

Better Streets | Better Communities | Better Broward

Walking Audit Report



City of Hallandale Beach

Dixie Highway/N/S 21st Avenue/NE/SE 1st Avenue
from County Line Road
to Sheridan Street

June 2019



Walking Audit Report

Acknowledgments

The Broward Metropolitan Planning Organization (MPO) would like to extend special thanks to Hallandale Beach'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 47 individuals who participated in the Walking Audit, which was graciously hosted by the City at the Hallandale Beach Cultural Community Center.

Support from the City of Hallandale Beach leadership was evident, with the presence and participation from Vice Mayor Sabrina Javellana, City Commissioner Mike Butler, and Assistant City Manager Jeremy Earle. Eric Houston, City Transportation & Mobility Planner with the City of Hallandale Beach, provided support leading up to and during the event including planning expertise and logistical coordination. Cooper City leadership also demonstrated support with the presence and participation from Commissioner and MPO Board Member Max Pulcini.

This Walking Audit Workshop was made possible by funding from the Broward MPO and 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

- City of Hallandale Beach
- AARP
- Broward County Traffic Engineering Division (BCTED)
- Florida Department of Transportation (FDOT), District Four
- South Florida Commuter Services (SFCS)

Special Participation

- Cooper City

Consultant Team

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

Walking Audit Report

Executive Summary

The Broward MPO *Complete Streets Master Plan* identified Dixie Highway/N/S 21st Avenue/NE/SE 1st Avenue from County Line Road to Sheridan Street 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 Hallandale Beach Walking Audit brought together a diverse group of participants on Saturday, March 30, 2019 to evaluate Dixie Highway/N/S 21st Avenue/NE/SE 1st Avenue from County Line Road to Sheridan Street. 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, education, and enforcement measures. Most importantly, the Workshop provided a mechanism for the community to acknowledge what they considered successful and to identify what they would like to see changed 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.

Walking Audit Report

Table of Contents

Chapter 1. Background & Strategy	1
City of Hallandale Beach	2
Study Corridor	2
Chapter 2. Walking Audit Overview.....	6
Objectives	6
Presentation	7
Teams and Routes	8
Chapter 3. Team Findings & Route-Level Discussion.....	12
Example of Complete Streets Elements	15
Chapter 4. Corridor-Level SWOT Analysis.....	16
Strengths & Recommendations	16
Weaknesses & Recommendations	19
Opportunities & Recommendations	21
Threats & Recommendations	22
Chapter 5. Conclusion.....	28

List of Figures

Figure 1. Study Corridor.....	3
Figure 2. Walking Audit Route 1 and Route 2	8
Figure 3. Walking Audit Route 1 – destinations.....	9
Figure 4. Walking Audit Route 2 – destinations.....	10
Figure 5. Walking Audit Route 3	10
Figure 6. Walking Audit Route 3 – destinations.....	11

Walking Audit Report

List of Tables

Table 1. Route 6 Ridership	5
Table 2. Participants Average Rating	12

Appendix

Appendix A: Aerial Maps

Appendix B: Typeform Results

Appendix C: Walking Audit Presentation

Appendix D: Aerial Maps – Participant Results



Walking Audit Report

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 Dixie Highway/N/S 21st Avenue/NE/SE 1st Avenue from County Line Road to Sheridan Street 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. The *Complete Streets Master Plan* can be downloaded at: <http://www.browardmpo.org/index.php/complete-streets-master-plan>.

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 Hallandale Beach, 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>.

Walking Audit Report

City of Hallandale Beach

The City of Hallandale Beach has demonstrated a commitment to implementing Complete Streets Policies.

- In 2013, the City was awarded a Technical Assistance Grant from Smart Growth Partnership to implement Complete Streets solutions throughout the City of Hallandale Beach. Although the grant was not a direct monetary award, it provided the City with up to \$20,000 in technical assistance, education, and consolation with regard to the development of a Complete Streets Program.
- On August 7, 2013, City Commission approved Resolution No. 2013-72, supporting Smart Growth and Complete Street solutions.
- In September 2013, the City of Hallandale Beach sought to endorse the Broward MPO's Model Policy and Plan Framework as a guide for implementing the Complete Streets program throughout the City, which was an effort supported by City Commission.

The *Hallandale Beach Mobility Roadmap, November 2018* includes an assessment of transportation and mobility issues. Planning level cost estimates for each transportation and multi-modal improvements and potential funding sources were also identified.

City of Hallandale Beach Transportation & Mobility Planning weblink:

<https://cohb.org/972/Transportation-Mobility>

Study Corridor

Dixie Highway/N/S 21st Avenue/NE/SE 1st Avenue from County Line Road to Sheridan Street was selected as the study corridor for the walking audit. The *Complete Streets Master Plan* ranked the corridor as 31 out of 152. The proposed recommendations for the 5.2-mile section of the one-way pair Dixie Highway/N/S 21st Avenue/NE/SE 1st Avenue includes green color bicycle lanes, continuous pedestrian zone (sidewalk gaps), and furnishing zone. The study corridor is located in the City of Hallandale Beach and City of Hollywood as shown in Figure 1. The City of Hallandale Beach limits are from Miami-Dade/Broward County Line to SR-824/Pembroke Road and the City of Hollywood limits are from SR-824/Pembroke Road to SR-822/Sheridan Street. The Broward MPO partnered up with the City of Hallandale Beach to host the Walking Audit community-based event on Saturday, March 30, 2019.

