



Walking Audit Virtual Appendix

City of North Lauderdale:

Rock Island Road & Tam O' Shanter Boulevard



February 2015

NORTH LAUDERDALE WALKING AUDIT: *VIRTUAL APPENDIX*

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VIRTUAL APPENDIX A: WALKING AUDIT FINDINGS

Route 1 – Notes

- Cracked sidewalks
- Not enough time to cross
- Signs not named clearly
- No reflectors on guard rail
- Trash bins needed
- Road striping needing maintenance
- Clogged drainage
- Wooden FPL sign is damaged
- Exposed FPL wires
- Low library sign broken sidewalk
- Blind corners
- Missing detectable warning bumps on ground / at ramps
- Electrical poles in the way of the sidewalk
- Cracks in sidewalk
- No bus shelters
- Trees blocking crossing lights
- Littering / trash on ground
- Uprooted sidewalk
- Utility box hazard
- Tree branches should be cut
- Vegetation / grass should be cut
- Cracks / dents in the street
- Pedestrian lights could be better if led
- Uneven sidewalk
- Faded roadway lines at Kimberly and Rock Island
- Faded paint at crosswalks and parking areas
- Indentations in the sidewalk
- No bus shelters
- Tree roots were overgrown causing cracks
- Hazardous utility pole wires
- Worn out ADA ramps
- Tree branches blocking too low and blocking pedestrian signal
- Bike lanes needed
- More trash cans needed
- In the rain, no shelter meant very uncomfortable
- Pedestrians not enough shade
- Didn't always cross with traffic signal
- Kimberly Boulevard and Rock Island Road had crossing guards (because the school was letting out)

- Between Kimberly Blvd. and Tam O' Shanter Boulevard, the area did not feel crowded and felt safe and appropriately open/enclosed
- ADA access to sidewalk was correct at McNab Road and Rock Island Road
- Bus stops present but no bus (Fire Chief says: they're death traps/most unsafe place to have bus stops in the City)
- 40 mph speed limit
- Fences right up to sidewalk and by FPL easements, making sidewalk very narrow
 - Recommendation: FPL should take back that easement to allow for more room for pedestrians and bicyclists so they aren't forced into the roadway and to give more visibility
 - Rio Pinar and Dural have a lot of traffic that cuts across to go the opposite direction (very dangerous intersections; zero visibility for pedestrians or vehicles that are entering the roadway)

Route 1 Walking Audit Form Final Rating (the combined score of the Walking Audit Form ratings, found on Walking Audit Form – Page Four; see Virtual Appendix C): **16**

Route 2 – Notes

- Wide sidewalks near McNab Road
- Wide buffer between sidewalk and roadway at points
- Access from sidewalk to business at McNab Road is helpful for pedestrians to avoid conflict with vehicles
- Generally easy to cross the street
- Drivers drove more careful in the rain
- Feet get caught on grates in the sidewalk and sewage covers
- No shelter for bus
- Missing detection signal (bumps) for ramps
- Overgrown tree branches
- No pedestrian crossing at one intersection even though there are pedestrian signs (confusing, not fair, dangerous)
- Worn out painted lines in roadway (are they bike lanes?)
- Overgrown vegetation
- Bike lanes too narrow, near the school especially meant exposing people to high-speed traffic
- Sidewalk impediments
- Utility poles placed within sidewalk, public works covers damaged and hazardous
- Uneven sidewalks
- Narrow sidewalks
- Conflicts between bikes and pedestrians because of sidewalk width, bikes or pedestrians have to give way, dangerously
- Poor bicycle lanes, need paint and are too narrow
- Bike lanes should be widened and separated from traffic
- Bicyclists used sidewalk vs. narrow bike lane
- Bike lanes could be relocated and improved
- Some uneven utility manhole covers were trip hazards
- Some shade but long stretches of exposed sidewalk to direct sun/rain
- Lots of trash near the school
- Bench across the street from the school was not covered
- Phone box next to sidewalk was destroyed
- Shelter should be provided
- Trash receptacles should be placed near the school
- Manhole / utility covers should be replaced and/or repaired

Route 2 Walking Audit Form Final Rating (the combined score of the Walking Audit Form ratings, found on Walking Audit Form – Page Four; see Virtual Appendix C): **27**

