



# Walking Audit Final Report

## *City of Fort Lauderdale: Flagler Village*



March 2015

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## ACKNOWLEDGEMENTS

### **Partners**

The Broward Metropolitan Planning Organization (Broward MPO) would like to extend a special thank you to the City of Fort Lauderdale Director of Transportation & Mobility, Diana Alarcon as well as numerous staff members for their visionary efforts for Flagler Village through a Walking Audit and for assisting with the coordination, planning, and facilitation of the event.

The Broward MPO extends its gratitude to the 50 individuals that participated in a Walking Audit that was graciously hosted at the Greater Fort Lauderdale Chamber of Commerce with support from their President, Dan Lindblade. Sincere appreciation goes out to Captain Wheeler of the Fort Lauderdale Police Department and the police officers who ensured the safety of all participants during the Walking Audit.

Additional community partners included: the Flagler Village Community Association and President Dylan Lagi who helped organize the venue, Department of Health (FDOH) Broward Office, Broward Regional Health Planning Council (BRHPC), FLIPANY, Smart Growth Partnership, WalkSafe, Broward MPO, AARP and Florida Department of Transportation (FDOT), among others.

Again, thank you to all that were there and for the effort put forth in providing thorough and genuine feedback. We hope the following report captures the essence of the Walking Audit. This project was made possible by funding from Broward MPO Complete Streets Program. Broward MPO produced the following Walking Audit report with support from Urban Health Partnerships.

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## EXECUTIVE SUMMARY

In an effort to implement Complete Streets throughout Broward County, the Broward Metropolitan Organization (Broward MPO) has provided technical assistance to interested cities throughout the county. Through these efforts, four Walking Audits were initiated. The goals of the Walking Audits were to: (1) engage the community in an activity that is both physical and facilitates the identification of barriers and potential solutions to fostering a non-motorized environment, and (2) establish recommendations that can be a catalyst for Complete Streets improvements.

The Fort Lauderdale Walking Audit brought together a diverse group of attendees. These individuals participated in the walking audit, documented their findings, and discussed priorities with the entire group. The public event allowed community members, City staff, the Florida Department of Transportation (FDOT), Broward MPO and private planning and public health firms to speak about the issues and challenges that they experienced during the audit. The event also provided a mechanism for the community to acknowledge what they considered to be successful and as well as to identify what they would like to see changed within the corridor.

The NE 3<sup>rd</sup> Avenue and NE 6<sup>th</sup> Street corridor was identified by Walking Audit participants as having a range of “some” problems to “many” problems. The detailed findings and recommendations made by the participants are compiled in this report and documented in the virtual appendices. A SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis was conducted after condensing and combining team findings and suggestions. Within the SWOT analysis, fifteen recommendations were identified.

The recommendations presented in this report are detailed at a corridor-level, but there were also many specific maintenance issues identified by event participants. These issues were submitted to the City’s Lauderserv program and a thorough record of each concern and location is documented in [Virtual Appendix A](#). The City of Fort Lauderdale should do everything it can to quickly alleviate public concerns over any physical hazards in the roadway or along the sidewalk that could pose an immediate threat to citizens.

The projects proposed for implementation, detailed in Chapter IV, are based on Complete Streets principles and elements that have been promoted by the Broward MPO. Focus of the projects is to make improvements for pedestrians, bicyclists, and persons with disabilities. But, there is also an understanding that future plans may include streetcar and commuter train projects. The intent of the proposed projects is to complement future large-scale capital projects. The City should take appropriate steps to review and implement the recommendations and proposed projects in this report, as well as continue to communicate future plans and projects to the public with ample notice and requests for community input. Additionally, and when appropriate, the City should coordinate with external agencies such as the County, Broward MPO, Broward County Transit and FDOT.

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## CHAPTER I: BACKGROUND AND STRATEGY

### *Complete Streets in Fort Lauderdale*

Complete Streets are streets that are planned, designed, and constructed to balance all modes of travel for all users of the roadway, regardless of their age or ability. Communities across the nation are pursuing Complete Streets and implementing Complete Streets policies. According to the American Planning Association (APA), by the end of 2012, there were nearly 500 Complete Streets policies implemented nationwide. That number has surely been surpassed in the last two years, as more and more communities are integrating Complete Streets initiatives in order to help balance the needs of all commuters.

In line with this trend and recognizing the need for Complete Streets, the Broward Metropolitan Planning Organization (Broward MPO) has committed to funding more than \$100 million in Complete Streets projects over the next five years. These projects focus on pedestrian and bicycle improvements and are being implemented through the Broward MPO Mobility Program. Technical assistance in various forms, such as presentations, action plans, evaluation, policy development, and Walking Audits are being provided to communities who wish to integrate Complete Streets at a local level. The City of Fort Lauderdale's Flagler Village was selected as one of four Walking Audits to be held in 2014 and early 2015. More information about the Broward MPO Complete Streets efforts can be found at: [www.browardmpo.org/projects-studies/complete-streets](http://www.browardmpo.org/projects-studies/complete-streets).

The City of Fort Lauderdale is committed to implementing Complete Streets. The City's Fast Forward 2035 plan is an ambitious roadmap to make the community's vision a reality. Complete Streets are an important component within the "Connected" community vision statement. A result of the community visioning process is the long-term vision-goal to make the City safe and walkable. This includes developing a fully connected, multimodal city that incorporates better connections to parks and open spaces as well as investing in other modes of transportation. The Fast Forward 2035 *Our City, Our Vision* document examines the City's ideological shift in planning from "moving cars to moving people" and is publicly viewable at: [www.fortlauderdale.gov/government/vision-plan](http://www.fortlauderdale.gov/government/vision-plan).

In order to provide a context for all Broward County municipalities, the Broward MPO created the Complete Streets Guidelines, which were endorsed in 2012. The guidelines served as a template for the development of the City of Fort Lauderdale's Complete Streets Manual. The manual helps to address the community's concerns regarding the lack of transportation connectivity, the number and severity of traffic accidents, and the level of traffic on City roadways. The Manual can be found at: [www.fortlauderdale.gov/home/showdocument?id=3565](http://www.fortlauderdale.gov/home/showdocument?id=3565).

Whether biking, walking, riding transit, or driving a car, users of the roadway should feel they belong in the public right of way. Every type of commuter wants to have their needs considered by their local government and incorporated in the planning and design process. At the Walking Audit event, Flagler Village residents were offered the opportunity to express their desires regarding what should be included in their roadways.





## ***Transit***

Broward County Transit buses and the Fort Lauderdale's Sun Trolley currently serve the Flagler Village area. There are also future plans for transit service that will add connections both to and from the urban core and other regional centers. These transit improvement will enhance development and increase pedestrian traffic in the area. The Florida East Coast Railway (FEC) currently operates freight along the railroad tracks that run diagonally along the northwest portion of Flagler Village. Future plans for the tracks include All Aboard Florida and Tri-Rail transit expansion. Additionally, the WAVE streetcar system, to be constructed in and around Flagler Village, is planned to open in late 2017.

## CHAPTER II: WALKING AUDIT OVERVIEW

### Walking Audit Setting

On Thursday, July 24, 2014, from 6:00 PM to 8:00 PM, more than 50 residents, staff and community members, joined at the Greater Fort Lauderdale Chamber of Commerce to participate in a Walking Audit along Flagler Village’s NE 3<sup>rd</sup> Avenue and a few adjacent roadway segments. The efforts to support the Flagler Village community, analyze the study area under the Complete Streets umbrella of recommended policies, and listen to what the locals are asking to have included in a Complete Street, allow the City to have a more thorough understanding of what the residents envision for the future of their community.

