



Walking Audit - Virtual Appendix

City of Fort Lauderdale: Flagler Village



January 2015

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Appendix A: Lauderserv Service Request Reporting

The following is a list of service requests that were submitted to Lauderserv. Each includes a title that best corresponds to the Lauderserv service request category most closely related to the subject of the report. A map displaying where each service request is located is provided on the following page.

Requests related to Route 1 are shown by blue dots. Requests related to Routes 2 and 3 are represented as green dots. A Map ID has been used to associate the points on the map (page 5) with specific service requests (pages 6 – 24).

Service Requests Submitted to Lauderserv



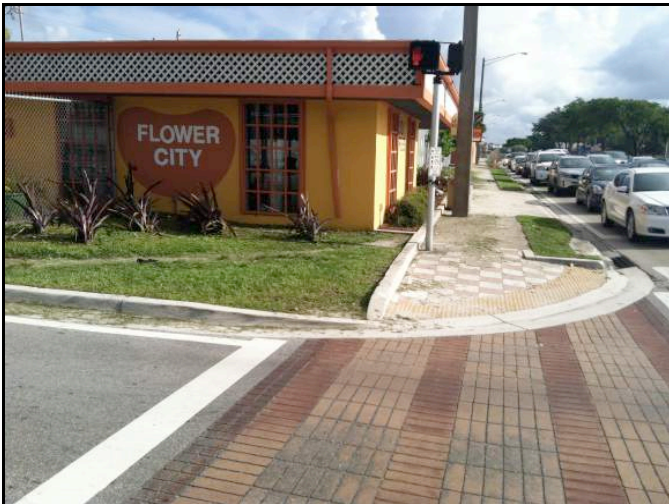
Service Request Map ID: 1



Road/ Street Concerns / Sidewalk Damage

- Service Request #: 13184
- Service Request Location: 992-998 NE 4TH AVE
- The sidewalk and pedestrian path is obstructed by many utility poles and electrical boxes, and there may be an opportunity to improve the safety for all pedestrians if the sidewalk was widened or extended more on the inside of the curve from NE 4th Ave. to Sunrise Blvd.

Service Request Map ID: 2



Curb Damage / Road/ Street Concerns

- Service Request #: 13647
- Service Request Location: 551-599 NE 6TH ST
- The NW corner of NE 6th St. and US 1 shows that it has been run over by large trucks and shows damage. What's more concerning is the lack of pedestrian sidewalks from this corner leading to the west, along the north side of NE 6th St.; a pedestrian pathway was observed, alluding to moderate pedestrian traffic along the narrow shoulder.

Service Request Map ID: 3

Road/ Street Concerns / Sidewalk Damage

- Service Request #: 13639
- Service Request Location: 209 NE 5TH ST
- On NE 3rd Ave. and NE 5th St., crosswalks are worn out or missing; in particular on the east and west legs of the intersection.

Service Request Map ID: 4



Street Sign - Non Decorative / Street Signage / Transportation & Mobility

- Service Request #: 13648
- Service Request Location: 512 NE 3RD AVE
- Stop sign in front of the Greater Ft. Lauderdale Chamber of Commerce is twisted 90 degrees to the south, oriented towards the sidewalk and not towards vehicles exiting onto NE 3rd Ave.

Service Request Map ID: 5



Repaving Inquiry / Road/ Street Concerns

- Service Request #: 13637
- Service Request Location: 201 NE 4TH ST
- Intersection of NE 3rd Ave and NE 4th St: ADA ramps on all corners except SW corner of intersection are in poor condition and are perceived to not be navigable in a wheelchair; also walkers or joggers cannot pass without running into the street.

Service Request Map ID: 6

Ask Us / General Customer Service Inquiry

- Service Request #: 13638
- Service Request Location: 400 NE 3RD AVE
- Sidewalks were observed to be too narrow for others to pass without running into the street.

Service Request Map ID: 7



Ask Us / General Customer Service Inquiry

- Service Request #: 13640
- Service Request Location: 504 NE 3RD AVE
- While not a Road Hazard, the road has been perceived to be a hazard; since the distance between the sidewalk and the travel lanes is very narrow, it makes walking uncomfortable.

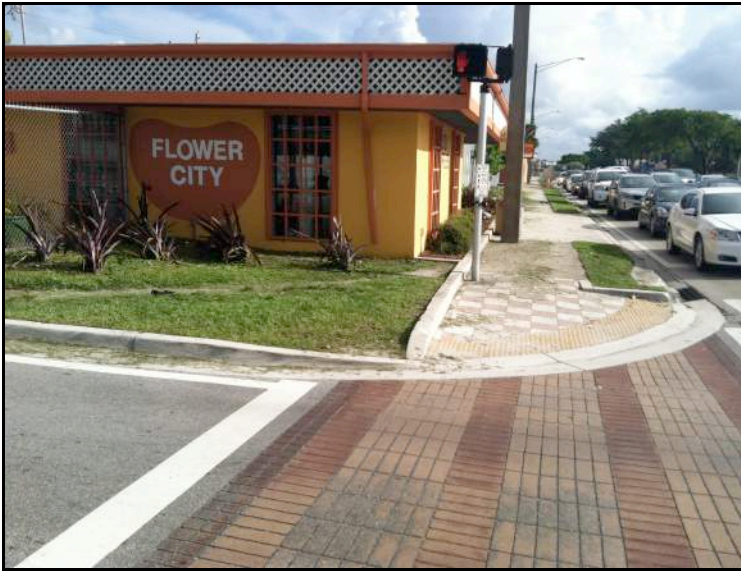
Service Request Map ID: 8



Ask Us / General Customer Service Inquiry

- Service Request #: 13642
- Service Request Location: 512 NE 3RD AVE
- Food store driveway next to Chamber of Commerce creates pedestrian conflicts. Two driveway openings make it difficult to cross. There is a small piece of curb between the driveway openings that could be visually confusing for a driver. A recommended solution may be converting food store parking to angle parking and/or a directional flow. This may alleviate conflicts between vehicles entering/exiting, and prevent cars from backing straight out towards the sidewalk, which is very close by.

Service Request Map ID: 9





Ask Us / General Customer Service Inquiry

- Service Request #: 13644
- Service Request Location: 601 NE 5TH AVE
- The north side of Sistrunk Boulevard has no sidewalks, but it shows plenty of pedestrian foot traffic. This is concerning because there were numerous pedestrian hazards noted along the north side of the shoulder of NE 6th St., including too narrow of a distance to walk safely between fence and roadway, holes in the grass, and large differentiations between roadway, curb and what's on the other side of the curb (such as a drop in height to a perceived hole or trip hazard), lack of curb ramps, lack of pedestrian- or bicycle-oriented signage.

Service Request Map ID: 10



Ask Us / General Customer Service Inquiry

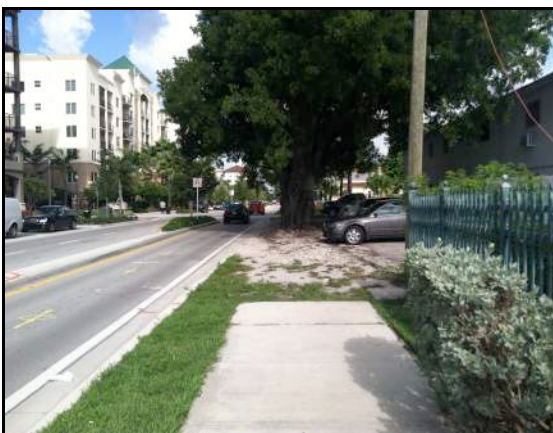
- Service Request #: 13645
- Service Request Location: 500-548 NE 6TH ST
- The tree grates installed on the south side sidewalk along Sistrunk Boulevard were identified as being "meandering" and forcing pedestrians to weave along the sidewalk instead of walking a straight path.

