

Better Streets | Better Communities | Better Broward

Walking Audit Report



City of Lauderdale Lakes

NW 31st Avenue from
Sunrise Boulevard to NW 44th Street

April 2019



Walking Audit Report

Acknowledgments

The Broward Metropolitan Planning Organization (MPO) would like to extend special thanks to Lauderdale Lake's City Commission and staff from many departments for their personalized approach and preparing for the Walking Audit workshop. The Broward MPO extend their gratitude to the 51 individuals who participated in the Walking Audit, which was graciously hosted by Oriole Elementary School.

Support from the City of Lauderdale Lakes leadership was evident, with the presence and participation from Mayor Hazelle Rogers and Commissioners Sandra Davey, Veronica Edwards Phillips and Beverly Williams. Peggy Castano, City Administrative Manager, Celeste Dunmore, City Economic Development Manager, Sheneka Blue, Principal of Oriole Elementary School, and Stephanie Taylor, Office Manager at Oriole Elementary School, provided support leading up to and during the event by sharing wisdom and expertise.

This Walking Audit Workshop was made possible by funding from the Broward MPO and their Complete Streets Initiative. Key staff members include Ricardo Gutierrez, Livability/Mobility Program Manager, Stephanie Garcia, Livability/Mobility Program Associate Planner and Anthea Thomas, Public Outreach Manager.

Partners

- AARP
- City of Lauderdale Lakes
- Oriole Elementary School
- City of Oakland Park
- Florida Department of Transportation (FDOT), District Four

Consultant Team

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

Walking Audit Report

Executive Summary

The Broward MPO Complete Streets Master Plan identified NW 31st Avenue from Sunrise Boulevard to NW 44th Street as a high ranked priority corridor. Community and stakeholder feedback is key to developing a project scope. To that end, The Broward MPO selected this corridor for a Walking Audit. This will ensure a future project scope incorporating the needs and vision of the local communities who regularly travel along this corridor.

The Lauderdale Lakes Walking Audit brought together a diverse group of participants on Thursday, November 29, 2018 to evaluate NW 31st Avenue from Sunrise Boulevard to NW 44th Street. The Walking Audit provided an experiential hands-on exercise that evaluated the walking environment, identified pedestrian (and bicyclist) issues such as safety, access, connectivity, comfort, and convenience and identified potential alternatives or solutions such as engineering treatments, policy changes, or education and enforcement measures. Most importantly, the Workshop provided a mechanism for the community to acknowledge what they considered successful and also identified what they would like to see changed along the corridor.

The detailed findings and recommendations identified by the participants are compiled in this report and organized using a SWOT (Strengths, Weakness, Opportunity, or Threat) analysis. The findings and recommendations will help inform the scoping of the study corridor that is envisioned to be incorporated into the Broward MPO's Transportation Improvement Program (TIP) for funding.

Walking Audit Report

Table of Contents

Chapter 1. Background & Strategy	1
Study Corridor	2
Chapter 2. Walking Audit Overview.....	5
Objectives.....	6
Presentation	6
Teams and Routes	7
Chapter 3. Team Findings & Route-Level Discussion.....	11
Example of Complete Streets Elements	14
Chapter 4. Corridor-Level SWOT Analysis.....	15
Strengths & Recommendations	15
Weaknesses & Recommendations	19
Opportunities & Recommendations	22
Threats & Recommendations	23
Chapter 5. Conclusion.....	26

List of Figures

Figure 1. Study Corridor.....	2
Figure 2: Walking Audit Route 1	7
Figure 3. Walking Audit Route 1 – destinations.....	8
Figure 4. Walking Audit Route 2 – Group A and Group B.....	9
Figure 5. Walking Audit Route 2 – destinations.....	10
Figure 6. Interactive exercise – Mobility Continuum.....	13

Walking Audit Report

List of Tables

Table 1. Number of Students	3
Table 2. Daily Ridership	4
Table 3. Participants Average Rating	11

Appendix

Appendix A: Aerial Maps

Appendix B: Typeform Results

Appendix C: Walking Audit Presentation

Appendix D: Aerial Maps – Participant Results

Walking Audit Report

Chapter 1. Background & Strategy

A Complete Street is planned, designed, and operated for all modes of transportation and all users regardless of age or ability. Complete Streets policies in Broward County were first established in 2014 when they were adopted by the Broward County Board of County Commissioners into the Broward County Comprehensive Plan. The Broward Metropolitan Organization (MPO) understands the importance of creating a transportation system that addresses the needs of all users of the road, including the needs of people who walk, bike, drive and take transit. To ensure that this is firmly embedded into the transportation planning process, the Broward MPO developed the Complete Streets Initiative. The program is intended to provide the necessary tools to our local governments in implementing Complete Streets in their respective communities. It also serves as a platform to move active transportation projects forward into implementation. More information about the Complete Streets Initiatives can be found at: <http://www.browardmpo.org/index.php/major-functions/complete-streets-initiative>.