### Walking Audit Objectives

Through participant observation and overlapping study areas, the Walking Audit community workshop aimed to meet the following objectives:

1. Experience the surrounding area as a pedestrian
2. Evaluate the safety and quality of the pedestrian experience
3. Identify opportunities for a walkable environment
4. Identify barriers to a walkable / bikeable / transit-friendly environment
5. Propose recommendations for improvements

### Walking Audit Event Presentation

In preparation for the physical walking and auditing portion of the event and in order to provide guidance, event facilitators presented a slideshow to the participants (Figure 01). Complete Streets principles and examples of streetscape elements were shown in order to inspire creative thinking. To illustrate some of the numerous Complete Streets elements that could be considered, Figure 02 (on the following page), provided a graphic list of examples such as dedicated bike lanes and road-diets.


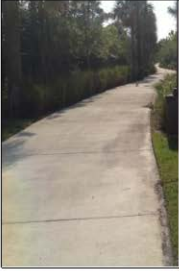










**Figure 01: Fort Lauderdale Walking Audit Presentation – Event Photograph**



**Figure 02: Complete Streets Elements**

**Complete Street Elements**

Indicate the street treatments that you would want in your community and your least favorite improvements.

					
Bike lanes	Multi-use recreational trails	Curb extensions / Staggered median crossings	Crosswalks	Lighting	Traffic circles / Roundabouts
					
Median islands	On-street parking	Shading/trees	Cycletracks	Bus shelters	Road Diets

Traffic circle image by Alena Alberani. Curb extension image by Dan Burden. Lighting and on-street parking image by Urban Health Associates. Remaining images provided by Kimley Horn and Associates.

Participants were asked to organize into their assigned teams and start the walking audit. A point person from each team reported on their findings to the other event participants. After concluding remarks, event facilitators handed out evaluation surveys, asking the attendees to provide feedback on their experience. The Walking Audit Event Evaluation and Analysis is available in [Virtual Appendix G](#).

### **Walking Audit Teams and Routes**

The Walking Audit pedestrian streetscape evaluation was performed on each side of the road, covering a total of 2 miles. The study area was broken into three smaller routes with two teams assigned to each. The small group sizes allowed each team member to take on an important role and actively participate in the event.

The Flagler Village Walking Audit covered the following roadways.

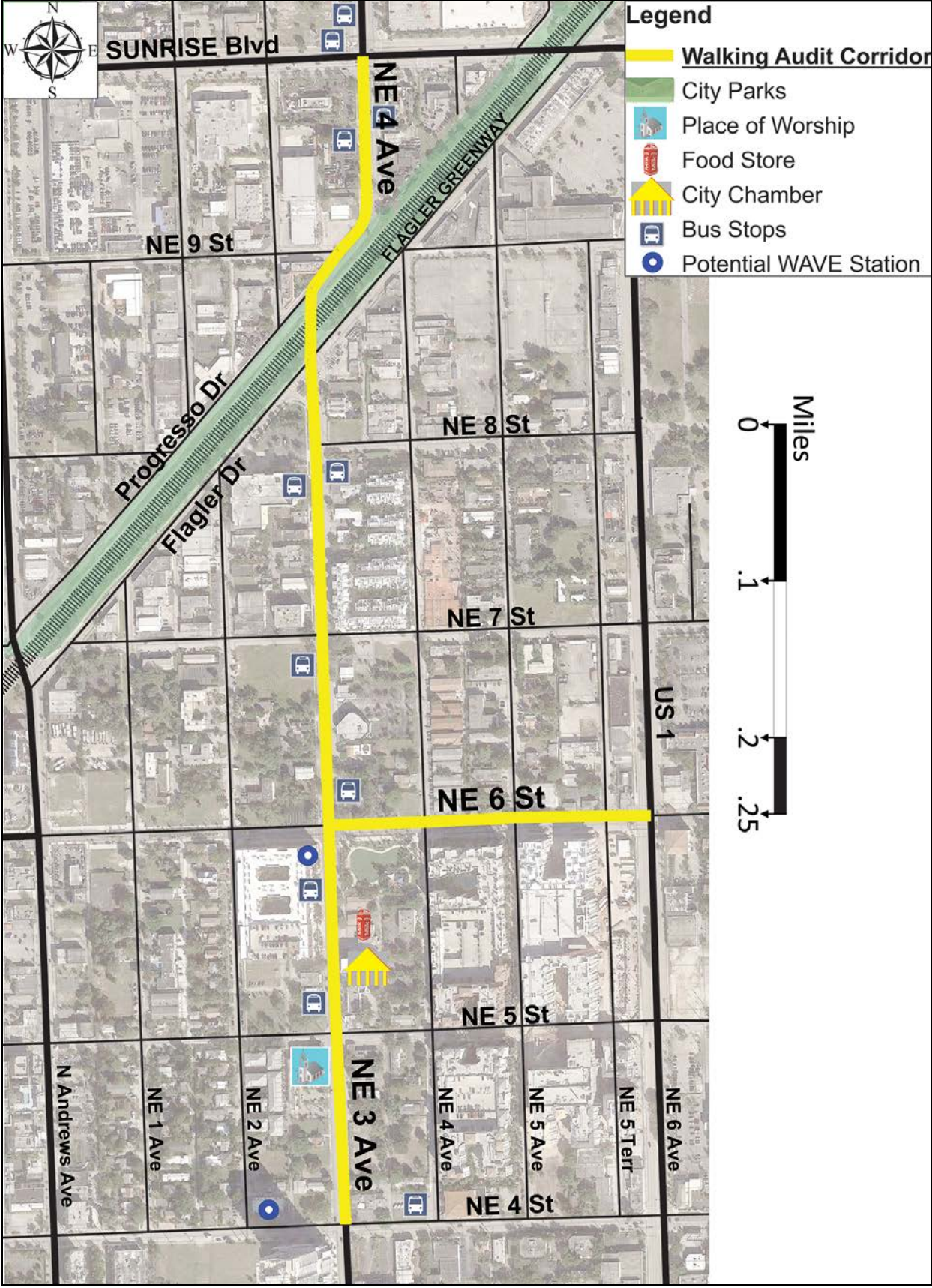
- **NE 3<sup>rd</sup> Avenue**
  - NE 4<sup>th</sup> Street to Flagler Drive
  - Included on: Routes 1, 2 and 3
  
- **Progresso Drive**
  - NE 3<sup>rd</sup> Avenue to NE 4<sup>th</sup> Avenue
  - Included on: Route 3

- **NE 4<sup>th</sup> Avenue**
  - Progresso Drive to Sunrise Boulevard
  - Included on: Route 3
  
- **NE 6<sup>th</sup> Street**
  - NE 3<sup>rd</sup> Avenue to US 1
  - Included on: Route 1