Route 3 – Notes

- Shelter needed on southwest corner of Tam O’ Shanter Boulevard and Rock Island Road
- Utility box on sidewalk
- Manholes are tripping hazards / falling in hazards
- No sign on bike path
- Shelter / cover needed
- Uneven sidewalk
- Trash / containers in way
- Landscape / trimming
- Access to businesses for pedestrians missing
- Driver behavior is far from optimal
- Clogged gutters and drains
- Cracked sidewalk
- Fire hydrant on sidewalk
- Pole within the sidewalk
- Sidewalk too narrow / not safe
- Curb at street dangerous
- Larger bike path needed
- Paint crosswalk
- Walk sign question
- Ample time to cross street
- ADA grading question
- No crosswalk at intersection
- No cover at bus stops
- Sidewalk at McNab Road and Rock Island Road are too narrow
- Stop sign is obscure
- Telephone / electrical box damaged
- Cables hanging out of light pole
- Faded road sign
- Broken electrical box
- Low barriers
- Mosquitos, possibly from pond
- Traffic engineering box on sidewalk
- Car in bus stop
- Gutters need to be cleaned and defined
- No bike lane
- No crosswalk at Rock Island Road and SW 14th Avenue
- Light poles in sidewalk
- Patched asphalt instead of concrete on sidewalk / inconsistent
- Maintenance needed
- Long wait times to cross the street
- Short crossing time

- Light and control not in sync
- Re-striping needed to better identify spatial demarcation
- Drivers didn't wait until pedestrians were fully across the street before proceeding
- Inadequate bike path
- Narrow lanes need bike lanes and restriping
- No lighting on northbound side
- No walkways into parks
- Better separation between parking lot and sidewalk is desirable
- The sidewalk should be continued from Forest Boulevard to South Gate Boulevard on the north [east]
- Frontage roads have ADA issues with all the driveways
- Few areas to accommodate trees, but on north, east side, under the power lines, Crape Myrtle or short trees could be planted

Route 3 Walking Audit Form Final Rating (the combined score of the Walking Audit Form ratings, found on Walking Audit Form – Page Four; see Virtual Appendix C): **18**

Virtual Audit – Notes

- Trashcan at Kimberly Boulevard and Rock Island Road
- Shaded area past shopping center
- Grass separation between road and sidewalk
- Pedestrian lighting is available (though it should be studied at night)
- Missing detectable warning on ramp at Rock island Road and Kimberly Boulevard
- Missing paint and refurbishing needed
- High emphasis crosswalk missing
- Pole in middle of sidewalk
 - Recommendation: The sidewalk should be wider so people can navigate around
- Location of bus stop bench is within sidewalk
- Pedestrian access to shopping center is not available
- Canal barrier below the knee creates a tripping hazard
 - What is the standard/safe height?
- Narrow sidewalk
- Blind spots at corners
 - Vegetation should be trimmed back
- Missing pedestrian crosswalk and ADA ramps
- Road striping / maintenance question
- Plastic bags for dog owners might help
- No crosswalks at many intersections
- Angle of the curb ramp is not consistent with crosswalk crossing direction
- What are the standards for high visibility crosswalks?
- What are some ways to address pedestrian entries to shopping centers?
- Traffic conflict with pedestrians and vehicles
- Walgreens sidewalk adjacent to roadway
- No room for traffic and pedestrians / too narrow
- Non-standard height barriers (to prevent people from falling in the drainage canal)
- School zone markings need to be redone / repainted, and maintained south of Kimberly

Additional Comments:

- Narrow bike lanes are very dangerous, kids riding in the road, on the grass because the sidewalk is too narrow and the bike lane is not adequate
- Striping in the road is faded
- Ramps are missing the detection warnings for ADA (mainly)
- It is important for curb ramps to be aligned with the sidewalk, because people with diminished vision to be clearly directed where to go when crossing (straight-line path)
- Some trees that provide shade are beneficial to the pedestrian experience

