City of Tamarac

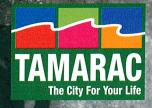


Bikeway/Walkway System-Phase 4

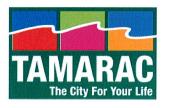
2014 Transportation Alternatives Program

Grant Application

March 2014



OFFICE OF THE CITY MANAGER



Michael C. Cernech

March 27, 2014

Ms. Roxanna Ene, Transportation Planner Broward Metropolitan Planning Organization Trade Centre South 100 West Cypress Creek Road, Suite 850 Fort. Lauderdale, FL 33309

RE: 2014 MPO Transportation Alternatives Grant Application

Dear Ms. Ene:

Please find the enclosed 2014 Transportation Alternatives Program grant application for the City of Tamarac Bikeway/Walkway System Phase 4 Project.

Upon reviewing the eligibility requirements, we learned that funds are available for projects promoting access to multimodal transportation, providing facilities for bikeways/walkways and pedestrian safety. The proposed bikeway/walkway system project directly meets these criteria. Please note that resources will be dedicated as scheduled and the project will be ready to go in the program year TAP funds become available.

The project is planned to be a conduit connecting existing portions of the City and County Greenway Systems together with City facilities, schools, residential and adult communities, shopping areas, and transit facilities. Consequently, the project will be completed in phases and Phase 4 of the project is the basis for this application. The project's location was chosen from a feasibility study completed by engineering and planning consultants Carter & Burgess, Inc.

Please find the enclosed five hard copies of the application and four CD's as requested. Please note that, according to the U.S. Bureau of Census data, the completed bikeway/walkway system will provide connectivity between economically disadvantaged areas of the City. Finally, a letter of notification was sent to our neighboring city, North Lauderdale, in order to promote communication and intergovernmental relations. A copy of this letter is enclosed in the packet.

We look forward to hearing from you when you have had an opportunity to review our application. If you have any questions, please do not hesitate to contact Michael Gresek: Grants Administrator at (954) 597-3562. Thank you for your consideration of our application.

Sincerely,

Michael C. Cerneck

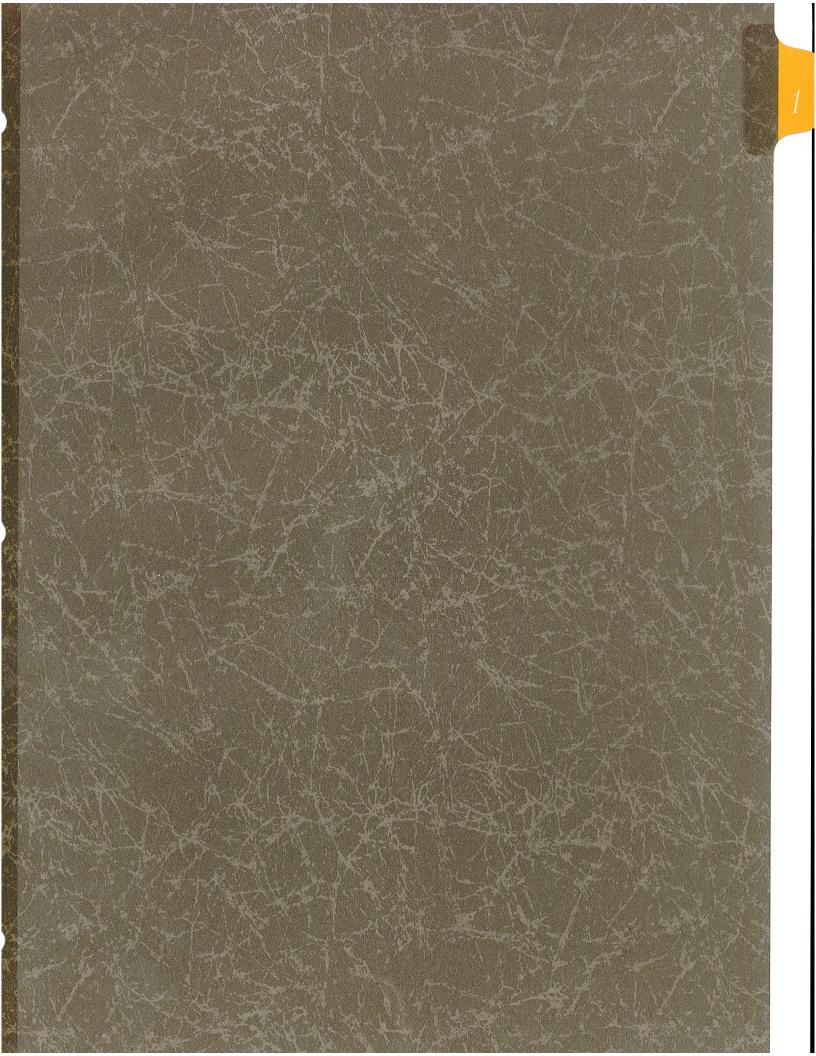
City Manager

Enclosures

"Pommitted to Excellence... Always."

TABLE OF CONTENTS

(1	Check List
2	Application
3	Prioritization Criteria
4	Engineer's Cost Estimate
5	Location Maps
6	Images
7	Typical Sections
8	Community Support
9	Project Details/ Regional Connectivity
10	
11	
12	
13	
14	
15	





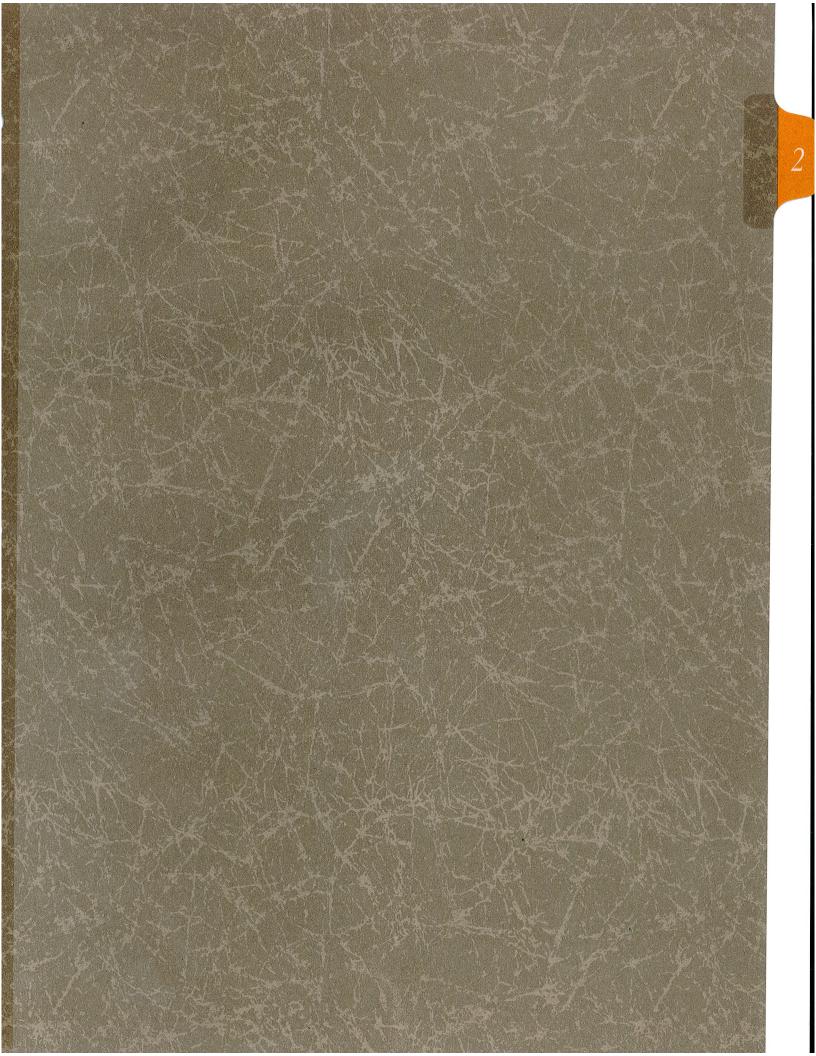
RICK SCOTT GOVERNOR 3400 West Commercial Boulevard Fort Lauderdale, FL 33309 ANANTH PRASAD, P.E. SECRETARY

2014 Transportation Alternatives Program – Application Checklist

Dear Applicant:

Thank you for your interest in the 2014 Transportation Alternatives Program. Please use the following checklist to ensure you are including all information and attachments required to complete the application. All of the following must be filled out and/or included:

\boxtimes	General Application Information
\boxtimes	Detailed Cost Estimate Spreadsheet
\boxtimes	Location Map
\boxtimes	Typical Section
\boxtimes	Right-of-Way Ownership Verification





Transportation Alternatives Program 2014 Application for FY 17/18 Projects

District4 LocalPrograms

General Information:										
Project Title: <u>Tamarac Bikeway/Walkway Phase 4 Project</u>										
Project Sponsor (municipal, county, state, or federal agency, or tribal council): <u>City of Tamarac</u>										
Contact Person: <u>Michael Gresek</u> Title: <u>Grants Administrator</u>										
Email: <u>michael.gresek@tamarac.org</u>										
Sponsor Address: <u>7525 NW 88th Avenue</u>										
City: <u>Tamarac</u> Zip: <u>33321-2401</u>										
Priority (relative to other applications submitted by the Project Sponsor): #1										
Name of Applicant (If other than Project Sponsor): <u>N/A</u>										
The applicant										
seeks project-specific LAP Certification Significant is currently LAP Certified										
☐ has never been LAP Certified ☐ has been LAP certified in the last 5 years										
1 Qualifying Activities:										
Check the enhancement activity that the proposed project will address. Please check one activity that represents the majority of the work proposed. (Note: Checking more activities does not ensure or increase eligibility.) Eligible activities must be consistent with details described under 23 U.S.C. 213(b). Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other										
nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990										
Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.										
Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users										
Construction of turnouts, overlooks, and viewing areas										
☐ Inventory, control, or removal of outdoor advertising										
☐ Historic preservation and rehabilitation of historic transportation facilities										
Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control										
Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23										

Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
The safe routes to school program under section 1404 of the SAFETEA-LU note, Florida's Safe Routes to School Infrastructure application <u>must</u> accompany this application to be considered for funding.
infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
Application is attached
Noninfrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
Constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
2 Project Description: (all of the following items are required - applications without this information will not be reviewed)
Road Name: <u>Brookwood Boulevard</u> Road Number: <u>NW 72nd St & NW 70th Ave</u>
☑ A location map with an aerial view is attached (Location_Map.pdf)
 (a) What is the scope of work for the project and where is the project located (what are the termini)? A more detailed scope of work is attached. (Scope.pdf or Scope.docx)
The project seeks to leverage the prior three phases, each funded with FDOT
Transportation Enhancement dollars in addition to local funds.

The scope of the project is a multi-modal pathway located on Brookwood Blvd, a City road. The project is a 1.7 mile section of road located on Brookwood Blvd (NW 72nd Street). <u>Termini:</u> At its northern end, the route meets University Drive (SR817)—which includes a bikepath-- and continues south, intersecting W. McNab Road. After W. McNab Road, the route travels south and ends just short of Commercial Blvd (SR 870), at NW 57th Street (which also includes a bikepath).

Specifically, Brookwood Blvd (north of W. McNab Road) presently has one car lane traveling in each direction. The project will maintain this design, with five feet of asphalt added along the edge of pavement for the bike lane. Please see Typical Section A under Tab # 7.

Brookwood Boulevard south of W. McNab Road will be reduced (road dieted) to one car lane traveling in each direction, with a portion of the outside lane being utilized for the bike lane. Please see this reduction illustrated under Typical Section B under Tab #7.

As with the northern portion of Brookwood, the bike lane is proposed to be five feet wide throughout the project. In addition, Tamarac will not be adding sidewalks with the proposed improvements. Therefore, residents will not lose any of their driveway lengths. The existing sidewalks within this corridor will not be impacted by the proposed improvements. To illustrate, both sidewalks and bikelanes are depicted under the before and after portions of each of the Typical Sections referenced above.

Assuming the project begins in March 2017, there will be a 19-month duration to the project: Twelve months for design and permitting, and seven months for construction. As Brookwood Blvd is a City road, no easement or right-of-way issues exist. This route is a recommended location from a bikeway/walkway traffic study done by the City in 2007 through Carter & Burgess, Inc. (please see an illustration of the proposed walkways from the study under the Project Details- Tab#7).

- (b) Summarize any special characteristics of project. Include a Typical Section depicting existing and proposed features and dimensions and right of way lines

<u>Special Characteristics of the Project:</u> The project is the latest in a series of phases that make up the Tamarac Bikeway/Walkway System – a multi-modal project planned to be a conduit pulling existing portions of the City and County Greenway Systems together with area facilities, schools, residential and adult communities, shopping areas, and transit facilities. For example, the project route:

- Establishes connection with University Drive, a major north/south arterial of Tamarac and Broward County, thereby providing connectivity with:
 - o University Hospital
 - o Tamarac Park and Recreation Center
 - o Horizon Senior Center
 - Excelsior Artz Prep School
 - o Renaissance Charter School
 - o Raha Bais Chaya Academy (High School)
 - o Retail outlets, churches, restaurants, professional centers and offices
 - Bikelanes already present on University Drive

- Establishes connection, at the route's midpoint, with W. McNab Road, a major east/west arterial of Tamarac and Broward County, thereby providing connectivity with:
 - o Future City "Waters Edge" Park via NW 61st Street
 - o Tamarac Transit Red Route via NW 70th Ave
 - Phase 2 of the bikeway/walkway system at NW 70th Ave, then north to the County's Cypress Greenway Corridor at Southgate Blvd
 - Alazhar School (Pre-K 8th grade)
 - Harbor Chase Assisted Living Facility
 - Woodlands Montessori School
 - o Professional & medical offices and 1 free-standing Med Pro building
 - Several HOA activity centers along the route
- Establishes connection with NW 57th Street and Commercial Blvd, a major east/west arterial of Tamarac and Broward County, thereby providing connectivity with:
 - Broward County Transit stops
 - Providing connectivity to Fort Lauderdale Executive and International Airports, Tri-Rail, the Florida Turnpike and I-95
 - Future community hub at Tamarac Village via NW 57th
 - o Connection with retail outlets, restaurants, two banks, offices and three schools/academies.

Please find these locations illustrated under Location Maps- Tab#5.

(c)	Descr when	of-Way acquisition is not permitted for Transportation Enhancement projects. ibe the project's existing Right-of-Way ownerships. This description shall identify the Right-of-Way was acquired and how ownership is documented (i.e. plats, prescriptions, certified surveys, easements). No Right-of-Way acquisition is proposed Temporary construction easement will be required Some proposed construction activities may require an easement
		City of Tamarac owns the rights of way for the proposed project as documented in ublicly recorded plat and deed – copies of the plats are available upon request
(d)	within	by the existing ownership with Right-of-Way maps to verify that all proposed work is existing Right-of-Way currently owned by the Project Sponsor. Right-of-Way maps are attached (Right-of-Way_Map.pdf) of way maps are also attached under Location Maps- Tab#5.
(e)	Descr under	ibe any related project work phases that are already complete or currently way. This is not a phased project Previous phases of this project were constructed as LAP projects or JPA using FM numbers:
	•	Phase 1: From NW 94 th Ave going north to McNab Rd, going west to Nob Hill Rd,

going north to Southgate Blvd (Cypress Creek Greenway): Complete

- <u>Phase2:</u> From McNab Rd going north on NW 80th Ave, going east on NW 82nd St, then splitting: south on NW 70th returning to McNab Rd and going north on NW 71st Ave connecting to Southgate Blvd (Cypress Creek Greenway): <u>Complete</u>
- Phase 3: NW 77th St. going north on 96th Ave. It both travels east on 81st St. connecting to Phase 2 at NW 82nd. It also travels west on NW81st St. connecting to Southgate Blvd (Cypress Creek Greenway), via Phase 1 on Nob Hill Road: Underway.
- <u>Phase 4</u> of the project is the basis of this grant application.
 Illustrations of all phases are enclosed in Location Maps-Tab #5.
- (f) Provide <u>detailed</u> project cost estimate. Estimate shall be broken down to FDOT typical pay items to allow for verification of eligible project costs. **Estimates are to be prepared by a Professional Engineer**. Use the following links to access the basis of estimates manual as well as historical cost information for your area:

Basis of Estimates Manual Historical Cost Information

- A detailed cost estimate is attached (*Cost_Estimate.xlsx*)
- (g) Other specific project information that should be considered.

Using feedback to provide requested bikeway/walkway services for the community is a key strategy under Goal #1 (Inclusive Community) of the **City's Strategic Plan**. Approximately 50% of Tamarac residents are 55 years and over. These seniors live active lifestyles that include outdoor activities such as walking and bicycling. The desire for these transportationalternative activities is also shared by younger residents and families that are now a rapidly growing section of the population. See survey results under Community Support- Tab #8.

Providing this bikeway/walkway system is an important component of the Transportation Plan Element of the City's Parks, Recreation and Social Services Master Plan. The Plan calls for efforts that are needed to link transit routes to all of the facilities in the community. Objective 8 specifically states that Tamarac will coordinate with Broward County in reviewing land use alternatives and promoting transit-related improvements. Consequently, the route proposed under Phase 4 provides connectivity via McNab Road and Phase 2 to the signed route under the 2015 Broward County Bicycle Facilities Network Plan. In this way, the project will connect Tamarac to the County's Greenway system at Southgate Boulevard via NW 70th Avenue and is very close to the N Lauderdale South Trail. Please find illustration of the County's Greenways plan under Regional Connectivity-Tab #9 of this application booklet.

Finally, the project is consistent with Goal 3; Policy 3.1.3 of the Transportation Element of the Broward County Comprehensive Plan which calls for the provision of a safe bikeway and pedestrianway network.

