

Better Streets | Better Communities | Better Broward

Walking Audit Report

City of North Lauderdale and City of Margate



Southgate Boulevard from
SW 81st Avenue to SR 7/US 441

July 2019



Walking Audit Report

Acknowledgments

The Broward Metropolitan Planning Organization (MPO) would like to extend special thanks to North Lauderdale and Margate City Commission and staff from many departments for their personalized approach and preparation for the Walking Audit workshop. The Broward MPO extend their gratitude to the 62 individuals who participated in the Walking Audit, which was graciously hosted at Galaxy Skateway in the City of North Lauderdale.

Support from the City of North Lauderdale and Margate leadership was evident with the presence and participation from elected officials as listed below and City Manager Ambreen Bhatti for North Lauderdale.

City of North Lauderdale

- Vice Mayor Samson Borgelin
- Commissioner Lorenzo Wood
- Commissioner Mario Bustamante

City of Margate

- Commissioner Joanne Simone

Staff from both municipalities provided support leading up to and during the event including planning expertise and logistical coordination.

City of North Lauderdale

- George Krawczyk, Director of Public Works
- Tammy Reed-Holguin, Director of Community Development
- Katherine Randall, Assistant Director of Community Development
- Andrew Disbury, Community Development Planner

City of Margate

- Andrew Pinney, Senior Planner
- Alexia Howald, Associate Planner

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

Partners

- City of North Lauderdale
- City of Margate
- AARP
- Broward County Director of Community Outreach, District 3
- Florida Department of Transportation (FDOT), District Four
- South Florida Commuter Services (SFCS)
- Don't Forget Willie Foundation, Inc

Consultant Team

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

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Executive Summary

The Broward MPO *Complete Streets Master Plan* identified Southgate Boulevard from SW 81st Avenue to SR 7/US 441 as a high ranked priority corridor. Community and stakeholder feedback is key to developing a project scope. To that end, the Broward MPO selected this corridor for a Walking Audit. This will ensure a future project scope incorporating the needs and vision of the local communities who regularly travel along this corridor.

The North Lauderdale and Margate Walking Audit brought together a diverse group of participants on Thursday, May 23, 2019 to evaluate Southgate Boulevard from SW 81st Avenue to SR 7/US 441. The Walking Audit provided an experiential hands-on exercise that evaluated the walking environment; identified pedestrian (and bicyclist) issues such as safety, access, connectivity, comfort, and convenience; and identified potential alternatives or solutions such as engineering treatments, policy changes, education and enforcement measures. Most importantly, the Workshop provided a mechanism for the community to acknowledge what they considered successful and to identify what they would like to see changed along the corridor.

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

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Chapter 1. Background & Strategy

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

In line with the initiative, the development of the *Complete Streets Master Plan* is intended to guide future investment in Complete Streets improvements by developing a prioritized list of projects based on technical, data-driven analysis, including access to transit. The *Complete Streets Master Plan* identified Southgate Boulevard from SW 81st Avenue to SR 7/US 441 as a high ranked priority corridor. This corridor was selected for a Walking Audit, as feedback from Broward residents and partners is key to developing the scope that meets the needs of local communities. The *Complete Streets Master Plan* can be downloaded at: <http://www.browardmpo.org/index.php/complete-streets-master-plan>.

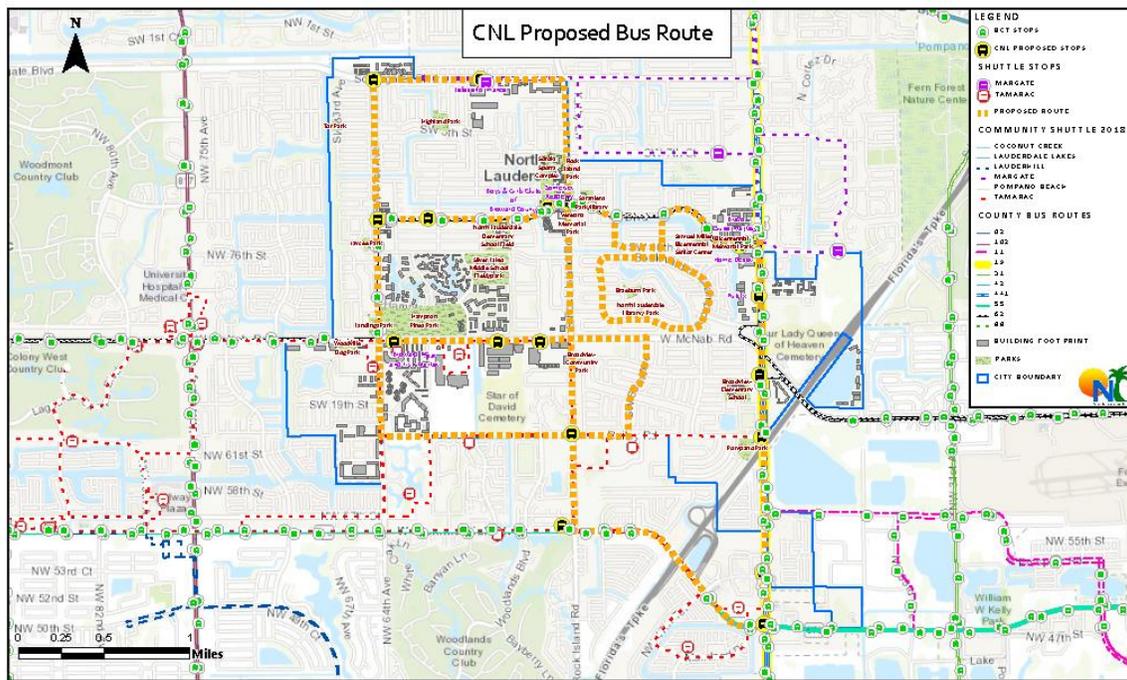
Additionally, the Broward MPO endorsed the Broward Complete Streets Guidelines manual on July 12, 2012. The manual provides a template that can be adopted to replace existing local manuals and can be modified to meet respective community's needs and desires. Local governments, such as the City of North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

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City of North Lauderdale

The City of North Lauderdale City Commission approved two Resolutions in supporting active transportation.

