Walking Audit Report

SR-816/Oakland Park Boulevard and SR-811/Dixie Highway

February 2022

FDOT

Broward MPO
Metropolitan Planning Organization

Executive Summary

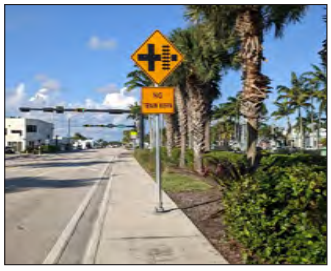
FDOT and the Broward MPO in conjunction with key stakeholder agencies conducted a Walking Audit to enhance coordination between stakeholders and provide guidance in developing a corridor vision in anticipation of future growth in the City of Oakland Park, the construction of the Broward County Commuter Rail Station north of the SR-816/ Oakland Park Boulevard and SR-811/Dixie Highway intersection, and the upcoming FDOT Resurfacing, Restoration, and Rehabilitation (RRR) on Oakland Park Boulevard. The collaboration and feedback from this Walking Audit will guide future project scopes by incorporating the needs and vision of the local communities who regularly travel near the study intersection.

A group of stakeholders from diverse agencies gathered at the intersection of SR-816/Oakland Park Boulevard and SR-811/Dixie Highway on **Monday, December 13th, 2021** with the goal of providing a multi-disciplinary review of existing conditions experienced by vulnerable users such as bicyclists and pedestrians. The Walking Audit included the evaluation of the walking environment; existing infrastructure; bicyclist and pedestrian issues such as accessibility, connectivity, comfort, and safety. The traffic patterns and roadway characteristics were evaluated to identify elements that can improve the multimodal network, enhance safety, and provide observations to guide future projects. Participants provided methods and solutions to address issues such as engineering treatments, policy changes, traffic calming, and enforcement measures. Representatives from different agencies provided unique insight on the feasibility of potential solutions through details about upcoming roadway projects, right-of-way constraints, legal restrictions, and future developments.

Agencies involved in the Walking Audit included:

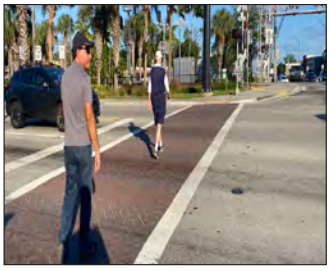
- Florida Department of Transportation (FDOT)
- Broward MPO
- City of Oakland Park
- City of Wilton Manors
- Broward County Transit
- Broward County Engineering
- Broward Sheriff's Office
- Wilton Manors Police Department

The detailed findings and recommendations identified by the participants are compiled in this report and organized by Short (1-2 Years), Intermediate (2-5 Years), and Long-Term Improvements (5-8 Years) on pages 13 and 14. The observations and recommendations from the December Walking Audit will help inform future scopes of currently planned projects as well as inform future studies.



Signage within the sidewalk

Bus bay and bicycle signage



Pedestrians crossing Dixie Highway

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Background & Strategy

FDOT recognizes the importance of collaborating with engineering professionals, local agencies, and public services to create a transportation system that addresses the needs of all users of the road including bicyclists, people who walk, drive, and take transit. Multiple FDOT projects with an emphasis on multimodal improvements are planned on the SR-816/Oakland Park Boulevard and SR-811/Dixie Highway corridors. The upcoming projects include a Resurfacing, Restoration, and Rehabilitation (RRR) project on SR-816/Oakland Park Boulevard from east of I-95 to SR-A1A under FM# 448409-1 with a design date of August 2022 and construction starting in 2025 and a Multimodal Feasibility Study on SR-811/Dixie Highway FROM Oakland Park Boulevard to Prospect Road under FM# 449331-1 with funding in 2027. Both project types focus on providing upgrades to enhance safety and convenience for walkers, cyclists, motorists, and those using public transit. Improvement opportunities include, but are not limited to: ADA modifications, intersection lighting improvements, bike/ped improvements, signalization improvements, pavement correction and rehabilitation, and drainage improvements.

Establishing scopes for these projects that align with the goals and initiatives of several departments is critical to the success of the projects. Coordination between stakeholders allowed FDOT to gather valuable information related to future developments, property ownership, and other general commuting characteristics of the corridor that can assist in determining improvements needed and which are most feasible for implementation.

FDOT identified the intersection of SR-816/Oakland Park Boulevard and SR-811/Dixie Highway as a priority to conduct a Walking Audit due to multiple crashes involving vulnerable users, high-volume commuting activity along both roadways, and the increased demand for pedestrian facilities around downtown Oakland Park.

As a companion to this Walking Audit, the Broward MPO is leading a first/last mile planning effort for the proposed commuter rail station located near NE 38 Street. The objective of the first/last mile plan is to increase ridership by enhancing safety, access and connectivity to the proposed station through multimodal transportation strategies and improvements.

The key objectives of conducting this Walking Audit are:

- Conduct a multi-disciplinary review of the intersection
- Gather perspective of vulnerable users
- Document conditions experienced
- Assess infrastructure
- Identify elements that can improve the multi-modal network and enhance safety

Study Intersection

FDOT identified the potential to modify the roadway and existing infrastructure to improve safety and traveling conditions for bicyclists and pedestrians in preparation of a RRR project and Multimodal Feasibility Study along SR-816/Oakland Park Boulevard and SR-811/Dixie Highway.

The study intersection is located in the City of Oakland Park and is near downtown Oakland Park, as shown in Figure 1. There are a mix of land uses near the intersection including commercial, office, and residential contributing to the diverse commuting and traffic patterns. Some destinations near the intersection include grocery stores, restaurants, breweries, offices, retail stores, city hall, and the United States Postal Service (USPS). Oakland Park Elementary School is located at NE 8th Avenue and NE 33rd Street, approximately .25 miles west of the study intersection. Multiple residential communities are located near the study intersection, with additional housing developments planned. These uses and destinations generate frequent pedestrian and vehicle activity along both corridors.

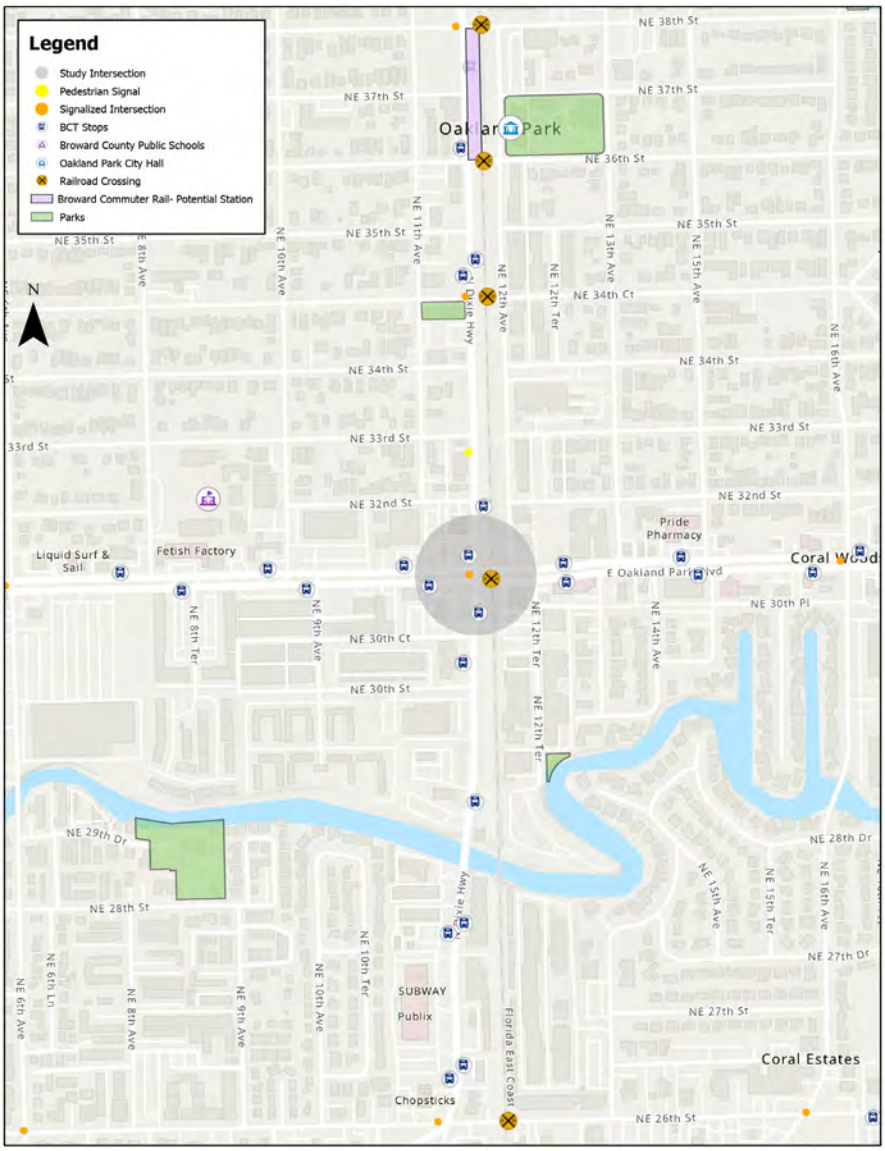


Figure 1: Study Area

The speed limit on both SR-816/Oakland Park Boulevard and SR-811/Dixie Highway near the intersection is 35 miles per hour (MPH). The functional classification of SR-816/Oakland Park Boulevard is an urban principle arterial, and SR-811/Dixie Highway is an urban minor arterial roadway. 2020 Average Annual Daily Traffic (AADT) for SR-816/Oakland Park Boulevard was 41,000 and 22,000 for SR-811/Dixie Highway. At the intersection, SR-816/Oakland Park Boulevard is a seven-lane divided roadway with sidewalks on both sides and no existing bicycle facilities. SR-811/Dixie Highway is a five-lane undivided roadway with sidewalks on both sides and bicycle sharrow markings. Sidewalk width ranges between 5-8 feet and currently there is no buffer between the sidewalk and the roadway.

A Project Level Context Classification (PLCC) was assigned to Oakland Park Boulevard on December 15th, 2021, where it was determined to be within the C4-Urban General classification type. A few justifications are listed below:

- There are a variety of fronting uses including single- and multi-family residential, commercial, office, and institutional that extend a long distance throughout SR-816/Oakland Park Boulevard.
- The roadway connects to residential communities behind the fronting uses along SR-816/Oakland Park Boulevard.
- Most uses can be accessed directly from SR-816/Oakland Park Boulevard.
- Fronting uses are set within small blocks with small building footprints.

FEC railroad crossing east of Dixie Highway

View of the intersection looking southeast

Broward County Transit

Broward County Transit (BCT) Route 50 operates along SR-811/Dixie Highway and Route 72 operates along SR-816/Oakland Park Boulevard. Within .25 miles of the study intersection in each direction there are 14 transit stops. Some stops include shelters, trash receptacles, and seating. Average weekday, Saturday, and Sunday ridership as of October 2021 are shown in the table below. Both routes experience some of the highest ridership in the BCT system.

Table 1: BCT Route 50 and 72 Ridership

Route	*Weekday*	*Saturday*	*Sunday*
Route 50	2,284	1,467	832
Route 72	4,894	3,532	2,012

BCT Ridership Report: https://www.broward.org/BCT/Resources/Documents/RidershipReports/October2021Ridership.pdf

See the entire system map for BCT here: https://www.broward.org/BCT/Documents/SystemMap.pdf

There is an upcoming Bus Rapid Transit (BRT) feasibility study along this corridor west of the project location along SR-816/Oakland Park Boulevard from University Drive to NW 31st Avenue. Another BCT initiative includes the Premium Systemwide Transit Plan, which strives to improve transit service and infrastructure through funding provided from a county-wide surtax.

Crash Data Analysis

Examining bicycle and pedestrian crash data helped identify dangerous and problematic areas near the intersection for vulnerable users. Crash location, severity, and summaries from the previous six years were included in the analysis. A brief summary along with the figures and tables from the analysis are included below:

- 18 crashes in previous 6 years
  - 12 pedestrians
  - 6 bicyclists
- Two crashes involved a bus
- There is a concentration of crashes along the west leg of the intersection

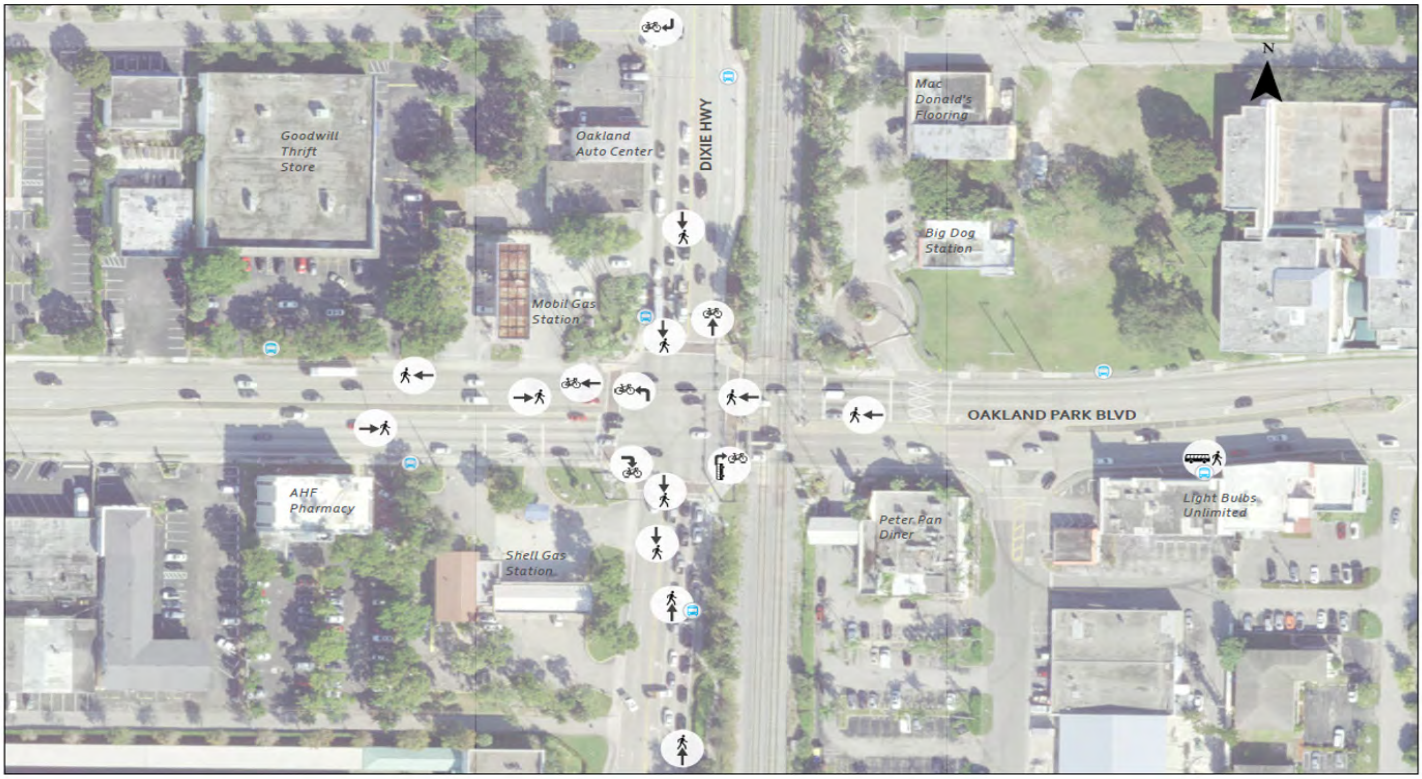


Figure 2: Bicycle and Pedestrian Crash Locations at Oakland Park Boulevard and Dixie Highway

Figure 3: Bicycle and Pedestrian Crash Descriptions

ID	Crash Date & TIme	Crash Summary
1	8/11/2016 @ 9:05 PM	Potentially-intoxicated transit rider crossing midblock was impacted by an oncoming vehicle.
2	8/13/2016 @ 1:03 AM	Vehicle driving during green light phase struck a pedestrian at crosswalk, due to poor lighting conditions. Pedestrian was transmitted to Broward General Hospital and was later pronounced deceased.
3	9/30/2016 @ 2:15 PM	Bicyclist crossing the road was impacted by a vehicle.
4	1/23/2017 @ 6:02 PM	Vehicle was stopped at the intersection yielding to a bicyclist. A trailing bus failed to make a complete stop and rear ended the vehicle, which then hit the bicyclist.
5	6/13/2017 @ 8:05 AM	Pedestrian was crossing midblock and was impacted by a vehicle traveling eastbound on the westbound lanes (wrong way).
6	3/14/2018 @ 6:58 AM	Pedestrian crossing midblock was impacted by a vehicle.
7	6/1/2018 @ 3:02 PM	Pedestrian waiting at bus stop was struck on the head by the side mirror of the bus as it approached the bus stop.
8	6/24/2018 @ 3:31 PM	Pedestrian crossing midblock was impacted by a vehicle.
9	7/31/2018 @ 4:41 PM	Pedestrian crossing midblock was impacted by a vehicle.
10	10/23/2018 @ 10:10 AM	Pedestrian was crossing midblock to catch the bus and was impacted by a vehicle.
11	11/21/2018 @ 2:16 PM	Vehicle and bicyclist were traveling in the same direction. Vehicle was making a right-turn and was impacted by the bicyclist.
12	12/28/2018 @ 11:40 AM	Pedestrian was crossing midblock, turned back around mid-way and was impacted by an oncoming vehicle.
13	2/1/2019 @ 12:30 PM	Pedestrian was crossing the crosswalk during "DO NOT WALK" to get to the bus stop and was struck by an oncoming vehicle.
14	3/13/2019 @ 9:00 PM	Pedestrian crossing midblock was impacted by a vehicle.
15	8/23/2019 @ 3:17 PM	Vehicle turning right failed to yield the right of way and struck a bicyclist in the crosswalk.
16	10/7/2019 @ 8:57 PM	Bicyclist crossing midblock was impacted by a vehicle.
17	10/8/2019 @ 12:37 PM	Vehicle turning left failed to yield the right of way and struck a bicyclist in the crosswalk.
18	3/1/2021 @ 10:25 AM	Vehicle ran the red light and struck a pedestrian in the crosswalk.

Walking Audit Review

On Monday, December 13th from 3:00pm to 5:00pm members from the City of Oakland Park, Broward MPO, Broward County, Broward Sheriff's Office, Broward County Transit, and FDOT District Four gathered at the intersection of SR-816/ Oakland Park Boulevard and SR-811/Dixie Highway to conduct a Walking Audit. The Walking Audit began with a brief explanation of goals and objectives and staff introductions. Participants then divided into three groups led by a Kimley-Horn employee who used the ArcGIS Field Maps application to document observations and recommendations and attach photos with geolocated points.

