OAKLAND PARK BOULEVARD AND SR 7 SUMMARY
Lauderdale Lakes, FL

ROADWAY CHARACTERISTICS
Looking West

Oakland Park Boulevard and SR 7 are each 6 lane, divided roads with intermittent right- and left-turn lanes. At the intersection, each leg has dual left turn lanes and right turn lanes. The roads have cement or lightly vegetated medians and cobra style vehicular lighting. The corridor has 6’ sidewalks and no marked bike lanes. The intersection is surrounded by large shopping centers with big box stores and out parcel development set behind expansive surface parking lots.

OAKLAND PARK BOULEVARD AND SR 7 | Intersection Study

CRASH DATA

- **46** Pedestrian
- **17** Bicycle
- **1** Fatal
- **49** Injury
- **13** Property Damage Only

**35%** Occurred in January, February, or August
**22%** Occurred on Friday
**32%** Occurred in Non-Daylight Lighting Conditions
**8%** Involved Alcohol and/or Drugs

Crash Time Periods

- **11%** PM 9
- **13%** PM 12
- **35%** PM 3
- **22%** PM 6

FIELD REVIEW OBSERVATIONS

- Illegal Mid-Block Crossings
- Inattentive Drivers (Especially at Driveways and Intersections)
- Vehicles Blocking Crosswalks
- ADA Noncompliant Sidewalks and Ramps
- No Bike Lanes
- Bicyclists Riding on Sidewalks
- Lack of Crossing Opportunities
- Objects Blocking Sidewalks
- Narrow Sidewalks
- Frequent Driveways
- Poorly Marked Driveway Crossings
- Poor Pedestrian Access to Adjacent Development
- Lack of Shade/Shelter
- Lack of Bicycle Markings at Conflict Areas
- Long Signal Times
- Buses Bunching and Stopped in Road
- Broken/Out of Date Pedestrian Signage and Signals

Maintaining Agency: FDOT

SAFETY ACTION PLAN

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Looking East

Pedestrians Crossing Mid-Block
Bicyclists in Sidewalk
Vehicle in Crosswalk
Wide Driveway
Poor Connectivity to Destinations
Poor ADA Compliance
Overview

The intersection of Oakland Park Boulevard and SR 7 was chosen as a demonstration study site for the Broward MPO Bicycle and Pedestrian Safety Action Plan (BPSAP) based on a review of its pedestrian and bicycle crash history; land uses; propensity for active transportation; transit activity; and the decisions of the BPSAP Advocacy Team. The two corridors are each 6 lane divided roads with intermittent right- and left-turn lanes. At the intersection, each leg has dual left turn lanes and right turn lanes. The roads have cement or lightly vegetated medians and cobra style vehicular lighting. The corridor has 6’ sidewalks and no marked bike lanes. The intersection is surrounded by auto-oriented shopping centers with big box stores and out parcel development set behind expansive surface parking lots. This intersection is designated as a Gateway Transit Hub by the Broward MPO, and existing plans suggest conceptual plans for redevelopment with high densities and mixed land uses.

The following review describes the results of the corridor safety review and general observations of the corridor. A field review was conducted on Monday, July 11th, 2016 from 2:00 PM to 5:00 PM and a night time field review was completed on Monday, July 11th, 2016 from 8:00 to 9:00 PM.

Crash Summary

Over the six-year period from 2010 through 2015, 63 pedestrian or bicyclist crashes occurred within the intersection study area. The intersection of Oakland Park Boulevard and SR 7 has one of the highest crash volumes in Broward County. 73 percent of the crashes involved a pedestrian (46 crashes), and 27 percent involved a bicyclist (17 crashes). One of these crashes resulted in a fatality (1 percent) and 19 resulted in injury (46 percent). The majority of these crashes occurred during dry and daylight conditions (89 percent and 68 percent, respectively). However, 27 percent (or 17) of the crashes occurred in dark conditions without a street light. Five of the crashes involved alcohol or drugs (8 percent). Nearly one third of all drivers involved in the crashes were 20-29 years old.

Most of the crashes occurred at or near the crosswalks of the intersections, with many of those crashes occurring just outside of crosswalks. The greatest number of crashes occurred at or near the intersection of Oakland Park Boulevard and SR 7 (23 pedestrian crashes and 7 bicycle crashes). However, it was also noted that many crashes also occurred near bus stops.

FIGURE 1 | Study Area Crashes

Legend

- 1 Segment Crash
- Intersection Crash
  - 1 - 5
  - 11-15
  - 28

Source: CARS 2010-2014 crash data; Signal Four Analytics 2010-2016 crash data

Pedestrian Crossing Illegally Mid Block at a Bus Stop
Transit Ridership & Land Use

Transit ridership is high study area. Ridership exceeds 250 riders per day at most of the bus stops around the intersection. Both Oakland Park Boulevard and SR 7 are designated for premium transit service in the future, and the intersection is intended to become a transit hub. People were regularly observed waiting at the stops during the field review, and some of the bus stops include shelters to provide shade and comfortable waiting areas for riders. Some of the stops are located far from signalized crossings and many people were observed crossing illegally mid-block at those locations.

