

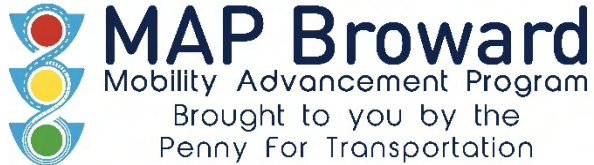


# MOVE TAMARAC

Multimodal Transportation Connectivity Masterplan

# ACKNOWLEDGMENTS

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## MAYOR & CITY COMMISSION

Mayor Michelle J. Gomez  
District 1 - Commissioner Marlon D. Bolton  
District 2 - Vice Mayor Morey Wright  
District 3 - Commissioner Elvin Villalobos  
District 4 - Commissioner Kicia Daniel

## CITY STAFF TEAM

Maxine A. Calloway, Esq. AICP. Assistant City Manager & Director, Community Development Department  
Maher Mansour, AICP, LEED AP ND, Assistant Director, Community Development Department  
Mustafa Albassam, City Engineer  
Rose Cure, Social Services Supervisor  
Ann Johnson-Shaw, AICP. Senior Planner  
Dania Maldonado, Community Services Manager  
City Manager Office Staff

## CONSULTANT TEAM

### ALTA PLANNING & DESIGN

Alia Awwad, PE, Principal-in-Charge  
Stephanie Garcia, Project Manager  
Lucy Laird, Planner II  
Elizabeth Burke, Planner I  
Audrey Cabay, Planner I  
Chelsea Cole, Graphic Designer  
Richard Virgo, PE, RSP, Engineer

### DDEC

Uyen Dang, PE, Principal  
Kathleen Walter, Senior Associate  
Orlando Toro - Visual Designer

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*When the City of Tamarac was established in 1963, it was a quiet retirement location, home to only 5,000 residents, with some of the major roadways still unpaved. In 2024, it has grown to be a multigenerational City with 74,000 residents, nearly 35,000 housing units, over 2000 businesses, and 13 (soon to be 14) parks, covering approximately 12 square miles. And we're still growing! Tamarac is ready to transition into a more interconnected City – modern, efficient, and easily accessible. A place where we can walk, bike, bus, or drive to work, shopping, dining, school, and recreation, and then back home safely. To do this effectively, we needed to create a roadmap that reflects the understanding that one size does not fit all in our City. We know that our City wants to keep its suburban charm and quietude, while still having the perks of living in a city-like environment.*

*As we set off towards our seventh decade, we now have tools in our toolbox to create beautiful pathways and safe roadways to where we want to traverse in Tamarac. We thank you for your participation in the development of our Multimodal Transportation Connectivity Master Plan, and for keeping our City moving forward.*

**Michelle J. Gómez, Mayor**



*Tamarac's City Hall: Then and Now*

# 01

## THE VISION



# CHAPTER 1: THE VISION

## OVERVIEW

The Tamarac Multimodal Transportation Connectivity Masterplan, succinctly and aptly named MOVE TAMARAC, is the culmination of over a year of study, public outreach, and analysis. It provides a roadmap of infrastructure, policy, and program recommendations to improve transportation for all modes. The Masterplan process began in March 2023. The team worked with elected officials, residents, and other stakeholders to answer the following questions:

- Which areas and streets need attention?
- What are your safety concerns?
- How can your district be better connected?
- What are residents' key priorities?
- What would make this plan a success?

The Masterplan establishes a future vision and goals for Tamarac's multimodal transportation system, and recommends policies, programs, and transportation improvements to achieve them. The Masterplan is organized around the following planning components: data collection, data analysis, interviews, public involvement, recommendations, funding opportunities, and implementation. While MOVE TAMARAC focuses on the City of Tamarac, some of the recommendations will require collaborations with neighboring jurisdictions, including North Lauderdale, Coral Springs, Sunrise, Margate, and Lauderhill.

## VISION STATEMENT

The Masterplan's vision reflects the voices of the community, business owners, elected officials, City staff, and agency partners engaged throughout the planning process.

### VISION

*Tamarac is a city that is connected and accessible through different modes of transportation where people of all ages, abilities, and backgrounds can safely and conveniently get to their everyday destinations by foot, public transit, rolling, or biking. The City of Tamarac transportation network encourages physical activity and a healthy lifestyle, creating a more environmentally sustainable and livable city.*

## CONCURRENT PLANNING EFFORTS

The development of MOVE TAMARAC is timely for the City. During the Plan’s development process, **Tamarac’s 2040 Comprehensive Plan** and **Broward County’s Multimodal Mobility Masterplan** were also under development. Additionally, the Broward Metropolitan Planning Organization (MPO) and Broward County are currently working on the **Countywide Vision Zero Action Plan**. Aligning recommendations with these plans will provide opportunities for collaborative implementation of projects. The timeliness of these concurrent efforts presents an opportunity for the City of Tamarac to have a seat at the table to leverage recommendations in MOVE TAMARAC and create feasible, coordinated projects.

## GOALS OF THIS PLAN

The Multimodal Transportation Connectivity Masterplan’s overarching goal is to create a blueprint for a safe, comfortable, and convenient transportation network for all road users in Tamarac. The Masterplan will guide Tamarac through the following goals:

<i>Connected</i>	Improve connections to parks, schools, shopping plazas, and city amenities.
<i>Safe</i>	Plan and implement better and safer infrastructure for all users of the road, following the Safe System Approach.
<i>Accessible</i>	Provide accessible and equitable multimodal transportation options for those without cars to improve their access to jobs, services, and recreation.
<i>Reliable</i>	Provide a complete and continuous network of bicycle and pedestrian facilities, enhance connections to the transit network, and offer reliable transit service.
<i>Sustainable and resilient</i>	Integrate transportation infrastructure with climate change resilience practices.

<i>Healthy</i>	Create a secure and safe environment for active transportation and exercise to enhance public health and increase walkability.
<i>Economic development</i>	Contribute to Tamarac’s economic vitality through access to jobs and services.
<i>Innovative</i>	Integrate new transportation technologies.
<i>Welcoming</i>	Design streets and public spaces that are welcoming; with captivating landscaping, placemaking, and public art.



*The Tamarac Sports Complex’ multipurpose pathway.*

02

TAMARAC  
TODAY





# CHAPTER 2: TRANSPORTATION IN TAMARAC TODAY

## INTRODUCTION

The development of the Multimodal Transportation Connectivity Masterplan (MOVE TAMARAC) is an important piece of the City's 2019 Strategic Plan, which aims to "establish and foster transportation plans and partnerships to provide convenient and accessible means of transportation."

*Multimodal transportation* is the collective term used to describe the many ways people get around on our streets. It is a way to think of the street as a public asset available to people who walk and bike, take transit, roll, or drive; therefore, this public asset should be safe and accessible for all these street users.

**The Masterplan will create a blueprint for Tamarac residents that will accomplish the following:**

- Identify key issues and opportunities within Tamarac's transportation network.
- Develop a set of policy, programmatic, and design improvements that will make Tamarac's streets safer and more connected.
- Identify partnership and funding opportunities that the City can leverage to get the improvements implemented.

MOVE TAMARAC is a tool to guide the City and other Broward County agencies in the development of a multimodal transportation network.

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<sup>1</sup> U.S. Census Bureau. American Community Survey 1-Year Estimates Subject Tables. (2021).

## STUDY AREA

Tamarac is located in western Broward County, FL. The city's major east-west corridors are West Commercial Boulevard and McNab Road, and the major north-south corridors are University Drive and Pine Island Road. The city is bounded by the Sawgrass Expressway to the west.

### Demographics

Approximately 71,522 people live in the City, making it the 12th most populous city in Broward County. The population of Tamarac is approximately 46% male and 54% female, showing a larger female population proportion than Broward County.<sup>1</sup> The median age in Tamarac is 44, which is slightly higher than the State median of 42 and 41 for the County. About 40% of the population is under 35 years of age. This again shows a slightly older population than in Broward County. In Tamarac, whose motto is "**The City For Your Life**", one in five residents is over the age of 65, and moving at all stages of life is a promise to residents.

*Broward County has outpaced forecasted growth and is expected to reach 2.2 million residents by 2045, up from 1.96 million residents in 2023.*

## Population Growth

The 2020 US Census revealed that population growth outpaced predictions from 2019 Tamarac’s Comprehensive Plan. Broward County is expected to grow by 20% between 2015 and 2045, reaching 2.2 million residents. As population increases, so will demand for transportation infrastructure. By reducing the need for cars in Tamarac, the City can reduce traffic volumes on its roadways, while providing a pleasant, human-scaled city experience.

Between 2019 and 2022, the employment population in Tamarac grew by 2.9%.<sup>2</sup> The projected 2045 employment population for Broward County is 1,241,845.<sup>3</sup> The highest job growth is expected to be in professional business services, with a projected 33% increase.<sup>4</sup> This will likely increase the employment population within Tamarac, as more than 25% of employees in the city work in office and administrative support occupations or management occupations.<sup>5</sup>

## Vehicle Ownership

In Tamarac, 6.5% of occupied housing units do not have access to vehicles.<sup>6</sup> This is compared to the 6.8% of occupied housing units in Broward County with no access to vehicles (2021). Additionally, the youth and senior populations, who are less likely or unable to drive, make up about 38.5% of the population.

According to the American Community Survey in 2021, 78% of workers 16 years and over commuted to work by driving alone, and about 11% carpooled. Approximately 1.7% commuted used public transportation, 0.3% walked, and 1.7% used other means. Those working from home made up 7.3% of the city’s working age population. The percentage of workers commuting by public transportation, walking, and biking is lower in Tamarac than in Broward County.

Most Tamarac residents have significant commute times. Only 3% of workers commuted fewer than 10 minutes, 25% commuted between 10

and 19 minutes, 33% commuted between 20 and 29 minutes, and 19% commuted over 40 minutes. *This highlights an opportunity for improved transit to avoid and reduce rush hour traffic congestion.*

## Land Use

Mixed-use developments surround the major corridors in Tamarac, including along W Commercial Blvd, N University Dr, N Pine Island Rd, and W McNab Rd. Shopping plazas that are important community destinations along these roads include Tamarac Town Square, University Commons, Midway Plaza, The Shoppes on University, and Sunshine Plaza. Many of the senior housing facilities in the city are located near or along these mixed-use corridors, especially Commercial Blvd and N University Blvd.

Additionally, there are areas within Tamarac designated as Opportunity Zones. These areas, located near Commercial Boulevard and the Four Corners Shopping District Redevelopment Area, are eligible for funding incentives to spur equitable business growth and commercial development. Lastly, areas of planned development identified by the City’s zoning map are also located on NW 57th St.

As seen in **Map 1**, the City has many mixed-use districts and corridors, encouraging flexible and dense development near Commercial Blvd, N University Dr, and W McNab Rd.

2 Greater Fort Lauderdale Alliance. Tamarac. 2023. <https://www.gflalliance.org/information-center/tamarac/>

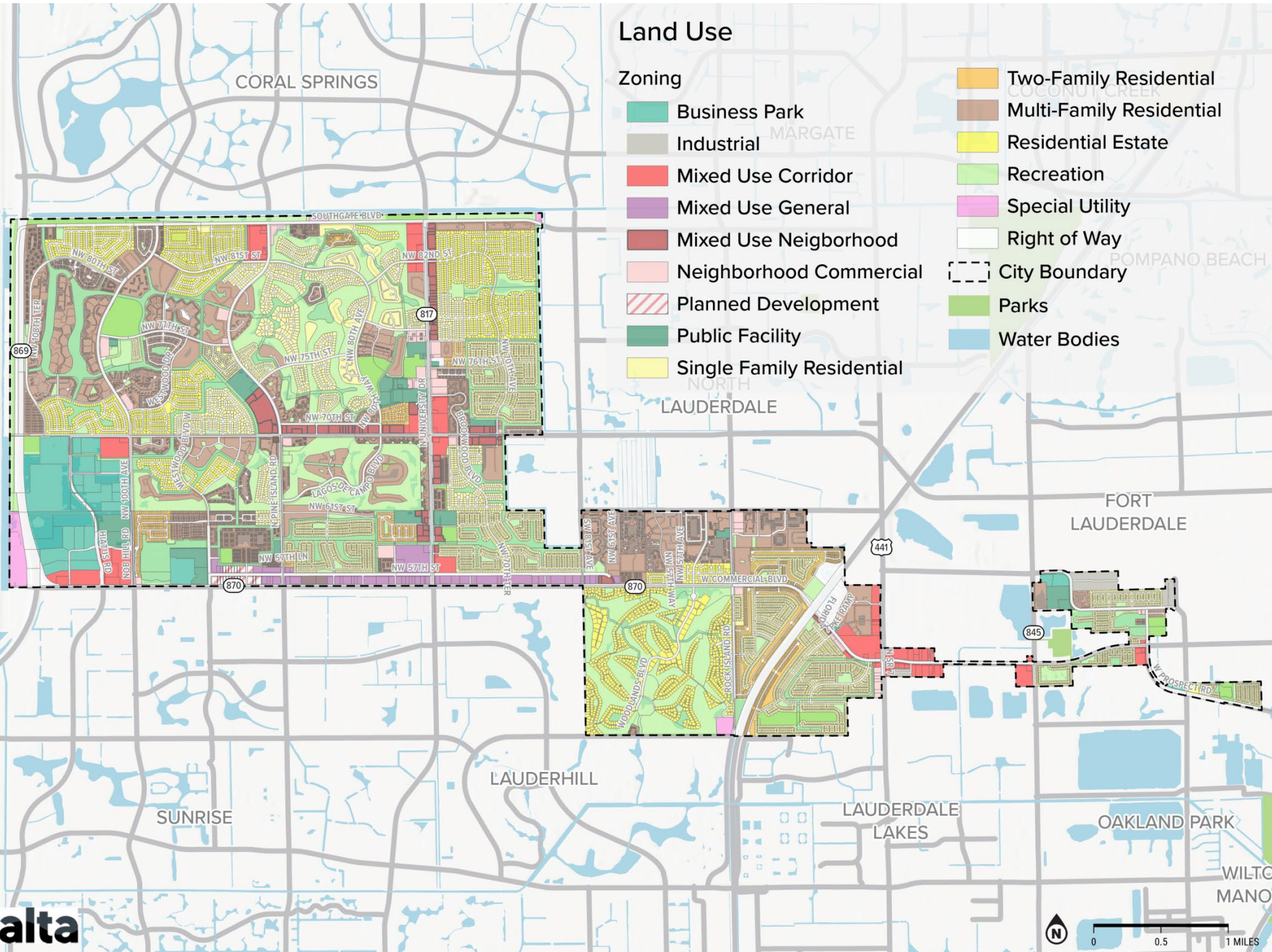
3 Broward MPO. Commitment 2045 Metropolitan Transportation Plan. 2019.

4 Broward MPO. Commitment 2045 Metropolitan Transportation Plan. 2019.

5 Data USA. Tamarac, FL. 2023. <https://datausa.io/profile/geo/tamarac-fl>

6 U.S. Census Bureau. American Community Survey 1-Year Estimates Subject Tables. (2021). <https://data.census.gov/table?q=Tamarac+city;+Florida+vehicles+available&g=050XX00US12011&tid=ACSST1Y2021.S2504&moe=false>

Map 1. Tamarac Existing Land Use



## EXISTING CONDITIONS: INFRASTRUCTURE

With increasing development in a city with relatively low density, it is important to create convenient connections for those traveling throughout Tamarac. Investing in improving multimodal transportation options can help increase the number of people shifting to other modes of transportation besides driving. As Tamarac works to create a transportation system that meets the needs of the community, improving connectivity is one strategy that can help reach the City's goals. Providing convenient and connected facilities that reach key destinations can improve the ability of residents to move throughout Tamarac, especially those with limited transportation options.

### Equity

Multiple areas in Tamarac have been identified by local and federal sources as areas of equity concern. According to the USDOT Transportation Disadvantaged Census Tracts tool, there are several areas in Tamarac that are considered Disadvantaged Census Tracts, a designation that is based on an analysis of historic, health, economic, resilience, and environmental disadvantages within each tract.<sup>7</sup>

Similarly, the Broward MPO's Transportation Planning Equity Tool provides an analysis of equity within each block group based on certain demographic indicators, such as race, ethnicity, age, income, English proficiency, and disabilities.<sup>8,9</sup> This tool compares the concentration of equity indicators to the countywide average and identifies two block groups within Tamarac as very high in equity needs.

### Transit Infrastructure

In Tamarac, workers with shorter commute times are likely to travel shorter distances when getting to work. Over one-third of workers have a commute time that is under 20 minutes. This group of commuters

represents the greatest opportunity for mode shift to walking, bicycling, and transit use.

Existing transit offerings in Tamarac are shared between the County and City (see **Map 2**). The City is currently served by Broward County Transit (BCT) bus routes, Paratransit service, and the Community Shuttle Route. The Community Shuttle Red Route, which is run by the City, is focused in the central part of Tamarac, traveling mainly between W McNab Rd and Commercial Blvd.

*Existing transit service exhibits strong ridership and is frequently cited as a core service for people with limited mobility and seniors.* Transit stations with the highest ridership rates are located at shopping centers, including Midway Plaza, Sunshine Plaza, Bermuda Club near Candlewood Square, Tamarac Community Center, and Walmart Shopping Center. Shuttle stops with lower ridership are at stops on smaller neighborhood roads and along McNab Rd. Broward County Transit routes throughout Tamarac run along major roadways such as Nob Hill Rd, N Pine Island Rd, N University Dr, W McNab Rd, Commercial Blvd, US 441, Prospect Rd, and Hiatus Rd. These routes provide connections to major locations along these roadways, however, users traveling to destinations on smaller roadways or within neighborhoods may have to complete their trip on foot or bike.

The high ridership bus stops correspond with Broward County's Premium Mobility Plan's planned High Frequency and Light Rail West Extension Corridor.

*Transit ridership was highest in southern Tamarac, along Commercial Blvd.*

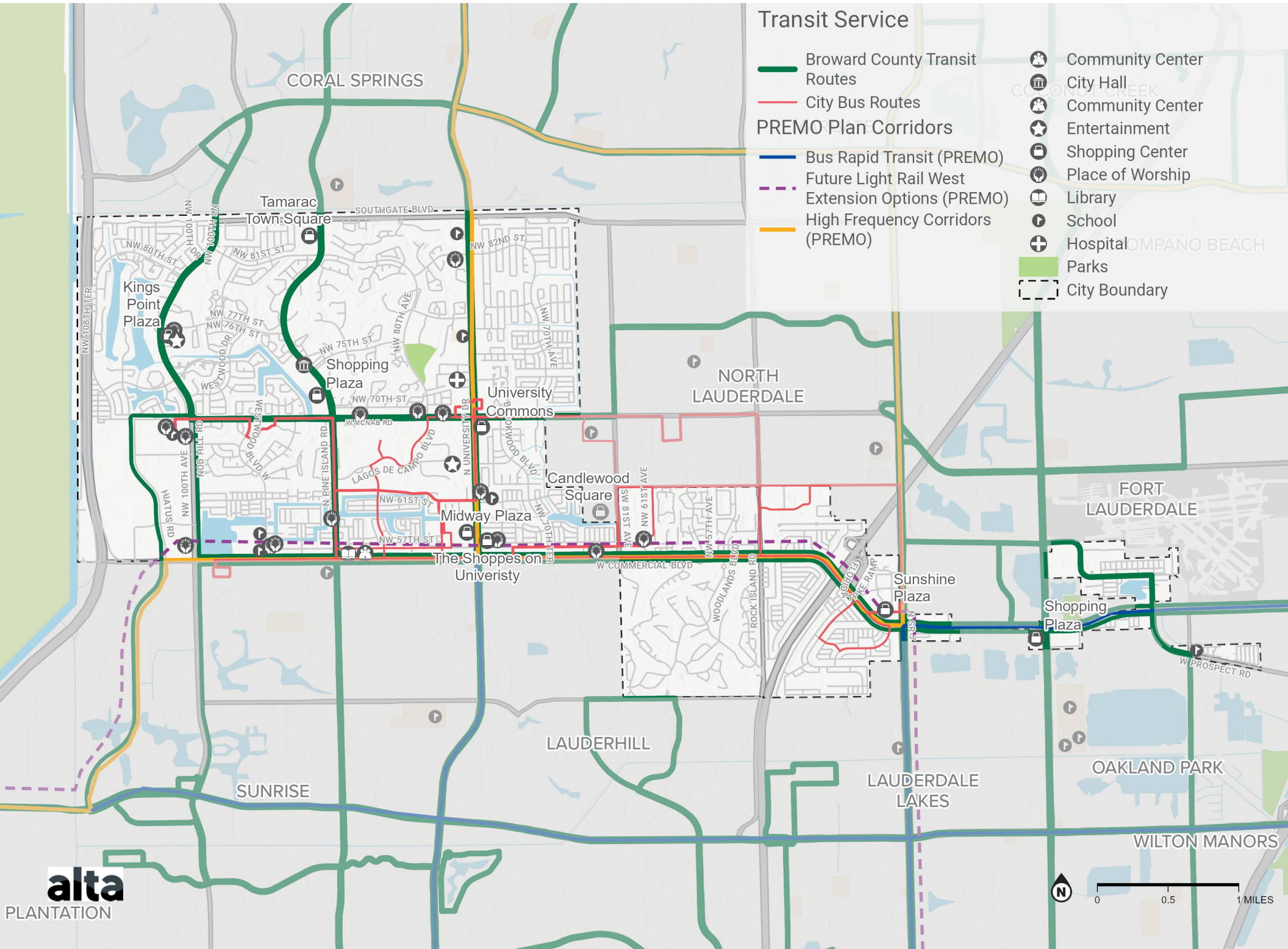
<sup>7</sup> USDOT. <https://www.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>  
<sup>8</sup> Broward MPO. Transportation Planning Equity Assessment Maps. 2022.  
<https://storymaps.arcgis.com/stories/7b81b04ead3b4d5c9aae8735e3b48434>

<sup>9</sup> Broward MPO. Title VI Transportation Planning Equity Assessment.  
<https://browardmpo.org/data/title-vi-transportation-planning-equity-assessment>

Map 2. Transit System, Existing and Future

Transit Service

- Broward County Transit Routes
- City Bus Routes
- PREMO Plan Corridors**
  - Bus Rapid Transit (PREMO)
  - Future Light Rail West Extension Options (PREMO)
  - High Frequency Corridors (PREMO)
- Community Center
- City Hall
- Community Center
- Entertainment
- Shopping Center
- Place of Worship
- Library
- School
- Hospital
- Parks
- City Boundary



## Active Transportation Infrastructure

While there are some existing active transportation facilities in Tamarac, they are currently disconnected and not all present comfortable conditions for all users regardless of age or ability. The following is a summary of the review and assessment of current active transportation facilities in Tamarac.