Service Request Map ID: 11

Code Complaint / Code Concerns

- Service Request #: 13646
- Service Request Location: 600-610 NE 6TH ST
- NE corner of US 1 and NE 6th St. has what appears to be a non-ADA Compliant landing obstructed by the mast-arm pole.

Service Request Map ID: 12





Ask Us / General Customer Service Inquiry

- Service Request #: 13649
- Service Request Location: 315 NE 6TH ST
- General request to continue sidewalks: it has been observed that there has a segment along NE 6th St. (Sistrunk Boulevard) with sidewalks that end abruptly and/or don't connect with pedestrian crosswalks, ramps or perceived ways to cross the street.

Service Request Map ID: 13





Ask Us / General Customer Service Inquiry

- Service Request #: 13651
- Service Request Location: 536 NE 12TH AVE
- There was concern expressed over some minor trip hazards along this newly developed street segment: some photos are attached.

Service Request Map ID: 14

Ask Us / General Customer Service Inquiry

- Service Request #: 13652
- Service Request Location: 500-548 NE 6TH ST
- This inquiry provides additional pictures of what were perceived to be potential trip hazards: photos attached [all pictures are displayed under Map ID#13 / Service Request #: 13652, on page 17].

Service Request Map ID: 15



Ask Us / General Customer Service Inquiry

- Service Request #: 13653
- Service Request Location: 301-399 NE 8TH ST
- Crosswalks were desired at this intersection, along the other intersections lacking pedestrian crosswalks; sidewalks were desired to be continued from NE 3rd Ave. to the east, along NE 8th St. and the other streets to the east and west.

Service Request Map ID: 16



Ask Us / General Customer Service Inquiry

- Service Request #: 13654
- Service Request Location: 704 NE 3RD AVE
- Bicycle infrastructure, facilities and signage are desired throughout the area, and specifically along NE 3rd Ave., NE 6th Ave. and Progresso Dr., since the only bike path and/or bicycle-related sign was observed at the Flagler Greenway intersection of NE 3rd Ave. and Flagler Dr.

Service Request Map ID: 17





Ask Us / General Customer Service Inquiry

- Service Request #: 13658
- Service Request Location: 908 NE 4TH AVE
- Multiple cars parked on shoulder or sidewalk, making it potentially difficult or dangerous for pedestrians to maneuver around them in high-traffic scenarios.

Service Request Map ID: 18

Ask Us / General Customer Service Inquiry

- Service Request #: 13659
- Service Request Location: 900-948 PROGRESSO DR
- Pedestrians in this area observed speeding vehicles and requested the continuation of sidewalks, improvements to signage/wayfinding, landscaping maintenance, dedicated pedestrian signalization and crosswalks, and addition of a pedestrian crossing over the track.

Service Request Map ID: 19

Ask Us / General Customer Service Inquiry

- Service Request #: 13660
- Service Request Location: 810-822 NE 3RD AVE
- Trip hazards were observed in many areas of the corridor, such as the SE corner of NE 3rd Ave. and Flagler Dr., and potentially pose an increased threat at night, in low- light conditions or by visually impaired pedestrians.

Service Request Map ID: 20

Ask Us / General Customer Service Inquiry

- Service Request #: 13661
- Service Request Location: 992-998 NE 4TH AVE
- A number of pedestrians were concerned with the narrow clearance between the curb and the utility pole, around the corner from NE 4th Ave. to Sunrise Boulevard; utility boxes and poles seemed to be crowding the pedestrian area and it was proposed that the sidewalk could be extended inwards to provide more clearance for people, such as those traveling around the corner to or from the sheltered bus stop on the east side of NE 4th Ave., just south of Sunrise Boulevard; the narrow width between Sunrise Boulevard makes it uncomfortable for pedestrians and potentially hazardous to those in a wheelchair or with limited abilities.

Service Request Map ID: 21



Tree/ Bush Trim / Tree/Landscape Concerns

- Service Request #: 13656
- Service Request Location: 901 PROGRESSO DR
- At this point along Progresso Dr., the sidewalk stops and landscaping has been perceived to be overgrown and ill- maintained, which further reduces the amount of narrow roadway shoulder that pedestrians are forced to walk along, after the sidewalk abruptly ends; additionally, the landscaping has grown around signage and the sign is in need of replacement; additionally, more signage could be added to this area since pedestrians observed a lack of consistency and a stark difference in signage between the Flagler Greenway and the surrounding area; in the northbound direction, the sidewalk abruptly ends around the turn, making the pedestrians feel uncomfortable along the shoulder of both sides (north and south) of Progresso Dr., where pedestrians are forced onto narrow shoulders that include: trash and debris, damaged signs and structures, overgrown vegetation and evidence of cars driving on the shoulder of the roadway.

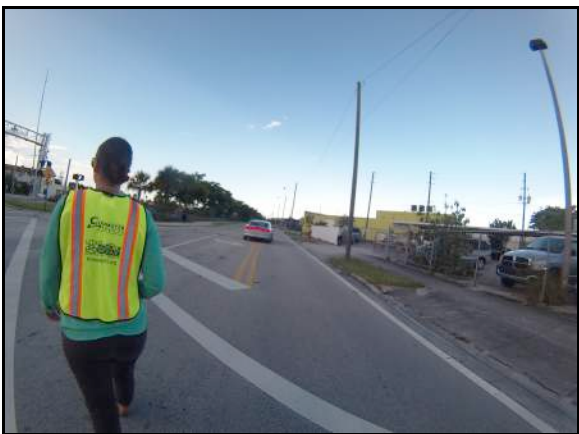
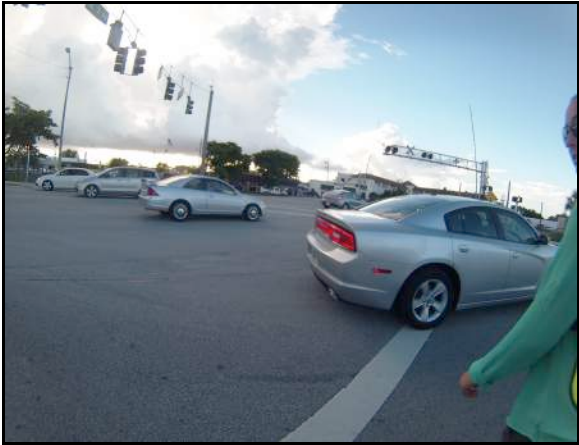
Service Request Map ID: 22



Tree/ Bush Trim / Tree/Landscape Concerns

- ID #: 13641
- Service Request Location: 512 NE 3RD AVE
- Palm tree in front of Greater Ft. Lauderdale Chamber of Commerce building not trimmed; had to move palm leaves out of the way to walk under, even for shorter pedestrians, and bicyclists were observed riding south along the sidewalk, which could lead to a collision or accident.

