



Walking Audit Final Report

City of Coconut Creek:

Lyons Road



February 2015



ACKNOWLEDGEMENTS

Partners

The Broward Metropolitan Planning Organization (Broward MPO) would like to extend special thanks to Ms. Sheila Rose, Director of the City's Department of Sustainable Development, Ms. Renee Cross, Manager of the City's Department of Sustainable Development, and Ms. Linda Wiederspan, Director of Parks and Recreation for their personalized approach and preparation for the Walking Audit event. The Broward MPO extends its gratitude to over 40 individuals that participated in the Walking Audit, which was graciously hosted at the Coconut Creek Community Center.

Support from the City of Coconut Creek's leadership was evident, with the presence and participation of: Former Mayor Lisa Aronson, Commissioner Mikkie Belvedere and Commissioner Sandra Welch. City Manager Mary Blasi, Director of Utilities and Engineering Osama Elshami, and Vice-Chair of Coconut Creek Environmental Advisory Board Susi Glatt, who also provided their support leading up to and during the event, by sharing their wisdom and expertise.

Representatives from the Florida Department of Transportation, South Florida Regional Transportation Authority, Broward County Department of Highway Construction and Engineering, and a large group of active AARP members were among the active and engaged attendees that shared insightful comments, throughout the event discussions. Sargent Paul Giani and the Coconut Creek Police Department ensured participants' safety during the walking portion, by providing a police presence in the area. Additional community support came from local agencies and nonprofit partners such as: Florida Department of Health (FDOH) Broward Office, Broward Regional Health Planning Council, Florida Introduces Physical Activity and Nutrition to Youth (FLIPANY), Smart Growth Partnership, University of Miami's WalkSafe and BikeSafe, Broward MPO, AARP, Florida Department of Transportation (FDOT), Broward County Government, and many others.

This project was made possible by funding from the Broward MPO and their Complete Streets Initiative.

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EXECUTIVE SUMMARY

In an effort to implement Complete Streets throughout Broward County, the Broward Metropolitan Organization (Broward MPO) has provided technical assistance to interested municipalities throughout the County. Through these efforts, four Walking Audits were initiated. The goals of the Walking Audits were to: (1) engage the community in a physical activity that facilitates the identification of barriers and potential solutions to fostering a non-motorized environment, and (2) establish recommendations that can be a catalyst for Complete Streets improvements.

The Coconut Creek Walking Audit brought together a diverse group of attendees. These individuals participated in the walking audit, documented findings and recommendations, and discussed priorities with the entire group. The public event allowed community members, City staff, Florida Department of Transportation, Broward MPO and private planning and public health firms to speak about the issues and challenges that they experienced during the audit. The event also provided a mechanism for the community to acknowledge what they considered successful and also identify what they would like to see changed along the corridor.

The Walking Audit study area was identified by participants as having a range of a good experience to having some problems. The detailed findings and recommendations identified by the participants are compiled in this report and documented in the appendices. The findings ranged from Goldenrain Tree Park being identified as an asset that could be better capitalized on, to a lack of Americans with Disabilities Act (ADA) compliant bus stop facilities. Team findings were analyzed and documented using a SWOT (Strength, Weakness, Opportunity or Threat) analysis.

The proposed projects presented in the final Chapter of this report take into account the team findings and SWOT recommendations and are presented as short-term, intermediate or long-range projects. These recommendations will be taken under consideration by the Broward MPO and its planning partners to ensure projects are evaluated in accordance with current engineering standards and existing plans. The many, specific issues identified by event participants have been included in the [virtual appendix](#) for reference. The City of Coconut Creek should do everything it can to alleviate public concerns over all physical hazards within the roadway or along the sidewalk that could pose an immediate threat to citizens.

The proposed projects are based on Complete Streets principles that have been endorsed by and promoted by the Broward MPO. The projects focus on making improvements for pedestrians, bicyclists and persons with disabilities. Event facilitators understand that Coconut Creek has a number of existing and future capital improvement projects underway, and the intent of the proposed projects is to supplement and complement the capital improvement projects and plans already in the works. The City should take appropriate steps to review and implement the recommendations and projects proposed in this report, as well as continue to communicate future plans and projects to the public with ample notice and requests for community input. It is recommended that the City also coordinate with external agencies like Broward County, Broward MPO, Broward County Transit (BCT) and the Florida Department of Transportation (FDOT).

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CHAPTER I: BACKGROUND AND STRATEGY

Complete Streets in Coconut Creek

Complete Streets are streets that are planned, designed and constructed to balance all modes of travel for all users of the roadway, regardless of their age or ability. Communities across the nation are pursuing Complete Streets and implementing Complete Streets policies. According to the American Planning Association (APA), by the end of 2012, there were nearly 500 Complete Streets policies implemented nationwide. That number has surely been surpassed in the last few years, as more and more communities are integrating Complete Streets initiatives to help balance the needs of all commuters.

The Broward Metropolitan Planning Organization (Broward MPO) has committed to fund more than \$100 million in Complete Streets projects over the next five years. These projects focus on pedestrian and bicycle improvements and are being implemented through the Broward MPO Mobility Program. As a result, technical assistance in various forms, such as presentations, action plans, evaluation, policy development, and Walking Audits are being provided to communities who wish to integrate Complete Streets at a local level. The City of Coconut Creek's Lyons Road corridor was selected as one of four Walking Audits to be conducted under the Broward MPO's Complete Streets initiative. More information about the Broward MPO Complete Streets efforts and Walking Audits can be found at: www.browardmpo.org/projects-studies/complete-streets.

In order to provide a uniform and standardized context for all Broward County municipalities, the Broward MPO's TAC developed the Complete Streets Guidelines, which were endorsed by the Broward MPO board in 2012. The guidelines have served as a template for many municipalities' Complete Streets efforts. The manual can be found at: www.browardmpo.org/services/complete-streets/guidelines. In October of 2013, the City of Coconut Creek passed a resolution to adopt Broward County's Complete Streets Guidelines. Resolution No. 2013-112 specifically endorses, "The Broward Typical Section Guidelines that will plan, design and create livable, safe and connected streets with a highly efficient, multimodal transportation network that promotes the health and mobility of all citizens while reducing the negative impacts on the environment."

The City of Coconut Creek has also committed to a Complete Streets Improvement Plan that has been approved for fiscal year 2014-2021. According to the plan, Coconut Creek intends to incorporate Complete Streets elements or considerations into every City Department, including but not limited to Sustainable Development, Public Works, Utilities and Engineering, Police, Fire, and Parks and Recreation. Amendments to the comprehensive plan, city codes and budget may be implemented as part of this plan.

The City continues to make strides in other Complete Streets efforts as well. Two days after the Walking Audit was conducted, on Thursday October 9th, 2014, City Commissioners endorsed a resolution that supports the State Rd. 7 (SR 7/US 441) Project Development and Environment (PD&E) Study recommendations. The resolution, strongly urged FDOT to implement Complete Streets improvements on SR 7/US 441 (sustainable development) (Resolution No. 2014-56).

