to north to the City of Hollywood. The roadway is constructed as a 2 lane undivided facility with 60 feet of right-of-way. It's length within the City is approximately .75 miles long. Concrete sidewalks exist from Hallandale Beach Boulevard to the southern edge of the single family homes at Atlantic Shores Boulevard on the east and ~~only~~ from Hallandale Beach Boulevard to the golf course clubhouse on the west side.

The pavement of Diplomat Parkway was resurfaced in 2000-01. There are a total of 2 traffic signals located at major intersections on Diplomat Parkway. There is clearly marked lane striping the entire length of the roadway. Adequate drainage exists on this roadway.

Traffic Signalization – exists at the following locations.

- Hallandale Beach Boulevard
- Atlantic Shore Boulevard

All signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are primarily multi-family residential uses along the eastern boundary of Diplomat Parkway, while the Diplomat Country Club (Private Golf Facility) is located on the west boundary of the roadway. Diplomat Parkway provides access from and to Hallandale Beach Boulevard as well as to the portion of the City of Hollywood located immediately north of the City of Hallandale Beach.

b) **Present Level of Service**

The roadway segment located in the City of Hallandale Beach, north of Hallandale Beach Boulevard is currently handling 3,347 TPD. The LOS D capacity of the roadway is 10,000 TPD. This results in a V/C ratio of .33. This V/C ratio results in an LOS of C (LOS A & B are un-attainable).

PM Peak Hour Traffic (PMPH) - The roadway is currently (2007) handling 366 trips in the PM Peak Hour. The established Level of Service (LOS) volume at LOS D is 950 trips in the PM Peak Hour. The current volume to capacity (V/C) ratio is .38. This results in a current operating LOS of C for the roadway (See Table T-4).

c) **Future Level of Service**

According to Broward County's year 2030 traffic projections, Diplomat Parkway will handle 4,230 TPD. The anticipated LOS D capacity is 10,000 TPD. This results in a V/C ratio of .42. This results in a projected 2030 operating LOS of C+.

d) **Proposed Improvements**

There are no improvements scheduled for Diplomat Parkway to be completed between FY 2007-08 through 2011-12.

5) NE 9th STREET (ATLANTIC SHORES BOULEVARD)

a) **Facility Description**

Discussion – NE 9th Street is an east-west collector located approximately 2 blocks south of the boundary of the City of Hollywood in the eastern portion of the City of Hallandale Beach. The roadway initiates at Federal Highway (US1) and travels eastward until terminating at Three Islands Boulevard. This roadway is also known as Atlantic Shores Boulevard and its length within the City is approximately 1 mile. The roadway is constructed as a 2 lane undivided facility between US 1 and Diplomat Parkway with 100' of right-of-way. The roadway becomes a 6 lane facility east of Diplomat Parkway. Concrete sidewalks are provided only on approximately 20% of the roadways.

The pavement is in good condition. There are a total of three (3) traffic signals located on the facility at the intersection of arterial or other collectors, for an average of 3 signals per mile. In addition to traffic signalization there are three (3) 4-way stop intersections located at NE 8th Avenue, NE 10th Avenue and NE 12th Avenue and a guard gate located east of Diplomat Parkway Drive Parkway which stops vehicles. There is clearly marked lane striping along the length of the roadway. Adequate drainage exists on this roadway.

Traffic signalization – exists at the following locations:

- Federal Highway
- NE 14th Avenue
- Diplomat Parkway

All traffic signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are commercial recreation, commercial and low density multi-family residential. Atlantic Shores Boulevard provides access to the Mardi Gras Racetrack and Casino (former Hollywood Dog Track) for vehicles traveling from south of Pembroke

Road. In addition, NE 9th Street provides access to NE 14th Avenue, US 1 and various strip commercial properties located at intersections and along US 1 for residents living in the Three Islands residential developments.

b) **Present Level of Service**

Broward County did not monitor the existing traffic volumes on NE 9th Street until just recently. However, a 1994 count was provided by Broward County. In 1994 NE 9th Street was handling approximately 9,037 TPD. In 2007 Broward County notes that 9,285 TPD used the roadway on a daily basis. The LOS D capacity of the roadway is 10,000 TPD. This results in a V/C ratio of .93. This V/C ratio results in an operating LOS of D. Observation of the facility reveals that NE 9th Street appears to be operating at an acceptable level of service; however, significant increases would negatively affect the roadway operations, as many multiple-family residential complexes have direct back-out parking along the road, particularly near US 1.

PM Peak Hour Traffic (PMPH) - The current Broward County data noted the roadway was handling 840 trips in the PM Peak Hour. The established Level of Service (LOS) volume at LOS D is 950 trips in the PM Peak Hour. The current volume to capacity (V/C) ratio is .84. This results in a current operating LOS of C for the roadway (See Table T-4).

c) **Future Level of Service**

Broward County Year 2030 projections did not include an estimate of future traffic levels for NE 9th Street until just recently. However, it is anticipated that the only source of additional traffic for NE 9th Street will stem from the completion of the Three Islands Residential Development or "short-cut" traffic. It is felt that the completion of the Three Islands Development may cause the traffic on NE 9th Street to increase above the LOS D capacity of this facility. Therefore, the City should continue to monitor this roadway to address any future need for improvements. The current Broward County 2030 forecast indicates that traffic volumes will decrease to about 4,166 TPD. This is highly unlikely as the traffic volumes have stayed fairly constant for many years. The City believed a more valid 2030 forecast may be about 11,450 TPD

d) **Proposed Improvements**

There are no proposed improvements to NE 9th Street scheduled ~~to~~ between FY 2007-08 through 2011-12.

6) NW / NE 3rd STREET

a) **Facility Description**

Discussion – NW / NE 3rd Street is an east/west collector road which is located approximately 4 blocks north of Hallandale Beach Boulevard in the central portion of the City. NW / NE 3rd Street initiates at NW 6th Avenue in the northwestern portion of the City. The road then continues east until terminating at Federal Highway, in the eastern portion of the City, for a total of approximately 0.75 miles in length. The road is constructed as a 2 lane undivided facility with approximately 50 feet of right-of-way.

The pavement is in good condition. There are three (3) traffic signals located on the roadway and one (1) 4-way stop intersection. Concrete sidewalks are provided on some portions of the roadway; however they are not continuous. Adequate drainage exists on this roadway.

Traffic Signalization – exists at the following locations:

- Dixie Highway
- NE 1st Avenue
- US1

All traffic signals are operated and maintained by Broward County.

Adjoining land uses/access – Adjoining land uses are light industry, retail/warehouse, commercial and single family residential. NE 3rd Street provides access to various strip commercial and light industrial uses including retail/warehouses. In addition, this roadway provides access to Dixie Highway, NE 1st Avenue and US 1.

b) **Present Level of Service**

Broward County does not monitor the traffic levels on NW/NE 3rd Street; therefore, no information relating to the current traffic volume was available at the time the original element was prepared. During a recent review of a redevelopment project located at the northwest corner of US 1 and NE 3rd Street, traffic counts were taken for that roadway segment. The data revealed that about 4,900 TPD use the road just west of US 1 and about 6,100 TPD just east of Dixie Highway. The roadway segment west of Dixie Highway has less traffic volume. The LOS D capacity of the roadway is 10,000 TPD. This results in V/C ratios of .49 at US 1 and .61 at Dixie Highway. This V/C ratio results in an operating LOS of C+ at both locations (per FDOT LOS A and B are not attainable).

PM Peak Hour Traffic (PMPH) – Based on the above 2007 Traffic Study it was noted the roadway was handling about 441 trips in the PM Peak Hour at US 1 and about 549 trips in the PM Peak Hour at Dixie Highway. The

established Level of Service (LOS) volume at LOS D is 950 trips in the PM Peak Hour. The current volume to capacity (V/C) ratios are .46 and .58 respectively. This results in a current operating LOS of C+ for both reported roadway segments (See Table T-4).

c) **Future Level of Service**

Broward County's year 2015 traffic projections do not include a projection for NW/NE 3rd Street. However, given the developed status of the area surrounding NW / NE 3rd Street it is not felt that traffic levels will increase significantly. Based on the above 2007 Traffic Study it is projected that if the planned redevelopment occurs, by 2013 traffic volumes may increase to about 5,200 TPD at US 1 and about 6,500 TPD at Dixie Highway. By 2030 traffic volumes are expected to increase to about 6,050 TPD at US 1 and about 7,630 at Dixie Highway. The LOS would still be C+. It is anticipated that in 2030 NW / NE 3rd Street will continue to operate at an acceptable LOS.

d) **Proposed Improvements**

There are no proposed improvements to NW / NE 3rd Street scheduled to be constructed between 2007-08 through 2011-12 in the MPO 5-Year Plan; however, there is a planned reconstruction of the roadway segment west of US 1 to include a common center turning lane and a right turn lane at NE 1st Avenue that are necessary as part of the Park Central redevelopment project.

7) SW 11TH STREET (a.k.a. COUNTYLINE ROAD)

SW 11th Street (a.k.a. Holiday Drive/County Line Road) is an east/west 2-lane undivided roadway located in the southwest corner of the City between I-95 and Dixie Highway along the southern boundary of the City. SW 11th Street exists west of I-95 as "County Line Road" (SW 41st Street) in the Town of Pembroke Park, West Park and Miramar and continues west along the border between Miami-Dade and Broward County. In western portions of Broward County, County Line Road provides access between Broward County and Miami-Dade County and to I-95. However, in the City of Hallandale Beach, SW 11th Street does not provide access to Miami-Dade County. In fact, there is a concrete wall constructed along the south boundary on the majority of the roadway between the two Counties preventing access from Miami-Dade County.

Although the roadway is located within close proximity to I-95, in the City of Hallandale Beach, there is not direct access to or from I-95. Therefore, access to the roadway is restricted primarily to the properties abutting the facility and vehicles accessing the roadway from either Hallandale Beach Boulevard (via SW 11th Avenue) or from Dixie Highway. In previous years SW 11th Street was included on the Broward County Trafficways Plan as a 106' collector roadway in order to insure adequate right of way for a possible future connection between the western and eastern portions of County Line Road. However, a connection of SW 11th Street between the Town of Pembroke Park and Hallandale Beach was never constructed and the right of way was subsequently reduced from 106' to 80' within the City of Hallandale Beach. The existing platted properties provided between 25'-40' of right of way. Additional right of way of various width appears to exist in Miami-Dade County also.

Although the roadway is depicted on the Broward County Trafficways Plan, Broward County does not place a Functional Classification on the roadway nor does Broward County monitor traffic levels on the facility. This roadway functions primarily as a local collector to provide access for residents immediately abutting the facility to Dixie Highway and Hallandale Beach Boulevard via SW 11th Avenue.

Information relating to the current traffic volume on SW 11th Street was unavailable as traffic volumes on SW 11th Street are not monitored by Broward County. Field observation of the roadway reveals that the roadway has low volumes and appears to have sufficient capacity to accommodate the current traffic volumes at LOS A. Given the built-out nature of the properties located along the roadway it is not anticipated that traffic volumes will increase significantly during the planned period. Therefore it is anticipated that SW 11th Street will continue to provide an acceptable level of service throughout the planning period. The roadway corridor could, in the future and if found feasible, provide an alternate route as a collector or minor arterial roadway to move traffic from the US 1 / Dixie Highway area westerly connecting to the west side of I-95 with or without a connection to I-95.

8) FEDERAL HIGHWAY / DIXIE HIGHWAY & NE 1ST AVENUE CONNECTORS (SE 3rd STREET / SE 5th STREET / SE 7th STREET / SE 9th STREET)

In the area west of Federal Highway (US 1), east of the Dixie Highway / NE 1st Avenue, south of Hallandale Beach Boulevard and north of the Broward / Miami-Dade County Line are several east / west roadways that link Federal Highway to the Dixie Highway / NE 1st Avenue corridor. This area has been in a state of redevelopment for many years and currently includes more intensive uses along the Federal Highway corridor such as the City's Municipal Center, a US Post Office, hotels and restaurants, but also includes

a few older Mobile Home / RV Parks. Future redevelopment plans already approved or anticipated along the corridor include high-rise mixed-use developments with offices, hotels, retail and ancillary uses. West of the Federal Highway frontage uses and extending westerly to the Dixie Highway / NE 1st Avenue corridor is an area that includes some older developments including Mobile Home / RV Parks, single-family homes and various multi-family developments with mostly low intensity commercial uses along NE 1st Avenue. Commonly motorists use the above listed east / west roadways in this area to travel between Federal Highway and the Dixie Highway / NE 1st Avenue corridor to avoid the traffic congestion. Many of the original platted roadways in this area were either narrow 40-50-foot wide right-of-ways or "half" streets meaning one adjoining owner dedicated "half" of the overall right-of-way while the other half would be dedicated by the other adjoining when the land was developed or redeveloped. The City has been able to obtain additional right-of-way in some instances as redevelopment occurs. Subsequently, in many instances the actual roadway pavement on these roads was built within the available right-of-way and is not in compliance with modern day standards. The current use of the above listed roadways by motorists causes occasional conflicts due to the narrow right-of-way and pavement width and with the some of the older land uses.

As redevelopment continues to occur in this area, including the Gulfstream Park Racetrack and Casino, the Village at Gulfstream Park DRI mixed-use and the higher intensity redevelopment projects on the west side of Federal Highway mentioned above, traffic is anticipated to increase on those roadways. It is anticipated that some or all of the listed roadways may need to be rebuilt to minor collector road designs that exceed a typical local road right-of-way width (50'). Therefore, the City designates the above listed roadways as City Collector roads and will require a sixty (60) foot right-of-way to handle the necessary through lanes, turn lanes, drainage and pedestrian walkways, particularly near intersections. The roadways expected to receive the most traffic increases are SE 3rd Street and SE 9th Street, as these roadways intersect with signalized entry points to the Gulfstream Park site.

Since Broward County does not monitor traffic volumes on any of these roadways, traffic volume data was obtained from traffic studies submitted by developers as part of their site plan reviews. Data is not available for all roadway segments. However, the available data reveals that existing traffic volumes are quite low. The traffic volume noted recently on SE 9th Street west of US 1 was about 800 TPD. The traffic volume noted recently on SE 8th Street west of US 1 was about 300 TPD. The capacity of a 2-lane local road is roughly 10,000 TPD or 950 trips in the Peak Hour. Future traffic volume projections calculated during the Village at Gulfstream Park DRI review noted traffic volumes may increase to about 3,500-4,000 TPD on both of those road segments, still below the capacity of a 2-lane road.

However, as mentioned previously there is a need to obtain additional right-of-way to reconstruct the road pavement to modern standards, add turn lanes and install stormwater management facilities, as this area experiences occasional flooding.

9) FOSTER ROAD

Foster Road is a 2-lane City Collector roadway located in the northwest area of the City. The road extends westerly from Dixie Highway to NW 4th Avenue and then turns northwesterly terminating at NW 11th Avenue near the intersection of I-95 and Pembroke Road. The area surrounding the roadway is mostly single-family residential with a few commercial uses. The City's future redevelopment plans for the area call for mixed-use along the roadway corridor. Adequate right-of-way currently exists.

Since Broward County does not monitor traffic volumes on this roadway, traffic volume data is not available. Field observations reveal traffic volumes are quite low with no capacity problems. The roadway could accommodate additional traffic and still operate at a high LOS.

10) HIBISCUS STREET (SE 2ND STREET)

The western portion of Hibiscus Street / SE 2nd Street currently functions as a local road / driveway into the Gulfstream Promenade Shopping Center located at the southeast corner of Federal Highway and Hallandale Beach Boulevard. A 40-foot wide right-of-way exists in that area. Between NE 10th Avenue and NE 14th Avenue additional portions of right-of-way exist (25-feet+/-) which was intended for an east / west alley system behind the commercial businesses that front Hallandale Beach Boulevard in that area. This roadway corridor is being considered for an alternative east / west collector roadway paralleling Hallandale Beach Boulevard that could provide an alternative route for motorists to travel around the central business district and reduce traffic congestion on the major arterial roadways. The corridor is proposed from Federal Highway to NE 14th Avenue. The largest obstacle in implementing the construction of a road within this corridor is right-of-way acquisition as both plats and site plans have been approved by the City without obtaining additional right-of-way. A portion of the corridor is within the Gulfstream Park property and physical improvements exist that prohibit a through roadway. The existing roadway is currently built as a 2-lane section. Very little traffic now uses the road. If the significant approved redevelopment occurs, the need to acquire right-of-way and construct a road may occur.

Analysis of Average Daily and Peak Hour Trips

The data provided in this element was obtained from Broward County, developer Traffic Studies and/or FDOT. The City's 1995 EAR included the 1994 AADT data provided by the consultant that prepared the City's EAR. 1997 AADT data was obtained which was published in March 1998 and was incorporated into Broward County's Transportation Element, adopted in November of 1998. Forecasts for the Year 2015 were obtained from Broward County. Data for the City's 2006 EAR and subsequent 2008 plan update was obtained again from Broward County as well as developer Traffic Studies. Future traffic projections were obtained from the Broward County MPO and/or calculated by the City's consultants based on available data and local knowledge.

The City of Hallandale Beach is a community through which much traffic passes, primarily to coastal areas, regional attractions (Gulfstream Race Track / Casino and Mardi Gras Racetrack and Casino (former Hollywood Dog Track) and to I-95. In addition, Hallandale Beach experiences through traffic stemming from vehicles traveling between Miami-Dade and Broward County. Although I-95 exists to the west of the City, many commuters utilize Dixie Highway, NE/SE 1st Avenue and US 1 to travel between the two (2) Counties and utilize Hallandale Beach Boulevard and Pembroke Road to access I-95.

The City of Hallandale Beach is subject to fluctuating traffic flows throughout the year. This seasonal variation, as referenced elsewhere in this element, is attributable to residents, visitors, and tourists who visit the City of Hallandale Beach during the months of November through April. Seasonal traffic flows on Hallandale Beach Boulevard have been noted in the past to increase as much as thirty (30) percent during peak winter months as compared with off-season flows (See Tables T-3, T-5a, T-5b and T-5c).

In addition, the City is subject to seasonal event-induced traffic flows that result from people attending activities of the Gulfstream Race Track and Casino and the Mardi Gras Racetrack and Casino (former Hollywood Greyhound Track) as discussed later in this element. Such seasonal increases result in longer delays at traffic signals, greater difficulty in entering and leaving driveways, slower speeds and increased hazards to pedestrian and vehicular traffic. Minor occurrences such as vehicles entering or leaving driveways, lane changing, pedestrian jaywalking, buses stopping and starting to on-load or off-load passengers, typically go un-noticed during off-season periods, but readily are the cause of traffic delays resulting from the breakdown in the flow of traffic during peak season months.

Any discussion of traffic flows much include the fact that Broward County created Transportation Concurrency Exception Areas (TCEA) which included all lands east of the Turnpike from the Miami-Dade County line to Commercial Boulevard and east of I-95 from Commercial Boulevard to the Palm Beach County line. This occurred in 1993. The purpose was to encourage urban infill and redevelopment. Because many roadways in eastern Broward County have high traffic volumes, new development had been essentially stopped. With the adoption of the concurrency exception area, new development was exempt from roadway concurrency review, but Transit Impact Fees are required by the County if platting is necessary. In April 2005 Broward County switched to a Transit-Oriented Concurrency (TOC) system that divided the county geographically into ten (10)

benefit districts. The City is within the Southeast District. A list of transit improvements and their estimated costs were developed for each district. Impact fees are established for each land use type per district. Credits may be received for existing and planned improvements. Since many of the county roads have high traffic volumes and poor operating LOS, and many roads cannot be widened any further, the county, while not totally ignoring poor roadway LOS, chose to focus on transit-related improvements as the county changes from a suburban to more urban form. The county examines all development and re-development applications and assesses impact fees that focus only on transit improvements. Roadway impacts and improvements are still analyzed, made and funded as needed, but developer impact fees only relate to transit. In June 2008 Broward County adopted plan amendments as part of the County's last EAR that was challenged by DCA / FDOT / SFRPC. A Stipulated Settlement Agreement was created with remedial plan text / GOPs. The County renamed the Transit-Oriented Concurrency (TOC) system as the Transit Concurrency Management Areas (TCMA) system and adopted supplemental GOPs to provide revised performance standards for mass transit, adopted LOS standards for Strategic Intermodal System (SIS) Facilities and Transportation Regional Incentive Program (TRIP) Funded Facilities, new Policies on Pedestrian and Bikeway Facilities and new Policies on coordinating transportation plans and programs. This includes coordination mechanisms between the County, FDOT and the municipalities on some development reviews below DRI thresholds that may affect SIS Facilities.

Most of Hallandale Beach Boulevard and US 1 are and will continue to operate at unacceptable LOS in the future with a few exceptions. The State and County have the ability to establish concurrency management systems on the roads they have jurisdiction over; however, the City can set its own concurrency system for local roads. The City has no choice but to use the Broward County Transit Concurrency Management Areas (TCMA) system for arterial roadways and County Collectors and realizes certain benefits to doing so as the City ages and re-development is desired. If a major roadway LOS is exceeded, development can proceed if impact fees are paid and mitigation is done. Despite the emphasis on transit, the reality is that less than 3% of all commuters use some form of transit, even with recent higher fuel costs. Modeling by Broward County showed significant negative impacts on roadway conditions if density is increased in hopes that more commuters may use transit; therefore, Broward County has focused this higher density development philosophy only along specific roadway corridors. While it may be acceptable to expect traffic delays in urbanized areas below normal LOS conditions, people still need to travel with as little delay as possible. It is really a matter of "how bad can people tolerate traffic congestion".