Service Request Map ID: 23





Pedestrian Warrant / Traffic Study Request / Transportation & Mobility

- ID #: 13655
- Service Request Location: 829-833 NE 3RD AVE
- A lot of concern was generated by pedestrians over the intersections surrounding the railroad tracks and the perceived danger in crossing; due to the wide turning radius, cars were observed speeding from NE 3rd Ave. onto the northbound lanes of Flagler Dr. while not yielding to a group of pedestrians and turning nearly completely into oncoming lanes to avoid stopping and waiting for pedestrians to cross; the railroad tracks pose many potential threats, including lack of pedestrian path, narrow shoulder and lack of dynamic signage or crosswalks; drivers headed NE onto Progresso Dr. were observed driving off the road and onto the shoulder where pedestrians were walking; photos attached.

Service Request Map ID: 24



Pedestrian Warrant / Traffic Study Request / Transportation & Mobility

- ID #: 13657
- Service Request Location: 707-711 NE 3RD AVE
- As pedestrians were observed crossing at this location (without signalization, a crosswalk or intersection) and there are bus stops on both sides of the roadway, pedestrians recommended that mid-block pedestrian crossings be considered for the area and this location in particular.

Service Request Map ID: 25




Transportation & Mobility / Transportation & Mobility - General Inquiry


- ID #: 13662
- Service Request Location: 931 NE 4TH AVE
- On the east side of the street, people were observed sitting in a large sheltered bus stop with a long bench, and on the west side of the street, just southeast, a gentleman was observed sitting on a trash can, possibly because he had nowhere else to sit, at a bus stop that may not be ADA compliant because of a perceived lack of an ADA compliant landing pad.

Appendix B: Walking Audit Form Samples

Page One



Fort Lauderdale Walking Audit Form




Team # _____ Route # _____


Things to look for:	What else did you experience?	What should we do?
<p style="text-align: center;">Did you have room to walk?</p> <p><input type="checkbox"/> Sidewalks or paths started and stopped</p> <p><input type="checkbox"/> Sidewalks were broken or cracked</p> <p><input type="checkbox"/> Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.</p> <p><input type="checkbox"/> No sidewalks, paths, or shoulders</p> <p><input type="checkbox"/> Too much traffic</p> <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		
<p style="text-align: center;">Was it easy to cross streets?</p> <p><input type="checkbox"/> Road was too wide</p> <p><input type="checkbox"/> Traffic signals made us wait too long or did not give us enough time to cross</p> <p><input type="checkbox"/> Parked cars blocked our view of traffic</p> <p><input type="checkbox"/> Trees or plants blocked our view of traffic</p> <p><input type="checkbox"/> Needed curb ramps or ramps needed repair</p> <p><input type="checkbox"/> Crosswalks were clearly marked</p> <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		

Rating Scale					
1	2	3	4	5	6
Awful	Many Problems	Some Problems	Good	Very Good	Excellent

Page Two



Fort Lauderdale Walking Audit Form




Team # _____ Route # _____


Things to look for:	What else did you experience?	What should we do?
<p style="text-align: center;">Did drivers behave well?</p> <p><input type="checkbox"/> Backed out of driveways without looking</p> <p><input type="checkbox"/> Did not yield to people crossing the street</p> <p><input type="checkbox"/> Turned into people crossing</p> <p><input type="checkbox"/> Drove too fast</p> <p><input type="checkbox"/> Sped up to make it through traffic lights or drove through traffic lights</p> <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		
<p style="text-align: center;">Were these features available?</p> <p><input type="checkbox"/> Cross at crosswalks or where you could see and be seen by drivers</p> <p><input type="checkbox"/> Stop and look left, right and then left again before crossing streets</p> <p><input type="checkbox"/> Cross with the light</p> <p><input type="checkbox"/> Transit with clearly marked bus stops and/or routes</p> <p><input type="checkbox"/> Bicycle amenities with clearly marked bike lanes or shared-use</p> <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		

Rating Scale					
1	2	3	4	5	6
Awful	Many Problems	Some Problems	Good	Very Good	Excellent

Page Three



Fort Lauderdale Walking Audit Form




Team # _____ Route # _____


Things to look for:	What else did you experience?	What should we do?
<p>Did walkers behave safely?</p> <p><input type="checkbox"/> Cross at cross walks or with traffic signal</p> <p><input type="checkbox"/> Look both ways before crossing</p> <p><input type="checkbox"/> Walk on sidewalks or shoulders facing traffic</p> <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		
<p>Was your walk pleasant?</p> <p><input type="checkbox"/> Needed more grass, flowers, or trees</p> <p><input type="checkbox"/> Scary dogs</p> <p><input type="checkbox"/> Scary people</p> <p><input type="checkbox"/> Not well lighted</p> <p><input type="checkbox"/> Dirty, lots of litter or trash</p> <p><input type="checkbox"/> Dirty air due to automobile exhaust</p> <p><input type="checkbox"/> No benches</p> <p><input type="checkbox"/> Lacking complementary land use</p> <p><input type="checkbox"/> Lack of adequate bus shelters</p> <p><input type="checkbox"/> Sidewalk too close to the street</p> <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		

Rating Scale					
1	2	3	4	5	6
Awful	Many Problems	Some Problems	Good	Very Good	Excellent

Page Four



Fort Lauderdale Walking Audit Form



Additional Comments and Observations

Overall Rating

Add up your ratings to see the level walkability.

1. _____ 30 to 36: You have a great area for walking.
2. _____ 22 to 29: This area is pretty good.
3. _____ 15 to 21: This area needs work.
4. _____ 8 to 14: This area needs a lot of work.
5. _____ 1 to 7: This area needs a lot of work.

This form is derived from the Walking audit prepared by the City of Bloomington, MN from: US Department of Transportation; US Environmental Protection Agency; National Center for Safe Routes to School; Pedestrian and Bicycle Information Center; and Minnesota Department of Health

Appendix C: Team Responses to Walking Audit Forms

Walking Audit Form Responses – Questions 1 and 2

	Team 1A	Team 1 B	Team 2A	Team 2B	Team 3A	Team 3B
Question 1: Did you have room to walk?	Rating: 5 (averaged from NE 6 th St. and NE 3 rd Ave. differences of new development and decaying infrastructure)	Rating: 2 (Asphalt patches at sidewalk. ---> Install new sidewalk)	Rating: 2	Rating: n/a (Sidewalks were broken or cracked; Pedestrians crossing at mid-block to avoid 4 way intersection; Existing access driveway left behind- may confuse drivers and should be removed; Potentially also an issue for visually-impaired pedestrians. ---> Tree needs to be cut; Add pedestrian lights; Dark sky friendly lighting, using existing poles; Better demarcation of access driveways on-site.)	Rating: 2 (Sidewalks or paths started then stopped; Sidewalks were broken or cracked; Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc; No sidewalks, paths or shoulders; Too much traffic.)	Rating: 2 (No sidewalks north of tracks; Fast traffic around curve; Too much traffic in bend; Sidewalks or paths started then stopped; Sidewalks were broken or cracked; Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc; No sidewalks, paths or shoulders; Railroad crossing needs work to support ped/bike crossings. ---> Sidewalks all the way; Work with FEC; Define, stripe and widen at railroad crossing.)
Question 2: Was it easy to cross the street?	Rating: 2 (averaged from NE 6 th St. and NE 3 rd Ave. new development and decaying infrastructure.)	Rating: 2	Rating: 2	Rating: n/a (NE 6 th St. and NE 3 rd Ave. is nice intersection, with nice countdown feature at crosswalk; Bus stops don't correlate with crosswalks.)	Rating: 2 (Road was too wide at train tracks; Traffic signals made us wait too long or did not give us enough time to cross; Needed curb ramps or ramps needing repair; Need trees; Crosswalks weren't clearly marked	Rating: n/a (Depends on the street and time of day; o Long crossing; Trees growing in/into sidewalks; From Chamber of Commerce to Sunrise Blvd., there's no bike paths. ---> Need on-street parking; Mark sidewalks; Create bike lanes, markings)