Transit

There are numerous bus stops along Lyons Road and many people, from students to older adults, have been observed waiting for the bus. Transit riders often were seen carrying numerous belongings, such as backpacks for school and groceries from the Lyons Plaza shopping center at the northwest quadrant of Coconut Creek Boulevard and Lyons Road. While many of the bus stops provide seating and shelter, there are also many bus stops that do not provide any amenities and a few require considerable repairs. [Virtual Appendix A](#) provides photographs of specific bus stops that were observed by Walking Audit participants that require attention, such as needing upgrades for ADA compliance.

Pedestrians and Bicyclists

Walking and bicycling as a method of transportation has been gaining momentum and part of the process of implementing a Complete Streets projects is taking into consideration the needs of those users. Many items identified by Walking Audit teams related to the lack of dedicated bicycle pathways and the narrow sidewalk along the corridor. The recommendations and proposed projects presented in this report reflect the needs identified by the participants in the event.

The need for bicycle and pedestrian facilities along Lyons Rd is evident, due to the surrounding land uses, transit access and existing bicyclists in the area. The Walking Audit teams began at the Coconut Creek Community Center and were able to experience the wide, multimodal pathway, just south of Coconut Creek Parkway, before the auditing of their study area even began. This provided them with a contrasting experience since there are currently no bike lanes or dedicated bicycle facilities within the study area.

In addition, there were quite a few Walking Audit participants representing the AARP, who were especially concerned over the narrow sidewalks. They brought a unique perspective to the event, a lot of which is mentioned in the Team 3 Highlights in Chapter III. The AARP, as a national association, has many resources that address the benefits of sidewalks and bicycle paths. The following article is an excellent resource on this subject: <http://www.aarp.org/livable-communities/info-2014/livability-factsheet-bicycling.html>.

Capital Improvement Projects

Throughout the City of Coconut Creek, there are numerous capital improvement projects underway to help revitalize elements of Complete Streets and the surrounding urban environment that will beautify and increase the functionality of the corridors for all users. A brief review of the examples of improvement projects that the City of Coconut Creek is currently involved in is provided in Table 01, and those the City is planning to initiate are listed in Table 02.

The projects symbolize the types of streetscape elements the City values. For example, the planned Bus Shelter Program improvement project will inventory bus shelters throughout the City and under guidance from the City's Amenities Package, will determine if repairs, improvements or replacements are needed. This planned project complements the objectives of the Walking Audit, to examine and identify existing street elements that could be improved in order to support Complete

Streets principles on the corridor. The full list of the City of Coconut Creek’s Capital Improvement Projects can be found at: www2.coconutcreek.net/cc/iframes/city_projects01.asp?project_type=C.

Table 01: Existing Capital Improvement Projects in Coconut Creek

Project Name	Project Description
Tree Canopy Replacement Program	This project includes replacing street trees in neighborhoods throughout the City.
Sabal Pines Park Service Access Path	This project involves the replacement of the existing 5’ wide sidewalk with a 12’ wide reinforced multipurpose path and includes other site amenities such as interpretive signs, benches, bike racks, and trash/recycling receptacles. This project was partially funded with a Florida Department of Environmental Protection (FDEP) grant.
Education Corridor Sidewalks (Phase III)	This project includes sidewalks, landscaping, irrigation, hardscape, and transit facilities on either side of Coconut Creek Parkway between the Turnpike and Banks Road.
Shade Awning Replacement	This project provides for the replacement of shade awnings that are torn, faded and beyond repair. The Community storage awning is scheduled for replacement in FY2014.
Shade Structure Installation	This project provides for the installation of shade structures at 8 different locations throughout the City, including the Community Center Playground, Sabal Pines Park West Playground, Gerber Park Bleachers, Lakeside Park Bleachers, and Hosford Park Bleachers.
NW 42 Avenue Traffic Calming Improvements	This project includes replacement of existing asphalt sidewalk with concrete sidewalk, drainage improvements, traffic device installations, and pedestrian improvements.

Table 02: Future Capital Improvement Projects Planned for Coconut Creek

Project Name	Project Description
Lyons Road Medians Section II and III	This project involves enhancements to the medians along Lyons Rd. between the Sawgrass Expressway and Copans Road including landscaping, brick pavers, and irrigation upgrades.
Copans Road East Median Improvements	This project provides for paver, landscape, and irrigation improvements for the Copans Road medians between Lyons Road and the Turnpike.
City Entryway Signs	This project addresses the design and installation of new City Entryway signs at fifteen locations throughout the City in accordance with the City’s Amenities package.
Bus Shelter Program	This project provides for the installation of new and/or replacement bus shelters as needed throughout the City. Shelters shall be consistent with the City’s Amenities Package.

CHAPTER II: WALKING AUDIT OVERVIEW

Walking Audit Setting

The Walking Audit was held on Tuesday, October 7th, 2014, from 2:30 to 5:00 PM at the Coconut Creek Community Center. Over 40 people attended the Walking Audit event, including area professionals, municipal staff, nonprofit partners and community members. The Walking Audit event was intended to support the community and analyze the Lyons Road corridor under the Complete Streets umbrella of guiding principles. The event was meant to provide the City with a thorough understanding of what the community envisions for the future, so that the City is able to work toward implementing short-term, intermediate and long-range capital improvement projects. Chapter IV details the Proposed Capital Improvement Projects based on the event findings and recommendations.

Walking Audit Objectives

The Walking Audit community workshop specifically aimed to meet the following objectives:

1. Experience the surrounding area as a pedestrian
2. Evaluate the safety and quality of the pedestrian experience
3. Identify opportunities for a walkable environment
4. Identify barriers to a walkable/bikeable/transit friendly environment
5. Propose recommendations for improvements

Walking Audit Event Presentation

To prepare attendees for the walking and the auditing portion, event facilitators presented a slideshow that introduced Complete Streets elements and detailed the study area. A photograph from the event venue is shown below in Figure 01. Figure 02 was used in the event presentation to provide attendees with examples of some of the streetscape elements that could be considered when they were analyzing the corridor and making recommendations.

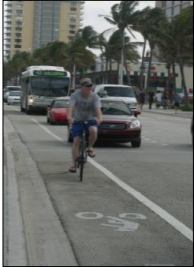
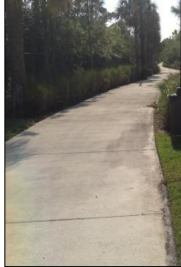

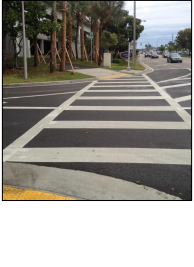



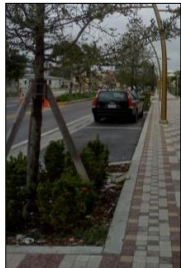




Figure 01: Photograph Outside of Community – Venue



Figure 02: Examples of Complete Streets Elements

Complete Street Elements

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

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

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

After the initial presentation that informed attendees of the agenda, and presented the expectations and outlined objectives, the Walking Audit event participants were asked to:

1. Group into their assigned team (that they signed up for at event registration)
2. Volunteer for roles and allow the team facilitator to delegate responsibilities
3. Leave the event venue and proceed to their designated route
4. Discuss with their team the route they would be auditing and provide recommendations when possible
5. Meet back at the event venue at 4:15 PM to further discuss with their team their observations as well as assist their team in evaluating their experience by completing the Walking Audit Form (see [Virtual Appendix B](#)).

