



# CITY OF TAMARAC AMERICANS WITH DISABILITIES ACT (ADA) TRANSIT ACCESS & SIDEWALK GAP ANALYSIS PLAN

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# EXECUTIVE SUMMARY



The City of Tamarac developed this ADA Transit Access and Sidewalk Gap Analysis Plan (Plan) to ensure a fully ADA compliant transit system in the City. The study area included 31 stops, comprised of 21 Community Shuttle Bus stops and 10 Broward County Transit (BCT) stops, and biking and walking conditions within ¼ mile radius of those stops. The BCT stops were not evaluated for ADA unless they are co-located with the City's community shuttle bus stops. The City's paratransit service was not evaluated in this study.

This work supports the City's overall transportation vision to provide a multimodal transportation system for its residents that is inclusive and accessible for everyone. The viability of a community and safety of its pedestrians, bicyclists, and transit riders depends on well-designed transportation facilities. The viability of a transportation system depends on those facilities to provide all member of the community access. To assess the state of the current transportation network including access, field data corresponding to current conditions was collected and analyzed. This analysis identified access deficiencies that were addressed in the development of an accessibility plan. The ADA lays out a roadmap for minimum requirements for accessibility and is the foundation of this Plan.

### **Below are the key findings and associated recommendations:**

- Total number of Community Shuttle Bus stops: 21
- Number of Community Shuttle Bus stops on private property: 6
- Number of Community Shuttle Bus stops on City owned streets: 8
- Number of Community Shuttle Bus stops on County Roads: 6
- Number of Community Shuttle Bus stops on a State Road: 1
- Number of ADA compliant Community Shuttle Bus stops: 8 (38%)
- Number of Non-ADA compliant Community Shuttle Bus stops: 13 (62%)
- Number of Community Shuttle Bus stops co-located with BCT stops: 4

Only four (4) out of 21 shuttle bus stops, which are co-located with BCT bus stops, include amenities (benches, shelters, signs) provided by the County. The City or County did not provide bus stop amenities at 17 out of 21 stops. In some cases, if third party provided amenities (advertising benches) were available, they were included in the community shuttle bus stop inventory.

This Plan identifies and recommends required improvements for the remaining 13 community shuttle bus stops to be compliant with ADA. The total cost of improvements for all stops to be ADA-compliant is approximately \$50,278.

Within a ¼-mile of all bus stops there is a total 32,894 linear feet of missing sidewalks and 132,027 linear feet of missing bicycle lanes. This Plan identifies sidewalk and bike lane gap locations and includes recommendations on their construction. The total cost of constructing all of the missing sidewalk and bicycle lane gaps are \$1,853,472 and \$21,664,596, respectively.

The ADA Transit Access and Sidewalk Gap Analysis Plan identifies a series of targeted improvements along with a strategy for implementation. This Plan reflects the City's positive direction in achieving its transportation vision.

Public participation was solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Chapter 1

# INTRODUCTION



The City of Tamarac ADA Transit Access and Sidewalk Gap Analysis Plan was developed to guide future infrastructure improvements for the Community Shuttle Bus and BCT bus stops.

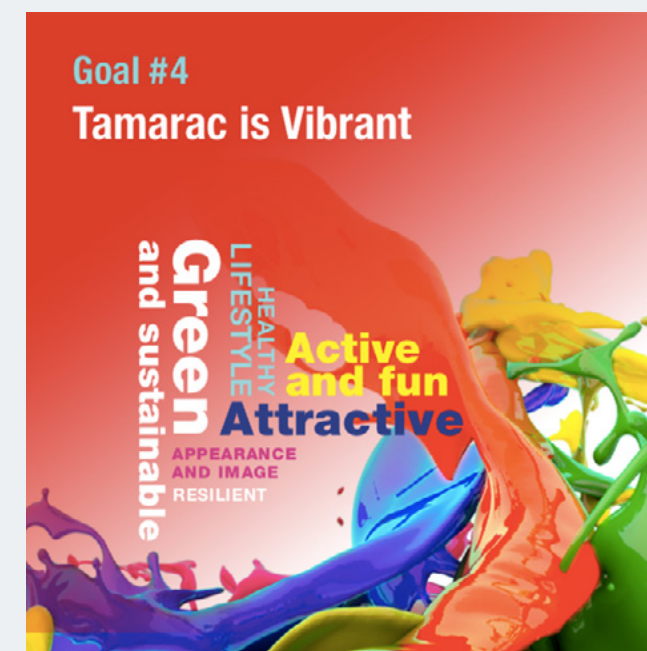
This Plan is a priority for the City of Tamarac because it is currently installing public transit infrastructure throughout the City in collaboration with Broward County Transit. The City is also in the process of developing a city-wide Multi-Modal Transportation Plan which will embrace accessibility to all transportation modes. This Plan will be the foundation on which to base a number of accessibility improvement recommendations within the Multi-Modal Transportation Plan. Additionally, the City will be updating its Comprehensive Plan in 2022, and considerations for improvements to, and policy updates for, the Transportation Element of the plan will need to utilize current data to address accessibility.

The City developed this Plan at this time due to the convergence of requests by residents, input from the City Commission, Broward County funding policy compliance and updates, and simply as a matter of addressing the increase in demand for viable transportation options due to its growing population.

The Plan focused on two guiding principles: (1) Complement other City and BCT plans, programs, and services; and (2) improve access and safety to transit routes through enhanced sidewalk connectivity and ADA compliance at bus stop locations. Additionally, the Plan is intended to assist the City in accomplishing the following goals of its Strategic Plan:

Goal #1: Tamarac Is Home: Which includes ADA Accessibility; Convenient Transportation; inclusive and equitable Parks and Infrastructure and a Great Quality of Life.

Goal #4: Tamarac is Vibrant: The City of Tamarac will maintain a vibrant community to include projects that will provide for an active, fun and healthy lifestyle where green and sustainable infrastructure and an attractive appearance is provided for the residence and visitors.



### Benefits of Community Shuttle Bus and Active Transportation

- Walking and biking to bus stops supports an active lifestyle that improves physical health and taking the bus easy, stress free, and safer than driving a vehicle.
- Taking the bus helps improve our environment by reducing air pollution. One person can reduce their annual carbon dioxide (CO2) by 20 pounds every day by taking the bus. ([https://www.kcata.org/about\\_kcata/entries\\_environmental\\_benefits\\_of\\_public\\_transit](https://www.kcata.org/about_kcata/entries_environmental_benefits_of_public_transit))
- Community bus provides mobility and equity for all people to get to where they need to be.
- The Community Bus helps reduce the number of vehicles that cause traffic jams and clog up the City's streets.
- The City seeks to promote healthy activity by incorporating policies, procedures, programs, services and infrastructure which create a seamless walking and bicycling network that is comfortable enough for people of all ages and abilities to walk or ride a bike to school, work, shopping, or exercise.
- A safer walking and bicycling network increases mobility choices, creates a cleaner, pollution-free environment, improves health and enhances mobility and independence of all people.
- Investing in public transportation and bicycle and pedestrian facilities creates opportunities for people to exercise, by helping to reduce obesity, and the risks for developing diabetes and cardiovascular disease.
- The City's Community Shuttle Bus service is designed to increase the number of destinations within city limits that residents can access through public transit. All community shuttles connect to BCT fixed routes and are wheelchair accessible and equipped with bike racks.



Goals and Objectives have been developed based on previous City policy documents. In an effort to prioritize ADA transit access in the City, this study will provide the path to execute a plan to address ADA deficiencies and sidewalk gaps. Measures have been developed to assess how well each proposed solution or improvement address the corridor needs. Measures were based on the following categories:

**Goal #1: Improve access and connectivity to transit for all people**

<p><b>Objective:</b> Develop safe and accessible bus stops.</p>	<p><b>Measure:</b> The City shall actively work towards making all bus stops ADA compliant through continuous programmed improvements scheduled within the City’s CIP Plan. (include in annual update to City’s CIP).</p>
<p><b>Objective:</b> Develop safe, easy and direct pedestrian access to bus stops.</p>	<p><b>Measure:</b> Measure: The City shall actively work towards making all sidewalks within ¼ -mile of bus stops ADA compliant through continuous programmed improvements scheduled within the City’s CIP Plan. (include in annual update to City’s CIP).</p> <p><b>Measure:</b> Continue to address gaps within the existing sidewalk network within ¼-mile of a bus stops on an annual basis. (include in annual update to City’s CIP).</p>
<p><b>Objective:</b> Develop safe and easy bicyclist access to bus stops.</p>	<p><b>Measure:</b> The City shall schedule the construction of additional bicycle lanes on all collector and arterial roadways within ¼-mile of a bus stop within the City’s CIP Plan. (include in annual update to City’s CIP).</p>

**Goal #2: Improve quality of service to transit for all users**

<p><b>Objective:</b> Develop comfortable bus stops.</p>	<p><b>Measure:</b> Install 20 bus shelters within (3 years). Install 20 of bus benches within (3 years). Maintain quality of benches and shelters (annually).</p>
<p><b>Objective:</b> Enhance pedestrian environment near bus stops.</p>	<p><b>Measure:</b> Create a priority list of areas that would allow for additional landscaping that will provide shade within ¼ of all bus stops (5 years). Increase tree canopy per the priority list above within a ¼ mile of all bus stops in accordance with the City’s Roadway Landscape Master Plan.</p>
<p><b>Objective:</b> Enhance bicyclist environment at bus stops</p>	<p><b>Measure:</b> Install 40 of bicycle racks within (3 years). Maintain good pavement conditions (smooth and barrier-free / no pavement damage or debris) of all roadways within ½ -mile of all bus stops.</p>



Chapter 2

# EXISTING CONDITIONS



This chapter provides an overview of the existing conditions of the City and its transportation system, including: demographics, transit system and ridership, crash hot spots and other planning efforts. As part of the background information gathering, case studies were evaluated to guide the ranking, prioritization, and recommendations included in Chapter 4.

### Demographics

Demographic information is useful in understanding the City's current and future transportation needs. A profile of the community such as age, persons living with a disability, socioeconomic data, vehicular ownership, and anticipated population growth help inform how individuals navigate the transportation network.

This Plan focuses on ADA accessibility and connecting passengers, whether walking or biking, to transit stops. The American Public Transportation Association (APTA) segments transit users into two groups:

**Transit-dependent** market include individuals with no personal transportation or are unable to drive. This market characteristics includes people with low incomes, the disabled, elderly, children, families whose travel needs cannot be met with only one car, and those who opt not to own personal transportation.

**Transit-choice** market include individuals that are workers, environmentalist, travelers, and people on recreational, social, medical, or other journeys who do not have use transit, but do so for reason of speed, comfort, convenience, traffic avoidance, or environmental principle.

According to the U.S. Census 2020, the City is home to 71,897 residents and has grown 19% over the last decade, with 60,427 residents in 2010. This significant level of growth provides both challenges and opportunities to develop and improve the existing transportation network to meet future demands.

### Transit System and Ridership

The City is served by a variety of transportation facilities and services that establish a foundation for a truly multimodal transportation network. The City encompasses an area over 12-square miles and its streets form the backbone of the transportation system and within this network, walking, bicycling, and transit facilities offer the greatest potential for increased capacity.

#### **The City's transit-dependent market:**

- 11.3% of total households below poverty level
- 14% are living with a disability
- 25.6% are age 65 and older
- 8.8% or 6,327 people fall into an age range from 10 and 19
- 6.6% of households with no vehicle

Market characteristics such as these, in addition to the transit-choice individuals, tend to result in greater transit ridership demand.

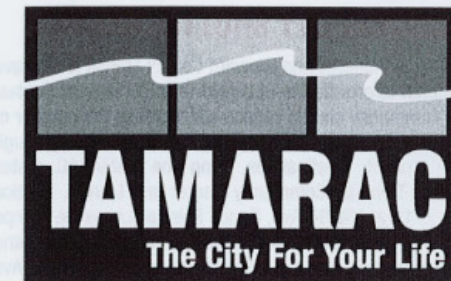
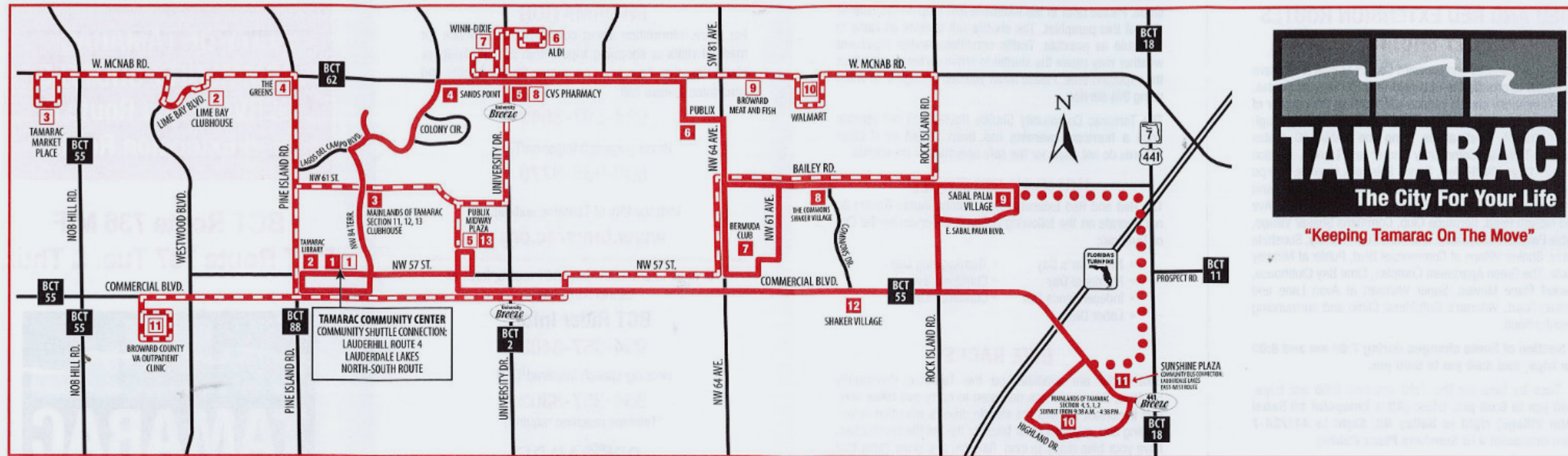
## 2.0 Existing Conditions

The City implemented its Community Shuttle Bus program in 2000. The Community Shuttle Bus provides two (2) routes, covering 28 miles of the City and complements BCT's fixed route service. The City's Community Shuttle Bus service is part of many transportation choices to help reduce automobile dependency and create a more sustainable community.

The Community Shuttle Bus service is free of charge to passengers with stops in residential neighborhoods in Tamarac, and commercial businesses in Tamarac and North Lauderdale. Both of the Community Shuttle Bus routes, the Red Route and the Red Extension Route, are managed by the City's Parks and Recreation Department. The Red Route operates Monday through Friday from 7:00 am to 6:56 pm. The Red Extension Route operates Tuesday and Thursday from 9:00 am to 4:55 pm. Each route is one hour in length, and commence and end at the Tamarac Community Center. The Community Shuttle Bus connects to The City of Lauderdale's Route 4 at the Community Center, and Lauderdale Lakes' North/South Route at Sunshine Plaza.



Community Shuttle Bus Route Map and Schedule



RED ROUTE: MONDAY THROUGH FRIDAY, 7 A.M. - 6:56 P.M.

TIMES IN RED FOLLOW DOTTED LINE ●●●●● ROUTE

RED EXTENSION ROUTE: TUESDAY AND THURSDAY, 9 A.M. - 4:55 P.M.

1	2	3	4	5	6	7	8	9	10	11	10	12	13	1	1	2	3	4	5	6	7	8	9	10	11	1	
7:00a		7:05a	7:07a	7:10a	7:14a	7:18a	7:22a	7:23a		7:31a		7:38a	7:50a	7:56a	9:00a	9:06a	9:11a	9:16a	9:21a	9:27a	9:31a	9:35a	9:38a	9:40a	9:52a	9:55a	
8:00a		8:03a	8:05a	8:08a	8:12a	8:16a	8:20a	8:22a		8:30a		8:38a	8:50a	8:56a	10:00a	10:06a	10:11a	10:16a	10:21a	10:27a	10:31a	10:35a	10:38a	10:40a	10:52a	10:55a	
9:00a	9:01a	9:03a	9:05a	9:08a	9:12a	9:16a	9:20a	9:22a	9:30a	9:35a	9:42a	9:50a	9:56a	11:00a	11:06a	11:11a	11:16a	11:21a	11:27a	11:31a	11:35a	11:38a	11:40a	11:52a	11:55a		
10:00a	10:03a	10:05a	10:07a	10:10a	10:14a	10:19a	10:23a	10:24a	10:30a	10:35a	10:42a	10:50a	10:56a	12:00p	12:06p	12:11p	12:16p	12:21p	12:27p	12:31p	12:35p	12:38p	12:40p	12:52p	12:55p		
11:00a	11:03a	11:05a	11:07a	11:10a	11:14a	11:19a	11:23a	11:24a	11:30a	11:35a	11:42a	11:50a	11:56a	1:00p	1:06p	1:11p	1:16p	1:21p	1:27p	1:31p	1:35p	1:38p	1:40p	1:52p	1:55p		
12:00p	12:03p	12:05p	12:07p	12:10p	12:14p	12:19p	12:23p	12:24p	12:30p	12:35p	12:42p	12:50p	12:56p	2:00p	2:06p	2:11p	2:16p	2:21p	2:27p	2:31p	2:35p	2:38p	2:40p	2:52p	2:55p		
1:00p	1:03p	1:05p	1:07p	1:10p	1:14p	1:19p	1:23p	1:24p	1:30p	1:35p	1:42p	1:50p	1:56p	3:00p	3:06p	3:11p	3:16p	3:21p	3:27p	3:31p	3:35p	3:38p	3:40p	3:52p	3:55p		
2:00p	2:03p	2:05p	2:07p	2:10p	2:14p	2:19p	2:23p	2:24p	2:30p	2:35p	2:42p	2:50p	2:56p	4:00p	4:06p	4:11p	4:16p	4:21p	4:27p	4:31p	4:35p	4:38p	4:40p	4:52p	4:55p		
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Bold numbers indicate P.M. hours.

Community Shuttle Bus Route Map and Schedule

**RED AND RED EXTENSION ROUTES  
COMMUNITY SHUTTLE SERVICE**

The City of Tamarac and Broward County Transit (BCT) have partnered to provide the RED AND RED EXTENSION Routes. This community shuttle service will increase the number of destinations and connections that can be reached through public transit. Destinations along the TAMARAC routes include: Tamarac Community Center and Library, Section 11, 12, 13 at NW 84 Ave, Sands Point at Lagos De Campo Blvd, CVS, Aldi Market, and Winn-Dixie at McNab Road and University Drive, Broward Meat Market at SW 81/NW 64 Ave and McNab Road, Bermuda Club, Commons Shaker Village, Sable Palm at Bailey Road, Mainlands Community, Sunshine Plaza, Shaker Village at Commercial Blvd, Publix at Midway Plaza, The Green Apartment Complex, Lime Bay Clubhouse, Market Place Movies, Super Walmart at Avon Lane and McNab Road, Veteran's Outpatient Clinic and surrounding neighborhood.

• Section of Route changed during 7:00 am and 8:00 am trips, and 4:00 pm to 6:00 pm.

• Turn by turn for the 7:00 am and 8:00 am trips, 4:00 pm to 6:00 pm. trips: (After timepoint #9 Sabal Palm Village) right to Bailey Rd, Right to 441/SR-7 then timepoint #10 Sunshine Plaza Publix)

Connections are available to BCT Routes 2, 11, 18, 55, 62, 88, University Breeze, 441 Breeze, Lauderdale Lakes North-South Community Shuttle, and Lauderhill Route 4 Community Shuttle.

All shuttles utilized on this route are air-conditioned and wheelchair accessible in accordance with the Americans with Disabilities Act (ADA).

There is a \$.75 fare when using the Red and Red Extension Community Shuttle Routes but riders making connections to BCT routes are expected to pay the appropriate fares.

Effective November 1, 2018, the City of Tamarac will implement a "half-fare" policy on the Red Extension from 3pm to 5pm and on the Red Route from 6pm to 7pm. The "half-fare" will be 35-cents per ride for Seniors (65+) persons with disabilities, and those presenting a Medicare card. If you have any questions please contact our office at 954-597-3649.

**HOURS OF OPERATION**

Monday Through Friday:  
RED ROUTE-7:00 am – 6:58 pm

Tuesday and Thursday:  
RED EXTENSION ROUTE- 9:00 am – 4:55 pm

The Red and Red Extension Community Shuttle Routes operate approximately every 60 minutes, with assigned

stops. Please refer to the timetable and map on the reverse side of this pamphlet. The shuttle will operate as close to schedule as possible. Traffic conditions and/or inclement weather may cause the shuttle to arrive earlier or later than the expected time. Please allow yourself enough time when using this service.

The Tamarac Community Shuttle Routes will not operate once a hurricane warning has been issued or if other hazards do not allow for the safe operation of the shuttle

**HOLIDAY SCHEDULE**

The Red and Red Extension Community Shuttle Routes do not operate on the following holidays observed by the City of Tamarac:

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Eve
- Christmas Day

**BIKE RACKS**

Bike racks are available on the Tamarac Community Shuttles. Bike racks are designed to carry two bikes only. It is important to have the shuttle driver's attention before loading and unloading your bike. As the shuttle approaches, have your bike ready to load. Remove any loose items that may fall off.

**Loading**

- Always load your bike from the curbside of the street. Lower-Squeeze the handle and pull down to release the folded bike rack.
- Lift your bike into the rack, fitting the wheels into the slots of the vacant position closest to the shuttle.
- Latch-Pull and release the support arm over the front tire, making sure the support arm is resting on the tire, not on the fender or frame.

**Unloading**

- Before exiting, notify the operator you are removing your bike.
- Pull the support arm off the tire. Move the support arm down and out of the way. Lift your bike out of the rack. If your bike is the only one on the rack, return the rack to the upright position.
- Move quickly to the curb.

3,500 copies of this public document were promulgated at a gross cost of \$45.00 and \$0.128 per copy to inform the public about community shuttle service between Broward County Transit and the City of Tamarac. 11/18

**INFORMATION**

For more information about our Paratransit service for medical visits or shopping trips within the city limits or about the other Tamarac Community Shuttle routes and schedules, please call:

**954-597-3649**

Hearing-speech impaired/TTY:

**800-955-8770**

Visit the City of Tamarac web site

**www.tamarac.org**

For more information about BCT routes, fares or connections, call:

**BCT Rider Info:**

**954-357-8400**

Hearing-speech impaired/TTY\*

**954-357-8302**

\*Teletype machine required



Visit Broward County Transit's web site at:

**Broward.org/BCT**

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302.



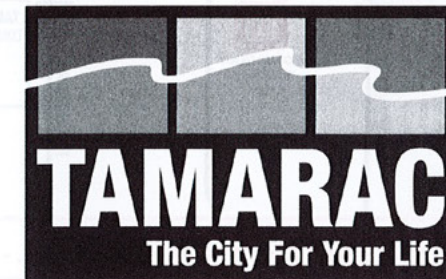
**BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS  
TRANSPORTATION DEPARTMENT**  
An equal opportunity employer and provider of services.

**PROTECTIONS OF TITLE VI OF THE  
CIVIL RIGHTS ACT OF 1964 AS AMENDED**

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

**CITY OF TAMARAC  
COMMUNITY SHUTTLE  
SERVICE Red Route &  
Red Extension Route**

**BCT Route 736 M-F  
BCT Route 737 Tue. & Thur.**



"Keeping Tamarac On The Move"



**Effective: November 1, 2018**

## 2.0 Existing Conditions

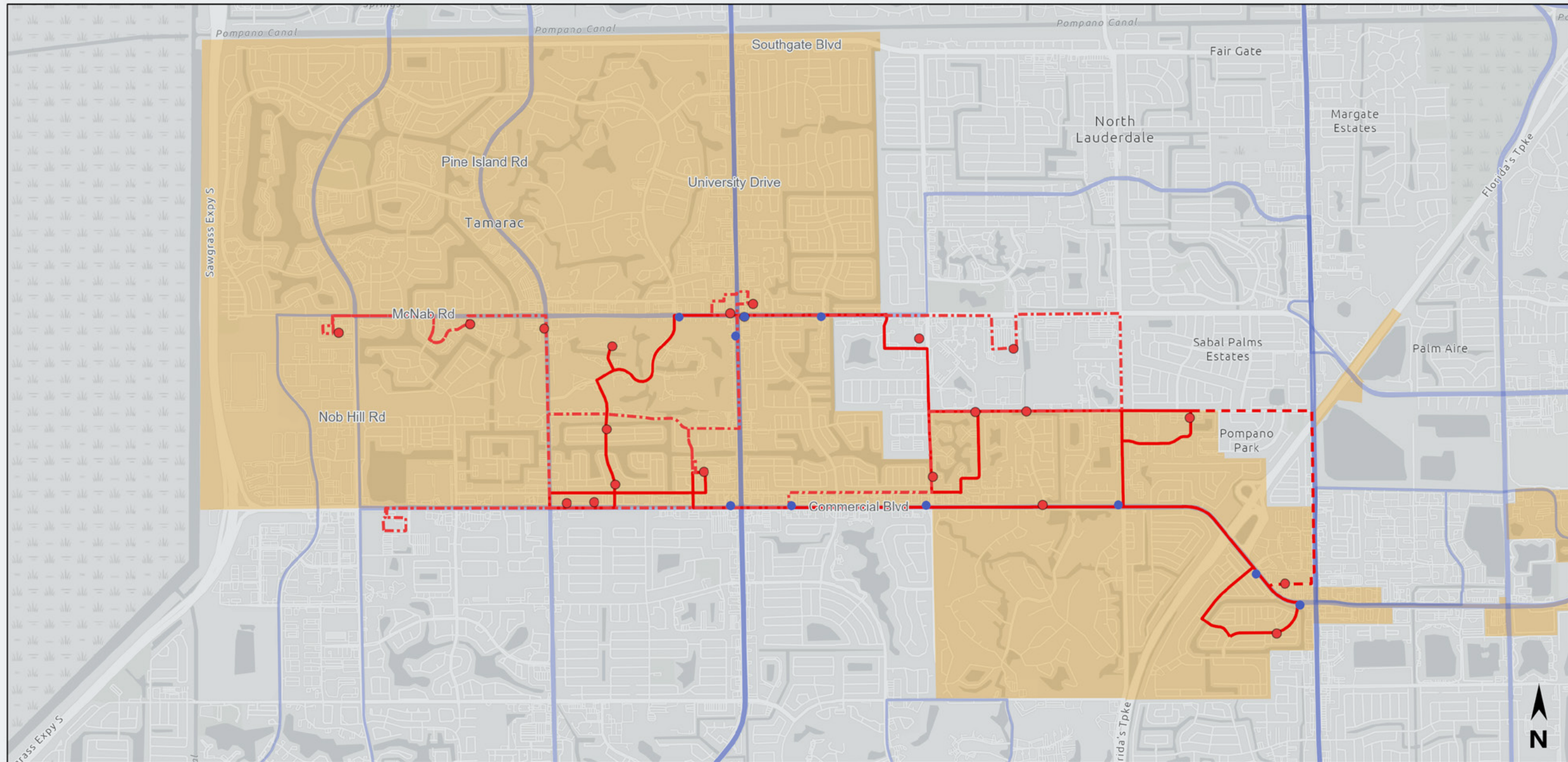
### City of Tamarac BCT & Community Shuttle Bus Routes

The City's two Community Shuttle Bus routes and BCT's eight fixed-routes are depicted in the map and summarized below:

- Route 2: NW 207 Street to Westview Drive via University Drive
- Route 11: Broward Central Terminal to Copans Road and US 1 via Las Olas Blvd (Eastbound) and Broward Central Terminal to Commercial Blvd and US 441 / SR 7 (Westbound)
- Route 19: Sandalfoot Boulevard to Lauderhill Transit Center via US 441.
- Route 31: Broward Central Terminal to Hillsboro Blvd. and Lyons Road via N.W. 31 Avenue/Lyons Road
- Route 55: Hiatus Road to Galt mile via Commercial Boulevard
- Route 62: Westview Drive & University Drive to McNab Road and US1
- Route 88: Westfield Broward Mall to Holmberg Road and Coral Ridge Drive via Pine Island Road/Coral Springs Drive
- 441-Breeze: Golden Glades Park and Ride to Turtle Creek Drive via US 441

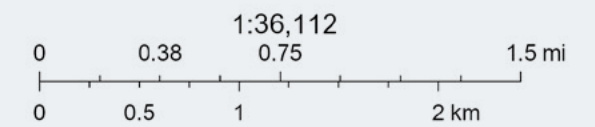


### Transit Routes, Tamarac, FL



12/2/2021

- BCT Bus Stops
- Tamarac Shuttle Stops
- - - Tamarac Community Shuttle - M to F Alternate Route
- · - · - Tamarac Community Shuttle - Red Extension Route Tuesday & Thursday
- Tamarac Community Shuttle - Red Route Monday thru Friday
- Broward County Transit Bus Routes
- Tamarac



FDEP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA

## 2.0 Existing Conditions

Ridership for the existing Community Shuttle Bus routes within the City were calculated based on average boardings per day. The highest ridership stops are: Publix Sunshine Plaza, Super Walmart, and Publix Midway Plaza.

FY 2019 (October 2018-September 2019) transit passengers by quarter\*:

Route	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Red Route Extension	1,491	1,409	1,519	799
Red Route	10,146	10,250	10,920	9,672



**Cutaway bus, Eldorado Aerotech Ford E-450 (Yr. 2012) and Chevrolet G4500 (Yr.2013)**

Both routes are served by cutaway buses that are air-conditioned, wheelchair accessible in accordance with ADA, can seat up to 20 passengers including two wheelchairs at a time, and are equipped with bike racks designed to carry two bicycles.

Funding for the Community Shuttle Bus program is through an agreement between BCT and the City, which specifies ridership must average 7.1 passengers per service hour, provide a minimum of 24 service hours per week, cannot duplicate BCT's fixed route service, and requires all bus stops to be ADA compliant. A comprehensive ADA evaluation of all 21 Community Shuttle Bus stops is in this Plan, which identifies stops that are not compliant, required improvements, and cost estimates to bring those stops into compliance with ADA. Transit access within a quarter mile radius of the stops was also evaluated.

\*Latest data available.



### Broward County Transit

There are 156 BCT bus stops in the City of Tamarac. The City entered into an Agreement with Broward County for the maintenance of bus shelters and bus stop improvements on August 16, 2011 per Resolution R-2011-51. The Agreement identifies that the County is responsible for installing shelters and associated transit stop amenities, and the municipality is responsible for the maintenance. On January 27, 2021, the Broward County Commission approved the First Amendment to that Agreement to provide amenity upgrades such as shelters, bike racks and benches at 79 (out of the 156) additional bus stops in the City per Resolution R-2021-011 which will be funded through the County Surtax. For this study, City Staff selected 10 BCT stops to be evaluated for transit access in a ¼ mile radius, and for an amenity inventory. The stops selection was based on high transit ridership, land use, and location.



### Bus Stop Maintenance

For the 2020 calendar year, the City had 12 maintenance work orders for bus stops. The maintenance performed included: installing new trash receptacles and bike racks, and minor repairs to columns and benches.



## 2.0 Existing Conditions

The City also operates a separate paratransit service in addition to BCT's Transportation Options (TOPS) program. The City's paratransit service provides unlimited number of trips for \$40 for a period of six months. This service provides connectivity to community centers, pharmacies, medical facilities, and other services within the City limits.

Paratransit services were not included in this plan.



## 2.0 Existing Conditions

Trails and greenways provide additional links to public transportation. Tephford Park's trail located along the south side of the Stranahan River (running parallel to Southgate Blvd.) connects to the County's regional trail system via the Cypress Creek Greenway. The Cypress Creek Greenway is a shared use path 16.5 miles long from Fern Nature Center at Lyons Rd. in Coconut Creek to the Everglades' eastern border in Tamarac.



Tephford Park



As part of the existing conditions data gathering, crash data was evaluated.

The following details crash data within ¼ mile of the City's key intersections from the period of April 2017-April 2021.

### **Commercial Blvd. and University Drive**

- 434 total crashes
- 87 injuries
- 0 fatalities
- 3 pedestrian crashes
- 1 bike crash

### **Commercial Blvd. and Pine Island Road**

- 191 total crashes
- 46 injuries
- 1 fatality
- 1 pedestrian crash
- 1 bike crash

### **Commercial Blvd. and Florida's Turnpike**

- 534 total crashes
- 85 injuries
- 1 fatality
- 1 pedestrian crash
- 0 bike crashes

### **McNab Road and Pine Island Road**

- 133 total crashes
- 35 injuries
- 0 fatalities
- 0 pedestrian crashes
- 0 bike crashes

### **McNab Road and University Drive**

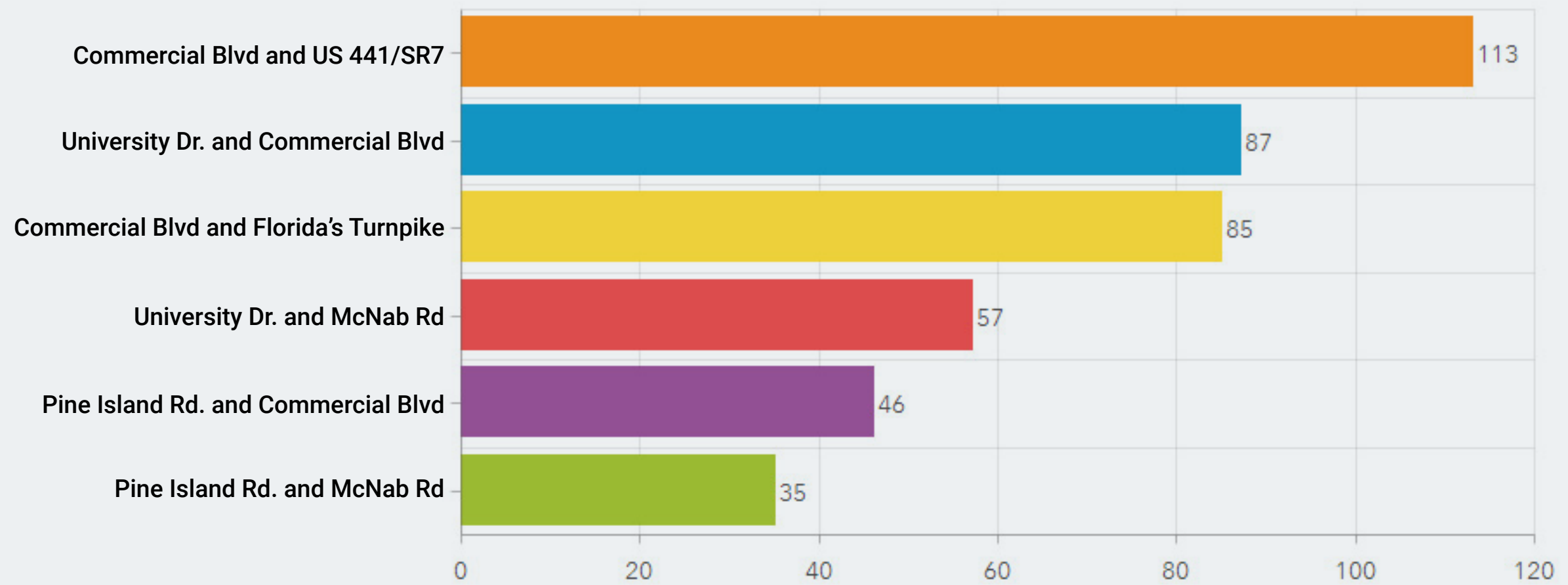
- 281 total crashes
- 57 Injuries
- 0 fatalities
- 2 pedestrian crashes
- 4 bike crashes

### **Commercial Blvd and State Road 7**

- 610 Total Crashes
- 113 injuries
- 5 fatalities
- 12 pedestrian crashes
- 3 bike crashes

Source: Signal 4 Analytics - University of Florida

### Injuries by Major Intersection



Total Injuries from Crashes (April 2017-April 2021)

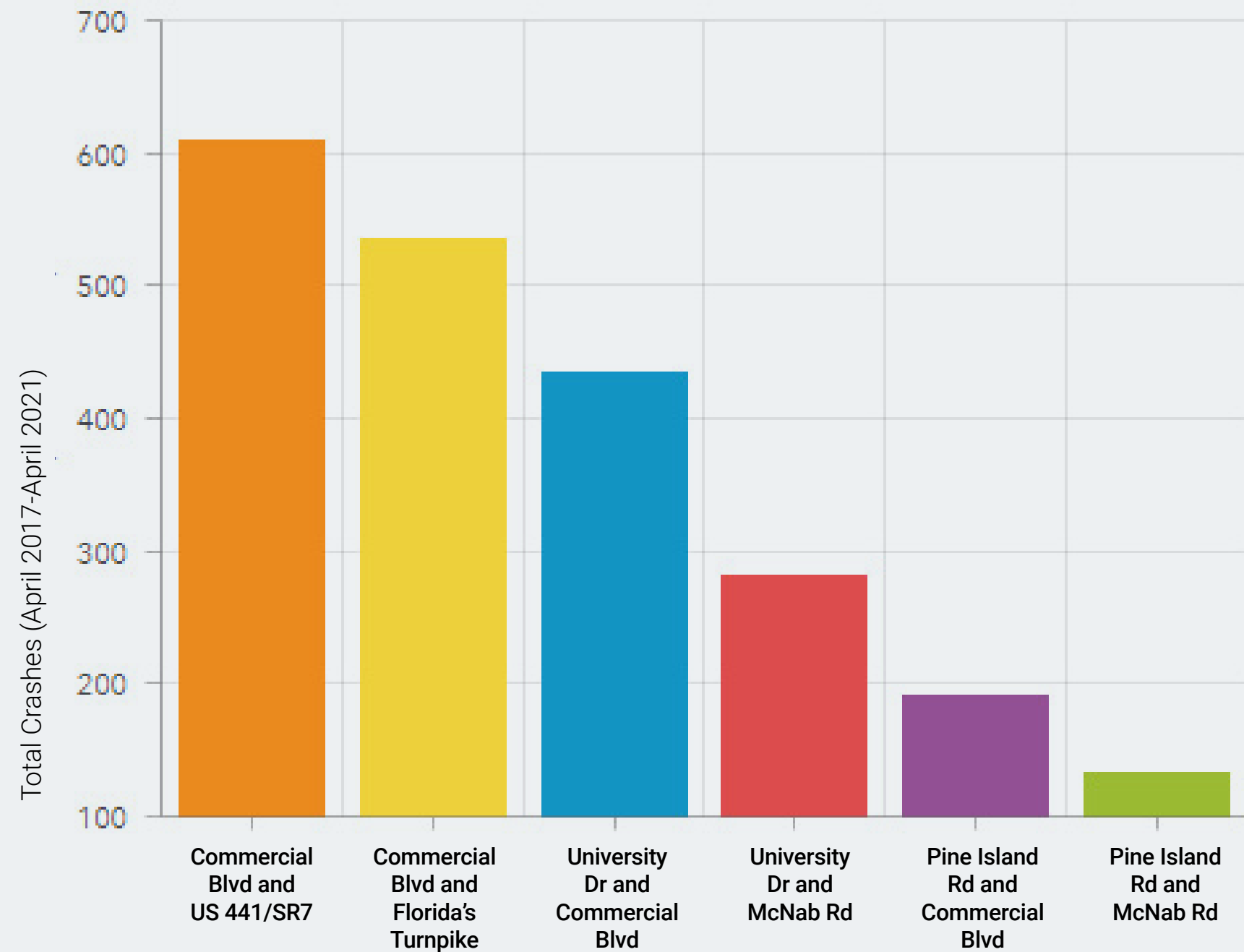
Source: Signal 4 Analytics - University of Florida

Total Crashes at Major Intersections

**2.2k**

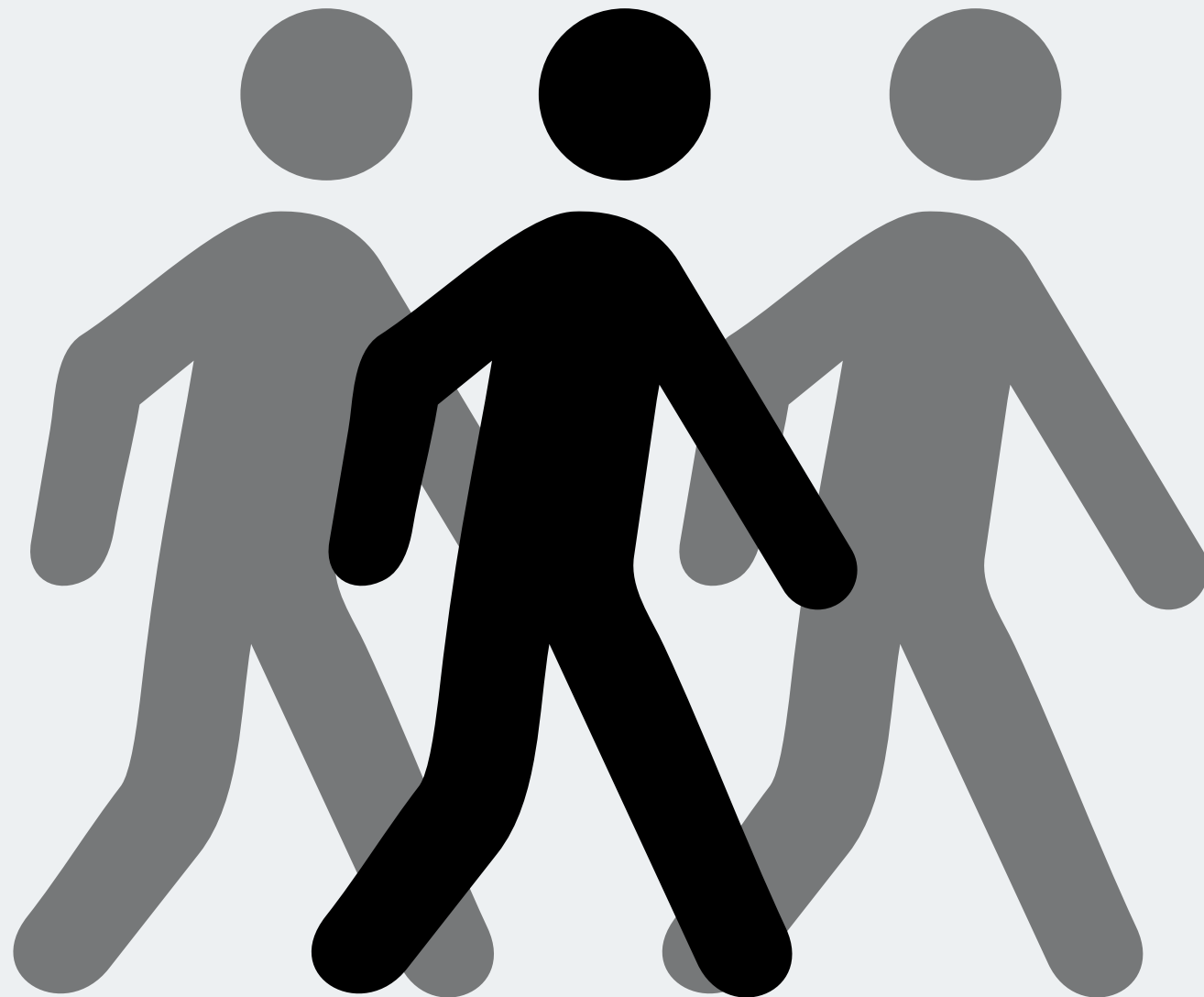
April 2017-April 2021

Total Crashes by Major Intersection



Source: Signal 4 Analytics - University of Florida

The United States Environmental Protection Agency (EPA) developed the National Walkability Index to measure the relative walkability of our nation's communities. The National Walkability Index is a nationwide geographic data resource that ranks block groups according to their relative walkability.



13

## Walkability Proximity to Transit Ranking

The “Walkability Proximity to Transit” ranking is based on a 1-20 range, with 20 being in close proximity to transit and walk trips. The dataset shows how easy it is for someone to walk to a transit stop. High values (near 20) mean it is easy to walk to a transit stop. Areas with lower values are areas that require a long walk to a transit stop. Areas without transit data available were given a score of 1. The City currently has a walkability proximity to transit ranking of 13 which indicates overall it is somewhat walkable to get to a bus stop and that some trips to work, errands, or other purposes can be accomplished easily by walking to transit. Improving this score will require many factors such as transit supportive land uses, reliable transit network, and enhancing connectivity.

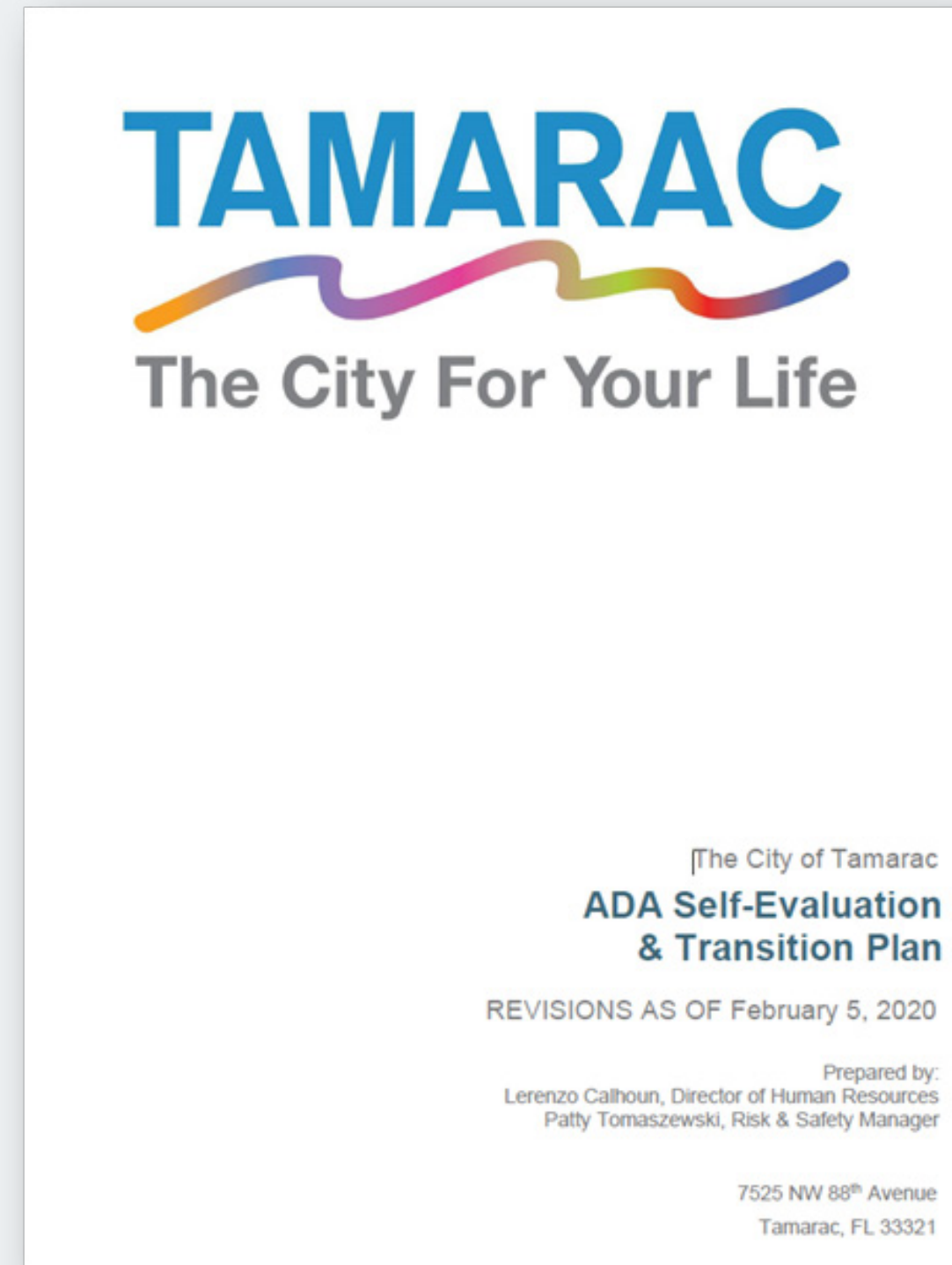


### ADA Transition Plan

The City is committed to breaking down barriers for residents and visitors to be an inclusive and equitable community in its practices, programs and services.

The City adopted its ADA Transition Plan on February 5, 2020.

The City uses its ADA Transition Plan to guide its efforts to ensure public facilities within the public right-of-way meet the accessibility needs of all people. The Plan is used to maintain, program and construct accessible facilities and establishes an ADA coordinator to provide for a single point of contact for the public to report and address concerns. An official grievance procedure is also included in the Plan to ensure a quick and equitable resolution to complaints, concerns and comments regarding accessibility of facilities located within the public right-of-way.



## 2.0 Existing Conditions

The City is expanding, and it is vital that the transportation network can accommodate all new and existing users.

The following are major development projects approved or under construction in the City:

Tamarac Exchange Center – Located on the S.W. Corner of McNab and Hiatus is an industrial development comprised of 2 structures totaling 358,652 square feet. The site is slated to be used as an Amazon Distribution Warehouse.

Woodlands Development – Located in the existing Woodlands Community is a land development proposal to construct approximately 398 new residential units.

Seventh Day Eliathah Church – Located at 7550 N University Drive is a Major Site Plan to construct an approximately 43,000 square foot religious sanctuary.

5601 Hiatus Road – A land development proposal to construct a 83,000 square foot warehouse distribution center.

Tamarac Village Project – Located along W. Commercial Blvd between Pine Island and N.W. 94th Avenue is a 17-acre mixed use development project consisting of 40 multi-family units, 35,000 square feet of commercial space and a public park.

Eden West Multi-Family Development - Located just east of Pine Island Road along McNab Road is a multi-family residential development consisting of two (2) four (4) story buildings containing a total of 212 apartment homes.

The Enclaves at Woodmont - A single-family home residential development under construction in the existing Woodmont Subdivision. The development is currently under construction and will consist of 152 Single-Family Homes upon completion.



Community viability and pedestrian safety depends on well-designed roadways. Tamarac's roadway network should provide members of the community of all ages and abilities safe mobility options. The City can use the following case studies as examples of best practices for improving pedestrian safety while encouraging transit ridership.

### Best Practices:

#### City of Elgin Sidewalk Gap and Transit Stop Study

##### **Study Purpose:**

In an effort to improve conditions for pedestrians and transit riders, the City of Elgin, Illinois was awarded a Community Planning Program grant by the Chicago Metropolitan Agency for Planning to conduct a study of pedestrian and transit connectivity within the City. The study will assist the City in creating a more comprehensive multi-modal transportation system.

##### **Methodology:**

The City created a Steering Committee to oversee the Sidewalk Gap and Transit Stop Study. The committee consisted of members of the City's Bicycle and Pedestrian Advisory Committee (BPAC), PACE (Suburban Transit Provider) and Metra Rail.

The following data was collected and mapped: pedestrian crashes, community facilities such as schools, libraries, parks and places of employment, and transit facilities, including Metra stations and PACE bus stops with over five daily riders. An inventory of pedestrian and transit facilities was collected through extensive fieldwork. Audits were conducted by foot, bicycle, and automobile to inventory sidewalk gaps, and intersection amenities, such as crosswalks and pedestrian walk signals

Bus stop amenity data was collected, which included benches, shelters, and signs.

