

# Walking Audit Report



## City of Lauderhill

Oakland Park Boulevard from  
University Drive to Inverrary Boulevard/NW 56<sup>th</sup> Avenue

February 2019



# Walking Audit Report

## Acknowledgments

The Broward Metropolitan Planning Organization (MPO) would like to extend special thanks to Lauderhill's City Commission and staff from many departments for their personalized approach and preparing for the Walking Audit workshop. The Broward MPO extend their gratitude to the 36 individuals who participated in the Walking Audit, which was graciously hosted by the City at Sports Park.

Support from the City of Lauderhill leadership was evident, with the presence and participation from Mayor Richard J. Kaplan and Commissioner Ken Thurston. Zach Davis-Walker, Community Development Manager, Stephen Tawes, City Planner, and Molly Howson, Associate Planner, provided support leading up to and during the event by sharing their wisdom and local expertise.

This Walking Audit Workshop was made possible by funding from the Broward MPO through their Complete Streets Initiative. Key staff members include Ricardo Gutierrez, Livability/Mobility Program Manager, Stephanie Garcia, Livability/Mobility Program Associate Planner and Anthea Thomas, Public Outreach Manager.

## Partners

- AARP
- American Heart Association
- City of Lauderhill
- City of Sunrise
- Florida Department of Transportation (FDOT), District Four
- In Focus Mobility, Inc.
- South Florida Commuter Services
- University of Miami WalkSafe & BikeSafe

## Consultant Team

- Kimley-Horn and Associates
- Urban Health Partnerships
- Marlin Engineering

# Walking Audit Report

## Executive Summary

The Broward MPO Complete Streets Master Plan identified Oakland Park Boulevard from University Drive to Inverrary Boulevard/NW 56<sup>th</sup> Avenue as a high ranked priority corridor. Community and stakeholder feedback is key to developing a project scope. To that end, The Broward MPO selected this corridor for a Walking Audit. This will ensure a future project scope incorporating the needs and vision of the local communities who regularly travel along this corridor.

The Lauderdale Walking Audit brought together a diverse group of participants on Thursday, September 27, 2018 to evaluate Oakland Park Boulevard from University Drive to Inverrary Boulevard/NW 56<sup>th</sup> Avenue. The Walking Audit provided an experiential hands-on exercise that evaluated the walking environment, identified pedestrian (and bicyclist) issues such as safety, access, connectivity, comfort, and convenience and identified potential alternatives or solutions such as engineering treatments, policy changes, or education and enforcement measures. Most importantly, the Workshop provided a mechanism for the community to acknowledge what they considered successful and also identified what they would like to see improved along the corridor.

The detailed findings and recommendations identified by the participants are compiled in this report and organized using a SWOT (Strengths, Weakness, Opportunity, or Threat) analysis. The findings and recommendations will help inform the scoping of the study corridor that is envisioned to be incorporated into the Broward MPO's Transportation Improvement Program (TIP) for funding.

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## Chapter 1. Background & Strategy

A Complete Street is planned, designed, and operated for all modes of transportation and all users regardless of age or ability. Complete Streets policies in Broward County were first established in 2014 when they were adopted by the Broward County Board of County Commissioners into the Broward County Comprehensive Plan. The Broward Metropolitan Organization (MPO) understands the importance of creating a transportation system that addresses the needs of all users of the road, including the needs of people who walk, bike, drive and take transit. To ensure that this is firmly embedded into the transportation planning process, the Broward MPO developed the Complete Streets Initiative. The program is intended to provide the necessary tools to our local governments in implementing Complete Streets in their respective communities. It also serves as a platform to move active transportation projects forward into implementation. More information about the Complete Streets Initiatives can be found at: <http://www.browardmpo.org/index.php/major-functions/complete-streets-initiative>.

In line with the initiative, the development of the Complete Streets Master Plan is intended to guide future investment in Complete Streets improvements by developing a prioritized list of projects based on technical, data-driven analysis, including access to transit. The Complete Streets Master Plan identified Oakland Park Boulevard from University Drive to Inverrary Boulevard/NW 56<sup>th</sup> Avenue as a high ranked priority corridor. This corridor was selected for a Walking Audit, as feedback from Broward residents and partners is key to developing the scope that meets the needs of local communities.

