



# *Walking Audit Report*

*City of Lauderdale:*

*NW 19th Street*



*February 2015*

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## ACKNOWLEDGEMENTS

### **Partners**

The Broward MPO would like to extend special thanks to the City of Lauderhill's Commission and the School Administration at Lauderhill 6-12 STEM-MED Magnet Program. Dr. Reardon graciously allowed the event to be hosted within the school and the school administrators including Ms. Gina Montagnino and Leticia Mercado helped to organize the logistics and student-participation. City of Lauderhill Commissioner Thurston actively participated and Mayor Kaplan and Commissioner Bates attended the presentation, showing support for the Complete Streets-oriented workshop.

The Broward MPO extend their gratitude to the more than 60 individuals who participated in the Walking Audit, and to the City of Lauderhill's staff, both Earl Hahn and Molly Howson, for their assistance in preparing for the event. Roughly thirty students, from Lauderhill 6-12 provided the unique perspectives of young community members who use active transportation in the area almost every day, by walking to and from the school.

Additional community support came from local agencies and nonprofit partners such as: Florida Department of Transportation (FDOT), Department of Health (FDOH) Broward Office, Broward Regional Health Planning Council's (BRHPC) Transforming Our Community's Health (TOUCH) Initiative partners, Broward Metropolitan Planning Organization (Broward MPO), AARP, Broward County Transit (BCT), and many others. The Broward MPO appreciates everyone's participation and efforts to provide thorough and constructive feedback. This project was made possible by funding from the Broward MPO and their Complete Streets Initiative.

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## EXECUTIVE SUMMARY

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

The Lauderhill Walking Audit brought together a range of participants, from students to older adults, to community leaders and elected officials. The Walking Audit, a community workshop, was hosted within the City of Lauderhill, at Lauderhill 6-12 STEM MED Magnet School, on Tuesday, January 13<sup>th</sup>, 2015. The individuals who participated performed the sidewalk and corridor analysis along NW 19<sup>th</sup> Street, which runs eastward from the school to State Road 7.

During the event, Walking Audit teams, each comprised of 5 to 12 people, walked their assigned routes while noting both strengths and weaknesses along the way. Participants were asked to pay attention to the overall physical characteristics of the corridor to determine if the needs of all users were being addressed at the current condition. When the teams returned to the venue, they presented their findings to the larger audience of all participants. The Walking Audit event followed the general format of: introductory presentation, corridor audit and then reporting of findings.

The overall score for NW 19<sup>th</sup> Street, as averaged by the attendees, was attributed with the following description: *This corridor needs work and attention. It is not a very walkable corridor, overall, but there are moments where walkability levels are acceptable.* Participating students were able to consider the environment from a critical perspective, and they had the opportunity to discuss what they saw with local professionals. Further, the community members, City and local agency staff members were able to contribute to the audit by introducing a different perspective to the students. On any given day roughly 90% of the student body walk or bicycle to school, so it was important for them to be involved in the evaluation of the corridor. Half of the more than sixty attendees were students.

The participants' findings (see Chapter III) were used to guide the recommendations and proposed Capital Improvement Projects (see Chapter IV). These recommendations will be taken under consideration by the Broward MPO and its planning partners to ensure projects are evaluated in accordance with current engineering standards and existing plans. The Walking Audit Form template and all teams' notes are compiled in the [Virtual Appendix](#). The City of Lauderhill should do everything it can to immediately alleviate public concerns over all physical hazards within the corridor that could pose an immediate threat to citizens, such as described in the short-term projects. The Broward MPO endorses the recommendations of this report and encourages the City of Lauderhill play an active role in the implementation of such recommendations. Additionally, the Broward MPO would request a progress report to the CS TAC to show the benefits of a walking audit.

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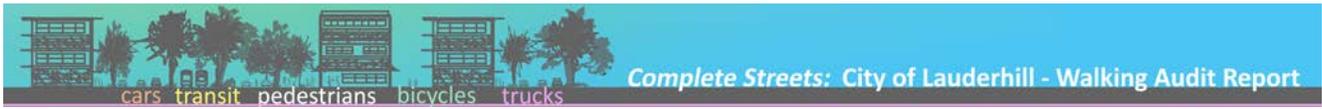
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## CHAPTER I: BACKGROUND & STRATEGY

### *Complete Streets in Lauderdale*

Complete Streets are streets that are planned, designed and constructed to balance all modes of travel for all users of the roadway, regardless of their age or ability. Communities across the nation are pursuing Complete Streets and implementing Complete Streets policies. According to the National Complete Streets Coalition, in the last ten years there have been over 700 agencies, at the local, regional and state levels to adopt Complete Streets policies.

The Broward Metropolitan Planning Organization (Broward MPO) has committed to fund more than \$100 million in Complete Streets projects over the next five years. These projects focus on pedestrian and bicycle improvements and are being implemented through the Broward MPO Mobility Program. In addition, technical assistance in the form of presentations, action plans, evaluation, policy development, and Walking Audits are being provided to communities who seek to integrate Complete Streets at a local level. As a result, the City of Lauderdale was selected for a Walking Audit. More information about the Broward MPO Complete Streets countywide efforts can be found at: [www.browardmpo.org/projects-studies/complete-streets](http://www.browardmpo.org/projects-studies/complete-streets). Information on the Broward MPO's Walking Audits can be found at: [www.browardmpo.org/services/complete-streets/walking-audits](http://www.browardmpo.org/services/complete-streets/walking-audits).

In order to provide context for Broward County municipalities wishing to implement Complete Streets, the Broward MPO established a Complete Streets Technical Advisory Committee (TAC) that meets bi-monthly to discuss existing Complete Streets efforts, present project updates and explore how Complete Streets efforts can be enhanced throughout Broward. Ongoing technical assistance is available and provided by the Broward MPO to communities wishing to integrate Complete Streets at local levels.

In order to provide a uniform and standardized context for all Broward County municipalities, the Broward MPO TAC developed the Complete Streets Guidelines, which were unanimously endorsed by Broward MPO board in 2012. The guidelines have served as a template for many municipalities' Complete Streets efforts. The manual can be downloaded for free, at: <http://www.browardmpo.org/services/complete-streets/guidelines>. Additional resources are found at the end of this report. Cities interested in integrating Complete Streets through policies, frameworks and guidelines should contact the Broward MPO at [info@browardmpo.org](mailto:info@browardmpo.org) or (954) 876-0033.