##### **Outcome:**

The sidewalk/path inventory revealed that approximately two-thirds of roads in Elgin have pedestrian facilities and almost half of arterial/collector roads in Elgin do not have pedestrian facilities on both sides of the road. The majority of intersections on arterials/collectors in Elgin need some type of treatment upgrade. The bus stop inventory revealed that there is room for upgrades, for example one fifteen of the 350 stops have shelters.

These results were shared with the public at four project meetings facilitated by the Elgin BPAC. Attendees of the meetings were asked for their input on which factors should be considered when prioritizing locations for improvements. The factors community members supported include considerations for various types of destinations, roadway classifications and safety.

The following was selected as the top considerations for prioritizing recommendations of high priority sidewalk and intersection improvements based on public input and available data: locations along a main road; areas near pedestrian crashes; and areas in close proximity to schools. The study team created phased recommendations, for a total of five phases that lead to a full build out of pedestrian infrastructure throughout the City of Elgin once funding becomes available.

##### **Evaluation:**

A Policy and Programming section of the Plan includes specific recommendations in order to facilitate the installation of the identified infrastructure improvements in the study. Recommendations include: establishing new programs, enforcing existing programs, new partnerships, and incentives. A description, status, and next steps are provided for each of the recommendations for the following categories: Sidewalk Construction, Maintenance, Zoning and Design Guidelines, Pedestrian Signs and Signals, Complete Streets, Coordination with other Agencies, Potential Funding Sources, Programming, Education, Encouragement, and Enforcement.

### City of Tucson ADA Bus Stop Accessibility Study

#### **Study Purpose:**

This study was a continuation of the City's efforts to improve accessibility for pedestrians and people with disabilities. The study was funded through the Pima Association of Governments, and consists of two parts: an inventory and evaluation of ADA accessibility at each bus stop, and a sidewalk inventory.

#### **Methodology:**

Base-line data was obtained regarding ADA accessibility of Sun Tran fixed route bus stops in the Tucson metropolitan area, and to identify needed improvements. The City inventoried and evaluated the ADA accessibility of all 2,240 bus stops throughout its metropolitan region. The study included a comprehensive data collection effort involving bus stop inventory records supplied by Sun Tran and Attention Transit Advertising, the City's advertising contractor for the bus stop shelters. The bus stops were evaluated using this 3rd party data, transit agency GIS data and Google Maps, and then scored based on ADA accessibility and amenities.

The ADA accessibility score ranged from 0 to 5 and included four components:

- Level lift area – if a 5'x8' concrete pad existed or if a substitute existed within a few feet of the bus stop
- Connecting sidewalks
- Accessible curb ramps
- Shelters, and if they had a wheelchair bay

Bus stop amenities were collectively scored from 0 to 10 (1 point for each amenity).

These included the following items:

- Street lighting
- Trash receptacle
- Map display case
- Bike rack
- Shade

Once scores were determined for each bus stop, they were ranked and mapped to determine what ADA sidewalk, and amenity upgrades were needed at each location. Short and long term recommendations were drafted.

#### **Outcome:**

The following are key findings of the bus stops:

- 35% had required ADA features
- 48% had an ADA accessible lift area
- 50% had curb cuts and connecting sidewalks
- 39% had shelters

The following are key findings for the bus stop amenities:

- 3 bus stops were found to have a score of 10
- 4% of the stops had a score of 9

#### **Evaluation:**

An Action Plan was created to identify short-term, ongoing and long-term actions. The City of Tucson began work upgrading bus stops in 2009 based on the report's findings. The City also maintains a permanent GIS database of bus stop conditions, developed as part of this study, and updates it regularly when infrastructure improvements are completed.

### City of Sierra Vista Sidewalk Inventory and Implementation Plan

#### **Study Purpose:**

The City of Sierra Vista, Arizona made a commitment to become a more pedestrian friendly community as part of an overall plan to develop a balanced transportation system that successfully accommodates transit users, bicyclists, motorists, and pedestrians.

The purpose of the Pedestrian Gap Analysis (PGA) and implementation plan is as follows:

- Discuss results of the completed sidewalk and ADA ramp inventory
- Develop prioritization of sidewalk infrastructure improvements
- Outline and implement a new public petition process for sidewalk development moving forward, and
- Recommend specific future projects using new sidewalk prioritizations.

#### **Methodology:**

Gaps in the existing network were identified, inadequate ADA ramp infrastructure was identified, and a funding plan was developed.

From February – November 2015 the City developed a GIS database, mapping all public sidewalks and ADA ramps and recoding compliance within the city. This resulted in an existing gap analysis for the entire city.

Once the inventory was complete, the high priority improvements were identified. A ranking system was not used, instead a list was developed to demonstrate what community features should be prioritized. This included the following: Schools, Transit, Commercial Activity Areas for Service Employees, Parks and Recreation Areas, and Pedestrian Crash History.

The high priority list developed using the prioritization criteria is used for City budgeting purposes.

#### **Outcome:**

86 miles of roadway lacked sidewalks. It was discovered this was primarily due to the lack of City and County policies requiring sidewalk construction with development. Newly built infrastructure included the latest ADA requirement, but many older areas had outdated ADA ramps that no longer met the modern requirements. Out of the 3,563 ADA ramps in the City, only 60% were found to meet current ADA standards. Evaluation: The Sidewalk Transition Plan is a planning tool that can be used to identify, prioritize, and address areas that lack pedestrian infrastructure.

The City has identified the following steps to move forward:

- Construct new improvements based on the results of this inventory and priority areas.
- Implement public petitions process for further sidewalk improvement.
- Continue to develop and improve ADA & Sidewalk datasets as established in this PGA.
- Revisit and identify new priority areas as needed with incorporation of public comments.

### City of Durham Access to Transit Plan

#### **Study Purpose:**

This is a pilot study focused on non-motorized access to transit funded by the North Carolina Department of Transportation (NCDOT) Public Transit Division and Division of Bicycle and Pedestrian Transportation. The study area included access to bus stops along three corridors in Durham, North Carolina.

#### **Methodology:**

The project team began the planning process by convening focus group meetings which included the City, Triangle Transit and NCDOT. Rider surveys were distributed and determined that 85 percent of riders in the project area did not own a vehicle. Other rider priorities based on the survey included: The need for better pedestrian lighting, wider sidewalks, and bus shelters.

Field assessments were done and findings were grouped into six categories:

- Bus stop conditions
- Pedestrian pathways to bus stops
- Point obstructions along pathways that require a design solution
- Spot improvements along access routes that can be solved easily without detailed design
- Needed improvements to each leg of intersection on key access routes
- Bicycle routing options along corridor

Infrastructure recommendations were prioritized based on demographic data, activity centers, field assessments, rider input, and local knowledge from the project steering committee. Funding opportunities, cost estimates, and constraints were then developed to create a programmatic framework for short and long term buildout of sidewalks, ADA upgrades, shelters and bike lanes. "High Priority Nodes" were identified to package infrastructure improvements into condensed geographical areas within high ridership areas.

#### **Outcome:**

The following are the key findings:

- Rates of car ownership are low, indicating a strong reliance on walking, biking and taking public transportation.
- Areas with high ridership are most often related to retail destinations at intersections where pedestrians and motorists compete for space within and through the area.
- Areas with high ridership also have greater safety needs, as evidenced by crash rates.
- Most bus stops are minimally equipped, lacking shelters, benches, lighting, or paved ADA compliant landing pads.
- Narrow right-of-way limits the number of opportunities to install bus shelters.
- Many walking routes to bus stops lack complete sidewalks, crosswalks and effective traffic controls. Deficiencies in these areas increase within each corridor moving away from downtown.
- The existing road network in the downtown and surrounding neighborhoods has many connected streets that form a grid network that lends itself to easier access to transit. The neighborhoods farther from downtown have a higher number of cul-de-sacs and generally more limited connectivity.

#### **Evaluation:**

A system for tracking the plan's implementation and success was developed.

Some performance measures included:

- Percentage of maintenance needs completed with 30, 60 and 90 days
- Percentage of projects completed by fiscal year
- Number of bike/pedestrian crashes within ¼ mile of bus stops within study area
- Future rider survey satisfaction levels
- Ridership trends within project area

Chapter 3

# PUBLIC INPUT



### 3.0 Public Input

The public’s input was solicited during this study. The following summarizes the public outreach efforts conducted for this Plan.

At the May 26, 2021, City Commission Workshop a presentation was given to bring awareness of the development of this Plan. A survey was created to obtain feedback about ADA transit access and sidewalk gaps. The survey was posted on the following outlets from May 10, 2021-August 2, 2021: the City’s publication (Tamagram July/August 2021), the City’s website, the City’s social media pages (Facebook and Twitter), the MPO’s website, and handed out to Community Shuttle riders in three languages (English, Spanish, Creole). In addition, City staff reached out to the following residential neighborhoods to inform them of the survey: Bermuda Club, Lakes of Carriage Hills, Lime Bay, Mainlands sections 1, 2, 3, 4, 5, 6, 12, 13, 14, and 15, Sands Point, Sanibel Homeowners Association, Shaker Village, and The Greens.

Detailed survey information can be found in the appendix. The following summarizes the survey results: The majority of the survey takers use the City’s community shuttle bus Red Route most frequently, and take it several times a week. Walmart and Publix Midway were selected as the stop location used most, and shopping was the highest number of trip purpose.

The following summarizes the survey results: 70% of the survey takers use the City’s community shuttle bus Red Route most frequently, and take it several times a week. Walmart and Publix Midway were selected as the stop location used most, and shopping was the highest number of trip purpose. Over 85% of the survey respondents walk to the bus stop, and 69% of those walkers have a continuous sidewalk on their route. Adding sidewalks where they are missing was selected as the top item that could make walking or biking to the bus stop easier. Shade and a bench are what over 60% of the surveyed would like to see at their most frequently used stop. The following details the background and ethnicity of the majority of the survey responders: Over 90% are City residents, 80% are female, 52% are 65 and above, and 43% are white or Caucasian. The majority of the responders (63%) do not have a disability.

City residents have expressed the need for better connectivity, and ADA access to transit stops in the City. About half of residents surveyed in 2018 are satisfied with the availability of sidewalks in their neighborhood.





## Help Tamarac Assess Our Transit and Sidewalk Accessibility

To ensure that City sidewalks and transit are usable and accessible to everyone, including people living with disabilities, Tamarac is creating an ADA Transit Access and Sidewalk Gap Analysis Plan.



By taking a short online survey, you can help us accurately evaluate how our sidewalks and transit are used and their level of effectiveness, convenience and safety. The survey is available at [www.Tamarac.me/MPOSurvey](http://www.Tamarac.me/MPOSurvey). The deadline to respond is August 2, 2021. All feedback is appreciated and will help us serve you better.

This project is funded by a Planning Technical Assistance Program Grant from the Broward Metropolitan Planning Organization.



### Survey Response



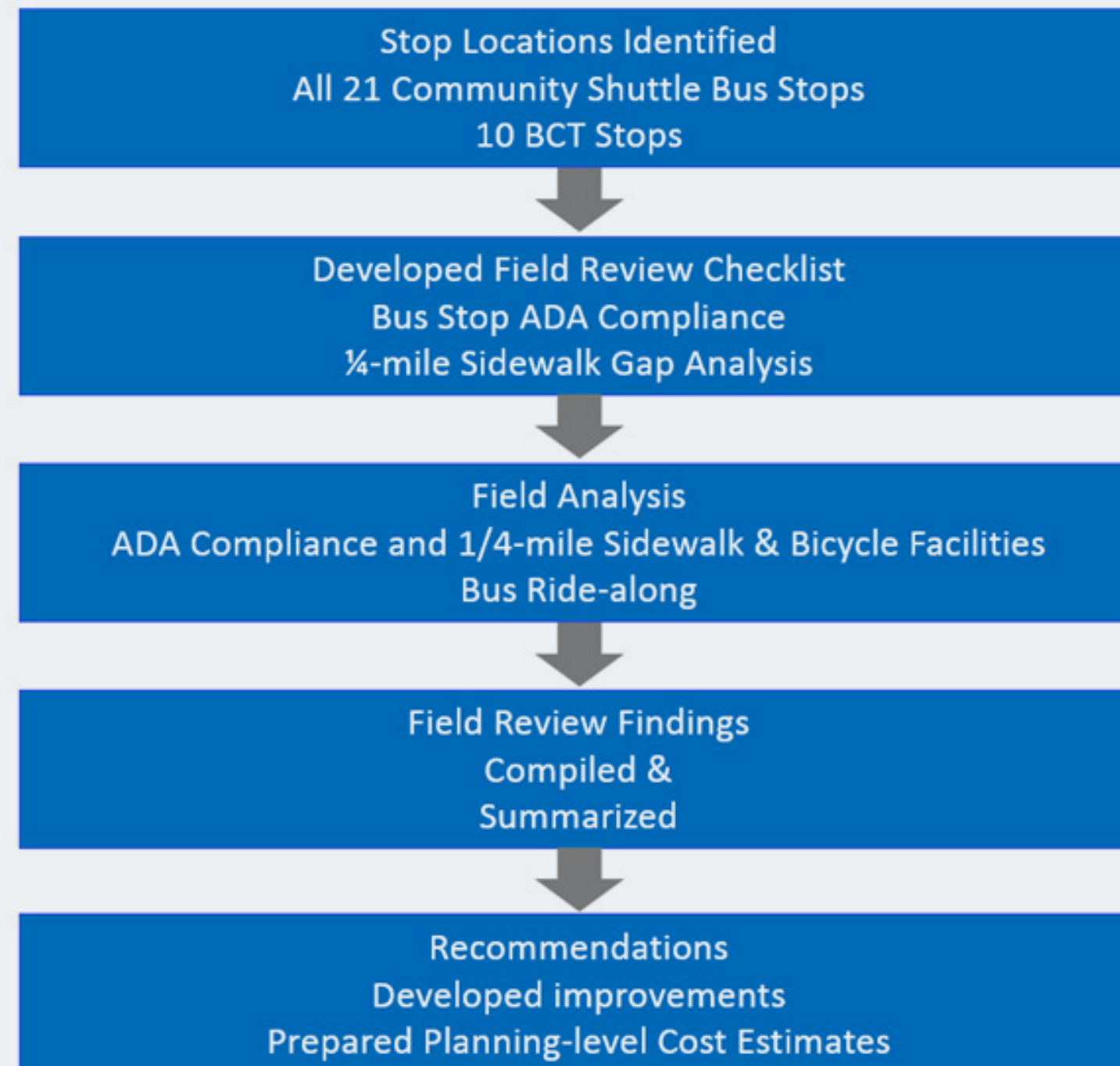
Tamagram  
July/August  
2021

Chapter 4

# ANALYSIS, FINDINGS & RECOMMENDATIONS



The following methodology was used when conducting the field review, evaluating the findings, and formulating recommendations:



The checklist below identifies major line items that were included in field review:

### Community Shuttle bus stop inventory checklist:

- ✓ Shuttle Bus Stop ID
- ✓ BCT Stop Bus ID (if applicable)
- ✓ Shuttle Route
- ✓ BCT Route(s)
- ✓ Bus Route Direction (North Bound, South Bound, East Bound, West Bound, Other)
- ✓ Roadway Jurisdiction (County Road, City Road, State Road, Private)
- ✓ Physical Stop Location (Distance and from the nearest intersection)
- ✓ Adjacent Property Address
- ✓ Name of Business/Development
- ✓ Bus Stop Type (Far side, Near side, Midblock, Business Park, Shopping Center, Residential Community)
- ✓ Flagpole and Sign
- ✓ Other Bus Stop Sign
- ✓ Landing Pad
- ✓ Accessible Landing Pad
- ✓ Pedestrian Access
- ✓ Pedestrian Crosswalks
- ✓ Bicycle Access
- ✓ Bus Shelter
- ✓ Signage
- ✓ Trash Receptacle
- ✓ Bike Rack
- ✓ Bench
- ✓ Landscaping
- ✓ Street Features
- ✓ Lighting

A ride-along was conducted on the Community Shuttle routes on April 13, 2021 to observe where riders are picked up and dropped off. An extensive field review over several days in the months of May, June, and July 2021 was conducted at each of the stop locations, as well as ¼-mile around the bus stop.

### The following items were reviewed as part of the ¼-mile radius checklist:

- ✓ Presence and condition of sidewalks
- ✓ Availability of bike lanes
- ✓ Crossing conditions at intersections
- ✓ Walking conditions to bus stops including safety, shade, and comfort
- ✓ Detectable warning mat locations



Community Shuttle Stops ADA Analysis

Key ADA related field observations involved checking accessible land pad features, such as spot check cross slope using a smart level, measure dimensions (length and width) pad and curb height, make note of construction material and surface conditions, cross walk width, availability of curb ramps and detection warnings. While there is a comprehensive list of ADA requirements for transit bus stops and permanent amenities as shown in **Table 1**, this ADA compliance analysis focused on minimum ADA requirements as it relates to accessible landing pad for shuttle bus stops used as boarding and alighting area by passengers.

**Table 1: ADA Requirements for Transit Bus Stops and Amenities**

Bus Stop & Amenities	Requirements	Source	
Accessible Landing Pad	Shall measure 5' long (parallel to the roadway), 8' wide (perpendicular to the roadway from back of curb), and be made of concrete 6" thick or 4" thick with the appropriate substrate material or stable, firm and slip resistant surface material.	ADA – ABA Accessibility Guidelines for Building and Facilities (ADA-ABA AG)	Sec. 810.2.2
	Shall be connected to streets, sidewalks, or pedestrian paths by an accessible route.		Sec. 810.2.3
	Slope shall be the same as the roadway, to the maximum extent practicable, with a Cross Slope between 0.5% and 2% but no steeper than 2%.		Sec. 810.2.4
	Ramp deployment - accessible landing pad is located where bus ramp will be deployed.		BCT Design Standards and Guidelines Manual
Landing Pad	Commercial area: minimum 30' long (40' preferred) and 8' wide; Residential area: minimum 15' long (20' preferred) and 8' feet.	BCT Design Standards and Guidelines Manual	-
Curb Ramp	At least 5' wide or full width of crosswalk.	ADA-ABA AG	Sec. 405.5
	Running slope not steeper than 8%.		Sec. 405.2
	Cross slope shall not be steeper than 2%		Sec. 405.3
	Curb ramp landings subject to wet conditions shall be designed to prevent accumulation of water.		Sec. 405.10

## 4.0 Evaluation Methodology, Findings & Recommendations

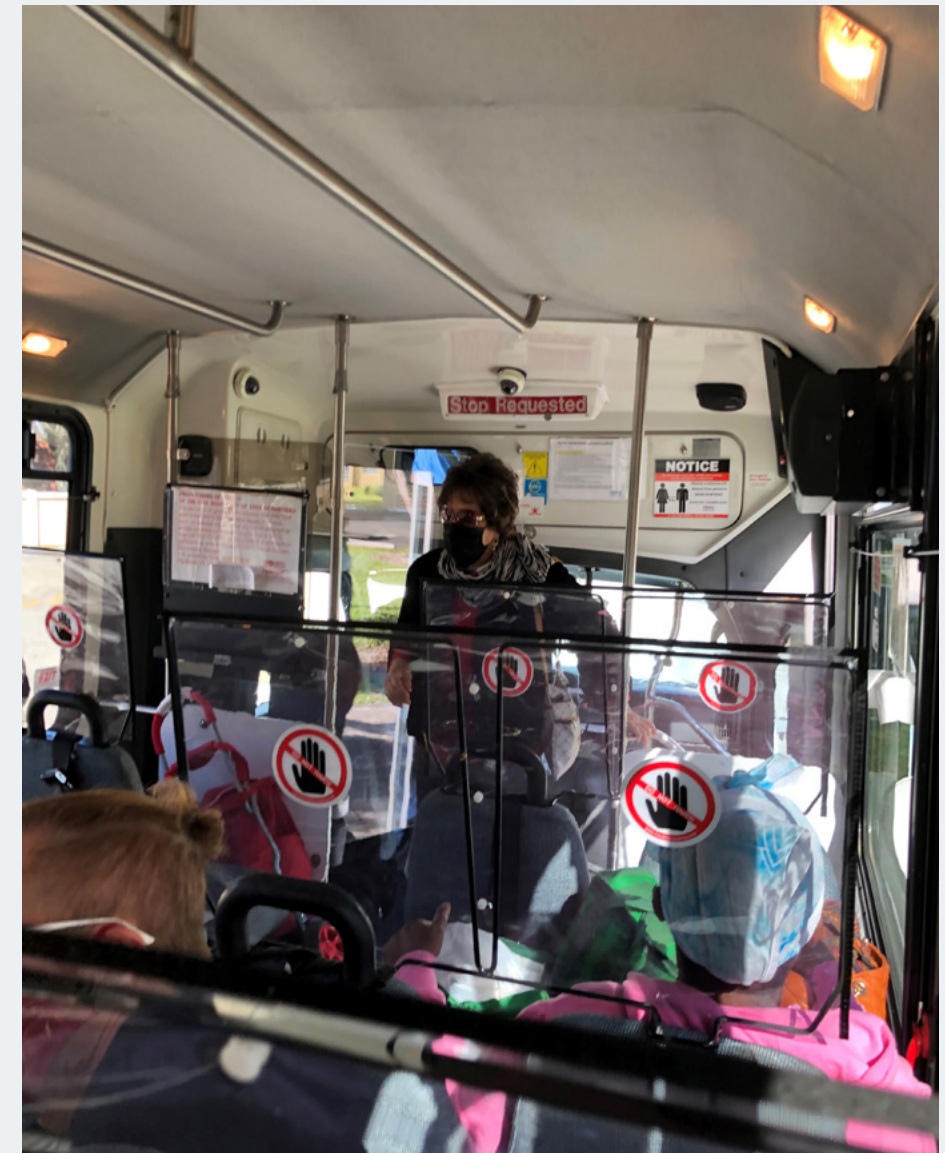
Curb Ramp (Cont.)	Shall be located so that they do not project into vehicular traffic lanes, parking spaces or parking access aisles.	ADA-ABA AG	Sec. 406.5
	Curb ramps shall have detectable warnings that consist of truncated domes and shall meet the size, spacing and contrast specifications laid out in section 705 of the ADAAG.		Sec. 705.1
Pedestrian Access	Sidewalk width: 4' minimum, 5' recommended; no obstructions within 36" or 3'.	FDOT and ADA-ABA AG	-
	Sidewalk surface should be stable, firm and paved with non-slip materials.	BCT Design Standards and Guidelines Manual	-
	Pedestrian pathway should be direct, safe, convenient, and comfortable, if obstacles are present, they should be 27" or lower in height above the surface or must be located more than 80" above the surface so that they are detectable by a visually impaired person.	ADA-ABA AG	-
	5' minimum clearance between the front or rear of the bus stop and the nearest pedestrian crosswalk.	BCT Design Standards and Guidelines Manual	-
Bus Stop Sign	Pole location: 4' clearance from face of curb, 5' desired; if no curb and gutter at least a minimum of 12' from travel lanes; if there is a paved shoulder at least 6' from edge of travel lane.	FDOT	-
	Sign location: Bottom of sign must be minimum 84" from surface of bus stop or sidewalk, 80" per ADAAG and clear distance of 3' minimum between sign and any other features along accessible route.	ADA-ABA AG	Sec. 4.30
	Character proportion: Width-to-height ratio between 3:5 and 1:1 and a stroke-width-to-height ratio between 1:5 and 1:10.		
	3" minimum character height.		
	Finish and Contrast: The characters and background of signs shall be eggshell, matte, or other non-glare finish. Characters and symbols shall contrast with their background -- either light characters on a dark background or dark characters on a light background.		
	Route plaque or information holders can be provided.	BCT Design Standards and Guidelines Manual	-

## 4.0 Analysis, Findings & Recommendations

Bus Shelter	Minimum clear floor area measuring 30" by 48" under the shelter to accommodate wheelchair.	ADA-ABA AG	Sec. 305.3
	Should be accessible from public accessible route with a minimum clear width of 3'.		Sec. 305.7.1
Bicycle Access	Bicycle circulation should not interfere with pedestrian circulation and access and bicycle lanes should be based on FDOT and AASHTO standards.	BCT Design Standards and Guidelines Manual	-
Bike Racks	Must not obstruct accessibility at the bus stop; maintain a clear floor area of 30" by 48" between bike racks and other fixtures for wheelchair maneuverability.	ADA-ABA AG	Sec 305.3
	Must not be placed on landing pad.		
Trash Receptacles	Should not interfere with bus stop accessibility; maintain a clear floor area of 30" by 48" between the receptacle and other fixtures for wheelchair maneuverability.	ADA-ABA AG	Sec 305.3
Landscaping	Must not obstruct views or accessibility; maintain a clear floor area of 30" by 48" for wheelchair maneuverability.	ADA-ABA AG	Sec 305.3
Bench	Seat length: minimum 42" long (74" long maximum per Florida Administrative Code (FAC) Sec. 14-20.0032 (1)).	ADA-ABA AG	Sec 903.3
	Seat depth: minimum 20" to 24" deep (28" deep maximum per FAC Sec. 14-20.0032 (1)).		Sec. 903.3
	Height: 17" to 19" top of bench surface above the floor or ground (44" in height per FAC Sec. 14-20.0032 (1)).		Sec. 903.5
	Shall provide for back support or be affixed to a wall that is 42" long minimum and extends no more than 2" above seat surface to a point 18" minimum above the seat surface. Back support shall be 2.5" maximum from the rear edge of the seat measured horizontally.		Sec. 903.4
	Shall be made of materials that can sustain vertical or horizontal force of 250 lbs. applied at any point on the seat, fastener, mounting device or supporting structure.		Sec. 903.6

## 4.0 Analysis, Findings & Recommendations

Street Features	Curb Height (6" desirable or else longer dwell time to allow for safe boarding and alighting).	BCT Design Standards and Guidelines Manual	-
	Street Grade (bus stop should not be located on an upgrade or steep grade in residential areas).		-
	Street Surface Condition (no broken pavement, potholes, ruts or near storm drains).		-










The following depicts the findings for the Community Shuttle stops. This evaluation includes an ADA analysis and a quarter mile radius summary of walking and biking conditions. In this section, each Community Shuttle stop was evaluated for ADA compliance, which includes an accessible boarding and alighting area and signage.

### MARKETPLACE MOVIES SHUTTLE STOP NO.01

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work

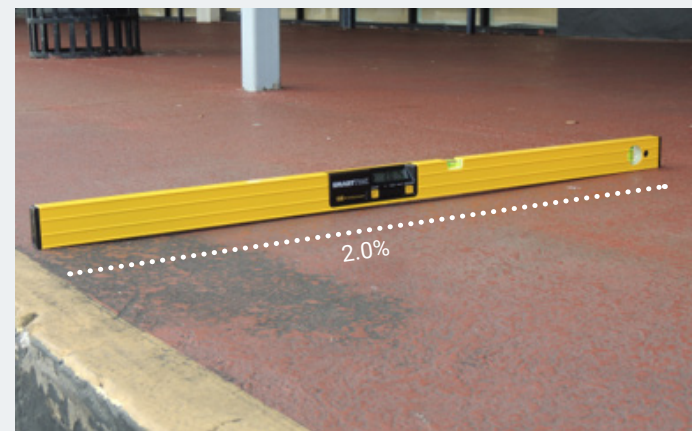


## MARKETPLACE MOVIES SHUTTLE STOP NO.01

Shuttle Bus Stop ADA Assessment

### Findings

- Bus stop is ADA compliant.
- Accessible landing pad meets ADA requirements.
- Shuttle stop signage not provided.
- Bus stop located on private property (shopping center).










### LIME BAY CLUBHOUSE SHUTTLE STOP NO.02

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



## LIME BAY CLUBHOUSE SHUTTLE STOP NO.02

Shuttle Bus Stop ADA Assessment

### Findings

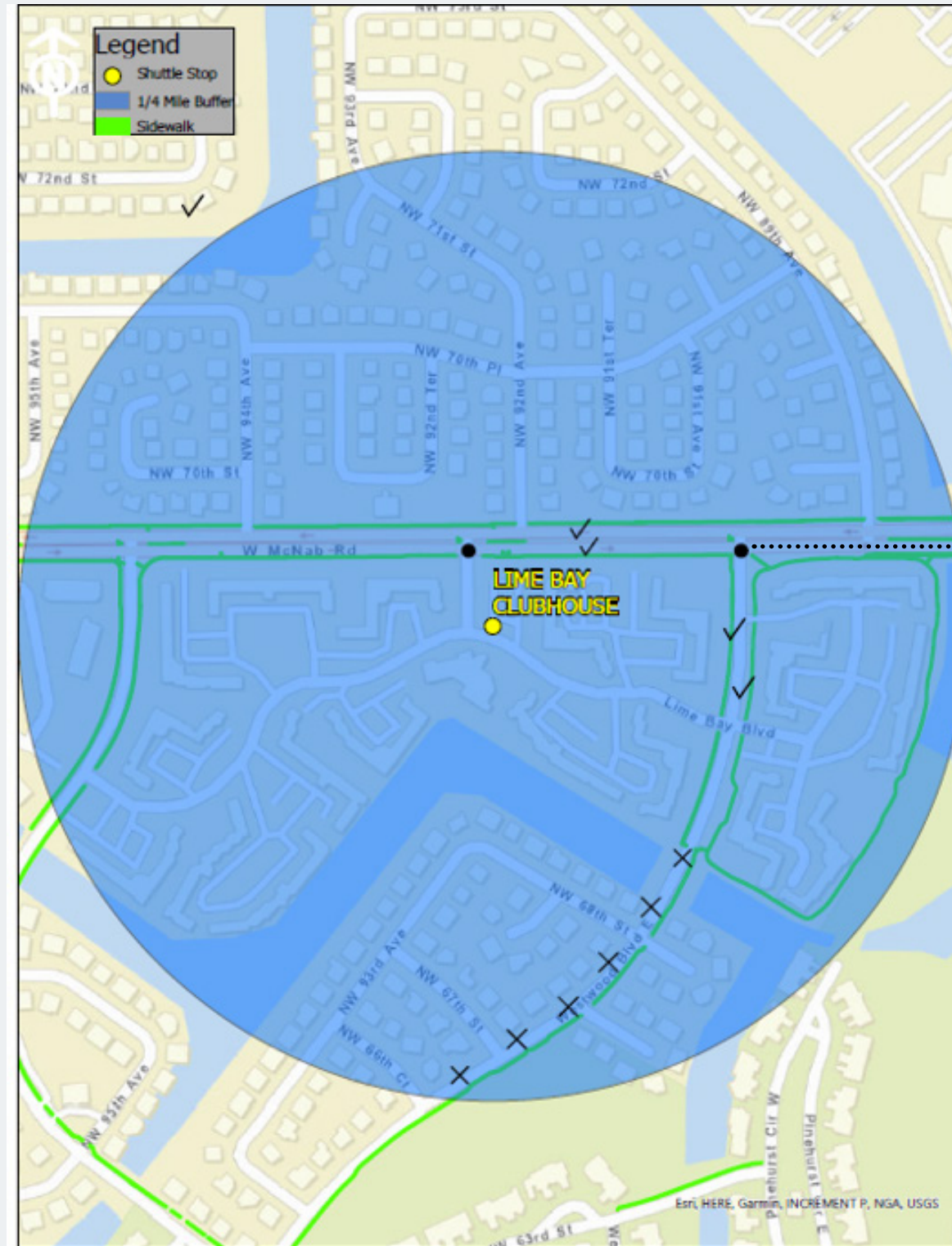
- Bus stop is not ADA compliant.
- Accessible landing pad does not meet ADA requirements.
- Shuttle stop signage not provided.
- Bus stop located on City street in a residential community.



### LIME BAY CLUBHOUSE SHUTTLE STOP NO.02

¼ mile radius biking and walking conditions

- Missing detectable mat
- ✓ Missing bike lane
- ✗ Sidewalk gap








Minimal shade along McNab Rd

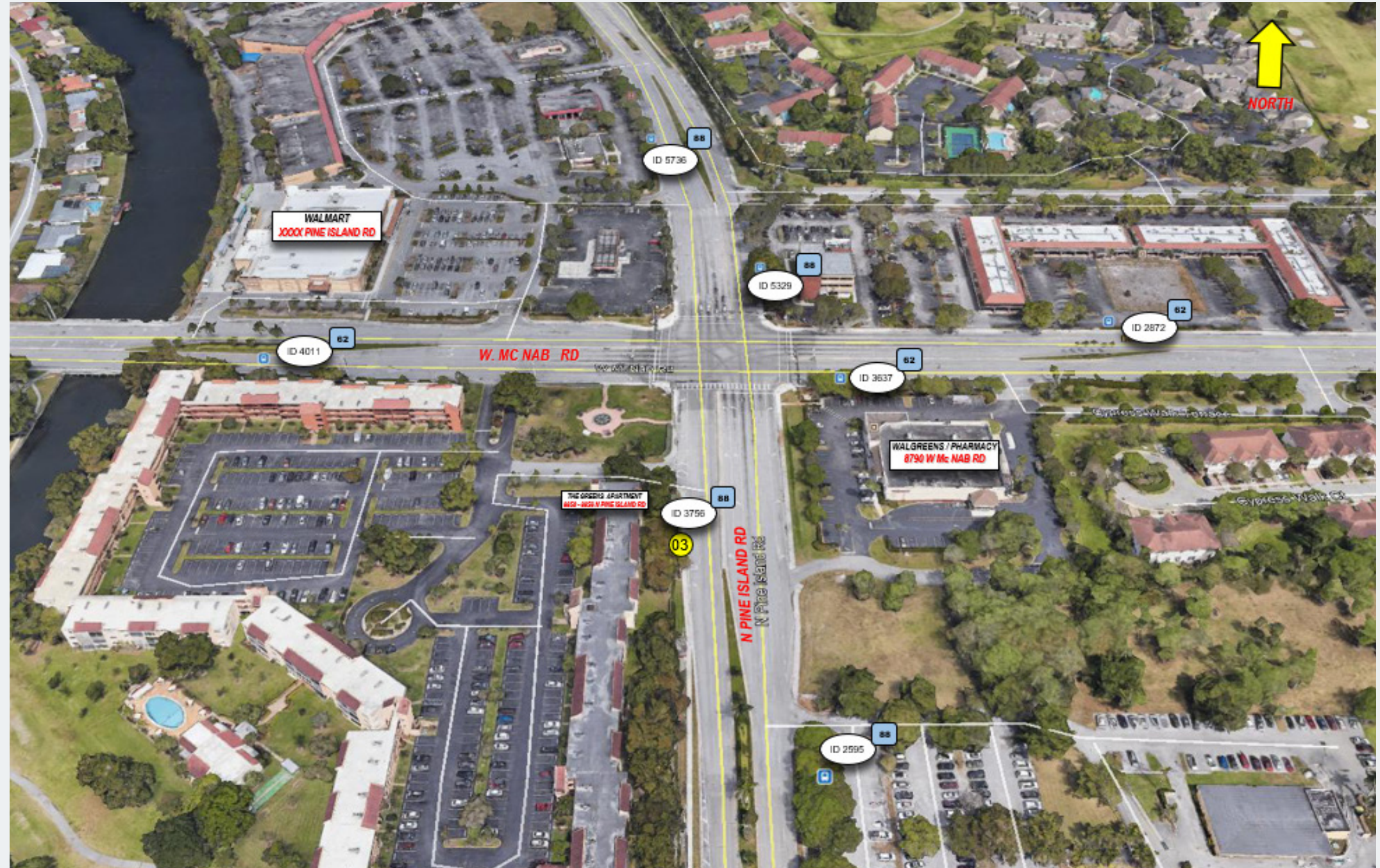


## THE GREENS SHUTTLE STOP NO.03

Shuttle Bus Stop ADA Assessment

### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work

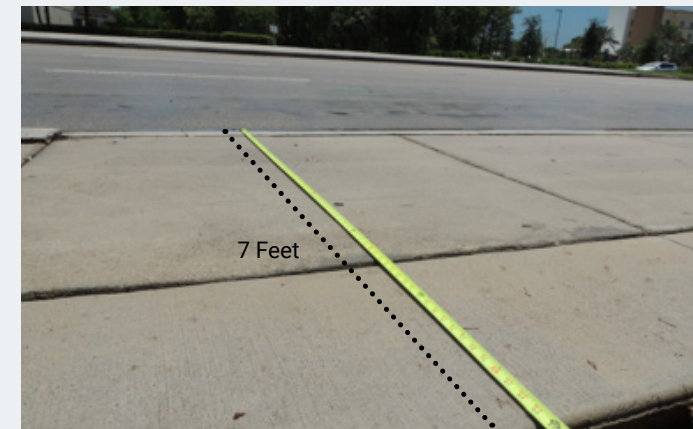
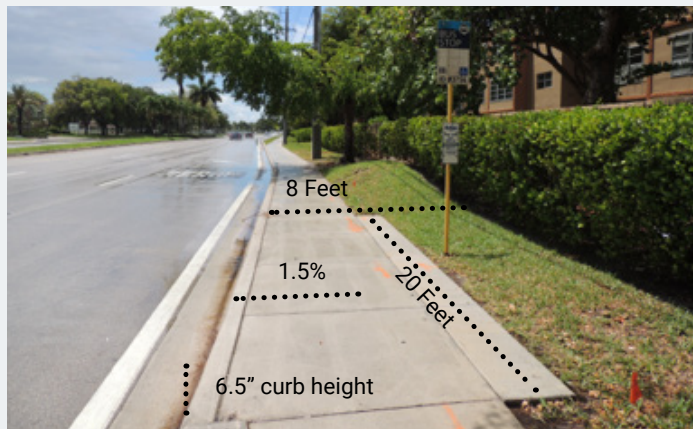


## THE GREENS SHUTTLE STOP NO.03

Shuttle Bus Stop ADA Assessment

### Findings

- Bus stop is not ADA compliant.
- Accessible landing pad does not meet ADA requirements.
- Shuttle stop signage not provided.
- Bus stop located on County owned roadway.

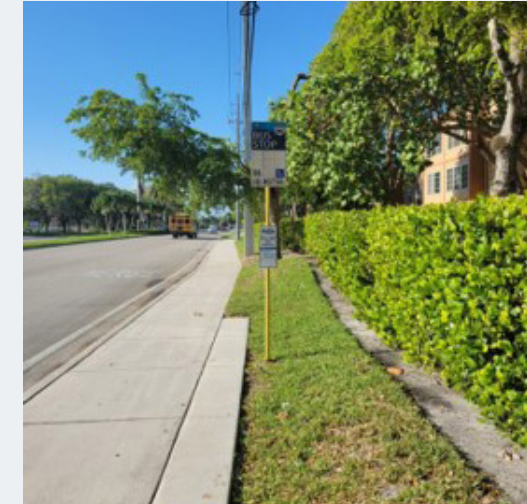
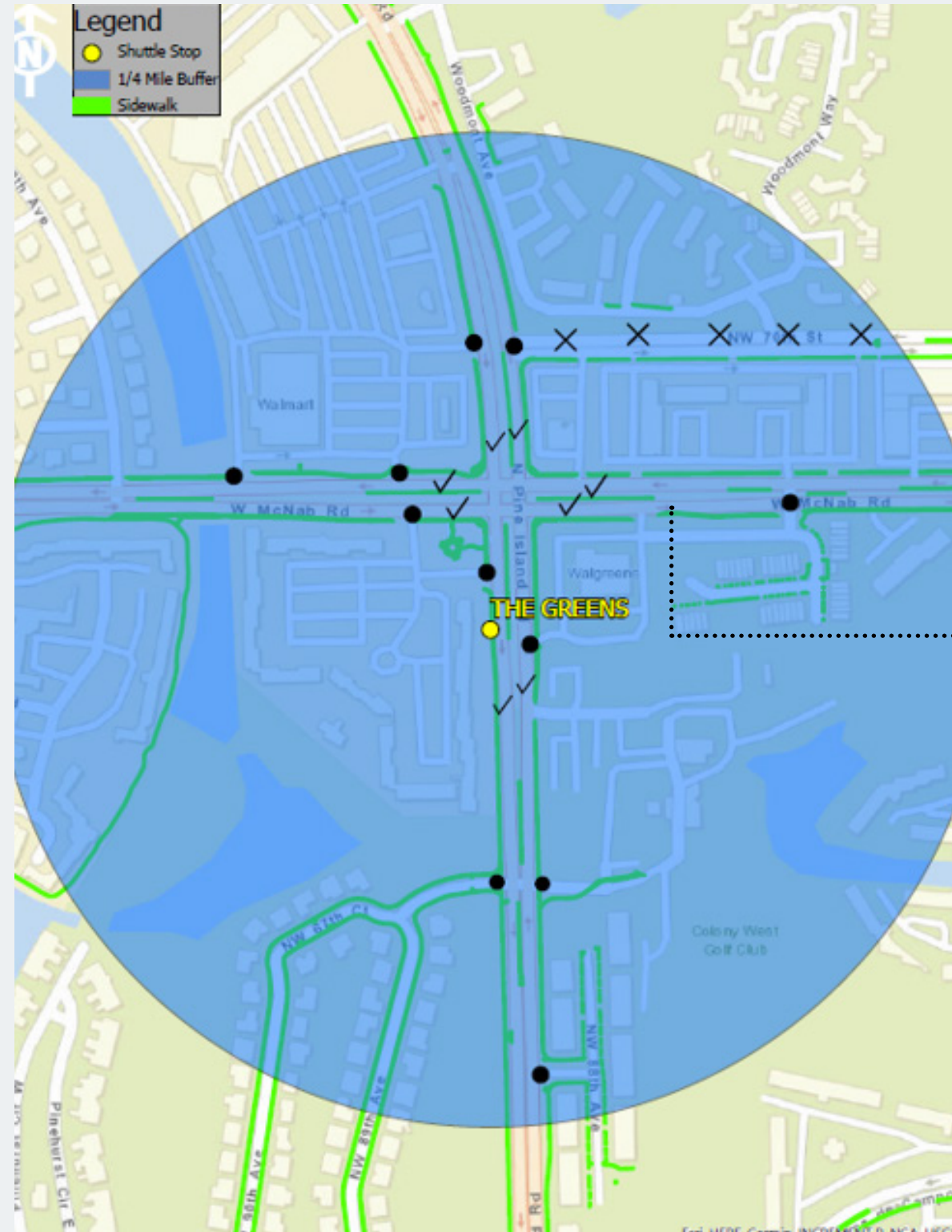




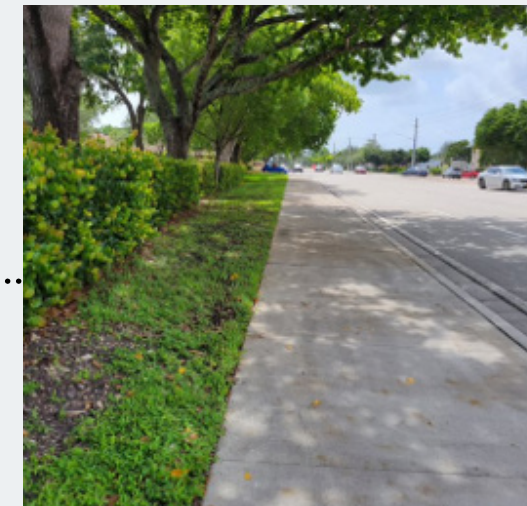
### THE GREENS SHUTTLE STOP NO.03

¼ mile radius biking and walking conditions

- Missing detectable mat
- ✓ Missing bike lane
- ✗ Sidewalk gap



Designated stop is collocated at BCT 3756








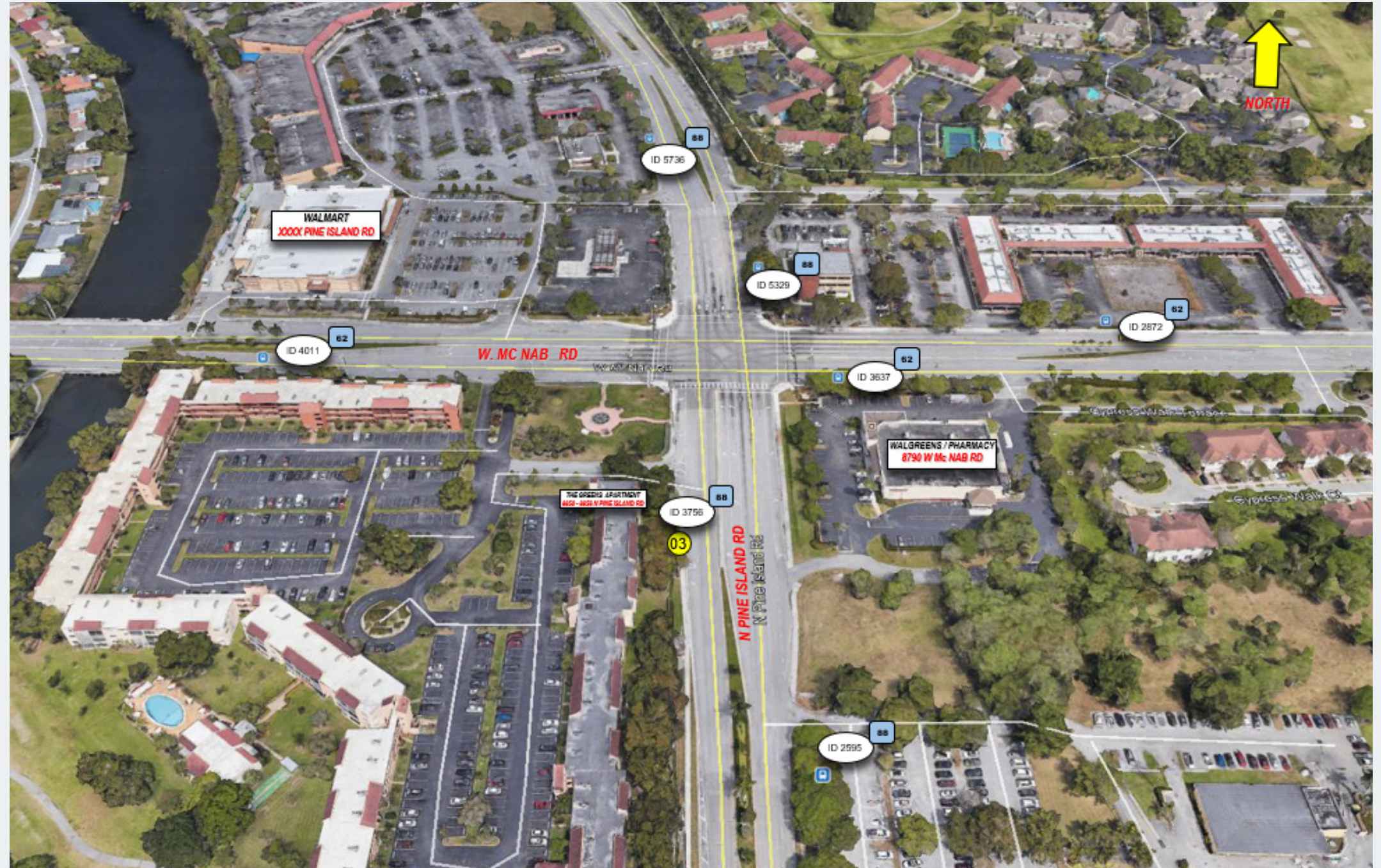
No bike lanes along Pine Island Rd.

### SANDS POINT SHUTTLE STOP NO.04

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



## SANDS POINT SHUTTLE STOP NO.04

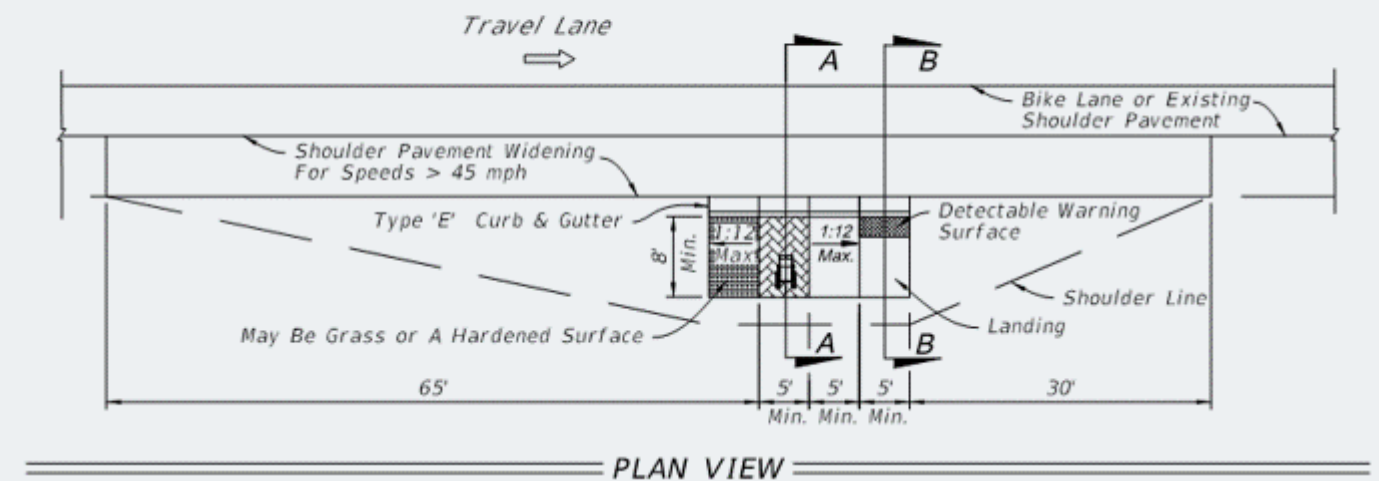
Shuttle Bus Stop ADA Assessment

### Findings

- Bus stop is not ADA compliant.
- Accessible landing pad does not meet ADA requirements.
- Shuttle stop signage not provided.
- Bus stop located on City owned street in residential community.