Groups walked approximately 500-700 feet in each direction from the intersection to examine existing infrastructure, document commuting trends from multiple mode types, and identify possible elements to improve the multimodal network. Each group consisted of members from different agencies to ensure that different perspectives were provided.

Objectives

An in-person assessment of a roadway is used to fully understand the functionality, characteristics, and future potential of an area. The primary objectives of the Walking Audit are listed below:

- Conduct a multi-disciplinary review of the intersection
- Gather perspective of vulnerable users
- Document conditions experienced
- Assess infrastructure
- Identify elements that can improve the multi-modal network and enhance safety

Pre-Walking Audit Presentation

Event facilitators hosted a virtual PowerPoint presentation to provide background information about the study area such as future City and FDOT projects, bicycle and pedestrian crash data, and current characteristics of the intersection. The Pre-Walking Audit presentation included these elements to familiarize participants with the study area and guide their focus during the walking audit.

Summary of Routes

Participants were organized into three groups of 7-9 people to provide diverse viewpoints and feedback from conditions experienced while walking the study area. A group leader was responsible for documenting observations and recommendations from the participants using the ArcGIS Field Maps application. The application, which is accessible through a cellular device, allows the user to place a point on an online map and write notes along with uploading a photo attached to the area referenced in the recommendation. Each group started the Walking Audit on a different leg of the intersection and continued that leg for roughly 2-3 blocks before turning around and walking the other side of the roadway.

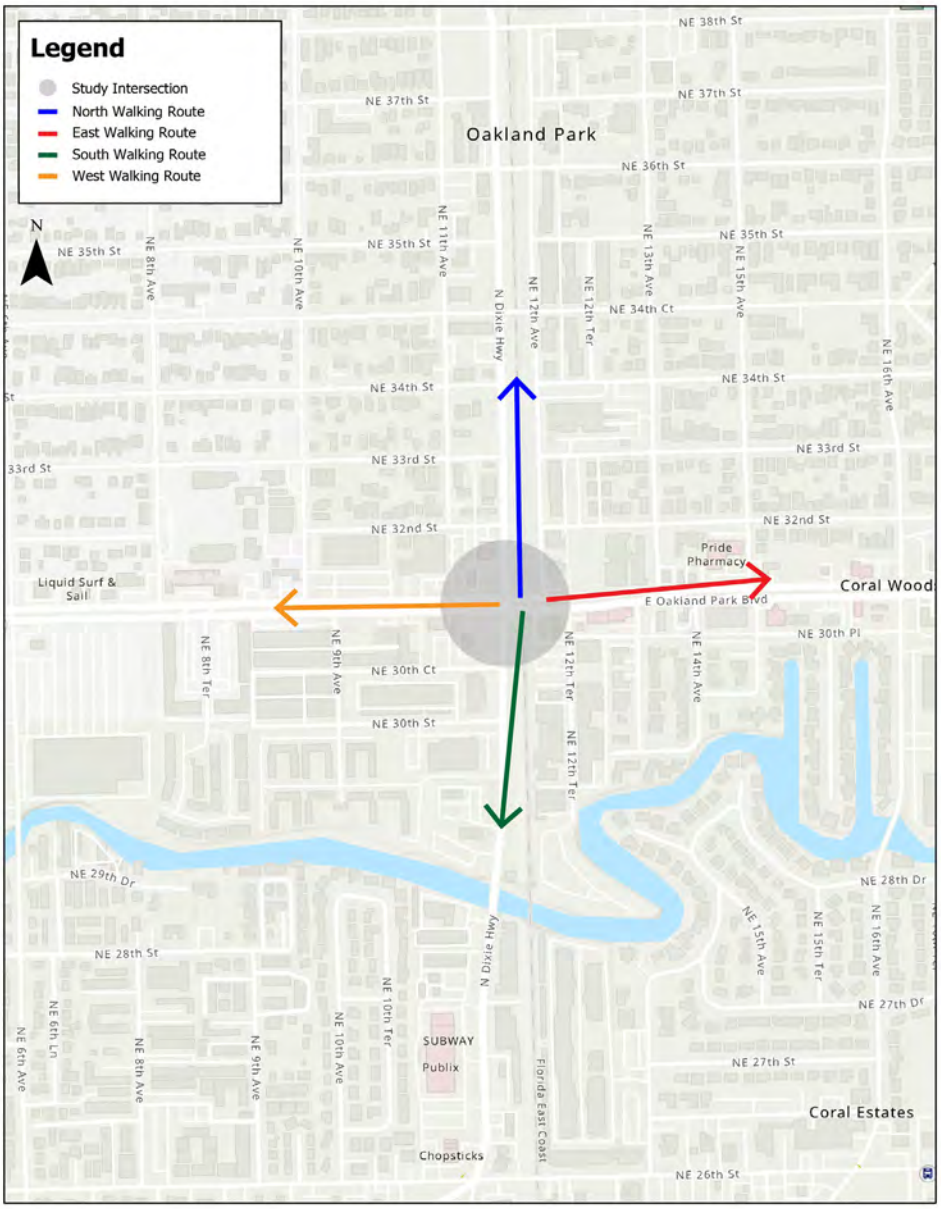


Figure 4: Walking Routes

Group Observations

The ArcGIS Field Maps application allowed groups to track observations and recommendations on an online map of the study area. While walking the corridor, group members aimed to identify concerns of bicycle and pedestrian safety along with elements that could improve the multimodal network. When group members discussed their observations, the facilitator placed a point in the ArcGIS Field Maps application, wrote a brief note related to the discussion, and took a photo of the area. Discussions within the groups primarily focused on elements of existing infrastructure or roadway conditions that could be improved to enhance the multimodal experience. Matters related to signal timing, sidewalk condition, roadway signage, bicycle/pedestrian crossing habits, users of the existing amenities, traffic patterns, and the FEC railroad were frequently noticed by participants. The various agencies then provided approaches to how these issues could be addressed given the knowledge of available right-of-way, planned projects, city initiatives, and public support, which helped form the list of proposed improvements in the next chapter.

A few examples of observations during the Walking Audit are shown below. Additional observations and recommendations can be found in Appendix A.

Observation 22: Previous bus shelter was the site of a fatal pedestrian crash

Observation 34: Potential to implement a Greenway

Observation 35: Crosswalk visibility issues caused by the elevation of the railroad

Observation 59: Large on-street parking spaces along Dixie Highway

Project Recommendations

This concluding chapter of the Walking Audit report is focused on corridor-level analysis and on providing recommendations based on input received during the Walking Audit. 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. Observations and discussions in the field focused on feasible projects that could improve the transportation network for all users and largely influenced the recommendations below. The proposals intend to enhance multimodal safety and increase the availability of bicycle and pedestrian facilities near the intersection of SR-816/Oakland Park Boulevard and SR-811/Dixie Highway. For further consideration these recommendations need to be studied and vetted with local and state agencies, prioritized, and funded.

Short Term (1-2 years)

Description	*Responsible Party*	*Next Steps*
Install accessible pedestrian signals and LPI's.	FDOT- Traffic Operations	Evaluate signal operations at the intersection
Trim existing landscaping currently obstructing signage along Dixie Highway north of the intersection. In particular, a pedestrian sign located near the mid-block pedestrian signalized crossing may have limited visibility.	FDOT- Maintenance	Schedule trimming operations
Install bus maps at existing bus shelters.	BCT	BCT to initiate the installation efforts
Encourage agency involvement in the Broward MPO Commuter Rail First/Last Mile Steering Group planning effort.	Broward MPO	Communicate upcoming meetings and other involvement efforts with stakeholder agencies
Improve bus stop amenities at BCT westbound stop #4271, located approximately 300 feet west of the intersection of SR-816/Oakland Park Boulevard and SR-811/Dixie Highway. Currently, the stop does not have a shelter or signage indicating transit service at that location.	BCT	Install bus shelter
Identify improvements that reduce visibility issues caused by the elevation of the railroad crossing at the intersection.	FDOT- Traffic Operations	Conduct a roadway safety study
Convert the EB left-turn at the intersection of SR-816/Oakland Park Boulevard and SR-811/Dixie Highway to a protected-only signal to accommodate visibility challenges in observing gaps in WB traffic associated with the railroad crossing and to improve multimodal safety for people crossing the north leg crosswalk during the concurrent green phase.	FDOT- Traffic Operations	Conduct a traffic operations assessment
Replace cracked sidewalk approximately 120 feet west of the intersection of SR-816/Oakland Park Boulevard and SR-811/Dixie Highway on the south side of SR-816/Oakland Park Boulevard.	FDOT- Maintenance	Schedule repair operations

Intermediate (2-5 years)

Description	*Responsible Party*	*Next Steps*
To improve the conspicuity of the "No Turn on Red" sign on the WB Dixie Highway approach, upgrade the sign to an illuminated no right-turn LED blank-out sign.	FDOT- Traffic Operations	Conduct a traffic operations assessment
Extend the concrete median to create pedestrian refuge space on the east and west legs of the crossings on SR-816/Oakland Park Boulevard.	FDOT- Roadway Design	Include in the scope of the upcoming FDOT RRR project
Add fencing in the median along SR-816/Oakland Park Boulevard to prevent bicycle/pedestrian crossings at unmarked locations.	FDOT- Roadway Design	Consider for the scope of the upcoming FDOT RRR project
Provide a marked pedestrian crossing at the intersection of SR-811/Dixie Highway and NE 30th Street to improve access to the southbound bus stop and the proposed multipurpose path. A signalized pedestrian crosswalk could be considered for the signal control.	FDOT- Traffic Operations	Conduct a pedestrian crossing study
Replace the existing grass strip to accommodate a wider sidewalk on SR-816/Oakland Park Boulevard.	FDOT- Roadway Design	Include in the scope of the upcoming FDOT RRR project
Create ADA-compliant concrete sidewalks across all driveways including accessible width walking areas with no more than 2% cross-slope.	FDOT- Roadway Design	Include in the scope of the upcoming FDOT RRR project
Move BCT stop #5235 serving WB Route 72 closer to the intersection to reduce the possibility of pedestrians crossing at an unmarked location after exiting the bus. The stop is currently located approximately 300 feet east of the intersection of SR-816/Oakland Park Boulevard and SR-811/ Dixie Highway.	BCT	Identify a new location for Stop #5235
Consider closing the WB left-turn median opening at NE 13th Avenue.	FDOT- Traffic Operations	Conduct an access management study
Add a pedestrian signalized crosswalk between NE 10th Avenue and NE 9th Avenue on SR-816/ Oakland Park Boulevard to serve two existing bus stops, grocery store, and other surrounding land uses.	FDOT- Traffic Operations	Conduct a pedestrian crossing study
Reduce the turn radii at all corners of the intersection to reduce the risk for high-speed collisions with pedestrians.	FDOT- Roadway Design	Include in the scope of the upcoming FDOT RRR project
Provide a signalized pedestrian crossing at the intersection of SR-811/Dixie Highway and NE 36th Street to improve access to Oakland Park City Hall, the on-street parking on NE 36th Street, and the Broward Commuter Rail Station.	FDOT- Traffic Operations	Conduct a pedestrian crossing study

Long Term (5-8 years)

Description	*Responsible Party*	*Next Steps*
Provide a multipurpose path that connects downtown Wilton Manors to downtown Oakland Park. Consider landscaping, lighting, and bus stop elements as part of the design of the path.	FDOT, City of Oakland Park, and City of Wilton Manors	Conduct feasibility study; study removal of on-street parking
Explore options to implement a multipurpose path bridge to improve connectivity across SR-816/ Oakland Park Boulevard.	FDOT- Roadway	Conduct feasibility study
Incorporate bicycle and pedestrian infrastructure into future development designs. Elements such as bicycle parking, wide sidewalks, and tree canopies should be provided.	City of Oakland Park	Review development plans

Appendix A:

Walking Audit Observations, Recommendations, and Information

Maps

ADA

Bicycle

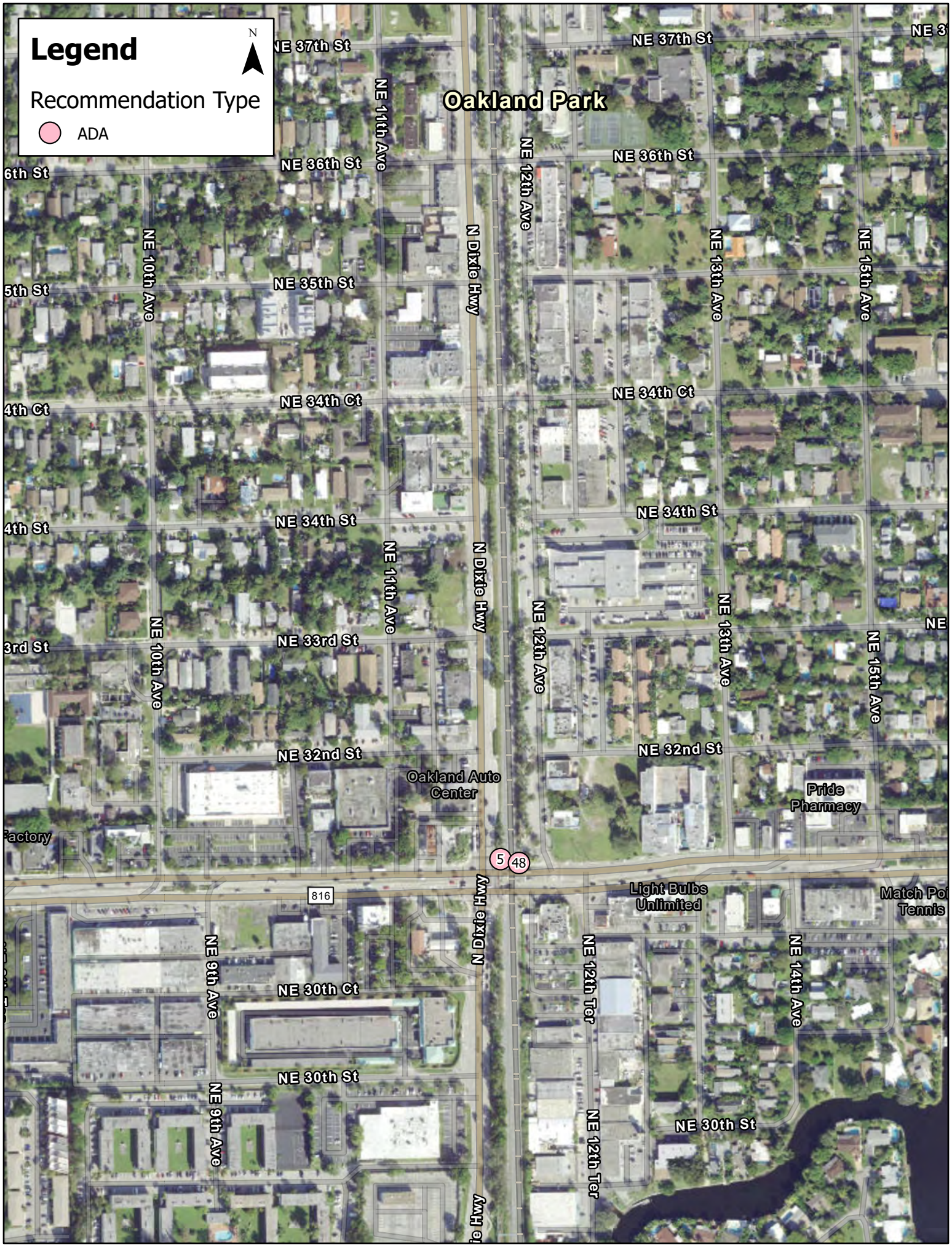
Pedestrian

Property

Traffic

Transit

Observations Table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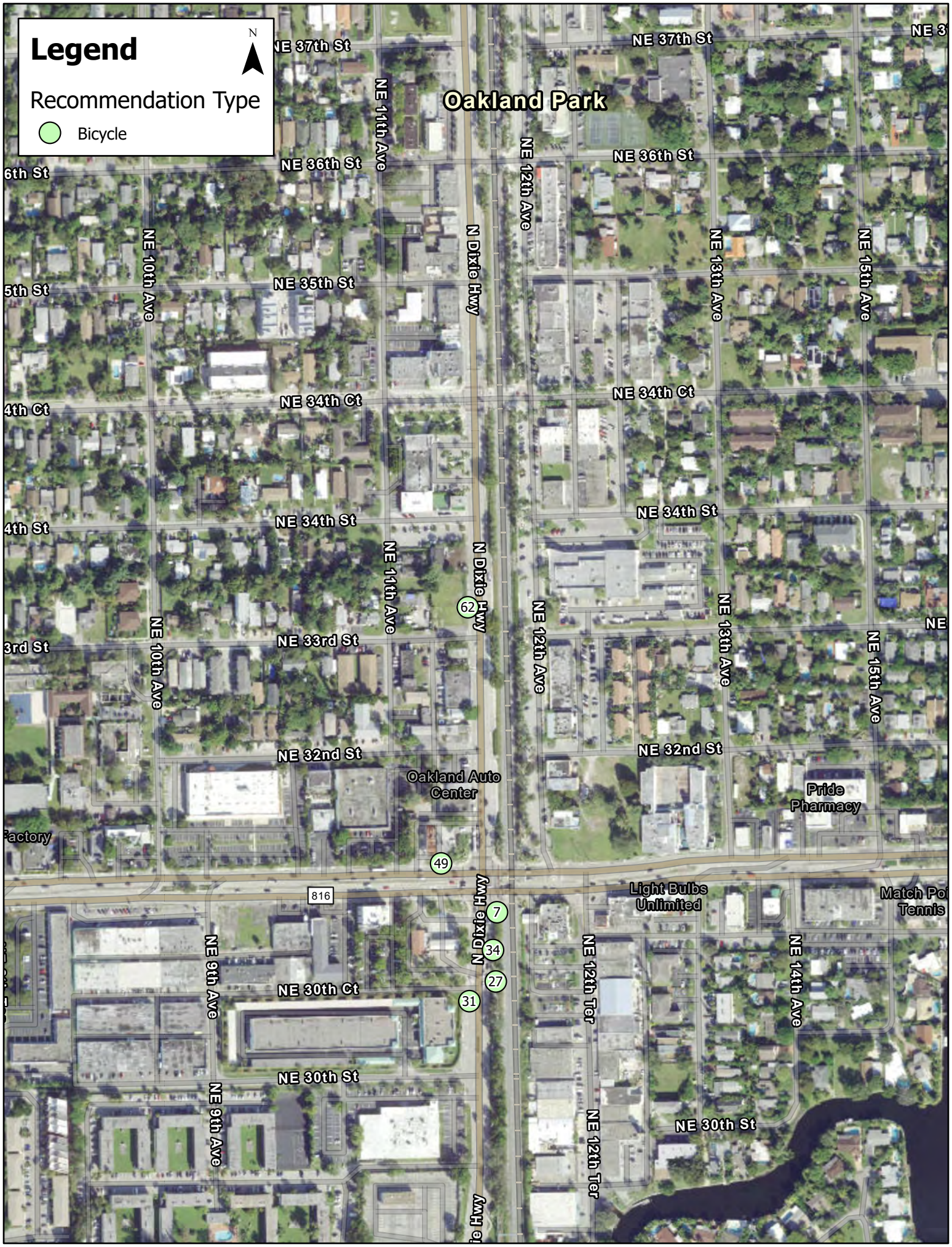
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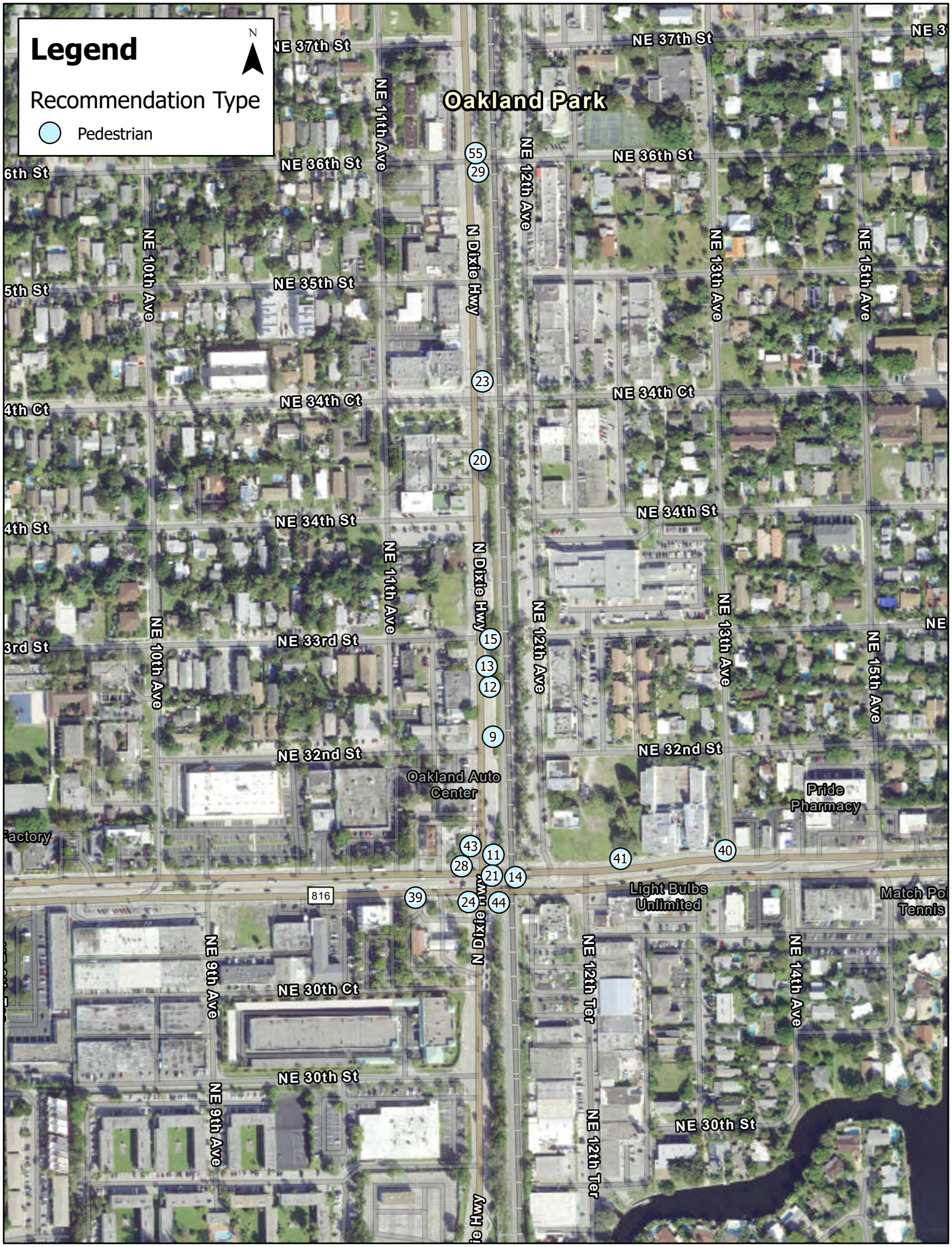
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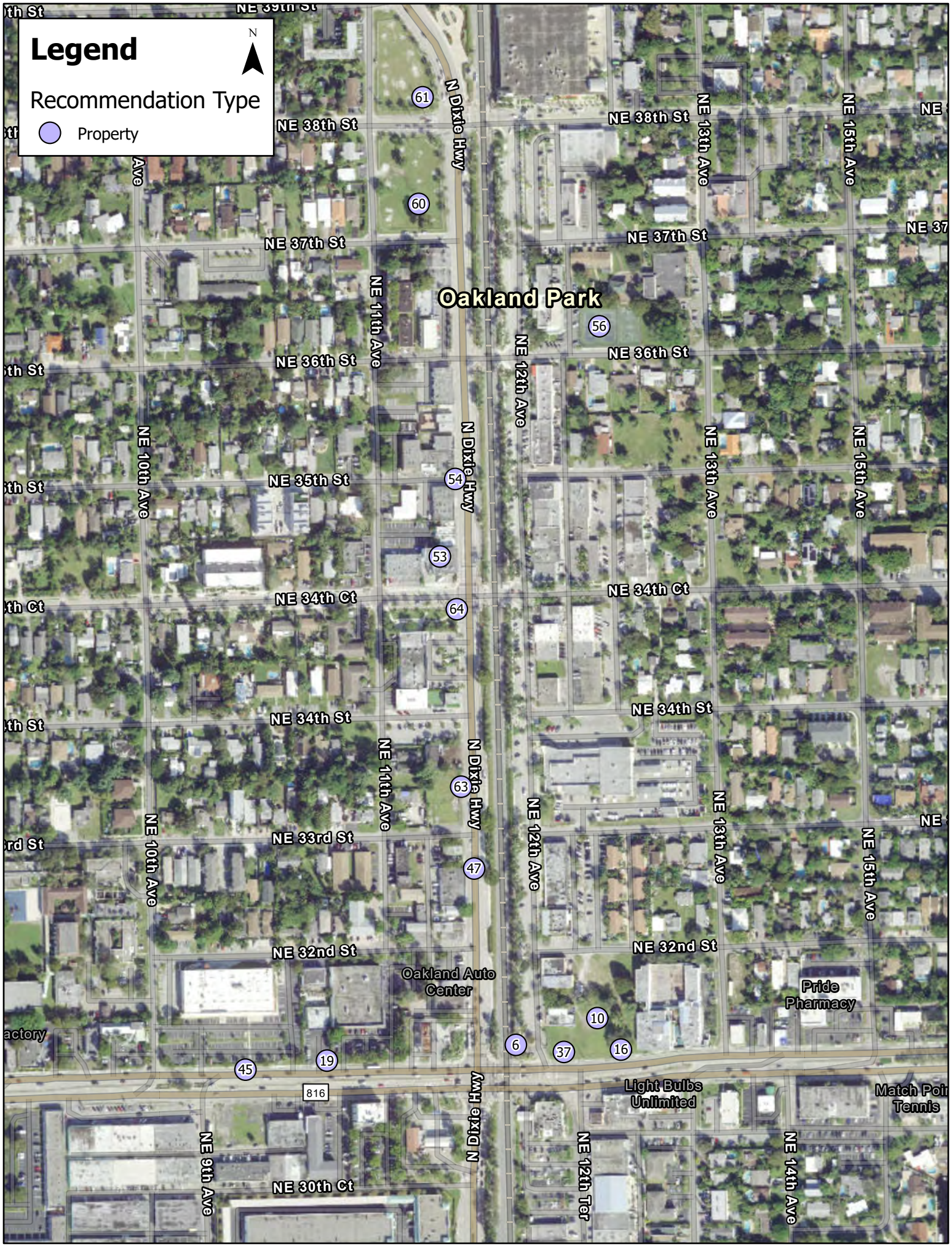
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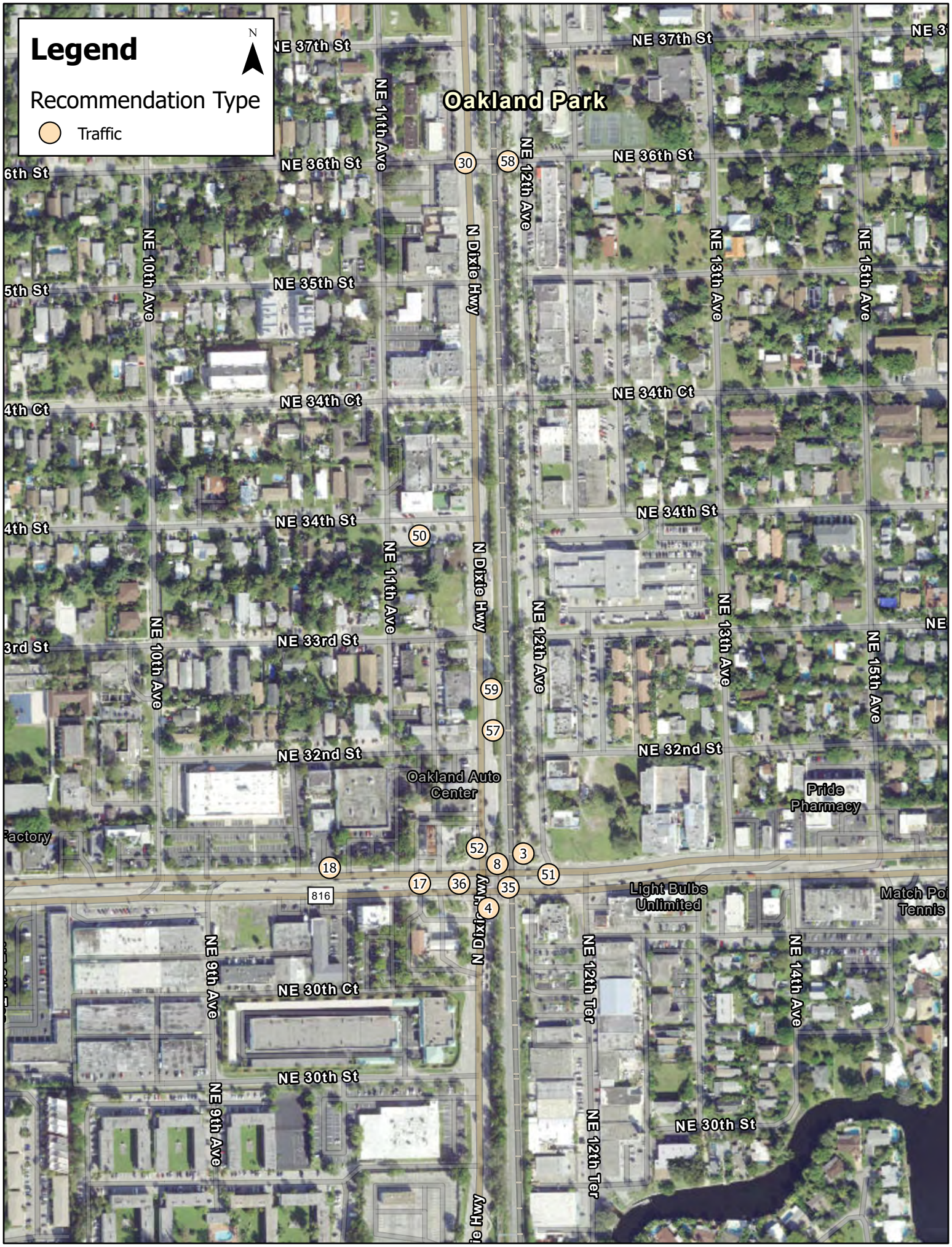
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Light Bulbs Unlimited
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ADA	
Observation Number	**Observations/Notes**
5	ADA tactile dome mat is set back from railroad crossing.
48	Existing ADA warning surface is shown at the railroad crossing.
Bicycle	
Observation Number	**Observations/Notes**
7	Potential location for multipurpose path.
27	Potential location for multipurpose path. Existing path is narrow and winding.
31	Existing sharrow markings are shown. Explore road diet to include bicycle lane.
34	Explore feasibility of implementing a multimodal path. Issues include existing landscaping, signage requirements, and moving the bus shelter. Oakland park envisions a multipurpose path. 10ft multimodal path can have signage and other elements in the sidewalk ROW.
49	Frequent bicyclist activity at the intersection even without dedicated bike lanes.
62	Bicyclist is shown riding on the sidewalk.
Pedestrian	
Observation Number	**Observations/Notes**
9	Please consider a wider sidewalk by the transit stop.
11	Please consider a higher visibility crosswalk, possibility a pedestrian priority crossing where right turn (NB) is red until pedestrians cross.
12	Visibility of pedestrian sign is limited by tree at ped signal.
13	Check spacing of stop bars at ped crossing.
14	Visibility of crosswalk is limited due to slope from the FEC railroad.
15	Please consider a wider sidewalk by the transit stop. Look to implement green backed sharrows.
20	Existing signage is shown within the sidewalk space.
21	Evaluate supplemental signal heads.
23	Pedestrians need to push button for some of the crossing movements.
24	North to South crossing is the main area of concern for city.
28	Pedestrian crossing is actuated not timed. Pedestrians have to wait long for pedestrian signal to indicate crossing.
29	Potentially eliminate the un-signalized crossing; still need to create pedestrian crossing. Drop pedestrian crossing on west side of Dixie.
39	Broken pavement is shown on the sidewalk near a driveway.
40	There is infrequent opportunity for people walking to cross the street at this location.
41	Location for Broward pedestrian crossing enforcement. Popular location for people to cross away from the intersection.
43	Pedestrians are shown using the crosswalk.
44	Poitential location for a pedestrian refuge island for north to south crossing of Oakland Park Blvd.
55	Pedestrian signal crossing study ongoing at this location.

Property	
Observation Number	**Observations/Notes**
6	Downtown Oakland Park sign is shown.
10	This property is owned by City.
16	This property is owned by City.
19	I-95 to 15th Avenue is planned for mixed-use developments.
37	This is a city owned lot with potential redevelopment opportunity.
45	New development to include multifamily and sprouts and Aldi at this location.
47	There is currently no connection to Downtown Oakland Park.
53	This area has been recently redeveloped.
54	The Culinary Arts District is located here.
56	City Hall redevelopment with residential and office creates potential for other new developments. City Hall is part of redevelopment initiative west of Dixie Hwy.
60	Proposed City Hall location.
61	Location of upcoming Sky development.
63	This parcel is planned for mixed-use development.
64	The Art Park on the west side of Dixie Hwy is located here. There is initiative to activate the west side of Dixie for downtown Oakland Park.
Traffic	
Observation Number	**Observations/Notes**
3	There are currently no audio pedestrian crossing signals here. Signal heads currently have countdown times.
4	A no left turn signal illuminates when a train is passing through the intersection.
8	There are visibility issues with the raised intersection for vehicles moving westbound. Officer suggests a solid left turn green to prohibit EB vehicles from running into nb turning vehicles.
17	Evaluate protected and storage length and the entire intersection phasing.
18	Shorten lane widths to accommodate a 10ft sidewalk on north and south side. Would likely build into the roadway.
30	Group members observed right in right out turning movements. Motorists are making left turns on to 36th from Dixie even though it is prohibited.
35	Incline/elevation of railroad crossing creates unsafe driving conditions because of visibility issues and speeding over the railroad crossing.
36	Add exclusive eastbound left turn (to go north on Dixie) to reduce crashes.
50	This is a popular parking lot for G21 patrons.
51	Vehicles are shown queued at railroad crossing when a train is passing.
52	People driving have to be inch over sidewalk to see westbound traffic because bushes and poles obscure their view.
57	On-street parking is currently in ROW of FEC railway. Very wide and long parking spaces are shown. The 4-lane Dixie highway configuration is not ideal near downtown Oakland Park, ideally would like to reconstruct to 2-lanes with a median, and left-turn lane.
58	Potentially would have to close NE 36th Street for future train platform.
59	On-street parking is rarely used here.

Transit	
Observation Number	**Observations/Notes**
22	Previous bus shelter at this location was site of a fatal pedestrian accident. Suggestion includes pedestrian fencing on side of roadway.
25	Need to decide where bus stop is relocated to if on street parking is removed for multipurpose path along Dixie Hwy.
26	Add real time bus info at bus stops.
32	Routes 50 and 72 are two high ridership routes in Broward County. As a result, many people cross the street and many bicyclists ride on the sidewalk. The routes generate frequent pedestrian activity.
33	Evaluate infrastructure at train platform and signal timing.
38	Envelope of railroad tracks (two tracks) will remain the same here. Four track bulb out will be north of this crossing past Oakland Park Blvd.
42	Explore possibility of including bus rapid transit (BRT) throughout this corridor.
46	Explore possibility of moving WB bus stop west to prevent pedestrians crossing at un-designated locations. This will also drop riders off closer to the entrance of downtown Oakland Park. The property shown in the photo is hoped to be developed into a mixed-use six story building.