## **Street Maintenance**

The City of Lauderhill's Department of Environmental and Engineering Services (DEES or Public Works) "is dedicated to providing the most responsive and cost-effective services to the residents of the city." The City of Lauderhill provides online information on the DEES, available at: [www.lauderhill-fl.gov/home/showdocument?id=443](http://www.lauderhill-fl.gov/home/showdocument?id=443). The DEES is comprised of the following divisions:

- Capital Improvement Projects
- Engineering
- Stormwater
- Streets and Roads
- Waste water Collection Services
- Water distribution service

The DEES operates an online service request system, where citizens can report concerns after normal operating hours, from their computers. There are numerous categories of service requests, and access to the system is available by registering at: [www.lauderhill-fl.gov/community-services/service-request](http://www.lauderhill-fl.gov/community-services/service-request). After-hours, emergency service request assistance is available by phone, at: (954) 730 – 2972.

## **Community Redevelopment Agency**

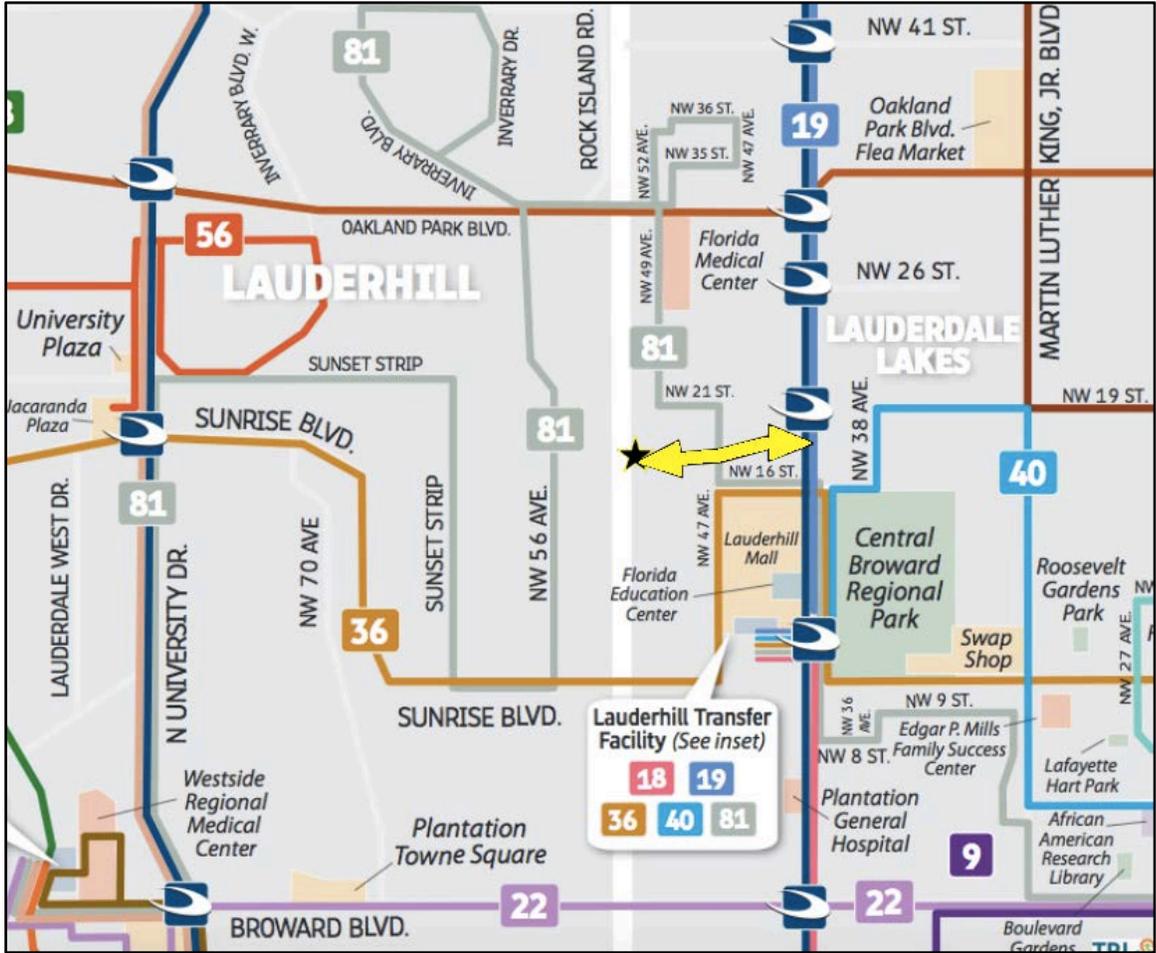
The City of Lauderhill's Community Redevelopment Agency (CRA) has two plans available online. The Walking Audit study area is located between each of the improvement districts, yet not specifically included in either the Central Lauderhill District Plan or the State Road 7 District Plan. The Walking Audit study area is significant because of the high residential density along NW 19<sup>th</sup> Street, the existence of few shopping destinations in the immediate vicinity, and the location of the Magnet School at the western end of the corridor.

If the CRA's district improvement plans are built, NW 19<sup>th</sup> Street will play a vital role in supporting pedestrian and bicycle travel to the two areas, since it is an east-west corridor that links the two areas (provided by the pedestrian overpass at the Florida Turnpike). The CRA's plans are available online, at: [www.lauderhill-fl.gov/economic-development/community-redevelopment-agency/community-redevelopment-agency](http://www.lauderhill-fl.gov/economic-development/community-redevelopment-agency/community-redevelopment-agency)

## **Transit Options**

Broward County Transit (BCT) has an integrated online program, available at ([www.broward.org/BCT/Documents/SystemMap.pdf](http://www.broward.org/BCT/Documents/SystemMap.pdf)) showing numerous bus routes that service the Lauderhill area (see Map 01). However, there are no bus routes specifically along this section of NW 19<sup>th</sup> Street. A bus route intersects the study area, traveling north and south along NW 47<sup>th</sup> Avenue, and many people have been observed waiting at the two stops (north and south of NW 19<sup>th</sup> Street) for the bus to pick them up. There is a bus route parallel to NW 19<sup>th</sup> Street, directly south of the study area, that links individuals to the Lauderhill Mall and to a bus transfer facility.