VIRTUAL APPENDIX B: SILVER LAKES MIDDLE SCHOOL – STUDENTS’ NOTES

Team SLMS-1

- Leaning stop sign
- Sidewalk not wide
- Trash [along roadway]
- More trees [needed]
- Replace pedestrian crossing [at] 75th Avenue [and Tam O’ Shanter Boulevard]
- Need detectable [pedestrian signal at] 73rd Avenue
- Mow the grass
- The tree could fall [on someone]
- Nail coming out of the ground [is a hazard]
- Exposed electrical wires [near Highland Lakes Town Homes]
- Need a crosswalk from the south side to the north side of Tam O’ Shanter Boulevard
- Turning radius at SW 74 Avenue [allows cars to speed]
- No barrier on Rock Island Road
- Shade on Rock Island Road [needed]
- Trees need to be cut
- Car in the grass [in the way]
- Utility [access] covers missing [numerous]
- Car on sidewalk
- Cars are [perceived to be] speeding
- Walking guards
- Scary dog [not adequately tied up or controlled large dog in a backyard on Tam O’ Shanter Boulevard, south side, a block or so from Rock Island Road, threatened the safety of all participants and caused everyone to cross Tam O’ Shanter Boulevard and then cross back south when not so close to the dog]

Team SLMS-2

- Out front of school – stop sign leaning and faded
- Scenery is dirty
- Broken sidewalk east of campus, south on Tam O’ Shanter Boulevard
- Huge nail in sidewalk [is exposed and is a hazard]
- Sidewalk gated [forcing students to walk around it, in the vehicular travel lanes]
- The [street] light is good but on too early
- People put trash on the floor [ground along roadway]
- Broken sidewalk
- Exposed cable [wires]
- Bad graffiti
- Huge dog not restrained [and is threatening everyone]
- Good spacing [and wide buffer at points]
- Making good things bad is an opportunity here

- Lack of draining [water pooling in some places and potentially harboring bacteria]
- There is more space on the sidewalk [at some points, than at other points, due to vegetation growing into the sidewalk]
- There is shade and space so people can walk [at some locations like the corner of Tam O' Shanter Boulevard and Rock Island Road, though the shade was inadequate and simply small palm trees]
- Blind turns around corners [create hazards where people could run into each other if walking fast, running, bicycling or simply not paying attention at all times]
- Hotdogs on the floor [trash]
- Speed humps [calm traffic]
- Huge potholes
- Speeding on Tam O' Shanter Boulevard [perceived, and Rock Island Road as well]
- Pedestrian crossing sign needed at 75th Avenue and Tam O' Shanter

Team SLMS-3


- Stop sign is faded
- Traffic speeding on Tam O' Shanter Boulevard
- Sign leaning dangerously
- Littering around the basketball court [and along side of roadway]
- Parking lines are not appropriate
- No sign for parking
- Pedestrian sign loose
- Grate needed around the crossing area
- Cracks in the concrete [along the sidewalk]
- Trees around the sidewalk need to be cut
- Sidewalk too narrow
- Grass needs [to be] cut around the area [and edged at the sidewalk's edge]
- Trim the trees around the area [and where interfering with the pathway along the sidewalk]
- Homeowner's property needs to be fixed around the sidewalk
- Cables in the area need to be fixed, put away or hidden [exposed wires and coaxial cable]
- Bent stop sign
- Gate around the lake is too short [too low and is hazardous]
- Crevices in the sidewalk
- Roots growing out of the sidewalk
- Dogs jumping gates [potentially] is a hazard for pedestrians
- Wires around the gates
- Litter around the sidewalk
- Un-leveled sidewalks [different heights on sidewalk create a hazard]
- Cars parking on the sidewalk prevent pedestrians from walking on the sidewalk
- Trim trees [in general, along the roadside and around the lake]
- Lack of sidewalk [at points] and other places too narrow of a sidewalk