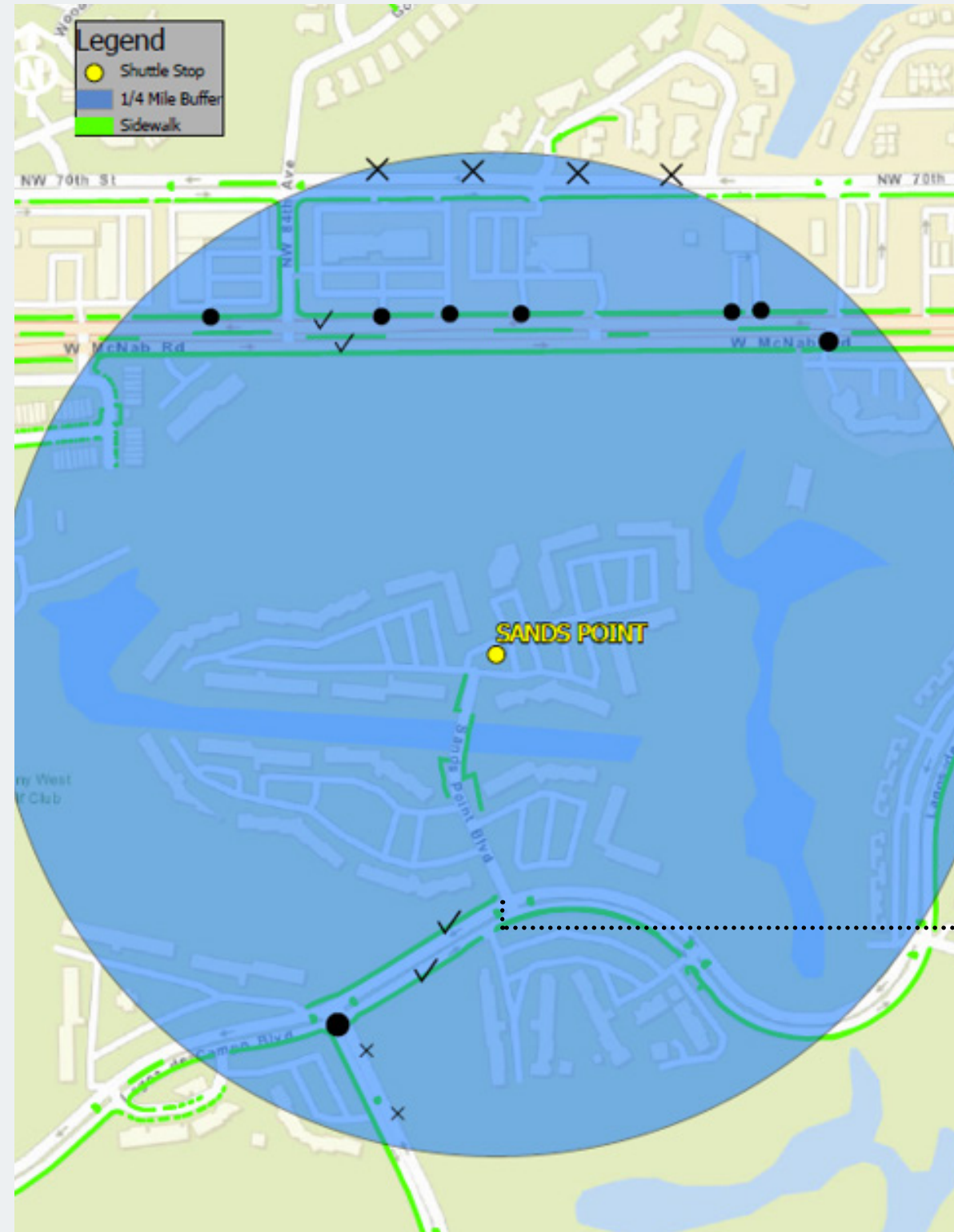
**Figure 225.2.2 Accessible Boarding and Alighting Area for Flush Shoulder Roadways with Connection to Roadway**



### SANDS POINT SHUTTLE STOP NO.04

¼ mile radius biking and walking conditions

- Missing detectable mat
- ✓ Missing bike lane
- ✕ Sidewalk gap



Minimal shade along McNab Rd








Sands Point stop

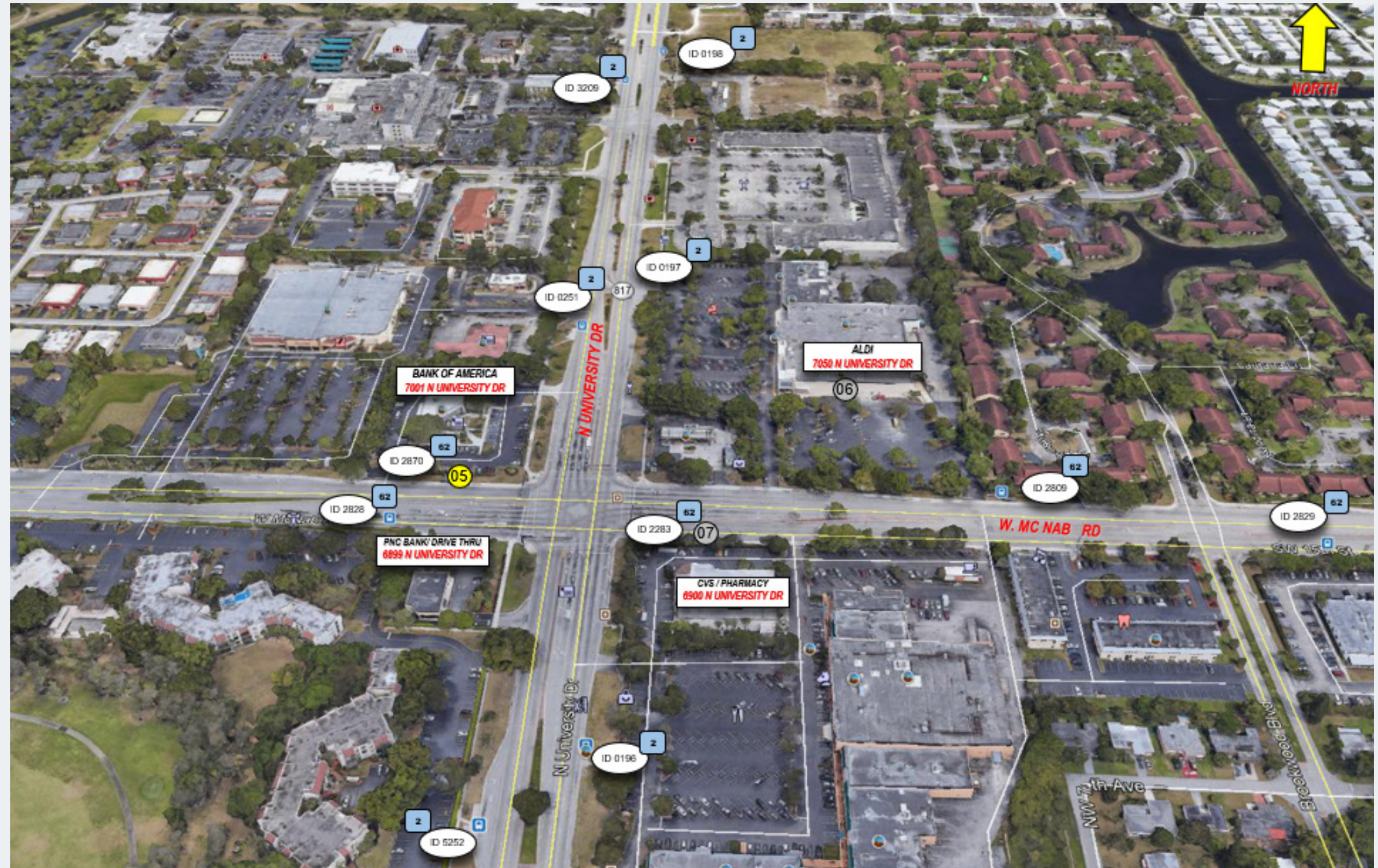


## WINN DIXIE/BCT 2870 SHUTTLE STOP NO.05

Shuttle Bus Stop ADA Assessment

### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



## WINN DIXIE/BCT 2870 SHUTTLE STOP NO.05

Shuttle Bus Stop ADA Assessment

### Findings

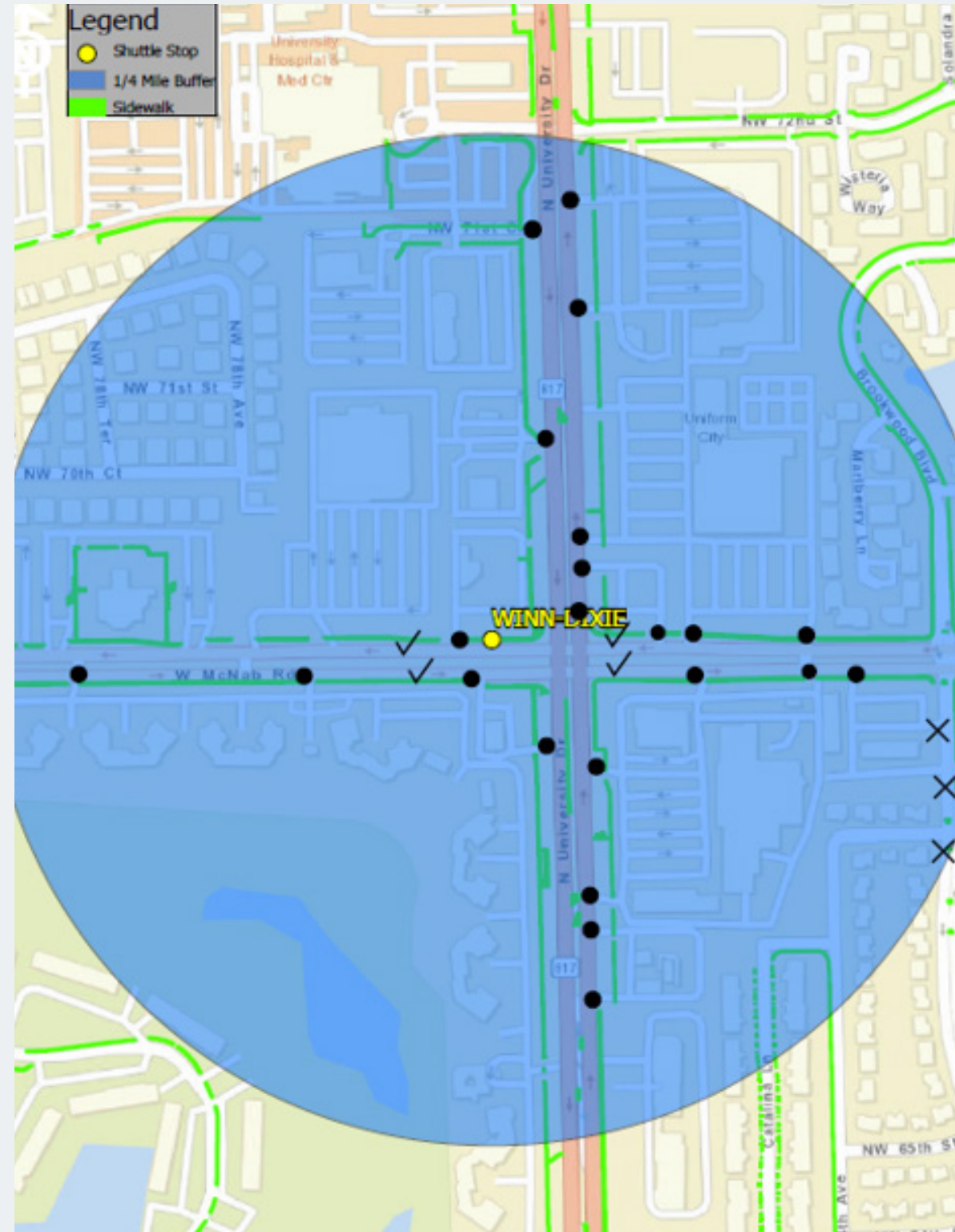
- Bus stop is not ADA compliant.
- Accessible landing pad does not meet ADA requirements.
- Shuttle stop signage not provided.
- Bus stop located on County owned roadway.



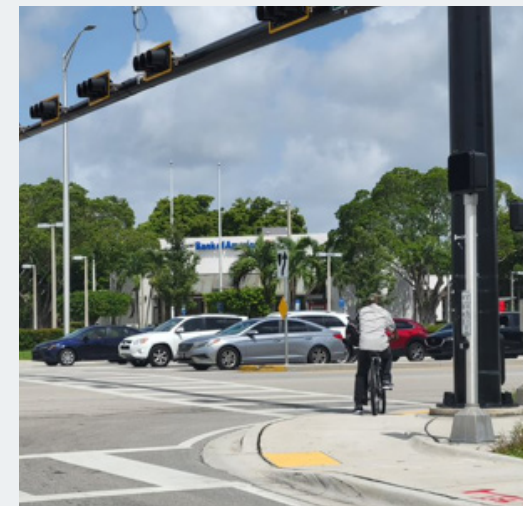
### WINN DIXIE/BCT 2870 SHUTTLE STOP NO.05

¼ mile radius biking and walking conditions

- Missing detectable mat
- ✓ Missing bike lane
- ✗ Sidewalk gap



Designated stop is collocated at BCT 2870



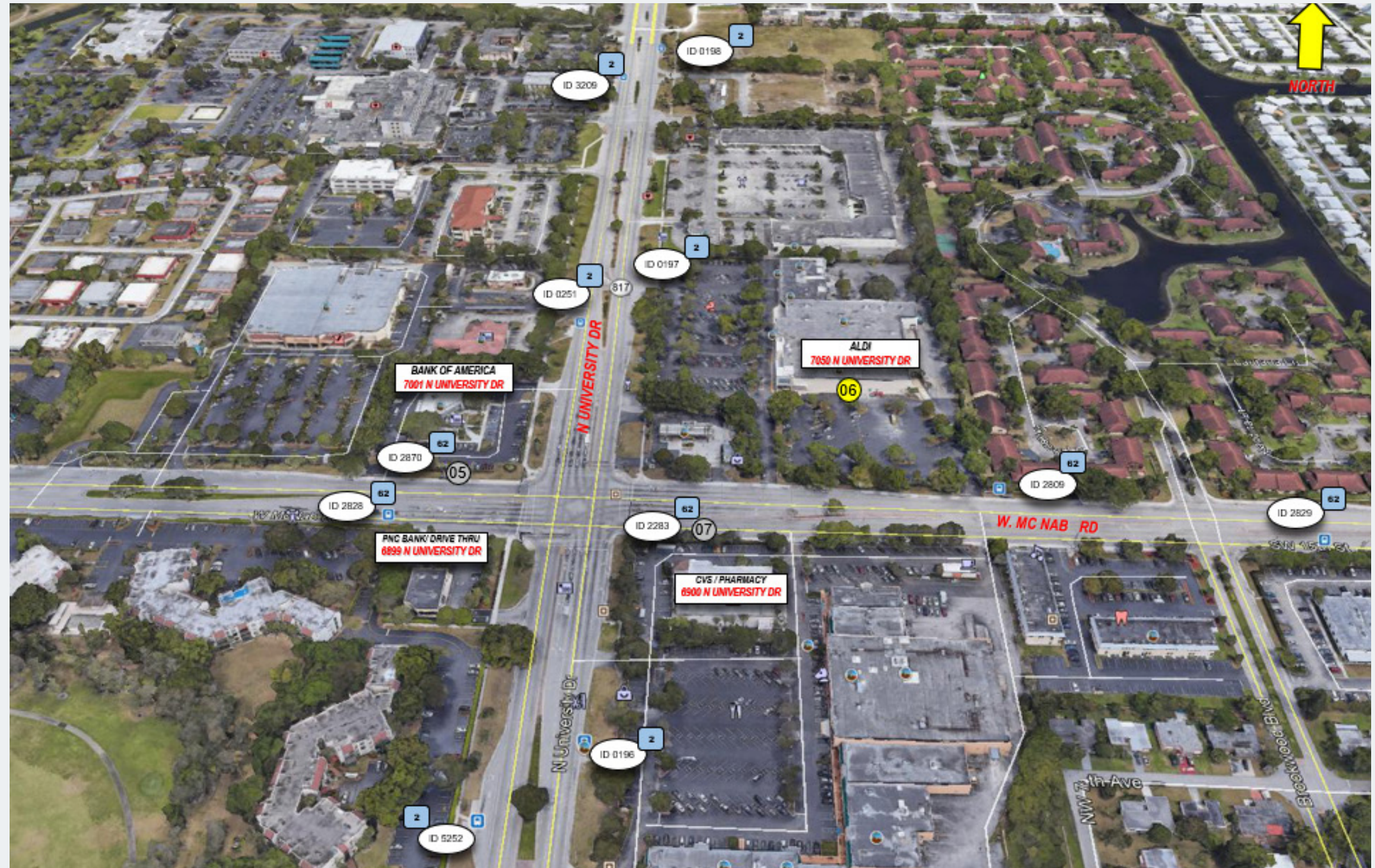
A person riding a bike on the sidewalk

### ALDI SHUTTLE STOP NO.06

Shuttle Bus Stop ADA Assessment

#### Legend

- BCT Bus Stop ID
- BCT Bus Route Served
- Shuttle Bus Stop ID
- Shuttle Stop ID
- Proposed Work



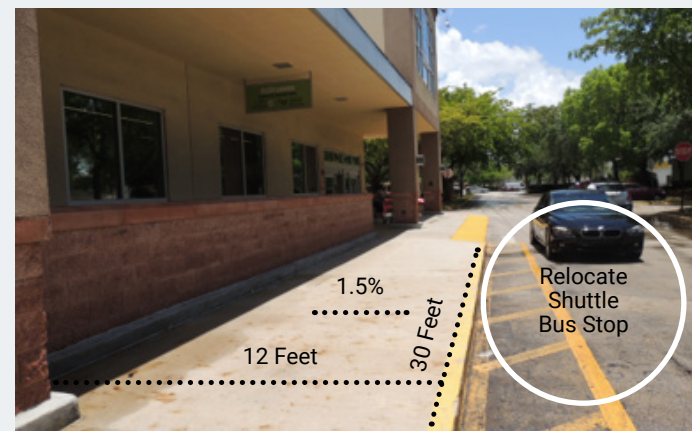


## ALDI SHUTTLE STOP NO.06

### Shuttle Bus Stop ADA Assessment

### Findings

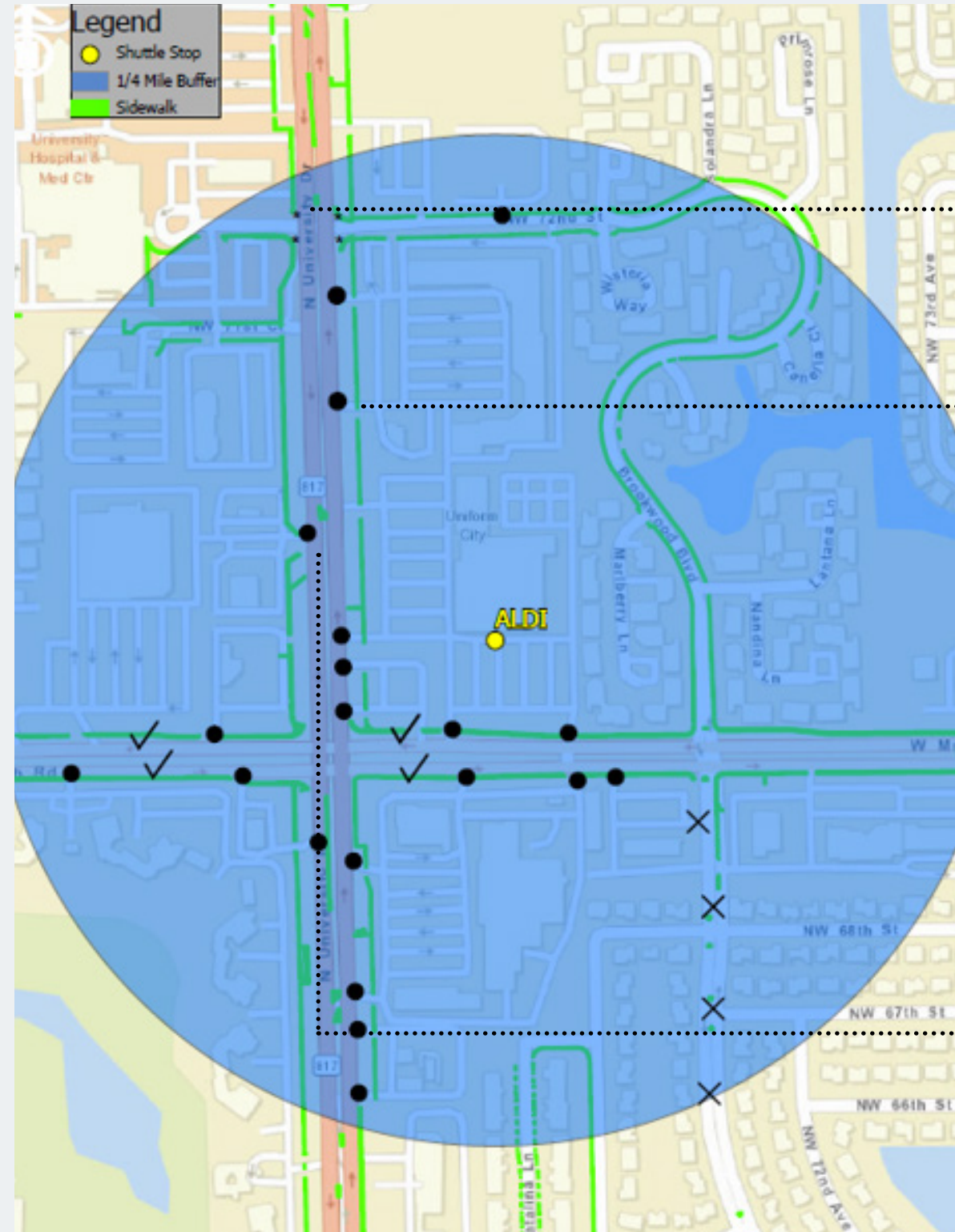
- **Bus stop is not ADA compliant.**
- Accessible landing pad does not meet ADA requirements.
- No curb.
- Shuttle stop signage not provided.
- Bus stop located on private property in a shopping center.



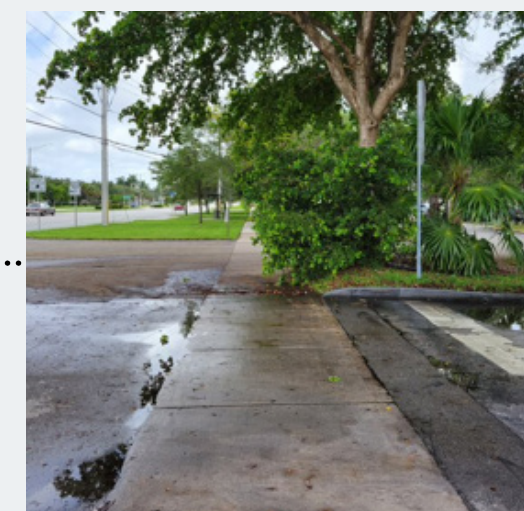
### ALDI SHUTTLE STOP NO.06

¼ mile radius biking and walking conditions

- Missing detectable mat
- ✓ Missing bike lane
- ✗ Sidewalk gap
- \* Pedestrian signal not audible



Sidewalk repair








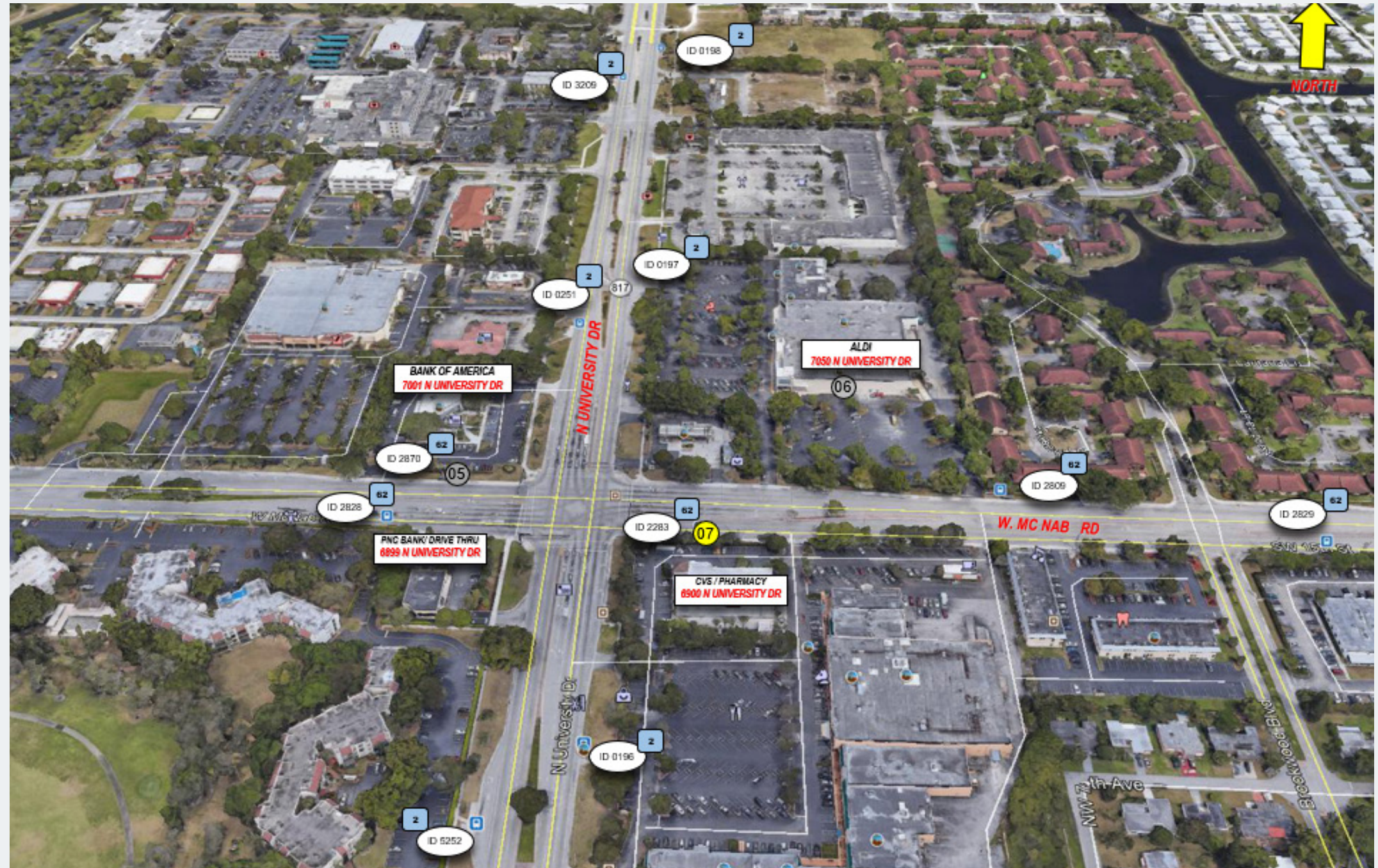
Overgrown shrubs blocking sidewalk

### CVS/BCT 2883 SHUTTLE STOP NO.07

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



### CVS/BCT 2883 SHUTTLE STOP NO.07

Shuttle Bus Stop ADA Assessment

#### Findings

- Bus stop is ADA compliant.
- Accessible land pad meets ADA requirements.
- Shuttle stop signage not provided.
- Bus stop located on County road.










### PUBLIX WESTERN WOODS SHUTTLE STOP NO.08

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



## PUBLIX WESTERN WOODS SHUTTLE STOP NO.08

Shuttle Bus Stop ADA Assessment

### Findings

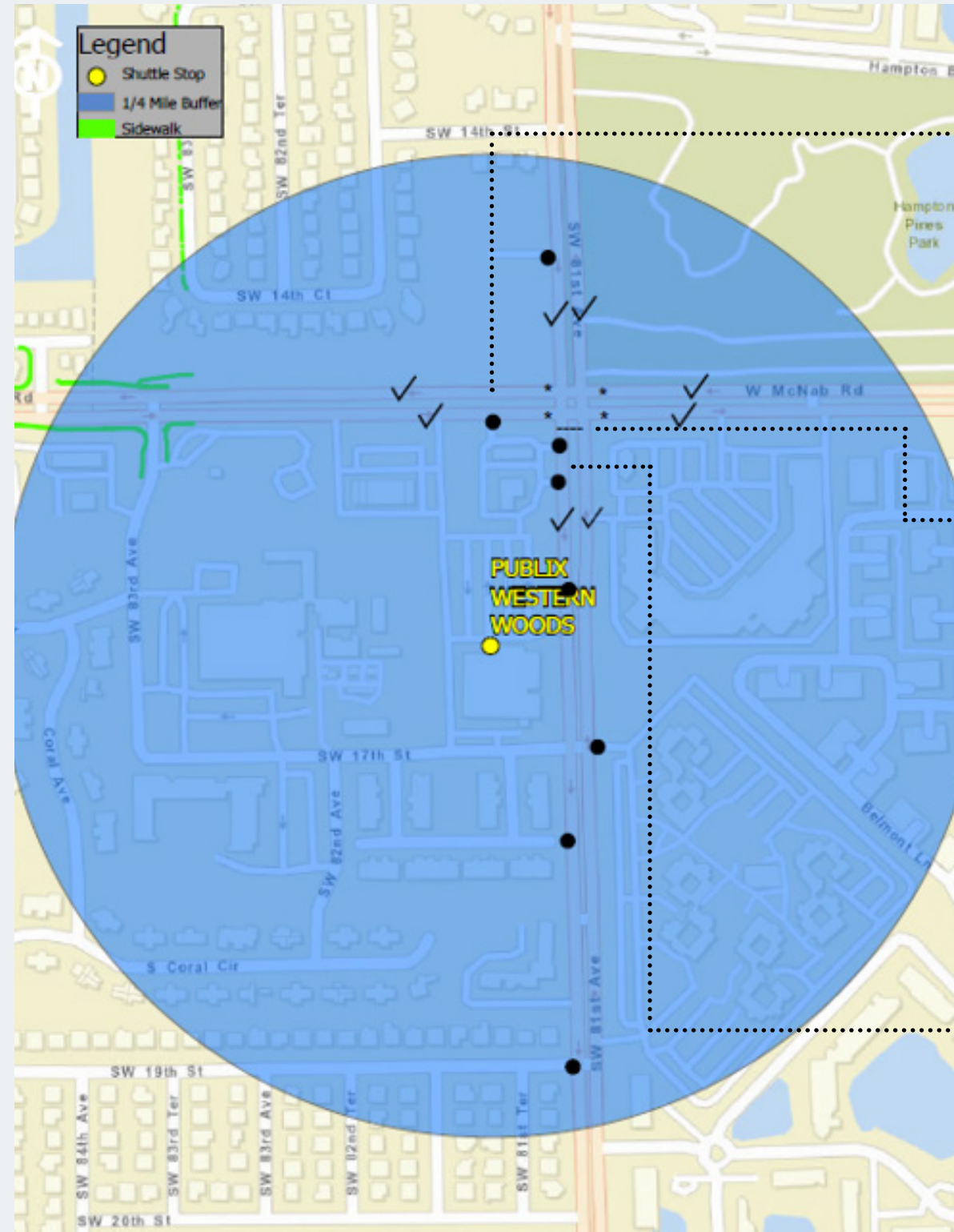
- Bus stop is not ADA compliant.
- Accessible landing pad does not meet ADA requirements.
- No curb.
- Shuttle stop signage not provided.
- Bus stop located on private property in a shopping center.



### PUBLIX WESTERN WOODS SHUTTLE STOP NO.08

¼ mile radius biking and walking conditions

- Faded crosswalk
- Missing detectable mat
- ✓ Missing bike lane
- \* Pedestrian signal not audible










### WALMART SUPERCENTER SHUTTLE STOP NO.09

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



## WALMART SUPERCENTER SHUTTLE STOP NO.09

Shuttle Bus Stop ADA Assessment

### Findings

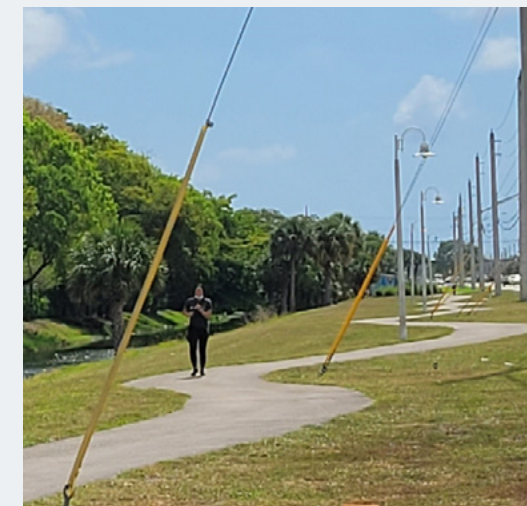
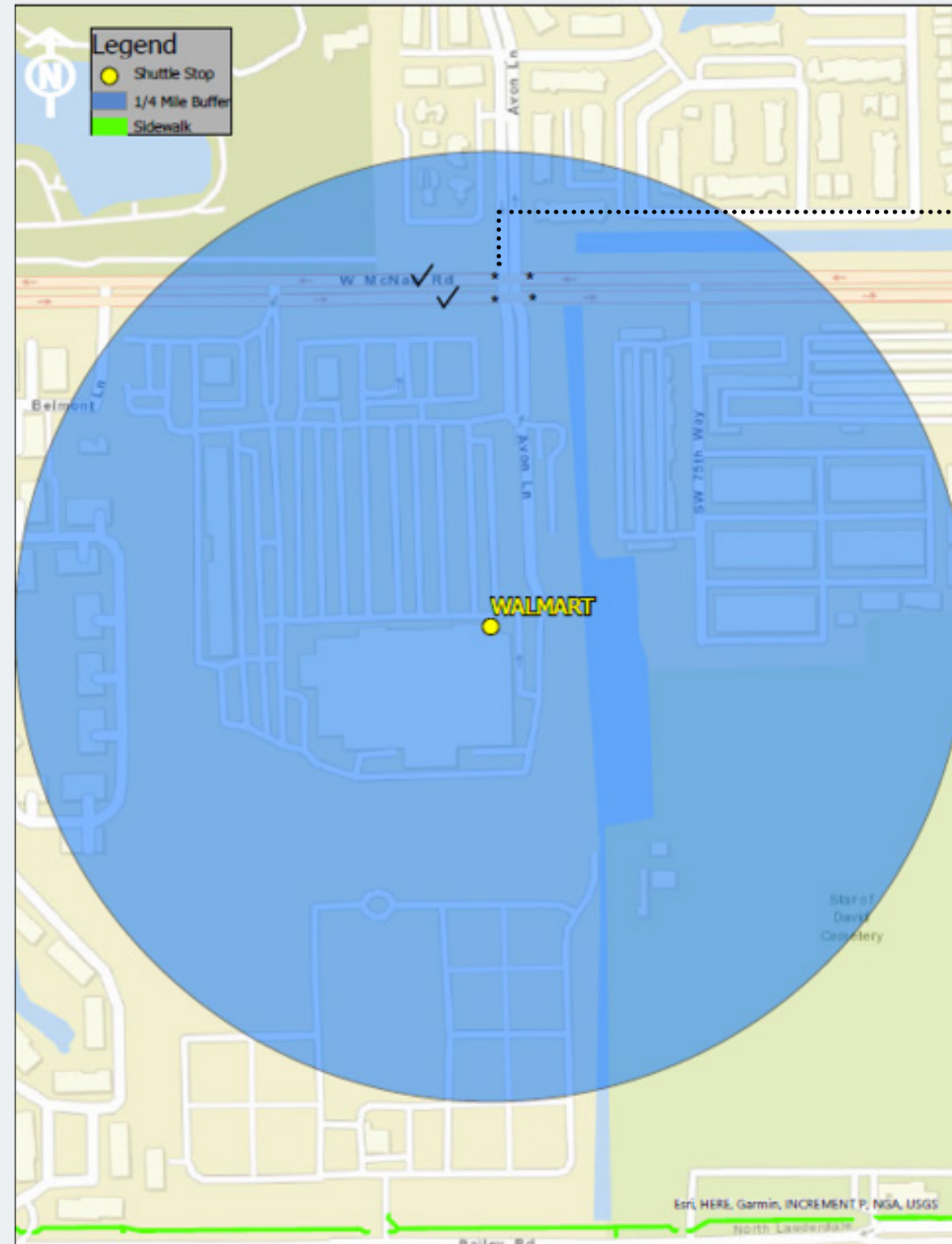
- Bus stop is ADA compliant.
- Accessible landing pad meets ADA requirements.
- No curb.
- Shuttle stop signage not provided.
- Bus stop located on private property in a shopping center.



### WALMART SUPERCENTER SHUTTLE STOP NO.09

¼ mile radius biking and walking conditions

- ✓ Missing bike lane
- \* Pedestrian signal not audible








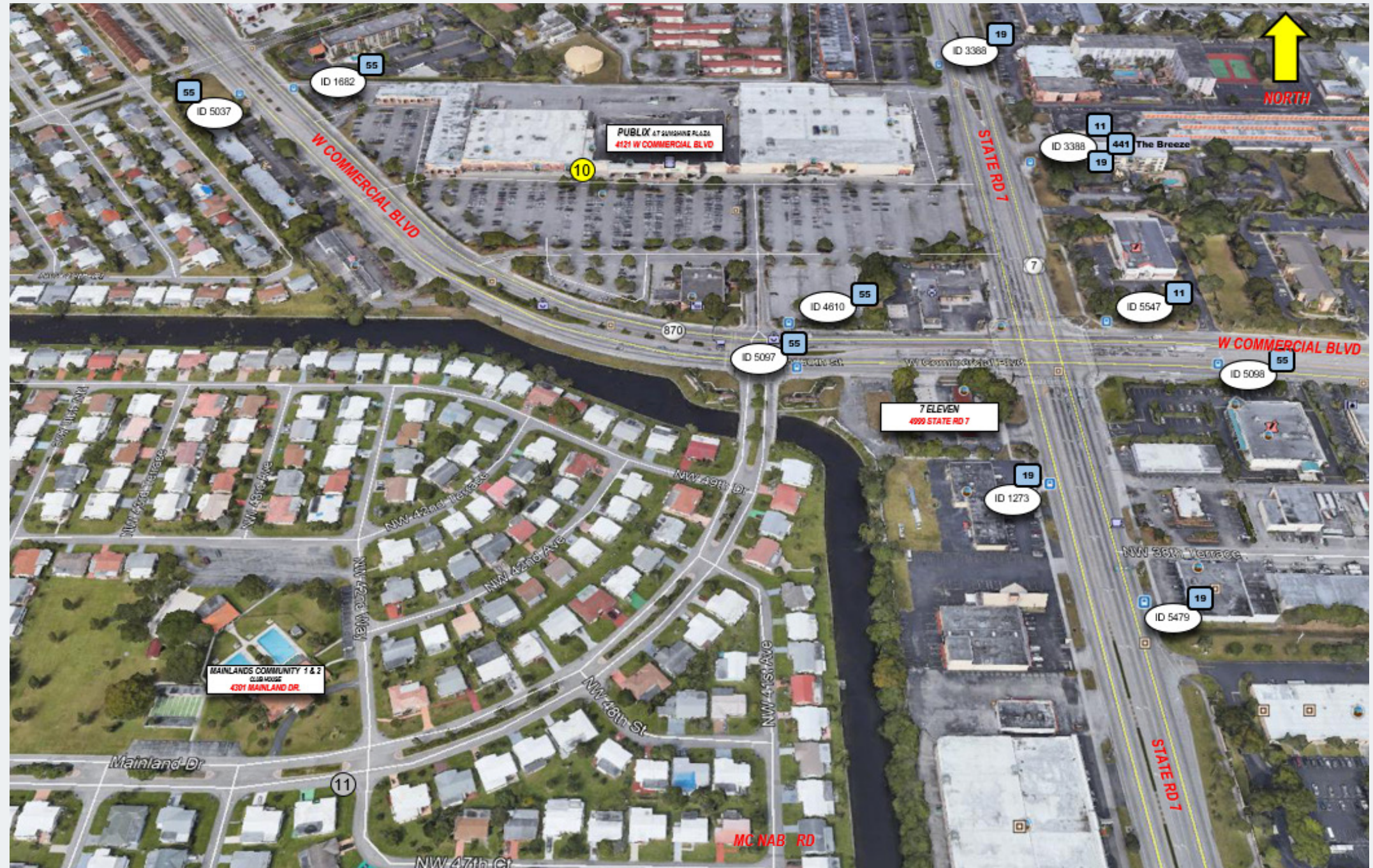
Meandering sidewalk along McNab Rd.

## PUBLIX SUNSHINE PLAZA SHUTTLE STOP NO.10

Shuttle Bus Stop ADA Assessment

### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



## PUBLIX SUNSHINE PLAZA SHUTTLE STOP NO.10

Shuttle Bus Stop ADA Assessment

### Findings

- Bus stop is ADA compliant.
- Accessible landing pad meets ADA requirements.
- Shuttle stop signage not provided.
- Bus stop located on private property in a shopping center.

### Recommended improvements

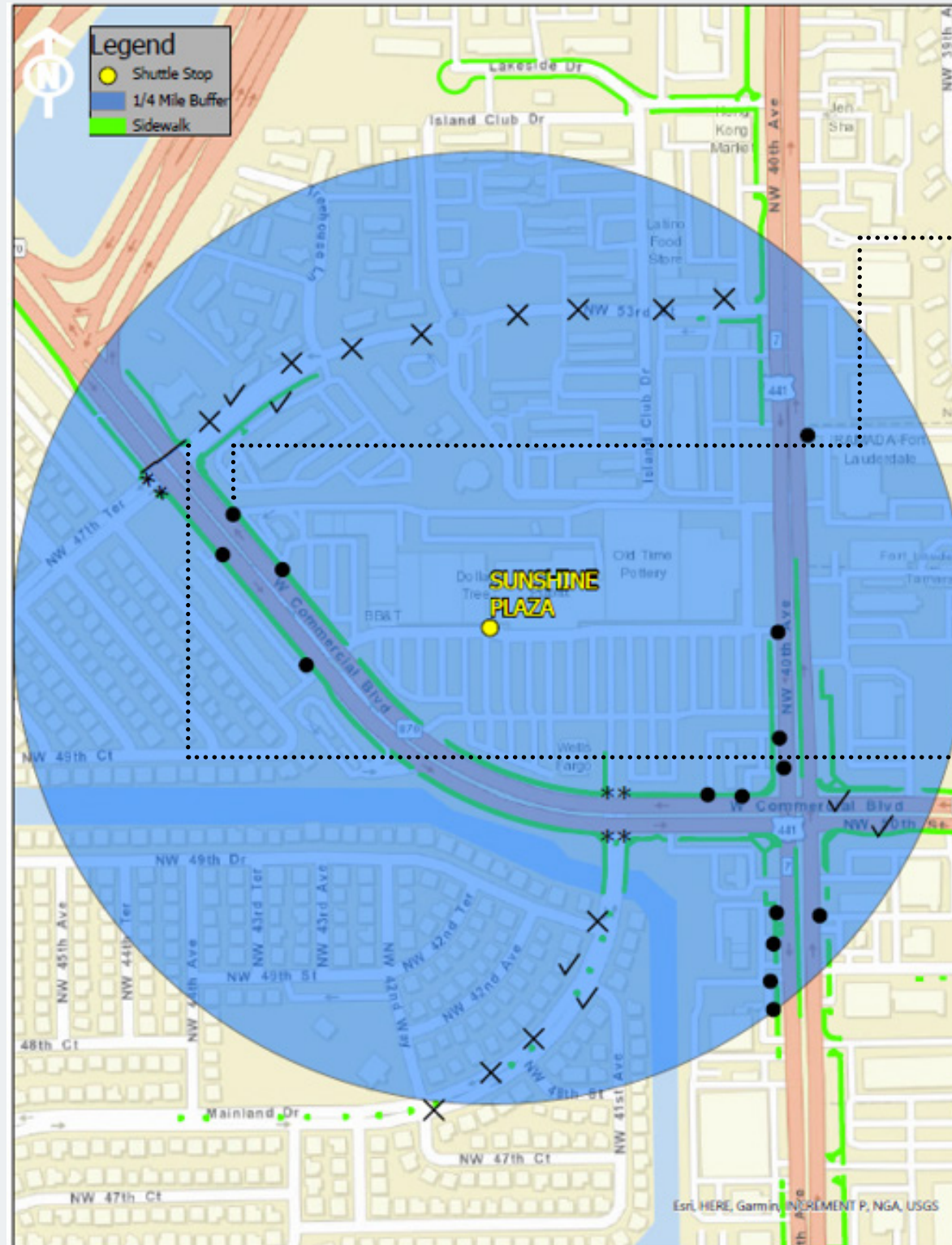
- Install signage for shuttle bus stop.



### PUBLIX SUNSHINE PLAZA SHUTTLE STOP NO.10

¼ mile radius biking and walking conditions

- Unmarked crosswalk
- Missing detectable mat
- ✓ Missing bike lane
- ✕ Sidewalk gap
- \* Pedestrian signal not audible








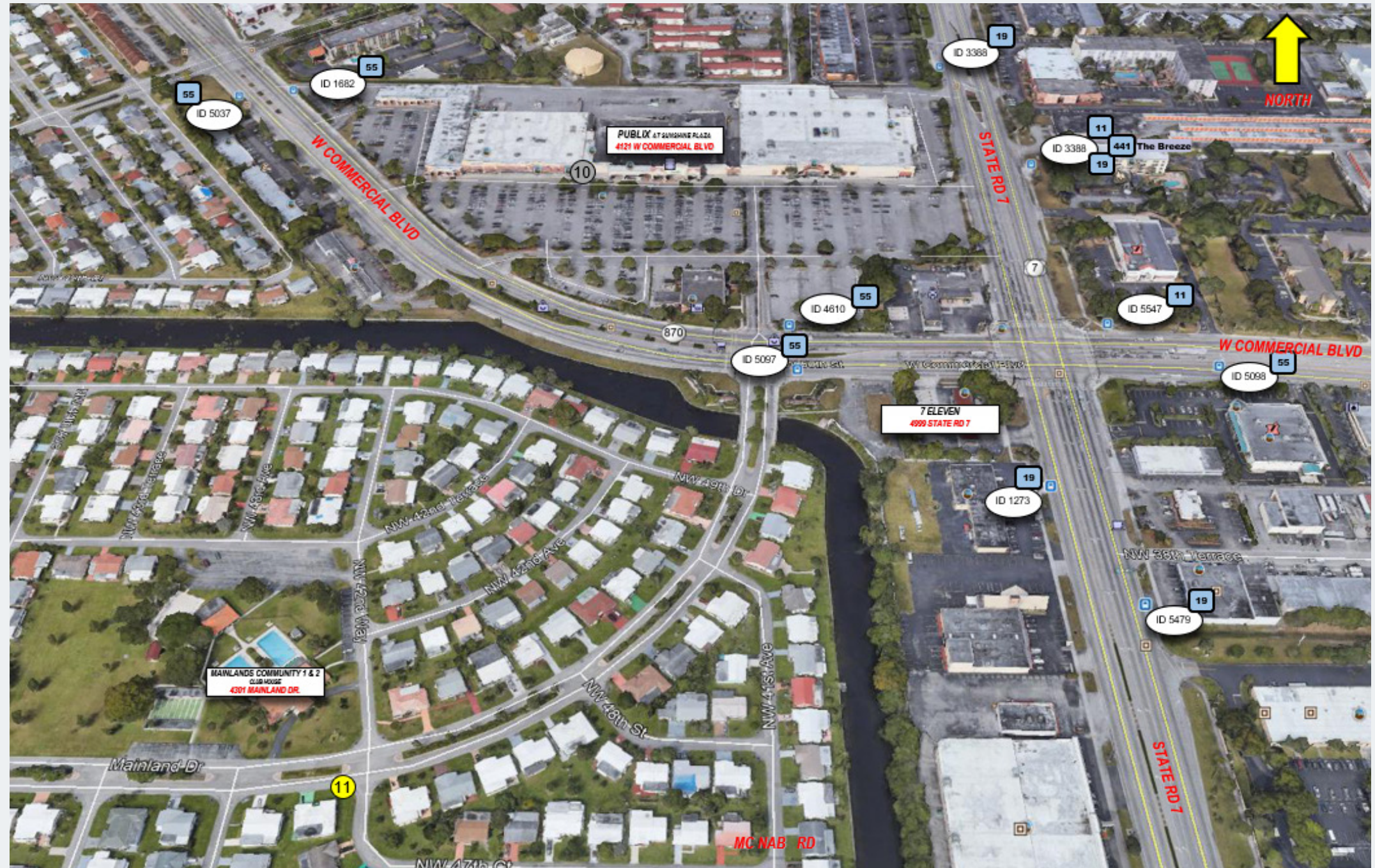
Pedestrian signal inaudible crossing E/W on north and south side of Commercial Blvd.

## MAINLANDS 4,5, 1 & 2 COMMUNITY CLUBHOUSE SHUTTLE STOP NO.11

Shuttle Bus Stop ADA Assessment

### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



## MAINLANDS 4,5, 1 & 2 COMMUNITY CLUBHOUSE SHUTTLE STOP NO.11

Shuttle Bus Stop ADA Assessment

### Findings

- Bus stop is not ADA compliant.
- Accessible landing pad does not meet ADA requirements.
- Shuttle stop signage not provided.
- No curb, landing pad is grassy area, and accessible landing pad is near the stormwater drain.
- Bus stop located on City street in a residential community.

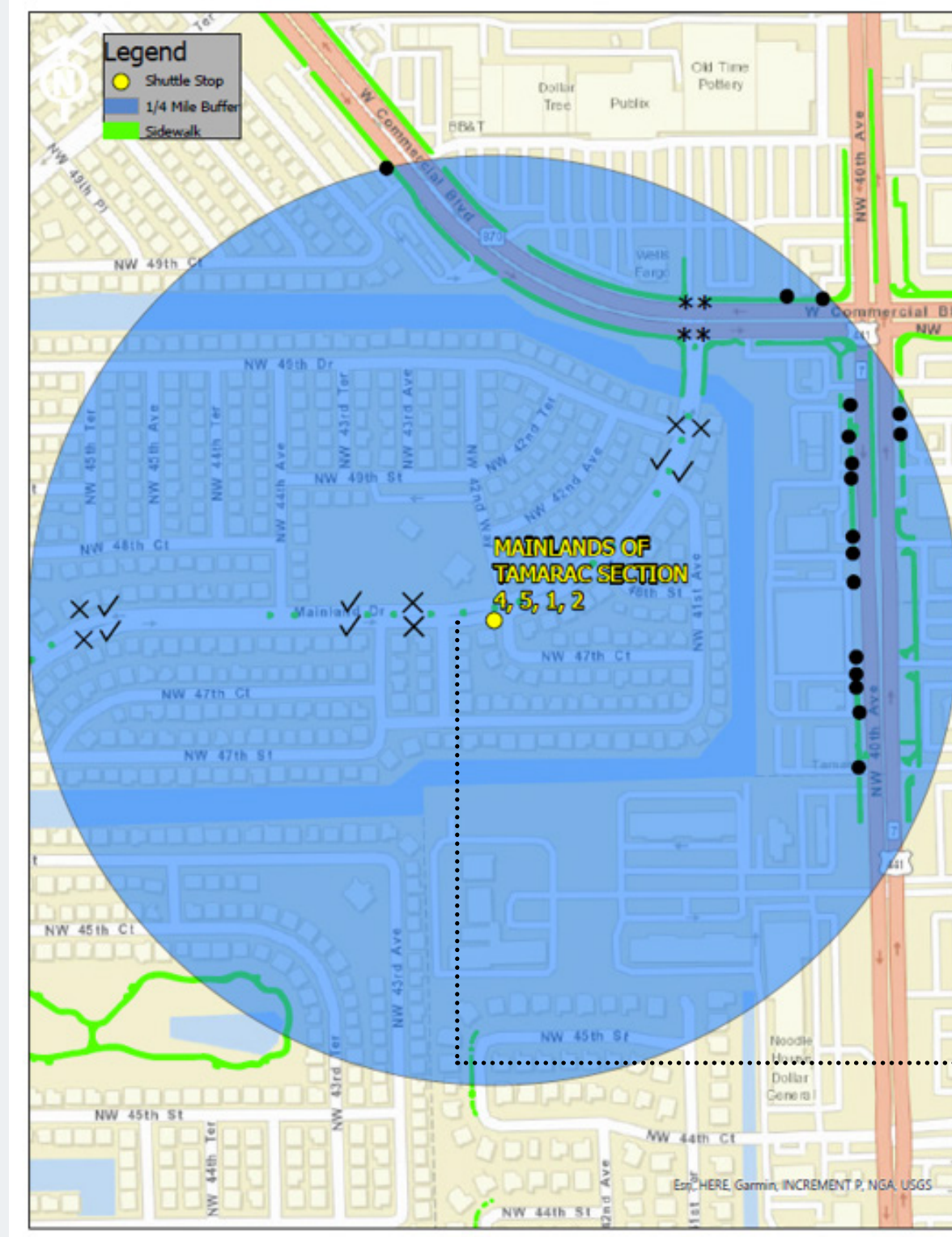




### MAINLANDS 4,5, 1 & 2 COMMUNITY CLUBHOUSE SHUTTLE STOP NO.11

¼ mile radius biking and walking conditions

- Missing detectable mat
- ✓ Missing bike lane
- ✕ Sidewalk gap
- \* Pedestrian signal not audible



Minimal shade along Commercial Blvd.








A pedestrian walking in the road on Mainland Drive.