**Map 01: BCT Fixed Route Service Area & Walking Audit Corridor in yellow**



**Figure 01: Bus stop on NW 47<sup>th</sup> Avenue, near NW 19<sup>th</sup> Street**



## CHAPTER II: WALKING AUDIT OVERVIEW

### *Event Setting*

On Tuesday, January 13<sup>th</sup>, 2015, the City of Lauderhill hosted a Walking Audit community-based event. The venue was the Lauderhill 6-12 STEM-MED Magnet School, located at 1901 NW 49<sup>th</sup> Avenue. Area professionals, municipal staff, nonprofit partners, community members, school administrators, students and numerous volunteers participated in the community workshop, focusing their discussions on NW 19<sup>th</sup> Street. The Walking Audit event was intended to support the community and analyze the corridors under the Complete Streets umbrella of guiding principles, by inspiring participants to elaborate upon the current barriers they recognized to walkability on their roadways and what they believed to be potential solutions to their existing concerns.

The event was ultimately meant to produce findings and recommendations that will provide the City with a thorough understanding of what the community envisions for the future, so that the City of Lauderhill is able to more proficiently work toward developing specific short-term, intermediate and long-range capital improvement projects that will produce the results that the residents overwhelmingly desire: Complete Streets.

### *Workshop Objectives*

The Walking Audits facilitators specifically aimed to support the following five, participation-based objectives:

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

### *Walking Audit Presentation*

Event facilitators presented slideshows to introduce examples of Complete Streets elements as well as to discuss the study area for the audit. The workshop hosted at Lauderhill 6-12 allowed students and community members to be introduced to Complete Streets, together. Examples of items to consider were presented and time was allocated to encourage the students to speak up with their ideas of what Complete Streets should include.

The Walking Audit presentations introduced the theoretical concepts associated with Complete Streets, provided examples of streetscape elements (see Figure 02) and introduced the study area and specific routes that would be audited during the participants' walk. Also, during the presentation, teams facilitators were identified, team-members' roles were reiterated and participants were reminded of what was expected of them. The primary goal of the initial presentation was to provide participants with the knowledge and guidance to succeed in their auditing experience. However, an important, secondary aim was to establish and foster an event-environment that was welcoming and comfortable, as well as diverse and inclusive of all individuals.

**Figure 02: Examples of Complete Streets Elements**

**Complete Street Elements**

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

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

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

In the final slides of the event-presentation, the participants were instructed on the next steps, which included:

1. Grouping into their assigned teams (that they signed up for at event registration).
2. Volunteering for roles and allowing the team facilitator to delegate responsibilities.
3. Leaving the event venue and proceeding to their designated route as soon as possible.
4. Discussing with their team the route they would be auditing and providing recommendations when possible before, during and after they explored the corridor.
5. Meeting back at the event venue, to further discuss with their team what observations they had as well as assisting their team in evaluating their experience by completing their team's Walking Audit Form (to view all form pages, see [Virtual Appendix C](#)).

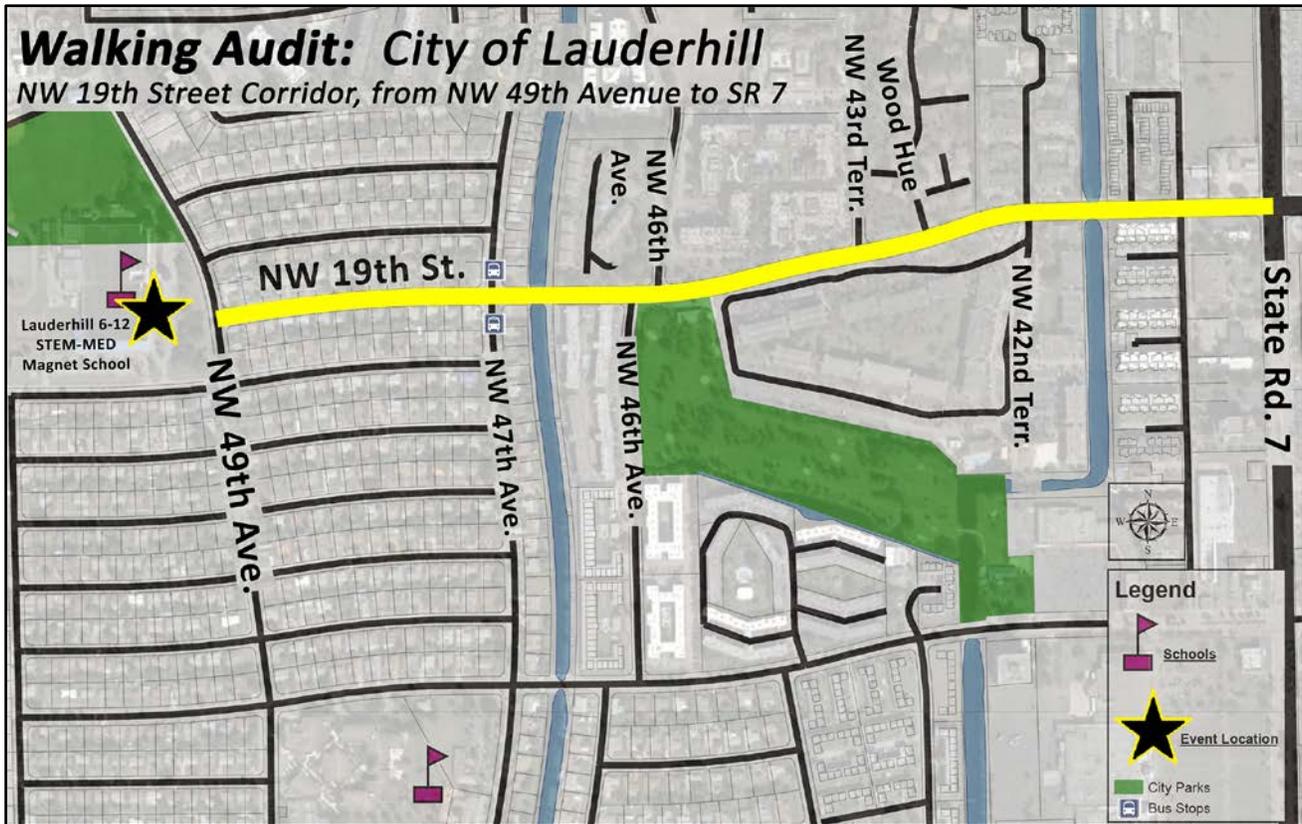
**Example Questions from Walking Audit Forms:**

