



ATLANTIC SHORES  
BOULEVARD

# Community Meeting

January 30, 2020

# Presentation Overview

- WELCOME & INTRODUCTIONS
- OVERALL SCHEDULE
- PROJECT OVERVIEW
- WHAT WE'VE HEARD
- EXISTING CONDITIONS
- CHALLENGES & NEEDS
- GUIDING PRINCIPLES
- EVALUATION CRITERIA
- ABOUT THIS WEEK
- FUNDAMENTALS
- CONCEPT ALTERNATIVES
- WRAP-UP & NEXT STEPS





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# Welcome & Introductions

# Welcome & Introductions

The logo for MARLIN features the word "MARLIN" in a bold, blue, sans-serif font. To the left of the letters "M" and "A", there are two diagonal lines, one grey and one blue, that intersect to form a stylized 'M' shape.

*Project Management, Roadway Design & Civil Engineering, Traffic Engineering, Signalization, Utility Coordination, Survey, Construction Management & Permitting*

The logo for KITTELSON & ASSOCIATES features a stylized letter 'K' on the left, composed of orange and white geometric shapes. To the right of the 'K', the words "KITTELSON" and "& ASSOCIATES" are stacked in a grey, sans-serif font.

*Community Engagement, Public Process, Development of Concept Alternatives*



**Community  
Outreach  
Advisory  
Team**



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## Overall Schedule

# Overall Schedule

Task Name	2019				2020											
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
Overall Project	[Purple bar spanning from Oct 2019 to Oct 2020]															
Geotechnical Data	[Dark Blue bar spanning Oct and Nov 2019]															
Utility Coordination	[Blue bar spanning Nov 2019, Dec 2019, and Jan 2020]															
Environmental			[Light Blue bar spanning Dec 2019, Jan 2020, and Feb 2020]													
Phase II (80%) Design & Plans					[Green bar spanning from Feb 2020 to Jun 2020]											
Public Workshop									[Light Green bar spanning from Jun 2020 to Sep 2020]							
Phase III (90%) Plans													[Orange bar spanning Oct and Nov 2020]			

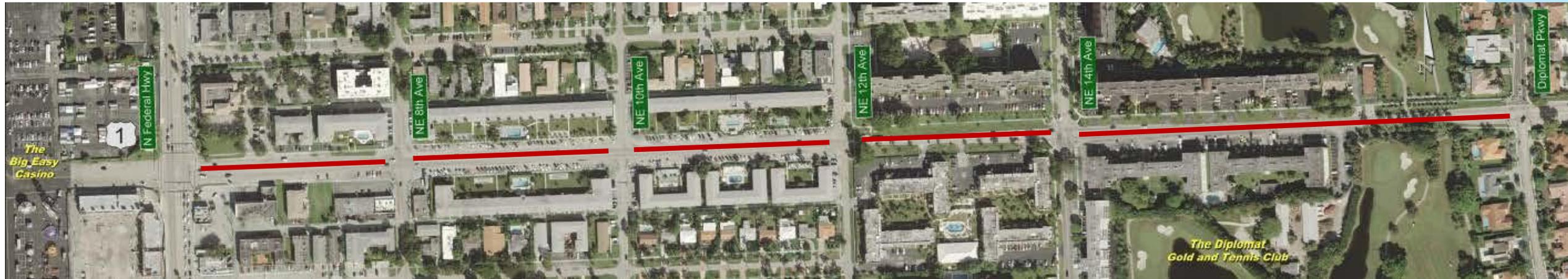


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## Project Overview

# Project Overview

/ Project Limits: N. Federal Hwy – Diplomat Pkwy



# Project Overview

## / Project Purpose



Objectively evaluate alternatives to improve **the existing infrastructure conditions and safety issues.**

To create a multimodal corridor that **meet the needs of all street users** (including those who are riding the bicycle, walking or taking transit)

To provide a **Complete Street**

# The Character of Transportation Infrastructure Investments Influence the Quality of the Built Environment



# The Character of Transportation Infrastructure Investments Influence the Quality of the Built Environment



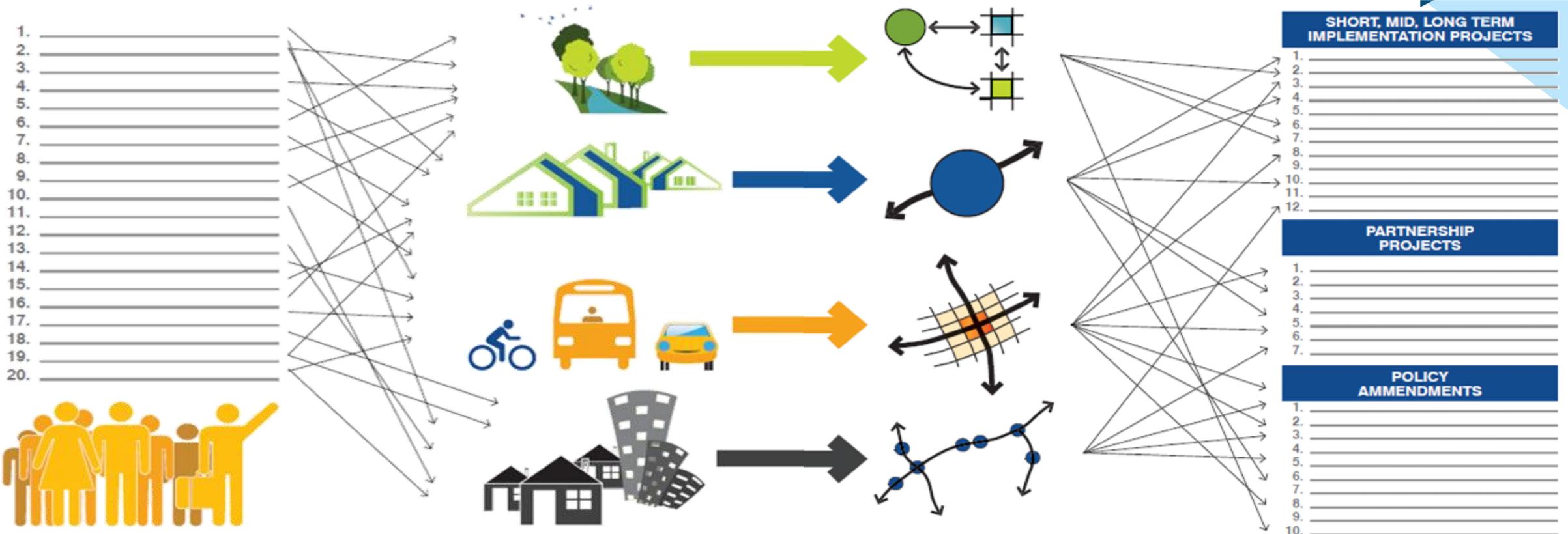
# Project Overview

Issues & Concerns

Common Themes

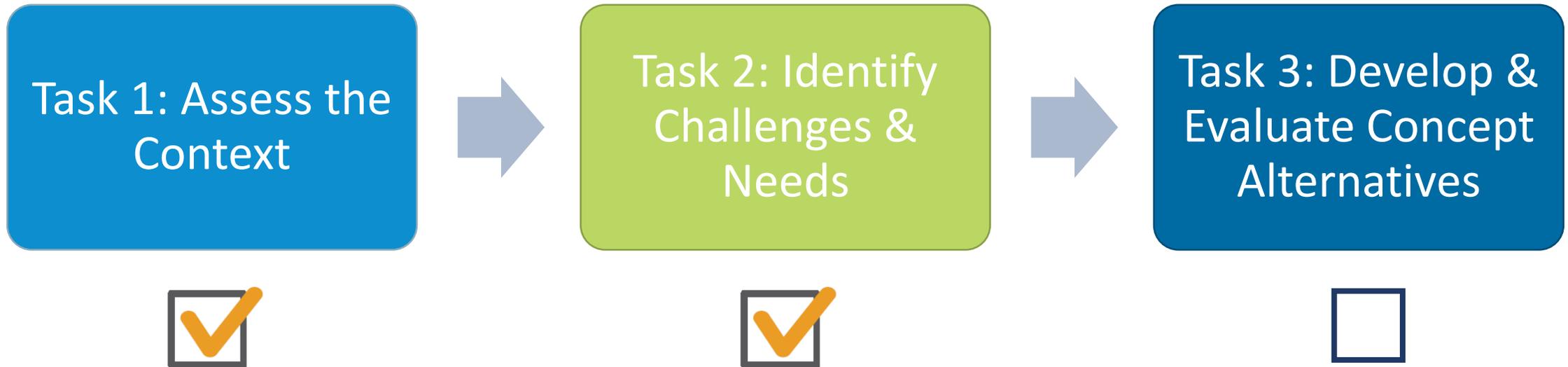
Guiding Principles

Alternatives



# Project Overview

## / Phase 1: Preferred Alternative Development



// REAL CHANGE IS HARD



# Achieving Informed Consent

- / Doing nothing is NOT an option
- / We're here so you can help inform how this is moving forward
- / Not everyone is going to agree or completely support ALL of the outcomes, but everyone will understand WHY certain design decisions are being proposed.
- / Let's respect each others' opinions



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## What We've Heard

# Who Have We Engaged?



- **City of Hallandale Beach**
  - City of Hallandale Beach CRA
  - City Manager's Office
  - Development Services Department
  - Engineering Department
    - Green Initiatives Coordinator
  - Public Works Department
- **Partner Agencies**
  - FDOT – D4 Complete Streets Coordinator
- **Property Owners & Business Owners**
  - Maltese Diplomat LLC
- **Community / Neighborhood Associations**
  - Atlantic Shores Condominiums
    - 721 Atlantic Shores Blvd
  - Diplomat Garden
    - 851 Atlantic Shores Blvd
  - Berkeley Diplomat
    - 900 Atlantic Shores Blvd
  - Country Garden Apartments
    - 1051 Atlantic Shores Blvd
  - Colonial House Condominiums
    - 1100 Atlantic Shores Blvd
- **Residents / General Public**

# What We've Heard

## / Overarching Themes

- Parking

- Challenges with parking on private property

- Parking strategy / parking permit program

- Residents want to maintain existing on-street parking

- Overnight parking from non-residents

- Maneuver challenges backing out of existing angled parking spaces

- Long-term parking relief could come through the redevelopment of the 'big easy' casino site (public parking component)

# What We've Heard

## / Overarching Themes

- Parking
- Safety/Multimodal Access

Near-term need for 4 ADA parking spaces

There's frequent bicycle usage and no facilities

Desire for bike lanes or bicycle facilities along the corridor

Improve sidewalks

Hostile driving behavior

High vehicle/traffic speeds

Perception of being 'unsafe'

Enhance pedestrian crossings

# What We've Heard

## / Overarching Themes

- Parking
- Safety/Multimodal Access
- Beautification

Need aesthetic improvements /  
a curb appeal!

Explore landscaped medians?