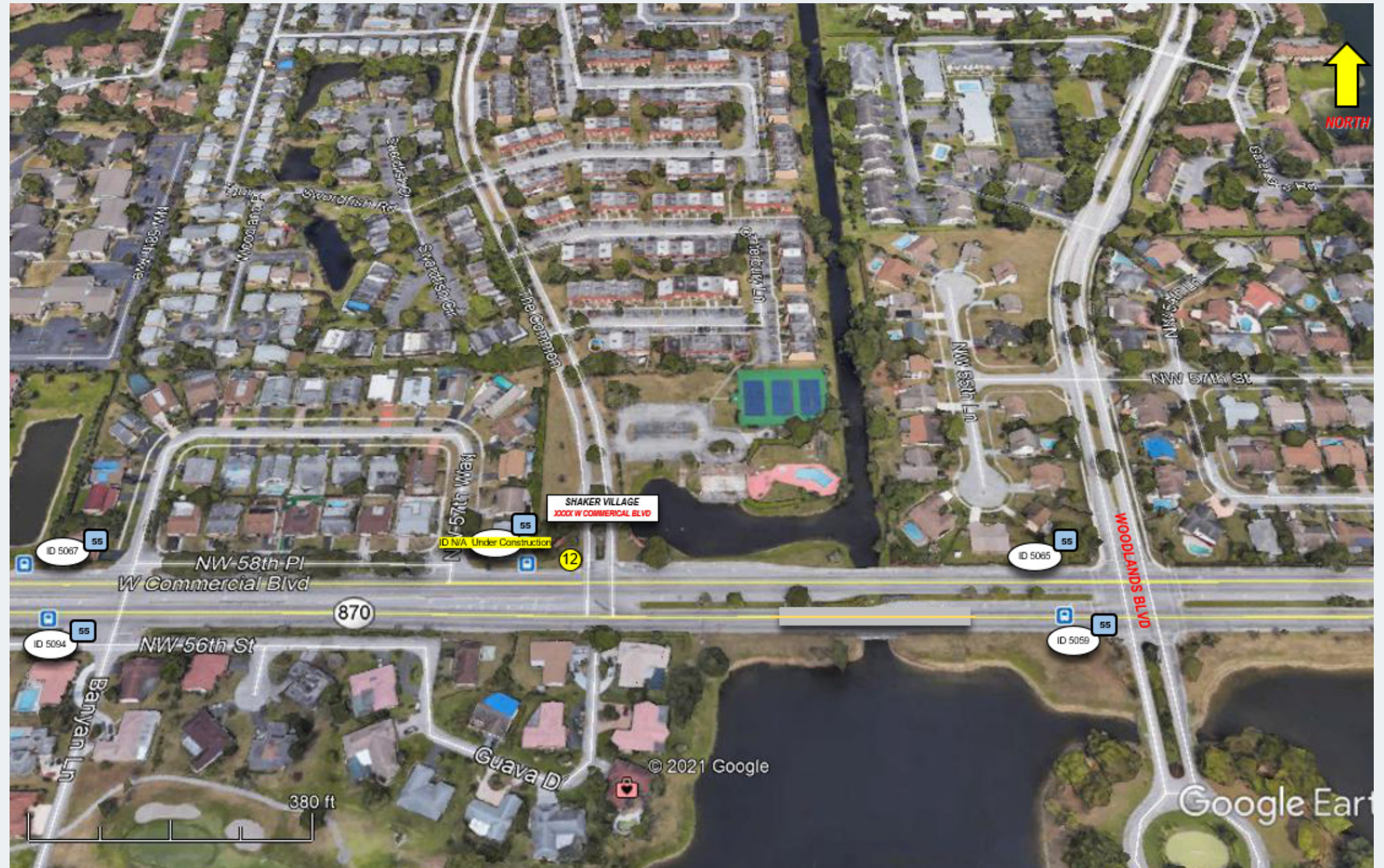


## THE COMMONS SHAKER VILLAGE SHUTTLE STOP NO.12

Shuttle Bus Stop ADA Assessment

### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



## THE COMMONS SHAKER VILLAGE SHUTTLE STOP NO.12

Shuttle Bus Stop ADA Assessment

### Findings

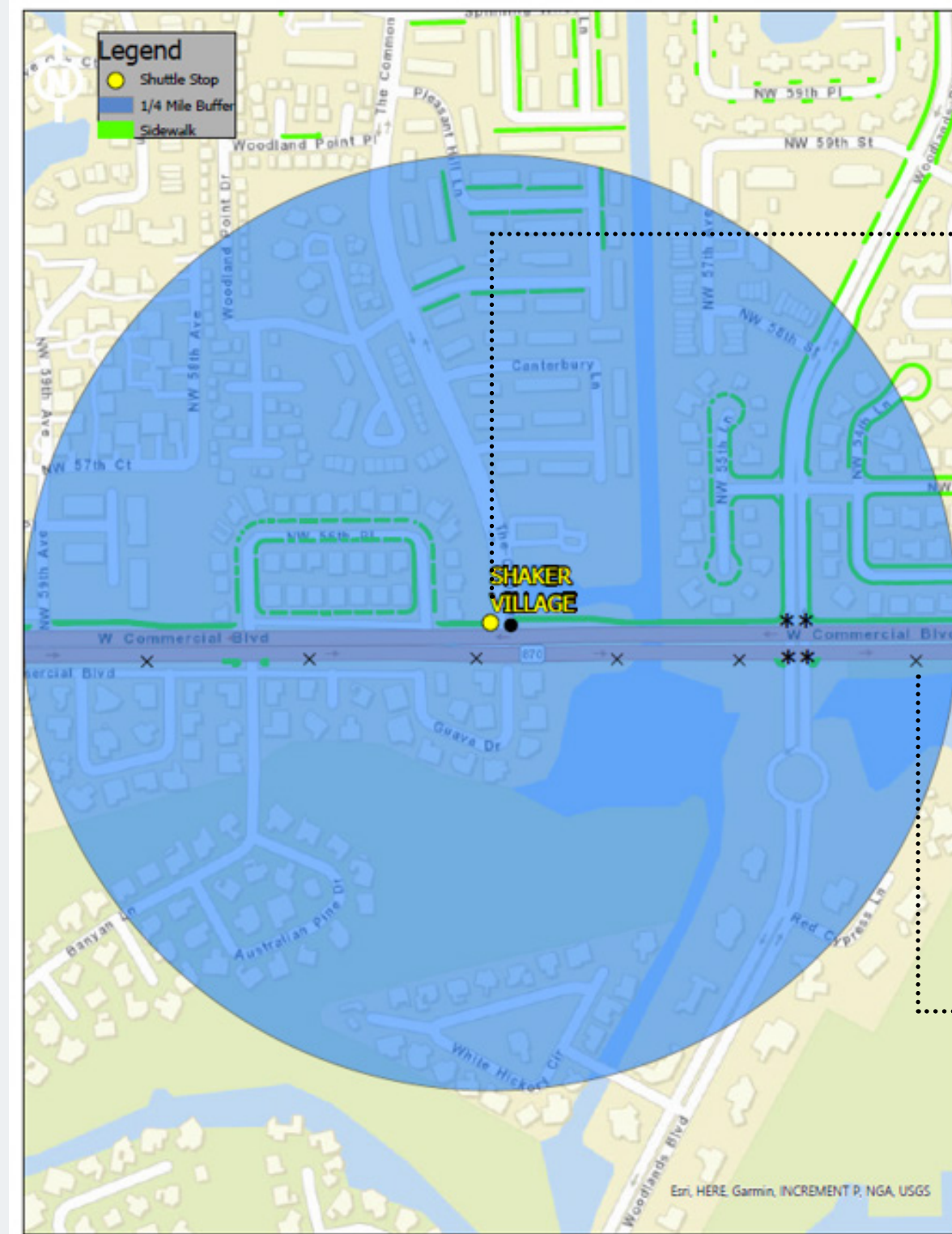
- Bus stop is under construction.
- Accessible landing pad cross slope varies from 1.5% to 2.6%, but the surface is not finished.
- Bus stop located on a State Road.



### THE COMMONS SHAKER VILLAGE SHUTTLE STOP NO.12

¼ mile radius biking and walking conditions

- Missing detectable mat
- ✓ Missing bike lane
- \* Pedestrian signal not audible








Bike lane on Commercial Blvd.

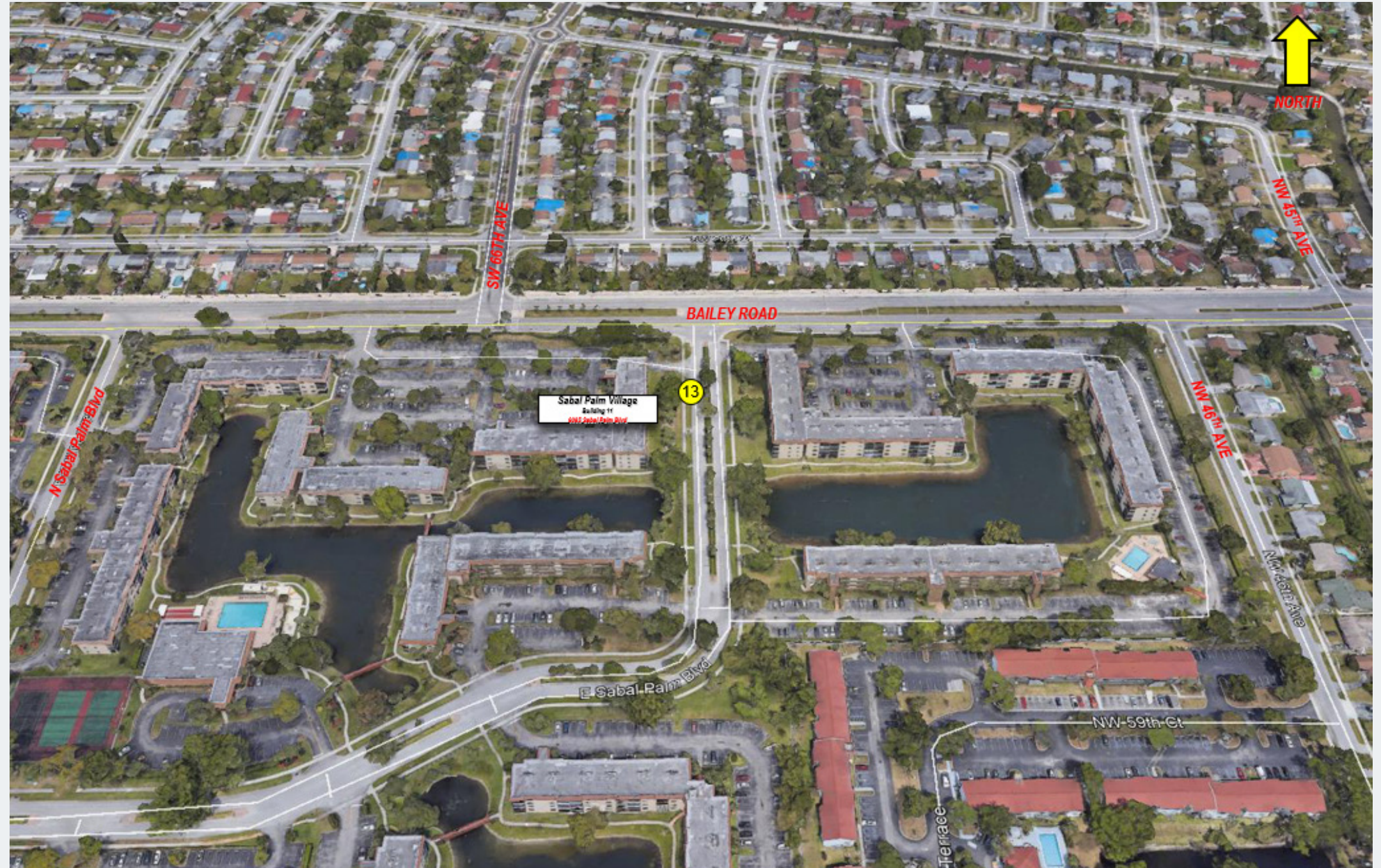


### SABAL PALM VILLAGE SHUTTLE STOP NO.13

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



## SABAL PALM VILLAGE SHUTTLE STOP NO.13

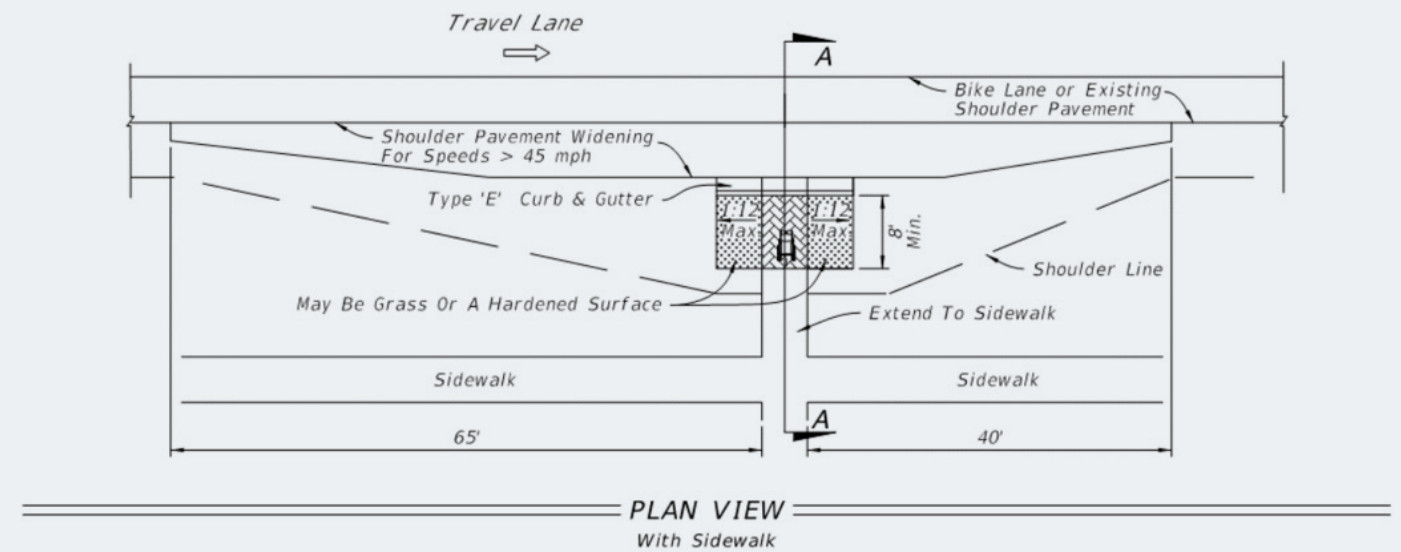
### Shuttle Bus Stop ADA Assessment

### Findings

- Bus stop is not ADA compliant.
- Accessible landing pad does not meet ADA requirements.
- Shuttle stop signage not provided.
- No curb and grass buffer in the clear zone is used as landing pad.
- Bus stop is located on City street in a residential community.



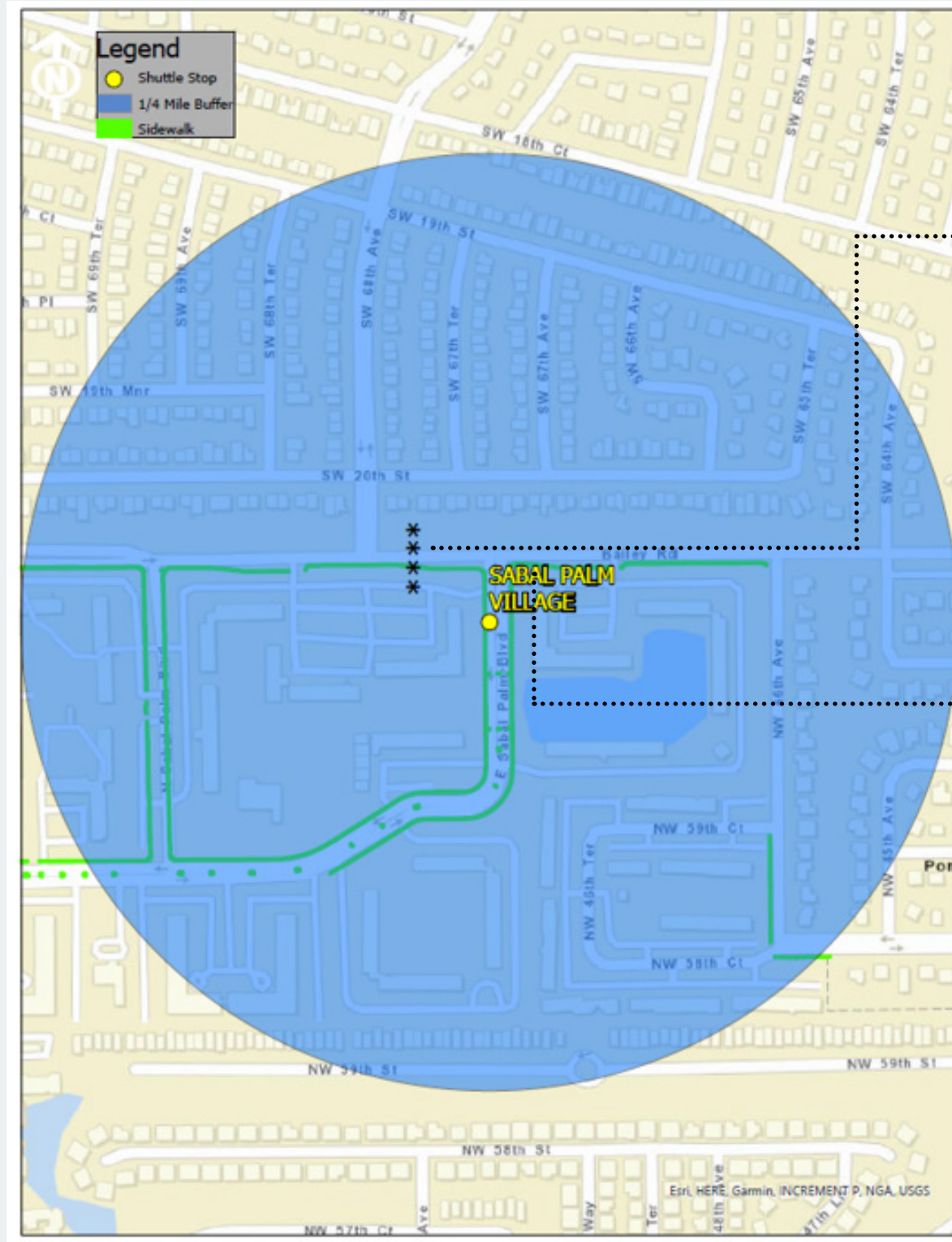
**Figure 225.2.1 Accessible Boarding and Alighting Area for Flush Shoulder Roadways with Connection to Sidewalk**



### SABAL PALM VILLAGE SHUTTLE STOP NO.13

¼ mile radius biking and walking conditions

\* Pedestrian signal not audible








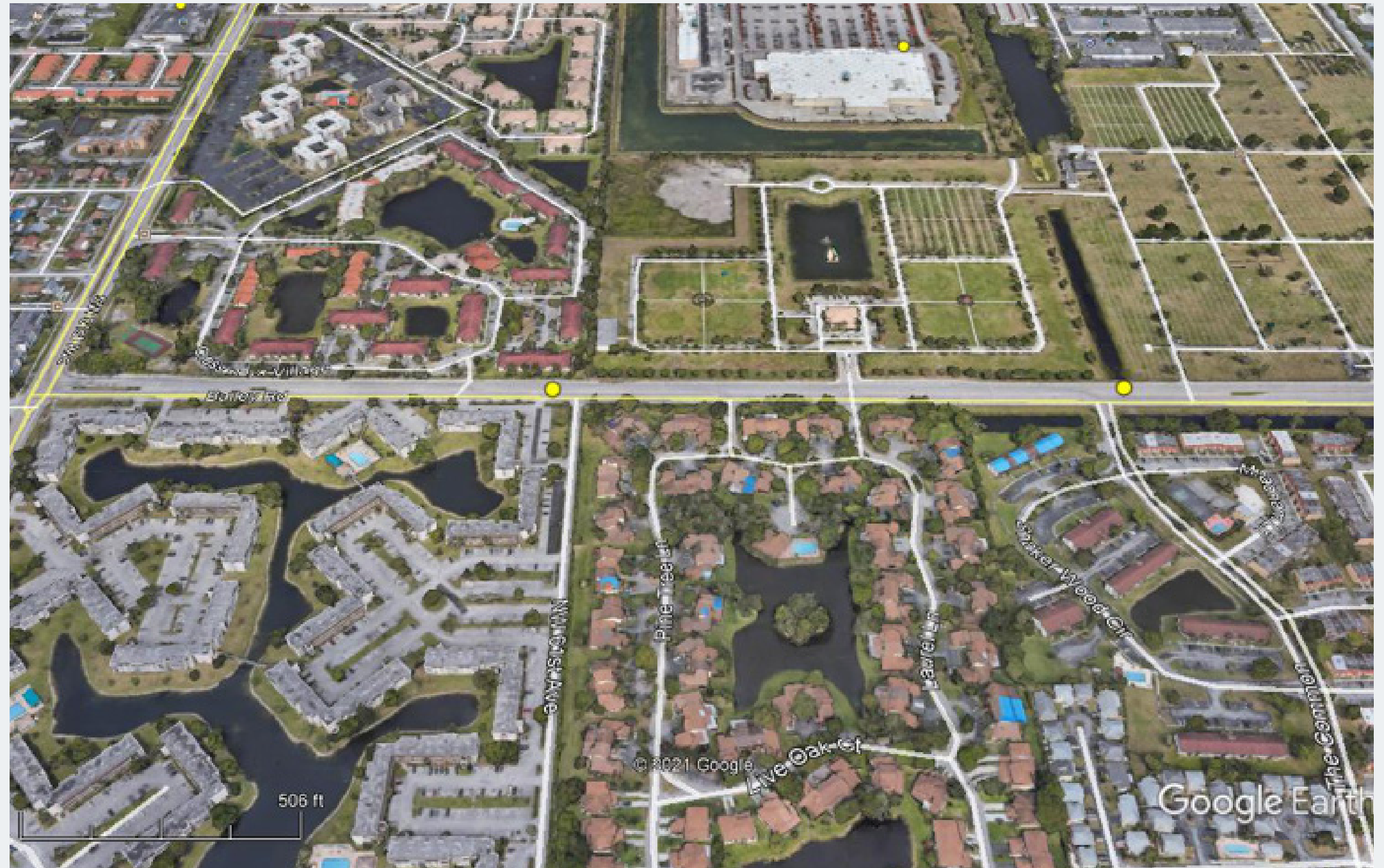
Pedestrian signal not flashing.

### SHAKER VILLAGE (BAILEY ROAD)/ THE COMMONS SHUTTLE STOP NO.14

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



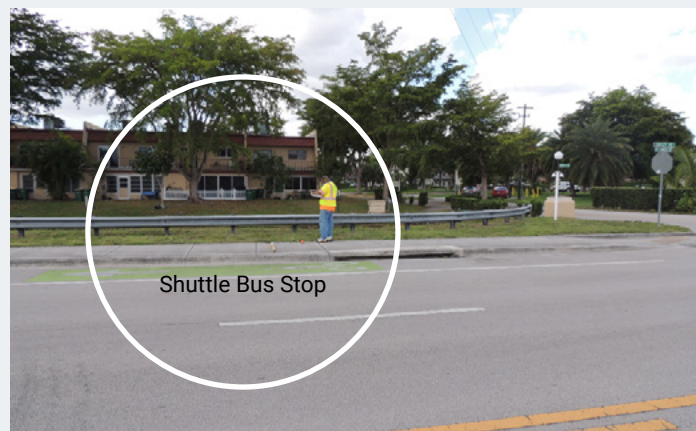


## SHAKER VILLAGE (BAILEY ROAD)/ THE COMMONS SHUTTLE STOP NO.14

Shuttle Bus Stop ADA Assessment

### Findings

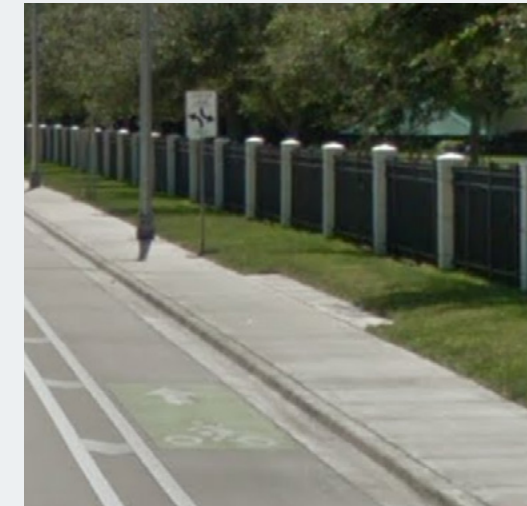
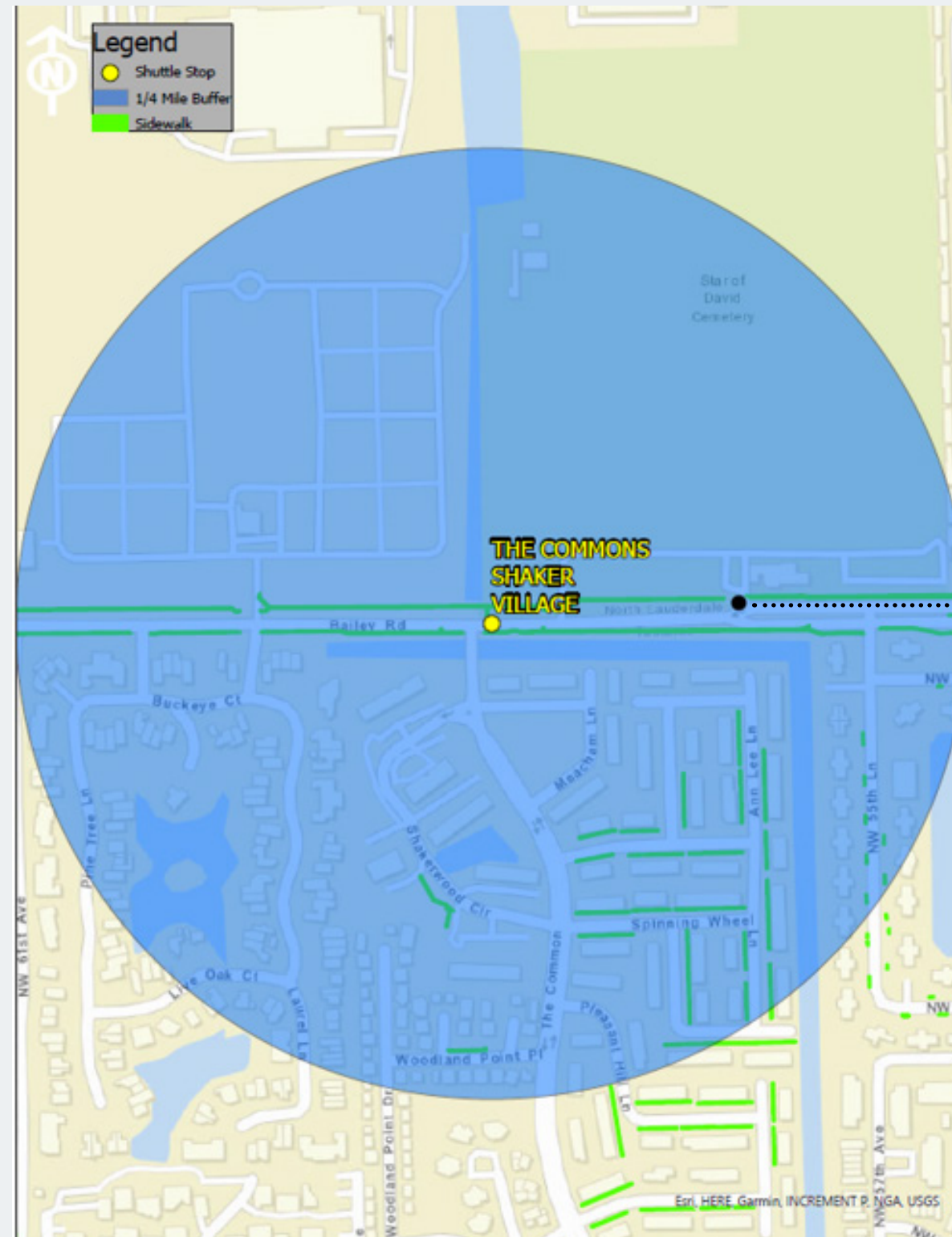
- Bus stop is not ADA compliant.
- Accessible landing pad does not meet ADA requirements.
- Shuttle stop signage not provided.
- Bus stop is located on County owned roadway.



### SHAKER VILLAGE (BAILEY ROAD)/ THE COMMONS SHUTTLE STOP NO.14

¼ mile radius biking and walking conditions

- Missing detectable mat



Bike lanes on Bailey Road.








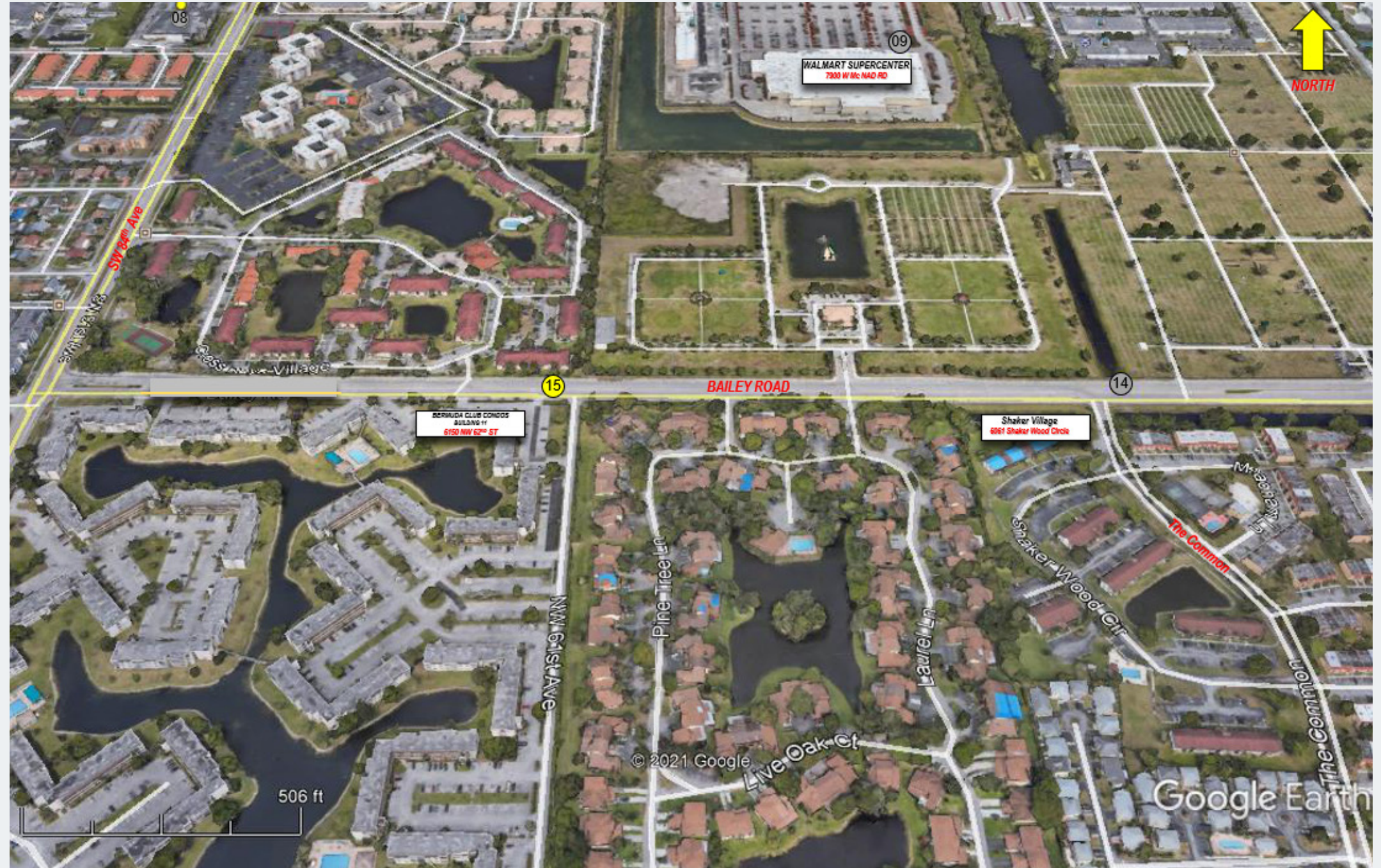
Minimal shade on south side of Bailey Road.

### BERMUDA CLUB SHUTTLE STOP 1 NO.15

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work

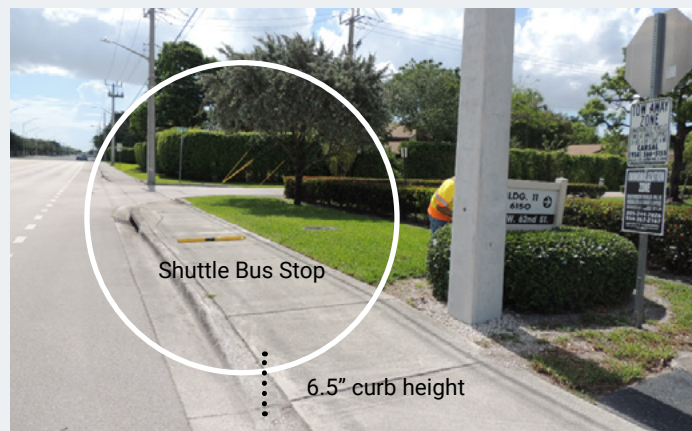


## BERMUDA CLUB SHUTTLE STOP 1 NO.15

Shuttle Bus Stop ADA Assessment

### Findings

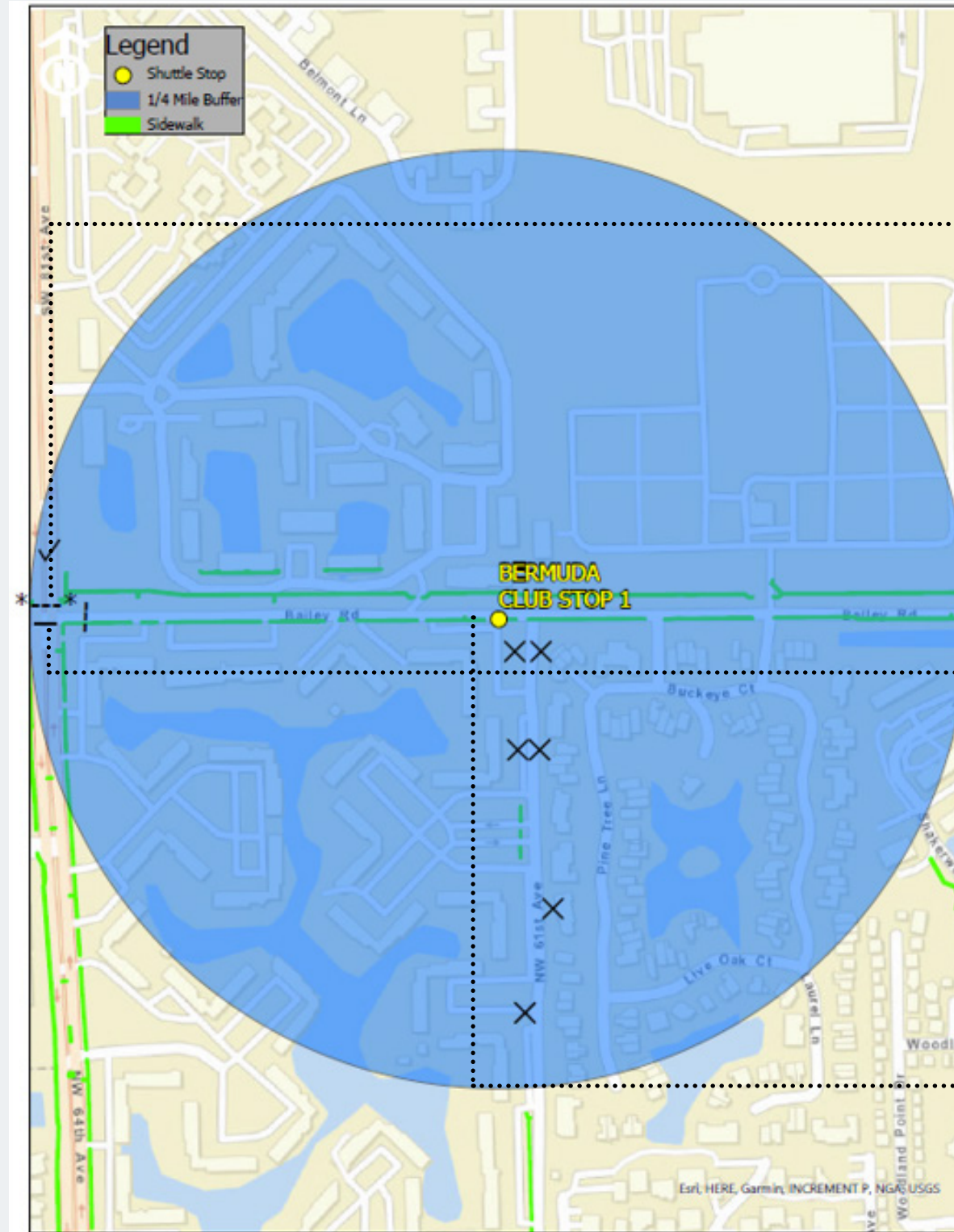
- Bus stop is not ADA compliant.
- Accessible landing pad does not meet ADA requirements.
- Shuttle stop signage not provided.
- Bus stop is located on County owned roadway.



### BERMUDA CLUB SHUTTLE STOP 1 NO.15

¼ mile radius biking and walking conditions






- Faded crosswalk
- Unmarked crosswalk
- ✓ Missing bike lane
- × Sidewalk gap
- \* Pedestrian signal not audible

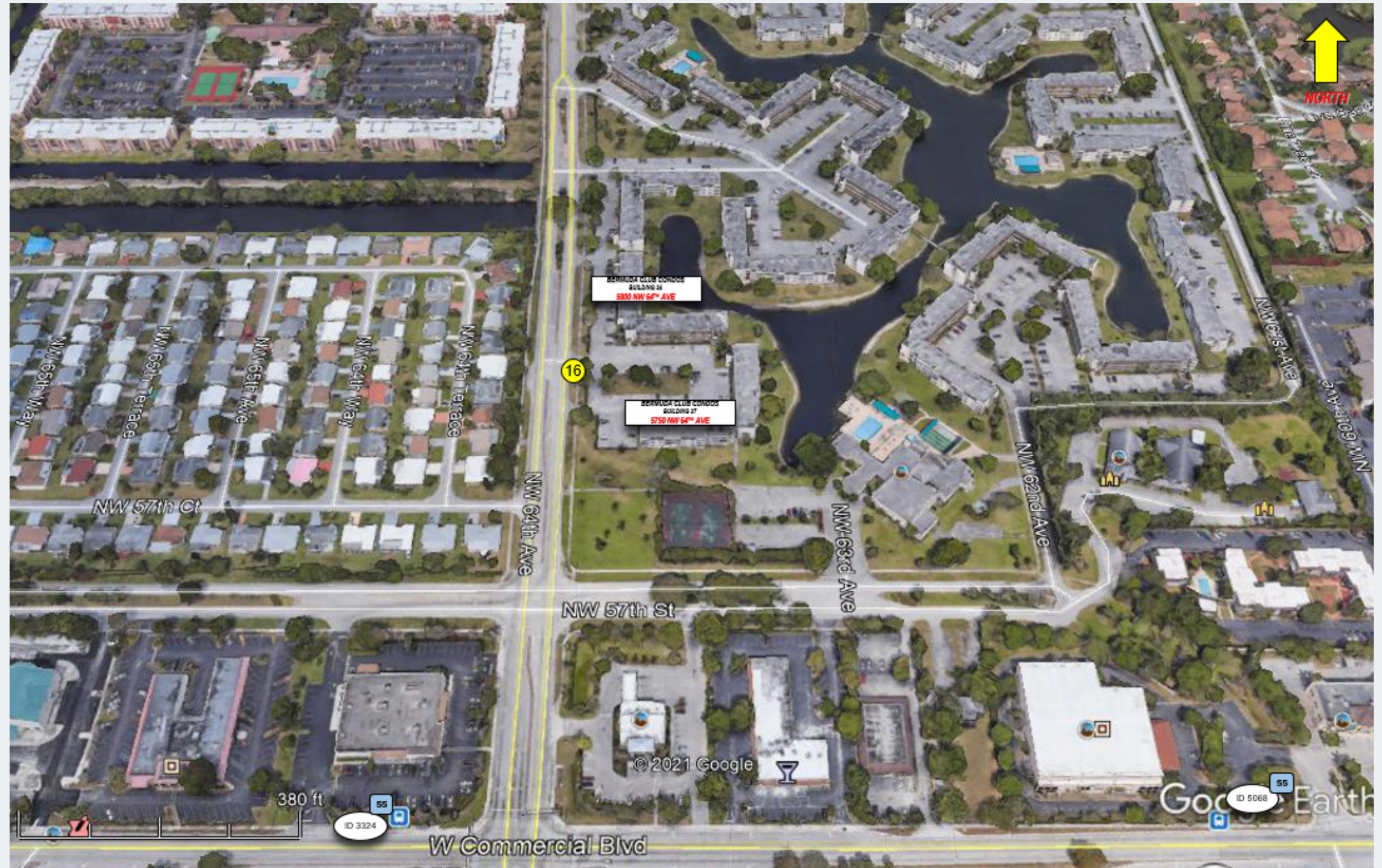


### BERMUDA CLUB SHUTTLE STOP 2 NO.16

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work

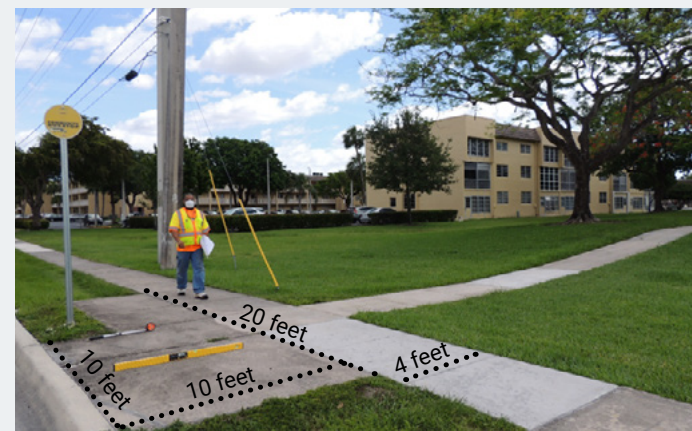


## BERMUDA CLUB SHUTTLE STOP 2 NO.16

Shuttle Bus Stop ADA Assessment

### Findings

- Bus stop is ADA compliant.
- Accessible landing pad meets ADA requirements.
- Shuttle stop signage is provided.
- Bus stop is located on City owned street



### BERMUDA CLUB SHUTTLE STOP 2 NO.16

¼ mile radius biking and walking conditions

- Faded crosswalk
- Unmarked crosswalk
- Missing detectable mat
- ✓ Missing bike lane
- × Sidewalk gap
- \* Pedestrian signal not audible








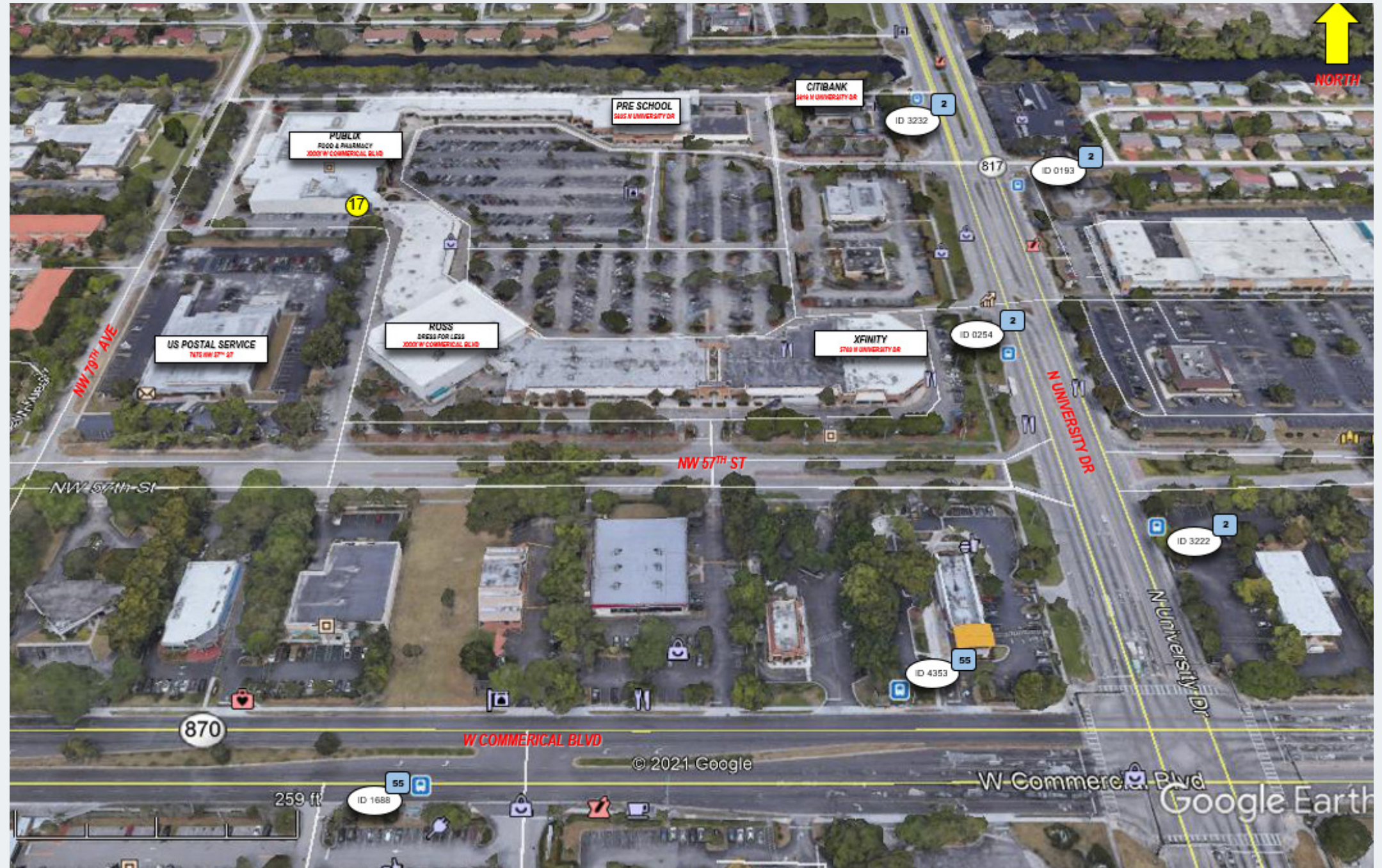


## PUBLIX MIDWAY PLAZA SHUTTLE STOP NO.17

Shuttle Bus Stop ADA Assessment

### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



## PUBLIX MIDWAY PLAZA SHUTTLE STOP NO.17

### Shuttle Bus Stop ADA Assessment

### Findings

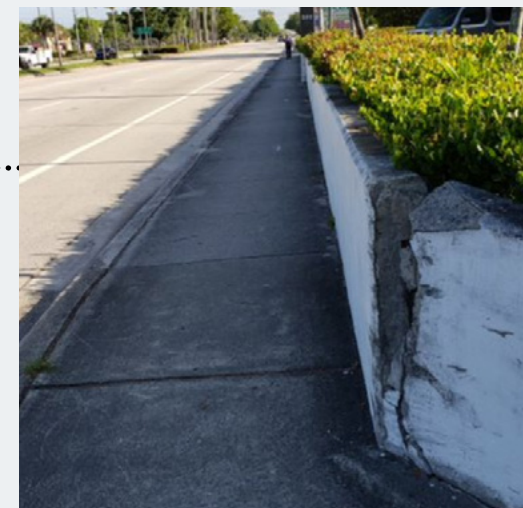
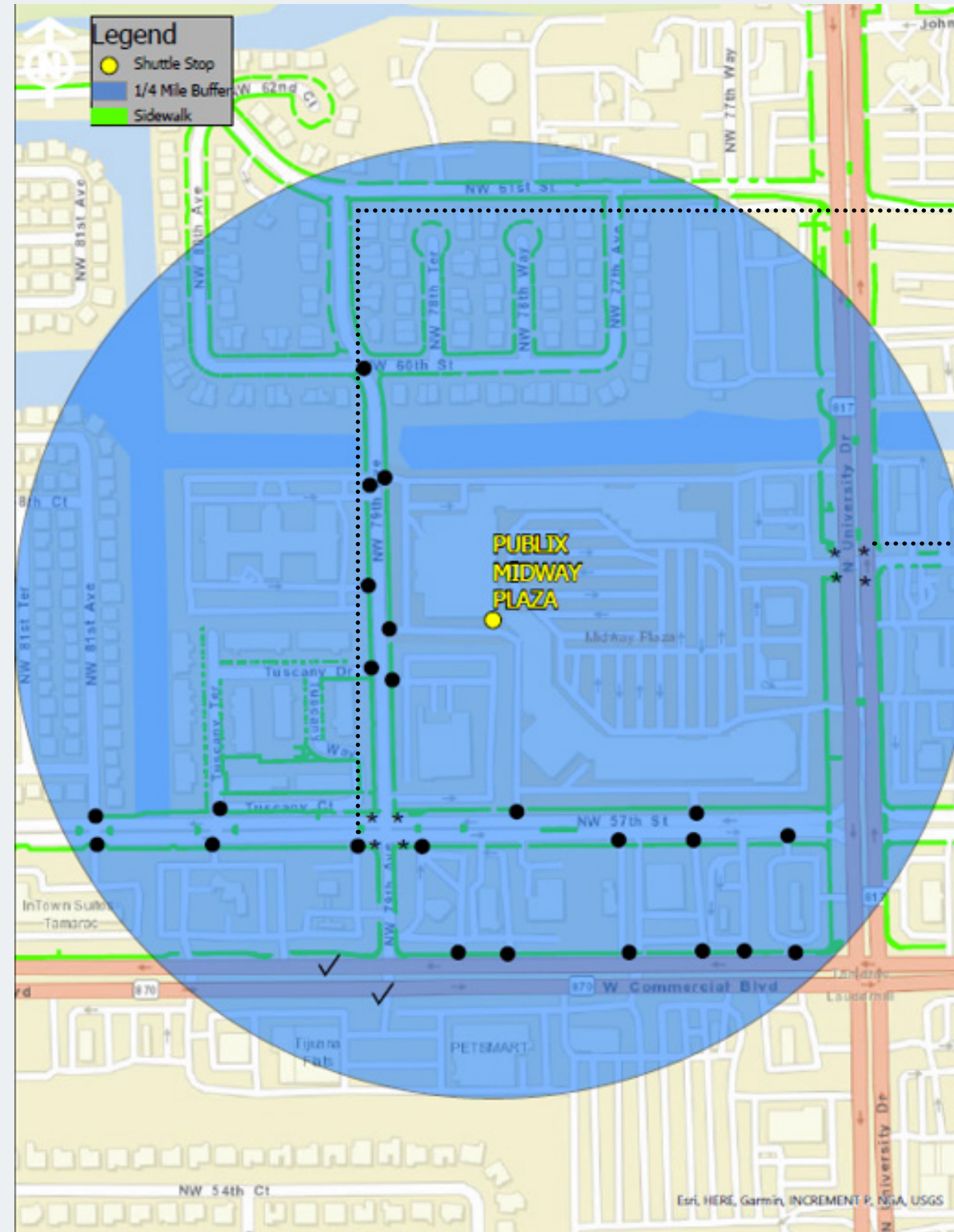
- Bus stop is not ADA compliant.
- Bus stop is located in an area designated as “no parking.”
- Accessible landing pad does not meet ADA requirements.
- Shuttle stop signage not provided.
- Bus stop located on private property in a shopping center.



