

Better Streets | Better Communities | Better Broward

Walking Audit Report



Deerfield Beach
Florida

City of Deerfield Beach

Dixie Highway
from SR 834/Sample Road to
Broward/Palm Beach County Line

April 2019



Walking Audit Report

Acknowledgments

The Broward Metropolitan Planning Organization (MPO) would like to extend special thanks to Deerfield Beach's City Commission and staff from many departments for their personalized approach and preparing for the Walking Audit workshop. The Broward MPO extend their gratitude to the 49 individuals who participated in the Walking Audit, which was graciously hosted by the City at the Hillsboro Community Center.

Support from the City of Deerfield Beach leadership was evident, with the presence and participation from Vice Mayor Gloria Battle. Tom Good, Director of Environmental Services, Steve Graham, Assistant Director of Planning & Development Services, and Tina Jou, Principal Planner of the Planning & Zoning Division with the City of Deerfield Beach provided support leading up to and during the event by sharing wisdom and expertise. The City of Pompano Beach leadership also demonstrated support with the presence and participation from Mayor Lamar Fisher.

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

Partners

- City of Deerfield Beach
- Florida Department of Transportation (FDOT), District Four
- South Florida Commuter Services (SFCS)

Special Participation

- City of Pompano Beach

Consultant Team

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

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Executive Summary

The Broward MPO Complete Streets Master Plan identified Dixie Highway from SR 834/Sample Road to Broward/Palm Beach County Line 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 Deerfield Beach Walking Audit brought together a diverse group of participants on Thursday, November 3, 2018 to evaluate Dixie Highway from Sample Road to Broward/Palm Beach County Line. 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.

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Chapter 1. Background & Strategy

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

In line with the initiative, the development of the Complete Streets Master Plan is intended to guide future investment in Complete Streets improvements by developing a prioritized list of projects based on technical, data-driven analysis, including access to transit. The Complete Streets Master Plan identified Dixie Highway from SR 834/Sample Road to Broward/Palm Beach County Line 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 Deerfield Beach, depend on manuals for design guidance on new streets, as well as for retrofitting and modifying existing streets with new development. The Broward Complete Streets Guidelines can be downloaded at: <http://www.browardmpo.org/index.php/broward-complete-streets-guidelines>.

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City of Deerfield Beach

The City of Deerfield Beach has demonstrated a commitment to implementing Complete Streets Policies by being the first community in Florida to develop its own Complete Streets Guidelines. The Deerfield Beach Complete Streets was adopted in August 2013 which is based on the work of the Broward Complete Streets Guidelines. The guidelines are a reference for individuals designing streets to ensure that users of all modes of transportation are accommodated. In line with the Complete Streets Guidelines, the City developed a Complete Streets Implementation Plan to identify applicable elements from the Complete Streets Guidelines as projects for implementation at specific locations. Figure 1 displays the Network Vision which is a simplified map that visualizes the ideal end state of Complete Streets for the City. The City of Deerfield Beach Complete Streets Guidelines and Implementation Plan can be downloaded at: <https://www.deerfield-beach.com/1079/Complete-Streets>.