Lighting/ site furnishings –  
streetscape elements

Shade trees

# What We've Heard

## / Overarching Themes

- Parking
- Safety/Multimodal Access
- Beautification
- Sustainability / Resiliency

Potential impacts from sea-level rise

Drainage issues – flooding

Mitigate heat-island effect

Landscaping elements with stormwater capabilities

Electric vehicles (EV) charging stations

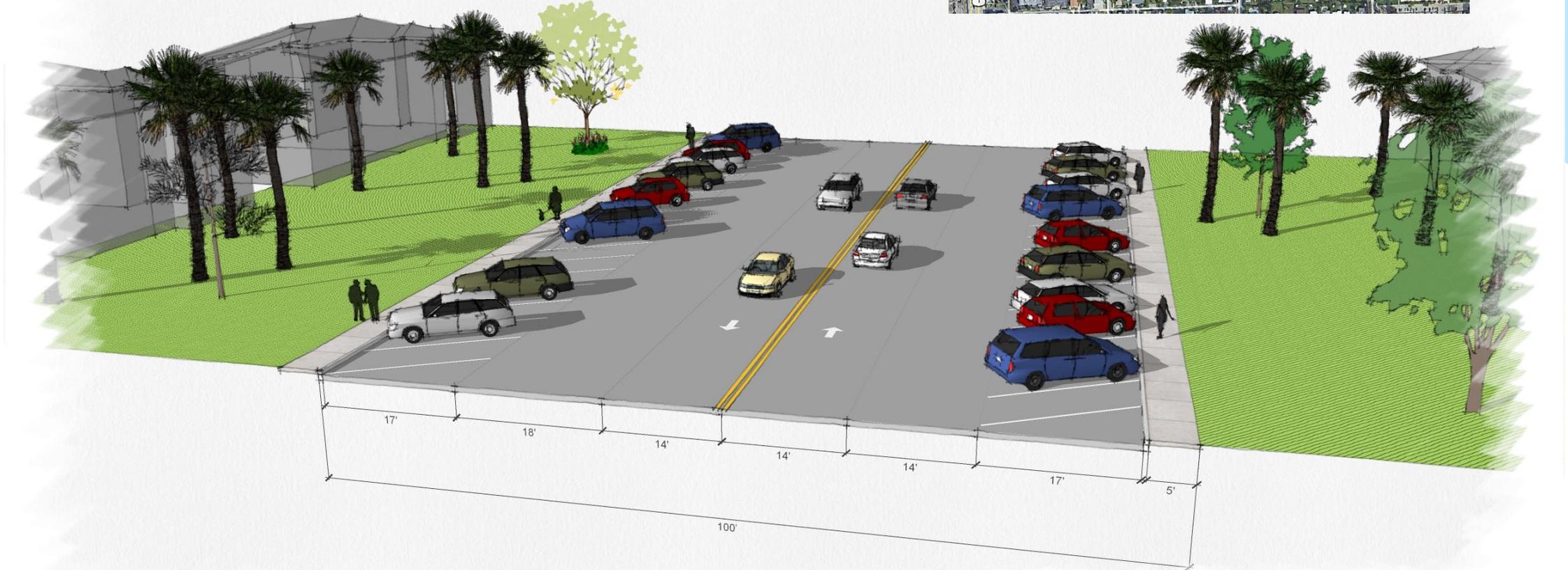
Noise pollution



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**Existing Conditions**

# Existing Conditions



Between 8<sup>th</sup> Ave & 12<sup>th</sup> Ave

# Existing Conditions



Between 12<sup>th</sup> Ave & 14<sup>th</sup> Ave

# Existing Conditions



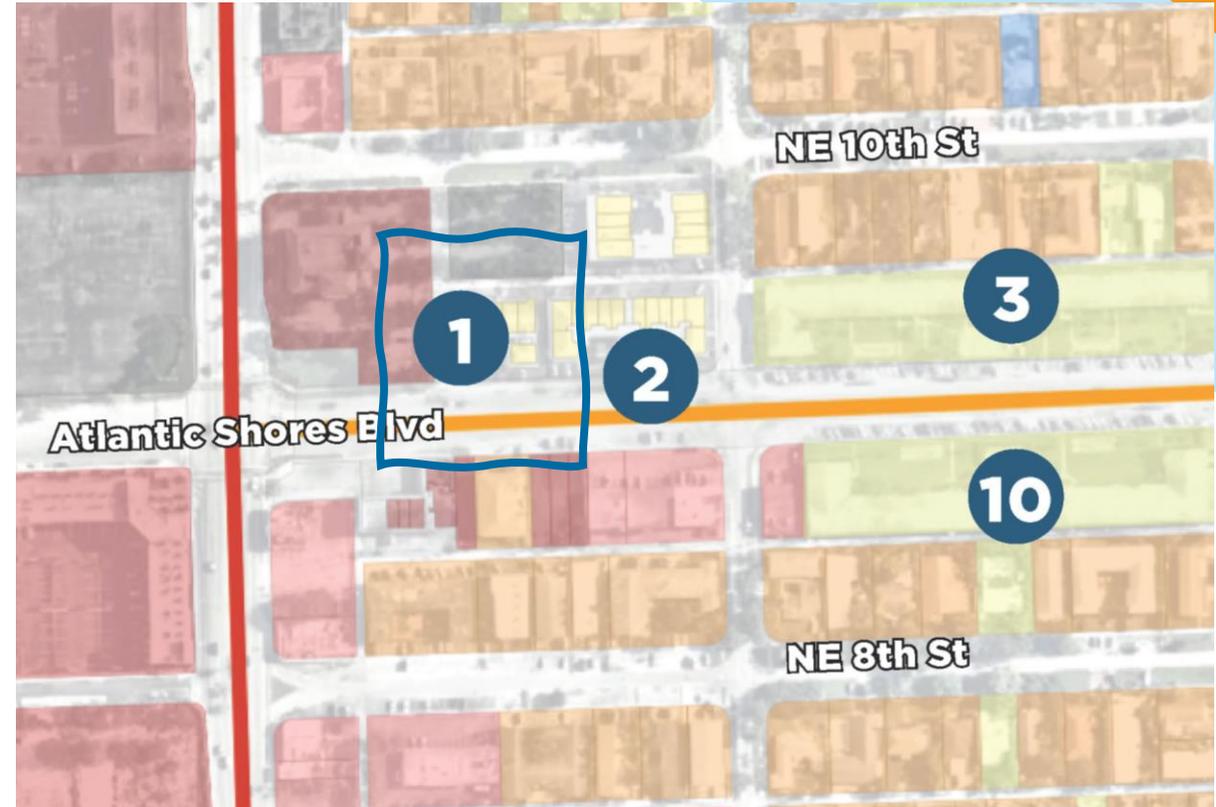
Between 14th Ave & Diplomat Pkwy

# Existing Conditions

## /Parking

- Site 1

Site	Units	Parking Spaces Required	Parking Spaces Provided	Spaces on Public ROW	Spaces on Private Property	Parking Shortage
1	14	24	15	0	15	-9
2	36	63	39	0	39	-24
3	70	117	71	61	10	-46
4	66	109	72	72	0	-37
5 & 6	120	210	120	0	120	-90
7, 8 & 9	73	123	77	77	0	-46
10	68	114	59	59	0	-55

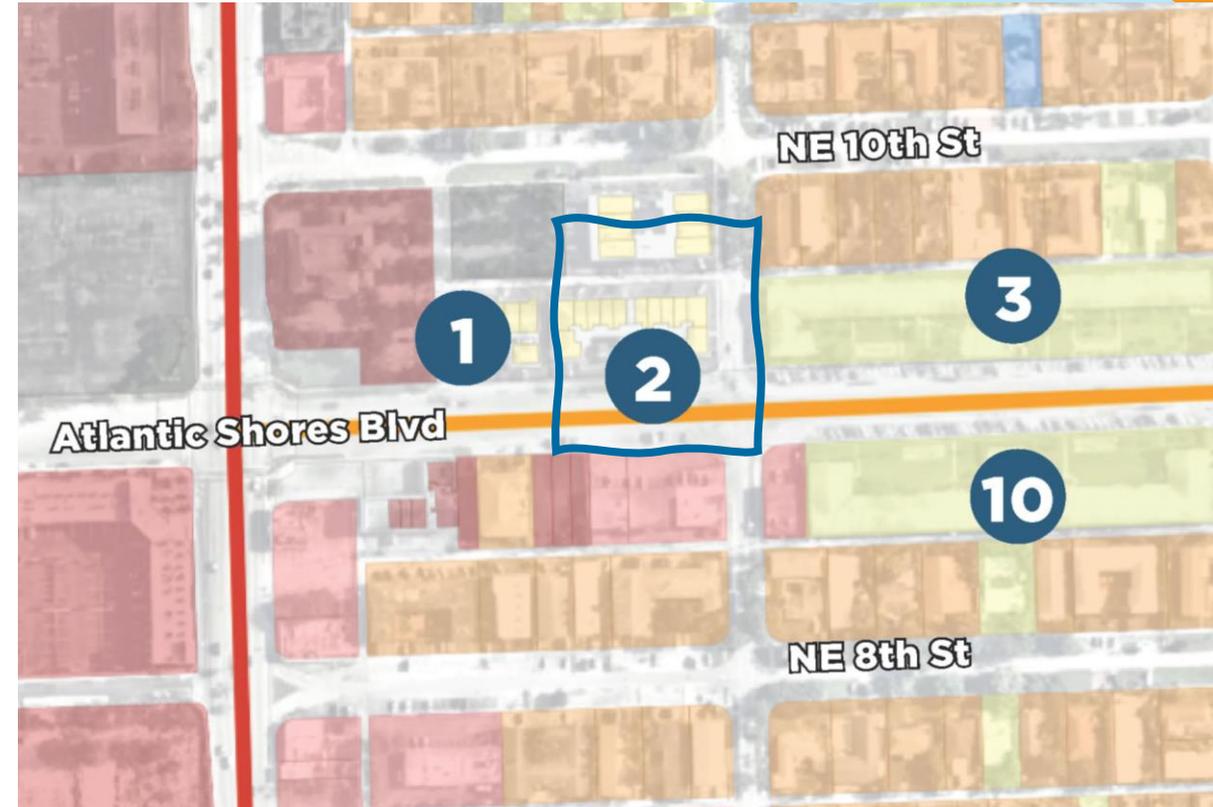


# Existing Conditions

## /Parking

- Site 2

Site	Units	Parking Spaces Required	Parking Spaces Provided	Spaces on Public ROW	Spaces on Private Property	Parking Shortage
1	14	24	15	0	15	-9
2	36	63	39	0	39	-24
3	70	117	71	61	10	-46
4	66	109	72	72	0	-37
5 & 6	120	210	120	0	120	-90
7, 8 & 9	73	123	77	77	0	-46
10	68	114	59	59	0	-55



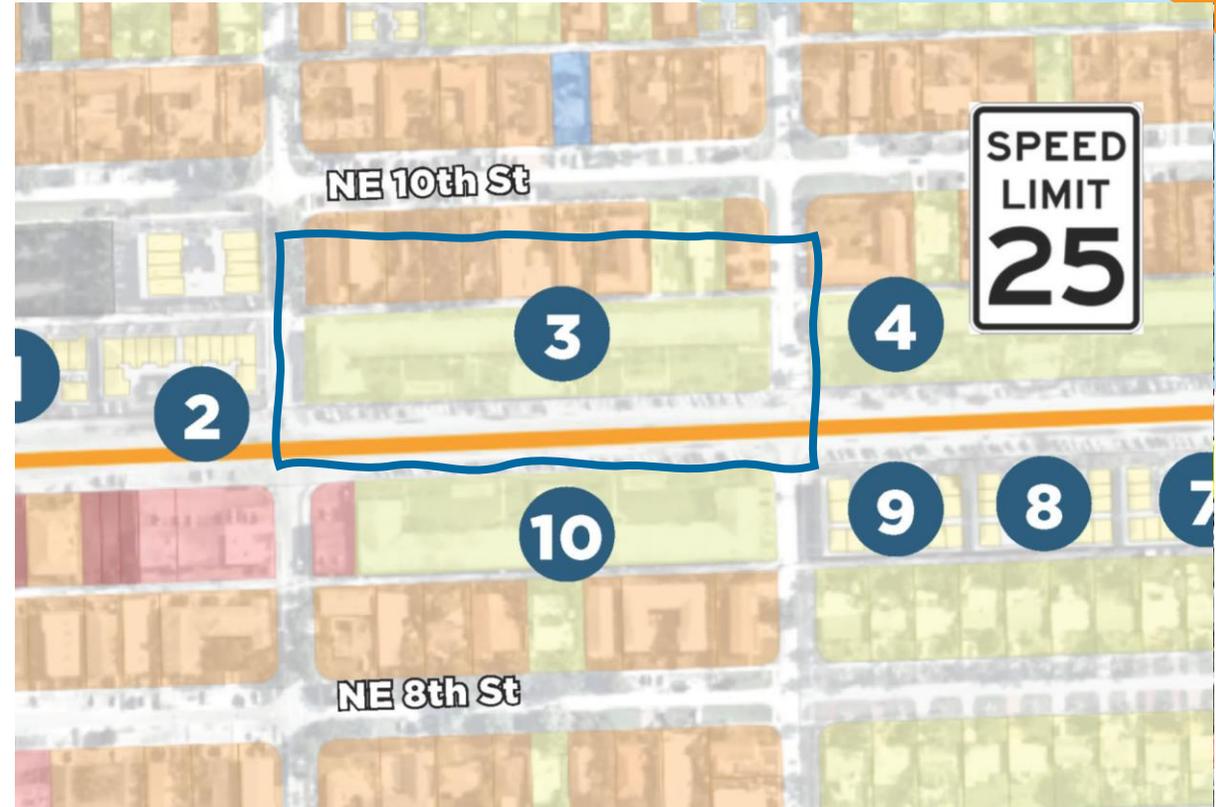
# Existing Conditions

## /Parking

- Site 3



Site	Units	Parking Spaces Required	Parking Spaces Provided	Spaces on Public ROW	Spaces on Private Property	Parking Shortage
1	14	24	15	0	15	-9
2	36	63	39	0	39	-24
3	70	117	71	61	10	-46
4	66	109	72	72	0	-37
5 & 6	120	210	120	0	120	-90
7, 8 & 9	73	123	77	77	0	-46
10	68	114	59	59	0	-55