- Resolution No. 13-03-6602, supporting the proposed MPO project along Southgate Boulevard to enhance bicycle and pedestrian connectivity along public right-of-way on April 9, 2019. They further expressed intent to take over the maintenance of bicycle and mobility improvements.
- Resolution No. 19-06-6643, supporting to submit an application to Broward County Transit Division requesting two (2) community shuttle buses servicing North Lauderdale residents and authorized to take all necessary steps to submit an application and if awarded, to execute an inter-local agreement (ILA) with Broward County Transit on June 25, 2019. The proposed community bus route is shown below.



City of North Lauderdale Proposed Community Bus Routes

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City of Margate

The City of Margate and Broward County Transit (BCT) have partnered to provide the Margate Inner-City Transit Community Bus. The community bus service provides strategic connections to BCT routes, making destinations in and around the City of Margate more accessible through public transit. When the City adopted ordinance 2016-139, bus fares on the community bus were eliminated and the service became free for all users. Having alternate mobility options that are free in the City of Margate makes it more convenient for residents and employees to make trips and reduces the reliance on single occupancy vehicles. All buses are air-conditioned and wheelchair accessible in accordance with the Americans with Disabilities Act (ADA). Bicycle racks are also provided on the buses.

Margate Inner-City Transit weblink: <https://www.margatefl.com/316/Community-Bus-Service>

The City of Margate City Commission approved Resolution No. 19-081, supporting the proposed MPO project along Southgate Boulevard to enhance bicycle and pedestrian connectivity along public right-of-way on July 3, 2019. They further expressed intent to take over the maintenance of bicycle and mobility improvements.

Study Corridor

Southgate Boulevard from SW 81st Avenue to SR 7/US 441 was selected as the study corridor for the walking audit. The *Complete Streets Master Plan* ranked the corridor as 47 out of 152. The proposed recommendations for the 2.01-mile section of Southgate Boulevard from SW 81st Avenue to SR 7/US 441 includes separated bicycle lanes (west of SW 65th avenue), bicycle lanes (east of SW 65th avenue), bike box (SR 7), continuous pedestrian zone (sidewalk gaps), furnishing zone. The C-14 Canal/Cypress Creek Greenway is a parallel facility north of Southgate Boulevard and the total length of the greenway is 16.5 miles from Sanibel Drive (just east of Sawgrass Expressway) to Lyons Road. The study corridor is located in the City of North Lauderdale and City of Margate as shown in [Figure 1](#). The City of North Lauderdale limits are from NW 62nd Street to south of Southgate Boulevard and the City of Margate limits are from north of Southgate Boulevard to SR-834/Sample Road. The Broward MPO partnered up with the City of North Lauderdale and Margate to host the Walking Audit community-based event on Thursday, May 23, 2019.

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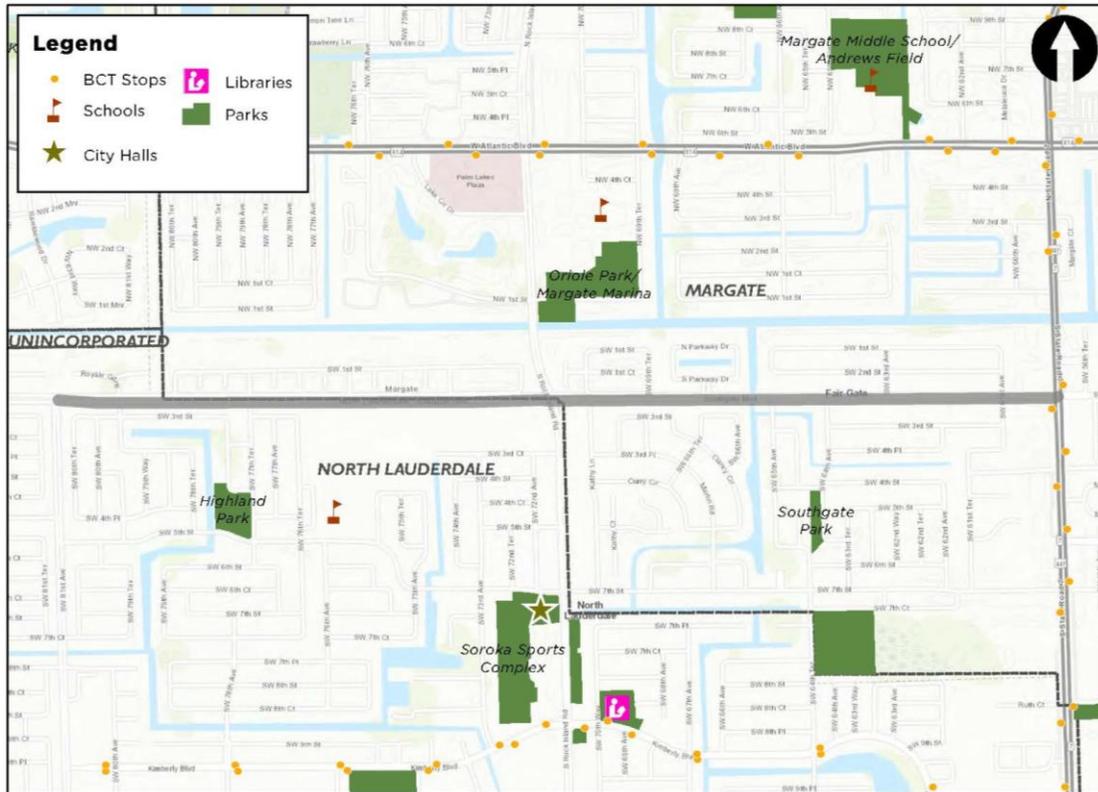