Additionally, the Broward MPO endorsed the Broward Complete Streets Guidelines manual on July 12, 2012. The manual provides a template that can be adopted to replace existing local manuals and can be modified to meet respective community's needs and desires. Local governments, such as the City of Lauderhill, depend on manuals for design guidance on new streets, as well as for retrofitting and modifying existing streets with new development. The Broward Complete Streets Guidelines can be downloaded at: <http://www.browardmpo.org/index.php/broward-complete-streets-guidelines>.

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## Study Corridor

Oakland Park Boulevard from University Drive to Inverrary Boulevard/NW 56<sup>th</sup> Avenue was selected as the study corridor for the walking audit. The Complete Streets Master Plan ranked the corridor as 20 out of 152. The proposed recommendations for the 1.8-mile section of Oakland Park Boulevard includes an enhanced bus corridor to aid efficient transit, wider pedestrian zones (sidewalks and furnishing zone) and buffered bicycle lanes. The study corridor is located in the City of Sunrise and City of Lauderhill as shown in Figure 1. The City of Sunrise limits are from University Drive to the canal/west of Lauderhill Sports Park. The City of Lauderhill limits are from the canal/west of Lauderhill Sports Park to Inverrary Boulevard/NW 56<sup>th</sup> Avenue. Oakland Park Boulevard is a State Road, SR 816. The Broward MPO partnered up with the City of Lauderhill to host the Walking Audit community-based event on Thursday, September 27, 2018.