In line with the initiative, the development of the Complete Streets Master Plan is intended to guide future investment in Complete Streets improvements by developing a prioritized list of projects based on technical, data-driven analysis, including access to transit. The Complete Streets Master Plan identified NW 31st Avenue from Sunrise Boulevard to NW 44th Street as a high ranked priority corridor. This corridor was selected for a Walking Audit, as feedback from Broward residents and partners is key to developing the scope that meets the needs of local communities.

Additionally, the Broward MPO endorsed the Broward Complete Streets Guidelines manual on July 12, 2012. The manual provides a template that can be adopted to replace existing local manuals and can be modified to meet respective community's needs and desires. Local governments, such as the City of Lauderdale Lakes, depend on manuals for design guidance on new streets, as well as for retrofitting and modifying existing streets with new development. The Broward Complete Streets Guidelines can be downloaded at: <http://www.browardmpo.org/index.php/broward-complete-streets-guidelines>.

Walking Audit Report

Study Corridor

NW 31st Avenue from Sunrise Boulevard to NW 44th Street was selected as the study corridor for the walking audit. The Complete Streets Master Plan ranked the corridor as 41 out of 152. The proposed recommendations for the 3.06-mile section of NW 31st Avenue includes bicycle lanes. It should be noted separated bicycle lanes and continuous furnishing zones could be provided through lane elimination. The study corridor is in multiple municipalities such as Lauderdale Lakes, Oakland Park, and Fort Lauderdale as shown in Figure 1. NW 31st Avenue is a County Road. The Broward MPO partnered up with the City of Lauderdale Lakes to host the Walking Audit community-based event on Thursday, November 29, 2018.