Walking Audit Report

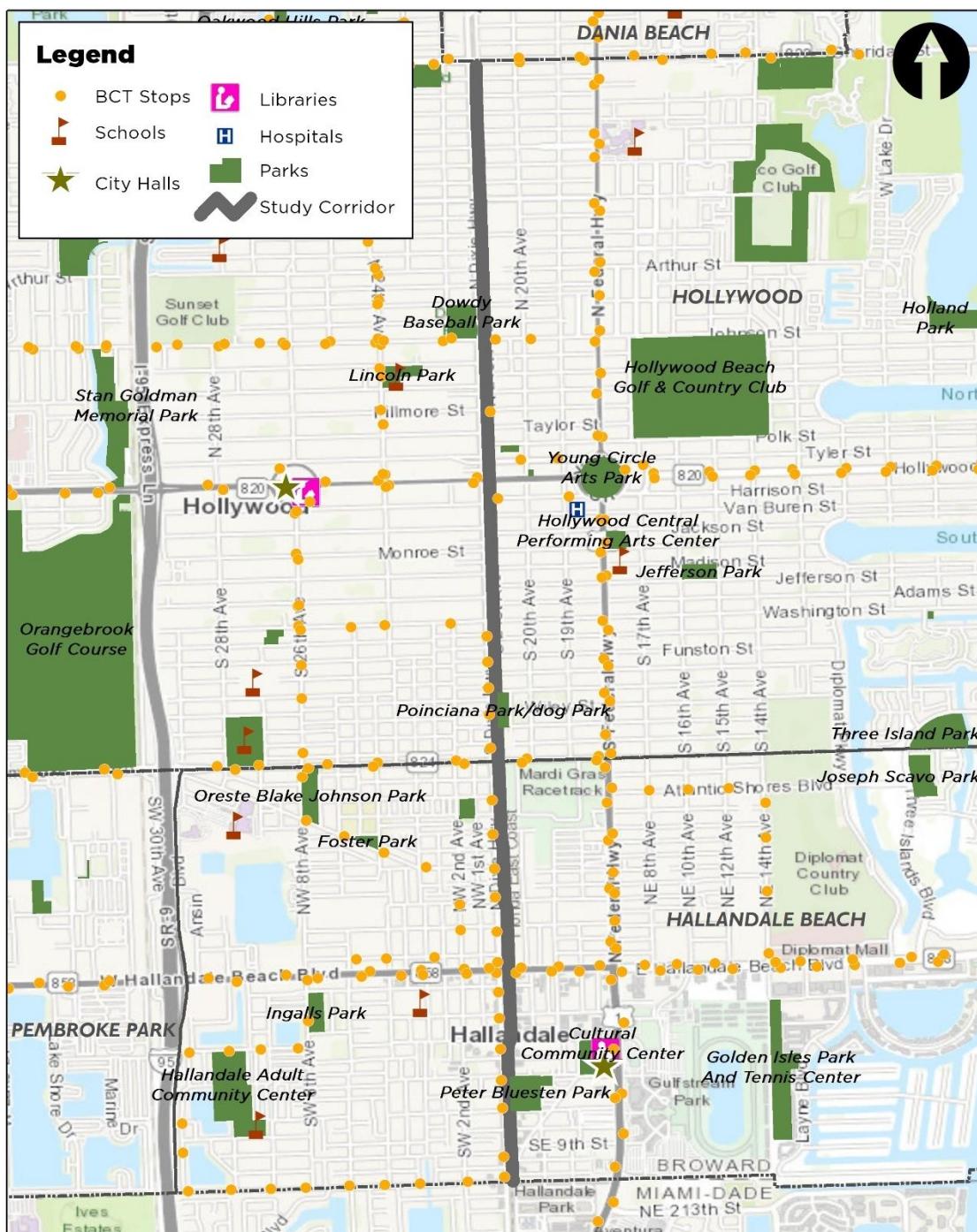


Figure 1. Study Corridor

Walking Audit Report

Dixie Highway has the following roadway characteristics.

- Southbound
- County Road
- Posted Speed Limit: 35-40 miles per hour (MPH)
- 2017 Average Annual Daily Traffic (AADT): 6,400-11,000
- 3-4 lanes (varies)

N/S 21st Avenue/NE/SE 1st Avenue has the following roadway characteristics.

- Northbound
- The road ownership is as follows
 - Local road from Miami-Dade/Broward County line to SR-824/Pembroke Road
 - County road from SR-824/Pembroke Road to SR-822/Sheridan Street
- Posted Speed Limit: 35 MPH
- 2017 AADT: 3,500-13,000
- 1-3 lanes (varies)

The functional classification for the roadway is an urban minor arterial. Access for non-motorized users is provided along the west side of Dixie Highway and east side of N/S 21st Avenue/NE/SE 1st Avenue but both have significant gaps in the network. In some areas where there is a presence of sidewalk such as on N/S 21st Avenue/NE/SE 1st Avenue, there is nearly a four-foot buffer between the sidewalk and the travel lane. The sidewalk width ranges from 5-7 feet.