3 Project Implementation Information:

Attach documentation as exhibits to this application.

(a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. local or state) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's Local Agency Program Manual (topic no. 525-010-300). Web site: www.dot.state.fl.us/projectmanagementoffice/lap/default.htm \bowtie Design to be conducted by in-house staff Design to be conducted by FDOT pre-qualified consultant (1) (2) Design to be conducted by non-FDOT pre-qualified consultant (2) Right-of-Way acquisition to be conducted by in-house staff Right-of-Way acquisition to be conducted by FDOT staff CEI to be conducted by in-house staff CEI to be conducted by FDOT pre-qualified consultant (1) (2) CEI to be conducted by non-FDOT pre-qualified consultant (2) FDOT pre-qualified consultants must be used on all design and CEI work for critical

(2) Design consultant and CEI consultant shall not be the same.

projects (a project is considered critical when it features a structure, has a budget

greater than \$10 million and/or is on the State Highway System (SHS))

(b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).

Please see the attached letters of public support of the project including a municipal resolution, resident survey data under Community Support- Tab#8, as well as an excerpt from a formal bikeway feasibility study, also under Tab #8.

(c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.

Tamarac is committed to the perpetual maintenance of all phases of the bikeway/walkway system. The Tamarac Public Services Department/Streets & Roads Division maintains 120 miles of City streets, public parking lots, street lights, sidewalks, guardrails, and street signs.

(d) Describe source of matching funds and any restrictions on availability.

The enclosed municipal resolution evidences the City's commitment to provide matching funds, which are planned to be included in the FY16 annual budget as appropriate. Phases 1-3 have been in our CIP (see Community Support- Tab#8) and are being constructed with TE funds. Both a feasibility & traffic study were done by the engineering and planning consulting firm Carter & Burgess, Inc. demonstrating Tamarac's commitment to providing design funds for the match requirement.

(e) Other specific implementation information that should be considered.

Phase 4 is a potential prelude to Phase 5, which is a future phase to continue north of McNab Road, providing connectivity to additional developments and three local schools. The City is already discussing rights-of-way for this future phase with FDOT staff (Tamarac owns the rights-of-way for Phase 4). Together, these two phases will provide the final pieces to the bikeway/walkway loop, connecting Tamarac together and with the Cypress Creek Greenway. Please find future Phase 5 illustrated under Location Maps- Tab#5.

As with the City's other three phases, the safety element of the project will be of utmost importance to the project. The proposed bike path project will be designed and constructed in according with local (City and County) **and** state (FDOT) design and construction standards, including Broward Complete Street Guidelines. Please see the attached typical roadway cross section for proposed lane widths under Typical Sections- Tab #7.

Please note that Tamarac is LAP certified and has worked with FDOT staff over the years on a number of transportation enhancement projects with no deficiencies or reports of non-compliance. Tamarac also has the rights of way for Phase 4 of the bikeway/walkway project. Therefore, as with the other phases, Phase 4 will be **ready-to-go** in the year funds become available in calendar year 2018.

4 Cost Estimate:

The total amount of Transportation Alternative funds (TAP**) requested per projects (infrastructure) must be in excess of \$250,000 with a maximum of \$1,000,000 (though some counties may choose to use a lesser upper limit). Transportation Alternative Funds will be used to fund Construction, Construction Engineering and Inspection Activities (CEI) and FDOT In-House Support Activities. Local Funds (LF) will be used for all non-participating items, contingency activities and any costs in excess of the awarded enhancement (SE) allocation.

<u>Total Construction Cost Estimate</u>: This is the total project construction cost estimate including all enhancement related items and any additional scope of work being identified.

Item Description	Cost \$
*(A) Total Construction Cost Estimate (1)	\$678,407.50
*(B) Cost Estimate of Eligible (participating) items (2)	\$678,407.50

Funding Breakdown	Fund Source	Cost \$
*(C) FDOT In-House Design Support (phase 31) (3)	TAP	\$5,000.00
*(D) (Critical projects only) FDOT In-House Design Support (phase 31) (3)	TAP	\$0
*(E) FDOT In-House Construction Support (phase 61) (3)	TAP	\$5,000.00
*(F) (Critical projects only) FDOT In-House Construction Support (phase 61) (3)	TAP	\$0
*(G) TAP funds requested for Construction (phase 58)	TAP	\$0
*(H) Local Funds for Construction and Contingency (phase 58)	LF	\$0
*(I) Local Funds for Contingency	LF	\$67,840.75
*(J) CEI (phase 68 - optional) (4)	TAP	\$81,408.90
*(K) Construction Engineering & Inspection Activities (CEI) (4)	LF	\$0
*(L) Transit Related projects FTA 10% administrative fees (5)	LF	\$0
*(M) FDOT Oversight CEI (3% of TOTAL Construction Cost) (phase 62) (6)	TAP	\$20,352.23

Funding Summary	
*(N) Total TAP funds	\$790,168.63
*(O) Total LF funds	\$67,840.75
*(P) Total Funds	\$858,009.38

^{*}Letters before the descriptions in the cost estimate above relate to the detailed cost estimate spreadsheet (Cost_Estimate.xlsx) and should match the corresponding figures exactly.

Notes:

- (1) The Total Construction Cost Estimate in this field must be equal to the Total Construction Cost Estimate from the attached detailed project cost estimate.
- (2) Cost Estimate of Eligible (participating) items must be equal to the Subtotal FHWA Participating from the attached detailed project cost estimate.
- (3) FDOT In-House Design and Construction Support must be included in SE funds for an amount no less than \$5,000, an additional \$2,000 is required for critical projects. This is a required item.
- (4) It is strongly recommended that the applicant allocates a nominal amount for CEI. In the event that the project is programmed without any request for Phase 68 funding, there is no opportunity to allocate CEI funds based on bid savings.
- (5) Any required Federal Transit Authority (FTA) administrative fees must be included in Local Funds.
- (6) FDOT Oversight CEI must be included in SE funds and be equal to 3% of the Total Construction Cost Estimate.

^{**} Use of the term TAP represents the actual funding codes of TALT, TALU and TALL.

☐ No

5 Certification of Project Sponsor:

I hereby certify that the proposed project herein described is supported by
FOR FDOT USE ONLY
Application Consolate Vac
Application Complete Yes No
Project Eligible Yes No
Implementation Feasible Yes No

Include in Work Program

Yes

2014 Transportation Alternatives Program Funding Application City of Tamarac – Bikeway/Walkway System Project

Prioritization Criteria

MINIMUM CRITERIA

- A. Resolution of support from municipality/applicant: Please find the enclosed municipal resolution demonstrating the City of Tamarac's support of the project and commitment to provide matching funds. Please find a copy of the current CIP schedule listing the Bikeway Phase 4 project as officially adopted in The City of Tamarac's current and biennial FY14/15 Budget. All three prior phases have been in the City's CIP budget and are being planned or were constructed with TE (Transportation Enhancement Program) dollars. Both the resolution and CIP schedule are enclosed in Community Support Tab#8.
- **B.** Projects/Programs consistent with the LTP or one of the following documents: County's Bike/Ped Plan and/or the Local Comprehensive Plan/CIP/Mobility Plan: *The project is consistent and is listed in the City of Tamarac FY14-15 CIP Plan, within the FY14-15 City of Tamarac Adopted Biennial Budget. Please see the project listed in the CIP schedule under Community Support- Tab#8 accompanied by a municipal resolution.*

In addition, the project is consistent with Goal 3; Policy 3.1.3 of the **Transportation Element of the Broward County Comprehensive Plan** which calls for the provision of a safe bikeway and pedestrianway network; and with Policy 3.1.3 which calls for the implementation of traffic calming techniques, where appropriate. Please note that the Broward County Transportation Element identifies a number of bikeways in Tamarac, including on University Drive, W. Mc Nab Road, and Commercial Blvd, all which connect with this Phase IV on Brookwood Blvd (Please see Location Maps under Tab#5).

Finally, the project is consistent with the Transportation Element of the **Tamarac Comprehensive Plan** which provides for the City to cooperate with both FDOT and Broward County for the provision of bicycle and pedestrian ways and sidewalks on arterial and collector roadways and other linkages to schools and parks.

C. Review existing ROW plans to make sure no additional ROW and/or permanent easement will be required: The Project is located on Brookwood Blvd, a local road. No right of way issues are present. Please see the **ROW maps** under the Location Maps section – Tab #5.

PRIORITIZATION CRITERIA

1. Demonstrates anticipated high benefit of the project/program relative to the size of the community (describe the percentage benefit to municipal population/employment):

The project will benefit the community relative to its **size and population**. It is located in the western and most rapidly growing section of the City. With over 60,000 residents, the population of the City of Tamarac increased dramatically over the last 10 years, making it the 36th largest city in Florida and the 12th largest city in Broward County. Founded as a quiet retirement community, Tamarac is also growing younger with more young families moving into this western section. Therefore, the average age in Tamarac dropped 10.5 years since the 1990 Census, increasing the number of younger residents demanding more recreational opportunities and multi-modal forms of transportation.

This age change in municipal population is evident along the project route, allowing the route to serve a more diverse set of residents. For example, the route travels along three key US Census block groups. From the route's northern point at Brookwood and University Drive traveling south to W. McNab Road, 61% of residents are non-white and the median age is 48. To provide a comparison, 49% of Tamarac residents are non-white and the median age for the City as a whole is 47.

Continuing south on Brookwood from W. McNab Road to the canal just north of NW 58th Street (shown on the route location map under tab#5), the number of non-white residents increases dramatically to 72% and the median age drops substantially to 35 years old, serving a much younger population.

Continuing south from the canal to project's end at NW 57th Street, just short of Commercial Blvd, both the number of non-white residents and their respective ages return to those similar to the northern portion of the route at 58% and 50 years of age. Therefore, the project serves a diverse set of residents, both in age and demographics.

In addition, the location of the project route will directly benefit the community relative to **employment**. At its northern point, the route provides direct access to over 30 offices and businesses, including a hospital, school, and senior center. Its southern point provides direct access to over 22 offices and businesses, a bank, and two youth centers. Its midpoint provides direct access to over 20 offices and businesses. Please see these locations illustrated on the route location maps under Tab #5.

The project provides ample **regional connectivity** relative to the City's size since it is Phase 4 of an entire bikeway/walkway system to be located throughout the City, providing safe connectivity between area facilities, schools, residential and adult communities, shopping areas, transit facilities (BCT route #'s 2, 62, 55, 102/the Breeze, and the Tamarac Transit Red Extension), and the Broward County Greenway System. This County Greenway System is a growing combination of liner parks, onroad bicycle facilities, sidewalks, and multi-purpose paths. Nearby trails include the Riverside Drive Canal, North Lauderdale South, and the C-14 Canal/Cypress Creek Greenway. The system trailhead is planned to be at Tephford Park on Southgate Blvd (i.e. the C-14 Cypress Greenway Corridor), providing access to passive and active outdoor recreation opportunities, parking and mass transit facilities that assist with the County's goal of "Connecting the Beach to the Glades." A pedestrian overpass is also planned to cross over the Sawgrass Expressway, connecting to an existing bike trail at the Everglades Levy. Consequently, the completed Phase 4 will enhance multi-modal transportation, recreational opportunities, and will greatly enhance the City's existing Greenway system.

2. Provides safe routes for non-drivers to access daily needs and multimodal transportation:

Project provides safe routes for non-drivers to access daily needs and multimodal transportation. The proposed TAP project is located in proximity to an important multimodal study: The University Drive Mobility Improvements Planning Study. Consistent with the BCT Transit Development Plan, the Study is managed by the Broward MPO, and contains Broward County Transit route #'s: 2, 62, 55, #102/the Breeze, and the Tamarac Transit Red Extension.

The proposed project route itself is about 1.7 miles long, has a speed limit of 25 mph, and has a daily traffic volume of about 7,600. It is located in a residential community that is both bordered at the ends and separated in the middle by major arterials. Therefore, the proposed TAP project not only improves mobility in the area but also improves accessibility to retail, restaurants, and employment for area residents as well.

The route's north end begins on University Drive (SR817), a major arterial with traffic counts of 48,000 trips per day. The route connects with University Hospital & Medical Center, which treated over 52,500 patients in 2012 alone. Adjacent to the hospital is Tamarac Elementary, home to 882 students, and the Tamarac Multi-Purpose Center. The Center provides many programs for residents' daily needs such as youth classes for motor skills development, home economics/cooking classes, art & crafts, and martial arts classes. The Fast Track Kids after school program is held here where City staff tutor students with homework. The facility also holds a computer lab where computer classes are held for youth. Middle and High School students also accumulate their required service hours at the facility through volunteer work, setting up for events, helping with children's activities, and doing office tasks. Adult classes include cultural creations and healthy cooking, mixed art classes, and computer classes held for seniors.

These three complexes are neighbored by over 30 various medical and professional centers. There is also a senior center, local fitness center, youth arcade facility, churches, and numerous retail outlets, all in the immediate vicinity and connected by bikelanes already on University Drive that provide access to **multi-modal transportation**.

In the near future and based on funding, Tamarac plans to build a fire station on the east side of University Drive, just north of the project (please see the location illustrated on the Location Maps section under Tab#5). In addition to fire equipment and personnel, the station plans to provide community risk reduction events, community outreach/safety talks for the elderly communities in the area, Cadet training, Boy Scouts training, CPR and fire extinguisher training and other community meetings. All these will be connected via the proposed bikelane and those present on University Drive.

Moving south, the route provides connectivity with a number of condo activity centers and a six acre plot of land slated to be a future City park called "Waters Edge". The route crosses W. McNab Road, a county thoroughfare having traffic counts of 38,500 trips per day. W. McNab Road also provides direct access to various small businesses, medical and professional service centers providing daily needs of our residents, 34 of which are located in the direct vicinity of the intersection.

The southern end of the route connects to NW 57th Street, and bikelanes already present on the road, and then to W. Commercial Boulevard (SR870), with traffic counts of 55,000 trips per day. The W. Commercial Blvd intersection provides **access** to 23 outlets including a pre-school, a junior academy, and a Tae Kwon-Do instructional facility. W. Commercial Blvd also has bikelanes and

provides further access to other retail outlets, professional centers, banks and restaurants in the immediate vicinity. W. Commercial Blvd connects the Everglades and Sawgrass Expressway with the Atlantic Ocean, Ft. Lauderdale Executive Airport, SR7/441, Rt 9-95, and the Florida Turnpike: all accessible via BCT bus routes. Therefore, the proposed route is truly a missing link to the multi-use trail system already in this area. Please see the connectivity illustrated under Location Maps - Tab #5.

3. Promotes Safety and Security:

The project location promotes **safety and security** since the proposed route was recommended through a bike lane feasibility study done by the City through consultants Carter & Burgess, Inc. The purpose of the study was to establish a bicycle lane system to provide safe connectivity between City facilities, schools, shopping areas, residential areas and Broward County's Greenway. The study recommended the proposed Brookwood route based on roadway analyses such as roadway geometry, posted speed limits, traffic patterns, physical conditions, and general operating characteristics of the traffic on the roadway network. Therefore, the proposed project is not an isolated route. Rather, it is an important component **enhancing the safe**, multi-modal transportation system of Tamarac and Broward County. Please see excerpts from this study and its feasibility map under the Project Details-Tab #9).

The project improves existing hazardous condition(s) and the quality of life within the community through the provision of a bikeway and traffic calming techniques as provided under the Broward Complete Streets Guidelines, City standards, MUTCD (Manual on Uniform Traffic Control Devices), and FDOT specifications. Bikelanes improve **safety** because they alert motorists that a portion of the roadway is meant for bicyclists. Therefore, the lanes facilitate predictable behavior and movements between bicyclists and motorists, reducing the chance of accidents. As shown by the data provided by the Broward Sherriff's Office below, the number of bike and pedestrian accidents with motorists has room for reduction in the project area:



Tamarac District
Pedestrian/Bicyclist/Nehicle Involved Crashes
NW 70th Street/Brookwood Blvd
From N. University Dr/NW 72nd Ave to
W. Commercial Blvd/NW 70th Ave

	N/O		eli Milli	and real transfer			Jenny III.		Design of the		Maria de Laborador Carlos de Carlos de Laborador de Carlos de Laborador							
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2012	25	3	0	1	0		0		0			0	1 Ped	-	-	4	21	54
2013	19		0	8	1	,	'	0	2	cr.	, ,	0	0	2	L)	21	58
STREET/BROOKWOOD BLVD	N University and NW 72nd Street	NW 71st Stroot	ובבון מובבו	W. MCNAB RD	NW 68th Street	NW 67th Street	NIA! CEAL CO	INVV 03th Street	NW 64th Street	NW 63rd Streeet	NW 61ct Stroopt	יייי פוסן פון פון	NW 60th Street	NW 58th Street	NW 57th Street	W Common 1 / Line man 1	(East/West Vicinty)	TOTAL



Finally, promoting **safety and security** is especially important at the intersection of University and NW 72nd Street (northern section where the route meets the hospital). Tamarac is already working to increase bike/pedestrian/motorist safety by issuing 577 red light camera tickets at this location as of 3/17/14 since October 2013.

4. Documented project/program support:

According to results from four consecutive **Tamarac Biennial Resident Surveys** (2007, 09, 11, and 13), residents continue to be least satisfied with the availability of walking and biking trails in the City. The latest 2013 **survey results** show the availability of walking and biking trails should receive the most emphasis over the next two years for parks and recreation (please see survey results under Community Support- Tab #8.

Some examples of this documented community support include enclosed **Letters of Community Support** from:

Peter Mason, Executive Director of the Tamarac Chamber of Commerce Lois Schwartz, Vice Chair of the Tamarac Parks & Recreation Board Roberta Ray, Principal of Tamarac Elementary School Please find copies of these letters under Community Support- Tab #8.