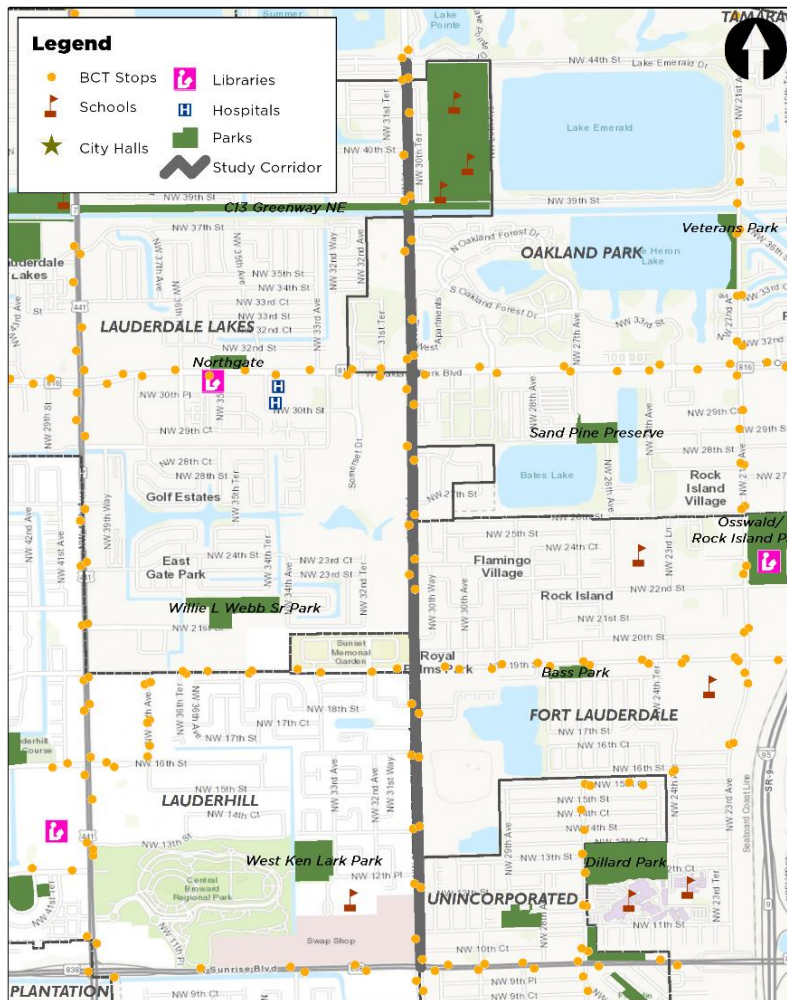


Figure 1. Study Corridor

Walking Audit Report

The corridor has a speed limit of 35-45 miles per hour (MPH) and the 2017 Average Annual Daily Traffic (AADT) ranges from 31,000-45,500. The functional classification is an urban minor arterial. The 6-lane divided roadway provides sidewalk facilities for non-motorized users but has gaps in the network. The sidewalk width ranges from 5-6 feet.

The land use adjacent to the study corridor is a mix of commercial and residential, with dense residential developments located behind the commercial properties to the west and to the east at the southern portion of the corridor as shown in [Appendix A](#). Some examples of destinations along the corridor include pharmacies, grocery stores, restaurants, religious facilities, and auto shops. Central Broward Regional Park, located on Sunrise Boulevard west of NW 31st Avenue, has recreational fields as well as pedestrian walking paths.

Oriole Elementary School and Lauderdale Lakes Middle School, located on NW 39th Street to the east of NW 31st Avenue, as well as Boyd H. Anderson High School, located on NW 41st Street, east of NW 31st Avenue, are three schools present along the corridor. The schools have baseball fields, tennis courts, and swimming pools. Recommendations made to improve the study corridor will directly benefit the safety and ease of students as they travel to and from the schools. [Table 1](#) displays the total number of students enrolled in the three schools.

Table 1. Number of Students

Schools	Number of Students ¹
Oriole Elementary School	609
Lauderdale Lakes Middle School	874
Boyd H. Anderson High School	1,869
Total Number of Students	3,352

Broward County Transit (BCT) Route 31 operates along NW 31st Avenue from NW 19th Street, north past the project corridor limits, to Hillsboro Boulevard. Route 31 provides service between Broward Central Terminal and Hillsboro Boulevard and Lyons Road. BCT Route 40 operates along NW 31st Avenue from Sistrunk Boulevard to NW 19th Street. Route 40 provides service

¹ Source: <https://www.schooldigger.com/>

Walking Audit Report

between Central Broward Regional Park and Florida Metropolitan University/Fort Lauderdale College. Table 2 displays the daily ridership for Routes 31 and 40. It is indicated from the BCT 2018-27 Transit Development Plan (TDP), Annual Update, Routes 30 and 41 are among the top 20 highest volume bus ridership systems.

Table 2. Daily Ridership

	Weekday	Saturday	Sunday
Route 31	3,319	1,480	815
Route 40	3,786	2,834	1,702

There are several stops located on both the east and west sides of the street. Some of the stops includes shelter, trash receptacle and seating. Additional routes serve the surrounding area such as Route 36 along Sunrise Boulevard, Route 72 along Oakland Park Boulevard. The BCT full system map can be found at: <http://www.broward.org/BCT/Documents/SystemMap.pdf>.

Walking Audit Report

Chapter 2. Walking Audit Overview

On Thursday, November 29, 2018 from 3:00 p.m. to 5:00 p.m. 51 residents, community members, and staff gathered at Oriole Elementary School to participate in the Walking Audit along NW 31st Avenue from NW 35th Street to NW 41st Street. This walking audit segment is a representative portion of the entire corridor identified in the Complete Streets Master Plan, NW 31st Avenue from Sunrise Boulevard to NW 44th Street. The Walking Audit Workshop began with an opening presentation and staff introductions. Participants were then divided into three groups and assigned groups to two routes. Each group identified a leader who was given an iPad connected to a Typeform survey with questions aimed toward evaluating the pedestrian environment of NW 31st Street. Typeform is user-friendly and all online, allowing for seamless participation and for the results to be accessed immediately. [Appendix B](#) includes the results from the Typeform survey.



Participants at the northeast corner of NW 31st Avenue and NW 38th Street.

Walking Audit Report

Objectives

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

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

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

Presentation

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



Providing background information to participants at Oriole Elementary School.