Figure 1. Study Corridor

The corridor has a speed limit that ranges from 30-40 miles per hour (MPH); west of SW 63rd Avenue is 40 MPH and east of SW 63rd Avenue is 30 MPH and the 2018 Average Annual Daily Traffic (AADT) ranges from 21,200-30,500. The functional classification for the roadway is an urban minor arterial. The 4-lane divided roadway provides access for non-motorized users along the north and south sides of Southgate Boulevard but has significant gaps along the northside of the network. The sidewalk width is 5 feet.

The land use adjacent to the study corridor is predominantly single-family residential with some small areas of commercial development as shown in Appendix A. Some examples of destinations along the corridor include a kindergarten, offices, fast-food restaurants, super markets, a skating rink, and gas stations. Morrow Elementary School, located on SW 76th Terrace just south of Southgate Boulevard, has several recreational fields.

The Margate Inner-City Transit Route D operates along Southgate Boulevard. Route D brings users to Teleperformance and the Lakewood Mall Shopping Center located on Atlantic

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Boulevard just east of US-441/SR-7. The Margate Inner-City Transit Route D makes a connection with the Coconut Creek Community Bus South Route at Coconut Creek Parkway and Banks Road.

There are several Margate Inner-City Transit Route D stops located on Southgate Boulevard and some of the stops include seating. The City of Margate Inner-City Transit Route D map can be found at:

<https://www.margatefl.com/DocumentCenter/View/372/Route-D-Map-PDF>.

Broward County Transit (BCT) Route 441-Breeze operates along US-441/SR-7. Route 441-Breeze brings users to the Lauderhill Mall, Coconut Creek Casino, and Greyhound Bus Terminal. The weekday ridership for Route 441-Breeze is 5,632.

The BCT full system map can be found at:

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



Margate Inner-City Transit Route D bus stop with seating on Southgate Boulevard west of US-441/SR-7

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Chapter 2. Walking Audit Overview

On Thursday, May 23, 2019, from 5:00 p.m. to 7:00 p.m. 62 residents, community members, and staff gathered at Galaxy Skateway to conduct the Walking Audit along Southgate Boulevard from SW 77th Terrace to Rock Island Road/SW 71st Avenue and from SW 63rd Avenue to SR 7/US 441. This walking audit segment is a representative portion of the entire corridor identified in the *Complete Streets Master Plan*, Southgate Boulevard from SW 81st Avenue to SR 7/US 441. The Walking Audit Workshop began with an opening presentation and staff introductions, followed by participant division into three groups and assignment of groups to three routes. Each group identified a leader who was given an iPad connected to a Typeform survey with questions aimed toward evaluating the pedestrian environment of Southgate Boulevard. Typeform is user-friendly and all online, allowing for seamless participation and for the results to be accessed immediately. [Appendix B](#) includes the results from the Typeform survey.



Walking Audit Venue – Galaxy Skateway in North Lauderdale

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Objectives

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

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

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

Presentation

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



Providing background information to participants at Galaxy Skateway

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Teams and Routes

Participants were organized into three groups of about eighteen to twenty people. Each group was assigned to a route as shown in Figure 2, Figure 4, and Figure 6. Participants were encouraged to form groups with a diverse background. In addition to the group leader operating the iPad to fill out the Typeform survey to obtain consensus feedback, a group member was identified as the photographer, in order to keep a photo log throughout the Walking Audit.

Figure 2 displays Route 1, Southgate Boulevard from Galaxy Skateway to Rock Island Road/SW 71st Avenue. Participants walked eastbound from Galaxy Skateway on the south side of Southgate Boulevard, crossed all four legs of the signalized intersection of Southgate Boulevard and Rock Island Road/SW 71st Avenue and returned westbound along the same route. The total length of Route 1 is 0.6 miles.