In addition, please find the enclosed **municipal resolution** demonstrating the City's support of the project and commitment to provide matching funds under Community Support- Tab #8. Please also find under the same tab, a copy of the **CIP** listing the Bikeway Phase 4 project as officially adopted in our current and biennial FY14/15 Budget. All three prior phases have been in our CIP and are being planned and/or constructed with TE funds.

Finally, please find a **Letter of Notification** providing information of the proposed project to our neighboring City of North Lauderdale. A copy of this letter may be found under Community Support-Tab #8.

5. Supports a high density land use such as an activity center:

Project connects to **University Hospital & Medical Center**, which treated over 52,500 patients in 2012 alone. As noted above, adjacent to the hospital is **Tamarac Elementary**, home to 882 students, and **Tamarac Multi-purpose Center** with three sport fields used both by individuals and leagues. Very popular with our City and entire region, approximately 27,700 patrons use the center and 22,600 players use the fields year-round. The Center features a gymnasium, meeting rooms, a computer lab, teen council, art room, racquetball court, covered playground, concession stands, and picnic tables. Please find these and those discussed below illustrated on the location maps provided under Tab #5.

Off NW 70th Ave, this new route will also provide connectivity to the City's future **Water's Edge Park**, located on NW 61st Street and University Drive. With nearly six acres, residents will have access to a number of outdoor activities as well as access to water when the park is developed.

At its southern point, the route ends at NW57th Street, just short of Commercial Blvd with bikelanes already present on each road. Less than two miles west on NW 57th Street, these bikelanes lead directly to the City's upcoming NW 57th Street Project, or Tamarac Village: a mixed-use pedestrian-friendly, open-air corridor that encourages walking and biking to shops and restaurants rather than using vehicles, providing economic stimulus to the community while reducing our carbon footprint.

Thanks to a Broward County grant, the City will begin installing stormwater and other infrastructure at Tamarac Village in the near future. Establishing this type of mixed-use corridor is a key strategy under Goal #5 of the City's Strategic Plan.

Plans for Tamarac Village also contain a **Park n' Ride transit hub**. In FDOT's LRTP, the hub will have the dual function of serving commuters (such as these bicyclists) during the day and Village patrons at night. Therefore, Phase IV will continue to follow principles set forth in the **Broward Complete Streets Guidelines**, City standards, MUTCD, and FDOT specifications as those of the other three phases. For example, all phases have and/or will use the following principles in their design and construction:

<u>Chapter 3: Community Engagement for Street Design</u>- Public workshops were held during the traffic study which was done by traffic engineers Carter & Burgess, Inc. in 2007 to select streets for the phases of the total bikeway/walkway system.

<u>Chapter 9- Bikeway Design:</u> Design follows minimum width and geometric criteria in the Florida Manual of Uniform Standards (Florida Green book). Symbol markings and striping criteria are followed as provided by FDOT.

<u>Chapter 11- Traffic Calming:</u> The project will implement Road Diet/Complete Street design through the narrowing and/or removal of vehicle lanes from the cross section, as illustrated in the Images section under Tab#6 along with their corresponding Typical section illustrated under Tab #7.

<u>Chapter 12- Street Ecosystem</u>: Project follows guidelines for the proper irrigation/maintenance of roadway medians, particularly on the southern route, south of W. McNab Road.

Therefore, the project directly supports not only present but soon-to-be high density land use for the growth and development of Tamarac and western Broward.

6. Benefits specific populations:

The project benefits specific populations. For example, the project benefits economically distressed areas since the location of Phase 4 is within close proximity to large geographical block groups with 51% or more persons having **low/moderate income** as designated by the 2010 US Census. These residents may not be able to afford their own vehicles and must rely on mass transit and/or bikeways to access them (See attached low income map under Location Map- Tab #5).

The project also benefits additional, specific populations since the project route travels through three key Census Block Groups of the 2010 Census. The northern portion of the route (University Drive south to W. McNab Road) has a 61% **non-white resident population** with a median age of 48 (as a whole, Tamarac residents are 49% non-white with a median age of 47).

These numbers change dramatically as you travel south from W. McNab Road to the canal just north of NW 58th Street (shown on the route location map under tab#5). The number of non-white residents increases dramatically to 72% and the median age drops substantially to 35 years old, serving a much younger population that favors mass transit and bicycles over private transportation. There are 113 15-19 year olds living in this census group, and 209 in the northern and southern census groups combined. According to CNW Marketing Research, Inc., the number of **16 year olds** having a driver licenses dropped 11%, from 42% in 1994 to just 31% in 2010.

Continuing south from the canal to project's end at NW 57th Street near Commercial Blvd, both the number of non-white residents and their respective ages return to those similar to the northern portion of the route at 58% and 50 years of age.

Providing access to mass transit is especially important to Tamarac. According to AARP, transportation is a key issue for **today's seniors** with mobility issues. Therefore, an increasing number of seniors favor "livable communities," i.e. neighborhoods that provide amenities to help them remain in their homes as they age, including safe roads, crosswalks and sidewalks, and accessibility to community services, shopping and entertainment. Seniors want communities that provide for the needs of pedestrians, bicyclists, bus riders and people who use wheelchairs or walkers, as well as motorists. As this project follows the Complete Streets, City standards, MUTCD, and FDOT specifications, the project provides for these needs.

Therefore, the project area is in an ideal location to serve the **changing demographics** in Tamarac. While the northern and southern-most census groups on the route serve ages 48-50, the middle census group south of W. McNab Road serves a younger population of about 35. It also has the highest percentage of households with residents of soon-to-be driving age (10-14 years) at 6.5% (167 youth) and thus more likely to use bikelanes and/or mass transit. The other two census block groups have between 4-5% or about 200 youth of this age.

Despite the age difference, the number of **households not having a vehicle** is about the same in each census group, varying from 4-6%. This is still a significant number as it represents about 300 households that would use sidewalks and/or bikeways to access nearby mass transit. Both sets of residents may not have access to private transportation for economic, health reasons, personal preference, or a combination of these.

Therefore the project provides great benefits to those using **mass transit** as it provides connectivity to Broward County Transit Routes 2,55, 62, 102/The Breeze, and the Tamarac Transit Red Route Extension (Please see these routes illustrated under Location Maps- Tab#5).

Finally, the project also benefits users of already existing county bikelanes as the route will connect to those bike lanes on University Drive, NW 57th Street and on Commercial Blvd. Via W. McNab Road, the project connects with Phase 2 where **residents and tourists** may travel north and connect to the Broward County Cypress Creek Greenway, providing western connectivity to the Everglades and eastern connectivity to hotels, tourist spots and the Atlantic Ocean (Please find a map of the Cypress Creek Greenway along with both Broward County/Tamarac Transit routes under Regional Connectivity-Tab#9).

Tips for an Improved Application (1 point each):

Provide a project/program location map: a color coded map that clearly shows the beginning and end
of the project, road names, activity centers/businesses the project will serve, bus stations, connectivity
to existing sidewalks and other infrastructures.

Tamarac provides a project/program location map: a color coded map that clearly shows the beginning and end of the project, road names, activity centers/businesses the project will serve, bus stations, connectivity to existing sidewalks and other infrastructures under Location Maps- Tab#5.

 Provide drawings, sketches, anything else that will visualize the need, purpose and benefit of the project/program.

Tamarac provides photos, drawings, sketches, and typicals that visualize the need, purpose and benefit of the project/program. Both the photos and typicals have before and after views and can be found under Images- Tab#6 and Typical Sections- Tab#7. A sketch of the Brookwood Blvd project route was derived from a 2007 Bikeway/Walkway study done by the City through Carter & Burgess, Inc. and the sketch can be found under Location Maps- Tab#5.

Provide a schedule of the project/program and have a realistic completion plan

2014: Project Awarded

2015: Coordinate with Broward MPO and FDOT staff after award for project LAP agreement

2016: Design and Permitting

2017/18: Construction 2018: Final Inspections

Plan for cost increase and inflation:

Not only is the proposed project already in the **Tamarac CIP**, but the City also budgeted funds for inflation since it budgeted design costs exceeding anticipated costs with nearly a \$68,000 contingency. Please see the enclosed **Cost Estimate** sheet on page 8 of the application and under Engineer's Cost Estimate- Tab #4.

• Be creative and prepare an appealing, clear and concise application; use numbers and percentages to justify the need and benefit/usage, if implemented, of the project/program.

Tamarac was creative and prepared an appealing, clear and concise application. The City used **numbers and percentages** throughout the application to justify the need and benefit/usage, if implemented, of the project/program

 Provide photographs of the proposed project location and "before" and "after" pics: a picture "is worth a million words."

Tamarac provided photographs of the proposed project location with both "before" and "after" pics under Images- Tab#6 (photos) and under Typical Sections- Tab#7 (Typical sketches/drawings).

- Community Outreach- notification to the public about the project/program
 - Tamarac provided community outreach to the Tamarac Chamber of Commerce, Tamarac Elementary School and the Tamarac Parks & Recreation Board, as shown in their letters of support enclosed (Community Support- Tab#8).

- A **Letter of Notification** was also provided as a courtesy to the City of North Lauderdale, notifying them of the project in the nearby vicinity (Community Support- Tab#8).
- A municipal resolution for both this grant application and for the project was also heard and passed by the Tamarac City Commission on March 27, 2013 and the project is in the current FY14/15 Adopted CIP (Community Support- Tab#8).
- Agenda, Announcement Letter, and Minutes of the May 1, 2007 public meeting held to discuss and gather input on the entire bikeway/walkway project along with sketch from consultants Carter & Burgess, Inc. depicting potential bikelane routes (Community Support- Tab#8).

Tips for an Improved Application (3 points each):

- Adopted Complete Streets Guidelines
 Tamarac utilizes and follows the Broward Complete Streets Guidelines, City standards, MUTCO, and FDOT specifications for all phases of the Tamarac bikeway/walkway system.
- Adopted Complete Streets Policies
 Tamarac utilizes and follows the Broward Complete Streets Policies, City standards, MUTCO, and FDOT specifications for all phases of the Tamarac bikeway/walkway system.
- Adopted Complete Streets Plan
 Tamarac utilizes and follows the Broward Complete Streets Plan, City standards, MUTCO, and FDOT specifications for all phases of the Tamarac bikeway/walkway system.
- Project identified in Complete Streets plan
 Tamarac utilizes and follows the Broward Complete Streets Plan, City standards, MUTCO, and FDOT
 specifications for all phases of the Tamarac bikeway/walkway system.
- System Linkage: Is the project a needed connecting link in a transportation system? Explain how the proposed project would address the needs of the transportation system.

The project is a needed connecting link in both the County and City transportation system. The proposed TAP project is located in proximity to an important multimodal study: The **University Drive Mobility Improvements Planning Study**. Consistent with the **BCT Transit Development Plan**, the Study is managed by the Broward MPO, and contains Broward County Transit route #'s: 2, 62, 55, #102/the Breeze, and the Tamarac Transit Red Extension (Please see these routes illustrated under Location Maps Tab#5).

The proposed TAP project not only improves mobility in the area but also provides a **connecting link** to residents as far south as Commercial Blvd to retail, restaurants, and employment for area residents on N. University Drive. As noted above, the route's north end begins on University Drive (SR817), a major arterial with traffic counts of 48,000 trips per day. The route provides connectivity with University Hospital, Tamarac Elementary, and the Tamarac Multi-Purpose Center, all which provide for the daily needs of residents. These three complexes are neighbored by over 30 various medical and professional centers. There is also a senior center, local fitness center, youth arcade facility, churches, and numerous retail outlets, and a future fire station, all in the vicinity and connected by bikelanes already on University Drive.

Moving south, the route provides a **connecting link** with a number of condo activity centers and a six acre plot of land slated to be a future City park called "Waters Edge". The route crosses W. McNab Road, a county thoroughfare having traffic counts of 38,500 trips per day. W. McNab Road also provides direct access to various small businesses, medical and professional service centers, 34 of which are located in the direct vicinity of the intersection.

The southern end of the route connects to NW 57th Street, and bikelanes already present on the road, and then to W. Commercial Boulevard (SR870), with traffic counts of 55,000 trips per day. The W. Commercial Blvd intersection **provides access** to 23 outlets and schools. W. Commercial Blvd also has bikelanes and provides further connectivity to other retail outlets, professional centers, banks and restaurants in the immediate vicinity. W. Commercial Blvd connects the Everglades and Sawgrass Expressway with the Atlantic Ocean, Ft. Lauderdale Executive Airport, SR7/441, Rt I-95, and the Florida Turnpike: all accessible via BCT bus routes. Therefore, the proposed route is truly a missing link to the multi-use trail system already in this area. Please see the connectivity illustrated under Location Maps - Tab #5.

The project addresses **needs** of the transportation system such as **safety and security**. As noted above, the project improves existing hazardous condition(s) and the quality of life within the community through the provision of a bikeway/walkway system and traffic calming techniques as provided under the Broward Complete Streets Guidelines, City standards, MUTCD, and FDOT specifications. As shown by the data provided by the Broward Sherriff's Office (see BSO accident chart under Priority Criteria #3), the number of bike and pedestrian accidents with motorists on the route will benefit from the proposed project.

The project also addresses needs of the transportation system such as **serving specific populations.** For example, the project benefits economically distressed areas since the location of Phase 4 is within close proximity to large geographical block groups with 51% or more persons having low/moderate income as designated by the 2010 US Census. These residents may not be able to afford their own vehicles and must rely on mass transit and/or bikeways to access them (See attached low income map under Location Map- Tab #5).

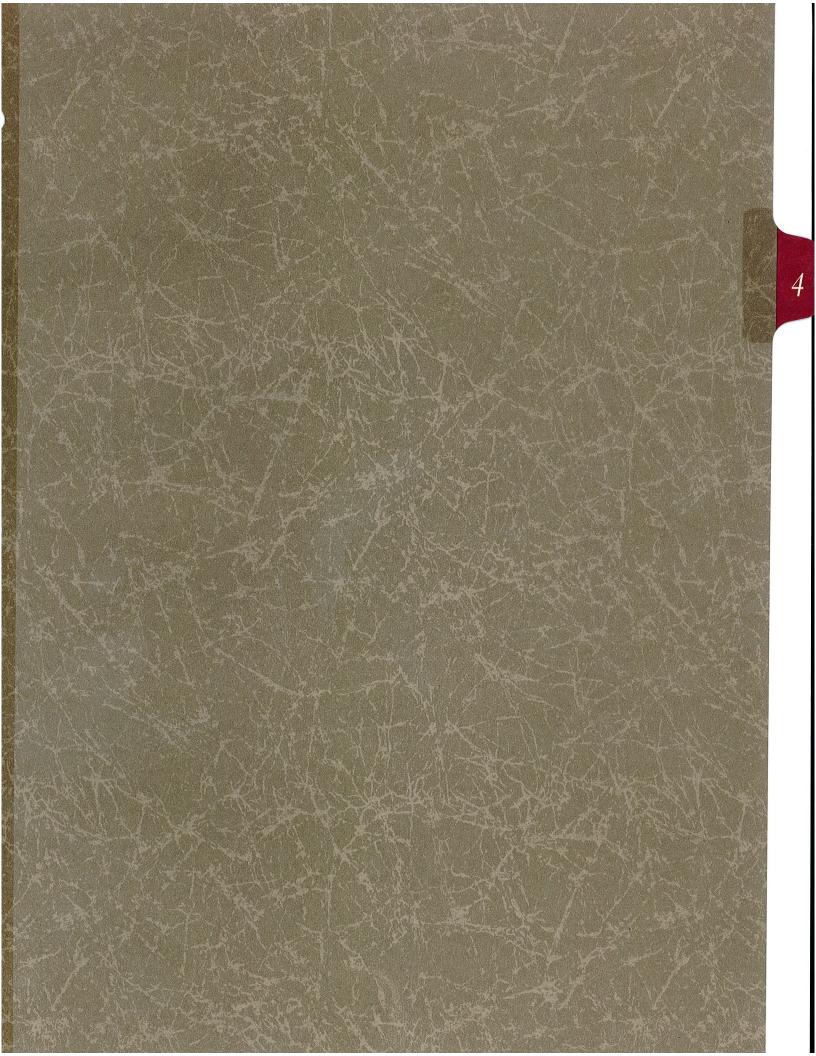
The project also meets transportation needs of specific populations since the project route travels through three key Census Block Groups of the 2010 Census. The northern portion of the route (University Drive south to W. McNab Road) has a 61% non-white resident population with a median age of 48 (as a whole, Tamarac residents are 49% non-white with a median age of 47).

These numbers change dramatically as you travel south from W. McNab Road to the canal just north of NW 58th Street (shown on the route location map under tab#5). The number of non-white residents increases dramatically to 72% and the median age drops substantially to 35 years old, serving a much younger population that favors mass transit and bicycles over private transportation.

Continuing south from the canal to project's end at NW 57th Street and Commercial Blvd, both the number of non-white residents and their respective ages return to those similar to the northern portion of the route at 58% and 50 years of age. Providing **access to mass transit** is especially important to Tamarac. According to AARP, transportation is a key issue for today's seniors with mobility issues.

Seniors want communities that provide for the needs of pedestrians, bicyclists, bus riders and people who use wheelchairs or walkers, as well as motorists. This project provides for these needs.

Therefore, the project meets transportation needs of the **changing demographics** of Tamarac. While the northern and southern-most portions of the route serve ages 48-50, the middle portion south of W. McNab Road serves a more diverse and younger age group of about 35. Both sets of residents may not have access to provide transportation, either for economic, health reasons, personal preference, or a combination of these.