Walking Audit Corridor and Team Route Maps

The City of Coconut Creek’s Walking Audit encompassed a mile-long stretch of roadway. However, since the Walking Audit pedestrian streetscape evaluation needed to include both sides of the road, roughly two miles of pedestrian facilities were evaluated or audited. To accomplish this, Walking Audit Teams were formed strategically, dividing the entire study area into four separate routes, of roughly 1/2 mile each.

Along with establishing team members’ roles and guiding their team into the field, team facilitators reminded participants to walk on sidewalks when possible, to remain aware of others using the corridor (especially motor vehicles), and to record their observations through extensive photographs and written notes. Each team evaluated one route, recording their findings along the way. Together, the teams examined the entire study area of Lyons Road, between Copans Road and Coconut Creek Parkway. Each team’s route covered a different quadrant of the corridor, the northwest (route 1), northeast (route 2), southwest (route 3) and southeast (route 4). The four Walking Audit routes are shown in Figure 05 (see page 14), placed according to their location on the corridor.

Figure 03: Photograph of Walking Audit Team – Route 2



Figure 04: Photograph of Walking Audit Team – Route 3



Map 01: Coconut Creek Walking Audit Study Area – Corridor Map

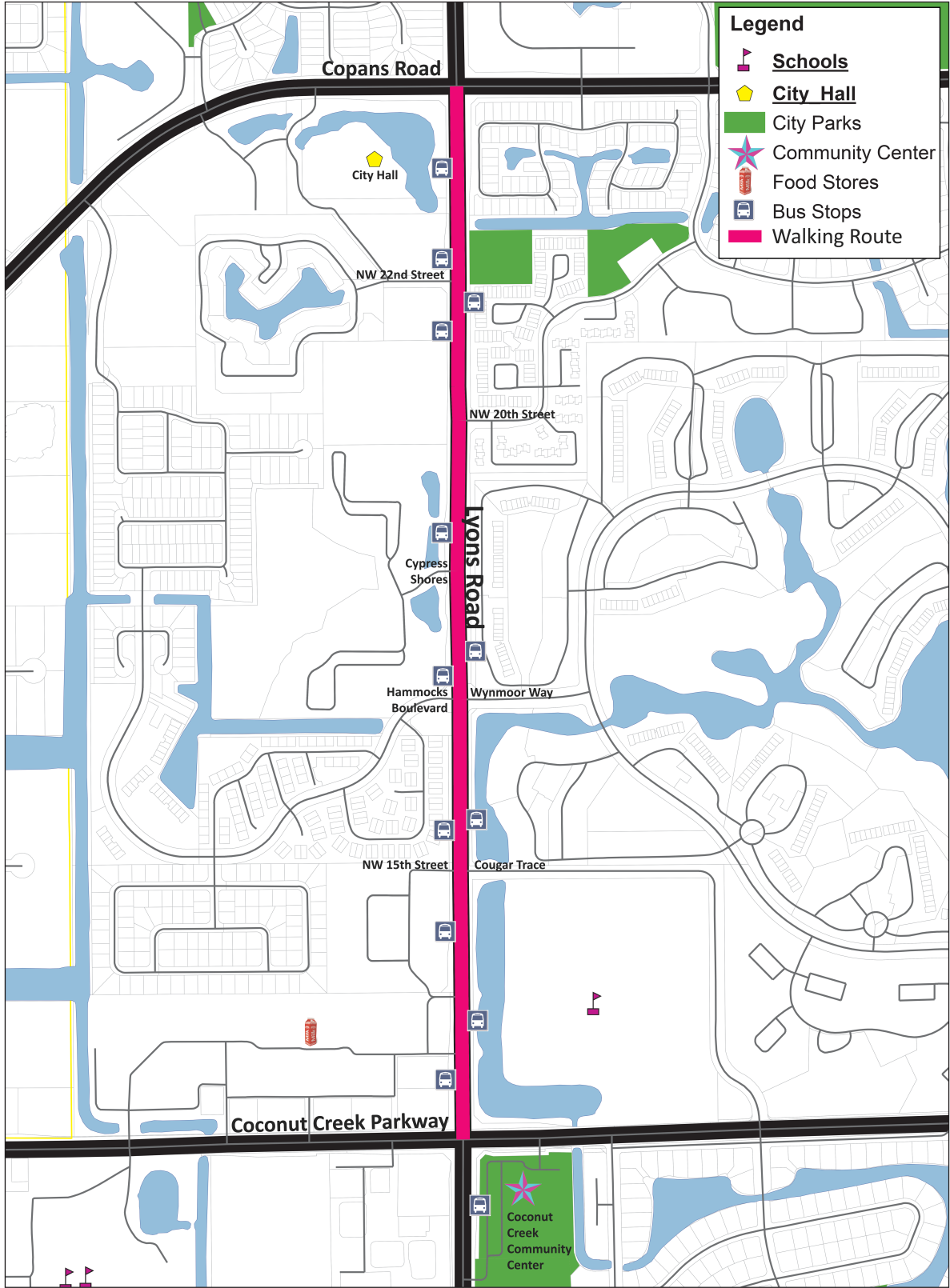
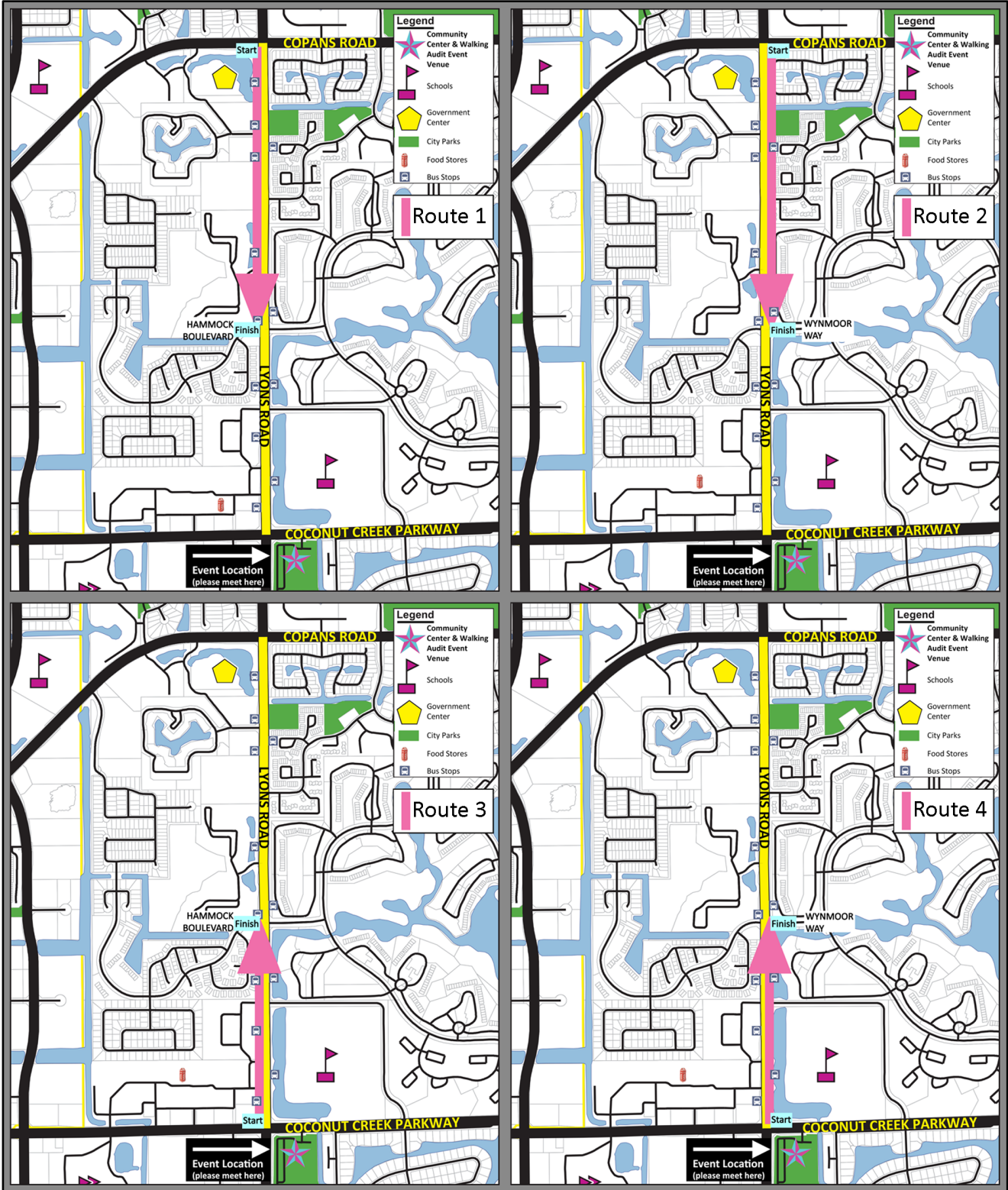