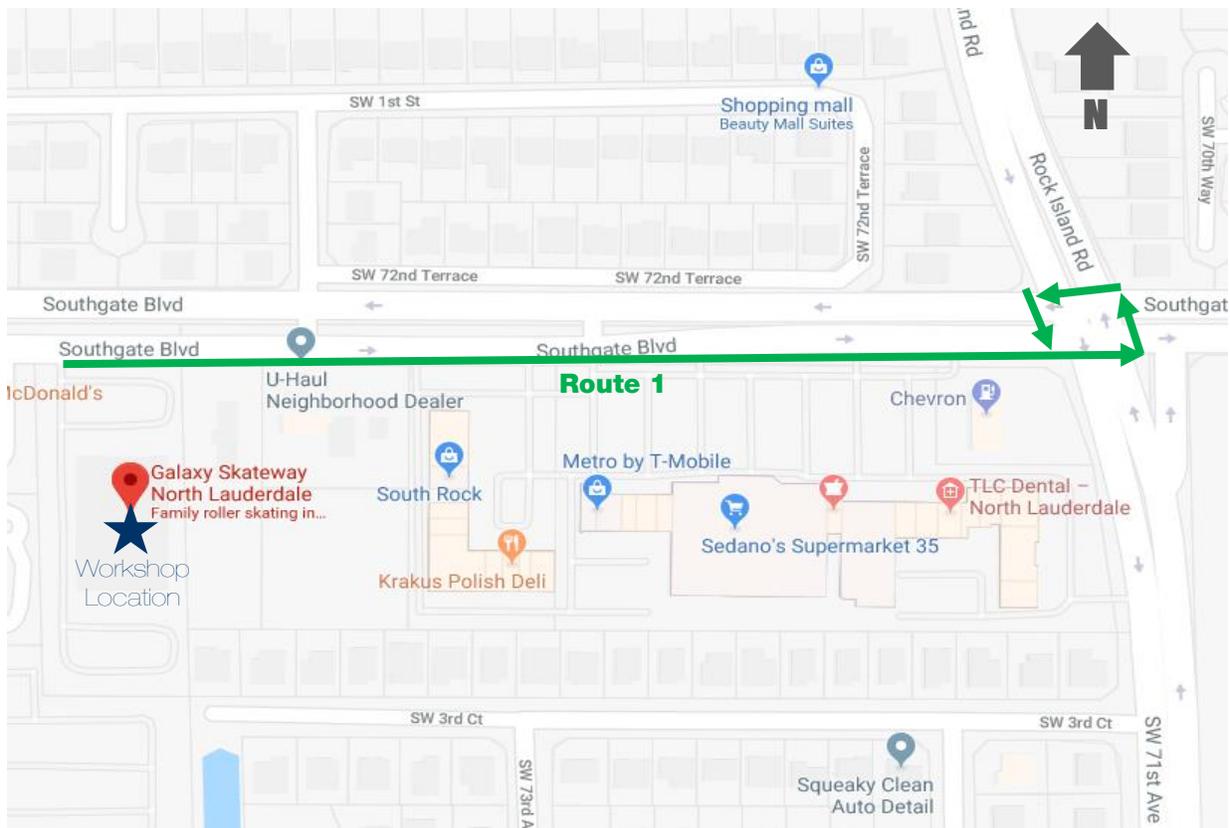


Figure 2. Walking Audit Route 1

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Shown in Figure 3 are the different destinations along Route 1. The northern side of Southgate Boulevard is heavily residential. The southern side of Southgate Boulevard includes a fast food restaurant, gas stations, Galaxy Skateway and a shopping center containing a supermarket, beauty salon, and dental office. Appendix A includes the aerial maps shown in its original size.

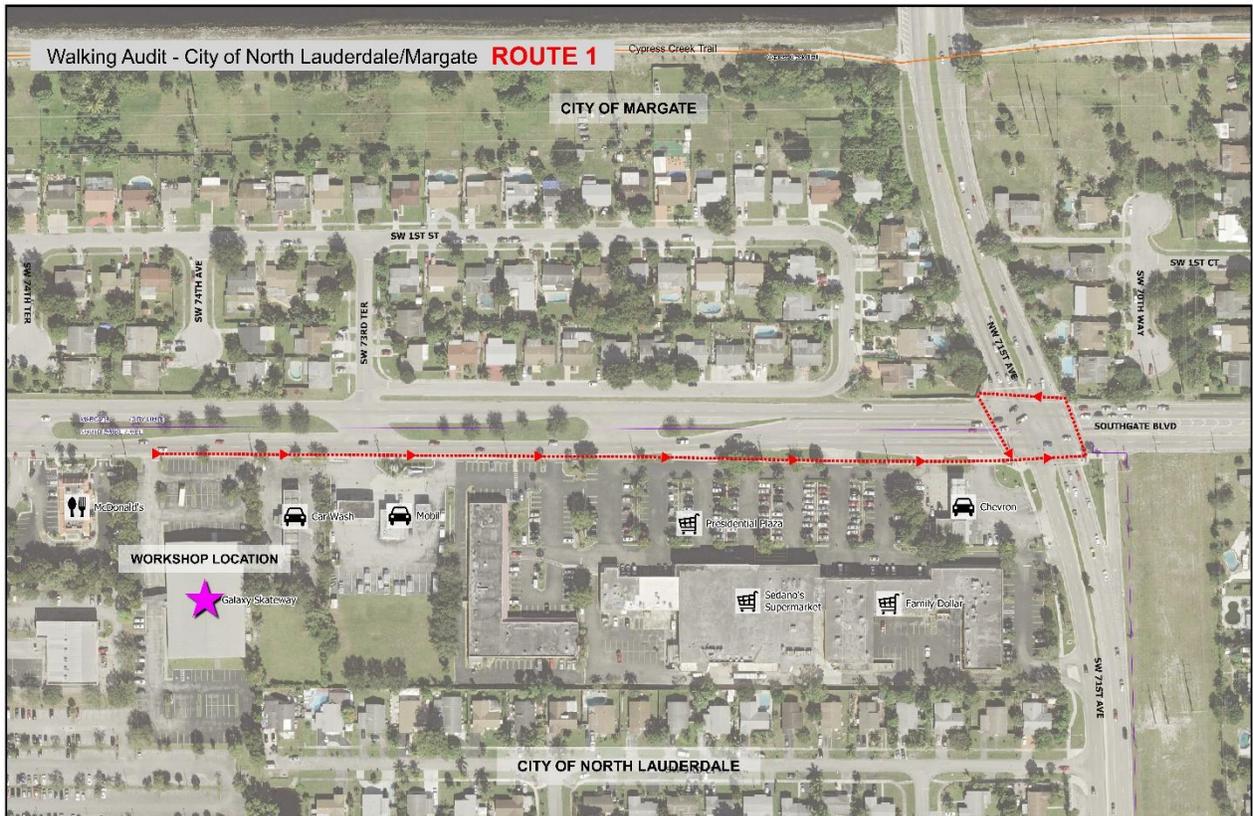


Figure 3. Walking Audit Route 1 – destinations

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Shown in Figure 5 are the different destinations along Route 2. The northern side of Southgate Boulevard is heavily residential. The southern side of Southgate Boulevard includes an auto repair shop, child car facilities, major employers such as Teleperformance, fast food restaurant, Galaxy Skateway, and residential homes. Appendix A includes the aerial maps shown in its original size.