Appendix B:

Pre-Walking Audit PowerPoint Presentations

Pre-Walking Audit Meeting

SR-816/Oakland Park Boulevard and SR-811/Dixie Highway
City of Oakland Park

FDOT
DISTRICT FOUR

OMD
FDOT
Office of Modal Development

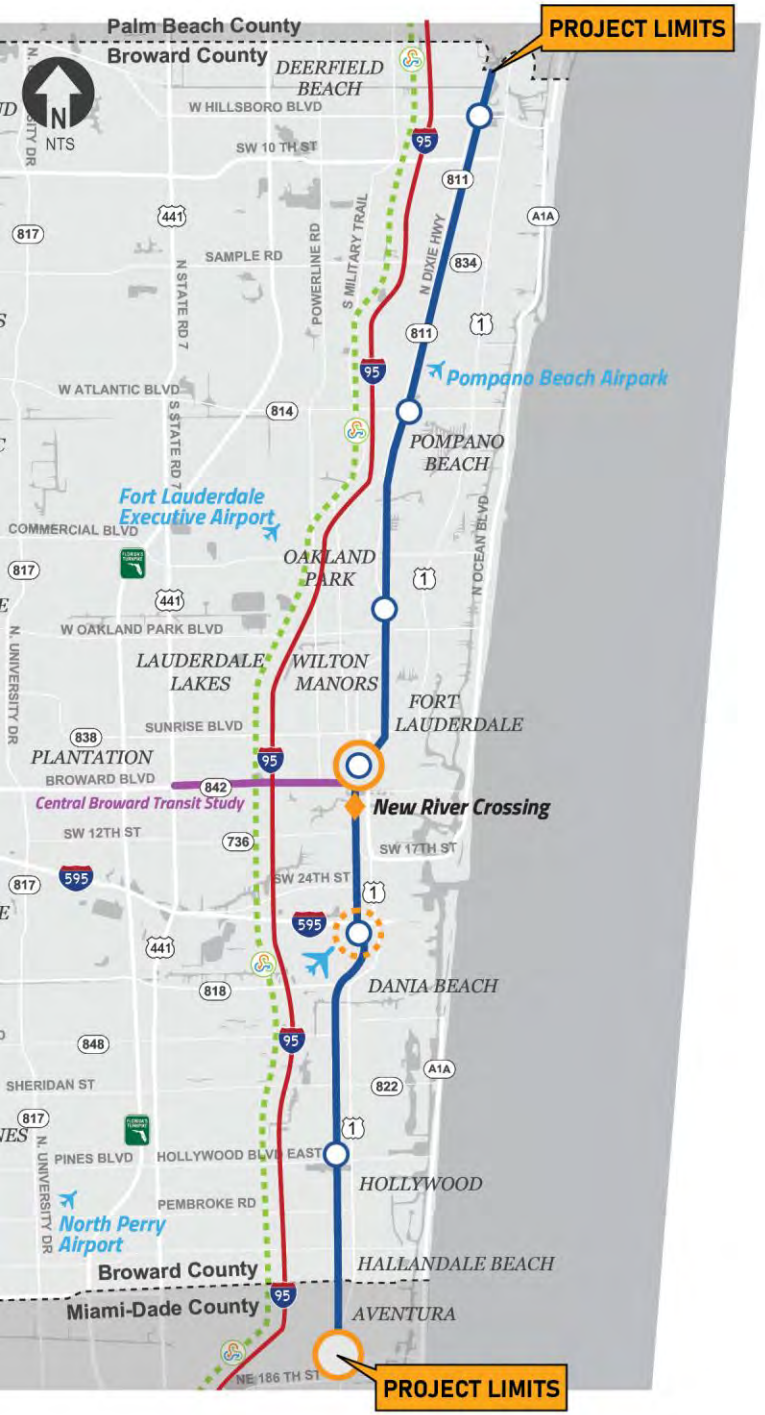
Project Team

- Florida Department of Transportation (FDOT)
  - Lisa Maack – District Four Passenger Operations Manager
- Broward MPO
  - Andrew Riddle – Municipal Services Manager
- Kimley-Horn – Consultant Support
  - Stewart Robertson
  - Brad Davis
  - Saige Killion

Meeting Participants

- Florida Department of Transportation (FDOT)
- Broward MPO
- City of Oakland Park
- City of Wilton Manors
- Broward County Transit
- Broward County Engineering
- Broward Sheriff's Office
- Wilton Manors Police Department

BROWARD COMMUTER RAIL

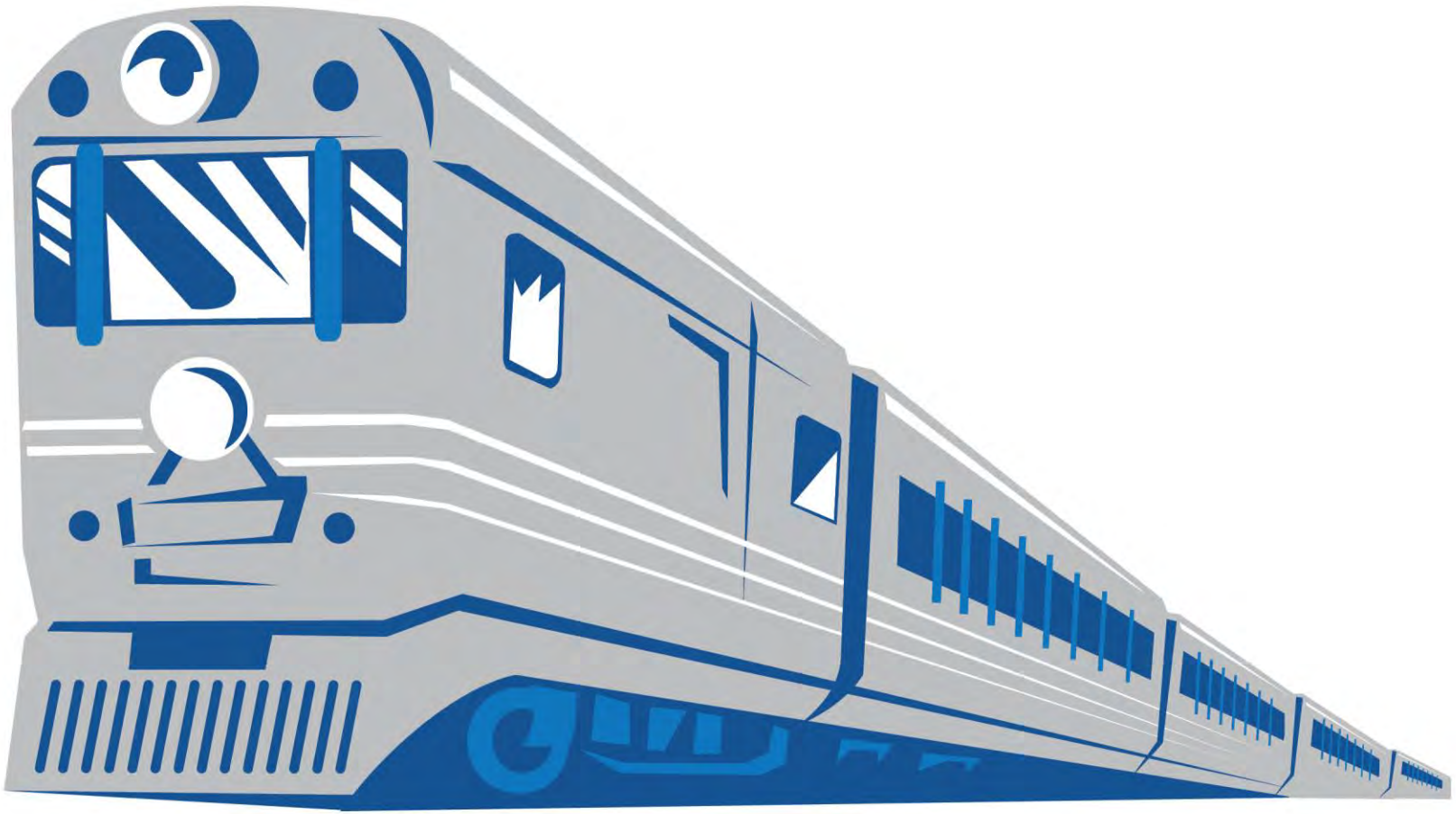


BROWARD COMMUTER RAIL (BCR)

PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

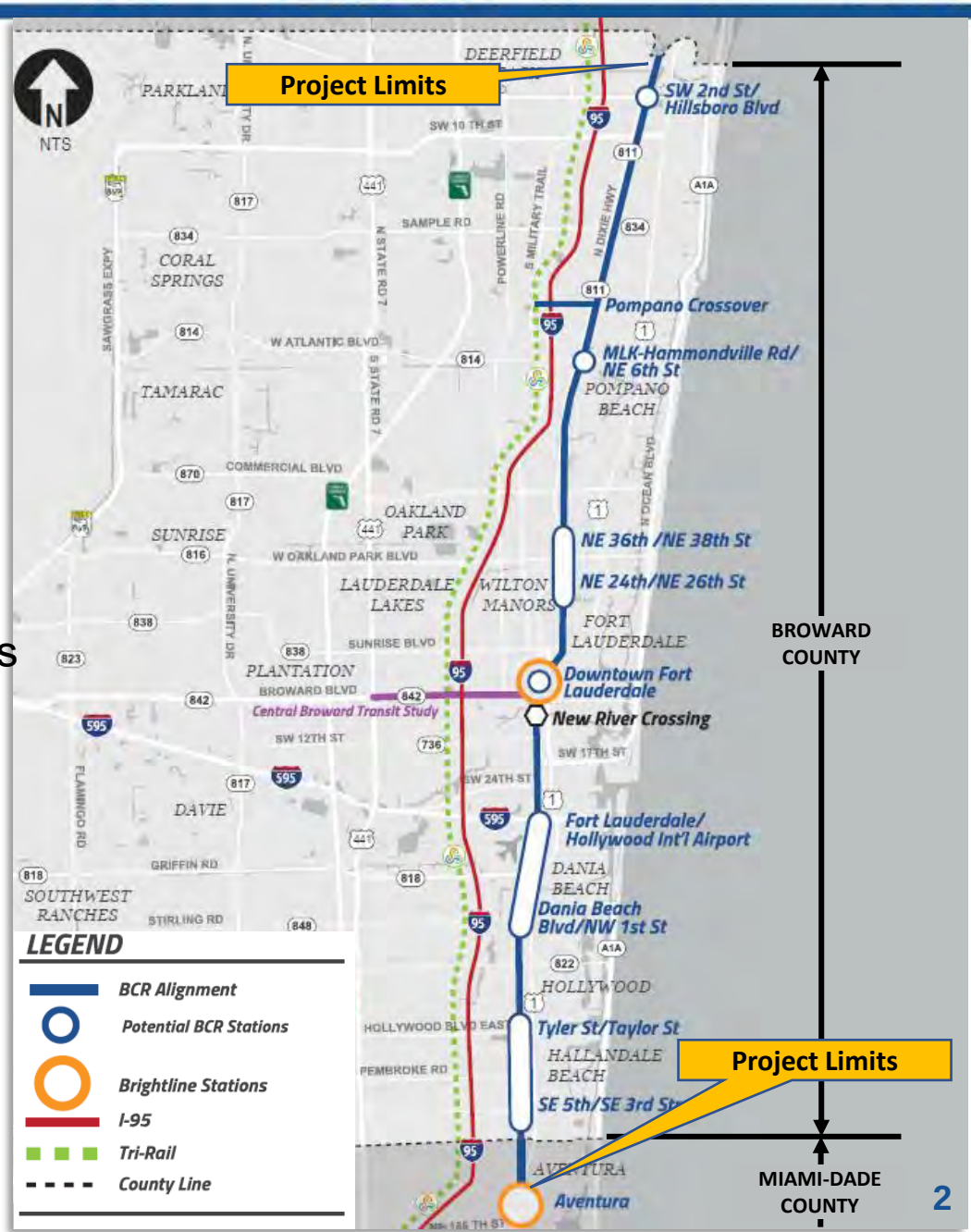
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4

BROWARD COUNTY, FLORIDA • FPID: 417031-5-22-01



BCR PD&E Study

- **FDOT**
  - Managing the PD&E Study (FTA Lead Agency, USCG Co-operating Agency)
  - Environmental analysis of Commuter Rail on FEC Railroad
  - Operational analysis of Commuter Rail on FEC Railroad
  - Aventura to Deerfield Beach including Pompano Crossover
  - **Technical Recommendations for Station Locations**
  - **Alternatives Analysis for the New River Crossing**
  - East/west traffic analysis for crossings and stations
  - Incorporate the necessary rail, signaling, safety, communications as well as passenger stations and amenities
  - Maintain eligibility for federal funding
  - Public engagement & stakeholder coordination
- **Broward County**
  - Stakeholder outreach and station locations
  - Track access, design/construction and O&M agreements
  - Identify local share of capital costs and annual O&M funds
  - **Draft financial plan**



Project Limits and Study Area

- From Aventura in Miami-Dade County to Deerfield Beach in Broward County
- 27 Miles along the FEC Railroad
- Technical recommendations have been made for six station locations in Broward County
- BCR will continue commuter rail connecting Miami Dade County's Northeast Corridor Project (SMART PLAN) – Starting at Aventura
- Palm Beach County is expected to conduct a study in the future to extend service to Jupiter. The three potential projects stemmed from the Coastal Link Study.

Importance and Benefits of Commuter Rail

ECONOMIC & RESIDENTIAL GROWTH

- Transit Oriented Development (TOD)
  - Increased business investment
  - Affordable housing incentives
- Mixed land uses to support the increase in residential and business development

ENHANCE QUALITY OF LIFE

- Increased mobility and transportation choices
- Greater access to employment, education, and essential services

TRANSIT INCENTIVES TO THE PUBLIC

- Reduce travel times and automobile dependence
- Save money on gas, parking, and car maintenance/repairs

ENVIRONMENTAL

- Cleaner air by reducing traffic congestion (reduced vehicle emissions)

COMMUTER RAIL BENEFITS EMPLOYERS

- Access to a wider pool of talent
- Dependable and reliable transit service may boost and enhance productivity

Rail Services in the FEC Corridor

- Shared-use corridor with FEC freight trains and intercity passenger trains
- Florida East Coast Railway, L.L.C. owns the FECR right of way and operates freight service
- Brightline operates inter-city passenger rail trains via a passenger easement in the corridor

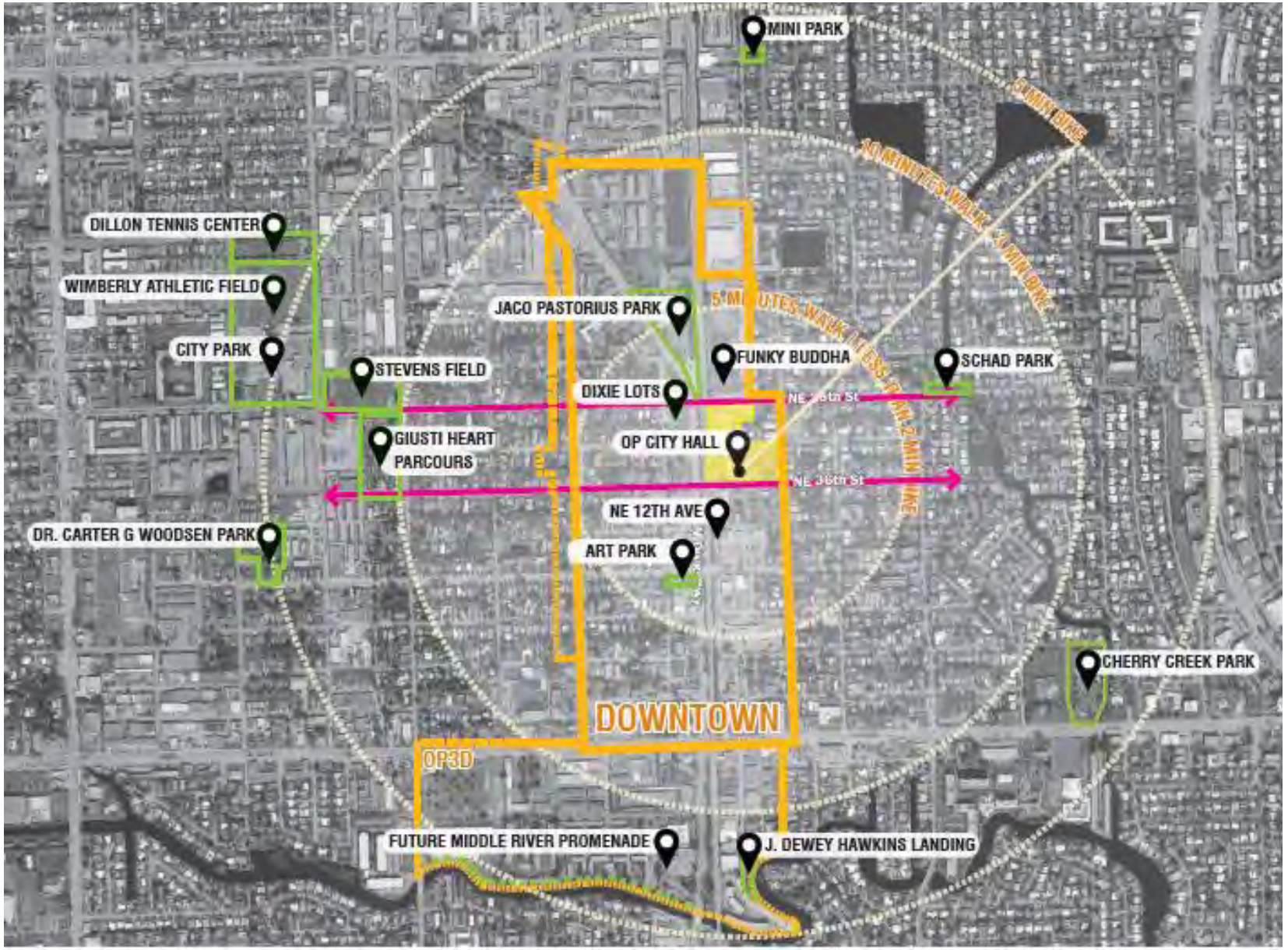
Typical Commuter Rail Platform

Commuter Type Station (note platform adjacent to mainline track)
BCR will most likely have sidings

- Approx. 17-foot minimum width (wider for higher ridership locations)
- Approx. 500-foot length to accommodate train sets of 3-4 cars
- May require additional tracks/sidings to prevent interference with freight and intercity service (significant cost & ROW implications)
- Pedestrian bridge also a possibility, but adds aerial easement requirements and additional costs

Brightline Station includes security and lobby areas

Enhance and Improve Connectivity



Next Steps

- ❑ Alternatives Public Workshop - Winter (JAN 2022)
- ❑ Recommendation of LPA - Winter 2022
- ❑ Broward County Commission LPA Vote - Winter/Spring 2022
- ❑ Entry to FTA Project Development - Spring 2022
- ❑ Public Hearing - Fall 2022
- ❑ Broward Metropolitan Planning Organization Adopts LPA - Fall 2022
- ❑ Location and Design Concept Acceptance (PD&E Study Approval) Early 2023

- ❑ Preliminary Engineering
- ❑ Alternative's evaluation to enhance, avoid, minimize, or mitigate potential environmental impacts
- ❑ Coordination with stakeholders, federal, state, and local agencies
- ❑ Engage the public in the alternative's evaluation process
- ❑ Recommendation of a Locally Preferred Alternative that satisfies the Federal Transit Administration NEPA* process with evaluation of the following:

  ⇒*Cost Feasibility*
  ⇒*Engineering*
  ⇒*Environmental/Social*
  ⇒*Public Involvement*
  **NEPA: National Environmental Policy Act*

WILTON MANORS

City of Wilton Manors

- Transit Oriented Corridors
- Redevelopment Opportunities
- Connectivity Assessment