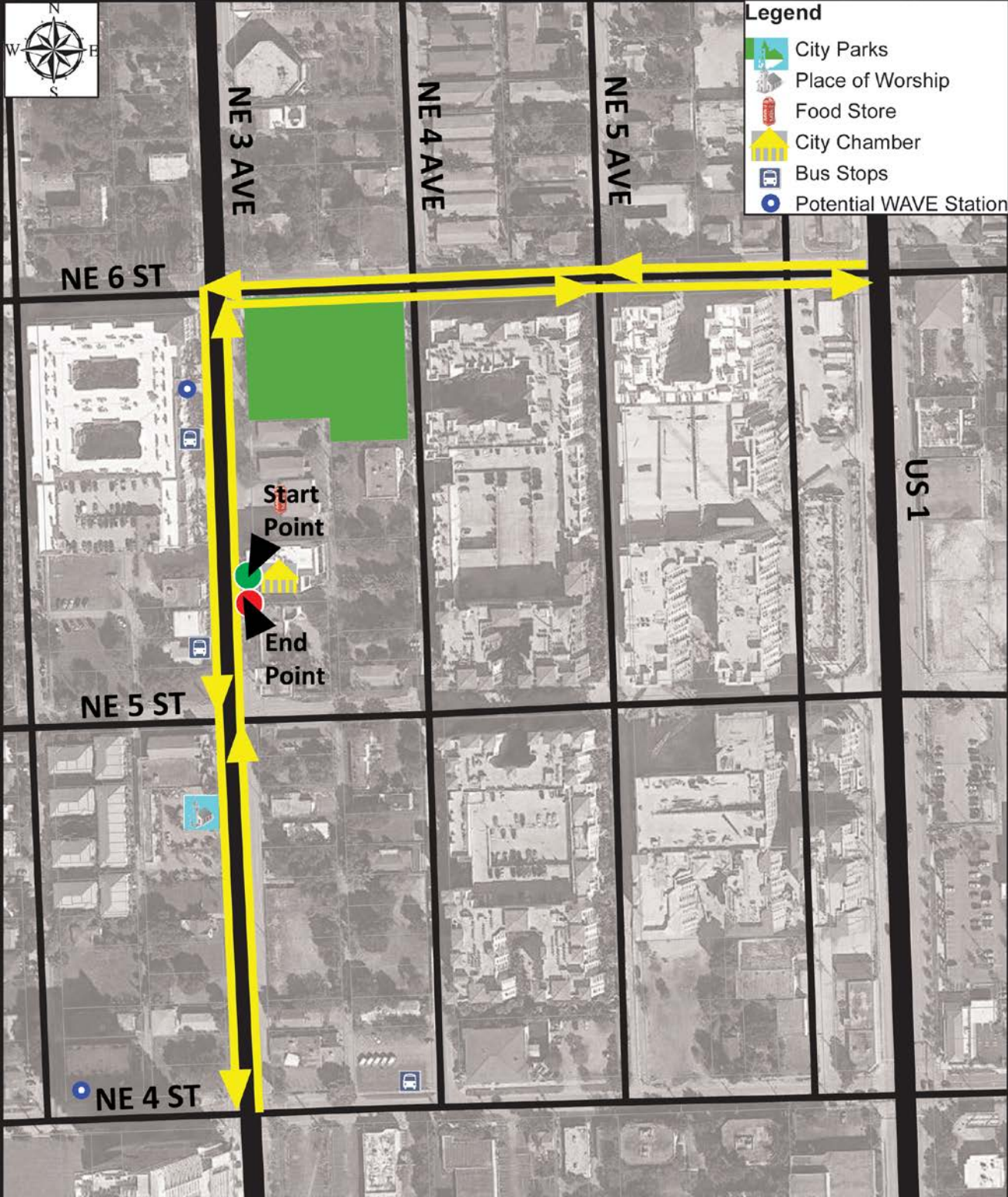
The Walking Audit Site Map is comprised of the three Walking Audit routes and is displayed on the following page (Map 02). Maps for routes 1, 2 and 3 are presented on pages 14 – 16. Each Walking Audit route was described to attendees during the pre-audit presentation. Participants were able to see how their focus area compared to others before the audit began. A facilitator on each team helped to answer questions and keep their group on track. Each team facilitator had been trained prior to the event.

A member from each team was selected to manage their team’s use of the map as a resource, and all team members were assigned important tasks such as photographer, observer, and note taker. A spokesperson from each team was designated to present their team’s findings and recommendations.