Walking Audit Form Responses – Questions 3 and 4

	Team 1A	Team 1 B	Team 2A	Team 2B	Team 3A	Team 3B
Question 3: Did drivers behave well?	Rating: 3 (Averaged from NE 6 th St. and NE 3 rd Ave. new development and decaying infrastructure.)	Rating: 3	Rating: 3	Rating: n/a (30 MPH marke speed limit; Drivers drove too fast Implement features like medians to encourage drivers to slow down and enjoy the drive.)	Rating: 2 (Did not yield to people crossing the street; Turned into people crossing; Drove too fast.)	Rating: 3 (Flagler Dr. and NE 3 rd Ave. invites drivers to speed; Speed up crossing Andrews; Drivers drove too fast; Sped up to make it through traffic lights or drove through traffic lights.)
Question 4: Were these features available?	Rating: 2 (Averaged from NE 6 th St. and NE 3 rd Ave. new development and decaying infrastructure.)	Rating: 2	Rating: 1	Rating: n/a (No bicycle facilities; No shelter or bench at bus stops; Bus stop far from intersection encourages pedestrians to cross without using intersection. ---> Provide bicycle facilities; Address bus stops shelter, benches and landings as well as location proximity to crosswalk.)	Rating: 4 (People didn't always cross at crosswalks or where they could see and be seen by drivers; People stopped, looked left, right and then left again before crossing streets; People crossed with the light; Transit with clearly marked bus stops and/or routes; There was a bike sign with no bike path identified.)	Rating: 3 (No bike amenities. ---> Provide bicycle amenities and infrastructure.)

Walking Audit Form Responses – Questions 5 and 6

	<u>Team 1A</u>	<u>Team 1 B</u>	<u>Team 2A</u>	<u>Team 2B</u>	<u>Team 3A</u>	<u>Team 3B</u>
Question 5: Did walkers behave safely?	Rating: 3 (Averaged from	Rating: 1 (Midblock crossing may be needed at 3rd Ave. and Food Store.)	Rating: 2	Rating: n/a (Pedestrians looked both ways but crossed mid-block.)	Rating:1 (Witnessed Jay-Walking.)	Rating: n/a (Lack of them. --->Walkers did not always cross at crosswalks; Walkers did not always look both ways before crossing; Need more crossings.)
Question 6: Was your walk pleasant?	Rating: 4 (Averaged from NE 6th St. and NE 3rd Ave. new development and decaying infrastructure.)	Rating: 3 (NE 4th St. and 5th St. and 3rd Ave., decrepit. ---> Pedestrian lighting on 3rd Ave.)	Rating: 2	Rating: n/a (New developments had wider sidewalks; Some shade trees; Water pooling and mosquitos. ---> Lawn use as ground coverage; Consider using native (weeds); Streetscape ecosystem that uses less water and attracts good insects; Corridor needed more grass, flowers or trees and to be butterfly, bird and bee friendly.)	Rating: 2 (Needed more grass, flowers or trees; Not well-lit / lighting needed; Dirty, lots of litter or trash; Lacking complimentary land use; Lack of adequate bus shelters.)	Rating: 1 for Pedestrian Crossing and 4 for On sidewalk [Averaged to 2.5] (Nice parts had trees; Need real bus shelters. ---> More trees; More bus shelters; Need wider sidewalks.)

Appendix D: Additional Team Notes

Additional space was provided on the Walking Audit Forms, for participants to include supplemental comments and observations. Each Walking Audit team responded by providing specific feedback.

Team 1A

- No designated bike lane or facility along 3rd Ave.
 - Recommendation: Consider providing sharrows, identifying and alternate bike route, or narrowing vehicle lanes to make room for bike facilities.
- Some vehicles speeding down 3rd Ave.
 - Recommendation: Create traffic calming by installing a median or other methods of narrowing the roadway.
- Walkers/joggers walked in the street in places where our group was walking on the sidewalk. (Sidewalk was too narrow to pass)
- Not much buffer between travel lanes and sidewalk. Just a small planting strip. This made walking uncomfortable.
 - Recommendation: Reconfiguring on-street parking, which is already provided along the corridor, can provide a nice buffer
- Exposed utility structures were unattractive. This included the water structure in front of Chamber of Commerce Building and a large utility box on SE corner of NE 6th St. and 5th Ave.
 - Recommendation: Relocate or hide utility infrastructure with landscaping.
- Litter was observed throughout corridors
 - Recommendation: Installing trash cans and recycle bins along the streets and in the park.
- No bus shelters for bus stops along 3rd Ave.
- Positive: There were trees along 3rd Ave. providing shade and buffer for pedestrians.
- Positive: Nice facilities on NE 6th St. included pavers, crosswalks, trees, landscaping.
- Abandoned buildings along 3rd Ave. (east side, south of Chamber of Commerce) made the walk uncomfortable.
 - Recommendation: Take advantage of abandoned properties and install wider sidewalks, or make developers install wider sidewalks.
- No sidewalk on north side of NE 6th St. between 3rd Ave. and US 1.
- Signal at NE 6th St. and US 1 was too short for pedestrian crossing. There was also no pedestrian refuge area.
- Curb ramps on east side of NE 6th St. and US 1 intersection were not easily navigable. Probably impossible to navigate in a wheelchair.
- No continuity of neighborhood theme across US 1. Brick pavers and countdown pedestrian signal were only on the west side of the intersection. E, N, S legs were high-emphasis crosswalks.

- NE corner of US 1 and NE 6th St. has what appears to be a non-ADA Compliant landing obstructed by the mast-arm pole.
- Palm tree in front of Chamber of Commerce building not trimmed. Had to move palm leaves out of the way to walk under, even for short people.
 - Recommendation: This is a simple maintenance issue.
- No crosswalks to cross NE 6th St. or connecting sidewalks on the north side of NE 4th and 5th Ave.'s
- Positive: Sidewalk on south side of NE 6th St. is very wide and could be marked to allow a space for bikes only.
 - Recommendation: If this was implemented, it was recommend that NE 6th St. be a one-way eastbound for bikes, and provide a one-way westbound on a parallel street.
- Positive: Nice, attractive light posts on NE 6th St.. This is not a comment about lighting since the audit occurred during daylight.
- Positive: 3rd Ave and NE 6th St. is a very pleasant intersection. It has a nice park on the SE corner. There are wide crosswalks, colored and textured pavement to clearly identify the intersection.
- Food store driveway next to Chamber of Commerce creates pedestrian conflicts. Two driveway openings make it difficult to cross. There is a small piece of curb between the driveway openings that could be visually confusing for a driver.
 - Recommendation: Recommend converting food store parking to angle parking. This may alleviate conflicts between vehicles entering/exiting, and prevent cars from backing straight out towards the sidewalk, which is very close by.
- NE 3rd Ave. needs some sort of median for safety and aesthetic purposes.
- Along NE 3rd Ave., the team witnessed on-street parking directly in front of a bus stop.
 - Recommendation: Relocate on street parking.
- On 3rd Ave @ 5th St, crosswalks are worn out or missing; in particularly on the east and west legs of the intersection.
 - Recommendation: When a project approaches an intersection, consider all legs and not just the specific project limit. It provides a continuous experience for pedestrians.
- Positive: There are big trees along 3rd Ave just north of 4th St., which provide good shade.
- 3rd Ave @ 4th St: ADA ramps on all corners except SW corner of intersection are in poor condition and would probably not be navigable in a wheelchair.
- On the south side of NE 6th St., just west of US 1, there is a pullbox that is uneven, and causes a tripping hazard.
- The tree grates installed on the south side sidewalk along NE 6th St. were identified as being "meandering" and forcing pedestrians to weave along the sidewalk instead of walking a straight path.