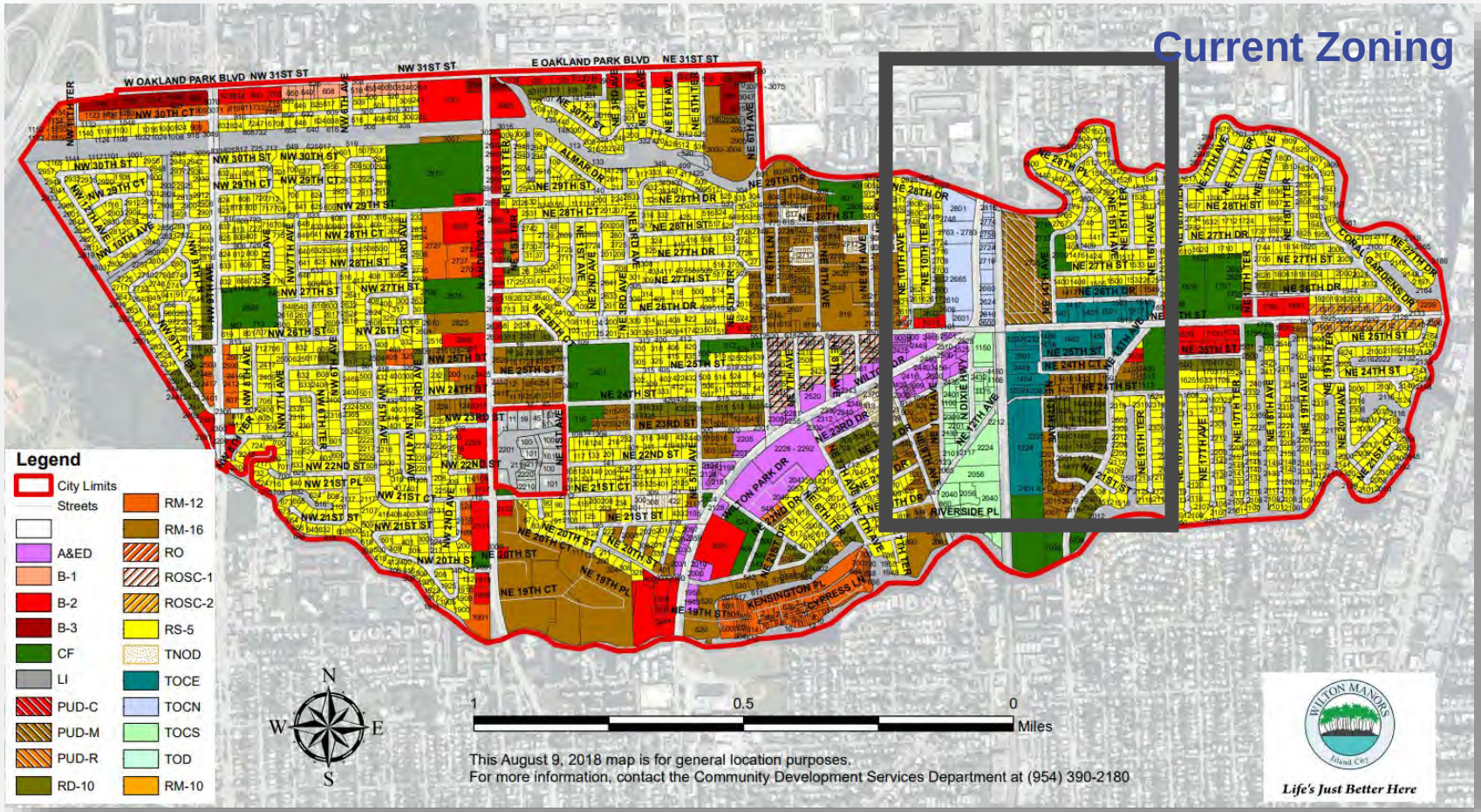
FDOT DISTRICT FOUR

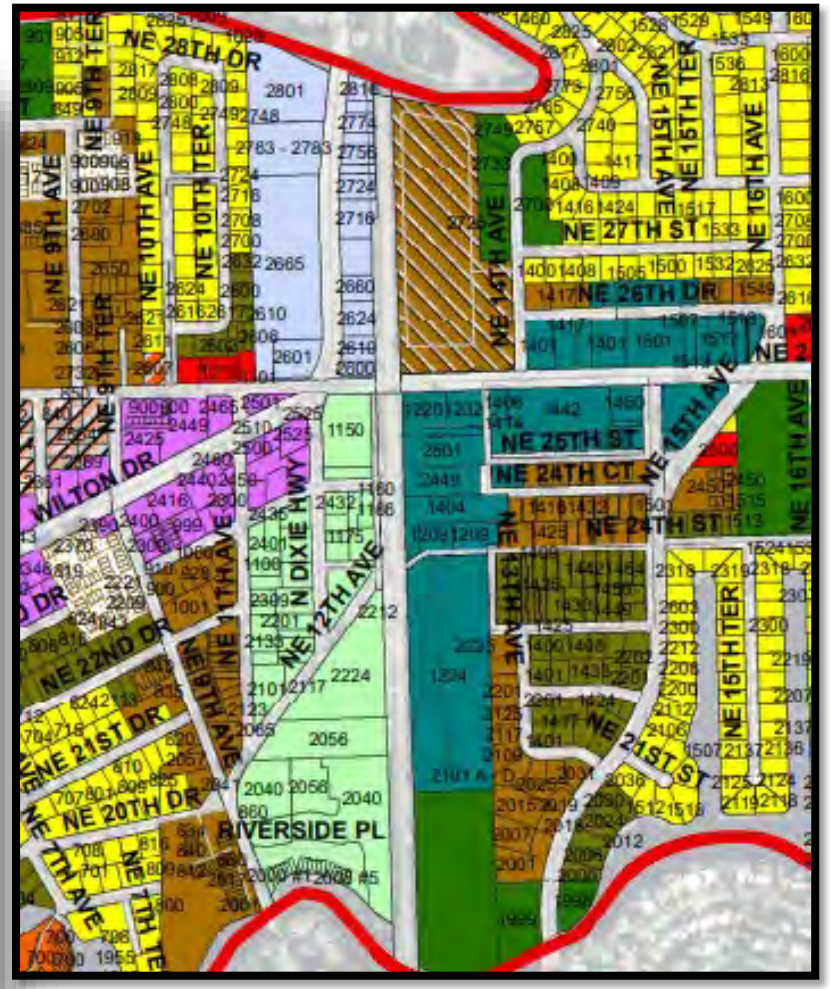
OMD FDOT Office of Modal Development

City of Wilton Manors

Transit Oriented Corridor FEC

Current Zoning





FDOT DISTRICT FOUR

OMD FDOT Office of Model Development

City of Wilton Manors

LACK OF CONNECTIVITY

DISJOINTED COMMUNITY ACCESS (MISSING SIDEWALKS)

CITY PARKS

City of Wilton Manors

- **Intersection / Area Issues of Concern**

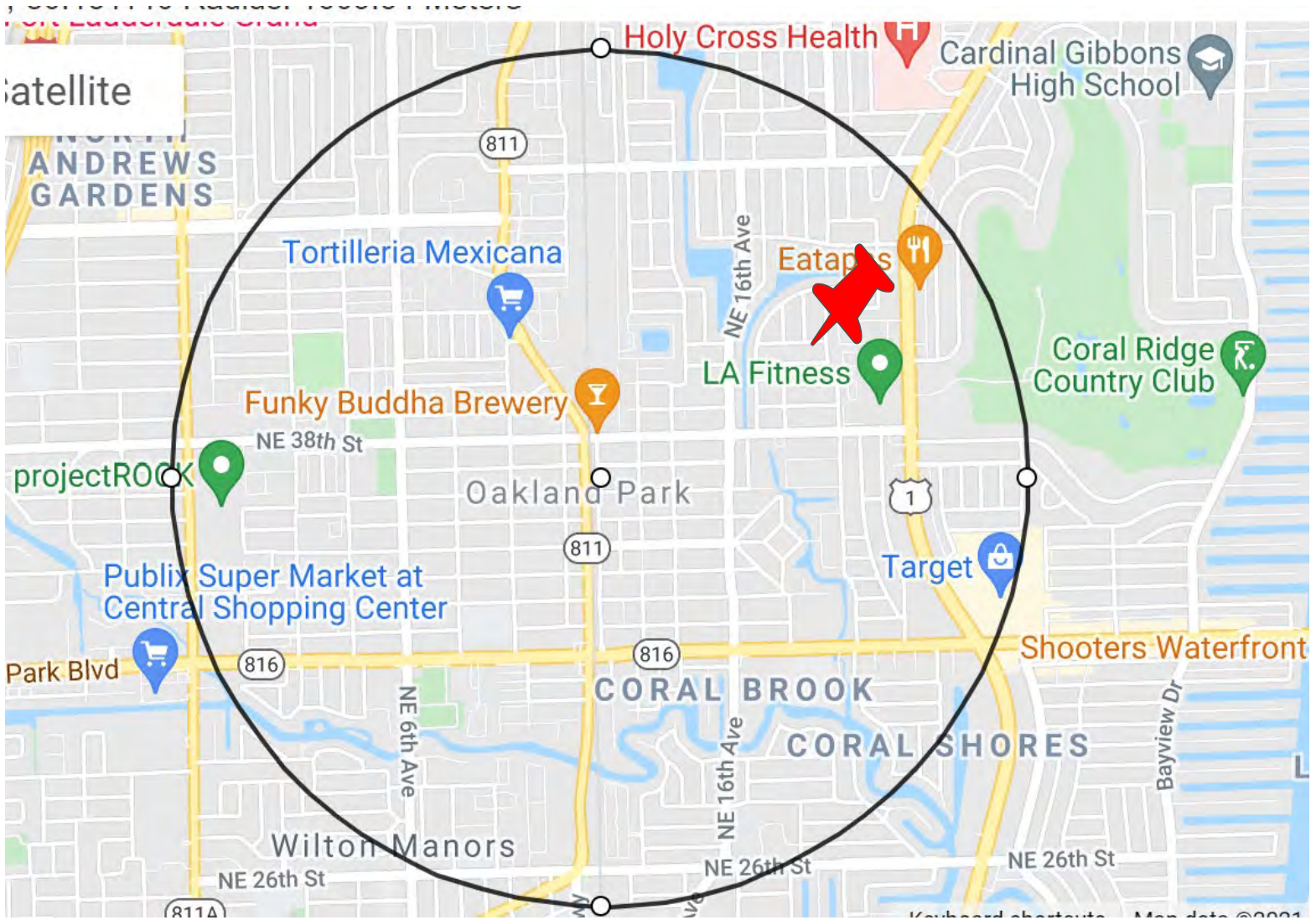
- Signalization Timing / Traffic Backups (OPB to Bridge)
- Lack of Pedestrian Amenities on East Side of Dixie
- Lack of Bus Shelters or Benches on East Side of Dixie

OAKLAND PARK

City of Oakland Park

- Proposed Train Platform south of NE 38 Street / east side of Dixie Hwy
- 7 Acres Available in Downtown
- Secure Development Partner(s) – P3

First Mile / Last Mile: NE 36th Street and Dixie Highway



FDOT DISTRICT FOUR

Redevelopment

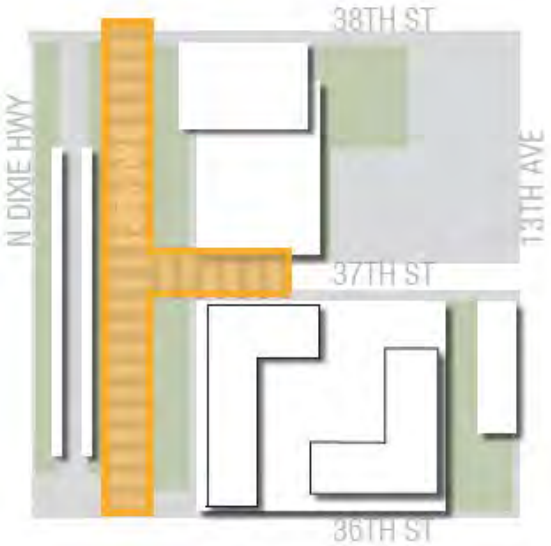
Sky Building: 5 Stories, 119 d/u, 17 live/work, City Hall, Retail, 318 structured & on-street parking

FDOT DISTRICT FOUR

OMD FDOT Office of Model Development

WOONERF ON 12TH AVENUE

A woonerf is a living street where pedestrians and cyclists have legal priority over motorists. Techniques include shared space, traffic calming, and low speed limits. They often use l**andscape, seating, sculptures, and lighting** to make these streets welcoming to pedestrians.



FDOT
DISTRICT FOUR

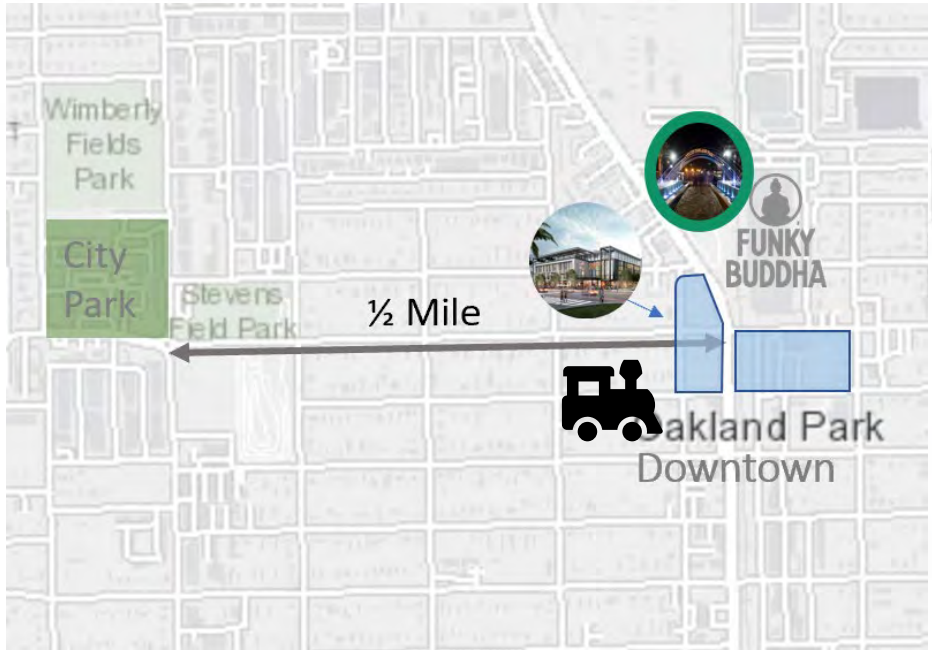
CITY PARK

Phase 1 Scope (under construction)

- Splash Pad
- Playground
- Pickleball Courts
- Basketball Courts
- New ADA Restrooms
- Concession Building Renovation
- Covered Pavilion
- Social Stairs

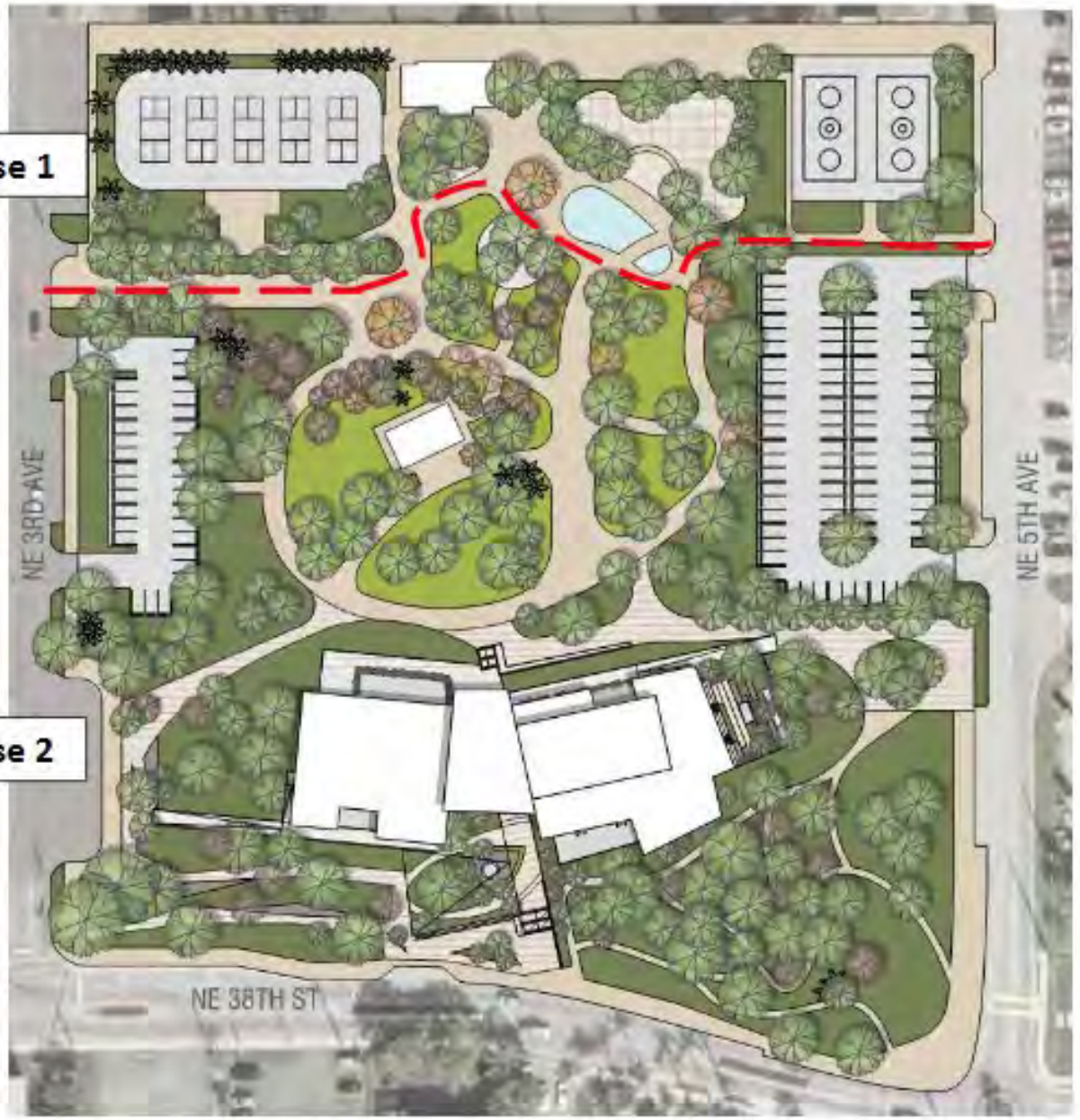
Phase 2 Scope (in design)