In addition to the Broward County concurrency system, the City adopted an "Urban Infill" designation for the entire City. Similar to the former Broward County TCEA, the City is free to approve development regardless of traffic congestion, but requires some form of mitigation deemed acceptable to the City. Typically, a Developer Agreement is required that lists the required City mitigation. Because Broward County is charged with overseeing arterial roadways and certain major County Collector roads and the fact that mass transit serves only a small percentage of commuter, the City will still use the

standard roadway concurrency system for local roadways and City Collectors, as transit services do not typically use local streets and homeowners are sensitive to traffic volumes and speeding. This will not preclude the City from requiring mitigation for county / state roads, if deemed appropriate, including improvements necessary for safe and adequate access to a site(s) or to improve general transportation operations that will serve a development. The City recognizes the benefits of a TCMA concurrency system may have on the City in the future. However, the City will continue to monitor traffic volumes and development impacts as well. The City is consider traffic calming improvements and programs, provided the improvement(s) analyzes local conditions, requires community input and majority consent prior to any devices being installed such as speed humps, pavement narrowing, round-a-bouts, etc.

Broward County's 1989 Comprehensive Plan contained baseline existing traffic counts for 1987 and forecasts for 1994 and 2010. Later Broward County forecasts were for 2015, 2020, 2025 and most recently 2030. Forecasted traffic flows are based on computer modeling assuming maximum land use intensities for all land uses and using major traffic generators and attractors as “gravity” to influence traffic patterns. The Broward County Transportation Element adopted in November 1998 contained 1997 actual traffic-counts and forecasts for 2015. The latest actual and forecast update is related to the 2005 Broward County EAR and provides forecasts to the year 2030. The County does not update future forecasts frequently because of the expense involved and they acknowledge some forecasts 23 years in the future may not be realistic.

The City has analyzed the existing 2007 traffic counts, inventory of vacant lands and Broward County forecasted volumes, primarily for 2030 and created updated short term forecasts (2013). There is one (1) existing roadway segment (NE 9th Street / Atlantic Shores) where the 2007 traffic counts are higher (9,285 TPD) than are forecasted for 2030 by Broward County (4,166 TPD), despite the fact traffic volumes have been fairly steady on that road for many years. Some Broward County forecasts show huge increases on certain roads by 2030 (i.e. 75% increase on Dixie Highway / 25-50% on several more), despite the fact the City is 92% built-out, as are the communities around the City. The new Casino operations and re-development of those sites will have major impacts on the City and regional roadway network. The City will monitor the annual traffic volumes in the future and make necessary adjustments to transportation facilities.

EBA Editing Note: Existing Table T-5 entitled Historical and Forecasted Counts prepared in 1997 will be deleted in its entirety, as the data and analysis is out of date. See new Tables T-5a (AADT) and T-5b (PM Peak Hour).

Table T-5a
Historical and Forecasted Traffic Counts
Average Annual Daily Traffic (AADT)

North South Roadways	Segment	Actual 1987	Actual 1997	Actual 2007	City Est. 2013	BC Est. 2030	City Est. 2030
I-95 (SIS)	N of Dade CL	125,000	205,051	232,000	252,500	348,281	295,300*

	N of HBB	136,200	224,233	240,760	250,676	337,574	293,320*
Dixie Highway	N of Dade CL	8,000	5,310	5,777	6,057	25,097	7,090*
(One Way SB)	S of HBB	9,000	10,300	4,840	5,130	N/A	6,000*
	N of HBB	N/A	N/A	6,204	6,576	17,743	7,700*
NE/SE 1 Avenue	S of HBB	N/A	4,700	4,235	4,489	N/A	5,250*
(One Way NB)	S of Pembroke Rd	N/A	N/A	4,280	4,537	N/A	5,300*
Federal Highway	N of Dade CL	29,100	40,936	54,000	61,800	69,470	69,470
	S of Pembroke Rd	27,800	30,283	36,500	40,220	45,841	45,841
S. Ocean Drive	N of Dade CL	19,100	26,447	28,000	28,900	47,893	33,810*
	S of HBB	N/A	29,000	31,000	32,200	N/A	37,670*
SW 8 Avenue	S of HBB	N/A	N/A	10,175	10,785	17,224	12,620*
NW 8 Avenue	N of HBB	N/A	6,300	7,930	8,900	13,004	10,410*
NE 14 Avenue	N of HBB	N/A	5,364	10,008	11,000	12,839	12,839
Three Islands Blvd.	N of HBB	N/A	N/A	14,500	15,370	N/A	17,980*
Diplomat Pkwy.	N of HBB	N/A	2,342	3,347	3,950	4,230	4,230
East/West Roadways							
Pembroke Road	E of I-95	24,000	28,003	38,000	44,000	49,642	49,642
	W of US 1	N/A	21,600	24,500	26,240	N/A	30,700*
	E of US 1	N/A	N/A	6,719	7,648	9,351	9,351
Hallandale Beach Blvd. (HBB)	E of I-95	39,800	38,252	64,000	65,850	69,242	69,242
	W of US 1	N/A	38,300	40,500	41,820	N/A	45,560*
	E of US 1	32,100	45,918	39,500	43,600	51,027	51,027
	E of ICWW Bridge	N/A	30,040	31,000	31,600	37,916	37,916
NE 9 Street / Atlantic Shores	E of US 1	N/A	N/A	9,285	9,842	4,166	11,450*
NW / NE 3 Street	W of US 1	N/A	N/A	4,900	5,200	N/A	6,050*
	E of Dixie Hwy	N/A	N/A	6,100	6,500	N/A	7,630*

Source: Broward County Metropolitan Planning Organization Roadway Capacity / LOS Report 9/06
Broward County Annual Traffic Count Reports
Michael Miller Planning Associates, Inc. 7/08

Notes: An asterisk * means the City disagrees with the current Broward County 2030Forecast or represents an estimate not provided by the Broward County Metropolitan Planning Organization.

Table T-5b
Historical and Forecasted Traffic Counts
PM Peak Hour (PMPH)

North South Roadways	Segment	Actual 1987	Actual 1997	Actual 2007	City Est. 2013	BC Est. 2030	City Est. 2030

I-95 (SIS)	N of Dade CL	11,625	19,070	19,720	23,482	32,390	27,463*
	N of HBB	12,667	20,854	20,460	23,313	31,394	27,279*
Dixie Highway	N of Dade CL	744	494	575	563	2,334	659*
(One Way SB)	S of HBB	837	958	440	477	N/A	558*
	N of HBB	N/A	N/A	560	611	1,650	716*
NE/SE 1 Avenue	S of HBB	N/A	437	539	417	N/A	488*
(One Way NB)	S of Pembroke Rd	N/A	N/A	551	422	N/A	493*
Federal Highway	N of Dade CL	2,706	3,807	4,860	5,747	6,461	6,461
	S of Pembroke Rd	2,585	2,816	3,290	3,740	4,263	4,263
S. Ocean Drive	N of Dade CL	1,776	2,460	2,520	2,688	4,454	3,144*
	S of HBB	N/A	2,697	2,790	2,995	N/A	3,503*
SW 8 Avenue	S of HBB	N/A	N/A	937	1,003	1,602	1,174*
NW 8 Avenue	N of HBB	N/A	586	754	828	1,209	968*
NE 14 Avenue	N of HBB	N/A	499	900	1,023	1,194	1,194
Three Islands Blvd.	N of HBB	N/A	N/A	1,309	1,429	N/A	1,672*
Diplomat Pkwy.	N of HBB	N/A	218	366	367	393	393
East/West Roadways							
Pembroke Road	E of I-95	2,232	2,604	3,420	409	4,617	4,617
	W of US 1	N/A	2,009	2,210	2,440	N/A	2,855*
	E of US 1	N/A	N/A	625	711	870	870
Hallandale Beach Blvd. (HBB)	E of I-95	3,701	3,557	6,040	6,124	6,439	6,439
	W of US 1	N/A	3,562	3,650	3,889	N/A	4,237*
	E of US 1	2,985	4,270	3,560	4,055	4,745	4,745
	E of ICWW Bridge	N/A	2,794	2,790	2,939	3,526	3,526
NE 9 Street / Atlantic Shores	E of US 1	N/A	N/A	840	915	387	1,065*
NW / NE 3 Street	W of US 1	N/A	N/A	441	484	N/A	563*
	E of Dixie Hwy	N/A	N/A	549	604	N/A	710*

Source: Broward County Metropolitan Planning Organization Roadway Capacity / LOS Report 9/06
Broward County Annual Traffic Count Reports; Michael Miller Planning Associates, Inc. 7/08

Notes: An asterisk * means the City disagrees with the current Broward County 2030Forecast or represents an estimate not provided by the Broward County Metropolitan Planning Organization.
Absent of actual PMPH traffic counts a Peak Hour factor of .093 was utilized.

Table T-5c
Historical Traffic Trends (AADT)

Roadway	Sta .#	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
I-95											

N of Dade CL	2487	153.8	186.1	190.0	201.0	220.0	212.0	220.0	225.0	238.0	232.0
N of HBB	331	175.1	205.6	228.5	232.5	233.2	239.4	243.3	252.0	241.1	240.7
Dixie Hwy											
N of Dade CL	7001	7.7	6.1	4.7	4.6	5.7	5.9	5.4	5.7	6.3	5.8
S of HBB	7719	5.4	5.2	4.1	4.7	4.6	4.4	4.8	5.4	5.7	4.8
N of HBB	9635	NL	NL	NL	4.9	4.4	5.2	5.3	6.0	5.5	6.2
NE/SE 1 Ave											
S of HBB	7037	4.7	4.0	4.9	4.6	4.3	4.3	4.8	3.1	4.4	4.2
S of Pem. Rd	9634	NL	NL	NL	3.7	3.7	4.2	4.9	3.9	4.3	4.3
Federal Hwy / US 1											
N of Dade CL	268	32.7	40.1	44.5	47.0	50.0	45.0	48.0	52.5	48.5	54.0
S of Pem. Rd	5028	27.6	32.1	31.0	35.0	34.5	33.0	35.5	35.5	38.0	36.5
S. Ocean Dr											
N of Dade CL	421	19.0	19.8	26.0	24.0	25.0	23.0	25.0	24.0	25.5	28.0
S of HBB	5044	26.1	26.6	29.0	29.0	30.0	26.0	26.5	28.5	32.0	31.0
SW 8 Ave											
S of HBB	9633	NL	NL	NL	6.6	7.5	9.9	8.9	8.8	7.4	10.2
NW 8 Ave											
N of HBB	7312	6.2	6.6	6.1	6.4	7.2	6.5	7.4	7.4	7.6	7.9
NE 14 Ave											
N of HBB	7309	8.8	8.0	8.0	7.8	8.1	6.6	7.8	6.6	7.3	10.0
Diplomat Pkwy											
N of HBB	9630	NL	NL	NL	4.0	4.2	3.9	4.0	3.9	3.8	3.3
Pembroke Rd											
E of I-95	5181	31.2	29.2	37.5	37.0	39.0	42.0	44.5	40.0	42.0	38.0
W of US 1	5093	14.2	18.2	22.5	22.5	24.5	26.5	25.0	24.0	24.0	24.5
E of US 1	9631	NL	NL	NL	6.7	6.2	4.5	6.7	6.7	6.4	6.7
Hall. Bch. Blvd											
E of I-95	150	43.2	53.9	62.8	60.9	61.3	61.9	61.4	60.8	63.0	64.0
W of US 1	590	31.3	38.2	40.5	40.5	43.0	40.0	40.5	38.0	44.0	40.5
E of US 1	5029	42.4	45.7	46.0	44.5	48.0	48.5	49.5	47.0	45.5	39.5
W of ICCW	349	22.5	27.8	30.5	35.5	35.5	34.0	33.5	35.5	30.5	31.0
NE 9th St. / Atl. Shores											
E of US 1	9757	NL	NL	NL	NL	NL	NL	9.6	8.5	8.8	9.3

Source: Broward County Metropolitan Planning Organization
Broward County Annual Traffic Count Reports
MMPA, July 2008

As may be observed from the above data, the results of forecasted versus actual traffic counts varied widely. The Broward County forecasts are performed via computer modeling. The assumptions of growth areas intensities and travel patterns are best guesses. The computer model utilizes link analysis, travel distance and attractor/generator variables. As actual growth has occurred in Broward County and the City, more specific data has become available and travel patterns have become more

visible. The City's roadway pattern is virtually complete. Development opportunities that remain can best be described as infill. Given these facts, future projections can be more accurately made at this time compared to estimates made in 1987 or 1997. Of the 12 monitored stations, only 1 of the 1994 forecasted traffic projections was within 10% of the 1994 actual traffic flows. Only 3 locations noted lower than anticipated traffic volumes. These were on Dixie Highway (46% less north of Miami-Dade County, 13% less north of Hallandale Beach Boulevard) and Ocean Drive (31% less).

A comparison of estimated 1994 volumes with 1997 actual counts provides a greater number of projections which were lower than anticipated. These were Dixie Highway (57% less north of the Miami-Dade County line and 23% less, north of Hallandale Beach Boulevard, Ocean Drive (11% less) and Hallandale Beach Boulevard east of I-95 (84% less). Note: the disparity between the 1994 projected traffic levels has increased from 1994 to 1997. In 1994 actual flows on Dixie Highway were only 46% and 13% less than an anticipated, while in 1997, flows on Dixie Highway were 57% and 23% less than as anticipated thus, indication that actual traffic volumes are increasing at a much slower rate than as anticipated by Broward County.

Traffic volumes on I-95 north of Miami-Dade County line were 43% higher than as projected by forecast for 1994, 43% higher north of Hallandale Beach Boulevard, an average of 23% higher on Federal Highway, 14% higher on Pembroke Road and 39% higher on Hallandale Beach Boulevard east of US1.

The estimated 1994 versus actual 1997 traffic volumes for Ocean Drive were the most accurate except for the location immediately south of Hallandale Beach Boulevard which was forecasted 11% higher than actually occurred. It is unknown why that location projected a higher forecast than the other location on the roadway which projected within 5% of actual 1997 volumes.

Examining the 1987, 1997 and 2007 actual traffic volumes and historical traffic volumes (1990, 1995, 2000 and 2001-07), one can observe trends for the City. Other than expected traffic increases on the City's major arterial roads (US 1 / I-95 / Hallandale Beach Boulevard / Pembroke Road), traffic volumes have remained fairly constant over the years. Somewhat surprisingly, the traffic volumes on Hallandale Beach Boulevard except near I-95 have remained fairly constant since 1995, despite redevelopment of lands in and around the City. Traffic volumes have increased the most on US 1 from the county line to Hallandale Beach Boulevard due primarily to the buildup of the City of Aventura and the congestion on Ives Dairy Road, on Pembroke Road east of I-95 and on Hallandale Beach Boulevard east of I-95. Also, traffic volumes have increased to unacceptable LOS on NE 14th Avenue north of Hallandale Beach Boulevard because of "short-cut" traffic and on SW 8th Avenue south of Hallandale Beach Boulevard due to new / renovated schools in that area.

Future traffic projections may be less certain due to the slowing real estate market and the price of fuel. The year 2007 noted a decrease in traffic volumes on several roadways noted to always increase annually. The City and adjoining cities have approved many

new redevelopment projects, many of which may never be built due to the real estate market decline since 2006. Broward County's forecasts for the year 2030 must be reviewed cautiously, as they forecast growth based on the theory that every parcel of land will be developed or redeveloped at its maximum intensity. It may not be reasonable to expect that the traffic on I-95 will increase by 100,000 vehicles per day by 2030, twice the theoretical capacity of the road, or that the traffic volume on Dixie Highway near the Miami-Dade boundary will triple from 5,777 TPD to over 25,000 TPD when traffic has decreased on that road for many years. Broward County does not have a short-range (5-year) traffic forecast at this time which would be more accurate. Therefore, the City is providing its own forecasts for 2013 (5-year) and 2030 (long range) for planning purposes.

The City of Hallandale Beach, because of its geographic location, demographics and occupancy characteristics and design experiences fluctuation in traffic levels relating to significant peak hour characteristics. As may be expected, most peak season fluctuation is during the winter months and is attributable to a seasonal influx of visitors in the coastal areas of Broward and Miami-Dade County. The majority of peak hour traffic is in the PM hours (4-6 PM) and related to work trips stemming from commuters utilizing Hallandale Beach Boulevard and Pembroke Road to access I-95 as well as US 1 and Dixie Highway.

As mentioned previously, the Broward County forecasts for 2030 appear high for several roadways. After years of steady growth, traffic volumes decreased in Broward County by about 1% overall in 2007, with some roadways experiencing much more. It appears that the rise in fuel prices (over $4.00 per gallon) and the general economic conditions is having some effect on motorists. There is little vacant land remaining in eastern Broward County. Therefore, development which is anticipated to occur is primarily redevelopment of existing heavily developed areas. Broward County has projected that traffic volumes on segments of Federal Highway, Ocean Drive, NW/ SW 8th Avenue, NE 14th Avenue, Pembroke Road and Hallandale Beach Boulevard will increase between 20% and 42% by the year 2030. In order to achieve the anticipated growth traffic volumes on these segments, traffic volumes would have to increase at a rate of 3-6% every year through 2030. Additionally, Broward County has projected that traffic volumes on Dixie Highway will increase by 65% (north) and 77% (south) by 2030. In order to reach these levels traffic would have to increase by an average of 3 to 3.5% each year. The assumption that traffic will continue increasing at those annual rates is felt to be questionable in light of existing development status of the City and surrounding communities. Some estimates are felt to be too low given existing traffic volumes, particularly on NE 9th Street / Atlantic Shores Boulevard, as the existing traffic volume is about 9,200 TPD; however, the county's 2030 estimate is 4,166 TPD.

Mass Transit (bus) occupancy levels are generally higher on average than in other areas of the County. The peak occupancy occurred during A.M. peak periods. Normal occupancy levels are monitored by Broward County Transit by route. Occupancy rates in 1997 ranged from 37% on Route 1, 33% on Route 5, 22% on Route 6, 25% on Route 9 and 28% on Route 28. Broward County has deleted Route 9 and added Route 4 and the US 1 Breeze in recent years. More recent data as to occupancy is not available from Broward County. The county now monitors route ridership on an annual basis. BCT data

from 2005 noted that ridership in the previous year for Route 1 had increased 4.8%, for Route 5 had increased 11.1%, for Route 6 had increased 0.4% and for Route 28 had increased 4.5%. Route-by-route boardings and alightings were previously discussed. Route 1 and Route 28 have much higher ridership characteristics (almost double) than the other routes that serve the City.

Analysis of Modal Split and Vehicle Occupancy Rates

Data sources with reliable estimates are difficult to obtain. For planning purposes ~~it is~~ Broward County in 1997 estimated that occupancy rates for vehicles average approximately 1.56 persons per vehicle. This data is verified in a May 1995 study prepared for Broward County MPO which noted the occupancy as the County average. The 2000 US Census revealed that the average number of persons per vehicle in Hallandale Beach was only 1.08. Because of the relatively lower income levels within the City and surrounding areas, a higher proportion of public transit use is thought to occur. A visual inspection of bus occupancy noted higher occupancy rates that some other communities with lower median incomes. The current modal split noted in the 1998 Broward County Transportation Element is 1.15% utilizing mass transit. The 2000 US Census revealed that the percentage of person using mass transit service was 4.1%. In 1990, the US Census reported that the vast majority (80%) of Hallandale households own at least one automobile. In 2000, the US Census reported that 81% of households owned at least one vehicle. Of the total 59% of the households owned one vehicle, 18% owned 2 vehicles, 3% owned 3 vehicles and 1% owned 4 or more vehicles. Of the 3,744 households (20% of total) that did not own at least one automobile, 80% (2,939) were households over 65 years of age in 1997. No updated data was available in 2000 but is believed to be similar. According to the 2000 US Census, 88.2% of workers drove to work and 76.6% drove alone. About 11.6% carpooled and 3.2% walked or rode a bicycle to work. About 3.2% of workers reported they worked at home. The mean travel time to a place of employment was 27.8 minutes. This high of a number reveals that most employment opportunities appear to be some distance away from Hallandale Beach in one of the larger cities such as Miami or Fort Lauderdale.

Analysis of Existing Public Transit Facilities

The City is currently served by either (8) bus routes, provided by Broward and Miami-Dade County and three (3) local routes provided by the City of Hallandale Beach. The City is felt to be well served by the bus routes which are available to the residents geographically. In nearly all instances, pedestrian walkways allow easy travel to bus routes/stops. The Tri-Rail system is not easily accessible to City residents. Major roadways must be traveled to reach the nearest station located at I-95 and Hollywood Boulevard. The Broward County Transit Division maintains detailed records on ridership by route, peak hour capacities and headways.