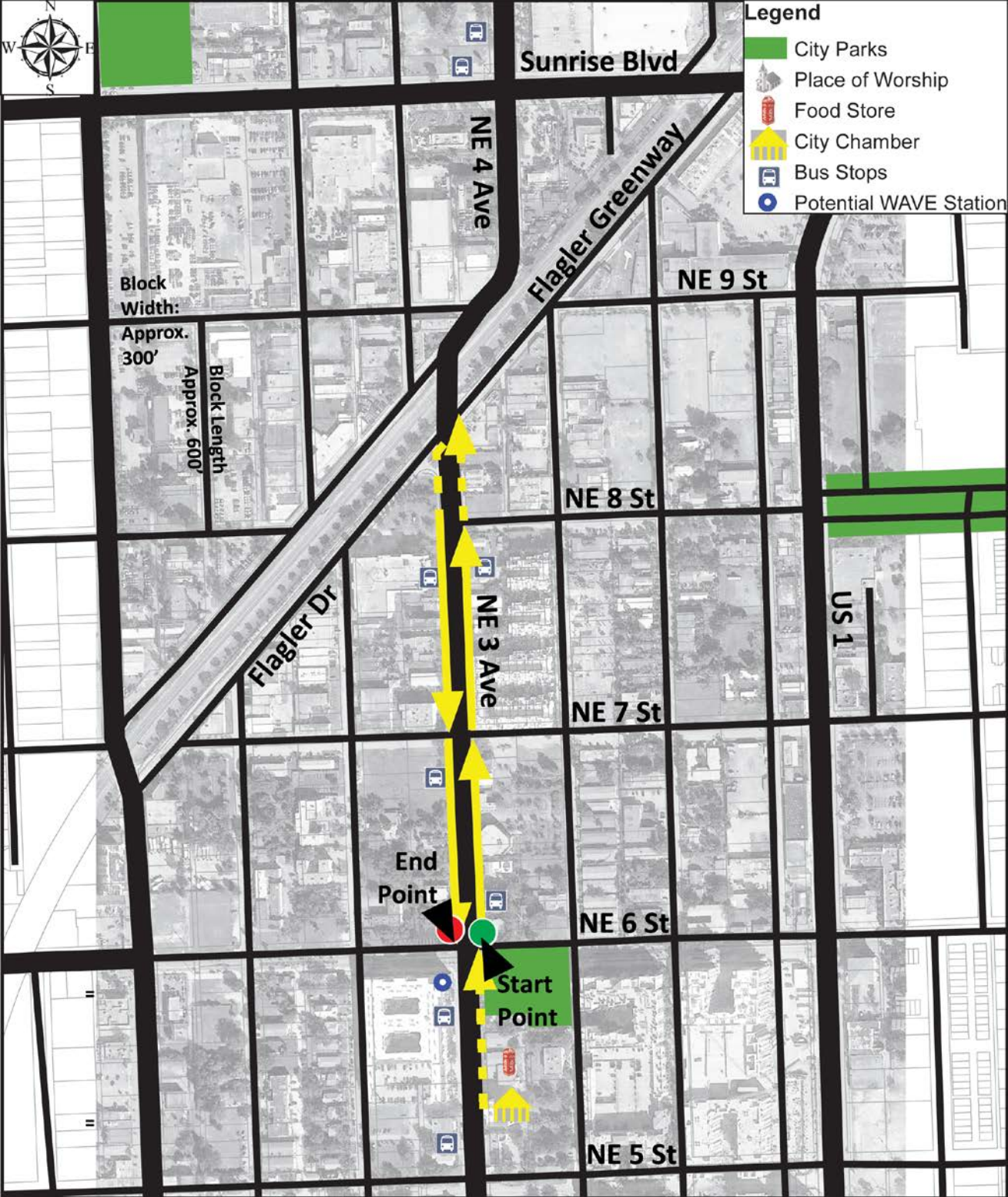
Map 02: Walking Audit Site Map



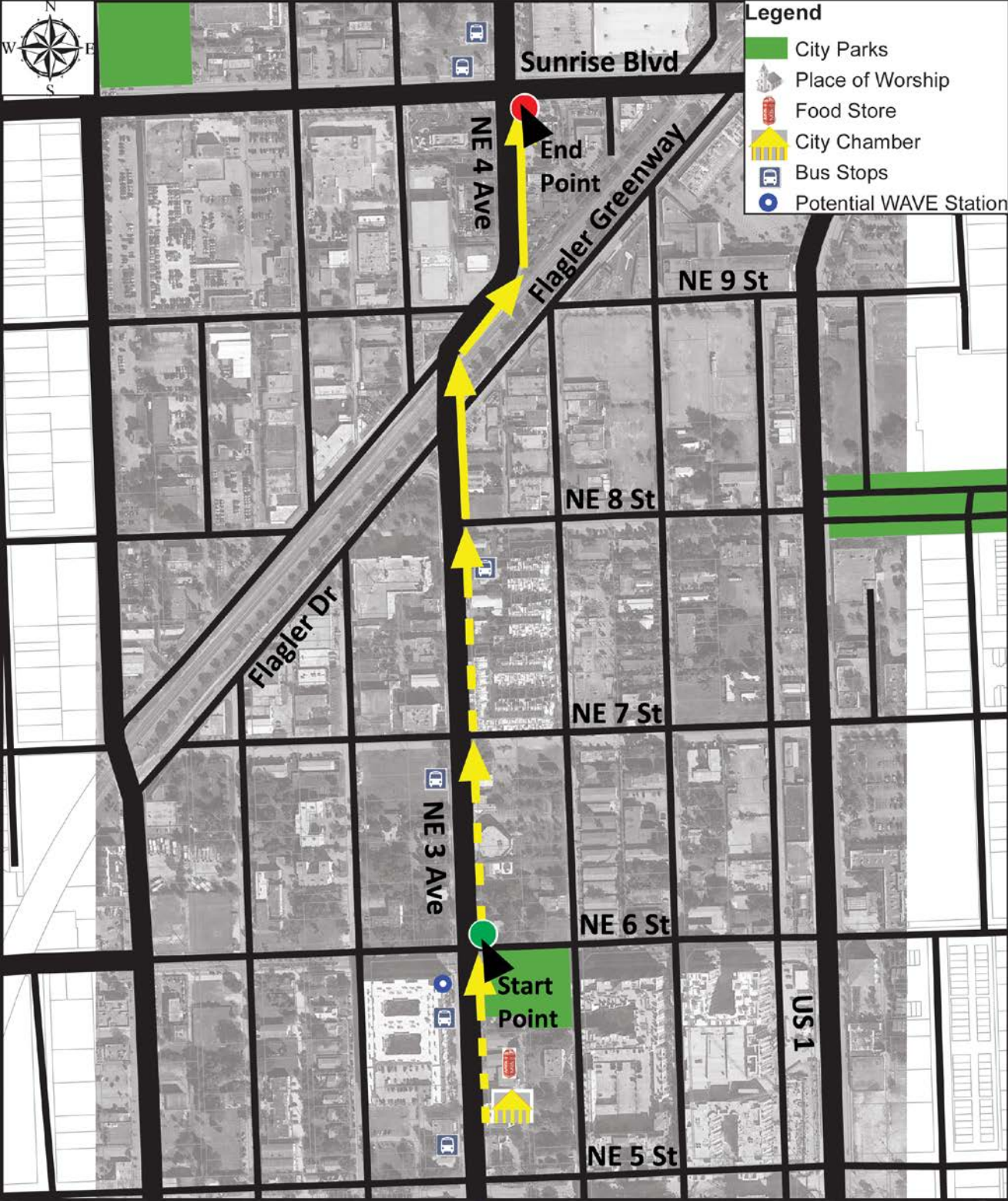
Map 03: Walking Audit Route 1



Map 04: Walking Audit Route 2 Handout



Map 05: Walking Audit Route 3 Handout





## CHAPTER III: TEAM FINDINGS AND ROUTE-LEVEL DISCUSSION

### Summary of Team’s Overall Ratings of their Assigned Route

#### Walking Audit Form: Team Responses and Averaged Results

Each Walking Audit team was provided with a Walking Audit Form. The team recorder completed the form either during or immediately following the audit. The form consisted of six questions that the team was to utilize to rate, based on their combined experiences. The results are provided in Tables 01 and 02, below. Route 1 is shown separately because NE 6<sup>th</sup> Street has newer development along the south side of the street, resulting in a much different pedestrian experience than the other streets. The form allowed each team to provide comments and recommendations within both the questions portion and the supplemental comments portion. Data from all team forms is provided in [Virtual Appendices C, D and E](#). For this report, the data has been compiled and evaluated at both the route-level (Chapter III) and corridor-level (Chapter IV).

#### Rating Scale:

- 1 = Awful
- 2 = Many Problems
- 3 = Some Problems
- 4 = Good
- 5 = Very Good
- 6 = Excellent

**Table 01: Walking Audit Form Ratings – Route 1**

	Did you have room to walk?	Was it easy to cross the street?	Did drivers behave well?	Were these features available?	Did walkers behave safely?	Was your walk pleasant?
<u>Team 1A</u>	5	2	3	2	3	4
<u>Team 1B</u>	2	2	3	2	1	3
<u>Route 1 Average</u>	3.5	2	3	2	2	3.5

**Table 02: Walking Audit Form Ratings – Routes 2 and 3**

	Did you have room to walk?	Was it easy to cross the street?	Did drivers behave well?	Were these features available?	Did walkers behave safely?	Was your walk pleasant?
<u>Team 2A</u>	2	2	3	1	2	2
<u>Team 2B</u>	n/a	n/a	n/a	n/a	n/a	n/a
<u>Team 3A</u>	2	2	2	4	1	2
<u>Team 3B</u>	2	n/a	3	3	n/a	2.5
<u>Routes 2 and 3 Average</u>	2	2	2.7	2.7	1.5	2.2

Based on the average scores, displayed in Tables 01 and 02 on the previous page, the overall study area has been identified by event participants as having a range of issues and concerns generally between *Some Problems and Many Problems*. However, there were some aspects that were perceived as good by two teams (1A and 3A), and both the averages and the individual team ratings should be considered when contemplating how the participants generally regarded their assigned routes.

What can be noted from the Walking Audit Form ratings is that the teams that walked Route 1 seemed to regard their walk as more pleasant than the teams that walked Routes 2 and 3. After the teams presented their findings, it became apparent that the participants regarded NE 6<sup>th</sup> Street (on Route 1) as a walkable corridor. However, it is important to note that the participants mostly walked along the south side of NE 6<sup>th</sup> Street, since there is no sidewalk on the north side of the roadway. The sidewalk on the south side of NE 6<sup>th</sup> Street has been revitalized in conjunction with new development along NE 6<sup>th</sup> Street, and Walking Audit Teams 1A and 1B presented about the different experiences between walking along NE 6<sup>th</sup> Street and NE 3<sup>rd</sup> Avenue.