Walking Audit Report

Teams and Routes

Participants were organized into three groups of about ten to fifteen people to provide meaningful and thoughtful conversations throughout the Walking Audit. One group was assigned to Route 1 and two groups were assigned to Route 2 – Group A and Group B as shown in Figure 4 and Figure 5 respectively. Participants were encouraged to form groups with a diverse background. In addition to the group leader operating the iPad to fill out the Typeform survey to obtain consensus feedback, a group member was identified as the photographer, in order to keep a photo log throughout the Walking Audit.

A remote site inspection and a pre-walk were conducted in order to plan the walking audit routes and verify the feasibility and safety of walking the routes in large groups. As there is a gap in the sidewalk network along NW 31st Avenue from NW 39th Street to NW 43rd Street, it was decided that NW 30th Terrace would be used as part of the route.

Figure 2 displays Route 1, NW 31st Avenue from NW 39th Street to NW 41st Street. The total length of Route 1 is 0.75 miles.

- Participants started at Oriole Elementary School
- Headed westbound on NW 39th Street to the west side NW 31st Avenue
- Headed northbound on NW 31st Avenue to NW 41st Street crossed

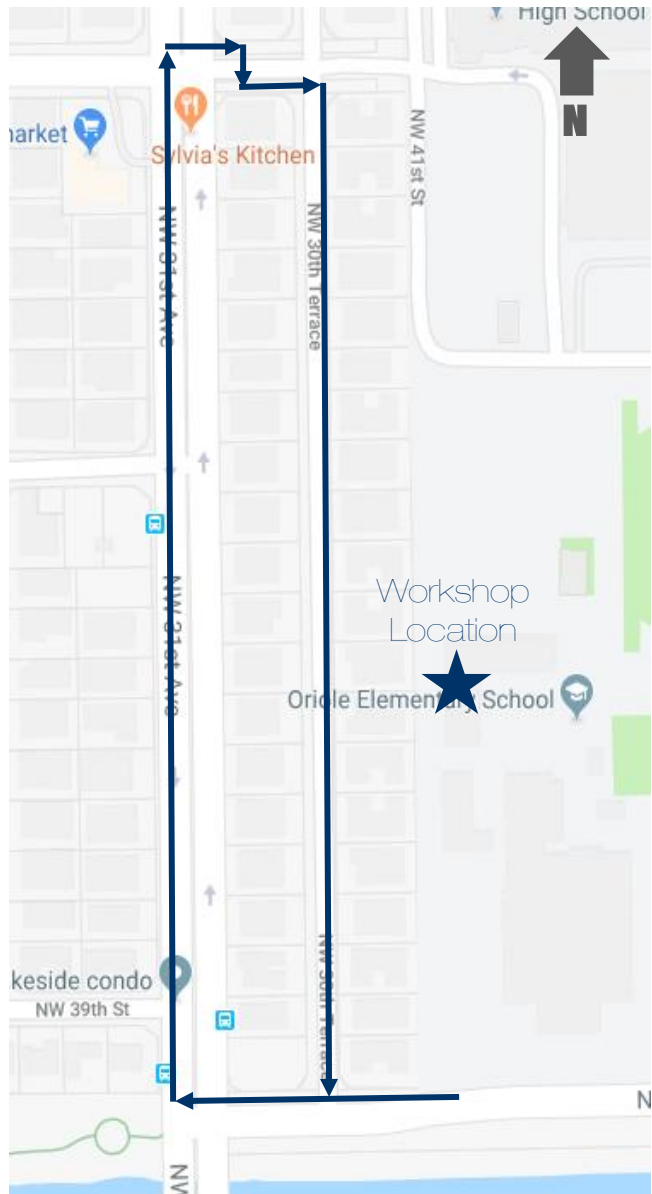


Figure 2: Walking Audit Route 1

Walking Audit Report

Figure 4 displays Route 2, NW 31st Avenue from NW 35th Street to NW 39th Street. Group A walked counterclockwise of the route described below and Group B walked clockwise. The total length of Route 2 is 0.6 miles.

