



Public Works Department

**HIGHWAY CONSTRUCTION AND ENGINEERING DIVISION**

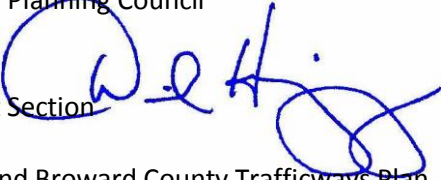
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MEMORANDUM

DATE: January 13, 2012

TO: Pete Schwarz  
Broward County Planning Council

FROM: David Huizenga   
Engineer III, Plat Section

RE: Request to Amend Broward County Trafficways Plan  
Hammondville Road (Martin Luther King Boulevard) between I-95 to Dixie Highway

Staff from the Highway Construction and Engineering Division has reviewed the application to amend the Trafficways Plan to designate Hammondville Road (Martin Luther King Boulevard) as an “Urban Main Street” between I-95 and Dixie Highway, and we have the following comments:

1. Several of the features proposed in the application are not consistent with the basic design factors of an “Urban Main Street” as outlined in Section 5-195 and Table XII of the Land Development Code including the following:
  - a. The proposed 80-foot Trafficway corridor is only applicable to one “Urban Main Street” option: a 2-lane undivided roadway (please see Column 8 of Table XII).
  - b. The proposed corridor cross sections (as revised) show an 11’ median on Hammondville Road. None of the “Urban Main Street” options include or are adequate for construction of a median.
  - c. The proposed corridor includes a 1-foot “curb walk” adjacent to the standard curb and gutter. The “Urban Main Street” designation does not provide for this feature and we have been unable to find any design standard for it.
  - d. All of the optional Trafficway corridor designations outlined in Table XII require a designated bike lane except for the 70-foot “Urban Residential” corridor which allows an undesignated 3-foot bike lane. The “Urban Main Street” designation does not provide for a “shared bike lane” as described in the application.
  - e. The proposed corridor cross sections (as revised) and corridor description include on-street parking during off peak times. However, Table XII does not provide for “periodic” on-street parking for any optional Trafficway corridors.

2. Staff recommends that the applicant revise the corridor features to more closely follow the criteria outlined in Table XII for an “Urban Main Street” designation - Option B which will require a nominal Trafficway corridor width of 94-feet and the following design features:
  - a. 5-lane cross section with 11-foot wide through lanes and one 12-foot wide two-way left turn lane in the center.
  - b. 4-foot designated bike lanes.
  - c. Permanent on-street parallel parking (8' x 22') with standard Type “F” curb.
  - d. “Bulb outs” for ADA sidewalk curb ramps, bus stops, and landscaping at all intersections. The “bulb out” areas will provide an area for planting ground-cover landscaping (i.e. plants which will not encroach into the clear sight line of drivers on intersecting side streets). Bulb out areas can also be used for installation bus stop landing pads.
  - e. At mid-block, an optional area can be provided for planting street trees (these will be in line – in place of the on-street parking spaces).
  - f. 5-foot wide sidewalks abutting the parallel parking spaces. Wider sidewalks are not possible unless the right-of-way corridor width is increased, or the City acquires additional easements above and beyond the nominal 94-foot Trafficway corridor.

These recommendations are conceptually illustrated on the attached diagram.