### *Bicycle Facilities*

The existing bicycle network in Tamarac includes 26.8 miles of facilities. Most of these facilities are marked bike lanes, some of which are buffered bike lanes. Undesignated lane facilities exist as well, with limited options for continuous travel between facilities and community destinations. Most facilities are in Central Tamarac along high speed and heavily trafficked roadways that make connections throughout the city. Additionally, there are 5.0 miles of programmed bike facilities across the city.

While there are some existing bike facilities along arterials such as Commercial Blvd, they currently do not provide the levels of comfort needed for residents to utilize them. Opportunities to provide low stress bikeway connections along and across these large roadways will be critical for a connected, usable bike network.

### *Sidewalk Facilities*

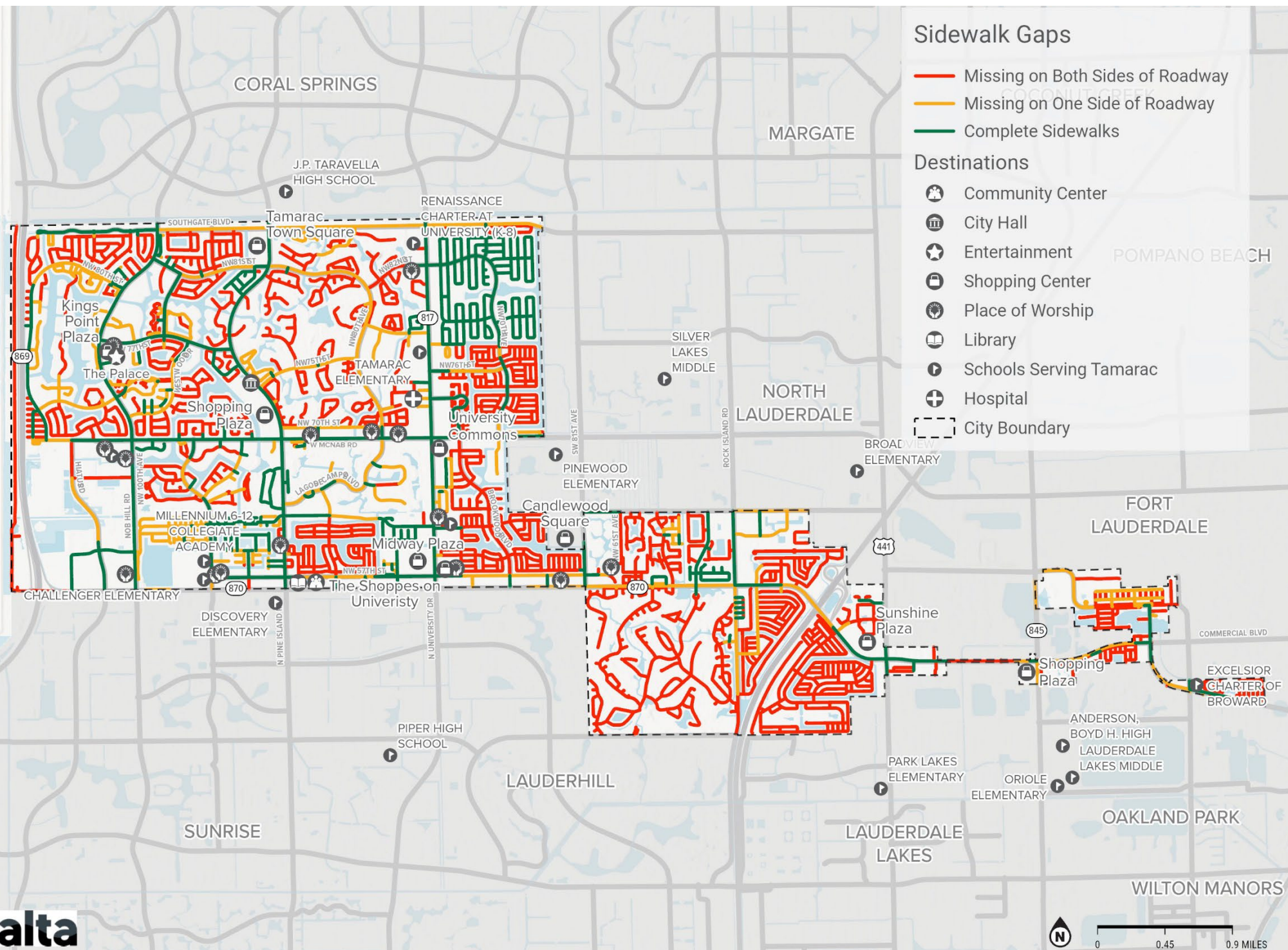
Tamarac has nearly 60 miles of roadways with complete sidewalks on both sides of the street, primarily along major roads like NW 100th Ave, Pine Island Rd, McNab Rd, and University Dr. Citywide, 45 miles of roadway have complete sidewalk on one side of the street. Notable major roads with complete sidewalks on only one side are Southgate Blvd, NW 80th Ave, and Commercial Blvd. The majority of roadways, over 120 miles in total, have incomplete sidewalks on both sides of the street. Generally, there are no sidewalks along residential streets, with the exception of the Sunflower/Heathgate neighborhood surrounding NW 70th Ave in the northeast corner of Tamarac. This can force pedestrians to walk within the roadway when traveling through their neighborhood and can discourage residents from walking as a means of transportation.

Many redevelopment communities also lack sidewalks, creating larger gaps in the network. Smaller gaps are often seen where driveways are lacking adequate connections for pedestrians. This is especially important across larger driveways located in commercial areas that require pedestrians to navigate varying sidewalk slopes and turning vehicle traffic. Many of the existing sidewalks in the City are located along larger roads, creating a potential for connection, but inconsistent facilities prevent users from having safe access to destinations.



*Sidewalk gap along NW 75th Street*

Map 3. Tamarac Sidewalk Network



## Network Connectivity

The predominant form of transportation in Tamarac is vehicle travel, specifically single -occupancy vehicles. There is a total of 214,000 daily vehicle trips in the City of Tamarac. The central region of the City exhibits a relatively high trip density, with the highest trip density occurring near destinations such as the Sunshine Plaza, Midway Plaza, the Shoppes on University, and the University Hospital & Medical Center<sup>10</sup>.

There are about 238 miles of roadway in the City of Tamarac. This includes interstates and major state roads, as well as local neighborhood streets. Major state-owned roads in the City are N University Dr, Sawgrass Expressway, and portions of Commercial Blvd. In Tamarac, the road with the highest volume of traffic is Commercial Blvd, especially the section between Florida's Turnpike and Rock Island Rd. This specific area of Commercial Blvd sees over 50,000 cars on an average day. In addition, other primary highways show an annual average daily traffic (AADT) greater than 10,000 cars per day, as well as a few secondary and tertiary highways. This includes N University Dr, Rock Island Rd, Nob Hill Rd, N Pine Island Rd, US 441, and portions of McNab Rd, Southgate Blvd, Hiatus Rd, SW 81st Ave, and Prospect Rd. Many of Tamarac's local roads see volumes between 1,000-5,000 cars per day.

Major roadways are typically wide, with multiple travel lanes in each direction and center medians. While this type of roadway network is effective for car travel, it can hinder other forms of travel, such as active transportation. Separated facilities may be necessary to encourage use by residents of all ages and abilities.

### Accessibility

Access to destinations may be less accessible from the active transportation network on local streets, as existing facilities are focused on larger roadways. For residents walking from nearby neighborhoods, sidewalk facilities may not begin until a larger arterial roadway is reached. This greatly affects the access that is provided by the current system, as

some gaps may feel too dangerous for some. A lack of facilities can also affect the directness of routes that users would want to take. In terms of bikeways, most roads in Tamarac are lacking bike facilities, and current facilities are primarily present on larger roadways. This forces bike users to travel from their starting point to existing facilities or to their destination on roadways or sidewalks that may be unsafe.

With the number of large roadways throughout the City, pedestrian and bicycle crossings are important for a safe and comprehensive transportation network. Crosswalks on major roadways such as Commercial Blvd exist at many of the signalized intersections, although with long block sizes throughout the City these crossing can be as much as one mile apart.

### Transit Frequency

The City's Shuttle service currently operates on weekdays; the Red Route runs Monday through Friday, and the Extension runs on Tuesdays and Thursdays. This schedule limits access to transit on the weekends, as users can only use Broward County Transit services, which only stop along major roadways and provide fewer local connections. Additionally, for some residents, the travel required to reach transit stops along these larger roads may deter the use of the Broward County Transit (BCT) fixed route. Expanding shuttle services during the weekends can improve the accessibility of the transportation system that some residents may rely on for their daily trips around the City. In 2016, out of the 161 Broward County Transit stops within Tamarac, only 126 bus stops were ADA accessible, meaning that some users may not be able to safely access the facilities to reach available transit services. Inaccessible facilities are primarily located along Commercial Blvd, W McNab Rd, Prospect Rd, and N Pine Island Rd. In 2022, the City developed the ADA Transit Access & Sidewalk Gap Analysis Plan were 31 stops, comprised of 21 Community Shuttle Bus stops and 10 BCT stops, were evaluated. Since then, the city in partnership with Broward County have invested in improving existing bus stops through the County Surtax.

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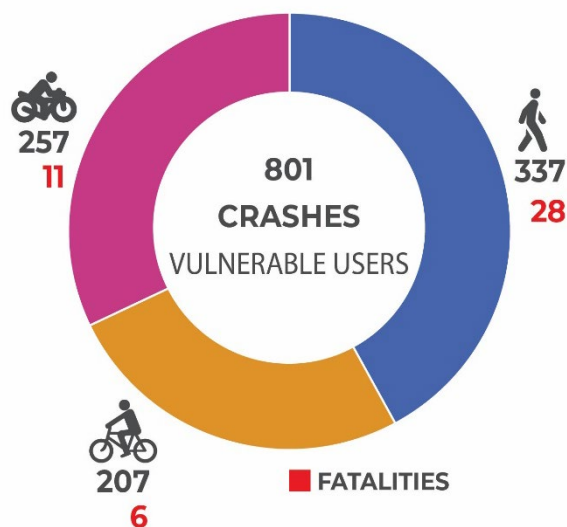
<sup>10</sup> Trip data was obtained from Replica Places and is based on a representative Thursday during the Fall of 2022. Data was filtered to include only trips starting from the City of Tamarac.



## Safety Analysis

Crash severity is understood by analyzing Killed or Seriously Injured (KSI) crashes, which are crashes that resulted in a fatality or serious injury. Using data provided by Signal4Analytics, the following analysis evaluates reported crashes that have occurred between 2012 and 2023. The review of crashes will not only help identify locations for new or improved facilities but will also inform priority projects for implementation.

In total, there were 25,367 crashes recorded in Tamarac from 2012 to 2023. Of these crashes, 19,518 resulted in no injury, 5,476 resulted in minor injury, 280 resulted in a serious injury, and 93 resulted in one or more fatalities.



### Vulnerable Road Users

The impact of crashes is not equal among all road users. Vulnerable road users, including pedestrians, bicyclists, and motorcyclists, often sustain the most serious injuries upon impact due to their vulnerability compared to vehicles. **Approximately 337 crashes during this time period involved a pedestrian and 207 crashes involved a bicyclist. Out of these crashes, 28 pedestrians and six bicyclists lost their lives, and 51 pedestrians and 16 bicyclists suffered life-threatening injuries. Additionally, out of the 257 crashes that involved motorcyclists, 11 motorcyclists died and 46 more were seriously injured.**

### Transit

As many of the Broward County and City transit stops are located along major roadways throughout Tamarac, many of these are within areas of high concentrations of crashes. High crash frequency roadways with a large number of transit stops include W Commercial Blvd, W McNab Rd, and NW 76th Ave.

### Intersections with Highest Crash Frequency and Severity

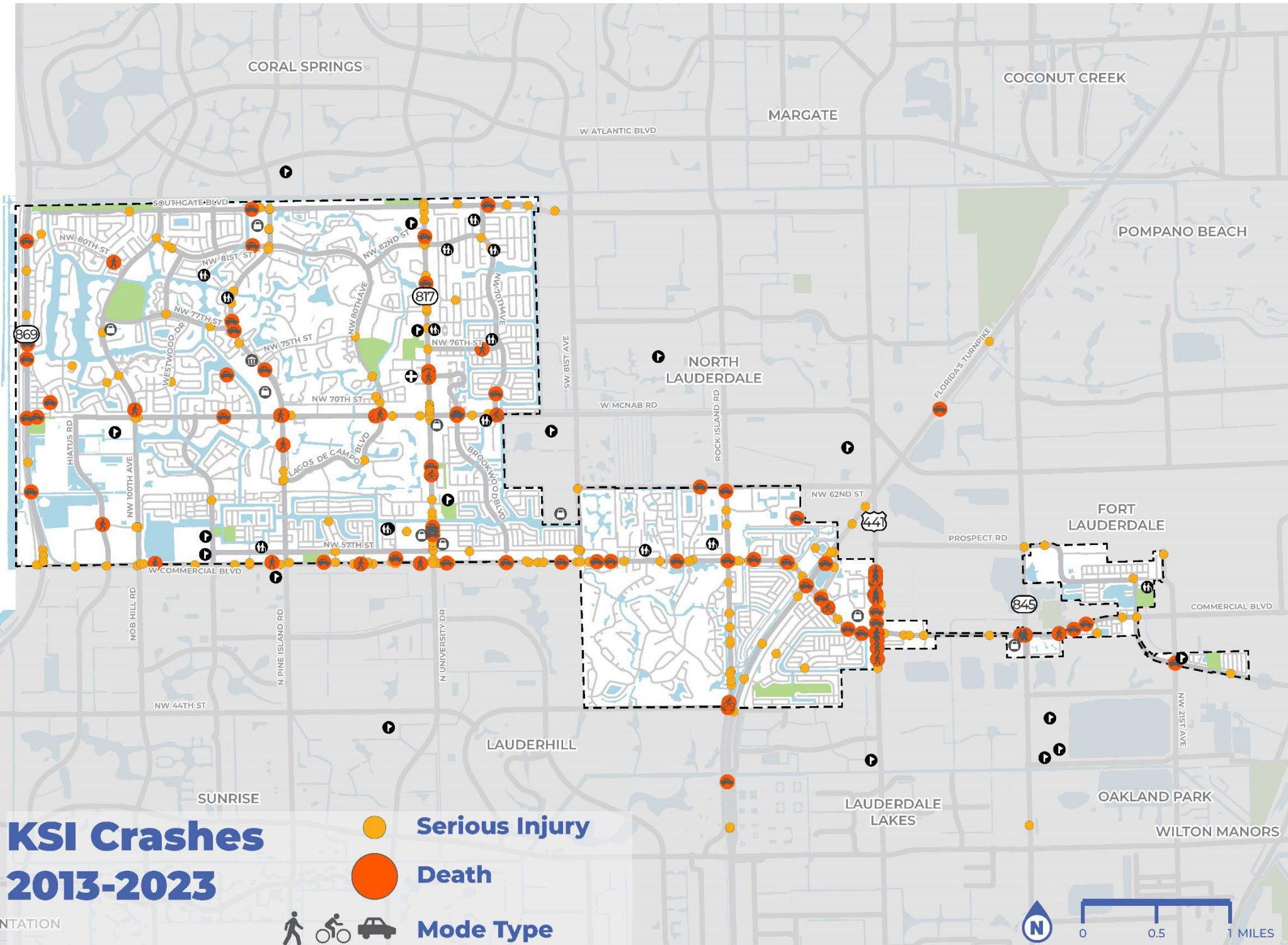
- US-441 and Commercial Blvd,
- N University Blvd and Commercial Blvd,
- Rock Island Rd and Commercial Blvd,
- W McNab Rd and N University Blvd, and
- Florida's Turnpike and Commercial Blvd.

### Corridors with Highest Crash Frequency and Severity

- N University Dr,
- Commercial Blvd,
- US-441,
- NW 76th Ave, and
- Sawgrass Expy

These high crash corridors are often state- or county-owned and maintained roads. Therefore, it is important to craft strategies that foster collaboration and align goals, leading to implementing safety improvements along these major corridors.

Map 4. Tamarac Safety Analysis



## Existing Conditions: Plans and Policies

The following studies were reviewed to determine their impact on this Masterplan and capitalize on previous lessons learned:

### Previous Planning efforts – Citywide

- Comprehensive Masterplan, 2019
  - Existing policy guidance -Transportation.
- City of Tamarac Impact Fee Study, 2019
- City of Tamarac Strategic Plan, 2019
- Economic Development Strategic Plan, 2018-2022
- Parks, Recreation, and Social Services Masterplan, 2014
- Go-Forward Roadway Landscape Masterplan, 2020
- Commercial Arterial Redevelopment Study, 2014
- Americans With Disabilities Act (ADA) Transit Access & Sidewalk Gap Analysis Plan, 2021
- Traffic Calming Policy, 2017
- Tamarac, Florida Land Development Code, 2018
- Vehicular Wayfinding study, 2023
- Resolutions, ordinances, and amendments
  - Vision Zero Resolution R-2021-026

### Regional Plans & Studies

- Broward County Transit Premium Mobility Plan PREMO, 2023
- Broward Metropolitan Planning Organization (MPO) Transportation Improvement Projects (TIP) projects
- Broward MPO Metropolitan Transportation Plan (MTP) 2045
- Broward MPO Complete Streets Guidelines 2.0, 2019
- Broward Complete Streets Masterplan, 2019
- Broward Mobility Advancement Program (MAP) surtax projects
- FDOT District 4 Road Safety Audit (RSA) Report SR-870 (COMMERCIAL BLVD), 2022
- Neighboring Cities' Plans & Projects

### Opportunities

Based on the review of current plans and policies, the following are opportunities for improved multimodal mobility in Tamarac:

- **Key policies** include the development of an Integrated Bikeway/Walkway System, the requirement that developers be required to dedicate, construct, and/or resurface adjacent bikeways/walkways in accordance with the land development code.
- There is an **emphasis on the need to improve access to parks and open spaces** in Tamarac to meet ADA standards.
- **Land uses should be directly accessible within a quarter mile walk and/or transit corridor**, and fully connected to well-defined pedestrian paths, bike routes, greenways, and transit shelters.
- The **impact fee study** provides important information for City policymakers regarding the efficacy of using impact fees to meet the transportation needs of new residents in Tamarac.
- **The development of MOVE TAMARAC is identified as an initiative** related to Goal 1 *Tamarac is Home* as a strategic action item.
- **“Better public transportation to improve access and equity”** emerged as a key priority for the parks system. Recommendations that are relevant to the Masterplan effort include: Continue to Develop an Interconnected Network of Sidewalks, Bike Lanes, Multipurpose Paths, and Shared Roads.
- The **“Typical Conceptual Landscape Corridor”** section from the Landscape Masterplan shows conceptual cross-sections for each roadway classification. This plan shows how landscaping is a key part of making the roadway network inviting.
- Tamarac’s **goal of re-activating underutilized commercial areas** as part of a comprehensive redevelopment **strategy includes transit-oriented development** goals that are directly relevant to the MOVE TAMARAC process.

- One of the main goals of the Transportation section of the Land Development Code is the provision of alternative transportation options that will encourage the use of walking, biking, or riding transit instead of driving. **All new development is also required to construct onsite portions of trails and multi-use paths that are recommended for implementation in adopted plans.**
- The **Vehicular Wayfinding Study** provides suggested locations for signage related to parks, recreation centers, and sports complexes, which are likely to also be key nodes of the multimodal network.

*In 2021, the City adopted a goal of eliminating traffic deaths and serious injuries by 2040 and endorsing Vision Zero principles.*

- The **BCT Premium Mobility Plan (PREMO)** recommended network in and around Tamarac includes high frequency bus corridors on N University Dr, W Atlantic Blvd, and Commercial Blvd, with an option for future extension of the planned light rail west to Commercial Blvd. With improvements in transit service will come opportunities to enhance the first- and last-mile connections to transit, particularly for pedestrians and cyclists.