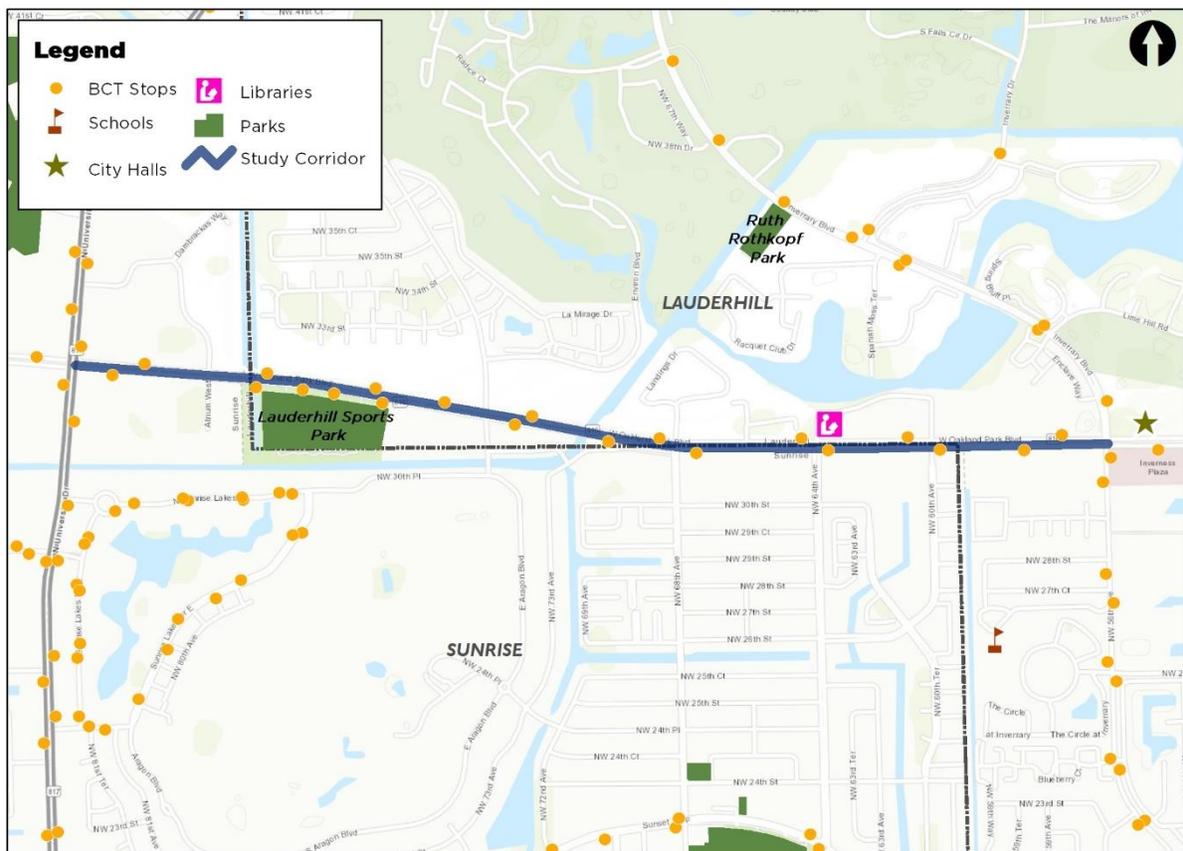


Figure 1. Study Corridor

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Majority of the study corridor, the sidewalk is set back over 30 feet from the roadway. The corridor has a speed limit of 45 miles per hour (MPH) and the 2017 Average Annual Daily Traffic (AADT) was 39,500. The functional classification is a “Principal Arterial-Other – Urban”. The 6-lane divided roadway provides sidewalk facilities for non-motorized users. The sidewalk width ranges from 5-6 feet.

The land use adjacent to the study corridor is mainly commercial, with dense residential developments located behind the commercial properties to the north as shown in [Appendix A](#). Some examples of destinations along the corridor include convenience stores, restaurants, banks, offices, and medical facilities. Sports Park, located on Oakland Park Boulevard to the west of Inverrary Boulevard W, has different recreational fields, as well as pedestrian walking paths.

Broward County Transit (BCT) Route 72 operates along Oakland Park Boulevard. Route 72 provides service between Sawgrass Mills Mall and Galt Mile. [Table 1](#) displays the daily ridership for Route 72. It is indicated from the BCT 2018-27 Transit Development Plan (TDP), Annual Update, Route 72 is the highest volume bus ridership system.

Table 1. Route 72 Daily Ridership

Weekday	Saturday	Sunday
8,792	6,257	3,485

There are several stops located on both the north and south sides of the street. Some of the stops includes shelter, trash receptacle and seating. Additional routes serve the surrounding area such as Route 2 along University Drive, Route 81 along Inverrary Boulevard/NW 56th Avenue. The BCT full system map can be found at:

<http://www.broward.org/BCT/Documents/SystemMap.pdf>.

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## Chapter 2. Walking Audit Overview

On Thursday, September 27, 2018 from 5:00 p.m. to 7:00 p.m. 36 residents, community members, and staff gathered at Lauderhill Sports Park to conduct the Walking Audit along Oakland Park Boulevard from University Drive to Inverrary Boulevard/NW 56<sup>th</sup> Avenue. The Walking Audit Workshop began with an opening presentation and staff introductions. Participants were then divided into three groups and assigned groups to two routes. Each group identified a leader who was given an iPad connected to a Typeform survey with questions aimed toward evaluating the pedestrian environment of Oakland Park Boulevard. Typeform is user-friendly and all online, allowing for seamless participation and for the results to be accessed immediately. A copy of the Typeform used can be found in Appendix C.





# Walking Audit Report

## Teams and Routes

Participants were organized into three groups of about eight to ten people to provide meaningful and thoughtful conversations throughout the Walking Audit. One group was assigned to Route 1 and two groups were assigned to Route 2 – Group A and Group B. Participants were encouraged to form groups with a diverse background. In addition to the group leader operating the iPad to fill out the Typeform survey to obtain consensus feedback, a group member was identified as the photographer, in order to keep a photo log throughout the Walking Audit.

Figure 2 displays Route 1, Oakland Park Boulevard from University Drive to Inverrary Boulevard W. Participants started at Sports Park, headed eastbound towards Inverrary Boulevard W, crossed the western leg of the intersection of Oakland Park Boulevard and Inverrary Boulevard W, headed westbound and crossed the western leg of the intersection of Oakland Park Boulevard and W Atrium and returned heading eastbound towards Sports Park. The total length of Route 1 is 1.10 miles.

