



Walking Audit Final Report

City of North Lauderdale:

Rock Island Road & Tam O' Shanter Boulevard



February 2015

[This page was intentionally left blank.]

ACKNOWLEDGEMENTS

Partners

The Broward MPO would like to extend special thanks to Ms. Tammy Reed-Holguin, the City of North Lauderdale's Community Development Director, Ms. Tanya Davis-Hernandez, Community Development Manager and Mr. Andrew Disbury, City Planner for their assistance in planning the Walking Audit events. The Broward MPO extends its gratitude to the more than 70 individuals that participated in one of the two events hosted at City Hall and Silver Lakes Middle School. A special thank you also goes to Assistant Principal Nichele Williams' for the assistance in organizing the student participation at the Silver Lakes Middle School event.

Support from the City of North Lauderdale's leadership was evident, with the presence of Mayor Brady, Vice Mayor Graziose, Commissioner Gary Frankel, and Fire Chief Rodney Turpel. Florida Power and Light (FP&L) representatives, Erin Santiago and Jocelyn Wright participated, showing that FP&L is interested in the community and corridor adjacent to their transmission lines. Community Improvement Coordinator Sandy Lila represented the City's neighborhood-improvement interests. Additionally, twelve students, from Somerset Preparatory Academy joined the City Hall Audit and eighteen students participated in the Silver Lakes Middle School Walking Audit. The students provided unique perspectives as young community members who use active transportation in the area almost every day.

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 TOUCH partners (BRHPC), Broward Metropolitan Planning Organization (Broward MPO), AARP, Broward County Transit (BCT), and many others. Event facilitators genuinely appreciated everyone's participation and efforts to provide thorough and constructive feedback.

Authors

Broward Metropolitan Planning Organization

- Peter Gies, Transportation Planner, giesp@browardmpo.org
- Priscila Clawges, Transportation Disadvantaged Program Manager/Transportation Planner, clawgesp@browardmpo.org
- Ricardo Gutierrez, Transportation Planner/Interim Bicycle & Pedestrian Coordinator/Program Manager, gutierrezr@browardmpo.org

Urban Health Partnerships

- Anamarie Garces, Executive Director, anamarie@urbanhs.com
- Dan Greenberg, Project Coordinator, dan@urbanhs.com
- Laurie Fucini-Joy, Director of Transportation and Engineering, laurie@urbanhs.com

EXECUTIVE SUMMARY

The Broward Metropolitan Organization (Broward MPO) has provided technical assistance to interested cities throughout the county, in an effort to expand Complete Streets throughout Broward. 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 North Lauderdale Walking Audits brought together a range of participants, from students to older adults, and community leaders to elected officials. There were two Walking Audits hosted in the City of North Lauderdale on October 23, 2015. One event was held at City Hall and the other at Silver Lakes Middle School. The study areas included Rock Island Road (SW 71st Avenue) and Tam O' Shanter Boulevard. The goal of each Walking Audit team was to observe strengths and weakness of the corridors. Each team was comprised of 5-10 individuals with different experiences. During the walk, each team discussed not only the physical characteristics of the road, such as the presence of a sidewalk or bike path, but also their experience as a pedestrian. When the teams returned to the venue, they completed the Walking Audit form and then presented their findings to the entire group. Both Walking Audit events followed the same format of: introductory presentation, corridor audit, and reporting of findings.

The overall score for Rock Island Road, as averaged by the attendees at the City Hall event, was scored as being: *An area that needs work and attention*. The students at Silver Lakes Middle School experienced similar findings along Rock Island Road, though they did not complete the six-page Walking Audit Forms like the City Hall Walking Audit teams completed. Instead, the students at Silver Lakes Middle School were asked to consolidate their findings and report to the larger audience some of their top findings, and the audience was asked to raise their hands if they wanted to show support and agreement with what was expressed by another team. In this manner, the students (who had limited resources for professional assistance during their audit) were able to learn about what the other students found and then consider for themselves if they agreed. While the Walking Audit at the middle school did not yield a rating or final, average score, it allowed the participants to support each other and vote in support of what other teams found in a way that the City Hall Walking Audit participants were not able to, making both events successful.

The findings from both events guided recommendations and proposed capital improvement projects as outlined in this report. 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. All teams' notes and event documents are compiled in the [virtual appendix](#). The City of North Lauderdale 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 encourages the adoption of all proposed projects by the City of North Lauderdale and would like updates from the City at future Technical Advisory Committee (TAC) meetings.

TABLE OF CONTENTS

ACKNOWLEDGEMENTS3

EXECUTIVE SUMMARY4

LIST OF FIGURES, MAPS & TABLES6

CHAPTER I: BACKGROUND & STRATEGY7

 Complete Streets in North Lauderdale 7

CHAPTER II: OVERVIEW OF WALKING AUDITS.....10

 Event Settings..... 10

 Workshop Objectives 10

 Walking Audit Study Area 10

 City Hall Walking Audit..... 11

 City Hall Walking Audit Routes..... 12

 Silver Lakes Middle School Walking Audit 15

 Silver Lakes Middle School Walking Audit Route..... 15

CHAPTER III: CITY HALL WALKING AUDIT FINDINGS & RECOMMENDATIONS17

 City Hall Event: Form Ratings 17

 City Hall Event: Team Reporting Structure 18

 City Hall Event: Highlights of Team Findings..... 19

 Strength, Weakness, Opportunity or Threat (SWOT) Analysis 20

CHAPTER IV: SILVER LAKES MIDDLE SCHOOL WALKING AUDIT FINDINGS & RECOMMENDATIONS .24

 Silver Lakes Middle School Event: Team Reporting Structure 24

 Silver Lakes Middle School Event: Highlights of Team Findings 24

 Strength, Weakness, Opportunity or Threat (SWOT) Analysis 25

CHAPTER V: PROPOSED PROJECTS & CONCLUSION29

 Proposed Capital Improvement Projects 29

 Conclusion 31

RESOURCES.....32

LIST OF FIGURES, MAPS & TABLES

Figures

Figure 01: Examples Of Complete Streets Elements
Figure 02: City Hall Walking Audit Event - Team Presentations.....
Figure 03: City Hall Walking Audit Event – Team 2
Figure 04: Narrow Sidewalk On Rock Island Road.....
Figure 05: Narrow & Damaged Sidewalk.....
Figure 06: Faded Crosswalk and Roadway Markings

12
18
19
22
25
28

Maps

Map 01: Broward County Transit Fixed Route Service Area
Map 02: Study Area – Rock Island Road & Tam O’ Shanter Boulevard
Map 03: Route 1 Study Area.....
Map 04: Route 2 Study Area.....
Map 05: Route 3 Study Area.....
Map 06: Silver Lakes Middle School Route.....