- Participants started at Oriole Elementary School
- Headed westbound on NW 39th Street to NW 31st Avenue
- Headed southbound on NW 31st Avenue to south of NW 35th Street
- Crossed NW 31st Avenue and south of NW 35th Street where a crossing does not exist
- Headed northbound on NW 31st Avenue to NW 39th Street
- Headed eastbound on NW 39th Street back to Oriole Elementary School

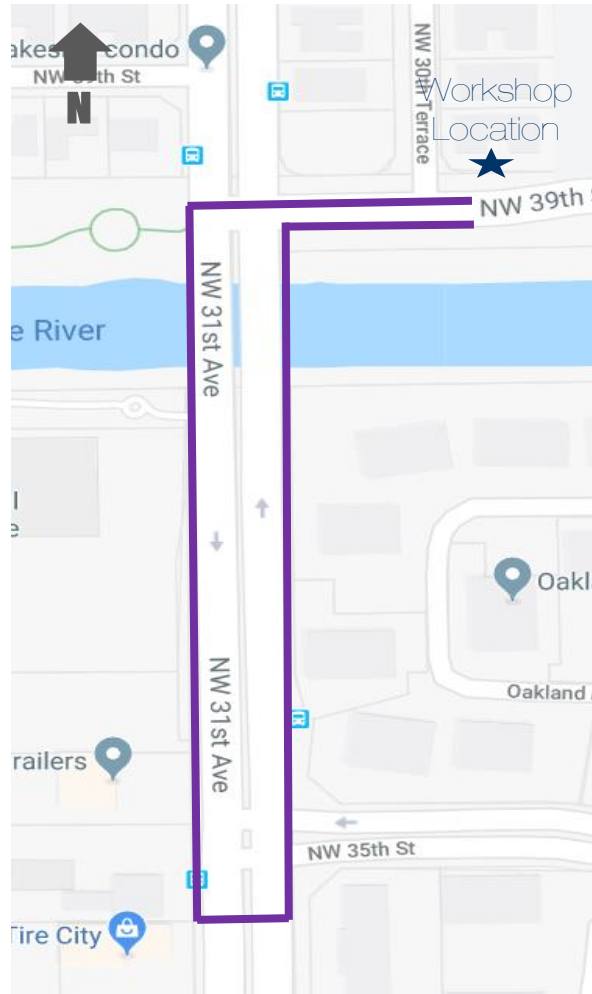


Figure 4. Walking Audit Route 2 – Group A and Group B

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Shown in Figure 5 are the different destinations along Route 2. There are a few auto repair services on the west side and residential on the east side. Appendix A displays the different destinations along Route 2.



Figure 5. Walking Audit Route 2 – destinations

Although each route of the walking audit did not individually cover the entire corridor, the compilation of all routes provided representative coverage of the corridor.

Walking Audit Report

Chapter 3. Team Findings & Route-Level Discussion

The Typeform survey provided a more in-depth context for considering the meaning of the needs and opportunities for the study corridor. Group leaders entered the consensus feedback from the walking audit participants. Table 3 summarizes the average rating questions from the Typeform survey. Appendix B includes the results from the Typeform survey.

Table 3. Participants Average Rating

Question	Average Rating (Out of 5)	Rating Description
In general, do vehicles seem to be traveling a safe and comfortable speed?	5.0	5 being <i>Too Fast</i>
On average, how is the sidewalk pavement condition?	2.3	5 being <i>Good as New</i>
On average, are bus stop amenities provided (shade, seating) and easily accessed?	3.0	5 being <i>High Quality</i>
Do the pedestrian areas feel safe and secure?	2.3	5 being <i>Very Safe and Secure</i>
Are public plazas and parks available and inviting?	3.0	5 being <i>Available and Inviting</i>
Do the buildings enhance the pedestrian environment or detract?	2.0	5 being <i>Inviting, Cater to Sidewalk</i>
I felt safe while walking along this corridor...	3.7	5 being <i>Very Safe</i>
I would choose to walk along this corridor in the future...	2.3	5 being <i>Definitely</i>
This corridor appears accessible to all types of users...	2.3	5 being <i>Completely</i>

Walking Audit Report

The top three cross-section elements that are present but need to be upgraded are the following elements; bike lane, sidewalk, and buffer between sidewalk and road.



The cross-section elements that currently do not exist along the study corridor but would be beneficial to the community are; buffer between sidewalk and road, seating, and bike lane.



Walking Audit Report



Upon returning to Oriole Elementary School, participants were encouraged to highlight/pinpoint locations on aerial maps and placing a dot on the Mobility Continuum. Participants assessed whether they thought the corridor functioned more as a through corridor, to move cars to points outside of the area, or more to provide mobility within the corridor. Overwhelmingly, participants classified NW 31st Avenue from Sunrise Boulevard to NW 44th Street as a through corridor shown in Figure 6. Appendix D includes the aerial maps with participants responses.