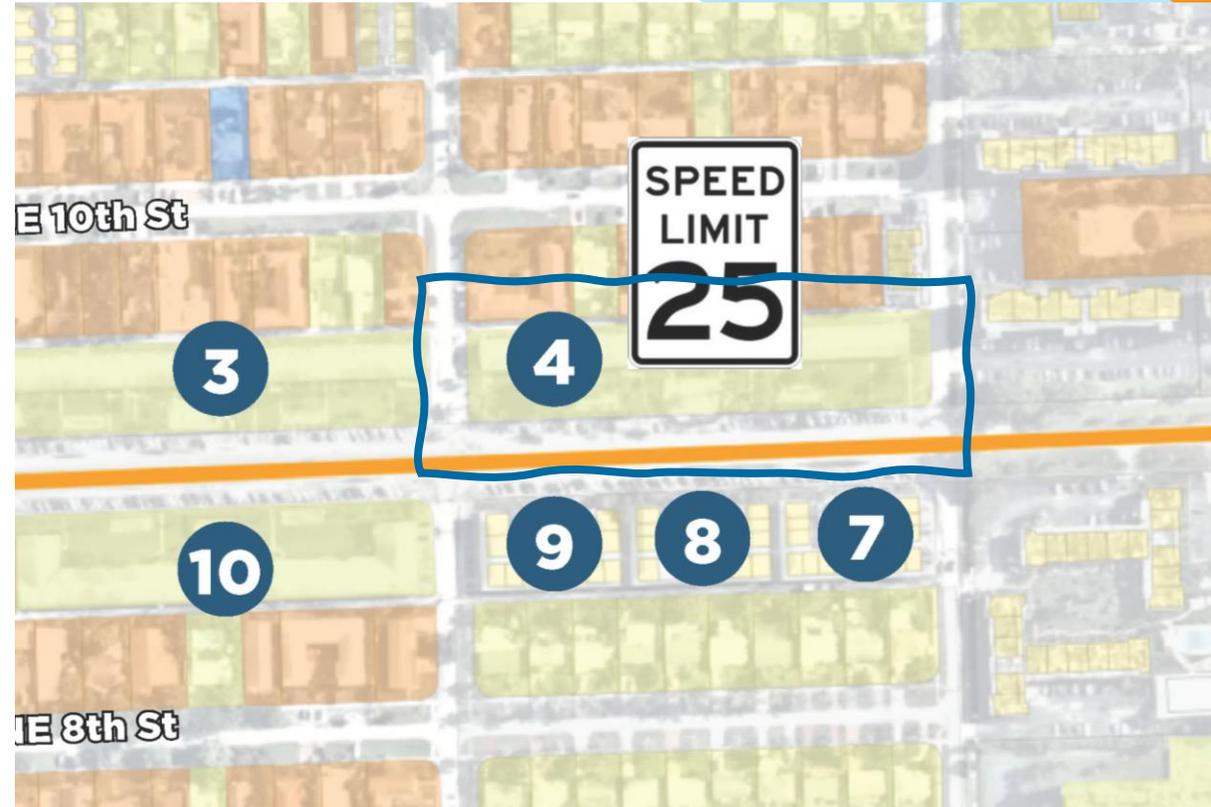
# Existing Conditions

## /Parking

- Site 4



Site	Units	Parking Spaces Required	Parking Spaces Provided	Spaces on Public ROW	Spaces on Private Property	Parking Shortage
1	14	24	15	0	15	-9
2	36	63	39	0	39	-24
3	70	117	71	61	10	-46
4	66	109	72	72	0	-37
5 & 6	120	210	120	0	120	-90
7, 8 & 9	73	123	77	77	0	-46
10	68	114	59	59	0	-55

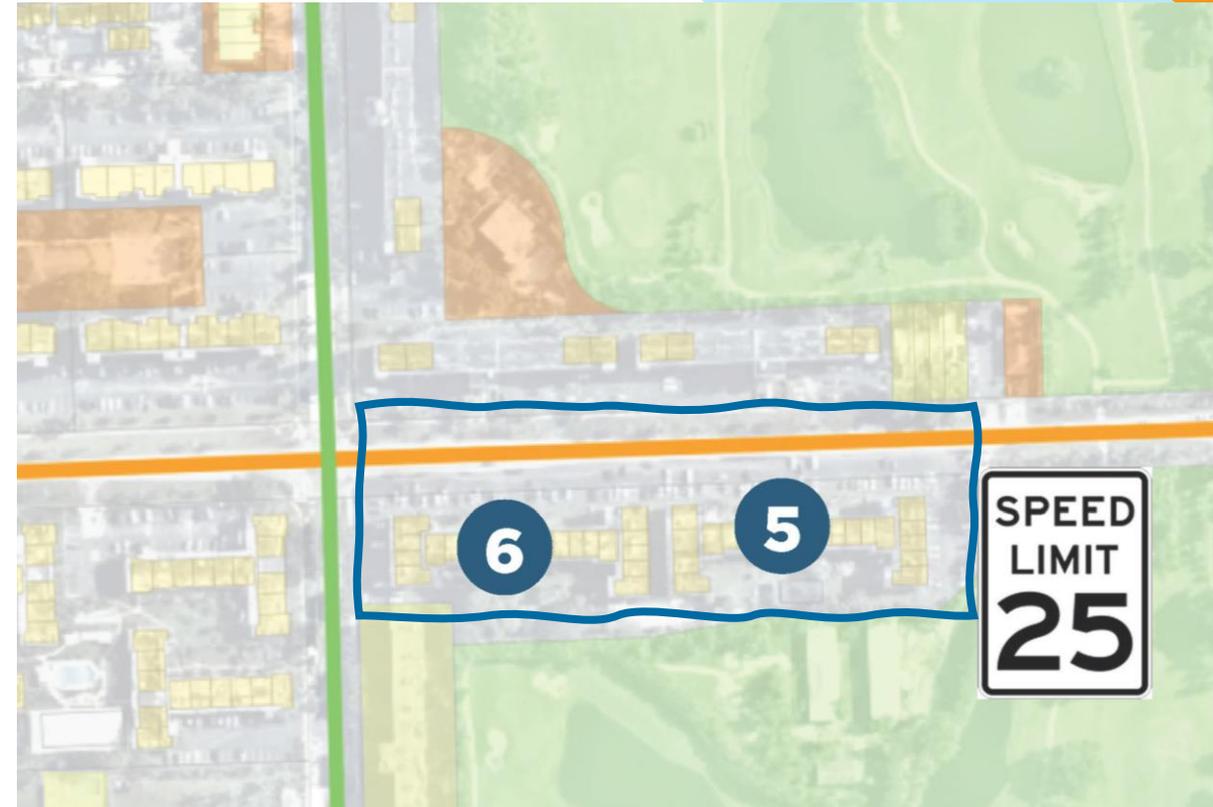


# Existing Conditions

## /Parking

- Site 5 & 6

Site	Units	Parking Spaces Required	Parking Spaces Provided	Spaces on Public ROW	Spaces on Private Property	Parking Shortage
1	14	24	15	0	15	-9
2	36	63	39	0	39	-24
3	70	117	71	61	10	-46
4	66	109	72	72	0	-37
5 & 6	120	210	120	0	120	-90
7, 8 & 9	73	123	77	77	0	-46
10	68	114	59	59	0	-55



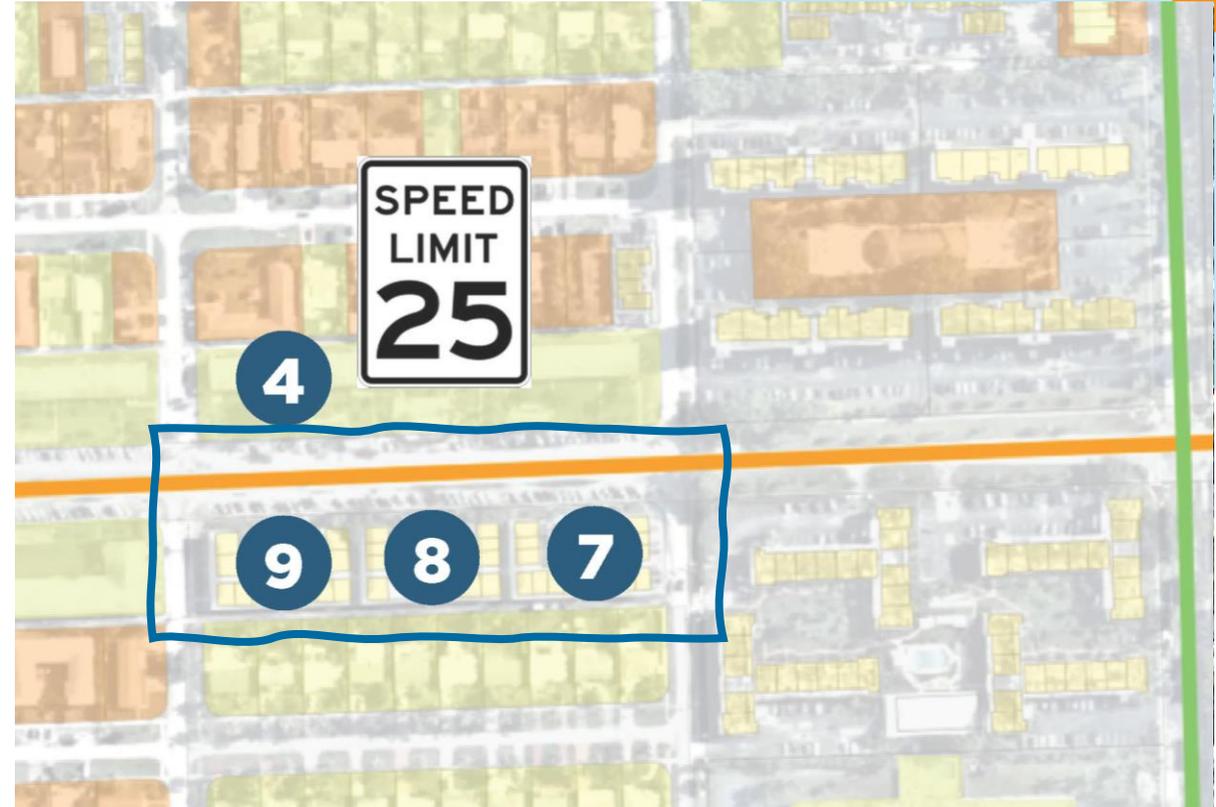
# Existing Conditions

## /Parking



- Site 7, 8 & 9

Site	Units	Parking Spaces Required	Parking Spaces Provided	Spaces on Public ROW	Spaces on Private Property	Parking Shortage
1	14	24	15	0	15	-9
2	36	63	39	0	39	-24
3	70	117	71	61	10	-46
4	66	109	72	72	0	-37
5 & 6	120	210	120	0	120	-90
7, 8 & 9	73	123	77	77	0	-46
10	68	114	59	59	0	-55