9
11
13
14
14
16

Tables

Table 01: City Hall Walking Audit Routes
Table 02: Rating Scale Used For Walking Audit Form Questions
Table 03: Team Ratings.....
Table 04: Final Corridor Average Rating.....
Table 05: Average Overall Ratings

13
17
17
17
18

CHAPTER I: BACKGROUND & STRATEGY

Complete Streets in North 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 funding 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 various forms, such as presentations, action plans, evaluations, policy development, and Walking Audits are being provided to communities who wish to integrate Complete Streets at a local level. As a result, the City of North Lauderdale was awarded a Walking Audit for both Rock Island Road (SW 71st Avenue) and Tam O' Shanter Boulevard. More information about the Broward MPO Complete Streets efforts can be found at: <http://www.browardmpo.org/projects-studies/complete-streets>.

In order to provide context for Broward County municipalities wishing to incorporate Complete Streets policies and components, 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 the local level.

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

Street Maintenance

The City of North Lauderdale's Public Works Department manages the "day-to-day planning and directional oversight of the staff and resources of building facilities, field operations, solid waste and transportation." Within the Public Works Department, "The Street Maintenance Division is responsible for repairs and improvements of public streets such as pothole patching, paving and grading of unimproved streets and alleys, curb and gutter repairs as well as general maintenance tasks" (www.nlauderdale.org/departments/public_works/street_maintenance_division/index.php). If a citizen wishes to report a concern over something within the public right of way, the current



protocol is to visit the City at 701 SW 71st Avenue (Rock Island Road) or to call (954) 722-0900. After business hours, emergency service is available to citizens, at (954) 724-7071.

Neighborhood Partnership Program

The City of North Lauderdale operates a Neighborhood Partnership Program that “enables neighborhood organizations or groups to enhance their local area’s vitality by addressing their community’s particular concerns and special needs. This is accomplished through progressive, collaborative planning with City Community Development Staff and matching grant funds between their group and the City.” The potential sites for improvement are common areas and the public right of way, and are intended to benefit neighborhoods. The program aims to foster new community partnerships with the City and support the creation of and facilitation of neighborhood groups, such as Homeowner Groups, Neighborhood Groups and Condo Associations. Examples of improvement projects could include: neighborhood signage, median landscaping, street tree plantings, low water use landscape projects and enhanced lighting projects (for safety purposes). There are a few requirements, such as minimum contributions required to be paid by the neighborhood groups. However the results of the Neighborhood Partnership Projects are intended to benefit community members equally. More information can be found at: [http://www.nlauderdale.org/emergency_information/press_releases/docs/Neighborhood Partnership Program Registration Application.pdf](http://www.nlauderdale.org/emergency_information/press_releases/docs/Neighborhood_Partnership_Program_Registration_Application.pdf).

Capital Improvement Projects

The City’s current Capital Improvement Plan (CIP) includes a number of projects located in the Walking Audit study area and incorporates improvements to canals, buildings, parks, utilities and streets. Of particular importance to the creation of Complete Streets in North Lauderdale are the projects revolving around street improvements. Approximately 72 miles of roadways within the City are identified as locations for improvement projects. The roadways of Rock Island Road and Kimberly Boulevard, which were part of the two Walking Audits, have been planned for an improvement project. Tam O’ Shanter Boulevard has been included in improvements plans, however a specific project was not determinable at the time of writing this report.

Transit

Broward County Transit (BCT) has an integrated online program, available at (<http://www.broward.org/BCT/Documents/SystemMap.pdf>), showing numerous bus routes that service the North Lauderdale area (see Map 01). However, within the Walking Audit study area, only Kimberly Road provides transit service (east to State Road 7; west to University Drive) and there are no bus routes that provide service to Rock Island Road or Tam O’ Shanter Boulevard. To find additional east/west bus service, residents have to walk north to Atlantic Boulevard or south to Commercial Boulevard. Therefore, residents living around the Walking Audit study area have to access Kimberly Road (Bus Route #62) and then travel east to State Road 7 or west to University Drive, where they can then connect with other fixed routes. What this means for area residents is that unless they live on Kimberly Road, near a bus stop, they will need to walk a considerable distance to access BCT service.

Complete Streets improvements can improve access to transit services. The walking audits have helped to identifying some of the obstacles and challenges that pedestrians and bicyclists face within the right of way. The recommendations in this report can be used to guide projects that will improve the safety and comfort of transit users and even potentially increase ridership.

Map 01: Broward County Transit Fixed Route Service Area (Walking Audit Corridors in Red)



CHAPTER II: OVERVIEW OF WALKING AUDITS

Event Settings

On Thursday, October 23rd, 2014, the City of North Lauderdale hosted two Walking Audit events. The venues were City Hall and Silver Lakes Middle School. Area professionals, municipal staff, nonprofit partners, community members, school administrators, students, and numerous volunteers participated in the community workshops, focusing their discussions on Rock Island Road and Tam O' Shanter Boulevard. The Walking Audit events were 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 to walkability they recognized on their roadways as well as to describe what they believed to be potential solutions to their existing concerns.