ENGINEERS COST ESTIMATE

Project Description: Tamarac Bikeway System - Phase IV

-	T		IWA Participa	ting		FHWA							
Pay Item				Engineer's		Engineer's			Engineer's	Engineer's	Total	Tot	al Engine
Number*	1	Quantity	Unit	Unit Cost	1	ubtotal Cost	Quantity	Unit	Unit Cost	Subtotal Cost	Quantity	1101	Cost
1	Idemnification	1	LS	10	\$	10.00					1	\$	1
2	Bonds and Insurance	1	LS	50000	\$	50,000.00					1	\$	50,00
3	Mobilization/Demobilization	1	LS	50000	\$	50,000.00					1	\$	50,00
4	Maintenance of Traffic	1	LS	75000	\$	75,000.00					1	\$	75,00
5	Site Preparation/Demolition	1	LS	50000	\$	50,000.00					1	\$	50,00
6	Installation and Maintenance of Stormwater Pollution Prevention Measures	1	LS	15000	\$	15,000.00					1	\$	15,00
7	12" Compacted Stabilized Subgrade	3250	SY	10	\$	32,500.00					3250	\$	32,50
8	8 " Limerock Base	3250	SY	20	\$	65,000.00					3250	\$	65,00
9	1 1/2 " Type SP-9.5 Asphalt Surface Course	3250	SY	23	\$	74,750.00					3250	\$	74,75
10	Mill and Resurface (type SP -9.5 Asphalt)	300	SY	22	\$	6,600.00					300	\$	6,60
11	Earthwork/Grading (Including Sod)	1	LS	50000	\$	50,000.00					1	\$	50,000
12	Concrete Sidewalk Removal -5' wide 4" thick	1100	LF	8	\$	8,800.00					1100	\$	8,80
13	Concrete Sidewalk -5' wide 4" thick	1100	LF	37	\$	40,700.00					1100	\$	40,700
14	ADA ramps with Cast in Place Detectable Warning	6	EA	500	\$	3,000.00					6	\$	3,000
15	Concrete Curb and Gutter (Type F)	950	LF	18	\$	17,100.00					950	\$	17,100
16	Concrete Curb and Gutter Removal (Type F)	950	LF	15	\$	14,250.00					950	\$	14,250
17	Concrete Slab Removal (6" thick)	60	SY	10	\$	600.00					60	\$	600
18	2" NSP Aluminuim Pipe Guiderail	60	LF	25	\$	1,500.00					60	\$	1,500
19	Drainage Structure Modification 1	1	EA	3500	\$	3,500.00					1	\$	3,500
20	Drainage Structure Modification 2	1	EA	3500	\$	3,500.00					1	\$	3,500
21	Drainage Structure Modification 3	1	EA	3500	\$	3,500.00					1	\$	3,500
22	Drainage Structure Modification 4	1	EA	3500	\$	3,500.00					1	\$	3,500
23	Drainage Structure Grate Adjustment	9	EA	400	\$	3,600.00			-		9	\$	3,600
24	6" Solid White Stripe	17625	LF	3	\$	52,875.00					17625	\$	52,875
	6" White Stripe- 2'-4' Skip	2000	LF	2.5	\$	5,000.00					2000	\$	5,000
26	12" Solid White Stripe	25	LF	6	\$	150.00					25	\$	150
27	18" Solid White Stripe	30	LF	7	\$	210.00		_			30	\$	210
	24" Solid White Stripe	25	LF	6.5	\$	162.50					25	\$	162
29	Turn Lane-Use Arrow Marking	4	EA	300	\$	1,200.00					4	\$	1,200
	Turn & Through Lane-Use Arrow Marking	2	EA	300	\$	600.00		_			2	\$	600.
	Turn Lane-Use Arrow Marking Removal	5	EA	200	\$	1,000.00					5	\$	1,000
	Only Message Marking Removal	3	EA	200	\$	600.00					3	\$	600.
	Bikelane Designation Marking With Arrow	36	EA	450	\$	16,200.00						\$	16,200.
	Single Column Ground Sign- R3-17	20	EA	300	\$	6,000.00						\$	6,000
	Single Column Ground Sign- R 3-17 & R3-17a	4	EA	450	\$	1,800.00					4	\$	1,800.
5	Single Column Ground Sign- R3-17 & R3-17a &	1	EA	450	\$	450.00							
	Single Column Ground Sign- R4-4	2	EA	500	\$	1,000.00						\$	450.
	Restoration	1	LS	15000	\$	15,000.00						\$	1,000.
	Root Barrier/Root Pruning	150	LF	25	\$	3,750.00		-				\$ \$	15,000. 3,750.
												·	5,750.
**	Engineering	n/a				n/a							
**	Utility Work	n/a				n/a							
**	Contingency	n/a				n/a							

FHWA Participating

FHWA Non-Participating

Non-participating items:

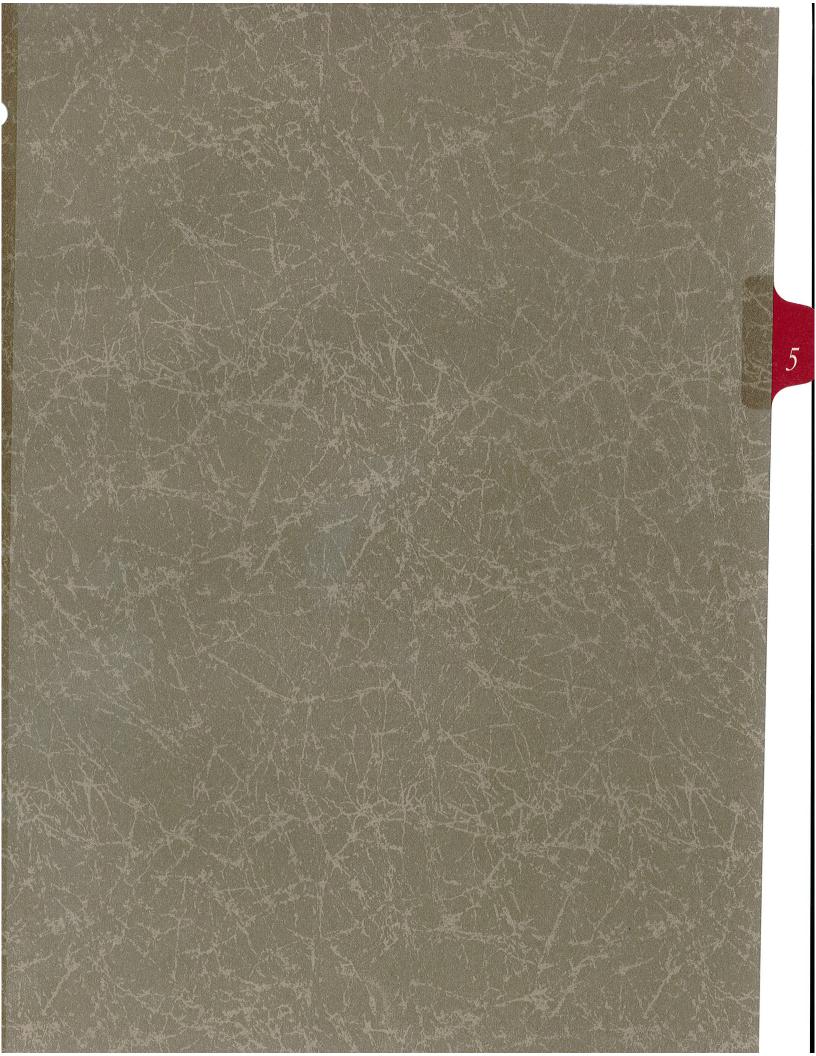
Other elements are non-participating; the ones listed above are the commonly used pay items that are non-participating. If you have any questions regarding a participating or non-participating item, please contact us.

^{*}Projects on the State Highway <u>SHALL</u>, utilize FDOT pay items numbers and descriptions.

^{**}Engineering work; Optional services; Survey; Video Inspection; MOT plans preparation; As-builts/record drawings

^{**}Utility work--this includes, but is not limited to: valve adjustments, utility relocations, FPL power pole relocations, AT&T directional bore, etc...

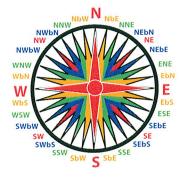
^{**}Contingency

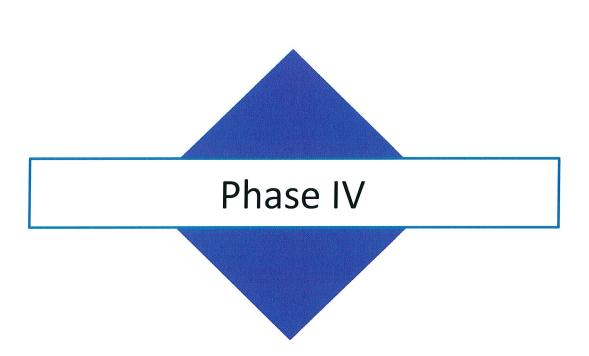


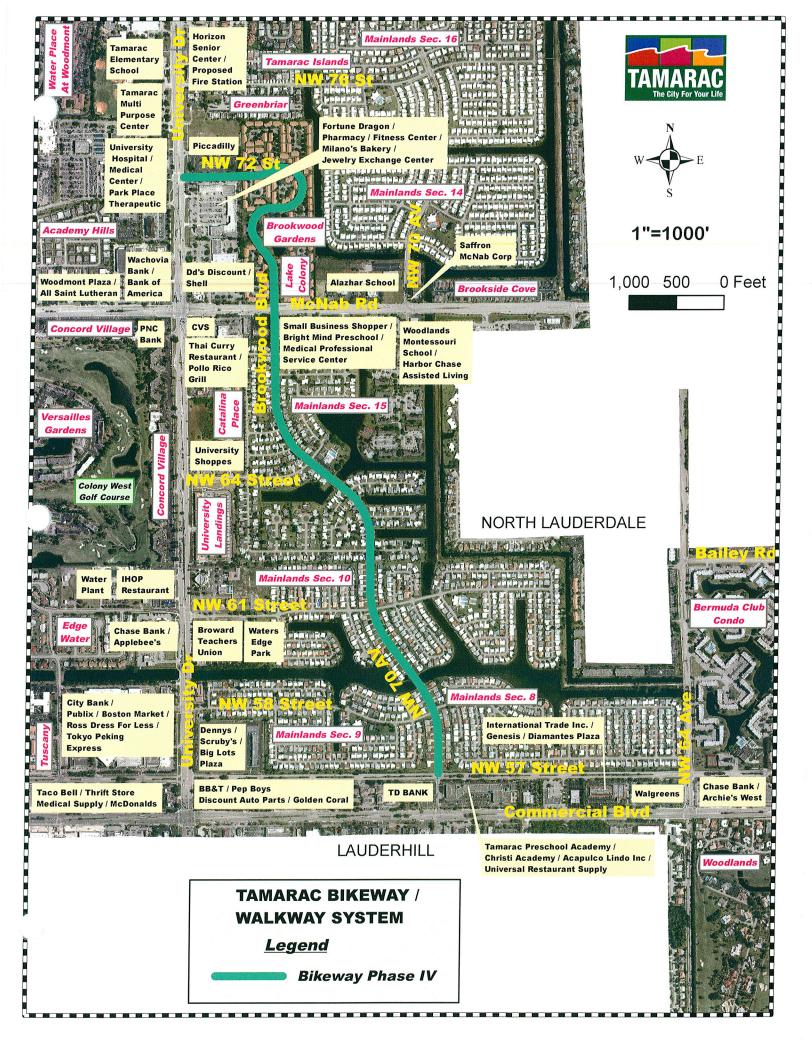
2014 Transportation Alternatives Program Funding Application City of Tamarac – Bikeway/Walkway System Project

Location Maps

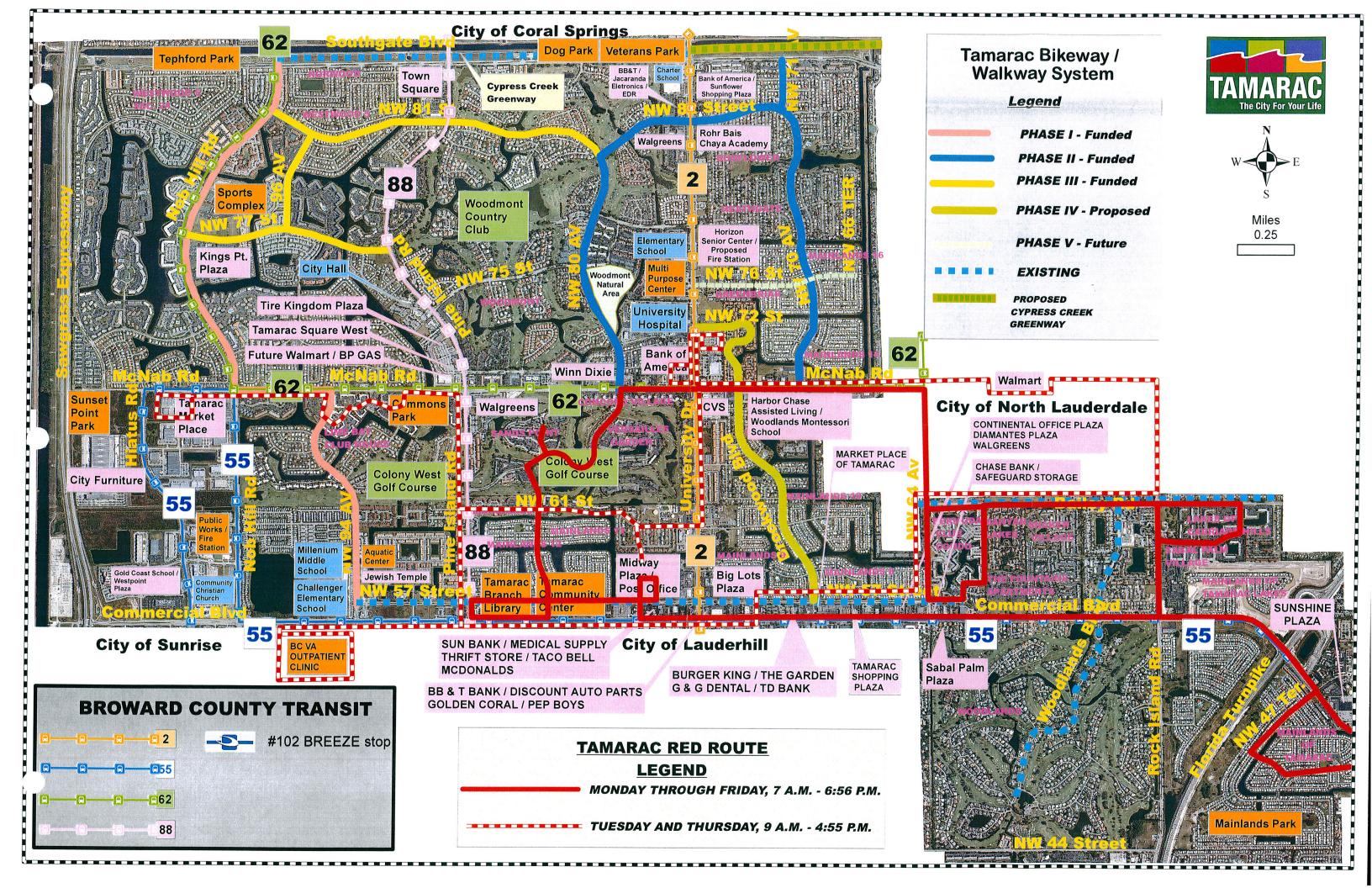
- Bikeway/Walkway Phase IV location map
 - o Includes connectivity with City elements including:
 - Hospital, schools, community and senior centers, medical and professional centers, future City park, fitness centers, banks, churches, retail, restaurants, golf courses, transit routes, and neighboring cities
- Tamarac Bikeway/Walkway System in total illustrating connectivity with:
 - Prior three phases
 - Proposed Phase IV
 - Planned future Phase V
 - County Cypress Creek Greenway
 - o Connectivity elements as illustrated in the location map above
- Low/moderate Income Map illustrating:
 - Bikeway/walkway phase IV project is in the vicinity of under-served low income households as depicted under the 2010 Census
 - o Connectivity elements as illustrated in both maps above
- Right of Way Maps as shown from the Broward Property Appraiser's Office.
 - Each of the five maps illustrates a specific selected property folio that together encompasses the entire Brookwood Blvd project area from University Drive traveling south to NW 57th Street.
 - Each map sites a specific address and shows the City of Tamarac as the folio owner.
- Sketch provided by consultants Carter & Burgess, Inc. depicting potential bike lane routes, including Brookwood Blvd.