### PUBLIX MIDWAY PLAZA SHUTTLE STOP NO.17

¼ mile radius biking and walking conditions

- Missing detectable mat
- ✓ Missing bike lane
- ✗ Sidewalk gap
- \* Pedestrian signal not audible





**MAINLANDS OF TAMARAC  
SECTION 11 & 12 CLUBHOUSE  
SHUTTLE STOP NO.18**

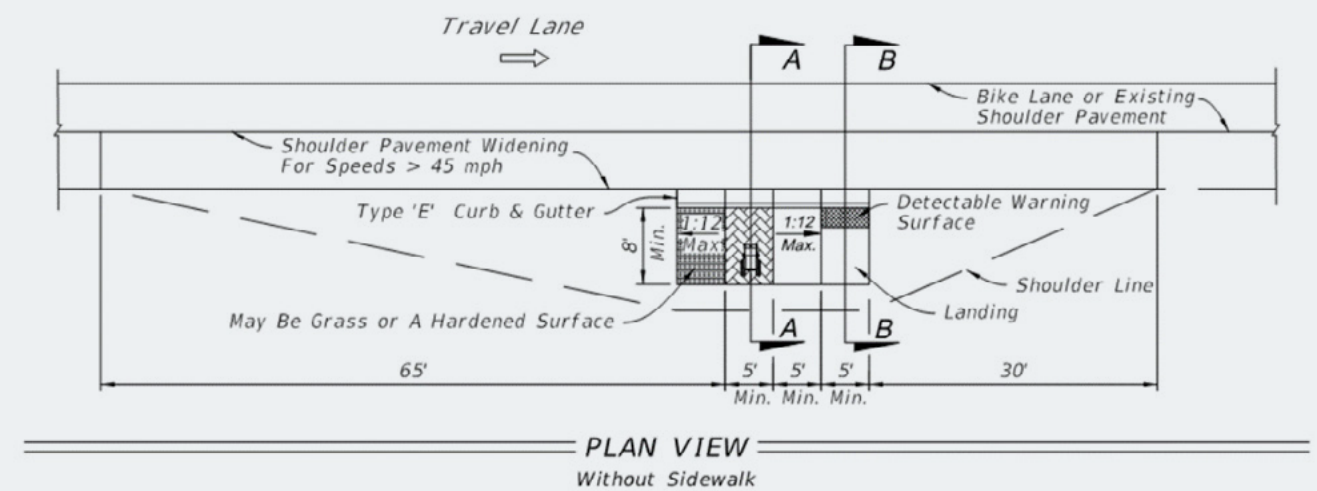
Shuttle Bus Stop ADA Assessment

Findings

- Bus stop is not ADA compliant.
- Accessible landing pad does not meet ADA requirements.
- Shuttle stop signage not provided.
- Bus stop located on City owned street in residential community.



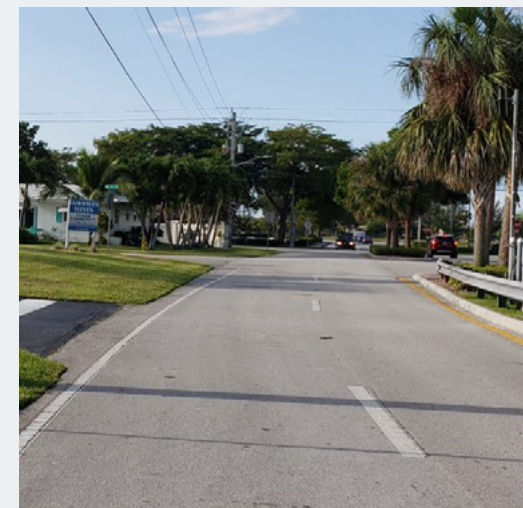
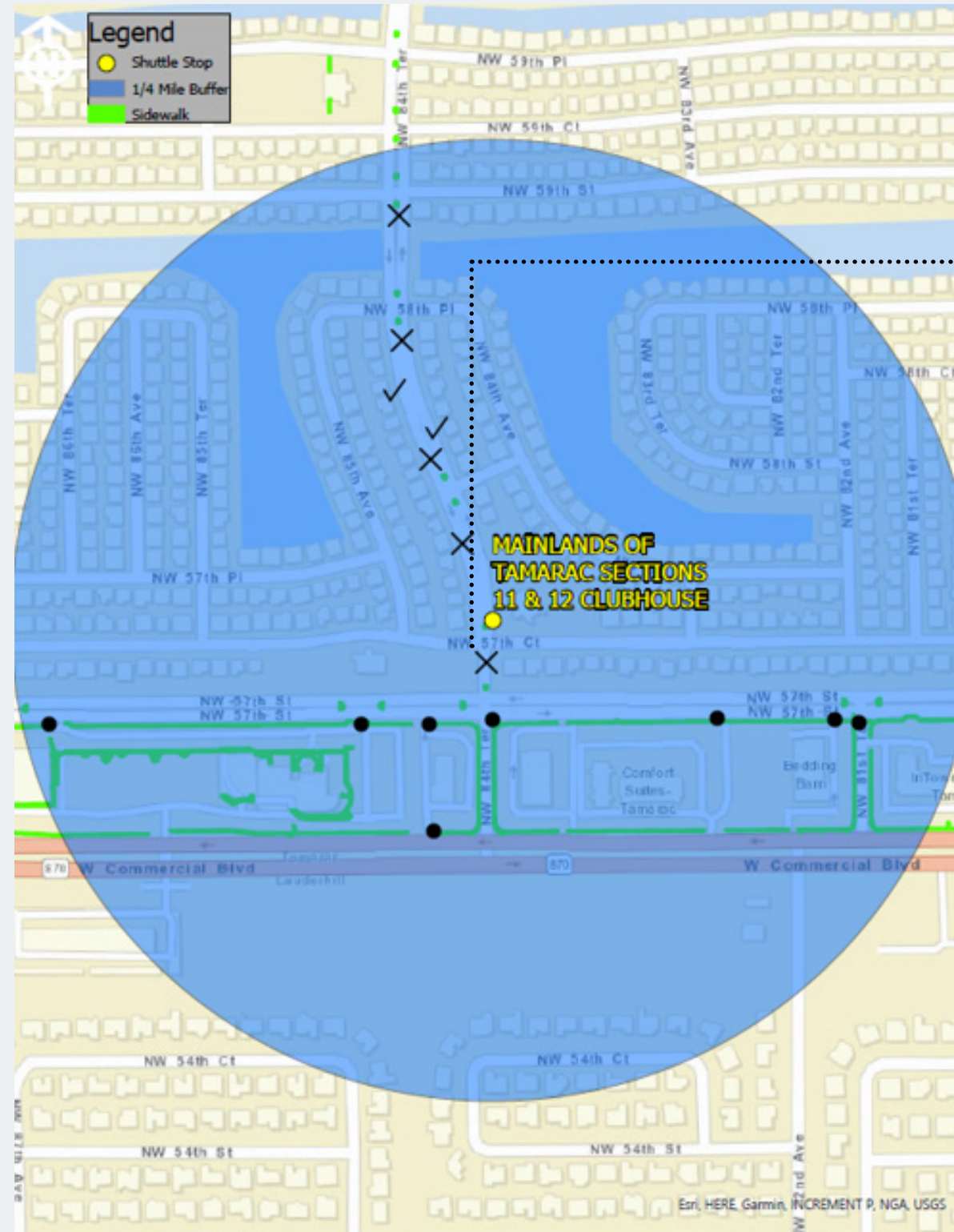
**Figure 225.2.2 Accessible Boarding and Alighting Area for Flush Shoulder Roadways with Connection to Roadway**



### MAINLANDS OF TAMARAC SECTION 11 & 12 CLUBHOUSE SHUTTLE STOP NO.18

¼ mile radius biking and walking conditions

- Missing detectable mat
- ✓ Missing bike lane
- ✕ Sidewalk gap



No Sidewalks or bike lanes on NW 84th Terrace from NW 57th Street to NW 61st Street

### TAMARAC COMMUNITY CENTER SHUTTLE STOP NO.19

Shuttle Bus Stop ADA Assessment

#### Legend

- BCT Bus Stop ID
- BCT Bus Route Served
- Shuttle Bus Stop ID
- Shuttle Stop ID
- Proposed Work



## TAMARAC COMMUNITY CENTER SHUTTLE STOP NO.19

Shuttle Bus Stop ADA Assessment

### Findings

- Bus stop is ADA compliant.
- Accessible landing pad meets ADA requirements.
- Shuttle stop signage not provided.
- Bus stop located on City owned property at the Tamarac Community Center.












### BROWARD COUNTY LIBRARY SHUTTLE STOP NO.20

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work

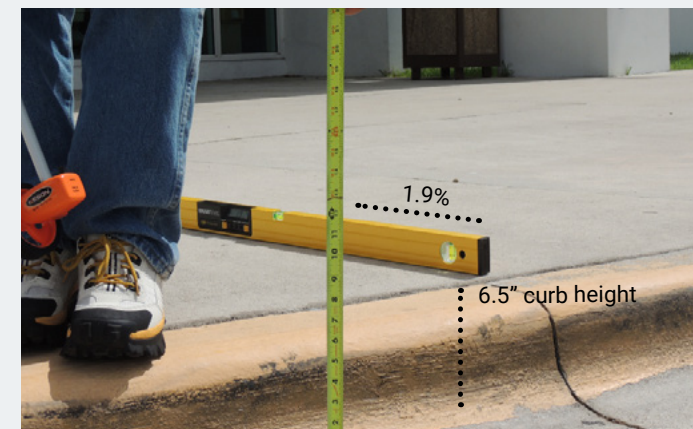


## BROWARD COUNTY LIBRARY SHUTTLE STOP NO.20

Shuttle Bus Stop ADA Assessment

### Findings

- Bus stop is ADA compliant.
- Accessible landing pad meets ADA requirements .
- Shuttle stop signage not provided.
- Bus stop located on County owned property.










### MAINLANDS OF TAMARAC SECTION 13 CLUBHOUSE SHUTTLE STOP NO.21

Shuttle Bus Stop ADA Assessment

#### Legend

-  BCT Bus Stop ID
-  BCT Bus Route Served
-  Shuttle Bus Stop ID
-  Shuttle Stop ID
-  Proposed Work



**MAINLANDS OF TAMARAC  
SECTION 13 CLUBHOUSE  
SHUTTLE STOP NO.21**

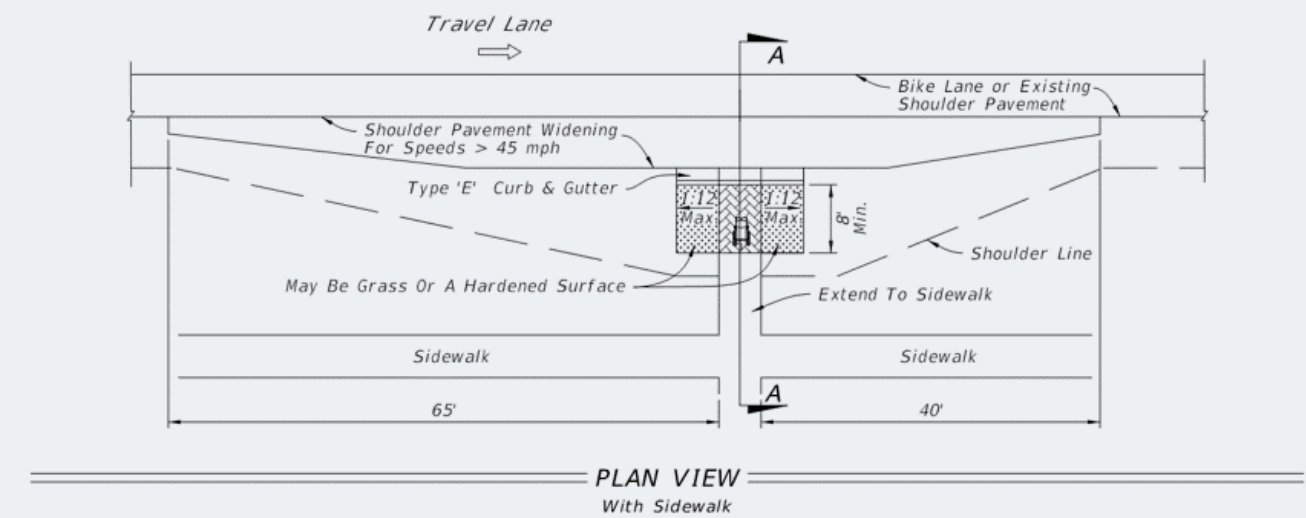
Shuttle Bus Stop ADA Assessment

Findings

- Bus stop is not ADA compliant.
- Accessible landing pad does not meet ADA requirements.
- Shuttle stop signage not provided.
- Bus stop located on City owned street in residential community.



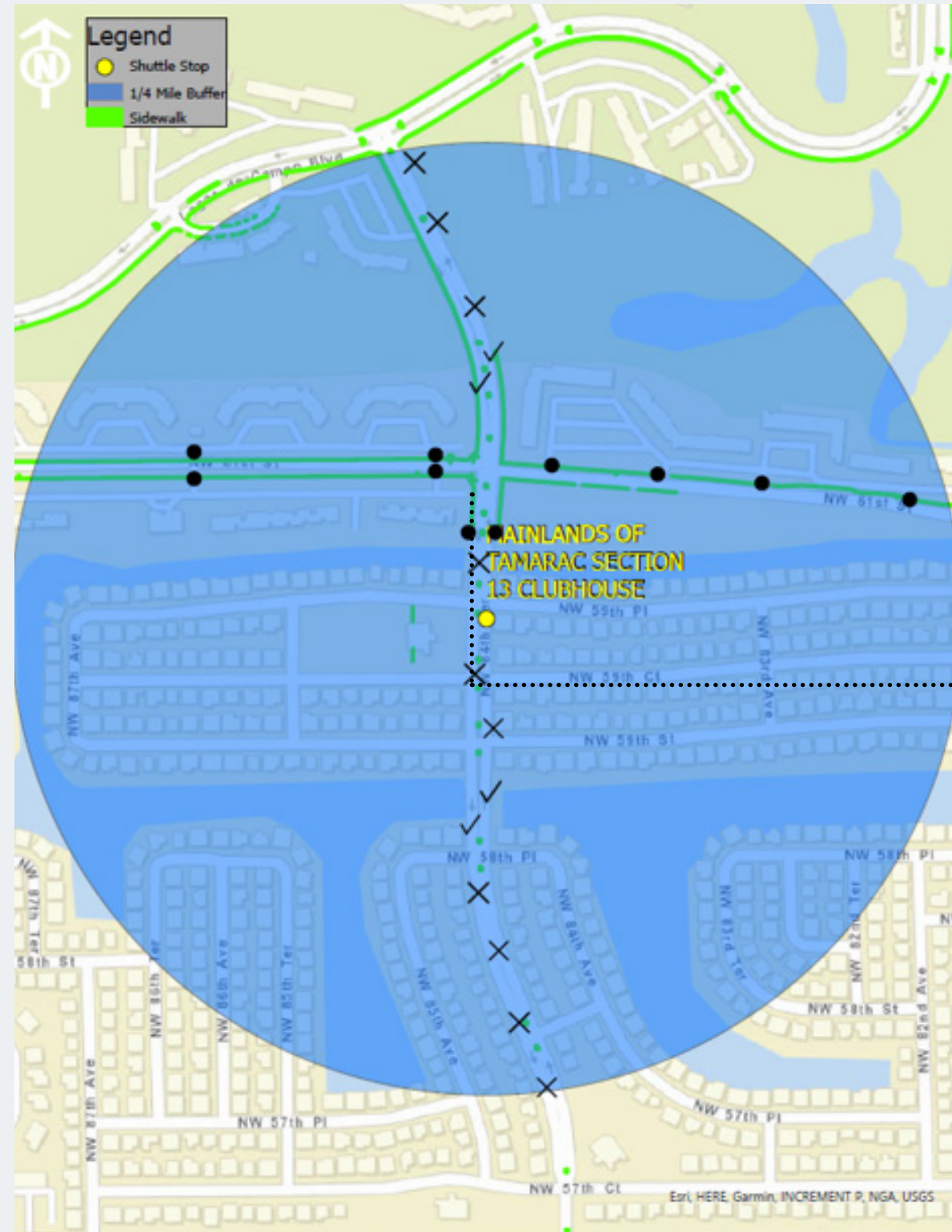
**Figure 225.2.1 Accessible Boarding and Alighting Area for Flush Shoulder Roadways with Connection to Sidewalk**



**MAINLANDS OF TAMARAC  
SECTION 13 CLUBHOUSE  
SHUTTLE STOP NO.21**

¼ mile radius biking and walking conditions

- Missing detectable mat
- ✓ Missing bike lane
- ✕ Sidewalk gap



No Bike lanes on NW 84th Terrace. A sidewalk exists from NW 61st Street to Lagos De Campo Blvd (west side).



Sidewalk ends on NW 84th Terrace

The following depicts the findings for the BCT stops. The evaluation includes an amenity inventory, and a quarter mile radius summary of walking and biking conditions.

Bus stop amenities:

### BCT 252

- Sign
- Concrete pad
- Shelter
- Bench
- Bike rack
- Trash receptacle



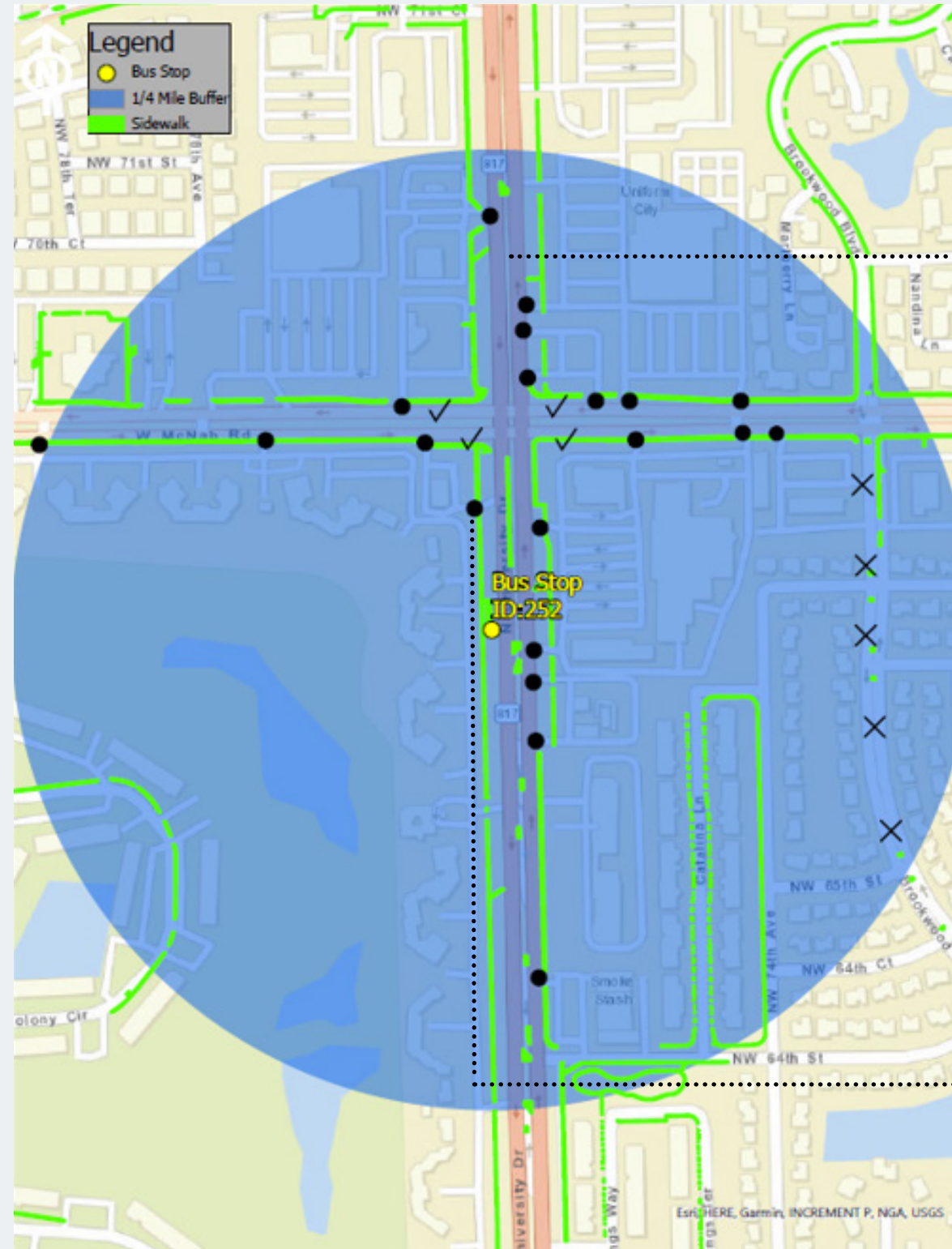


¼ mile radius biking and walking conditions.

**BCT 252**

- ✓ Missing bike lane
- Missing detectable mat
- ✗ Sidewalk gaps

Bike lane on University Drive



Bus stop amenities:

**BCT 2805**

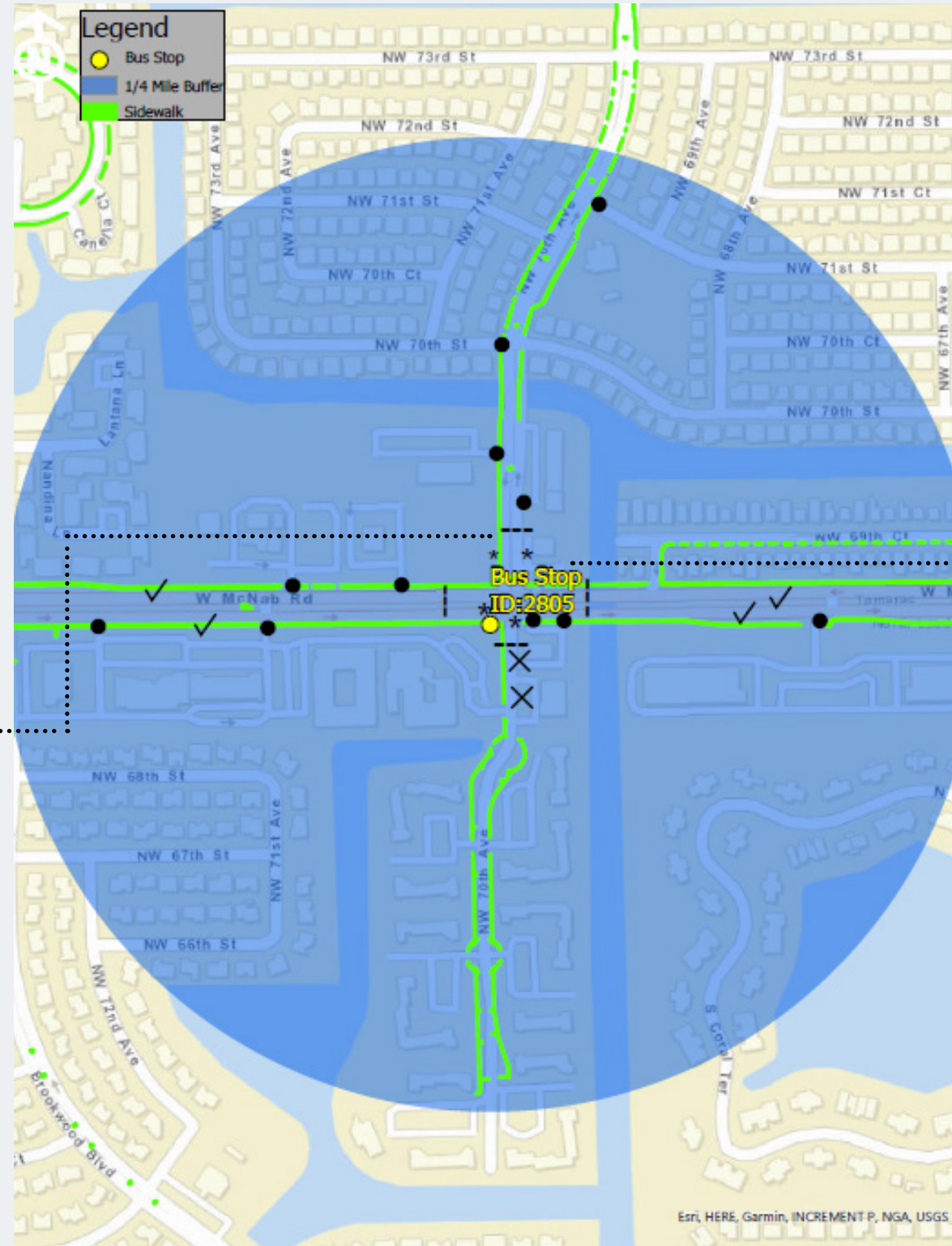
- Sign
- Concrete pad
- Shelter
- Bench
- Bike rack
- Trash receptacle



**BCT 2805**

¼ mile radius biking and walking conditions.

- Faded crosswalk
- Missing detectable mat
- ✓ Missing bike lane
- ✕ Sidewalk gap
- \* Pedestrian signal not audible



No pedestrian safety rails on bridge. (north or south).



Bus stop amenities:

**BCT 2811**

Sign  
Concrete pad  
Bench

Advertising bench is owned and maintained by an independent company that has a contract with the City.

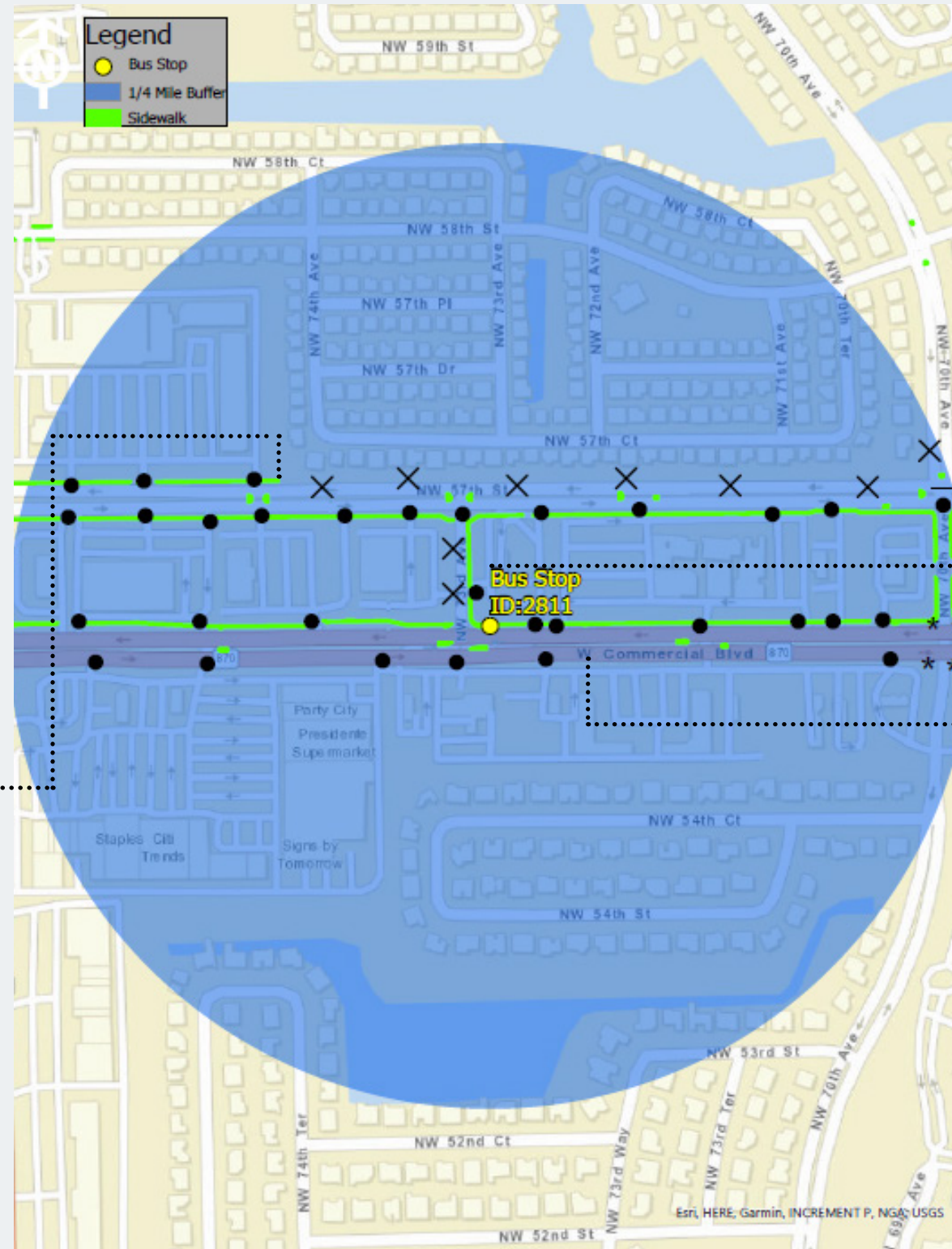


**BCT 2811**

¼ mile radius biking and walking conditions.

- Unmarked crosswalk
- Missing detectable mat
- ✓ Missing bike lane
- ✕ Sidewalk gap
- \* Pedestrian signal not audible

Sidewalk ends.



Bus stop amenities:

**BCT 2883**

(CVS Stop on  
Community  
Shuttle)

- Sign
- Concrete pad
- Shelter
- Bench
- Bike rack
- Trash receptacle



The quarter mile radius review for this stop is included with the community shuttle stop section.

Bus stop amenities:

**BCT 3324**

- Sign
- Concrete pad
- Shelter
- 2 Benches
- Bike rack
- Trash receptacle

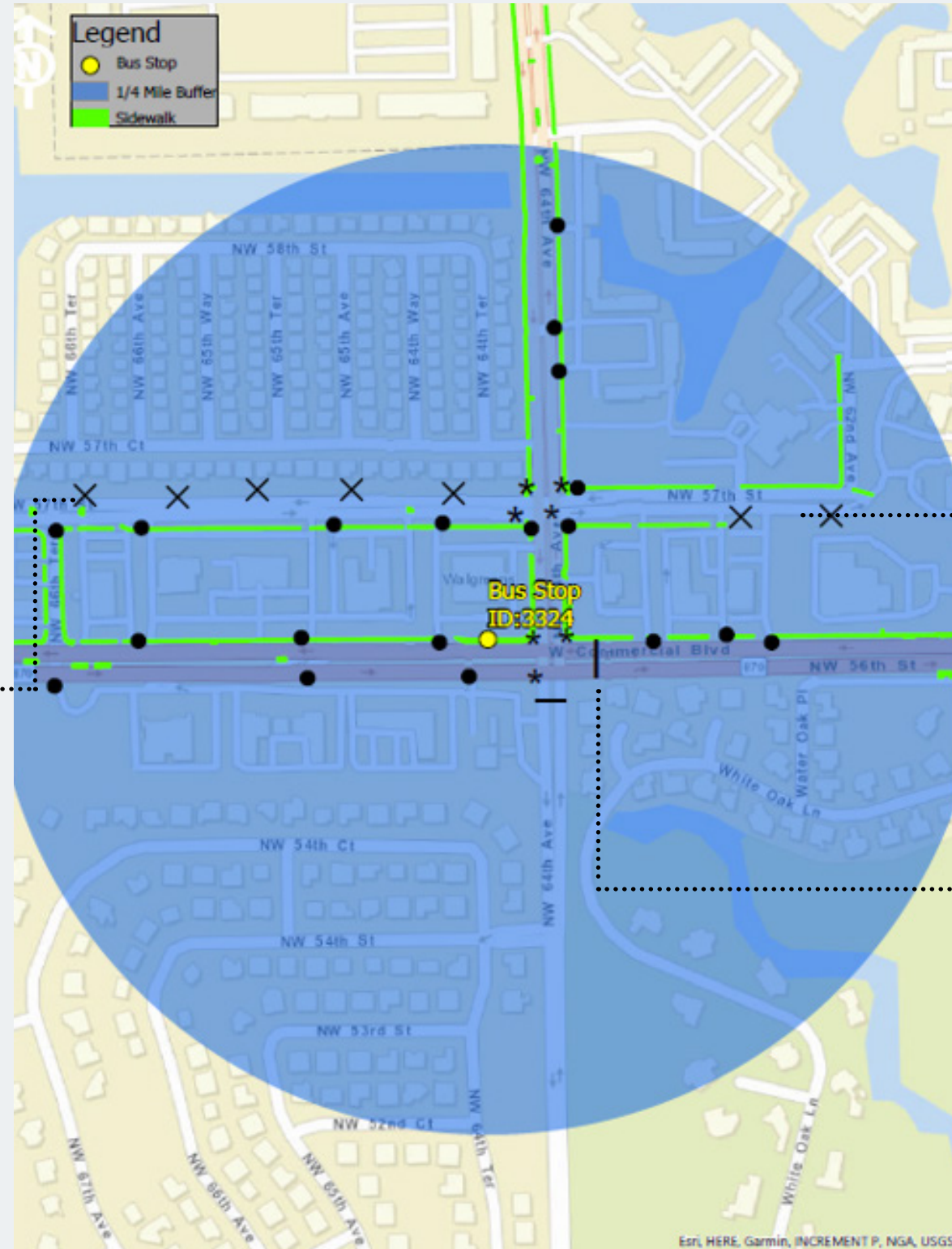
Advertising bench is owned and maintained by an independent company that has a contract with the City.



**BCT 3324**

¼ mile radius biking and walking conditions.

- \_\_ Unmarked crosswalk
- Missing detectable mat
- × Sidewalk gap
- \* Pedestrian signal not audible





Bus stop amenities:

**BCT 4339**

Sign only





Bus stop amenities:

**BCT 4353**

- Sign
- Concrete pad
- Shelter
- 2 Benches
- 2 Trash receptacles
- Bike rack

Advertising bench is owned and maintained by an independent company that has a contract with the City.

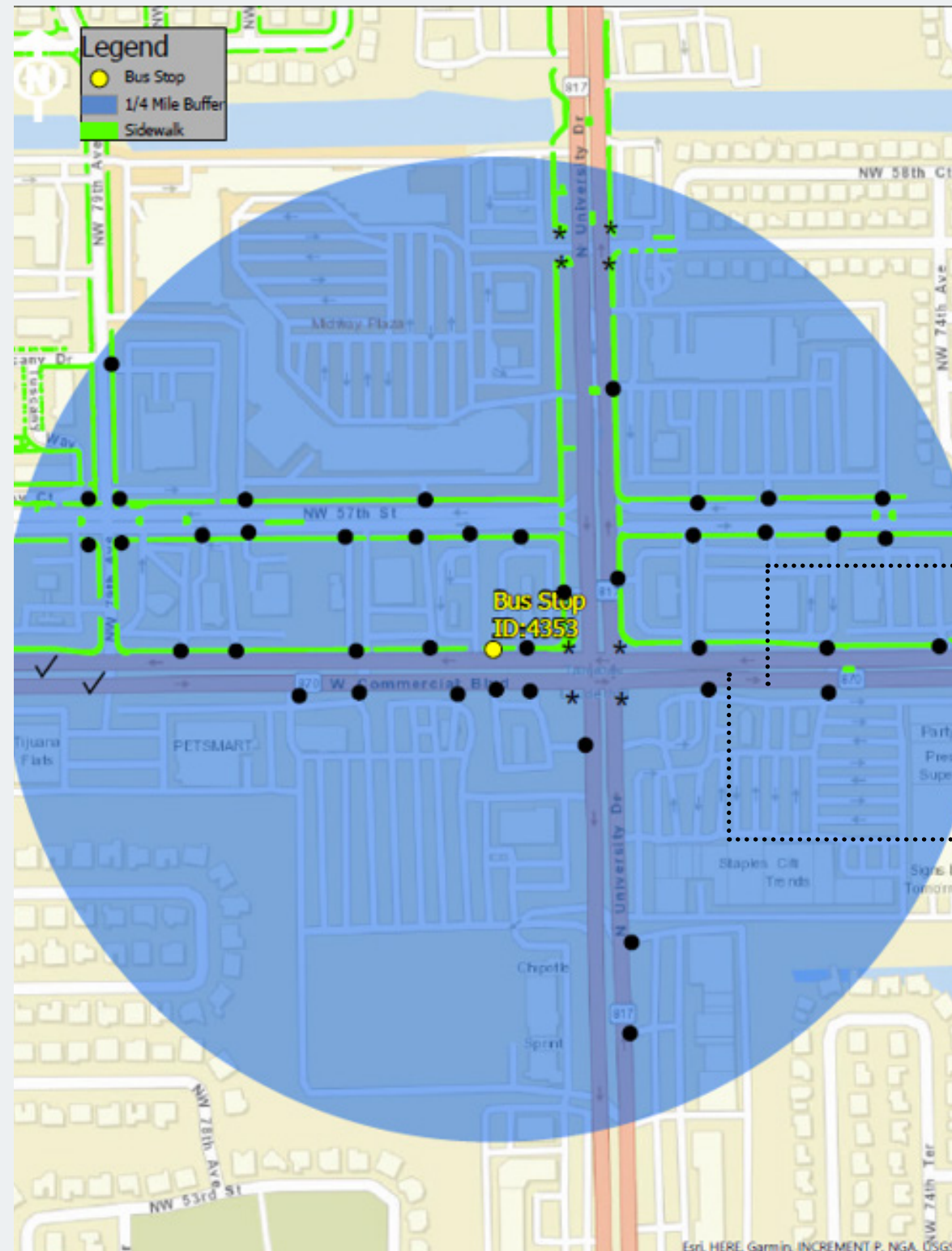


**BCT 4353**

¼ mile radius biking and walking conditions.

- Missing detectable mat
- ✓ Missing bike lane
- \* Pedestrian signal not audible

No bike lanes on Commercial Blvd. west of University Drive



Sidewalk obstructions on Commercial Blvd. east of University Drive.



Bus stop amenities:

**BCT 5037**

Sign only

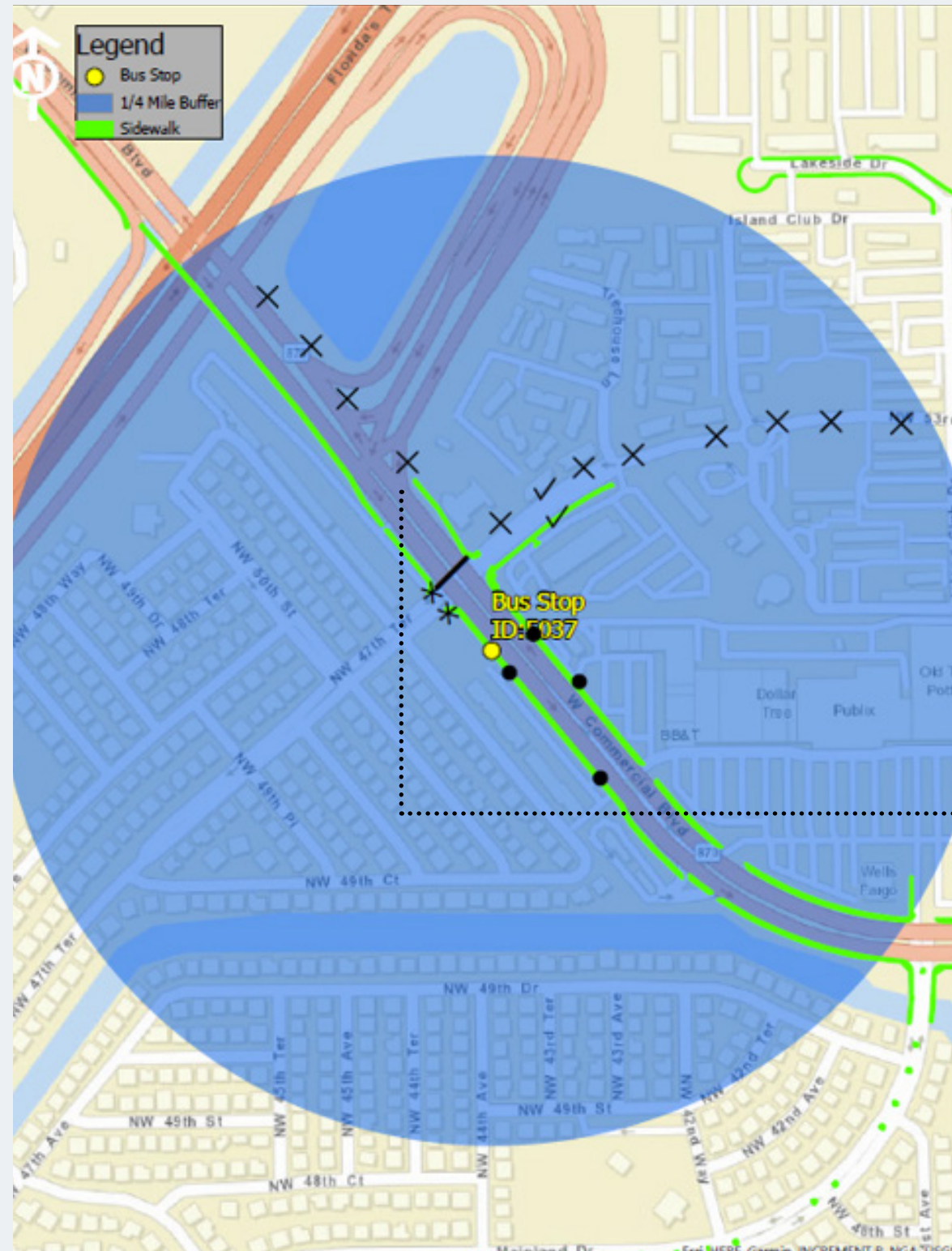


**BCT 5037**

¼ mile radius biking and walking conditions.

- \_\_ Unmarked crosswalk
- Missing detectable mat
- ✓ Missing bike lane
- ✕ Sidewalk gap
- \* Pedestrian signal not audible

Cyclist riding near Turnpike on-ramp



Debris behind stop.



Bus stop amenities:

**BCT 5064**

- Sign
- Concrete pad
- Shelter
- 2 Benches
- Bike rack
- 2 Trash receptacles

Advertising bench is owned and maintained by an independent company that has a contract with the City.

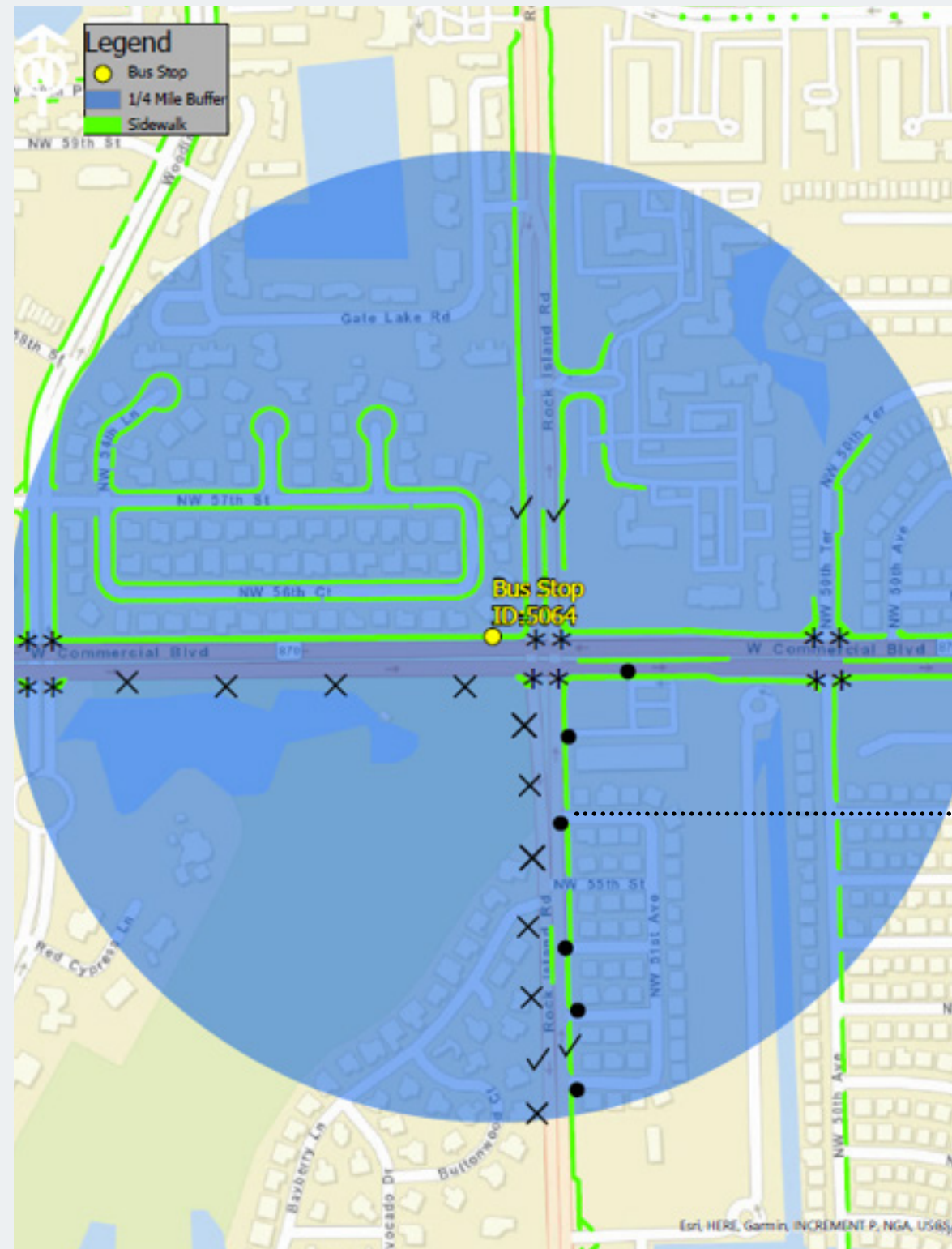


**BCT 5064**

¼ mile radius biking and walking conditions.

- Missing detectable mat
- ✓ Missing bike lane
- ✕ Sidewalk gap
- \* Pedestrian signal not audible

Sidewalk gap on south side of Commercial Blvd. west of Rock Island Rd.





Bus stop amenities:

**BCT 5097**

Sign only

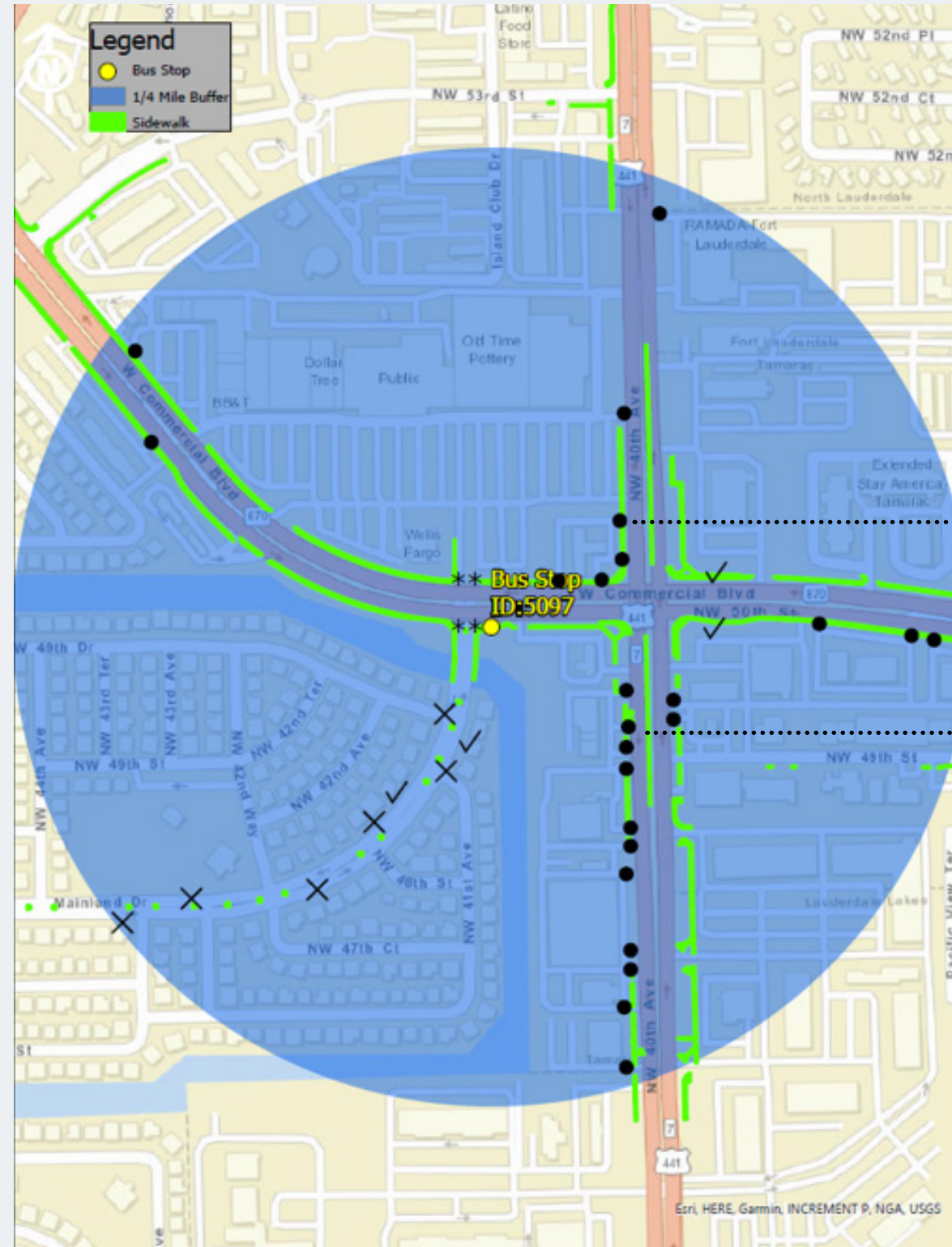


### BCT 5097

¼ mile radius biking and walking conditions.