While the weather was somewhat problematic, with rain throughout the day, the participants understood the importance of the audit, and were more than willing to push forward in the unpleasant conditions. The events were 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 North Lauderdale 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 aimed to meet these 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 Audits Study Area

The City of North Lauderdale's Walking Audits covered two roadway corridors, along Rock Island Road (SW 71st Avenue) and Tam O' Shanter Boulevard (see Map 02). The Walking Audit teams based at City Hall covered the entire corridor of SW 71st Avenue, south of South Gate Boulevard, north of McNab Road. The students from Silver Lakes Middle School primarily audited Tam O' Shanter Boulevard but also overlapped the City Hall event's study area, and reviewed a small section of Rock Island Road (in order to provide the students with a comparison of two streets).

Map 02: Study Area (in yellow) – Rock Island Road & Tam O’ Shanter Boulevard



City Hall Walking Audit

The event started with a presentation about the Complete Streets initiative and provided examples of streetscape elements (see Figure 01). The presentation also included specific information on the study area and how to perform a walking audit. The primary goal of the introduction 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 environment that was welcoming and comfortable, as well as diverse and inclusive of all individuals.

Virtual Appendix C).

Complete Street Elements

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

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

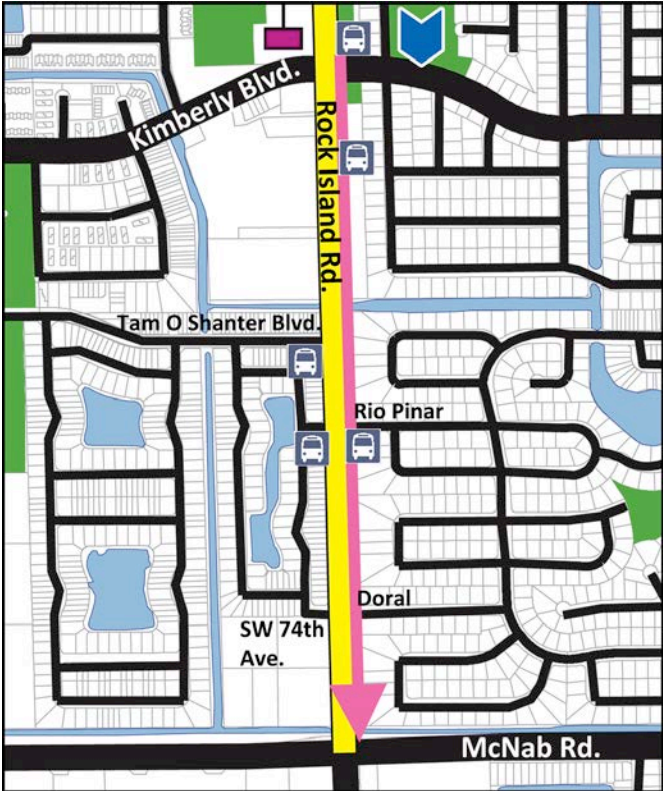
Traffic circle image by Alena Alberani. Curb extension image by Dan Burden. Lighting and on-street parking image by Urban Health Associates. Remaining images provided by Kimley Horn and Associates.

The Walking Audit event based at City Hall was composed primarily of adults and high-school students. The attendees were separated into teams and assigned specific routes to audit. There were three routes (three teams), as well as a Virtual Audit Team that audited the corridor by video. The three different routes, as outlined in Table 01 and Maps 03, 04 and 05, encompass the Rock Island Road corridor between McNab Road and South Gate Boulevard.

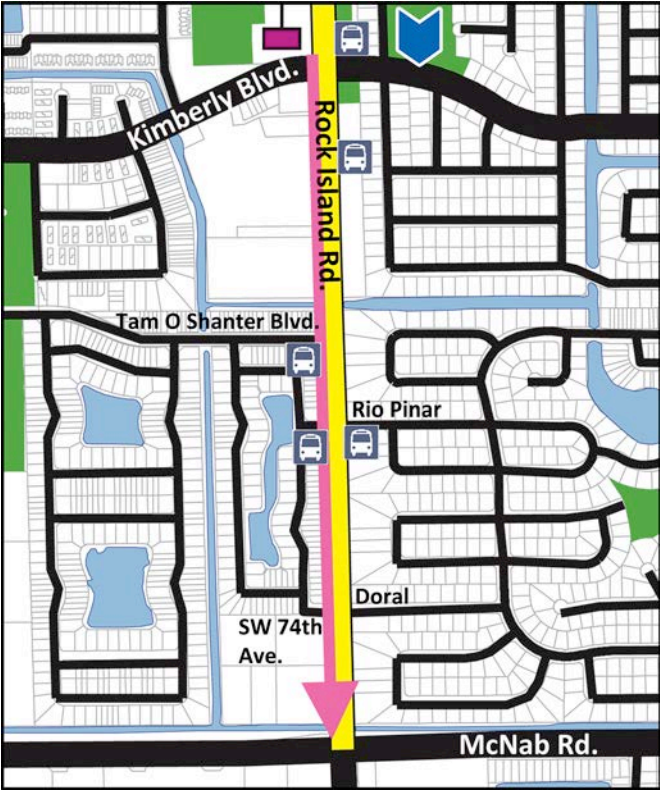
Table 01: City Hall Walking Audit Routes

| | |
|---------|--|
| Route 1 | East of Rock Island Road, south of Kimberly Boulevard, north of McNab Road (see Map 03). |
| Route 2 | West side of Rock Island Road, south of Kimberly Boulevard, north of McNab Road (see Map 04). |
| Route 3 | West side of Rock Island Road, south of South Gate Boulevard, north of Kimberly Boulevard. And East side of Rock Island Road, south of Forest Boulevard, north of Kimberly Boulevard (see Map 05). |