Silver Lakes Middle School Walking Audit Points of Agreement among all Teams


Discussion Topic	Definition
Resolving maintenance issues	Maintenance of the right of way, such as edging sidewalks and removing trash and debris (such as overgrown vegetation or exposed wires), would initiate dramatically different perceptions of the corridor. There was also an instance along Tam O' Shanter Boulevard where a wooden barrier created a divider and had an exposed, large nail.
Recognizing shade as an important element to the pedestrian experience	When trees provide pedestrians with shade, the experience is monumentally more enjoyable than when walking under hot Florida sun. When there are long stretches with no shade, walking is unpleasant. The intersection of Rock Island Road and Tam O' Shanter Boulevard would benefit greatly from shade trees that pedestrians could rest under while waiting to cross.
Blinds corners at right turns	The southwest corner of the intersection at Tam O' Shanter Boulevard and Rock Island Road, as well as the northeast corner of the intersection at Rock Island Road and SW 14 th Street, are dangerous for pedestrians and bicyclists who are turning on the inside corners, due to limited visibility. The opaque wall and dense vegetation hinder visibility, increasing chances of collisions.
Speeding motor vehicles	Many drivers appeared to exceed the speed limit on Tam O' Shanter Boulevard, even when many children/students were present in the area. Some students suggested traffic calming devices or roadway design improvements that would encourage drivers to slow down. Others recognized the potential benefit of a police presence, to enforce laws.
Pedestrian Crosswalks and Signage	Students realized that high-visibility crosswalks and signs could help drivers become more aware to watch out for people crossing the streets, especially at major intersections, and Tam O' Shanter Boulevard and SW 75 th Avenue.
Drainage concerns	Many participants pointed out the possibility of drainage problems since they observed stagnant water and the potential threat due to bacteria.
Damaged signs	Signs that are bent, twisted and/or faded should be repaired or replaced (if they are beyond repairing). The stop sign in front of the school was very faded and a stop sign along the walk was bent, from a collision.
Decaying and narrow sidewalk	The sidewalk is too narrow throughout and at many instances, only a couple feet wide. People cannot pass or walk side by side, comfortably, and in some areas, the sidewalk is damaged, with cracks and uprooting.
Dangerous animals should be securely leashed or prevented from escaping all residences	All participants were frightened to cross along the sidewalk next to a house on the south side Tam O' Shanter Boulevard, east of SW 73 rd Avenue because there was a large, intimidating dog barking and overlooking them from a raised area within a private residence's backyard. The dog was not leashed and physically able to jump over the fence, if it so desired, so all participants chose to cross Tam O' Shanter Boulevard, walk further east, then cross back over Tam O' Shanter Boulevard in order to avoid proximity to the animal.

VIRTUAL APPENDIX C: WALKING AUDIT FORM

Walking Audit Form – Page One



City of North Lauderdale Walking Audit Form




Team # _____ Route # _____


Things to look for:	What else did you experience?	What should we do?
<p style="text-align: center;">Did you have room to walk?</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continuous Sidewalks <input type="checkbox"/> Contiguous, not overly cracked or patched sidewalk/path <input type="checkbox"/> Sidewalks that weren't blocked by poles, signs, shrubbery, dumpsters, vegetation, hazards, etc <input type="checkbox"/> Safe sidewalk width and/or path width for all users <input type="checkbox"/> Traffic not in conflict with pedestrians and walkability <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		
<p style="text-align: center;">Was it easy to cross streets?</p> <ul style="list-style-type: none"> <input type="checkbox"/> Distance to cross wasn't too far <input type="checkbox"/> Traffic signals provided enough time to walk across <input type="checkbox"/> Cars did not block the view of traffic <input type="checkbox"/> Trees, plants and landscape did not block pedestrian view <input type="checkbox"/> Curb ramps or sidewalk ramps did not need repair <input type="checkbox"/> Crosswalks were clearly marked <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		

Rating Scale					
1	2	3	4	5	6
Awful	Many Problems	Some Problems	Good	Very Good	Excellent

Walking Audit Form – Page Two




City of North Lauderdale Walking Audit Form




Things to look for:	What else did you experience?	What should we do?
<p style="text-align: center;">Did drivers behave well?</p> <ul style="list-style-type: none"> <input type="checkbox"/> Drivers made eye positive contact with pedestrians <input type="checkbox"/> Drivers yielded to pedestrians in crosswalks and in street <input type="checkbox"/> Drivers did not speed up to get around pedestrians <input type="checkbox"/> Drivers did not travel at a frightening speed <input type="checkbox"/> Drivers observed traffic laws and safe vehicle operation <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		
<p style="text-align: center;">Were these elements available for pedestrians?</p> <ul style="list-style-type: none"> <input type="checkbox"/> Driver-to-pedestrian visibility at intersections <input type="checkbox"/> Time and space to look left, right, left before crossing <input type="checkbox"/> Clearly recognizable pedestrian crossing signalization <input type="checkbox"/> Transit with clearly marked bus stops and/or amenities <input type="checkbox"/> Bicycle infrastructure, amenities and designated path <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		