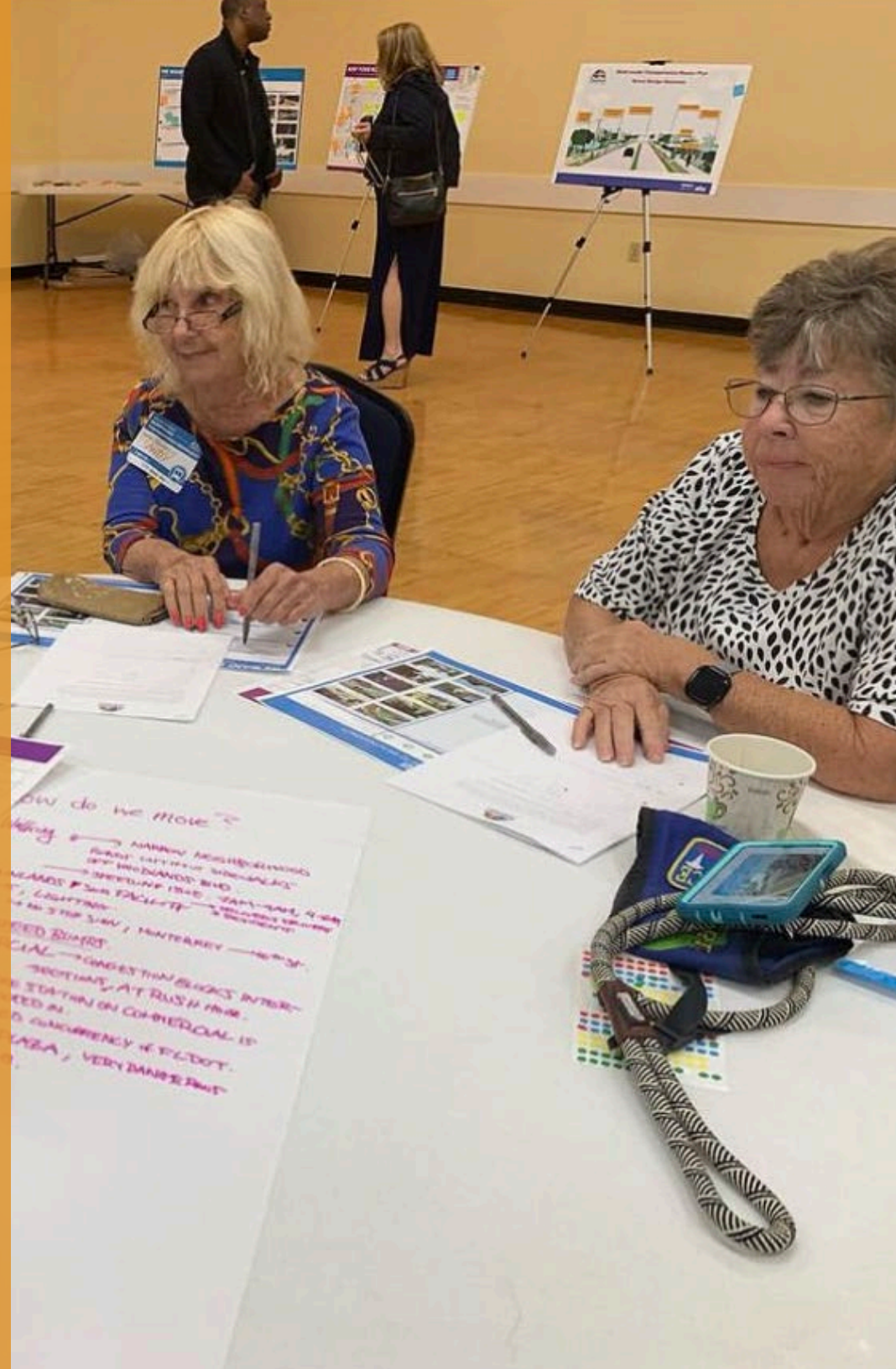
### How Can MOVE TAMARAC Inform Current Policies & Plans?

The following items outline the linkages of the reviewed plans and policies to the Masterplan for improved multimodal mobility in Tamarac:

- An important part of MOVE TAMARAC will be establishing what policies can be implemented in Tamarac as part of the adoption of the **Comprehensive Plan update in 2024.**
- The development of MOVE TAMARAC is an important piece of the **City’s Strategic Plan.**
- The City of Tamarac should engage with the Broward MPO and Broward County to ensure that future **regional transit** and mobility investments are aligned with the City’s local investments in priority redevelopment focus areas.
- Since it has been nearly 10 years since the adoption of the **Parks, Recreation, and Social Services Masterplan**, it is crucial to involve the Parks and Recreation Department in the MOVE TAMARAC implementation process.
- Implementation of the concepts contained in the **Landscape Masterplan** will help Tamarac create an environment where walking and biking are pleasant, and more people are more likely to choose these forms of transportation.
- With the adoption of the Comprehensive Plan, the regulatory framework for further **transit-oriented development (TOD)** can be enhanced. The City can further advance the implementation of TOD through the Multimodal Transportation Masterplan.
- The **ADA Transit Access & Sidewalk Gap Analysis Plan** identifies several key intersections where a relatively high number of pedestrian- and cyclist-involved crashes have occurred; one of these is Commercial Blvd and State Road 7. The Masterplan integrated effective interventions that improve the safety of these intersections.
- One potential challenge for the Masterplan is to recommend that **traffic calming** be the first step in the mitigation process, rather than the last—though this would require an amendment to the current policy.

- The **impact fee study methodology** for assessing the impact (or increased demand produced as a result of development) of pedestrian and bicycle facilities can often underestimate the impacts or needs for active transportation facilities. This could lead to a lack of trails and multi-use paths being constructed by developers.
- While the **Vehicular Wayfinding Study** is focused on making wayfinding in Tamarac easy for people in vehicles to navigate to important destinations within the City, the overall design and the principles behind the placement of the signs can also be applicable to multimodal wayfinding geared toward pedestrians, cyclists, and transit riders. The sign locations shown in the study are presumed to not be on FDOT property.
- Through the adoption of the **Vision Zero resolution** in 2021, the Commission directs the City Manager or another designee to create a Vision Zero Action Plan based on a comprehensive analysis of traffic deaths and injuries in the City.
- **The City of Tamarac should be actively involved with the implementation of BCT PREMO recommendations**, to ensure that new development and any recommendations coming out of MOVE TAMARAC are aligned with PREMO outcomes.
- The City submitted a list of projects to the Broward MPO as part of the **2045 MTP call for projects**, including: State Road 7 Flyover/Interchange, Rock Island Road widening, Tamarac Community Center Mobility Hub. The Masterplan integrated recommendations at these locations. The City should **coordinate with the Broward MPO to incorporate the Masterplan project recommendations in the future MTP and TIP**.
- **Broward Complete Streets Guidelines 2.0** was created by the Broward MPO in order to provide guidance to municipalities who choose to incorporate Complete Streets principles in their planning, and design process. Through the Masterplan the City will **adopt a Complete Streets Policy** to further develop and implement Complete Streets.
- The **2019 Broward Complete Streets Masterplan** identified Complete Streets projects countywide, and it did not include any projects in the City of Tamarac. After adoption of MOVE TAMARAC, the City should coordinate and share the list of top 25 projects with the Broward MPO.
- The City should coordinate with Broward County to submit the Masterplan's top 25 projects to be funded by the **Penny for Transportation Broward Mobility Advancement Program Surtax Program**.
- The **City of Sunrise 2022 Bicycle & Pedestrian Masterplan** proposes to achieve 46.2 miles of bikeways. As part of this plan, Sunrise proposed bike lane/multipurpose path on Commercial Blvd, and on Sawgrass Expy. MOVE TAMARAC identified the need for shared used path/ raised bike lanes along Commercial Blvd. Both cities will need to coordinate and joint efforts to develop and implement a successful project.
- The **FDOT District 4 Road Safety Audit conducted on Commercial Boulevard from Sr-817 (University Dr) to Rock Island Rd** showed that 84% of crashes occurred within the influence area of signalized intersections with a higher frequency at the intersections of Rock Island Road and SR-817 (University Drive) with 30% of crashes. The Masterplan is recommending a streetscape project with intersection improvements on Commercial Boulevard. It is important to continue conversations with FDOT to implement RSA recommendations and incorporate the Masterplan's considerations.

# 03 COMMUNITY VOICE



How do we move?  
MAYNARD -> MARYN BUSHWOOD  
BY HIGHLANDS BLVD  
HIGHLANDS -> SHERLINE BLVD  
LIGHTING -> TAMM-PAUL 4-20  
-> IN STOP SIGN / MONTEREY -> 4-23  
SPEED LIMIT  
SIGNAL -> CHANGING SIGNALS INTER-  
SECTION AT RUSH HWY.  
-> SIGNAL ON COMMERCIAL IS  
CONCURRENT W/ FL DOT.  
PLAZA, VERY IMPORTANT

# CHAPTER 3: COMMUNITY VOICE

## SUMMARY OF ENGAGEMENT ACTIVITIES

MOVE TAMARAC used a variety of outreach strategies to engage with the community. The outreach methods combined opportunities to engage the public digitally and at in-person events. MOVE TAMARAC relied on community input to inform the project vision, goals, recommendations, and priorities for Tamarac. The public outreach process included a project website, online survey, two public meetings, and meetings with elected officials from all four City districts.

### Interviews

- Broward County Transit PREMO Plan: The project team met with Broward County representatives so they could learn about the plan and discuss further collaboration.
- Focus meetings with elected officials: The project team met with City commissioners of Districts 1, 2, 3, and 4 and the Mayor to provide an overview of the plan and collect their feedback about specific needs and opportunities to improve the transportation network in Tamarac.

### In-Person Engagement

#### Mobile Outreach

- Comprehensive Plan engagement activities: Two in-person meetings were held through the course of the Plan. The meetings presented an opportunity to introduce and further engage community members in the Masterplan and solicit input.
- The City's 60-year anniversary celebration event: The project team participated to bring awareness about the project website and online survey.



*February 8, 2024, community meeting. Over 70 people participated.*

### Public Meetings

The team organized and conducted two in-person public meetings to collect feedback from the community.

#### *Kick Off – Community Meeting (September/October 2023)*

The City held a community meeting during the existing conditions' evaluation phase of the plan's development on September 21 and October 18, 2023, at the Tamarac Community Center. The City offered a free ride to participants via the Tamarac community shuttle. A total of 19 community members attended.

The team presented the project approach, Masterplan process, schedule, and transportation components. Members of the community had the opportunity to provide feedback on where they would like to see improvements, existing barriers and challenges, the vision, potential goals, and safety, connectivity, and accessibility concerns in the transportation network.

The project team displayed five boards to present an overview and schedule of the Masterplan, potential street design elements, and an interactive board to request feedback on Tamarac’s bicycle, transit, and walking routes. The boards included key questions and interactive opportunities to map and identify gaps, barriers, needs and challenges within the city’s network and surrounding areas.

*Presentation of Recommendations (February 2024)*

On February 8, the project team presented the recommendations to the public and City staff. Over 70 community members attended the meeting. The meeting focused on presenting specific improvement opportunities and recommendations, including the recommended multimodal transportation network, as well as a toolbox of infrastructure treatments that the City can utilize to improve multimodal mobility and safety. The recommendations were well received, and the discussion included common themes of emphasizing the need to maintain and improve on-demand transit service, improve walkability, and make Commercial Blvd and other major arterial roadways easier to cross.

**Project Website**

The project website was used to promote outreach events, share plan documents, and host the public survey throughout the lifetime of the project. The site (<https://MOVETAMARAC.com>) has received more than 600 visits since its launch in June 2023.

**Community Survey**

The community survey solicited feedback on the public’s vision and their preferences for a more connected multimodal transportation network in Tamarac. **Between June and October 2023, participants provided over 227 comments about the transportation system in Tamarac, including about their needs, barriers, challenges, and vision of the future of transportation.** The City shared the survey through its e-blast, newsletters, Tam-A-Gram magazine, social media, and in window clings on the buses of the local community shuttle. The survey comprised 20 questions, divided into two sections:

- Demographic questions to understand characteristics of the community, age, ethnicity, residents or visitors, district, etc.

- Experience walking, biking, rolling, driving, or riding in Tamarac: to get feedback regarding the preferred mode of transportation, existing conditions of the roadway network, sidewalks, bike lanes, and transit service.

*“When I’m no longer able to drive or walk, I’m wondering how I’ll get around.”*  
*Community Member, Online survey*

**MULTIMODAL TRANSPORTATION MASTER PLAN**

**WE WANT TO HEAR FROM YOU!**



The City of Tamarac is currently working on a **Multimodal Transportation Connectivity Master Plan** that aims to improve transportation options and enhance mobility throughout the city. **Get involved! Whether you walk, bike, drive, take the bus, or all of the above - we want your feedback!**



**Upcoming meeting:**  
 Thursday, September 21, 2023  
 At 6:30 p.m.  
 Tamarac Community Center  
 8601 W Commercial Blvd.  
 Tamarac, FL 33351

Scan the QR code with your phone to access the online survey or visit **MOVETAMARAC.COM**

Please call City of Tamarac Transportation at 954-597-3649 to book your ride for the September 21st Meeting.



**TAMARAC**  
The City For Your Life

Media collateral used to promote the community meeting in September.



## PUBLIC INVOLVEMENT

### SURVEY HIGHLIGHTS



50% of survey respondents are between 51 to 70 years old.



84% of survey respondents have access to a car, 11% do not have access and 5% sometimes do.

- 62% are located in the zip code 33321, 20% in 33319, 12% responded that they don't live in Tamarac, 4% are in 33309, and 1.3% in 33351.
- 80% are residents, 16% work in the City of Tamarac, and 3% are visitors.



Walking is the second most frequently used mode, with 36% of respondents reporting walking on a daily basis. While 15% reported to bike, 12% use a rideshare service such as Lyft or Uber, 6.5% take the bus.

- 83% of survey respondents report driving on a daily basis. This is the most used mode of transportation.



When asked about the primary motivation to walk or bike, 73% of survey respondents selected exercise, 23% walk or bike to get to a leisure destination (Parks, shopping, etc.) and 10% to travel to/from public transit.

- 53% of respondents think the sidewalk network in Tamarac is fair; where they can walk some places. 31% of respondents report the sidewalks are in good condition, and 16% reported it as in poor condition.
- Regarding bike facilities, 50% reported fair condition, 31% reported either poor condition, no, or only a few bike facilities.



Pedestrian facilities (53%), traffic calming (43%) and reduce congestion (37%) are in the top 3 of needs of the community.



'Not enough designated crosswalks for pedestrians' was selected by 29% of respondents.



High vehicle speeds (68%) are considered the most pressing traffic safety concern in Tamarac.

Concerns related to aggressive driving, drivers not stopping for pedestrians, and narrow, broken or missing sidewalks were the second, third, and 4th most pressing concerns.



Survey respondents had the opportunity to provide information about their favorite places and destinations in Tamarac. Among their favorite places are:

The Library, the Tamarac Community Center, the Aquatics Fitness Center, Midway Plaza, Kings point plaza, Parks, Publix, ALDI, Cypress creek trail, Walmart neighborhood market, Walgreens, Kings Point Clubhouse, Dollar Tree, City Hall, Tamarac Sports Complex, Tamarac Town Square, Woodmont Country Club, Caporella Fitness Center, Colony West Golf Club, Ross, The shops on University Drive, Sunshine Plaza and CVS.

In summary, overall, Tamarac residents are interested in:

- Improving connections to parks, schools, shopping plazas and city amenities
- Greater protection at signalized intersections
- Increased access to local shuttle
- Enhanced wayfinding
- Pedestrian friendly streets
- Improved lighting
- Continuous sidewalk network
- Better and protected bike facilities
- Safer streets for all users of the road
- Welcoming city facilities and neighborhoods
- A reliable transportation system
- A greener, beautiful and resilient Tamarac

## PUBLIC INPUT

Key themes heard at and through written comments include:



**Lighting:** Community members expressed concern about the sidewalks, pedestrian crossings and neighborhood pathways being too dark at night. These conditions make the walking experience uncomfortable (or stressful), and discourage people from walking activities. Participants discussed low visibility at specific locations (e.g., Commercial Blvd, especially east of 100th Ave; Woodmont, NW 80th Ave and the Mainlands).



**Landscape Enhancements:** Participants wanted to see more vegetation along sidewalks for comfort and shade (e.g., NW 61st street).



**Pedestrian-Vehicle Conflicts:** Community members shared concerns about distracted and aggressive drivers. When vehicles are turning left at intersections, they are not paying attention to the pedestrian crossing the street; drivers do not yield to pedestrians; in neighborhood roads, trucks block the sidewalks at specific locations (e.g., NW 61st street and NW 84th terrace).



**Pedestrian Improvements:** Participants voiced the need for pedestrian amenities like pedestrian refuge, wider sidewalks, landscape buffer, adding and fixing crosswalks, adding and fixing sidewalks and intersection improvements. Some areas identified are: Commercial Blvd, Pine Island, 61st street, Nob Hill south of McNab, north of 81st St East of Pine Island, NW 84th terrace, NW 81st, Woodlands, the Mainlands and University Dr).



**Biking Improvements:** Residents shared concerns about biking on the street next to cars without any buffer or physical barriers for protection. Participants highlighted that people bike on the sidewalks instead of the bike lanes because the streets are designed for vehicles to go up to 45 miles per hour and bike facilities are not design to offer protection under these conditions. Participants mentioned concerns along Nob Hill Rd, University Drive, NW 80th Ave and Pine Island.



**Maintenance and Improving Trail Connections:** Participants expressed their appreciation for the Cypress Creek Greenway, as they consider it a great asset of the city of Tamarac. They recommended adding more amenities (benches, trash cans, shade) along the greenway to make it more comfortable and safer for users and visitors; community members also mentioned that safety improvements need to be done at the intersections to consider for pedestrian and bicyclist's continuous access. Community members also wanted to link trails with surrounding cities (e.g., Connect Hiatus Greenway to Cypress Creek Greenway).



**Traffic Calming and Speed Control:** Participants voiced concern about the speeding vehicles on main collectors and neighborhood streets (e.g., Commercial Blvd, Macnab, Pine Island, Nob Hill Rd., NW 70th Ave). suggested considering traffic calming measures such as speed bumps in local roads, (e.g., SW 20th Ave/82nd Street; 78th Street; 83rd Street; North of McNab Rd between 108th Terrace and 100th Ave; north of 57th Between University and 64th).



**School Zones:** Participants discussed existing conflicts along Commercial Blvd where two school zones are located.



**Parking:** Participants discussed existing conflicts regarding vehicles parked on sidewalks and blocking the sidewalks to pedestrians.



**Unmarked Crossing:** Community destinations like parks, schools, and community centers were mentioned to have a pedestrian crossing without a crosswalk.



**Better Wayfinding and Branding to Access Transit:** Community members voiced their interest about accessing the local shuttle offered by the city but expressed not knowing anything about this service. Recommended better marketing for the service, wayfinding at bus stops with specific information about schedules, cost and routes.



**Community Shuttle Service Area Expansion and Hours Extension:** Currently the Red line and red extension routes offer service to limited areas in Tamarac, and end service at 6:55 p.m. and 4:55 p.m. respectively. Community members are interested in accessing the service in their communities as well, and a reliable service that take them to the locations they need to go. Some suggestions received are S Colony Circle, the Mainlands and Woodlands.



**Beautification:** parks, activities, placemaking, protect the green. Integration with lakes and increased green spaces. Visible sight triangle at intersections, reduce blind spots.



**Improve Access to Parks and its Surroundings:** (e.g., Tamarac Commons Park, Water's Edge Park, Tamarac Veterans' Park, Sunset Point Park



**East and West Connectivity:** Participants expressed interest about creating better connections between the east side of Tamarac and the west side.



**Welcoming City:** Community members are interested in making the city more welcoming to visitors. There were discussions about the creation of a Downtown in Tamarac to concentrate all activities, events and gathering space for the community. Wayfinding and signage that indicates the entrance into the city and welcome the community.

## WHAT WE HEARD



- PROTECTED bike lanes (painted lines are NOT bike lanes and do nothing to protect cyclists from speeding drivers).
- Sidewalks everywhere. As many bike lanes as possible. Reliable, frequent public transportation bus/rapid transit and/or train options. East-west rapid transit connecting to ocean.



Better bus waiting areas for elderly with sun and rain protection.



- Easy to get around without a car. Better public transportation.
- As I age, I think about when I will no longer be able to drive, which is still 20 years away for me. But how will I be able to use buses when the time comes. It's too long a walk from housing neighborhood to main street I live near which is Pine Island. A route along NW 81st would be good.



Connection to commuter trains and a commuter train that follows the Sawgrass Expressway with commuter stations in Tamarac and other cities along the way.



- All neighborhoods having sidewalks that connect to the overall city sidewalk infrastructure. I live off NW 82 St and there are only sidewalks on one side of the street with no dedicated crosswalks to reach the sidewalk. Cars come through at 55 instead of 35 and I am often forced to walk in the bike lanes which is dangerous as the cars don't often respect the markings on the pavement. The street can also be very unevenly lit at night.
- My vision is that Tamarac has a complete sidewalk network.



More people drive than rely on public transportation, so focusing on speed detection devices and speed limits is critical.

# 04

## INFRASTRUCTURE RECOMMENDATIONS



# CHAPTER 4 : INFRASTRUCTURE RECOMMENDATIONS

## OVERVIEW

MOVE TAMARAC was initiated to prioritize multimodal options for the community as the City's population continues to grow. The Plan's goals guided the development of recommendations for transportation infrastructure improvements, policy, and programming.

The project team identified 25 priority projects that could be funded through different City, regional, state, and federal grants.

Recommendations were developed using input from the following sources:

- Public engagement (in person and online)
- Existing Conditions and Needs Analysis
- Previously adopted and concurrent plans
- Site visits and desktop review
- National best practices and engineering judgment

The top 25 projects were evaluated through the lens of connectivity at a network level, while also distributing projects across the city. A project prioritization process with defined criteria was applied to objectively develop the top 25 projects. Following this process, five out of the 25 projects were selected for additional evaluation based on discussions with the City, identification of "low hanging fruit" implementation opportunities, and the City's top priorities. The evaluation resulted in providing a summary, or "cut sheet", of each of the five projects that includes a high-level visualization of conditions, as well as planning-level cost estimates. These cut sheets are intended to serve as project information summaries for future grant funding applications.