- Positive: Landscaping along NE 6th St. was nice. Smart use of rocks as filler on the corner instead of bushes or grass, which means no obstructed visibility, and no unattractive "goat trails" where people want to cut across.
- Positive: All power lines are below ground. Nice!

Team 1B

- Make median smaller on NE 6th St. and place sidewalk on the other side of the street.
- Obstruction on sidewalk at:
 - 6th St. and NE 5th Ave.
 - Between 4th / 5th St.'s and 3rd Ave.
- ADA ramps needed.
- Positive: Potential one-way possible at NE 6th St. and NE 3rd Ave., roundabout
- LED lighting could replace existing, better visibility and pedestrian lighting
- Landscape maintenance needed.
- Barriers observed:
 - Deficient ramps at NE 3rd Ave. and 4th St., at NE and NW corners
 - 3rd Ave. and 5th St. need crosswalk
 - 6th St. and US 1, N, S ramps

Team 2A

- Missing concrete on sidewalks
- Competing driveways
- Points of interest important for walkers; map/wayfinding helpful
- Uneven sidewalks
- Positive: The park is a positive
- Overgrown vegetation
- Pedestrian lighting needed
- No safety island on NE 3rd Ave. and 6th St.
- No bike paths
- Need bus stop enhancements – lack of benches and shade
- Mid-block crosswalks needed
- Stop signs by credit union and Chamber of Commerce
- City needs to contact code enforcement: NE 6th St to 7th St.
- Code violations
- Overgrown vegetation and swales
- Missing crosswalks
- Ownership of streets and sidewalks – maintenance needed
- Farm - swale

Team 2B

- Drive-through facilities do not protect pedestrians (bank, Chamber of Commerce).
- Might improve by adding mirrors for blind corners where pedestrians cross driveways and parallel cars out front and building facades obstruct views.
- Street signs less than 7' high.
- This is difficult for drivers to see (STOP signs) and a hazard to pedestrians.
- Positive: Good parallel parking at new developments and aisles provide a buffer for pedestrians.
- Positive: At NE 8th St. and NE 3rd Ave. there's an important opportunity for a link/connection.
- Positive: Flagler Dr. and NE 3rd Ave. – opportunity for diagonal crossing (also is would decrease crossing length).
- Use pervious/permeable concrete for sidewalks, parks, etc. (Pervious concrete allows oxygen to reach the roots, so roots don't have to come out from under sidewalk and crack sidewalk.
- Transition grades for sidewalks should be accounted for. Recently enacted Finish Floor elevations.
- More frequency of mid-block crossings needed (NE 8th St. area is especially a concern).

Team 3A

- Positive: On 6th St. there is a 35 MPH speed limit, so turn lanes could be taken out and bike facilities created.
- Positive: Bike facilities on parallel roads could be identified/explained/expanded upon in wayfinding and signage.
- Make the sidewalk a two-way bike-way.
- Flagler Village is an art district and wayfinding, art and creative elements are needed.
- Plants should be water-friendly, bee-friendly.
- Trees needed, and landscaping needed: no fertilizer.
- Short paving per ADA compliance needed.
- No room for wheelchair.
- Overgrown landscape.
- High speed turn at Flagler Dr., cars driving into oncoming traffic lanes, around group of pedestrians, so they don't have to wait a few seconds more for the pedestrians to cross (captured in two photos).
- No seat/bench at bus stops.
- Sidewalk ends abruptly.
- Bike signs needed.
- Positive: Nice sidewalk along new development.
- Positive: Nice multimodal pathway along Flagler Dr.

- Lack of noticeable lighting/light poles absent.
- Would need to confirm need for pedestrian lighting during evening hours.
- No crosswalks at some intersections.
- No sidewalk going east along NE 8th St.
- No sidewalk or pedestrian crosswalk across tracks.
- Dirty/garbage and litter, overgrown landscaping – maintenance issues.
- Slope of ramps ADA non-compliant.
- Building with no windows.
- Numerous trip hazards.
- Cars driving on shoulder, on grass/shell and creating a path where pedestrians are also forced to walk, creating an extremely dangerous situation along Progresso Dr., north of the tracks.
- Positive: Nice covered bus stop with bench (only one, the rest have numerous issues as outlined above).
- Landscape buffer (some places good, some places it's needed).
- Positive: NE 3rd Ave. is so wide (R.O.W.) that there seems to be room for all improvements to be made, such as adding bike lanes, medians to slow drivers, etc.

Team 3B

- Issues at railroad crossings
- Maintenance issues
- Room for improvement(s)
- Sidewalk needed north of tracks
- Bike lanes not everywhere
- Cars fly by when on a bike or walking along shoulder because of lack of sidewalk
- Curb cut is too wide in front of Pauly Bee's
- Sidewalks end abruptly
- No pedestrian crossing at railroad signal and narrow roadway
- Cars parked on the sidewalk and shoulder
- Signage on road needed
- Trucks parking on street to unload
- Water runoff from car wash
- Radii of turn is too great, invites high speed turn
- Lacks good ADA compliance
- No bus pad/landing on west side
- Unnecessary curb cuts
- No crosswalk on either side of tracks
- Needed high-visibility crosswalks

Responses to Overall Rating

In the final portion of the Walking Audit Form, each team was asked to consider their findings and ratings, and select from choices provided that summarize the overall impression of their assigned route. The overall rating categories are provided below.

Overall Rating Categories (for ranges of overall scores):

- (30 to 36): You have a great area for walking.
- (22 to 29): This area is pretty good.
- (15 to 21): This area needs work.
- (8 to 14): This area needs a lot of work.
- (1 to 7): This area needs a lot of work [and has the worst pedestrian conditions].

Half (3) of all Walking Audit teams (6) reached and recorded a conclusion on the general walkability of their assigned routes, by using the rating scale provided above. One team from each route completed their post-audit estimate of the overall walkability. While an overall rating for each route (1, 2 and 3) has been identified by one of the route-assigned teams, and a team-consensus of their overall impression has been reached, it would have complemented each team's findings to have an official overall rating circled on their Walking Audit Form. Regardless, each team reported considerable findings from their recorded and reported observations.