- Did you have room to walk?
- Was it easy to cross the street?
- Did drivers behave well?
- Were these elements available for pedestrians? (Example elements: visibility, time to cross, clear pedestrian signals, bicycle paths and amenities, transit signs and amenities)
- Did all pedestrians behave safely?
- Was your walk pleasant and comfortable?

### Walking Audit Study Area

The City of Lauderhill Walking Audit corridor, the segment of NW 19<sup>th</sup> Street between NW 49<sup>th</sup> Avenue and State Road 7, is displayed below. The Walking Audit teams covered as much of the study area between the school and State Road 7 as they could, and many teams (though not all) were able to audit the entire length in the allotted timeframe of one hour.

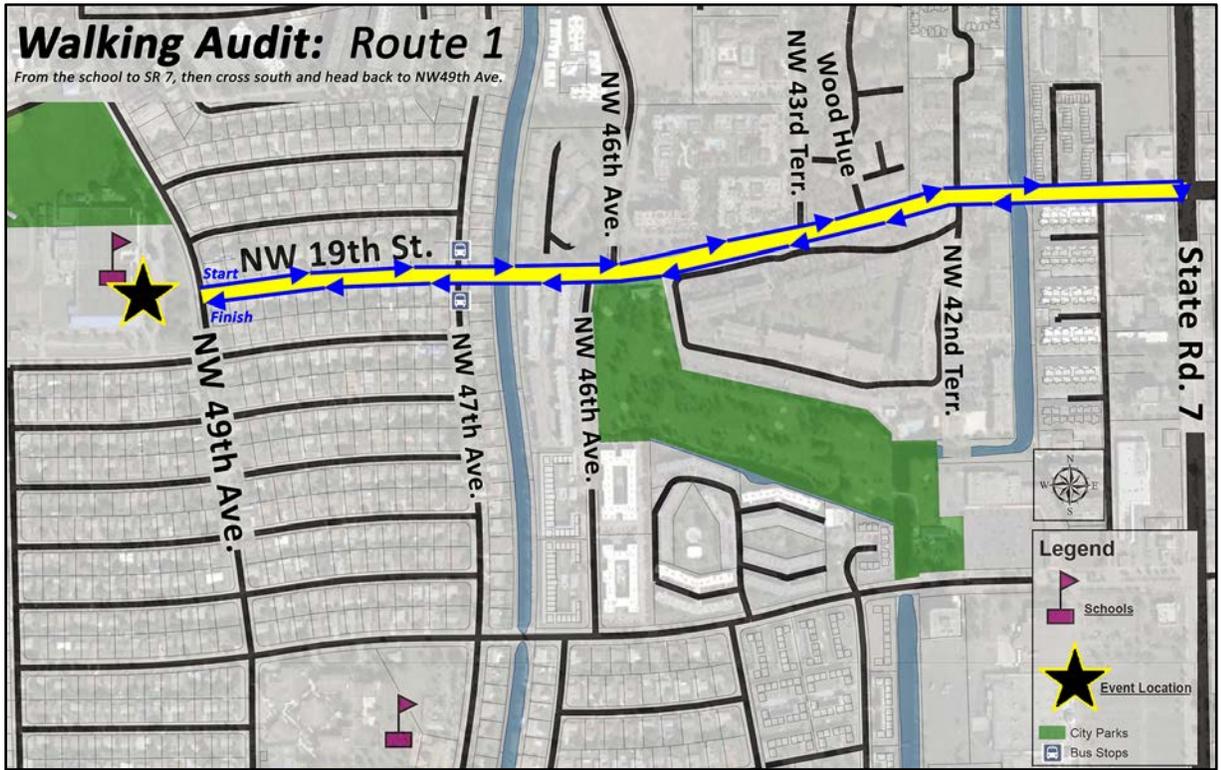
**Map 02: Walking Audit Corridor – NW 19<sup>th</sup> Street**