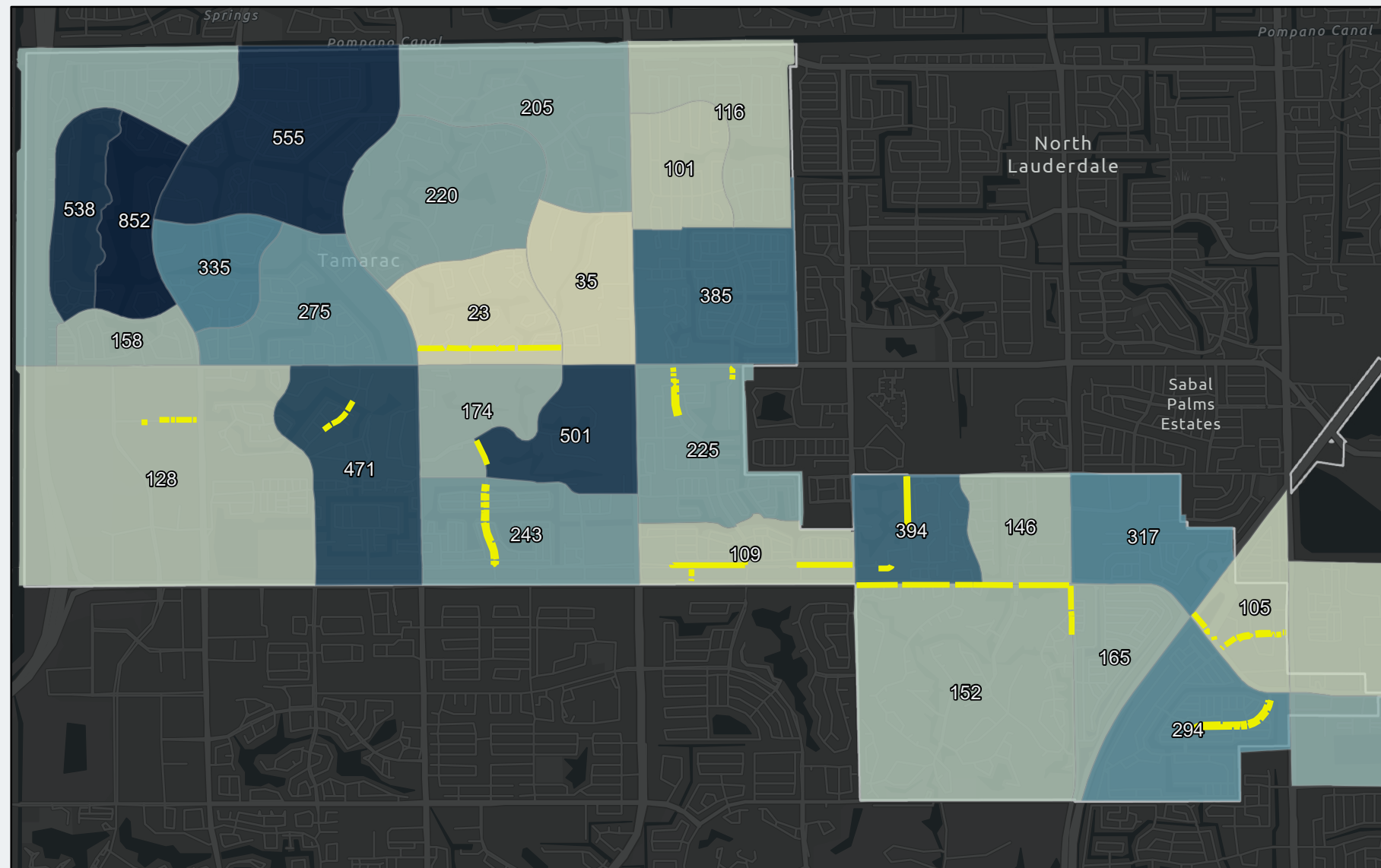
- ✓ Missing bike lane
- Missing detectable mat
- ✕ Sidewalk gaps

Minimal shade on Commercial Blvd.



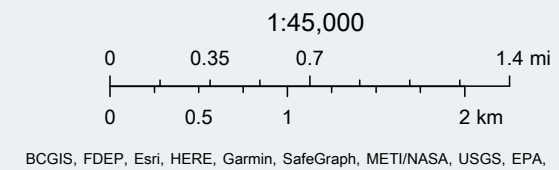
This map depicts the number of households in the City with one or more disabled persons in relation to the sidewalk gaps in the study area.

Households with 1+ Disabled person, by census block group



**Legend**

- Tamarac Sidewalk Gaps
  - > 587
  - 52 - 587
  - < 52
- Number of Households with 1 or more disabled members, by Census Block Group



Sidewalk Gaps

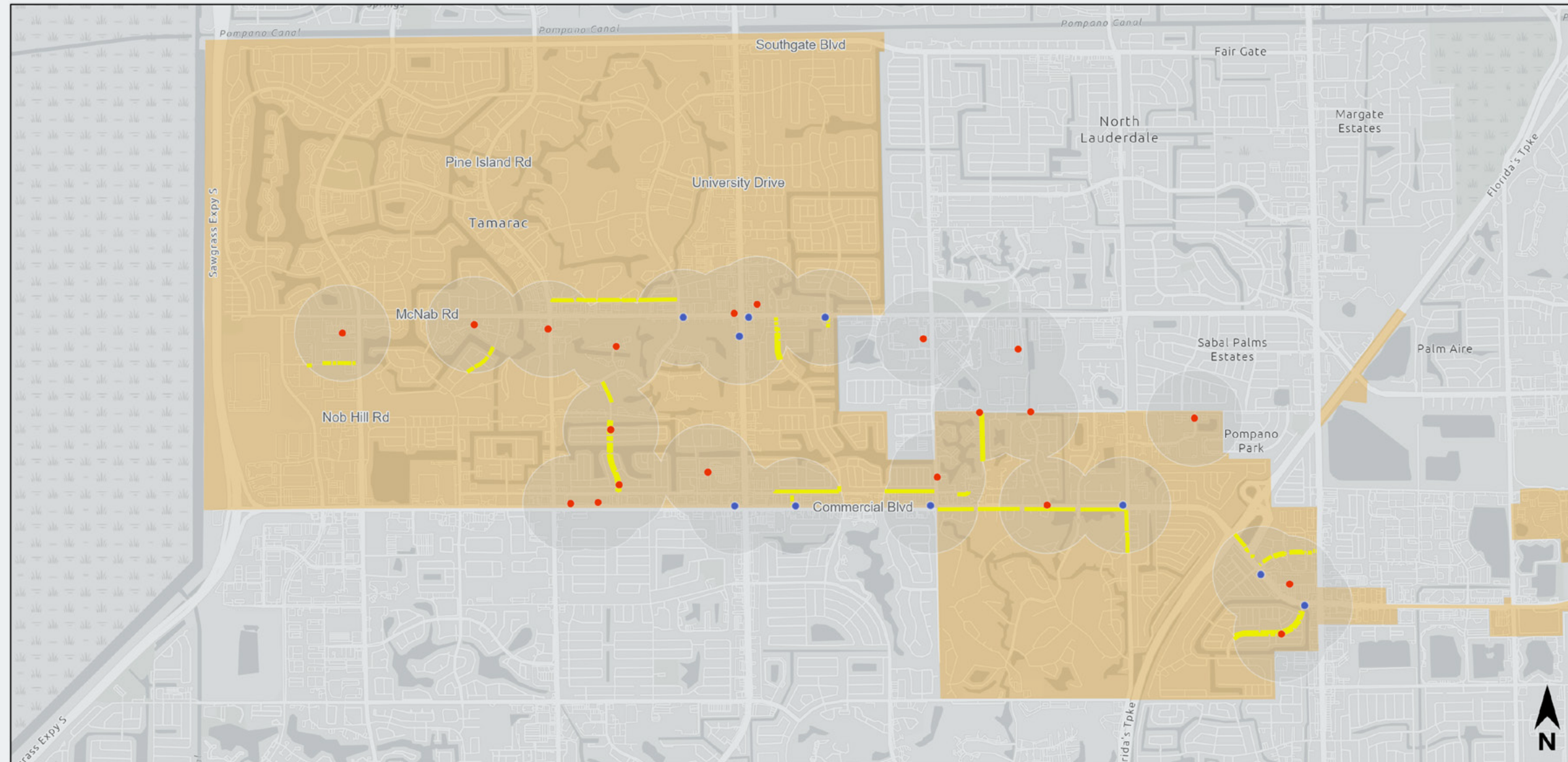
The following details the sidewalk gaps within ¼ mile radius of the transit stops

Roadway	Ownership	Side of Street	Location	Length (ft)	Bus stops within a 1/4 mile radius
Brookwood Blvd	City	East	North of NW 68 St south to NW 65 St	880	Winn-Dixie BCT 252 Aldi CVS BCT 2883
Brookwood Blvd	City	West	McNab south to NW 65 St	1209	Winn-Dixie BCT 252 Aldi CVS BCT 2883
Commercial Blvd	State	North	West of NW 47 to the Florida Turnpike bridge	989	Publix Sunshine Plaza BCT 5037
Commercial Blvd	State	South	Rock Island Rd west to NW 64 AVE	4668	BCT 5064 Shaker Village Commercial Blvd BCT 3324 Bermuda Club Stop 2
Mainland Dr	City	East	Commercial Blvd south to NW 46 St	2321	Mainlands Sections 4, 5, 1 & 2 Publix Sunshine Plaza BCT 5097
Mainland Dr	City	West	Commercial Blvd south to NW 46 St	2222	Mainlands Sections 4, 5, 1 & 2 Publix Sunshine Plaza BCT 5097
NW 47 Terrace	City	East	Commercial Blvd east to State Rd 7	694	Publix Sunshine Plaza BCT 5037
NW 47 Terrace	City	West	Commercial Blvd east to State Rd 7	1337	Publix Sunshine Plaza BCT 5037
NW 57 St	City	North	NW 64 Ave to west of 66 Terrace	1517	BCT 3324 Bermuda Club Stop 2
NW 57 St	City	South	NW 63 Ave east to NW 62 Ave	400	BCT 3324 Bermuda Club Stop 2

Roadway	Ownership	Side of Street	Location	Length (ft)	Bus stops within a 1/4 mile radius
NW 57 St	City	North	NW 70 Ave west to 7401 NW 57 St	1995	BCT 2811 BCT 4353
NW 61 Street	City	East	Bailey Road south to north of NW 57 Ct	1452	Bermuda Club Stop 1
NW 61 Street	City	West	Bailey Road south to north of NW 57 Ct	1492	Bermuda Club Stop 1
NW 67 St	City	North	Nob Hill Rd west to 10101 NW 67 St	915	Marketplace Movies
NW 67 St	City	South	Frontage of 10200 NW 67 St	156	Marketplace Movies
NW 70 Ave	City	West	NW 57 St north to 5709 NW 70 Ave	164	BCT 2811
NW 70 Ave	City	East	McNab Rd south to Tamarac Pointe Entrance (6527 NW 70 Ave)	288	BCT 2811
NW 70th St	City	North	Pine Island Road east to NW 80 Ave	2998	Sands Pointe The Greens BCT 4339
NW 73 Ave	City	West	Commercial Blvd north to NW 57 St	223	BCT 2811
NW 84 Terrace	City	East	Lagos de Campo Blvd south to NW 57 St	2669	Mainlands Sec 11 & 12 Mainlands Sec 13 Community Center
NW 84 Terrace	City	West	NW 61 St south to NW 57 St	2002	Mainlands Sec 11 & 12 Mainlands Sec 13 Community Center
Rock Island Road	County	West	Commercial Blvd south to NW 53 St	1266	BCT 5064
Westwood Blvd	City	West	North of NW 68th St south to NW 66 St	1037	Lime Bay

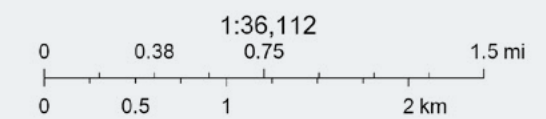
This map depicts the sidewalk gaps in the entire study area. A detailed map broken down by east and west sides of the City is in the Appendix.

### Sidewalk Gaps, Tamarac, FL



12/2/2021

- BCT Bus Stops
- Tamarac Shuttle Stops
- Sidewalk Gaps
- Transit Stop Study Area
- Tamarac



FDEP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA

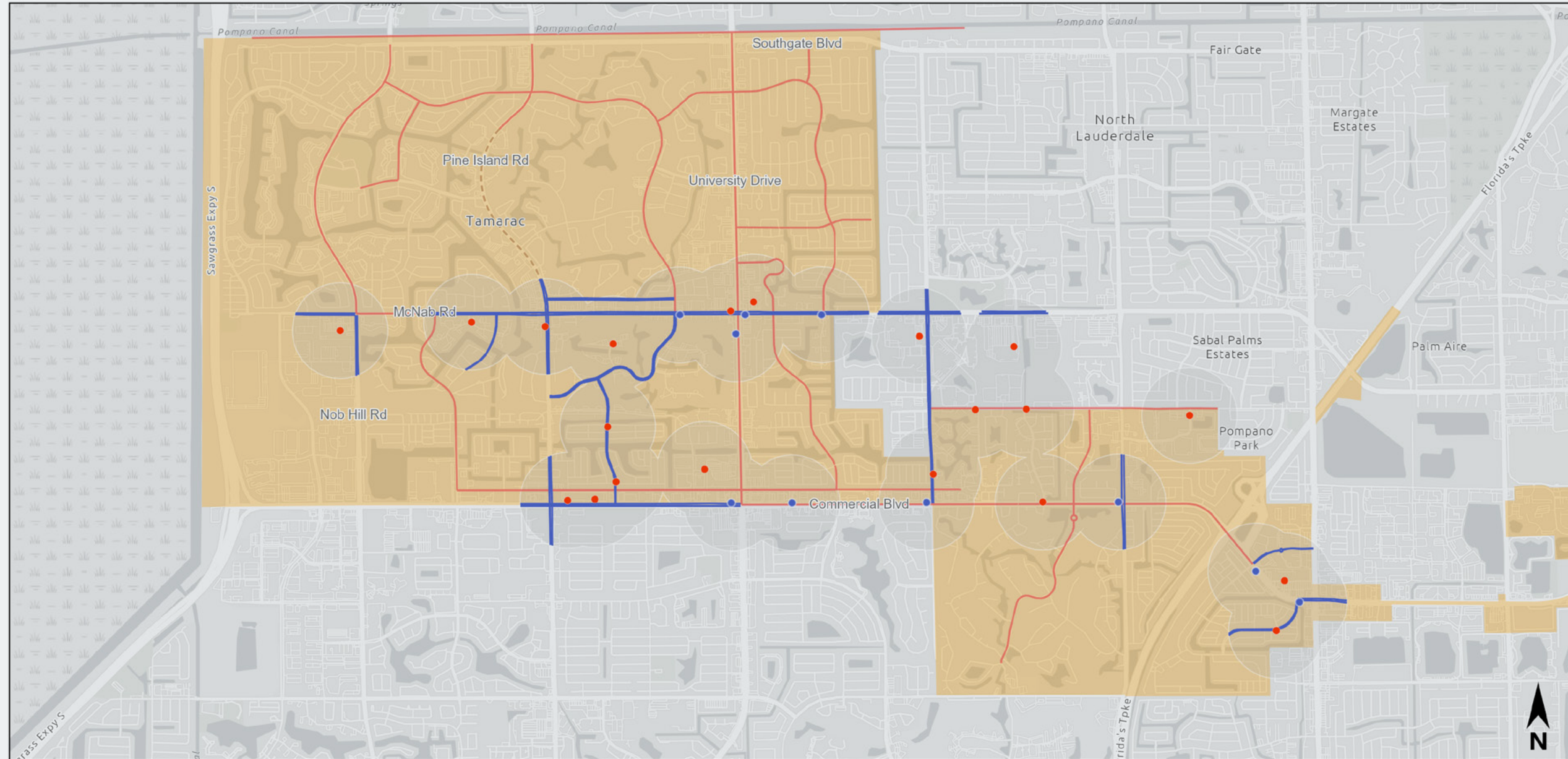
Bike Lane Gaps

This table details the bike lane gaps within a ¼ mile radius of the transit stops.

Roadway	Ownership	Side of Street	Location	Length (Feet)	Bus stops within a 1/4 mile radius
Commercial Blvd	State	North	Mainland Dr to west of NW 38th Terr	1531	Mainlands 4, 5, 1, 2, BCT 5097, Publix Sunshine Plaza
Commercial Blvd	State	South	Mainland Dr to west of NW 38th Terr	1535	Mainlands 4, 5, 1, 2, BCT 5097, Publix Sunshine Plaza
Commercial Blvd	State	North	NW 90th Terrace to University Drive	6796	Library, Community Center, Mainlands Sec 11 & 12, Publix Midway, BCT 4353
Commercial Blvd	State	South	NW 90th Terrace to University Drive	6794	Library, Community Center, Mainlands Sec 11 & 12, Publix Midway, BCT 4353
Pine Island Road	County	East	North of NW 58th Street to NW 53rd Ct	2782	Library, Community Center
Pine Island Road	County	West	North of NW 58th Street to NW 53rd Ct	2734	Library, Community Center
Pine Island Road	County	East	Woodmont Terr to NW 88th Ave	2970	The Greens
Pine Island Road	County	West	Woodmont Terr to NW 88th Ave	2970	The Greens
McNab Road	County	North	Nob Hill Road west to Hiatus Road	1839	Marketplace Movies
McNab Road	County	South	Nob Hill Road west to Hiatus Road	1851	Marketplace Movies
McNab Road	County	North	NW 94th Avenue to SW 75th Way	18224	Lime Bay, The Greens, Sands Point, Winn Dixie, BCT 252, Aldi, CVS/BCT 2883, BCT 2805, Publix Western Woods, Walmart
McNab Road	County	South	NW 94th Avenue to SW 75th Way	18429	Lime Bay, The Greens, Sands Point, Winn Dixie, BCT 252, Aldi, CVS/BCT 2883, BCT 2805, Publix Western Woods, Walmart
Nob Hill Road	County	East	McNab Road to south of NW 67th St	1844	Marketplace Movies
Nob Hill Road	County	West	McNab Road to south of NW 67th St	1872	Marketplace Movies
Rock Island Rd	County	East	north of Gate Lake Rd to south of NW 53rd St	2934	BCT 5064
Rock Island Rd	County	West	north of Gate Lake Rd to south of NW 53rd St	2943	BCT 5064
Westwood Blvd E	City	East	McNab Road to south of NW 66th Ct	2097	Lime Bay
Westwood Blvd E	City	West	McNab Road to south of NW 66th Ct	2094	Lime Bay
NW 70th St	City	North	Pine Island Rd to NW 80th Ave	3938	The Greens, Sands Point, BCT 4339
NW 70th St	City	South	Pine Island Rd to NW 80th Ave	3892	The Greens, Sands Point, BCT 4339
NW 64th Ave/SW 81st Ave	City (Tamarac/North Lauderdale)	East	Commercial Blvd to SW 14th St	6617	Publix Western Woods, Bermuda Club Stop 1, Bermuda Club Stop 2, BCT 3324
NW 64th Ave/SW 81st Ave	City (Tamarac/North Lauderdale)	West	Commercial Blvd to SW 14th St	6618	Publix Western Woods, Bermuda Club Stop 1, Bermuda Club Stop 2, BCT 3324
Lagos de Campo Blvd	City	North	McNab Rd to south of NW 84th Terr	5632	Sands Point, BCT 4339
Lagos de Campo Blvd	City	South	McNab Rd to south of NW 84th Terr	5701	Sands Point, BCT 4339
Mainland Dr	City	East	Commercial Blvd. to Highlands Dr	2727	Mainlands 4, 5, 1, 2, BCT 5097, Publix Sunshine Plaza
Mainland Dr	City	West	Commercial Blvd. to Highlands Dr	2671	Mainlands 4, 5, 1, 2, BCT 5097, Publix Sunshine Plaza
NW 47th Terrace/NW 53rd St	City	North	State Rd 7 to Commercial Blvd	2013	Publix Sunshine Plaza, BCT 5037
NW 47th Terrace/NW 53rd St	City	South	State Rd 7 to Commercial Blvd	2040	Publix Sunshine Plaza, BCT 5037
NW 84th Terr	City	East	Lagos de Campo Blvd to Commercial Blvd	3985	Library, Community Center, Mainlands Sec 11 & 12, Mainlands Sec 13
NW 84th Terr	City	West	Lagos de Campo Blvd to Commercial Blvd	3954	Library, Community Center, Mainlands Sec 11 & 12, Mainlands Sec 13

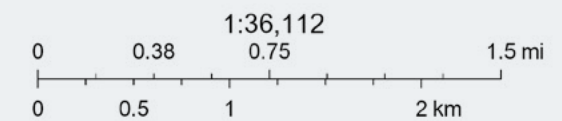
This map depicts the bike lane gaps in the entire study area. A detailed map broken down by east and west sides of the City is in the Appendix.

### Bicycle Lane Gaps, Tamarac, FL



12/2/2021

- BCT Bus Stops
- Tamarac Shuttle Stops
- Bicycle Lane Gaps
- Existing Tamarac Bikeway Systems
  - Existing
  - - - Proposed
- Transit Stop Study Area
- Tamarac



FDEP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA



Chapter 5

# FUNDING & IMPLEMENTATION



This chapter focuses on implementation of the strategies and recommendations in the Plan. Potential funding sources for various transportation improvements and an implementation matrix to identify short and long-term action items are included in this chapter.

The following summarizes improvements at shuttle bus stops for compliance with ADA as a result of the field and desktop reviews.

### Potential Solutions and Improvements-ADA

Recommended ADA improvements vary widely depending on the community shuttle bus stop range from minor improvements, such as installing a bus stop sign, relocating a bus stop and installing a bus stop sign to sidewalk widening to full construction of a landing pad with sidewalk connection and curb ramps. Below is a generalized summary of recommended ADA improvements.

- Signage: 20 stops (all shuttle stops except #16)
- Relocation: 1 stop (shuttle stop #6)
- Minor construction: 4 stops (shuttle stops 3, 5, 14, and 15)
- Relocation or minor construction: 1 stop (shuttle stop #2)
- Construction: 5 stops (shuttle stops 4, 8, 11, 13, and 18)
- Relocation and minor construction: 1 stop (shuttle stop #17)
- Relocation and construction: 1 stop (shuttle stop #21)

BCT stops in this study were not evaluated for ADA unless they are a co-located community shuttle stop.

Shuttle Bus Stop #	Stop Name
01	Marketplace Movies
02	Lime Bay Clubhouse
03	The Greens
04	Sands Point
05	Bank of America (Winn Dixie)
06	Aldi
07	CVS Pharmacy
08	Publix RX Center (Western Woods)
09	Walmart Supercenter
10	Sunshine Plaza (Publix)
11	Mainlands of Tamarac 4,5,1,2
12	The Commons Shaker Village (Commercial Blvd)
13	Sabal Palm Village
14	Shaker Village (Bailey Road/The Commons)
15	Bermuda Club Stop 1
16	Bermuda Club Stop 2
17	Publix Midway Plaza
18	Mainlands of Tamarac Sections 11 & 12 Clubhouse
19	Tamarac Community Center
20	Tamarac (Broward County) Library
21	Mainlands of Tamarac Section 13 Clubhouse

Cost Estimates

Planning-level cost estimates for the improvements required to make the stops ADA compliant, and for sidewalk and bike lane gaps are summarized in the table below:

Shuttle Bus Stop ID #	Total ADA Improvements Construction Cost	Total Sidewalk Improvements Construction Cost	Total Bicycle Improvements Construction Cost
BCT 252 / 2883		\$ 156,675	\$7,330,600
BCT 2811 / 4353		\$ 149,625	\$2,255,940
BCT 2811		\$ 31,641	
BCT 5064		\$ 41,778	\$1,175,400
1 - Marketplace Movies	\$ 250	\$ 35,343	\$1,481,200
2 - Lime Bay Clubhouse	\$ 516	\$ 77,775	\$838,200
3 - The Greens	\$ 787		\$3,454,600
4 - Sands Point	\$ 3,372	\$ 224,850	\$1,566,000
5 - Bank of America (Winn Dixie)	\$ 397		
6 - Aldi	\$ 250		
7 - CVS Pharmacy	\$ 875		
8 - Publix RX Center (Western Woods)	\$ 1,042		
9 - Walmart Supercenter	\$ 325		
10 - Sunshine Plaza (Publix)	\$ 325	\$ 184,962	
11 - Mainlands of Tamarac 4, 5, 1, 2	\$ 3,547	\$ 340,725	
12 - The Commons Shaker Village (Commercial Blvd)	\$ 325	\$ 154,044	
13 - Sabal Palm Village	\$ 1,706		
14 - Shaker Village (Bailey Road)/The Commons	\$ 707		
15 - Bermuda Club Stop 1	\$ 707	\$ 158,136	\$2,647,000
16 - Bermuda Club Stop 2	\$ -	\$ 143,775	
17 - Publix Midway Plaza	\$ 2,148		
18 - Mainlands of Tamarac Section 11 & 12 Clubhouse	\$ 3,547	\$ 154,143	
19 - Tamarac Community Center	\$ 325		\$915,656
20 - Tamarac (Broward County) Library	\$ 325		
21 - Mainlands of Tamarac Section 13 Clubhouse	\$ 2,397		
<b>Subtotal</b>	<b>\$ 23,873</b>	<b>\$ 1,853,472</b>	<b>\$ 21,664,596</b>
<b>Mobilization<sup>1</sup></b>	<b>Lump Sum</b>	<b>\$ 4,000</b>	<b>\$ 1,733,168</b>
<b>MOT<sup>2</sup></b>	<b>Lump Sum</b>	<b>\$ 6,000</b>	<b>\$ 2,166,460</b>
<b>Contingency</b>	<b>20%</b>	<b>\$ 6,775</b>	<b>\$ 4,332,919</b>
<b>PE/Design<sup>3</sup></b>	<b>20%</b>	<b>\$ 8,130</b>	<b>\$ 3,617,987.53</b>
<b>Construction Engineering Inspection (CEI)<sup>4</sup></b>	<b>Lump Sum</b>	<b>\$ 1,500</b>	<b>\$ 2,816,397.48</b>
	<b>Grand Total</b>	<b>\$ 50,278</b>	<b>\$ 3,178,704</b>

**ADA IMPROVEMENTS NOTES:**

1. Assumes all bus stops signs can be installed in a single day. Assumes five moves for curb and concrete. Assumes one move for bike racks. Striping would be a separate operation. Each move assumed at \$500 unit cost.
2. Twelve sites likely to require at least a shoulder closure. Assume Avg. of \$500 per site to cover signs, potential flaggers, and MOT.
3. Extensive design is not required for ADA improvements. A local firm or on-call consultant would take a small assignment with some liability.
4. Contract could be worded to inspect after work is complete and CI could involve 2 days of an inspector going from site to site to approve. Assume \$90/hr fully Burdened + mileage.

**ADA bus stop analysis and construction cost estimates prepared by T.Y. Lin International**

Detailed cost estimates can be found in the Appendix.

### Funding

The funding and implementation matrix depicts the responsible agency, potential funding programs, and suggested timeframe for the improvements recommended in this Plan. There are other funding sources that may be available to complete these improvements, including but not limited to, local, state and federal programs, as well as private or developer contributions.

Additional funding information can be found in the Appendix.



# 5.0 Funding & Implementation

<b>Project Implementation Matrix</b>  ◆ = Primary ● = Secondary / Support		Responsible Agency							Potential Funding Programs										Timeframe			Cost Estimate	
		City of Tamarac	Broward County Transit	FDOT	Broward County	City of North Lauderdale	City of Sunrise	City of Lauderdale	Complete Streets and Localized Initiatives (CSLIP)	Complete Streets Master Plan	BMPPO Mobility Hub	Capital Improvement Project	Safe Routes to School (SRTS)	Highway Safety Improvement Program	City Bond	Improvement District	Development Impact Fee (DIF)	County Surtax	Federal Lands Highways Program	National Highway Performance Program	Immediate (0-2 Years)	Short-Range (3-5 Years)	Long-Range (5+ Years)
ADA Compliance - Community Bus Stops #1-21	◆	●							●	●					●	●				●			<b>\$50,278</b>
Sidewalk -Brookwood Blvd	◆										●	●	●	●	●	●	●	●	●				<b>\$3,178,704</b>
Sidewalk-Commercial Blvd (NW 47th Terr to Turnpike)	◆		●								●	●	●	●	●	●	●	●	●				
Sidewalk-Commercial Blvd (Rock Island Rd west to NW 64 AVE)	◆		●								●	●	●	●	●	●	●	●	●				
Sidewalk-Mainland Drive	◆										●	●	●	●	●	●	●	●	●				
Sidewalk-NW 47 Terrace	◆										●	●	●	●	●	●	●	●	●	●			
Sidewalk-NW 57 Street (NW 64 Ave to west of 66 Terrace)	◆										●	●	●	●	●	●	●	●	●	●			
Sidewalk-NW 57 Street (NW 63 Ave east to NW 62 Ave)	◆										●	●	●	●	●	●	●	●	●	●			
Sidewalk-NW 57 Street (NW 70 Ave west to 7401 NW 57 St)	◆										●	●	●	●	●	●	●	●	●	●			
Sidewalk-NW 61 Street	◆										●	●	●	●	●	●	●	●	●	●	●		
Sidewalk-NW 67 Street	◆										●	●	●	●	●	●	●	●	●	●	●		
Sidewalk-NW 70 Ave	◆										●	●	●	●	●	●	●	●	●	●	●		
Sidewalk-NW 70th St	◆										●	●	●	●	●	●	●	●	●	●	●		
Sidewalk-NW 73 Ave	◆										●	●	●	●	●	●	●	●	●	●	●		
Sidewalk-NW 84 Terrace	◆										●	●	●	●	●	●	●	●	●	●	●		
Sidewalk-Rock Island Road	◆			●							●	●	●	●	●	●	●	●	●	●	●		
Sidewalk-Westwood Blvd	◆										●	●	●	●	●	●	●	●	●	●	●		
Bike lane-Commercial Blvd (NW 90th Terrace to University Drive)	◆		●			●	●				●	●	●	●	●	●	●	●	●	●	●		
Bike lane-Pine Island Rd (north of NW 58th Street to NW 53rd Ct)	◆			●							●	●	●	●	●	●	●	●	●	●	●		
Bike lane-Pine Island Rd (Woodmont Ave to Riverside Ave)	◆			●							●	●	●	●	●	●	●	●	●	●	●		
Bike lane-McNab Rd (Nob Hill Road west to Hiatus Road)	◆			●							●	●	●	●	●	●	●	●	●	●	●		
Bike lane-McNab Rd (NW 94th Avenue to SW 75th Way)	◆			●							●	●	●	●	●	●	●	●	●	●	●		
Bike lane-Nob Hill Rd	◆			●							●	●	●	●	●	●	●	●	●	●	●		
Bike lane-Rock Island Rd	◆			●							●	●	●	●	●	●	●	●	●	●	●		
Bike lane-Westwood Blvd	◆										●	●	●	●	●	●	●	●	●	●	●		
Bike lane-NW 70 Street	◆										●	●	●	●	●	●	●	●	●	●	●		
Bike lane-NW 64 Ave/SW 81 Ave	◆				●		●				●	●	●	●	●	●	●	●	●	●	●		
Bike lane-Lagos de Campo Blvd	◆										●	●	●	●	●	●	●	●	●	●	●		

# APPENDIX



### The Appendix includes:

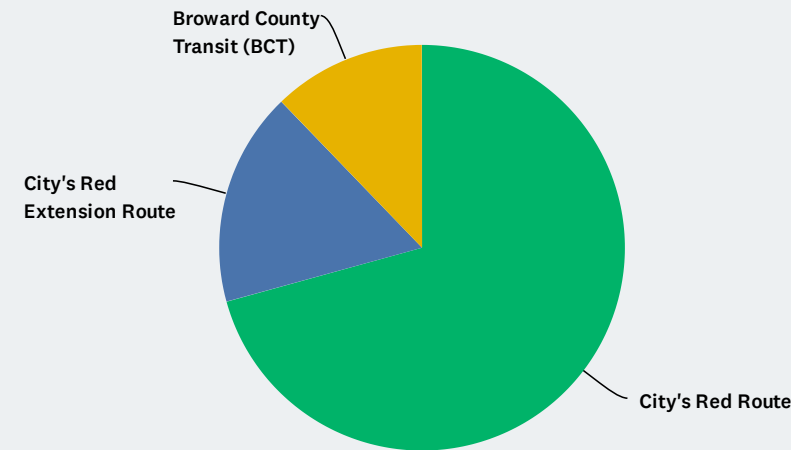
- Survey Responses
- Existing Conditions
- Recommendations
- Community Shuttle ADA Cost Estimates
- Sidewalk Gaps Cost Estimates and Ranking
- Brookwood Boulevard Existing and Proposed
- Bike Lane Cost Estimates
- Funding Information- links are not underlined. Make sure they are in the same order as the matrix
- The following maps
  - Sidewalk gaps (east side of study area)
  - Sidewalk gaps (west side of study area)
  - Bike lane gaps (east side of study area)
  - Bike lane gaps (west side of study area)
  - Car ownership
  - Daily distance by bike
  - Daily distance by walkers
  - Mode of Travel
  - Types of Disabilities
  - Median age

Survey Responses

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q1 What is the service you use most frequently?

Answered: 41 Skipped: 6



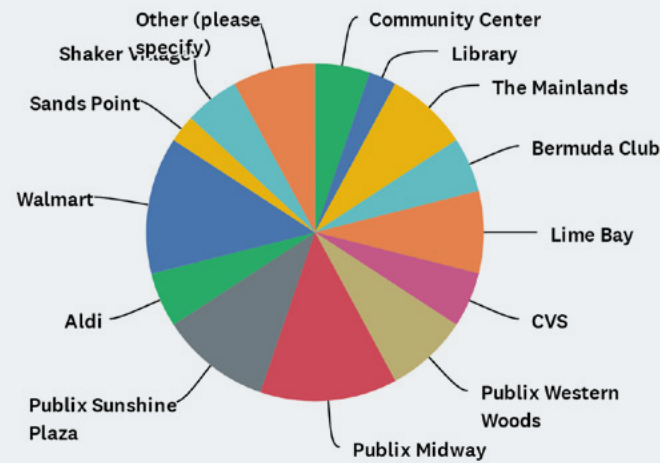
ANSWER CHOICES	RESPONSES	
City's Red Route	70.73%	29
City's Red Extension Route	17.07%	7
Broward County Transit (BCT)	12.20%	5
<b>TOTAL</b>		<b>41</b>



Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q2 What is the stop location you use most often?

Answered: 38 Skipped: 9

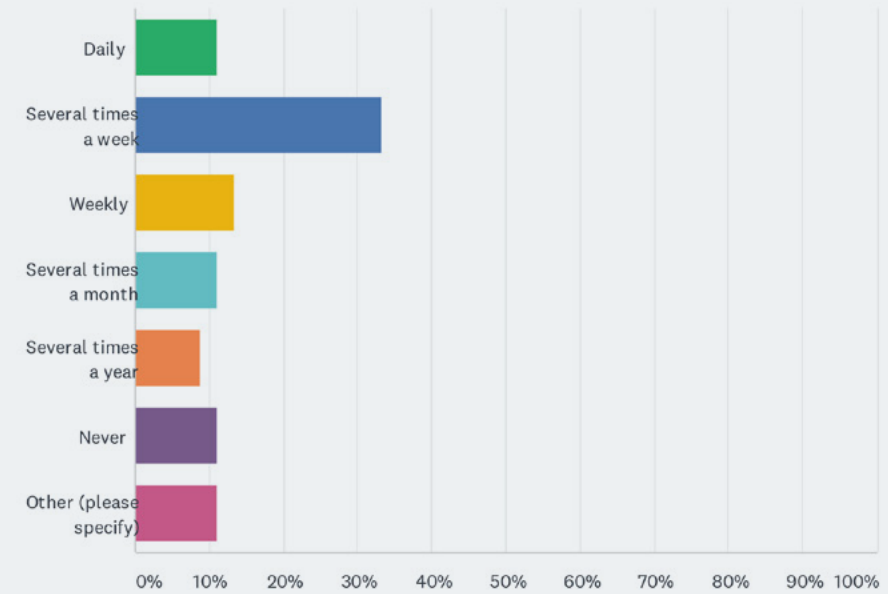


ANSWER CHOICES	RESPONSES	
Community Center	5.26%	2
Library	2.63%	1
The Mainlands	7.89%	3
Bermuda Club	5.26%	2
Lime Bay	7.89%	3
The Greens	0.00%	0
CVS	5.26%	2
Publix Western Woods	7.89%	3
Publix Midway	13.16%	5
Publix Sunshine Plaza	10.53%	4
Aldi	5.26%	2
Walmart	13.16%	5
Sands Point	2.63%	1
Shaker Village	5.26%	2
Other (please specify)	7.89%	3
<b>TOTAL</b>		<b>38</b>

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q3 How often do you take the bus?

Answered: 45 Skipped: 2

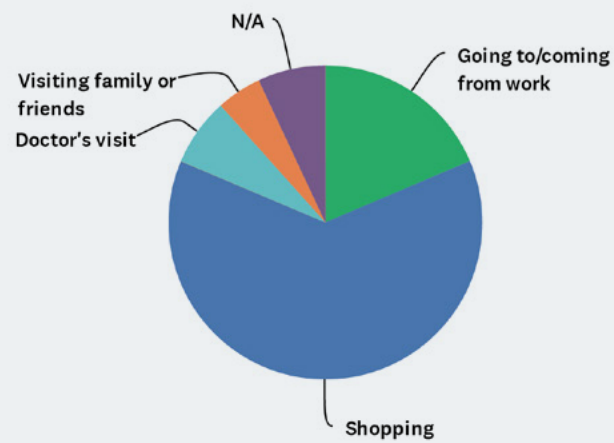


ANSWER CHOICES	RESPONSES	
Daily	11.11%	5
Several times a week	33.33%	15
Weekly	13.33%	6
Several times a month	11.11%	5
Several times a year	8.89%	4
Never	11.11%	5
Other (please specify)	11.11%	5
<b>TOTAL</b>		<b>45</b>

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q4 If you take the bus, what is the most common purpose/destination for your trip?

Answered: 43 Skipped: 4

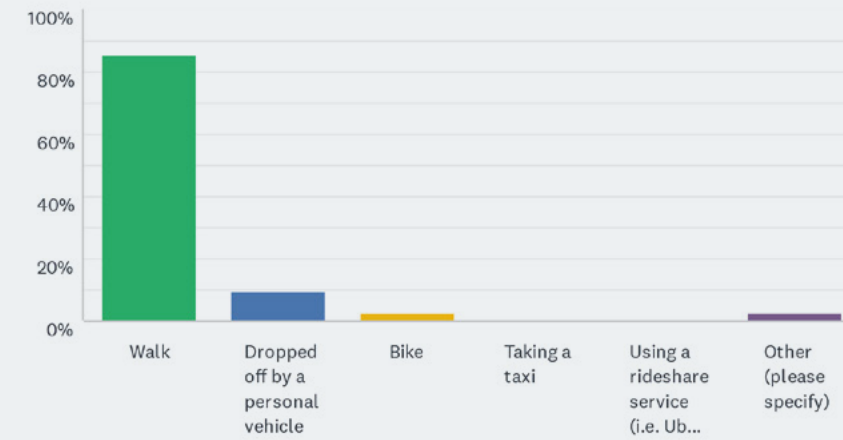


ANSWER CHOICES	RESPONSES	
Going to/coming from work	18.60%	8
Shopping	62.79%	27
Going to/coming from school	0.00%	0
Doctor's visit	6.98%	3
Visiting family or friends	4.65%	2
N/A	6.98%	3
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>43</b>

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q5 How do you get to the bus stop?

Answered: 42 Skipped: 5

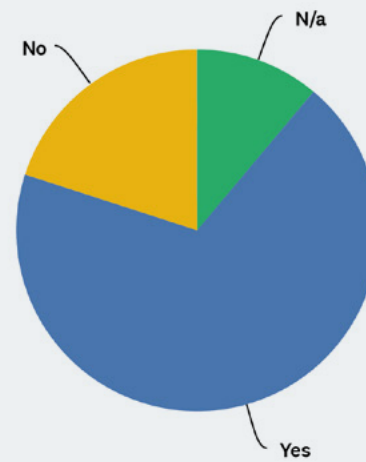


ANSWER CHOICES	RESPONSES	
Walk	85.71%	36
Dropped off by a personal vehicle	9.52%	4
Bike	2.38%	1
Taking a taxi	0.00%	0
Using a rideshare service (i.e. Uber or Lyft)	0.00%	0
Other (please specify)	2.38%	1
<b>TOTAL</b>		<b>42</b>

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q6 If you walk to and from the bus stop, is there a continuous sidewalk along your route?

Answered: 45 Skipped: 2

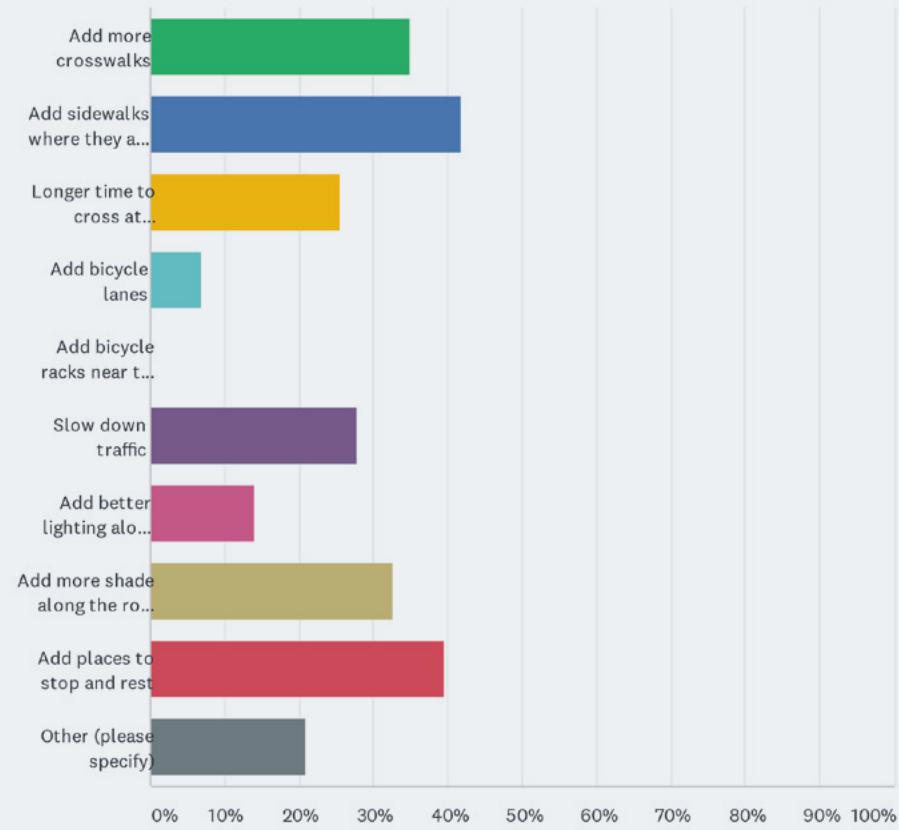


ANSWER CHOICES	RESPONSES	
N/a	11.11%	5
Yes	68.89%	31
No	20.00%	9
I don't know	0.00%	0
TOTAL		45

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q7 What can the City of Tamarac do to make walking or biking to the bus stop easier? Select your top 3

Answered: 43 Skipped: 4



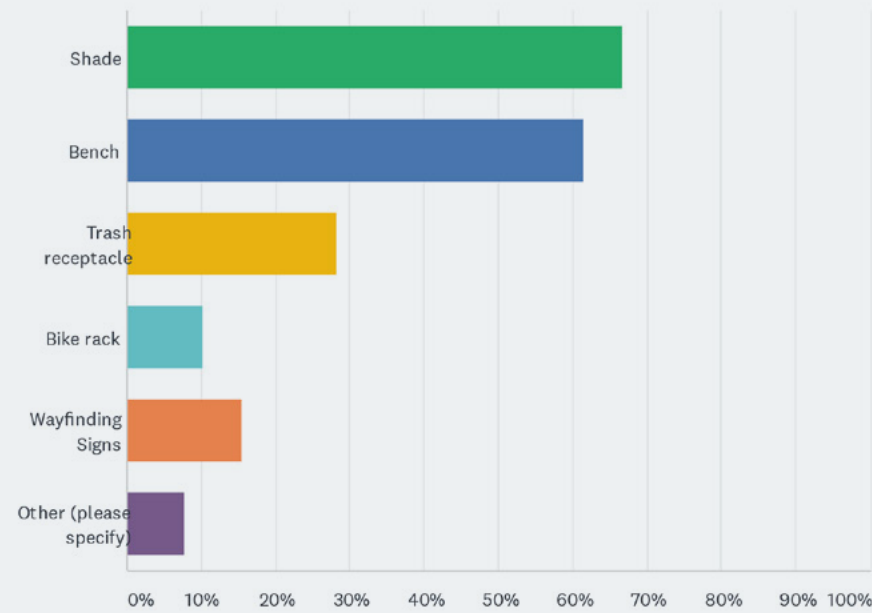
Tamarac ADA Transit Access and Sidewalk Gap Analysis

ANSWER CHOICES	PERCENTAGE	RESPONSES
Add more crosswalks	34.88%	15
Add sidewalks where they are missing	41.86%	18
Longer time to cross at intersections (with a push button walk signal)	25.58%	11
Add bicycle lanes	6.98%	3
Add bicycle racks near the bus stops or along the route	0.00%	0
Slow down traffic	27.91%	12
Add better lighting along route to the bus stop	13.95%	6
Add more shade along the route to the bus stop	32.56%	14
Add places to stop and rest	39.53%	17
Other (please specify)	20.93%	9
Total Respondents: 43		

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q8 When you arrive at your most frequently used bus stop, are any of the following missing? Check all that apply.

Answered: 39 Skipped: 8

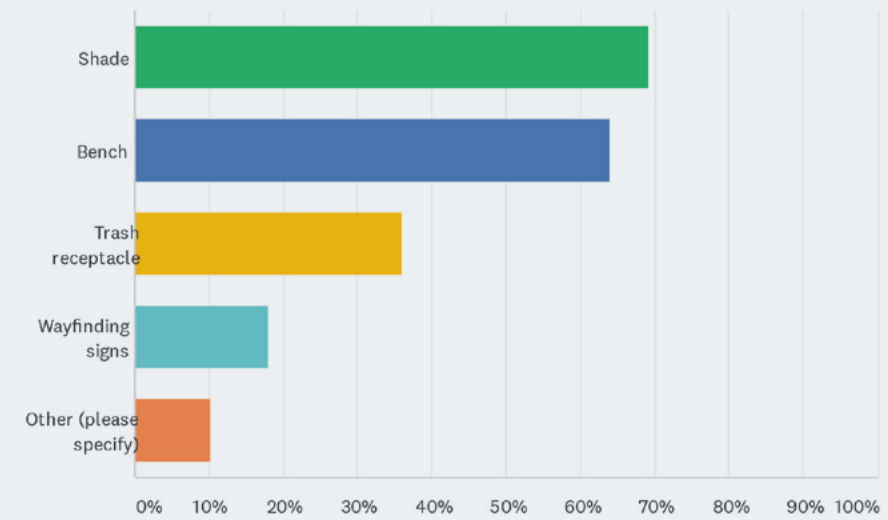


ANSWER CHOICES	RESPONSES	
Shade	66.67%	26
Bench	61.54%	24
Trash receptacle	28.21%	11
Bike rack	10.26%	4
Wayfinding Signs	15.38%	6
Other (please specify)	7.69%	3
Total Respondents: 39		

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q9 What would you like to see at your most frequently used bus stop?

Answered: 39 Skipped: 8

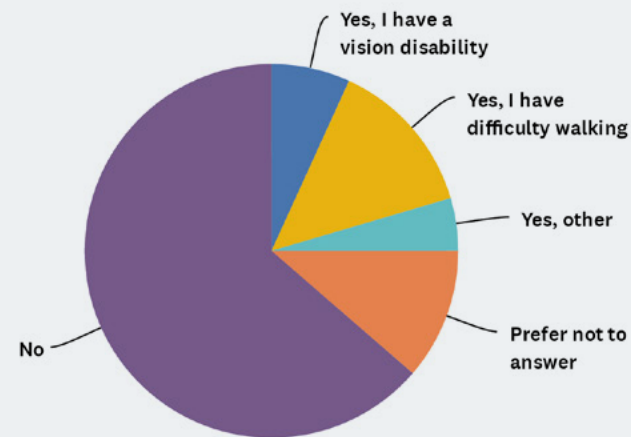


ANSWER CHOICES	RESPONSES	
Shade	69.23%	27
Bench	64.10%	25
Trash receptacle	35.90%	14
Wayfinding signs	17.95%	7
Other (please specify)	10.26%	4
Total Respondents: 39		

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q10 Do you have a disability that affects your ability to access the bus?

Answered: 44 Skipped: 3

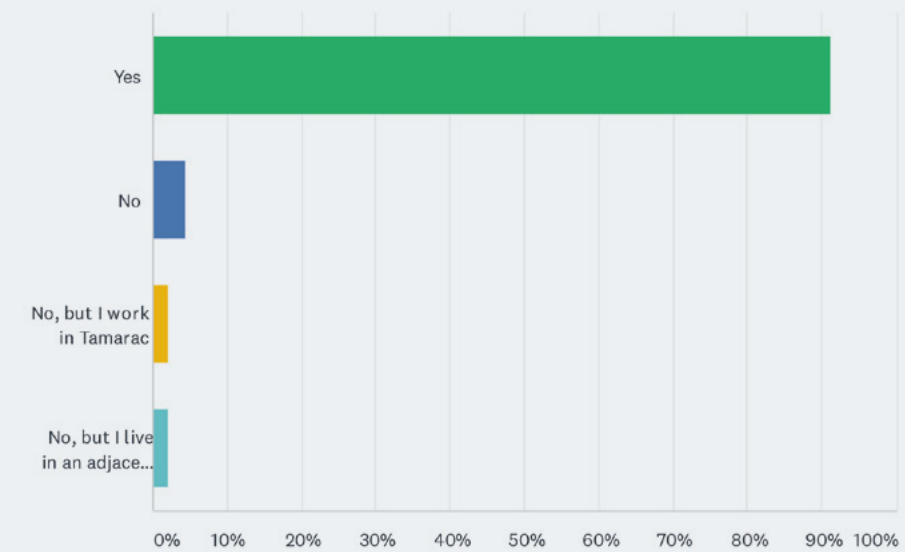


ANSWER CHOICES	RESPONSES	
Yes, I have a hearing disability	0.00%	0
Yes, I have a vision disability	6.82%	3
Yes, I have difficulty walking	13.64%	6
Yes, other	4.55%	2
Prefer not to answer	11.36%	5
No	63.64%	28
<b>TOTAL</b>		<b>44</b>

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q11 Are you a City of Tamarac resident?

Answered: 46 Skipped: 1

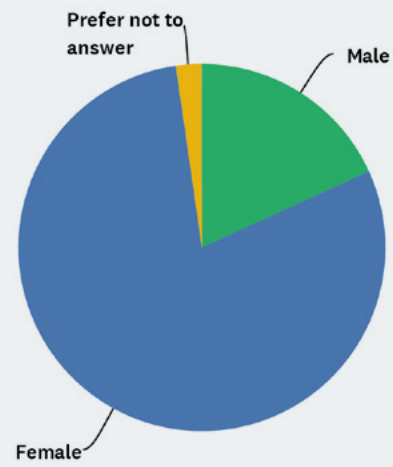


ANSWER CHOICES	RESPONSES	
Yes	91.30%	42
No	4.35%	2
No, but I work in Tamarac	2.17%	1
No, but I live in an adjacent City	2.17%	1
<b>TOTAL</b>		<b>46</b>

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q12 What is your gender

Answered: 44 Skipped: 3

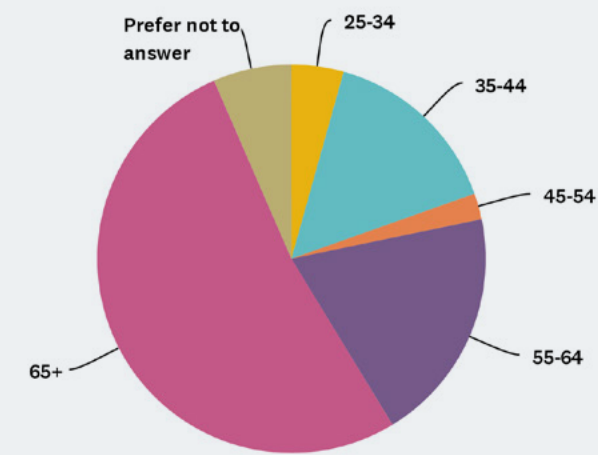


ANSWER CHOICES	RESPONSES	
Male	18.18%	8
Female	79.55%	35
Prefer not to answer	2.27%	1
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>44</b>

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q13 What is your age range?