The land use adjacent to the study corridor is mainly commercial with dense residential developments located behind the commercial properties as shown in [Appendix A](#). Some examples of destinations along the corridor include child care facilities, beauty salons, super markets, The Big Easy Casino, religious institutions and automobile repair shops. Dowdy Field, located on Dixie Highway just north of Johnson Street, has several soccer fields. Peter Bluesten Park is currently under construction and the new development will include a fully equipped YMCA building, baseball fields, basketball courts, walking trails and more.

Broward County Transit (BCT) Route 6 operates along Dixie Highway. Route 6 brings users to the Oakwood Plaza Shopping Center and the Sheridan Street Tri-Rail station. [Table 1](#) displays the ridership for Route 6.

Walking Audit Report

Table 1. Route 6 Ridership

Weekday	Saturday	Sunday
2,154	1,027	561

There are several stops located on Dixie Highway and some of the stops include seating. Additional routes, such as Routes 5, 7, 9, 12 and 28 serve the surrounding area along Pembroke Road, Hollywood Boulevard, Johnson Street, Sheridan Street, and Hallandale Beach Boulevard, respectively. The BCT full system map can be found at:

[http://www.broward.org/BCT/Documents/SystemMap.pdf.](http://www.broward.org/BCT/Documents/SystemMap.pdf)

The City of Hallandale Beach operates a Community Bus Service for four (4) routes and is free of charge to all riders. The Community Bus Services connects riders to BCT routes and Tri-Rail commuter rail service. This provides the options for users to get around without the use of a private automobile which means less carbon footprint. For more information regarding the Community Mini Bus Service can be found at: <https://hallandalebeachfl.gov/357/Community-Mini-Bus-Service>.



BCT Route 6 Bus Stop ID# 0371 with seating on Dixie Highway south of SW 3rd Street

Walking Audit Report

Chapter 2. Walking Audit Overview

On Saturday, March 30, 2019, from 9:00 a.m. to 11:00 a.m., 47 residents, community members, and staff gathered at Hallandale Beach Cultural Community Center to conduct the Walking Audit along Dixie Highway/N/S 21st Avenue/NE/SE 1st Avenue from SW/SE 5th Street to SR-858/Hallandale Beach Boulevard. This walking audit segment is a representative portion of the entire corridor identified in the *Complete Streets Master Plan*, Dixie Highway/N/S 21st Avenue/NE/SE 1st Avenue from County Line Road to Sheridan Street. The Walking Audit Workshop began with an opening presentation and staff introductions, followed by participant division into three groups and assignment of groups to three 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 Dixie Highway/N/S 21st Avenue/NE/SE 1st Avenue. Typeform is user-friendly and all online, allowing for seamless participation and for the results to be accessed immediately. [Appendix B](#) includes the results from the Typeform survey.



Walking Audit Venue - Hallandale Beach Cultural Community Center

Walking Audit Report

Objectives

The Walking Audit was crafted specifically to meet the following objectives through community participation:

- Provide an experiential hands-on exercise that evaluated the walking environment.
- Identify pedestrian (and bicyclist) issues such as safety, access, connectivity, comfort, and convenience.
- Identify potential alternatives or solutions such as engineering treatments, policy changes, or education and enforcement measures.

The Walking Audit aimed to summarize findings and propose recommendations that will provide the City of Hallandale Beach with a clear understanding of critical issues identified by the community.

Presentation

Event facilitators presented a PowerPoint Presentation to participants providing background information about the purpose of the Walking Audit, the vision the Broward MPO has with the *Complete Streets Master Plan* and key photos along the study corridor to guide their focus during the Walking Audit. Appendix C includes the PowerPoint Presentation.



Providing background information to participants at Hallandale Beach Cultural Community Center

Walking Audit Report

Teams and Routes

Participants were organized into three groups of about ten to twelve people to provide meaningful and thoughtful conversations throughout the Walking Audit. Each group was assigned to a route as shown in [Figure 2](#) and [Figure 5](#). 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 and Route 2, Dixie Highway and SE 1st Avenue from SW/SE 3rd Street to Hallandale Beach Boulevard. Participants took a shuttle bus from Hallandale Beach Cultural Community Center to a parking lot located in the northeast corner of SE 1st Avenue and SE 3rd Street. Route 1 (green line) walked on the west side of Dixie Highway and Route 2 (purple line) walked on the east side of SE 1st Avenue. The shuttle bus picked up participants at Barnett's on the southeast corner of SE 1st Avenue and Hallandale Beach Boulevard and brought them back to Hallandale Beach Cultural Community Center. Some participants chose to walk back along SE 1st Avenue and SE 3rd Street. The length of Route 1 and Route 2 is 0.25 miles each.