Figure 5. Walking Audit Route 2 – destinations

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Figure 6 displays Route 3, Southgate Boulevard from SW 63rd Avenue to SR-7/US-441. Participants took a shuttle bus from Galaxy Skateway to the CVS Pharmacy located on Southgate Boulevard just west of SR-7/US-441. Participants walked eastbound from the CVS Pharmacy on the south side of Southgate Boulevard, crossed at SR-7/US-441, headed westbound on the north side of Southgate Boulevard to SW 63rd Avenue, where the shuttle bus picked them up. The total length of Route 3 is 0.5 miles.

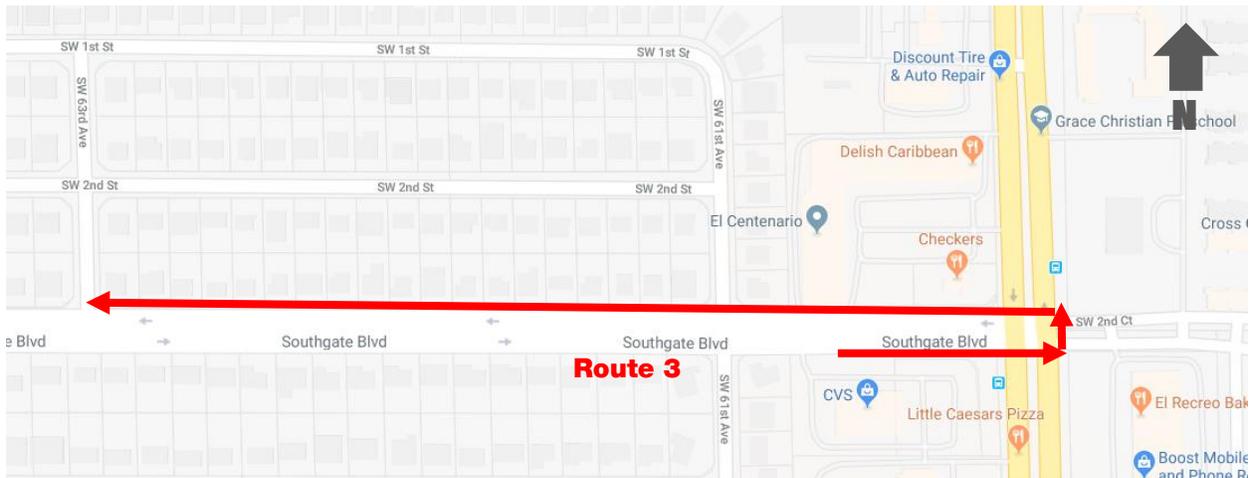


Figure 6. Walking Audit Route 3

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Shown in Figure 7 are the different destinations along Route 3. This portion is heavily residential except at the intersection of Southgate Boulevard and SR 7/US 441. There is a shopping plaza at the northeast corner which includes restaurants, barbershop, and Masters Billiards. The southwest corner includes a CVS, fast food restaurant, and variety mix of uses. Appendix A includes the aerial maps shown in its original size.