Figure 05: Walking Audit Routes 1, 2, 3 and 4





CHAPTER III: TEAM FINDINGS AND ROUTE-LEVEL DISCUSSION

Summary of Team’s Walking Audit Forms

Walking Audit Form: Team Responses and Averaged Results

Tables 03 – 06, summarize the Walking Audit Forms. For the Form template, see [Virtual Appendix B](#).

Table 03: Rating Scale Used for Walking Audit Form Questions

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

Table 04: Individual Team Scores and Corridor Averages for Each Question

	Did you have room to walk?	Was it easy to cross streets?	Did drivers behave well?	Were these elements available for pedestrians?	Did all pedestrians behave safely?	Was your walk pleasant and comfortable?
Route 1	4.5	4.5	n/a	4.2	6	4.6
Route 2	4	4	2	4	2	2
Route 3	3	4	4	3	3	3
Route 4	2.5	2	5	4	5	3
Corridor Averages	3.5	3.6	3.7	3.8	4	3.2

Table 05: Final Corridor Average Rating

Corridor Final Rating Total	Description
1 to 7	<i>This area needs substantial attention and work to resolve the existing hazards and concerns; far from walkable.</i>
8 to 14	<i>This area needs a lot of work and there are many concerns; not a walkable corridor.</i>
15 to 21	<i>This area needs work and attention; not a very walkable corridor but has some walkable spaces.</i>
22 to 29	<i>This area is pretty good but has a few concerns; a walkable corridor with areas that can be improved.</i>
30 to 36	<i>This is already a fantastic place for walking; a highly walkable corridor.</i>

Table 06: Final Scores of Routes 1 – 4 and Overall Corridor Average

	Tabulated Route Score Based On All Walking Audit Form Questions	
	Score	Meaning
Route 1	23.8	<i>This area is pretty good but has a few concerns.</i>
Route 2	18	<i>This area needs work and attention.</i>
Route 3	20	<i>This area needs work and attention.</i>
Route 4	21.5	<u>Between:</u> <i>This area needs work and attention and This area is pretty good but has a few concerns.</i>
Corridor Average	20.8	The overall corridor averages out to be an area that <i>needs work and attention</i> , but that also is fairly good in many regards. While the area is in need of work and attention, the existing state is not so severe that individuals could not find successful moments of walkability, or strengths, along each route. All Routes fall within 6 points of each other, though Route 1 was rated the highest.

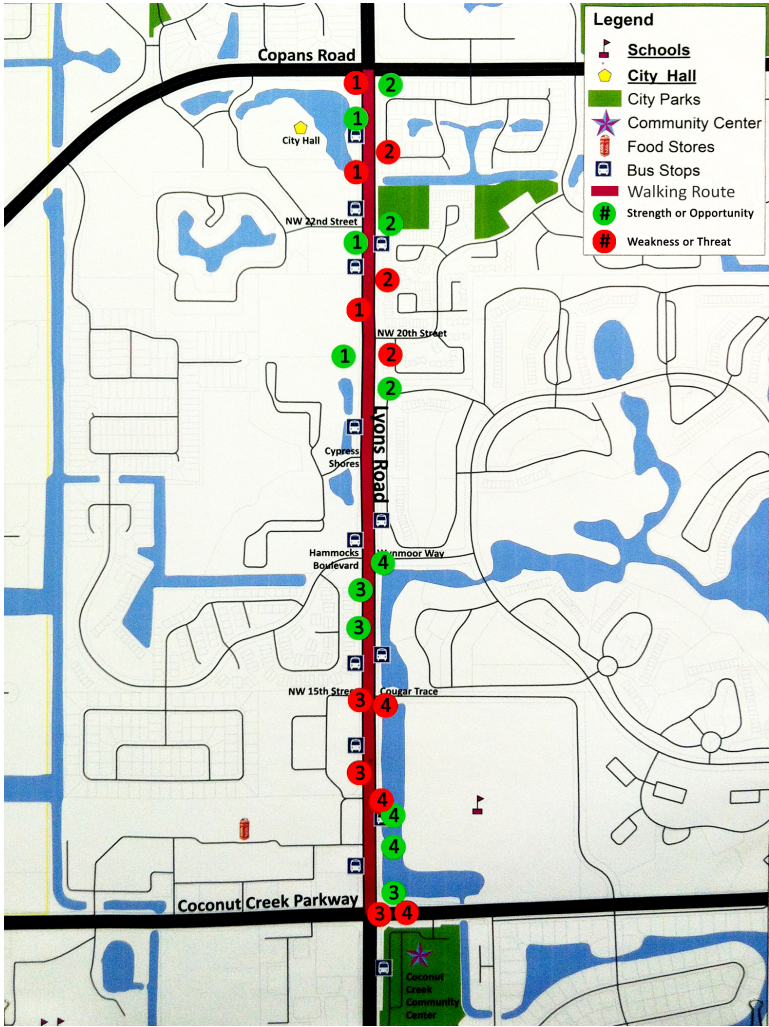
Team Reporting

When the Walking Audit teams returned to the Community Center, after their route-analyses, event facilitators asked them to perform two actions:

1. Coordinate with their Team to complete their Walking Audit Form. Tables 04 and 05 on the previous page summarize the results (See [Virtual Appendix B](#) for the Walking Audit Form template).
2. Place six stickers on the corridor map, in close proximity to major findings, with the following direction.
 - a. Use **green** stickers near locations where they recognized strengths or opportunities.
 - b. Use **red** stickers near locations where they recognized weaknesses or threats.