Answered: 46 Skipped: 1

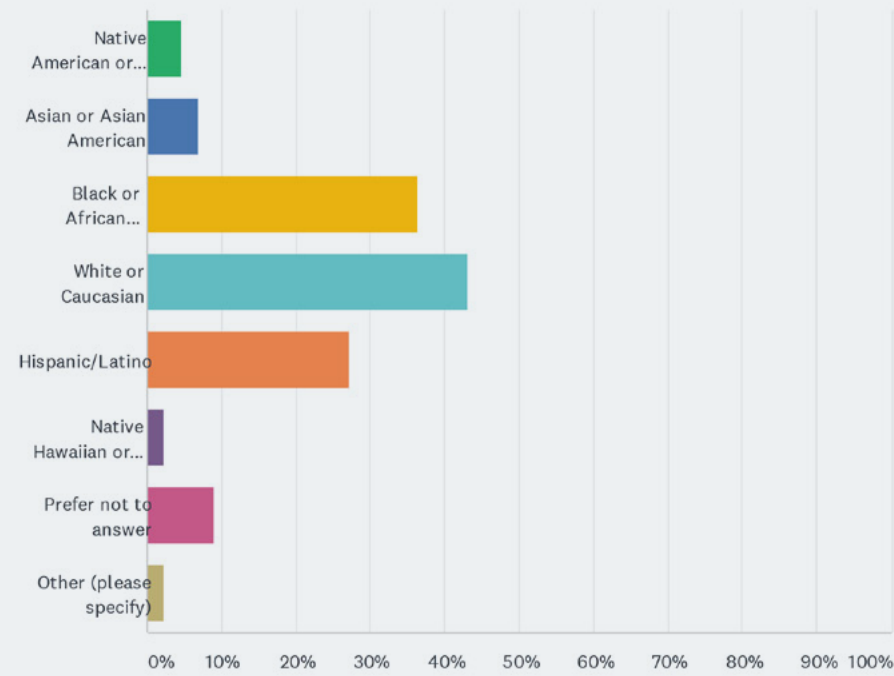


ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.00%	0
25-34	4.35%	2
35-44	15.22%	7
45-54	2.17%	1
55-64	19.57%	9
65+	52.17%	24
Prefer not to answer	6.52%	3
<b>TOTAL</b>		<b>46</b>

Tamarac ADA Transit Access and Sidewalk Gap Analysis

Q14 Select all races/ethnicities you identify with:

Answered: 44 Skipped: 3



ANSWER CHOICES	RESPONSES	
Native American or Alaska Native	4.55%	2
Asian or Asian American	6.82%	3
Black or African American	36.36%	16
White or Caucasian	43.18%	19
Hispanic/Latino	27.27%	12
Native Hawaiian or Pacific Islander	2.27%	1
Prefer not to answer	9.09%	4
Other (please specify)	2.27%	1
Total Respondents: 44		



### Local Option Transportation Sales Tax Administered by the Broward County Mobility Advancement Program Projects

The following are projects submitted by the City to Broward County for One-Cent Transportation Surtax Funds:

Bus stop amenity improvements (Construction Phase for FY 2020) at several bus stops in the City

A bike path (Planning Phase for FY 2022) along Pine Island Road from NW 79th street to McNab Road and along McNab Road from Pine island Road to Westwood Boulevard.

Traffic Calming (Construction Phase for FY 2020) on NW 70th Avenue from McNab Road to NW 77th Street.

Multi-Modal Connectivity Plan (FY 2020) Transportation Planning Study for determining the next steps in connecting and expanding the city's multimodal network to and with the county.

Citywide buffer wall project (Various phases throughout the City). This is a 7 phase project which includes decorative perimeter walls, new sidewalks, and ADA detectable warning mats along sections of Commercial Boulevard, McNab Road, and Southgate Boulevard.



Information was gathered for ongoing and future transportation projects in neighboring cities (North Lauderdale, Coral Springs, Lauderhill, and Sunrise), in an effort to evaluate any impacts to the City of Tamarac. There does not appear to be any impacts in the projects listed below. Furthermore, the widening project on University Drive in Coral Springs will expand the travel lanes to be consistent with the remainder of the road, which is primarily under the State's jurisdiction.

### North Lauderdale:

- A consultant was hired to evaluate ADA transit data and analyze sidewalks. The assessment has been completed, and the City is now in the process to design compliance.
- A County surtax project for the evaluation and construction of neighborhood traffic calming devices such as traffic circles, speed humps, and pedestrian crosswalks is in the design phase for FY 2020, which includes SW 81st Ave intersections with Southgate Blvd, SW 5th St, Kimberly Blvd, and Tam O'Shanter Blvd.; Kimberly Rd from S Rock Island Rd to State Road 7; and Tam O'Shanter Blvd from SW 81st Ave to S Rock Island Rd.
- A pending County surtax application for a sidewalks and crosswalks capital project
- The City is the recipient of a surtax grant for local bus routes online for next year.

### Coral Springs:

- University Drive Expansion Project on University Drive between NW 40th Street/ Cardinal Road and the Sawgrass Expressway/SR-869, which is a City-owned right-of-way (construction funding in 2025). The expansion of University Drive will include the following:
  1. Adding two additional travel lanes to the existing 4-lanes to make it a 6-lane roadway, adding urban curb and gutter, 11-foot travel lanes, 7-foot buffered bike lanes, and a 6-foot sidewalk on both sides.
  2. All new signing and pavement markings.
  3. Partial signals installed or adjusted at the intersections of NW 40th Street Cardinal Road, Wiles Road, and Westview Drive.
  4. FDOT will acquire permits from the South Florida Water Management District, U.S. Army Corp. of Engineers, Sunshine Water Control District, and North Springs Improvement District.
  5. New roadway street lighting.
  6. Landscaping comparable to existing landscaping throughout corridor with special emphasis to the linear park between NW 40th Street and Wiles Road.
  7. Needed right-of-way will be acquired by FDOT on the behalf of the City
- The City has an upcoming ADA gap analysis and transition plan to identify areas that lack sidewalk connectivity and make the necessary changes to bring them into ADA compliance.

Lauderhill:

- The City has a Broward MPO Planning Technical Assistance Program (PTAP) project to perform a comprehensive assessment of transit, bicycle, pedestrian and traffic safety on NW 55th Avenue from NW 11th Street to Oakland Park Boulevard.

This project includes:

1. Community outreach with residents, businesses, and stakeholders along the corridor
2. Developing recommendations to improve multimodal facilities, access, safety and comfort for all users
3. A path forward with funding for implementation of recommendations and improvements

Sunrise:

- Complete Streets and Localized Initiative Program (CSLIP) (Preliminary Engineering and Environmental funding in FY 25) collaborative project with the City of Tamarac on NW 94th Avenue from NW 44th Street to NW 57th Street to preserve inside travel lane and left turn lanes; re-strip outside travel lane to become a 6 foot bike lane with a 3 foot buffer, and provide a 500 linear foot road widening, mill and resurface (unfunded).
- CSLIP (Preliminary Engineering and Environmental funding in FY 25) project on NW 50th Street from NW 94th Avenue to N. Pine Island Road to add bike lanes.



The roadway facility owners were contacted regarding the unmarked crosswalks observed in the field review. The following information details why the crosswalks are unmarked, and therefore, this report will not include recommendations to obtain a warrant for the following crosswalks:

**Unmarked crosswalk location: Nob Hill Road and McNab Road east-west crossing south of Nob Hill Road**

**Transit stop: Marketplace Movies**  
**Roadway jurisdiction: Broward County**

The pedestrian timing and traffic signal phasing for the intersection of McNab Road and Nob Hill Road were changed in the late 1990’s due to intersection geometry modifications. The pedestrian phase on the south leg of the intersection was in place in 1997, however, it was removed due to the changes in intersection geometry for westbound movement when a shared left-through lane was added, as such, split-phasing was introduced. Split phasing is a type of signal phasing scheme which separates vehicle conflicts by assigning the right-of-way sequentially to the two opposing approaches. Split phasing is often used when the intersection geometric layout would not allow the two left-turn movements on the opposing approaches to move simultaneously, or on an approach with a shared left-through lane. From a safety and capacity point of view, the two opposing left-turn movements have to be separated by using a split-phasing scheme. There are a number of issues related to split phasing and pedestrian timing treatment. In order for a driver unfamiliar with an intersection to understand that he or she has a protected movement, a left turn arrow must be displayed. However, the display with left turn arrows would require serving the pedestrians on each crosswalk in two separate sequential phases, which could significantly affect the efficiency of signal operations. As such, the south leg pedestrian signal features were removed to reduce the vehicle delays.

**Unmarked crosswalk location: Commercial Boulevard and NW 64th Avenue north-south crossing east of NW 64th Avenue**

**Transit stops: Bermuda Club Stop 2, BCT 3324**  
**Roadway jurisdiction: FDOT**

There are no pedestrian facilities (sidewalk) south of Commercial Boulevard.

**Unmarked crosswalk location: Commercial Boulevard and NW 64th Avenue east-west crossing south of Commercial Boulevard**

**Transit stops: Bermuda Club Stop 2, BCT 3324**  
**Roadway jurisdiction: FDOT**

There are no pedestrian facilities (sidewalk) south of Commercial Boulevard.

**Unmarked crosswalk location: Commercial Boulevard and NW 47th Terrace**

**Transit stops: Publix Sunshine Plaza, BCT 5037**  
**Roadway jurisdiction: FDOT**

There are no pedestrian facilities (sidewalk) on the west side of NW 47th Terrace. Per Broward County Traffic Engineering (responsible for the traffic signals), the signal at NW 47 is part of the signals for the Florida Turnpike. In addition, the City of Tamarac Fire Station 78 has override capabilities.



### Lighting Conditions

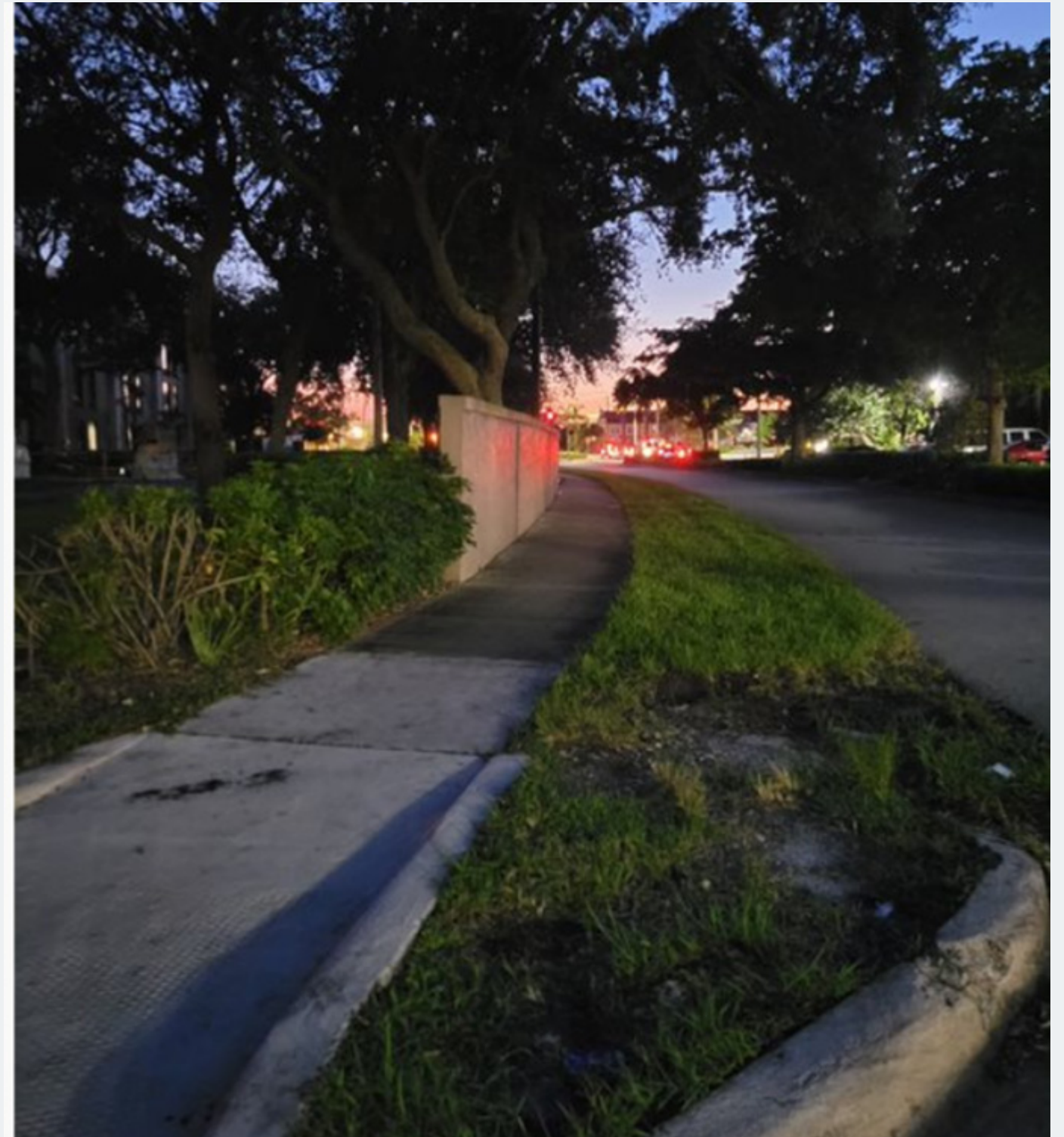
Staff conducted site visits after sundown to evaluate lighting and safety conditions. The main roadways have street lights, but few have pedestrian scale lighting. Some areas along Commercial Blvd, Pine Island Road, Nob Hill Road, Rock Island Road, and McNab Road had limited lighting even with the street lights. All BCT stops with shelters have internal lighting.

The following depicts some lighting conditions observed:

BCT stop 2827 at the SE corner of Nob Hill Road and McNab Road.



Limited lighting-NW 47th Terrace looking south towards Commercial Blvd.



The following chart summarizes the BCT inventory, with a notation of stops to be upgraded per Resolution R-2021-011.

BCT Stop ID	BCT Route	Cross Street	Cross Street	Direction	Amenity upgrades approved by County	Sign	Pad	Shelter	Bench	Bike Rack	Trash Receptacle
2883	62	McNab	University	EB	No	X	X	X	X	X	X
252	2	McNab	University	SB	No	X	X	X	X	X	X
5037	55	Commercial	NW 47 Terr	EB	No	X					
3324	55	Commercial	NW 64 Ave	WB	No	X	X	X	X	X	X
4339	62	McNab	Lagos De Campo	EB	Yes	X					
5064	55	Commercial	Rock Island	WB	Yes*	X	X	X	X	X	X
2805	62	McNab	NW 70 Ave	EB	Yes*	X	X	X	X	X	X
4353	55	Commercial	University	WB	No	X	X	X	X	X	X
5097	55	Commercial	Mainlands	EB	No	X					
2811	55	Commercial	NW 73 Ave	EB	Yes	X	X		X		

\*Installed September 2021

The following table summarizes the recommendations:

**Marketplace Movies**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Coordinate with property owner to install signage for shuttle bus stop.</p>	<p>Complete sidewalk network on NW 67th Street west of Nob Hill Rd 915 feet on the north side, and 156 feet on the south side.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (22 within ¼ mile radius) -Repair malfunctioning pedestrian signal</p>	<p>Enhance landscaping along both sides of Nob Hill Road from McNab to south of NW 67th St</p>	<p>Install pedestrian scale lighting along the west side of Nob Hill Road from McNab to south of NW 67th St.</p>	<p>Install bike lane on Nob Hill Rd from McNab Rd to Commercial Blvd; and on McNab Rd from Nob Hill Rd to Hiatus Rd.</p>

The following table summarizes the recommendations:

**Lime Bay**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Increase sidewalk by 4' to an 8' minimum from back of curb by 5' wide to create a 5'x 8' accessible landing pad.</p> <p>Install signage for shuttle bus stop, or relocate shuttle bus stop outside Lime Bay Condominium on McNab Road to collocate with BCT stop 1685, which is approximately 150 feet from the existing shuttle bus stop location.</p> <p>Install signage for shuttle bus stop.</p>	<p>Complete sidewalk network on Westwood Blvd (NW 68th St to NW 66th St).</p> <p>Repair damaged sidewalk.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (4* within ¼ mile radius).</p> <p>Repair cracked sidewalks</p>	<p>Enhance landscaping along both sides of McNab Rd from west of Westwood Blvd to the canal (west of Pine Island Rd).</p>		<p>Install bike lane on McNab Rd from NW 94th Ave to Rock Island Rd; and on Westwood Blvd E from McNab Rd to Commercial Blvd.</p>

\*May overlap with other stops.



The following table summarizes the recommendations:

**The Greens/BCT 3756**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Increase sidewalk by 1.5' for an 8' minimum from back of curb by 20' wide to create a 5' x 8' accessible landing pad.</p> <p>Relocate existing Transit Bus sign.</p> <p>Install signage for shuttle bus stop on relocated transit bus sign.+</p>	<p>Complete sidewalk network on north side of NW 70th Street from Pine Island to NW 80th Ave.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (22* within ¼ mile radius).</p>			<p>Install bike lane on Pine Island Rd from McNab Rd to Commercial Blvd; and on McNab Rd from NW 94th Ave to Rock Island Rd</p>

\*May overlap with other stops. + Broward County upgraded this stop in September 2021

The following table summarizes the recommendations:

**Sands Point**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Construct a 15' x 8' landing pad, 15' Type E Curb &amp; Gutter, and 5' of 2' drop curb. Landing pad to be 6" concrete or asphalt with detectable warning surface.</p> <p>Install signage for shuttle bus stop</p>	<p>Complete sidewalk network on north side of NW 70th Street from Pine Island to NW 80th Ave; and on east side of NW 84th Terr, from Lagos de Campo Blvd to NW 57 St.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (14* within ¼ mile radius).</p>	<p>Enhance landscaping along south side of McNab Rd from Cypress Walk Terr to Concord Village complex.</p>		<p>Install bike lane on McNab Rd from NW 94th Ave to Rock Island Rd; and on NW 70th St from Pine Island Rd to NW 80th Ave; and on Lagos de Campo Blvd from McNab Rd to NW 84th Terr.</p>

\*May overlap with other stops.

The following table summarizes the recommendations:

**Winn-Dixie/BCT 2870**

<b>ADA/transit</b>	<b>Sidewalks</b>	<b>ADA/Safety</b>	<b>Landscaping/Shade</b>	<b>Lighting</b>	<b>Bicycle</b>
<p>Widen sidewalk by an additional 12" to create a firm, stable and slip resistant surface with minimum 5' x 8' to serve as accessible landing pad.</p> <p>Install signage for shuttle bus stop.</p>	<p>Complete sidewalk network on Brookwood Blvd from McNab Rd south to NW 65th St.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (44* within ¼ mile radius).</p>	<p>Enhance landscaping along south side of McNab Rd between Lagos de Campo Blvd and University Drive*.</p>		<p>Install bike lane on McNab Rd from NW 94th Ave to Rock Island Rd.</p>

\*May overlap with other stops.

The following table summarizes the recommendations:

**ALDI**

<b>ADA/transit</b>	<b>Sidewalks</b>	<b>ADA/Safety</b>	<b>Landscaping/Shade</b>	<b>Lighting</b>	<b>Bicycle</b>
<p>Relocate shuttle bus stop from south side of the building to the west side of the building (the recommended bus stop location is ADA compliant).</p> <p>Install signage for shuttle bus stop.</p>	<p>Complete sidewalk network on Brookwood Blvd from McNab Rd south to NW 65th St.</p> <p>Repair damaged sidewalk.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (40* within ¼ mile radius).</p> <p>Repair cracked sidewalks.</p> <p>Upgrade pedestrian signals to be audible (4).</p>	<p>Enhance landscaping along south side of McNab Rd between Lagos de Campo Blvd and University Drive*.</p>		<p>Install bike lane on McNab Rd from NW 94th Ave to Rock Island Rd.</p>

\*May overlap with other stops.

The following table summarizes the recommendations:

**CVS/BCT 2883**

<b>ADA/transit</b>	<b>Sidewalks</b>	<b>ADA/Safety</b>	<b>Landscaping/Shade</b>	<b>Lighting</b>	<b>Bicycle</b>
Install signage for shuttle bus stop.  Relocate bicycle rack.	Complete sidewalk network on Brookwood Blvd from McNab Rd south to NW 65th St.	Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (38* within ¼ mile radius).	Enhance landscaping along south side of McNab Rd between Lagos de Campo Blvd and University Drive*.		Install bike lane on McNab Rd from NW 94th Ave to Rock Island Rd.

\*May overlap with other stops.

The following table summarizes the recommendations:

**Publix Western Woods (in City of North Lauderdale)**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Widen sidewalk by an additional 12" to create a firm, stable and slip resistant surface with minimum 5' x 8' to serve as accessible landing pad.</p> <p>Install signage for shuttle bus stop.</p>		<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (14 within ¼ mile radius).</p> <p>Repaint faded crosswalk (1).</p> <p>Upgrade pedestrian signals to be audible (4).</p>	<p>Enhance landscaping on west side of SW 81st Ave from SW 14th St to McNab Road.</p>		<p>Install bike lane on McNab Rd from NW 94th Ave to Rock Island Rd; and on NW 64th Ave/ SW 81st Ave from Commercial Blvd to SW 14th St.</p>

The following table summarizes the recommendations:

**Walmart (in City of North Lauderdale)**

<b>ADA/transit</b>	<b>Sidewalks</b>	<b>ADA/Safety</b>	<b>Landscaping/Shade</b>	<b>Lighting</b>	<b>Bicycle</b>
<p>Install signage for shuttle bus stop.</p> <p>Consider relocating bus stop southwest of building between the entrances.</p>		<p>Upgrade pedestrian signals to be audible (4).</p>	<p>Enhance landscaping on the north side of McNab Rd from Avon Lane 2000 feet east.</p>		<p>Install bike lane on McNab Rd from NW 94th Ave to Rock Island Rd.</p>

The following table summarizes the recommendations:

**Publix Sunshine Plaza**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
Install signage for shuttle bus stop.	Complete sidewalk network on Mainland Dr from Commercial to NW 46th St and on NW 47th Terr from Commercial Blvd to State Rd 7.	Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (30* within ¼ mile radius).  Upgrade pedestrian signals to be audible (6).	Enhance landscaping on the south side of Commercial Blvd along the canal from east of Mainland Drive 500 feet west*.	Install pedestrian scale lighting on NW 47th Terrace between Commercial Blvd and Treehouse Lane*	

\*May overlap with other stops.



The following table summarizes the recommendations:

**Mainlands Sec 4, 5, 1 & 2**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Construct a 15' x 8' landing pad, 15' Type E Curb &amp; Gutter, and 5' of 2' drop curb. Landing pad to be 6" concrete or asphalt with detectable warning surface.</p> <p>Build landing pad away from drainage inlet.</p> <p>Install signage for shuttle bus stop.</p>	<p>Complete sidewalk network on Mainland Dr from Commercial to NW 46th St.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (34* within ¼ mile radius).</p> <p>Upgrade pedestrian signals to be audible (4).</p>	<p>Enhance landscaping on the south side of Commercial Blvd along the canal from east of Mainland Drive 500 feet west*.</p>		

\*May overlap with other stops.

The following table summarizes the recommendations:

**The Commons Shaker Village Commercial Blvd.**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Ensure that the finished surface has cross slope between 0.5% and 2% to meet ADA requirements.</p> <p>Install signage for shuttle bus stop.</p> <p>Depending on the amenities provided, final inspection of the facility should ensure that all ADA requirements are met.</p>	<p>Complete sidewalk network on south side of Commercial Blvd from Rock Island Rd to NW 64th Ave.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (2* within ¼ mile radius).</p> <p>Repair malfunctioning pedestrian signal.</p> <p>Upgrade pedestrian signals to be audible.</p>	<p>Enhance landscaping on the south side of Commercial Blvd along the canal from east of Mainland Drive 500 feet west*.</p>	<p>Enhance landscaping on the north side of Commercial Blvd from Woodlands Drive west to NW 57th Way.</p>	

\*May overlap with other stops.

The following table summarizes the recommendations:

**Sabal Palm Village**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Construct a 5' x 8' landing pad, 15' Type E Curb &amp; Gutter. Landing pad to be 6" concrete or asphalt with detectable warning surface.</p> <p>Install detectable warning on the sidewalk at the driveway.</p> <p>Install signage for shuttle bus stop.</p>		<p>Repair malfunctioning pedestrian signal.</p> <p>Upgrade pedestrian signals to be audible (4).</p>			

The following table summarizes the recommendations:

**Shaker Village/The Commons Bailey Road**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Widen sidewalk by 2-feet to create an accessibly landing pad measuring 8-feet x 5-feet .</p> <p>Install signage for shuttle bus stop.</p>		<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (2* within ¼ mile radius).</p>	<p>Enhance landscaping on the south side of NW 62nd St from east of Laurel Lane to west of NW 55th Lane (1500 feet).</p>		

\*May overlap with other stops.

The following table summarizes the recommendations:

**Bermuda Club stop 1**

<b>ADA/transit</b>	<b>Sidewalks</b>	<b>ADA/Safety</b>	<b>Landscaping/Shade</b>	<b>Lighting</b>	<b>Bicycle</b>
<p>Widen sidewalk by 2-feet to create an accessibility landing pad measuring 8-feet x 5-feet .</p> <p>Install signage for shuttle bus stop.</p>	<p>Complete sidewalk network on west side of NW 61st Street from Bailey Rd to NW 57th Ct.</p>	<p>Repaint faded crosswalks (2).</p> <p>Upgrade pedestrian signals that are not audible (2)</p> <p>Work with Broward Co. Traffic Engineering to obtain a warrant for unmarked crosswalk.</p>			<p>Install bike lane on NW 64th Ave/ SW 81st Ave from Commercial Blvd to SW 14th St.</p>

The following table summarizes the recommendations:

**Bermuda Club stop 2**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
	<p>Complete sidewalk network on north side of NW 57th Street from NW 64th Ave to west of NW 66th Terr, and on south side from NW 63rd Ave to NW 62nd Ave; and on south side of Commercial Blvd from Rock Island Rd to NW 64th Ave.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (26* within ¼ mile radius).</p> <p>Repaint faded crosswalks (4).</p> <p>Upgrade pedestrian signals that are not audible (7).</p>		<p>Install pedestrian scale lighting on NW 66th Terr between NW 57th St and Commercial Blvd*.</p>	<p>Install bike lane on NW 64th Ave/ SW 81st Ave from Commercial Blvd to SW 14th St.</p>

\*May overlap with other stops.

The following table summarizes the recommendations:

**Publix Midway Plaza**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Relocate bus stop across the “no parking” zone. Install stop sign and crosswalk to provide a connection to the concrete landing pad with curb ramp. This requires re-routing the bus from NW 57th Street to NW 79th Avenue into Publix Midway Plaza to line up with the bus stop.</p> <p>Install curb cut ramp Type CR-A.</p> <p>Install signage for shuttle bus stop.</p>		<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (48* within ¼ mile radius)</p> <p>Upgrade signals that are not audible (8).</p>			<p>Install bike lane on Commercial Blvd from NW 90th Terr to University Dr.</p>

\*May overlap with other stops.

The following table summarizes the recommendations:

**Mainlands Sec 11 & 12**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Construct a 15' x 8' landing pad, 15' Type E Curb &amp; Gutter, and 5' of 2' drop curb. Landing pad to be 6" concrete or asphalt with detectable warning surface.</p> <p>Install signage for shuttle bus stop.</p>	<p>Complete sidewalk network on east side of NW 84th Terr from Lagos de Campo to NW 57th St and on the west side from NW 61st St to NW 57th St.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (8* within ¼ mile radius).</p>			<p>Install bike lane on Commercial Blvd from NW 90th Terr to University Dr.</p>

\*May overlap with other stops.



The following table summarizes the recommendations:

**Community Center**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
Install signage for shuttle bus stop.	Complete sidewalk network on east side of NW 84th Terr from Lagos de Campo to NW 57th St, and on the west side from NW 61st St to NW 57th St  Repair damaged sidewalk*.	Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (30* within ¼ mile radius) Repaint faded crosswalks (2*).	Enhance landscaping on the south side of Commercial Blvd between Pine Island Rd and NW 82nd Ave (City of Lauderhill) and the north side of Commercial Blvd adjacent to the Community Center*.		Install bike lane on Commercial Blvd from NW 90th Terr to University Dr; and on Pine Island Rd from McNab Rd to Commercial Blvd

\*May overlap with other stops.

The following table summarizes the recommendations:

**Broward County Library Tamarac Branch**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
Install signage for shuttle bus stop.	Repair damaged sidewalk*.	Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (28* within ¼ mile radius) -Repaint faded crosswalks (2*).	Enhance landscaping on the south side of Commercial Blvd between Pine Island Rd and NW 82nd Ave (City of Lauderhill) and the north side of Commercial Blvd adjacent to the Community Center*.		Install bike lane on Commercial Blvd from NW 90th Terr to University Dr; and on Pine Island Rd from McNab Rd to Commercial Blvd.

\*May overlap with other stops.

The following table summarizes the recommendations:

**Mainlands Sec 13**

ADA/transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Construct a 5' x 20' landing pad, 15' Type E Curb &amp; Gutter. Landing pad to be 6" concrete or asphalt with detectable warning surface.</p> <p>Construct a 5' wide sidewalk to connect the landing pad to existing sidewalk.</p> <p>Provide crosswalks on all four legs of the intersection.</p> <p>Install signage for shuttle bus stop.</p>	<p>Complete sidewalk network on east side of NW 84th Terr from Lagos de Campo to NW 57th St, and on the west side from NW 61st St to NW 57th St.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (20* within ¼ mile radius).</p>			

\*May overlap with other stops.

The following table summarizes the recommendations:

**BCT 252**

Transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
	Complete sidewalk network on Brookwood Blvd from McNab Rd south to NW 65th St.	Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (40* within ¼ mile radius).	Enhance landscaping along south side of McNab Rd between Lagos de Campo Blvd and University Drive*.		Install bike lane on McNab Rd from NW 94th Ave to Rock Island Rd.

\*May overlap with other stops.

The following table summarizes the recommendations:

**BCT 2805**

Transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
		<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (22* within ¼ mile radius).</p> <p>Repaint faded crosswalks (4).</p> <p>Upgrade pedestrian signals that are not audible (4).</p>			<p>Install bike lane on McNab Rd from NW 94th Ave to Rock Island Rd.</p>

\*May overlap with other stops.

The following table summarizes the recommendations:

**BCT 2811**

Transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
Install bus stop amenities (shelter, pad, bike rack, trash receptacle)^.	<p>Complete sidewalk network on the east side of NW 70th Ave from McNab Rd to Tamarac Pointe entrance, and on the west side from NW 57th St 164 feet to the north; on North side of NW 57th St from NW 70 Ave 1995 feet west; and on east side of NW 73rd Ave from Commercial Blvd to NW 57th St.</p> <p>Install ADA ramps on the east side NW 73rd Ave between NW 57 St and Commercial Blvd (Burger King driveway).</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (60* within ¼ mile radius).</p> <p>Upgrade pedestrian signals that are not audible (4).</p>			

\*May overlap with other stops. ^Approved for upgrades by Broward County.

The following table summarizes the recommendations:

**BCT 3324**

Transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
	Complete sidewalk network on NW 57th Street on north side from NW 64th Ave to west of NW 66th Terr, and on south side from NW 63rd Ave to NW 62nd Ave, and on Commercial Blvd from Rock Island Rd to NW 64th Ave.	Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (38* within ¼ mile radius).  Upgrade pedestrian signals that are not audible (7).		Install pedestrian scale lighting on NW 66th Terr between NW 57th St and Commercial Blvd*.	Install bike lane on NW 64th Ave/ SW 81st Ave from Commercial Blvd to SW 14th St.

\*May overlap with other stops.

The following table summarizes the recommendations:

**BCT 4339**

Transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
Install bus stop amenities (shelter, pad, bike rack, trash receptacle)^.	Complete sidewalk network on north side of NW 70th Street from Pine Island to NW 80th Ave.	Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (28* within ¼ mile radius).  Upgrade pedestrian signals that are not audible (4).	Enhance landscaping along the south side of McNab west of Lagos de Campo Blvd to University Drive (2640 feet).		Install bike lane on Lagos de Campo Blvd from McNab Rd to NW 84th Terr.

\*May overlap with other stops. ^Approved for upgrades by Broward County.



The following table summarizes the recommendations:

**BCT 4353**

Transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
		Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (78* within ¼ mile radius).  Upgrade pedestrian signals that are not audible (8).			Install bike lane on Commercial Blvd from NW 90th Terr to University Dr.

\*May overlap with other stops.

The following table summarizes the recommendations:

**BCT 5037**

Transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
<p>Install bus stop amenities (shelter, pad, bike rack, trash receptacle) due to limited right-of-way coordination with adjacent property owners would need to occur for an easement.</p>	<p>Complete sidewalk network on NW 47th Terr from Commercial Blvd to State Rd 7; and on north side of Commercial Blvd from west of NW 47 Terr to Turnpike bridge.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (8* within ¼ mile radius).</p> <p>Upgrade pedestrian signals that are not audible (2).</p>	<p>Enhance landscaping on the south side of Commercial Blvd along the canal from east of Mainland Drive 500 feet west*.</p>	<p>Install pedestrian scale lighting on NW 47th Terrace between Commercial Blvd and Treehouse Lane*.</p>	

\*May overlap with other stops.

The following table summarizes the recommendations:

**BCT 5064**

Transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
	<p>Complete sidewalk network on west side of Rock Island Road from Commercial Blvd to NW 53rd St; and on south side of Commercial Blvd from Rock Island Rd to NW 64th Ave.</p>	<p>Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (12* within ¼ mile radius).</p> <p>Upgrade pedestrian signals that are not audible (12).</p>			<p>Install bike lane on Rock Island Rd from Gate lake rd to NW 53rd St.</p>

\*May overlap with other stops.

The following table summarizes the recommendations:

**BCT 5097**

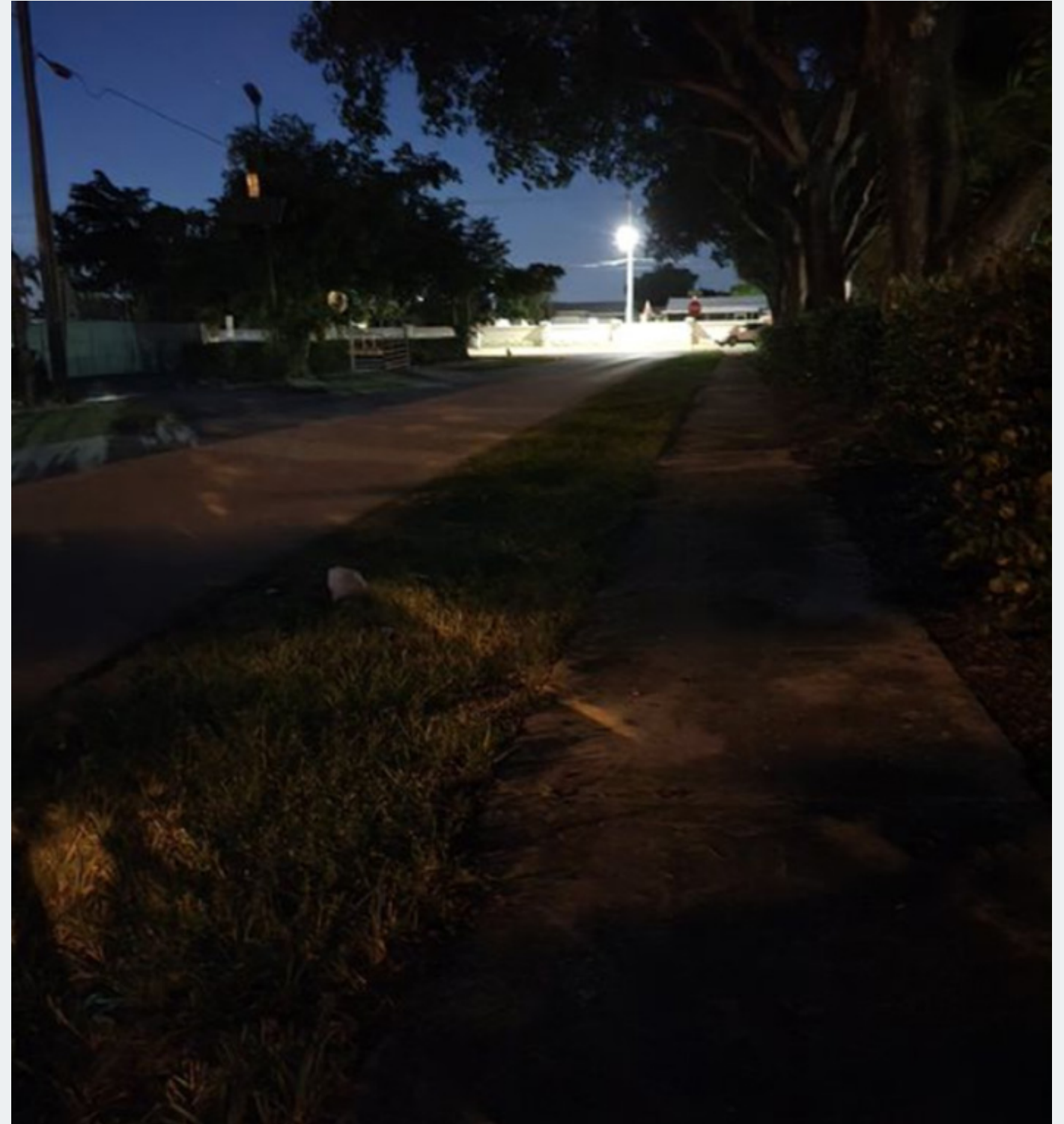
Transit	Sidewalks	ADA/Safety	Landscaping/Shade	Lighting	Bicycle
Install bus stop amenities (shelter, pad, bike rack, trash receptacle), due to limited right-of-way coordination with adjacent property owners would need to occur for an easement.	Complete sidewalk network on Mainland Dr from Commercial to NW 46th St.	Install detectable warning mats on sidewalks at all driveway entrances, areas of vehicular conflict, or grade changes (48* within ¼ mile radius).  Upgrade pedestrian signals that are not audible (4).	Enhance landscaping on the south side of Commercial Blvd along the canal from east of Mainland Drive 500 feet west*.		

\*May overlap with other stops. ^Approved for upgrades by Broward County.

### Potential Solutions and Improvements-Safety

It is recommended that the City evaluates installing pedestrian lighting throughout the study area.

No lighting-NW 66th Avenue between Commercial Blvd and NW 57th Street.



Community Shuttle ADA Cost Estimates

**Engineer's Estimate of Probable Construction Cost**

Planning Level Construction Cost Summary

Shuttle Bus Stop ID #	Total Construction Cost
1 - Marketplace Movies	\$ 250
2 - Lime Bay Clubhouse	\$ 516
3 - The Greens	\$ 787
4 - Sands Point	\$ 3,372
5 - Bank of America (Winn Dixie)	\$ 397
6 - Aldi	\$ 250
7 - CVS Pharmacy	\$ 875
8 - Publix RX Center (Western Woods)	\$ 1,042
9 - Walmart Supercenter	\$ 325
10 - Sunshine Plaza (Publix)	\$ 325
11 - Mainlands of Tamarac 4, 5, 1, 2	\$ 3,547
12 - The Commons Shaker Village (Commercial Blvd)	\$ 325
13 - Sabal Palm Village	\$ 1,706
14 - Shaker Village (Bailey Road)/The Commons	\$ 707
15 - Bermuda Club Stop 1	\$ 707
16 - Bermuda Club Stop 2	\$ -
17 - Publix Midway Plaza	\$ 2,148
18 - Mainlands of Tamarac Section 11 & 12 Clubhouse	\$ 3,547
19 - Tamarac Community Center	\$ 325
20 - Tamarac (Broward County) Library	\$ 325
21 - Mainlands of Tamarac Section 13 Clubhouse	\$ 2,397
<b>Sub Total</b>	<b>\$ 23,873</b>
<b>Mobilization<sup>1</sup></b>	Lump Sum \$ 4,000
<b>MOT<sup>2</sup></b>	Lump Sum \$ 6,000
<b>Contingency</b>	20% \$ 6,775
<b>PE/Design<sup>3</sup></b>	20% \$ 8,130
<b>Construction Engineering Inspection (CEI)<sup>4</sup></b>	Lump Sum \$ 1,500
<b>Grand Total</b>	<b>\$ 50,277</b>

**Notes**

<sup>1</sup> Assumes all bus stops signs can be installed in a single day. Assumes five moves for curb and concrete. Assumes one move for bike racks. Striping would be a separate operation. Each move assumed at \$500 unit cost.

<sup>2</sup> Twelve sites likely to require at least a shoulder closure. Assume Avg. of \$500 per site to cover signs, potential flaggers, and MOT.

<sup>3</sup> Extensive design is not required. A local firm or on-call consultant would take a small assignment with some liability.

<sup>4</sup> Contract could be worded to inspect after work is complete and CI could involve 2 days of an inspector going from site to site to approve. Assume \$90/hr fully Burdened + mileage.

Community Shuttle ADA Cost Estimates

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	1	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	0	\$ -
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	1	\$ 250.00
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
<i><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</i>					
<b>Total per Bus Stop</b>					<b>\$ 250.00</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	2	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	2.22	\$ 191.11
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
<i><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</i>					
<b>Total per Bus Stop</b>					<b>\$ 516.11</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	3	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	3.33	\$ 286.67
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	0	\$ -
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	1	\$ 250.00
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	1	\$ 250.00
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
<i><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</i>					
<b>Total per Bus Stop</b>					<b>\$ 786.67</b>

Community Shuttle ADA Cost Estimates

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	4	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	15.00	\$ 525.00
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	17.78	\$ 2,222.22
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	10.00	\$ 300.00
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
<small><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</small>					
<b>Total per Bus Stop</b>					<b>\$ 3,372.22</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	5	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.83	\$ 71.67
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
<small><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</small>					
<b>Total per Bus Stop</b>					<b>\$ 396.67</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	6	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	0	\$ -
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	1	\$ 250.00
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
<small><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</small>					
<b>Total per Bus Stop</b>					<b>\$ 250.00</b>



Community Shuttle ADA Cost Estimates

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	7	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	1	\$ 550.00
<sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes					
<b>Total per Bus Stop</b>					<b>\$ 875.00</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	8	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	8.33	\$ 716.67
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
<sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes					
<b>Total per Bus Stop</b>					<b>\$ 1,041.67</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	9	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
<sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes					
<b>Total per Bus Stop</b>					<b>\$ 325.00</b>

Community Shuttle ADA Cost Estimates

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	10	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
	<small><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</small>				
<b>Total per Bus Stop</b>					<b>\$ 325.00</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	11	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	20.00	\$ 700.00
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	17.78	\$ 2,222.22
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	10.00	\$ 300.00
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
	<small><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</small>				
<b>Total per Bus Stop</b>					<b>\$ 3,547.22</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	12	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
	<small><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</small>				
<b>Total per Bus Stop</b>					<b>\$ 325.00</b>

Community Shuttle ADA Cost Estimates

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	13	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	15.00	\$ 525.00
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	4.44	\$ 555.56
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	10.00	\$ 300.00
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
	<sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes				
<b>Total per Bus Stop</b>					<b>\$ 1,705.56</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	14	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	4.44	\$ 382.22
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
	<sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes				
<b>Total per Bus Stop</b>					<b>\$ 707.22</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	15	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	4.44	\$ 382.22
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
	<sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes				
<b>Total per Bus Stop</b>					<b>\$ 707.22</b>

Community Shuttle ADA Cost Estimates

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	16	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	0	\$ -
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
<small><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</small>					
<b>Total per Bus Stop</b>					<b>\$ -</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	17	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	14.00	\$ 1,204.00
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	1.00	\$ 30.00
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	2	\$ 650.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	480	\$ 264.00
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
<small><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</small>					
<b>Total per Bus Stop</b>					<b>\$ 2,148.00</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	18	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	20.00	\$ 700.00
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	17.78	\$ 2,222.22
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	10.00	\$ 300.00
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
<small><sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes</small>					
<b>Total per Bus Stop</b>					<b>\$ 3,547.22</b>

Community Shuttle ADA Cost Estimates

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	19	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
	<sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes				
<b>Total per Bus Stop</b>					<b>\$ 325.00</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	20	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	0.00	\$ -
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	0.00	\$ -
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	0	\$ -
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
	<sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes				
<b>Total per Bus Stop</b>					<b>\$ 325.00</b>

Item #	Description	Unit	Unit Cost <sup>1</sup> (in 2021 dollars)	21	
				Qty	Cost
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 35.00	15.00	\$ 525.00
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 86.00	0.00	\$ -
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$ 125.00	11.11	\$ 1,388.89
0527 2	DETECTABLE WARNINGS	SF	\$ 30.00	0.00	\$ -
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	\$ 325.00	1	\$ 325.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	\$ 250.00	0	\$ -
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	\$ 250.00	0	\$ -
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	\$ 392.00	0	\$ -
0710 11123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	\$ 0.55	288	\$ 158.40
0751 36 42	BICYCLE RACK, RELOCATE, 2-6 BICYCLES	EA	\$ 550.00	0	\$ -
	<sup>1</sup> Based on FDOT Historic Item Average Unit Cost for Broward County (Area 12), May 2021 and adjusted for quantities as well as rounded up for planning purposes				
<b>Total per Bus Stop</b>					<b>\$ 2,397.29</b>

This section details the cost estimates associated with the sidewalk gaps identified in the study area. A ranking has been identified with each estimate (low, medium, high) taking into consideration the following: site constraints, right-of-way issues, land use, and proximity to adjacent uses.