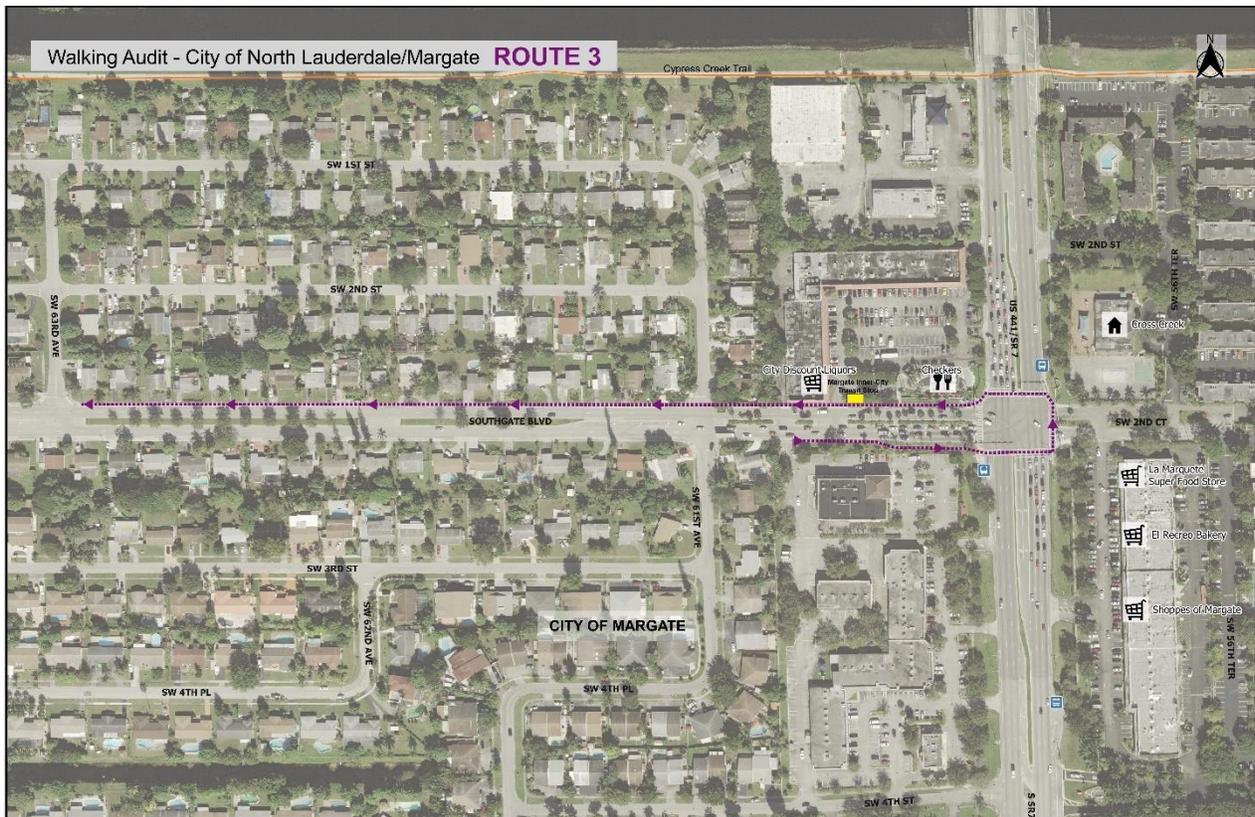


Figure 7. Walking Audit Route 3 – destinations

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Chapter 3. Team Findings & Route-Level Discussion

The Typeform survey provided a more in-depth context for considering the meaning of the needs and opportunities for the study corridor. Group leaders entered the consensus feedback from the walking audit participants. Table 1 summarizes the average rating questions from the Typeform survey. Appendix B includes the results from the Typeform survey.

Table 1. Participants Average Rating

Question	Average Rating (Out of 5)	Rating Description
In general, do vehicles seem to be traveling a safe and comfortable speed?	4.7	5 being <i>Too Fast</i>
On average, how is the sidewalk pavement condition?	2.3	5 being <i>Good as New</i>
On average, are bus stop amenities provided (shade, seating) and easily accessed?	1.3	5 being <i>High Quality</i>
Do the pedestrian areas feel safe and secure?	2.3	5 being <i>Very Safe and Secure</i>
Are public plazas and parks available and inviting?	1.7	5 being <i>Available and Inviting</i>
Do the buildings enhance the pedestrian environment or detract?	2.0	5 being <i>Inviting, Cater to Sidewalk</i>
I felt safe while walking along this corridor...	1.3	5 being <i>Very Safe</i>
I would choose to walk along this corridor in the future...	1.7	5 being <i>Definitely</i>
This corridor appears accessible to all types of users...	1.7	5 being <i>Completely</i>

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The top three cross-section elements that are present but need to be upgraded are: sidewalk, buffer between the sidewalk and edge of pavement, and bus stop seating. There is no sidewalk along the north side of Southgate Boulevard from SW 79th Avenue to SW 69th Terrace, however in some areas sidewalk is provided on the adjacent residential street. There is an infrequent buffer between the sidewalk and edge of pavement along the south side of Southgate Boulevard. The Margate Inner-City Transit Route D runs along Southgate Boulevard.



North side of Southgate Boulevard west of SW 61st Avenue

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



North side of Southgate Boulevard east of SW 61st Avenue

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Participant discussion evaluating Route 2 after the walking audit

Upon returning to Galaxy Skateway, participants were encouraged to pinpoint locations on aerial maps and placing a dot on the Mobility Continuum using stickers. Participants assessed whether they thought the corridor functioned more as a through corridor, to move cars to points outside of the area, or more to provide mobility within the corridor. Participants mostly classified Southgate Boulevard from SW 81st Avenue to SR 7/US 441 as a through corridor shown in Figure 8. Using the aerial maps, participants assessed strengths, opportunities, weaknesses, and threats along the corridor, using green stickers for the former two and red stickers for the latter two.

For each of the three routes, participants identified weaknesses and threats at a higher rate than they identified strengths and opportunities. Appendix D includes the participant results.

Mobility Continuum



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

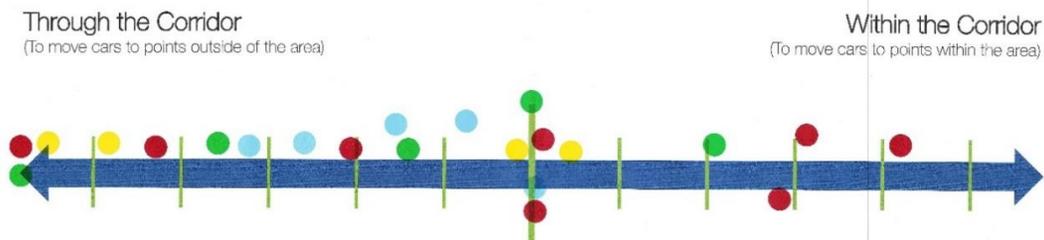


Figure 8. Interactive exercise – Mobility Continuum

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Example of Complete Streets Elements

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



Conventional Bicycle Lanes



Buffered Bicycle Lanes



Separated Bicycle Lanes



Shared-Use Path



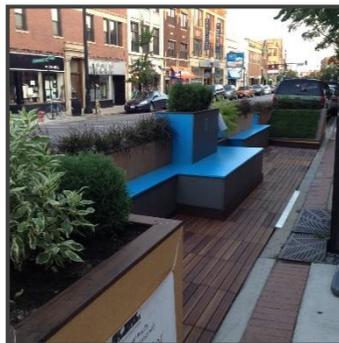
Sidewalks



Intersections/Crossings



Traffic Calming



Street Furniture/Benches



Shading/Trees

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Chapter 4. Corridor-Level SWOT Analysis

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

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

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

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

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

Strengths & Recommendations

Primary Strengths



Sidewalk on the north side of Southgate Boulevard with a buffer between the sidewalk and curb, also known as a furnishing zone.