## RECOMMENDATIONS DEVELOPMENT

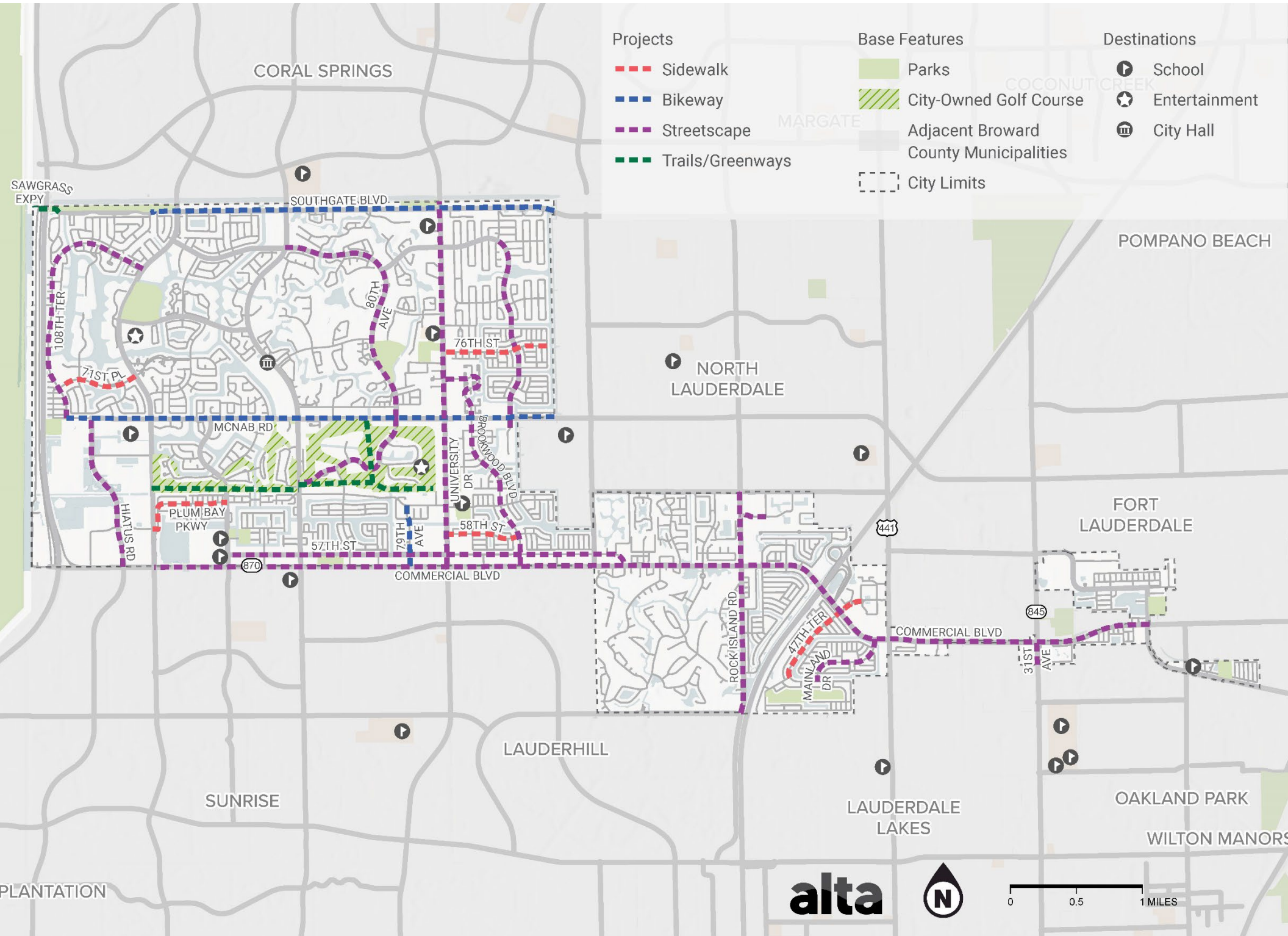
This section describes in further detail the prioritization process applied to select the Plan's top 25 projects. It is important to note that the projects put forward in this Plan are based on both quantitative and qualitative elements that together helped identify the areas that the City can focus improvements to maximize multimodal and connectivity benefits and investments. As the City moves forward with the implementation of these projects. It is recommended that a periodical assessment (no longer than 5 years) is applied to the Masterplan to prioritize a new set of projects and improvements as goals and objectives are achieved.

The top 25 projects are demonstrated in **Map 5**. As shown, critical active transportation connections were identified across the City to create a connected, convenient network. Additionally, major corridors that could benefit from streetscape improvements that improve access and mobility for everyone were identified. Collectively, the identified projects would facilitate mobility by however means residents and visitors choose to move, and connect users to critical destinations across the City, including to the City's many amenities and Parks.



*MOVE TAMARAC aims to make it safer and more convenient for all road users to move around the City, regardless of how they choose to move.*

# Map 5. Project Recommendations



## PRIORITIZATION CRITERIA

The criteria used to determine priority projects were connectivity, safety, equity, economic development, and accessibility.

The **connectivity criterion** analyzed existing conditions data from the City, such as existing sidewalk and bike facility data. Projects that were along a roadway that has a gap in existing sidewalk or bike facilities were given a point for connectivity, as the project will fill gaps and improve connectivity along the roadway.

The **safety criterion** analyzed crash data between 2012 and 2023, including crashes that involved motorists, pedestrians, or bicyclists. Projects along roadways with a fatal or severe crash between 2012 and 2023 were given a point for safety.

The **equity criterion** identified areas of need throughout Tamarac using three pieces of data. First, the USDOT Equitable Transportation Community Explorer<sup>11</sup> was used to identify areas of the City that are considered disadvantaged based on a number of characteristics. The equity criteria also analyzed US Census data from 2021 showing average household access to a vehicle and median household income for each census tract. For the prioritization process, projects that fell within a transportation disadvantaged area or a census tract with greater than 21% of households with no access to a vehicle or a median household income less than \$35,000 were given a point for equity.

The **economic development criterion** used data from the City to identify areas with high potential for economic development. The data used includes future land use designations focused on commercial land uses, which helped to identify commercial corridors such as McNab Road and Commercial Boulevard that are targets for enhanced development. The analysis also used the City's Target Development Areas and the City's Opportunity Zones. These areas include places such as the Medical Mile District, the Nouveau Quarter, and the Four Corners Shopping District,

which are opportunities for new businesses, mixed-use buildings, and transit-oriented development. Projects within a distance (500 feet) from these economic development areas were given a point for economic development.

The **accessibility criterion** identified key destinations across the city, such as parks, community centers, hospital, libraries, retail areas, senior housing, and transit stops. Projects within a half mile of any of these destinations were given a point for accessibility, as they will improve access to the destination.

The project team used data to map critical areas in Tamarac that related to the prioritization criteria. Based on the goals of the plan (see Chapter 1), each roadway segment with improvement recommendations received a score ranging from 0 to 5 using the criteria presented in Table 1. The prioritization process assigned a number value to all recommendations between 0 and 1 based on the criteria outlined above, giving each project an overall score between 0 and 5. From this score, projects were sorted into high-, medium-, and lower-priority project categories. Projects that scored 3 or greater were considered to be a high priority.

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<sup>11</sup><https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---National-Results/>

Table 1. Criteria for Recommendation Prioritization

Criteria	Description	Points
<b>Connectivity</b>	Identified as a gap in the transportation network analysis.	<b>1 (Yes); 0 (No)</b>
<b>Safety</b>	Crashes were evaluated to identify where fatalities or severe injuries are occurring at a relatively high frequency. Project is on a roadway with a motorist, pedestrian, or bicyclist-involved crash between 2012 and 2023.	<b>1 (Yes); 0 (No)</b>
<b>Equity</b>	Project improves equity. Within identified areas of need (USDOT <sup>12</sup> Transportation disadvantaged area, census tract with greater than 21% of households with no access to a vehicle, or census tract with median household income less than \$35,000).	<b>1 (Yes); 0 (No)</b>
<b>Economic development</b>	Service to high Development Areas and Future Land Use. Within 500 feet of an economic redevelopment or commercial area (City's target redevelopment area, City's opportunity zone, or commercial future land use).	<b>1 (Yes); 0 (No)</b>
<b>Accessibility</b>	Within ½ mile of a park, school, library, hospital, community center,	<b>1 (Yes); 0 (No)</b>

<sup>12</sup> The US DOT Equitable Transportation Community (ETC) Explorer is an interactive web application that uses 2020 census tracts and data to explore the cumulative burden

Criteria	Description	Points
	neighborhood retail, transit stop, or senior housing.	

Projects were sorted based on score, and then ranked to create a top 25 list of projects based on the following criteria:

- 1) Projects with a score of 4.5 or 5 were included.
- 2) Projects with a score of 3.5 or 4 and a safety score of 1 were also included.
- 3) A critical regional greenway connection using public land to enhance connectivity was also included.

**Note on Feasibility**

The Plan determined feasibility by assessing the level of complexity in design, construction, project type, available public right-of-way and road ownership.

Following the development of the top 25 projects (See **Map 5**), the list was provided to the City, with the aim to ensure that the project list is acceptable and accurately represents the City's strategic goals. City staff and the City Engineer were invited to review the initial list of projects including those designated as the top five. Based on their institutional knowledge of the street network and project delivery timeline, they recommended changes to better reflect on-the-ground conditions. From this process, the list of 5 projects were finalized.

communities experience in the following five components: transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability.



## MULTIMODAL STREET DESIGN TOOLBOX

MOVE TAMARAC recommends the implementation of Complete Streets<sup>13</sup> through streetscape improvements, transit, bicycle, pedestrian, intersection, traffic calming and green infrastructure design elements, signal operation improvements and best practices. Broward County and the Broward MPO adopted the Broward Complete Streets Guidelines in 2012 and then updated the guidelines in 2019, encouraging municipalities to adopt complete streets principles and standards. In 2023, FHWA releases the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) 11th Edition with updates to improve safety for all road users.

The intended result for a community utilizing The Broward Complete Streets Guidelines 2.0 (Adopted on November 14, 2019) include:

- Healthier people (Complete Streets' benefits include healthier hearts, minds, and bodies)
- Increased social capital (more regular interactions with neighbors, visitors, and business patrons) and
- Increased active transportation (due to increased and improved facilities for walking, bicycling, and accessing public transportation)

The elements of a Complete Street vary based on community context and the role that a particular street needs to serve in the multimodal network.<sup>14</sup> The following section describes facilities that are mentioned throughout the Tamarac Multimodal Connectivity Master Plan and how they may be used. Note that there are other facilities beyond this list that may be relevant as new guidance and facility types are developed.

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<sup>13</sup> Complete Streets are streets for everyone. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Smart Growth America. <https://smartgrowthamerica.org/what-are-complete-streets/>

## Streetscape Elements

Streets are public spaces; the design of the streets will influence how the space is used and how people behave. Streetscape elements improve safety, community identity, economic activity, sustainability, and quality of life. Streetscape elements include the following:

**Wayfinding** is an approach that assists travelers in orienting themselves as they make their way around the community and use the transportation system. A wayfinding system may encompass elements such as signage, maps, symbols, and other visual cues designed to guide users through urban environments.

**Lighting** in urban environments may include streetlights, pathway lights, and other decorative lighting fixtures. These facilities are especially important to improve visibility and navigability during evening and nighttime hours.

**Medians** are areas located between opposing lanes of traffic on roads. These facilities can be landscaped or paved and can vary in width and the amount of hardening. Medians may be repurposed to provide refuge for crossing pedestrians if they are wide enough and if other enhancements are made.

**Street furniture** describes the practice of incorporating an assortment of amenities such as tables, benches, bicycle racks, light fixtures, trash receptacles, electric vehicles charging stations and public art installations in the public right of way for public use. These features may enhance the livability and aesthetics of urban environments.

To expand Electric Vehicle (EV) adoption, **EV charging stations** in streetscapes is implemented to allow curbside charging and integrate new mobility options such as e-bikes, e-scooters, carsharing, etc.

<sup>14</sup> FHWA. Complete Streets Transformations Six Scenarios to Transform Arterials using a Complete Streets Implementation Strategy. 2022. [https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-02/2022\\_CS\\_Transformations\\_Doc\\_508.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-02/2022_CS_Transformations_Doc_508.pdf)

**Art** in the public right of way may include creative expressions such as sculptures, murals, or performance art. Public art can improve the aesthetic appeal of urban environments.

## Transit Elements

A **bus shelter** is a facility located near a bus stop where bus riders can wait while the bus is on the way. The facility can include an enclosure that provides shelter from the elements, travel information, or other amenities for riders.

**Map and information kiosks** are physical structures that are often located in public spaces to provide wayfinding, event information, and other relevant information to travelers. They may serve additional purposes such as tourist information or bus arrival information.

**On-demand** or dial-a-ride transit refers to transit services that operate based passenger requests the service, often through a mobile app or by calling a number. These services often complement fixed-route transit services and may be designated for a certain demographic group.

**Curb ramps** provide accessibility for wheelchairs, strollers, and people with mobility impairments in the transition zone between sidewalks and the street. There are more specific requirements and guidelines on these facilities as part of the Americans with Disabilities Act (ADA).

**First and Last mile connections** are the first and final legs of a person's journey to their ultimate destination. These legs of the journey are often not supported by transit and should include short-distance transportation modes such as bicycles, e-scooters, or walking.

**Park and Ride Lots** are specialized parking lots that are in strategically placed areas away from heavy congestion<sup>15</sup>. Offering a safe and convenient location to transition from a single passenger vehicle or bicycle to a carpool, vanpool, or transit can help simplify the commute.

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<sup>15</sup> South Florida Commuter Services. PARK AND RIDE. <https://www.1800234ride.com/park-and-ride/>

## Bicycle Facilities

**Bike parking** includes designated locations or facilities where travelers can securely lock and store their bicycles. These facilities can range from simple staple bicycle racks to more sophisticated enclosures with lockers or other amenities. Bike parking often complements the built environment when placed in or near commercial areas, workplaces, or at transportation hubs.

Given potential conflicts between travelers in and around intersections, **bicycle protection elements** can help enhance safety by providing clear, dedicated routes through the intersection. Bicycle protected intersections may include the following elements:

- Corner islands
- Dedicated bicycle signals
- Physical barriers
- Wayfinding

**Protected bike lanes** are dedicated bicycle roadway facilities that include some form of physical hardening between the bicycle lane and adjacent vehicular traffic. This barrier may be constituted of bollards, curbs, or planters. Protected bike lanes can increase safety and comfort for people traveling in the lane.

**Raised bike lanes** are bicycle roadway facilities that are separated from the roadway by an elevated curb. The curb height can vary but should be high enough to create a visual distinction between the vehicle lane and the raised bike lane. Elevated bike lanes can improve bicycle safety and visibility.

**Shared use paths** are transportation facilities that are dedicated to non-motorized transportation modes such as walking, biking, or other forms of rolling. These paths may serve as recreational facilities or a utilitarian transportation function.

**Greenways and trails** are transportation facilities that offer non-motorized travelers a travel or recreation corridor separated from vehicular traffic. A greenway may follow a natural feature such as a river, a ridgeline, or an abandoned railroad.

## Pedestrian Facilities

**Sidewalk improvements** are any sort of enhancement that improves the safety, accessibility, or comfort of sidewalks. Such improvements may include:

- Repairing cracks or bumps in the sidewalk
- Adding curb ramps
- Widening sidewalks
- Installing tactile paving for the visually impaired
- Installing drainage facilities

**High-visibility (Emphasis) crosswalks** are marked crosswalks that use bright, often reflective materials and patterns to increase visibility to drivers. High-visibility crosswalks may be oriented in the "continental configuration," which provides additional visibility to drivers.

**Pedestrian refuge islands** are marked or raised pedestrian waiting areas located in the middle of crosswalks between traffic going in different directions. Pedestrian refuge islands break up crossing a street into two stages, making it easier and safer for pedestrians to get to the other side.

**Mid-block crossings** are pedestrian crossing locations that are not located at intersections as most pedestrian crossings are. These facilities may become desired or necessary to enhance pedestrian safety and accessibility on roads where intersections are spaced far apart.

### Sight Lines

At unsignalized intersections a substantially clear line of sight should be maintained between the driver of a vehicle, bicyclist or pedestrian waiting at the crossroad and the driver of an approaching vehicle. Improving sight lines at corners eliminate blind spots for vehicles at intersections.

## Intersection Improvements

**Corner radius reductions** involve decreasing the radius of turns at intersections to slow down turning vehicles as well as shorten crossing distances for pedestrians. These enhancements may include elements such as a truck apron to allow larger vehicles to pass.

**Raised intersections** are part of a toolkit of traffic calming measures that can be used to slow traffic and make walking and biking safer. The treatment involves raising the entire intersection above the surrounding roadway, creating a platform that makes pedestrians and cyclists more visible and also alerts drivers to the importance of the upcoming intersection.

## Crossings Elements

A **pedestrian hybrid beacon (PHB)** is a traffic control device that aids pedestrians that are crossing busy or high-speed roads by informing drivers of their presence. Once they are activated by a pedestrian wanting to cross, a sequence of yellow and red lights flash that alert drivers, potentially resulting in those drivers stopping to allow the pedestrian to cross. These devices may also include an auditory warning that warns pedestrians that drivers may not stop and to cross with caution.

A **Rapid Rectangular Flashing Beacon (RRFB)** is a pedestrian-activated traffic control device that is typically located at unsignalized crossings on both sides of the roadway. These devices include high-intensity LED lights that flash to alert drivers to the presence of pedestrians.

## Traffic Calming

Traffic calming refers to a suite of measures and infrastructure improvements that seek to reduce vehicle speeds and improve roadway safety, especially for people walking or traveling by bicycle. These measures may include:

- Speed humps
- Median
- Raised crosswalks
- Pinchpoint
- Chicanes
- Curb extensions
- Traffic circles
- Enhanced pavement markings and signage
- Street trees
- On-street parking

## Signal Operation Improvements

Urban areas often experience traffic congestion, which can lead to environmental damage and unsafe driving behavior. Traffic signals have the potential to enhance safety and traffic flow. **Adaptive signal control** can adjust traffic signals to changing traffic patterns and reduce congestion.

**Coordinated signal timing** is an approach that can synchronize traffic movements and manage the progression speed of specific modes where uninterrupted flow is desired along a corridor. These changes may improve safety, reduce waiting times, and enhance intersection efficiency.

A **Vehicle Speed Feedback sign** displays to approaching drivers the speed at which they are traveling. A radar speed sign may be considered at sites exhibiting a correctable speed-related crash history.

The efficiency of the current transportation infrastructure can be improved by **intelligent transportation system (ITS) infrastructure** to adjust signals, reduce traffic congestion, and react to traffic issues.

*LPIs have been shown to reduce pedestrian-vehicle collisions as much as 60% at treated intersections.*

*NACTO*

**Leading Pedestrian Interval (LPI)** enhance the visibility of pedestrians in the intersection and give them priority within the intersection, especially in locations with a history of crashes.

## Green Infrastructure

**Storm water bulb outs**, also known as bioswales, are landscaping elements that can be used to capture rainwater runoff which is then filtered before going into the ground. These facilities can help prevent flooding and enhance the urban environment.

**Landscaping** can include the design, installation, and upkeep of vegetation and hardscape features in the built environment. Landscaping can enhance the functionality and visual appeal of public spaces, including parks, plazas, and streets.

**Shade trees** are trees planted along streets, sidewalks, and in public spaces that improve urban aesthetics and increase shade. These trees provide respite from sun exposure and can decrease urban temperatures, which have become increasingly more of an issue in recent years.

# MULTIMODAL STREET DESIGN TOOLBOX



WAYFINDING



BUS SHELTERS



LAST MILE CONNECTIONS



SIDEWALKS



SHADE TREES



LIGHTING



MAP AND INFORMATION KIOSKS



SHARED USE PATHS



HIGH EMPHASIS CROSSWALKS



LANDSCAPING



MEDIANS



RAISED INTERSECTIONS



PROTECTED BIKE LANES



PEDESTRIAN REFUGE ISLANDS



TRAFFIC CALMING



STREET FURNITURE



ON-DEMAND TRANSIT



BIKE PARKING



MID-BLOCK CROSSINGS



STORMWATER BULB OUTS/  
BIOSWALES



ART



ADA CURB RAMP



RAISED BIKE LANES



COUNTDOWNS AND PUSH  
BUTTONS



GREENWAYS/TRAILS



EV CHARGING STATIONS



PARK AND RIDE LOTS



CORNER RADIUS REDUCTIONS



SPEED FEEDBACK SIGN



LEADING PEDESTRIAN INTERVAL

# 05

## POLICY AND PROGRAM RECOMMENDATIONS



# CHAPTER 5: POLICY AND PROGRAM RECOMMENDATIONS

## OVERVIEW

Infrastructure investments are only one way to address transportation challenges and improve mobility. Also important are the policies that the City has and the programs it implements. Policies represent guidance for decisions that are made in the City. Programs come in many forms and typically educate people about their transportation options, furnish assistance for daily transportation decisions, and encourage choices that align with local goals.

This chapter includes policies and programs that the City can implement to strengthen the infrastructure recommendations, expand on existing programs and activities, and further emphasize and advance the City's Masterplan vision and goals for using multimodal transportation options to navigate the city.

## RECOMMENDATIONS PROCESS

The universe of mobility-related transportation policies and programs is large, and many would be applicable to the City. To develop an implementable list of recommendations, the project team considered opportunities identified in existing plans and policies, available transportation services and infrastructure, results from the safety analysis, community demographics, and feedback received from public engagement. Program and policy best practices were reviewed and the

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<sup>16</sup> Smart Growth America advocates for people who want to live and work in great neighborhoods. <https://smartgrowthamerica.org/what-are-complete-streets/>

project team, in coordination with City staff, developed a list of programs and policies applicable to the City.

The programs and policies are summarized below and then scored and prioritized based on their ability to achieve identified community goals.