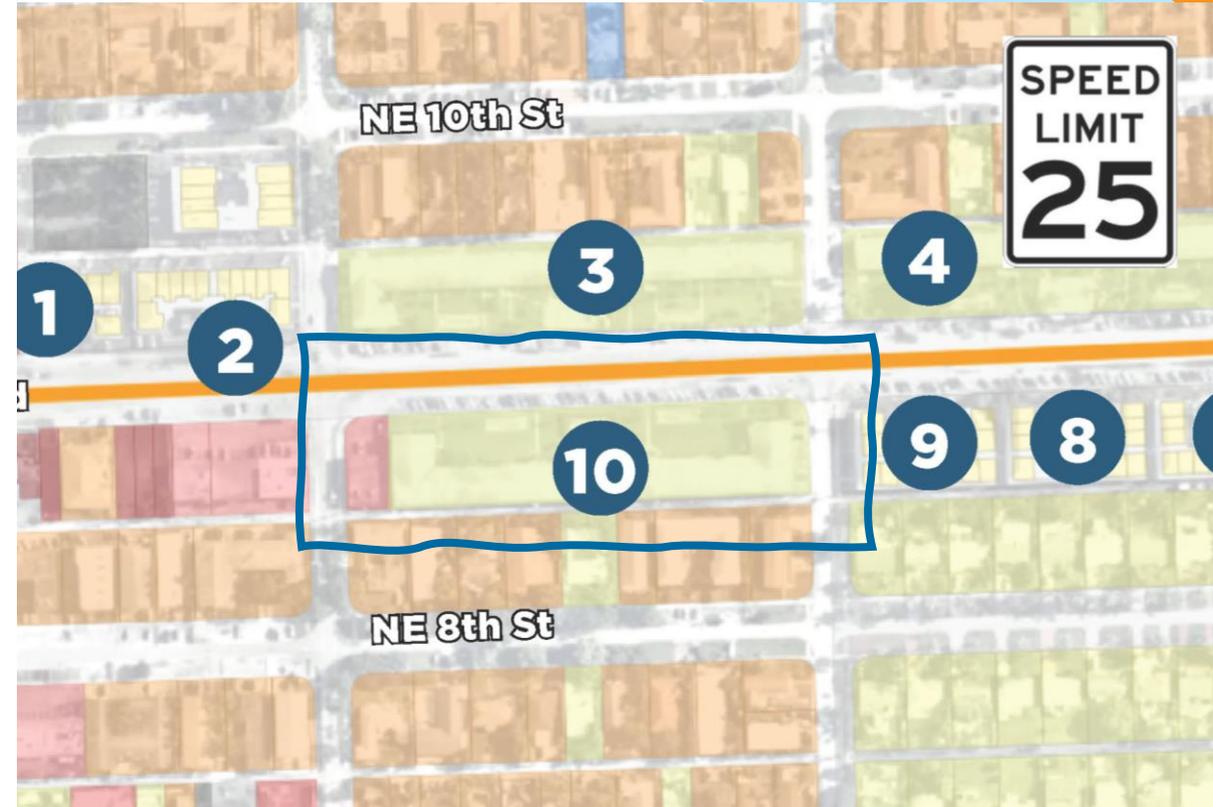
# Existing Conditions

## /Parking

- Site 10



Site	Units	Parking Spaces Required	Parking Spaces Provided	Spaces on Public ROW	Spaces on Private Property	Parking Shortage
1	14	24	15	0	15	-9
2	36	63	39	0	39	-24
3	70	117	71	61	10	-46
4	66	109	72	72	0	-37
5 & 6	120	210	120	0	120	-90
7, 8 & 9	73	123	77	77	0	-46
10	68	114	59	59	0	-55



# Existing Conditions

## /Parking Issues Summarized

- Outsiders/non-residents are utilizing on-street parking spaces (overnight & over multiple days)
- There's not enough parking supply to meet residents' needs
- Too often available parking is too far from home
- Lack of enforcement / parking management policy
- Challenges backing-out of parking spaces due to aggressive driver behavior and speeds



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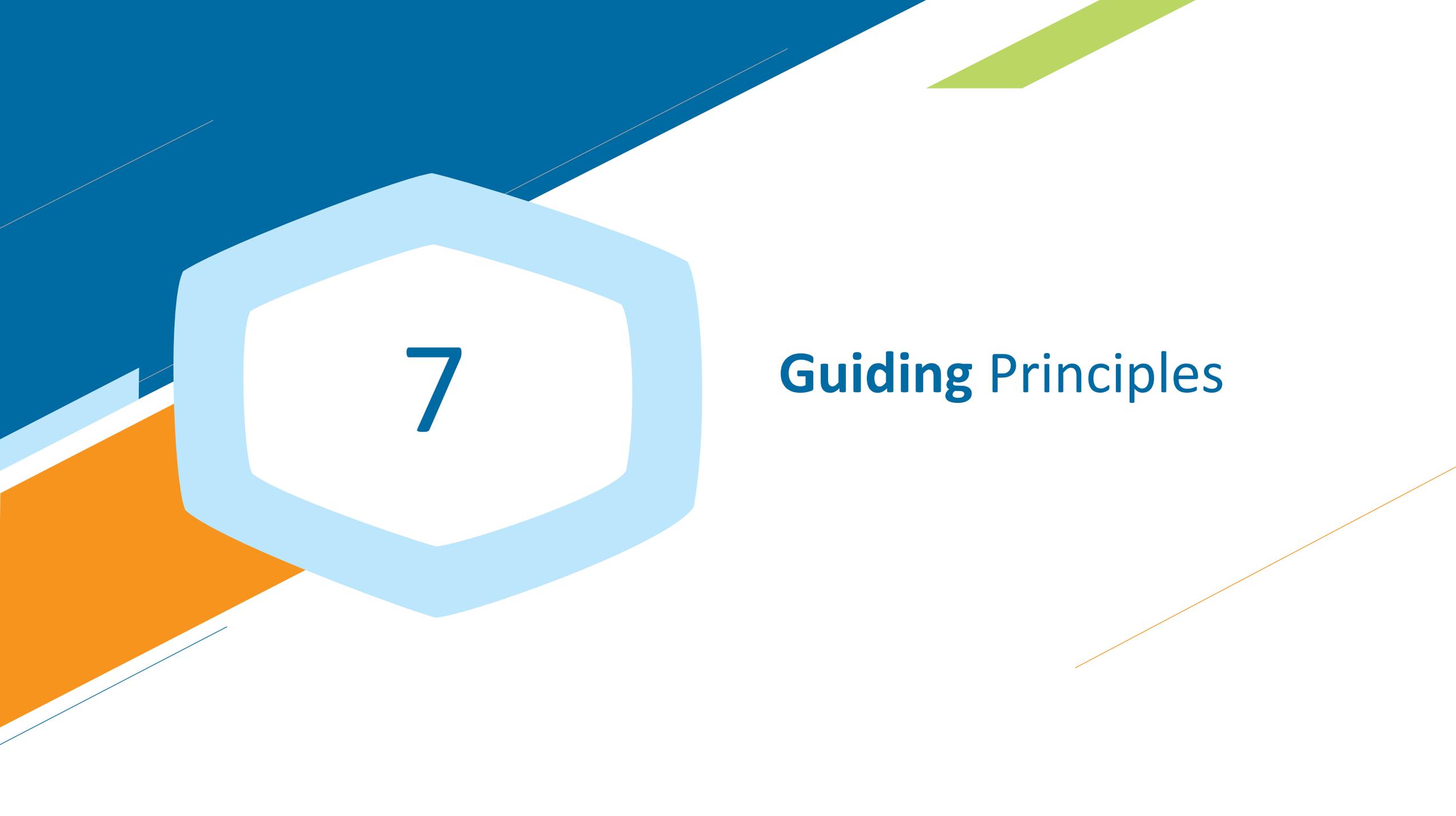
## Challenges & Needs

# Challenges & Needs

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



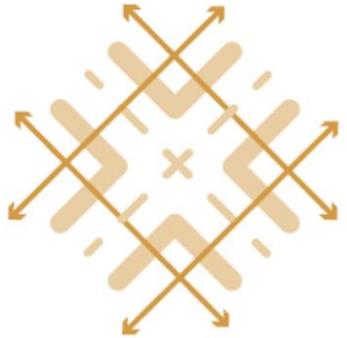
-  **/NEED: Improved On-Street Parking Conditions**
-  **/NEED: Increased Pedestrian Safety and Reduction of Traffic Speeds**
-  **/NEED: Safer Multimodal Facilities for People Walking and Biking**
-  **/NEED: Increased Beautification**
-  **/NEED: Utility Upgrades**
-  **/NEED: Incorporate Sustainability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



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## Guiding Principles

# Guiding Principles



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



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

# Guiding Principles



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



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

# Guiding Principles



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



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## Evaluation Criteria

# Evaluation Criteria / Metrics

## CATEGORY

## PROJECT BENEFITS



Safety

- Street Buffer
- Traffic Calming
- Accessibility (ADA)



Beautification & Access

- Streetscape Elements
- Parking
- Landscaping



Multimodal Features

- Auto Throughput
- Bicycle Comfort
- Pedestrian Comfort
- Transit Comfort



Resiliency

- Stormwater Management / Drainage
- Incorporation of sustainability elements to adapt to climate change
- Mitigation of heat-island effect

### KEY

- 0 points—does not meet the need
- ◐ 1 point—barely meets the need
- ◑ 2 points—partially meets the need
- ◒ 3 points—mostly meets the need
- 4 points—fully meets the need



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**About This Week**

# / Concept Development Workshop

**FORMAT:** 3-day work session with participation from City staff, COAT Members, Corridor Stakeholders, Property Owners, and Community Organizations

## INFORMATION REVIEWED

- Traffic analysis
- Starter Ideas
- Previous plans/studies

## OUTCOMES

- Confirm issues/themes
- Discussions with residents/stakeholders
- Develop concept alternatives for evaluation
- Community meeting / public input

# / Concept Development Workshop

**FORMAT:** 3-day work session with participation from City Staff, Corridor Residents & Stakeholders and Property Owners

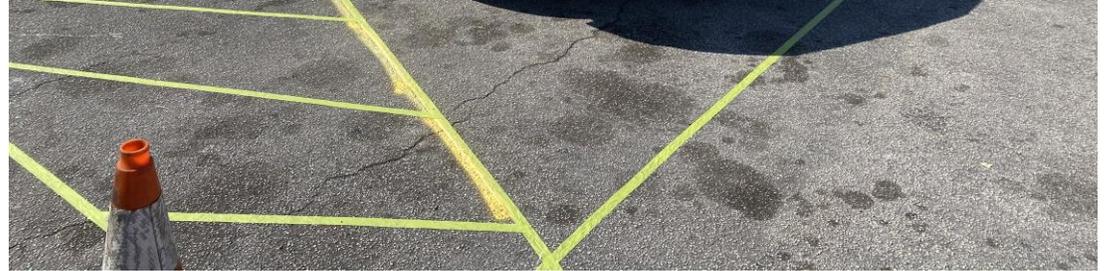
Walking  
Audit



# / Concept Development Workshop

**FORMAT:** 3-day work session with participation from City Staff, Corridor Residents & Stakeholders and Property Owners

Tactical  
Demo





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**Covering Fundamentals**

# Driver Expectation

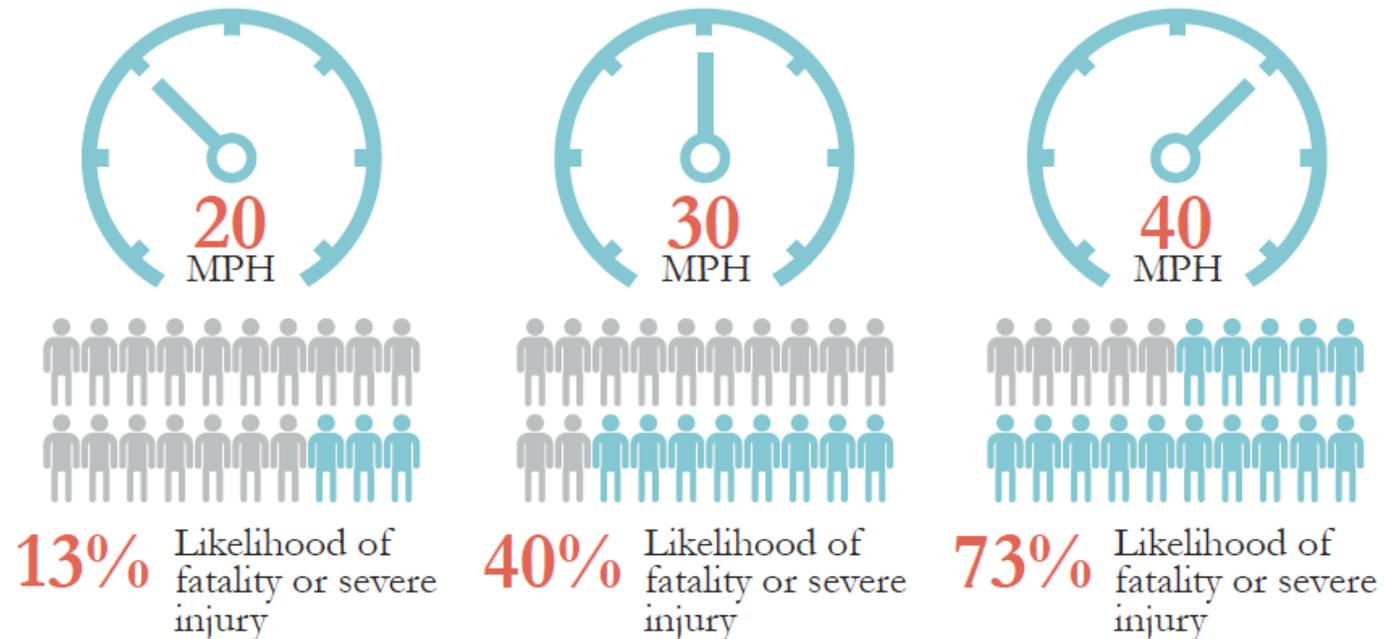
How Fast Would You Go?