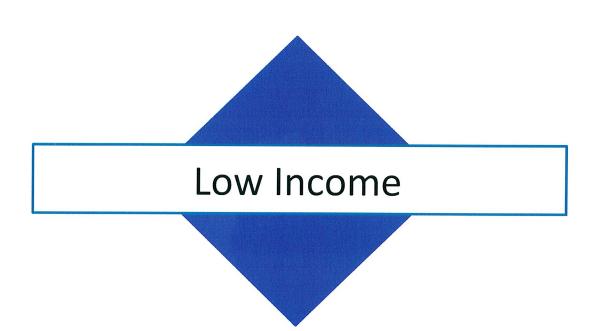


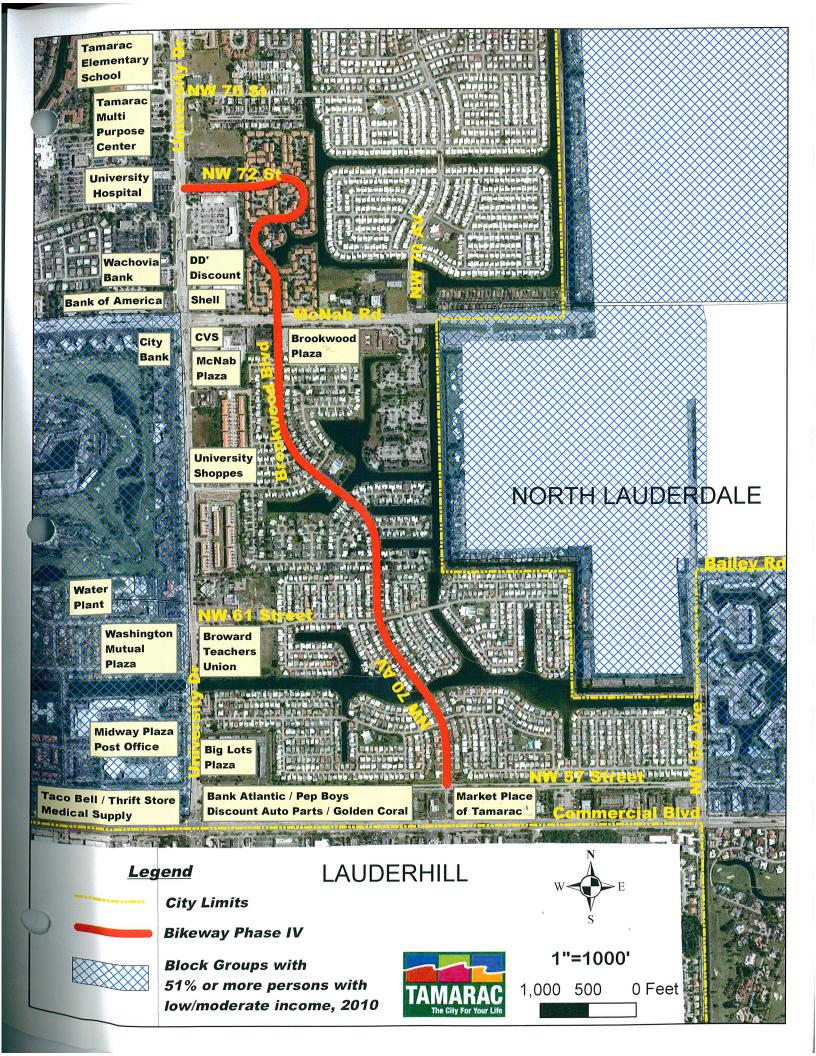


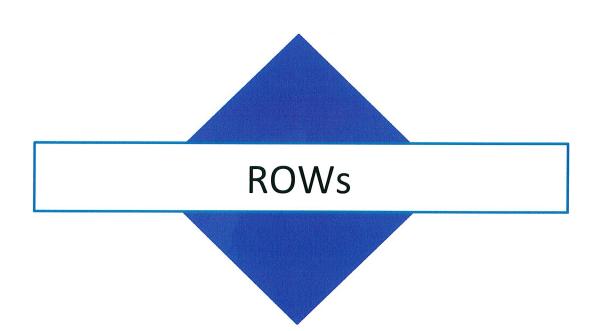


All Phases













Click here to see instructions for use































.ayers

- Highways
- Major Roads
- Twn-Rng-Sec
- Municipalities
- City Limits
- Zip Codes
- **CRA Boundaries**
- Census Tracts
- City Zoning Codes
- County Land Use
- Comm Appraisal **Districts**
- Resid Appraisal **Districts**
- Subdiv. Number
- Subdiv. Name



Streets

Parcels

Aerials (2013)

County Boundary



SELECTED PROPERTY-FOLIO: 494103010021

Source: Broward County Property Appraiser

Pictometry



Below information reflects 2014 work in process values.

Click on "Details" above for 2013 values.

FOLIO:

494103010021

OWNER:

CITY OF TAMARAC 7500 NW 72 ST

SITUS ADDRESS:

TAMARAC 33321

FORT LAUDERDALE TRUCK FARMS 4-31 B 3-

49-41 THAT PT OF TR 20 DESC AS COMM AT SW COR OF SEC 3,N 1347.50,E

3112

MILLAGE CODE:

LEGAL:

94

USE CODE: LAND VALUE: \$18,050

BUILDING \$0 VALUE:

OTHER

\$0 VALUE:

TOTAL VALUE: \$18,050

SOH CAPPED \$18,050 VALUE:

HOMESTEAD

EXEMPTION \$0 AMOUNT:

WVD

EXEMPTION \$0

AMOUNT:

OTHER

EXEMPTION

AMOUNT:

TAXABLE

VALUE:

SALE DATE 1: 3/1/1980

\$18,050

SALE PRICE 1: \$100

DEED TYPE 1: SWD SALE DATE 2:

SALE PRICE 2: \$0

DEED TYPE 2:

	LAND CALCUL	ATIONS		
Price	Factor	Туре		
0.51	35392	SF		

0

ADJ. BLDG. S.F.:





Click here to see instructions for use























LEGAL:





_ayers

- Highways
- Major Roads
- Twn-Rng-Sec
- Municipalities
- City Limits
- Zip Codes
- **CRA** Boundaries
- Census Tracts
- City Zoning Codes
- County Land Use
- Comm Appraisal **Districts**
- Resid Appraisal **Districts**
- Subdiv. Number
- Subdiv. Name



Parcels

Aerials (2013)

County Boundary



SELECTED PROPERTY-FOLIO: 494103272060

Source: Broward County Property Appraiser

Pictometry



Below information reflects 2014 work in process values.

Click on "Details" above for 2013 values.

FOLIO: 494103272060

PUBLIC LAND % CITY OF OWNER:

TAMARAC

BROOKWOOD BLVD SITUS ADDRESS: TAMARAC 33321

BROOKWOOD GARDENS

110-7 B ADDITIONAL RIGHT-OF-WAY

BROOKWOOD BLVD & NW

72ND STREET DEDICATED TO PUBLIC PER PLAT

MILLAGE 3112 CODE: USE CODE: 94 LAND VALUE: \$65,280

BUILDING \$0 VALUE:

OTHER \$0 VALUE:

TOTAL VALUE: \$65,280 SOH CAPPED

\$65,280

VALUE: **HOMESTEAD**

EXEMPTION \$0 AMOUNT:

WVD **EXEMPTION** \$0 AMOUNT:

OTHER **EXEMPTION**

\$65,280 AMOUNT:

TAXABLE \$0 VALUE:

SALE DATE 1: SALE PRICE 1: \$0 **DEED TYPE 1:**

SALE DATE 2: SALE PRICE 2: \$0 **DEED TYPE 2:**

	LAND CALCUL	ATIONS		
Price	Factor	Туре		
0.51	127991	SF		

ADJ. BLDG.

S.F.:





Click here to see instructions for use



























_ayers

- Highways
- Major Roads
- Twn-Rng-Sec
- Municipalities
- City Limits
- Zip Codes
- **CRA** Boundaries
- Census Tracts
- City Zoning Codes
- County Land Use
- Comm Appraisal **Districts**
- Resid Appraisal **Districts**
- Subdiv. Number
- Subdiv. Name



Parcels

Aerials (2013)

County Boundary



SELECTED PROPERTY-FOLIO: 494110052920

Source: Broward County Property Appraiser

Pictometry



Below information reflects 2014 work in process values.

Click on "Details" above for 2013 values.

FOLIO: 494110052920

PUBLIC LAND % CITY OF OWNER:

TAMARAC

SITUS **BROOKWOOD BLVD** ADDRESS: TAMARAC 33321

MAINLANDS OF TAMARAC

LAKES UNIT 15 71-3 B THE AVENUES, STREETS, COURTS, **BOULEVARDS DEDICATED**

PER PLAT

MILLAGE 3112 CODE:

USE CODE: 94

LEGAL:

LAND \$384,390 VALUE:

BUILDING \$0 VALUE:

> \$0 VALUE:

TOTAL \$384,390

SOH CAPPED \$384,390 VALUE:

HOMESTEAD

EXEMPTION \$0 AMOUNT:

WVD

EXEMPTION \$0 AMOUNT:

OTHER

EXEMPTION \$384,390

AMOUNT:

TAXABLE \$0 VALUE:

SALE DATE

SALE PRICE \$0

DEED TYPE

1:

SALE DATE

SALE PRICE

DEED TYPE

LAND CALCULATIONS					
Price	Factor	Туре			
0.51	753708	SF			

ADJ. BLDG.

S.F.:





Click here to see instructions for use























(⊞) Details

-ayers

Highways

** OI DI

- Major Roads
 - Twn-Rng-Sec
- Municipalities
- City Limits
- Zip Codes
- **CRA** Boundaries
- **Census Tracts**

City Zoning Codes

County Land Use

Comm Appraisal Districts

Resid Appraisal **Districts**

Subdiv. Number

Subdiv. Name



Streets

Parcels

erials (2013)

County Boundary



SELECTED PROPERTY-FOLIO: 494110044780

Source: Broward County Property Appraiser

Pictometry

Below information reflects 2014 work in process va Click on "Details" above for 2013 values.

FOLIO: 494110044780

OWNER: PUBLIC LAND % CITY OF TAMAR

II. situs **NW 61 ST** ADDRESS: TAMARAC 33321

MAINLANDS OF TAMARAC LAKE

TENTH SEC 68-36 B

LEGAL: AVENUES, TERRACES, WAY, STRI & COURTS DEDICATED TO PUBL

PER

MILLAGE 3112 CODE: USE CODE: 94

LAND \$243,900 VALUE:

BUILDING \$0 VALUE:

OTHER \$0 VALUE:

TOTAL \$243,900 VALUE:

SOH CAPPED

\$243,900 VALUE:

HOMESTEAD EXEMPTION \$0 AMOUNT:

WVD

EXEMPTION \$0 AMOUNT:

OTHER

EXEMPTION \$243,900

AMOUNT: **TAXABLE**

VALUE:

SALE DATE

SALE PRICE \$0

DEED TYPE

SALE DATE

SALE PRICE \$0

DEED TYPE

	LAND CALCULATIONS				
Price	Factor	Туре			
0.51	478240	SF			

ADJ. BLDG. S.F.:







Click here to see instructions for use





MAP SIZE:

Layers

✓ Highways

Major Roads

Twn-Rng-Sec

Municipalities

City Limits

Zip Codes

CRA Boundaries

Census Tracts

City Zoning Codes

County Land Use

Comm Appraisal **Districts**

Resid Appraisal **Districts**

Subdiv. Number

Subdiv. Name



Streets ▼ Parcels

Aerials (2013) 🗸

County Boundary



SELECTED PROPERTY-FOLIO: 494110023280

Source: Broward County Property Appraiser

Pictometry

PHELP



Below information reflects 2014 work in process values.

Click on "Details" above for 2013 values.

FOLIO: 494110023280

OWNER: PUBLIC LAND % CITY OF TAMAR

SITUS NW 64 AVE ADDRESS: **TAMARAC 33321**

MAINLANDS OF TAMARAC LAKE

EIGHTH SEC 67-35 B

AVENUES, TERRACES, WAYS, DRI STREETS & COURTS DEDICATEI

TO

MILLAGE 3112 CODE: USE CODE: 94

LEGAL:

LAND \$213,830

VALUE:

BUILDING \$0 VALUE:

OTHER \$0 VALUE:

TOTAL \$213,830 VALUE:

SOH

CAPPED \$213,830

VALUE:

HOMESTEAD SO SXEMPTION \$0 AMOUNT:

> WVD **EXEMPTION \$0** AMOUNT:

OTHER

EXEMPTION \$213,830

\$0

AMOUNT:

TAXABLE VALUE:

SALE DATE

SALE PRICE \$0

DEED TYPE

SALE DATE

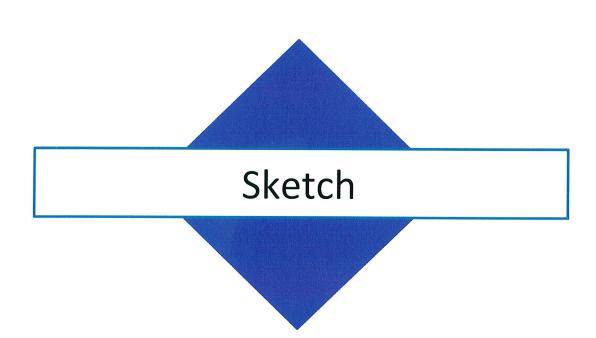
SALE PRICE

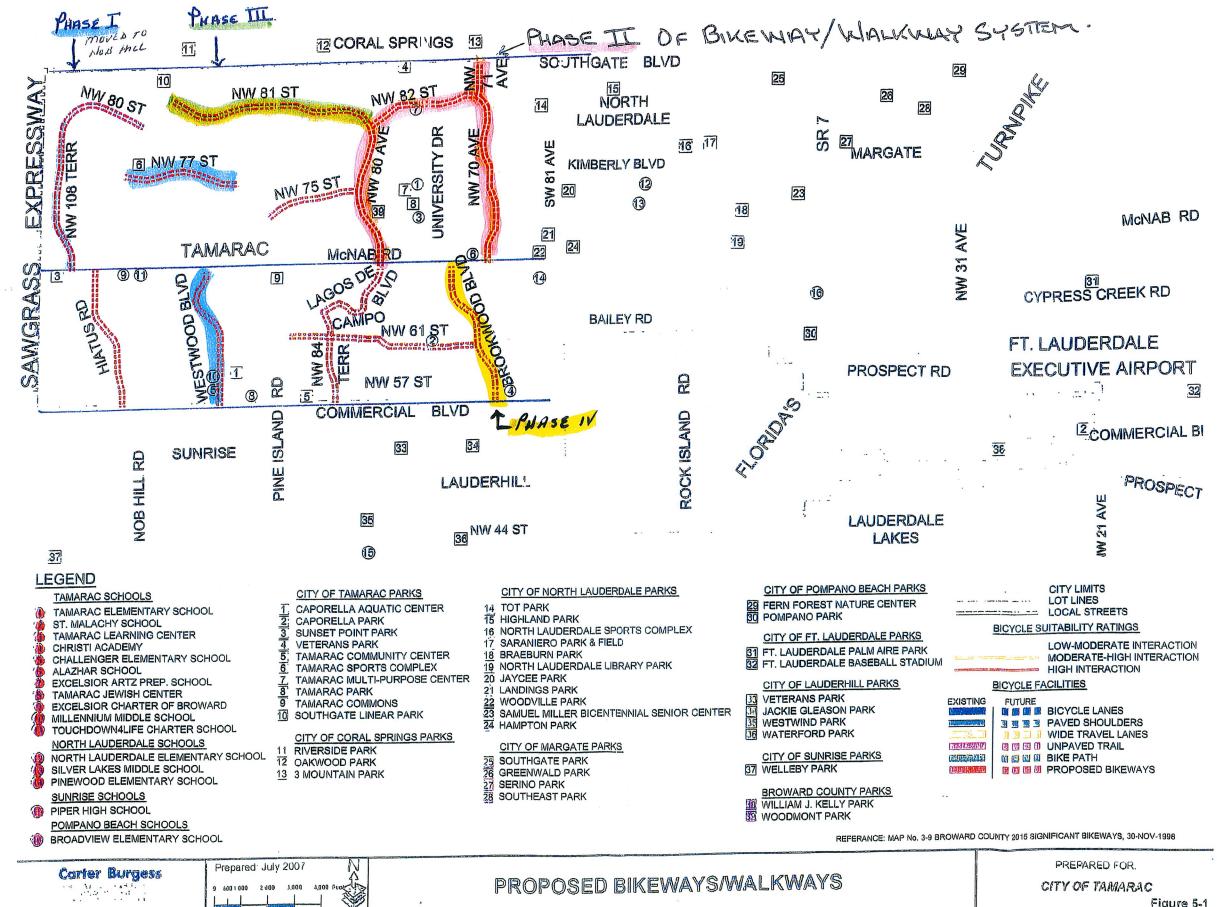
DEED TYPE

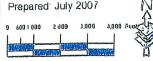
LAND CALCULATIONS					
Price	Factor	Туре			
0.51	419280	SF			

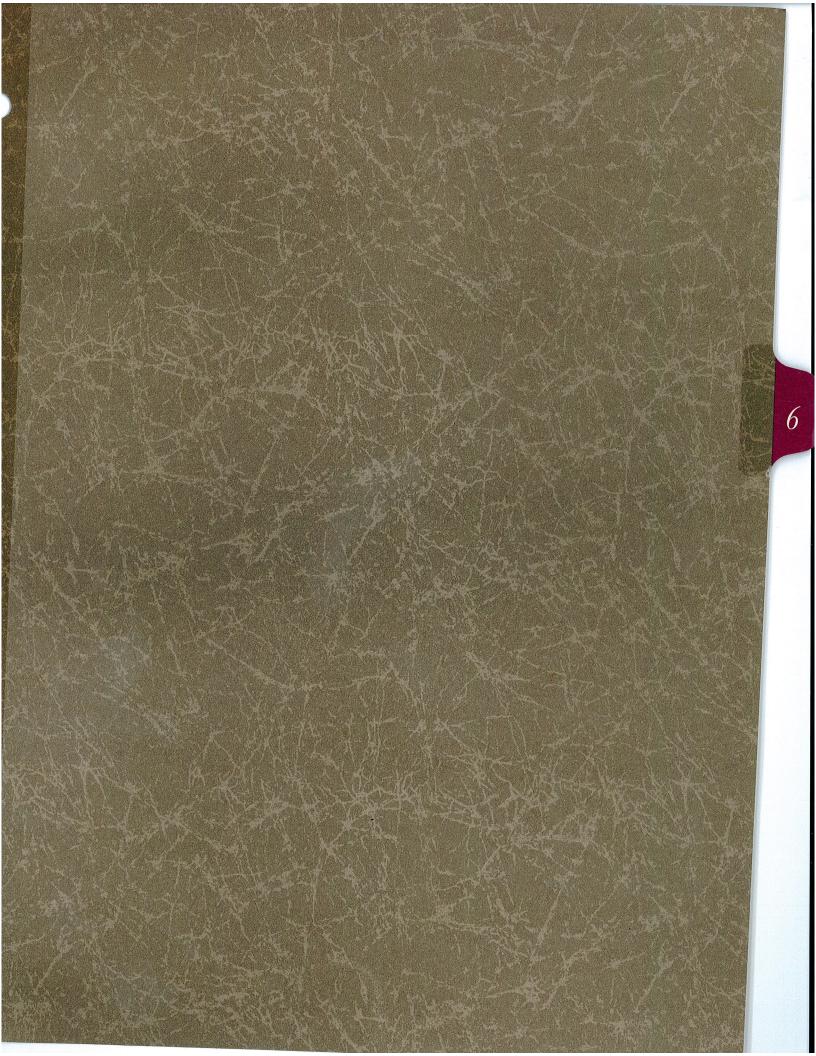
ADJ. BLDG.