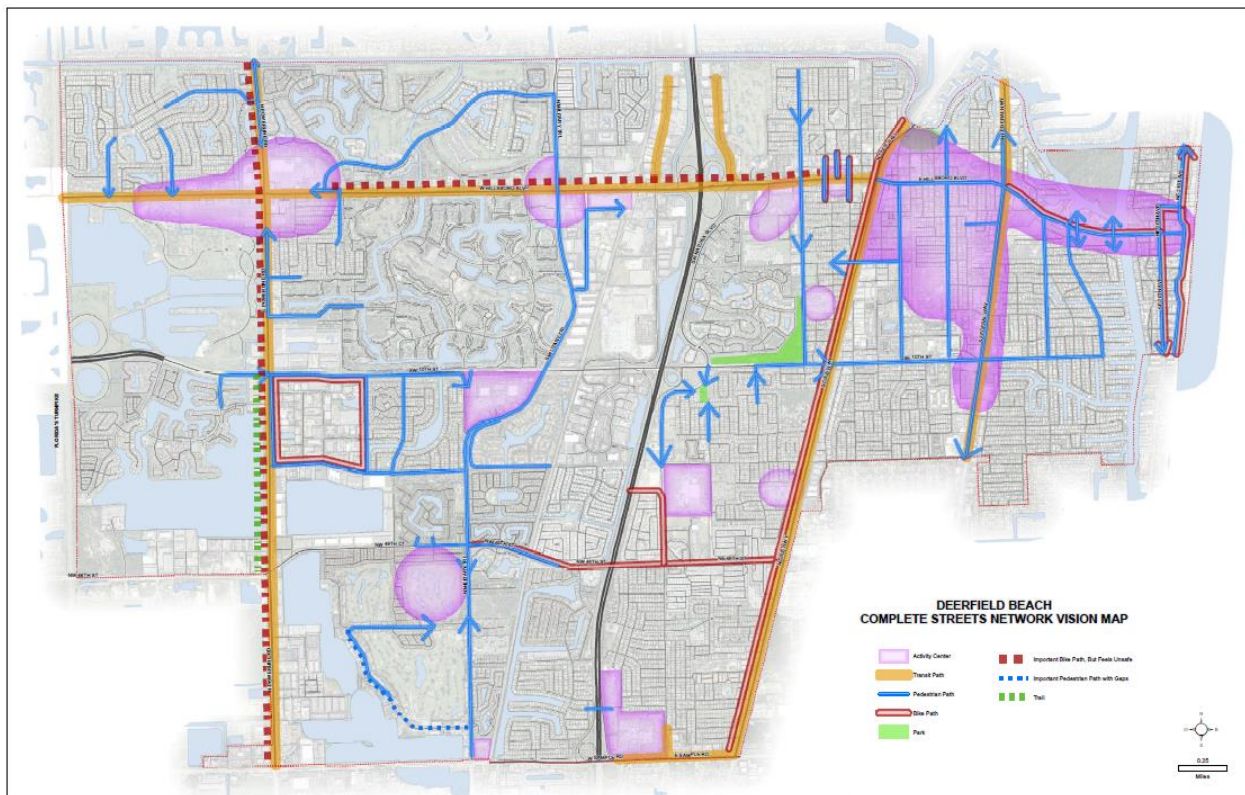


Figure 1. Deerfield Beach Complete Streets Network Vision Map

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The Pioneer Grove Local Activity Center (LAC), located along Dixie Highway from the northern city limits at Hillsboro River/Canal to one half block south of SE 5th Street in the City of Deerfield Beach as shown in Figure 2, is a new zoning district intended to revitalize the cultural and historical legacy of the old downtown. Design standards and development regulations have been put in place to assure the downtown area consists of multiuse developments accessible by walking. The mix of residential, office, and retail land uses will create a community where residents can live, work, and play. More information about the Pioneer Grove LAC and the new zoning district can be found at: <https://pioneergrove.wordpress.com/>.