Map 02, below, shows the sticker placement, color (red or green) and associated team/route number (1, 2, 3 or 4). Highlights from each Team’s reporting are provided on the following page.

Map 02: Team Reporting Map – Red and Green Sticker Placement



Highlights from Team Speakers' Reporting

The Walking Audit participants' main findings, prioritized by each of the four teams and presented by each of the Team Speakers, are listed below. Issues reported on by a single team are preceded by an addition symbol (+), and issues reported on by multiple teams are preceded by two addition symbols (++) . The significance of the double addition symbols (++) is that it recognizes findings that are spread throughout the corridor (on multiple routes), whereas the single addition symbol (+) recognizes findings that were likely isolated incidents and experienced only by one team (and therefore likely only occur on one route, which is just a portion of the Lyons Road corridor between Copans Road and Coconut Creek Parkway). The entire list of teams' findings is provided in the Appendix (see page 26).

Team 1 - Route: West side of Lyons Road from Copans Road to Hammock Blvd.

- + There is a private bus shelter that could be used yet the bus route doesn't stop there
- ++ Shaded areas are extremely welcomed and appreciated
- ++ Clearly labeled and consistent pedestrian signage is needed at many intersections
- ++ Many electrical boxes are in need of repair or replacement
- ++ The bus stops and shelters are inconsistently designed and some have Americans with Disabilities Act (ADA) needs
- ++ High visibility crosswalks absent but desired throughout the corridor

Team 2 - Route: East side of Lyons Road from Copans Road to Wynmoore Way

- + Some of the sidewalks, curb cuts and landscaping materials at intersections are deteriorated
- + Pedestrian push button placement is not ADA compliant
- + Goldenrain Tree Park is a community asset and placemaking can be enhanced in and around it
- ++ A spatial or physical buffer between the roadway and sidewalk is important for pedestrians
- ++ Construction or vegetative debris should be cleared from lanes, shoulders and sidewalks
- ++ Narrow, decaying and damaged sidewalks should be revitalized for all types of users
- ++ Wayfinding information could be used to inform bicyclists, pedestrians and transit riders

Team 3 - Route: West side of Lyons Road from Coconut Creek Parkway to Hammock Blvd.

- + Manicured and neatly maintained right of way/private property landscaping is appreciated
- + The wooden utility poles are degraded, one covered in tar and some have loose metal pieces
- + Creating separated bicycle paths, in addition to wider sidewalks could prevent accidents
- ++ The bus shelters that are heavily used should have more seats and additional shade
- ++ Utility pole placement is poor, particularly when placed within the sidewalk
- ++ More time is desired for some pedestrians to cross Coconut Creek Parkway, at Lyons Road

Team 4 - Route: East side of Lyons Road from Coconut Creek Parkway to Wynmoore Way

- + Bus stop amenities such as trash receptacles, lighting and overhead shelters are appreciated
- + The sidewalks, crosswalks and bus shelters around the school should relate to students' needs
- ++ There are opportunities for low-cost redesign at some intersections, to promote safety
- ++ Roadways (and all lanes of travel) should have uneven surfaces (potholes/cracks) repaired

CHAPTER IV: RECOMMENDATIONS, PROJECTS AND CONCLUSION

Once the Team findings (see Chapter III) were analyzed, recommendations and suggestions for capital improvement projects were formed, and placed in this final Chapter. The recommendations are intended to address some of the Walking Audit participants' concerns. The capital improvement projects are meant to address concerns at a corridor level and guide the City of Coconut Creek's integration of Complete Streets elements into future projects.

This concluding chapter of the Walking Audit report is focused on corridor-level analysis and on providing project-level recommendations. As discussed in Chapter II, one of the objectives of the Walking Audit workshop was to give the community an opportunity to experience the corridor and provide valuable perspectives of the area. The remaining objectives focus on evaluating the findings and identifying ways to make the corridor function better. 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.

After listening to the Team Speakers and recording the team's primary concerns, and in order to consolidate all of the reported information, event facilitators created a single map that lists all of the teams' findings, color-codes them by Team number (1 – 4) and separates each finding by a different ID number. The breakdown of all findings and corresponding map and tables are located in the Appendix (pages 26 – 30). The recommendations in Chapter IV are based on the information provided in the Appendix, and specific ID numbers that reference the Walking Audit participants' concerns are provided under each recommendation. Some ID's are listed under multiple SWOT (Strengths, Weaknesses, Opportunities and Threats) categories.

SWOT Categories

Strengths

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

Weaknesses

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

Opportunities

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

Threats

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

Strengths & Recommendations

Primary Corridor Strengths

1. Locations with ample shade from trees and bus shelters
2. Goldenrain Tree Park
3. Some clearly marked pedestrian crossing signs
4. Locations with comfortable buffer/distance between the roadway and the sidewalk

Recommendations

S1. Increase shade coverage

- a. Description: Add shade trees and shelters to bus stops to provide protection from the harsh sun and rainfall, for pedestrians, bicyclists and transit riders.
- b. Appendix ID: 31
- c. Broward Complete Streets Guidelines: See Chapters 7, 12, 13

S2. Enhance Goldenrain Tree Park

- a. Description: Goldenrain Tree Park should be enhanced to bring more attention to it as a community resource, including additions along the roadway such as enhanced wayfinding signs for all users of the road (see Figure 05, below).
- b. Appendix ID: 11, 12
- c. Broward Complete Streets Guidelines: See Chapters 9, 13, 14

S3. Ensure that all pedestrian crossing signs are labeled and consistent in design and orientation

- a. Description: Establish the desired design of the pedestrian crosswalk signs and push button orientation then confirm that all pedestrian crossing signals utilize consistent signage and push button location/orientation to the street. All improvements should be based on a prototypical model that will eventually be replicated at every signalized intersection in Coconut Creek.
- b. Appendix ID: 8, 34, 34, 36, 40, 43
- c. Broward Complete Streets Guidelines: See Chapters 7, 8

Figure 06: Example Finding – Relates to Recommendation S2



Weaknesses & Recommendations

Primary Corridor Weaknesses

1. Lack of ADA landing pads and facilities at some bus stops and intersections
2. Limited bicycle amenities along corridor
3. Utility poles set within the sidewalk path are obstacles and dangerous
4. Lack of lighting along corridor

Recommendations

W1. Upgrade all bus stops and crosswalks to comply with ADA requirements

- a. Description: Some bus stops have only a sign in the grass, which makes it difficult for many, especially those with limited abilities, to utilize transit at those stops (see Figure 07). In addition, determine if certain bus stops are not in use and remove existing amenities.
- b. Appendix ID: 2, 5, 7, 25, 28, 32, 37, 41
- c. Broward Complete Streets Guidelines: See Chapters 5, 6, 7, 8