- Library and Community Center
- 2 Parking Lots
- Gazebo& Butterfly Garden
- Urban Forest
- Exercise Area and Jogging Trail



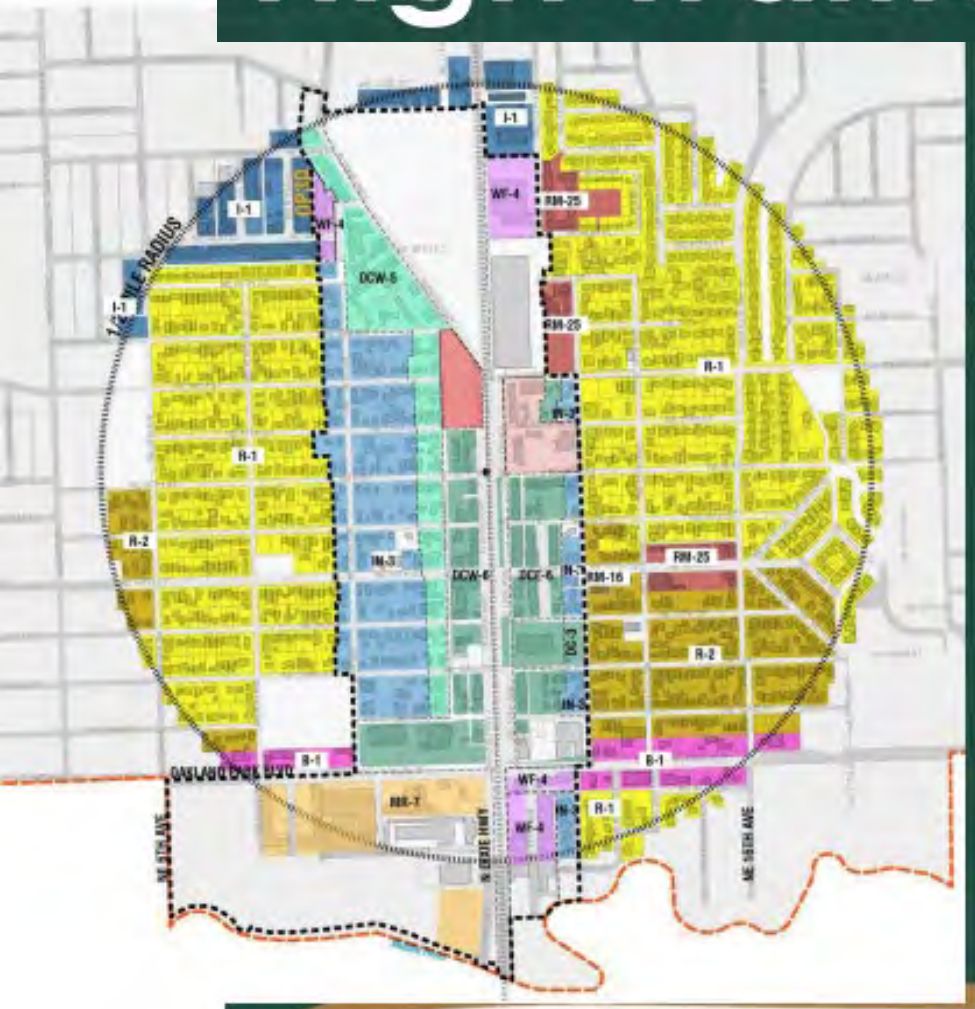
Phase 1

Phase 2



FDOT
DISTRICT FOUR

High Traffic Generators



Oakland Park ½ Mile Development Potential

- ~55,150 Estimated New Daily Vehicle Trips*

Land Use	New Daily Vehicle Trips
Residential	35,600
Commercial	10,600
Retail	8,750
Light Industrial	200
TOTAL	**55,150**

**Numbers do not include Funky Buddha Expansion*

FUNKY BUDDHA BREWERY

FUNKY BUDDHA

2013: Funky Buddha Opens in Oakland Park

2019: 170,000 to 180,000 Annual Visits to Brewery

2022: Interior Expansion = Estimated Future Annual Visitors – 300,000

Art & Cultural Events & Festivals attract Thousands of visitors a year to the Downtown

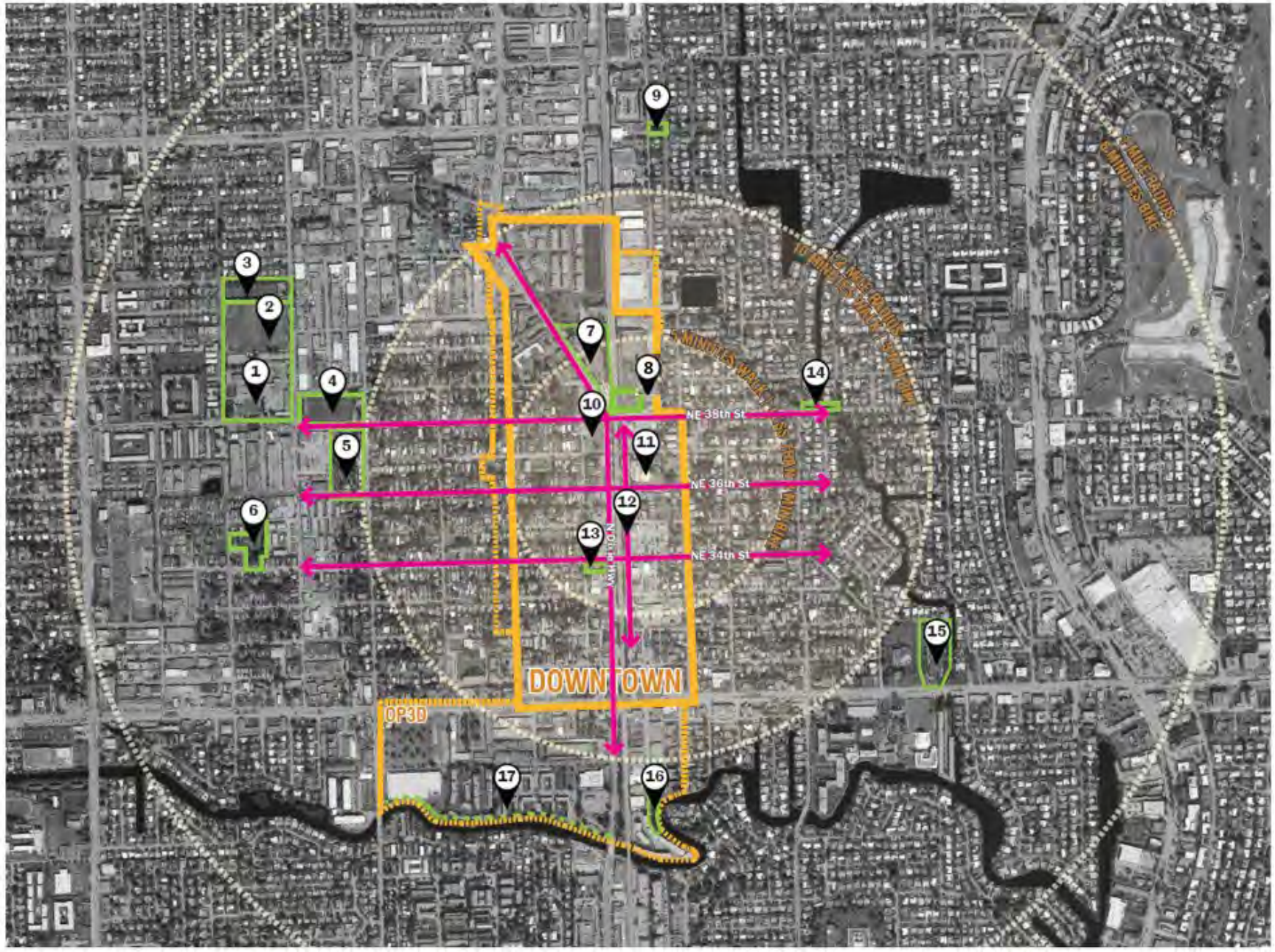
For a calendar of events, visit
www.oaklandparkfl.gov

Arts & Cultural Events

What Events are Happening in Oakland Park?

- Dancing in the Streets
- Taste of Oakland Park
- Oktoberfest
- Halloween Bash
- Latin Fest
- Summer Nights Series
- Holiday Village
- OP Art & Antique Walk
- Polynesian Festival
- Farm to Chef Showcase
- Maple Bacon Coffee Porter Fest (Funky Buddha)
- Navy Days
- Community Soul

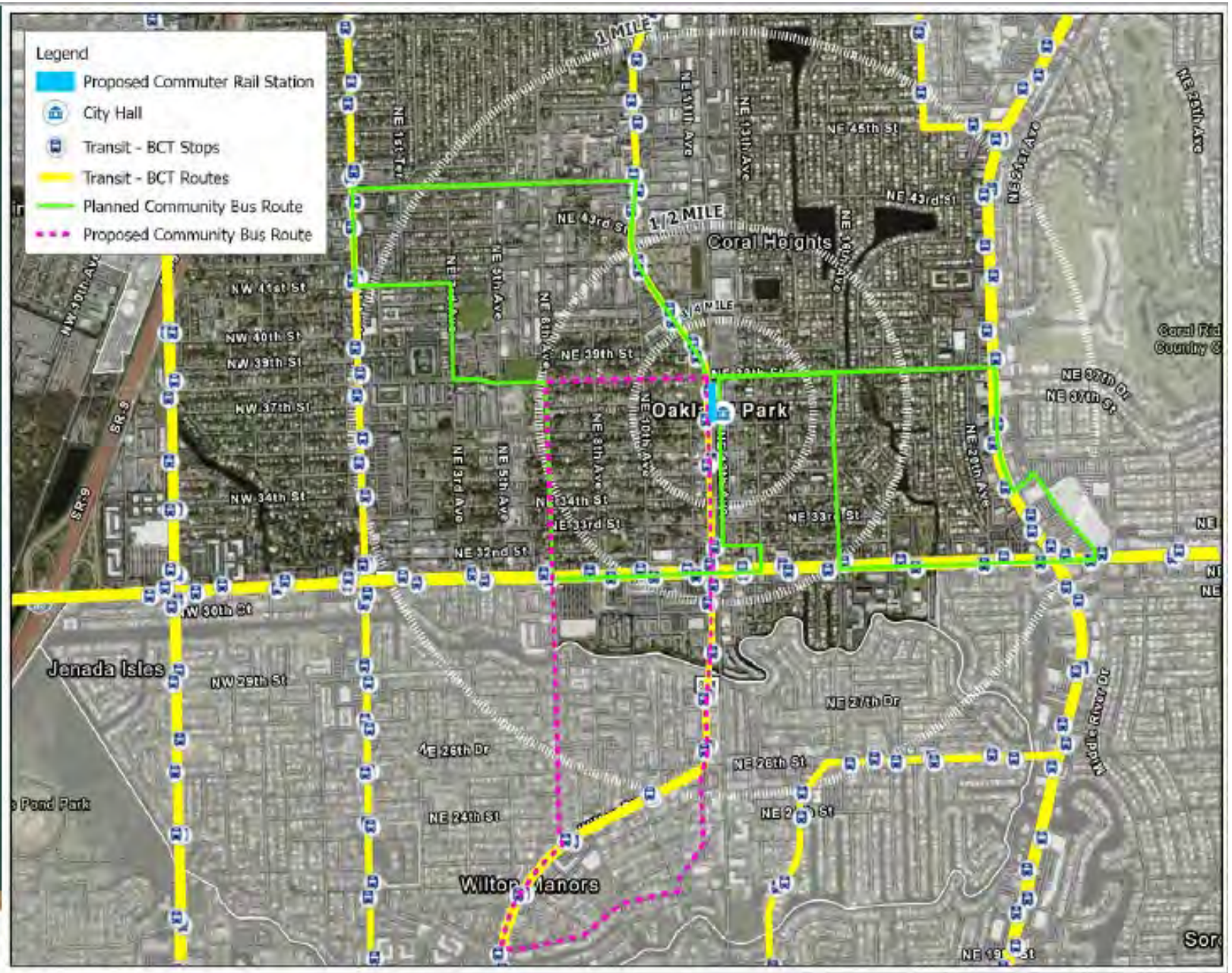
Transit Oriented Development (TOD)



1 CITY PARK
2 WIMBERLY ATHLETIC FIELD
3 DILLON TENNIS CENTER
4 STEVENS FIELD
5 GIUSTI HEART PARCOURS
6 DR. CARTER G WOODSEN PARK
7 JACO PASTORIUS PARK
8 FUNKY BUDDHA
9 MINI PARK
10 DIXIE LOTS
11 OP CITY HALL
12 NE 12TH AVE
13 ART PARK
14 SCHAD PARK
15 CHERRY CREEK PARK
16 J. DEWEY HAWKINS LANDING
17 FUTURE MIDDLE RIVER PROMENADE

Transit Connectivity

- BCT Route 50
- BCT Route 72
- BCT Route 60
- BCT Route 10
- Planned Community Bus
- Proposed Community Bus

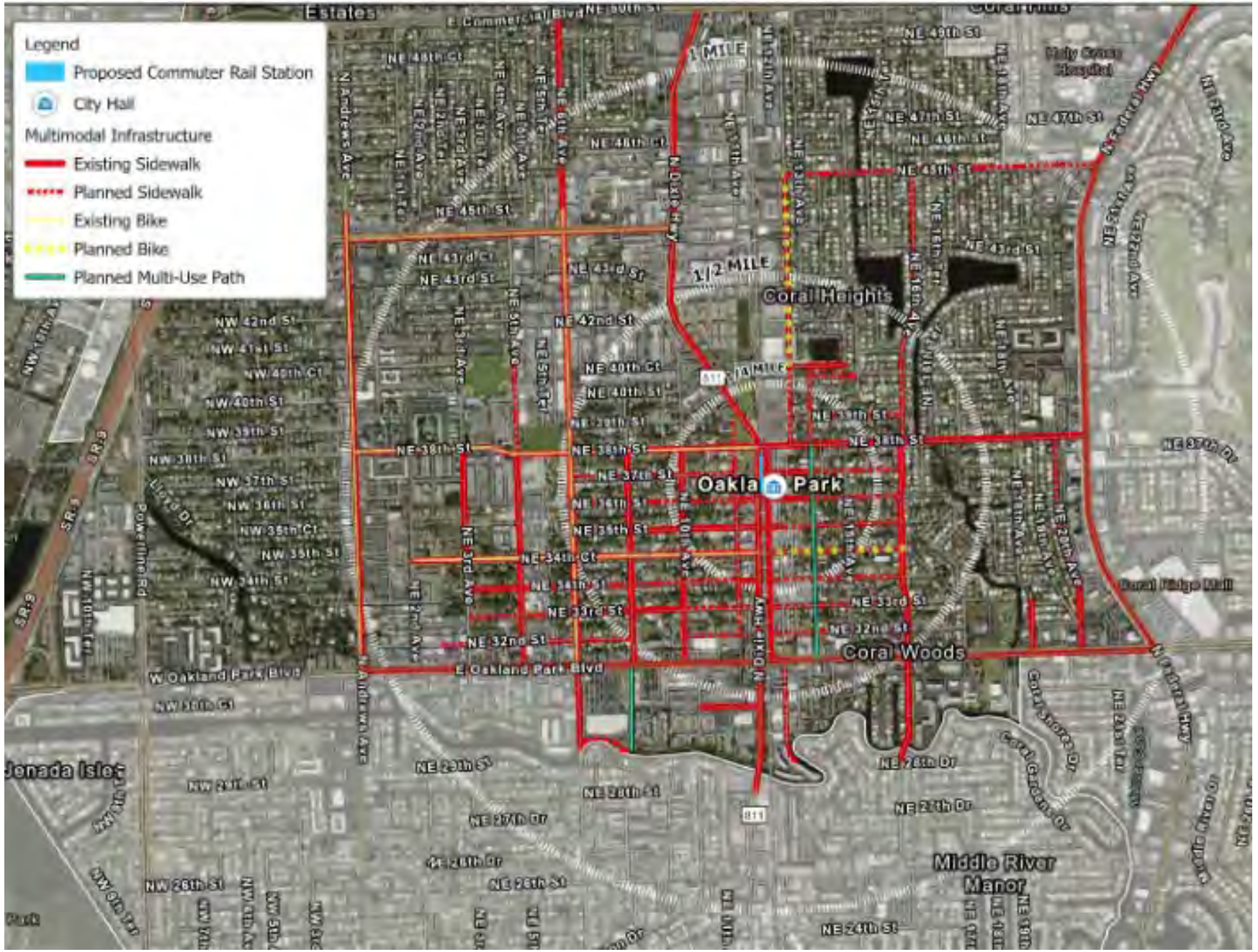


Commuter Rail Stop | City of Oakland Park

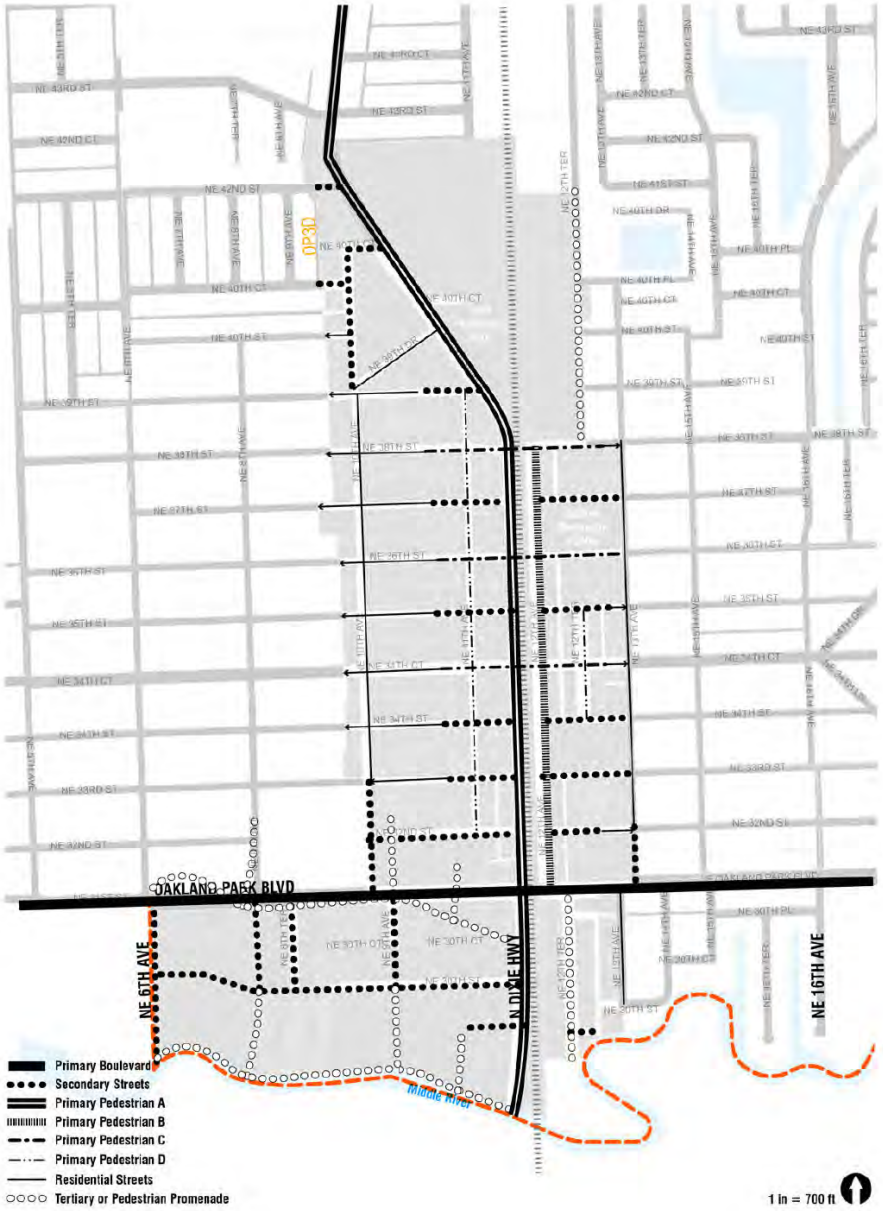
Pedestrian Infrastructure

Current & Planned Sidewalk and Bicycle Network

Safely walk or bike to Downtown Oakland Park



Downtown Oakland Park Roadway Network



active streets | Network + Hierarchy

- Primary Boulevard
- Secondary Streets
- Primary Pedestrian A
- Primary Pedestrian B
- Primary Pedestrian C
- Primary Pedestrian D
- Residential Streets
- Tertiary Street