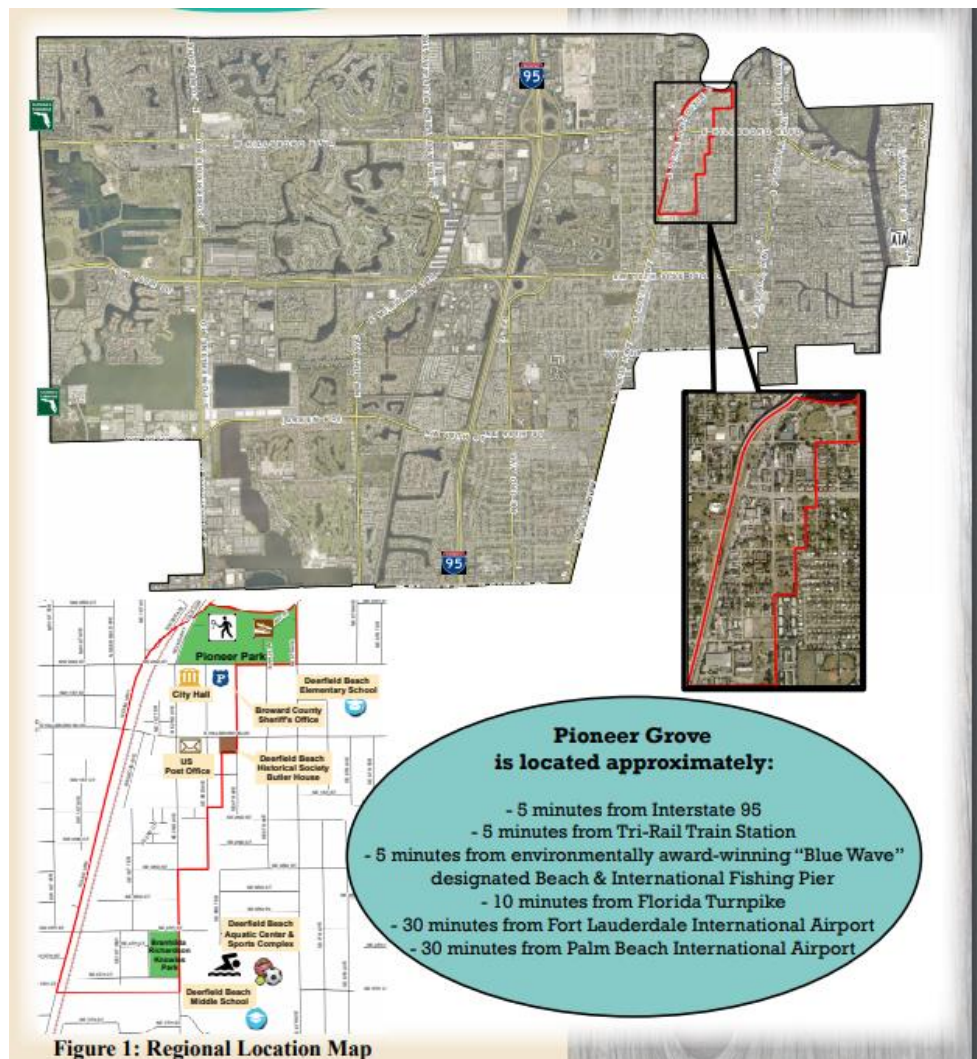


Figure 2. Pioneer Grove Local Activity Center

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Study Corridor

Dixie Highway from Sample Road to Broward/Palm Beach County Line was selected as the study corridor for the walking audit by the MPO. The Complete Streets Master Plan ranked the corridor as 13 out of 152. The proposed recommendations for the 3.4-mile section of Dixie Highway includes a filled in pedestrian zone due to the sidewalk gap on the east side from Sample Road to SW 15th Street/NE 54th Street, furnishing zone, and buffered bicycle lanes. The study corridor is located in the City of Deerfield Beach and City of Pompano Beach as shown in Figure 3. Dixie Highway is a State Road, SR 811. The Broward MPO partnered up with the City of Deerfield Beach to host the Walking Audit community-based event on Saturday, November 3, 2018.

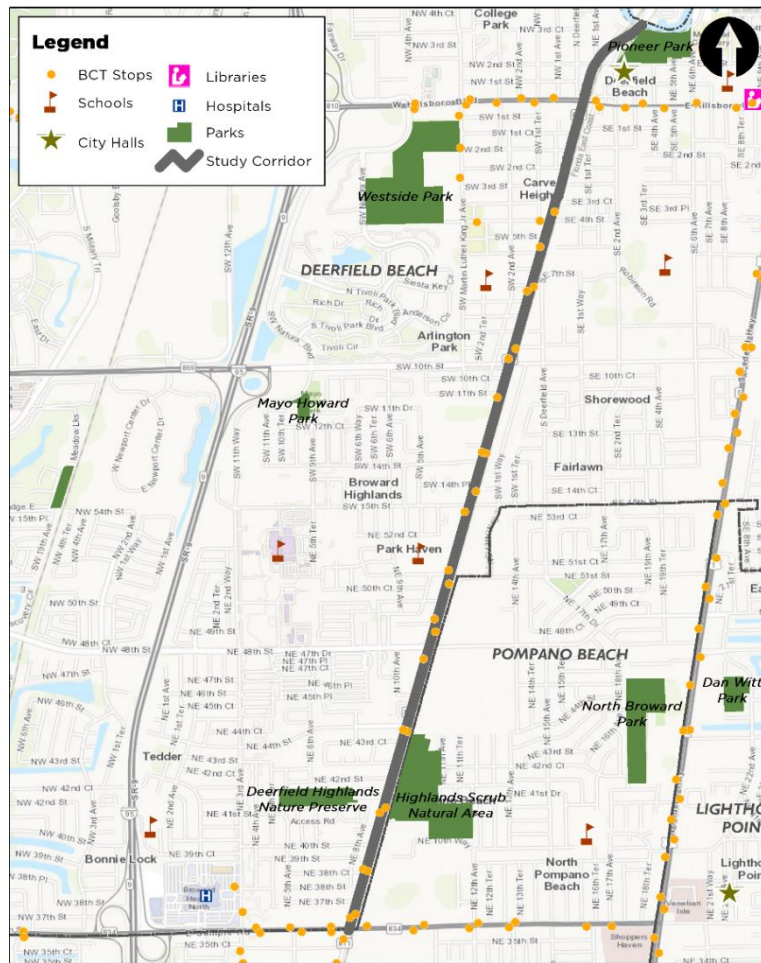


Figure 3. Study Corridor

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The corridor has a speed limit of 40 miles per hour (MPH) and the 2017 Average Annual Daily Traffic (AADT) was 20,800. The functional classification is an urban minor arterial. The 4-lane divided roadway with conventional bike lanes and sidewalk facilities provides access for non-motorized users but has significant gaps in the network on the east side of Dixie Highway. Where there is a presence of sidewalk on the east side, there is a nearly three-foot buffer between the sidewalk and the edge of pavement. The sidewalk width ranges from 5-6 feet.