As stated previously, Broward County Transit does not report daily load factors anymore. However, Broward County reported that of the 6 routes that serve the City, only Route 28 from US 1 to the Florida Turnpike experienced a load factor over 1 (all bus seats

occupied). Newer buses now (2007) are able to seat only 40-42 passengers. As stated previously, according to Broward County, Route 1 is the second most used bus route in the county with about 450,000 annual riders. The US 1 Breeze route is a new route and data is not yet available. Route 5 has experienced a steady increase with about 97,000 riders per year. Route 6 has experienced little growth averaging about 100,000 riders per year. Route 28 has experienced steady growth with about 190,000 riders per year. The average number of daily boardings in the City was 2,043 and the number of alightings was 2,190 in the 4th quarter of 2007. Following is a route-by-route summary of boardings and alightings as provided by Broward County Transit staff during the 4th quarter of 2007. Route 1 had 650 boardings and 635 alightings. Route 4 had 300 boardings and 291 alightings. Route 5 had 99 boardings and 283 alightings. Route 6 had 225 boardings and 231 alightings. Route 28 had 769 boardings and 750 alightings.

At the time of this report ridership information relating to Miami-Dade County bus routes was unavailable. The City will seek to coordinate with Miami-Dade County in order to identify methods to continue to enhance mass transit service provided in the City of Hallandale Beach.

Research of the ridership records for the City's local transit system revealed that in FY 2007-08 Route #1 averaged 5,620 total riders per month, Route #2 averaged 4,353 riders per month and Route #3 averaged approximately 3,105 riders per month for a total of 13,078 total persons per month. Ridership on the City's minibus system has increased 70% per month in the last 10-year period. Route #1 exhibits a marked increase in usage during the winter seasonal months while Routes #2 and #3 exhibit fairly constant monthly usage. The City continuously monitors ridership and utilization of the local transit system and will continue to evaluate methods to increase and/or enhance service provided to City residents.

Population Characteristics Including Transportation Disadvantage

The City of Hallandale Beach can best be described as generally mature. As of February 2008, the Area Median Income (AMI) for Broward County was $59,600; whereas the AMI for Hallandale Beach was $34,800. The median age of a City resident declined from 64.0 in 1990 to 52.7 years old in 2000 as compared to 37.8 for Broward County as a whole and 35.3 in the entire United States. A more detailed breakdown is as follows:

Table T-6
City of Hallandale Beach
Analysis of Residents Ages

Age Group	Quantity	Percent
Under 18	4,534	15.2%
18-64	17,486	49%
65 and Over	12,262	35.8%
Total	34,282	100%

Source: 2000 U.S. Census

Household occupancy is estimated at 1.88 persons per household according to the 2000 U.S. Census. Out of a total 18,178 total households 8,158 households or 45% were one person households. 5,084 or 62% of the one person households were occupied by a female. 9,029 total households (50%) had at least one person over 65 years of age.

An exact number of persons needing transportation assistance is difficult to determine. The vast majority of residents are mobile and can either walk or drive for services. Broward County contracts with private providers for services also. Service for qualified elderly and handicapped persons within Hallandale remains on a prearranged "as needed" basis. All Broward County buses are equipped to be wheelchair accessible routes.

Characteristics of Major Trip Generators and Attractors

As described in previous sections, the City has identified five (5) land uses/areas which it considers major trip generators and attractors. These include highway commercial uses fronting on major arterial roadways, primarily Hallandale Beach Boulevard, major multi-family housing concentrations located in the Diplomat/Three Islands Planning District and the Golden Isles/A1A Planning District, the City's Financial District and two (2) regional attractors for commercial recreation, the Mardi Gras Racetrack and Casino (former Hollywood Dog Track) and Gulfstream Park Racetrack and Casino and new Village at Gulfstream Park DRI mixed-use development.

A. Highway Commercial Uses – The City's major commercial area is located between I-95 and SR A1A, primarily along Hallandale Beach Boulevard with the most intense area being located between NE 14th Avenue and SR A1A. This area contains the City's "Central Business District", the Diplomat Shopping Mall, the Hallandale Shopping Center and Seawalk Pointe Shopping Center. Connected to the central spine (Hallandale Beach Boulevard) are two (2) north/south extensions on Dixie Highway and Federal Highway from the Miami-Dade County line to Pembroke Road. There are other strips/nodes of commercial uses along the western portions of Hallandale Beach Boulevard, Pembroke Road and Foster Road.

Roughly 117 (41%) acres of the City's total 283 developed acres of commercial land are located in the core area along Hallandale Beach Boulevard east of NE 14th Avenue. Due to the intensity of commercial development in this location many of the developments are designed with master parking areas with access points only at street crossings or mid-block. Generally, these parking areas are well lit, and provide landscaping and parking spaces, both in front of the buildings and to the rear. However, there are several developments with curb cuts not at street openings and several which are lacking in comparable landscaping.

This central business district provides a mixed variety of strip type retail establishments and restaurants, intermixed with large scale retail and grocery stores with several multistory office buildings. Major retail development in this area includes the Diplomat

Mall which contains 315,000 square feet of commercial space, and the Seawalk Pointe Shopping Center contains 168, 224 square feet of commercial space.

Based upon an Institute of Transportation Engineers (ITE/Sixth Edition) estimated trip generation rate of 40.4 trips per day per 1,000 square feet of commercial space, it is estimated that two (2) shopping centers attract an estimated 19,522 trips per day. Inter-mixed with the various strip commercial uses and major retail developments in this area is City's Central Business District. The City's Central Business District is home to many professional offices, financial institutions and multi-story office buildings. The City's Central Business District is located along Hallandale Beach Boulevard east of Federal Highway and west of the Intracoastal Waterway. This segment of Hallandale Beach Boulevard with its adjacent uses functions as the commercial core of the City and it is well served by the existing public transit system.

The uses along Dixie Highway and Federal Highway, are generally more heavily commercial in nature (uses including vehicle repair shops) and are not as intensely developed as the City's commercial core. The majority of developments in these areas are small individual establishments. At the intersection of Hallandale Beach Boulevard and I-95, there are more intensive commercial uses including a Winn-Dixie grocery store, however, these uses are not felt to be as intense as the used located east of NE 14th Avenue. The existing public transit system provides service to nearly all major roadways, therefore the most part all Highway Commercial Uses are well served by public transportation facilities.

B. Multi Family Concentrations – In 2000, the resident population was 8,143 per square mile as compared to the Florida average of 296 persons per square mile. These numbers are based on gross City acreage as opposed to net residential acreage density. These types of densities are considered favorable for higher transit use. The western half of the City (west of NE 14th Avenue) is generally low density single family and multifamily dwellings with density up to 14 units per acre (2 story) while the area east of NE 14th Avenue has significantly more intensive multi-family concentrations.

The area north of Hallandale Beach Boulevard and east of NE 14th Avenue is the Diplomat/Three Islands planning area which consists of approximately 4,929 units. The area south of Hallandale Beach Boulevard east of NE 14th Avenue is the Golden Isles/A1A planning area which consists of 8,448 units. There are approximately 13,377 multi-family dwelling units between these two areas in 2008. The highest densities are along SR A1A, Diplomat Parkway, Three Islands Boulevard and NE 14th Avenue with the most dense development along the beach areas. According to the 2000 US Census approximately 28% of total units in the City of Hallandale Beach were held for seasonal use only. Therefore, utilizing an average household size of 1.88 persons per unit (2000 US Census) and applying 28% seasonal vacancy rate, it has been estimated that the eastern areas in Hallandale (Diplomat/Three Islands and Golden Isles/SR A1A planning areas) are home to more than 18,108 persons (permanent residents).

Based upon an estimated ITE trip generation rate of 3.7 trips per day high-rise multi-family unit, it is estimated that the eastern area in Hallandale could potentially generate approximately 49,495 trips per day. However, given the high seasonal vacancy rates and large number of households owning no vehicles as reported by the 2000 US Census, it is felt that the actual traffic generated by these areas is significantly less than as previously estimated.

Sunny Isles Beach and Golden Beach in Miami-Dade County are developed almost exclusively for residential uses. Therefore, beach residents must travel across the Intracoastal Waterway for shopping, medical care, employment and most other purposes. Given the limited crossings of the Intracoastal Waterway, residents in Sunny Isles Beach, South Hollywood and the City of Hallandale Beach typically utilized Hallandale Beach Boulevard to gain access to land uses west of the Intracoastal Waterway which results in occasional congestion occurring at the intersection Hallandale Beach Boulevard and SR A1A. However, the redeveloped 6-lane Intracoastal Waterway Bridge and SR A1A / Hallandale Beach Boulevard intersection modifications have solved a majority of the previous congestion. The City remains concerned with some of the anticipated traffic impacts from proposed redevelopment activity in the City of Hollywood just north of Hallandale Beach Boulevard, especially the parcel of land immediately adjacent to the City's Fire Station. The City's existing public transit system provides adequate service to both planning districts.

C. Central Business District – As referenced previously the City of Hallandale Beach is home to a mixture of financial institutions and professionals offices, primarily located along Hallandale Beach Boulevard between US 1 and the Intracoastal Waterway. Designated as the City's "Central Business District", this area consists of intense financial commerce and professional office space. In the past few years the City has been requested to approve a number of high intensity mixed-use developments in this area. Due to the 2006-08 real estate market constriction, it is doubtful if all or even a few developments will proceed. Information relating to the total square footage contained within the financial districts was unavailable at time of this report and would be difficult to estimate due to the uncertainty of redevelopment.

D. Mardi Gras Racetrack and Casino (former Hollywood Dog Track) – The Mardi Gras Racetrack and Casino is a greyhound racing facility encompassing approximately 38 acres. Casino operations began in 2006 with 1,500 slot machines. This facility has a regional attraction from Miami-Dade, Broward and Palm Beach Counties. Based upon an ITE trip generation rate of approximately 43 trips per acre per day, it is estimated that the Mardi Gras complex generates approximately 1,634 trips per day when in operation.

E. Gulfstream Park Racetrack / Casino / Village at Gulfstream Park DRI Mixed-Use – The site includes a horse racing facility, a casino facility with about 1,500 slot machines as well as a recently approved mixed-use development encompassing approximately 200 acres. The facility has a regional attraction from Miami-Dade, Broward and Palm Beach Counties. Based upon an ITE trip generation rate of approximately 43 trips per acre per day, it is estimated that Gulfstream Race Track generates approximately 8,600 trips per

day when in operation at maximum use. The Village at Gulfstream Park DRI approved in 2007 is being constructed on a portion of the site and will include at build-out up to 1,500 DU, 750,000 square feet of commercial, 140,000 square feet of office, a 2,500 seat Movie Theater and a 500 room hotel. At build-out the development could generate over 20,000 trips per day (1,800 PMPH trips).

Analysis of Availability of Transportation Facilities and Services to Serve Existing Land Uses

All areas of the City are currently served by existing roadways. No additional major roadways will be necessary to serve the community at build-out; however, some roadway improvements (widening / turn lanes) and/or alternative routes (Hibiscus Street / County Line Road / other) may be needed. The largest problem is the capacity and current/future traffic volumes of only a few of the existing roadways. The City is located at the edge of the southeast Florida Metropolitan area. The existing major roadways have been widened for the most part to their maximum lane expansions. Therefore, in order to address the roadway segments which are currently operating below adopted LOS levels, the City will need to coordinate with Broward County and FDOT to identify and implement solutions to existing capacity problems other than widening. The City is preparing a Citywide Transportation Master Plan in hopes of seeking solutions.

As mentioned earlier, Tri-Rail is available but not conductive to use because the transit station is some distance away from the residential areas of the City.

Bus service is felt to be readily available to all residents of the City. The major provider of service is the Broward County Mass Transit Division, which operates the countywide bus system. The county also contracts with private vendors for public school busing, handicapped and Social Service Transportation (SST). Miami-Dade County Transit also provides limited bus service to the City. In addition to the services provided by the County, the City provides an effective minibus system which provides additional convenient services to City residents. Other service providers include private taxi service companies and the Greyhound/Trailways Bus Company.

Broward County as a whole is characterized by a suburban land development pattern and consequently by relatively low residential land use densities and few activity focal points. There are a few major corridors with significant transit trip origins and destinations. Given the multitude of local governments in Broward County, dense roadway network, an average vehicle occupancy ratio of 1.08 and a relatively affluent population, the transit modal split is only 1.1 percent of total daily trips in Broward County but 4.1% in the City. As reported previously, the 2000 US Census reported that 88.2% of workers drive to work with 76.6% driving alone.

Although a majority of the transit service within the City is provided by BCT and Tri-Rail, the City plays an important role in transit planning. The City's primary role in transit planning is to enhance the service provided by BCT to provide additional convenient service and access to City residents for local destinations through the minibus system. In addition another important role that the City performs is to monitor County actions and provide for local input where necessary to insure the maximum benefit and consideration of the City's needs.

The County's Mass Transit operation is primarily a large passenger bus system operating on the existing highway network. There about 40 BCT routes in 2007. The average seating capacity of Broward County Transit buses is 40 persons. Considering the capacity of the fleet and the provision of either 20, 30, 60 minute headways for all of the routes, the overall capacity of the system far exceeds the level of existing ridership. Even with ample transit system capacity and existing congested roadways in the region, the vast majority of the local population still prefers the automobile as a means of transportation. Transit planning activities are carried out by the Broward County Office of Transportation. The transit planning and operation staff monitors ridership and periodically alters routes and operations. The County staff is also charged with preparing the County's Transit Development Program which summarizes future capital and operations improvements.

BCT is a fixed-route, fixed-schedule bus system operated by the Broward County Office of Transportation with the main hub operating from Downtown Fort Lauderdale. BCT operates 7 days a week with maximum service provided on weekdays. Weekday service hours generally run from 5:00 A.M. to 10:30 P.M., with most routes operating on half hour headways. Saturday service operates almost the same as weekday service hours, with all routes in operation and some minor changes in headways and service hours. On Sunday a reduced route schedule is available between 9:00 A.M. to 8:00 P.M. with all routes operating on one hour headways.

The County's main bus maintenance facility and the Broward County Division of Mass Transit main office are located in the City of Pompano Beach on Copans Road just east of the Florida Turnpike.

The BCT charges low fares for riders. Reduced fares for senior (65 years old plus) and handicapped citizens are available. Monthly unlimited use passes are also available. The weekly pass is targeted mostly for tourists and is sold at many hotels and motels.

BCT interfaces with the Miami-Dade and Palm Beach County transit systems to provide tri-county service. Miami-Dade County's METROBUS links with BCT at locations in south Broward County (Diplomat Mall) and the Aventura Mall in North Miami-Dade County. BCT also connects with the Palm Beach County Palm Tran system at the Boca Town Center Mall and at Mizner Park. Finally, the County's Tri-Rail stations are served by nine (9) BCT routes.

Paratransit Service is a specialized transportation system provided for the County's elderly and for person with physical, cognitive or visual disabilities who are functionally unable to use the County's fixed Route bus system. Services are available to qualified persons after an assessment is made of each case.

The school bus system serves the public schools in Hallandale Beach and is provided by a private company contracted by the Broward County School Board. The system provides free service to all students enrolled at public schools who live more than two miles from their respective school, or who otherwise lack safe accessways to a less distant facility.

Regional, statewide and interstate travel is provided by the Greyhound/Trailways Bus Line. They provide fixed service seven days a week as well as specialized services.

The adopted level of service set by Broward County states that at least 70% of all residences and employment locations have access to fixed route transit service during the peak hour.

System capacity is analyzed by service frequency, or headway and the seating capacity of the vehicles in relation to ridership.

The existing level of service, according to Broward County, is above the seventy (70) percent coverage rate countywide (78+). Hallandale Beach is within the County's southeast sector where there is a high percent population coverage and high percent employment location coverage by fixes transit service.

Evaluation of service area coverage is based on how well a system services the general population, special transit captive groups and the accessibility of service between these groups and major work, shopping, medical and recreational facilities within the community. Mass transit ridership is significantly influenced by auto ownership. Zero or single auto households are in greater need of transit service than other households. Automobile ownership is generally characterized by relatively few automobiles per household. In addition, senior citizens are also more apt to utilize public transportation. An identification of these target groups and areas were made to identify existing service needs.

Demographic data provided in the 2000 U.S. Census was analyzed to identify the City's level of transit dependency as compared to Broward County's based upon areas of low income, concentrations of senior citizens and concentrations of persons whose means of transportation to work is by bus.

According to the 2000 Census, Hallandale Beach had a median household income of $28,266. This figure is approximately 32% lower than the median household income for Broward County as a whole ($41,691). The United States median household income was $41,994 according to the 2000 US Census.

The Table below indicates that ~~48%~~ 50% of total households were occupied by at least one person 65 year or older. In addition, the percentage of households with no vehicles

available is 18.9%. The presence of such a great number of elderly households and a large number of households with no vehicles available indicates a substantial demand for public transportation in the City of Hallandale

City of Hallandale Beach
Transit Dependency Demographics

Age: % Under 15	Age: % Over 65	% Using Public Transportation	Median Income
5.9	35.8	4.1	$28,266

Source: 2000 US Census

The most recent Broward County Transit Plan includes a Transit Propensity map that indicates the entire City land area is within the "high" category.

Tri-Rail

Tri-Rail is a sixty-seven (67) mile at-grade commuter rail line serving Palm Beach, Broward and Miami-Dade Counties. Tri-Rail service connects to Metrorail in Miami-Dade County at the Tri-Rail/Metrorail Station and to Miami International Airport (MIA) via a shuttle bus service provided at the last stop. Tri-Rail currently operates thirty fifty (50) weekday trains, twenty (20) Saturday trains and ten (10) Sunday trains. Operations begin at 4:45 A.M. and end at midnight. During peak periods trains run every twenty (20) minutes, otherwise trains run every thirty (30) minutes.

Tri-Rail has been working on a three (3) phase improvement program. Double tracking within the rail corridor was included in the first phase of improvement. Future improvements include extending Tri-Rail further south to connect to the MIA and replacing the signaling system. Tri-Rail is also in the process of upgrading its stations to include more amenities and landscaping. Miami-Dade County however, is considering funding cuts arguing that Miami-Dade County residents do not benefit significantly from Tri-Rail service. This funding issue has generated some controversies and questioned Tri-Rail's service, performance and future presence.

High Speed Rail

The Governor of Florida has discontinued the concept of High Speed Rail project in the State at this time.

Analysis of the Adequacy of the Existing and Proposed Transportation System to Evacuate the Coastal Population Prior to an Impending Natural Disaster

According to the Broward County Hurricane Evacuation Plan prepared by the Division of Emergency Preparedness, approximately 50% of the City of Hallandale Beach is identified for evacuation should a hurricane occur. According to Broward County's Emergency Management Agency, individual Cities are not specifically designated to utilize individual hurricane shelters. Therefore, residents from Hallandale Beach would be welcome to travel to any shelter in Broward County or Miami-Dade County. The closest designated shelter to the City is now (2008) Watkins Elementary School located at 3520 SW 52nd Avenue in the Town of Pembroke Park about 1.5 miles west of I-95. The shelters are opened, supplied and operated by the Red Cross which coordinates with the local school administration and Broward County. Figures T.8 and T.18 depicts the specified evacuation routes to the shelters. In general, within 12 hours of an anticipated storms landfall or coastal impact, evacuation notice is given to residents. The primary evacuation routes for residents would be along Hallandale Beach Boulevard and Hollywood Boulevard for residents east of the Intracoastal Waterway and Pembroke Road and Hallandale Beach Boulevard for residents west of the Intracoastal Waterway. In addition, I-95, the Florida Turnpike or other north/south roadways could be utilized to evacuate from the region. Based on the above analysis, the transportation system is deemed adequate for evacuation should the need arise.

BCt continues to provide service to the Coastal High Hazard Area. BCt buses, augmented by other vehicles if necessary, are prepositioned at designated pick-up points to provide transportation to refuge locations for those individuals who have not been able to make other arrangements. Approximately 175 BCt buses have been committed to participate in the evacuation of transit dependent individuals. Due to mobile home trailer park resident's and owners' land of response to surveys that identify emergency transportation needs, the Mass Transit Division maintains 10 vehicles on standby status ready to respond, as needed, to trailer parks.

Transportation for people with special needs is coordination through Broward County's Emergency Welfare Services, the Mass Transit Para-transit Service, and its designated contractor. One of the major responsibilities of the Para-transit Service Section is to notify and mobilize all assigned staff personnel necessary to implement the Emergency Action Plan for evacuation outlined in the Emergency Transportation Plan.

Before the start of each hurricane season, the Broward County Mass Transit Division reviews its Hurricane Evacuation Plan for currency and continued effectiveness. Mission for such plan is to assure a safe and orderly evacuation of transit dependant residents, or visitors to a designated hurricane refuge prior to the landfill of hurricanes.