### ***Sharing of Route-Level Findings***

After auditing their assigned routes, the teams were asked to present a summary of their evaluation and top priorities to the larger audience. Additionally, the Walking Audit Teams were asked to place stickers on the Fort Lauderdale Walking Audit Map; three red stickers where they estimated their greatest concerns or threats to be located and three green stickers where they considered the greatest strengths or opportunities to be. The information provided by the teams' sticker-placement was consolidated and organized into strengths, weaknesses, opportunities or threats; these terms that are defined on page 23.

Map 06, on the following page, depicts where all six teams located their top priorities. The map includes red and green circles, to correspond with each team's sticker placement during the event. Map 06 also indicates, on each circle, whether the concern is primarily related to Route 1, Route 2 or Route 3. Highlights of the top priorities are presented on page 20. Route-level documentation of the sticker placement and concepts of interest are included in [Virtual Appendix E](#).



## **Highlights of Teams' Priorities**

### **Route 1 – NE 3<sup>rd</sup> Ave. from NE 4<sup>th</sup> St. to NE 6<sup>th</sup> St. and NE 6<sup>th</sup> St. from NE 3<sup>rd</sup> Ave. to US 1**

- Peter Feldman Park, at the southeast corner of NE 6<sup>th</sup> Street and NE 3<sup>rd</sup> Avenue, is an existing asset to both the community and corridor. The sidewalks along the north side of the park are new and wide enough for multimodal use and are composed of varying, permeable pavers.
- Along NE 3<sup>rd</sup> Avenue, the right of way is noticeably wide and along NE 6<sup>th</sup> Street the right of way is very narrow. Both provide opportunities to enhance the corridor.
- The north side of NE 6<sup>th</sup> Street is without pedestrian facilities such as a sidewalk, for the majority of the stretch between NE 3<sup>rd</sup> Avenue and US 1.
- A lack of over-all maintenance was observed, whether it was private or public property. A specific concern was the lack of trash receptacles and recycling stations available for people to use.
- The absence of ADA compliant and unobstructed sidewalks makes it difficult for people with physical limitations to navigate along the corridor.

### **Route 2 – NE 3<sup>rd</sup> Ave. from NE 6<sup>th</sup> St. to Flagler Dr.**

- The intersection of NE 3<sup>rd</sup> Avenue and NE 6<sup>th</sup> Street is recognized as a positive element along the corridor, because of the elements that enhance the pedestrian crosswalk experience.
- The sidewalk along the east side of NE 3<sup>rd</sup> Avenue, between NE 6<sup>th</sup> Street and NE 7<sup>th</sup> Street has been upgraded and widened by the adjacent development. This includes elements such as landscaping, trees, and pavers.
- Some of the bus stops lack pedestrian amenities, such as a shelters and benches. In addition, the bus stops are not always located where there is an adjacent, safe pedestrian crossing.

### **Route 3 – NE 3<sup>rd</sup> Ave. from NE 8<sup>th</sup> St. to Sunrise Blvd.**

- The bus stop along the east side of NE 4<sup>th</sup> Avenue, just south of Sunrise Boulevard, is a wonderful amenity that provides shelter, waste receptacles and ample seating.
- There is a lack of proper signage along the corridor to connect pedestrians and bicyclist to the Flagler Greenway.
- There are multiple obstacles and hazards located along the sidewalk that prevent pedestrians from safely navigating the route, such as utility poles, electrical boxes, crosswalk time, and sidewalk width.
- At the intersection of NE 3<sup>rd</sup> Avenue and Flagler Boulevard, there are no pedestrian and bicycle facilities that help support safe travel across the railroad tracks.

## Creating Service Requests and Reporting Findings to Lauderserv

The City of Fort Lauderdale developed an online reporting system for community concerns, called Lauderserv. Found at [www.fortlauderdale.gov/customerservice/](http://www.fortlauderdale.gov/customerservice/), the Lauderserv tool played a valuable part after the Walking Audit event, by providing a central clearinghouse for all concerns to be reported to the City. Based on the attendees’ observations and recommendations, a list of 25 service requests from the study site were reported to the City of Fort Lauderdale.

Where applicable, service requests were placed geographically, where the teams identified specific concerns or hazards. When general concerns were provided, service request locations were approximated. All service requests submitted to the Lauderserv system, on behalf of the Walking Audit event, are provided in [Virtual Appendix A](#). At the time of drafting this report, the City of Fort Lauderdale has acknowledged the issue reports and is working on resolving each one. The example below is included within Map 07, Service Requests Submitted to Lauderserv, on the following page.

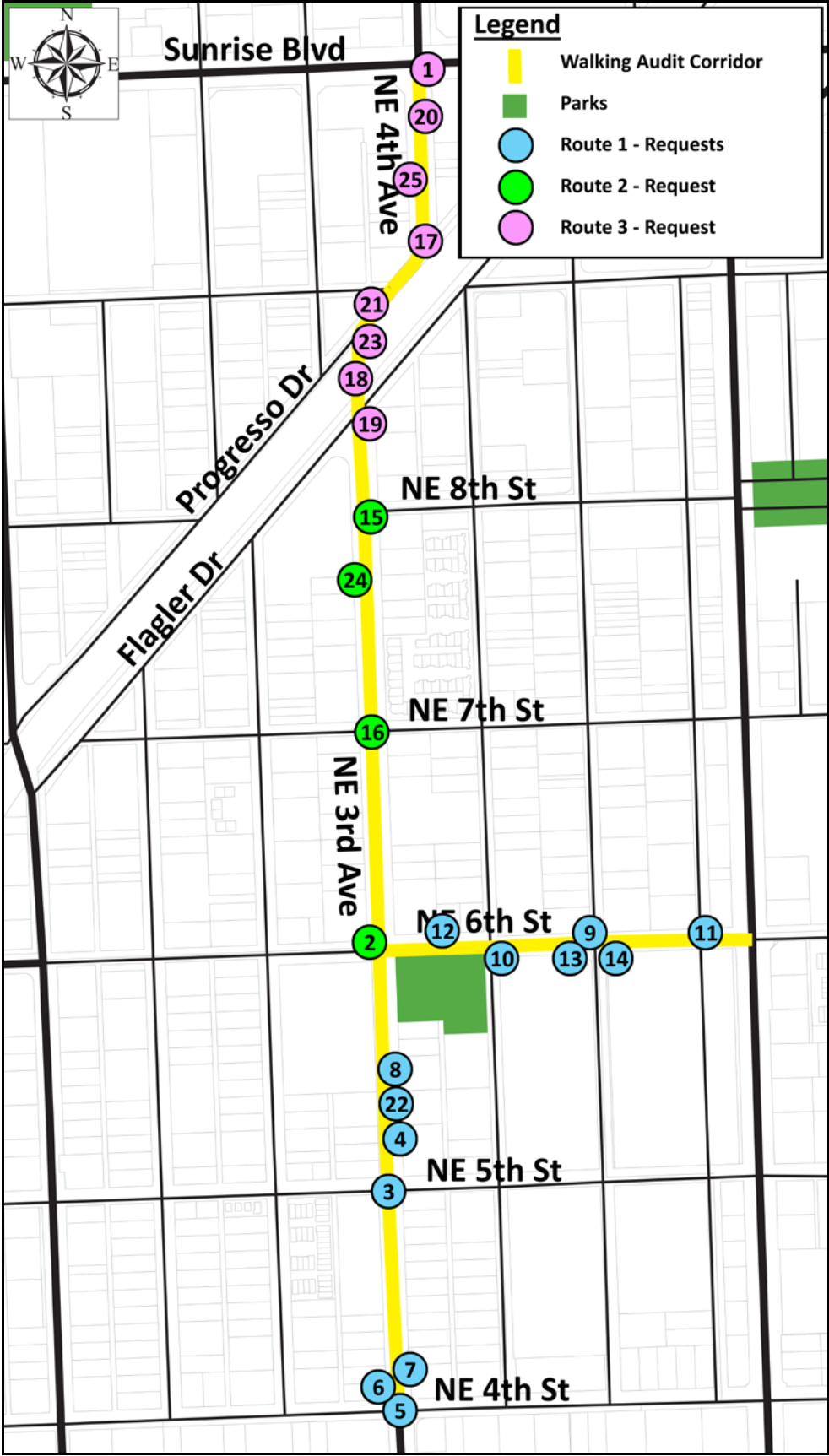
**Figure 03: Service Request Example – Map ID: 1**