The land use adjacent to the study corridor is mainly commercial, industrial, and residential. There are dense residential developments located behind the commercial properties as shown in [Appendix A](#). Some examples of destinations along the corridor include grocery stores, restaurants, offices, religious institutions and automobile repair shops. Park Ride Elementary School is located on Dixie Highway north of NE 51st Street. Pioneer Park, located to the east of Dixie Highway on NE Eller Street, has different recreational fields, as well as pedestrian walking paths.

Broward County Transit (BCT) Route 50 operates along Dixie Highway. Route 50 brings users to North Ridge Shopping Center and Deerfield Beach Tri-Rail Station. [Table 1](#) displays the ridership for Route 50. It is indicated from the BCT 2018-27 Transit Development Plan (TDP), Annual Update, Route 50 is one of the higher volume bus ridership system.

Table 1. Route 50 Ridership

Weekday	Saturday	Sunday
4,377	2,638	1,387

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, such as Routes 20, 42, and 60 serve the surrounding area from the Northeast Transit Center, located on Dixie Highway and Martin Luther King, Jr. Boulevard. The BCT full system map can be found at:

<http://www.broward.org/BCT/Documents/SystemMap.pdf>.

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Chapter 2. Walking Audit Overview

On Saturday, November 3, 2018, from 9:00 a.m. to 11:00 a.m. 49 residents, community members, and staff gathered at Hillsboro Community Center to conduct the Walking Audit along Dixie Highway from SW 10th Street to Hillsboro Boulevard. This walking audit segment is a representative portion of the entire corridor identified in the Complete Streets Master Plan, Dixie Highway from Sample Road to the Broward/Palm Beach County Line. The Walking Audit Workshop began with an opening presentation with staff introductions, followed by participant division into four 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 Dixie Highway. 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.



Vice Mayor Gloria Battle, Delores Skeete, Resident, and Tom Good, Director of Environmental Services (from left)

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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 Deerfield Beach with a clear understanding of critical issues identified by the community.

Presentation

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



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Teams and Routes

Participants were organized out into four groups of about eight to ten people to provide meaningful and thoughtful conversations throughout the Walking Audit. Two groups were assigned to Route 1 and two groups were assigned to Route 2 each with a 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.

Figure 4 displays Route 1, Dixie Highway from SE 10th Street to SE 4th Street. Participants took a shuttle bus from Hillsboro Community Center to St Mary's Episcopal Church located at the southwest corner of Dixie Highway and SW 4th Street. Group A (purple polyline) walked on the east side of Dixie Highway and Group B (black polyline) walked on the west side. The shuttle bus picked up participants at an empty lot on the northwest corner of Dixie Highway and SE 10th Street and brought them back to Hillsboro Community Center. The total length of Route 1 is 0.5 miles.