Analysis of Growth Trends, Travel Patterns, Interactions Between Land Use and Transportation Facilities and Compatibility Between Future Land Uses and Transportation Elements

The City of Hallandale Beach's growth trend can be best described as "meteoric" particularly in the 1960's and 1970's. The growth rate during this period was one of the

highest in the State of Florida. In the 1980-1990 period growth slowed with build-out rapidly approaching. The City's 1996 Evaluation and Appraisal Report stated that the City was 92% developed as of August 1995. In fact, during the period between 1990 and 1995 the City's net total number of housing units as reported in the City's 1996 EAR actually decreased from 24,595 to 23,664 or by approximately 4%. Further evidence of the City's slow growth is exhibited by the fact that during the period between 1987 and 1995 the City developed an average of approximately 4 acres of commercial land and 0 acres of industrial land per year. Most of the commercial growth has been infill development along Hallandale Beach Boulevard and Pembroke Road. During the period between 1990 and 1995 the City averaged 18 new single family and 62 multi-family units per year. The vast majority of recent residential development has been in northeastern Hallandale in the Three Islands area.

However, according to the 2000 US Census, between 1990 and 2000 a total of 23 Mobile Homes, 44 single-family homes and 576 multiple-family homes were added. Since 2000, it is estimated that about 2,200 new residential units, almost all multiple-family units, have been constructed in the City. In addition, another 2,500+/- dwelling units have been approved but not built as yet. As to nonresidential uses, about 1.4 million square feet of commercial use, 410,000 square feet of office use, 750 hotel rooms and other uses have been approved. Finally, gambling casinos opened at both the Gulfstream Park and Mardi Gras Gaming complexes including about 3,000 slot machines. Due to the recent real estate market correction (2005-08) it is unknown if all of the approved development will proceed. The Village at Gulfstream Park DRI which includes an Urban Main Street design concept, is now under construction with about 400,000 square feet of commercial use. In adjoining communities (Hollywood / Aventura / Pembroke Park) a great deal of new development has also occurred. The City's 2006 EAR reported that the City was about 97% built-out at that time.

An important issue to address when analyzing the compatibility of the existing transportation system with the existing land uses and travel patterns are the barriers to travel associated with the geographic and geo political location of the City of Hallandale Beach, the location of existing intermodal facilities and natural features of the City (existing rail lines and Intracoastal Waterway) and the location of major land uses present within the City.

Predominantly the main obstacle presented by the barriers to travel are the obstruction of direct flows and requirement for traffic to travel along circuitous routes causing increased travel distances and congestion. Some of the barrier crossings are interruptible. When there is a train on either the FEC or South Florida Rail Corridor Railroads, the gates may be closed for several minutes during which no traffic may pass. When the Intracoastal Waterway Bridge is raised to permit water traffic to pass land traffic must be halted.

The Intracoastal Waterway has only one crossing in the City of Hallandale Beach (Hallandale Beach Boulevard). The next crossing to the north is 1.8 miles away at Hollywood Boulevard. The next crossing to the south is at the William Lehman Causeway (192nd Street) in Miami-Dade County, a distance of 2.3 miles away. Thus, the heavily

developed beach areas in Hollywood, Hallandale Beach, and North Miami-Dade County have access across the Intracoastal Waterway at only three (3) locations within a distance of 4.1 miles. A 1995 comparison of traffic crossing these facilities was performed during preparation of the City's 1996 Evaluation and Appraisal Report. In 1995 the Hallandale Beach Boulevard Bridge carried approximately 27,000 vehicles on an average day, while the Hollywood Boulevard Bridge carried approximately 14,100 and the Lehman Causeway carried an average of approximately 20,100 vehicles in 1995. Therefore, the Hallandale Beach Boulevard Bridge carried nearly half of the traffic crossing the Intracoastal Waterway within a distance of 4.1 miles. In 2007 about 31,000 vehicles per day cross the Intracoastal Waterway on Hallandale Beach Boulevard, 13,000 vehicles per day cross the Intracoastal Waterway on Hollywood Boulevard and about 36,000 vehicles per day cross the Intracoastal Waterway on the William Lehmann Boulevard. The high traffic growth in north Miami-Dade County is due to the redevelopment in the new City of Sunny Isles Beach and new development in the City of Aventura. However, both Hallandale Beach Boulevard and the William Lehmann Causeway are 6-lane facilities that can handle 49,200 TPD.

The Florida East Coast Railroad (FEC) is also a barrier to east-west travel. There are five (5) crossings of the FEC Railroad in the City of Hallandale Beach and relatively few crossings elsewhere in South Hollywood or North Miami-Dade County.

Dixie Highway and NE/SE 1st Avenue are one-way streets in the City of Hallandale Beach, as well as a few others. Although one-way streets typically increase highway capacities, they tend to increase "around the block" traffic as well. This results in complaints by local residents of speeding and truck traffic on local streets. This problem can be minimized by providing cross streets which intersect the one-way pair at frequent intervals. In Hallandale Beach the presence of the FEC Railroad restricts the development of effective cross streets.

I-95 is a conduit for travel in the north-south direction, but there are few ways to get across I-95 in the east-west direction. All of the I-95 crossroads are at grade separated interchanges. Thus, all east-west traffic must mix with I-95 interchange traffic in order to cross I-95. There are no intermediate crossings of I-95 between Johnson Street in Hollywood and NW 143 Street in Miami, a distance of 10 miles. This problem adds to the already overburdened traffic flow on Hallandale Beach Boulevard stemming from residents living in Hollywood and North Miami-Dade County utilizing Hallandale Beach Boulevard and Pembroke Road to gain access to land uses west of I-95.

The South Florida Railroad Corridor (former CSX) is also a barrier to east-west traffic with crossings spaced at the same locations as I-95.

Travel barriers also impede traffic on local streets. For example, the area fed by Layne Boulevard is surrounded by water on three (3) sides plus the Miami-Dade County line to the south and Gulfstream Park to the west. This area of mixed single and multifamily residential plus retail uses must depend on Hallandale Beach Boulevard for all it's access.

Similarly the area fed by Golden Isles Drive has access to only Hallandale Beach Boulevard.

North-south travel across the Miami-Dade County Line also experiences a barrier to travel stemming from the fact that there are no roadways which cross the Miami-Dade County Line located between US 1 and SR A1A. Therefore all traffic in eastern Hallandale Beach and northeastern Miami-Dade County rely on US 1 and SR A1A for north-south travel between the two (2) counties.

The effects of the numerous barriers to travel as presented above have the cumulative impact of causing congestion and inadequate access which leads to circuity of travel which typically results in traffic seeking to cross a barrier to travel utilizing Hallandale Beach Boulevard for access which leads to additional congestion on the roadway.

This element is felt to be consistent and compatible with the Future Land Use Element and other Transportation related planning documents including the Broward County Transportation Element, the Broward County Land Use Plan, the Long Range Transportation Plan, the Year 2030 Cost Feasible Plan (CFP), the Florida Department of Transportation's Adopted Work Program, the Transportation Improvement Program (TIP), the Tri-County Rail Transit Development Plan and the Broward County Bicycle Facilities Network Plan.

Analysis of Existing and Projected Intermodal Deficiencies and Needs

There are no identifiable deficiencies for Intermodal facilities noted within the City. City residents are anticipated to continue the use of automobiles for primary travel purposes as is common in Broward County where 98.9% automobile use is the current modal split. As reported earlier, 4.1% of Hallandale Beach residents use mass transit, much higher than the county as a whole. Access to the Tri-Rail system is available but not convenient to City residents.

Analysis of the Projected Transportation Level of Service and System Needs

The City is approximately 97% built-out in 2008. There is approximately 74 acres of vacant land as of 2007. However, the City has also been experiencing a phenomenon where already developed "under-developed" lands are being redeveloped with newer much more intensive LDR allowances. Mixed-use developments are more common which have more internal capture characteristics; therefore, typical traffic generation calculations are difficult to measure. Following is an estimate of future additional traffic that could be added based on vacant lands, Flex Zone allowances and standard land use calculations, as there is no reasonable method to predict the amount, internalization or timing of redevelopment. The maximum number of additional dwelling units that could be constructed is about 1,000; however, Broward County allows for density increases above the limits in certain circumstances (affordable housing bonus / RAC / LAC / other Complan changes) and in one instance (Posner Tract) a court order allows up to 1,500 DU versus 320 as per the FLUM. Certain assumptions were made for typical plot coverage. ITE

generation rates were utilized to examine probable traffic generations rates by use. Broward County maintains a countywide computer modeling program which monitors existing traffic and future estimates. The City provides annual updates on new physical development and development approvals. Therefore, the following is a worst case scenario based on vacant land only (not redevelopment).

A. Residential

Single Family = 150 (units) @ 10 TPD = 1,500 TPD
Multifamily = 850 (units) @ 5 TPD = 4,250 TPD

B. Commercial
33.46 AC (remaining vacant) @ 25% coverage 364,379 sq. ft.
364,379 sq. ft. @ 51 TPD per 1000 sq. ft. = 18,583 TPD

C. Industrial

5 AC @ 40% coverage = 87,120 sq. ft.
87,120 sq. ft. @ 5.4 TPD per 1000 sq. ft. = 470 TPD

Total = 24,803 potential tpd

The previous analysis identified some capacity problems to accommodate the future growth. Some roadway segments theoretically would need to be widened but most of the roadways with the capacity problems are built as maximum cross sections. Widening would be very expensive in many instances, not possible in others and could cause more harm to adjoining land uses.

The 1998 Broward County Transportation Element contained a detailed analysis on the current and future public transit network needs. This analysis was performed by taking the future bus route system and superimposing it over a database associated with the 2015 TAZ Map. The results of this analysis show that the future public transit network would meet the adopted transit level of service standard; however, implementation of the plan was deemed unfeasible by Broward County.

Additionally, some needs for the year 2015 were identified and are as follows:

- Estimated fleet size: 700 buses (including 20% space)
- System highlights: Regional Park and Ride network, local routes including existing and new as proposed in Transit Development Plan, plus additional new local routes conceptually consistent with the 2010 Regular Transit Network, with 7.5 minute headway service on most routes.
- Established Daily Ridership: 448,000 boardings and 230,600 local bus trips.

In 1998 when Broward County and its municipalities prepared their initial Transportation Elements, the state required modeling of different development intensity scenarios to determine if increased residential density would result in increases in mass transit ridership. Broward County developed a modeling program and analyzed several different scenarios. The result was that while increases in ridership, would occur, the resultant increase in vehicular trips would overwhelm the regions roadway system; therefore, no wholesale density increases were considered. However, the county selected several roadway corridors for further study and possible localized actions.

As of 2007 BCT operated 275 buses; therefore, the likelihood of meeting the modeled future public transit need (700 buses) would be cost prohibitive and the resultant vehicular impact on roadways would be devastating.

There are portions of missing bikeway/sidewalk segments that could eventually complete a more comprehensive citywide system. For the past several years, the City, through implementation of the adopted Community Redevelopment Plan and Community Development Block Grant Program has been actively constructing missing segments of sidewalk in order to provide a more complete system throughout the City. The City anticipates continued implementation of these worthwhile programs to provide for the continued construction of sidewalks throughout the planning period. The County's element identifies future bikeways on Hallandale Beach Boulevard, Pembroke Road, NE 14th Avenue and SW 8th Avenue by 2015.

As mentioned previously, no airport or seaport facilities are located within the City, therefore integration and coordination analysis is not applicable. The two (2) railway corridors have existed for many years and other than maintenance and ~~lane~~ widening on the Tri-Rail route, no expansion is warranted.

Analysis of Projects Planned by the Florida Department of Transportation's Adopted Work Program, Metropolitan Planning Organization and Local Transportation Authority.

Previous discussion on each major roadway contained a description of proposed improvements which is summarized below:

Roadway / Location	**Improvement**	**Anticipated Year(s)**
Hallandale Beach Boulevard* (I-95 to Dixie Hwy – City portion)	Resurfacing / Medians / Landscaping	FY 2006-09 $4,440,000
Citywide Local Roads	Resurfacing	FY 2007-11 $1,100,000 (07-08 = $350K yr) (08-11 = $250K yr)
Citywide Stormwater	Stormwater Improvements	FY 2007-11

		$300,000 (07-08 = $150K) (08-09 = $100K) (09-11 = $50K yr)
SR A1A / Ocean Drive (Miami-Dade CL to into City of Hollywood)	Resurfacing	FY 2009-10 $1,930,000
Three Islands Blvd*	Landscaping	FY 2007–08 $80,000
Federal Hwy / US 1* (Miami-Dade CL to HBB)_	Resurfacing / Landscaping	FY 2007-08 $80,000
Citywide Bus Shelters (10 shelters)	Bus Shelters / Landscaping ($150K / $150K)	FY 2008-09 $300,000
SR A1A / Ocean Drive	Sidewalk	FY 2009-10 $200,000
Citywide Sidewalks / Drainage / LS)	Sidewalks / Drainage / LS (CDBG)	FY 2007-08 $300,000 per yr

* Currently under construction

Source: MPO 5-Year Project Funding Listing FY 2007-08 to 2011-12

Analysis of Maintenance of Adopted Level of Service (LOS) Standards

Broward County and the FDOT have adopted LOS D for all arterial and collector roadways under their jurisdiction. The City of Hallandale Beach has adopted LOS D for all City collector and local roadways. Existing AADT volumes are generally within acceptable LOS limitation except for I-95 (not within City Limits), Federal Highway south of Pembroke Road (LOS E / Peak Season LOS F), Federal Highway north of the Miami-Dade County Line (LOS E / Peak Season LOS F), SW 8th Avenue (LOS E / Peak Season LOS F), NE 14th Avenue (LOS E / Peak Season LOS E), Pembroke Road east of I-95 (LOS F / Peak LOS F) and Hallandale Beach Boulevard east of I-95 (LOS F / Peak Season F). The peak hour and peak directional analysis did not reveal many capacity problems with the exception of I-95 (not within City Limits), US 1 north of Hallandale Beach Boulevard (Peak Hour LOS E), US 1 north of the Miami-Dade County Line (Peak Hour LOS E) and Pembroke Road east of I-95 (LOS E). The majority of peak hour LOS levels are C and D. As the remaining property is developed additional traffic volumes can be expected. The entire City ~~is~~ was located within ~~a~~ the former Broward County Traffic Concurrency Exception Area; therefore, new development or redevelopment was exempted from meeting the minimum LOS D concurrency requirements. However, payment of Transit Impact fees ~~is~~ was required and earmarked towards improving the transit systems in the County.

As stated previously, in April 2005 Broward County abandoned a purely roadway based concurrency management system and switched to a Transit-Oriented Concurrency (TOC) system that divided the county geographically into ten (10) benefit districts. The City is located within the Southeast District. A list of transit improvements and their estimated costs were developed for each district. Impact fees are established for each land use type per district and updated annually. Credits may be received for existing and planned improvements. Since many of the county roads have high traffic volumes and poor operating LOS, and many roads cannot be widened any further, the county, while not totally ignoring poor roadway LOS, chose to focus on transit-related improvements as the county is expected to change from a suburban to more urban form. The county examines all development and re-development applications and assesses transit impact fees that focus only on transit improvements. Roadway impacts and improvements are still analyzed, made and funded as needed, but developer impact fees only relate to transit. Portions of Hallandale Beach Boulevard and US 1 are and will continue to operate at unacceptable LOS in the future with a few exceptions. Pursuant to a Stipulated Settlement Agreement to address plan amendments of the County's plan adopted in June 2008, in March 2009 Broward County renamed the system the Transportation Management Concurrency System (TCMA), amended the plan text and adopted new GOPs / performance standards for implementation and added new planning coordination mechanisms.

The State and County have the ability to establish concurrency management systems on the roads they have jurisdiction over; however, the City can set its own concurrency system for local roads. The City chose to participate in the Broward County TCMA system for arterial roadways and County Collectors and realizes certain benefits to doing so as the City ages and re-development is desired. If a major roadway LOS is exceeded, development can proceed if impact fees are paid and mitigation is done. While it may be acceptable to expect traffic delays in urbanized areas below normal LOS conditions, people still need to travel with as little delay as possible. It is really a matter of "how bad can people tolerate traffic congestion".

In addition to the Broward County concurrency system, in June 1994 the City adopted an "Urban Infill" designation for the entire City. Similar to the former Broward County TCEA, the City is free to approve development regardless of traffic congestion, but requires some form of mitigation deemed acceptable to the City. Typically, a Developer Agreement is required that lists the required City mitigation. Because Broward County is charged with overseeing arterial roadways and certain major County Collector roads and the fact that mass transit serves only a small percentage of commuter traffic, the City will still use the standard roadway concurrency system for local roadways and City Collectors, as transit services do not typically use local streets and homeowners are sensitive to traffic volumes and speeding. This will not preclude the City from requiring mitigation for county / state roads, if deemed appropriate, including improvements necessary for safe and adequate access to a site(s) or to improve general transportation operations that will serve a development.

The City is also implementing traffic calming improvements and programs, provided the improvement analyzes local conditions, requires community input and majority consent prior to any devices being installed such as speed humps, pavement narrowing, round-a-bouts, etc. The City recognizes the benefits of a TCMA concurrency system may have on the City in the future. However, the City will continue to monitor traffic volumes and development impacts as well.

As referenced previously, many roadways within the City have been widened to their maximum width thus preventing additional widening to increase capacity. In addition, the major roadways within the City are maintained by Broward County and/or FDOT. Therefore, as infill development and redevelopment continue to occur the City will coordinate with Broward County toward maintaining existing LOS levels utilizing alternative approaches rather than road widening, which in many cases would not be feasible. Roadways in need of scheduled improvements include:

- Federal Highway (US 1) north of Hallandale Beach Boulevard / south of Pembroke Road – Existing traffic is 36,500 TPD ADT / 39,321 TPD peak and is projected to increase to 40,220 TPD ADT by the Year 2013 and 45,841 TPD ADT by 2030. LOS D capacity for this facility is 32,700 TPD. Any improvements would have to include Broward County and FDOT. It is recommended that improvements to this roadway consider alternative approaches than road widening, as right of way acquisition costs may present significant obstacles to widening of the road due to existing development along the roadway. However, as redevelopment opportunities arise adjoining the roadway in the future, additional right-of-way acquisition should be considered for widening and turn lanes.

- Federal Highway (US 1) north of the Miami-Dade County Line – Existing traffic is 54,000 TPD ADT / 68,700 TPD peak and is projected to increase to 61,800 TPD ADT by the Year 2013 and 69,470 TPD ADT by 2030. LOS D capacity for this facility is 49,200 TPD. Again, any improvements would have to include Broward County and FDOT. Since the roadway is already a 6-lane divided facility, and the recent Village at Gulfstream Park DRI will result in numerous improvements to roadways and mass transit facilities, it is recommended that improvements to this roadway consider alternative approaches than additional road widening. However, as redevelopment opportunities arise adjoining the roadway in the future, additional right-of-way acquisition should be considered for widening and turn lanes.

- Pembroke Road east of I-95 – Existing traffic is 38,000 TPD ADT / 41,360 TPD peak and is projected to increases to 44,000 TPD ADT by the Year 2013 and 49,642 by 2030. LOS D capacity for this facility is 32,700 TPD. Any improvements would have to include alternative methods to road widening and coordination with the City of Hollywood, Broward County and FDOT.

- Hallandale Beach Boulevard east of I-95 – Existing traffic is 64,000 TPD ADT (no BC Peak Hour data). Traffic volumes are proposed to increase to 65,850 TPD ADT by the Year 2013 and 69,242 by 2030. LOS D capacity for this segment is 49,200

TPD. Traffic volumes west of US 1 are projected to increase to about 41,820 TPD by 2013 and 45,560 by 2030. Traffic volumes east of US 1 are projected to increase to about 43,600 TPD by 2013 and 51,027 by 2030. Finally, traffic volumes east of the ICWW Bridge at SR A1A are projected to increase to about 31,600 TPD by 2013 and 37,916 by 2030. This roadway currently operates at LOS F east of I-95 but LOS C on the other segments and is projected to remain so in 2013; however, by 2030 the roadway segment east of US 1 is expected to fall to LOS E. Additional redevelopment in this area will change the future projections and should be monitored closely and mitigated. The portion of this roadway located between US 1 and the ICWW has been widened to its maximum extent; therefore, LOS improvements will require alternative methods to road widening and will be required to be coordinated by FDOT

- SW 8th Avenue south of Hallandale Beach Boulevard – Existing traffic is 10,175 TPD ADT / 12,349 TPD peak season and is projected by the City to increase to about 10,785 TPD ADT by the Year 2013. Broward County forecasts that by 2030 the traffic volume will increase significantly to about 17,224 TPD. The City believes a more reasonable estimate would be about 12,620 TPD, as the area is currently built-out. LOS D capacity for this 2-lane facility is 10,000 TPD. Any improvements would have to include right-of-way acquisition, as the existing right-of-way is only 50-feet in width.

- NE 14th Avenue north of Hallandale Beach Boulevard – Existing traffic is 10,008 TPD ADT / 10,650 TPD peak season and is projected by the City to increase to about 11,000 TPD ADT by the Year 2013. Broward County forecasts that by 2030 the traffic volume could increase to about 12,839 TPD. The City believes the county estimate is reasonable, as redevelopment is imminent in the area. The roadway is used as a short-cut northerly to avoid Hallandale Beach Boulevard traffic congestion. LOS D capacity for this 2-lane facility is 10,000 TPD. Any improvements would have to include right-of-way acquisition, as the existing right-of-way is only 50-feet in width.