## PROGRAM AND POLICY RECOMMENDATIONS

### Become an AARP Age-Friendly Community

Tamarac, *The City For Your Life*, can become a great place for all ages by adopting features such as safe, walkable streets; better housing and transportation options; access to key services; and opportunities for residents to participate in community activities. AARP Age-Friendly Community members make the commitment to actively work toward making their town, city, county, or state a great place to live for people of all ages. Membership fosters partnerships among community groups and local stakeholders, provides resources for identifying and assessing community needs, enables community improvements through grants, and provides access to expert-led webinars and technical assistance, among other benefits. In Broward County, cities such as Coconut Creek, Coral Springs, Fort Lauderdale, Hallandale Beach, and Wilton Manors have already made the commitment.

The Membership Application is available at: <https://www.aarp.org/livable-communities/network-age-friendly-communities/online-application/>

### Establish a Complete Streets Policy

According to Smart Growth America, Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities<sup>16</sup>. Adopting a Complete Streets policy is the first step to implementation. Complete Streets can help cities transform their street network through best practices for street design. Following and adopting Federal Highway

Administration (FHWA) recognized and approved street design guidelines such as National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide can support the design of complete streets. Tamarac can adopt the NACTO design guides via departmental memo or City commission ordinance.

The City of Tamarac can start by including a Complete Streets checklist into the decision-making projects of capital projects. The Masterplan proposes a list of 25 projects that can be implemented through this approach. The Masterplan also includes Complete Streets Policy language for City consideration to adopt in the near future as part of the Masterplan implementation strategy.

### **Create a Vision Zero Action Plan**

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all<sup>17</sup>. The City of Tamarac first adopted Vision Zero in 2021, and as part of its strategies, the City committed to developing a Vision Zero Action Plan to achieve the goal of zero traffic fatalities and serious injuries by 2040.

Multiple resources exist to help the City develop a Vision Zero Action Plan. MOVE TAMARAC includes a citywide safety analysis and identifies specific areas where the City can implement safety improvements prioritizing equity, from policies to programs, to project implementation. In addition, in 2022 FDOT District 4 conducted a Road Safety Audit (RSA) on Commercial Boulevard from SR-817 (University Dr) to Rock Island Rd, the RSA was conducted following safety concerns expressed by the cities of Lauderhill and Tamarac.

Broward County and the Broward MPO are currently working on the regional safety action plan, and the Broward MPO has a grant to coordinate with cities to create integrated action plans.

The City should take advantage of the recommendations in this plan and the other identified opportunities to develop its Vision Zero Action Plan.

### **Implement a Safe Route to School (SRTS) Program**

Safe Routes to School initiatives provide education and a wide range of activities, events, and local street improvements to school communities seeking to increase safety and the use of multimodal transportation. The City should implement the following:

- Educational programs that promote walking and bicycling may include teaching students about bicycle and pedestrian safety in the Curriculum; route maps of safe routes; bicycle rodeos; walking school bus; special events such as walk or bike to school days; and school assemblies.
- Infrastructure improvements may include enhanced crossings, new or expanded sidewalks, bike lanes, and bike amenities at and around schools, among others.

Florida's Safe Routes to School program is sponsored by the Florida Department of Transportation (FDOT). FDOT provides technical support and funding support to select communities. Partnerships should also include Broward County Public Schools, Broward Health Regional Planning Council, and the Broward MPO. Each will be key to establishing and further developing a SRTS program in partnership with local schools.

For more information please visit:  
<https://www.fdot.gov/Safety/programs/safe-routes.shtm>

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<sup>17</sup> <https://visionzeronetwork.org/about/what-is-vision-zero/>





*Bike Rodeo in Tamarac with the Broward Sheriff's office. Source: Tamarac Talk*

### **Implement a Safe Route to Parks Program**

Safe Routes to Parks is an initiative of the National Recreation and Park Association to increase access to local parks. Developed in collaboration with the Safe Routes Partnership, the Safe Routes to Parks Activating Communities program builds on the [Safe Routes to Parks Action Framework](#) and Safe Routes to Parks Pilot Site program<sup>18</sup>. Safe Routes to Parks aims to improve accessibility for people walking, bicycling, and taking public transportation, creating routes that are safe from traffic and personal danger, ensuring that well-maintained and well-programmed parks are conveniently located within a 10-minute walk.<sup>19</sup>

The City of Tamarac is committed to improving the safety and security of active travel to parks. As part of the 2014 Parks, Recreation, and Social Services Masterplan, the City highlighted the need for developing an interconnected network of sidewalks, bike lanes, multipurpose paths, and shared roads. The City should create a multidisciplinary committee to coordinate efforts with the City's Parks and Recreation Department to implement safety improvements and projects identified as part of this plan and to explore partnerships and funding opportunities to implement Safe Routes to Parks.

*Safe Routes to School and Safe Routes to Parks both focus on providing safe, convenient, and healthy ways for people to get to important community destinations.*  
**saferoutespartnership.org**

<sup>18</sup> <https://www.saferoutespartnership.org/healthy-communities/saferoutestoparks>

<sup>19</sup> <https://www.saferoutespartnership.org/resources/fact-sheet/safe-routes-parks-infographic>

### Become a Blue Zone Community

Blue Zones are a community-wide approach to well-being, creating sustainable, systems-level solutions that improve population health and economic vitality. This approach to improving community health involves making permanent and semi-permanent changes on multiple levels, including transportation improvements (e.g., streets, sidewalks, bike lanes, trails), transforming and creating public spaces, collaborating with organizations and stakeholders such as schools, restaurants, grocery stores, and employers, and community involvement. Blue Zone projects are publicly supported, privately funded, and run for 3 to 10 years.



The area close to home where we spend 90 percent of our lives.

Blue Zones community 'Life Radius'. Source: Bluezones.com

### Ensure that Planned Wayfinding Supports All Travel Modes

The City of Tamarac developed a Vehicular Wayfinding Study in 2021 which lays out a detailed approach for the installation of vehicular wayfinding signage in Tamarac. It provides guidance on color bands indicating major corridors and the destinations that should be included on each sign placed at major intersections. The signs include directions to City facilities and parks located within a two-mile radius of the sign. While the study is focused on making navigation in Tamarac easy for people in vehicles, the overall design and principles behind the placement of the signs can also be applicable to multimodal wayfinding geared toward pedestrians, cyclists, and transit riders.

As part of MOVE TAMARAC, the team recommends better integrating wayfinding and signage systems to guide residents and visitors through Tamarac's expanding multimodal transportation network. Standardizing the design of pedestrian, vehicular, and transit-related signage across the City ensures consistency and ease of navigation. Strategically placed Interactive Digital Kiosks can be placed in community centers, parks, plazas, centralized commercial areas, EV charging stations, and transit stops that yield high ridership. Furthermore, multi-language support in these kiosks will ensure inclusivity, catering to Tamarac's diverse community and enhancing accessibility for all users. Digital wayfinding features exemplify innovative urban solutions that enhance mobility and accessibility.

This Plan does not recommend specific areas for wayfinding. The City should evaluate the entire network for opportunities to install wayfinding signage.

### Implement a Transportation Demand Management (TDM) Ordinance/Plan

Transportation demand management initiatives help cities implement strategies in collaboration with schools, workplaces, and developers to mitigate traffic congestion; encourage and accommodate multimodal modes of transportation through carpooling, telecommuting, shuttle services, and transit education; and generate increased commuter ridesharing, reduced trip generation rates, reduced parking needs, reduced peak period traffic, and reduced single-occupancy vehicle trips. Developing a TDM program for the City of Tamarac as part of the Master Plan

implementation strategy will be key to maximizing traveler choices and complementary efforts towards multimodal transportation.

The City's first step towards developing a TDM program is to adopt an ordinance that requires new developments to develop and implement TDM plans and strategies, such as secure bicycle storage facilities, carpool and transit incentives, improvements to adjacent transit stops, and parking pricing and management policies. For more ideas, please read: [Integrating Demand Management into the Transportation Planning Process: A Desk Reference by FHWA](#).

### **Make Additional Investments in Transit**

Analysis of transit ridership can provide an understanding of areas with high demand for transit. These areas can be good places for investment and improvements to amenities, as services are used by a larger number of people. Overall, a large demand for transit service is found in the southern portion of the City, especially along Commercial Blvd.

Under the 2023-32 Broward County Transit Development Plan (TDP), significant investments are allocated for bus replacements and stop improvements countywide, totaling \$38.9 million. Moreover, \$44 million over the next decade is earmarked to enhance county community shuttle services. The Broward PREMO Plan includes several enhancements. An extension of the light rail network along Commercial Blvd is proposed to improve connectivity between neighborhoods and downtown areas, with projections indicating connectivity to the Fort Lauderdale Airport (FLL) by 2028 and downtown Fort Lauderdale by 2031. Additionally, rapid bus routes will cover a broader area, complementing the light rail service. High-frequency bus routes on University Drive and Commercial Boulevard are expected to integrate with existing community shuttle lines, enhancing local transit options.

This investment represents an opportunity for the City of Tamarac to improve existing transit facilities and improve current transit service. From the existing conditions analysis, the team was able to identify key priority projects to focus transit recommendations:

- *ADA improvements:* Inaccessible facilities are primarily located along Commercial Blvd, W McNab Rd, Prospect Rd, and N Pine Island Rd.
- *Community Shuttle expansion:* The City's community shuttle service currently operates on weekdays. The shuttle has served as a significant mode of transportation, accommodating approximately 24,744 riders in fiscal year 2022, with 3,817 monthly riders in June 2023 alone. The current schedule limits accessibility to transit on the weekends, as riders can only use Broward County Transit services, which only stop along major roadways and provide fewer local connections. Expanding and extending the hours of the local shuttle service during the weekends and weekdays can improve the accessibility of the transportation system that some residents may rely on for their daily trips around the City. To achieve this, MOVE TAMARAC recommends the development of an Origin-Destination Study to further evaluate Ridership and potential service area.
- *Solar-Powered Transit Shelters:* These shelters can be installed at key transit stops across Tamarac along Commercial Blvd and University Dr to enhance passenger comfort and convenience. The shelters incorporate energy-efficient, solar-powered lighting to increase visibility and safety during nighttime. They also feature real-time digital displays that offer up-to-date transit schedules and route details.

### **Pilot On-Demand Microtransit**

Unlike conventional fixed-route systems, on-demand microtransit allows passengers to request rides tailored precisely to their individual needs and schedules. The introduction of this new microtransit system will complement the existing transit services such as the Premium Mobility Plan (PREMO), Broward County Transit (BCT), and the Community Shuttle. Offering diverse options, Broward County and the City of Tamarac can achieve the following goals:

- Reduce single-occupancy vehicle usage on roadways
- Reduce Vehicles Miles Traveled (VMT)
- Build equity by establishing a comprehensive system that promotes mode shift.

The City has proposed an on-demand microtransit pilot program to optimize ridership and usage through a phased approach.

**Phase 1** of the Microtransit Pilot Program focuses on the Commercial Blvd and University Dr corridor (Central Business Corridor). This phase operates within specific boundaries, including Commercial Blvd, NW 64th Ave, McNab Rd, 72nd St, and Nob Hill Rd, covering approximately three-square miles. The primary objective is to enhance connectivity within this designated area, prioritizing access to essential destinations in Tamarac districts such as the Local Activity Center, Crossings, and Light Rail corridor, as defined by the 2024 Comprehensive Plan Update (See **Map 6**).

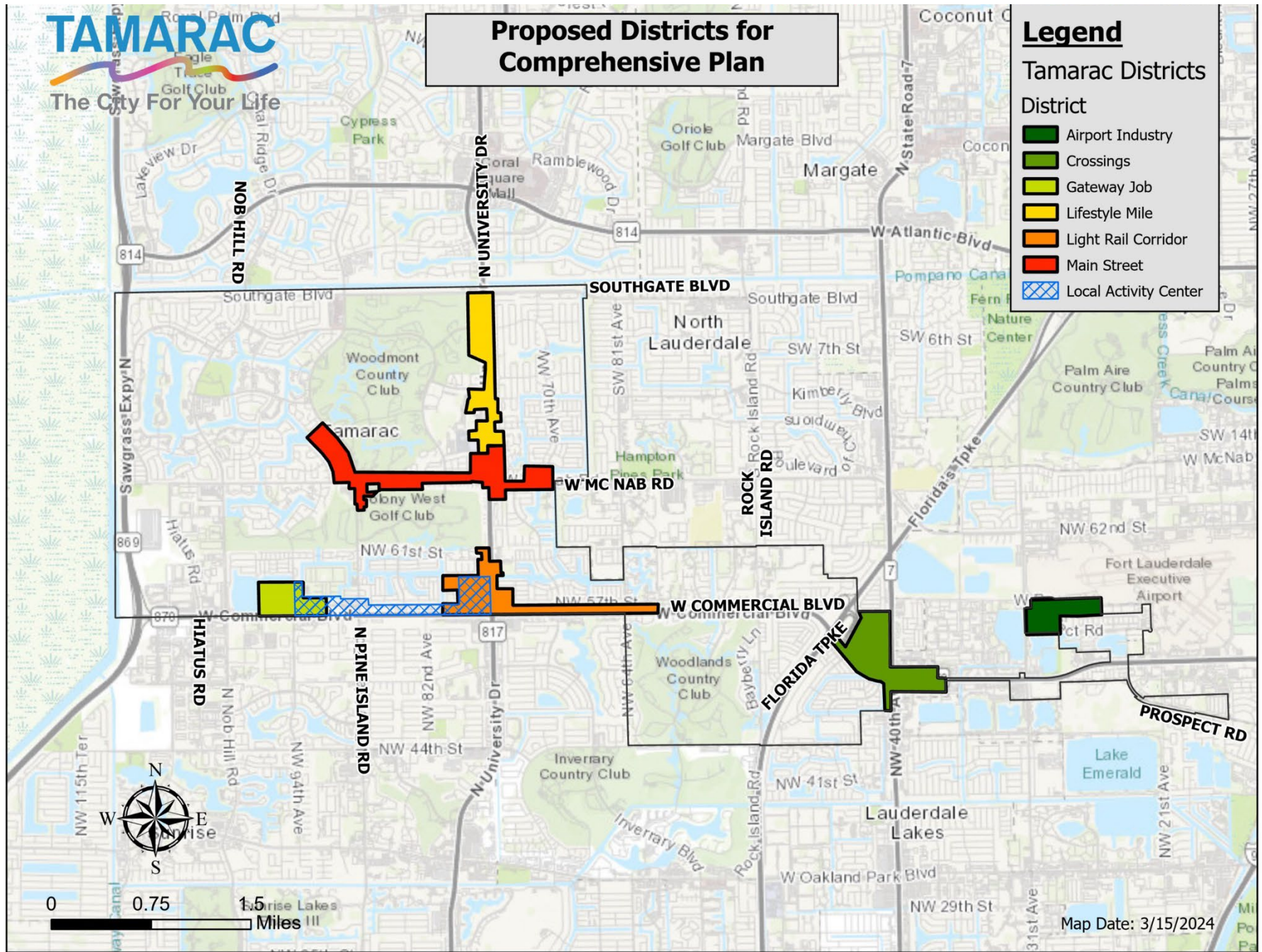
**Phase 2** of the Microtransit Pilot Program is structured into two distinct areas: University North and Commercial East. In the University North section, the focus is on establishing connectivity to high-quality transit access points, particularly in the Lifestyle Mile and Main Street districts outlined in the 2024 Comprehensive Plan Update. Pooled rides are encouraged throughout all phases of the pilot program to reduce traditional peak hour demands at major intersections and enhance parking capacity. The second area is located along Commercial Blvd east of the Central Business Corridor. The area is bounded by the Florida Turnpike, 62nd St, 64th Ave, and Commercial Blvd. This geographical area forms an essential link between different transit phases, ensuring seamless connectivity and accessibility for residents throughout the City.

The **final phase** of the Microtransit Pilot Program involves citywide expansion of on-demand microtransit services, marking a significant milestone in transit accessibility for Tamarac residents. Integrating on-demand microtransit into the Broward County Transit (BCT) network, this phase will facilitate seamless transfers and enhance overall transit connectivity.



*Broward County Transit service. Bus stop along N Pine Island Rd. The Pilot program should focus on technology-enabled services that blend on-demand and fixed-route capabilities.*

Map 6. Proposed Districts 2024 Comprehensive Master Plan



### **Establish a Mobility Hub on Commercial Boulevard**

New transportation technology trends are influencing urban transportation systems, and mobility hubs offer a comprehensive set of mobility services. To accommodate the diverse transit needs of Tamarac's residents and regional connectivity with surrounding cities, a Neighborhood Mobility HUB should be considered. The city submitted a project to the Broward MPO for the 2050 MTP Call to Projects for a mobility hub on Commercial Boulevard, where a large demand for transit service is found; the highest number of transit boardings occur at stops near Sunshine Plaza at the intersection of Commercial Blvd and SR-7. Commercial Boulevard is also identified in the Broward County PREMO plan for a potential Light Rail project.

This hub will centralize various modes of transportation, including bicycles, microtransit, and micro-mobility options, creating a seamless transition point for localized commuters who are interested in connecting to major entertainment districts. The hub will be the heart of Tamarac and will be designed with user comfort in mind, featuring well-appointed waiting areas, secure bike storage, and electric vehicle charging facilities. Incorporating elements such as public art and green spaces, the hub will not only serve as a functional transit center but also as a community gathering space.

### **Implement Smart Technology and Traffic Signal Optimization in collaboration with Broward County.**

The installation of fiber optic communications improves the active management, operations and functioning of traffic signals. Through this technology, government agencies can deploy and use infrastructure to collect and report data to evaluate performance, optimize signal timing, reduce congestion, traffic flow, improve transportation mode detection (pedestrians, vehicles, etc.) and integrate other technologies such as sensors (speed, weather information, air pollution, etc.). As part of the Mobility Advancement Program (MAP Broward), the Broward County Highway Construction and Engineering Division upgraded traffic signal

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20 United States Environmental Protection Agency (EPA). 2024. Fast Facts on Transportation Greenhouse Gas Emissions.

communications to a high-speed fiber-optic network in North Lauderdale and Tamarac in 2023, on McNab Road from Pine Island Road to State Road 7. MOVE TAMARAC recommends continuing partnering with the County to deploy technology that allows collecting data on major arterials in the city to find solutions that can complement the implementation of the Master Plan projects.

### **Electric Vehicle Infrastructure Program**

According to the Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990–2022 transportation accounted for the largest portion (28%) of total U.S. GHG emissions in 2022. The largest category within the sector was light-duty vehicles (including passenger cars and light-duty trucks), accounting for 57% of greenhouse gas emissions<sup>20</sup>. Through the National Electric Vehicle Infrastructure Deployment (NEVI), states deploy EV charging infrastructure to build a network along approved Alternative Fuels Corridors (AFC). An estimated \$198 million is directed to Florida over five years to address EV charging needs for passenger vehicles and light duty trucks<sup>21</sup>. The City of Tamarac is committed to provide multimodal transportation options that are innovative, sustainable, resilient, reliable, and accessible for all, for this reason MOVE TAMARAC is aligned with FDOT'S goal to expand the EV charging infrastructure network in Florida. In 2024, the city started transitioning its municipal fleet of vehicles to electric vehicles to set a precedent to move towards a greener and cleaner future.

*“This is a critical step toward supporting sustainable practices in our city and preserving the environment for future generations.”*

**Mayor, Michelle J. Gomez**

21 Florida Department of Transportation. Electric Vehicle Charging Infrastructure. <https://www.fdot.gov/emergingtechnologies/home/evprogram/funding>

The City plans to continue converting its fleet with the use of electric vehicles in the future, as well as installing EV charging stations at key locations throughout the City. Increasing accessibility and availability of EV charging stations for the public use is an important component to implement a sustainable transportation Network. The City should apply for Federal, State, and local funding to assist with the implementation of the City's Electric Vehicles Infrastructure program.

### Explore Opportunities Around Drone Operations

The City of Tamarac may have opportunities to partner with FDOT, Broward County, Broward MPO, or local businesses, civic institutions, or commercial carriers and suppliers interested in drone<sup>22</sup> operations. The following considerations are an important starting point in exploring opportunities:

- *Identify valuable use-cases:* Identify use-cases for drone operations that directly benefit residents and address community needs. Learn from past pilot programs of drone operations, such as those conducted in partnership with the Federal Aviation Administration (FAA). Additionally, the City can also lead conversations and collaborate with community partners, stakeholders, and commercial participants to identify use-cases that could only result from input shared across sectors and industries.
- *Pass a drone ordinance:* The city can work with peer cities to better understand the operation, restrictions, and regulations around drones.

- *Connect with existing systems and operations:* Look for opportunities to integrate new drone uses with existing systems and operations, such as those for transportation (e.g., last-mile delivery or micro-distribution hubs) or existing requirements for surveying or observation (e.g., site plans or park and trail maintenance).
- *Monitor and evaluate:* Given the emerging nature of drone operations within a community environment, the City should ensure there is a process for, and funding and staff time committed to monitoring and evaluating the outcomes and lessons learned of any new drone program. This can also include leveraging drone's ability to collect and share data related to all aspects of operations.

## Policy, Strategies, and performance measures

Adoption of policies have a significant impact on incentivizing best practices and innovative street design implementation, stakeholder collaborations, and programs which are fair and beneficial to all road users. Appendix A outlines the policy framework that the City of Tamarac can implement to advance multimodal transportation improvements and programs throughout the City and in partnership with Broward County, the Broward MPO, the Florida Department of Transportation, surrounding cities, and other stakeholders.

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<sup>22</sup> The Florida legislature has enacted several supplemental rules applicable to drone operations in the state, including: HB1027, SB 766, SB 92, Florida Administrative Code 51-4.003, and Florida Administrative Code 40C-9.320.

## PRIORITIZATION OF RECOMMENDATIONS

The eleven program and policy recommendations discussed above were scored based on their ability to achieve goals identified in this plan, which are shown below.