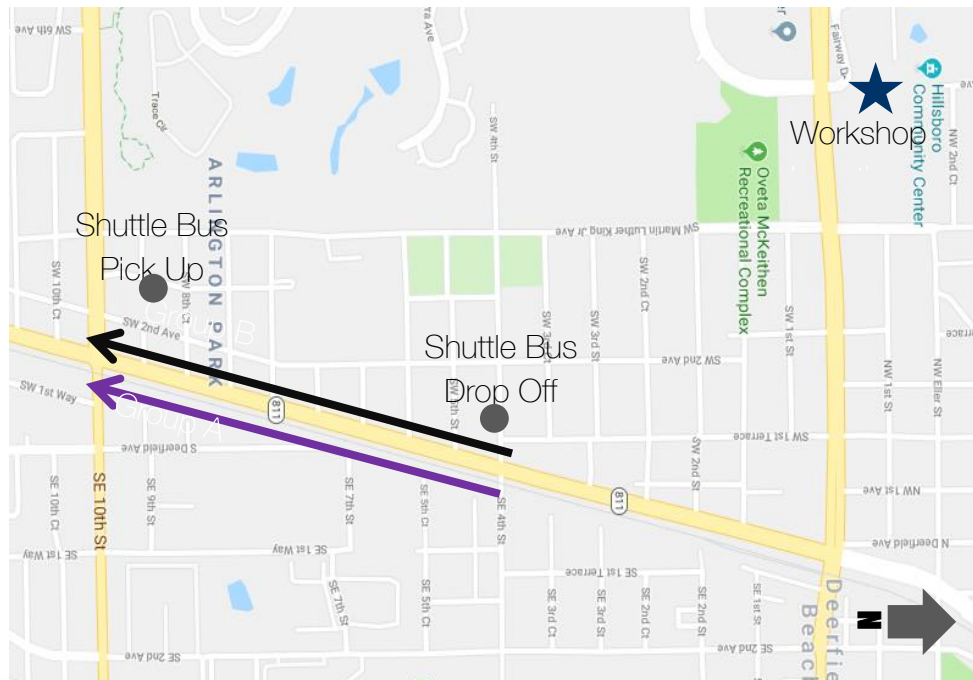


Figure 4. Walking Audit Route 1 – Group A and Group B

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Shown in Figure 5 are the different destinations along Route 1. The Florida East Coast Railway (FEC) is on the eastern side of Dixie Highway which is an exclusive rail provider for Port Miami, Port Everglades and Port of Palm Beach. The Brightline, express train service connecting passengers to Miami, Fort Lauderdale and West Palm Beach, also operates along the FEC. On the western side of Dixie Highway includes religious institutions, Deerfield Beach Housing Authority, residential properties and vacant parcels. Appendix A displays the different destinations along Route 1.



Figure 5. Walking Audit Route 1 – destinations

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Figure 6 displays Route 2, Dixie Highway from SE 4th Street to SE 10th Street. Participants took a shuttle bus from Hillsboro Community Center to St Mary's Episcopal Church located at the southwest corner of Dixie Highway and SW 4th Street. Group A (red polyline) walked on the east side of Oakland Park Boulevard and Group B (green polyline) walked on the west side. The shuttle bus picked up participants at the strip-mall parking lot located on the northwest side of Dixie Highway and Hillsboro Boulevard and brought them back to Hillsboro Community Center. The total length of Route 2 is 0.5 miles.