Due to the fact that majority of roads currently operating below adopted LOS levels have been widened to the maximum extent possible, while there is need for additional capacity there are few options to achieve increases in capacity. It is possible to achieve increases in capacity through intersection improvements such as adding or lengthening turn lanes or improving turning geometry, etc. It is recommended that the City continue to coordinate with Broward County and FDOT, as appropriate to recommend the inclusion of additional improvements to existing intersections of roadways currently operating below adopted level of service as part of the overall strategy for improving traffic LOS in the City of Hallandale Beach.

Additionally, Broward County and/or the City could employ several strategies or tactics to help maintain its adopted transportation Level of Service (LOS) standards. These include continued implementation of a coordinated concurrency management system, transportation system management and transportation demand management.

Transportation System Management focuses on a comprehensive strategy to improve all aspects of transportation capacity and safety without requiring extensive capital improvements. Broward County's adopted Transportation Element contains directives to pursue Transportation System Management techniques in order to improve capacities of the Countywide Transportation system. Transportation Demand Management focuses on influencing the demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. Transportation Demand Management activities may include programs such as ridesharing, flexible work hours, telecommuting, shuttle services and parking management. It is recommended that the City coordinate with Broward County and property owners in the implementation of the Countywide Transportation Element and pursue the implementation of Transportation System Management and Demand Management improvements within the City of Hallandale Beach. These are explained in more detail in the Broward County Transportation Element of the Comprehensive Plan.

All of the above roadway segments which have current or projected LOS capacity problems are Broward County or state maintained roadways, except SW 8th Avenue and NE 14th Avenue, which have fallen below the adopted LOS between 1997 and 2007. The City of Hallandale Beach will continue to monitor these roadways and make recommendations to Broward County and the Metropolitan Planning Organization (MPO) to schedule needed improvements.

Analysis of Internal Consistency Between Elements

No inconsistencies are known to exist between elements of the adopted plan. No land use compatibility issues are known to exist related to the various transportation modes. This is primarily because the entire City is within an Urban Infill Area (UIA), Broward County acknowledges urban congestion management techniques and has implemented a Transit-Oriented Concurrency system, and the City requires Traffic Impact studies and mitigation for transportation facilities.

Analysis of Transportation Management Programs Necessary to Promote and Support Public Transportation Systems

The City promotes and supports the use of Public Transportation Programs. As an example, in addition to the provision of the existing minibus system provided by the City, the City supports adequately placed bus stops in attempts to increase ridership. Bus route notices are posted and available at City Hall. Many land uses except single-family homes have direct access to pedestrian walkways linking public transportation access points. The City attempts to participate with Broward County and FDOT on programs to the best of their ability given the size and build-out condition of the community.

During preparation and updates of this Transportation Element, the City analyzed the adopted Future Land Use Plan in order to identify potential opportunities for increasing density or intensity to promote increased mass transit usage. As evidence by the intensity of existing development within the City of Hallandale Beach, the City's adopted Future

Land Use plan provides opportunities for high density development conductive to increased mass transit use. The existing commercial, higher density housing areas and housing with more elderly populations have existing bus service. The Broward County Transportation Element analysis as summarized earlier in this document provided transportation modeling which illustrated that adoption of Land Use Plan Amendments to increase density and intensity of development for the purpose of increasing mass transit usage were linked only to slight increases in mass transit usage. The entire City area is currently in a City designated Urban Infill Area (UIA) and Broward County TCMA District. This means all development and/or redevelopment is excepted from meeting adopted levels of service for traffic concurrency; however, study and possible mitigation is required. Most major arterials are fully developed or will be in the next few years. The age of development is relatively old but the City is beginning to experience a good amount of higher-intensity redevelopment of under-developed sites. The City of Hallandale Beach is nearly built-out with little vacant land remaining; however, as stated above, a number of existing under-developed sites are being redeveloped at much higher intensities. There maybe however, Transit impact fees (County) or City impact fees required as part of a development approval.

The City has major concentrations of high density development around the main transportation modal split node (Diplomat Mall) and will be around the new Village at Gulfstream Park DRI mixed-use lands. The City's most intensely developed areas are well served by Bus Service from primarily Broward County as well as the City's minibus system and Miami-Dade County. Adequate service is available to transport residents in the most intense eastern areas to opportunities for shopping, professional services, dining and commercial recreation. In addition, all three transit service providers (Broward County, Miami-Dade County and the City) provide service to the Diplomat Mall which functions as a transfer station, as well as other sites. The Village at Gulfstream Park DRI project will include a "super stop" multiple bus stop on US 1 just south of Hibiscus Street. The City will continue to review the existing level of service provided by Broward County and Miami-Dade County and provide recommendations as appropriate to improve service. In addition, the City monitors the ridership on the minibus service each month and continuously evaluates potential methods to improve upon the service provided not only to ensure the most efficient use of City financial resources, but also to enhance the service provided by both Broward County and Miami-Dade County.

In summary, the City has determined that existing development intensities and allowances are not an impediment to high concentrations of people as evidenced by the intensity of development in the City. The City feels that the Goals, Objectives and Policies of the adopted Comprehensive Plan currently provide for the development of high density and intensity development more conductive to increased mass transit use. Therefore, at this time, the City does not anticipate adoption of amendments to arbitrarily increase density or intensity specifically for the purpose of increasing mass transit usage. The City will continue to coordinate with Broward County in the implementation their County-wide Transportation Element. Many of the Transportation system problems and solutions are countywide issues and cannot be addressed separately by the City.

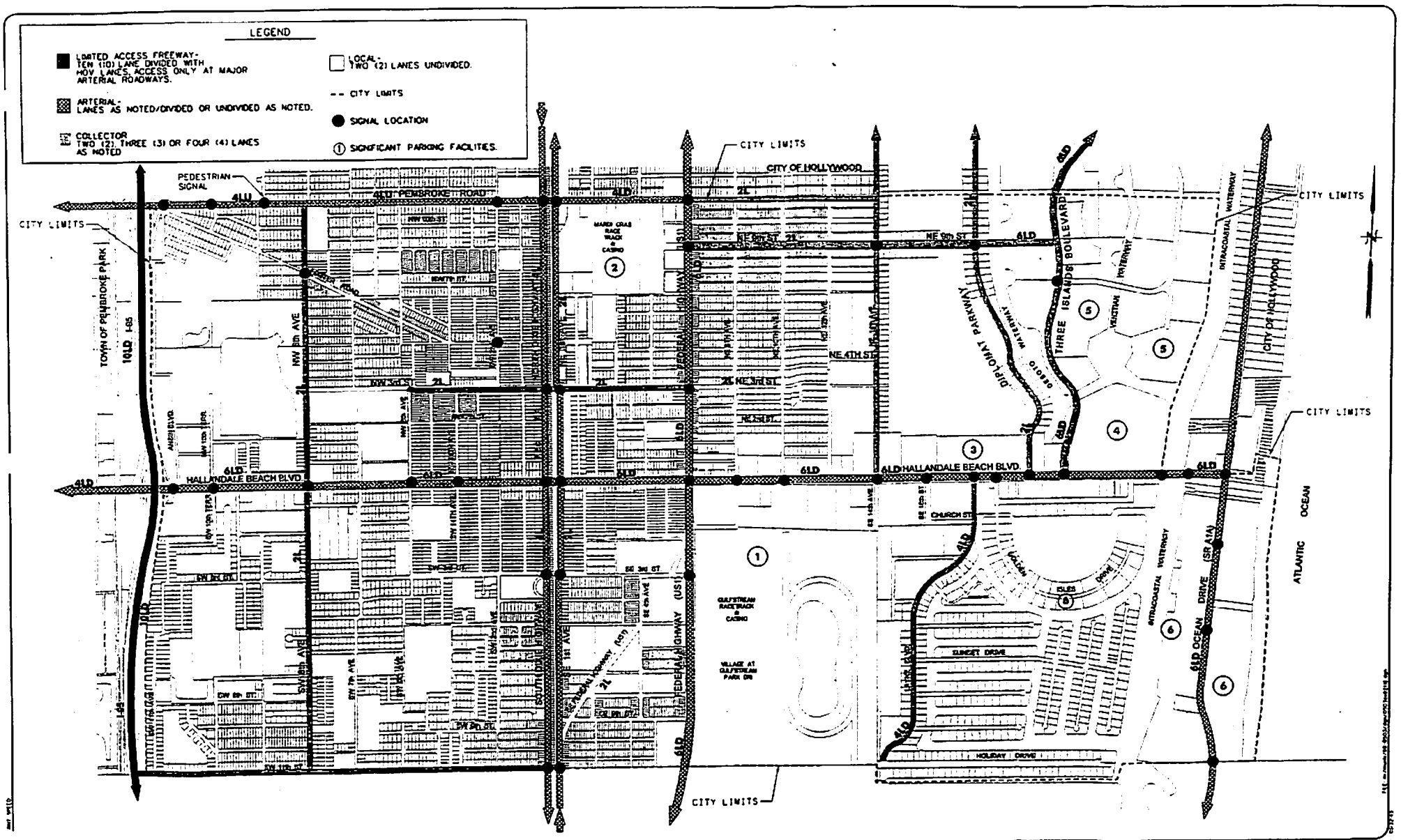
Strategic Intermodal Facilities (SIS) and Transportation Regional Incentive Program (TRIP) Analysis

In 2007 the Florida Legislature adopted amendments to the Florida Statutes and Florida Administrative Rules to define Strategic Intermodal Facilities (SIS) and Transportation Regional Incentive Program (TRIP) and add Level of Service (LOS) standards. Countywide, the LOS standards for roadways on the SIS, including connectors, and roadways funded in accordance with Section 339.2819 F.S, the TRIP, shall be as set forth in Rule 14-94 F.A.C., summarized below. No SIS Facility, SIS Connector or TRIP Facility is located within the City; however, one SIS Facility (I-95) adjoins the City on its westerly boundary.

SIS Corridor	Roadway Segment	LOS Standard
I-95	Miami-Dade to PB County Line	E

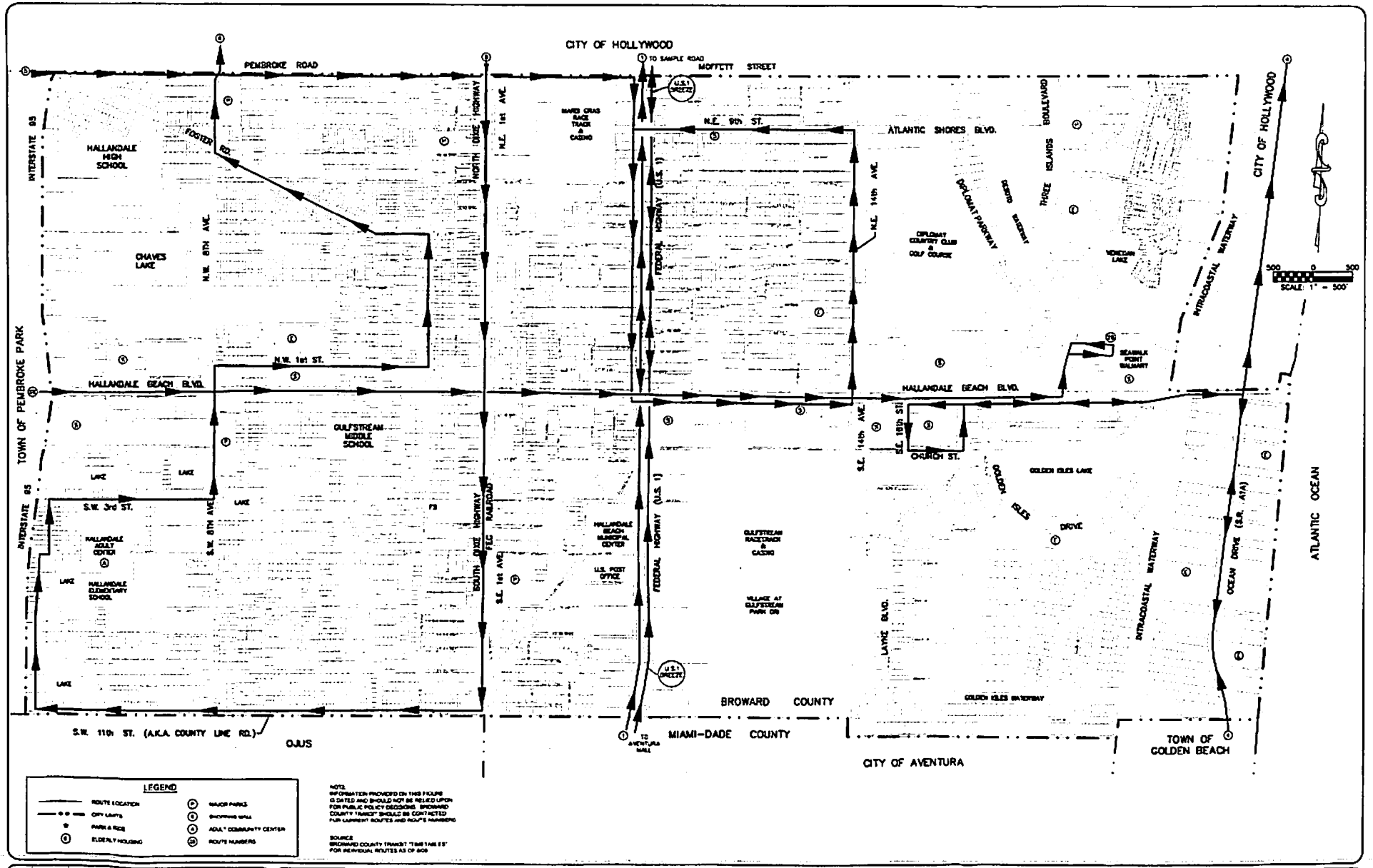
The City will amend its plan to incorporate new GOPs and coordinate with Broward County and FDOT on various transportation planning initiatives.

Insert Figure T.10
Future Roadway System



Designed: MJM Drawn: DRM Checked: MJM	MICHAEL MILLER PLANNING ASSOCIATES, INC. 7523 Wilson Rd. Suite 9-300 Coral Springs, Florida 33065 Tel. (954) 757-9809 Fax: (954) 757-9809	PREPARED FOR CITY OF HALLANDALE BEACH	FIGURE T.10 FUTURE ROADWAY SYSTEM	SCALE 1"=600'	PROJECT NUMBER 98-0503	SHEET NUMBER 1 / 1

Insert Figure T.11 (A)
Future Public Transit System Broward County Routes



NO.	DATE	Revision	BY

Designed MM
Drawn Clay
Checked MM

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FIGURE T-11 (A)
FUTURE PUBLIC TRANSIT SYSTEM
BROWARD COUNTY ROUTES

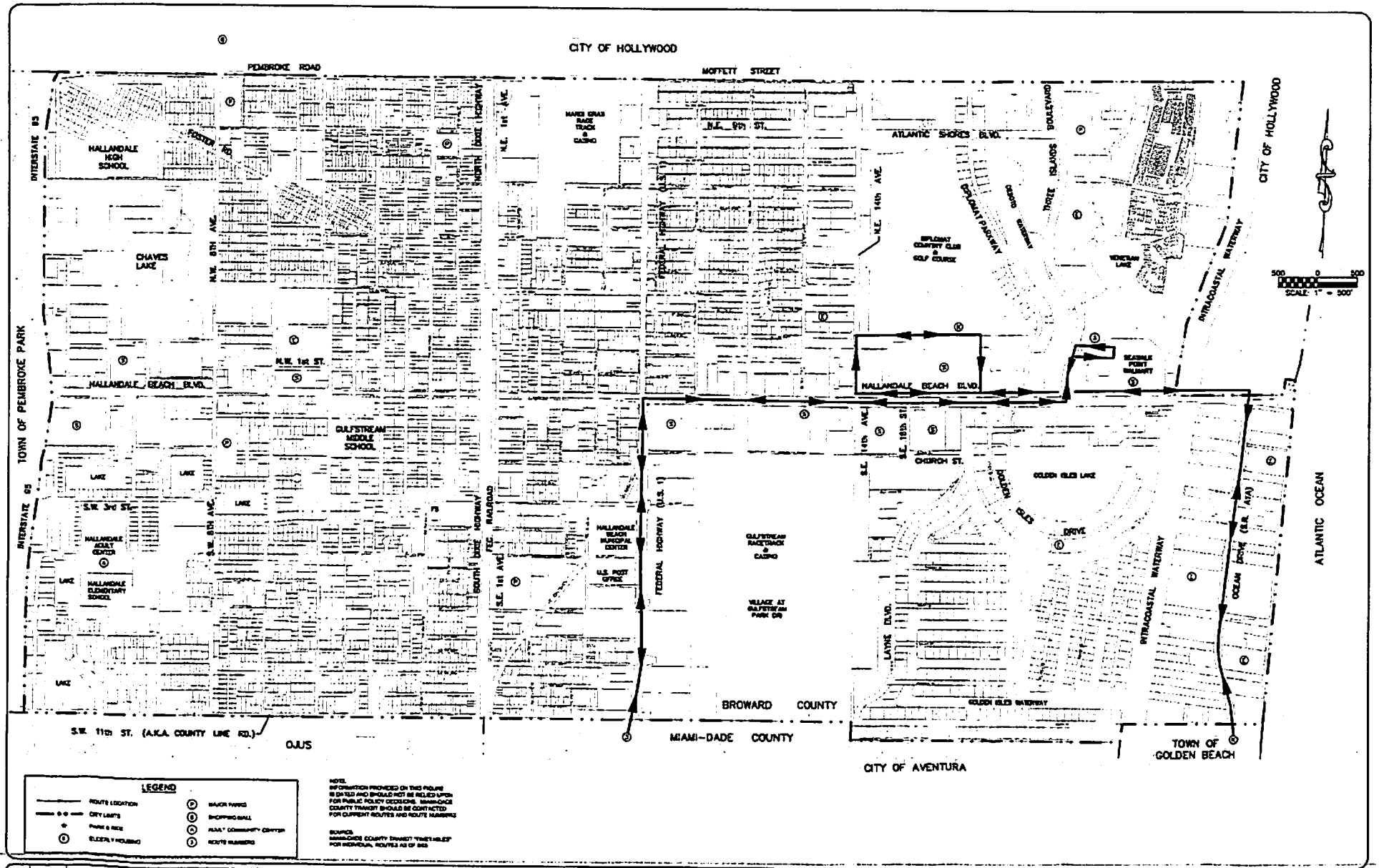
Cad File HALLANDALE FIGURES - T-FIGURE 11A
Plot Date 08/26/2009

SCALE

PROJECT NO. 05-03C2

SHEET NO. 1 / 1

Insert Figure T.11 (B)
Future Public Transit System Metro-Dade County Routes



NO.	DATE	REVISION	BY

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Drawn DHH
Checked MJM

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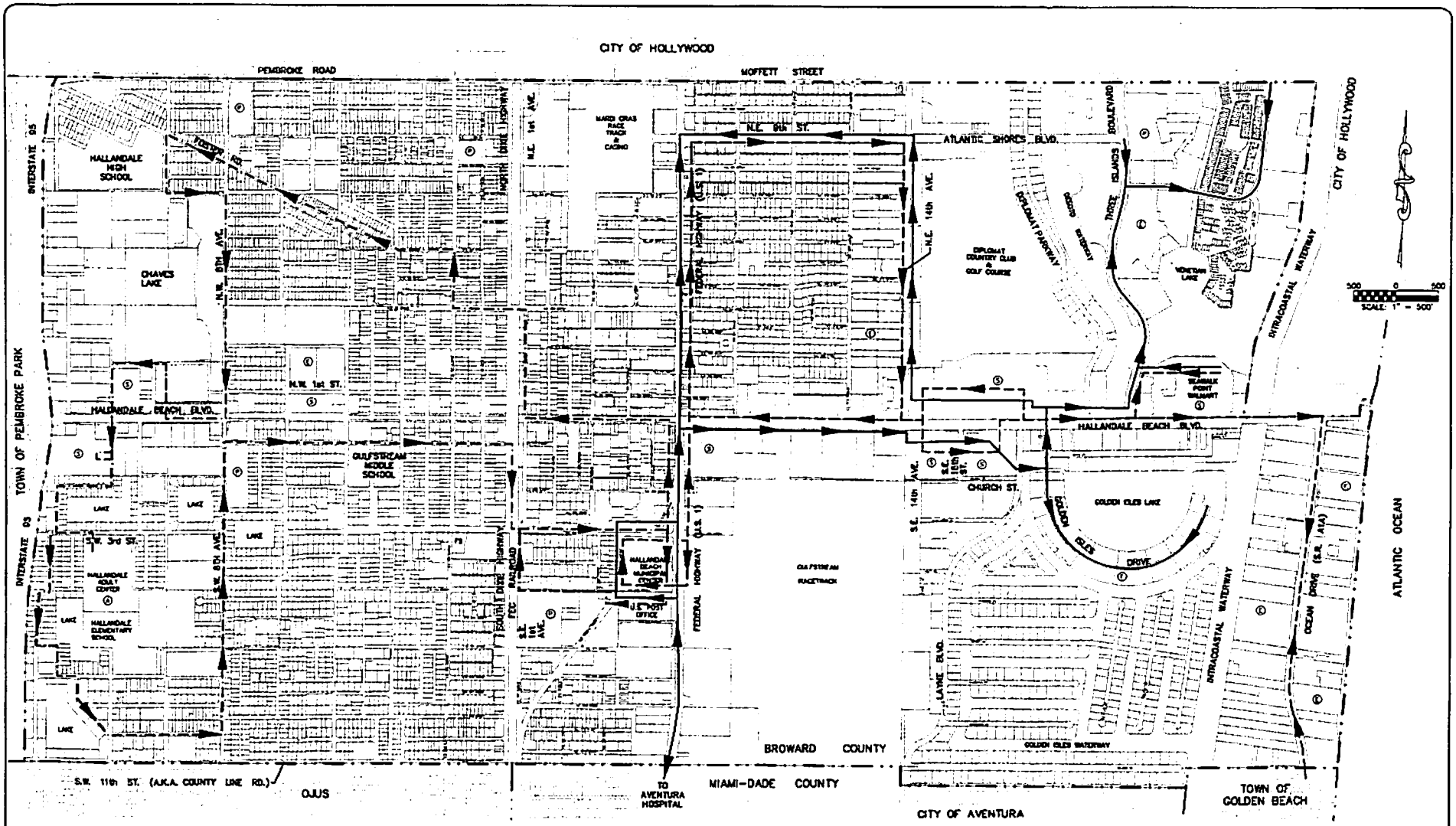
FIGURE T-11 (B)
FUTURE PUBLIC TRANSIT SYSTEM
MIAMI-DADE COUNTY ROUTES

Last File HALLANDALEBCHED-1129101.dg
Plot Date 09/30/2003
SCALE
PROJECT NO. 03-0302
SHEET NO. 1 / 1

Insert Figure T.11(c)
Future Public Transit System City of Hallandale Beach Mini Bus Routes



REV.	DATE	REVISION	BY

Designed N.M.
Drawn DWM
Checked N.M.