- Improve connections to parks, schools, shopping plazas, and City amenities.
- Plan and implement better and safer infrastructure for all users of the road following the Safe System Approach.
- Provide accessible and equitable multimodal transportation options for those without cars to improve their access to jobs, services, and recreation.
- Provide a complete and continuous network of bicycle and pedestrian facilities, enhancing connections to the transit network and offer a reliable transit service.
- Integrate transportation infrastructure with climate change resilience practices.
- Create a secure and safe environment for active transportation and exercise to enhance public health and increase walkability.
- Contribute to Tamarac's economic vitality through access to jobs and services.
- Integrate new transportation technologies.
- Design streets and public spaces that are welcoming with captivating landscaping, placemaking, and public art.

Recommendations were also scored based on whether there are potential synergies with planned or existing efforts by the City or partner agencies. Recommendations received 1 point for each goal it helps achieve and 2 points for potential synergies. The maximum score was 10 points. Table 2 summarizes the analysis and presents the recommendations in a prioritized order. All the recommendations have value, but the prioritization assists the City in deciding which should be pursued first or allocated greater resources.



Multimodal Transportation Masterplan



Table 2. Prioritized Program and Policy Recommendations

Recommendation	Improve Connections	Safer Infrastructure	Multimodal Options	Complete Network	Climate Resilience	Secure and Safe Environment	New Technologies	Placemaking	Synergies	Score	
<b>Establish a Complete Streets Policy</b>	1	1	1	1	1	1			1	2	9
<b>Create a Vision Zero Plan</b>	1	1	1	1			1			2	8
<b>Become an AARP Age-Friendly Community</b>	1	1	1	1		1				2	7
<b>Implement a Safe Routes to School Program</b>	1	1	1							2	6
<b>Become a Blue Zone Community</b>	1	1	1	1		1			1		6
<b>Establish a Mobility Hub</b>	1		1	1					1	2	6
<b>Implement a Safe Routes to Parks Program</b>	1	1	1	1		1					5
<b>Ensure that Planned Wayfinding Supports All Modes</b>	1		1						1	2	5
<b>Pilot On-Demand Microtransit</b>	1		1			1				2	5
<b>Make Additional Investments in Transit</b>	1		1			1				2	5
<b>Electric Vehicle Infrastructure Program</b>			1	1	1		1				4
<b>Create a TDM Ordinance</b>			1		1					2	4
<b>Explore Opportunities Around Drone Operations</b>							1				1

06

ACTION  
PLAN



# CHAPTER 6: IMPLEMENTATION

## OVERVIEW

Connecting and enhancing multimodal facilities is the main goal of MOVE TAMARAC. With the recommendations from the prior chapters in mind, it is important to determine steps for the City to successfully implement this plan. To do that, this chapter presents a comprehensive implementation framework that serves as a roadmap for the City to move towards implementing the Plan’s recommendations. This Chapter also describes the list of the 25 projects prioritized for implementation by 2045, along with potential funding sources for those projects. Details of needed improvements are provided. In addition to developing projects and funding sources, several internal steps should be taken so that the City can maximize funding opportunities and receive the most benefit quickly.

## Implementation Framework

The following implementation framework highlights and prioritizes tasks based on community discussions and technical analyses. These are tasks that are crucial for the success of the Masterplan and achieving the multimodal goals. To take advantage of the funding sources available, a list of actions categorized according by the type of action (Policy, Program and Projects) are provided in Table 3. Actions that should be undertaken over the next one to three years are highlighted in green. Many of these actions consist of leveraging current funding and partner agency programming opportunities that the City could submit on. Actions that can be achieved within the next three to five years are highlighted in orange. A number of these action items are programmatic in nature and are meant to work together with the infrastructure recommendations to promote and implement multimodal infrastructure. The longer-term action items are important but require a longer lead time to institute, such as updating standards and guidelines.

In addition to the categorized short-, mid-, and long-term implementation strategies, the City should continue with the following ongoing activities:

- The City should continue to apply for federal, state, MPO, and county grants to fund priority projects.
- The City should identify opportunities through its Capital Improvement Program and other sources, including bonds or special assessment districts, to fund projects.
- The City should require developers to install elements of this Plan when feasible, in addition to sidewalk and shared use paths where already required

Table 3. Actions for Implementation of Multimodal Master Plan, MOVE TAMARAC.

TIMELINE	ACTION	RESPONSIBLE PARTY(IES)
<b>POLICY</b>		
<b>Short Term (1 – 3 years)</b>	Create an implementation Committee that meets on a quarterly basis to review opportunities and progress in implementing the plan.	City Manager Public Services- City Engineer Community Development
<b>Short Term (1 – 3 years)</b>	Adopt a Complete Streets Policy/Resolution or Ordinance through the City commission and include language in the City Comprehensive Plan update– see draft policy document in the appendices section.	City Commission City Manager Public Services- City Engineer Community Development
<b>Short Term (1 – 3 years)</b>	Become an AARP Age-Friendly Community. Coordinate with elected officials and staff a Community's Letter of Commitment and plan to submit Membership Application.	City Commission City Manager
<b>Short Term (1 – 3 years)</b>	Adopt a Vision Zero action plan, which identifies strategies to eliminate all traffic fatalities and severe injuries; and coordinate with the Broward MPO, FDOT and Broward County on implementation.	City Commission City Manager
<b>Short Term (1 – 3 years)</b>	Adopt the NACTO Urban Street Design Guide and Urban Bikeway Design Guide via departmental memo and or city commission ordinance. <i>*NACTO standards are compliant with, but not a substitute for, the Manual on Uniform Traffic Control Devices<sup>23</sup>.</i>	City Commission City Manager Public Services- City Engineer
<b>Mid-to-Long (3 – 10 years)</b>	Update planning documents (Such as the Traffic calming policy) and building code to require development projects to construct or contribute to the construction of multimodal transportation projects as conditions of approval through the development review process. - Include language in the City Comprehensive Plan update.	City Manager Community Development
<b>PROGRAMS</b>		
<b>Short Term (1 – 3 years)</b>	Coordinate with BCT on existing pilot programs ( <a href="#">LateShift Connect</a> & Community Micro transit) to complement the proposed on-demand micro transit pilot program.	City Manager Parks & Recreation
<b>Mid-Term (3 – 5 years)</b>	Develop a Citywide Safe Routes to School plan that includes both programmatic and infrastructure strategies and recommendations for all K-12 public schools within the City.	City Manager Public Services- City Engineer Community Development

<sup>23</sup> Federal law now explicitly allows cities to apply NACTO street design guidance to federally-funded projects on city streets—even if a state requires different standards, more info visit: <https://nacto.org/wp-content/uploads/2022/03/NACTO-Design-Authority-for-Cities.pdf>

TIMELINE	ACTION	RESPONSIBLE PARTY(IES)
<p><b>Mid-Term (3 – 5 years)</b></p>	<p>Seek internal and external funding to collaborate with the Broward Schools District, The Broward MPO, Broward Health Planning Council, other jurisdictions, and local community organizations to improve safety in school zones by implementing physical improvements, educational programs, and promotional events, such as the following:</p> <ul style="list-style-type: none"> <li>• FDOT - Safe Routes to School grant applications for all schools in the City: <ul style="list-style-type: none"> <li>○ Tamarac Elementary School</li> <li>○ Challenger Elementary School</li> <li>○ Discovery Elementary School</li> <li>○ Pinewood Elementary School</li> <li>○ J.P. Taravella High School</li> </ul> </li> </ul> <p>Coordinate with schools to integrate Safe Routes to School educational programs.</p>	<p>City Manager Community Development Public Services- City Engineer</p>
<p><b>Mid-Term (3 – 5 years)</b></p>	<p>Seek internal and external funding to collaborate with The Broward MPO, Broward Health Planning Council, AARP and local community organizations to implement Safe Routes for the Senior Community, by establishing a specific program dedicated to improving the physical environment, transit educational programs and community events, such as walking audits.</p> <p><b>Apply to the AARP Community Challenge Grant 2025.</b></p>	<p>City Manager Community Development Parks &amp; Recreation</p>
<p><b>Mid-Term (3 – 5 years)</b></p>	<p>Develop a wayfinding program to provide signage and educational devices for people walking, biking, driving, and taking transit to connect to community-oriented destinations, transit service, parks, schools, healthcare, and mobility hubs located within Tamarac.</p>	<p>City Manager Community Development Parks &amp; Recreation</p>
<b>PROJECTS</b>		
<p><b>Short Term (1 – 3 years)</b></p>	<p>Submit a prioritized list of projects to the Broward MPO TIP call for projects, including the NW 57th St streetscape, Sawgrass Greenway Connector, and Commercial Blvd streetscape. *The MPO is currently updating its MTP for the 2050 plan. In addition, the MPO solicits calls for projects each fall.</p>	<p>Community Development Public Services- City Engineer</p>
<p><b>Short Term (1 – 3 years)</b></p>	<p>Submit a Highway Safety Improvement Program (HSIP) application for improvements along University Drive, Commercial Blvd. and McNab Rd.</p>	<p>Community Development Public Services- City Engineer</p>
<p><b>Short Term (1 – 3 years)</b></p>	<p>Submit projects to the Broward MPO for CSLIP and TA funds, including at a minimum the NW 57<sup>th</sup> St streetscape, NW 58<sup>th</sup> St and NW 70<sup>th</sup> Ave/Brookwood Blvd streetscape projects.</p>	<p>Community Development Public Services- City Engineer</p>

TIMELINE	ACTION	RESPONSIBLE PARTY(IES)
<b>Short Term (1 – 3 years)</b>	Submit projects for the Broward County MAP funding (surtax), including the NW 57 <sup>th</sup> St streetscape.	Public Services- City Engineer Community Development
<b>Short Term (1 – 3 years)</b>	Coordinate funding opportunities & improvements identified in the MOVE TAMARAC Master Plan for the Broward County/Broward MPO Safe Streets for All (SS4A) effort, as the Broward County Low Stress Mobility Masterplan identified several corridors (McNab Rd, Rock Island).	City Manager Community Development Public Services- City Engineer
<b>Short Term (1 – 3 years)</b>	Coordinate with Broward County’s Public Works Department/ Traffic & Engineering Division for smart technology opportunities on projects: Commercial Blvd (Nob Hill Rd to Prospect Rd); NW 31st Ave (NW 46th St to Commercial Blvd); McNab Rd (NW 108th Ter to NW 67th Ave); Rock Island Rd (NW 44th St to Bailey Rd).	City Manager Community Development Public Services- City Engineer
<b>Short Term (1 – 3 years)</b>	Submit the Sawgrass Greenway Connector to the Recreational Trails Program (RTP); and the Colony West Greenway project.	Community Development Public Services- City Engineer Parks & Recreation
<b>Short Term (1 – 3 years)</b>	Submit the Commercial Blvd Road Safety Audit recommendations to FDOT for inclusion in the Highway Safety Improvement Program (HSIP) and Work Program.	Community Development Public Services- City Engineer
<b>Mid-Term (3 – 5 years)</b>	Coordinate with Broward County Transit (BCT) to ensure that multimodal improvements along Commercial Blvd as envisioned in this Plan are incorporated into the Commercial Blvd LRT and High Frequency Corridor project along University Drive.	City Manager Public Services- City Engineer Community Development
<b>Mid-Term (3 – 5 years)</b>	Collaborate with local jurisdictions and other agencies to submit grant applications to regional, state and federal funding sources to implement top 25 projects and programs identified in this Masterplan. See funding opportunities	City Manager Community Development
<b>Mid-Term (3 – 5 years)</b>	Include Sawgrass Greenway Connector in Capital Improvement Program if not funded by other sources.	City Manager Public Services- City Engineer Parks & Recreation
<b>Mid-to-Long (3 – 10 years)</b>	Update design standards and streets cross-sections for different street typologies to guide construction of new streets and retrofitting of existing streets following local context, the Complete Streets design principles and policy.	City Manager Public Services- City Engineer
<b>Long Term (5 -10 years)</b>	As the City implements the recommendations set forth by this Plan, the plan should be updated on a regular basis to reflect the new list of priorities.	City Manager Community Development

## Prioritized Projects

The prioritized list of 25 projects was selected through a tiered approach that evaluated various criteria as well as the City’s priorities and available resources. The projects fit into six overarching categories:

<i>Streetscapes</i>	Complete street projects that include more than one street design element, including sidewalks, bikeways, street furniture, landscape, traffic calming, or lighting.
<i>Sidewalks</i>	Filling the gaps in the sidewalk network in high pedestrian demand areas and documented safety issues within the sidewalk network.
<i>Bikeways</i>	Routes that connect important community-identified destinations.
<i>Transit connections</i>	First-/last-mile connection improvements to bus stops, transit corridors (BCT, Future Broward PREMO Plan, and local shuttle).
<i>Intersection improvements</i>	Safety and accessibility improvements at intersections, such as lighting, signalization, crossings, curb extensions, bike crossings, and roundabouts.
<i>Trails and Greenways</i>	Off-road facilities that are physically separated from, and are independent from, the roadway and that connect important community-identified destinations.

Project were categorized according to the program readiness:

- Short term projects are feasible and easy to be implemented, these projects are on local roads and do not require coordination with other government agencies. These projects can also be incorporated in the City’s Capital Improvement Program.
- Medium term projects are feasible and require coordination with other government agencies. Additional studies are needed.
- Long term projects are challenging due to the complexity of the scope and coordination with different stakeholders (FDOT, County and MPO). Additional studies are needed.



*Photo simulation of proposed project along Commercial Boulevard.*

The list of 25 projects was further categorized by timeline into short-term (Table 4), mid-term (Table 5), and long-term (Table 6). Projects highlighted in blue are included in the top 5 project list, for which planning-level cost estimates were developed.

Table 4. Tamarac Multimodal Transportation Connectivity Masterplan Prioritized Projects – Short-Term Projects.

#	Score	Roadway & Limits	Project Type	Timeline	Length (mi)	Description
1	4.5	NW 70th Ave (Commercial Blvd to NW 63rd St)	Streetscape	Short term	0.57	Replace existing on-road bike lanes with shared use path (SUP). Add lighting; extend SUP to Commercial Blvd. Add shared use paths or sidewalks to both sides (Btw NW 63rd Street and NW 57th). Consider traffic calming treatments.
2	4.5	NW 58th St (University Dr to NW 70th Ave)	Sidewalk	Short term	0.51	Add sidewalks to both sides.



*Building upon current multimodal infrastructure facilities in Tamarac, the City can continue to prioritize and connect infrastructure, with the ultimate goal of creating a “complete” infrastructure system that removes mobility barriers.*



Table 5. Tamarac Multimodal Transportation Connectivity Masterplan Prioritized Projects – Mid-term Projects

#	Score	Roadway & Limits	Project Type	Timeline	Length (mi)	Description
3	4.5	NW 47th Ter (Monterey Dr to Island Club Dr)	Sidewalk	Medium term	0.75	Add sidewalk in 2-lane section; add shared use paths in 4-lane section. Reduce corner radii.
4	4.5	Mainland Dr (NW 46th St to Commercial Blvd)	Streetscape	Medium term	0.58	Lane repurposing; add shared use path or sidewalk and curb/gutter. Include transit enhancements to local shuttle route (wayfinding). Consider traffic calming treatments.
5	4	Brookwood Blvd & NW 72nd St (NW 63rd St to University Dr)	Streetscape	Medium term	1.14	Replace existing on-road bike lanes with shared use path or wider sidewalks to both sides; add lighting; add crosswalks to all-way stop intersections; add signalized crossing at McNab Rd (Further study is needed).
6	4	NW 57th St (NW 94th Ave to NW 62nd Ave)  <i>*Note. City approved CIP project on NW 57th St from NW 94th Avenue to University Drive.</i>	Streetscape	Medium term	2.72	Complete Street Project. Create high-quality shared use facility parallel to Commercial Blvd. Improved streetscape: narrow lanes and add curb and gutter, angle parking, and shared use paths to both sides. Upgrade signalized intersections to protected intersections; add crosswalks at all signals/all way stop controlled intersections; add protected bike/ped crossings at NW 94th Ave, Pine Island, University; investigate connecting improvements at east end to Commercial Blvd (see rec 10). Include transit enhancements to local shuttle route (wayfinding, bus stops, etc.). Integrate signal operation improvements and green infrastructure.
7	4.5	East Sabal Palm Blvd (Rock Island Rd to N Sabal Palm Blvd)	Streetscape	Medium term	0.18	Add delineators or median at Rock Island Rd intersection. Add midblock crossings. Coordination with Broward County to add midblock crossings, raised crosswalks and or crosswalks at intersections.
8	4.5	NW 81st St & NW 80th Ave (NW 81st St Pine Island Rd to McNab Rd)	Streetscape	Medium term	1.70	Sidewalk gap. Remove or narrows lanes to add shared use path or sidewalk, curb, and gutter. Add midblock crossings and lighting. Further studies are needed.
9	3.5	Lagos de Campo Blvd (Pine Island Rd to McNab Rd)	Streetscape	Medium term	0.98	Add shared use paths to both sides. Add pedestrian lighting, crosswalks, and midblock crossings that can accommodate golf carts; add pedestrian crossings and crosswalks at all unsignalized intersections; add signalized pedestrian crossing at Pine Island Rd (or between Lagos de Campo and NW 62nd). Include transit enhancements to local shuttle route (wayfinding, bus stops, etc.)

10	4.5	NW 73rd Ave (Commercial Blvd to NW 57th St)	Sidewalk	Medium term	0.08	Add sidewalk to west side. Create signalized crossing across Commercial Blvd and enhanced crossing across NW 57th St. Consider other traffic calming treatments such as raised crosswalks.
11	4	NW 79th Ave (Commercial Blvd to NW 61st St)	Bikeway	Medium term	0.42	Add shared use path (possible neighborhood bikeway north of NW 57th St). Intersection improvements at NW 57th St, consider a roundabout or protected intersection treatments; improve intersection at Commercial Blvd - add crosswalks. Include transit enhancements to local shuttle route (wayfinding, bus stops, etc.)
12	4	NW 70th Ave (McNab Rd to NW 71st Ave/ NW 82 St)	Streetscape	Medium term	1.33	Add crosswalks and curb ramps. Add mini roundabout at NW 71st Ave, and traffic calming north of NW 77th St.
13	3.5	Plum Bay Pkwy (Nob Hill Rd to NW 94th Ave)	Sidewalk	Medium term	0.67	Add sidewalk to west/north side; add signalized crossing across Nob Hill (and evaluate for full signal or roundabout); provide striped crosswalks at Nob Hill Rd/State St intersection; provide pedestrian crossing across NW 94th Ave and add striped crosswalks.
14	3.5	NW 76th St (University Dr to NW 66th Ter)	Sidewalk	Medium term	0.72	Add sidewalk to north side from NW 74th Ter to NW 70th St, and both sides east of NW 70th St. Add striped crosswalks and ramps at unsignalized intersections.
15	4.0	NW 71st Pl (NW 108th Ter to Nob Hill Rd)	Sidewalk	Medium term	0.55	Add sidewalk on the south side of road, add curb ramps and crosswalks at all intersections. Add shared lane markings to demarcate bicycle boulevard and evaluate traffic calming.

Table 6. Tamarac Multimodal Transportation Connectivity Masterplan Prioritized Projects – Long-Term Projects.

#	Score	Roadway & Limits	Project Type	Timeline	Length (mi)	Description
16	4.5	Commercial Blvd (Nob Hill Rd to Prospect Rd)	Streetscape	Long Term	7.0	Complete Street project. Convert existing on-street striped bike lane to raised bike lane (sidewalk-level bikeways) or shared use path; Add signalized midblock crossings and vulnerable road user-focused intersection improvements at Prospect Rd, SR 7, NW 31 Ave, Turnpike; add special emphasis crosswalks at all signals; provide separation between sidewalk and curb and add shade trees; consider pedestrian scale lighting. Include transit enhancements to local shuttle route (wayfinding, bus stops, etc.). Integrate signal operation improvements and green infrastructure. Coordinate improvements

						that require ROW with proposed Light Rail along (PREMO Plan) Commercial Blvd and smart technology opportunities with Broward County Transit, Public Works Department and Traffic & Engineering Division.
17	4.5	NW 31st Ave (NW 46th St to Commercial Blvd)	Streetscape	Long Term	0.17	Add lighting and striped crosswalks across stop-controlled driveways; partner with City of Oakland Park to add sidewalk on east side of road and midblock crossing near bus stop south of NW 46th St.
18	4	University Dr (Commercial Blvd to Southgate Blvd)	Streetscape	Long Term	2.47	Complete Street Project. Add shared use paths or raised bike lanes (repurposing space from on-road bike lane). Add signalized midblock crossings; Intersection improvements at McNab Rd, Commercial Blvd; gateway intersection treatment with enhanced greenway crossing (Cypress Creek Greenway) at Southgate Blvd). Integrate signal operation improvements and green infrastructure.
19	4	McNab Rd (NW 108th Ter to NW 67th Ave)  *Identified for proposed base low stress Broward Mobility Masterplan network.	Bikeway	Long Term	3.33	Complete Street Project. Add sidewalk-level bike lanes or shared use paths. Add signalized midblock crossings. Improve lighting. Include transit enhancements to local shuttle route (wayfinding, bus stops, etc.). Integrate signal operation improvements and green infrastructure. Coordinate with Broward County.
20	3.5	Rock Island Rd (NW 44th St to Bailey Rd)  *Identified for proposed base low stress Broward Mobility Masterplan network.	Streetscape	Long Term	1.5	Add shared use paths or wider sidewalks. Upgrade on-street bike lanes to higher protection facility. Add midblock crossings. Improve lighting. Coordination with Broward County on existing ROW and streetscape improvements.
21	3.5	Hiatus Rd (Commercial Blvd to McNab Rd)	Streetscape	Long Term	1.06	Add shared use paths to both sides or widen sidewalk. Add midblock crossings at bus stops. Bus stop improvements. Evaluate signalized crossing or roundabout at State St. Enhance lighting at intersections.
22	3.5	NW 108th Ter & NW 80th St (McNab Rd to Nob Hill Rd)	Streetscape	Long Term	1.78	Lane repurposing. Remove one lane and add shared use path, curb, and gutter. Add midblock crossings and pedestrian crossings at Trent Dr and Sanibel Dr; add lighting; enhance intersections at McNab Rd, NW 71 Pl, NW 103 Ave, Nob Hill Rd.
23	3.5	Southgate Blvd (NW 100th Ter to City Boundary)	Bikeway	Long Term	2.75	Add sidewalk-level bike lanes or a shared use path (between University and the Power station). Intersection improvements at Nob Hill, Pine Island, University. Add pedestrian lighting.
24	-	Sawgrass Greenway Connector (Tephford Park to Atlantic Blvd Trailhead)	Greenways	Long Term	~0.3	Connect Tephford Park and the Cypress Creek Greenway to Conservation Levee Greenway by adding shared use path and bridge over Sawgrass Expressway.
25	-	Colony West Greenway	Greenways	Long Term	TBD	Connect rectangle bounded by Pine Island Rd, McNab Rd, NW 61st St, and University Dr with greenway using existing City-owned golf course land.