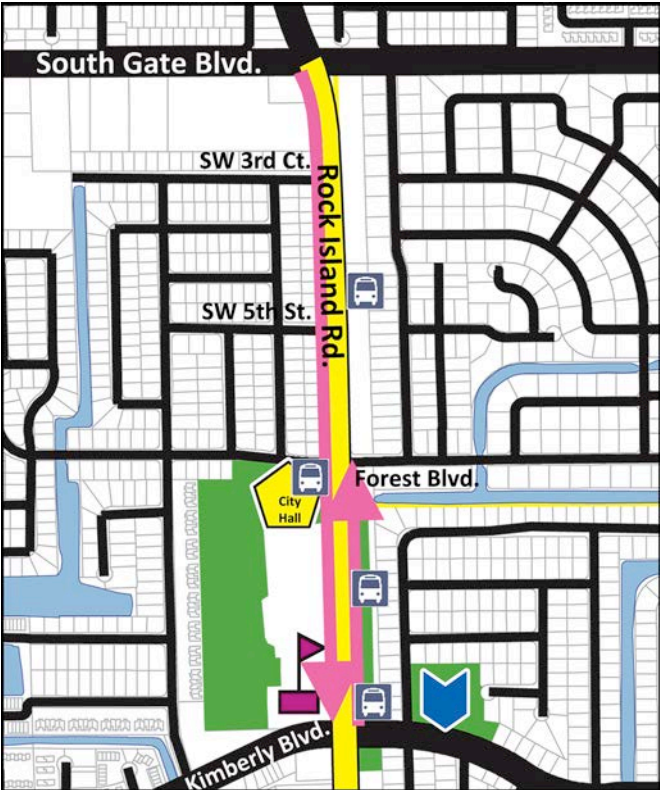
Map 03: Route 1 Study Area (outlined in pink)



Map 04: Route 2 Study Area (outlined in pink)



Map 05: Route 3 Study Area (outlined in pink)



Silver Lakes Middle School Walking Audit

At the beginning of the event, student participants of the Silver Lakes Middle School walking audit were provided with a presentation about Complete Streets. This goal of the presentation, which was geared towards their age group, was to enhance their understanding of the benefits and drawbacks of a corridor. The students were provided with examples of different streetscape elements (see Figure 01). To prepare for the walking portion of the event, students were also presented with the tools and knowledge required to perform the audit.

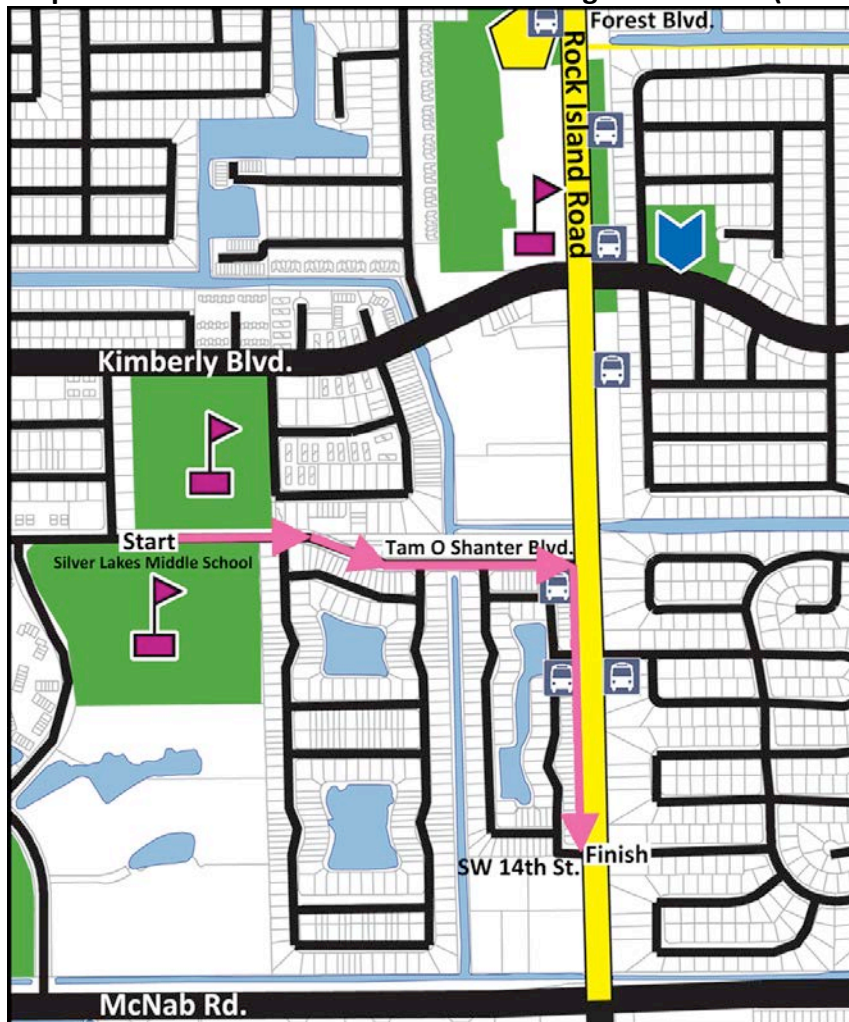
Participants were separated into the three teams that all followed the same route. The reason this event only consisted of one route is because it was safer for the younger students to participate as a larger group. It also allowed the student-teams (all 6th grade students) to: learn from each other, see how others experienced the same area in a different way, and discuss different element of the corridor.

After conducting the walking audit, student returned to Silver Lakes Middle School to discuss their observations. Students were not asked to fill out a walking audit form, but instead as each team presented their findings the students would show support of an idea by raising their hands in agreement. Event facilitators helped to engage the audience by asking questions and helping them to think critically about how they and other people use the corridor.

Silver Lakes Middle School Walking Audit Route

The students from Silver Lakes Middle School formed three teams and were assigned the same route. The three teams were asked to audit only one side of the roadway. The purpose of asking each team to audit the same route and only one side of the road was for simplicity and safety. The route for the event consisted of Tam O' Shanter Boulevard, east of the school to Rock Island Road, then south on Rock Island Road to SW 14th Street (see Map 06).