# Safe Streets

The most important factor in creating safer streets is reducing speeding traffic in our neighborhoods. Lowering traffic speeds can save lives by reducing the frequency and severity of crashes.

## Slower speeds reduce pedestrian risk



Source: *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, Brian Effete, AAA Foundation for Traffic Safety, 2011

# Safe Streets

Traffic calming works to  **Reduce** traffic speed & volume through  **Horizontal** and  **Vertical** deflection of vehicles

Traffic calming is a system of strategies that aim to slow traffic down in order to make streets safer for all modes of travel.

*One of the best ways to improve neighborhood livability and safety is to reduce traffic speeds while discouraging cut-through traffic*

# Safe Streets

In 2016, 16 pedestrians were struck and killed by a car every day in the U.S.

Walkers in this country are now more likely to be killed walking than in a natural disaster. This is nothing less than a public health epidemic—and it's getting worse.

## Our streets are killing us

Traffic deaths will continue to increase unless cities prioritize humans over cars.

By Allissa Walker | @awalkerinLA | Sep 1, 2016, 1:00pm EDT



A "scramble" crosswalk in Hollywood has seen only a single crash since it was installed in November, compared to 13 the previous year | LADOT

In 2015, a staggering 35,092 people were killed on U.S. streets—a 7.2% increase from 2014. According to a report out this week, this year is on track to be even deadlier: Based on preliminary data, the [National Safety Council predicts](#) the number of traffic deaths has already increased an additional 9% percent in the first six months of 2016.

Sadly, cities are seeing evidence of this trend first-hand on their sidewalks and crosswalks. In New York City, 16 cyclists have already [been killed this year](#), more than the [number of cyclists killed in all of 2015](#).

# Safe Streets

SOUTH FLORIDA

## Walking? You're risking your life in Florida, the deadliest state for pedestrians

BY LINDA ROBERTSON

JANUARY 23, 2019 06:00 AM, UPDATED JANUARY 23, 2019 09:35 AM



Walking may be hazardous to your health. In Florida, the risk of fatality on foot is significantly higher than in any other state.

Florida, which was built for speed, retained its distinction as the place where a person who is walking is most likely to be struck and killed by a driver.

Harrowing data showed that between 2008 and 2017 the number of annual pedestrian deaths in the U.S. increased by 35.7 percent. A total of 49,340 died in that 10-year period. That's more than 13 people killed per day or one person every hour and 46 minutes.



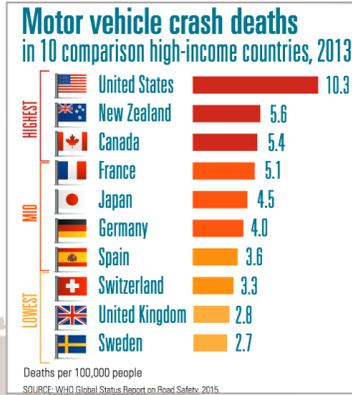
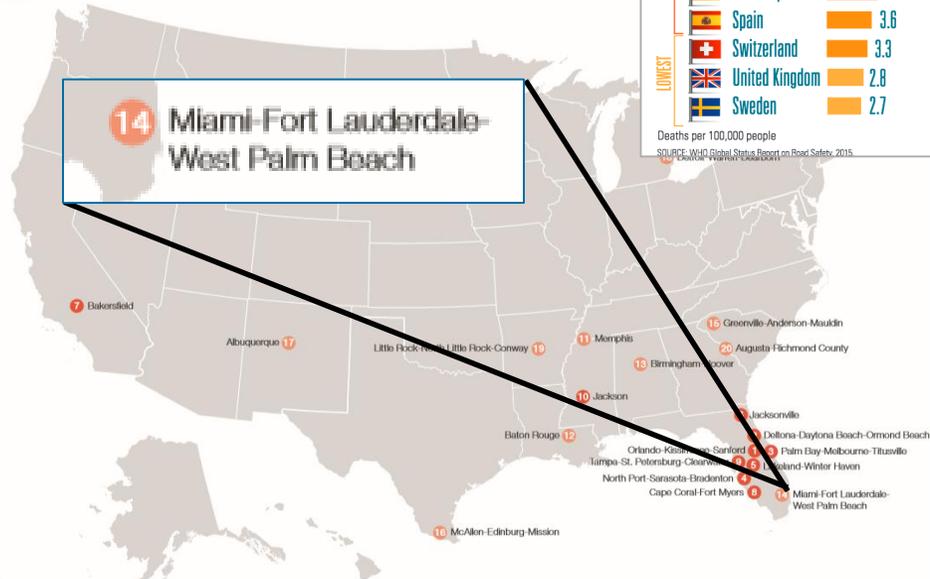
This kind of headline really does not encourage people to live active lifestyles!

# Safe Streets

## THE TOP 20

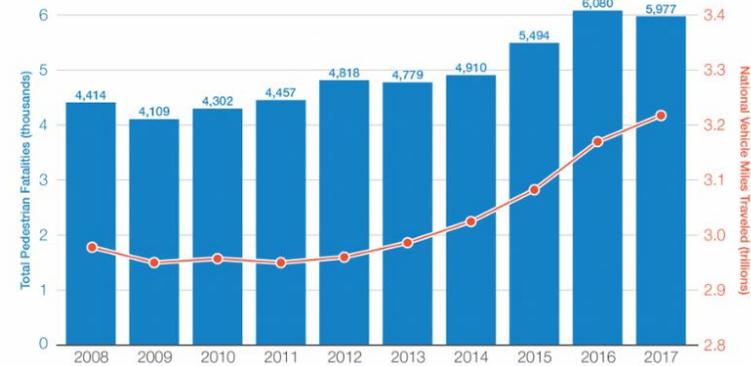
Most Dangerous Metropolitan Areas for Pedestrians (2008-2017)

● Top 1-10 ● Top 11-20



## Pedestrian fatalities have been steadily increasing.

2016 and 2017 were the most deadly years since 1990.



*“THE DEADLIEST PLACES FOR WALKERS ARE IN CAR-DEPENDENT COMMUNITIES WITH LITTLE PEDESTRIAN INFRASTRUCTURE AND EXTRA WIDE STREETS.”*

*9 OF THE TOP 10 DEADLIEST METRO AREAS ARE IN FLORIDA*

*“America has one of the highest fatality rates of first world countries and pedestrian fatalities have been rising since 2013”.*

2019 DANGEROUS BY DESIGN



Smart Growth America  
Improving lives by improving communities



National Complete Streets Coalition

# Design Matters

Driver's Cone of Vision:  
SPEED MATTERS!



**30 MPH**



**25 MPH**



**20 MPH**



**15 MPH**



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## Concept Alternatives



**+/- 180  
Spaces NET GAIN**



# Between 8<sup>th</sup> Ave & 14<sup>th</sup> Ave



# Between 8<sup>th</sup> Ave & 14<sup>th</sup> Ave



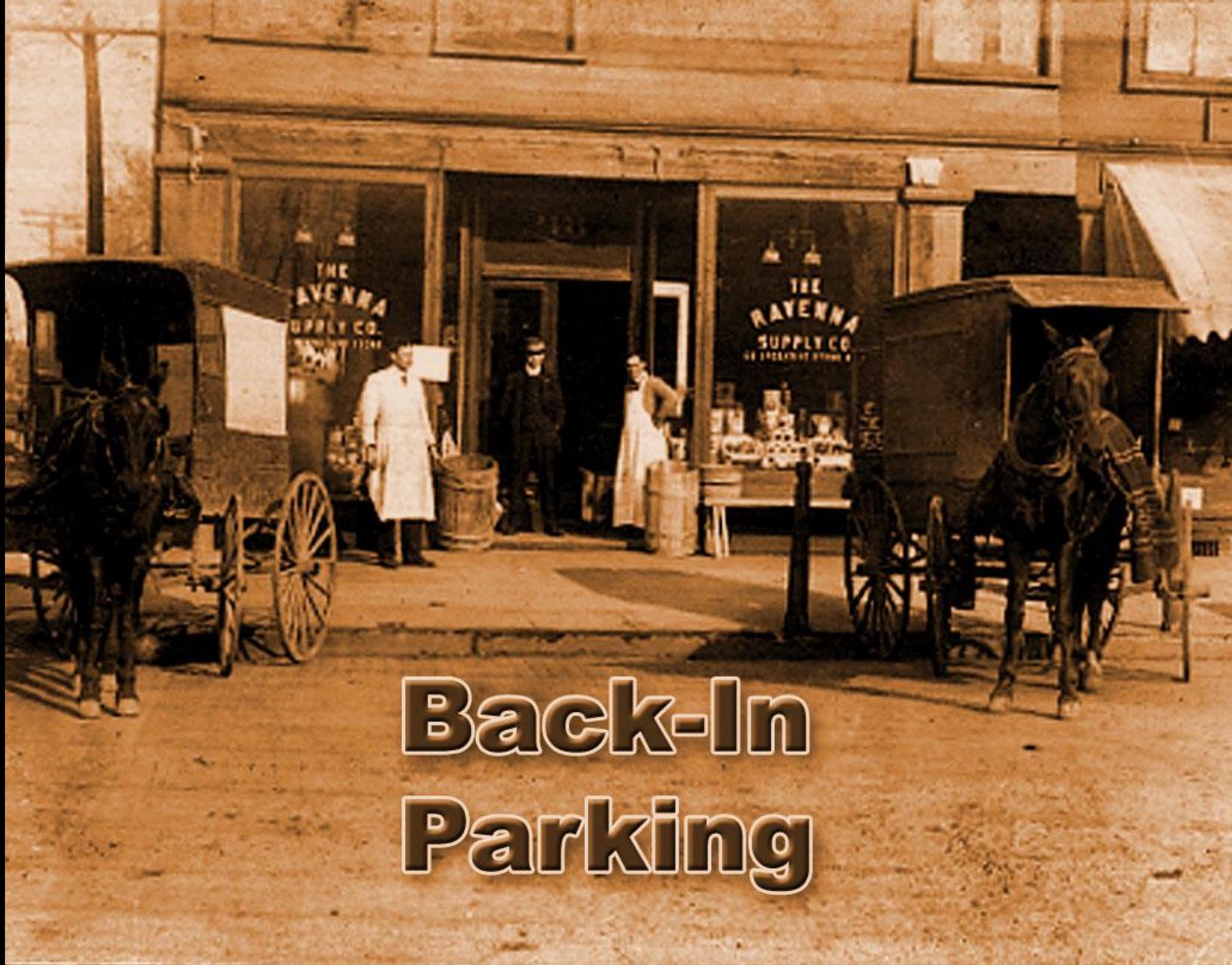
# Between 8<sup>th</sup> Ave & 14<sup>th</sup> Ave