Mobility Continuum

Place your dot according to whether you think the corridor functions more as a through corridor or more to provide mobility within the corridor. Placing your dot at the left-most mark would indicate that you think the corridor functions purely as a through corridor. Similarly, placing your dot at the right-most mark would indicate that you think the corridor solely provides mobility within the corridor.

Through the Corridor
(To move cars to points outside of the area)

Within the Corridor
(To move cars to points within the area)

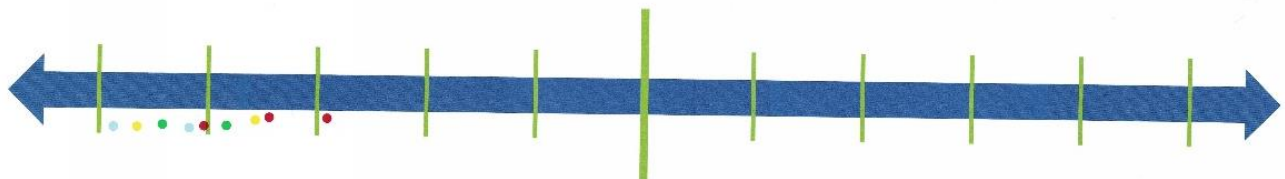


Figure 6. Interactive exercise – Mobility Continuum

Walking Audit Report

Example of Complete Streets Elements

Below are examples of complete streets elements that may be included, however, recommendations are not limited to these elements.



Conventional Bicycle Lanes



Buffered Bicycle Lanes



Separated Bicycle Lanes



Shared-Use Path



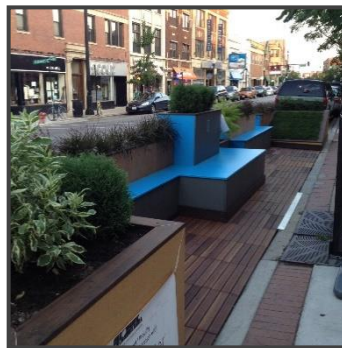
Sidewalks



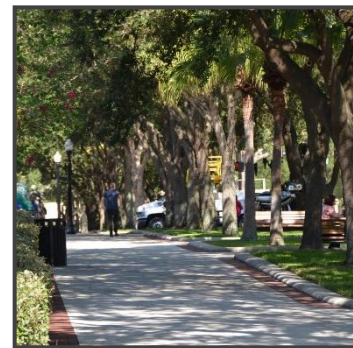
Intersections/Crossings



Traffic Calming



Street Furniture/Benches



Shading/Trees

Walking Audit Report

Chapter 4. Corridor-Level SWOT Analysis

The walking audit workshop provided the community an opportunity to experience the corridor and provide valuable perspectives. The findings were analyzed and organized by the SWOT categories (Strengths, Weaknesses, Opportunities and Threats) as described below.

Strengths – Characteristics of the public right-of-way that have been identified as assets and recommended for inspiring replication or a continuation of successful elements.

Weakness – Long-term or potential obstacles to overcome, including both physical and policy-driven limitations, and that are potential detriments to Complete Streets principles.

Opportunities – Aspects of the public right-of-way that could be further expanded upon, including long-range planning and traffic engineering plans.

Threats – Characteristics of the public right-of-way that have been identified to be detrimental to users of the roadway, including hazards that should be immediately resolved.

Strengths & Recommendations

Primary Strengths



The Middle River Trail/C-13 Canal Greenway is adjacent to NW 31st Avenue and NW 39th Street. The Middle River Trail/C-13 Canal Greenway exists from east of Florida's Turnpike to NW 31st Avenue.



Marked crosswalk with detectable warnings on curb ramps at NW 31st Avenue and NW 39th Street for the northern and eastern leg.

Walking Audit Report



Route 31 – Stop ID# 2646 at the northeast corner of NW 31st Avenue and NW 39th Street includes amenities that should be emulated along the corridor such as benches, trash receptacle, bike racks, and a handrail.



The posted speed limit along the study corridor ranges from 45 to 35 miles per hour (mph).



From the Five Year Work Program FY 2013-2018, there are three projects along the corridor.

- FM# 433165-1 (Broward County Mobility Projects Sidewalk & Bike Lane)
- FM# 439409-1 (NW 31st Avenue Corridor Improvements)
- FM# 439410-1 (Lauderdale Lakes Sidewalk Repair & Replacement)



Existing guardrail to prevent trespassing by the South Florida Water Management District (SFWMD) C-13 on the eastern side of NW 31st Avenue.