## Cost Estimates

Once the top 5 projects were selected, planning-level costs were developed to facilitate their implementation. Table 7 outlines the unit costs and assumptions used in developing the cost estimates for the projects. The five projects for which estimates were developed are (Project numbering corresponds to project number from Tables 5, 6, and 7):

- **Project 1** – 58th Street sidewalk improvement
- **Project 2 + 5** – 70th Avenue and Brookwood Boulevard/NW 72nd Street streetscape improvements
- **Project 6** – NW 57th Street streetscape improvements
- **Project 15** – Commercial Boulevard streetscape improvements
- **Project 24** – Sawgrass Greenway Connector

The costs associated with these factors are reflected in the general baseline estimates. The percentages allocated for design and construction engineering and inspection (CEI) are based on industry standards and past project analytics. These allocations are as follows:

- Planning & Engineering: 10% to 15% of the project cost, accommodating for the initial design and engineering services.
- Construction, Engineering, Inspection: 12%, covering on-site management and quality assurance.
- Utility Relocation: 10% to 15%, reflecting the complexities and potential contingencies in moving existing services.
- Landscape: 10%, which will fund the greening efforts alongside the infrastructure improvements.
- Hardscape/Streetscape: 10%, dedicated to the non-vegetative aspects of the public realms such as sidewalks, benches, and decorative pavers.

It should be noted that the estimates include only construction costs with contingencies for planning and design, construction, engineering, and inspection, utility relocation, landscaping, and hardscaping. Right-of-way acquisition is not included as part of these estimates. Construction costs will vary based on final project scope and economic conditions at the time of construction. The estimate results are presented in Table 8.

Table 7. Planning-Level Unit Costs.

PROJECT TYPE	UNIT	COST/UNIT
<b>TRAFFIC CALMING MEASURES</b>		
Mini Roundabout (Intersection Improvements, ADA Upgrades, Curbing, utilities relocation)	EA	\$355,026.58
Chicane (Demolition, MOT, Concrete, Curbing, Testing, etc.)	Pair	\$15,000.00
Raised Crosswalk (Drainage Relocation, ADA Curb Ramp Reconstruction, MOT)	EA	\$25,000.00
Traffic Diverter (Demolition, MOT, Concrete, Curbing, Testing, etc.)	EA	\$12,500.00
<b>INTERSECTION TREATMENTS</b>		
Marked Crosswalk (Thermoplastic, Minimum Charge, MOT)	EA	\$5,000.00
Midblock Crossing (Demolition, MOT, Concrete, Curbing, Refuge Island)	EA	\$30,000.00
Rectangular Rapid Flashing Beacons (RRFBs) (Foundation, 2 sides)	EA	\$40,000.00
Pedestrian Hybrid Beacon (PHB, aka HAWK signal) (Foundation, drill shaft, utilities relocation, sidewalks reconstruction, etc.)	EA	\$864,331.32
Traffic Signal (strain pole removal, foundation, drill shaft, utilities relocation, sidewalks reconstruction.)	EA	\$1,000,000.00
Curb Extensions (Drainage Relocation, ADA Curb Ramp Reconstruction, MOT)	EA	\$25,000.00
ADA Curb Ramps	EA	\$6,500.00
<b>TRANSPORTATION INFRASTRUCTURE</b>		
Curb-Separated Bike Lanes (6' wide with a 2' wide median, drainage relocation, paving)	Mile	\$854,235.07
Shared Use Paths (Trails) (12' wide concrete)	Mile	\$528,000.00
Sidewalks (5')	Mile	\$250,000.00
Bike Boulevard (signage, pavement markings)	Mile	\$100,000.00
Raised and Curb-Separated Bike Lane (6' wide with a 2' wide median, drainage relocation, paving)	Mile	\$1,110,505.59
Shared Lane Markings (Sharrows)	EA	\$500.00

PROJECT TYPE	UNIT	COST/UNIT
<b>STREET FURNITURE</b>		
Bicycle racks	EA	\$500.00
Benches	EA	\$1,000.00
Planters	EA	\$500.00
Wayfinding structures (single sign post mounted)	EA	\$3,000.00
Bollards (foundation and restoration)	EA	\$5,000.00
Street Lighting (decorative, pole, foundation, pull box, does not include conduits or #6 wiring)	EA	\$25,000.00
Gateways to Neighborhoods	EA	\$20,000.00

*The cost estimates were created in 2024 and are solely for planning purposes. These costs need to be reviewed and updated by the City of Tamarac before proceeding with implementation.*

Table 8. Cost Estimates for Priority Projects

Roadway & Limits	Timeline	Length (mi)	Cost	Elements Included
NW 58th St University Dr to NW 70th Ave	Short term	0.51	\$1,560,000	Drainage improvements, curb and gutter, driveway reconstruction, and lighting relocation.
NW 70th Ave Commercial Blvd to NW 63rd St	Short term	0.57	\$5,550,000	Drainage improvements, curb and gutter, driveway reconstruction, and decorative lighting. Convert existing bike lane to shared use path and add sidewalks or SUP where there are sidewalk gaps. Consider coordination with BCT to relocate bus stop closer to nearest intersection.
Brookwood Blvd & NW 72nd St NW 63rd St to University Dr	Medium term	1.14	\$9,985,000	Drainage improvements, curb and gutter, driveway reconstruction, and decorative lighting. Convert existing bike lane to shared use path on both sides. Coordination with required with Broward County Traffic Engineering Division (BCTED) and Highway Construction and Engineering (BCHCED) for Brookwood Blvd at W. McNab Rd.
NW 57th St NW 94th Ave to NW 62nd Ave	Medium term	2.72	\$5,600,000	Shared use paths, resurfacing. Coordination with BCTED and BCHCED required.
Commercial Blvd Nob Hill Rd to Prospect Rd	Long Term	7.0	\$54,335,000	Curb and gutter relocation, three midblock crossings with pedestrian hybrid beacon, raised bike lane (shared use path) both sides. Coordination required with City of Sunrise, BCTED and BCHCED for Commercial Blvd at Pine Island Intersection, and Between Pine Island Road and University Dr.
Sawgrass Greenway Connector Tephford Park to Atlantic Blvd	Long Term	0.3	\$15,000,000	Shared use path, boardwalk (bridge).

## Funding Opportunities

The recommendations proposed in this Plan include ones that the City can program and implement, while others present an opportunity to work with neighboring jurisdictions, Broward County, the Broward MPO, FDOT, and other stakeholders such as community-based organizations, school districts, and transit providers.

A variety of potential funding sources are available at the federal, state, regional, and local levels for the City of Tamarac to explore for implementation of the recommended projects included in this Plan. Most funding sources are competitive in nature and will require applications. For multi-agency projects, applications will likely be more successful if prepared as a joint effort with other local and regional agencies. Additionally, the City could explore the creation of a dedicated local funding source for transportation and safety improvements through a general fund allocation. This will lead to creating sustainable funding that can be used for the development of projects, as well as serve as a local match to other potential funding sources. Funding sources can be federal, typically through the Federal Highway Administration (FHWA); state-level, typically through the Florida Department of Transportation (FDOT); or from Broward County, the Broward MPO, the City of Tamarac, or private sources.

Funding sources are summarized in Table 9. The list of funding opportunities is not exhaustive, and there may be opportunities for funding from other sources. It is advised that the City's Transportation and Community Departments work with the City's Grant Writer to continue to explore new funding opportunities.



*Pedestrian crossing at Colony West Golf Club on N Pine Island Road.*

Table 9. List of Potential Funding Sources.

NAME	DESCRIPTION	MORE INFO
<b>FEDERAL FUNDING SOURCES</b>		
Transportation Alternatives (TA)	Transportation Alternatives (TA) is a funding source under the FAST Act that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). Funds are available through a competitive process. These funds may be used for a variety of pedestrian, bicycle, and streetscape projects.	<a href="https://www.fhwa.dot.gov/environment/transportation_alternatives/">https://www.fhwa.dot.gov/environment/transportation_alternatives/</a>
Safe Streets and Roads for All (SS4A) Grant Program	The SS4A Grant Program funds the development or update of a comprehensive safety action plan (Action Plan), conducting planning, design, and development activities in support of an Action Plan, and/or carrying out projects and strategies identified in an Action Plan.	<a href="https://www.transportation.gov/SS4A">https://www.transportation.gov/SS4A</a>
Congestion Management and Air Quality (CMAQ) Improvement Program	The FAST Act continued the CMAQ program to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).	<a href="https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm">https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm</a>
Reconnecting Communities Pilot Program (RCP)	RCP is a federal program that aims to reconnect communities that were previously cut off from economic opportunities by transportation infrastructure. Funding from this program supports planning grants, capital construction grants, and technical assistance to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities. Highways (including a road, street, or parkway) or other transportation facilities (such as rail lines), that have formed a barrier to community connectivity, including barriers to mobility, access, and economic development, due to high speeds, grade separations, or other design factors, are eligible for this program.	<a href="https://www.transportation.gov/grants/reconnecting-communities">https://www.transportation.gov/grants/reconnecting-communities</a>
Active Transportation Infrastructure Investment Program (ATIIP)	\$44.5 million in funding for projects that will strengthen safety and improve bicycling, walking and access to public transit in communities across the country. As part of the program, FHWA will award competitive grants to help communities plan, design, or construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas and medical facilities within a community or metropolitan region.	<a href="https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/">https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/</a>
Federal Transit Administration (FTA) Grants	The FTA has several grant programs available to local and state governments to enhance active transportation connections to public transportation facilities.	<a href="https://www.transit.dot.gov/funding/grants/grant-programs">https://www.transit.dot.gov/funding/grants/grant-programs</a>
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	RAISE grants, which were originally created under the American Recovery and Reinvestment Act as TIGER grants, can be used for a wide variety of projects, including road, rail, and transit projects. These grants provide capital funding to any public entity, including municipalities and counties.	<a href="https://www.transportation.gov/RAISEgrants">https://www.transportation.gov/RAISEgrants</a>

NAME	DESCRIPTION	MORE INFO
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT)	Provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.	<a href="https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving">https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving</a>
Strengthening Mobility and Revolutionizing Transportation (SMART) Program	The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems to improve transportation efficiency and safety. The anticipated minimum award size is \$250,000 for Stage 1.	<a href="https://www.transportation.gov/grants/SMART">https://www.transportation.gov/grants/SMART</a>
<b>STATE-LEVEL FUNDING SOURCES – FDOT</b>		
Highway Safety Improvement Program (HSIP)	HSIP funds are available for projects aimed at improving safety on all public roads to reduce traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and improved signage are examples of eligible projects.	<a href="https://highways.dot.gov/safety/hsip">https://highways.dot.gov/safety/hsip</a>
Safe Routes to School (SRTS)	Florida Safe Routes to School (SRTS) is a statewide program, funded by FDOT, whose goal is to make it safer for more children to walk and bicycle to school. Eligible projects are sidewalks, bike paths, trails, traffic calming, signage and hardscaping, traffic control devices. Projects must follow appropriate design criteria.	<a href="https://www.fdot.gov/Safety/programs/safe-routes-contacts.shtm">https://www.fdot.gov/Safety/programs/safe-routes-contacts.shtm</a>
<b>STATE-LEVEL FUNDING SOURCES – NON-FDOT</b>		
Community Development Block Grant (CDBG)	The CDBG Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.  In Florida, this program is administered by the Department of Commerce.	<a href="https://www.floridajobs.org/community-planning-and-development/assistance-for-governments-and-organizations/community-development-block-grant-program">https://www.floridajobs.org/community-planning-and-development/assistance-for-governments-and-organizations/community-development-block-grant-program</a>
Recreational Trails Program (RTP)	The program is dedicated to the construction, restoration, and maintenance of nonmotorized and motorized recreational trails (paved and unpaved) and trail-related facilities.  In Florida, this program is administered by the Department of Environmental Protection.	<a href="https://floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program">https://floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program</a>
<b>REGIONAL FUNDING SOURCES – MPO AND COUNTY</b>		
Broward MPO: <ul style="list-style-type: none"> <li>• Transportation Improvement Program (TIP)</li> <li>• Metropolitan Transportation Plan (MTP)</li> <li>• Multimodal Priorities List (MMPL)</li> </ul>	The Broward MPO's Transportation Improvement Program (TIP) is a comprehensive list of federal, state, and locally funded transportation projects. The Multimodal Priorities List is used to set funding priorities for federal and state funds within Broward region. The Broward MPO Board adopts the Multimodal Priorities List annually, typically in the second or third quarter of the calendar year, which FDOT then uses to guide development of their funding work program.  The Broward MPO adopts its TIP by <b>July 15</b> each year.	<a href="https://www.browardmpo.org/core-products">https://www.browardmpo.org/core-products</a>



NAME	DESCRIPTION	MORE INFO
Complete Streets and other Localized Initiatives Program (CSLIP)	The MPO’s CSLIP provides funding for small local transportation projects that will improve the safety and mobility for all transportation users. 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. CSLIP projects are delivered using the federally mandated Local Agency Program (LAP) process. Applications are accepted on an annual basis. The deadline for FY 2025 is <b>September 4, 2024</b> .	<a href="https://www.browardmpo.org/funding-programs/complete-streets-localized-initiatives-program">https://www.browardmpo.org/funding-programs/complete-streets-localized-initiatives-program</a>
Broward MPO Mobility Hubs Program	The Mobility Hubs Program emphasizes pedestrian accessibility, supports mixed-use development, and improves multimodal transportation connections that reduce traffic congestion and decrease dependence on private automobiles. Applicants can apply for a variety of mobility hub funding for mobility hubs Masterplans, or design and final construction.	<a href="https://www.browardmpo.org/funding-programs/mobility-hubs">https://www.browardmpo.org/funding-programs/mobility-hubs</a>
Broward County Mobility Advancement Program (MAP)	The proposed projects should align with the surtax goals and address the needs of the public. Goals: Create Connectivity, Traffic System Management, Improve Transit Service, Enhance Multimodal Options, Economic Developments and Benefits. Municipalities can submit municipal capital project applications for planning, design, and construction phases; and/or rehabilitation and maintenance projects for construction only.	<a href="https://www.broward.org/PennyForTransportation/Pages/default.aspx">https://www.broward.org/PennyForTransportation/Pages/default.aspx</a>
CITY FUNDING SOURCES		
Bond Financing	Bonds can be approved by voters to fund a range of projects.	
Special Assessment or Taxing Districts	Local municipalities can establish special assessment districts for infrastructure improvements, like sidewalks, which are missing or in need of improvement in certain areas.	
Parking Fees	Some cities have instituted parking fees that are then used to pay for infrastructure improvements.	
Development Impact Fees	Development impact fees are one-time charges collected from developers for financing new infrastructure construction and operations and can help fund bicycle and pedestrian improvements. Impact fees are assessed through a city’s impact fee program.	
Capital Improvement Program	Road widening and construction projects are methods of providing improved bike and pedestrian infrastructure, in addition to retrofits of existing facilities. For the City of Tamarac, these are typically funded through the City’s Capital Improvement Program. To ensure that roadway construction projects provide these improvements, it is important that the review process includes a review of any relevant active transportation related plans.	
PRIVATE FUNDING SOURCES		
AARP Community Challenge Grant	The AARP Community Challenge provides small grants to fund quick-action projects that can help communities become more livable for people of all ages. Organizations are eligible to	<a href="https://www.aarp.org/livable-communities/community-challenge/">https://www.aarp.org/livable-communities/community-challenge/</a>

NAME	DESCRIPTION	MORE INFO
	apply for more than one grant opportunity and can submit multiple applications. Eligible projects should improve public places; transportation; housing; digital connections; diversity, equity, and inclusion; and more, with an emphasis on the needs of adults aged 50 and older.	
The Bloomberg Initiative for Cycling Infrastructure (BICI)	The BICI Program is focused on accelerating the implementation of cycling infrastructure. Streetscape improvement projects, facilities that put cyclists first, complete networks, cycle parking, cycle path lighting, cycle-hire equipment, and equipment used for metrics collection.	<a href="https://globaldesigningcities.org/bici/">https://globaldesigningcities.org/bici/</a>
Asphalt Art Initiative	The Asphalt Art Initiative grant program funds visual art interventions on roadways, pedestrian spaces, and public infrastructure.	<a href="https://asphaltart.bloomberg.org/">https://asphaltart.bloomberg.org/</a>
Community Placemaking Grants.	Project for Public Spaces' Community Placemaking Grants enable US-based nonprofits and government agencies to address inequality of access by working directly with local stakeholders to transform public spaces or co-create new ones by providing direct funding, technical assistance, and capacity building.	<a href="https://www.pps.org/community-placemaking-grants">https://www.pps.org/community-placemaking-grants</a>
PeopleForBikes Community Grant Program	The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make biking safer for people of all ages and abilities. PeopleForBikes accepts requests for funding up to \$10,000.	<a href="https://www.peopleforbikes.org/grant-guidelines">https://www.peopleforbikes.org/grant-guidelines</a>
Community Connectors Program	The Community Connectors program helps advance locally driven projects that will reconnect communities separated or harmed by transportation infrastructure. Projects will receive grants of up to \$130,000 to build local capacity to co-design projects alongside impacted communities to advance new transportation infrastructure projects that repair damage from divisive infrastructure.	<a href="https://smartgrowthamerica.org/program/community-connectors-grants/">https://smartgrowthamerica.org/program/community-connectors-grants/</a>
Healing Our Highways grant program	Smart Growth America grant's program aims to generate creative ideas and activities that build knowledge, connections, and power within disadvantaged communities most harmed by transportation systems and climate change. Projects must take place along or call attention to state-owned or -managed streets with the characteristics described in Smart Growth America's Dangerous By Design report.	<a href="https://smartgrowthamerica.org/healing-our-highways-grant-application-faq/">https://smartgrowthamerica.org/healing-our-highways-grant-application-faq/</a>
Private Developers	Developers should consider constructing local streets with bike- and pedestrian-oriented facilities within subdivisions, including dedicating right-of-way to trails and parks. Cities can encourage developers to include active transportation amenities during development review and should require developers to show how the proposed development will accommodate or enhance active transportation connections.	