# Design Matters

## Back-in Angled Parking





**Back-In  
Parking**













1150





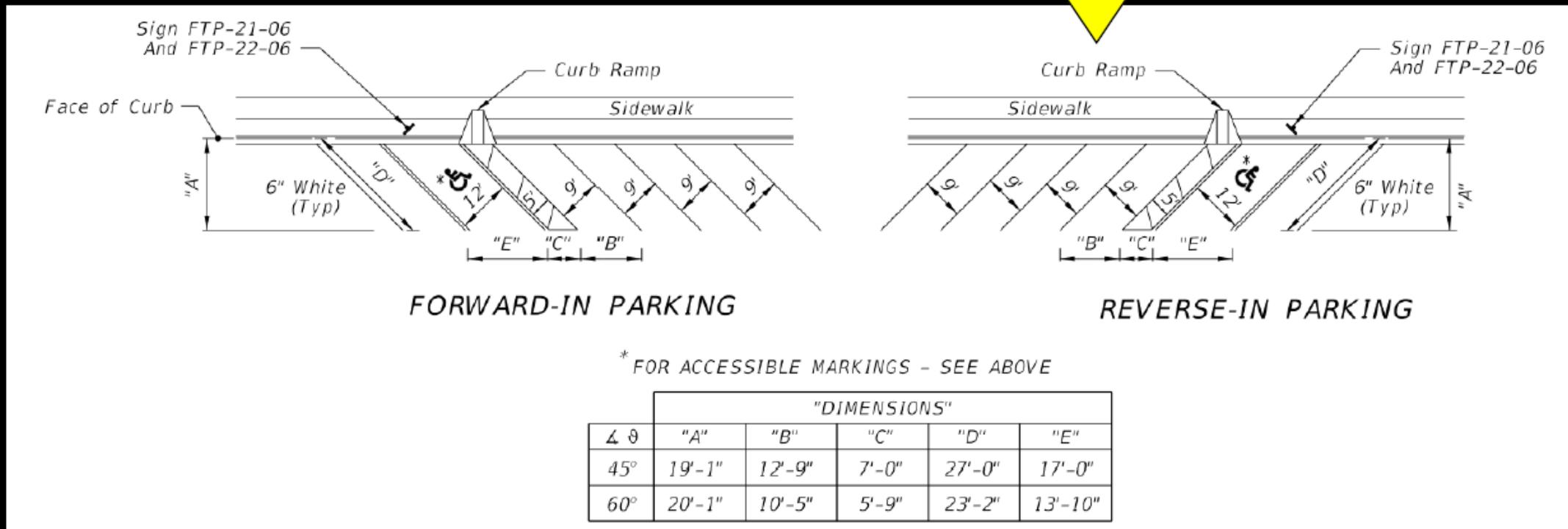




# Back-in Angled Parking

FDM Section 210.2.3:

*“On-street parking may be either parallel or angle (traditional or reverse). See Chapter 316, F.S. for laws governing parking spaces. **Standard Plans, Index 711-001** provides dimensions and additional requirements for on-street parking.”*



## Step 1: Turn your blinker on



## Step 2: Pull up past the spot



## Step 3: Begin backing into the spot



## Step 4: Park



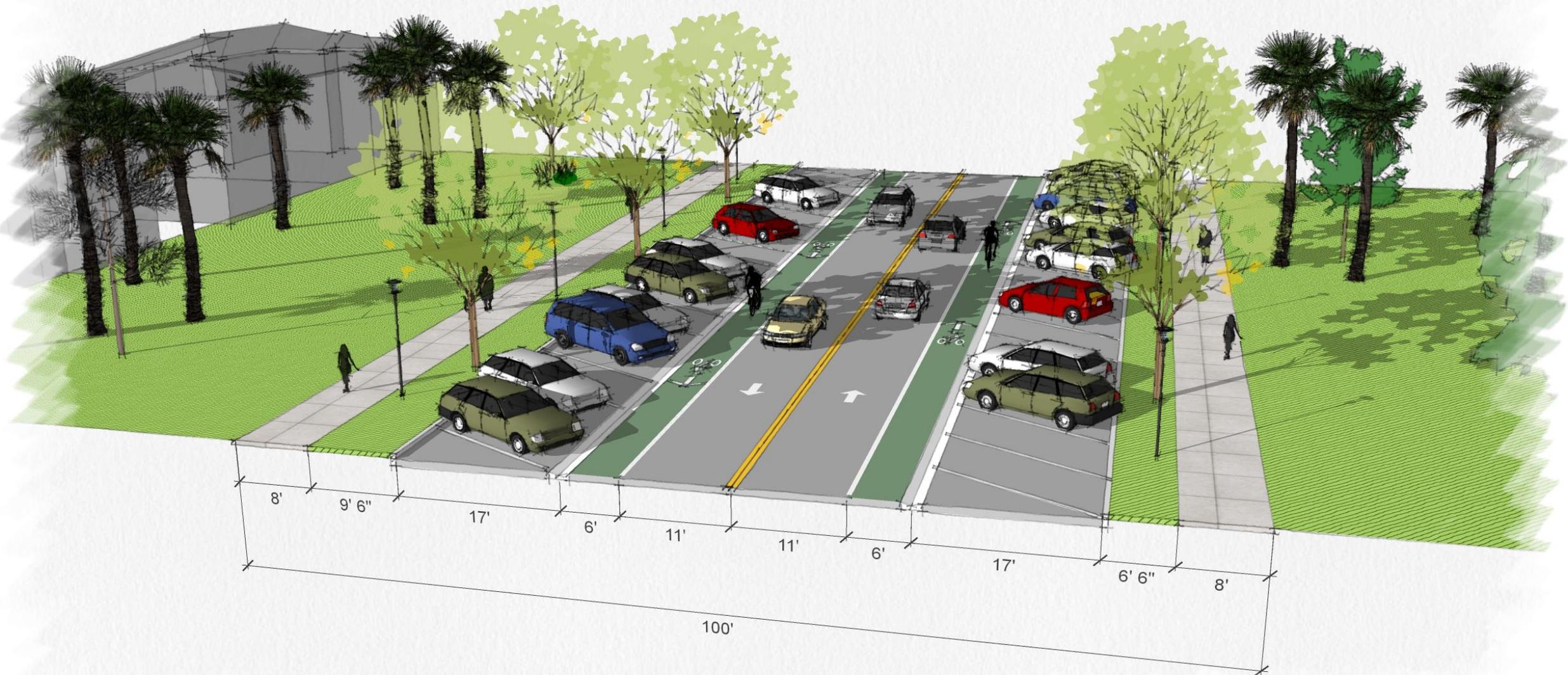
## Step 5: Done!



# Concerns with Back-in Angled Parking

- / There won't be a buffer space anymore!
- / Bumper-to-bumper traffic won't allow me to back into a parking space
- / Elders won't be able to do this