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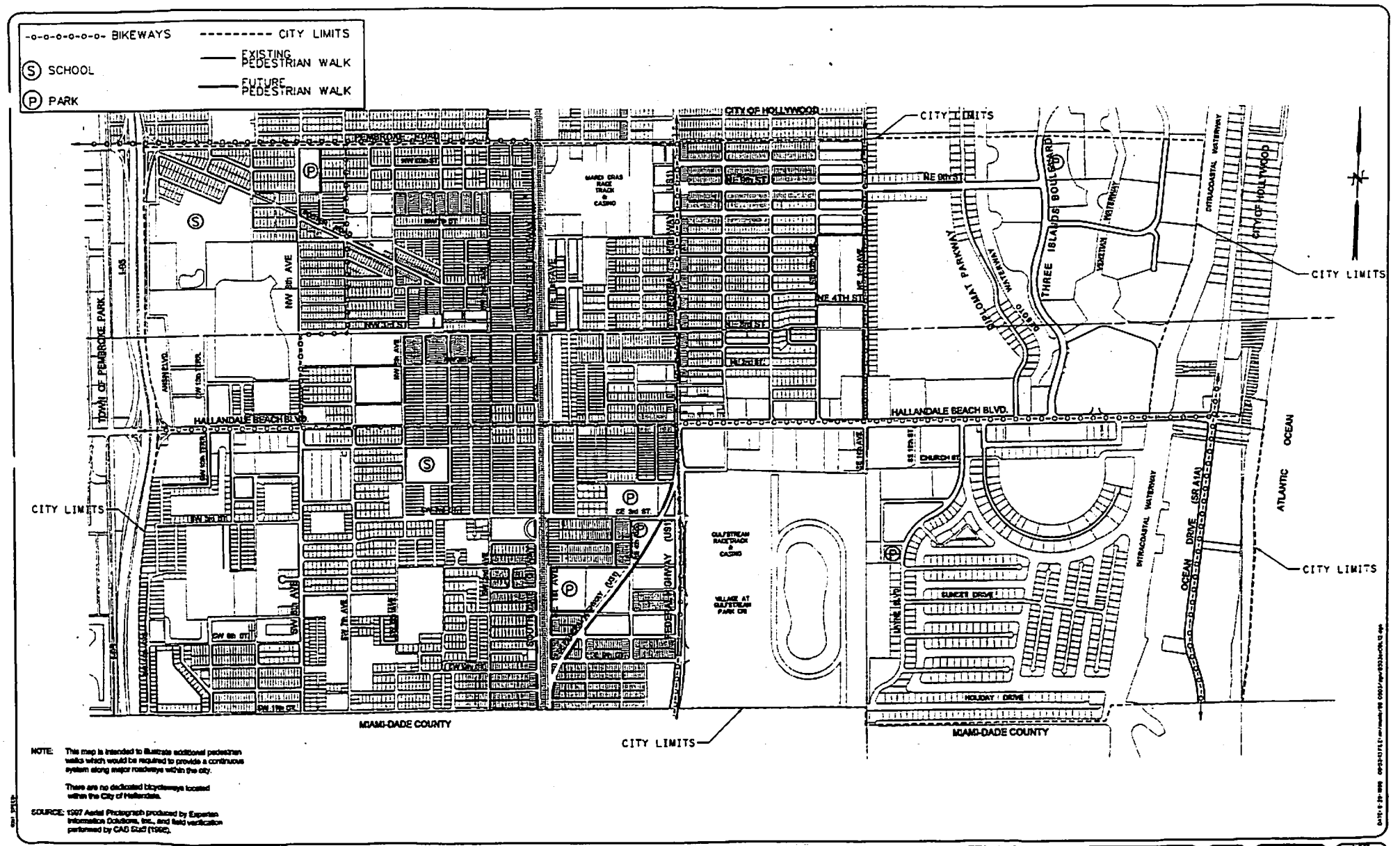
FIGURE T-11 (C)
FUTURE PUBLIC TRANSIT SYSTEM
CITY OF HALLANDALE BEACH MINI-BUS ROUTES

Last File HALLANDALE EXCH 03-112 FIGT-11C
Plot Date 09/03/2003
SCALE
PROJECT No. 03-0302
SHEET No. 1 / 1

Insert Figure T.12
Future Pedestrian and Bicycleways



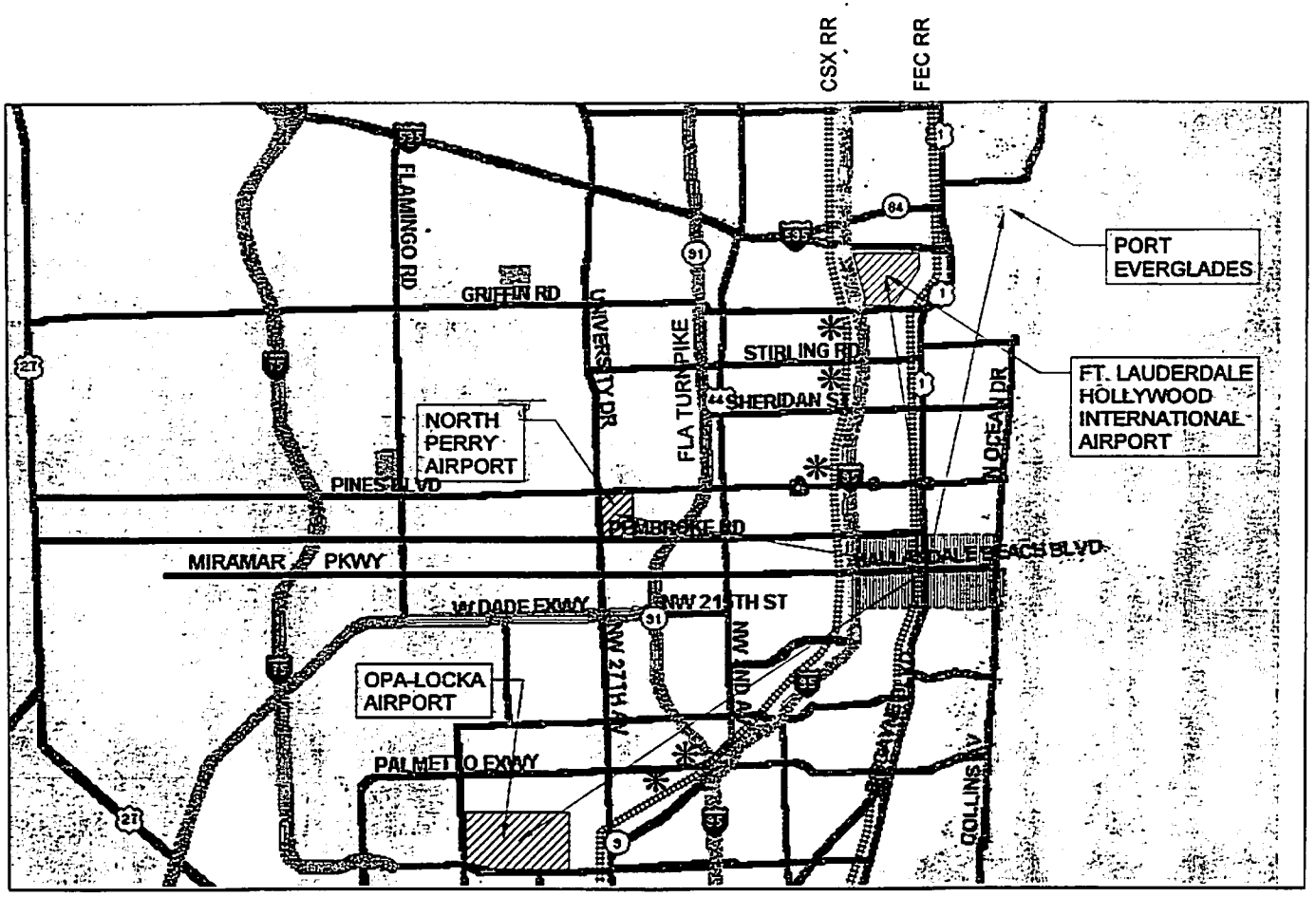
NOTE: This map is intended to illustrate additional pedestrian walks which would be required to provide a continuous system along major roadways within the city.

There are no dedicated bicycleways located within the City of Hallandale.

SOURCE: 1997 Aerial Photograph produced by Experian Information Solutions, Inc., and field verification performed by CAD Staff (1998).

Designed: MAN Drawn: DAM Checked: MAN	MICHAEL MILLER PLANNING ASSOCIATES, INC.	PREPARED FOR CITY OF HALLANDALE BEACH	FIGURE T.12 FUTURE PEDESTRIAN AND BICYCLE WAYS	SCALE 1"=600'	PROJECT NUMBER 98-0503	SHEET NUMBER 1 / 1

Insert Figure T-13
Future Ports, Airport Facilities, Railways, and Intermodal Facilities



* INTERMODAL FACILITY (TRI-RAIL PARK AND RIDE LOT)

IDENTIFIED FACILITIES

CITY OF HALANDALE

DISTANCE FROM TOWN TO:

TO PORT EVERGLADES	7.6 MILES
TO FT. LAUDERDALE AIRPORT	6.1 MILES
TO NORTH PERRY AIRPORT	6.2 MILES
TO OPA LOCKA AIRPORT	10.1 MILES

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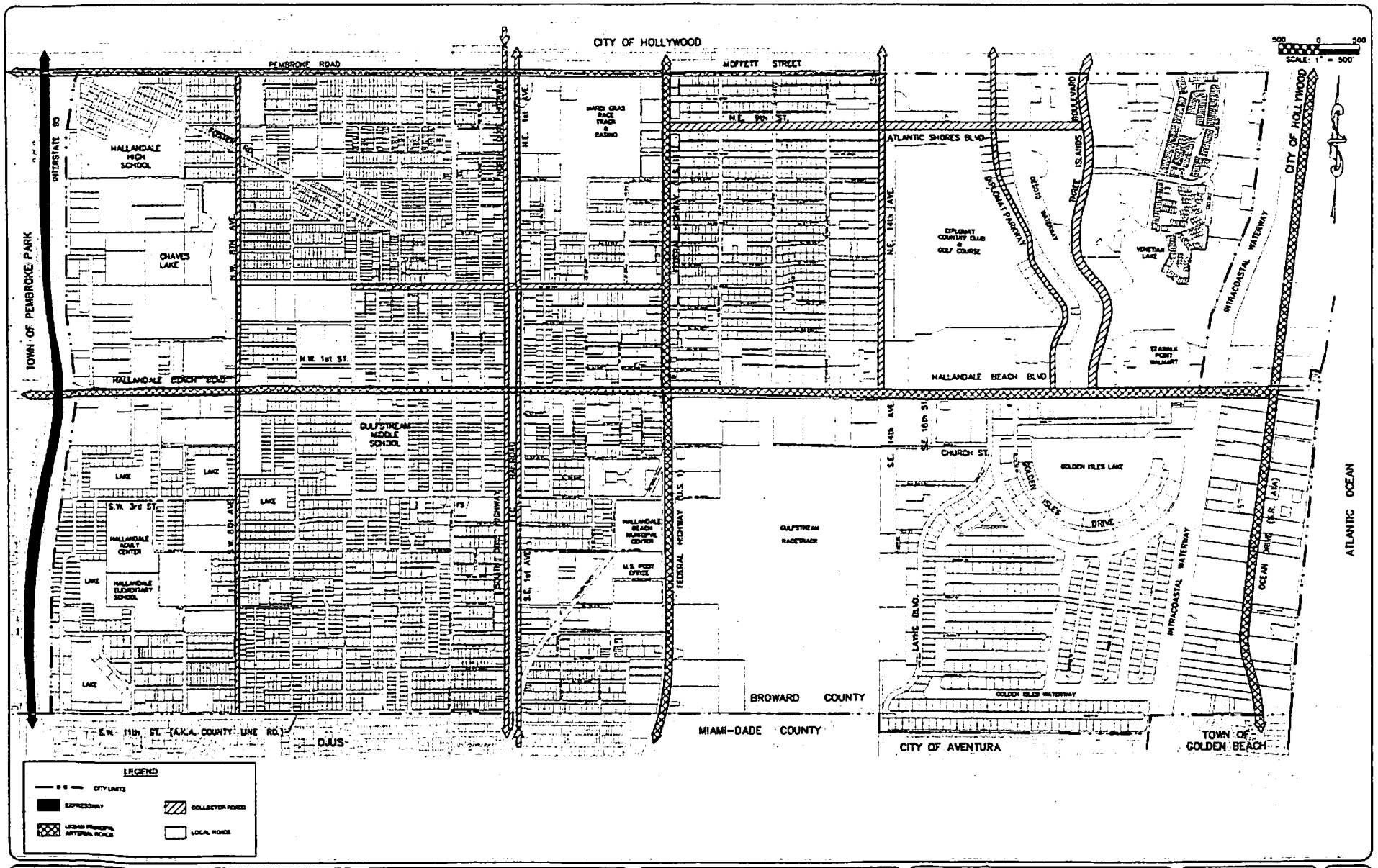
FIGURE T-13
FUTURE PORTS, AIRPORT FACILITIES, RAILWAYS, AND INTERMODAL FACILITIES.

SCALE: N.T.S.
PROJECT NUMBER: 98-0503
SHEET NUMBER: 1/1

Insert Figure T.14
Future Functional Classification of Roadways



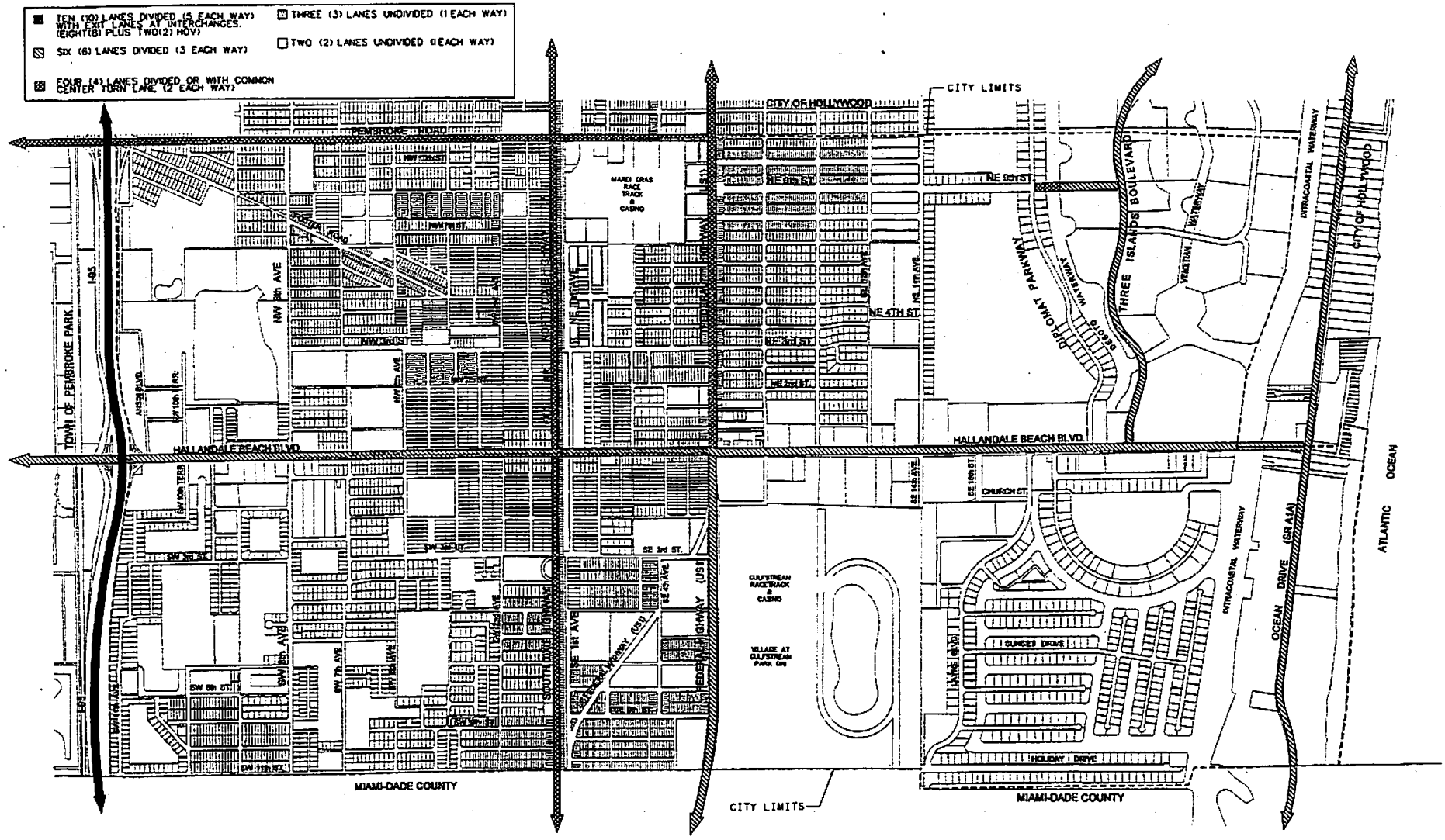
Designed: MLW Drawn: DRW Checked: MLW	MICHAEL MILLER PLANNING ASSOCIATES, INC. 7522 Miller Rd. Suite 9-203 Coral Springs, Florida 33067 Tel: (954) 757-8809 Fax: (954) 757-7089	PREPARED FOR CITY OF HALLANDALE BEACH

FIGURE T-14
FUTURE FUNCTIONAL
CLASSIFICATION OF ROADWAYS

Last File: HALLANDALE ECONOMIC DEVELOPMENT
Plot Date: 08/30/2001
SCALE
PROJ. NO. 05-0702

SHEET NO. 1 / 1

Insert Figure T.15
Future Number of Through Lanes



SOURCE: BASED UPON BROWARD COUNTY STATE HIGHWAY FUNCTIONAL CLASSIFICATION & LANE ARRANGEMENT MAP, PREPARED BY BROWARD COUNTY DEPARTMENT OF STRATEGIC PLANNING AND GROWTH MANAGEMENT