W2. Build bike lanes or multimodal pathway

- a. Description: There are currently no bike lanes along the roadway and the sidewalks are too narrow for pedestrians and cyclists to co-exist. The speed of vehicles also creates a condition that many bicyclists may not feel comfortable on the roadway. A multimodal pathway, such as the one in front (to the west) of the Coconut Creek Community Center should be continued throughout the corridor.
- b. Appendix ID: 15, 33
- c. Broward Complete Streets Guidelines: See Chapters 9, 10, 15

Figure 07: Example Finding – Relates to Recommendation W1



Opportunities & Recommendations

Primary Corridor Opportunities

1. Create high-visibility crosswalks at signalized intersections
2. Heavily used bus stops could have seats and shelters added
3. Provide alternative landscaping designs to private landowners at specific intersections
4. Consider incorporating wayfinding signage to inform the different users of the corridor

Recommendations

O1. Upgrade crosswalks to promote safety for all users

- a. Description: At signalized intersections, create dynamic and consistent designs within the pedestrian crosswalk in order to showcase the space as a place for pedestrian activity. This should include upgrading crosswalks to meet or exceed ADA requirements and identifying if there are specific needs for the students of the area schools.
- b. Appendix ID: 1, 4, 27, 35, 36
- c. Broward Complete Streets Guidelines: See Chapters 6, 8

O2. Provide additional amenities at key bus stops

- a. Description: While some bus stops have seating, shelter, trash receptacles, ADA landing pads and other amenities, the few bus stops that generate heavy ridership should be enhanced to provide for the needs of more riders at the stops.
- b. Appendix ID: 2, 5, 7, 25, 28, 32, 37, 41
- c. Broward Complete Streets Guidelines: See Chapter 10

Figure 08: Example Finding – Relates to Recommendation O1



Threats & Recommendations

Primary Corridor Threats

1. Dirt, Sand and/or Debris on the Sidewalk and Roadway
2. Pedestrian dangers at intersection of Lyons Road and Coconut Creek Parkway
3. Roadway and Sidewalk Maintenance
4. Damaged electrical boxes throughout corridor

Recommendations

T1. Address sidewalk and roadway hazards such as debris, obstructions, and cracks

- a. Description: Sidewalks and roadways should be maintained to allow for a safe path of travel for pedestrians and bicyclists.
- b. Appendix ID: 9, 19, 22, 27, 28, 33, 34, 43
- c. Broward Complete Streets Guidelines: See Chapters 7, 8, 9, 12

T2. Reduce pedestrian dangers at the intersection of Coconut Creek Parkway and Lyons Road

- a. Description: The pedestrian signage at this location is unclear. The allotted time to cross is insufficient for some older adults and the cars turning right on red pull into the crosswalk at a dangerous speed, not fully stopping before the crosswalk.
- b. Appendix ID: 8, 34, 43
- c. Broward Complete Streets Guidelines: See Chapters 7, 8, 11

Figure 09: Example Finding – Relates to Recommendation T1



Proposed Capital Improvement Projects

The intent of this section is to provide a list of capital improvement projects that can be used both to guide City efforts aimed at resolving corridor-level issues, as well as inspire future capital improvement plans that can address more long-term strategies. The proposed projects have been organized into three tiers of implementation, based on implementation time, funding requirements and complexity of integration. These recommendations will be taken under consideration by the Broward MPO and its planning partners to ensure projects are evaluated in accordance with current engineering standards and existing plans.

As discussed in Chapter II, a primary objective of the Walking Audit community workshop was to empower residents by providing them the opportunity to experience their community and recommend improvement projects. The proposed projects take into consideration the feedback from the community, as well as suggest construction elements that will help to advance Complete Streets.

Short-Term Projects (1-2 years)

- I. Maintenance Program: The City along with the appropriate jurisdictional agency should take immediate steps to repair existing hazards, such as: vegetation overgrowth, excessive trash and debris, damaged electrical and utility boxes, potholes in the roadway, sand or dirt covering the sidewalks and ADA ramps, loose or dangerous objects on utility poles, damaged signs, and any obstacles or hazards reported by the citizenry. These maintenance activities could be incorporated in an existing or future roadway management contract.
- II. Bus Stop Improvement Project: The City should work with Broward County Transit to implement a project that focuses on updating key bus stops with shelters, trash receptacles, lighting, route information, etc. If needed, this project should include addressing ADA requirements and path-of-travel issues related to elements such as sidewalk width and obstacles, cross-slope, and curb ramps.

Intermediate Projects (3-5 years)

- I. Crosswalk Improvements Project: The City along with the appropriate jurisdictional agency should introduce high-visibility crosswalks at certain intersections. A prioritization schedule should be established so that the most dangerous intersections, intersections with highest pedestrian activity and intersections commonly utilized by students and the elderly are addressed before less-trafficked intersections. Pedestrian push-button, signage and signalization should be designed and updated to be uniform throughout the corridor.
- II. Bicycle Facilities Project: The goal of this project should be to take advantage of the existing right-of-way that is available through this area. Bike lanes should be a focus, but also parking, striping, landscaping, signage and intersection improvements should be included. The existing dedicated bicycle and pedestrian path on Lyons Road, south of Coconut Creek Parkway should be extended north towards Copans Road.

Long-Term Projects (5-8 years)

- I. Lyons Road Complete Streets Project: Currently this corridor does not function well for pedestrians and bicyclists at the same time, because the sidewalk is too narrow and there

is no dedicated bicycle path. This improvement project should determine how Lyons Road could be redesigned to include bicycle facilities, a wider sidewalk for pedestrians and a safer travel speed (35mph Complete Streets recommended maximum) for motor vehicles. The bicycle connections should be linked to a network of dedicated pedestrian and bicycle routes throughout the City. The sidewalks should be wide enough for people to walk past one another without having to step in the grass or in the roadway. The City should consider implementing traffic calming designs on Lyons Road. Additionally, right of way facilities that cater to all modes of travel should be integrated seamlessly and designed to compliment the safety of all users.

Conclusion

Coconut Creek's Walking Audit event proved to be a successful community workshop. The determination of success is due in part to the initial goals and objectives being met, but primarily because a result of the event was the dynamic interaction among community members that resulted in thoughtful recommendations for improvements to the right of way that nearly all participants agreed were appropriate. By allowing the teams to discuss their findings and prioritize their most important discoveries and recommendations, event facilitators were able to decipher the most common requests from the community. The event evaluation is summarized in [Virtual Appendix C](#).

In order to continue the momentum generated by this workshop, it is recommended that the City implement a mobile assessment tool, electronic issue reporting or service request reporting system, to allow citizens to more easily report concerns over the public right of way, without having to phone the City and speak with staff during normal operating hours. In addition, the City of Coconut Creek should consider developing landscaping guidelines with a focus of the minimizing hazardous elements at the edges of the right of way, such as vegetation or signs that hinder sightline. Chapter twelve in the Broward Complete Streets Guidelines can be used as a guide.