### Road/ Street Concerns / Sidewalk Damage

- Service Request #: 13184
- Service Request Location: 992-998 NE 4<sup>th</sup> Avenue
- The sidewalk and pedestrian path is obstructed by many utility poles and electrical boxes, and there may be an opportunity to improve safety for all pedestrians if the sidewalk is widened or extended more on the inside of the curve, more towards Checkers (food establishment), between NE 4<sup>th</sup> Avenue to Sunrise Boulevard. Currently, pedestrians are forced to travel on the yellow ramp, extremely close to the high-speed intersection, if they want to stay on the sidewalk and turn the corner.

Map 07: Service Requests Submitted to Lauderserv



## CHAPTER IV: CORRIDOR-LEVEL SWOT ANALYSIS AND CONCLUSION

The final chapter of this report is focused on a corridor-level analysis and on providing project-level recommendations. As discussed in Chapter II, one of the objectives of the Walking Audit workshop was to give the community an opportunity to experience the corridor and provide valuable perspectives of the area. The remaining objectives focus on evaluating the information from the community and identifying ways to make the corridor function better. The proposed recommendations identified in this chapter are developed around Complete Streets concepts and are envisioned to make the corridor safer and friendlier to all users.

### SWOT Analysis

A SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis has been utilized as a tool, both for illustrating the Walking Audit findings and generating a list of proposed improvement projects along the corridor, for the City of Fort Lauderdale. The recommended improvement projects include descriptions, examples, and corresponding Complete Streets Guidelines. Below are the definitions for each component of the SWOT analysis. To help establish consistency, both the corridor-level findings and recommendations follow the operating definitions, below.

**Table 03: Operating Definitions for SWOT Analysis**

SWOT Component	Definition
<b>Strengths</b>	<i>Characteristics of the public right of way that have been identified as assets and recommended for inspiring replication or continuation of successful elements</i>
<b>Weaknesses</b>	<i>Long-term and potential obstacles to overcome, including both physical and policy-derived limitations that are potential detriments to Complete Streets principles</i>
<b>Opportunities</b>	<i>Aspects of the public right of way that could be further expanded upon, including long-range planning and traffic engineering plans</i>
<b>Threats</b>	<i>Characteristics of the public right of way that have been identified to be detrimental to users of the roadway, including hazards that should be immediately resolved</i>

### Strengths, Findings and Recommendations

#### Corridor Strengths

1. Peter Feldman Park and Sistrunk Corridor
2. NE 3<sup>rd</sup> Avenue and NE 6<sup>th</sup> Street Pedestrian Crossing Signals and Signage
3. Flagler Greenway
4. Some Tree Canopies and Softscaping Exist along the Roadways
5. The Bus Stop on the East Side of NE 4<sup>th</sup> Ave, South of Sunrise Boulevard
6. Pedestrian Scale Roadway Infrastructure

## Recommendations

### S1. Install place-making elements such as stamped concrete

- a. Description: Place-making elements help enhance the spatial identification for each of the many street users. Colored pavers or stamped concrete can be extended throughout Flagler Village to help provide a designated space for pedestrians. Be sure to work within the limits of the local maintenance department and ADA regulations.
- b. Example: The intersection of NE 3<sup>rd</sup> Avenue and NE 6<sup>th</sup> Street is the most successful intersection in the corridor and consists of brick-style pavers on the ground and within the roadways. Colored pavers with an artistic pattern are carried over from the Sistrunk Corridor's pedestrian streetscaping to intersect with NE 3<sup>rd</sup> Avenue
- c. Broward Complete Streets Guidelines: See Chapter 7, 8, 12 & 13.

### S2. Install push-buttons, electronic crosswalk signals and clear, consistent signage at appropriate intersections

- a. Description: Certain intersections require additional features to allow pedestrians to safely cross the street. Extend pedestrian crosswalk amenities found at the intersection of NE 3<sup>rd</sup> Avenue and NE 6<sup>th</sup> Street to intersections within Flagler Village.
- b. Example: The intersection of NE 3<sup>rd</sup> Avenue and NE 6<sup>th</sup> Street is the most successful intersection in the corridor and consists of clear, modern and consistent signage on all four corners, as well as updated crosswalk signalization.
- c. Broward Complete Streets Guidelines: See Chapter 5, 6, 7, 8 & 12.

### S3. Extend bicycle signage and facilities to roadways that intersect with the Flagler Greenway

- a. Description: Bicyclists are permitted to use the roadway and should be provided wayfinding information. All users should be informed of how bicyclists should use the corridor. Install bicycle-oriented signs that both identify Flagler Village streets as areas for bicycling and provide wayfinding information for bicyclists traveling to popular destinations in the Village.
- b. Example: Bicyclist-oriented signs along NE 3<sup>rd</sup> Avenue should indicate the location of Flagler Greenway, Peter Feldman Park and US 1, as well as additional supplemental information the community feels is beneficial.
- c. Broward Complete Streets Guidelines: See Chapter 5, 6, 9 & 12.

### S4. Increase the landscaping vegetation in Flagler Village

- a. Description: Increasing the amount of trees and plants will provide relief from the sun for pedestrians and bicyclists, reduce carbon levels from motor-vehicle emissions, and improve the overall aesthetic beauty of the area.
- b. Example: Along the east side of NE 3<sup>rd</sup> Avenue, north of NE 6<sup>th</sup> Street, a long tree canopy provides welcomed shade over the sidewalk to benefit patrons of the mixed use development, residents, visitors and commuters passing through.
- c. Broward Complete Streets Guidelines: See Chapter 5, 6, 12 & 14.



### **S5. Supply transit riders with amenities at existing and future bus stops**

- a. Description: Improve the transit experience by upgrading the existing bus stops to include shelters, trash receptacles and route information.
- b. Example: The bus stop on NE 4<sup>th</sup> Avenue is the model bus shelter for the corridor. It includes: ample seating, overhead shelter, trash receptacles and solar-power on the roof.
- c. Broward Complete Streets Guidelines: See Chapter 5, 7, 8 & 10.