Map 06: Silver Lakes Middle School Walking Audit Route (outlined in pink)



CHAPTER III: CITY HALL WALKING AUDIT FINDINGS & RECOMMENDATIONS

City Hall Event: Form Ratings

Walking Audit Form Ratings for the Rock Island Road Study Area

Overall, the study area was determined by event participants to be an area that needs work and attention, in order to develop Complete Streets and an environment suitable for pedestrians. The Walking Audit Forms (see [Virtual Appendix C](#)) provide a more in-depth context for considering the meaning of the ratings and the final determination that the study area is in need of work and attention. Chapter III is dedicated to summarizing all participants' findings and concerns, by study area. Table 03 lists each of the three team's ratings and the average score for all routes, and Table 05 provides each team's final rating of their route, along with the average final rating for the study area.

Table 02: Rating Scale Used for Walking Audit Form Questions

| | Rating Number | | | | | |
|----------------|---------------|----------------------|----------------------|-------------|------------------|------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| Interpretation | <i>Awful</i> | <i>Many Problems</i> | <i>Some Problems</i> | <i>Good</i> | <i>Very Good</i> | <i>Excellent</i> |

Table 03: Team Ratings

| | Did you have room to walk? | Was it easy to cross streets? | Did drivers behave well? | Were these elements available for pedestrians? | Did all pedestrians behave safely? | Was your walk pleasant and comfortable? |
|-------------------|----------------------------|-------------------------------|--------------------------|--|------------------------------------|---|
| Route 1 | 3 | 3 | 3 | 2 | 3 | 2 |
| Route 2 | 5 | 5 | 5 | 4 | 4 | 4 |
| Route 3 | 3 | 4 | 3 | 3 | 6 | 2 |
| Corridor Averages | 3.67 | 4.00 | 3.67 | 3.00 | 4.33 | 2.67 |

Table 04: 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 05: Average Overall Ratings

| | Route Scores Based On All Walking Audit Forms and Questions | |
|--|---|---|
| | Score | Meaning |
| Route 1 | 16 | <i>This area needs work and attention.</i> |
| Route 2 | 27 | <i>This area is pretty good but has a few concerns.</i> |
| Route 3 | 18 | <i>This area needs work and attention.</i> |
| Rock Island Road Study Area Average Rating | 20.33 | <i>This area needs work and attention.</i> |

City Hall Event: Team Reporting Structure

Teams 1 - 3

When the Walking Audit teams returned to City Hall, after conducting their walking audit, they were asked to complete a Walking Audit Form and place six stickers on the assigned route map. Green stickers were to be placed at locations of strengths or opportunities and red stickers at locations of weaknesses or threats.

Figure 02: City Hall Walking Audit Event – Team Presentations



Each team’s 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 summarized in the highlights section. All City Hall teams’ notes can be found in [Virtual Appendix A](#).

Figure 03: City Hall Walking Audit Event – Team 2



Virtual Audit Team

Not all Walking Audit participants at the City Hall event chose to physically walk the study area. There were a number of reasons for individual choices 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 using Google Maps, a central computer and the projection screen. Notes from the City Hall Virtual Audit are provided in the [Virtual Appendix A](#) and highlights from discussions are provided on the following page.

City Hall Event: Highlights of Team Findings

Team 1

(Route 1 Limits: East of Rock Island Road, south of Kimberly Boulevard, north of McNab Road)

- Bus stops on Rock Island Road, but no bus route to service them
- High-speed motor vehicle traffic causes concern
- Narrow sidewalk makes passing for pedestrians and bicyclists dangerous
- Broken, cracked and uprooted sidewalks
- Blind turns create potential conflict / accident between users of sidewalk
- Electrical poles blocking the sidewalk

Team 2

(Route 2 Limits: West side of Rock Island Road, south of Kimberly Boulevard, north of McNab Road)

- Utility covers on the ground are broken and need repairs
- No detectable warnings on the curb ramps before some intersections
- Overgrown vegetation and tree branches hinder visibility and impede the sidewalk
- Roadway/crosswalk lines are faded and in need of re-stripping

- Students traveling to and from school are prohibited, by a crossing guard, from crossing at the signalized mid-block pedestrian crossing, so students cross “wherever” instead

Team 3

(Route 3 Limits: West side of Rock Island Road, south of South Gate Boulevard, north of Kimberly Boulevard. And East side of Rock Island Road, south of Forest Boulevard, north of Kimberly Boulevard)

- Broken utility boxes and numerous exposed wires throughout the route
- Uneven sidewalk, damaged and patched with asphalt in places
- Fire hydrant, utility poles and seating placed within the sidewalk, blocking the pathway
- Narrow sidewalk and bike lanes make passing for pedestrians and bicyclists dangerous
- ADA concerns throughout route, especially at crosswalks

Virtual Audit Team

- Faded paint / roadway striping at crosswalks and school zones
- Dangerously narrow bike lanes, with faded striping / maintenance concern
- Obstructions within the sidewalk such as utility poles, bench and fire hydrant
- Height of barrier to drainage canal is too low, and a tripping hazard
- Sidewalk is too narrow and there are no high-emphasis crosswalks
- Americans with Disabilities Act (ADA) compliance issues throughout corridor, lack of detectable warnings at ramps
- Sidewalk does not continue on east side of Rock Island Rd., south of South Gate Blvd.
- Angle of curb ramps are inconsistent with crossing direction
- Lack of shade for pedestrians along sidewalk and at intersections
- Conflicts likely between vehicles and pedestrians at shopping areas

Strengths, Weaknesses, Opportunities, or Threats (SWOT) Analysis

All Walking Audit teams presented a variety of findings. Based on individual expectations, team-discussions and specific routes, team-findings naturally varied. However, there were many similar concerns, overlapping issues and recommendations that could solve multiple obstacles to safe pedestrian travel through the study areas. Event facilitators organized all participants’ findings and studied the concerns through a SWOT Analysis. The SWOT categories are defined below. The teams’ findings were grouped into the appropriate category, summarized to convey the primary issue, and presented in this chapter.