# Between 8<sup>th</sup> Ave & 14<sup>th</sup> Ave - Option

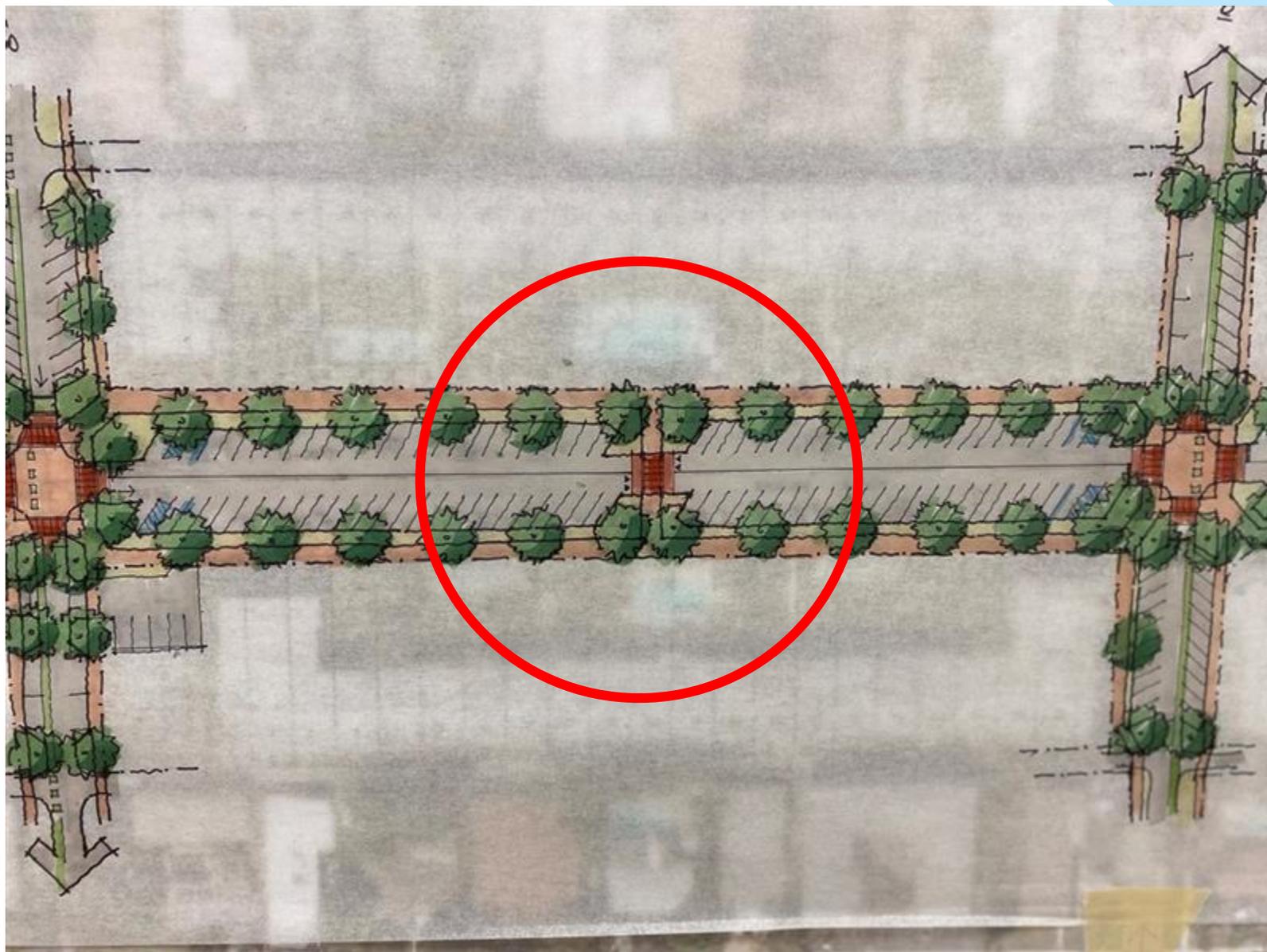


# Design Matters

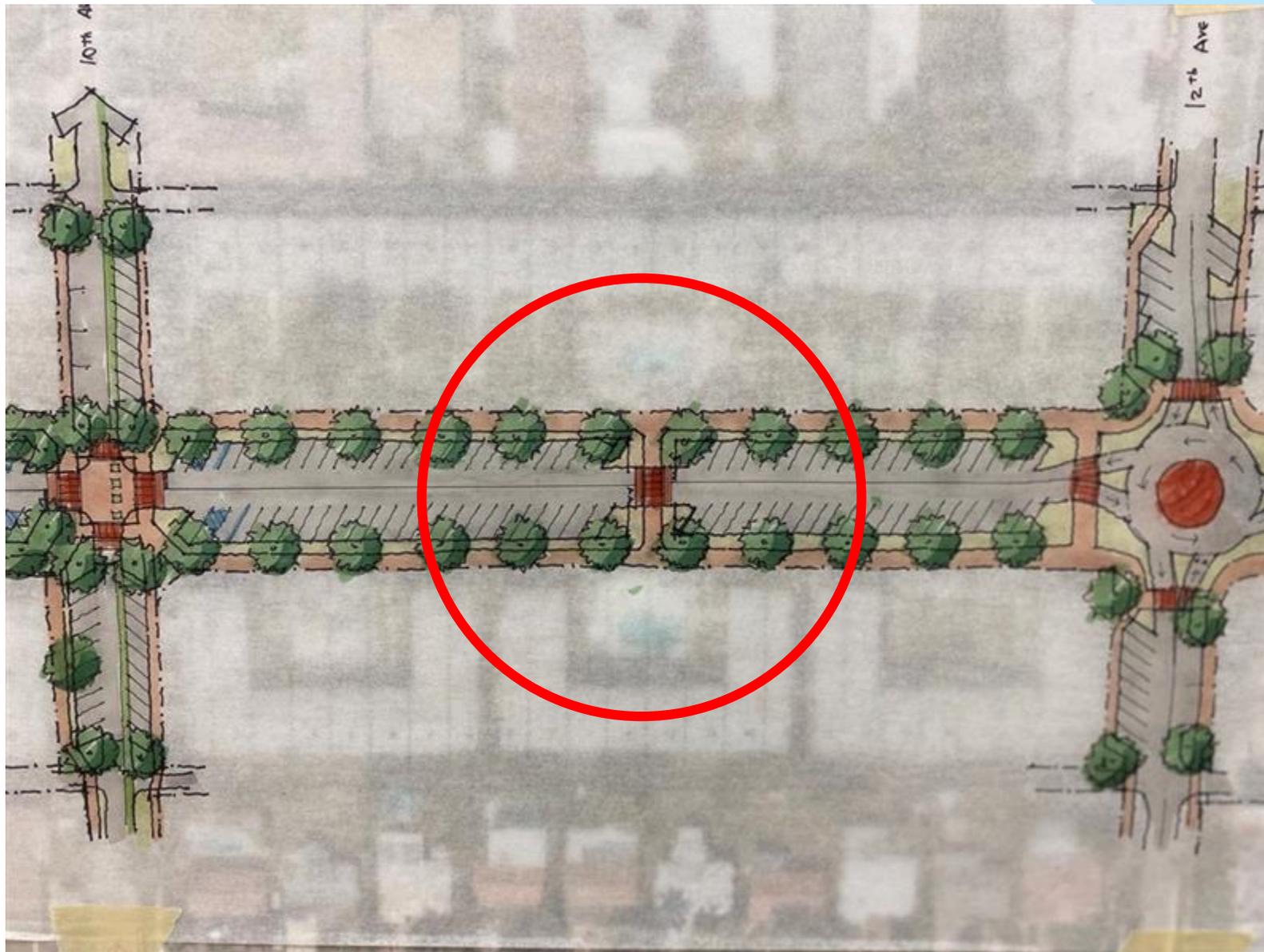
## Raised Pedestrian Crossings



# Between 8<sup>th</sup> Ave & 10<sup>th</sup> Ave



# Between 10<sup>th</sup> Ave & 12<sup>th</sup> Ave



# Design Matters

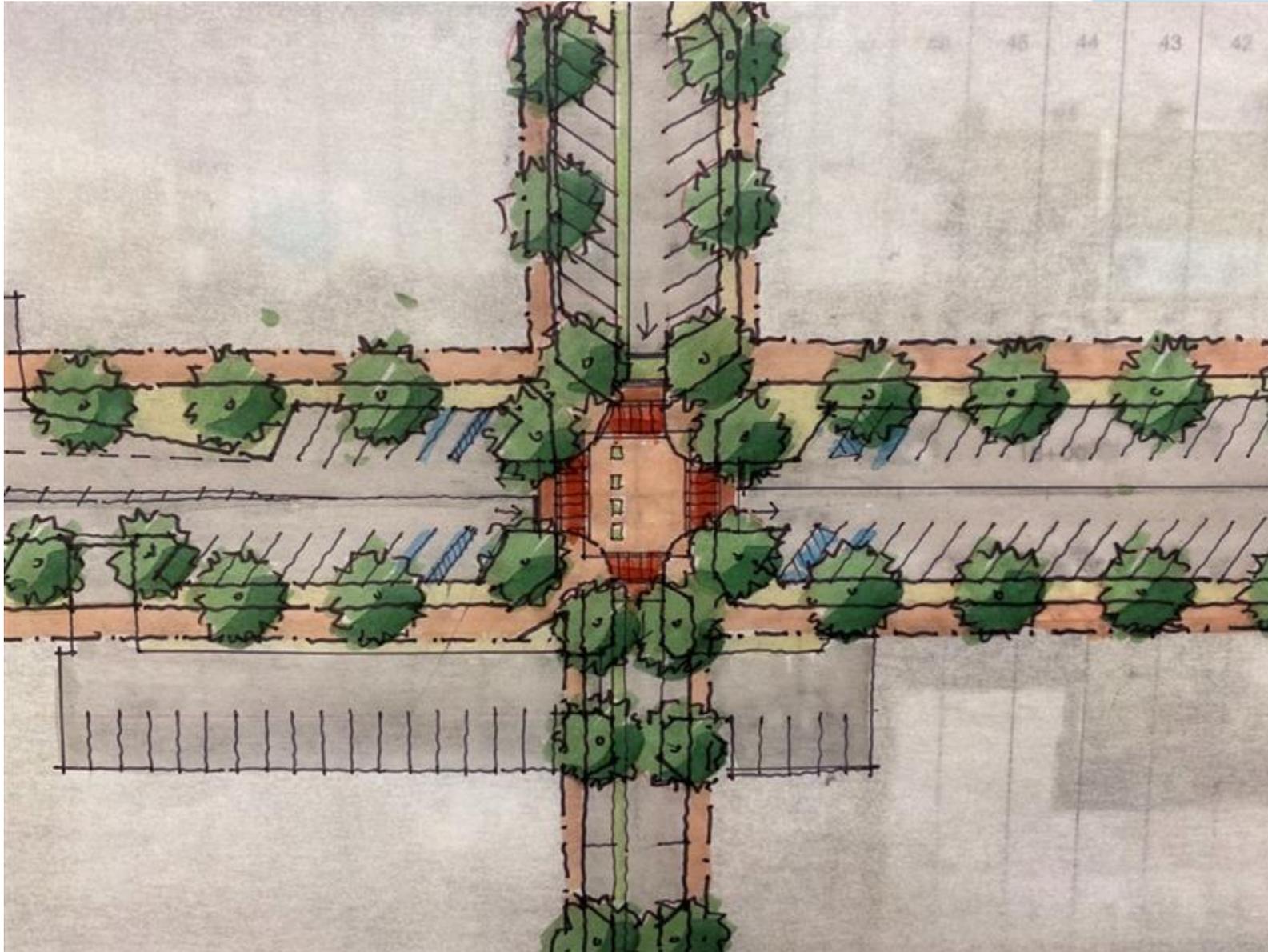


# Design Matters

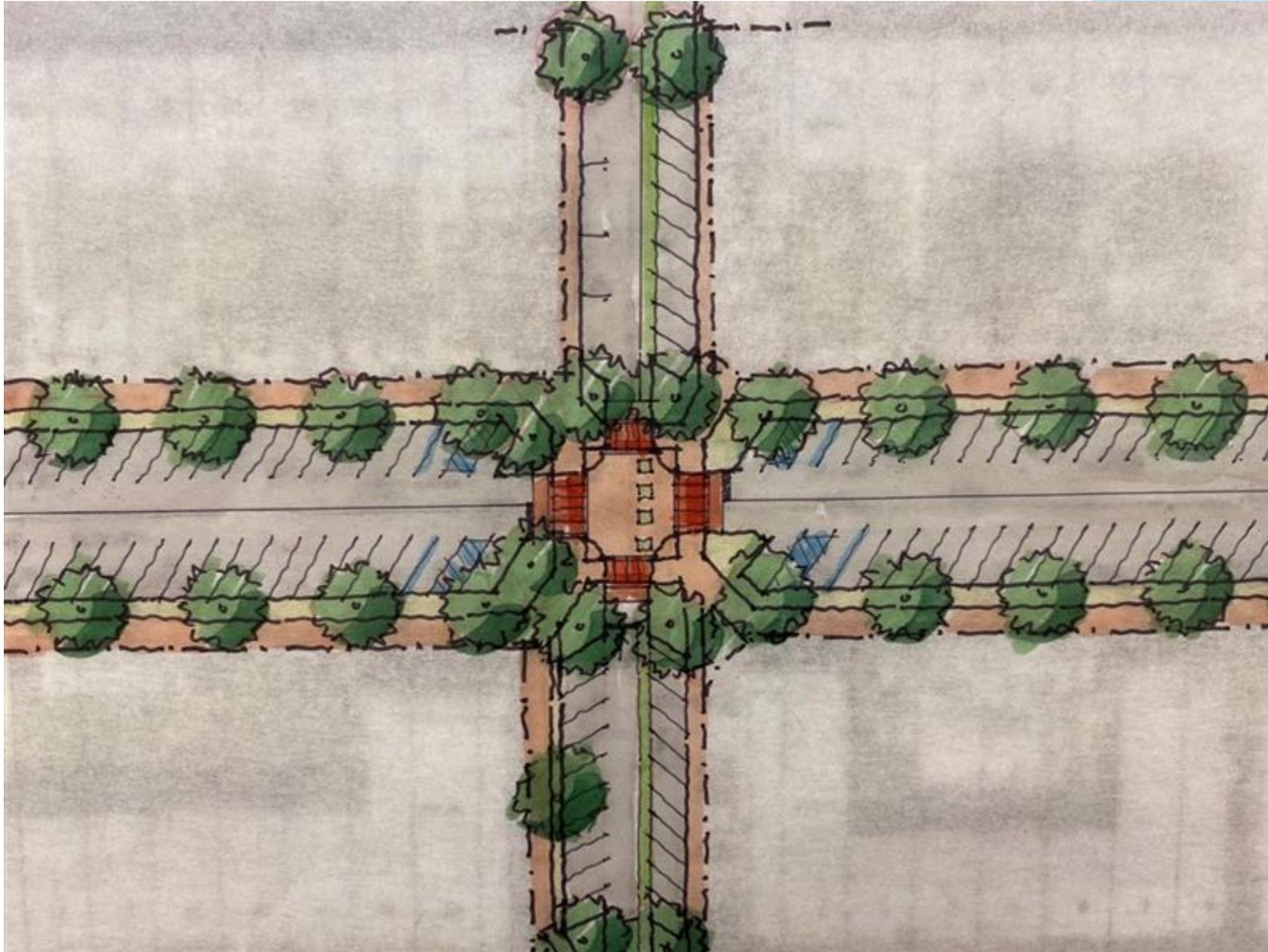
## Raised Intersections



# 8th Avenue Intersection

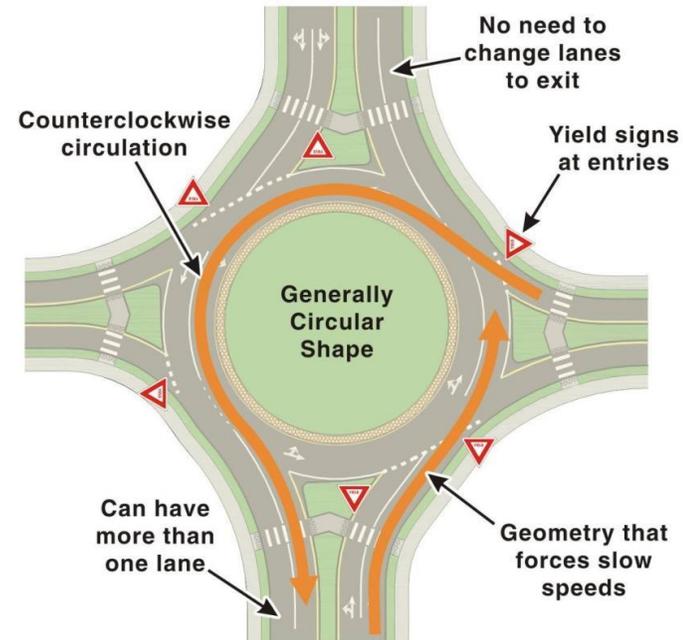
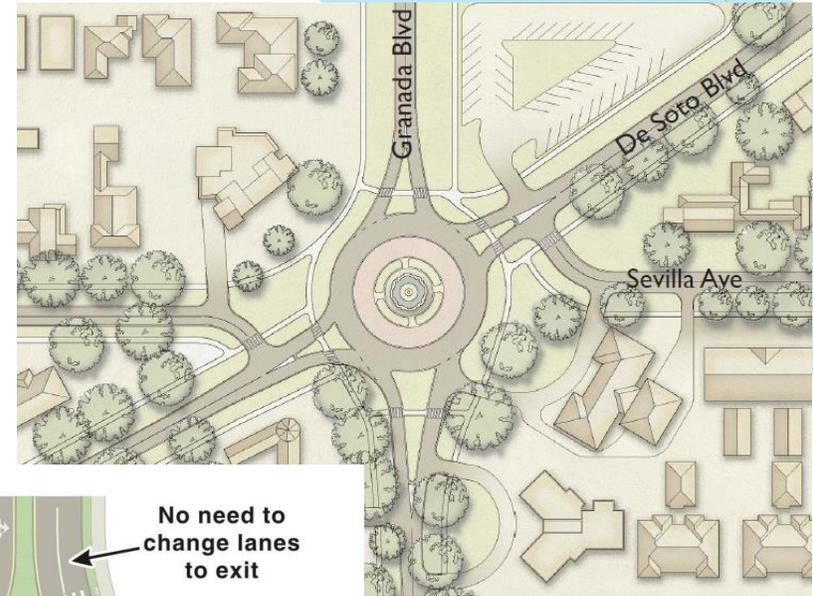