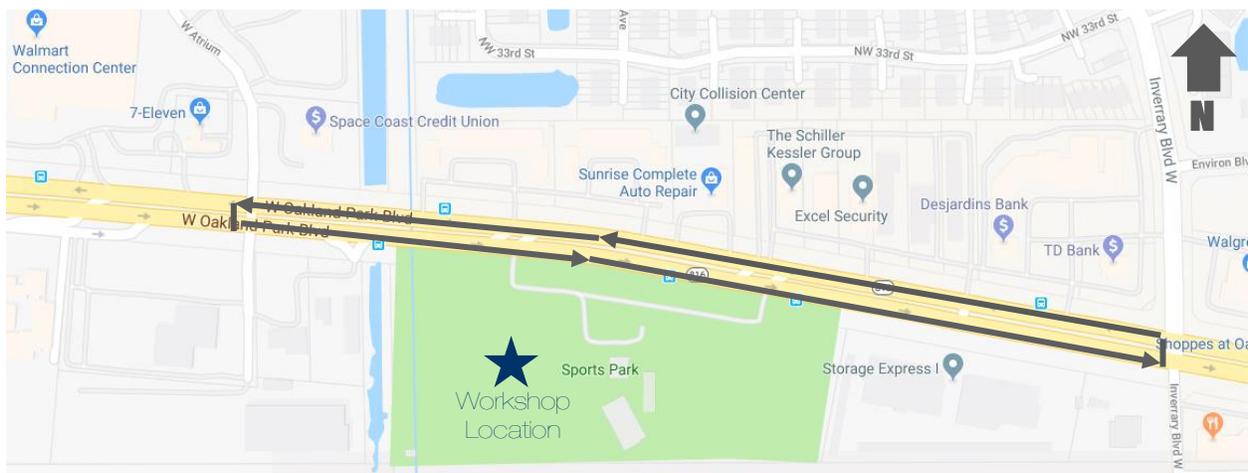


Figure 2. Walking Audit Route 1

# Walking Audit Report

Shown in Figure 3 are the destinations along Route 1. There are a wide range of uses such as Sports Park on the south side and commercial use on the north side. Appendix A displays a large format version of the map found in Figure 3 for Route 1.



Figure 3. Walking Audit Route 1 – destinations

Figure 4 displays Route 2, Oakland Park Boulevard from NW 68<sup>th</sup> Avenue to Inverrary Boulevard/NW 56<sup>th</sup> Avenue. Participants took a shuttle bus from Sports Park to Sunrise Seventh-day Adventist Church, located at Oakland Park Boulevard and NW 68<sup>th</sup> Avenue. Group A (black line) walked on the north side of Oakland Park Boulevard and Group B (purple line) walked on the south side. The shuttle bus picked up participants at the Publix Super Market at Inverrary Falls Plaza and brought them back to Sports Park. The total length of Route 2 is 0.75 miles.

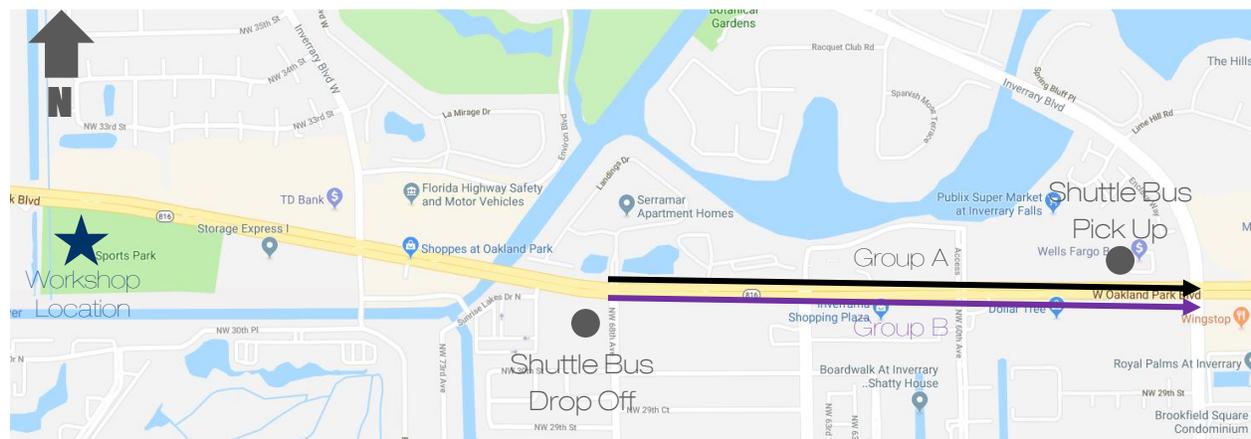


Figure 4. Walking Audit Route 2 – Group A and Group B

# Walking Audit Report

Shown in Figure 5 are the destinations along Route 2. There are a few auto repair services and other commercial use on the south side and mixed-use with residential, commercial such as Publix and institutional such as Lauderhill Town Center Library. Appendix A displays a large format version of the map found in Figure 5 for Route 2.



Figure 5. Walking Audit Route 2 – destinations

Although each route of the walking audit did not individually cover the entire corridor, the compilation of all routes provided representative coverage of the corridor.