Variable message sign for NO TURN ON RED/YIELD TO PEDS on all four legs at the intersection of Southgate Boulevard and SR-7/US-441.

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There is a 30- to 40-foot median dividing the east and westbound lanes of Southgate Boulevard, providing landscaping and beautification of the corridor.



Several businesses along the corridor provide pedestrian access with ADA compliant detectable warnings and ramps. This access point leads to the Presidential Plaza shopping center.



Along the south side of Southgate Boulevard near SR-7/US-441, there are some trees that provide shade.



Pedestrian signage is present in most areas where pedestrians may cross vehicular traffic, including intersections and driveways.

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The sidewalk width is 5 feet on the southside of Southgate Boulevard from SW 73rd Terrace to Rock Island Road.

Recommendations



Provide continuous furnishing zone used for landscape and street trees along Southgate Boulevard to enable active public space.



Desire path on the south side of Southgate Boulevard west of 75th Terrace showing pedestrian access point to shopping center. Provide a paved pedestrian access point at this location.

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Provide detectable warnings on curb ramps at the following signalized intersections.

- Southgate Boulevard and SW 81st Avenue
- Southgate Boulevard and mid-block crossing east of SW 77th Terrace



At bus stop locations along the corridor, provide amenities such as shelter and trash receptacle. In particular, provide shelter and trash receptacle along Southgate Boulevard east of SW 75th Terrace, as space is already available.

Weaknesses & Recommendations

Primary Weaknesses



Lack of sidewalk facilities along the north side of the corridor from SW 79th Avenue to SW 73rd Terrace.



There is a lack of bicycle facilities throughout the corridor resulting in bicyclists riding in the travel lanes alongside motor vehicles.

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Pedestrian push buttons are not oriented toward desired crossing street and signage is not provided for each approach.



The driveway apron goes through the sidewalk/pedestrian crossing at the Presidential Plaza.



The marked crosswalk pavement markings at Southgate Boulevard and Rock Island Road/SW 71st Avenue is faded.



The pork chop island at the southeast corner of Southgate Boulevard and Rock Island Road/SW 71st Avenue forces pedestrians to cross a lane of right-turning vehicles with no pedestrian signal.

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Parkway Drive, the driveway to the residential complex hold small bird-baths.



The mid-block crossing along Southgate Boulevard east of SW 77th Terrace marked crosswalk pavement markings is faded and no detectable warnings.

Recommendations



Southside of Southgate Boulevard west of Rock Island Road
Provide a continuous sidewalk with trees adjacent to facility to add shade.



Provide a green marked bicycle lane east of SW 65th Avenue.

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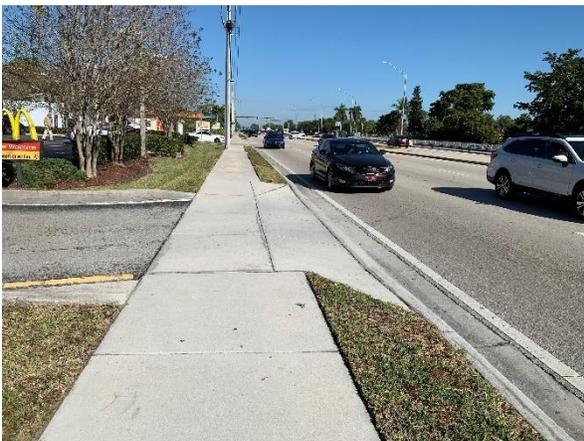
Provide special emphasis crosswalk markings and curb extensions at the following signalized locations along Southgate Boulevard

- SW 81st Avenue
- Rock Island Road/SW 71st Avenue



Upgrade the pedestrian push buttons and signage on Southgate Boulevard at the following signalized locations similar to the example above.

- SW 81st Avenue
- Mid-block crossing east of SW 77th Terrace
- Rock Island Road/SW 71st Avenue



Provide sidewalks at the Presidential Plaza to allow a flat driveway crossing that is at least three feet wide with a side slope of less than 2%.



Provide a raised separated bicycle lane west of SW 65th Avenue.

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Opportunities & Recommendations

Primary Opportunities & Recommendations



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

Further study is needed in providing a mid-block signed and marked crosswalk along Southgate Boulevard at SW 73rd Terrace, connecting the residential land use to the north with the commercial land use to the south.



This photo is an example along Orange Drive Linear Park Trail, Davie

Provide wayfinding signage at SW 81st Avenue, Rock Island Road, and SR-7/US-441 to notify users about the C-14 Canal/Cypress Creek Greenway, which is north of Southgate Boulevard.



The City of North Lauderdale is exploring a potential community bus that would connect employers at Teleperformance, located at 7562 Southgate Boulevard, to nearby BCT routes.



Provide pedestrian lighting along the north side of Southgate Boulevard such as the lighting provided along the south side.

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Threats & Recommendations

Primary Threats



Street fixtures are within the sidewalk, which prevents a clear pedestrian zone.



Route D stop located west of SW 73rd Terrace does not have proper bus stop amenities such as ADA landing pad/passenger waiting area, bench, shelter, trash receptacle, lighting & etc.