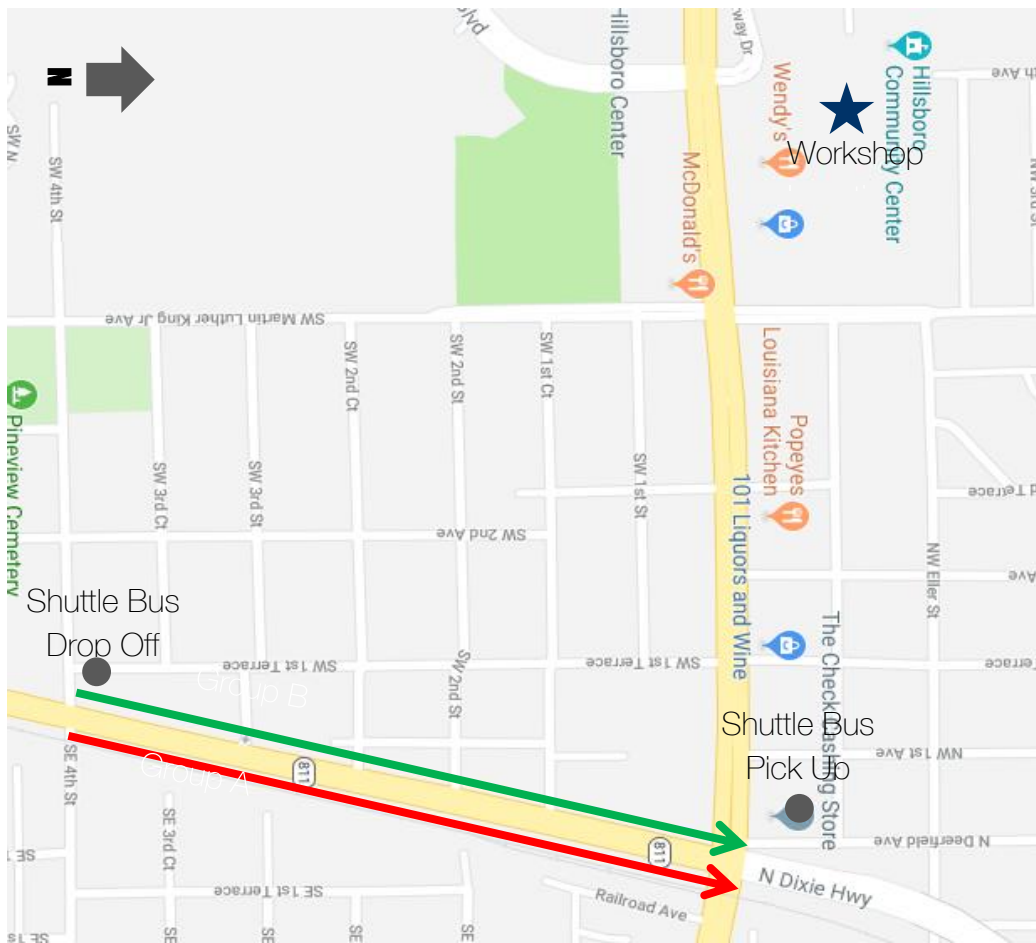


Figure 6. Walking Audit Route 2 – Group A and Group B

Shown in Figure 7 are the different destinations along Route 2. The FEC is on the eastern side of Dixie Highway. On the western side of Dixie Highway includes religious institutions, residential

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properties, vacant parcels, restaurants and the Boys and Girls Club. Appendix A displays the different destinations along Route 2.

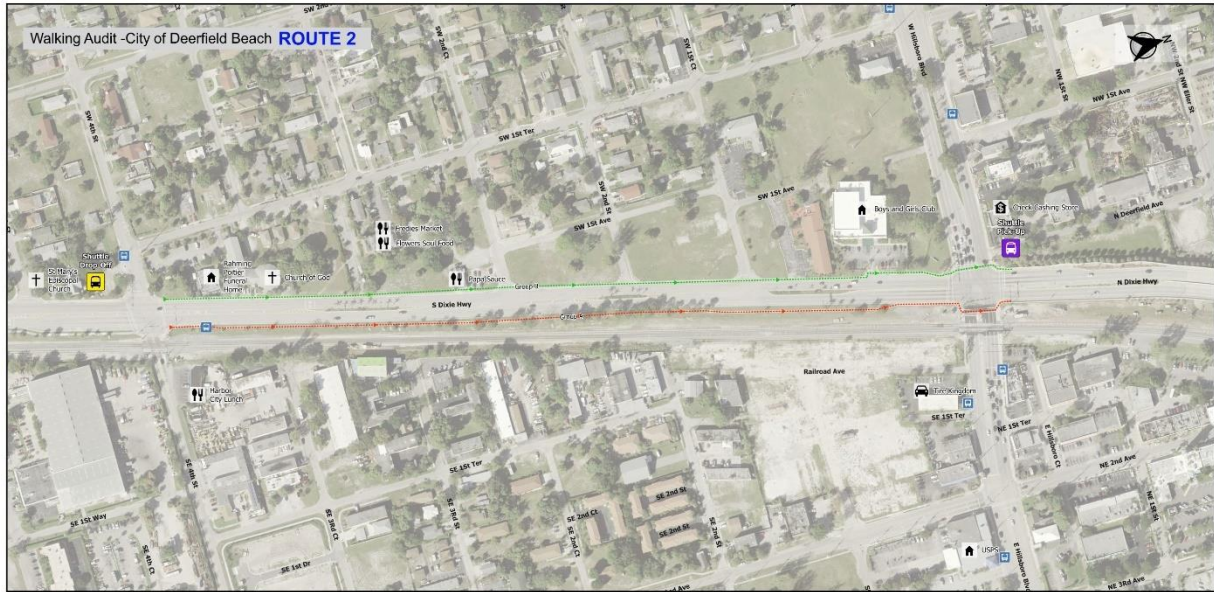


Figure 7. Walking Audit Route 2 – destinations

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Chapter 3. Team Findings & Route-Level Discussion

The Typeform survey provided a more in-depth context for considering the meaning of the needs and opportunities for the study corridor. Group leaders entered the consensus feedback from the walking audit participants. Table 2 summarizes the average rating questions from the Typeform survey. Appendix B includes the results from the Typeform survey.

Table 2. Participants Average Rating

Question	Average Rating (Out of 5)	Rating Description
In general, do vehicles seem to be traveling a safe and comfortable speed?	4.8	5 being <i>Too Fast</i>
On average, how is the sidewalk pavement condition?	2.0	5 being Good as New
On average, are bus stop amenities provided (shade, seating) and easily accessed?	1.5	5 being High Quality
Do the pedestrian areas feel safe and secure?	2.2	5 being Very Safe and Secure
Are public plazas and parks available and inviting?	1.0	5 being Available and Inviting
Do the buildings enhance the pedestrian environment or detract?	1.5	5 being Inviting, Cater to Sidewalk
I felt safe while walking along this corridor...	2.8	5 being Very Safe
I would choose to walk along this corridor in the future...	2.5	5 being Definitely
This corridor appears accessible to all types of users...	2.2	5 being Completely

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The top three cross-section elements that are present but need to be upgraded are: sidewalk, bike lane, and buffer between the sidewalk and edge of pavement. There are sidewalk gaps on the east side from north of SR 834/Sample Road to SW 15th Street/NE 54th Street. There are conventional bike lanes along the corridor and infrequent buffer between the sidewalk and edge of pavement on the east side and no buffer is provided on the west side.