Since there were two distinct Walking Audit events, and they examined two different study areas (Rock Island Road and Tam O’ Shanter Boulevard), two SWOT Analyses have been performed, and two sets of recommendations are provided. The City Hall SWOT Analysis and Recommendations are found on the following pages, and the Silver Lakes Middle School SWOT Analysis and Recommendations are found Chapter IV.

Event facilitators organized all participants’ findings and studied the concerns through a SWOT

Analysis. The SWOT categories are defined below. The teams' findings were grouped into the appropriate category and summarized to convey the primary issue. For the full list of all teams' findings, please visit [Virtual Appendix A](#).

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.

Strengths

Primary Strengths

- Some large, shade trees throughout the area
- Eastern sidewalk between Kimberly Boulevard and McNab Road felt comfortable and open
- Community park and recreational area southeast of Forest Boulevard and Rock Island Road
- Ample right of way for making changes, along most street segments
- Pedestrian street lamps along the corridor

Recommendations

S1. 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

S2. Utilize ample right of way to replace the sidewalk and install a wide, shared-use path.

- a. Description: There is plenty of space for a wider pedestrian sidewalk and separate path for bicyclists. This is especially important since many students use this pathway to get to and from the multiple area schools and vehicles were observed speeding and swerving along the corridor.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 8, 9, 11, 12

Weaknesses

Primary Weaknesses

- No high-visibility crosswalks at signalized intersections
- No designated bike lane and the sidewalk is dangerously narrow, restricting multiple users
- Only one paved, pedestrian access pathway from sidewalk to shopping areas
- Bus stops without shelters or amenities

Recommendations

W1. Install high visibility crosswalks at signalized intersections.

- Description: There are no high visibility crosswalks in the area. Since there is an abundance of pedestrian traffic, especially by children, there should be high visibility crosswalks placed at the appropriate signalized intersections.
- Broward Complete Streets Guidelines: See Chapters: 6, 7, 8, 9

W2. Construct designated bike lane, reduce travel lane widths and widen the narrow sidewalk to create more room for pedestrians and bicyclists.

- Description: Rock Island Road has an undesignated bike lane (urban shoulder) that is unsafe for bicyclists to use, and allows motor vehicles an even wider driving area, causing drivers to feel comfortable at higher speeds. Since the sidewalk is too narrow, the space allotted to the urban shoulder should be reclaimed for pedestrian and bicycle use. There are multiple design options for how this can be accomplished.
- Broward Complete Streets Guidelines: See Chapters: 7, 9, 11, 12

W3. Build more dedicated pedestrian pathways from the sidewalk to retail/shopping areas so pedestrians are not forced to walk in the grass or in the roadway.

- Description: Pedestrians are sometimes forced to choose between walking through the grass or walking within the driveway if they need to move between the sidewalk and the shopping areas. More direct-access pathways, for pedestrians and bicyclists, should be created to ensure safe and ADA accommodating travel to shopping.
- Broward Complete Streets Guidelines: See Chapters: 7, 12, 13

Figure 04: Narrow Sidewalk on Rock Island Road





Opportunities

Primary Opportunities

- Add trash receptacles in high-traffic areas for waste and recycling
- Create a management and maintenance plan to ensure upkeep along pedestrian / bike paths

Recommendations

O1. Install refuse-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 bins and recycling containers throughout the corridor, focusing along areas that visibly present the need such as adjacent to benches and shopping areas.
- b. Broward Complete Streets Guidelines: See Chapter: 12

Threats

Primary Threats

- Lack of detectable warnings at curb ramps before all intersections (ADA compliance)
- Damaged utility boxes, exposed wires, trash, litter, roadway debris and overgrown vegetation
- Trip-hazards and obstructions in the sidewalk that could injure and prevent safe passage
- Utility pole, fire hydrant and bench placement within the sidewalk
- Faded, unidentifiable roadway lines and missing crosswalks that do not alert drivers

Recommendations

T1. Install detectable warnings before intersections and ensure all ramps comply with ADA requirements.

- a. Description: Install detectable warning signals on sloped curb ramps leading into all intersections and upgrade were needed. In addition there are location were curb ramps have been installed at an angle, which directs pedestrains into the intersection instead of the crosswalk. These locations should be repaired.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 6, 7

T2. Immediately repair or replace damaged electrical boxes, signs, vandalized areas, cracks in the sidewalk, obstructions that could be especially hazardous to pedestrians and bicyclists, and overgrown vegetation along the shoulder.

- a. Description: Repair and replace damaged electrical boxes, including utility poles and all exposed wires, continuously.
- b. Broward Complete Streets Guidelines: See Chapters: 2, 3, 15

T3. Move utility poles, fire hydrants and benches out of the sidewalk path.

- a. Description: All instances where the sidewalk width is diminished should be resolved by removal or replacement of the obstacle.
- b. Broward Complete Streets Guidelines: See Chapters: 8, 9, 12



CHAPTER IV: SILVER LAKES MIDDLE SCHOOL WALKING AUDIT FINDINGS AND RECOMMENDATIONS

Silver Lakes Middle School Event: Team Reporting Structure

After Silver Lakes Middle School released students for the day, a group of 18 students and 6 administrators met in the Media Center (library) for the Silver Lakes Middle School Walking Audit. A presentation introduced the students to the Walking Audit, what to expect, and what they would need to know in order to successfully participate. After their audits of the route, event facilitators asked them to discuss what they saw within their team and ensure that everything was recorded in their notes. Students were then asked to report to the entire audience what they considered to be their most important findings, in terms of both positives and negatives.

Since all three teams examined the same route, everyone in attendance was asked to raise their hand if they agreed with the speaker and thought the item that the speaker reported on was a primary issue to the corridor. The issues could be strengths or weaknesses but the idea was that if the participants thought what was said was very important, and they if agreed it was a major issue, they were to raise their hands in order to show support of what the other teams' presenters said.