Street Classifications	Active Use - Requirements
Primary Boulevard (Oakland Park Blvd)	Primary Pedestrian Streets are the main walking streets which provide most of the active ground floor uses. **Frontages along Primary Boulevard shall provide a minimum of 65% of ground floor uses.**
Primary Pedestrian A (North Dixie Highway) and **Primary Pedestrian B** (NE 12th Avenue)	Primary Pedestrian Streets are the main walking streets which provide most of the active ground floor uses. Frontages along Primary Pedestrian A or Pedestrian B Streets shall provide **a minimum of 65% of ground floor and any floor above ground as active uses with a minimum active liner depth of twenty (20') feet.**
Primary Pedestrian C (NE 38th Street, NE 36th Street and NE 34th Court)	Primary Pedestrian C streets are the main walking cross streets within the district. Frontages along Primary Pedestrian C streets shall provide **a minimum of 65% of ground floor and any floor above ground as active use. For lots less than 200' in frontage, if cannot accommodate this % requirement on floors above, architectural treatment is required.**
Primary Pedestrian D (NE 12th Terrace, NE 11th Avenue)	Primary Pedestrian D streets are the main walking treets within the district. Frontages along Primary Pedestrian D streets shall provide a minimum of **50% of ground floor and any floor above ground as active use.** Primary Pedestrian D streets can accommodate parking and loading access.
Secondary Streets	Secondary Streets can accommodate parking and loading. Frontages along Secondary Streets shall provide **a minimum of 30% of active ground floor uses**
Residential	Residential Streets are intended to accommodate landscaped green space and to promote connectivity and on-street parking where it can be constructed
Tertiary Streets	Frontages along Tertiary Streets shall provide a minimum of **20% of active ground floor uses.**

FDOT DISTRICT FOUR

Traffic Crash Data

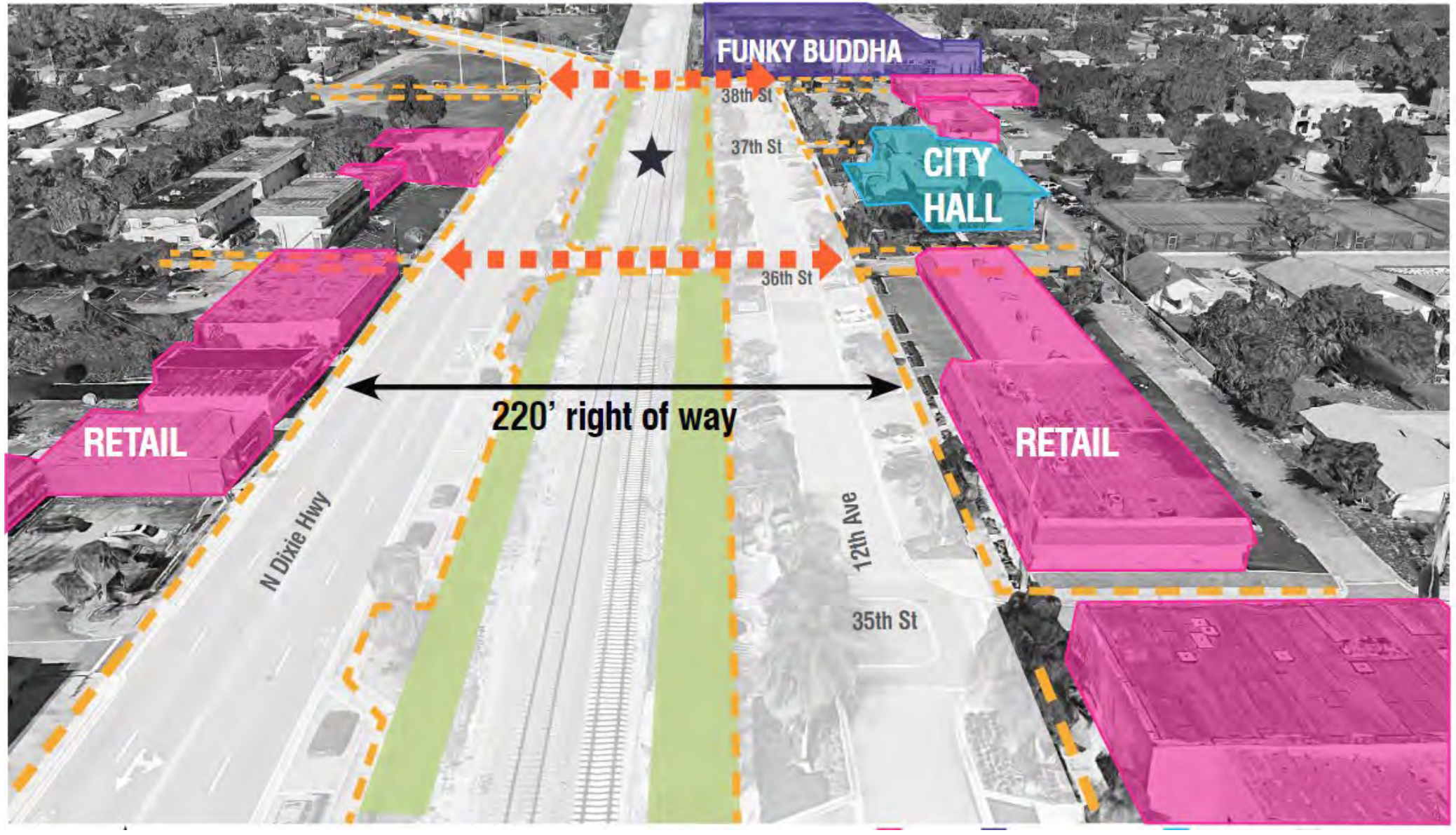
3 YEAR CRASH SUMMARY JANUARY 1, 2019 - DECEMBER 5, 2021

	Column Labels					
	Fatal (within 30 days)	Incapacitating Injury	No Injury	Non-Incapacitating Injury	Non-Traffic Fatality	Possible Injury	Grand Total
Count of S4_CRASH_SEVERITY_DETAIL	4	8	433	45	1	62	553

Sum of S4_PEDESTRIAN_COUNT	Sum of S4_BICYCLIST_COUNT	Sum of S4_TEENAGER_DRIVER_COUNT	Sum of S4_MOTORCYCLIST_COUNT
7	10	48	7

FDOT DISTRICT FOUR

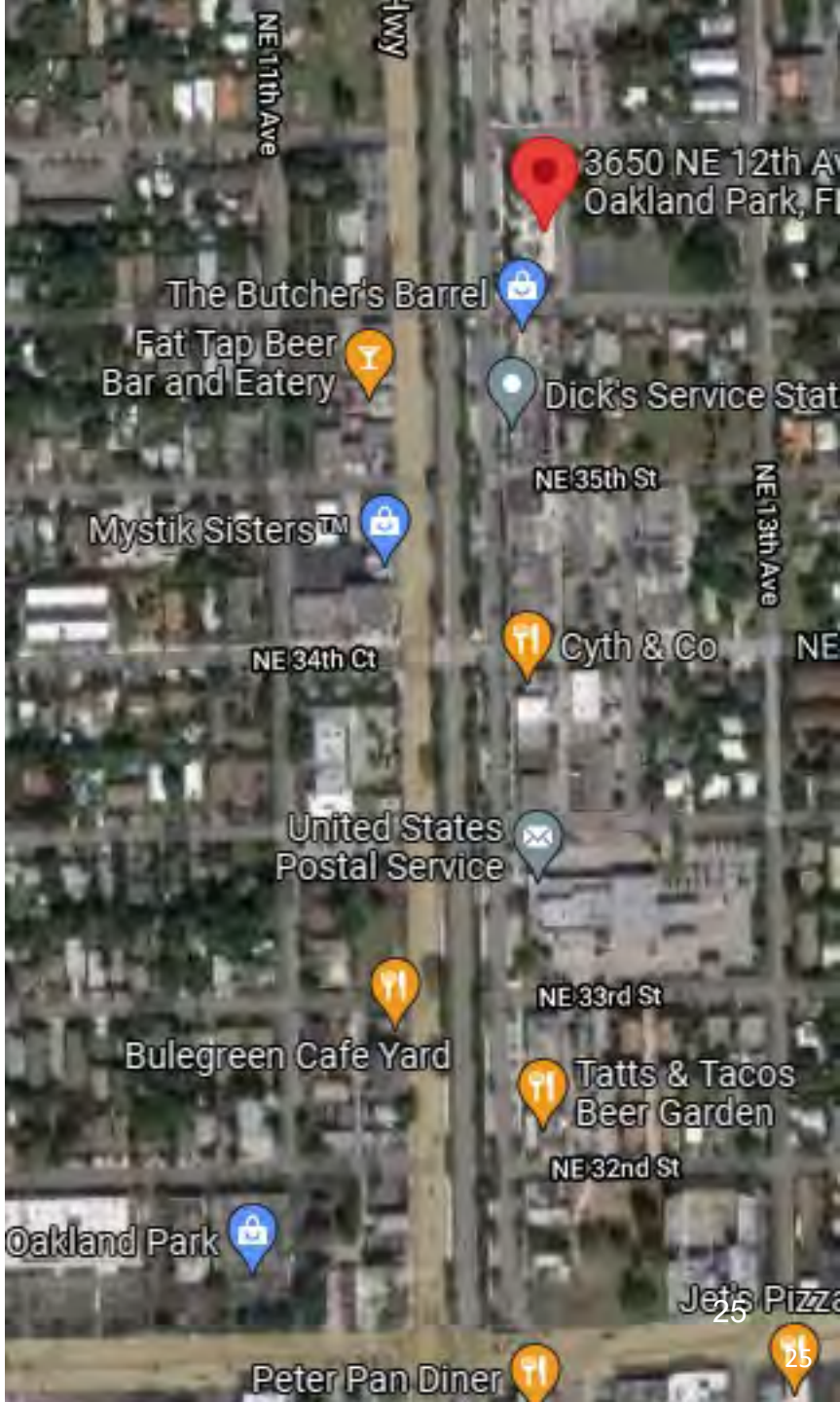
Right of Way



FDOT
DISTRICT FOUR

Items to Include in Study: Dixie Highway

- Review Traffic signalization, timing, phasing, and locations along corridor
- Evaluate Speed Limit for safe pedestrian and bicycle use
- Evaluate lighting along N. Dixie Highway in the Downtown area, particularly on the southbound lanes where new development and businesses are located.



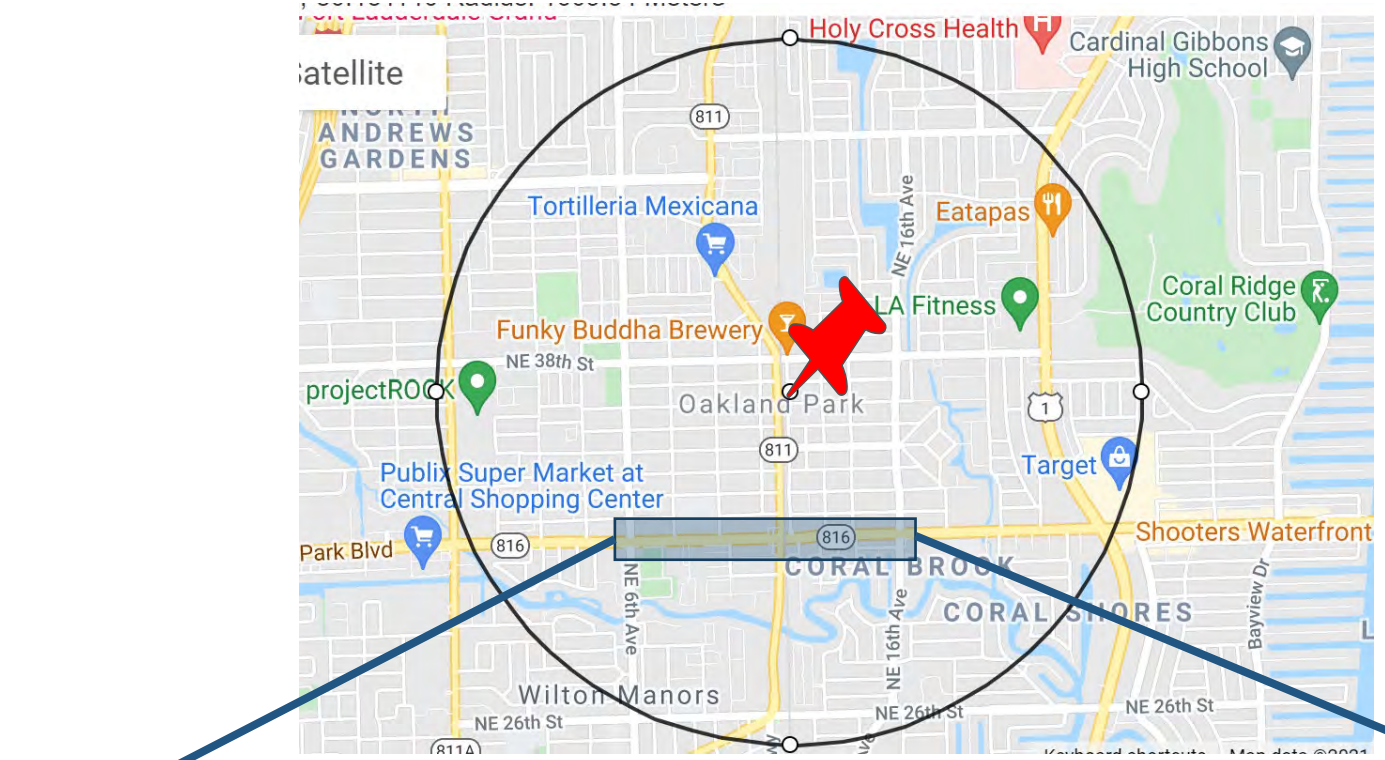
FDOT DISTRICT FOUR

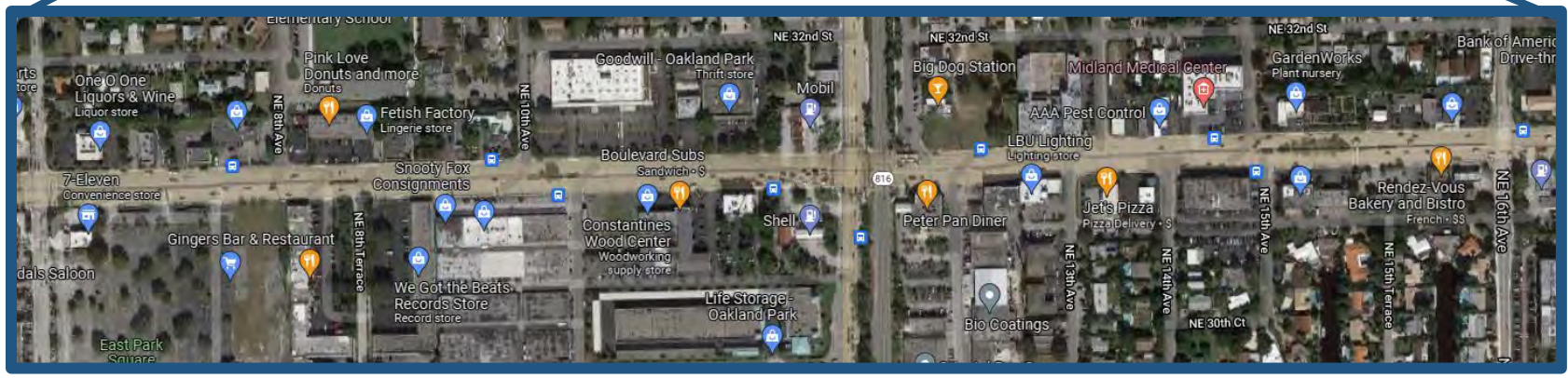
OMD FDOT Office of Modal Development

25

Items to Include in Study:
Oakland Park Boulevard From NE 6th Avenue to NE 16th Avenue