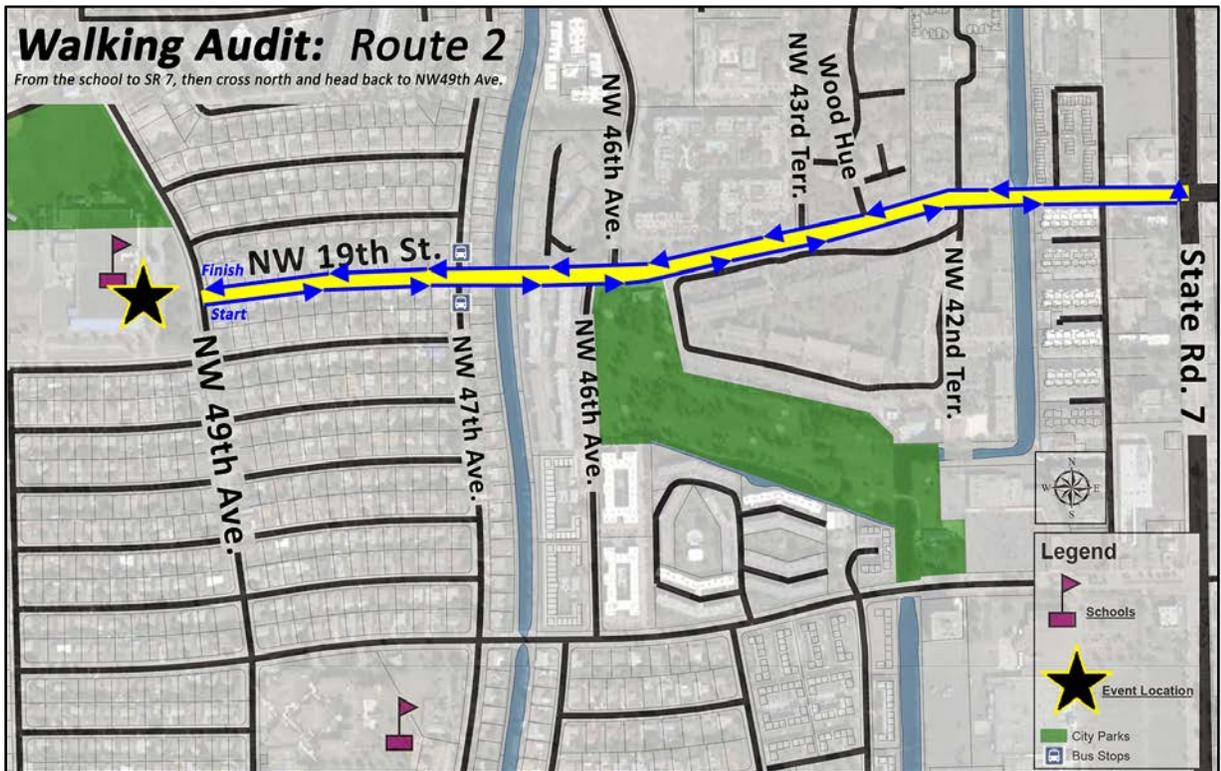
Attendees were assigned to participate on one of six teams. Event facilitators explained what was expected of the participants, how the participants could help their teams succeed, and then assisted the volunteers with organizing into their teams. All teams were asked to walk the same corridor, yet half of the teams were asked to start on the north side and the other half were asked to start on the south side of NW 19<sup>th</sup> Street.

All teams were asked to proceed eastward until State Road 7 and then cross over NW 19<sup>th</sup> Street and head back (west) to the school. Teams 1A, 1B and 1C traveled Route 1, and Teams 2A, 2B and 2C traveled Route 2. Because of time constraints, in order to stagger participants and to assure that the entire area would be examined by at least a couple teams, two opposing Routes (1 and 2) were created. On the following page, the two Walking Audit Routes are displayed (see Maps 03 and 04), with blue arrows indicating the direction of the teams’ travel.

**Map 03: Route 1**



**Map 04: Route 2**



### CHAPTER III: FINDINGS & DISCUSSION

The overall consensus for the NW 19<sup>th</sup> Street study area, as rated and averaged by the teams on their Walking Audit Forms, was attributed with the following description: *This corridor needs work and attention. It is not a very walkable corridor, overall, but there are moments where walkability levels are acceptable.* In order to develop Complete Streets qualities along NW 19<sup>th</sup> Street, and establish an environment not only suitable for but welcoming to pedestrians, improvements will need to be made. In this Chapter, the Walking Audit Forms’ ratings are provided, the teams’ perceptions of the corridor are listed and the highlights from each team’s post-audit reporting are provided.

#### Walking Audit Forms

##### Teams’ Ratings of the overall study area

Table 01 illustrates the rating scale used by all teams, and Table 02 provides each of the team’s ratings, per question (Q.1 through Q.6).

**Table 01: Rating Scale Used for Walking Audit Forms**

	Rating (scale)					
	1	2	3	4	5	6
Interpretation	Awful	Many Problems	Some Problems	Good	Very Good	Excellent

**Table 02: Team Ratings**

	Q.1	Q.2	Q.3	Q.4	Q.5	Q.6
Team 1A	2	2	3	3	3	2
Team 1B	2	3	4	2	4	3
Team 1C	4	4	5	4	4	4
Team 2A	4	5	6	5	4	3
Team 2B	1	2	3	4	5	2
Team 2C	3	2	2	1	1	3
Corridor Average Rating	2.5	3	4.2	4.5	2.8	2
Corridor Final Rating Total	15	18	25	27	17	12

Table 03 describes the overall, final corridor score rating scale used by all teams, and Table 04 provides each of the team’s Final Corridor Rating and a description of what that score generally implies.

**Table 03: Final Corridor Average Rating**

Corridor Final Rating Total	Description
1 to 7	<i>This area needs substantial attention and work to resolve the existing hazards and concerns; far from walkable.</i>
8 to 14	<i>This area needs a lot of work and there are many concerns; not a walkable corridor.</i>
15 to 21	<i>This area needs work and attention; not a very walkable corridor but has some walkable spaces.</i>
22 to 29	<i>This area is pretty good but has a few concerns; a walkable corridor with areas that can be improved.</i>
30 to 36	<i>This is already a fantastic place for walking; a highly walkable corridor.</i>

**Table 04: Final Corridor Average Rating**

Team Corridor Scores Based On Walking Audit Forms and Questions		
	Corridor Final Rating Total	Description
Team 1A	15	<i>This area needs work and attention. It is not a very walkable corridor but has some walkable spaces.</i>
Team 1B	18	<i>This area needs work and attention. It is not a very walkable corridor but has some walkable spaces.</i>
Team 1C	25	<i>This area is pretty good but has a few concerns. This is a walkable corridor with areas that can be improved.</i>
Team 2A	27	<i>This area is pretty good but has a few concerns. This is a walkable corridor with areas that can be improved.</i>
Team 2B	17	<i>This area needs work and attention. It is not a very walkable corridor but has some walkable spaces.</i>
Team 2C	12	<i>This area needs a lot of work and there are many concerns. This is not a walkable corridor.</i>
<b>NW 19th Street Corridor Final Rating Average</b>	<b>19.00</b>	<b><i>This corridor needs work and attention. It is not a very walkable corridor, overall, but there are moments where walkability levels are acceptable.</i></b>

## **Post-Audit: Team Reporting Structure**

When the Walking Audit teams returned to their venues event facilitators asked them to please perform two actions:

1. Complete their Walking Audit Forms
2. Place up to five stickers on their team's map
  - Place green stickers at locations of strengths or opportunities
  - Place red stickers at locations of weaknesses or threats

After the teams had completed their Walking Audit Forms and placed their stickers on their route map, each team elected a spokesperson. The team-spokesperson then provided the entire event-audience with a brief summary of their top findings and recommendations. Concerns that gained notable attention from the larger audience, or highlights from the post-audit team reporting, are provided, as follows. The entire list of each team's notes can be found in [Virtual Appendix A](#).