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



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Upon returning to Hillsboro Community Center, 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 Dixie Highway from Sample Road to Broward/Palm Beach County Line as a through corridor shown in Figure 8.



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)

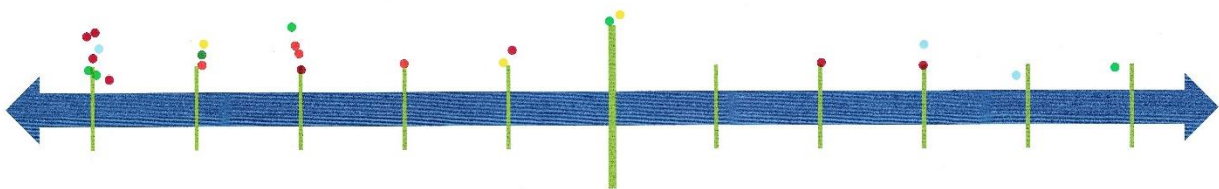


Figure 8. Interactive exercise – Mobility Continuum

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Example of Complete Streets Elements

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



Conventional Bicycle Lanes



Buffered Bicycle Lanes



Separated Bicycle Lanes



Shared-Use Path



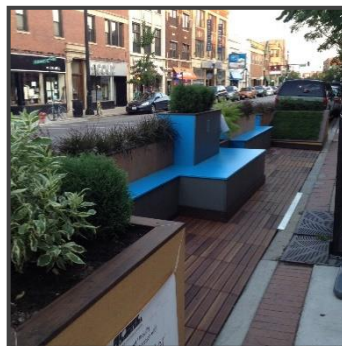
Sidewalks



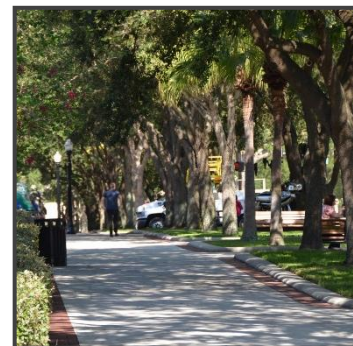
Intersections/Crossings



Traffic Calming



Street Furniture/Benches



Shading/Trees

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Chapter 4. Corridor-Level SWOT Analysis

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

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

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

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

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

Strengths & Recommendations

Primary Strengths



There is a sidewalk on the east side with a buffer between the sidewalk and curb, also known as a furnishing zone. In certain areas along the corridor the furnishing zone includes trees.



Street and pedestrian lighting exist along parts of the corridor.

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There are conventional bike lanes along the corridor with pavement markings and signage.



Stamped paver crosswalk at SR 811/Dixie Highway and SR 810/Hillsboro Boulevard.



Two bicyclists riding northbound in the bike lane.



Short segment of pedestrian railing from SE 10th Street to SE 9th Street on the east side.

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Recommendations



Provide a buffered bike lane to enhance the corridor like on SW 4th Avenue, Fort Lauderdale.



Replace old signage that references "RIGHT LANE BIKE ONLY" and replace it with the current R3-17 (Bike Lane) as shown above.



Provide a sidewalk on the east side from Sample Road to SW 15th Street/NE 54th Street.



Provide a continuous furnishing zone with streets trees to provide shade on the east side.

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Provide stamped paver crosswalk and detectable warnings on curb ramps at the following intersections.

- SR 834/Sample Road
- NE 48th Street
- NE 54th Street
- SW/SE 10th Street
- SW/SE 4th Street



Consider providing additional signage or pedestrian railing on the east side to prevent non-motorized access to the FEC.

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Weaknesses & Recommendations

Primary Weaknesses



Lack of furnishing zone to provide a buffer between non-motorized users and motor vehicles on the western side, as well as potentially add trees to provide shade.



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

Recommendations



Provide a furnishing zone with street trees to add shade on the west side.



Maintain the landscape to prevent grass turning brown.

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Opportunities & Recommendations

Primary Opportunities & Recommendations



There are multiple vacant parcels for potential development opportunity. The potential development can enhance walking and bicycling infrastructure due to the Comprehensive Plan.