#1 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
Brookwood Blvd (See Typical)	City	East	North of NW 68 St south to NW 65 St	880	\$29,040.00	\$36,960.00
<b>Total Cost</b> \$66,000.00	<b>Notes</b> This street has a 60' of right of way, the installation of sidewalk would remove the existing 4' wide swale, and drainage impacts would need to be mitigated. See recommended typical section.			<b>Rank</b> Low Rank	<b>Bus stops within a 1/4 mile radius</b> Winn-Dixie BCT 252 Aldi CVS BCT 2883	
#2 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
Brookwood Blvd (See Typical)	City	West	McNab south to NW 65 St	1209	\$39,897.00	\$50,778.00
<b>Total Cost</b> \$66,000.00	<b>Notes</b> This street has a 60' of right of way, the installation of sidewalk would remove the existing 4' wide swale, and drainage impacts would need to be mitigated. See recommended typical section.			<b>Rank</b> Low Rank	<b>Bus stops within a 1/4 mile radius</b> Winn-Dixie BCT 252 Aldi CVS BCT 2883	
#3 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
Commercial Blvd	State	North	West of NW 47 to the Florida Turnpike bridge	989	\$32,637.00	No Mitigation Need
<b>Total Cost</b> \$32,637.00	<b>Notes</b> Would require pedestrian signal heads and signal timing adjustments to allow a pedestrian phase in the cycle, an additional 1,500 linear feet of sidewalk would also need to be added to the turnpike bridge to connect pedestrians to the closest sidewalk west of the bridge.			<b>Rank</b> Low Rank	<b>Bus stops within a 1/4 mile radius</b> Publix Sunshine Plaza BCT 5037	

Sidewalk Cost Estimates Continued

#4 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
Commercial Blvd	State	South	Rock Island Rd west to NW 64 AVE	4668	\$154,044.00	No Mitigation Need
<b>Total Cost</b> \$154,044.00	<b>Notes</b> Additional right of way on the south side of commercial Blvd. would be needed for this ask, some noise walls may need to be relocated as well.			<b>Rank</b> Low Rank	<b>Bus stops within a 1/4 mile radius</b> Mainlands BCT 5097 Sections 4, 5, 1 & 2 Publix Sunshine Plaza	
#5 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
Mainland Dr	City	East	Commercial Blvd south to NW 46 St	2321	\$76,593.00	\$97,482.00
<b>Total Cost</b> \$174,075.00	<b>Notes</b> Between Commercial Blvd and NW 47th Ct sidewalk can only be constructed on the east side of the road due to limited right of way, sidewalks would need to be curbed since there wouldn't be enough horizontal clearance between the vehicular travel way and the sidewalk.			<b>Rank</b> Low Rank	<b>Bus stops within a 1/4 mile radius</b> Mainlands BCT 5097 Sections 4, 5, 1 & 2 Publix Sunshine Plaza	
#6 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
Mainland Dr	City	West	Commercial Blvd south to NW 46 St	2222	\$73,326.00	\$93,324.00
<b>Total Cost</b> \$166,650.00	<b>Notes</b> Between Commercial Blvd and NW 47th Ct sidewalk can only be constructed on the east side of the road due to limited right of way, sidewalks would need to be curbed since there wouldn't be enough horizontal clearance between the vehicular travel way and the sidewalk.			<b>Rank</b> Low Rank	<b>Bus stops within a 1/4 mile radius</b> Mainlands BCT 5097 Sections 4, 5, 1 & 2 Publix Sunshine Plaza	

Sidewalk Cost Estimates Continued

#7 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 47 Terrace	City	East	Commercial Blvd east to State Rd 7	694	\$22,902.000	\$29,148.00
<b>Total Cost</b> \$52,050.00	<b>Notes</b> Between roundabout and Island Club Drive the roadway is private.			<b>Rank</b> High Rank	<b>Bus stops within a 1/4 mile radius</b> Publix Sunshine Plaza BCT 5037	
#8 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 47 Terrace	City	West	Commercial Blvd east to State Rd 7	1337	\$44,121.00	\$56,154.00
<b>Total Cost</b> \$100,275.00	<b>Notes</b> Sidewalk between Commercial Blvd and Island club dr on the west side of the street may not be possible due to all the existing back out parking and lack of right of way on the west side of the street.			<b>Rank</b> High Rank	<b>Bus stops within a 1/4 mile radius</b> Publix Sunshine Plaza BCT 5037	
#9 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 57 St	City	North	NW 64 Ave to west of 66 Terrace	1517	\$50,061.00	63,714.00
<b>Total Cost</b> \$113,775.00	<b>Notes</b> Would need to mitigate drainage impacts.			<b>Rank</b> High Rank	<b>Bus stops within a 1/4 mile radius</b> BCT 3324 Bermuda Club Stop 2	



Sidewalk Cost Estimates Continued

#10 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 57 St	City	South	NW 63 Ave east to NW 62 Ave	400	\$13,200.00	\$16,800.00
<b>Total Cost</b> \$30,000.00	<b>Notes</b> Would need to mitigate drainage impacts.			<b>Rank</b> High Rank	<b>Bus stops within a 1/4 mile radius</b> BCT 3324 Bermuda Club Stop 2	
#11 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 57 St	City	North	NW 70 Ave west to 7401 NW 57 St	1995	\$65,835.00	\$83,790.00
<b>Total Cost</b> \$149,6254.00	<b>Notes</b> Would need to mitigate drainage impacts.			<b>Rank</b> High Rank	<b>Bus stops within a 1/4 mile radius</b> BCT 2811 BCT 4353	
#12 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 61 Street	City	East	Bailey Road south to north of NW 57 Ct	1452	\$47,916.00	\$60,984.00
<b>Total Cost</b> \$108,900.00	<b>Notes</b> Tree removal would be required.			<b>Rank</b> Medium Rank	<b>Bus stops within a 1/4 mile radius</b> Bermuda Club Stop 1	

Sidewalk Cost Estimates Continued

#13 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 61 Street	City	West	Bailey Road south to north of NW 57 Ct	1492	\$49,236.00	Not enough right of way
<b>Total Cost</b> \$49,236.00	<b>Notes</b> There is no available right of way without re-constructing the road, some obstructions such as landscaping and utility poles.			<b>Rank</b> Medium Rank	<b>Bus stops within a 1/4 mile radius</b> Bermuda Club Stop 1	
#14 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 67 St	City	North	Nob Hill Rd west to 10101 NW 67 St	915	\$30,195.00	No mitigation needed
<b>Total Cost</b> \$30,195.00	<b>Notes</b> Fits, but would be a lower priority due to industrial area.			<b>Rank</b> Medium Rank	<b>Bus stops within a 1/4 mile radius</b> Marketplace Movies	
#15 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 67 St	City	South	Frontage of 10200 NW 67 St	156	\$5,148.00	No mitigation needed
<b>Total Cost</b> \$5,148.00	<b>Notes</b> Fits, but would be a lower priority due to industrial area.			<b>Rank</b> Medium Rank	<b>Bus stops within a 1/4 mile radius</b> Marketplace Movies	

Sidewalk Cost Estimates Continued

#16 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 70 Ave	City	West	NW 57 St north to 5709 NW 70 Ave	164	\$5,412.00	No mitigation needed
<b>Total Cost</b> \$5,412.00	<b>Notes</b> There is not enough width when crossing the canals. An option could be to reduce buffer between travel lane and bike lane, right of way constraints not enough r/w between NW 57th St and NW 61st St.			<b>Rank</b> Low Rank	<b>Bus stops within a 1/4 mile radius</b> BCT 2811	
#17 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 70 Ave	City	East	McNab Rd south to Tamarac Pointe Entrance (6527 NW 70 Ave)	288	\$9,504.00	No mitigation needed
<b>Total Cost</b> \$9,504.00	<b>Notes</b> Fits, except when crossing the canal.			<b>Rank</b> Low Rank	<b>Bus stops within a 1/4 mile radius</b> BCT 2811	
#18 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 70th St	City	North	Pine Island Road east to NW 80 Ave	2998	\$98,934.00	\$125,916.00
<b>Total Cost</b> \$224,850.00	<b>Notes</b> Fits, but live oak roots may be an issue.			<b>Rank</b> High Rank	<b>Bus stops within a 1/4 mile radius</b> Sands Pointe The Greens BCT 4339	

Sidewalk Cost Estimates Continued

#19 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 73 Ave	City	West	Commercial Blvd north to NW 57 St	223	\$7,359.00	\$9,366.00
<b>Total Cost</b> \$16,725.00	<b>Notes</b> Fits, but will require drainage mitigation since the road is pitched west so water flows to the swale on the west side.			<b>Rank</b> High Rank	<b>Bus stops within a 1/4 mile radius</b> BCT 2811	
#20 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 84 Terrace	City	East	Lagos de Campo Blvd south to NW 57 St	2669	\$88,077.00	No mitigation needed
<b>Total Cost</b> \$88,077.00	<b>Notes</b> There is not enough right of way for sidewalk and swale unless the roadway is reconstructed with removing the median or a lane elimination.			<b>Rank</b> Low Rank	<b>Bus stops within a 1/4 mile radius</b> Mainlands Sec 11 & 12 Mainlands Sec 13 Community Center	
#21 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
NW 84 Terrace	City	West	NW 61 St south to NW 57 St.	2002	\$66,066.00	No mitigation needed
<b>Total Cost</b> \$66,066.00	<b>Notes</b> There is not enough right of way for sidewalk and swale unless the roadway is reconstructed with removing the median or a lane elimination.			<b>Rank</b> Low Rank	<b>Bus stops within a 1/4 mile radius</b> Mainlands Sec 11 & 12 Mainlands Sec 13 Community Center	

Sidewalk Cost Estimates Continued

#22 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
Rock Island Road	County	West	Commercial Blvd south to NW 53 St	1266	\$41,778.00	No mitigation needed
<b>Total Cost</b> \$41,778.00	<b>Notes</b> Mostly fits, there are some utility pole conflicts.			<b>Rank</b> Low Rank	<b>Bus stops within a 1/4 mile radius</b> BCT 5064	

#23 Roadway	Ownership	Street Side	Location	Length	Cost	Drainage Mitigation Cost
Westwood Blvd	City	West	North of NW 68th St south to NW 66 St	1037	\$34,221.00	\$43,554.00
<b>Total Cost</b> \$77,775.00	<b>Notes</b> Fits.			<b>Rank</b> Lime Bay	<b>Bus stops within a 1/4 mile radius</b>	

<b>Length</b> 32894	<b>Cost</b> \$1,085,502.00	<b>Drainage Mitigation Cost</b> \$767,970.00	<b>Total Cost</b> \$1,853,472.00
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Sidewalk gaps and ranking

Roadway	Ownership	Side of Street	Location	Length	Cost	Drainage mitigation cost	Planning-level Sidewalk Total cost	Notes	Bus stops within a 1/4 mile radius	Rank
Brookwood Blvd	City	East	North of NW 68 St south to NW 65 St	880	\$ 29,040.00	\$36,960.00	\$ 66,000.00	This street has a 60' of right of way, the installation of sidewalk would remove the existing 4' wide swale, and drainage impacts would need to be mitigated. See recommended typical section	BCT 252 Aldi CVS	low rank
Brookwood Blvd	City	West	McNab south to NW 65 St	1209	\$ 39,897.00	\$50,778.00	\$ 90,675.00	this street has 60' of right of way, the installation of sidewalk would remove the existing 4' wide swale and drainage impacts would need to be mitigated. See recommended typical section	BCT 252 Aldi CVS	low rank
Commercial Blvd	State	North	West of NW 47 to the Florida Turnpike bridge	989	\$ 32,637.00	no mitigation needed	\$ 32,637.00	to allow a pedestrian phase in the cycle, an additional 1,500 linear feet of sidewalk would also need to be added to the turnpike bridge to connect pedestrians to the closest sidewalk west of the bridge	Publix Sunshine Plaza BCT 5037	low rank
Commercial Blvd	State	South	Rock Island Rd west to NW 64 AVE	4668	\$ 154,044.00	no mitigation needed	\$ 154,044.00	Additional right of way on the south side of commercial Blvd. would be needed for this ask, some noise walls may need to be relocated as well	BCT 5064 Shaker Village Commercial Blvd BCT 3324	low rank
Mainland Dr	City	East	Commercial Blvd south to NW 46 St	2321	\$ 76,598.00	\$97,482.00	\$ 174,075.00	constructed on the east side of the road due to limited right of way, sidewalks would need to be curbed since there wouldn't be enough horizontal clearance between the vehicular travel way and the	Mainlands Sections 4, 5, 1 & 2 Publix Sunshine Plaza BCT 5097	low rank
Mainland Dr	City	West	Commercial Blvd south to NW 46 St	2222	\$ 73,326.00	\$93,324.00	\$ 166,650.00	constructed on the east side of the road due to limited right of way, sidewalks would need to be curbed since there wouldn't be enough horizontal clearance between the vehicular travel way and the	Mainlands Sections 4, 5, 1 & 2 Publix Sunshine Plaza BCT 5097	low rank
NW 47 Terrace	City	East	Commercial Blvd east to State Rd 7	694	\$ 22,902.00	\$29,148.00	\$ 52,050.00	Between roundabout and Island Club Drive the roadway is private	Publix Sunshine Plaza BCT 5037	high rank
NW 47 Terrace	City	West	Commercial Blvd east to State Rd 7	1337	\$ 44,121.00	\$56,154.00	\$ 100,275.00	Sidewalk between Commercial Blvd and Island club dr on the west side of the street may not be possible due to all the existing back out parking and lack of right of way on the west side of the street	Publix Sunshine Plaza BCT 5037	high rank
NW 57 St	City	North	NW 64 Ave to west of 66 Terrace	1517	\$ 50,061.00	\$63,714.00	\$ 113,775.00	Would need to mitigate drainage impacts	BCT 3324 Bermuda Club Stop 2	high rank
NW 57 St	City	South	NW 63 Ave east to NW 62 Ave	400	\$ 13,200.00	\$16,800.00	\$ 30,000.00	Would need to mitigate drainage impacts	BCT 3324 Bermuda Club Stop 2	high rank
NW 57 St	City	North	NW 70 Ave west to 7401 NW 57 St	1995	\$ 65,835.00	\$83,790.00	\$ 149,625.00	Would need to mitigate drainage impacts	BCT 2811 BCT 4353	high rank
NW 61 Street	City	East	Bailey Road south to north of NW 57 Ct	1452	\$ 47,916.00	\$60,984.00	\$ 108,900.00	Tree removal would be required	Bermuda Club Stop 1	medium rank
NW 61 Street	City	West	Bailey Road south to north of NW 57 Ct	1492	\$ 49,236.00	not enough right of way	\$ 49,236.00	There is no available right of way without re-constructing the road, some obstructions such as landscaping and utility poles	Bermuda Club Stop 1	medium rank
NW 67 St	City	North	Nob Hill Rd west to 10101 NW 67 St	915	\$ 30,195.00	no mitigation needed	\$ 30,195.00	Fits, but would be a lower priority due to industrial area	Marketplace Movies	medium rank
NW 67 St	City	South	Frontage of 10200 NW 67 St	156	\$ 5,148.00	no mitigation needed	\$ 5,148.00	Fits, but would be a lower priority due to industrial area	Marketplace Movies	medium rank
NW 70 Ave	City	West	NW 57 St north to 5709 NW 70 Ave	164	\$ 5,412.00	no mitigation needed	\$ 5,412.00	There is not enough width when crossing the canals. An option could be to reduce buffer between travel lane and bike lane, right of way constraints not enough r/w between NW 57th St and NW 61st St	BCT 2811	low rank
NW 70 Ave	City	East	McNab Rd south to Tamarac Pointe Entrance (6527 NW 70 Ave)	288	\$ 9,504.00	no mitigation needed	\$ 9,504.00	Fits, except when crossing the canal	BCT 2811	low rank
NW 70th St	City	North	Pine Island Road east to NW 80 Ave	2998	\$ 98,934.00	\$125,916.00	\$ 224,850.00	Fits, but live oak roots may be an issue	Sands Pointe The Greens BCT 4339	high rank
NW 73 Ave	City	West	Commercial Blvd north to NW 57 St	223	\$ 7,359.00	\$9,366.00	\$ 16,725.00	Fits, but will require drainage mitigation since the road is pitched west so water flows to the swale on the west side.	BCT 2811	high rank

Sidewalk gaps and ranking

Roadway	Ownership	Side of Street	Location	Length	Cost	Drainage mitigation cost	Planning-level Sidewalk Total cost	Notes	Bus stops within a 1/4 mile radius	Rank
NW 84 Terrace	City	East	Lagos de Campo Blvd south to NW 57 St	2669	\$ 88,077.00	no mitigation needed	\$ 88,077.00	There is not enough right of way for sidewalk and swale unless the roadway is reconstructed with removing the median or a lane elimination	Mainlands Sec 11 & 12 Mainlands Sec 13 Community Center	low rank
NW 84 Terrace	City	West	NW 61 St south to NW 57 St	2002	\$ 66,066.00	no mitigation needed	\$ 66,066.00	There is not enough right of way for sidewalk and swale unless the roadway is reconstructed with removing the median or a lane elimination	Mainlands Sec 11 & 12 Mainlands Sec 13 Community Center	low rank
Rock Island Road	County	West	Commercial Blvd south to NW 53 St	1266	\$ 41,778.00	no mitigation needed	\$ 41,778.00	Mostly fits, there are some utility pole conflicts	BCT 5064	low rank
Westwood Blvd	City	West	North of NW 68th St south to NW 66 St	1037	\$ 34,221.00	\$43,554.00	\$ 77,775.00	Fits	Lime Bay	high rank
<b>Total</b>				<b>32894</b>	<b>\$ 1,085,502.00</b>	<b>\$767,970.00</b>	<b>\$ 1,853,472.00</b>			

Brookwood Blvd. Existing





Brookwood Blvd. Proposed



Bike lane cost estimates

Roadway	Ownership	Side of Street	Location	Length	Planning-level Bike Lane Cost	Bus stops within a 1/4 mile radius	Notes
Commercial Blvd	State	North	Mainland Dr to west of NW 38th Terr	1531	\$306,200.00	Mainlands 4, 5, 1, 2 BCT 5097 Publix Sunshine Plaza	Not enough right of way on the north side
Commercial Blvd	State	South	Mainland Dr to west of NW 38th Terr	1535	\$307,000.00	Mainlands 4, 5, 1, 2 BCT 5097 Publix Sunshine Plaza	fits
Commercial Blvd	State	North	NW 90th Terrace to University Drive	6796	\$1,128,136.00	Library Community Center Mainlands Sec 11 & 12	will require shrinking inside lanes down to 10 feet and the outside lane to 11 feet, this will result in a 5 feet wide bike lane
Commercial Blvd	State	South	NW 90th Terrace to University Drive	6794	\$1,127,804.00	Library Community Center Mainlands Sec 11 & 12	will require shrinking inside lanes down to 10 feet and the outside lane to 11 feet, this will result in a 5 feet wide bike lane
Pine Island Road	County	East	North of NW 58th Street to NW 53rd Ct	2782	\$461,812.00	Library Community Center	will require shrinking inside lanes down to 10 feet, this will result in a 5 feet wide bike lane
Pine Island Road	County	West	North of NW 58th Street to NW 53rd Ct	2734	\$453,844.00	Library Community Center	will require shrinking inside lanes down to 10 feet, this will result in a 5 feet wide bike lane
Pine Island Road	County	East	Woodmont Ave to Riverside Ave	2970	\$594,000.00	The Greens	There is enough right of way for a bike lane starting 200 ft north of NW 70th St
Pine Island Road	County	West	Woodmont Ave to Riverside Ave	2970	\$594,000.00	The Greens	There is enough right of way for a minimum 5 foot wide bike lane starting 450 ft north of NW 70th St
McNab Road	County	North	Nob Hill Road west to Hiatus Road	1839	\$367,800.00	Marketplace Movies	fits
McNab Road	County	South	Nob Hill Road west to Hiatus Road	1851	\$370,200.00	Marketplace Movies	fits
McNab Road	County	North	NW 94th Avenue to SW 75th Way	18224	\$3,644,800.00	Lime Bay The Greens Sands Point Winn Dixie BCT 252 Aldi CVS/BCT 2883 BCT 2805 Publix Western Woods Walmart	fits

Bike lane cost estimates

Roadway	Ownership	Side of Street	Location	Length	Planning-level Bike Lane Cost	Bus stops within a 1/4 mile radius	Notes
McNab Road	County	South	NW 94th Avenue to SW 75th Way	18429	\$3,685,800.00	Lime Bay The Greens Sands Point Winn Dixie BCT 252 Aldi CVS/BCT 2883 BCT 2805 Publix Western Woods Walmart	fits
Nob Hill Road	County	East	McNab Road to south of NW 67th St	1844	\$368,800.00	Marketplace Movies	fits
Nob Hill Road	County	West	McNab Road to south of NW 67th St	1872	\$374,400.00	Marketplace Movies	fits
Rock Island Rd	County	East	north of Gate Lake Rd to south of NW 53rd St	2934	\$586,800.00	BCT 5064	fits
Rock Island Rd	County	West	north of Gate Lake Rd to south of NW 53rd St	2943	\$588,600.00	BCT 5064	fits
Westwood Blvd E	City	East	McNab Road to south of NW 66th Ct	2097	\$419,400.00	Lime Bay	fits, but will impact property owners driveways
Westwood Blvd E	City	West	McNab Road to south of NW 66th Ct	2094	\$418,800.00	Lime Bay	fits, but will impact property owners driveways
NW 70th St	City	North	Pine Island Rd to NW 80th Ave	3938	\$787,600.00	The Greens Sands Point BCT 4339	fits
NW 70th St	City	South	Pine Island Rd to NW 80th Ave	3892	\$778,400.00	The Greens Sands Point BCT 4339	fits
NW 64th Ave/SW 81st Ave	City (Tamarac/North Lauderdale)	East	Commercial Blvd to SW 14th St	6617	\$1,323,400.00	Publix Western Woods Bermuda Club Stop 1 Bermuda Club Stop 2 BCT 3324	fits
NW 64th Ave/SW 81st Ave	City (Tamarac/North Lauderdale)	West	Commercial Blvd to SW 14th St	6618	\$1,323,600.00	Publix Western Woods Bermuda Club Stop 1 Bermuda Club Stop 2 BCT 3324	fits

Bike lane cost estimates

Roadway	Ownership	Side of Street	Location	Length	Planning-level Bike Lane Cost	Bus stops within a 1/4 mile radius	Notes
Lagos de Campo Blvd	City	North	McNab Rd to south of NW 84th Terr	5632	\$1,126,400.00	Sands Point BCT 4339	fits, may need to cut into the median
Lagos de Campo Blvd	City	South	McNab Rd to south of NW 84th Terr	5701	\$1,140,200.00	Sands Point BCT 4339	fits, may need to cut into the median
Mainland Dr	City	East	Commercial Blvd. to Highlands Dr	2727	\$681,750.00	Mainlands 4, 5, 1, 2 BCT 5097 Publix Sunshine Plaza	not enough right of way for bike lane and sidewalk without reconstructing the median
Mainland Dr	City	West	Commercial Blvd. to Highlands Dr	2671	\$667,750.00	Mainlands 4, 5, 1, 2 BCT 5097 Publix Sunshine Plaza	not enough right of way for bike lane and sidewalk without reconstructing the median
NW 47th Terrace/NW 53rd St	City	North	State Rd 7 to Commercial Blvd	2013		Publix Sunshine Plaza BCT 5037	not enough right of way for sidewalk and bike lane
NW 47th Terrace/NW 53rd St	City	South	State Rd 7 to Commercial Blvd	2040		Publix Sunshine Plaza BCT 5037	not enough right of way for sidewalk and bike lane
NW 84th Terr	City	East	Lagos de Campo Blvd to Commercial Blvd	3985		Library Community Center Mainlands Sec 11 & 12	not enough right of way for sidewalk and bike lane
NW 84th Terr	City	West	Lagos de Campo Blvd to Commercial Blvd	3954		Library Community Center Mainlands Sec 11 & 12	not enough right of way for sidewalk and bike lane

## Funding Information

### Capital Improvement Project (General Fund)

A Capital Improvement Project, or CIP, is a short-range plan, usually four to ten years, which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan.

### Improvement Districts

Many communities have downtown or other business district areas that (i.e. Business Improvement Districts, Community Improvement Districts, Business Improvement Area, transportation improvement districts, etc.) have assumed responsibility of sidewalk maintenance, including winter maintenance. These special districts may fund sidewalk maintenance through their general funds or may assess local property owners for general sidewalk maintenance as well as necessary repairs and replacements.

### Bonds

Bonds are often used by governments to address significant funding gaps by leveraging existing revenues to pay for large capital expenditures. Communities in some states use bonding to fund sidewalk repair or replacement programs, usually for an entire neighborhood or large section of the community. These bonds often have to be approved by residents through a referendum.

### Development Impact Fee (DIF)

DIF is a legal one-time, upfront cash payment made by a developer for local government's approval of his/her development project. Funds are typically spent on infrastructure projects that have a nexus related to the development project.

Funding Source: Broward County Municipal Capital Surtax

Agency distributing the funding: Broward County

A one percent surtax for transportation projects in Broward County that improve transit service, enhance multimodal options, and create connectivity.

For more information: <https://www.broward.org/PennyForTransportation/Pages/Penny-Facts.aspx>

Funding Source: Broward MPO Mobility Hub

Agency distributing the funding: Broward MPO

Mobility Hubs are transit access points with frequent transit service, high development potential, and a critical point for trip generation or transfers within the transit system. The Mobility Hubs have a focus on pedestrian and bicycle connections, secure and comfortable places to wait for transit, and safe and easy transfers between routes.

For more information: Mobility Hubs ([browardmpo.org](http://browardmpo.org))

Funding Source: Complete Streets and Localized Initiatives Program (CSLIP)

Agency distributing the funding: Broward MPO

The MPO's CSLIP provides funding for small local transportation projects that will improve the safety and mobility for all transportation users in Broward County. This competitive grant program can fund projects such as (but not limited to): complete streets projects, traffic calming and intersection improvements, ADA upgrades, mobility hubs, bus shelters, bike racks and technology advancements such as transit signal priority and traffic control devices.

For more information: <https://browardmpo.org/major-functions/complete-streets-localized-initiatives-program>.

## Funding Information

Funding Source: Safe Routes to School (SRTS)

Agency distributing the funding: FDOT

Florida's Safe Routes to School program is sponsored by the Florida Department of Transportation (FDOT). FDOT provides Safe Routes to School technical support and funding support to select communities.

The primary goals of Florida's Safe Routes to School program are to:  
Enable and encourage children, including those with disabilities,  
to walk and bicycle to school.

Make walking and bicycling to school safe and appealing.

Facilitate the planning, development, and implementation of projects that will improve safety and reduce traffic congestion, fuel consumption, and air pollution.

For more information: <http://floridasrts.com/>

Federal Lands Highways Program (FLH) administers the Nationally Significant Federal Lands and Tribal Projects Program which provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and tribal lands. For more information go to: <https://highways.dot.gov/federal-lands/programs>

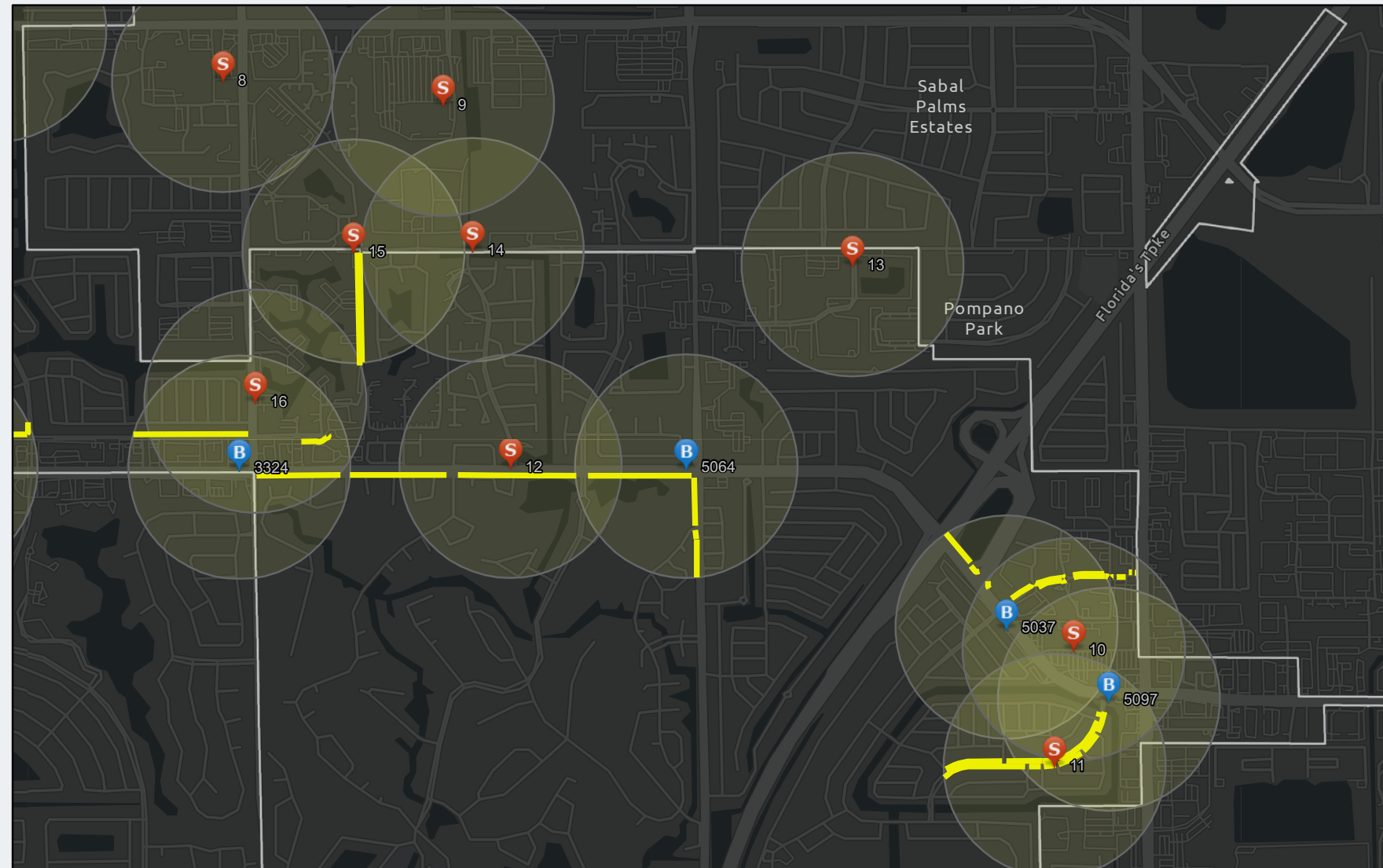
Highway Safety Improvement Program (HSIP) is a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.

For more information go to: <https://safety.fhwa.dot.gov/hsip/>

National Highway Performance Program (NHPP) The NHPP provides support for the

condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. For more information visit: <https://www.fhwa.dot.gov/specialfunding/nhpp/>

### Tamarac Sidewalk Gaps and Transit Stops (East)



8/18/2021



Tamarac Shuttle Stops



BCT Stops

Tamarac Sidewalk Gaps

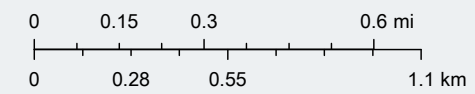


1/4 mi. Radius around Stops



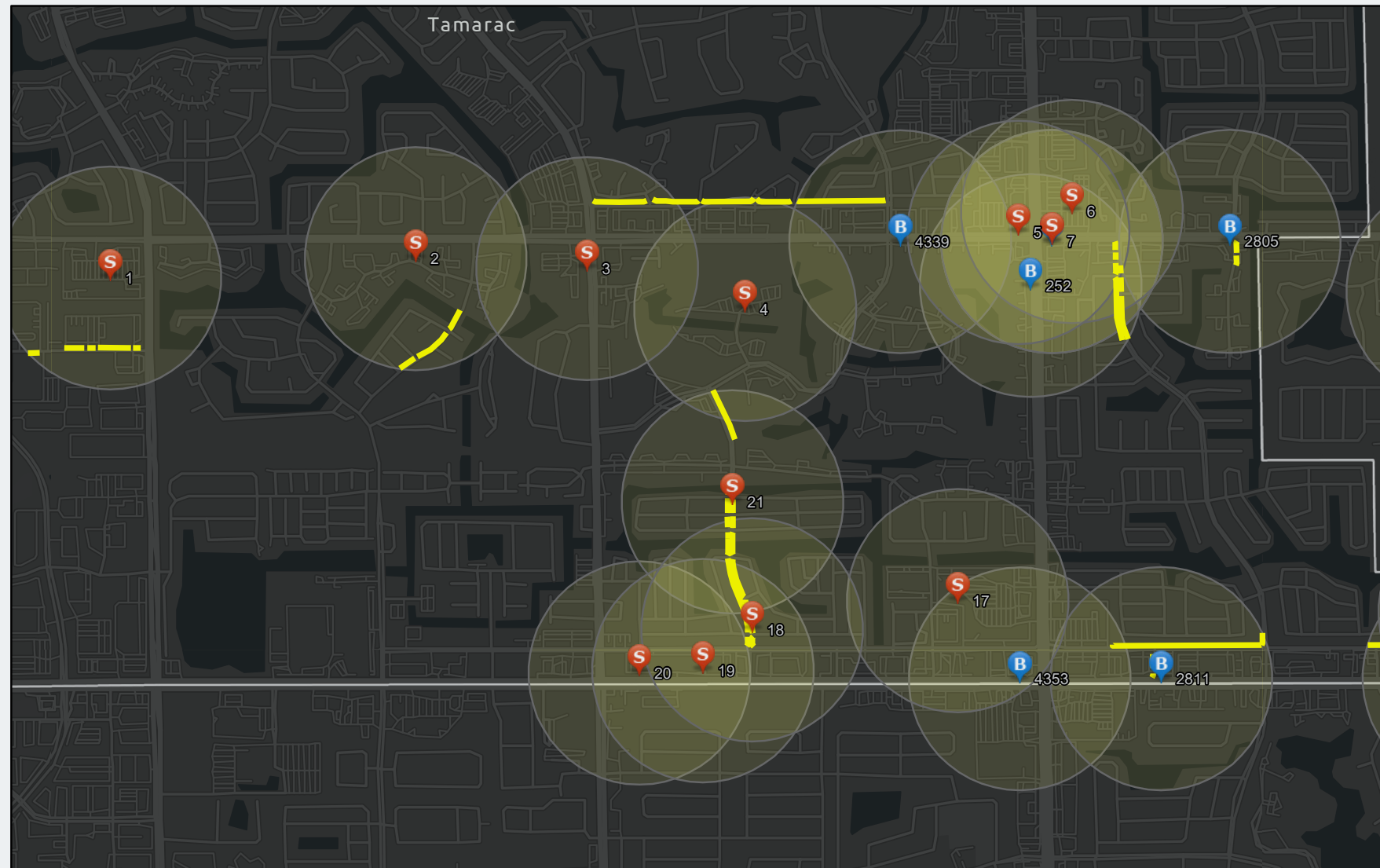
Broward County Cities

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FDEP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA,

### Tamarac Sidewalk Gaps and Transit Stops (West)



8/18/2021



Tamarac Shuttle Stops



BCT Stops



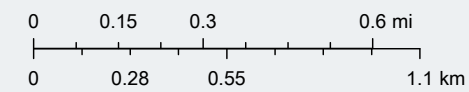
1/4 mi. Radius around Stops

Tamarac Sidewalk Gaps



Broward County Cities

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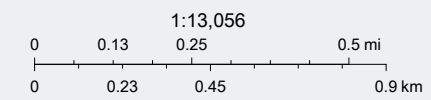
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### Missing Bicycle Lanes, Tamarac, FL (East)



- Legend**
- Tamarac Bicycle Lane Gaps
  - Existing Tamarac Bikeway Systems
  - Existing
  - Transit Stop Study Area



Esri Community Maps Contributors, FDEP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Jad Salloum, Broward MPO

### Missing Bicycle Lanes, Tamarac, FL (West)



- Legend**
- Tamarac Bicycle Lane Gaps
  - Existing Tamarac Bikeway Systems
  - Existing
  - Proposed
  - Transit Stop Study Area
  - Streets
  - Tamarac City Limits



Esri Community Maps Contributors, FDEP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Jad Salloum, Broward MPO

4% of the City's residents do not have access to a car, compared to 4.2% Countywide.

### How many people had a private auto vehicle?

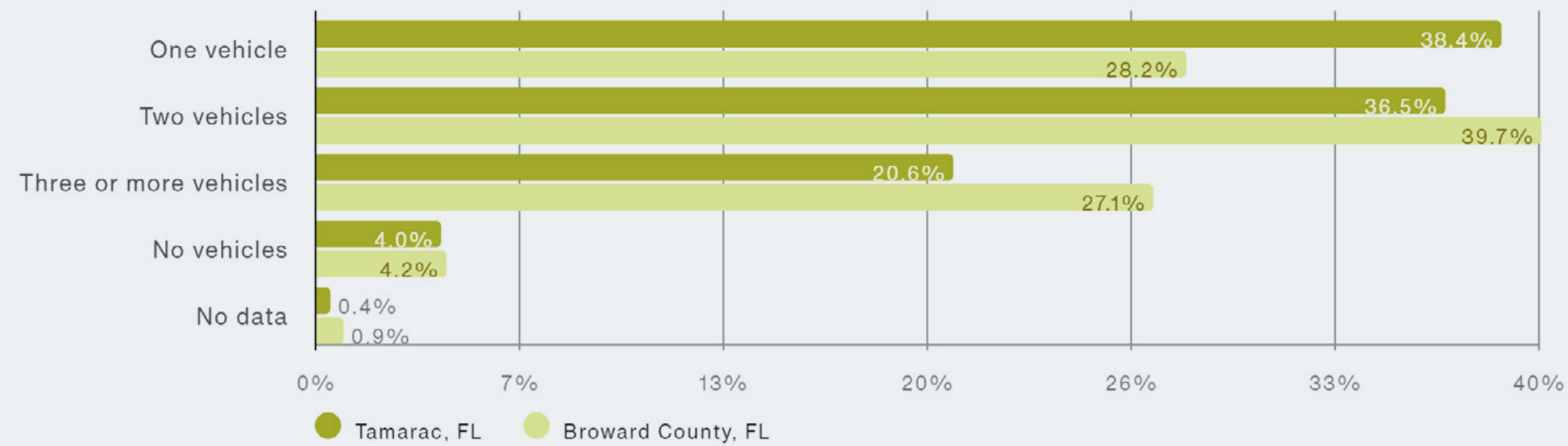
**REPLICA**

Tamarac, FL vs. Broward County, FL | Sep 2019 - Nov 2019 | Thursday

Share of people with access to one vehicle

**38.4%** Tamarac, FL  
**28.2%** Broward County, FL

Share of people with access to each number of vehicles at home



Residents without a car biked an average 7.0 miles daily, and those with a car 5.2 miles.

**What was the total daily distance traveled by bikers\*? (BMT per biker)**

**REPLICA**

Tamarac, FL | Sep 2019 - Nov 2019 | Thursday

Average total daily biking distance per biker

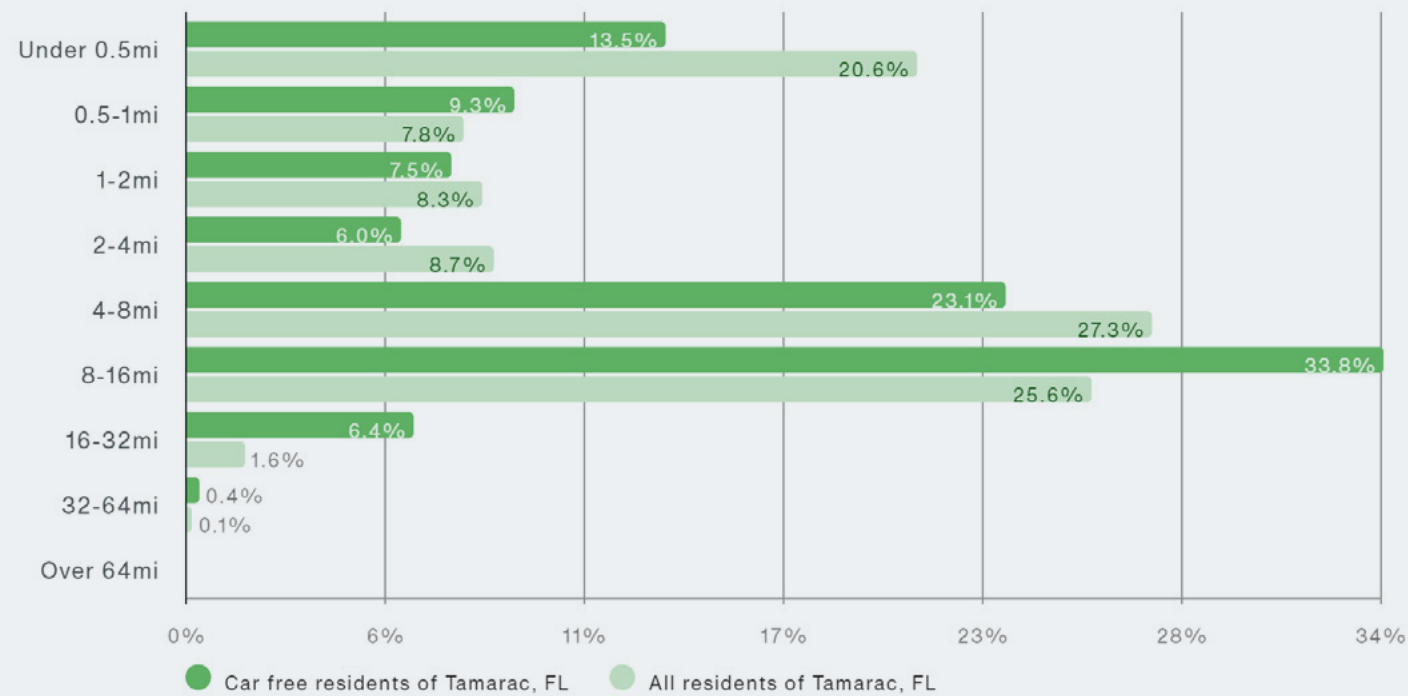
**7.0 mi**

Car free residents of Tamarac, FL

**5.2 mi**

All residents of Tamarac, FL

Share of bikers traveling each total distance by biking



Residents without a car walked an average 1.2 miles daily, and those with a car .84 miles.

**What was the total daily distance traveled by walkers\*? (WMT per walker)**

**REPLICA**

Tamarac, FL | Sep 2019 - Nov 2019 | Thursday

Average total daily walking distance per walker

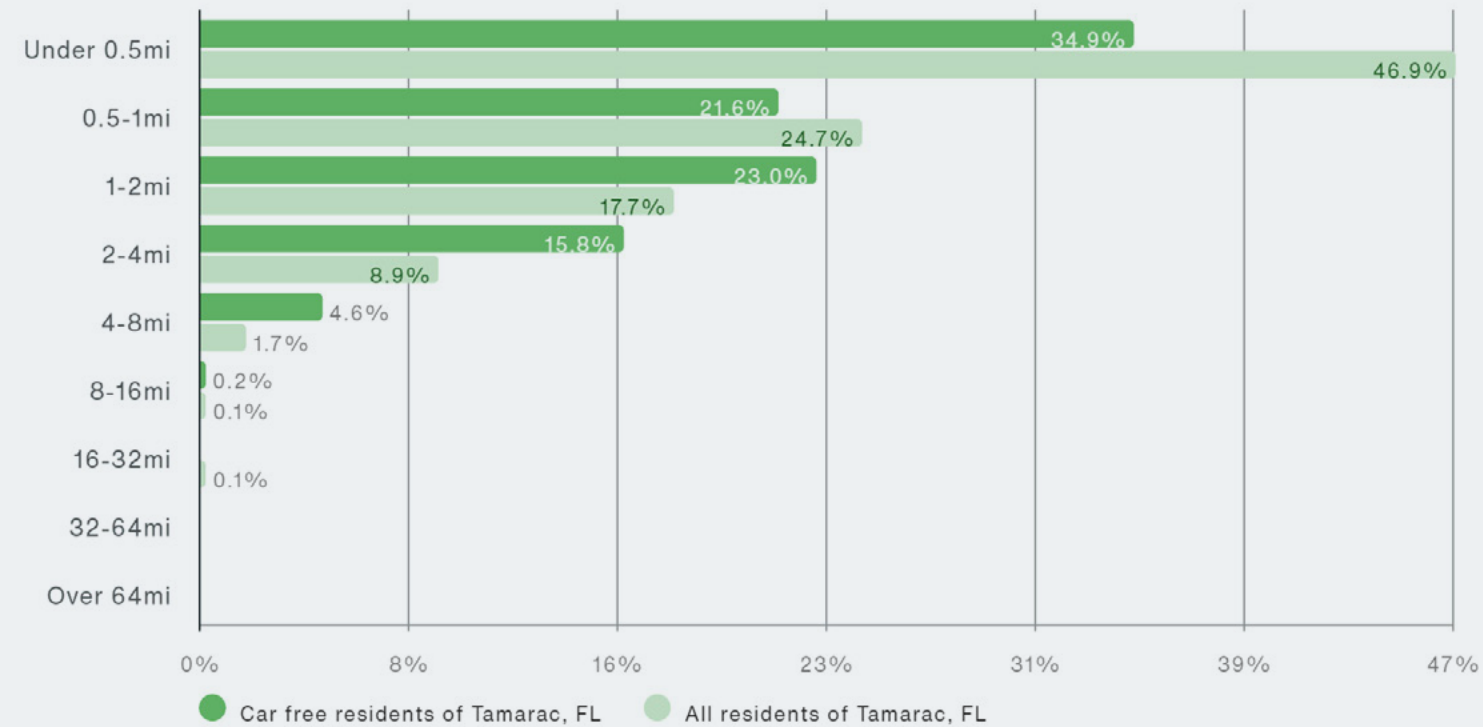
**1.2 mi**

Car free residents of Tamarac, FL

**0.84 mi**

All residents of Tamarac, FL

Share of walkers traveling each total daily distance by walking



The mode of travel 65.2% of residents use is driving, with walking the second highest at 16.4%. That differs slightly from Broward County as a whole, where 60.9% of residents drive, and 18.9% walk.

Which modes did residents use?

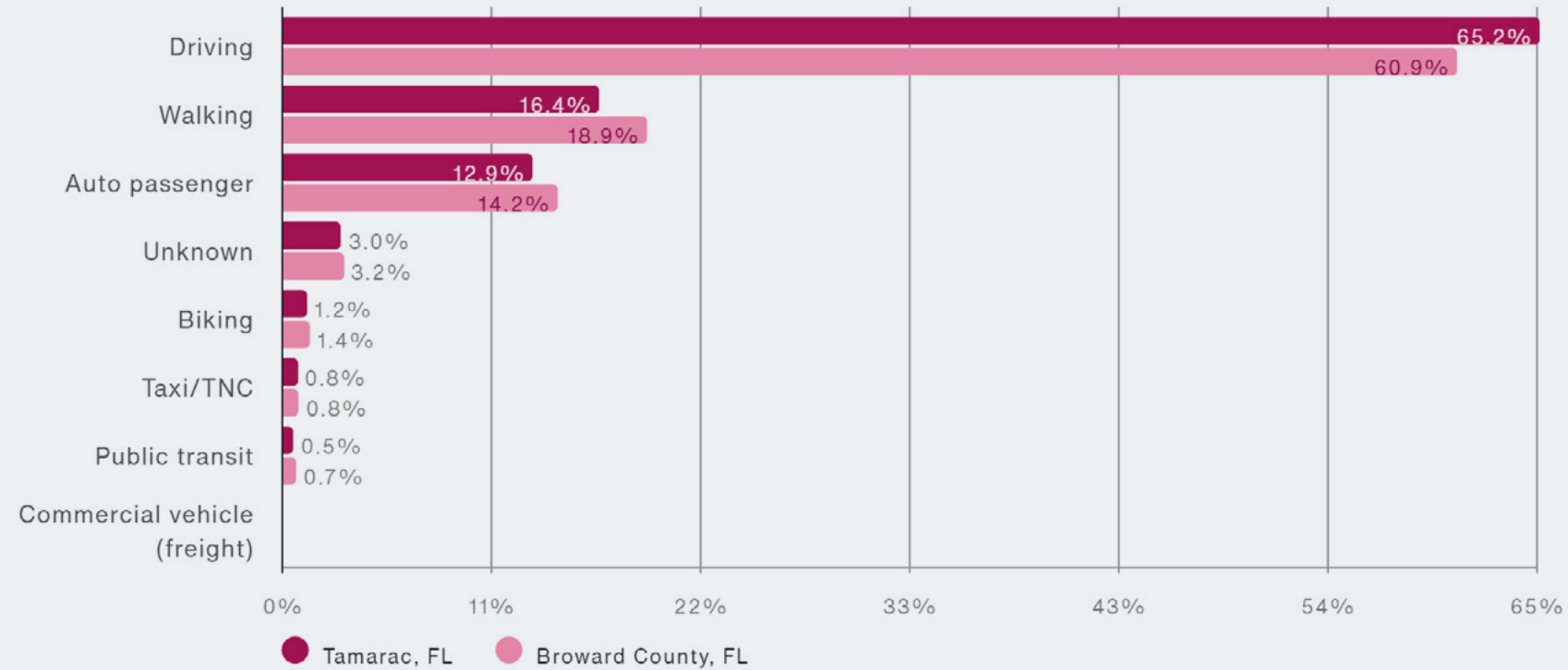
REPLICA

Tamarac, FL vs. Broward County, FL | Sep 2019 - Nov 2019 | Thursday

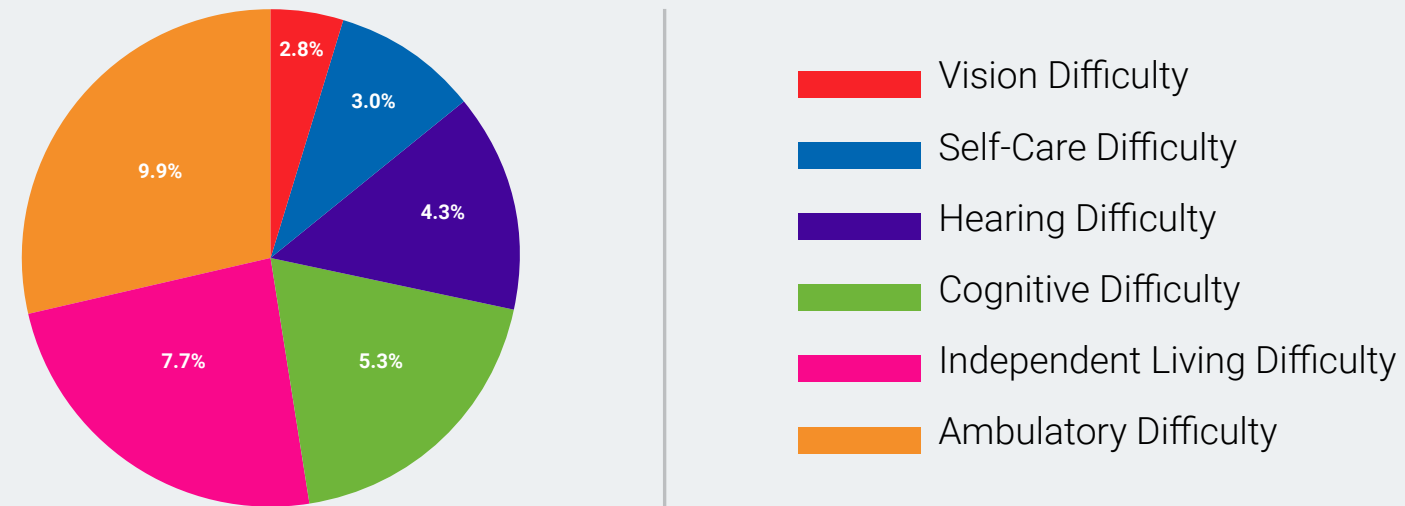
Share of trips where the primary mode was driving

**65.2%** Tamarac, FL  
**60.9%** Broward County, FL

Share of trips using each primary mode



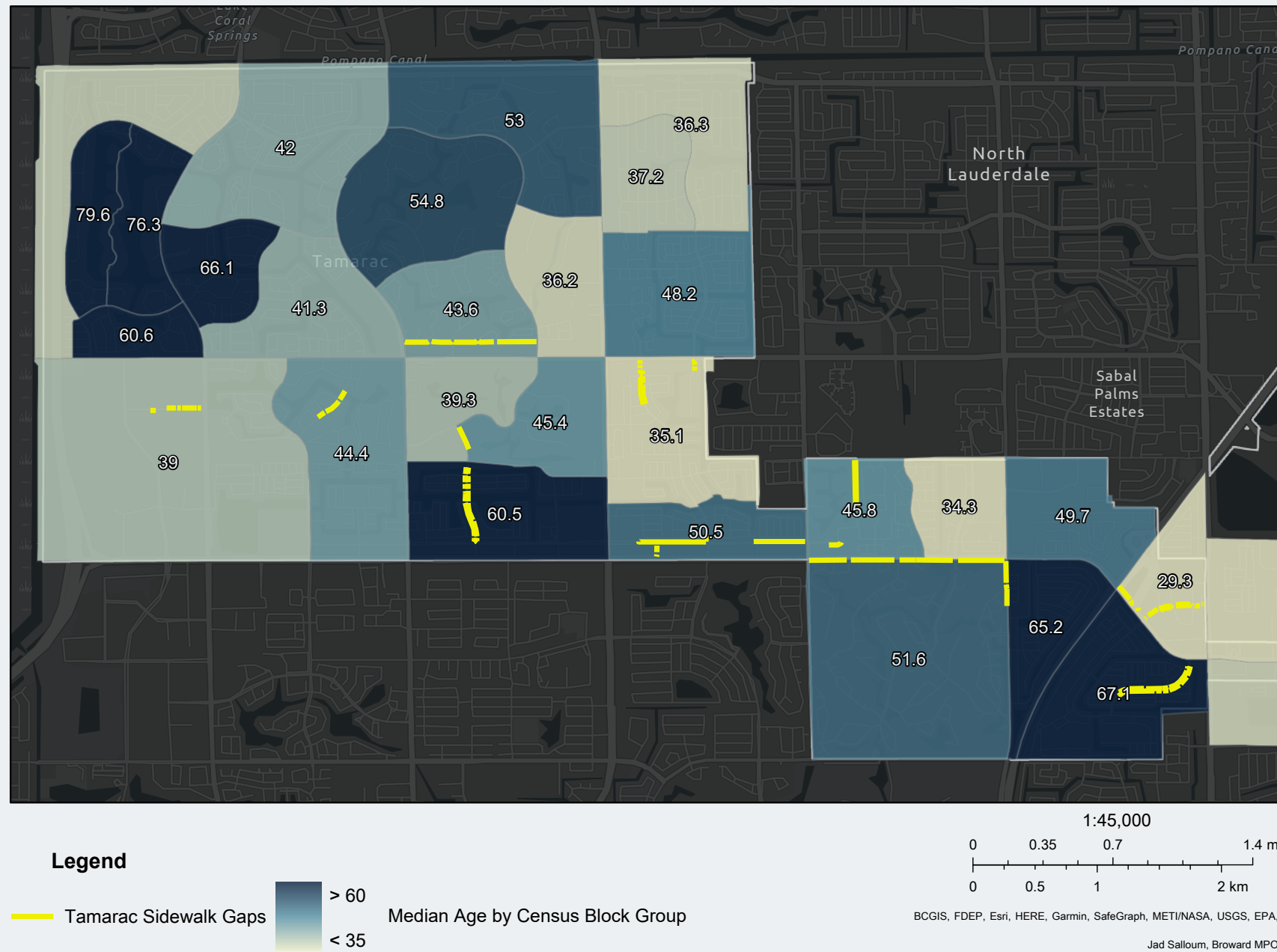
Types of Disabilities in Tamarac:



- Hearing: deaf or having serious difficulty hearing.
- Ambulatory: having serious difficulty walking or climbing stairs.
- Vision: blind or having serious difficulty seeing, even when wearing glasses.
- Self-care: having difficulty bathing or dressing.
- Cognitive: because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions.
- Independent living: because of a physical, mental, or emotional problem, having difficulty doing errands alone, such as visiting a doctor’s office or shopping.

The majority of the City's population is between the ages of 18 and 65, and the average age is 47.1.

Tamarac Median Age, by census block group





# RESOURCES



Environmental Protection Agency (EPA) National Walkability Index.

<https://www.epa.gov/smartgrowth/smart-location-mapping>

United States Census Bureau:

[www.Census.gov](http://www.Census.gov)

United States Department of Justice Civil Rights Division:

[www.ADA.gov](http://www.ADA.gov)

U.S. Access Board, (Proposed) Public Rights-of-Way Accessibility Guidelines:

<https://www.access-board.gov/prowag/>

US. Department of Transportation Federal Highway Administration/Federal Transit Administration

<https://www.planning.dot.gov/default.aspx>

U.S. Department of Transportation-Safe Routes to School Programs

<https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs>

FHWA A Guide for Maintaining Pedestrian Facilities for Enhanced Safety

[https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/fhwasa13037/chap7.cfm](https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/chap7.cfm)

AARP Walk Audit Tool Kit:

<https://www.aarp.org/livable-communities/getting-around/info-2014/aarp-walk-audit-tool-kit.html>

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