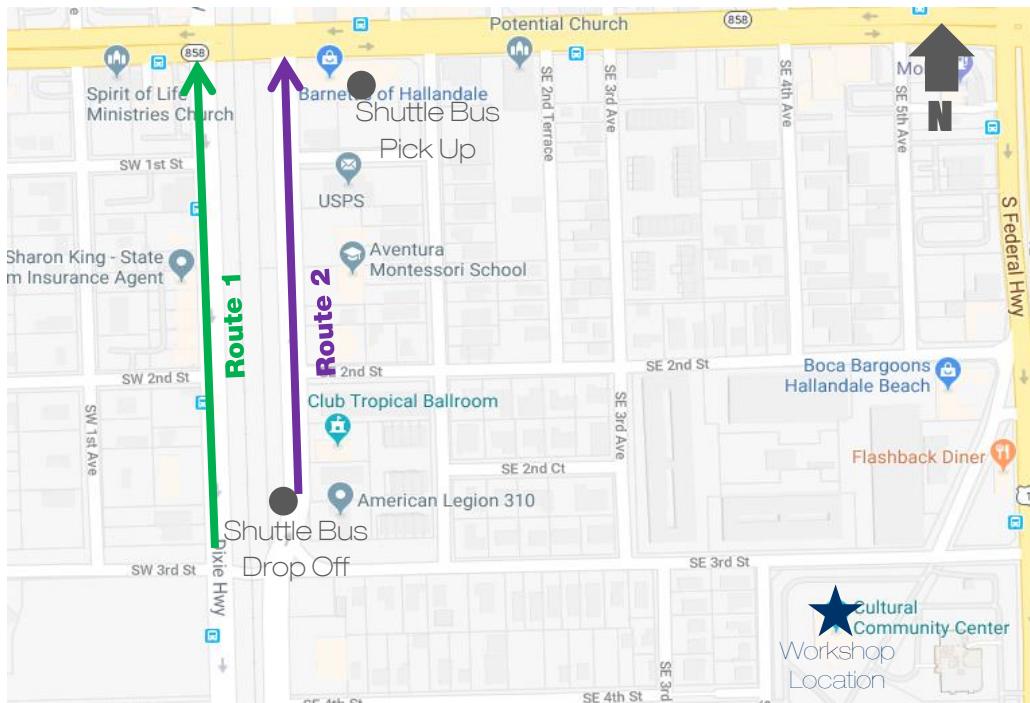


Figure 2. Walking Audit Route 1 and Route 2

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Shown in [Figure 3](#) and [Figure 4](#) are the different destinations along Route 1 and Route 2 respectively. The Florida East Coast Railway (FEC), located between Dixie Highway and N/S 21st Avenue/NE/SE 1st Avenue, is an exclusive rail provider for Port Miami, Port Everglades and Port of Palm Beach. The Brightline (Virgin Trains USA), express train service connecting passengers to Miami, Fort Lauderdale and West Palm Beach, also operates along the FEC. The western side of Dixie Highway includes religious institutions, automobile repair shops, and a medical facility. The east side of SE 1st Avenue includes childcare facilities, Club Tropical Ballroom, American Legion 310, and a post office. [Appendix A](#) displays the different destinations along Route 1 and Route 2.



[Figure 3. Walking Audit Route 1 – destinations](#)