Further study is needed in providing a mid-block signed and marked crosswalk between SW 7th Court and SW 7th Street since the curb ramps and truncated domes are already in place. Residents reported that children cross near here unsupervised to get to Deerfield Beach Middle School.



Existing "PRIVATE PROPERTY NO TRESPASSING F.E.C. RWY. CO" and "NO TRESPASSING" signage. The existing signage raises awareness to prohibit walking or playing on railroad tracks or the right-of-way on either side of the tracks as trespassing. It should be noted the City of Deerfield Beach wishes to install a fence along the FEC corridor as current situation does not stop people crossing the tracks.

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Threats & Recommendations

Primary Threats



Street fixtures are within the sidewalk.



Route 50 – Stop ID# 5639 does not have ADA-compliant landing pad or shelter.



SR 811/Dixie Highway and SW 4th Street pedestrian push buttons in the southeast corner did not function.



SR 811/Dixie Highway and SW 4th Street is missing signage on the pedestrian push buttons in the northwest corner.

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Signage knocked down.



Concrete sidewalk cracking which causes trip hazards.



Soil wash out/erosion of subbase underneath concrete sidewalk.



The width of the corner radii results in a longer crossing distance for pedestrians and allows for higher speed turns.

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Recommendations



Provide an unobstructed pedestrian zone to prevent fixtures blocking non-motorized users.



Upgrade the pedestrian signals to countdown and the pedestrian push buttons at SR 811/Dixie Highway and SW 4th Street similar to the example above.



Provide a clear unobstructed 5'x8' ADA landing pad and provide shelters at BCT stops like NW 31st Avenue, Lauderdale Lakes.



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

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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)

- Replace old signage that references “RIGHT LANE BIKE ONLY” and replace it with the current version of R3-17 (Bike Lane).
- Maintain the landscape to restore the green color and prevent grass from turning brown.
- Upgrade the pedestrian signals to countdown, the pedestrian push button signs to the current standard, and fix the functionality of the pedestrian push buttons at SR 811/Dixie Highway and SW 4th Street.
- Maintain signs and sign support such as on SR 811/Dixie Highway near SW 4th Street.
- Add trash/recycling receptacles, bike racks, and benches at BCT stops.

Intermediate Projects (2-5 years)

- Provide a buffered bike lane to enhance bicycle mobility and safety in the corridor.
- Provide stamped paver crosswalk and detectable warnings on curb ramps at the following intersections.
 - SR 834/Sample Road
 - NE 48th Street
 - NE 54th Street
 - SW/SE 10th Street
 - SW/SE 4th Street
- Evaluate the sidewalk condition to ensure a cross slope of 1% (2% maximum) to meet ADA standards.
- Provide a hard-surface, unobstructed 5'x8' ADA landing pad (5' measured parallel to the curb; 8' measured perpendicular to the curb) and shelters at BCT stops.
- Provide a marked and signed mid-block crosswalk between SW 7th Court and SW 7th Street. Curb ramps and truncated domes already exist. A study may be necessary to

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determine the appropriate safety device such as a Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB).

- Narrow the curb radii at unsignalized minor street intersections, such as on Dixie Highway and SW 1st Court, to reduce the risk for high-speed collisions with pedestrians. Typically, a 15' radius is appropriate for vehicle operation at a minor street intersection while balancing the needs of pedestrians.

Long-Term Projects (5-8 years)

- Provide a sidewalk on the east side from SR 834/Sample Road to SW 15th Street/NE 54th Street.
- Provide a continuous furnishing zone with streets trees to provide shade on the east side.
- Provide a furnishing zone with streets trees to provide shade on the west side.
- Consider providing additional signage or guardrail on the east side to prevent non-motorized access to the FEC.
- There are multiple vacant parcels for potential development opportunity. The potential development can enhance walking and cycling infrastructure due to the Comprehensive Plan.
- Provide pedestrian-oriented lighting to increase the perception of safety and encourage use of the area after dark.
- Provide an unobstructed pedestrian zone to prevent fixtures blocking non-motorized users.
- Consider providing solar-powered LED road markers.
- Provide an elevated pedestrian bridge to cross both the FEC Railroad and Dixie Highway near SE/SW 7th Street. Residents reported that children cross near here to walk to Deerfield Beach Middle School.
- The City of Deerfield Beach wishes to install a fence along the FEC corridor as current situation does not stop people crossing the tracks. There are existing "PRIVATE PROPERTY NO TRESPASSING F.E.C. RWY. CO" and "NO TRESPASSING" signage.

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