The three teams from Silver Lakes Middle School prioritized their findings in different ways, however many teams identified the same concerns, and the majority of students and faculty agreed with each team's reporting. The second and third team-speakers were asked to try and avoid repeating the concerns expressed by other presenters, and to raise awareness of things that had not yet been discussed. The non-repetition of reporting of findings allowed the teams to consider what other characteristics of the study area were important, and contemplate how people can be affected in different ways from the same environment.

The format of hand-raising-upon-agreement engaged all of the students during each team's presentation, allowing the students to show support for one another and exposing all of the students to others' ideas and experiences. An important message the facilitators wanted to leave with the students was the primary concept of Complete Streets: that a Complete Street is designed for all types of people, because we all have different needs, different abilities and different preferences.

Silver Lakes Middle School Event: Highlights of Team Findings

The three teams from Silver lakes Middle School all found different issues along their audits, but many of their concerns overlapped. All team findings have been compiled into a consolidated list to highlight the primary concerns of the students. A full list of each team's findings is found in [Virtual Appendix B](#).

Reporting Highlights for Tam O' Shanter Boulevard

- Right of way maintenance is an issue, with lots of overgrowth intruding into the sidewalk
- There are some shade trees yet more are needed
- The intersections along Rock Island Road have blind curves where collisions could occur

- Motor vehicles were constantly observed speeding
- There are no high visibility crosswalks to accentuate pedestrian crossing areas
- Stagnant water pooled along the shoulders of the entire route
- The road signs are fading and damaged, overall there is minimal signage to help pedestrians
- The sidewalk is far too narrow, further limited by vegetation and at times uneven
- There are no bicycle lanes and the roadway is far too dangerous for children to ride
- Animals that could easily escape because of the lack of fencing

Figure 05: Narrow & Damaged Sidewalk



Strengths, Weaknesses, Opportunities, or Threats (SWOT) Analysis

Event facilitators organized all student findings and studied the concerns through a SWOT Analysis. The SWOT categories are defined below. The teams' findings were grouped into the appropriate category and summarized to convey the primary issue.

Since there were two distinct Walking Audit events, and they examined two different study areas (Rock Island Road and Tam O' Shanter Boulevard), two SWOT Analyses have been performed, and two sets of recommendations are provided. The Silver Lakes Middle School SWOT Analysis and Recommendations are presented on the following pages. For the full list of all teams' findings, please visit [Virtual Appendix B](#).

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.

Strengths

Primary Strengths

- Crossing guards for students at Kimberly Boulevard before and after school
- Some large, shade trees throughout the area
- Community park and recreational area southeast of Forest Boulevard and Rock Island Road
- Utility poles appeared to be located adjacent to sidewalk and not within the sidewalk

Recommendations

S1. Crossing guards allow students to use existing mid-block pedestrian crossing between Kimberly and Forest Boulevards.

- a. Description: Crossing guard should also be made available to help students cross over the high-speed Rock Island Road corridor on their own and at unsafe areas.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 6, 7, 8

Weaknesses

Primary Weaknesses

- No high-visibility crosswalks at signalized intersections
- No corridor lighting
- Stagnant water that is pooling and not draining correctly along many portions of the shoulder

Recommendations

W1. Install high visibility crosswalks at certain intersections.

- a. Description: The mid-block crossing on Tam O' Shanter, east of the Silver Lakes Middle School should be enhanced with electronic signalization such as a rapid flash beacon.
- b. Broward Complete Streets Guidelines: See Chapters: 6, 7, 8, 9

W2. Perform a nighttime lighting study, during a moonless night along both corridors, and where needed, add street lamps to illuminate the pedestrian pathways.

- a. Description: Evaluate the illumination of the sidewalks along Tam O' Shanter Boulevard on Rock Island Road and install new street lamps to accomplish pedestrian lighting on Tam O' Shanter Boulevard.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 7, 9, 13, 15

Opportunities

Primary Opportunities

- Construct a raised shoulder or curb to facilitate driving within the travel lanes (not off-road)
- Community-based projects that involve the school and residents, such as cleanups or gardens
- Inspire students and partner with schools / create sense of "ownership" for improvements
- Create a management and maintenance plan to ensure upkeep along pedestrian / bike paths

Recommendations

O1. Develop and implement traffic calming design measures to reduce speeding drivers.

- 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. In addition, 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. Organize community events to help design and create improvements along the corridor, such as landscaping, beautification elements and gardens, and include a maintenance plan.

- a. Description: Assist local groups in organizing and strategizing community workshops to beautify the corridor; the events and groups should be assisted and supported at initial stages in order to become self sufficient over time.
- b. Broward Complete Streets Guidelines: See Chapters: 2, 3, 12, 13, 15

Threats

Primary Threats

- Damaged utility boxes, exposed wires, trash, litter, roadway debris and overgrown vegetation
- Existing graffiti that is not quickly removed suggests to others that additional graffiti will stay
- Trip-hazards and obstructions in the sidewalk that could injure and prevent safe passage
- Faded, unidentifiable roadway lines and missing crosswalks that do not alert drivers
- Dangerous dog due to lack of fencing

Recommendations

T1. Re-paint the stripes within the roadway, to enhance space and use designations.

- a. Description: To clarify spatial designations, and how the roadway should be used, for different users of the corridor, the lines in the road should be re-painted, as needed.
- b. Broward Complete Streets Guidelines: See Chapters: 5, 9

T2. Address animals that are unleashed or not properly fenced.

- a. Description: Initiate enforcement of warnings to households and individuals that do not take appropriate measures to ensure that their animals/pets are physically unable to harm people within the public right of way.
- b. Broward Complete Streets Guidelines: See Chapters: 2, 3, 13, 15

Figure 06: Faded crosswalk and roadway markings



CHAPTER V: PROPOSED PROJECTS AND CONCLUSION

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 City efforts aimed at resolving corridor-level issues, as well as 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 implementation time, funding requirements and complexity of integration.