Rating Scale					
1	2	3	4	5	6
Awful	Many Problems	Some Problems	Good	Very Good	Excellent

Walking Audit Form – Page Three




City of North Lauderdale Walking Audit Form




Things to look for:	What else did you experience?	What should we do?
<p style="text-align: center;">Did all pedestrians behave safely?</p> <p><input type="checkbox"/> People crossed at crosswalks and with traffic signals</p> <p><input type="checkbox"/> Pedestrians did not cross mid-block, without a crosswalk</p> <p><input type="checkbox"/> Pedestrians were aware of motorists and stayed clear of the motorized vehicle travel lanes</p> <p><input type="checkbox"/> People walked on sidewalks or roadway shoulders</p> <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		
<p style="text-align: center;">Was your walk pleasant and comfortable?</p> <p><input type="checkbox"/> Was there ample grass, flowers, or vegetation?</p> <p><input type="checkbox"/> Was there plenty of shade?</p> <p><input type="checkbox"/> Did you encounter dangerous animals?</p> <p><input type="checkbox"/> Where threatening or intimidating people present?</p> <p><input type="checkbox"/> Was the landscape free from debris and trash?</p> <p><input type="checkbox"/> Was the air clean and pollutant-free?</p> <p><input type="checkbox"/> Where there public resting areas, benches and/or seating available?</p> <p><input type="checkbox"/> Did you observe complementary land uses?</p> <p><input type="checkbox"/> Did transit stops have bus shelters or ample/adequate facilities and amenities?</p> <p><input type="checkbox"/> Was there good distance between cars and people?</p> <p style="text-align: center;">Rating: 1 2 3 4 5 6</p>		

Rating Scale					
1	2	3	4	5	6
Awful	Many Problems	Some Problems	Good	Very Good	Excellent

Walking Audit Form – Page Four



City of North Lauderdale Walking Audit Form



Additional Comments and Observations

Overall Rating

Add up your ratings to see the level walkability.

1. _____ 30 to 36: This is already a fantastic place for walking.
2. _____ 22 to 29: This area is pretty good but has a few concerns.
3. _____ 15 to 21: This area needs work and attention.
4. _____ 8 to 14: This area needs a lot of work and there are many concerns.
5. _____ 1 to 7: This area needs substantial attention and work to resolve the existing hazards and concerns.

VIRTUAL APPENDIX D: EVENT EVALUATION SUMMARY

Summary of event-evaluation survey:

North Lauderdale Walking Audit Evaluation Survey Summary						
Number of surveys collected: 23						
Survey ID #	Survey Questions: 1 - 6					
	Q.1: I experienced the area as a typical pedestrian might	Q.2: With the tools provided, I was able to evaluate the safety and quality of the pedestrian experience	Q.3: I could identify opportunities for suggesting recommendations that might foster a more walkable environment	Q.4: I realize some barriers to a walkable / bikeable / transit-friendly environment	Q.5: I support Complete Streets	Q.6: I have the following additional comments
1	4	4	4	3	5	
2	4	4	4	4	5	
3	3	4	5	5	5	
4	4	4	4	3	5	
5	4	4	4	4.5	5	
6	5	5	5	5	5	
7	4	5	5	5	5	It might be useful to audit during rush hour and again during school dismissal (when the kids get out of class).
8	4	4	4	4	4	
9	4	4	4	4	4	
10	4	4	4	4	5	
11	1	5	5	5	5	Thank you for doing this! Very informative.
12	5	5	5	5	5	
13	5	5	5	4	5	
14	5	4	5	5	5	
15	4	4	5	n/a	5	
16	5	5	5	3	5	
17	1	4	4	5	5	
18	3	5	5	3	5	
19	4	4	5	5	5	The Walking Audit [route] we had has very little to offer a pedestrian: no shade, lighting or safety precautions. I liked being able to do the audit.
20	5	5	5	5	5	Could use an officer with a radar gun to register speed [of vehicles].
21	5	5	4	4	5	
22	4	4	4	4	5	
23	5	4	5	5	5	More cities should do the audit.
Averages:	4	4.4	4.6	4.3	4.9	