Walking Audit Report



Dedicated bus bay Route 31 – Stop ID# 2644.



The Oakland Forest driveway provides a marked crosswalk and a median nose.

Recommendations



Provide a marked crosswalk with detectable warnings on curb ramps at NW 31st Avenue and NW 39th Street for the southern leg.



Provide a clear unobstructed 5'x8' landing pad and provide amenities like Route 31 – Stop ID# 2646 at the following locations:

- Northeast corner of NW 31st Avenue and NW 35th Street
- Southwest corner of NW 31st Avenue and NW 35th Street
- Southwest corner of NW 31st Avenue and NW 39th Street
- Southwest corner of NW 31st Avenue and NW 40th Street

Walking Audit Report



Provide wayfinding signage such as distance determination, route orientation, recreational activities and welcome messaging near the Middle River Trail/C-13 Canal Greenway.

This photo is an example along the Linear Park Trail in Davie.



Provide high emphasis marked crosswalk and detectable warnings on curb ramps at the following signalized intersections. To further enhance these signalized intersections, consider adding textured and/or colored crosswalk.

- NW 14th Street
- NW 19th Street
- NW 26th Street
- NW 44th Street

This photo is an example along University Drive in Pembroke Pines.

Walking Audit Report

Weaknesses & Recommendations

Primary Weaknesses



Route 31 – Stop ID# 2659 and Stop ID# 2644 are adjacent to one another without a designated crossing.



Lack of trees that provide shade.



The driveways along the corridor are unmarked crosswalks.



The grass appears to be brown and dying, which does not give a welcoming sense.

Walking Audit Report



The MUTCD R10-33 (Traffic Signal Pedestrian) sign is shown to be slightly damaged at the northeast corner of NW 31st Avenue and NW 39th Street.

Recommendations



Provide a marked crosswalk or concrete sidewalks that cross any driveway.

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



Provide a continuous furnishing zone with shade trees. In addition, maintain the landscape to prevent grass to turn brown.

Walking Audit Report



Further study is needed in providing a mid-block signed and marked crosswalk near NW 35th Street to better connect transit stops; Route 31 – Stop ID# 2659 and Stop ID# 2644. The next signalized intersection for transit users to cross is at NW 31st Avenue and NW 39th Street to the north (~0.15 miles) or at NW 31st Avenue and Oakland Park Boulevard to the south (~0.4 miles)

This photo is an example along US-1 in West Palm Beach.



Provide a new MUTCD R10-33 (Traffic Signal Pedestrian) that is not damaged at the northeast corner of NW 31st Avenue and NW 39th Street.

This photo is an example along University Drive in Pembroke Pines.

Walking Audit Report

Opportunities & Recommendations

Primary Opportunities & Recommendations



Oriole Elementary School, Lauderdale Lakes Middle School, and Boyd H. Anderson High School are in the vicinity along NW 31st Avenue from NW 39th Street to NW 41st Street. There are existing signage indicating school zones. Provide an unobstructed pedestrian zone to prevent fixtures blocking students.



Provide separated bicycle lanes like Austin, Texas to enable safer and more comfortable bicycle travel. This could be provided through a lane elimination. Please note that a traffic study is needed to verify the feasibility of a lane elimination project. Chapter 8 of the *Complete Streets Master Plan* includes the implementation process.

Walking Audit Report

Threats & Recommendations

Primary Threats



Street fixtures are within the sidewalk near the driveway entrance to International Cold Storage which is hazardous for non-motorized users.



Route 31 – Stop ID# 2659 does not have proper ADA landing pad/passenger waiting area or pedestrian lighting.



Due to the characteristics on the west side from NW 39th Street to NW 43rd Street, the sidewalk is treated as a driveway and additional parking, blocking the sidewalk for pedestrians.



Soil wash out/erosion of subbase underneath concrete sidewalk.

Walking Audit Report



Cracked sidewalk/trip hazards along the sidewalk.



The open pipe is exposed for potential sediment build-up.



The driveways may cause hazardous drop-offs and needs to be upgraded to standard.



A gas powered moped scooter user was utilizing the space of a bike lane.

Walking Audit Report



The MUTCD R5-1 (DO NOT ENTER) sign is knocked down.