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 North Lauderdale. The proposed CIP's are a result of the Team Findings of both Walking Audits along Rock Island Road and Tam O' Shanter Boulevard. These proposed projects 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.

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. These maintenance activities could be incorporated in an existing or future roadway maintenance contract.
- II. Roadway Striping Project: The City should evaluate the roadway and crosswalk striping. At areas with missing sections or the lines are faded, new striping should be laid down/painted.
- III. Litter Reduction Campaign: The City should implement 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 others learn by example, and proper disposal of waste is a responsibility and important to everyone living and working in the community.

Intermediate Projects (3-5 years)

- I. Crosswalk Improvements Project: The City should introduce high-visibility crosswalks at appropriate signalized intersections. A prioritization schedule should be established so intersections in most need along Rock Island Road and Tam O' Shanter Boulevard are addressed before others. Non-signalized intersections with highest pedestrian activity, accidents and use by students should be included in crosswalk improvement projects. Pedestrian push-button, signage and signalization should be designed and updated to be uniform throughout the corridor and clearly labeled and understood by all types of users, from young children to older adults.
- II. Bicycle Facilities Project: The goal of this project should be to take advantage of the existing right-of-way that is available and construct dedicated bicycle facilities along both corridors. Bike lanes should be the focus, but also lane striping, signage and minor intersection improvements should be included. The existing urban shoulder on Rock Island Road is not a safe travel option for children to bike, as the vehicles on Rock Island Road travel too fast and the urban shoulder is too narrow. There is no bicycle lane on Tam O' Shanter and the students ride within the very narrow sidewalk, forced to pass pedestrians on an angled, unpaved portion of the right of way.

Long-Term Projects (5-8 years)

- I. Rock Island Road and Tam O' Shanter Boulevard Complete Streets Project: Currently these corridors do not function well for pedestrians, bicyclists, or transit riders. The sidewalk is too narrow, the vehicle speeds are too fast, there are limited transit options, and there are no dedicated bicycle paths. This improvement project should determine how Rock Island Road and Tam O' Shanter Boulevard should be redesigned to include bicycle facilities, a wider sidewalk for pedestrians, access to bus service, and a safer travel speed (35mph Complete Streets recommended maximum) for motor vehicles. The bicycle connections should be linked to a network of dedicated pedestrian and bicycle routes throughout the City. The sidewalks should be wide enough for people to walk past one another without having to step in the grass or in the roadway. Currently only Kimberly Road provides transit service to the area. The City should work with Broward County Transit to see if bus routes could be established on Rock Island Road or Tam O' Shanter Boulevard. The City should consider implementing traffic calming designs on both Rock Island Road and Tam O' Shanter Boulevard, to slow drivers. 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.

Conclusion

North Lauderdale's two Walking Audit events proved to be highly successful community workshops. The attendees did not shy away at less than ideal weather conditions, and showed how important Complete Streets are to them. Further, the event evaluations (see [Virtual Appendix D](#)) proved that the attendees overwhelmingly support Complete Streets in their community.

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, reporting on team-priorities, community members were required to consider how others are affected by the way the condition of the roadways. By integrating students, a large, if not dominant, segment of the users of both Rock Island Road and Tam O' Shanter Boulevard, the adults, policy makers and City, County and State agency staff were able to gain a perspective that they, themselves cannot necessarily provide.

The many teams' findings have been organized and condensed into more broad categories by the SWOT Analysis. The purpose of establishing recommendations and capital improvement projects was in order to guide the City in efforts to address a range of options for improving the corridor, from immediate to long-range plans.

The City of North Lauderdale's Commissioners and City Department Directors showed support leading up to the Walking Audits and during the events. City officials will continue to exhibit tremendous efforts to resolve the public's concerns over issues associated with safety for users of the roadways. 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 actions, and request feedback on designs, plans and capital improvement projects.

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 Audits in North 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.

Mr. Stuart correctly noted a crucial component of the event: the fact that this public workshop and study can not only directly inform the decision makers on how to improve this specific corridor, it can help to direct future plans, designs and engineering on roadways throughout the community. As the City of North Lauderdale's Commission explained early in the event-planning process, their interest in Complete Streets is not limited to a segment of a roadway; they are interested in how different roadways can implement Complete Streets and how people who travel, by all methods, need to be protected and included in corridor planning, design and improvement processes. This Walking Audit was a first step in understanding those needs and addressing them.



RESOURCES

Virtual Appendix

<http://www.browardmpo.org/userfiles/files/NLaude%20WA%20Virtual%20Appendix.pdf>

City of North Lauderdale Notification Portal (for reporting concerns)

<https://notifynorthlauderdale.bbcportal.com/>

City of North Lauderdale

<http://www.nlauderdale.org/>

Phone: (954) 722 – 0900

ADA Coordinator: Contact City's Main Number

City of North Lauderdale Public Works Department

http://www.nlauderdale.org/departments/public_works/index.php

Phone: (954) 724 - 7071

Capital Improvement Project Presentation:

http://r.search.yahoo.com/_ylt=A0LEVjBiVtpUoM0AqNwnnIIQ;_ylu=X3oDMTEzdHVOM20zBHNIYwNzcGRwb3MDMGRib2xvA2JmMQR2dGlkA1IIUzAwMl8x/RV=2/RE=1423623907/RO=10/RU=http%3a%2f%2fwww.nlauderdale.org%2fservices%2flegal_notices%2fdocs%2fCIP_Presentation_5_06_13.pptx/RK=0/RS=ZP8LnL0tDfnx.VpsmXBk1bRJt54-

City of North Lauderdale Community Development Department

http://www.nlauderdale.org/departments/community_development/index.php

Phone: (954) 724 - 7069

Broward MPO Complete Streets Webpage

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

Broward Complete Streets Guidelines

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

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/72157648986179682/>