## **Highlights of Team Findings**

### **Team 1A**

- No connection from sidewalks to crosswalk in front of school
- More shade needed
- Trash near river
- Wider sidewalks and bike lanes needed
- Better maintenance of vegetation and drainage of water along shoulder
- Potential dangers and hazards near river

### **Team 1B**

- Landscaping additions and maintenance needed
- Crosswalks needed
- Wider sidewalk and bike lanes needed
- Tripping hazards in grass adjacent to sidewalk
- Dangerous pedestrian crossing over bridge
- Lots of driveways and no detectable warnings for the visually impaired

### **Team 1C**

- Sidewalk too narrow
- Narrow bridge
- More shade trees needed
- Overgrowth needing to be maintained, removed from right of way
- Crosswalks needed
- Hazards along the ground

### **Team 2A**

- Lack of lighting
- Flooding
- Cars driving off-road
- Overgrowth and litter
- Limited visibility and narrow sidewalk especially over bridge
- Good setbacks from roadway

### **Team 2B**

- Overgrown vegetation
- No lighting
- Need more shade trees
- Need amenities at bus stops
- Possibility for roundabout at some intersections
- Rapid flash beacons needed around school at crosswalks

### **Team 2C**

- No stop sign at NW 19<sup>th</sup> Street and NW 49<sup>th</sup> Avenue, one is needed
- Good crosswalk striping in crosswalks by the school
- Sidewalk connection from crosswalk in front of school is needed
- Sharp curve and no gating before the bridge
- High visibility crosswalks needed

## **Virtual Audit**

Not all Walking Audit participants at the Walking Audit event chose to physically walk the study area. Some participants, for various reasons, decided to remain inside, yet it was important that they participated in the evaluation of the study area. Event facilitators conducted a Virtual Audit covering roughly the entire study area, by watching a high-definition video that covers the entire corridor as if they were walking it and examining different characteristics. Highlights from the Virtual Audit are provided below.

### **Virtual Audit Highlights**

- No sense of place; no special qualities, which is a critical thing for communities
- Litter and repairs needed
- Drainage is poor
- Striping for crosswalks and in the roadway could be improved
- The community should have a theme and it could be inspired by the community garden
- Consider what the needs of the community are, and how the pedestrian environment can be supported

## **CHAPTER IV: ANALYSIS, RECOMMENDATIONS & CONCLUSION**

### **Organizing Findings**

Since all Walking Audit teams explored the same corridor, they naturally found similar findings. While there was slight variation in the teams’ recording of findings and reporting of major concerns, there are solutions that can address multiple issues. In this Chapter, recommendations and capital improvement projects are proposed, in an attempt to suggest ways for the City of Lauderhill to remedy the main barriers to walkability in the area and to support efforts to establish a roadway that displays the character and qualities associated with Complete Streets.

Event facilitators organized all participants’ findings and studied the concerns by using a SWOT Analysis. The SWOT categories (Strengths, Weaknesses, Opportunities, and Threats) are defined below. On the following pages, the teams’ findings were grouped into the appropriate category, summarized to convey the primary issue, and presented in this chapter.

#### **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.

#### **Weaknesses**

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.

**Figure 03: Example of a threat, cracked sidewalk requiring immediate attention**



## **Strengths & Recommendations**

### **Primary Strengths**

- Waterways
- Community Garden
- Magnet School
- Golf Course
- Wide setbacks of sidewalk along most of the corridor
- A lot of pedestrian activity in the area
- Ample right of way to allow for roadway re-design

### **Recommendations**

#### **S1. Create features of this area as destination points**

- a. Description: The waterways, community garden, school, YMCA, and golf course can be enhanced by creating a corridor that highlights these locations. Add signage, benches and landscaping elements to provide placemaking and strengthen the character of the corridor. Assist local groups in organizing and strategizing community workshops to beautify the corridor.
- b. Broward Complete Streets Guidelines: See Chapters: 2, 3, 12, 13, 15

## **Weaknesses & Recommendations**

### **Primary Weaknesses**

- Lack of shade and trees that provide shade
- Narrow sidewalks
- No bicycle facilities
- No mid-block crossings
- Narrow sidewalk along bridges and close to traffic with no buffers
- Enhance roadway striping
- Lack of lighting
- Install a stop sign at NW 49<sup>th</sup> Avenue and NW 19<sup>th</sup> Street, in front of the school

### **Recommendations**

#### **W1. Plant more trees, to alleviate sections without shade**

- a. Description: Add more trees along the corridor, to encourage pedestrian use and enhance levels of comfort for pedestrians, bicyclists and transit riders.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 12, 14

#### **W2. Widen the narrow sidewalk to create more room for pedestrians and install pathways for bicyclists.**

- a. Description: NW 19<sup>th</sup> Street has a sidewalk, but it is unsafe for bicyclists to use, and too narrow for multiple pedestrians. There are multiple design options that would achieve more room for pedestrians and bicyclists.
- b. Broward Complete Streets Guidelines: See Chapters: 6, 7, 8, 9, 11

**W3. Install mid-block pedestrian crossings to allow safe passage over NW 19<sup>th</sup> Street, in appropriate locations.**

- a. Description: Where needed, such as in front of the larger apartment complexes, install mid-block pedestrian crossing and utilize rapid-flash pedestrian beacons that can be pressed to further signal to drivers that a pedestrian is wishing to cross the roadway.
- b. Broward Complete Streets Guidelines: See Chapters: 6, 7, 8, 9, 11

**W4. Perform a nighttime lighting analysis and install street lamps to illuminate the sidewalk**

- a. Description: Evaluate the nighttime illumination of the sidewalks along NW 19<sup>th</sup> Streets and install pedestrian-scale lighting if needed.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 7, 9, 13, 15

**W5. Re-paint the stripes within the roadway, to enhance space and use designations**

- a. Description: The City should re-paint and enhance the lane markings, especially near the schools and at intersections, to help raise the awareness of the possibility of pedestrians in the area.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 6, 8, 9, 11