Pedestrian crossing signage damaged located at mid-block crossing along Southgate Boulevard east of SW 77th Terrace.



Sidewalk cracking which causes trip hazards.

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Drainage issues at the intersection of Southgate Boulevard and Rock Island Road/SW 71st Avenue which causes pooling of water at curb ramps.



Outdated pedestrian pushbutton at mid-block crossing along Southgate Boulevard east of SW 77th Terrace.



Curb cut for former driveway west of SW 75th Terrace is unnecessary and should be reconstructed.



The sidewalk on the north side of Southgate Boulevard west of SW 61st Avenue is adjacent to residential driveways and is used for trash pick-up which obstructs a clear path for pedestrians.

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The northside of Southgate Boulevard east of Rock Island Road
Overgrown trees endanger pedestrians and block the view of pedestrian signs.



Unmaintained landscape encroaches the sidewalk facilities.



The wooded fences at the northwest corner of Southgate Boulevard and Rock Island Road may pose a visibility threat to motorists.

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Recommendations



The southside of Southgate Boulevard east of SW 77th Terrace

Relocate fixtures from pedestrian zones or if unable, provide additional space to maintain ADA compliant width.



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



This photo is an example along NW 31st Avenue, Lauderdale Lakes

Provide a clear unobstructed 5'x8' landing pad and provide amenities such as bench, shelter, trash receptacle, bike racks, and a handrail at the Margate Inner-City Transit Route D stops.



This photo is an example along Oakland Park Boulevard, Lauderdale Hill

Maintain the landscape throughout the corridor to prevent endangering pedestrians and blocking the view of pedestrian signs.

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Move the bench off of the ADA landing pad for the Margate Inner-City Transit bus stop west of SR-7/US-441 to provide a landing pad, 5'x8'.

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Chapter 5. Conclusion

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

Short-Term Projects (1-2 years)

- Upgrade the pedestrian push buttons and signage on Southgate Boulevard at the following signalized locations.
 - SW 81st Avenue
 - Mid-block crossing east of SW 77th Terrace
 - Rock Island Road/SW 71st Avenue
- Implement a leading pedestrian interval (LPI) within the signal timing on Southgate Boulevard at the following signalized intersections.
 - SW 81st Avenue
 - Rock Island Road/SW 71st Avenue
 - SR-7/US 441
- Provide wayfinding signage at SW 81st Avenue, Rock Island Road, and SR-7/US-441 to notify users about the C-14 Canal/Cypress Creek Greenway, which is north of Southgate Boulevard.
- Replace damaged pedestrian crossing signage located at mid-block crossing along Southgate Boulevard east of SW 77th Terrace.
- Maintain the landscape throughout the corridor to prevent blocking pedestrian space, improve visibility, and reduce blocking the view of pedestrian signs.
- Provide amenities such as shelter and trash receptacle at bus stop on Southgate Boulevard, east of SW 75th Terrace, as space is already available.
- Provide special emphasis crosswalk markings and curb extensions at Southgate Boulevard and Rock Island Road/SW 71st Avenue.
- Move the bench off of the ADA landing pad for the Margate Inner-City Transit bus stop west of SR-7/US-441 to provide a landing pad, 5'x8'.

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Intermediate Projects (2-5 years)

- Provide detectable warnings on curb ramps at the following signalized intersections.
 - Southgate Boulevard and SW 81st Avenue
 - Southgate Boulevard and mid-block crossing east of SW 77th Terrace
- There is a desire path on the south side of Southgate Boulevard west of 75th Terrace showing pedestrian access point to shopping center. Provide a paved pedestrian access point at this location.
- Consider reducing the curb radii at the intersection of Southgate Boulevard Rock Island Road/SW 71st Avenue and Southgate Boulevard at SR-7/US-441.
- Provide a green marked bicycle lane east of SW 65th Avenue.
- Evaluate the condition of sidewalks intersecting driveways and sidewalk condition to ensure a cross slope of 1% (2% maximum) to meet ADA standards.
- Insert a catch basin which includes an inlet, riser, and piping to prevent drainage issues.
- Provide a clear unobstructed 5'x8' landing pad and provide amenities such as bench, shelter, trash receptacle, bike racks, lighting, and a handrail at Margate Inner-City Transit Route D stops.
- Provide sidewalks at the Presidential Plaza to allow a flat driveway crossing that is at least three feet wide with a side slope of less than 2%.
- Provide a bike box¹ at Southgate Boulevard and SR-7/US-441.

Long-Term Projects (5-8 years)

- Fill the sidewalk gap on the northside of Southgate Boulevard from SW 79th Avenue to SW 73rd Terrace (~0.55 miles).
- Provide continuous furnishing zone used for landscape and street trees along Southgate Boulevard to enable active public space and shade.
- Further study is needed in providing a mid-block signed and marked crosswalk along Southgate Boulevard at SW 73rd Terrace, connecting the residential land use to the north with the commercial land use to the south.
- Further study is needed in providing a mid-block signed and marked crosswalk along Southgate Boulevard at SW 63rd Avenue, connecting residential neighborhoods to the Margate Inner-City Transit bus stop.

¹ <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes/>

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- Provide a raised separated bicycle lane west of SW 65th Avenue.
- The City of North Lauderdale is exploring a potential community bus that would connect employers at Teleperformance, located at 7562 Southgate Boulevard, to nearby BCT routes.
- Provide pedestrian-oriented lighting along the north side of Southgate Boulevard to increase the perception of safety and encourage use of the area after dark.
- Relocate fixtures from pedestrian zones or if unable, provide additional space to maintain ADA compliant width.

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