The land uses around the intersection are auto-oriented. Big box stores, set far back from the road behind parking lots, surround the intersection. The land use pattern includes large superblocks with little internal roadway connectivity. The land uses are almost all commercial in nature, although Lauderdale Lakes is planning a mixed use town center on the south side of Oakland Park Boulevard east of NW 36th Terrace. Conceptual plans suggest that the whole area is intended to eventually be developed in a high density and mixed use manner. According to demographic data, residents in the study area also have a high propensity for traveling on foot, by bike, or on transit in comparison to the rest of the county.

General Observations:

Throughout the study area, pedestrians tend to cross outside of marked crossings. This is especially true at or near bus stops when the bus stop is located across the street from a destination. Bicyclists also chose not to cross at intersections. However, there are long distances between signalized crossings and the signals are long, creating long wait times for pedestrians when they do reach signalized crossings. This may also lead to pedestrians crossing mid-block. In general, the pedestrian facilities do not comply with ADA requirements throughout the corridor. Other pedestrian and bicycling issues observed include: lack of any bicycle facilities, fixed objects mounted in sidewalks, missing or worn truncated domes at ramps, outdated signage at crosswalks, pedestrian signals that do not function, and vegetation obstructing the sidewalks. The median also does not prevent pedestrians from making mid-block crossings. However, drivers also tend to pull through crosswalks at red lights. There are high speed turn lanes into many businesses and few cues to cause the driver to slow down. Lighting is poor throughout the study area, except at the intersection of Oakland Park Boulevard and SR 7. There were also observed issues of buses stacking and buses parking in the street for several minutes.

FIGURE 2 | Study Area Transit Ridership

Legend

Daily Boardings + Alightings

- 1 - 25
- 26 - 50
- 51 - 100
- 101 - 250
- 250 +

Source: Broward County Transit, 2015
**Issue: Mid-Block Crossings**  
**Location: 7 (Whole Area)**

**General Observations:**
- Mid-block crossings observed at bus stops and where there are destinations on either side of the street.
- The distances between signalized crossings is very long in most locations.
- The signal times are long, which can discourage people from waiting for the signal to cross.
- In some locations, “Do Not Cross” signs have been installed, however they do not seem to have much of an impact based on field observations.

**Recommendations:**
- Explore locations for safe mid-block crossings and consider bi-directional median opening crosswalks and TWLTL median refuge islands.
- Install thick shrubs in the median to physically prevent pedestrians from crossing medians mid-block.
- Consider relocating bus stops closer to crossings to create incentive for crossing at signals.
- Create a progressive enforcement campaign where officers educate, warn, and finally ticket pedestrians who cross mid-block.
General Observations:

- Sidewalks are directly adjacent to travel lanes without any separation from vehicles.
- Sidewalk does not follow desire line from NW 43rd Avenue to the Walmart Driveway. There is a worn footpath between the Superstar K and Walmart.
- The sidewalk is broken in some locations, such as the NE corner of the intersection where a sandbag is placed to help fix the issue.
- Signal cabinets are located very close to the sidewalk. The cabinets can get very hot (up to 200° F) and can pose a danger to pedestrians.

Recommendations:

- Use lush landscaping to close off the medians to prevent pedestrians from making illegal mid-block crossings.
- Consider adding a landscaped buffer between the sidewalk and the street.
- Look at where pedestrians are crossing and create better connectivity to and between destinations.
- Consider wrapping signal cabinets or moving them away from pedestrians/sidewalks.
Issue: No Bike Lanes
Location: 7 (Whole Area)

General Observations:
- There are no bike lanes in the study area.
- Bicyclists ride on the narrow sidewalks, creating conflicts between bicyclists and pedestrians.
- Bicyclists were also observed riding on the sidewalk in the opposite direction of vehicles.
- These conditions create safety issues for bicyclists, especially at intersection and driveway crossings.
- Bicyclists cross mid block.

Recommendations:
- Evaluate the addition of bike lanes throughout the corridor. Ensure that the bike lanes are designed to have sufficient width to safely separate bikes from the high-speed and high-volume vehicular traffic in the study area in order to promote use of the bike lanes rather than the sidewalks. The high volumes and speeds suggest the need for protected or separated bike lanes to accommodate the needs of riders.
- Provide additional visual separation of bike lanes through buffers.
- Use green paint at intersections, driveways, or other conflict points to highlight to drivers that bicyclists may be crossing.
- Create an outreach campaign to alert bicyclists of the dangers of riding on the sidewalks and to alert drivers of the need to look for bicyclists when turning in to and out of driveways.
- Create a progressive enforcement campaign where officers educate, warn, and finally ticket drivers who drive in bike lanes and bike riders who cross the street against the signal.
- Install thick shrubs in the median to physically prevent bicyclists from crossing medians mid-block.
- Create a progressive enforcement campaign where officers educate, warn, and finally ticket bicyclists who cross mid-block.
Issue: Transit Scheduling & Education, & Locations
Location: 2, 7 (Whole Area)

General Observations:
• The Lauderhill shuttle bus (operated by LSF Shuttle)’s driver was observed exiting the shuttle on the left side into the travel lane to help a wheelchair-bound passenger. Several vehicles had to stop for the bus.
• Three buses were observed to be bunched, blocking the travel lanes for the southbound through and westbound right-turn vehicles.
• One bus stopped in the travel lane for five minutes at the northwest corner of Oakland Park Boulevard at SR 7.
• Mid-block pedestrian crossing is a critical safety concern throughout the corridor. Many, but not all, of the observed illegal mid-block crossings result from bus stops that are not conveniently located near existing crosswalks. Alternatively, crosswalks are not conveniently located near the bus stops.