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## Chapter 3. Team Findings & Route-Level Discussion

The Typeform survey provided a more in-depth context for considering the meaning of the needs and opportunities for the study corridor. Group leaders entered the consensus feedback from the walking audit participants. Table 2 summarizes the average rating questions from the Typeform survey. Appendix C includes the results from the Typeform survey.

Table 2. Participants Average Rating

Question	Average Rating (Out of 5)	Rating Description
In general, do vehicles seem to be traveling a safe and comfortable speed?	4.3	5 being <i>Too Fast</i>
On average, how is the sidewalk pavement condition?	3.0	5 being <i>Good as New</i>
On average, are bus stop amenities provided (shade, seating) and easily accessed?	4.0	5 being <i>High Quality</i>
Do the pedestrian areas feel safe and secure?	3.3	5 being <i>Very Safe and Secure</i>
Are public plazas and parks available and inviting?	1.7	5 being <i>Available and Inviting</i>
Do the buildings enhance the pedestrian environment or detract?	3.0	5 being <i>Inviting, Cater to Sidewalk</i>
I felt safe while walking along this corridor...	3.0	5 being <i>Very Safe</i>
I would choose to walk along this corridor in the future...	3.7	5 being <i>Definitely</i>
This corridor appears accessible to all types of users...	2.7	5 being <i>Completely</i>

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The top three cross-section elements that are present but need to be upgraded are the following elements; sidewalk, bike lane and transit shelter. It was noticed and mentioned that the buffer between the sidewalk and edge of pavement was sufficient for non-motorized users but the width of the sidewalk can be enhanced by the width and consistent cross-slope.



The cross-section elements that currently do not exist along the study corridor but would like to include are; bike lane, bus lane and seating. There are existing unmarked paved shoulders.



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Upon returning to Sports Park, participants were encouraged to highlight/pinpoint locations on aerial maps and placing a dot on the Mobility Continuum. Participants assessed whether they thought the corridor functioned more as a through corridor, to move cars to points outside of the area, or more to provide mobility within the corridor. Overwhelmingly, participants classified Oakland Park Boulevard from University Drive to Inverrary Boulevard/NW 56<sup>th</sup> Avenue as a through corridor shown in Figure 6.

Appendix D includes the aerial maps with participants responses.

## Mobility Continuum

Place your dot according to whether you think the corridor functions more as a through corridor or more to provide mobility within the corridor. Placing your dot at the left-most mark would indicate that you think the corridor functions purely as a through corridor. Similarly, placing your dot at the right-most mark would indicate that you think the corridor solely provides mobility within the corridor.

**Through the Corridor**  
(To move cars to points outside of the area)

**Within the Corridor**  
(To move cars to points within the area)

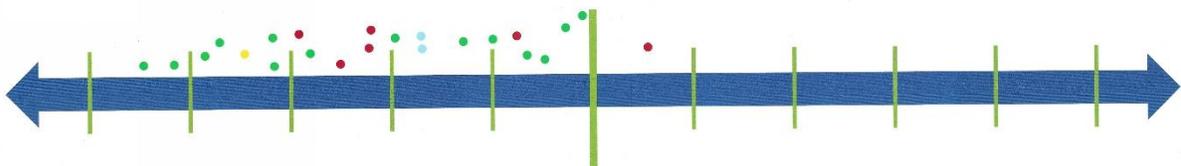


Figure 6. Interactive Exercise – Mobility Continuum

# Walking Audit Report

## Example of Complete Streets Elements

Below are examples of complete streets elements that may be included, however, recommendations are not limited to these elements.



Conventional Bicycle Lanes



Buffered Bicycle Lanes



Separated Bicycle Lanes



Shared-Use Path



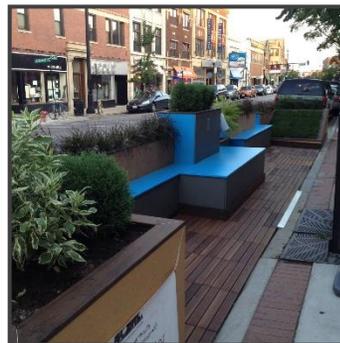
Sidewalks



Intersections/Crossings



Traffic Calming



Street Furniture/Benches



Shading/Trees

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## Chapter 4. Corridor-Level SWOT Analysis

The walking audit workshop provided the community an opportunity to experience the corridor and provide valuable perspectives. The findings were analyzed and organized by the SWOT categories (Strengths, Weaknesses, Opportunities and Threats) as described below.