The City of Coconut Creek should work together with the community to determine the best way to implement the recommendations and proposed Capital Improvement Projects presented within Chapter IV. Lyons Road, Coconut Creek Parkway and Copans Road are either currently undergoing improvements or are being planned for a future roadway improvement projects. While most of the improvement projects are located outside of the Walking Audit Corridor, they should be considered as potential extensions of the corridor and as points for integrating Complete Streets principals. The Broward MPO will request regular updates from the City at the Complete Streets Technical Advisory Committee (TAC) meetings, regarding their progress toward resolving the participants' concerns.

The City of Coconut Creek's Director of the Department of Sustainable Development, Sheila Rose, and the Broward MPO's Executive Director Gregory Stuart both agreed that inviting the community to participate in a Walking Audit is one of the best ways to collect information on local needs, so that future roadway improvement processes and projects are led by community visioning and meet the community's needs.



RESOURCES

City of Coconut Creek

The City of Coconut Creek Home Page:

<http://www.coconutcreek.net/home>

Contact the City of Coconut Creek:

<http://www.coconutcreek.net/discover-coconut-creek/redirect-page-quick-links/contact-us>

Service Request Reporting Home Page:

<http://www.coconutcreek.net/i-want-to/report>

Capital Improvement Projects Home Page:

www2.coconutcreek.net/cc/iframes/city_projects01.asp?project_type=C

Planning and Zoning:

<http://www.coconutcreek.net/sd/planning-and-zoning2>

City Department Phone Numbers:

City Hall: (954) 973 – 6770

Community Center: (954) 545 – 6670

Planning and Zoning: (954) 973 – 6756

Public Works: (954) 973 – 6780

Non-Emergency Police: (954) 973 – 6700

ADA Coordinator (Sanjeev Bissessar): (954) 973 – 6737

The Broward MPO

The Broward MPO's Main Website:

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

The Broward MPO Walking Audit Home Page:

<http://www.browardmpo.org/services/complete-streets/walking-audits>

Broward Complete Streets Guidelines:

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

Complete Streets Information:

Ricardo Gutierrez, Project Manager, (954) 876 – 0044 or GutierrezR@browardMPO.org

The Virtual Appendix

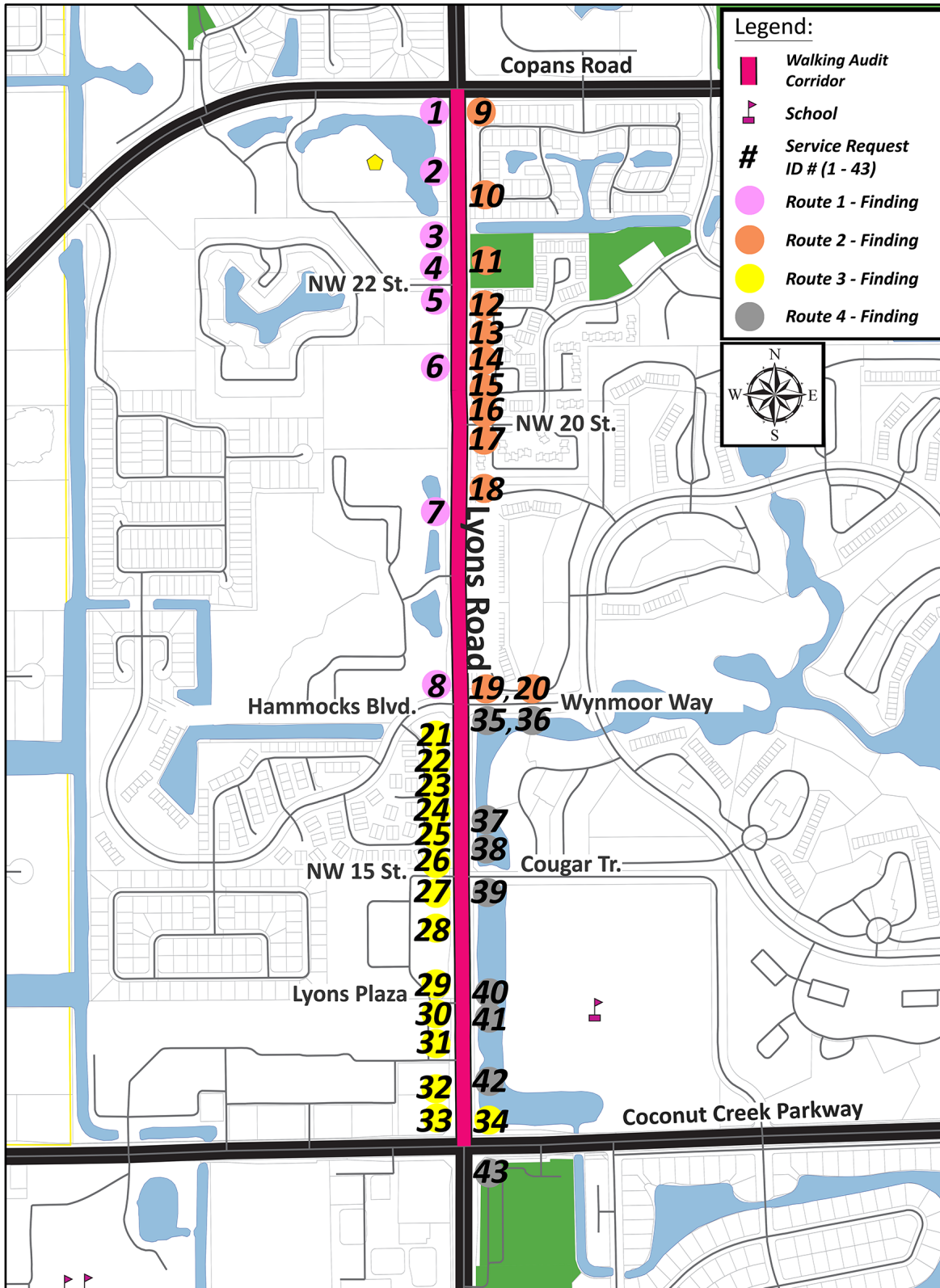
Virtual Appendix A through C, available at:

http://www.browardmpo.org/userfiles/files/CCC%20WA%20Virtual%20Appendix_compressed.pdf



APPENDIX

Map 03: Specific Findings by Team (color) and ID Number (1-43)





Team 1 Findings

Strengths

Route #	ID #	Description
1	2	Construction of bus shelter seems to be underway and have amenities incorporated.
1	5	Ample shade for pedestrians and those waiting for the bus.
1	7	The existing shelter and benches here are appreciated by pedestrians and transit riders.
1	8	The pedestrian crosswalk sign here specifically labels the different street names associated with each push-button, although this is not the case at all intersections.

Weaknesses

Route #	ID #	Description
1	3	Electrical box in need of repair (one of many needing repair).
1	5	There are no existing bus stop amenities at this location or ADA facilities such as and ADA landing pad.
1	7	The bus shelter at this location does not compliment any bus stop, and because of this the shelter gets much less use than it would if it were helpful to transit riders.

Opportunities

Route #	ID #	Description
1	1	Placing high-visibility crosswalks at Lyons Road and Copans Road could improve safety.
1	2	City could confirm that all bus shelter amenities will be included in the new bus stop.
1	4	High-visibility crosswalks could be placed at Lyons Road and NW 22 nd Street where bus stops are on both sides of the roadway and there may be many commuters such as City staff.
1	5	The bus stop could be improved, and ridership increased, by adding numerous amenities and facilities for riders with limited abilities.
1	6	Shade could be added to this location, for pedestrians to have relief while walking along the west side of Lyons Road, south of NW 22 nd Street
1	8	Consistent pedestrian signage could be installed everywhere, inspired by this location.