Walking Audit Report

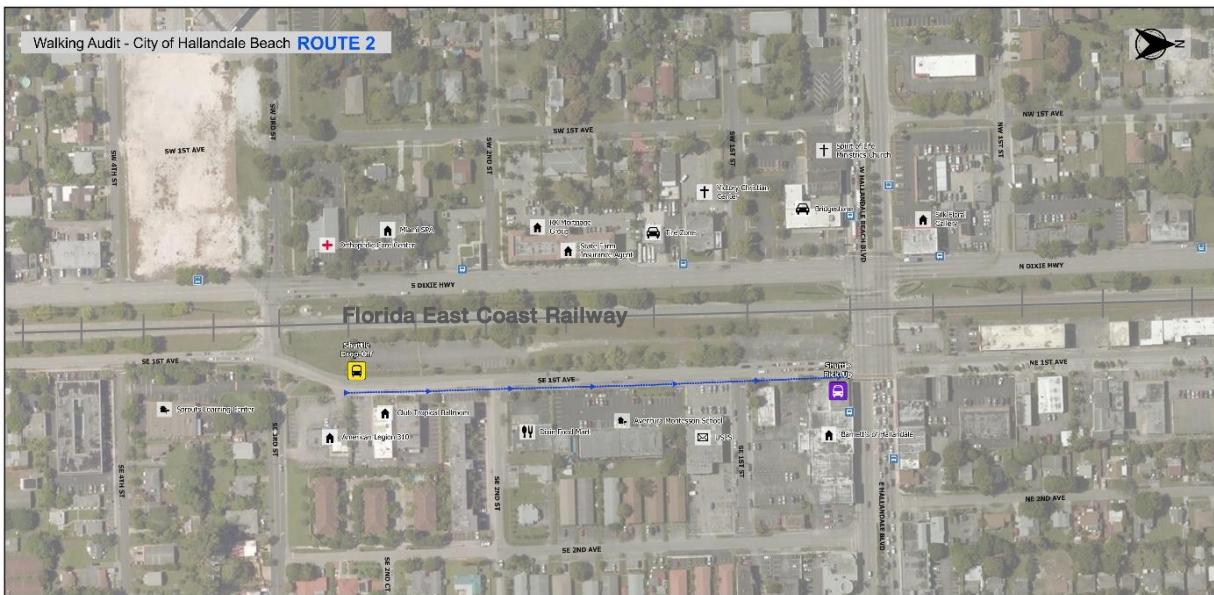


Figure 4. Walking Audit Route 2 – destinations

Figure 5 displays Route 3, SE 1st Avenue and Dixie Highway from SE/SW 5th Street to SE/SW 3rd Street. Participants took a shuttle bus from Hallandale Beach Cultural Community Center to an on-street parking area located on the southeast corner of SE 1st Avenue and SE 5th Street. The shuttle bus picked up participants at the on-street parking located on the northwest side of Dixie Highway and SW 5th Street and brought them back to Hallandale Beach Community Cultural Center. The total length of Route 3 is 0.25 miles.

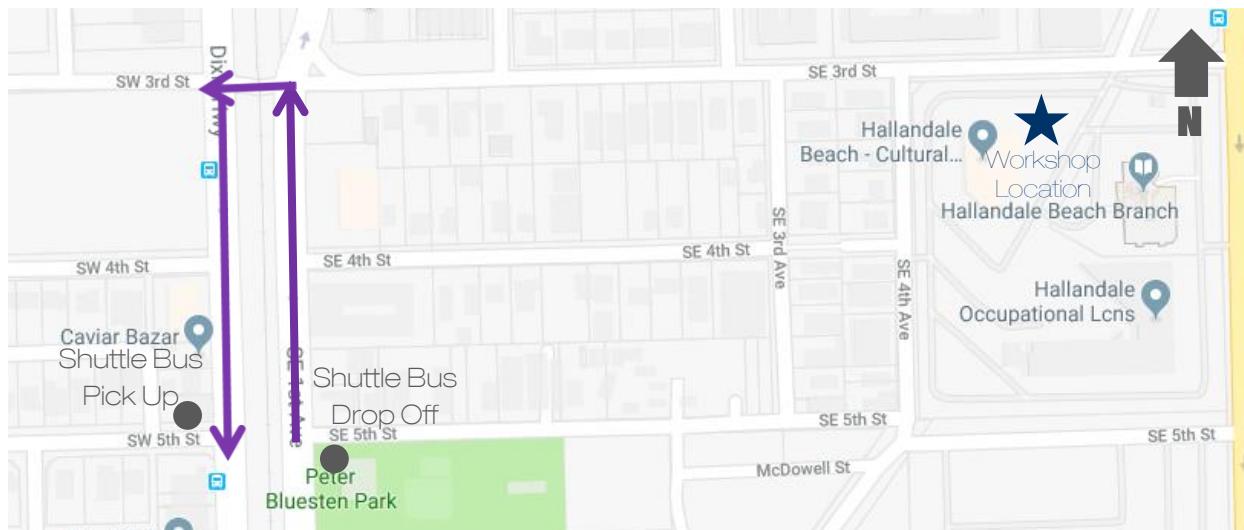


Figure 5. Walking Audit Route 3

Walking Audit Report

Shown in Figure 6 are the different destinations along Route 3. The FEC is located between the Dixie Highway and N/S 21st Avenue/NE/SE 1st Avenue. The western side of Dixie Highway and the eastern side of SE 1st Avenue include childcare facilities. Appendix A displays the different destinations along Route 3.