# PROJECT CUT SHEETS



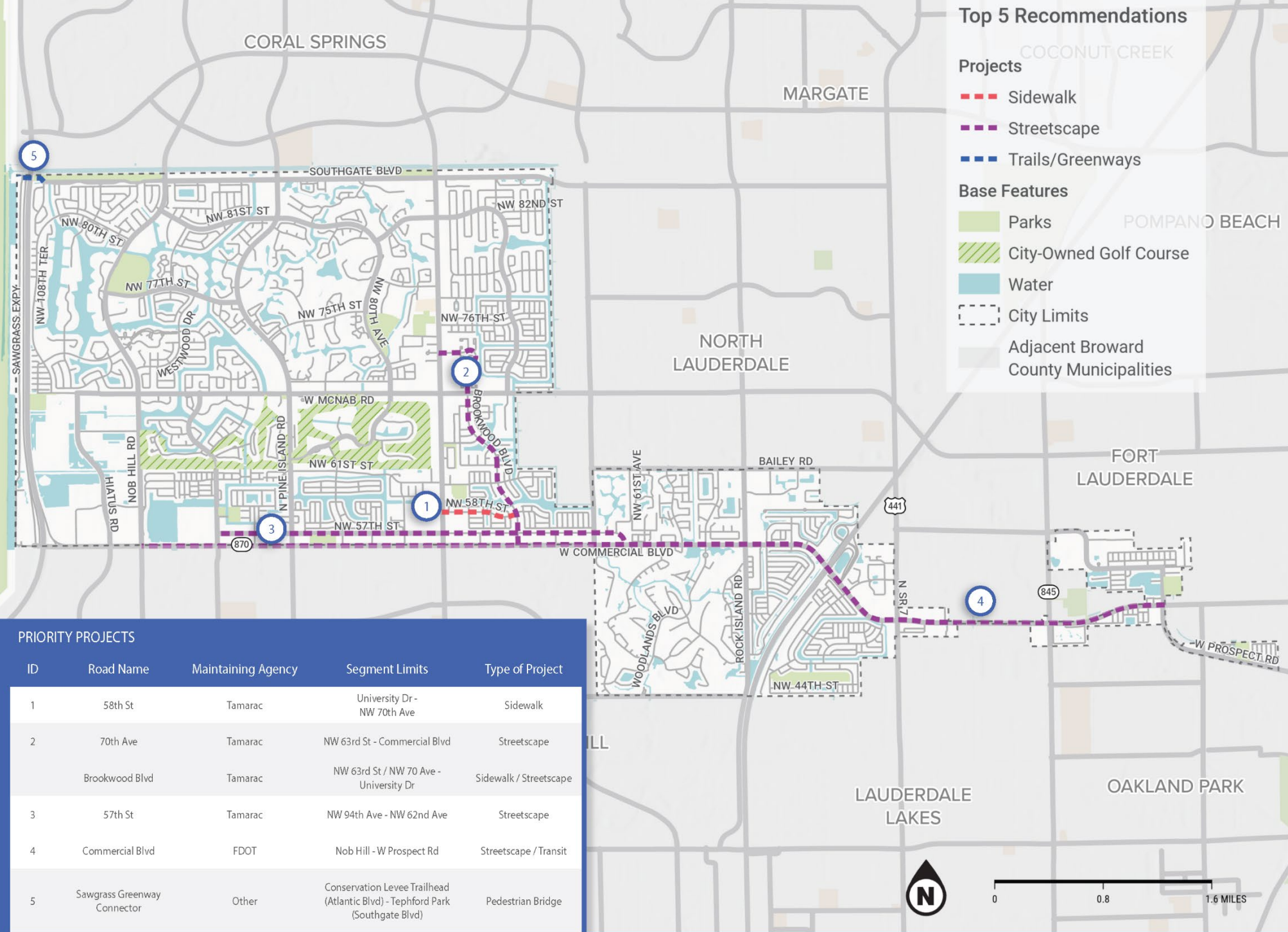
### Top 5 Recommendations

#### Projects

- Sidewalk
- Streetscape
- Trails/Greenways

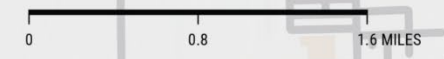
#### Base Features

- Parks
- ▨ City-Owned Golf Course
- Water
- City Limits
- Adjacent Broward County Municipalities



#### PRIORITY PROJECTS

ID	Road Name	Maintaining Agency	Segment Limits	Type of Project
1	58th St	Tamarac	University Dr - NW 70th Ave	Sidewalk
2	70th Ave	Tamarac	NW 63rd St - Commercial Blvd	Streetscape
	Brookwood Blvd	Tamarac	NW 63rd St / NW 70 Ave - University Dr	Sidewalk / Streetscape
3	57th St	Tamarac	NW 94th Ave - NW 62nd Ave	Streetscape
4	Commercial Blvd	FDOT	Nob Hill - W Prospect Rd	Streetscape / Transit
5	Sawgrass Greenway Connector	Other	Conservation Levee Trailhead (Atlantic Blvd) - Tephford Park (Southgate Blvd)	Pedestrian Bridge



# NW 58TH ST SIDEWALK

University Dr (SR 817) to NW 70<sup>th</sup> Ave  
City Commission District 2

## EXISTING CONDITIONS

- Two-lane road, 12-foot-wide lanes, **no sidewalk**
- 25 mph speed limit
- AADT of 1,000 vehicles per day
- 40-foot-wide City right-of-way
- Within USDOT Disadvantaged Communities Indicator
- Severe crashes at University Dr intersection.
- Connects to transit stops (BCT Route 2) at University Dr

## RECOMMENDATIONS

- Add sidewalk to both sides of NW 58<sup>th</sup> St
- Add traffic calming features
- Improve drainage by adding curb and gutter.
- Improve lighting

### Constraints:

Right-of-Way: limited (40 feet)

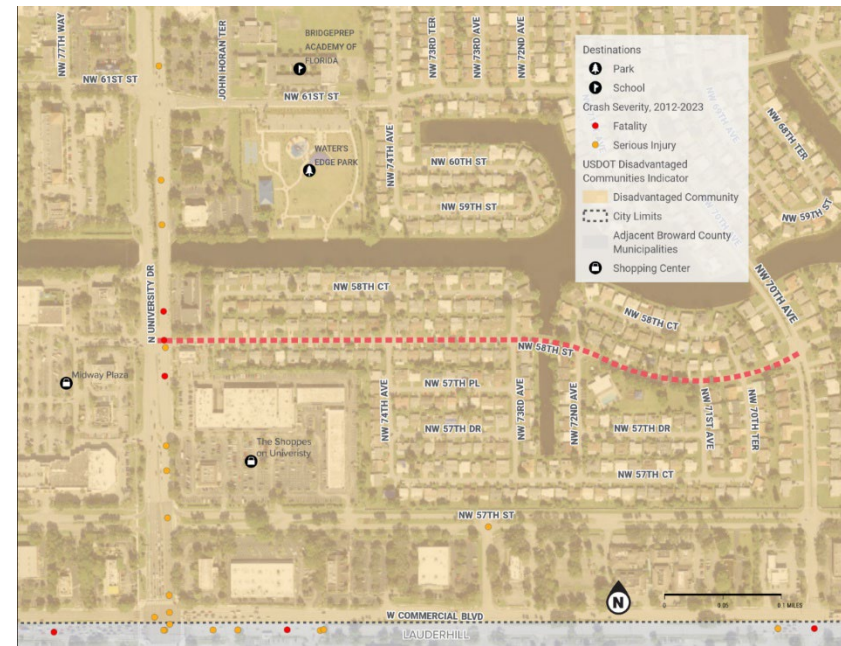
### Project timeline

2024 Masterplan Adoption by City  
2025 Apply for Broward MAP Surtax funding/ MPO CSLIP funding.  
2026 Design  
2027 Construction

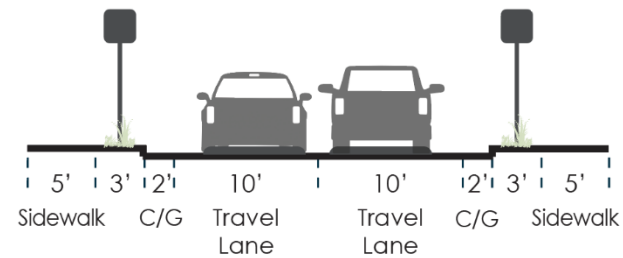
### Partners:

FDOT (crossing at University Dr/SR 817)

## Context



## Cross section



Cost Estimate: \$1,557,284

# NW 70TH AVE & BROOKWOOD BLVD STREETScape

Commercial Blvd (SR 870) to University Dr (SR 817)  
City Commission District 2 & District 4

## EXISTING CONDITIONS

- Two-lane road, 11-foot-wide lanes
- Buffered bike lanes, raised median, **no sidewalks** from Commercial Blvd to McNab Rd
- Standard bike lanes, no median, sidewalks on both sides from McNab Rd to University Dr
- 25 mph posted speed limit.
- AADT between 2,100 and 3,000 vehicles per day
- 60-foot-wide City right-of-way; 50-foot-wide north of McNab Rd
- Within USDOT Disadvantaged Community from Commercial Blvd to McNab Rd
- Severe crashes, bicycle, and pedestrian crashes (especially at major intersections)
- Connects to BCT routes at Commercial Blvd (Route 55), McNab Rd (Route 62), and University Dr (Route 2)

## RECOMMENDATIONS

- Convert existing bike lanes to shared use path
- Improve drainage by adding curb and gutter
- Improve lighting

### Constraints:

Canal causeway between NW 58<sup>th</sup> St and NW 61<sup>st</sup> St

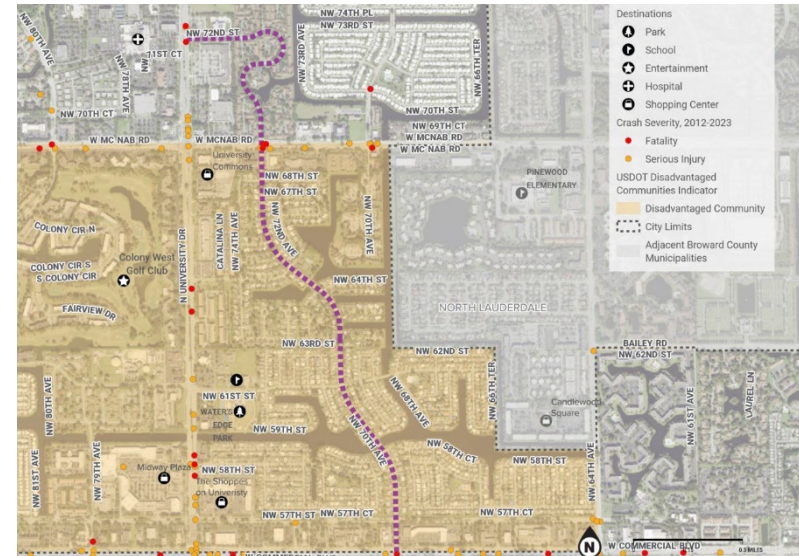
### Project timeline

2024 Masterplan Adoption by City; request MPO to amend TIP  
2025 Apply for Broward MAP Surtax funding, TA, CSLIP funding.  
2027 Design  
2028 Construction

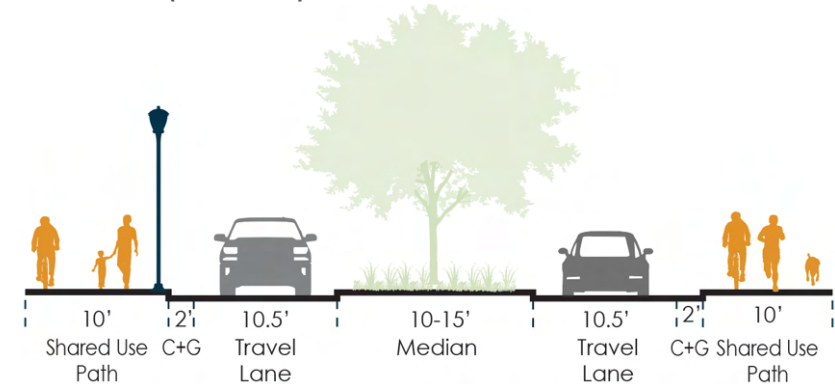
### Partners:

Coordination with Broward County (crossing at McNab).

### Context



### Cross section (60 FT ROW)



Note 1: for 50 ft ROW section, remove median and include 2.5 ft buffer between curb and path  
Note 2: Lighting should be placed outside the path where possible; if not possible, place at edge of path and narrow path to min. 8 ft wide.

Cost Estimate: \$15,528,161 (whole corridor)

# NW 57TH ST STREETSCAPE

NW 94<sup>th</sup> Ave to NW 62<sup>nd</sup> Ave  
City Commission District 2

## EXISTING CONDITIONS

- Two-lane road, 15-foot-wide lanes with raised median, standard bike lanes, sidewalks on both sides (none on north side east of Shoppes on University shopping center)
- 35 mph posted speed limit east of Pine Island Rd
- AADT between 1,850 and 2,500 vehicles per day
- 106-foot-wide City right-of-way
- Within USDOT Disadvantaged Community from Commercial Blvd to McNab Rd
- Severe crashes, bicycle, and pedestrian crashes (especially at major intersections)
- Connects to numerous BCT routes (2, 55, 88)

## RECOMMENDATIONS

- Narrow roadway lane and add shared use paths
- Improve drainage by adding curb and gutter
- Improve streetscape and lighting
- Make intersection improvements

### Existing Projects:

City-funded NW 94<sup>th</sup> Ave improvements, including safe crossing at NW 57<sup>th</sup> St. The City has requested the segment between Pine Island Rd and University Dr as the Tamarac Community Center Mobility Hub.

**Note:** The City of Tamarac approved a CIP project for the envisioned "Downtown Boulevard" for NW 57th Street corridor, from NW 94th Avenue to University Drive to be consistent with the existing improvements from NW 94th Avenue to Pine Island Road.

### Project timeline

2024 Masterplan Adoption by City; amend MPO TIP and MTP

2024-2025 Apply for MAP, TIP, SRTS and CSLIP funds.

2029 Design\*

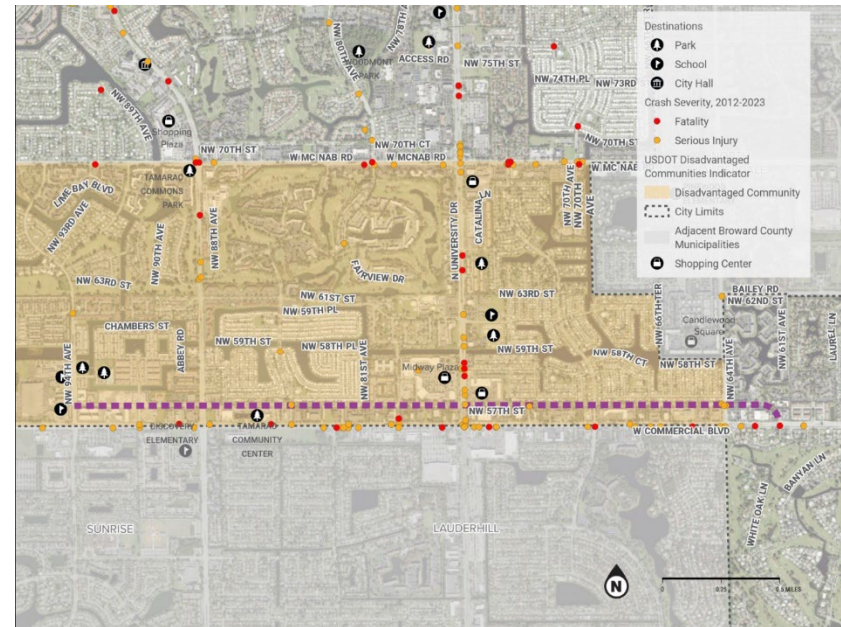
2030 Construction\*

\*Depends on MTP Schedule

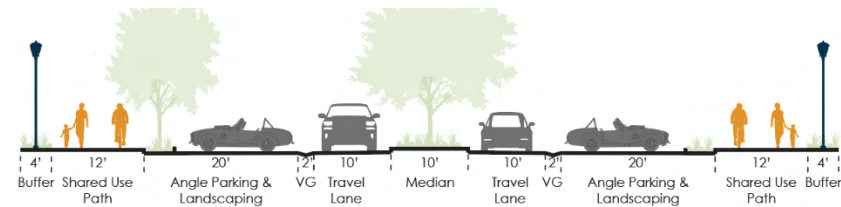
### Partners:

Coordination with FDOT (crossing at University Dr/SR 817);Broward County

### Context



### Cross section



Cost Estimate: \$5,598,331

# COMMERCIAL BLVD STREETSCAPE

Nob Hill Rd to Prospect Rd

City Commission District 1 & District 2

## EXISTING CONDITIONS

- Six-lane Road, 11-foot-wide lanes with raised median, **discontinuous standard bike lanes**, sidewalks on both sides
- 45 mph posted speed limit
- AADT between 40,500 and 72,500 vehicles per day
- 120-foot-wide State and County-owned right-of-way
- Within USDOT Disadvantaged Community
- Severe crashes, bicycle, and pedestrian crashes
- Road Safety Audit (RSA) completed in 2022
- BCT Route 55 runs along Commercial Blvd

## RECOMMENDATIONS

- Add shared use paths on both sides
- Reconstruct curb and gutter
- Implement all recommendations from 2022 RSA
- Improve streetscape and lighting
- Make intersection improvements

### Constraints:

ROW is extremely constrained

Bridge over Turnpike – no sidewalk on north/east side of bridge

### Existing Projects:

FDOT is conducting a PD&E study at the intersection with SR 7  
BCT is planning a light rail (LRT) and bus rapid transit (BRT) along Commercial Blvd as part of the PREMO plan

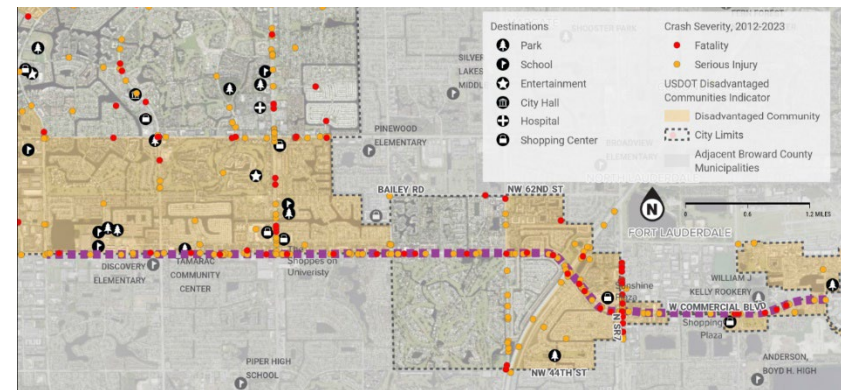
### Project timeline

2024 Masterplan Adoption by City; amend MPO TIP and MTP  
2025 Program recommendations of 2022 RSA into HSIP  
2028 Design of BRT section and ROW acquisition  
2031-2036 Construction of BRT and multimodal elements

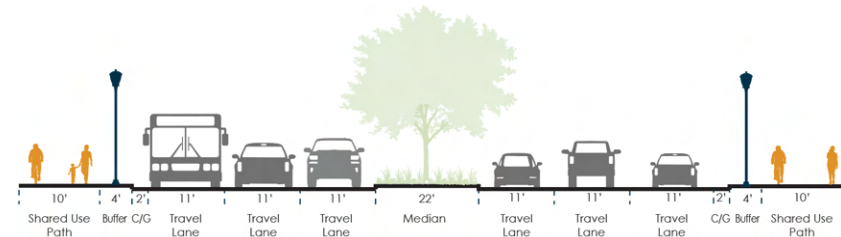
### Partners:

Cordination with State (FDOT, Turnpike), Broward County, and City of Sunrise.

### Context



### Cross section



Note 1: This section shows existing 120' ROW. The exact cross section is uncertain in the BRT sections, for which additional ROW may need to be acquired.

Note 2: Where right turn lanes are present, there is additional ROW. If not possible to maintain a buffer, the path should be kept as close to 10 ft wide as possible.

Note 3: In the County-maintained sections, there are no existing bike lanes. The existing travel lanes should be narrowed to 11 ft wide in order to maintain a 10 ft wide path (buffer width can vary).

Cost Estimate: \$54,331,295





*Photo simulation of proposed project along Commercial Boulevard. Source: Alta Planning and Design*

# SAWGRASS GREENWAY CONNECTOR

Conservation Levee Trailhead to Tephford Park  
City Commission District 3

## EXISTING CONDITIONS

- No Connection from City of Tamarac to Conservation Levee Greenway
- Nearest connection point at Atlantic Blvd requires at least two-mile detour through Coral Springs
- City of Tamarac owns parcel on west side of Sawgrass Expressway
- Within USDOT Disadvantaged Community

## RECOMMENDATIONS

- Greenway connection from Tephford Park to Conservation Levee Greenway
- Steel and concrete, 12~14 ft wide, 16 ft high, 1600 ft long. Additional finishes for the boardwalk
- Greenway bridge over Sawgrass Expressway and Stranahan River to provide a direct connections to the Conservation Levee Greenway from the seven miles of existing Crypress Creek greenway that connects the cities of Tamarac, North Lauderdale, Margate and Coconut Creek; from Tephford Park to Fern Forest Nature Center

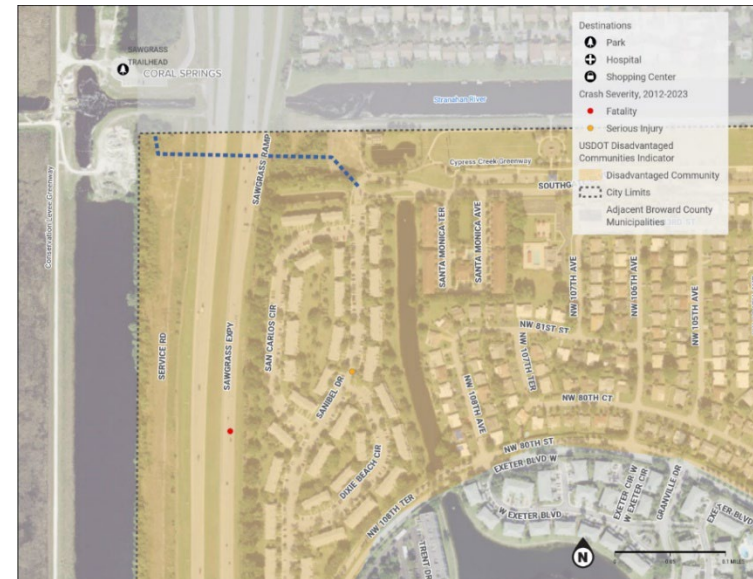
### Constraints:

Crossing requires bridge over Stranahan River, Sawgrass Expressway  
Requires coordination with State of Florida and Water Management District.

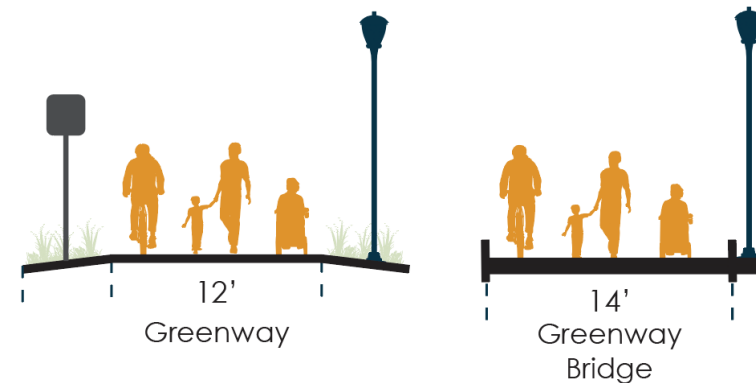
### Project timeline

2024 Masterplan Adoption by City; amend MPO TIP and MTP  
2024 Apply for MTP -TIP, RC and RTP funds; include in City Capital Improvement Plan  
2031 Design  
2033 Construction

## Context



## Cross section



Cost Estimate: \$15,000,000.00  
20% Contingencies for Cost Escalation

# APPENDICES

**A: Policy, Strategies, and performance measures**

**B: Needs and Assessment Report**

**C: Public Outreach Summary**

**D: Complete Streets Policy Resolution Template**