Threats

Route #	ID #	Description
1	8	Other pedestrian crosswalk signs in the area are inconsistently designed and maintained, confusing pedestrians as to which button is for which direction.

Team 2 Findings

Strengths

Route #	ID #	Description
2	9	There is shade at this location and aesthetically pleasing pedestrian signalization and signage for pedestrians waiting to cross Copans Road or Lyons Road.
2	11	Goldenrain Tree Park is one of few parks here for the community, an asset to preserve.
2	18	There is a comfortable buffer between the roadway and sidewalk, nice tree plantings and sidewalk edging/maintenance at the northwest corner of the Wynmoor neighborhood.

Weaknesses

Route #	ID #	Description
2	12	Roadway construction debris or power line transmission line debris along the east side of Lyons Road, north of NW 20 th Street, south of Goldenrain Tree Park need to be removed.
2	13	Electrical box in need of repair (one of many needing repair).
2	14	Asphalt sidewalk with non-linear edging, patches where repairs have been made and places where cracks are beginning to form is hazardous and continuing to degrade.
2	15	The asphalt sidewalk, at many points, is narrow, decaying and in need of replacement. There are no bike lanes.

Opportunities

Route #	ID #	Description
2	11	To benefit those searching for the park, and to inform those that are unaware of the park that which is intended for their use, wayfinding elements could be placed around the area to connect the pathways to the park, with aesthetically pleasing improvements.
2	16	A bus stop overhead shelter could be placed here, in order to protect the ridership and their belongings from direct sun and inclement weather, as well as increase ridership.
2	17	Alternative designs could be proposed to the property owners to resolve landscape issues.
2	20	High-visibility crosswalk could be placed at the intersection of Wynmoor Way and Lyons Road (all directions), where many pedestrians have been observed accessing the bus stops.

Threats

Route #	ID #	Description
1	8	Other pedestrian crosswalk signs in the area are inconsistently designed and maintained.
2	9	The sidewalk is overflowing with sand and pedestrians or bicyclists could fall.
2	10	Sidewalk repairs are needed on the east side of Lyons Road, south of Copans Road.
2	15	The buffer between the roadway and the sidewalk is reduced to zero at points, a dangerous condition for pedestrians along the east side of Lyons Road, north of NW 20 th Street.
2	19	Pedestrian signage and crossing buttons are set away from sidewalk, in the grass, making it difficult or impossible for some to activate the pedestrian crossing signal.



Team 3 Findings

Strengths

Route #	ID #	Description
3	21	Some shade provides a cooler and more comfortable walking environment.
3	24	A manicured and comfortable buffer between the sidewalk and the roadway, along the west side of Lyons Road, adjacent to the Hammocks neighborhood supplements safety.
3	31	Ample shade over the sidewalk along the west side of Lyons Road, north of Coconut Creek Parkway and east of Lyons Plaza shopping center and retail stores.

Weaknesses

Route #	ID #	Description
3	23	A speed limit sign and other construction debris lay in the grass along the west side of Lyons Road, behind utility pole #93T15, north of NW 15 th Street.
3	26	There is no high-visibility crosswalk at Lyons Road and NW 15 th Street, where vehicles pulled into the crosswalk, when pedestrians were present, then darted into traffic, across lanes.
3	27	The wooden utility pole appears to have melted to the sidewalk and is not likely a physical hazard but a detriment to the overall aesthetic character of the corridor.
3	28	The bus stop along the west side of Lyons Rd., north of Lyons Plaza, is in need of amenities, such as overhead shelter, shade, ADA landing pad, ample seating, trash and recycling receptacles, especially since this is a stop that many transit riders use for transportation to and from the grocery store within Lyons Plaza.
3	33	The sidewalk at the northwest corner of Lyons Road and Coconut Creek Parkway has an awkward pathway and may pose a hazard if a pedestrian were to step there.
3	34	The pedestrian crossing sign is directionally ambiguous, as to which button will signal which pedestrian crossing signal. Pedestrians were observed pressing the wrong button.

Opportunities

Route #	ID #	Description
3	25	The bus stop just north of NW 15 th Street could be improved by adding amenities and facilities for ADA compliance.
3	30	The pedestrian signage could be improved at the intersection of Lyons Road and Lyons Plaza, where students cross Lyons Road. The existing signage is unattractive and small.
3	32	The amount of seating could be increased to allow more to sit while waiting for the bus.

Threats

Route #	ID #	Description
3	22	Utility poles placed within the sidewalk are obstacles for pedestrians and bicyclists.
3	29	The pothole spotted in the roadway is the size of a watermelon, at the northwest corner.
3	34	The pedestrian crosswalk signal timing does not provide quite a long enough cycle for some older adults or people with disabilities to be able to feel comfortable crossing.

Team 4 Findings

Strengths

Route #	ID #	Description
4	36	The southeast corner of Lyons Road and Wynmoor Way provides a continuous sidewalk and a signage reminding drivers to stop before they make a right-turn-on-red.
4	41	The bus stop along the east side of Lyons Road, just north of Coconut Creek Parkway, provides overhead shelter and trash receptacles to transit riders waiting to be picked up.
4	42	The overall sidewalk placement and construction along the east side of Lyons Road, just north of Coconut Creek Parkway, provides a comfortable distance between vehicles and pedestrians, and it holds an arguably pleasing aesthetic value, due to the design and placement of the sidewalk, the large shade tree overhead and the serene retention pond.

Weaknesses

Route #	ID #	Description
4	37	The bus stop on the east side of Lyons Road, north of Cougar Trace, is in need of amenities.
4	38	The portion of the sidewalk along the east side of Lyons Road, north of Cougar Trace, is decaying and in need of replacement.
4	39	There is no high-visibility crosswalk to help students when crossing Cougar Trace, at the intersections of Lyons Road and Cougar Trace; the sidewalk is cracked at this intersection.
4	40	The pedestrian crossing at the intersection of Lyons Road and Lyons Plaza is in need of replacement and upgrading. There are no high-visibility crosswalks, clearly understood pedestrian push button signs or signals, and not enough time for some to cross the road.
4	41	The bus shelter at this location is in need of maintenance and improvements.

Opportunities

Route #	ID #	Description
4	35	The intersection of Lyons Rd. and Wynmoor Way could benefit from redesign, including the addition of enhanced signage, high-visibility crosswalks, shade trees, consistent pedestrian push-buttons and signage, as well as the replacement of the <i>right turn on red after stop</i> sign with a <i>no turn on red when pedestrians are present</i> sign.
4	42	This particular stretch of sidewalk could be improved by the addition of seating under the existing shade tree; More shade and ground treatments could help with placemaking.

Threats

Route #	ID #	Description
4	43	More time to cross Coconut Creek Parkway at the intersection of Lyons Road is needed, in order to provide older adults, small children and those with disabilities safe passage.