NO.	DATE	REVISION	BY

Designed: MM
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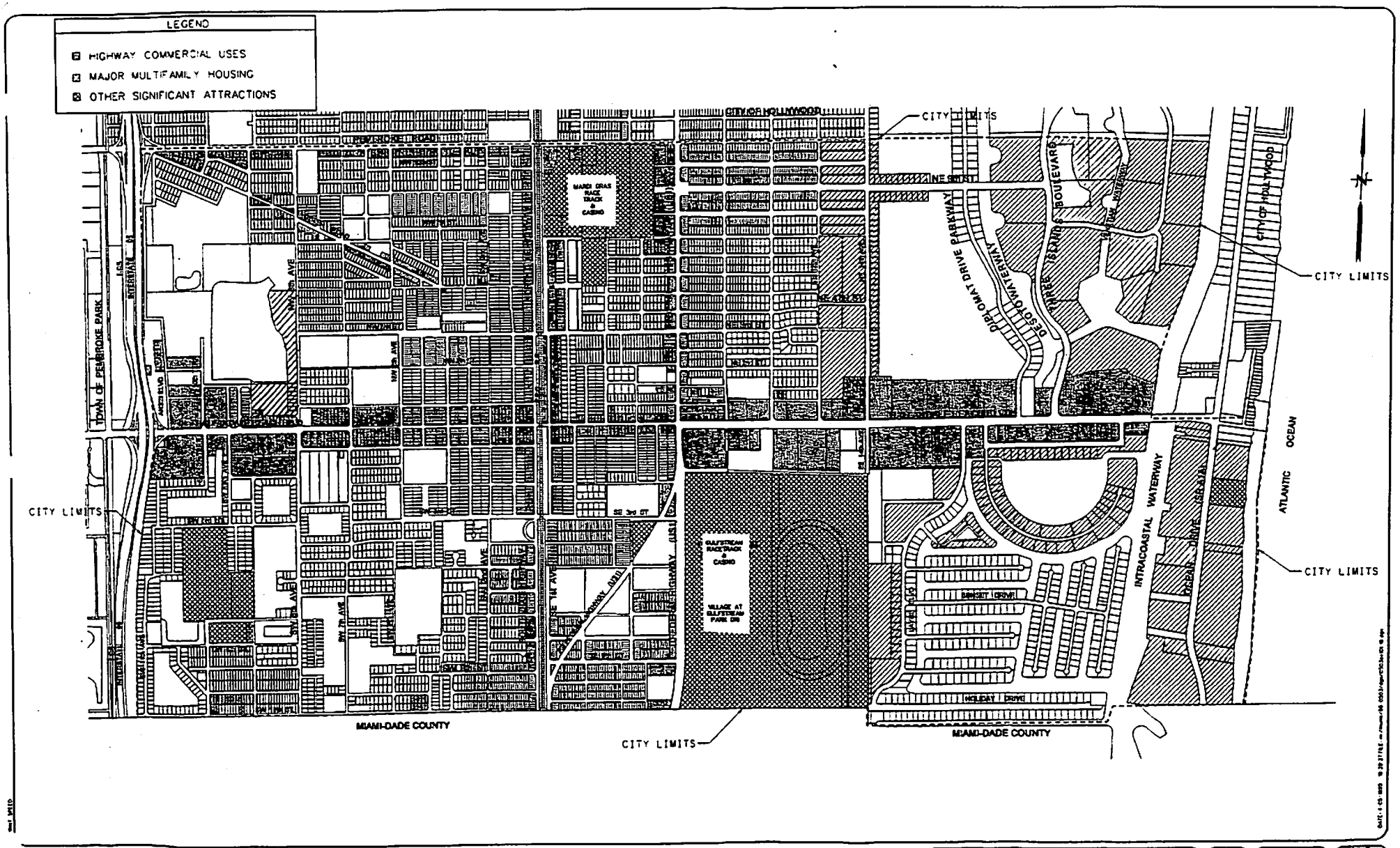
FIGURE T.15
FUTURE NUMBER OF THROUGH LANES

SCALE	PROJECT NUMBER	SHEET NUMBER
1"=600'	98-0503	1 / 1

Insert Figure T.16
Future Major Trip Generators and Attractions


LEGEND
HIGHWAY COMMERCIAL USES
MAJOR MULTIFAMILY HOUSING
OTHER SIGNIFICANT ATTRACTIONS
CITY OF HOLLYWOOD
CITY LIMITS
PEMBROKE ROAD
MARDI GRAS RACE TRACK & CASINO
TOWN OF PEMBROKE PARK
I-95
NW 7th AVE
NW 9th AVE
NW 11th AVE
NW 13th AVE
NW 15th AVE
NW 17th AVE
NW 19th AVE
NW 21st AVE
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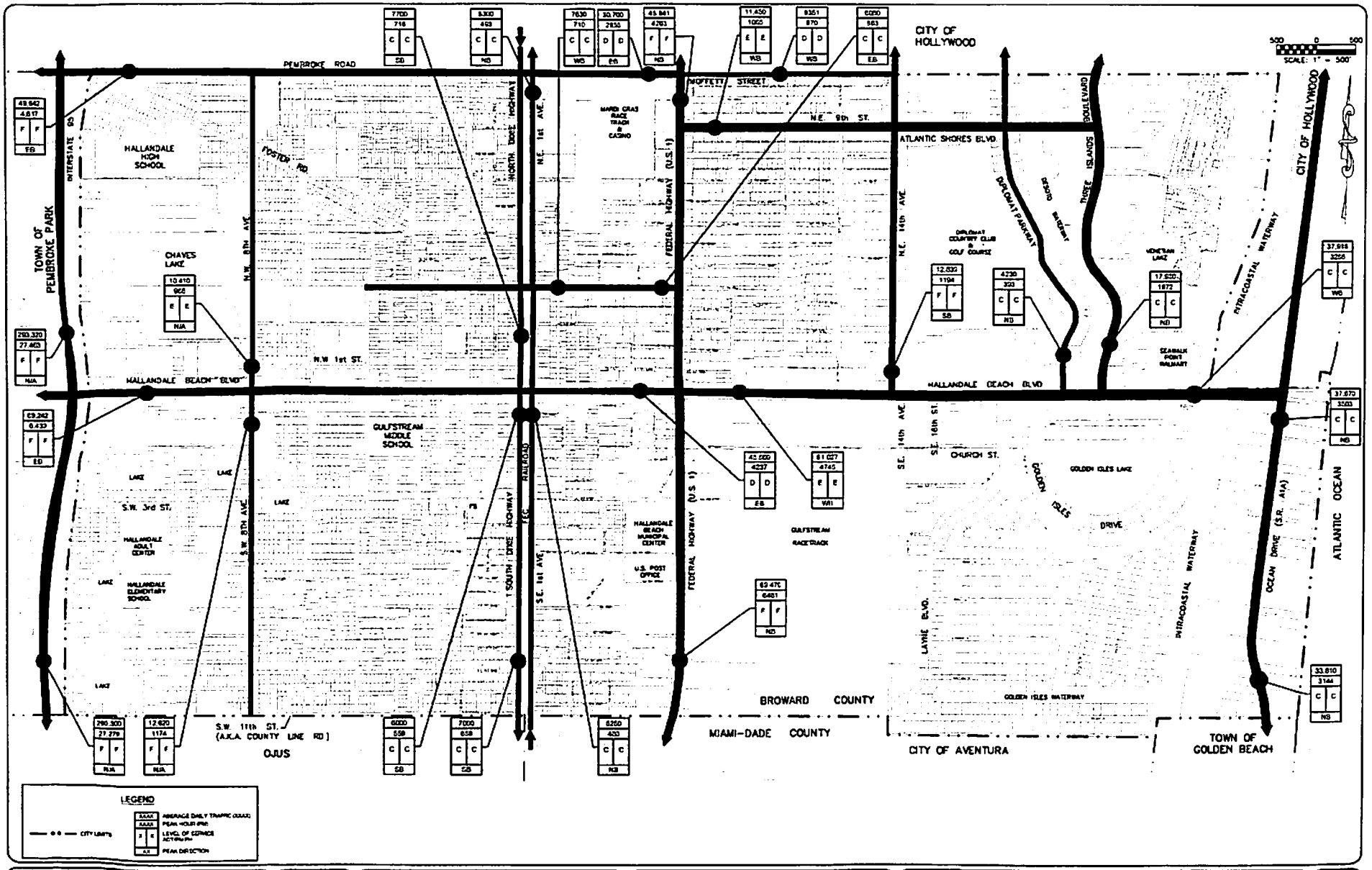
Insert Figure T-17
Future Peak Hour and Peak Directional Level of Service



MICHAEL MILLER PLANNING ASSOCIATES, INC.

PREPARED FOR
CITY OF HALLANDALE BEACH

FIGURE T-17
FUTURE ADT/PEAK HOUR & DIRECTIONAL LEVEL OF SERVICE

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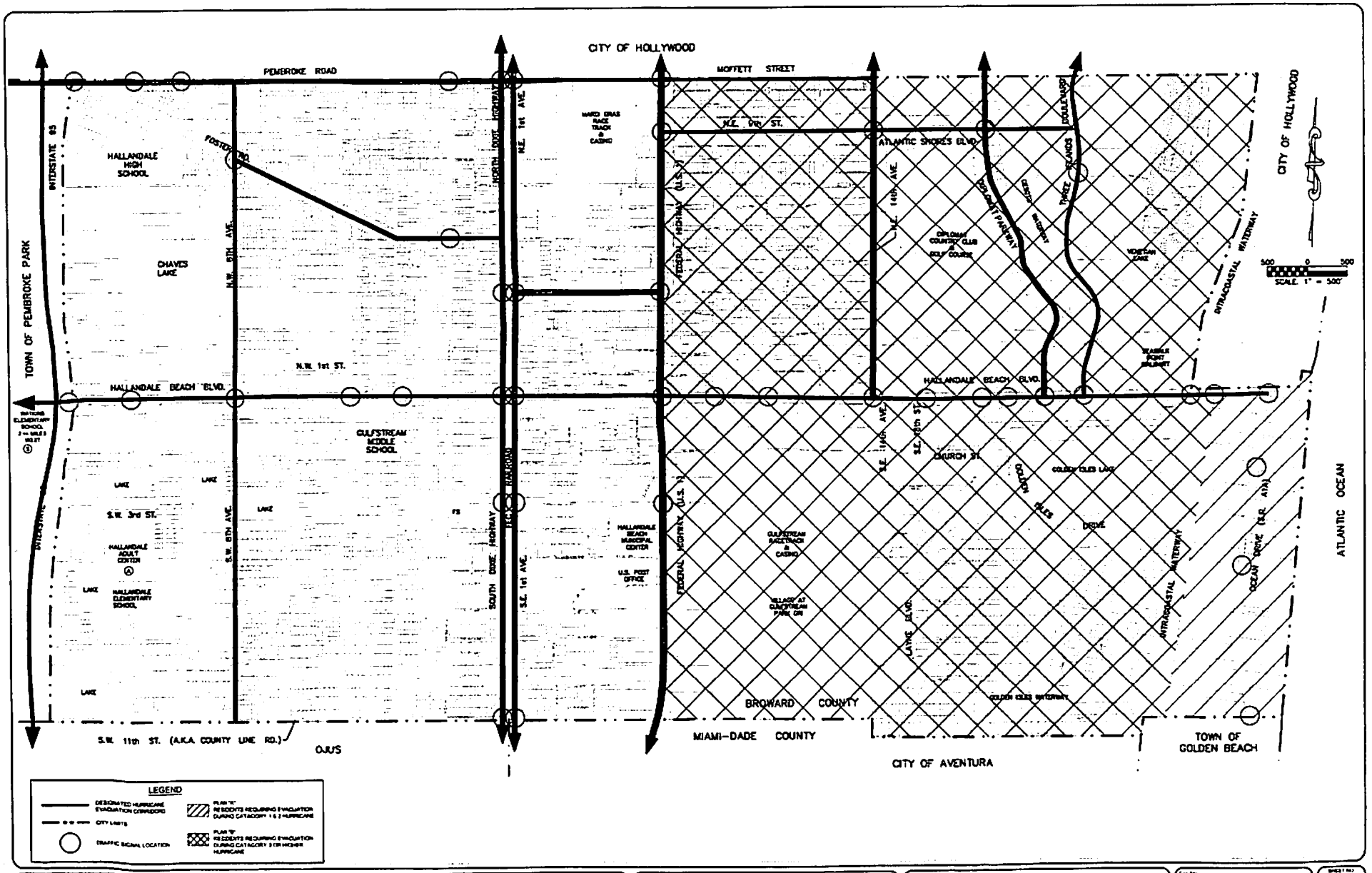
Insert Figure T-18
Future Evacuation Routes



MICHAEL MILLER PLANNING ASSOCIATES, INC.

PREPARED FOR
CITY OF HALLANDALE BEACH

FIGURE T-18
FUTURE EVACUATION ROUTES

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3.4 GOALS, OBJECTIVES AND POLICIES

Transportation

Goal 1: The City of Hallandale Beach shall maintain with assistance from applicable County and State agencies, a multi-modal transportation system which will meet the travel needs of all of the City's residents and businesses in a safe, convenient and efficient manner and is coordinated with Broward County in the implementation of a county-wide transit concurrency system.

Objective 1.1: With the cooperation of the Florida Department of Transportation and Broward County Traffic Engineering, the City shall establish local regulations and transportation, system management procedures to provide for a safe, convenient, and energy efficient motorized and non-motorized transportation system, with special emphasis placed on correcting deficiencies in the Hallandale Beach Boulevard Corridor and Federal Highway / US 1 Corridor so that it may function as an arterial roadway.

Measure: Adopt regulations and procedures.

Policy 1.1.1: The City shall coordinate with Broward County and the Florida Department of Transportation in support of maximizing existing intersection performance through the use of low cost Transportation System Management (TSM) strategies to include a computerized signalization program that minimizes travel delays on Hallandale Beach Boulevard and Federal Highway / US 1 with particular emphasis places on seasonal and event induced traffic demand.

Policy 1.1.2: The City shall work with Florida Department of Transportation (FDOT) through semi-annual contact by a designated City representative in establishing roadway engineering and access review criteria including limitations on curb-cuts and standards for deceleration lanes on collector and arterial streets with particular emphasis on Hallandale Beach Boulevard.

Policy 1.1.3: The City shall continue, through semi-annual contact by a designated City representative, to urge the Florida Department of Transportation to provide safety related improvements on Hallandale Beach Boulevard with particular emphasis placed on pedestrian safety.

Policy 1.1.4: The City should assist the Florida DOT in developing a transportation improvement plan and program for Hallandale Beach Boulevard and shall appoint a staff member to act as liaison with the Florida DOT in review of planned and programmed improvements.

Policy 1.1.5: The City shall continue to request, when solicited by the County to submit proposed traffic improvement data, that the Broward County MPO include improvements to roads in the City that will reduce traffic volumes on Hallandale Beach Boulevard, Federal Highway / US 1 and Pembroke Road in their 5-year Transportation Improvement Program (TIPS).

Policy 1.1.6: The City shall continue to require any new development or redevelopment proposal to include, as part of the site plan approval process, to provide a valid FDOT Conceptual Access permit, if the site adjoins or has access to a state roadway.

Objective 1.2: The City shall coordinate with Broward County and Miami-Dade County to insure the efficient provision of public transit continue to provide alternative mobility to serve the special needs of transportation disadvantaged residents who do not have access to drive an automobile, who are unable to drive or who desire not to drive an automobile.

Measure: Maintain a list of persons with needs and service providers.

Policy 1.2.1: The City will continue to provide for the operation of the City Minibus system based on economic feasibility and need, and shall monitor the expansion needs of the network of 134 County public transit system bus stops in the City. A five (5) year assessment concerning provision of County public transit services will be carried out by a designated City representative in conjunction with County public transit representatives.

Policy 1.2.2: The City shall monitor and review State and regional planning efforts directed toward the planning and implementation of a high speed rail system through a designated City representative appointed to contact State and regional transportation planning agencies on a semi-annual basis.

Policy 1.2.3: The Broward County Concurrency Management System (CMS) shall provide that for the purpose of issuing development orders and permits, the adopted public transit level of service shall be for the BCT to provide fixed-route transit service to at least 75 percent of all residences and employment locations during the peak hour, achieve headways of 30 minutes or less on 80% of the routes, establish at least one neighborhood transit center, establish at least one additional community bus route, increase peak-hour weekday fixed-route transit ridership by 22% from FY 2009 to 2013 and maintain the current number of community bus routes (10) through 2013.

Policy 1.2.4: The City shall review, and if appropriate support the recommended level of service provisions in the Broward County Transportation Element, as may be amended.

Policy 1.2.5: The City shall coordinate with the Broward County Division of Mass Transit and Tri-Rail to ensure the required transit services are available to meet the adopted level of service.

Policy 1.2.6: The City shall monitor the existing Public Transit System service to existing and future major trip generators and attractors, as defined in this element, and evaluate and implement as necessary modifications to the existing system through coordination with Broward County and Miami-Dade County to improve provision of public transit.

Objective 1.3: The City shall coordinate the transportation systems with existing and future land use as shown on the future land use map and shall coordinate with the Broward County MPO, Florida DOT and developers to secure funding for transportation improvements necessary to ensure that the roadway, transit, pedestrian and bikeway systems can support the needs of future development and redevelopment. The City adopts the Level of Service for all FIHS facilities according to Rue 14-94 F.A.C. Although the City is located within one of Broward County's Transit-Oriented Concurrency Districts and the entire City is within an Urban Infill Area (UIA), the City adopts level of service "D" for all local roadways and City Collectors within the City of Hallandale Beach.

> Measure: Maintenance of adopted level of service for local roadways and completion of roadway improvements through coordination with Broward County and FDOT.

Policy 1.3.1: The City shall implement its adopted yearly priorities for capital improvements for local streets to promote timely resurfacing and repair of roads, to minimize costly reconstruction and to enhance safety.

Policy 1.3.2: The City will incorporate provisions into its capital improvements planning process to ensure that underground utilities improvements are made in advance of, or concurrent with, street improvements.

Policy 1.3.3: The City will update its procedure for managing traffic during event at Gulfstream Park and the Mardi Gras Racetrack and Casino (former Hollywood Dog Track) in conjunction with the implementation of a Transportation Management System (TMS) which is based on a computerized signalization program. This review is needed to enable the City to expedite traffic entering and leaving parking areas without sacrificing capacity and safety on City and regional streets.

Policy 1.3.4: The City shall discourage through traffic in neighborhoods through continued implementation of the Broward County Trafficways Plan which requires right-of-way dedications or easements in conjunction with development and redevelopment along designated trafficways. The gradual acquisition of right-of-way allows for future road widening and other road improvements necessary to prevent traffic congestion thereby discouraging motorists from seeking travel alternatives through residential neighborhoods.

Policy 1.3.5: Based on the Florida Department of Transportation (FDOT) and Broward County adopted minimum level of service (LOS) "D" for local streets, the City shall establish LOS "D" as the minimum acceptable LOS on all local roads in Hallandale Beach to include peak hour travel times.

Policy 1.3.6: Development applications located within the boundaries of an urban infill or urban redevelopment area are exempt from traffic concurrency or over capacity roadway links per Chapter 163.3188(5)(b) Florida Statutes. However, Broward County transit impact fees / physical improvements or City impact fees / physical improvements may be required.

Policy 1.3.7: Development applications located within the boundaries of the City's urban infill or redevelopment area shall indicate traffic impacts to the local, state and Intrastate Highway system. The study will address over capacity roadway links and intersections within the City within one (1) mile of the subject site where impact exceeds de minimis levels. Although the study will be required to address improvements to over capacity links and/or intersections, the study shall not be limited by this approach. The study shall analyze alternatives or techniques to minimize traffic impacts on the Hallandale Beach roadway network. These techniques shall include but not be limited to Transportation Demand Management applications, Transportation Systems Management approaches and improving multi-modal access. For projects generating in total less than 100 average net daily trips per day, a traffic statement may be provided assessing conditions within 1,000 feet of the subject site, unless otherwise required by the City.

Policy 1.3.8: The City shall continue to coordinate with Broward County though an existing interlocal agreement to insure the monitoring of traffic impacts of approved developments within the exception areas. The City shall coordinate with Broward County to utilize the Traffic Management System maintained by Broward County for the purpose of monitoring traffic impacts. Applicant's traffic studies shall utilize this information in analyzing their site impacts.

Policy 1.3.9: Using the cost capacity model identified in the City Land Development Code, in accordance with Chapter 163.3180 F.S. a developer may choose to satisfy all transportation concurrency requirements by contributing or paying proportionate fair-share mitigation if transportation facilities or facility segments identified as mitigation for traffic impacts are specifically identified for funding in the City's 5-year schedule of capital improvements or if such contribution or payments to such facilities or segments are reflected in the 5-year schedule of capital improvements in the next regularly scheduled update of the capital improvement element. Proportionate fair-share mitigation shall be applied as a credit against impact fees.

Policy 1.3.10: The City shall participate and monitor the development of the I-95 Master Plan by the Florida Department of Transportation. Participation and monitoring shall include, but not be limited to, plans for increased capacity to the facility and the impacts of development/redevelopment in the City on the Intrastate System.

Policy 1.3.11: Through participation in the MPO and coordination with Broward County, increase the vehicle occupancy rate through TDM strategies, such as ride sharing programs, preferred parking and High Occupancy Vehicle (HOV) lanes; work to reduce the per capita Vehicle Miles Traveled (VMT) below the year 2002 projected daily per capita VMT of 21.70 by implementing TDM strategies and increasing the public transit modal split from the current 1.15 percent to 1.23 percent by 2011 as specified in Policies 3.3.1 and 3.3.2 of the Broward County Transportation Element.

Policy 1.3.12: The City shall coordinate with Broward County to develop Transportation Demand Management (TDM) and Transportation System Management (TSM) programs to modify peak hour travel demand and reduce the number of vehicle miles traveled within the City and region. Consistent with the Broward County Transportation Element, TDM strategies may include:

a. Ridesharing programs – Ridesharing is a form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a car or van, to make a trip.
b. Flexible Work Hours – Allows employees to schedule their work hours so as to avoid driving during peak hours.
c. Telecommuting – Home-based employees primarily in information-oriented jobs.
d. Shuttle Service – Buses, vans or cars used to provide transportation from remote parking locations to the workplace.
e. Parking Management – Includes preferred parking, price parking, parking limitations and shared parking.
f. Corridor Studies – Coordinated efforts between the County, MPO, FDOT and local governments which consider a wide variety of initiatives to encourage higher public transit use and transit-oriented design development.
g. Congestion Management Plan (CMP) – Priority strategies serving the County's Urban Infill Area, which includes the entire City area, intended to mitigate congestion and improve operational LOS.