**Strengths** – Characteristics of the public right-of-way that have been identified as assets and recommended for inspiring replication or a continuation of successful elements.

**Weakness** – Long-term or potential obstacles to overcome, including both physical and policy-driven limitations, and that are potential detriments to Complete Streets principles.

**Opportunities** – Aspects of the public right-of-way that could be further expanded upon, including long-range planning and traffic engineering plans.

**Threats** – 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.

### Strengths & Recommendations

#### Primary Strengths



Width of the buffer landscape between the edge of pavement and sidewalk.



A lot of non-motorized activity in the area.

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Most of the Broward County Transit (BCT) stops includes the basic amenities such as a shelter and trash receptacle. While only a few of the BCT stops includes a bike rack.



Some of the commercial development provides direct access from the sidewalk.



Lauderhill Sports Park is a popular recreational destination along the corridor.



Existing R9-3 (No Pedestrians) and R9-3bp (Use Crosswalk) signage at the median which indicates a high volume of mid-block crossing.

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Dedicated bus bays at a few of the BCT stops.

## Recommendations



Maintain the landscape throughout the corridor.



Maintain the BCT stops up to standards and cleanliness.

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Provide a bus stop shelter at the following locations:

- Southeast corner of Oakland Park and W Atrium
- Southeast corner of Oakland Park Boulevard and NW 68<sup>th</sup> Avenue

Consider installing real time arrival information at high ridership stops and more bus bays.



Provide direct access from the sidewalk to larger commercial development.



Consider unlocking the pedestrian gate to the Lauderhill Sports Park entrance so non-motorized users can access Sports Park from the sidewalk rather than having to use the vehicle driveway.

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## Weaknesses & Recommendations

### Primary Weaknesses



No bicycle facilities but a paved shoulder.



Lack of shade and trees that provide shade.



Many driveway exits require motorists to stop twice; once for the non-motorized users and then for motorists to enter the stream of traffic.

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## Recommendations



Provide a buffered or raised separated bicycle lane along the corridor. Due to the ample right-of-way on the southern side of Oakland Park Boulevard, a shared-use path is recommended due to the amount of non-motorized activity.



Provide shade trees from NW 68<sup>th</sup> Avenue to Inverrary Boulevard/NW 56<sup>th</sup> Avenue, which does not have shade trees unlike the example provided above near Sports Park.



Provide benches for non-motorized users to sit and rest like in Sunset Strip, Sunrise.

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## Opportunities & Recommendations

### Primary Opportunities & Recommendations



Evaluate the pedestrian signal timing to allow adequate pedestrian crossing especially at Oakland Park Boulevard and NW 68<sup>th</sup> Avenue.



Consider installing a median treatment such as fencing with planter and vegetation at high pedestrian and bicycle volume locations to prohibit mid-block crossing.

## Threats & Recommendations

### Primary Threats



Cracked sidewalk/trip hazards along the sidewalks.



Soil wash out/erosion of subbase underneath concrete sidewalk.

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Debris/unmaintained landscaped.



Signs knocked down.



No pedestrian lighting along the study corridor.



Some locations of the pedestrian signal push buttons are not ADA compliant due to the distance from curb ramp.

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Some of the ADA detectable warnings on the approach to street crossing and hazardous drop-offs needs to be upgraded to standard.

## Recommendations



Evaluate the sidewalk condition to ensure a cross slope of 1% (2% maximum) to meet ADA standards.



Provide high emphasis crosswalk markings on all approaches at Oakland Park Boulevard and Inverrary Boulevard W. Consider installing R10-15 (Turning Traffic Must Yield to Pedestrians) on Inverrary Boulevard W.

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Provide a landscaped and maintained area.



Provide pedestrian-oriented lighting to increase the perception of safety and encourage use of the area after dark.



Evaluate the push button location to make sure it is following minimum ADA requirements and evaluate the ADA detectable warnings.

<https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/background/access-advisory-committee-final-report/x02-5-pedestrian-street-crossings>



Provide latch fencing by the canal to prohibit illegal entrance on the north side of Oakland Park Boulevard to the east of W Atrium

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Provide a gated entrance only for maintenance vehicles to enter the canal area on the south side of Oakland Park Boulevard near W Atrium.