**W6. Install a stop sign for the traffic on NW 49<sup>th</sup> Avenue, at the intersection of NW 19<sup>th</sup> Street.**

- a. Description: The intersection should be a four-way stop, with stop signs for all directions.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 7, 8, 9, 11

**Figure 04: Narrow sidewalk and trip-hazards along NW 19<sup>th</sup> Street**



## Opportunities & Recommendations

### Primary Opportunities

- More signage can be installed to inform drivers of the speed limit and pedestrians in the area
- Creating high-visibility crosswalks with rapid flash beacons especially near the school

### Recommendations

**O1. Develop and implement traffic calming design measures to reduce speeding drivers, including measures such as narrowing the travel lanes, placing a curb (height differential) on the outside of the roadway to deter drivers from swerving off-road, awareness campaigns, and signage to remind drivers of the safe, legal travel speed limit.**

- a. Description: At signalized intersections, create dynamic and purposeful designs within the pedestrian crosswalk in order to showcase the space as a place for pedestrian activity; additionally, develop an awareness campaign aimed at aggressive drivers to calm down (children at play).
- b. Broward Complete Streets Guidelines: See Chapters: 5, 8, 9, 11

**O2. Utilize ample right of way to consider numerous possibilities for corridor redesign**

- a. Description: There is plenty of space for a wider pedestrian pathway and bicycle facilities. The wide shoulder should inspire designers and engineers to consider numerous options for future roadway enhancement, including shared use paths, separated lanes for different modes of travel and potential designs that allow for pedestrian and bicycle paths to stand out as separated and dedicated lanes for specific uses only.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 8, 9, 11, 12

**O3. Install crosswalks and high-visibility crosswalks throughout the corridor, as appropriate**

- a. Description: There are no high-visibility crosswalks, and very few crosswalks. Due to the numerous traffic easements along NW 19<sup>th</sup> Street, there should be enhanced spatial designations, such as crosswalks that remind drivers of the potential for pedestrians to be crossing at every intersection.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 6, 7, 8, 9, 11

## Threats & Recommendations

### Primary Threats

- Trash and litter along the roadway
- No detectable warnings for visually impaired pedestrians at driveways
- Overgrown vegetation and landscaping
- Tree stumps, utility box covers, potholes and other trip hazards along the shoulder
- Unconnected sidewalks and crosswalks
- Poor drainage along shoulder with numerous ditches and pooling water

**Recommendations**

**T1. Install trash receptacles throughout corridor, near retail/shopping destinations and places where people gather such as benches and intersections.**

- a. Description: To combat the accrual of trash and litter, as well as to promote and support recycling and proper waste disposal, City should place trash receptacles and recycling containers throughout the corridor, focusing along areas that visibly present the need such as those adjacent to benches and shopping areas.
- b. Broward Complete Streets Guidelines: See Chapters: 2, 3, 12

**T2. Install detectable warnings (raised bumps) before driveways and at all intersections.**

- a. Description: Upgrade crosswalks to make sure the corridor meets ADA requirements. Such as install detectable warning strip before intersections to alert visually impaired pedestrians to a crosswalk.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 6, 7, 8

**T3. Immediately repair or replace damaged vandalized areas, cracks in the sidewalk, trip-hazards, and overgrown vegetation along the shoulder.**

- a. Description: Repair and replace damaged electrical boxes, including utility poles and all exposed wires, re-paint vandalized surfaces, remove litter and clear dangerous trip-hazards along the shoulder.
- b. Broward Complete Streets Guidelines: See Chapters: 2, 3, 15

**Figure 05: Broken, narrow sidewalk and multiple hazards along the shoulder**



## **Proposed Capital Improvement Projects**

The intent of this section is to provide a list of capital improvement projects (CIP's) that can be used both to guide the City's efforts towards resolving corridor-level issues, as well as to inspire future capital improvement plans that can address long-range planning strategies. The proposed projects 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. These recommendations will be taken under consideration by the Broward MPO and its planning partners to ensure projects are evaluated in accordance with current engineering standards and existing plans.

As discussed in Chapter II, a primary objective of the Walking Audit community workshop was to empower residents by providing them the opportunity to experience their community and recommend improvement projects. The proposed projects incorporate Complete Streets principles and help guide the advancement of Complete Streets in the City of Lauderdale.

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

- I. **Maintenance Program**: The City should take immediate steps to repair existing hazards, such as: vegetation overgrowth, excessive trash and debris, damaged electrical and utility boxes, potholes in the roadway, sand or dirt covering the sidewalks and ADA ramps, loose or dangerous objects on utility poles, damaged signs, and any obstacles or hazards reported by the citizenry or found along the shoulder by maintenance crews. These maintenance activities could be incorporated in an existing or future roadway maintenance contract, and are important steps needed to protect the safety of the many pedestrians in the area. The City should also consider implementing an awareness campaign to combat littering along the roadways by taking the first step and adding trash receptacles where needed. The City could place informational signage to help raise awareness that the students learn by example, and proper disposal of waste is the responsibility of and important to everyone living and working in the community.
- II. **Roadway Striping Project**: The City should evaluate the roadway and crosswalk striping. At areas with missing sections or where the lines are faded, new roadway striping should be painted. Where there are crosswalks, the perpendicular lines should be re-painted as needed.

### **Intermediate Projects (2-5 years)**

- I. **Crosswalk Improvement Project**: The City should work with the appropriate agency to introduce high-visibility crosswalks and mid-block crosswalks at locations with high pedestrian traffic. A prioritization schedule for pedestrian-enhancement projects should be established, beginning in front of the school, along NW 49<sup>th</sup> Avenue, where there are connections missing between crosswalks and sidewalks. All intersections in front of the school should include four-way stop signs. Signs should supplement efforts to enhance pedestrian visibility.