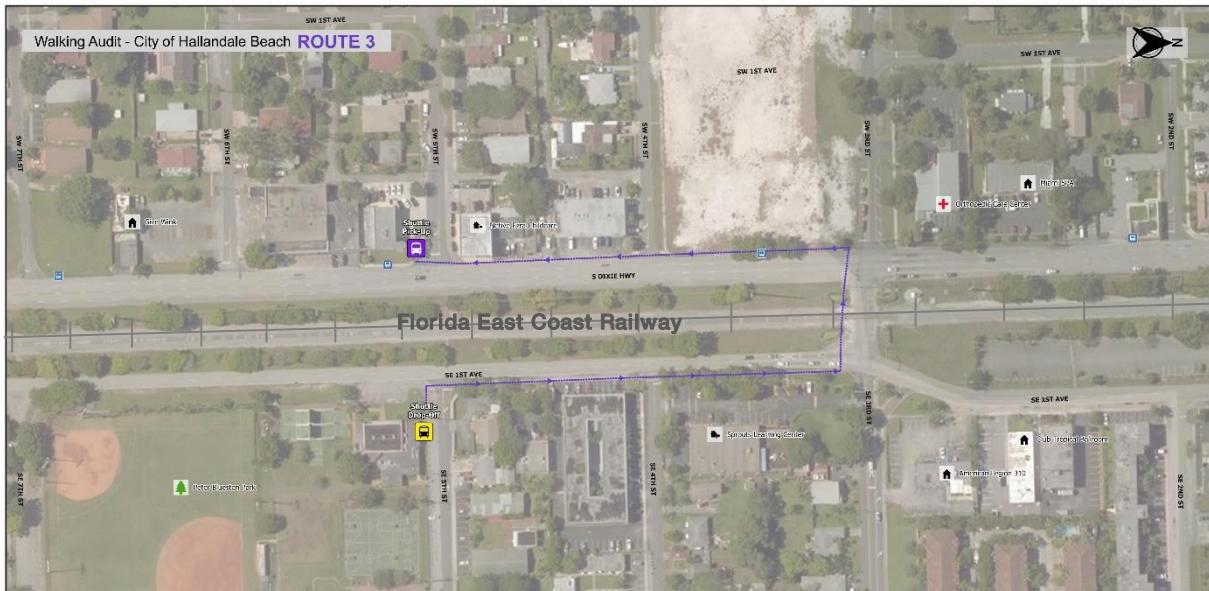


Figure 6. Walking Audit Route 3 – destinations

Walking Audit Report

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 B 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?	4.67	5 being <i>Too Fast</i>
On average, how is the sidewalk pavement condition?	1.33	5 being <i>Good as New</i>
On average, are bus stop amenities provided (shade, seating) and easily accessed?	1.33	5 being <i>High Quality</i>
Do the pedestrian areas feel safe and secure?	1.33	5 being <i>Very Safe and Secure</i>
Are public plazas and parks available and inviting?	1.33	5 being <i>Available and Inviting</i>
Do the buildings enhance the pedestrian environment or detract?	2.33	5 being <i>Inviting, Cater to Sidewalk</i>
I felt safe while walking along this corridor...	2.00	5 being <i>Very Safe</i>
I would choose to walk along this corridor in the future...	2.67	5 being <i>Definitely</i>
This corridor appears accessible to all types of users...	2.00	5 being <i>Completely</i>

Walking Audit Report

The top three cross-section elements that are present but need to be upgraded are: sidewalk, buffer between the sidewalk and edge of pavement, and seating. Furthermore, there are numerous periodic sidewalk gaps along Dixie Highway and SE 1st Avenue south of SE/SW 5th Street and along Dixie Highway and NE 1st Avenue between NE/NW 3rd Street and Pembroke Road. There is an infrequent buffer between the sidewalk and edge of pavement along SE 1st Avenue. There is one bus stop with seating but no shelter or trash receptacle.



The cross-section elements that currently do not exist along the study corridor but are needed to be included are: bike lane, buffer between the sidewalk and edge of pavement, seating and sidewalk.



Walking Audit Report



Aerial map of Route 1

Upon returning to Hallandale Beach Cultural Community Center, participants were encouraged to pinpoint locations on aerial maps using stickers. Participants assessed strengths, opportunities, weaknesses, and threats along the corridor, using green stickers for the former two and red stickers for the latter two. For each of the three routes, participants identified weaknesses and threats at a higher rate than they identified strengths and opportunities. Appendix D includes the participant results.



Participants identifying strengths, opportunities, weaknesses, and threats observed during the walking audit

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



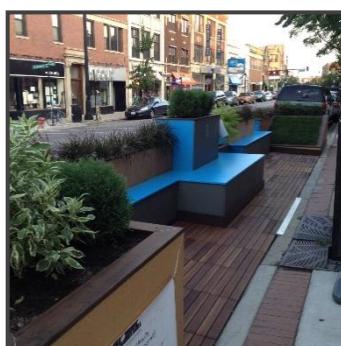
Sidewalks



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



Sidewalk on the east side of SE 1st Avenue with a buffer between the sidewalk and curb, also known as a furnishing zone.



Wayfinding signage to navigate people from place to place is found along the corridor.

Walking Audit Report

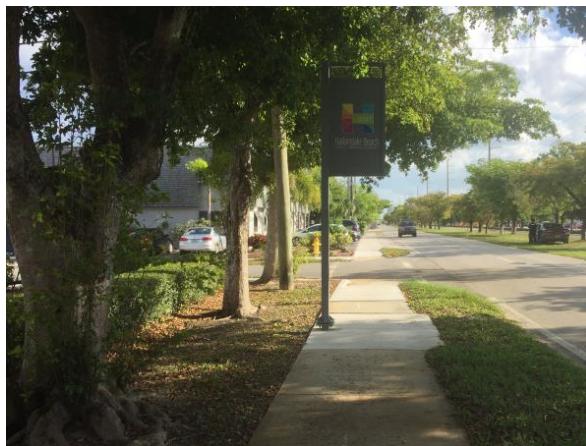


The wayfinding signage is being held with a breakaway base support. Breakaway base support can reduce damage to cars and occupants.



Decorative crosswalk markings exist at Dixie Highway and SE 1st Avenue at Hallandale Beach Boulevard.

- Stamped asphalt on the eastern side of SE 1st Avenue and Hallandale Beach Boulevard
- Concrete pavers on the southern side of SE 1st Avenue and Hallandale Beach Boulevard
- Stamped asphalt on the western side of Dixie Highway and Hallandale Beach Boulevard



Along the east side of SE 1st Avenue, there are some trees that provide shade.