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## Chapter 5. Conclusion

This concluding Chapter of the Walking Audit report is focused on corridor-level analysis and on providing project-level recommendations. The proposed recommendations have been organized into three tiers of implementation based on time needed to initiate the project construction, funding requirements for improvements, and overall complexity of project integration. The proposals in this Chapter are developed around Complete Streets concepts and are intended to promote corridor-level safety improvements for the benefit of all users.

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

- Provide a landscaped and maintained area regarding vegetation overgrowth, excessive trash and debris, damaged signs and any obstacles.
- Consider unlocking the pedestrian gate to the Lauderhill Sports Park entrance so non-motorized users can access Sports Park from the sidewalk rather than having to use the vehicle driveway.
- Evaluate the ADA detectable warnings on curb ramps to ensure proper installment especially at Oakland Park Boulevard and NW 64<sup>th</sup> Avenue.
- Evaluate the push button location to make sure it is following minimum ADA requirements.
- Evaluate the pedestrian signal timing to allow adequate pedestrian crossing especially at Oakland Park Boulevard and NW 68<sup>th</sup> Avenue.
- Improve the sight distance for the Sports Park exit driveways to allow better visibility for non-motorized users on the sidewalk.

### Intermediate Projects (2-5 years)

- Provide a marked crosswalk on the east leg at Oakland Park Boulevard and W Atrium. Since adding a marked crosswalk with a pedestrian phase, adjust the signal timing.
- Provide high emphasis crosswalk markings on all approaches at Oakland Park Boulevard and Inverrary Boulevard W. Consider installing R10-15 (Turning Traffic Must Yield to Pedestrians) on Inverrary Boulevard W.
- Add textured and/or colored crosswalk at signalized intersections along the study corridor.
- Evaluate the sidewalk condition to ensure a cross slope of 1% (2% maximum) to meet ADA standards.

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- Add trash/recycling receptacles at BCT stops.
- Consider providing Leading Pedestrian Interval (LPI) and Accessible Pedestrian Signal (APS) at the following locations.
  - Oakland Park Boulevard and University Drive
  - Oakland Park Boulevard and W Atrium
  - Oakland Park Boulevard and Inverrary Boulevard W
  - Oakland Park Boulevard and NW 68<sup>th</sup> Avenue
  - Oakland Park Boulevard and NW 64<sup>th</sup> Avenue
  - Oakland Park Boulevard and NW 60<sup>th</sup> Avenue
  - Oakland Park Boulevard and Inverrary Boulevard/NW 56<sup>th</sup> Avenue
- Install a pedestrian countdown timer at Oakland Park Boulevard and NW 60<sup>th</sup> Avenue on the southern leg.
- Provide a bus stop shelter at the following locations.
  - Southeast corner of Oakland Park and W Atrium
  - Southeast corner of Oakland Park Boulevard and NW 68<sup>th</sup> Avenue
- Add W11-2 (Pedestrian warning signs) at driveway exits for motorists.
- Provide latch fencing by the canal to prohibit illegal entrance on the north side of Oakland Park Boulevard to the east of W Atrium.
- Provide a gated entrance only for maintenance vehicles to enter the canal area on the south side of Oakland Park near W Atrium.

## Long-Term Projects (5-8 years)

- Provide a larger bus stop shelter at the southwest corner of Oakland Park Boulevard and Inverrary Boulevard/NW 56<sup>th</sup> Avenue.
- Provide pedestrian-oriented lighting on the north and south side of the study corridor.
- Provide shade trees along the study corridor, primarily along the south side between NW 68<sup>th</sup> Avenue and Inverrary Boulevard/NW 56<sup>th</sup> Avenue that lacks landscaping.
- Provide a raised separated bicycle lane along both sides of the corridor within the ample right-of-way.
- Provide benches for non-motorized users to sit and rest.
- Evaluate a mid-block pedestrian crossing between NW 60<sup>th</sup> Avenue and Inverrary Boulevard/NW 56<sup>th</sup> Avenue to serve the existing bus stops south of Publix. Consider a Pedestrian Hybrid Beacon (PHB) traffic control device for crossing safety.

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- Consider relocating BCT Bus Stop 2617 to be directly adjacent to the access sidewalk that leads to Pollo Tropical and Publix, and to be adjacent to the location of the proposed mid-block crosswalk.
- Extend the medians at intersections to provide refuge islands for pedestrian crossing.
- Consider installing a median treatment such as fencing with planter and vegetation at high pedestrian and bicycle volume locations to prohibit mid-block crossing.

Broward MPO Walking Audit Website: <http://www.browardmpo.org/index.php/walking-audits>