### **S6. Provide wayfinding information for pedestrians in Flagler Village**

- a. Description: Pedestrians benefit from signage and wayfinding information when they are unfamiliar with an area. Strategically install pedestrian-oriented signs that provide directional or destination information. Take the time to properly locate signage to prevent site pollution/clutter.
- b. Example: A pedestrian wayfinding sign could be appropriately installed at Peter Feldman Park, and contain information such as a map, and walking distance to nearby public attractions such as Flagler Greenway.
- c. Broward Complete Streets Guidelines: See Chapter 6, 7 & 12.

## **Weaknesses, Findings and Recommendations**

### **Corridor Weaknesses**

1. Limited Dedicated Bicycle Facilities or Amenities
2. Locations with Overgrown Vegetation and Excessive Debris

### **Recommendations**

#### **W1. Install bike facilities and amenities**

- a. Description: Bicyclists share the roadway with vehicles and should be provided a safe built environment. Install bike paths, bicycle-oriented signage, and amenities such as bike racks for cyclists.
- b. Example: Peter Feldman Park, at NE 3<sup>rd</sup> Avenue and NE 6<sup>th</sup> Street, is the site of many events that are based around energy conservation, sustainability and local food sources. Many more citizens would bike to these events if there were more bicycle amenities to make commuting more comfortable.
- c. Broward Complete Streets Guidelines: See Chapter 5, 6 & 9.

#### **W2. Clear overgrowth and remove all trash and debris from right of way**

- a. Description: Remove any vegetation that has either become a nuisance to pedestrians or is inhibiting the view of signs and/or users of the roadway.
- b. Example: The slightly overgrown grass and presence of trash around the bus stop on the west side of NE 4<sup>th</sup> Ave, south of Sunrise Boulevard, creates an uninviting atmosphere.
- c. Broward Complete Streets Guidelines: See Chapter 12.

## Opportunities, Findings and Recommendations

### Corridor Opportunities

1. Ample Right of Way for Construction of Complete Street Elements
2. Adopt Distinct Flagler Village Characteristics

### Recommendations

#### **O1. Consider long-term strategies to reconstruct the roadways**

- a. Description: Discuss and propose potential strategies for the design and reconstruction of the primary roadways within Flagler Village, considering options such as one-way streets, traffic circles, road diets, parallel parking additions and the construction of bicycle facilities.
- b. Example: The north side of NE 6<sup>th</sup> Street, between NE 3<sup>rd</sup> Avenue and US 1 does not accommodate pedestrians or bicyclists, even though there is a clear evidence of need.
- c. Broward Complete Streets Guidelines: See Chapter 5, 6 & 11.

#### **O2. Create urban design elements that inform people that they are inside the Flagler Village area and that the area supports pedestrians and bicyclists**

- a. Description: Design and establish a color scheme and set of materials that can be used throughout the area to build pedestrian amenities, such as benches, wayfinding signs, water fountains, bus stops, crosswalks, signs and any other pedestrian-oriented streetscape elements.
- b. Example: A parallel parking space along NE 3<sup>rd</sup> Avenue that may inhibit the view of cars pulling out onto NE 3<sup>rd</sup> Avenue, could be converted to a bicycle parking station and designed to fit with the overall proposed design scheme for Flagler Village.
- c. Broward Complete Streets Guidelines: See Chapter 7, 8 & 12.

## Threats, Findings and Recommendations

### Corridor Threats

1. Insufficient Pedestrian Lighting
2. Pedestrian Trip Hazards Pose a Risk
3. Create Mid-Block Crossings at Appropriate Locations
4. ADA Compliance
5. Damaged Signs in the Area

### Recommendations

#### **T1. Install lighting that supports crime prevention and safety principles**

- a. Description: Measure the intensity of light and increase lighting as needed.
- b. Example: Along NE 3<sup>rd</sup> Avenue, the addition of pedestrian-scale light fixtures that emit bright white flood-lighting or light that mimics daylight, supports modern crime prevention theories and pedestrian safety. This lighting allows for clearer visibility at night and realistic color rendering on surfaces such as people's faces.
- c. Broward Complete Streets Guidelines: See Chapter 5, 7, 8 & 12.

## **T2. Clear overgrowth and remove all trash and debris from right of way**

- a. Description: Remove any vegetation that has either become a nuisance to pedestrians or is inhibiting the view of signs and/or users of the roadway.
- b. Example: The slightly overgrown grass and presence of trash around the bus stop on the west side of NE 4<sup>th</sup> Ave, south of Sunrise Boulevard, creates an uninviting atmosphere.
- c. Broward Complete Streets Guidelines: See Chapter 12.

## **T3. Eliminate existing pedestrian trip hazards**

- a. Description: Fill in all holes and remove all small obstructions within the right of way that may cause pedestrians to trip, injure themselves, or have difficulty navigating around without uncomfortable loss of traction. Repairs to holes and removal of obstructions must be upgraded to meet current ADA requirements.
- b. Example: Along the shoulder of the north side of NE 6<sup>th</sup> Street, between NE 5<sup>th</sup> Avenue and NE 4<sup>th</sup> Avenue, there is a hole that a pedestrian could easily step into and injure themselves or even trip and fall into the narrow roadway.
- c. Broward Complete Streets Guidelines: See Chapter 7 & 8.

## **T4. Lack of mid-block pedestrian crosswalks**

- a. Description: Implement mid-block pedestrian crossings where appropriate, based on bus stop location, proximity to existing dedicated pedestrian crosswalks and sidewalk continuity and continuation.
- b. Example: On the east side of NE 3<sup>rd</sup> Avenue, just south of NE 8<sup>th</sup> Street, bus stops on either side of the roadway inspire pedestrians to cross NE 3<sup>rd</sup> Avenue at a non-signalized location.
- c. Broward Complete Streets Guidelines: See Chapter 5, 7 & 8.

## **T5. Upgrade sidewalk facilities to meet ADA requirements**

- a. Description: The path-of-travel along a corridor should accommodate all users. Many of the sidewalk features such as curb ramps and bus stops do not meet the current ADA requirements.
- b. Example: At the northwest corner of NE 6<sup>th</sup> Street and US 1, there is no sidewalk or curb ramp to continue along the north side of NE 6<sup>th</sup> Street.
- c. Broward Complete Streets Guidelines: See Chapter 7.

## **T6. Repair all damaged signs**

- a. Description: Repair or replace any signs that are damaged or missing. All signs informing users of the roadway should function correctly, be highly visible and be well maintained.
- b. Example: The stop sign in front of the Greater Fort Lauderdale Chamber of Commerce has been twisted 90 degrees toward the south, facing pedestrians on the sidewalk. The sign should face motor vehicles, before they pull out onto NE 3<sup>rd</sup> Avenue.
- c. Broward Complete Streets Guidelines: See Chapter 1,2, 7, 8, 9, 12 & 13.

## **Proposed Projects**

The final goal of this report is to propose a list of improvement projects that could be implemented to enhance the corridor. The City of Fort Lauderdale should take the lead on initiating these projects and coordinating with all external agencies to successfully execute the improvements. NE 3<sup>rd</sup> Ave is a Broward County roadway and any projects will need to be coordinated through Broward County Government. The Broward MPO will request regular updates on the implementation of the proposed projects.

The City should take extra steps to get the community involved in the planning of the proposed projects. The local residents could help determine certain design elements that would enhance each project and provide a unique community atmosphere. It is common to allow communities to be involved in aspects such as: choosing a color-scheme to be used throughout paved areas, the design of the bus stops, incorporating local artists' work in the corridor and establishing items to include on wayfinding signs.