# 10th Avenue Intersection

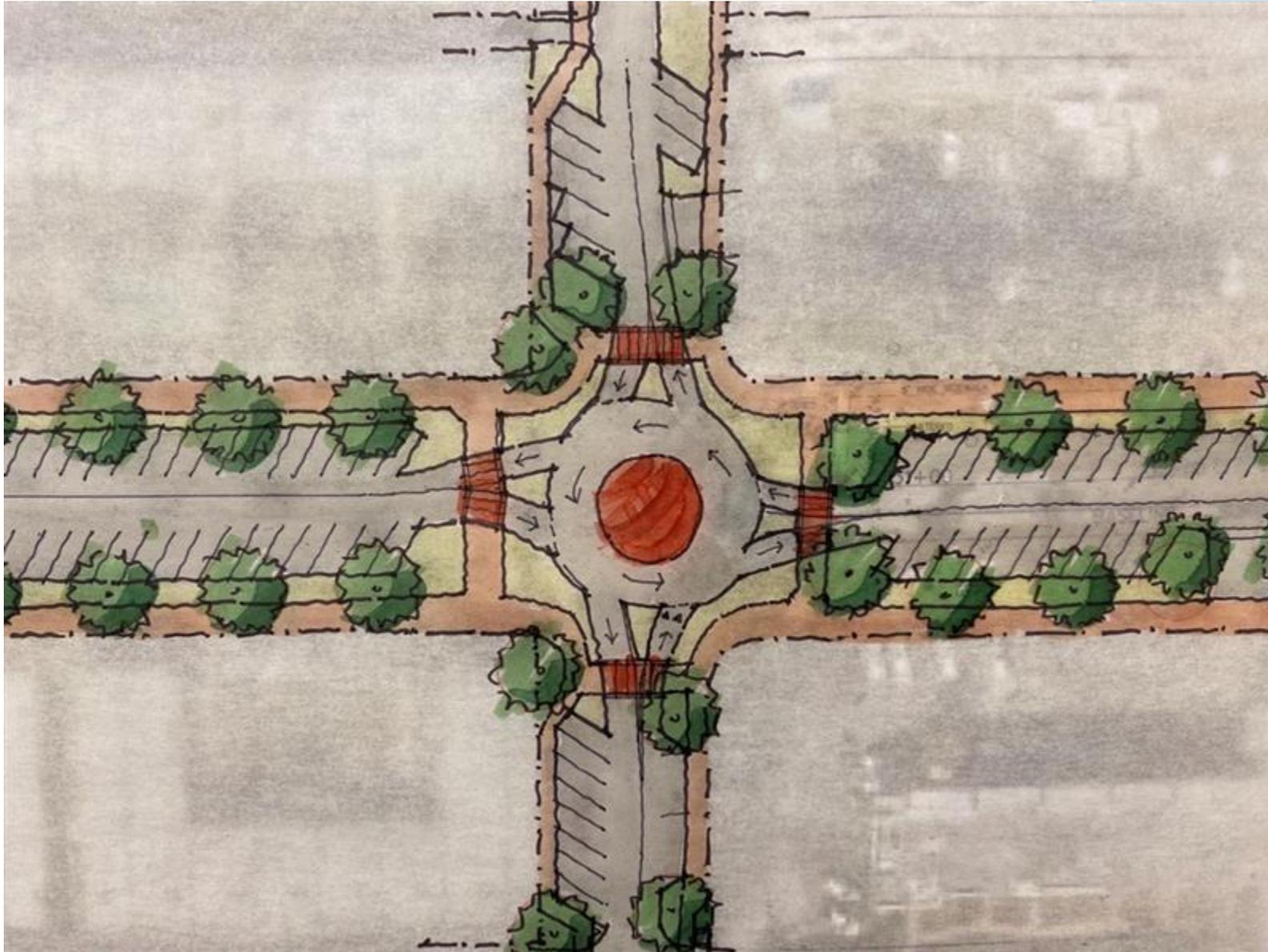


# Design Matters

## Roundabouts



# 12th Avenue Intersection











# Between 14<sup>th</sup> Ave & Diplomat Pkwy



# Between 14<sup>th</sup> Ave & Diplomat Pkwy



# Between 14<sup>th</sup> Ave & Diplomat Pkwy



# Between 14<sup>th</sup> Ave & Diplomat Pkwy



# Between 14<sup>th</sup> Ave & Diplomat Pkwy





In Summary...



**+/- 180  
Spaces NET GAIN**



**/Respect Parking**



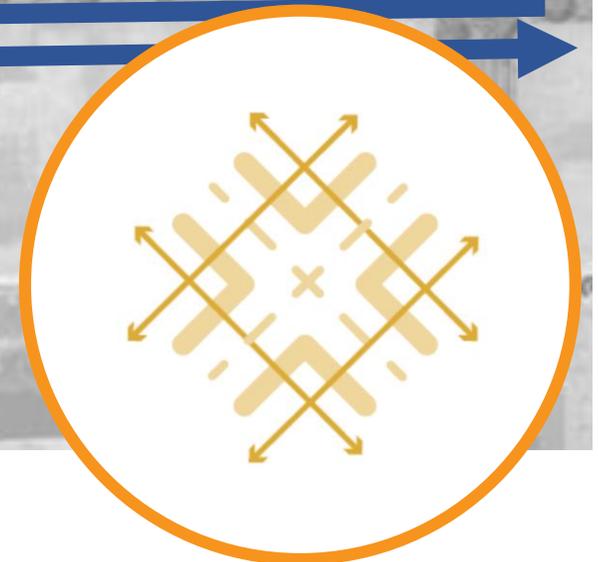
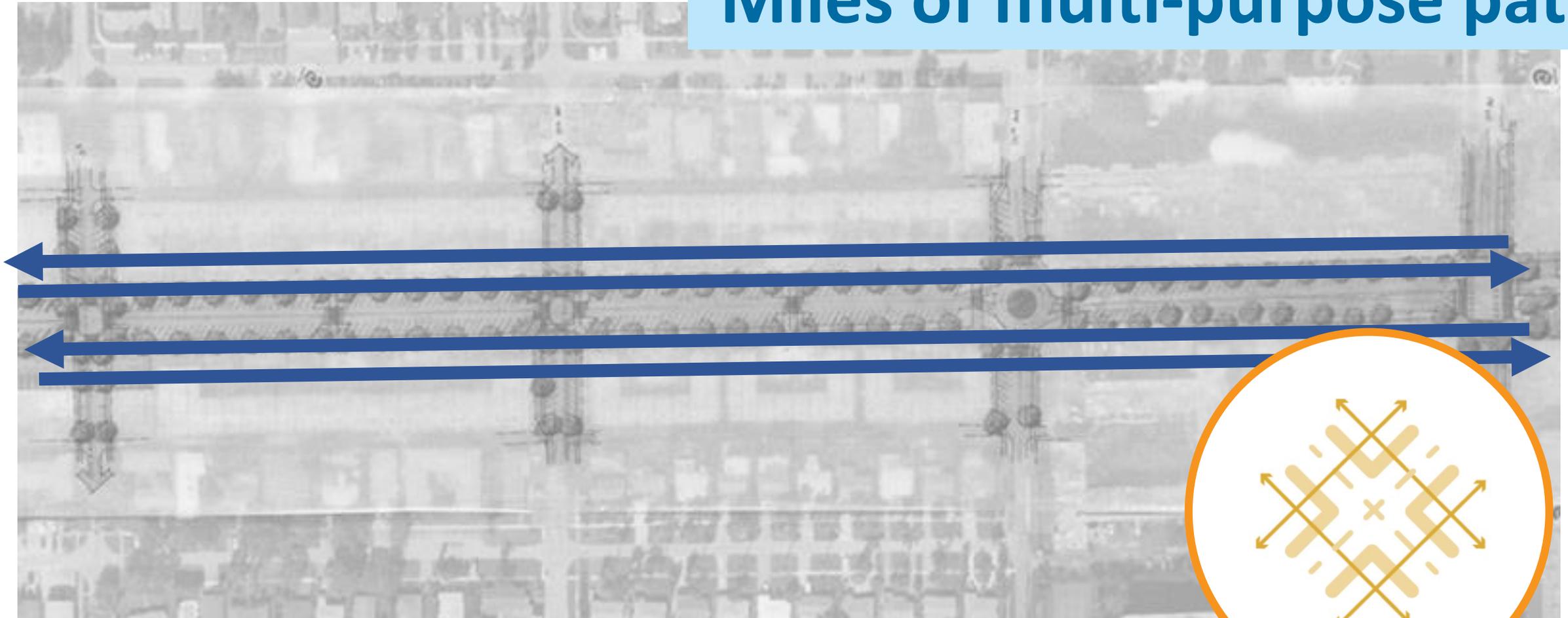
**+/- 180**  
**Street Trees**



**/Plan for Resiliency**



**+/- 1.75**  
**Miles of multi-purpose path**



**/Mind the Gap**

Redesigning the street so  
people drive at:



**25 MPH**



**/Balance All Users**



Reducing crossing  
distances by: **80%**



**Make a Place**



Reducing crossing distances by: **80%**



**Make a Place**

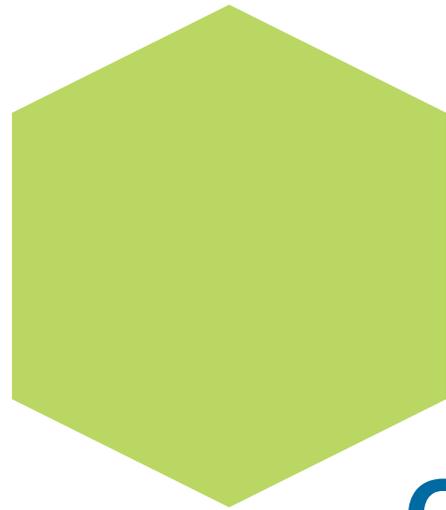


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## Wrap-up & Next Steps

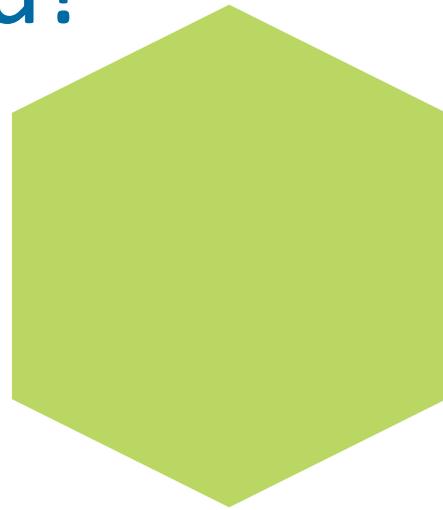
# Wrap-up & Next Steps

- Assessment/Refinement of Concept Alternatives
- COAT Meeting #2 – February/March 2020
- Selection of Preferred Alternative



**Questions / Comments**

# Thank You!



## Project Team Contacts:

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- Jose Santiago - [jsantiago@marlinengineering.com](mailto:jsantiago@marlinengineering.com) (Marlin)
- Fabian De La Espriella – [fdelaespriella@Kittelsohn.com](mailto:fdelaespriella@Kittelsohn.com) (Kittelsohn)