TMS Strategies may include:

a. Roadway improvements – In lieu of traditional widening and construction, alternative solutions are proposed to eliminate traffic problems such as corridor studies.
b. Intersection improvements – Turn lane additions on other geometric improvements.
c. Access Management – Control and spacing/design of driveways, ramps, medians, median openings, traffic signals and intersections on arterials and collector roadways.
d. Signalization – Computerization of signals on roadways to improve traffic flows.

Policy 1.3.13: The City, in conjunction with MPO, FDOT and the DCA will analyze the feasibility of establishing a demonstration overlay transit-oriented corridor (TOC) zoning district on a selected corridor in the City by December 2013. To promote a multimodal transportation system that places emphasis on public transportation systems, the following studies and strategies are recommended.

1. Determine the amount of undeveloped land and the potential for redevelopment of existing land along the corridor.
2. Determine the roadway level of service and public transit ridership along the corridor.
3. Study the type of development incentives needed to encourage transit oriented development (TOD) within a TOC zoning district. These incentives could include any combination of the following: reduced parking requirements; waiver or partial waiver of impact fees and other development related costs; public costs; public funding of transit-oriented development improvements (such as bus bays, bus benches and shelters, pedestrian facilities and connections to bus stop, etc.)
4. Develop a roadway and public transit monitoring system. The monitoring system should provide for measuring, on at least an annual basis, the roadway and transit impacts along the corridor, the roadway and transit impacts of transit oriented developments versus auto-oriented developments along the corridor.
5. Study the potential for securing grant funding for the demonstration project, including the hiring of a full-time transit corridor coordinator.
6. By 2001, coordinate with the BCPC to modify and restructure the transportation planning process to enhance the relationship between land use and transportation planning.

Policy 1.3.14: The City shall continue its current practice of recognizing the interaction within mixed-use developments and the resulting internal trip reductions. Mixed-use developments are characterized by three (3) or more mutually supporting land uses with physical site integration in a coherent plan.

Objective 1.3a: The City will urge Broward County to provide transit services to all present and future major trip generators and attractors and provide safe and convenient transit terminals.

Measure:
1. Number of major trip generators and attractors served by mass transit.

2. Number of bus stops with shelters and benches at stops with 25 or more passengers boarding per day.

Policy 1.3a.1: The City will work cooperatively with Broward County to increase the level of service to all major trip generators and attractors to at least meet the adopted LOS of 75% coverage to all residences and employment locations during peak hour,

achieve headways of 30 minutes or less on 65% of the routes, establish at least one neighborhood transit center and establish at least one additional community bus route.

Policy 1.3a.2: The City will coordinate with Broward County and FDOT to implement actions listed in Broward County Transportation Element Policy 3.2.2 appended to the City's Element which includes the provision of convenient public transit terminals transit needs for residents and facility design features.

Policy 1.3a.3: The City will contact Broward County Mass Transit at least annually to update information and coordination strategies.

Objective 1.4: The City shall coordinate its transportation activities and improvements with the plans and programs of neighboring cities, Broward County, Miami-Dade County, the Florida Department of Transportation 5-Year Transportation Plan and other appropriate State plans and statutes. A designated City representative shall interface with the above agencies to coordinate transportation planning efforts on an annual or more frequent basis.

Measure: Contact other entities and document resulting communications.

Policy 1.4.1: The City shall coordinate its transportation improvement plans for the Diplomat/Three Islands Planning District with the City of Hollywood to identify and plan for the anticipated future impacts of the Phase III Three Islands development in the City of Hollywood.

Policy 1.4.2: The City shall coordinate its efforts with State and County Transportation Departments to improve intersections of high accident rates.

Policy 1.4.3: The City shall coordinate with FDOT and Broward County to minimize curb cuts on arterial and collector roadways, through development review procedures. As part of the review of any development or redevelopment for lands adjacent to a state roadway, an applicant shall provide a FDOT Conceptual Access letter agreeing to the design presented for consideration.

Policy 1.4.4: The City shall cooperate with FDOT and Broward County in the identification of constrained roadway facilities and will propose adequate Level of Service (LOS) standards and recommend appropriate actions to improve mobility.

Objective 1.5 The City shall provide for rights-of-way adequate for existing and future transportation needs.

Measure: Quantity of additional right of way acquired.

Policy 1.5.1: The City shall review, in conjunction with its Evaluation and Appraisal Reports, or separately, right-of-way requirements for existing and future transportation needs to ensure continuity of the thoroughfare system. The City will coordinate

requests for Trafficways Plan amendments with Broward County through a designated City representative assigned to process these amendments.

Policy 1.5.2: The City shall address the proliferation of existing curb cuts and better manage future curb cuts by enforcing standards for the location and design of driveways which intersect arterial and collector streets. See Policy 1.4.3.

Policy 1.5.3: The City shall enforce its local right-of-way protection ordinance to ensure that no building permits or development orders are issued for construction within identified rights-of-way and that the minimum right-of-way necessary to maintain the adopted minimum level of services on all roads in the City is provided for.

Policy 1.5.4: The City shall through implementation of the Broward County Trafficways Plan and the minimum City right-of-way standard of fifty (50) feet, secure right-of-way dedications at time of development review to ensure that adequate right-of-way is provided to serve existing and future development.

Objective 1.6: The City shall encourage developments that promote safe and efficient on and off-site transportation improvements.

Measure: Quantity of improvements as noted below.

Policy 1.6.1: The City shall require that site development designs incorporate safe and efficient on-site traffic circulation and adequate provisions for motorized and non-motorized parking where required, including bicycle parking.

Policy 1.6.2: The City shall continue to require, at the time of development review, that developers include off-site project related transportation improvements including sidewalks, street and curb construction and/or reconstruction where required, including bicycle facilities consistent with the City's Future Pedestrian and Bikeway System (Figure T-12).

Objective 1.7: Reduce overall energy consumption by increasing the efficiency of the existing transportation system, implementing Transportation Demand Management (TDM) strategies, and by encouraging integrated transportation systems, mass transit facilities, bikeways, and pedestrian corridors throughout the City, including urban infill areas.

Measure: Continued promotion and maintenance of existing Minibus Service and amount of additional sidewalks/bikeways constructed by the City. Construct 10% of missing segments by 2013.

Policy 1.7.1: Coordinate with the County on providing computerized traffic signal control and proper signal progression.

Policy 1.7.2: Request the Broward County Mass Transit Division and the Broward MPO to reduce headways for bus routes.

Policy 1.7.3: Continue to fund or seek funding for bikeway and pedestrian corridor improvements.

Policy 1.7.4: Support the development of the County Congestion Management Plan.

Policy 1.7.5: Require the payment of any applicable Broward County Mass Transit Impact Fees for developments receiving transportation concurrency exceptions in designated urban infill areas.

Policy 1.7.6: The City shall evaluate the incorporation of land development regulation requiring developing application to demonstrate locations for bicycle storage and pathway connections to be made between buildings and the public sidewalk system.

Policy 1.7.7: The City shall continue to provide educational materials to its residents and property owners on the cost and environmental effects of automobile idling to encourage the use of alternative transportation modes.

Policy 1.7.8: The City shall consider the availability of low emission or fuel efficient vehicles as the replacement of municipal vehicles is scheduled.

Policy 1.7.9: The City shall initiate Comprehensive Plan amendments within one year of publication of approved Department of Community Affairs (DCA) guidelines (Rules) for implementing the 2008 statutory requirements for energy reduction and subsequently amend its Land Development Regulations to adopt specific standards and strategies that address Greenhouse Gas (GHG) emissions, energy efficient housing, and overall energy conservation, if deemed appropriate for the City and they are financially feasible.

Objective 1.8: Continue to investigate the feasibility of revising the Land Development Code to provide incentives for the incorporation of mass transit, car pool, pedestrian and bicycle amenities in major commercial, industrial and office buildings.

Measure: a) Amend the Land Development Code

b) Prepare and publish informational material to business owners to encourage other than one person occupancy automobile usage.

Policy 1.8.1: Require pedestrian and bicycle facilities, where feasible, in highway improvement projects.

Policy 1.8.2: Promote and help coordinate countywide ridesharing efforts.

Policy 1.8.3: Encourage staggered and flexible work schedules.

Objective 1.9: The City will coordinate with the plans and programs of the Broward County Metropolitan Planning Organization (MPO), Broward County and the Florida Department of Transportation's Five (5) Year Transportation Plan and any appropriate resource planning and management plans prepared pursuant to state statues.

> Measure: Annually provide Broward County MPO with prioritized listing of needed improvements to City transportation system for inclusion in the County Transportation Improvement Program (TIP).

Policy 1.9.1: Maintain an active, positive relationship with FDOT, Broward County, adjacent municipalities, and other relevant public and private entities in order to support and engage in cooperative funding of transportation improvements.

Policy 1.9.2: Continue to participate in the Broward County Technical Coordinating Committee.

Policy 1.9.3: Provide an annual review of the number of roadway improvements constructed within the City.

Objective 1.10: The City will coordinate with Broward County in the implementation of their Transportation Element. The City was developed in a grid like pattern, generally with intensively developed uses located on major transportation routes located along land section lines.

> Measure: Meet as needed with the Broward County Transportation Planning Division to coordinate activities, programs and data.

Policy 1.10.1: The City shall maintain its highest intensities of land use along major transportation routes and encourage the clustering of parking areas near major routes and transit stops. The City does not contain any designated exclusive public transportation corridors; however, the City will participate in providing data to the County and/or FDOT and coordinate parking strategies and alternatives to utilizing the Florida Intrastate Highway System (FIHS) by local traffic. The City will coordinate with FDOT and the County utilizing the following strategies found in Policy 3.4.7 of the County's Transportation Element.

1. Maintain and, where feasible, improve the level of service on County roads that are parallel to FIHS roads.
2. Implement the Congestion Management Plan recommendations, with a emphasis on those county roads that are parallel to FIHS roads.
3. Coordinate and synchronize the signalization system along County roads that are parallel to FIHS roads.

4. Through its membership on the MPO, support implementation of Intelligent Transportation Systems (ITS).
5. Coordinate with FDOT and the BCPC to identify a public transportation corridor demonstration project.
6. Investigate the potential of programming public transit route headways and span of service, and the provisions of information kiosks along County roads that are parallel to FIHS roads.
7. Support the double-tracking of the South Florida Transportation Corridor, a transportation facility parallel to Interstate 95 (west side).
8. Enhance regular route service to Tri-Rail stations.
9. Improve pedestrian access to transit by ensuring that all phases of road planning design, and construction include the necessary walkways on all arterial and collectors under the responsibility of the State and County.
10. Provide public education through marketing strategies about public transit desirability and availability
11. Promote transit oriented design along County roads that are parallel to FIHS roads.
12. Monitor FIHS level of service and work with the FDOT and the MPO to identify additional strategies.

Policy 1.10.2: The City recognizes that Broward County is the agency responsible for mass transit service and overall transportation planning on a countywide basis. The City will coordinate with the County in implementing the element. To encourage more ridership, the City will continue to provide service schedules at City Hall and implement the Zoning and Land Development Code concerning providing mass transit stops for major traffic generators and attractors.

Policy 1.10.3: The City will maintain a comprehensive review of the land use designations, including density and intensity controls, mixed use provisions and land use locations.

Policy 1.10.4: The City supports the conversion / co-use of the FEC corridor for both freight and commuter purposes.

3.5 APPENDIX A

METHOD FOR DETERMINING LEVELS OF SERVICE

The following is a description how Level of Service (LOS) standards are defined and utilized to determine acceptable operating levels. The City utilizes LOS definitions common to Broward County. The Florida Department of Transportation (FDOT) establishes LOS for roadways under their jurisdiction.

ANALYSIS OF EXISTING SYSTEM

The existing roadway network has been analyzed to determine average annual daily volumes, peak hour volumes, capacities, peak hour volume to capacity ratios and resulting levels of service. Such an analysis is required in order to establish a basis for adopting Level of Service (LOS) standards at peak hour pursuant to Chapter 9J-5 F.A.C. Traffic counts were provided by the Florida Department of Transportation and Broward County Office of Planning.

LEVEL OF SERVICE

To determine current LOS on the roadway network, peak hourly demand volumes for various roadways were calculated using 2007 Average Daily Traffic (ADT) volume counts as well as PM Peak Hour traffic counts and/or calculations based on accepted standards. These counts were obtained from the Broward County Environmental Protection and Growth Management Department and include counts supplied by the Florida Department of Transportation (FDOT) for the arterial roadways on the State system.

Establishing a roadway's LOS is the most common index of traffic congestion. Level of service may denote any number of differing operating conditions that may occur on a given lane or roadway when it is accommodating various traffic volumes. The LOS of a roadway is often defined as ratio of the traffic volumes (V) to the actual capacity (C) of the roadway (V/C ratio). The higher the V/C Ratio the more congested a road becomes.

The appendix tables illustrate the peak hour two-way direction roadway capacities used to calculate the V/C ratios for this analysis of existing roadway conditions in Hallandale Beach. Listed below are the V/C ratios used to determine LOS. Both the peak hour capacities and the V/C ratios are consistent with those used by the SFRPC and the Broward County. Specific peak hour volumes were provided by or calculated utilizing data provided by the Broward County.

The description of service levels used are as follows:

V/C	LOS	DESCRIPTION
0 - .65	LOS A	Free flow traffic at average travel speeds
.66 - .77	LOS B	Stable flow with the presence of other users in traffic stream being noticeable.
.76 - .85	LOS C	Uncongested with other users in traffic Stream causing significant interactions.
.86 - .95	LOS D	Congested stable flow with major delays.
.96 – 1.15	LOS E	Very congested with traffic at or near capacity.
1.16+	LOS F	Extremely congested with breakdown Flow (major delays occurring frequently).

The Florida Department of Transportation adopted an updated Quality / Level of Service (LOS) Manual in 2002. This manual sets forth minimum accepted LOS Standards for State roadways. Table 6.1 “Statewide Minimum of Level of Service Standards for the State Highway System” states that for roadways such I-95, Pembroke Road, Hallandale Beach Boulevard and Federal Highway, which are within urbanized areas with population characteristics over 500,000, the adopted LOS is “D”. A local government cannot establish a higher level of service for state roadways. The City has adopted a LOS Standard of “D” for all roadways in the City.

SERVICE VOLUMES / AVERAGE TRAVEL SPEED

Roadway capacities for different levels of service are referred to as service volumes and vary by the type of roadway analyzed, the number of signals per mile and the number of lanes. Using figures developed by the Florida Department of Transportation, the following Table E-1 lists the daily service volumes for different roadway types.

The values provided in Table 4-1 are based on the methods and definitions provided in the Quality / Level of Service Manual prepared by the Florida Department of Transportation, 2002 update. The Level of Service Manual measures, or determined, level of service based on average travel speed consistent with the Highway Capacity Manual. Table 4-4 provides the general relationship between the level of service letters (A, B, C, D, E and F) and the average travel speed during the peak hour on typical highways in Florida.

Peak Hour Analysis

Similar to the Link Analysis conducted for average daily traffic (ADT) conditions, the peak hour two-way analysis concentrates on peak hour volumes instead of average daily traffic volumes. Peak hour service volumes are provided in Table 4-4 from the Florida Department of Transportation's Quality / Level of Service Manual 2002 Update. The methods and definitions are provided in the FDOT Highway Capacity Manual.

Transportation level of service (LOS) standards. Florida law requires transportation level of service standards be adopted for roads and public transit facilities within the local government's jurisdiction. Level of service standards for other transportation facilities, such as bikeways and airports, are optional. Broward County applies transportation LOS standards through its Concurrency Management System only to roadways and public transit.

Florida Intrastate Highway System. Rule 9J-5.0055(2)(c), FAC, requires local governments to adopt the LOS standards established by the Florida Department of Transportation by rule for facilities on the Florida Intrastate Highway System (FIHS). The following Table provides the generalized two-way peak hour volumes for these FIHS roadways. It is based on a LOS "E" standard for urbanized areas with population over 500,000.

Generalized Annual Average Daily Volumes
Generalized AADT / Peak Hour Two-Way Volumes, LOS "E"
Freeways (Limited Access)

Roadway	Link	Annual Average Daily Volumes	Two-way Peak Hour Volumes	Lanes
I-95	Miami-Dade County Line to Palm Beach County Line	207,600	19,310	10

Source: Quality / Level of Service Manual, Table 4-1 and 4-4, Florida Department of Transportation, 2002.

Other non-local and non-municipal roadways. Rule 9J-5.0055(2)(c), FAC, requires local governments to adopt adequate LOS standards for local roads. Broward County proposes to adopt the generalized two-way peak hour volumes for Florida's Urbanized Areas at the LOS "D" standard, as shown in Table 3-38. In the City's 1989 Traffic Circulation Element, the roadway LOS "D" standard was measured by the average annual daily traffic (AADT) volumes; however, state law now requires the LOS standard be measured by peak-hour volumes. The City of Hallandale Beach will continue to use the LOS "D" standard as the roadway concurrency standard. The two-way peak hour LOS "D" standard volumes are calculated by multiplying the Annual Average Daily

Traffic (AADT) volumes by the statewide average of 0.093. This average is also the Planning Analysis Hour Factor or K factor (K_{100}). According to the FDOT 2002 Quality / Level of Service Manual, it is "the 100th highest demand volume hour of the year for a roadway section" or "the ratio of the 100th highest volume hour of the year to the annual average daily traffic." Broward County is using the two-way peak hour volumes instead of the directional peak hour volumes because the FDOT also uses two-way peak hour volumes.

Generalized Two-Way Peak Hour Volumes
For LOS D for Florida's Urbanized Areas

Lanes	2 Lane Un-div.	4 Lane Div.	6 Lane Div.	8 Lane Div.	10 Lane Div.	12 Lane
State 2-way Arterials Uninterrupted Flow	1,720	5,870	8,810	--	--	--
Interrupted Flow Class I (0 to 1.99)	1,560	3,390	5,080	6,440	--	--
Interrupted Flow Class I (2.0 to 4.5)	1,460	3,110	4,680	6,060	--	--
Interrupted Flow Class III	1,200	2,750	4,240	5,580	--	--
Interrupted Flow Class IV	1,310	2,880	4,350	5,690	--	--
Freeways, Group 1	--	6,510	10,050	13,600	17,160	20,710
Freeways, Group 2	--	6,250	9,840	13,420	16,980	20,560
Non-State Roadways Major City/County Rd	1,390	2,950	4,450	--	--	--
Other Signalized Rds.	950	2,070	--	--	--	--

Source: Level of Service Manual, Table 4-4, Florida Department of Transportation, 2002.

It should be mentioned that the FDOT Tables are "generalized" numbers and FDOT statisticians have suggested that if specific roadways are in question, a traffic engineer can prepare a study to determine more specific capacity numbers. Broward County has generally abandoned the previous regional roadway concurrency system (except in standard concurrency districts) and replaced it with a Transit-Oriented Concurrency system. However, the county's Transportation Element still includes maximum roadway service volumes for long-range planning purposes.

Broward County TE Policy 3.4.2 states in part: "The concurrency management system shall establish the following transportation level of service (LOS) standards:

1. Within transit oriented concurrency districts, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2009:

2. Southeast District – Achieve headways of 30 minutes or less on 80% of routes, establish at least one neighborhood transit center, establish at least one additional community bus route, increase peak-hour weekday fixed-route transit ridership by 22% from FY 2009 to 2013 and maintain the current number of community bus routes (10) through 2013.

The County's Transportation Element also contains a Table within Policy 3.4.2 entitled "Peak Hour Two Way Maximum Service Volumes*" which indicates traffic volumes 75% higher than the values in the FDOT Generalized Tables. Broward County advises that these values are not to be used for roadway capacity concurrency analysis; rather, they were required by DCA / FDOT to be included to set maximum traffic volume values at which time all development orders and permits must be denied, regardless of impact fees or mitigation.

Broward County TE Policy 3.4.3 states in part: "The transportation LOS standards for the purpose of long-range transportation planning are:

1. For facilities within the Strategic Intermodal System (SIS), inclusive of the Florida Intrastate Highway System (FIHS), the Generalized Peak Hour Two Way Level of Service Standard, established by the Florida Department of Transportation, is as follows:

SIS / FIHS Roadway	Roadway Segment	LOS Standard
Interstate 95	Miami-Dade County line to Palm Beach County line	E

2. For facilities not within the SIS / FIHS, the LOS standard shall be the generalized two-way peak hour LOS "E" standard volumes depicted on Table 4-4, Level of Service Manual, Florida Department of Transportation, (2002) within the Eastern Core District, and the generalized two-way peak hour LOS "D" standard volumes depicted on Table 4-4, Level of Service Manual, Florida Department of Transportation, (2002) within all other Districts.

Insert
1998 Level of Service Handbook
Florida Department of Transportation
Table 5-1/ Table 5-4/ Table 5-7 / Table 5-8