Sidewalk gap on the east side of NW 31st Avenue from NW 39th Street to NW 43rd Street.

Recommendations



Provide an unobstructed pedestrian zone to prevent fixtures blocking non-motorized users. In addition, consider meandering the sidewalk zone if there are fixed obstructions.



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

Walking Audit Report

Chapter 5. Conclusion

This concluding Chapter of the Walking Audit report is focused on corridor-level analysis and on providing project-level recommendations. The proposed recommendations have been organized into three tiers of implementation based on time needed to initiate the project construction, funding requirements for improvements, and overall complexity of project integration. The proposals in this Chapter are developed around Complete Streets concepts and are intended to promote corridor-level safety improvements for the benefit of all users.

Short-Term Projects (1-2 years)

- Provide a lid to the open pipe to prevent built-up sediments.
- Prepare an education campaign for pedestrians and bicyclists to inform and reinforce the skills needed to be safe.
- Prepare a campaign to raise awareness on safe driving practices and behaviors.
- Maintain the landscape to prevent grass to turn brown.
- Provide a new MUTCD R10-33 (Traffic Signal Pedestrian) sign that is not damaged at the northeast corner of NW 31st Avenue and NW 39th Street.
- Evaluate pedestrian signal timing to allow greater pedestrian crossing time due to children and seniors in the area. There are three schools in the vicinity with over 3,000 students as shown in [Table 1](#).

Intermediate Projects (2-5 years)

- Provide a marked crosswalk with detectable warnings on curb ramps at NW 31st Avenue and NW 39th Street for the southern leg.
- Provide high emphasis marked crosswalk and detectable warnings on curb ramps at the following signalized intersections. To further enhance these signalized intersections, consider adding textured and/or colored crosswalk.
 - NW 14th Street
 - NW 19th Street
 - NW 26th Street
 - NW 44th Street
- Further study is needed for driveway access management on the west side from NW 39th Street to NW 43rd Street. This can address the safety of all users and minimize the frequency and severity of crashes.

Walking Audit Report

- Provide a marked crosswalk or build concrete sidewalks across all driveways.
- Provide wayfinding signage such as distance determination, route orientation, recreational activities and welcome messaging near the Middle River Trail/C-13 Canal Greenway.
- Add W11-2 (Pedestrian Warning) signs at driveway exits for motorists.
- Provide a connection on the east side along NW 31st Avenue to Middle River Trail/C-13 Canal Greenway.
- Apply for the Safe Routes to Schools (SRTS) program for planning, design, and construction of infrastructure-related projects that will improve the ability of students to walk and bicycle to school since there are three schools in the vicinity; Oriole Elementary School, Lauderdale Lakes Middle School and Boyd H. Anderson High School.
<https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs>

Long-Term Projects (5-8 years)

- Evaluate the sidewalk condition to ensure a cross slope of 1% (2% maximum) to meet ADA standards.
- Provide a clear unobstructed 5'x8' landing pad and provide amenities like Route 31 – Stop ID# 2646 at the following locations. Amenities include but are not limited to shelters, trash/recycling receptacles, bike racks, benches, and lighting.
 - Northeast corner of NW 31st Avenue and NW 35th Street
 - Southwest corner of NW 31st Avenue and NW 35th Street
 - Southwest corner of NW 31st Avenue and NW 39th Street
 - Southwest corner of NW 31st Avenue and NW 40th Street
- Provide a continuous furnishing zone with street trees to provide shade.
- Further study is needed in providing a mid-block signed and marked crosswalk near NW 35th Street to better connect transit stops; Route 31 – Stop ID# 2659 and Stop ID# 2644. The next signalized intersection for transit users to cross is at NW 31st Avenue and NW 39th Street to the north (~0.15 miles) or at NW 31st Avenue and Oakland Park Boulevard to the south (~0.4 miles)
- Provide separated bicycle lanes like Austin, Texas to enable safer and more comfortable bicycle travel. This could be provided through a lane elimination. Please note that a traffic study is needed to verify the feasibility of a lane elimination project. Chapter 8 of the *Complete Streets Master Plan* includes the implementation process.
- Provide pedestrian-oriented lighting.

Walking Audit Report

- Provide an unobstructed pedestrian zone to prevent fixtures blocking non-motorized users. In addition, consider meandering the sidewalk zone if there are fixed obstructions.
- Provide continuous sidewalk on the east side of NW 31st Avenue from NW 39th Street to NW 43rd Street.

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