Each one of the assigned Walking Audit Routes received the same overall Walkability Rating Score of "8-14: This area needs a lot of work." This result may infer three things:

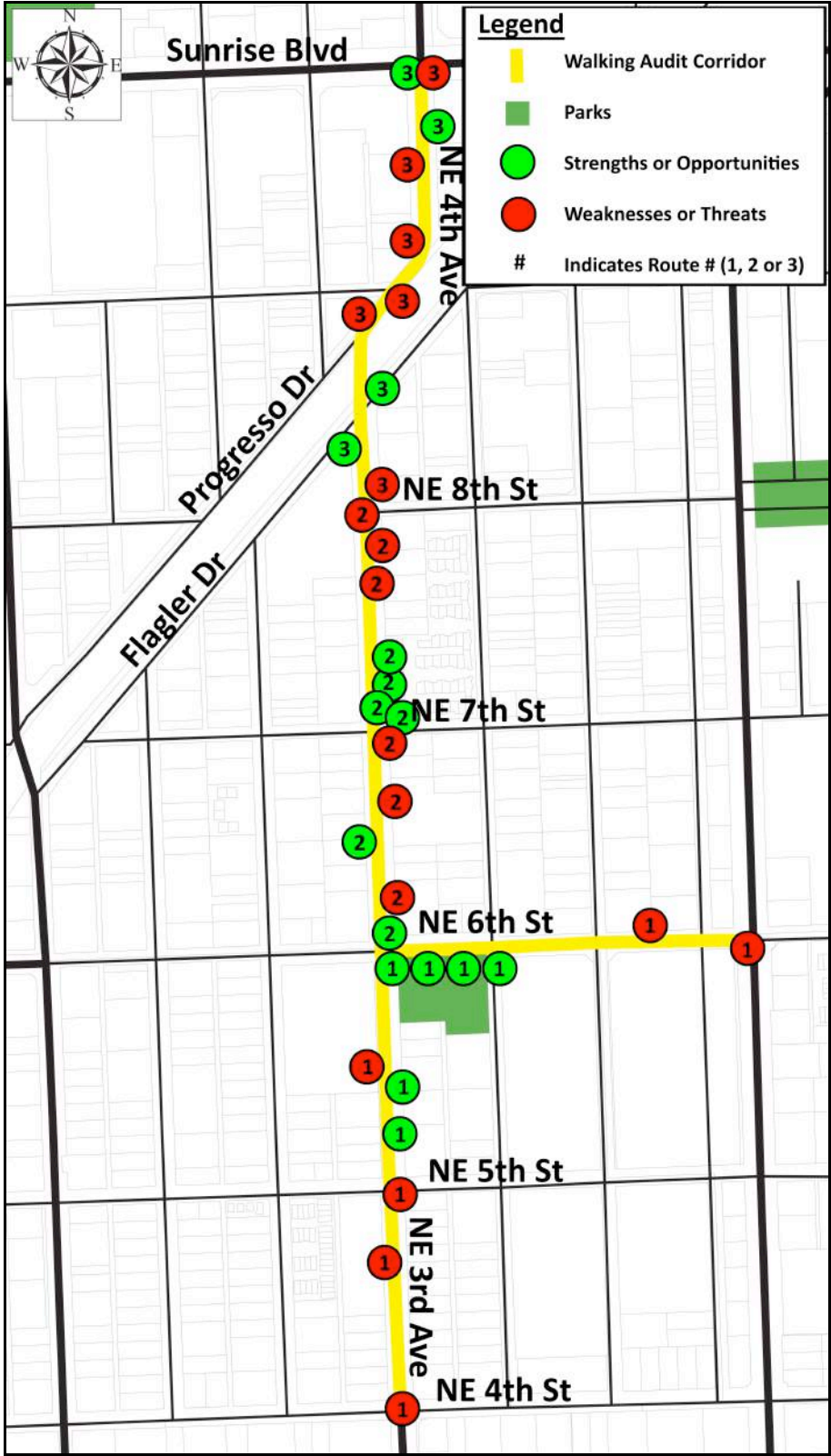
- There are similar issues found throughout the corridor, along all or many street segments
- The overall corridor generally needs a "lot of work" in regards to providing pedestrians with a comfortable, enjoyable and safe streetscape
- Each route consisted of opportunities and assets but also perceived threats that invoked concerns over safety for different types of users of the corridor.

Breakdown of Overall Ratings:

- Route 1 Overall Rating: (8 to 14): This area needs a lot of work.
- Route 2 Overall Rating: (8 to 14): This area needs a lot of work.
- Route 3 Overall Rating: (8 to 14): This area needs a lot of work.

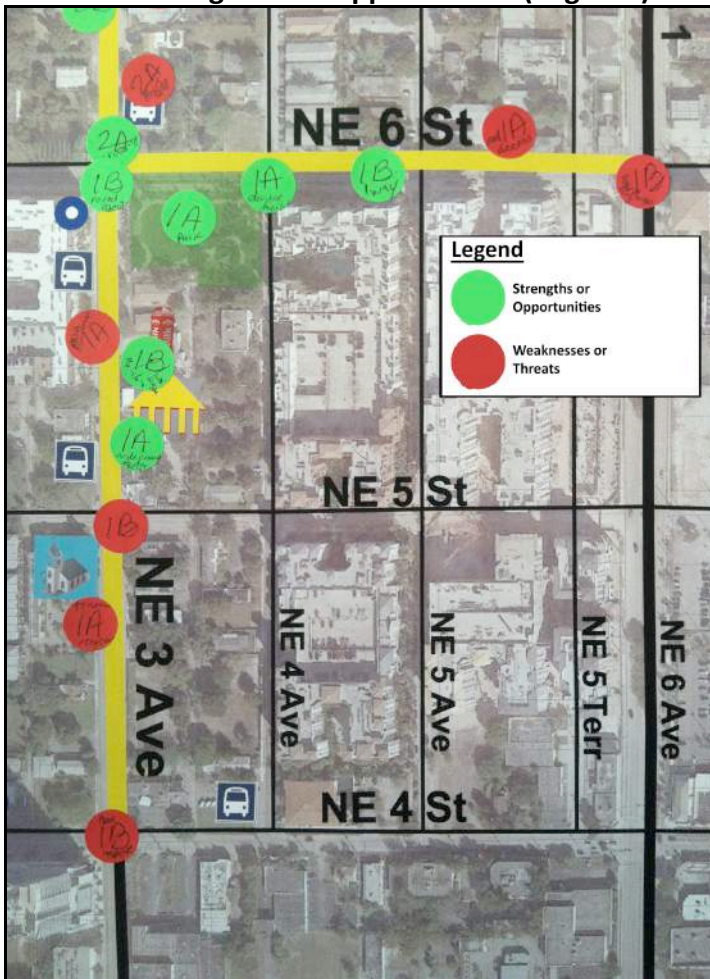
Appendix E: Route-Level Reporting

Map 06: Post-Audit Corridor Map of All Teams' Priorities



Route 1 Team Priorities

Route 1 – Strengths and Opportunities (in green) and Weaknesses and Threats (in red)