S.F.:









Brookwood Blvd Connecting to University Drive



BEFORE



AFTER
(For Typical Details on Existing and Proposed Work, Refer to Tab 7 – Sections A)

Brookwood Blvd North of McNab Road



BEFORE



AFTER
(For Typical Details on Existing and Proposed Work, Refer to Tab 7 - Sections A)

Brookwood Blvd South of McNab Road North-Bound



BEFORE



AFTER

AFTER

AFTER

Details on Existing and Proposed Work, Refer to Tab 7 - Sections B)

Brookwood Blvd South of McNab Road South-Bound



BEFORE



AFTER
(For Typical Details on Existing and Proposed Work, Refer to Tab 7 - Sections B)

<u>Brookwood Blvd – NW 57th Street</u>



BEFORE



AFTER
(For Typical Details on Existing and Proposed Work, Refer to Tab 7 - Sections B)

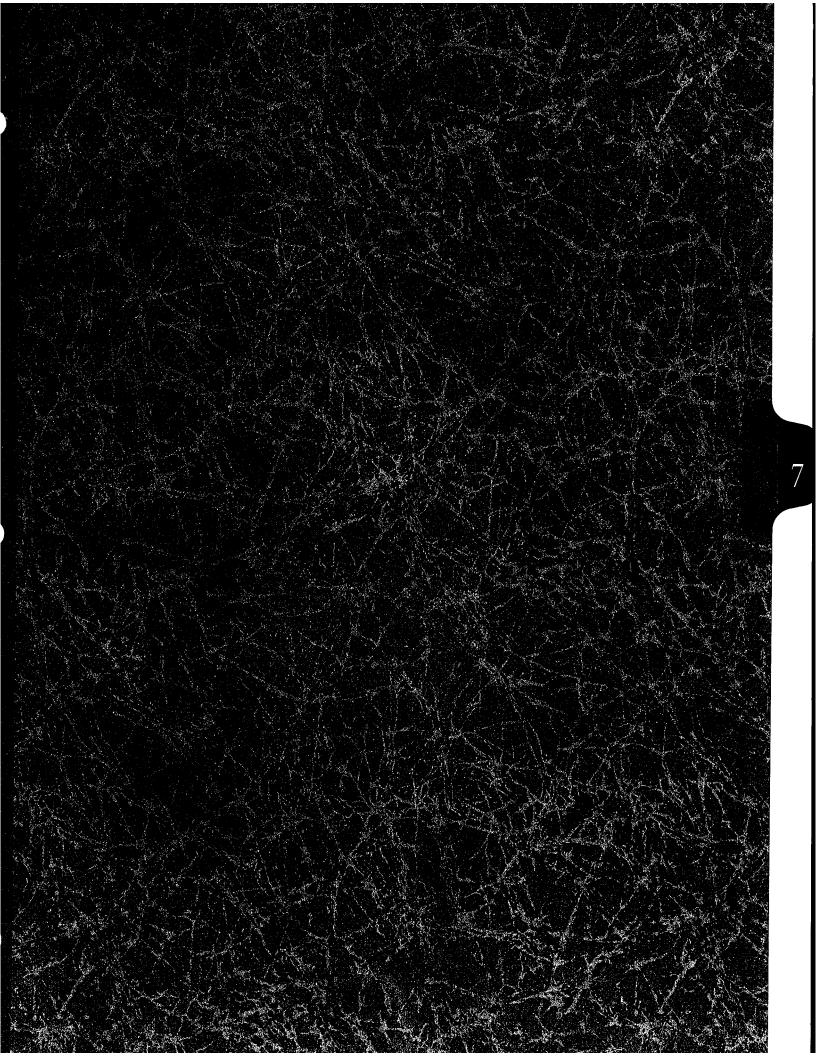
Brookwood Blvd – NW 57th Street



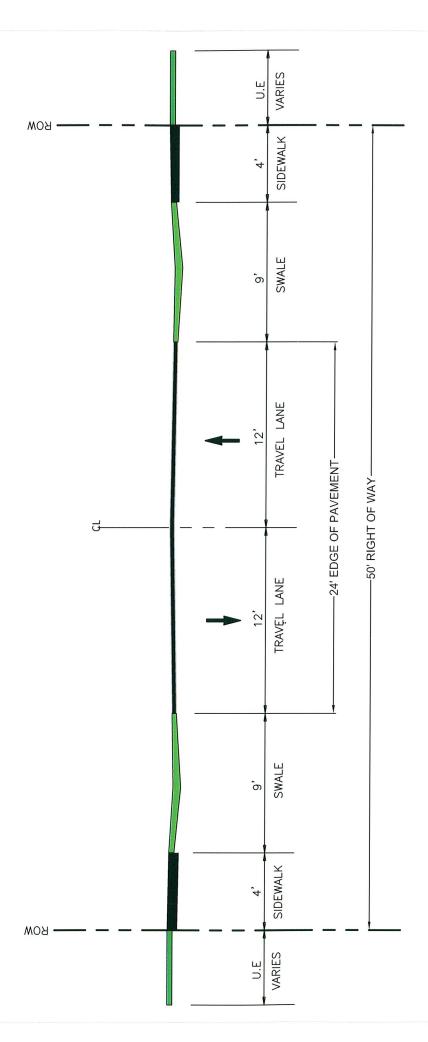
BEFORE



AFTER
(For Typical Details on Existing and Proposed Work, Refer to Tab 7 - Sections B)



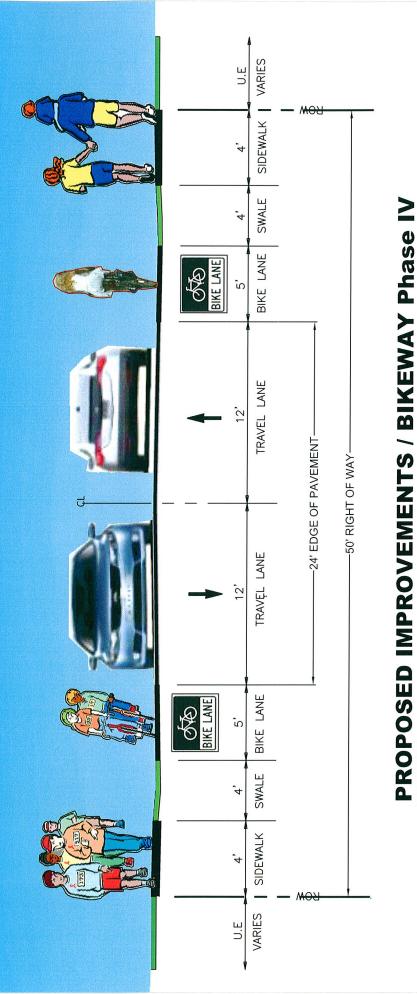




EXISTING CONDITIONS

TYPICAL SECTION A

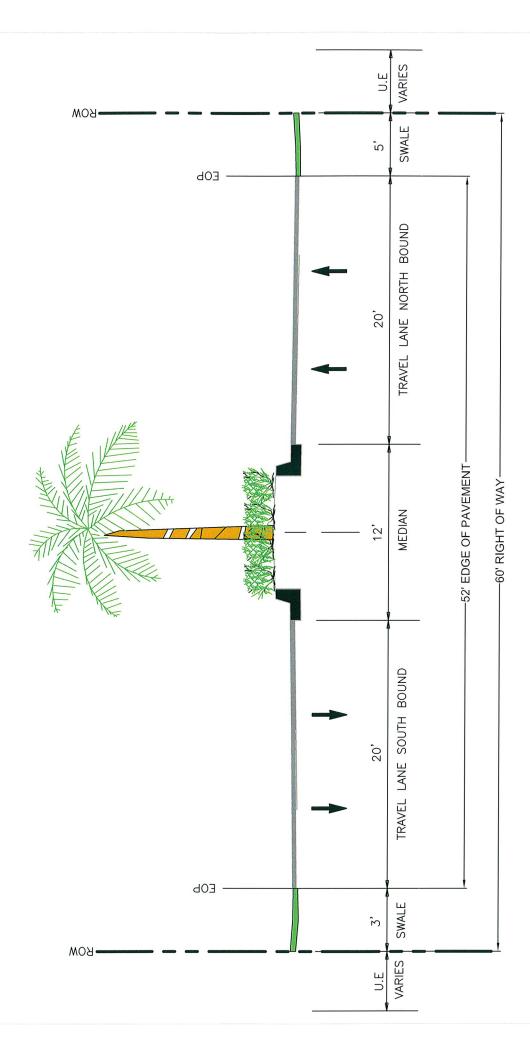
BROOKWOOD BLVD - NORTH OF MCNAB ROAD



TYPICAL SECTION A BROOKWOOD BLVD - NORTH OF MCNAB ROAD

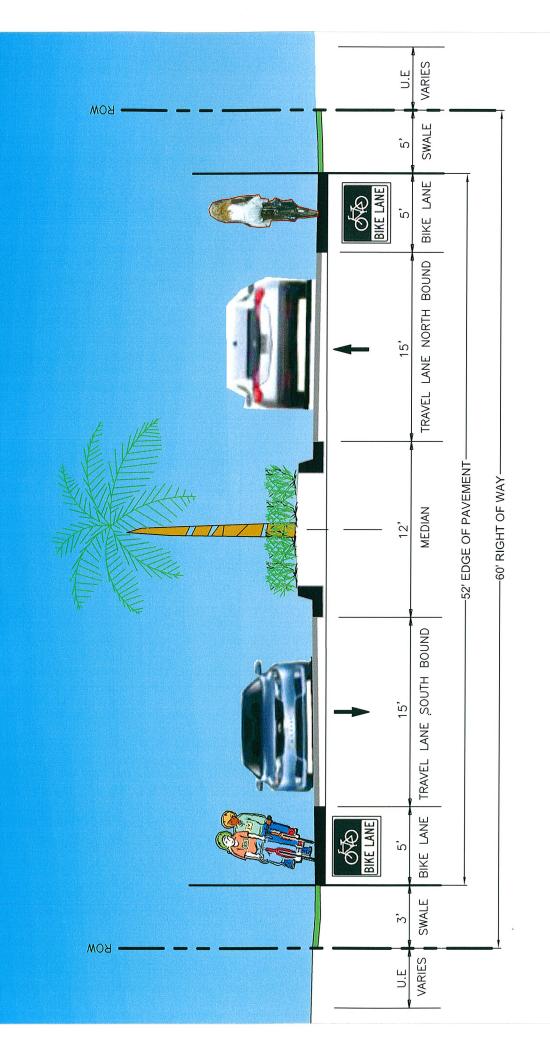




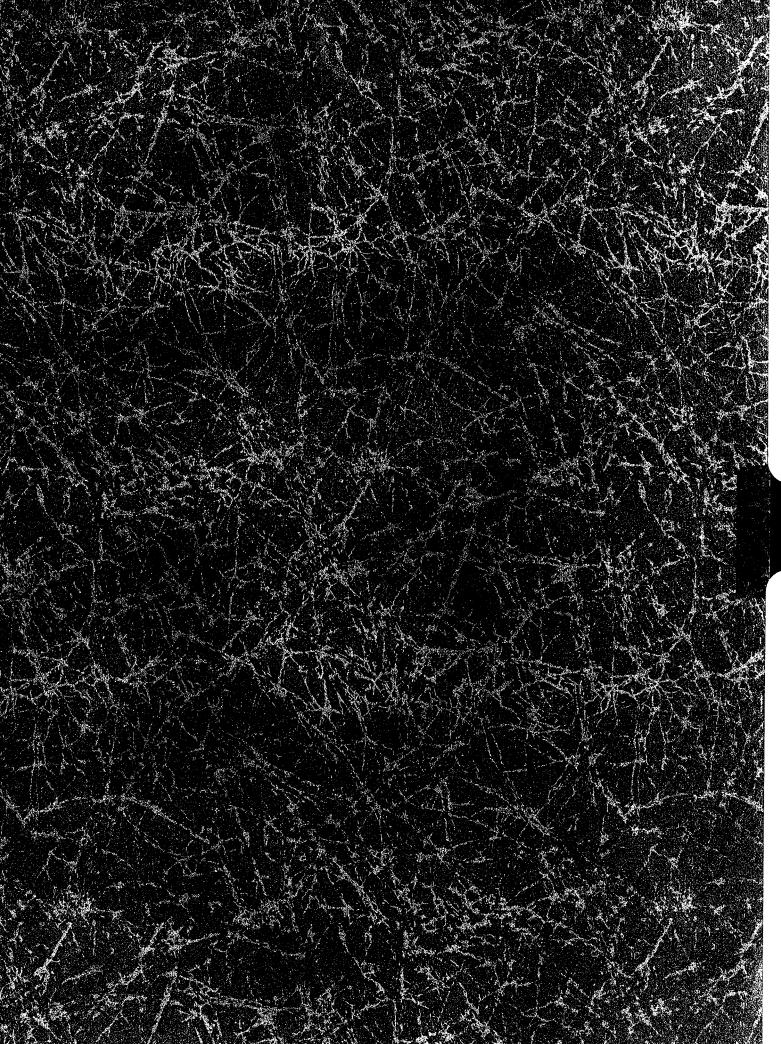


EXISTING CONDITIONS

TYPICAL SECTION B BROOKWOOD BLVD - SOUTH OF MCNAB ROAD



PROPOSED IMPROVEMENTS / BIKEWAY Phase IV **BROOKWOOD BLVD - SOUTH OF MCNAB ROAD TYPICAL SECTION B**



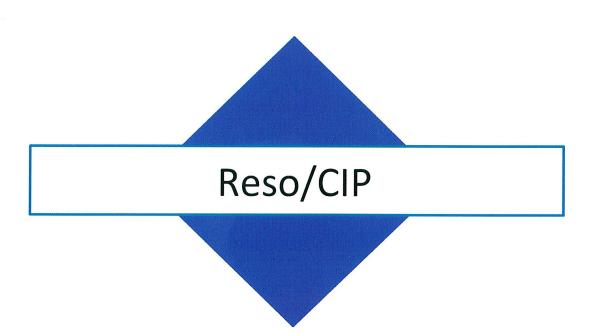
2014 Transportation Alternatives Program Funding Application City of Tamarac – Bikeway/Walkway System Project

Community Support

Please find the enclosed evidence of community support:

- City of Tamarac Resolution for grant application adopted at the 05-27-13 City Commission Meeting, accompanied by a copy of the CIP Schedule, listing the proposed project in the City of Tamarac Adopted FY14/15 Biennial Budget. The Budget was adopted on 09-19-13.
- Inserts from 2013, 11, and 09 Resident Survey results indicating:
 - Residents were least satisfied with the availability of walking and biking trails than any other parks and recreation feature in the City
 - The availability of walking and biking trails was the top ranked priority that should be addressed by the City over the next two years
 - Agenda, Announcement Letter, and Minutes of the May 1, 2007 public meeting held to discuss and gather input on the entire bikeway/walkway project
- Letters of community support signed by:
 - o Executive Director Tamarac Chamber of Commerce
 - o Principal Tamarac Elementary School
 - Vice Chair Tamarac Parks and Recreation Board
- Letter of Notification to the City of North Lauderdale along with an illustration of the proposed route.
- Agenda, Announcement Letter, and Minutes of the May 1, 2007 public meeting held to discuss and gather input on the entire bikeway/walkway project along with sketch from consultants Carter & Burgess, Inc. depicting potential bikelane routes.
- Excerpt from the Tamarac Strategic Plan stressing residents' requests for bikepaths and sidewalks.





Temp. Reso. 12319 March 8, 2013 Page 1

CITY OF TAMARAC, FLORIDA

RESOLUTION NO. R-2013 27

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF TAMARAC, FLORIDA AUTHORIZING THE APPROPRIATE CITY OFFICIALS TO SEEK FEDERAL SURFACE TRANSPORTATION **PROGRAM FUNDS** VIA AN APPLICATION THROUGH THE BROWARD COUNTY METROPOLITAN PLANNING ORGANIZATION TO THE FLORIDA DEPARTMENT TRANSPORTATION IN AMOUNT AN NOT EXCEED \$1,000,000 FOR AN INTEGRATED BIKEWAY/WALKWAY SYSTEM WITHIN THE CITY OF TAMARAC: PROVIDING FOR A LOCAL MATCH NOT TO EXCEED \$1,000,000 IN THE EVENT OF APPROVAL OF THE APPLICATION: PROVIDING FOR ACCEPTANCE OF THE AWARD EXECUTING OF DOCUMENTS UPON APPROVAL; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Tamarac wishes to enhance multi-modal transportation, wellness and recreational opportunities throughout Tamarac; and

WHEREAS, the City desires to provide safe connectivity between City facilities, schools, shopping areas, residential areas and the Broward County Greenway system by establishing an integrated bikeway/walkway system throughout the City; and

WHEREAS, Federal Surface Transportation Program (STP) funds are available for selected transportation alternative activities; and

WHEREAS, STP funds are administered to local governments through the State of Florida via an application through the Broward County Metropolitan Planning Organization (MPO) to the Florida Department of Transportation (FDOT) for transportation alternative projects; and

WHEREAS, in the event of approval of the application, the City will provide the 2013 Transportation Alternatives Program (TAP) fund request not to exceed \$1,000,000 with a match in local funds not to exceed \$1,000,000; and

WHEREAS, the Director of Financial Services and Director of Public Services recommend submission of the application and acceptance of the award in the event of approval; and

WHEREAS, the City Commission of the City of Tamarac deems it to be in the best interest of the citizens and residents of the City of Tamarac to apply for STP funds via an application through the Broward MPO to FDOT and accept the award and execute the necessary documents following legal review and approval.

NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF TAMARAC, FLORIDA:

Section 1: The foregoing "WHEREAS" clauses are HEREBY ratified and confirmed as being true and correct and are HEREBY made a specific part of this Resolution. All exhibits attached hereto and referenced herein are expressly incorporated and made a specific part of this Resolution.

Section 2: The appropriate City Officials are HEREBY authorized to apply for STP funds via an application through the Broward MPO to FDOT for project costs in an amount not to exceed \$1,000,000 for an integrated bikeway/walkway system throughout the City, providing for a match in local funds not to exceed \$1,000,000 in the event of approval of the application. A copy of said application form is attached hereto as "Exhibit A".

<u>Section 3:</u> Upon approval of the application, the appropriate City officials are HEREBY authorized to accept the award and execute the necessary documents following legal review and approval.

Section 4: An appropriation for the receipt and expenditure for this grant will be included in a budget amendment prior to November 30, 2016 pursuant to F.S. 166.241(2).

Section 5: All Resolutions in conflict herewith are HEREBY repealed to the extent of such conflict.

Section 6: If any clause, section, other part or application of this Resolution is held by any court of competent jurisdiction to be unconstitutional or invalid, in part or in application, it shall not affect the validity of the remaining portion or applications of this Resolution.

MAYOR

ATTEST:

PATRICIA TEUREL, CMC INTERIM CITY CLERK

RECORD OF COMMISSION VOTE:

MAYOR TALABISCO 4000

DIST 1: COMM. BUSHNELL 4.76.7

DIST 2: COMM. ATKINS-GRAD 20020

DIST 3: COMM. GLASSER - 12 2

DIST 4: V/M DRESSLER ////

I HEREBY CERTIFY THAT I HAVE APPROVED THIS RESOLUTION AS TO FORM

SAMUEL S. GOREN CITY ATTORNEY

FY 2014 ~ FY 2015 Adopted Biennial Budget

City of Tamarac, Florida FY 2014 ~ FY 2015 Adopted Biennial Budget

FUNDED CAPITAL IMPROVEMENTS PROGRAM

CAPITAL IMPROVEMENTS PROGRAM			D. J V							
DEPARTMENT	PROIECT #	FUNDING SOURCE	Prior Year Funding	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
COMMUNITY DEVELOPMENT	TROJECT #	TONDING SOURCE	rananig	F1 2014	F1 2013	F1 2010	F1 2017	F1 2016	F1 2019	TOTAL
Residential Development Entry Signage	GP12B	General Capital Fund	335.000							335,000
Redevelopment/Corridor Study	GP12A	General Capital Fund	300,000							300,000
PUBLICWORKS										
Veteran's Boat Dock	GP14F	General Capital Fund		110,000				-		110,000
Veteran's Boat Dock	GP14F	Grant		100,000				-		100,000
Sidewalk Improvements 75th Street	GP14G	General Capital Fund	-	170,750						170,750
City Hall Phase 1 & 2	GP14H	General Capital Fund		79,250			•			79,250
BSO Fence Highway Beautification Turnpike 2013	GP14I GT14F	General Capital Fund General Capital Fund		150,000 20,000				-		150,000
Highway Beautification Turnpike 2013	GT 14F	Grant		150,000						20,000 150,000
Fire Station East 78	FR14B	2005 Revenue Bond Fund		3,000,000						3,000,000
Soccer/Football Field Artificial Turf Project	GP14E	General Capital Fund		700,000	700,000					1,400,000
Fire Apparatus Storage	FR15A	General Capital Fund			260,000					260,000
University Fire Station Pine Island Road Pedestrian Overpass	GP13D PW10B	2005 Revenue Bond Fund General Capital Fund	960,000 168,000		1,990,000					2,950,000
Bikeways Path Phase 4	N/A	General Capital Fund	108,000	ARIE AND STREET	616,000	616,000 70,000	STATE OF THE PARTY	NAMES OF TAXABLE PARTY.	anni and and a	1,400,000 70,000
Bikeways Path Phase 4	N/A	Grant				790,000				790,000
Colony West Parking Lot / Lighting	N/A	General Capital Fund				685,000	-/		and the same of	685,000
Bikeways Path Phase 5	N/A	General Capital Fund		-		-	475,000			475,000
Waters Edge Park Bikeways Path Phase 1	N/A GP06A	General Capital Fund	27,933				1,600,000		-	1,627,933
Tamarac Village - Land Acquisition	GPU6A GP11J	Public Service Facilities Fund Tamarac Village Fund	1,292,240 500,000						-	1,292,240 500,000
Tamarac Village - Design	GP11K	Tamarac Village Fund	400,000							400.000
Bikeways Path Phase 2	GP12C	Public Service Facilities Fund								800,000
Bikeways Path Phase 2	GP12C	Grant	750,000							750,000
Football Field Press Box	GP12E	General Capital Fund	182,450					-		182,450
Replace Playground at Sports Complex Replace TurfTot Surface at Caporella Park	GP12H GP12J	General Capital Fund General Capital Fund	260,000							260,000
Replace TurfTot Surface at Caporella Park	GP12J	Public Arts Fund	113,000 96,000		-			•		113,000 96,000
Bikeways Path Phase 3	GP13A	Public Service Facilities Fund								765,000
Bikeways Path Phase 3	GP13A	Grant	735,000							735,000
Bus Livability	GP13B	Grant	521,872			2 100				521,872
Bikeways Path (Woodland North)	GP13C	Public Service Facilities Fund								120,500
Mainland's Park Mainland's Park	PW11A PW11A	General Capital Fund Grant	1,001,735				-			1,001,735
Maintailu S Fai K	PWIIA	Grant	448,000	•			-	-		448,000
PUBLIC SERVICES - STORMWATER										
Sidewalk Improvements 75th Street	GP14G	Stormwater Capital Fund		79,250						
NW 108th Roadway & Drainage Improvement	SW11B	Stormwater Capital Fund	1,077,000	887,361						79,250 1,964,361
UTILITIES	(=10,555)		-,,	,						1,701,301
Grant's/Tamarac Square Water Main Upgrade	UW14A	Utilities		450,000						450,000
WTP Stormwater Improvements	UT14Q	Utilities		250,000						250,000
Scada Redundancy in Hardening WTP Control Building	UT14K	Utilities		100,000	1,000,000					1,100,000
University Drive Water Main Upgrade	UW14B	Utilities		100,000	1,150,000					1,250,000
Replace Wastewater Force Mains	N/A	Utilities	-	-			500,000			500,000
Rehabilitation of Filters 1 and 2 at WTP McNab Force Main, 92nd Ave/Nob Hill Rd.	N/A USO3E	Utilities Utilities	•				300,000	750,000		300,000 750,000
Replace Water Mains	N/A	Utilities						500,000		500,000
Relocate Backyard Water Mains - Tamarac East	N/A	Utilities						1,250,000		1,250,000
Rehabilitation of Filters 5 and 6 at WTP	N/A	Utilities							300,000	300,000
Shaker Village Water System Upgrade	N/A	Utilities	-		-	-			1,750,000	1,750,000
TOTAL			\$10,853,730	\$ 6,346,611	\$ 5,716,000	\$ 2,161,000	\$ 2,875,000	\$ 2,500,000	\$ 2,050,000	\$ 32,502,341
SUMMARY OF REVENUES										
		General Capital Fund Public Service Facilities Fund	2,388,118 2,977,740	1,230,000	1,576,000	1,371,000	2,075,000	-		8,640,118 2,977,740
		Grant Fund	2,454,872	250,000		790,000				3,494,872
		2005 Revenue Bond Fund	960,000	3,000,000	1,990,000	7,70,000				5,950,000
		Tamarac Village Fund	900,000			-				900,000
		Public Arts Fund	96,000					-		96,000
		Stormwater Capital Fund	1,077,000	966,611						2,043,611
		Utilities Fund Total	\$ 10 852 720	900,000	2,150,000	\$ 2,161,000	\$ 2.875,000	2,500,000 \$ 2,500,000	\$ 2,050,000	\$ 32,502,341
		, vidi	¥ 10,033,730	2 0,340,011	J 3,/10,000	¥ 4,101,000	J 4,0/3,000	3 2,300,000	3 2,030,000	3 32,302,341
SUMMARY BY PROGRAM										
		Community Development	635,000							635,000
		Public Works	9,141,730	4,480,000	3,566,000	2,161,000	2,075,000		•	21,423,730
		Public Works-Stormwater Utilities	1,077,000	966,611 900,000	2,150,000		800,000	2,500,000	2,050,000	2,043,611 8,400,000
		Total	\$ 10,853,730	\$ 6,346,611		\$ 2,161,000	\$ 2,875,000			\$ 32,502,341
			\$ 10,000,100	+ 0,010,011	÷ 0,710,000	~ 2,101,000	~ mjorojo00	~ £,500,000	4 E/030/000	2 Julyonio 11

Surveys

2013 City of Tamarac DirectionFinder® Survey

Final Report

Submitted to

The City of Tamarac, FL



725 W. Frontier Circle Olathe, KS 66061 (913) 829- 1215

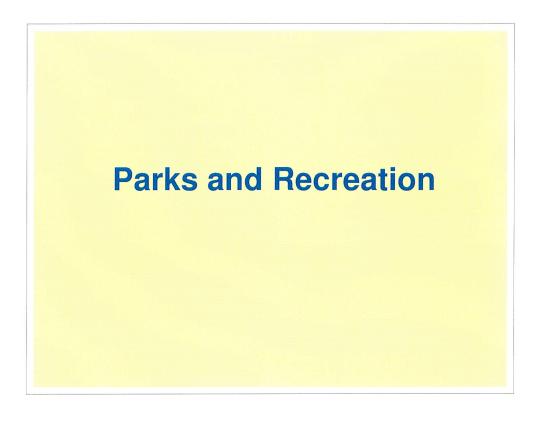
August 2013

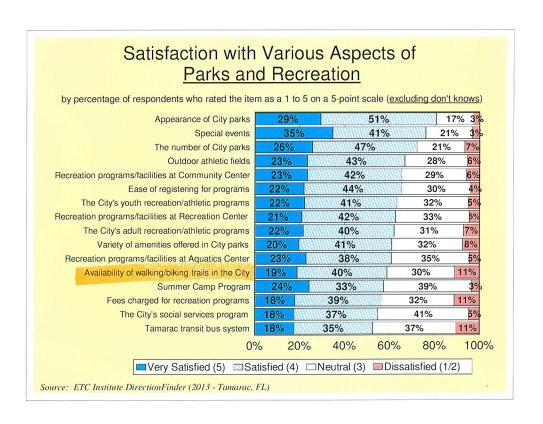
There were **significant decreases** in two of the parks and recreation areas rated from 2011 to 2013: recreation programs/facilities at the Aquatics Center (-7%) and fees charged for recreation programs (-4%). The areas of parks and recreation that residents thought were most important to emphasize over the next two years were: (1) the availability of walking and biking trails, (2) the City's social services program, (3) the variety of amenities offered in City parks and (4) the Tamarac transit bus system.

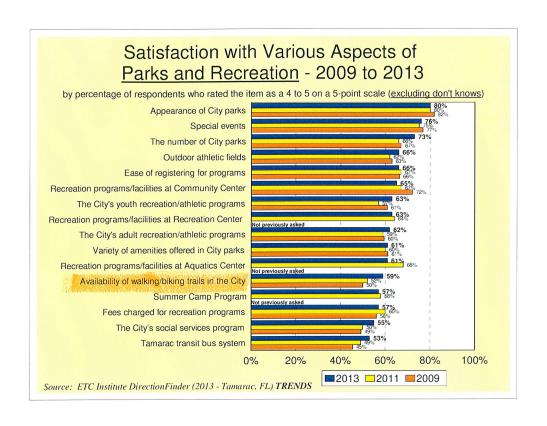
- <u>Utilities</u>. Residents were generally satisfied with the City's utility services. The items with the highest levels of satisfaction (ratings of 4 or 5 on a 5-point scale) were: residential trash collection services (85%), curbside recycling (83%), and water and sewer service (81%). There were no **significant increases** in satisfaction for any of the utility services rated from 2011 to 2013; however, there was a **significant decrease** in satisfaction with bulk trash pickup services (-4%).
- <u>City Communications</u>. The City communication areas that residents were most satisfied (ratings of 4 or 5 on a 5-point scale) with were: the quality of the City's news magazine, *Tam-A-Gram* (81%), the availability of information about City programs and services (67%), and City efforts to keep residents informed about local issues (67%). There were no **significant increases** in satisfaction for any of the communication services rated from 2011 to 2013; however, there was a **significant decrease** in satisfaction with the quality of the City's web page (-4%).
- <u>Customer Service</u>. When asked how satisfied residents were with the customer service provided by various City departments they had contacted during the past year, the departments that residents were most satisfied with (ratings of 4 or 5 on a 5-point scale) were: the Fire Department (85%), Parks and Recreation (80%), the Customer Service Department (76%), and the City Clerk (75%). Residents were least satisfied with Human Resources (42%) and Code Compliance (42%).

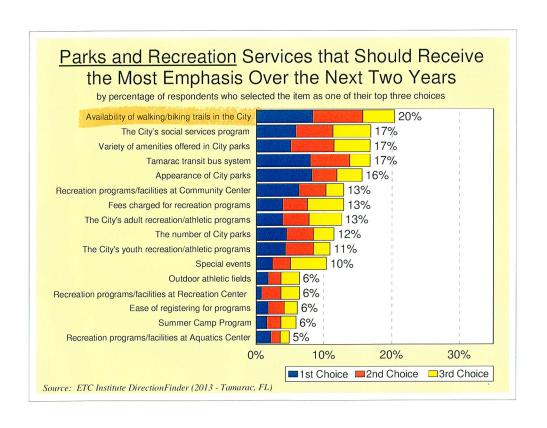
Other Findings.

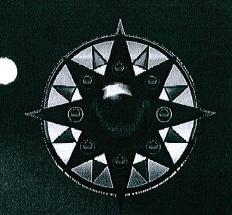
- Value Received for City Tax Dollars and Fees. Fifty-six percent (56%) of the residents surveyed in the City of Tamarac were satisfied (ratings of 4 or 5 on a 5-point scale) with the value received for City tax dollars and fees compared to a national average of just 45% and a Florida average of just 47%.
- <u>Feeling of Safety</u>. There were significant decreases in ratings of how safe residents felt in all four of the areas rated from 2011 to 2013: feeling of safety in commercial/retail areas of the City (-10%), in City parks (-9%), in neighborhoods at night (-4%), and in neighborhoods during the day (-4%).
- Media Coverage. More than half (57%) of residents did not feel media coverage of local government had affected their perception of the City during the past year; 20% felt it impacted their perception positively, 17% felt it impacted their perception negatively, and 6% did not know











2011 City of Tamarac DirectionFinder® Survey

Final Report

Submitted to

The City of Tamarac, FL



725 W. Frontier Circle
Olathe, KS 66061
(913) 829- 1215
September 2011

Residents in Tamarac are Significantly More Satisfied with Customer Service. Seventy percent (70%) of the residents surveyed were satisfied (ratings of 4 or 5 on a 5 point scale) with the quality of customer service from City employees compared to a national average of just 55% and a Florida average of 62%.

Major Findings

- Services that residents thought should receive the most increase in emphasis over the next two years. The major city services that residents thought should be emphasized most over the next two years were: (1) police services, (2) management of traffic flow in the City, and (3) the appearance of canals.
- Public Safety Services. The public safety services that residents were most satisfied with (ratings of 4 or 5 on a 5-point scale) included: how quickly fire-rescue personnel responds to medical emergencies (86%), how quickly fire-rescue personnel responds to fire emergencies (86%), and how quickly police respond to emergencies (74%). Residents were least satisfied with the visibility of police in retail areas (49%). From 2009 to 2011, there were no significant increases in satisfaction in any of the public safety services rated, but there were significant decreases in the enforcement of local traffic laws (-5%), how quickly police responded to emergencies (-4%), and how quickly fire-rescue personnel respond to medical emergencies (-4%). The public safety services that residents thought were most important to emphasize over the next two years were: (1) the visibility of police in neighborhoods and (2) the City's overall efforts to prevent crime.
- Maintenance Services. The areas of maintenance that residents were most satisfied with (ratings of 4 or 5 on a 5-point scale) included: the maintenance of City buildings (85%), the overall cleanliness of City streets and public areas (79%), and the maintenance of traffic signals and street signs (77%). Residents were least satisfied with the availability of sidewalks in their neighborhood (57%). From 2009 to 2011, there was a significant increase in the adequacy of City street lighting (+4%). There were significant decreases in satisfaction with the landscaping of medians on neighborhood streets (-5%), landscaping of medians on major City streets (-4%), and the maintenance of major City streets (-4%). The areas of maintenance that residents thought were most important to emphasize over the next two years were: (1) the availability of sidewalks in your neighborhood, (2) the maintenance of major City streets, and (3) the adequacy of City street lighting.
- Parks, Recreation, and Social Services. The areas of parks and recreation that residents were most satisfied with (ratings of 4 or 5 on a 5-point scale) included: the appearance of City parks (80%) and special events (75%). Residents were least satisfied with the Tamarac transit bus system (49%), the City's Social Services Referral Program (50%), and the availability of walking and biking trails (52%). Despite being rated lowest, there was a significant increase in satisfaction for the City's transit bus system (+4%). There was also a significant increase in satisfaction for the fees charged for recreation programs (+4%).