- Review Traffic signalization, timing, phasing, and locations along corridor





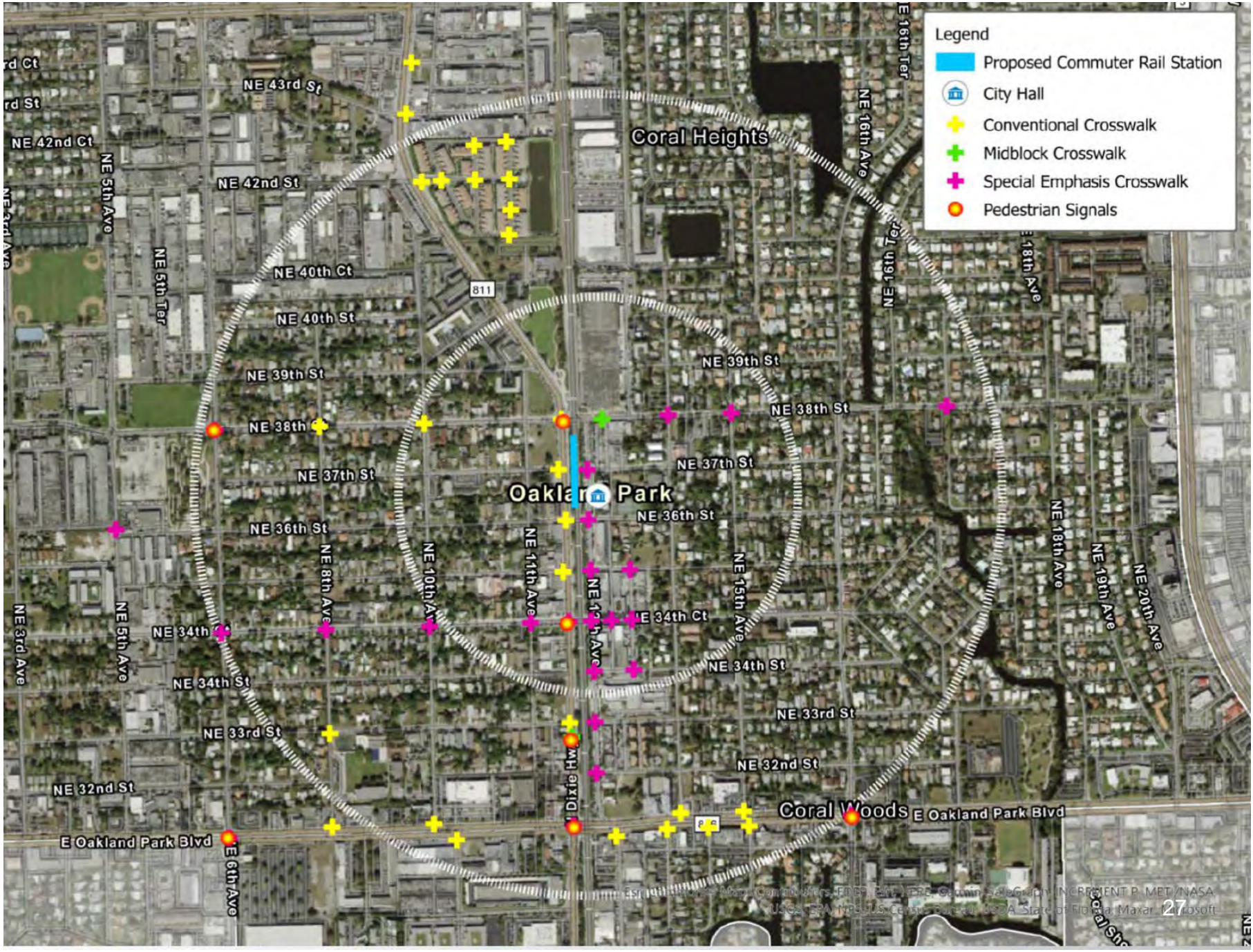
Signalization NE 6th Avenue, Oakland Park Boulevard, NE 16th Avenue

FDOT DISTRICT FOUR

OMD FDOT Office of Model Development

Items to Include in Study:

- Assess Pedestrian and Bicycle Access and Connectivity Across Dixie Highway including crosswalks, bridges, and signalization
- Dixie Highway divides the East and West sides of the City of Oakland Park Downtown.
- This impacts businesses and economic development on the West of Dixie due to the separation and lack of connectivity.

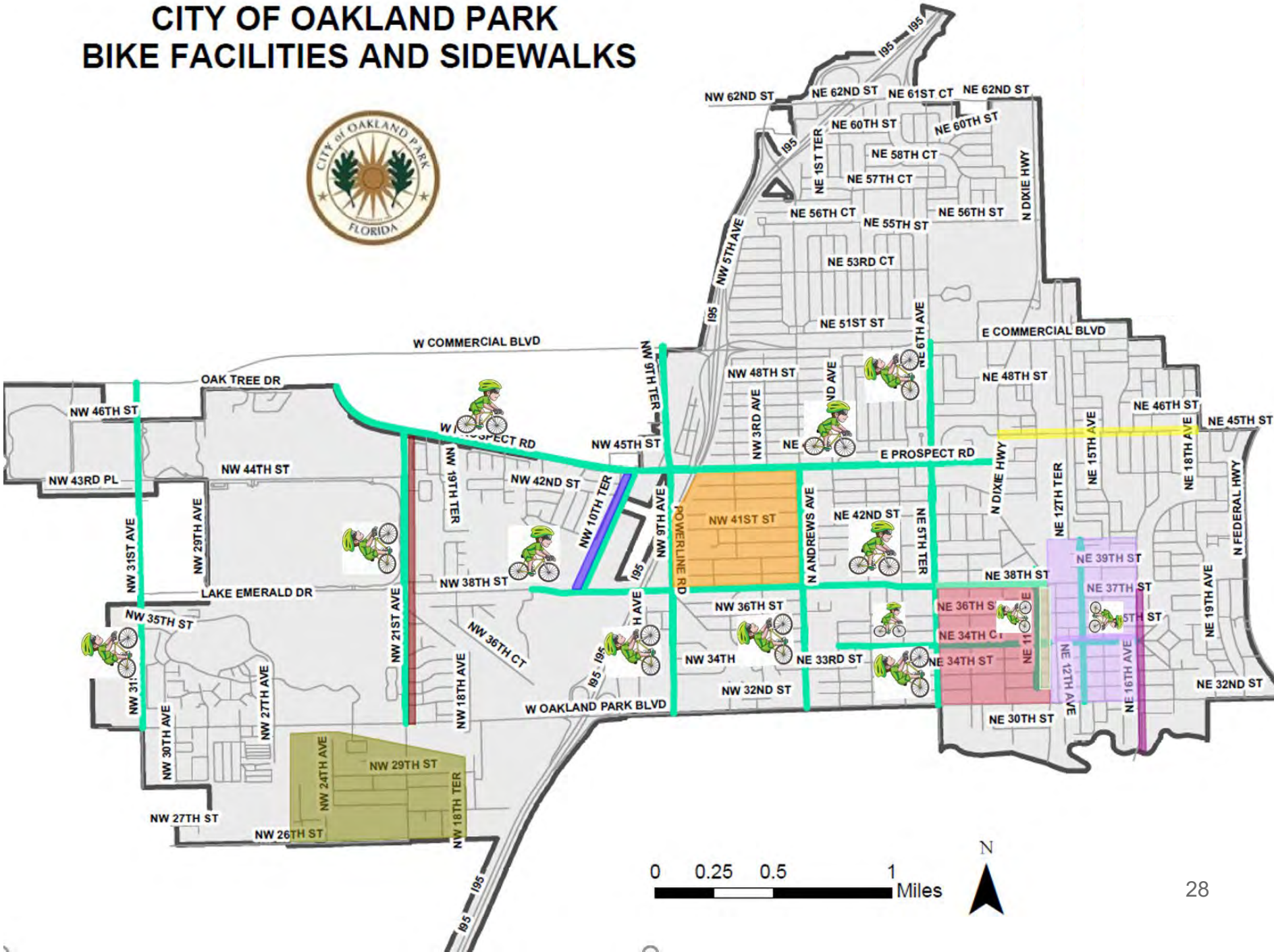


FDOT DISTRICT FOUR

OMD FDOT Office of Modal Development

Items to Include in Study:

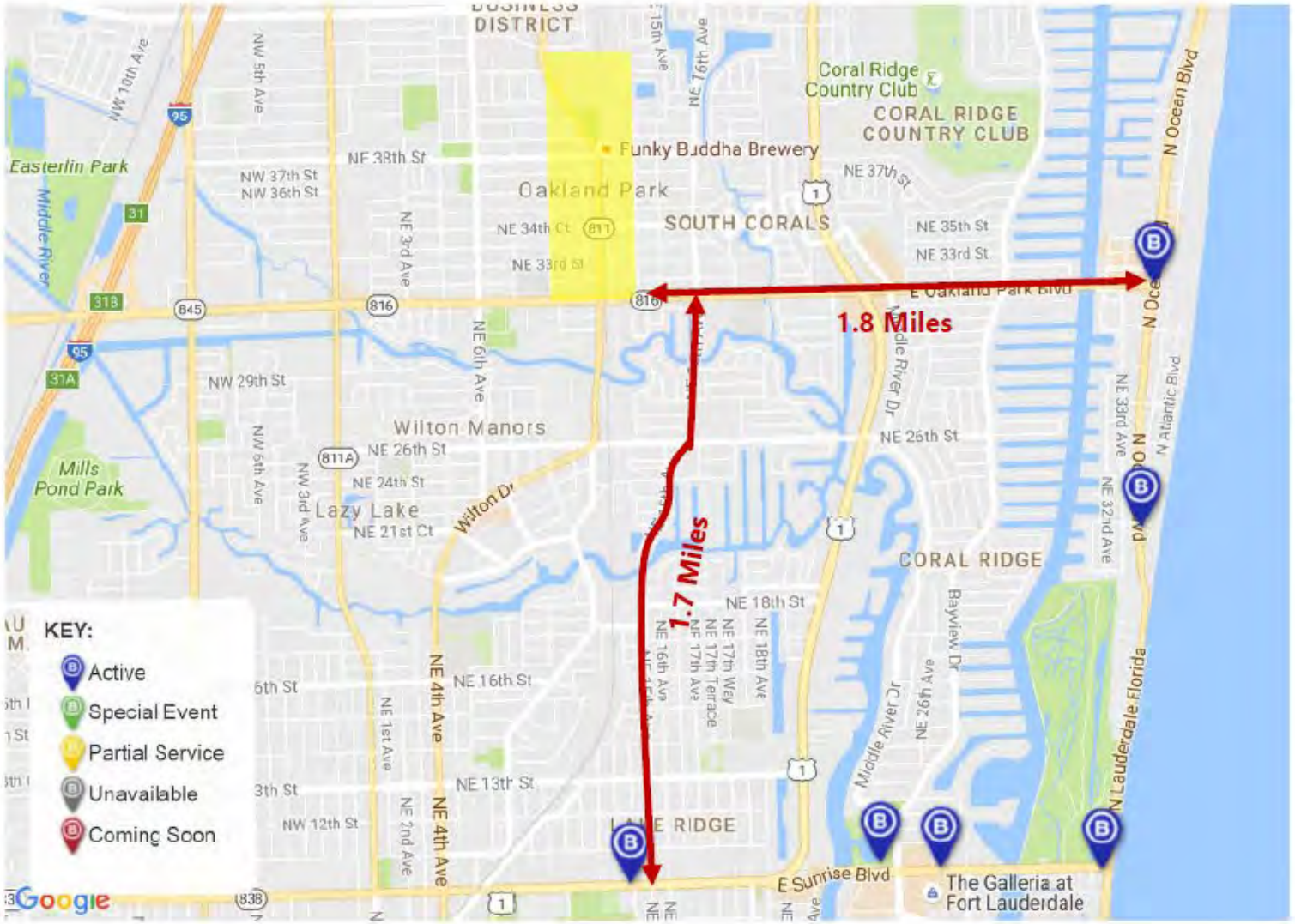
Evaluate Bicycle Connectivity



FDOT DISTRICT FOUR

OMD FDOT Office of Model Development

Bike Share Program



- Bikeshare – B-cycle
  - Closest Station to east is Appx. 2 miles
  - Closest Station to south is appx. 2 miles
  - Threshold: 30 minute ride/5 miles
  - Inter-local cooperation will help provide intermediate stations
  - Enhanced crossing at NE 16th Avenue and Oakland Park Blvd will facilitate connection to Culinary Arts (DMUD) district

Items to Include in Study: Oakland Park Boulevard & Dixie Highway

- Pedestrian and bicyclist safety due to lack of connectivity, traffic speeds and volumes
- Future technology needs i.e. fiber conduit, advance systems for autonomous vehicles
- Multi-use path/greenway

Signal Safety

- Eastbound traffic making a left on Dixie (with a green arrow cannot maneuver the turn safely as it is difficult to determine the speed and distance of oncoming traffic.

Evaluate a Greenspace/ Multi-Use Path Connecting Oakland Park Downtown to Downtown Wilton Manors

green space framework | OP3D

LINKAGES:

OPEN SPACE

GREEN SPACE OPPORTUNITY

- ENHANCE BIKE/PED CONNECTIVITY ALONG DIXIE HWY AND NE 12TH BETWEEN MIDDLE RIVER AND JACO PASTORIUS PARK ON THE NORTH;
- PROVIDE PUBLIC ACCESS TO / ALONG THE RIVER;
- ENHANCE EAST/WEST BIKE/PED CONNECTIVITY ALONG CROSS STREETS ON NE 38TH AND NE 36TH STREETS AND NE 34TH CT

ADDITIONAL STEPBACK PROVIDED TO ENHANCE PEDESTRIAN EXPERIENCE ALONG PEDESTRIAN PROMENADE

Items to Include in Study: Pedestrian/ Multi-Use Bridge

- Across Oakland Park Boulevard
- Across Dixie Highway

UPCOMING FDOT PROJECTS

Upcoming FDOT Project

- SR-816/Oakland Park Blvd 3R (Resurfacing, Restoration, and Rehabilitation)
- FM# 448409-1 (PM: Adham Naiem)
  - Limits: east of I-95 to SR-A1A
  - Timing
    - Design Start: August 2022
    - Construction Start: December 2025
  - Scope: TBD
  - Opportunities: ADA, Intersection Lighting Improvements, Bike/Ped Improvements (within FDOT R/W), Signalization Improvements, Pavement Correction & Rehabilitation, Drainage Improvements

Upcoming FDOT Project

- Multimodal feasibility study in FDOT Work Program
- FM# 449331-1 (funding in 2027)

17 Priority 2021-19	**Dixie Hwy Corridor from Oakland Park Blvd to Prospect Rd - FM#**						**Funding Source: STATE**	
	Type of Work: Bike/Ped			**Proposed Study:** Feasibility		**LAP: NO**	Yes Yes Yes Yes	
Conduct multimodal feasibility study. Corridor upgrades to enhance safety and convenience for walkers, cyclists, motorists and those using public transit. Providing for enhanced pedestrian crossing across Dixie Highway and the FEC, while adding multi-modal forms of transportation. Project Sponsor: City of Oakland Park							*MTP Page # 5-13*	*MTP Timeframe: 2026-2030*
PE	0	0	0	0	0	0	0	600,000
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**600,000**
CITY: OAKLAND PARK				**OWNERSHIP: STATE**			***Total Project Cost Estimate:***	***600,000***

WALKING AUDIT

Purpose

- Multi-disciplinary review
- Gather perspective of vulnerable users
- Document conditions experienced
- Assess infrastructure
- Identify elements that can improve the multi-modal network and enhance safety

Pedestrian & Bicycle Crash Type & Location

- 18 crashes in previous six years
  - 12 pedestrian
  - 6 bicyclists
- Two crashes involved a bus
- Concentration of crashes along west leg of intersection

DISTRICT FOUR

Crash Severity & Description

ID	Crash Date & Time	Crash Summary
1	8/11/2016 9:05 PM	Potentially-intoxicated transit rider crossing midblock was impacted by an oncoming vehicle.
2	8/13/2016 1:03 AM	Vehicle driving during green light phase struck a pedestrian at crosswalk, due to poor lighting conditions. Pedestrian was transmitted to Broward General Hospital and was later pronounced deceased.
3	9/30/2016 2:15 PM	Bicyclist crossing the road was impacted by a vehicle.
4	1/23/2017 6:02 PM	Vehicle was stopped at the intersection yielding to a bicyclist. A trailing bus failed to make a complete stop and rear ended the vehicle, which then hit the bicyclist.
5	6/13/2017 8:05 AM	Pedestrian was crossing midblock and was impacted by a vehicle traveling eastbound on the westbound lanes (wrong way).
6	3/14/2018 6:58 AM	Pedestrian crossing midblock was impacted by a vehicle.
7	6/1/2018 3:02 PM	Pedestrian waiting at bus stop was struck on the head by the side mirror of the bus as it approached the bus stop.
8	6/24/2018 3:31 PM	Pedestrian crossing midblock was impacted by a vehicle.
9	7/31/2018 4:41 PM	Pedestrian crossing midblock was impacted by a vehicle.
10	10/23/2018 10:10 AM	Pedestrian was crossing midblock to catch the bus and was impacted by a vehicle.
11	11/21/2018 2:16 PM	Vehicle and bicyclist were traveling in the same direction. Vehicle was making a right-turn and was impacted by the bicyclist.
12	12/28/2018 11:40 AM	Pedestrian was crossing midblock, turned back around mid-way and was impacted by an oncoming vehicle.
13	2/1/2019 12:30 PM	Pedestrian was crossing the crosswalk during "DO NOT WALK" to get to the bus stop and was struck by an oncoming vehicle.
14	3/13/2019 9:00 PM	Pedestrian crossing midblock was impacted by a vehicle.
15	8/23/2019 3:17 PM	Vehicle turning right failed to yield the right of way and struck a bicyclist in the crosswalk.
16	10/7/2019 8:57 PM	Bicyclist crossing midblock was impacted by a vehicle.
17	10/8/2019 12:37 PM	Vehicle turning left failed to yield the right of way and struck a bicyclist in the crosswalk.
18	3/1/2021 10:25 AM	Vehicle ran the red light and struck a pedestrian in the crosswalk.

Intersection Characteristics

- **2021 AADT:**
  - Oakland Park Blvd – 41,000
  - Dixie Highway – 22,000
- **Speed Limit:**
  - 35 miles per hour
- **4-way divided signalized intersection:**
  - North Leg: Two through lanes and one left-turn lane
  - East Leg: Three through lanes and one left-turn lane
  - South Leg: Two through lanes and one left-turn lane
  - West Leg: Three through lanes and one left-turn lane
- **FEC Railroad** east of intersection


Mobil
3.39
3.79
START CROSSING
Watch For
Vehicles
DON'T START
Finish Crossing
If Started
TIME REMAINING
To Finish Crossing
DON'T CROSS
TO CROSS
OAKLAND PARK BLVD
PUSH BUTTON


109
109
brightline


SIGMA
1260
USE
CROSSWALK


Dixie Hwy
NE 36 St
ONE WAY
P
NE 36 St
MAY USE
FULL LANE
NE 36 St
NEXT SIGNAL

Walking Audit

- **When:** December 13, 2021 @ 3:00 PM
- **Where:** Intersection of SR-816/Oakland Park Boulevard and SR-811/Dixie Highway
  - Meet at the NE corner of the intersection

*Please bring safety vests

FDOT DISTRICT FOUR

OMD FDOT Office of Modal Development


Broward MPO
Metropolitan Planning Organization


FDOT


Kimley»Horn