- II. Sidewalk and Bicycle Facilities Project: The goal of this project should be to take advantage of the existing right of way that is available along the corridors. Widening sidewalks and designating bike lanes should be the focus, but also lane striping, landscaping, signage and intersection improvements should be included. There is no bicycle lane on NW 19<sup>th</sup> Street and students ride within the very narrow sidewalk, forced to pass pedestrians on an angled, unpaved portion of the right of way, where there are many dangerous hazards. The sidewalk is too narrow and motor vehicles travel too fast on the roadway; riding a bicycle in the road is not a safe travel option for children. The ample right of way should allow the addition of dedicated bicycle facilities, in addition to any sidewalk improvement projects; roadway striping and markings should be re-drawn to clearly designate space.

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

- I. Pedestrian/Bicycle Bridge Project: Along NW 19<sup>th</sup> Street there are very narrow bridges that have limited space for a sidewalk. The City should consider if widening the existing bridge is feasible; if widening the bridge is not feasible, given the ample space on the sides of the bridge for landing pads and construction, pedestrian and bicycle bridges should be constructed alongside the existing bridges. Many people cross the waterway to access the school, bus stop, etc. The existing bridges cause an unsafe bottleneck for pedestrians to comfortably and safely utilize this corridor.
- II. NW 19<sup>th</sup> Street Complete Streets Corridor Improvement Project: Currently this corridor does not function well for the community. As other capital projects are constructed along this corridor, such as sidewalk and bicycle improvements, the city should consider making even more Complete Streets enhancements. The overall improvement project should determine how NW 19<sup>th</sup> Street should be redesigned to provide a safer experience for students, and to improve the function of the community through placemaking enhancement and traffic calming designs. If sidewalk, bicycle, and crosswalk improvements were not constructed through other projects, then those improvements should be considered as part of this larger project. The sidewalks should be wide enough for people to walk past one another without having to step off of the sidewalk, in the grass or in the roadway. The bicycle connections should be linked to a network of dedicated pedestrian and bicycle routes throughout the City. The City should work with Broward County Transit to see if the nearby bus routes on NW 47<sup>th</sup> Avenue could be enhanced with shade, seating and refuse-bins, to help support pedestrians' and transit riders' needs. The City should consider implementing mid-block crossings and rapid flash pedestrian beacons to alert drivers to the presence of pedestrians. Additionally, right of way facilities that cater to all modes of travel should be integrated seamlessly and designed to compliment the safety of all users. A final component to this project should be to provide access and enhancements to key features of this community, such as the community garden, YMCA, waterways, golf course, etc.

## **Conclusion**

Lauderhill's Walking Audit event, a highly successful community workshop between students, City staff, community members and community leaders, proved how important Complete Streets are to the area residents. The event evaluations (see [Virtual Appendix D](#)) proved that the attendees overwhelmingly support Complete Streets and want the NW 19<sup>th</sup> Street corridor to be improved by enhancing the pedestrian- and bicycle-oriented infrastructure. Furthermore, the students that walk nearly every day to school need a safer roadway; one that accommodates them as well as it does motorized vehicles.

While the initial goals and objectives of the Walking Audit were met, one of the most important results of the event was the dynamic interaction among community members and City leaders that resulted in thoughtful recommendations that everyone could agree with and support. By asking participants for individual analyses, team-discussions and finally, team-reporting on major priorities, the community members were forced to consider how other residents were affected by the character of the roadway.

By integrating such a large group of students (50% of the participants), the City leaders, policy makers and local area and agency staff were able to gain a perspective unachievable without the student participation. The many teams' findings, organized and condensed into more broad categories, by the SWOT Analyses, are meant to lead the City of Lauderdale in immediate efforts to improve the corridor and enhance the safety for all users of the roadway. The proposed capital improvement projects were formulated in order to guide the City's efforts to address a range of options for improving the corridor, from immediate projects to long-range plans. Furthermore, the proposed capital improvement projects are meant to inspire language in the City's Master Plan, vision plans and district improvement plans.

The City of Lauderdale's Commissioners and City Department Directors showed support leading up to the Walking Audits and during the event. The event facilitators have no doubt that they will continue to exhibit tremendous efforts to resolve the public's concerns over safety issues associated with the roadway. The Broward MPO aims to support the City's efforts, and invites interested staff and leadership to become members of the Complete Streets Technical Advisory Committee (TAC), where they can learn from other local municipalities, present their plans and proposed projects, as well as request feedback from Complete Streets advocates and local area leaders.

The Broward MPO's Executive Director, Gregory Stuart, believes that inviting the community to participate in Walking Audits is one of the best ways to identify local needs and inform the planning process that will establish pathways toward improvement. The Walking Audit in Lauderdale offered a way for all types of community members to identify areas of concern on the pathways they travel and propose methods for using Complete Streets principals to inform future streetscape improvements.



## RESOURCES

### *Virtual Appendix*

Located at:

[www.browardmpo.org/userfiles/files/Lauderhill%20Walking%20Audit%20Virtual%20Appendix.pdf](http://www.browardmpo.org/userfiles/files/Lauderhill%20Walking%20Audit%20Virtual%20Appendix.pdf)

### *City of Lauderhill*

[www.lauderhill-fl.gov](http://www.lauderhill-fl.gov)

Phone: (954) 739 – 0100

ADA Coordinator: To be update

### *City of Lauderhill – Online Service Request Reporting System*

<http://www.lauderhill-fl.gov/community-services/service-request>

### *City of Lauderhill – Public Works Department*

<http://www.lauderhill-fl.gov/departments/department-of-engineering-environmental-services>

Phone: (954) 730 – 4230

After Hours Emergencies: (954) 730 – 2972

### *City of Lauderhill – Capital Improvement Projects*

<http://www.lauderhill-fl.gov/departments/environmental-engineering-services-dees-/engineering/capital-improvement-projects>

### *City of Lauderhill – Planning & Zoning Department*

<http://www.lauderhill-fl.gov/departments/planning-zoning>

Phone: (954) 730 – 3054

### *Broward MPO – Complete Streets Webpage*

<http://www.browardmpo.org/projects-studies/complete-streets>

### *Broward MPO – Walking Audit Webpage*

<http://www.browardmpo.org/projects-studies/complete-streets/walking-audits>

### *Walking Audit Event Photo Album*

<https://www.flickr.com/photos/92269491@N06/sets/72157650428563600/>

### *Broward Complete Streets Guidelines*

<http://www.browardmpo.org/projects-studies/complete-streets/guidelines>