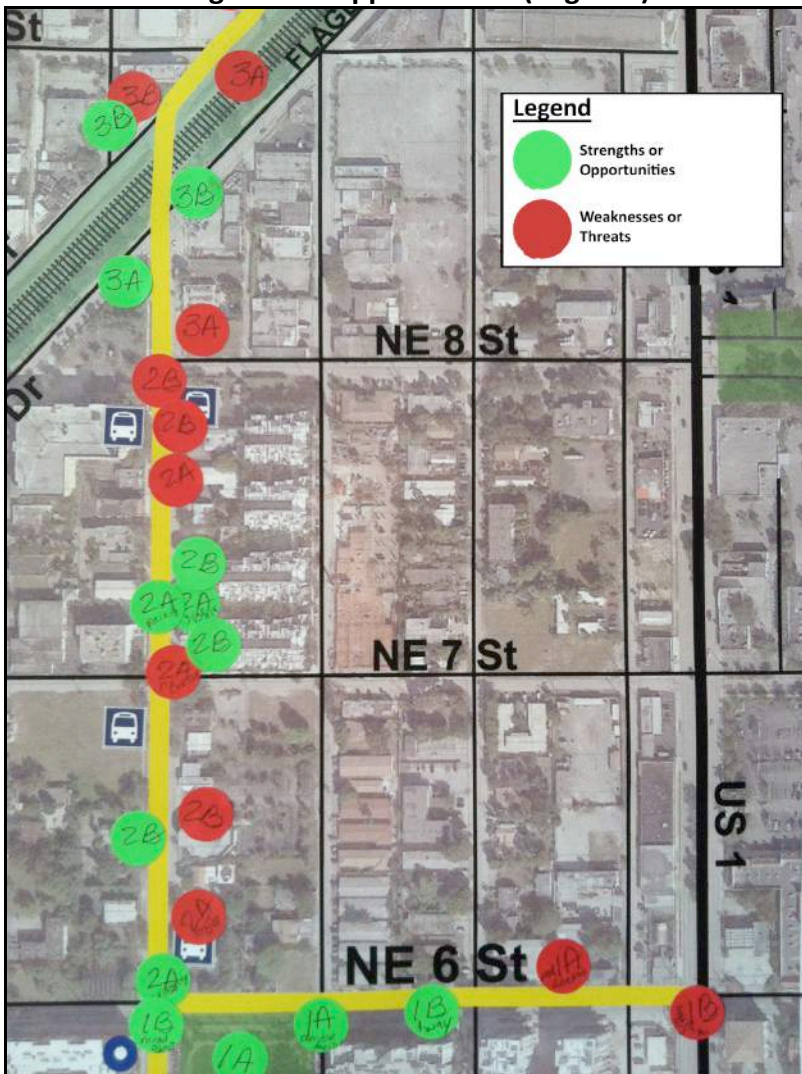


Route 1 – Primary Highlights

- a. Peter Feldman Park and Atmosphere
- b. Wide Right of Way Allowing Re-Design
- c. Model Pedestrian Friendly Intersection at NE 3rd Ave. and NE 6th St.
- d. The Sistrunk Corridor and the Pros and Cons
- e. Landscaping and Natural Access Control to Properties
- f. Property and Right of Way Management and Maintenance
- g. ADA Compliance
- h. Missing Sidewalks and Sidewalks Without Connections
- i. Pedestrian Ramps
- j. Patched, Decaying and Sidewalks Comprised of Mixed Materials
- k. Obstacles, Obstructions and Hazards on the Ground

Route 2 Team Priorities

Route 2 – Strengths and Opportunities (in green) and Weaknesses and Threats (in red)

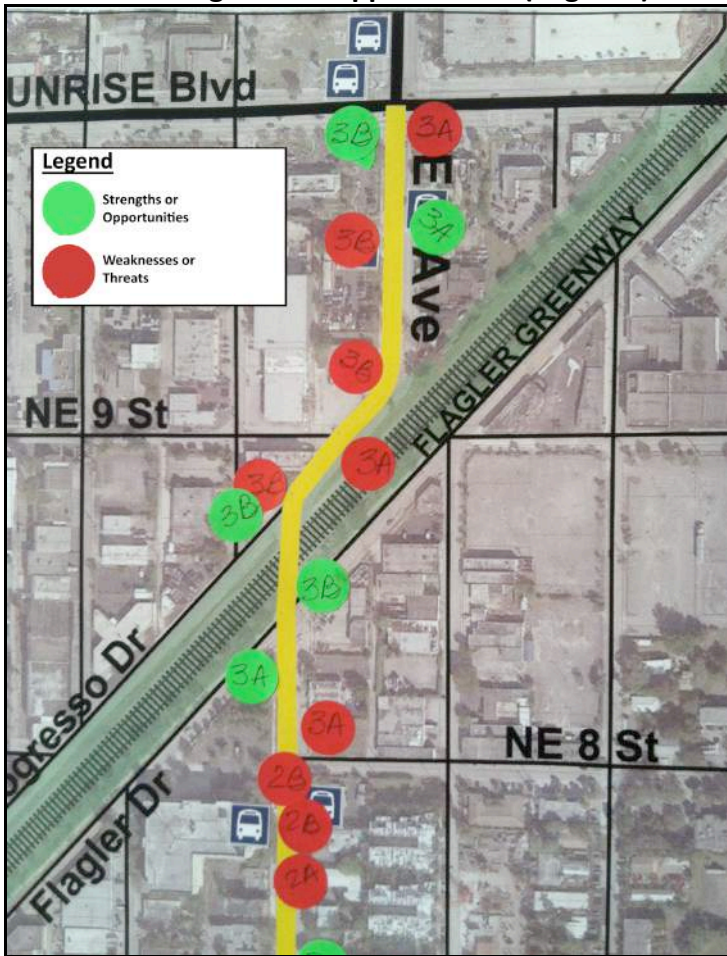


Route 2 – Primary Highlights

- a. Model Pedestrian Intersection at NE 3rd Ave. and NE 6th St.
- b. Pedestrian Infrastructure between NE 7th St. and NE 8th St.
- c. Parallel Parking between NE 7th St. and NE 8th St.
- d. Upgraded Sidewalks between NE 6th St. and NE 7th St.
- e. Lack of Crosswalks
- f. Bus Stops Need Repairs and Upgrades
- g. Long Distance between Dedicated Pedestrian Crossings and Jaywalking
- h. Bus Stops Across the Street from Each Other and Jaywalking
- i. Uncomfortable Street Crossing when No Crosswalk is Available

Route 3 Team Priorities

Route 3 – Strengths and Opportunities (in green) and Weaknesses and Threats (in red)



Route 3 – Primary Highlights

- a. Model Bus Route with Shelter and Amenities
- b. Flagler Greenway Multimodal Trail
- c. Obstacles and Hazards within the Sidewalk
- d. Time Allotted by Pedestrian Signal to Cross the Street
- e. Width of Sidewalk at Intersections and Around Turns
- f. Pedestrian and Bicycle Crossing at the Railroad Tracks
- g. Motor Vehicles are Driving on the Shoulder where Pedestrians Walk
- h. Missing Sidewalk on South Side of Progresso Dr.
- i. Sidewalk Inconsistencies, Missing and Damaged Sidewalks
- j. Absence of Pedestrian Crossing Infrastructure, Amenities or Crosswalks where NE 3rd Ave. intersects with NE 7th St. and NE 8th St.
- k. Ambiguous Roadway Edge along Progresso Dr., No Sidewalks and Debris Present