The wayfinding signage is properly installed to provide an unobstructed pedestrian zone.

Walking Audit Report

Recommendations



Provide continuous furnishing zone used for landscape and street trees along Dixie Highway and SE 1st Avenue to enable active public space.



Remove the old signage that references "MINIBUS STOP" along SE 1st Avenue located between SE 4th Street and SE 3rd Street.



Provide stamped asphalt crosswalk on all approaches and detectable warnings on curb ramps at the following signalized intersections.

- Dixie Highway and SE 1st Avenue at SR-858/Hallandale Beach Boulevard
- Dixie Highway and SE 1st at SW/SE 3rd Street
- Dixie Highway and SE 1st at NE 215th Street

Walking Audit Report

Weaknesses & Recommendations

Primary Weaknesses



Lack of sidewalk facilities in several areas of the corridor such as Dixie Highway from Miami-Dade/Broward County Line to SW 10th Street and Dixie Highway from SW 9th Street to SW 5th Street.



There is a lack of bicycle facilities throughout the corridor resulting in bicyclists riding in the travel lanes alongside motor vehicles.



The pedestrian crossing sign does not correspond with MUTCD R10-3e (Pedestrian Signs and Plaques).



Unmarked crosswalk at a signalized intersection of Dixie Highway/SE 1st Avenue and SW/SE 3rd Street.

Walking Audit Report

Recommendations



Provide a continuous sidewalk with trees adjacent to facility to add shade.

- Dixie Highway from Miami-Dade/Broward County Line to SW 10th Street
- Dixie Highway from SW 9th Street to SW 5th Street
- Dixie Highway from NW 2nd Street to Pembroke Road
- SE 1st Avenue from NE 7th Street to Pembroke Road



Provide a green marked bicycle lane.

This photo is an example in Fort Lauderdale.



Replace and install MUTCD R10-3i (Pedestrian Signs and Plaques) to accurately depict "PUSH BUTTON TO CROSS" and include roadway name.

Walking Audit Report

Opportunities & Recommendations

Primary Opportunities & Recommendations



There is a vacant parcel on the west side of Dixie Highway between SW 4th Street and SW 3rd Street for potential redevelopment opportunity.



Further study is needed in providing a mid-block signed and marked crosswalk along SE 1st Avenue across from Club Tropical Ballroom since a sidewalk is already in place.



The YMCA at the southeast corner of SE 1st Avenue and SE 5th Street is under construction and holds opportunity to incorporate Complete Streets elements into the corridor.



Existing "PRIVATE PROPERTY NO TRESPASSING F.E.C. RWY. CO" and "NO TRESPASSING" signage. The existing signage raises awareness to prohibit walking or playing on railroad tracks or the right-of-way on either side of the tracks as trespassing. To further promote safety; installing a fence along the FEC corridor will physically prohibit people crossing the tracks.

Walking Audit Report



Along SE 1st Avenue, there is nearly a four-foot buffer between the sidewalk and the travel lanes. A shared-use path can potentially be included in this corridor.



A police officer enforcing speed along SE 1st Avenue. Potentially explore stationing unoccupied police vehicles along the corridor to enforce speed and a traffic calming solution.

Threats & Recommendations

Primary Threats



Street fixtures are within the sidewalk, which prevents a clear pedestrian zone and utility cords have not been properly placed.



Route 6 – Stop ID #0373 does not have proper bus stop amenities such as ADA landing pad/passenger waiting area, bench, shelter, trash receptacle, lighting & etc.

Walking Audit Report



Construction signage knocked down in front of 134 S Dixie Highway.



Sidewalk cracking which causes trip hazards.



Drainage issues along Dixie Highway and SE 1st Avenue, which causes excessive water over sidewalks.



Outdated pedestrian pushbutton at Sprouts Learning Center Pre-School located at the southeast corner of SE 1st Avenue and SE 3rd Street.

Walking Audit Report



The vacant parcel/former development on the west side of Dixie Highway between SW 4th Street and SW 3rd Street driveway is unmaintained, which causes discontinuation in the sidewalk with overgrown grass and flooding.



The sidewalk is treated as a driveway and additional parking which blocks the sidewalk for pedestrians.



Overgrown trees endanger pedestrians and block the view of pedestrian signs.



The pedestrian signal and pedestrian pushbutton is located in the northwest corner of Dixie Highway and SE 3rd Street without providing a clear and accessible path for non-motorized users.

Walking Audit Report



Concrete pavers used for crosswalks may cause rigid body uplift or settlement.



Unmaintained landscape encroaches the sidewalk facilities.



Rubbish is located near 206 Dixie Highway which may detract users from the corridor.



The pedestrian crossing along SE 1st Avenue and SE 1st Street does not have curb ramps.

Walking Audit Report

Recommendations



Relocate fixtures from pedestrian zones or if unable, provide additional space to maintain ADA compliant width.



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



Provide a clear unobstructed 5'x8' landing pad and provide amenities such as bench, shelter, trash receptacle, bike racks, and a handrail at the following stops.