Certain policies may need to be reviewed and revised in order to successfully implement all of the proposed projects. For instance, the current policy for sidewalk maintenance leaves the burden of repair, or payment for repairs, on private property owners. The City Commission should be involved in future discussions to determine what, if any, actions would be in the best interest for the public, such as the revisions of Sections 25-56 through 25-61 of the City's Code of Ordinances.

### **Short-Term Projects (1-2 years)**

- I. Maintenance Program: The City should take immediate steps to repair and/or replace hazards, such as deteriorating sidewalks, vegetation overgrowth, excess trash and debris, and damaged signs. Many of these service requests have been submitted to the City's Lauderserv system (see [Virtual Appendix A](#)). These activities could potentially fit into an existing maintenance contract.
- II. Bus Stop Improvement Project: The City should work with Broward County Transit to implement a project that focuses on updating key bus stops with shelters, trash receptacles, lighting, route information, etc. In addition, this project should include addressing path-of-travel issues related to elements such as sidewalk width and obstacles, cross-slope, and curb ramps. Pedestrian facilities must be constructed to meet current ADA requirements. Part of this project could include consolidating bus stop locations and coordinating with the future WAVE Streetcar station.

### **Intermediate Projects (3-5 years)**

- I. Pedestrian Improvement Project: The City should implement improvements that would provide a safer experience for pedestrians. This project should include reconstructing inadequate sidewalks to allow access by all users. In addition, intersection crosswalks should be updated, mid-block crossing should be placed at the appropriate locations, and landscaping and signage should be installed.
- II. NE 3<sup>rd</sup> Ave Complete Streets Project: The goal of this project should be to take advantage of the existing right-of-way that is available through this area. Bike lanes should be a focus, but also parking, striping, landscaping, signage and intersection improvements

should be included. This project will require coordination with Broward County Government and should be designed to complement future projects, such as the WAVE Streetcar and TriRail Coastal Link.

### ***Long-Range Projects (5-8 years)***

- I. NE 6<sup>th</sup> Street Reconfiguration Project: Currently this corridor does not function well for pedestrians or bicyclists. This project should determine if a one-way street, traffic circles, or road diet would be appropriate for this corridor. On the north side of 6<sup>th</sup> Street there are many locations without sidewalks. At locations where acquiring property is not an option, mid-block crosswalks may be necessary to provide a safe path of travel.
- II. Pedestrian Railroad Tracks Crossing Project: The railroad tracks located on NE 3<sup>rd</sup> Avenue do not currently provide a safe crossing for pedestrians and bicyclists. A significant amount of coordination will need to occur with the Florida East Coast Railway to properly implement this project. As part of this project, the City should create a clear access point to the Flagler Greenway with suitable signage. This project will also benefit from coordination with Broward County Government, South Florida Regional Transit Authority and All Aboard Florida to determine how this crossing will be impacted by future transit plans.

## Conclusion

Fort Lauderdale's Walking Audit event proved to be a successful community workshop. The determination of success is due to the goals and objectives being met, but is also a result of the dynamic interaction among participants. The focus of the Walking Audit was to inform decision makers on how to improve this specific corridor and to help guide future planning and engineering throughout the community. As leadership explained early on in the process, the City holds an interest in taking the community's feedback and requests for this corridor and applying it, as appropriate, to their considerations for future Complete Streets improvements.

NE 3<sup>rd</sup> Avenue is the centrally located thoroughfare that runs through Flagler Village. Local residents who participated in the Walking Audit indicated that they enjoy walking in Fort Lauderdale, but they would be more inclined to walk if the pedestrian environment was more welcoming and suited to provide for their needs. While much of the feedback from the attendees revolved around providing support for pedestrians, it is apparent that community members consider bicycle-friendly infrastructure important as well. Both are compatible and supportive of each other's goals, such as increasing safety and decreasing injuries and fatalities.

The findings identified by participants during the Walking Audit and documented in this report were reviewed using a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis. Fifteen corridor-level recommendations were identified through the analysis. As a result of the audit, there have also been 25 service requests submitted through Lauderserv that identify specific maintenance needs along the corridor. Each of the recommendations and service requests could be addressed individually, but since many of them are repetitive issues identified throughout the corridor, it may be more efficient and effective to make the improvements through large-scale projects.

The recommendations and projects proposed in this report align with many of the City of Fort Lauderdale's priorities, one of the most significant being pedestrian safety. As the appropriate individuals begin examining the findings of this report and start planning for future projects, the City should also continue to coordinate with the Broward MPO and reach out to the community. Events such as walking audits, design charrettes, town meetings, etc. allow residents to identify concerns and propose improvements with the aim of inspiring future positive changes in their community. Moving forward, the City of Fort Lauderdale will be asked to provide progress updates at the Complete Streets TAC meetings to help identify strides made as a result of the Walking Audit.

## **VIRTUAL APPENDIX HYPERLINK**

[http://www.browardmpo.org/userfiles/files/Fort%20Lauderdale\\_WA%20Virtual%20Appendix\\_compressed.pdf](http://www.browardmpo.org/userfiles/files/Fort%20Lauderdale_WA%20Virtual%20Appendix_compressed.pdf)

## **VIRTUAL APPENDIX CONTENTS**

**Appendix A: Lauderserv Service Request Reporting**

**Appendix B: Walking Audit Form Samples**

**Appendix C: Team Responses to Walking Audit Forms**

**Appendix D: Additional Team Notes**

**Appendix E: Route-Level Reporting**

**Appendix F: Repeated Findings along the Corridor**

**Appendix G: Event Evaluation and Analysis**

**Appendix H: Sign In Sheet**

## REFERENCE TO CITY OF FORT LAUDERDALE SERVICES

### ***ADA Coordinator***

954-828-6510

[www.fortlauderdale.gov/departments/human-resources/risk-management/accessibility](http://www.fortlauderdale.gov/departments/human-resources/risk-management/accessibility)

### ***City Manager, Lee R. Feldman***

954-828-5013

[www.fortlauderdale.gov/departments/city-manager-s-office/welcome-page](http://www.fortlauderdale.gov/departments/city-manager-s-office/welcome-page)

### ***Code Compliance***

954-828-6520

[www.fortlauderdale.gov/departments/sustainable-development/code-enforcement](http://www.fortlauderdale.gov/departments/sustainable-development/code-enforcement)

### ***Lauderserv***

[www.fortlauderdale.gov/government/lauderserv](http://www.fortlauderdale.gov/government/lauderserv)

### ***Parks and Recreation Administration***

954-828-7275

[www.fortlauderdale.gov/departments/parks-and-recreation](http://www.fortlauderdale.gov/departments/parks-and-recreation)

### ***Public Works***

954-828-5293

[www.fortlauderdale.gov/departments/new-public-works-page](http://www.fortlauderdale.gov/departments/new-public-works-page)

### ***Transportation Mobility***

[www.fortlauderdale.gov/departments/transportation-mobility/transportation-division](http://www.fortlauderdale.gov/departments/transportation-mobility/transportation-division)

### ***Urban Design & Planning***

954-828-6520

[www.fortlauderdale.gov/departments/sustainable-development/urban-design-and-planning](http://www.fortlauderdale.gov/departments/sustainable-development/urban-design-and-planning)