Appendix F: Repeated Findings along the Corridor

During the Walking Audit, there was a great deal of overlapping concerns from multiple teams. Since there were two teams auditing each route, and the routes relate to the overall corridor, there were numerous similar observations and recommendations. Additionally, many of the Walking Audit teams who walked different routes observed parallel concerns along their different routes and thus throughout the corridor. The primary requests that citizens identified, that are spread across the corridor are provided, below:

- Crosswalks desired at intersections
- Shelter at bus stops
- Shade from trees/canopy for pedestrians
- Pedestrian Lighting (should be further examined with a light meter during evening hours, and not during a full-moon)
- Sidewalks (continuation of pathways, unnecessary curb cuts, non-uniformity and patches, permeable/pervious sidewalk so tree roots don't grow up into sidewalk and create dangerous cracks)
- Pink sidewalk hue (coloring added to new sidewalks to reduce glare coming up and reflecting into pedestrians' eyes)
- On street parking (concerns over existing parallel parking in places where cars block the views between pedestrians and motorists, as well as the request for adding more parallel parking in spots/locations that would allow safe parallel parking placement)
- Center island roadway refuge (at intersections and in mid-block crossings that are additionally recommended)
- Non-compliance issues with adjacent landscaping (such as the intrusion of vegetation into the walking path/sidewalk and/or roadway shoulder)
- Non-compliance concerns over trash and litter in the R.O.W. (there is a lack of ownership along many segments of the corridor and many properties are not picking up along the borders of their property near the roadway, which has been observed in some locations to be compounded by overgrown vegetation, creating a perceived lack of ownership of the area, and which may further perceptions of a lack of ownership of the area and potential threats aligned with the "Broken Windows Theory" where a lack of perceived ownership of an area may lead to the continued or increased decaying of an area)
- Requests for supplemental landscaping (that facilitates the promotion of helpful insects, birds, bees and shade for pedestrians, and that is environmentally beneficial to the corridor)
- More visually-accessible building facades and connection between structures and the pedestrian character (there is perceived potential to increase the connection of the human/pedestrian scale and pedestrian facilities and the private structures along the corridor)
- Increased need for crosswalks and high-visibility design of them for future implementation (many comments were made regarding Flagler Village as an art

district and desirability to increase the artist influences and installations in the area, through such measures as colored/painted crosswalks; examples of specific areas in need of crosswalks are the intersection of NE 3rd Ave. and NE 5th St. and NE 3rd St. and NE 8th St.)

- No bicycle lanes/paths or facilities along the entire corridor, except where the Flagler Greenway branches off from NE 3rd Ave. (multiple teams perceived that there's room to implement bike paths and even protected bike lanes through the use of street narrowing measures and/or signage and lane designation such as sharrows)
- Pedestrian ramp continuity (ensuring all ramps to sidewalks are of ADA compliance with respect to width and angle of slope, as well as comprised of non-patched together or unaligned concrete segments)
- Addition of sidewalks and pedestrian ramps (such as along the north side of NE 6th St. where there's a pedestrian foot-path created from peoples' tracks through the grass, but no sidewalk to walk on, ramps for accessibility or safe clearance between property lines and fences and the roadway)
- NE 6th St. potentially could become a one-way street (a number of concerns were reported in relation to the northern side of the roadway being dangerous for pedestrians who are going to continue to walk along it regardless of the lack of any pedestrian infrastructure, as well as hazards that exist along the south-side of the street where pedestrians could trip or worse, even though the sidewalk is newly developed, perceived by the group to be well designed and accommodating and wider than other sidewalks in the corridor).

Appendix G: Event Evaluation and Analysis

Number of Surveys Collected:

- Route 1: 14
- Route 2: 14
- Route 3: 10
- Route N/A: 2

Rating Scale:

For evaluation purposes, attendee's surveys were quantified with the following values:
 5=Strongly Agree | 4=Agree | 3=Neutral | 2=Disagree | 1=Strongly Disagree

Survey Question (Q.1 – Q.5) and Averaged Rating (1 – 5):

- Q.1: 4.75 (189 points/40 surveys)
- Q.2: 4.65 (186 points/40 surveys)
- Q.3: 4.675 (187 points/40 surveys)
- Q.4: 4.675 (187 points/40 surveys)
- Q.5: 4.85 (194 points/40 surveys)

Findings from Post-Evaluation Surveys:

Based on the post-event evaluation surveys, a list of findings is provided, below:

- No Disagree or Strongly Disagree responses were observed
- 2 attendees responded Neutral, once each, on the following questions:
 - ID# 24 responded Neutral to Q.1
 - ID# 28 responded Neutral to Q.5
 - Neither Q.1 nor Q.5 held the lowest average score
- The highest rated average score was in response to Q.5
 - Q.5 asks attendees if they support Complete Streets
- The lowest rated average score was in response to Q.2
 - Q.2 asks attendees if they were able to evaluate the safety and pedestrian experience in the area, with the tools provided
 - This indicates that there may be room for improvement with regards to providing attendees with the right tools for conducting a Walking Audit while simultaneously ensuring that they are experiencing the audit as a pedestrian
 - Measures have been taken to improve the Walking Audit Forms, toolkit and defined roles within each group
- All average scores, to Q.1 through Q.5, fell between 4.65 and 4.85
 - The average response to all questions is closer to Strongly Agree than Agree
- When all questions and responses are combined, the average score is 4.72
 - The average score from all responses, of 4.72, indicates that the general attendee response was closer to Strongly Agree than Agree, when considering all questions and ratings

Appendix H: Sign In Sheet

Page 1

Sign-In Sheet

**Fort Lauderdale
Walking Audit**
24th of July, 2014



By initialing below, you agree to be included in any pictures taken during the Walking Audit event and consent to having those pictures used in future documents produced by the participating agencies.

Route	First Name	Last Name	Organization	Email
2A	Diana		Ft. Lauderdale	
n/a	Alena		Sustainable Community Partners	
2B	Luisa F.		Ft. Lauderdale	
1B	Alexander		FDOT	
3B	Toy		Ft. Lauderdale	
	Melinda		Downtown Fort Lauderdale Civic Association	
2A	Priscila		MPO	
	Matthew		American Lung Association	
	Renee		City of Coconut Creek	
	Stephanie		FAU-Broward	
1B	Alexander		FDOT	
2A	Ellen		DOH- Broward	
1A	Jennifer		FDOT	
	Laura		Ft. Lauderdale	
1A	Anamarie		Urban Health Partnerships	
3B	Peter		MPO	
3A	Dan		UHP	
2B	Debora		Ft. Lauderdale	
n/a	Ricardo		MPO	
1B	Heather		Department of Transportation and Mobility	
3B	Camille		Flagler Village Civic Association	
1A	Juan			
	W. A.		Transit Orientation	
2B	Betsy		FDOT	
	Alain		FDOT	
	Jessica		Kittelson & Associates	
3A	Lynne		FLIPANY	
1A	Dylan		Flagler Village Civic Association	
	Katrina		City of Miramar	
	Karen		Ft. Lauderdale	
2B	Benjamin		AARP and Citizen Advocate	
2B	Margi		Glavovic Studio	
2A	Scott			
3A	Priscilla			
n/a	Edith		Urban Health Partnerships	
	Teina		Broward Regional Health Planning Council	
1B	Anna		FDOT	
	Dr. Michael		Integra Real Estate	

* Attendee's personal email addresses have not been included in this report.