- Route 6 – Stop ID# 0373
- Route 6 – Stop ID# 3537
- Route 6 – Stop ID# 0372
- Route 6 – Stop ID# 2426
- Route 6 – Stop ID# 0371
- Route 6 – Stop ID# 3087



Provide pedestrian access to the pedestrian signal and pedestrian pushbutton as well as ensuring adequate distance to curb ramp located in the northwest corner of Dixie Highway and SE 3rd Street.

This photo is an example along NW 31st Avenue, Lauderdale Lakes.

Walking Audit Report

- Route 6 – Stop ID# 3950

This photo is an example along NW 31st Avenue, Lauderdale Lakes.



Maintain the landscape throughout the corridor to prevent endangering pedestrians and blocking the view of pedestrian signs. As well as ensuring rubbish is picked-up.

This photo is an example along Oakland Park Boulevard, Lauderhill.

Walking Audit Report

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)

- Remove the old signage that references “MINIBUS STOP” along SE 1st Avenue located between SE 4th Street and SE 3rd Street.
- Replace and install MUTCD R10-3i (Pedestrian Signs and Plaques) to accurately depict “PUSH BUTTON TO CROSS” and include roadway name.
- The YMCA at the southeast corner of SE 1st Avenue and SE 5th Street is under construction and holds opportunity to incorporate Complete Streets elements into the corridor. Coordination with the YMCA is essential.
- Potentially explore stationing unoccupied police vehicles along the corridor to enforce speed and a traffic calming solution.
- Maintain the landscape throughout the corridor to prevent endangering pedestrians and blocking the view of pedestrian signs. As well as ensuring rubbish is picked-up
- Re-orient the mis-aligned pedestrian signals at the intersection of SE 1st Avenue and SE 3rd Street.

Intermediate Projects (2-5 years)

- Provide additional wayfinding signage for prominent destinations along the corridor such as Peter Bluesten Park and YMCA.
- Insert a catch basin which includes an inlet, riser, and piping to prevent drainage issues.
- Provide continuous furnishing zone used for landscape and street trees along Dixie Highway and SE 1st Avenue to enable active public space.
- Provide stamped asphalt crosswalk on all approaches and detectable warnings on curb ramps at the following signalized intersections.
 - Dixie Highway and SE 1st Avenue at SR-858/Hallandale Beach Boulevard
 - Dixie Highway and SE 1st at SW/SE 3rd Street

Walking Audit Report

- Dixie Highway and SE 1st at NE 215th Street
- Provide a green marked bicycle lane.
- Evaluate the condition of sidewalks intersecting driveways and sidewalk condition to ensure a cross slope of 1% (2% maximum) to meet ADA standards.
- Address ADA issues at the intersection of SE 1st Avenue and Hallandale Beach Boulevard.
- Provide pedestrian access to the pedestrian signal and pedestrian pushbutton as well as ensuring adequate distance to curb ramp located in the northwest corner of Dixie Highway and SE 3rd Street.
- Provide a clear unobstructed 5'x8' landing pad and provide amenities such as bench, shelter, trash receptacle, bike racks, lighting, and a handrail at the following stops.
 - Route 6 – Stop ID# 0373
 - Route 6 – Stop ID# 3537
 - Route 6 – Stop ID# 0372
 - Route 6 – Stop ID# 2426
 - Route 6 – Stop ID# 0371
 - Route 6 – Stop ID# 3087
 - Route 6 – Stop ID# 3950
- Provide a curb ramp at SE 1st Avenue and SE 1st Street to provide an accessible route for all users.

Long-Term Projects (5-8 years)

- Provide a continuous sidewalk with trees adjacent to the facility to add shade.
 - Dixie Highway from Miami-Dade/Broward County Line to SW 10th Street
 - Dixie Highway from SW 9th Street to SW 5th Street
 - Dixie Highway from NW 2nd Street to Pembroke Road
 - SE 1st Avenue from NE 7th Street to Pembroke Road
- There is a vacant parcel on the west side of Dixie Highway between SW 4th Street and SW 3rd Street for potential redevelopment opportunity.
- Further study is needed in providing a mid-block signed and marked crosswalk along SE 1st Avenue across from Club Tropical Ballroom since a sidewalk is already in place.
- Existing “PRIVATE PROPERTY NO TRESPASSING F.E.C. RWY. CO” and “NO TRESPASSING” signage. The existing signage raises awareness to prohibit walking or playing on railroad tracks or the right-of-way on either side of the tracks as trespassing. To further promote safety, potentially installing a fence along the FEC corridor will physically prohibit people crossing the tracks.

Walking Audit Report

- Along SE 1st Avenue, there is nearly a four-foot buffer between the sidewalk and the travel lanes. A shared-use path can potentially be included in this corridor.
- Relocate fixtures from pedestrian zones or if unable, provide additional space to maintain ADA compliant width.
- Provide pedestrian-oriented lighting to increase the perception of safety and encourage use of the area after dark.
- Further study is needed to determine a location for an elevated pedestrian bridge to cross the Florida East Coast (FEC) railway connecting users from Dixie Highway to SE 1st Avenue.

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