Recommendations:
• Bus driver education regarding how to safely assist passengers.
• Review bus schedules to reduce bus bunching.
• Evaluate the bus stop locations and potential mid-block crosswalk locations.
• Design mid-block crosswalks with enhanced visibility features, such as Rectangular Rapid Flash Beacons (RRFBs), to encourage use and to improve safety.
**Issue: Driveway Frequency & Design**  
**Location: 3, 7 (Whole Area)**

**General Observations:**
- There are a number of driveways between intersections in the study area. Many of these driveways have poorly marked crosswalks.
- Many driveways along the corridor are very wide and allow drivers to turn in and out without slowing down. Some also have right turn lanes that allow for this.
- Many drivers were observed turning out of driveways without looking for or yielding to pedestrians.
- The stop bar at some driveways is set back far from the street. Drivers pull past the stop bar and in to the crosswalk for a better view of traffic, which causes conflicts with bicyclists and pedestrians.

**Recommendations:**
- Refresh pavement markings to emphasize crosswalks across driveways.
- Create an outreach campaign to alert bicyclists of the dangers of riding on the sidewalks and to alert drivers of the need to look for bicyclists when turning in to and out of driveways.
- Encourage cross access agreements between developments to limit the number of driveways approved along the corridor.
- Consider narrowing driveways where possible and ensure that driveway width is considered in development review for new developments.
- Consider whether right turn lanes are needed at every development. If not, consider where they might be able to be removed.
- Install warning signs at intersections and driveways, such as “Stop Here on Red”.
- Consider redesigning the location of the stop bar and crosswalk.
**Issue: Driver Behavior**  
**Location: 7 (Whole Area)**

**General Observations:**
- Drivers turning right on red do not always look for pedestrians in crosswalks before turning.
- During field observations, several drivers almost hit pedestrians or bicyclists in the crosswalks and at driveways.
- Drivers exiting driveways do not always yield or look for pedestrians or bicyclists.
- Drivers stop in the crosswalk and block access to the sidewalks. This is sometimes due to vehicles pulling through the stop bars in order to see oncoming traffic because the stop bar is set back.

**Recommendations:**
- Install warning signs at intersections and driveways, such as “Stop Here on Red.”
- Consider implementing “No Right Turn on Red.”
- Educate drivers on safe driving behavior through programs such as best foot forward, alert today, alive tomorrow and by working with Google and Waze.
- Create a progressive enforcement campaign where officers educate, warn, and finally ticket drivers who block crosswalks.
- Consider redesigning the location of the stop bar and crosswalk.
**Issue: Pedestrian Signage Deficiencies**  
**Location: 1, 2, 5, 6**

**General Observations:**  
- Pedestrian signals are not functioning or the countdown signal is not working at multiple intersections (1, 5, 6).  
- Many of the pedestrian signal push button signs do not provide the street names.  
- Many people do not know state road numbers if streets have other names, and some push buttons still refer to state road numbers.

**Recommendations:**  
- Replace or fix pedestrian signals/controllers.  
- Update pedestrian signal push button signs as necessary to meet standards.

**Issue: Signal Timing**  
**Location: 7 (Whole Area)**

**General Observations:**  
- Signal times are long, which causes long wait times for pedestrians when crossing the street at intersections.  
- It was observed that pedestrians cross the street against the signal even in crosswalks instead of waiting for the Walk signals.

**Recommendations:**  
- Consider retiming signals with a focus on pedestrian and bicycle mobility.
**Issue: Roadway Striping Utilization**  
**Location: 2 (northeast segment)**

**General Observations:**
- The southbound turn lane is striped out north of the intersection of Oakland Park and SR 7, however people drive through it.

**Recommendations:**
- Consider creating a bulb out/transit stop so that transit can stop on the street for better loading and unloading at this high volume stop. This could be done permanently with curb or temporarily with plastic bollards.

**Issue: Lighting**  
**Location: 1, 3, 4, 5, 6, 7 (Whole Area, Excluding 2)**

**General Observations:**
- Lighting is poor outside of the intersection of Oakland Park Boulevard and SR 7. That intersection was updated recently. The transition between lower and higher lighting levels is difficult at night.
- Lighting is present on only one side of the road between intersections.

**Recommendations:**
- Complete a lighting study with a focus on pedestrian lighting.
- Create an outreach campaign to alert pedestrians and bicyclists of the need to wear bright clothings at night and to use lighting.