There were **significant decreases** in satisfaction for the recreation programs offered at the Community Center (-5%) and the City's youth athletic program (-4%). The areas of parks and recreation that residents thought were most important to emphasize over the next two years were: (1) the availability of walking and biking trails, (2) the Tamarac transit bus system, and (3) the variety of amenities offered in City parks.

- ▶ <u>Utility Services</u>. Residents were generally satisfied with the City's utility services. The items with the highest levels of satisfaction (ratings of 4 or 5 on a 5-point scale) were: residential trash collection services (85%) and curbside recycling (81%). There were no significant changes in satisfaction for any of the utility services rated from 2009 to 2011.
- City Communications. The city communication services that residents were most satisfied (ratings of 4 or 5 on a 5-point scale) with were: the quality of the City newsletter, Tam-A-Gram (82%) and the availability of information about City programs and services (70%). From 2009 to 2011, there was a significant increase in satisfaction for the City's efforts to involve the Community (+20%). Despite being rated the highest item in this category, there was a significant decrease in satisfaction for the City's newsletter, the Tam-A-Gram (-4%).
- Eustomer Service. When asked how satisfied residents were with the customer service provided by various City departments, the departments that residents were most satisfied with (ratings of 4 or 5 on a 5-point scale) were: the Fire Department (87%), Parks and Recreation (81%), and the City Clerk (80%). Residents were least satisfied with Human Resources (26%).
- Other: Media Coverage. More than half (53%) of residents did not feel media coverage of local government has affected their perception of the City during the past year; 23% felt it impacted their perception negatively, 17% felt it impacted their perception positively, and 7% did not know.

Conclusions and Recommendations for Action

The City of Tamarac rated very well compared to other communities in ETC Institute's national DirectionFinder® database. In fact, satisfaction with the overall quality of City services in Tamarac rated 18% above the Florida average and 21% above the national average.

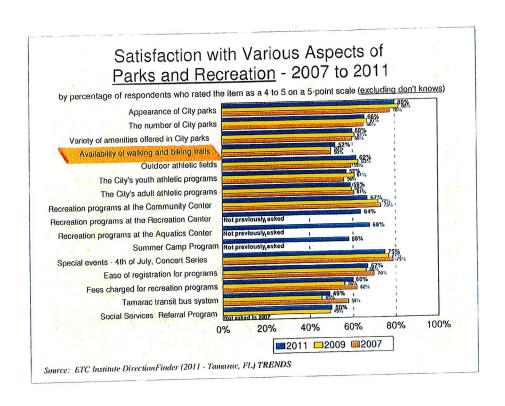
Although the City's ratings are currently high, ETC Institute developed the following recommendations to help the City sustain or increase overall satisfaction with City services in the future.

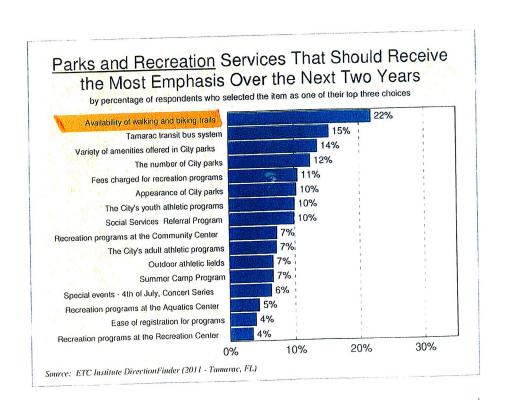
Sustain or Increase the Level of Investment in Police Services. Among the 14 major categories of City services that were assessed on the survey, residents selected police services as the most important category to emphasize over the next two years. Since overall satisfaction with police services decreased by 3% from 2009 to 2011 and satisfaction with specific police services declined in 4 of the 5 areas that were rated, it will be especially important for the City to emphasize police services over the next two years to ensure satisfaction levels do not continue to decline. The results of the survey showed that residents think crime prevention and the visibility of police are the most

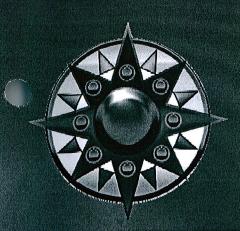
important attributes of public safety, which is the reason the City should raise awareness of its City's efforts in these areas.

- Enhance the Overall Appearance of the City. Among the 14 major categories of City services that were rated, residents selected the appearance of canals as the third most important service to emphasize over the next two years, the appearance of City streets, medians and buildings as the fourth most important, and code enforcement as the fifth most important. Given the high priority that residents place on services that influence the overall appearance of the City, the City should continue to invest in initiatives that will enhance the City's appearance.
- Be Responsive to the Changing Demographic Profile of the City. In 2005, just 9% of the respondents to the survey indicated that Spanish was the primary language spoken in their home. In 2011, 20% of the respondents to the survey indicated that Spanish was the primary language spoken in their home. The percentage of respondents to the survey who identified themselves as Hispanic has increased from 17% in 2005 to 33% in 2011. The percentage of survey respondents who identified themselves as White has decreased from 77% in 2005 to 63% in 2011, and the percentage of respondents who were age 65 or older had decreased from 46% in 2005 to 29% in 2011. The dramatic shift in the demographic composition of the City is likely to cause changes in the expectations that residents have for City services, which will place new demands on the City's ability to provide high quality customer service. For this reason, all City departments should actively seek input from these emerging populations and modify the delivery of services as needed to be responsive to their needs.
- ➤ Other Opportunities for Improvement. In addition to the recommendations listed above, two other City services were identified as Very High or High priorities on the survey based on the importance-satisfaction analysis that is provided in Section 4. These services were:
 - o the availability of sidewalks in neighborhoods
 - o the availability of walking and biking trails.

Given the relatively high levels of importance that residents place on these services and the comparatively low levels of satisfaction for each service, the City of Tamarac should consider increasing the level of investment in both areas over the next two years.







2009 City of Tamarac DirectionFinder® Survey

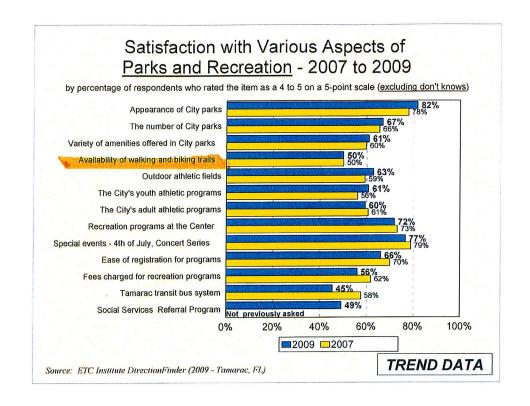
Final Report

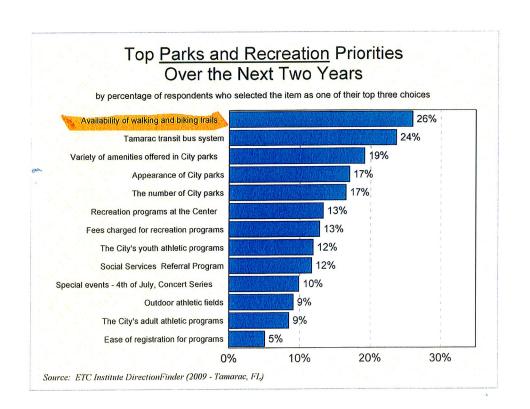
Submitted to

The City of Tamarac, FL



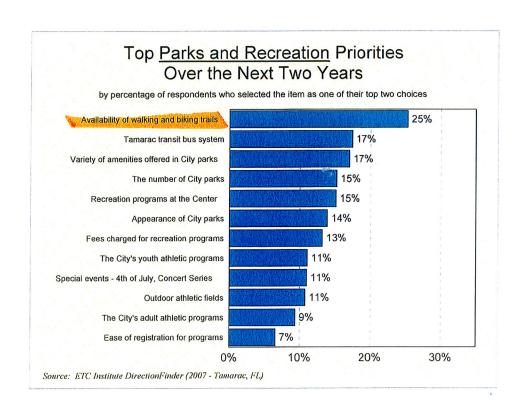
725 W. Frontier Circle Olathe, KS 66061 (913) 829- 1215

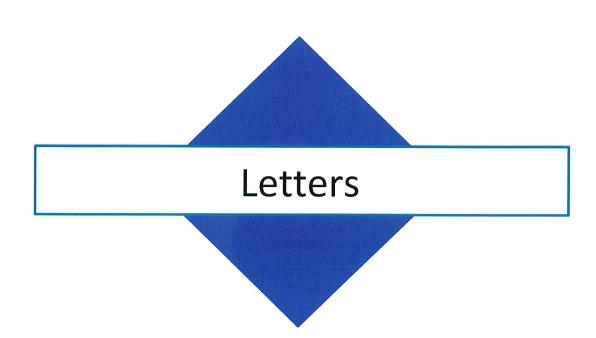




11









January 23, 2014

Mr. Gregory Warner
Director of Parks and Recreation
City of Tamarac
6001 Nob Hill Road
Tamarac, FL 33321

Dear Greg:

I understand the City of Tamarac is submitting a grant application to secure funding for Phase 4 of the Bikeway Project. I am more than pleased to provide you with a letter of support from the Tamarac Chamber of Commerce to accompany your application for federal Transportation Alternatives Program (TAP) funding through the Florida Department of Transportation and the Broward MPO.

As the City continues this endeavor, I must express how pleased we are to see the efforts the City puts forth in providing services to its citizens, residents and businesses. An integrated bikeway/walkway system will provide a safer means of travel for all as it will include interconnected streets, paths and walkways throughout the City.

If you should require any assistance from the Tamarac Chamber, please feel free to contact me at (954) 722-1520.

info@tamaracchamber.org

Sincerely,

Peter Mason

Executive Director

Phone: 954-722-1520

Fax: 954-721-2725



THE SCHOOL BOARD OF BROWARD COUNTY, FLORIDA

TAMARAC ELEMENTARY SCHOOL ROBERTA RAY, PRINCIPAL 7601 North University Drive Tamarac, FL 33321 754-322-8600 – Telephone 754-322-8640 – Facsimile roberta.ray@browardschools.com

SCHOOL BOARD

Chair Vice Chair

PATRICIA GOOD DONNA P. KORN

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ROBERT W. RUNCIE Superintendent of Schools

January 27, 2014

Mr. Michael Gresek Grants Administrator City of Tamarac 7525 N.W. 88th Avenue Tamarac. FL 33321

Dear Mr. Gresek:

The staff at Tamarac Elementary School appreciates the City's commitment to making our community safer for our residents, including our children, to travel. For that reason, please accept this letter of support for the City of Tamarac's application for federal Transportation Alternatives Program (TAP) funding through the Florida Department of Transportation and the Broward Metropolitan Planning Organization.

We understand the City's application is to assist with funding Phase 4 of the Bikeway/Walkway project. This system of integrated streets, paths and walkways connecting schools, communities and City facilities will be a great asset to the City.

Please feel free to contact me if I can assist you in any way. We look forward to future updates on this worthy project.

Sincerely,

Roberta Ray Principal Lois Schwartz 4702 N.W. 44 Court Tamarac, Florida 33319 954-730-2175

February 4, 2014

Michael Gresek Grants Administrator Department of Financial Services City of Tamarac 7525 N.W. 88th Avenue Tamarac, FL 33321

Dear Mr. Gresek:

I would like to take this opportunity, on behalf of the City of Tamarac Parks and Recreation Board, to express support for the City's community bikeway/walkway system. The community continues to be very excited about project as it will greatly enhance our community.

We understand that the City of Tamarac is applying for funding for Phase 4 of the bikeway/walkway project. We wish you success in your application for funds via the federal Transportation Alternatives Program (TAP) through FDOT and the Broward County MPO.

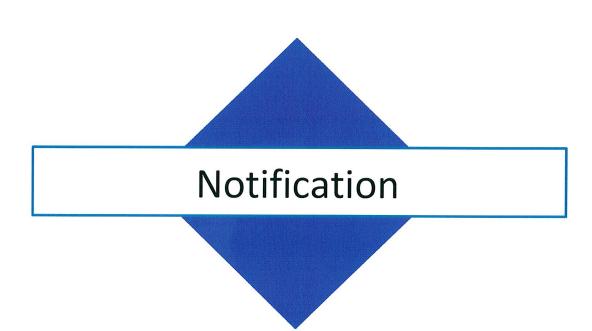
I look forward to hearing about the progress taking place in this exciting project. If you should require any assistance, please feel free to contact me.

Sincerely,

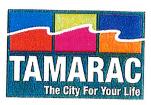
Lois Schwartz

Vice Chair

Tamarac Park & Recreation Board



PUBLIC SERVICES DEPARTMENT PUBLIC WORKS



March 18, 2014

Mr. Mike Shields
Public Works Director
City of North Lauderdale
Municipal Complex
701 Southwest 71st Avenue
North Lauderdale, FL 33068

Re: Year 2015 Transportation Alternatives Projects
Tamarac Canal Path Safety Lighting Project

Dear Mr. Shields:

The City of Tamarac will be submitting an application for funding under the Year 2015 Transportation Enhancement Program offered through the Florida Department of Transportation for the purpose of building Phase IV of our Bikeway/Walkway from University Drive east on NW 72nd Street to Brookwood Boulevard and then south to connect with existing NW 57th Street Bikeway/Walkway The project is within limits of Tamarac. Funding from this grant program would facilitate the building of this bikeway/walkway system that would connect NW 57th Street with McNab and University Drive.

As requested by FDOT, I am extending the courtesy of notifying you of our intentions regarding this program. Should you have any questions or wish to discuss this, please contact me at (954) 597-3734.

Sincerely.

Jack Strain

Director of Public Services Director

Copy:

Michael Cernech, City Manager

"Committed to Emellence... Always."

Public Meeting



City of Tamarac

"Committed to Excellence...Always"

ranks and

April 10, 2007

PARKS AND RECREATION DEPARTMENT COMMUNITY BIKEWAY/WALKWAY PUBLIC MEETING TUESDAY, MAY 1, 2007

The Parks and Recreation Department will hold a Public Meeting on Tuesday, May 1, 2007, beginning at 6:30 p.m. at the Tamarac Community Center, 8601 W. Commercial Boulevard, Tamarac. The purpose of the meeting is to discuss and gather input on our proposed community bikeway/walkway system. One or more City Commissioners may be present at this event.

AGENDA

Overview of project

Public Input

Light refreshments will be served

Pursuant to Chapter 286.0105, Florida Statutes, if a person decides to appeal any decision made by the City of Tamarac with respect to any matter considered at such meeting or hearing, he may need to ensure that a verbatim record of the proceedings is made which record includes the testimony and evidence upon which the appeal is based.

The City of Tamarac complies with the provisions of the Americans With Disabilities Act. If you are a disabled person requiring any accommodations or assistance, please notify the City of such need at least 72 hours (3 days) in advance.



Recreation

City of Tamarac

"Committed to Excellence...Always"

April 10, 2007

Dear Community Member:

In 2001, the City developed a Parks, Recreation and Social Services Master Plan with significant community input. The plan identifies long term needs and priorities, establishes a vision and develops an implementation plan. It was determined based on the results of the Master Plan process that bikeway and walkway access was a high priority to our residents. On Tuesday, May 1, 2007, the Park and Recreation Department, along with our consultant, the firm of Carter & Burgess, is holding a workshop to discuss and gather input on our proposed community bikeway/walkway system.

As a stakeholder with a significant interest in parks and recreation issues, we are inviting you to participate in this meeting. Your input will assist us in developing a comprehensive bikeway/walkway plan that meets the needs of both existing and future City residents for years to come and will provide a safe route between schools, neighborhoods and City facilities. The new plan will enhance the City of Tamarac's reputation as "Our community of choice—leading the nation in quality of life through safe neighborhoods, a vibrant economy, exceptional customer service and recognized excellence."

Please call Nancy Wilson of the Tamarac Parks and Recreation Department, (954) 597-3621, to confirm your attendance. If you cannot attend the meeting, we would welcome your recommendation for a substitute. In this initial public format, it is important that we have input from as many stakeholders as possible. We have included the agenda for the evening.

We look forward to your participation in this important meeting. If you have any questions please call our Assistant Director, Linda Probert at (954) 597-3632.

Sincerely,

Gregory Warner

Director of Parks and Recreation

Carter::Burgess

Meeting Report

PROJECT: City of Tamarac

PROJECT NO.: 470439.102

Community Bikeway/Walkway Feasibility Study

PRESENT: Greg Warner, City of Tamarac

DATE: 05/1/07

Linda Probert, City of Tamarac Lance Moll, City of Tamarac Nancy Wilson, City of Tamarac Jennifer Bramley, City of Tamarac Steve Williams, Carter & Burgess Jill Quigley, Carter & Burgess Teri Girandin, Carter & Burgess Karen Kiselewski, Carter & Burgess Vikas Jain, Carter & Burgess

The following is our understanding of the subject matter covered in this meeting. If this differs from your understanding, please notify us within five working days.

A public workshop was held at 6:30 pm on May 1, 2007 at the City of Tamarac Community Center as part of the City's Community Bikeway/Walkway Feasibility Study. The purpose of the study is to establish an integrated bikeway/walkway system providing safe connectivity between City facilities, schools, shopping areas, residential areas, and Broward County Greenways to enhance transportation and wellness and recreational opportunities. The objective of the workshop was to seek public comments and suggestions on bicycling facilities and attitudes in the City to assist in creating the feasibility study and implementation plan.

Mr. Warner, Director of Parks and Recreation, welcomed the approximately 23 attendees (sign-in sheet attached) and explained the City's goal with the feasibility study – namely, to address concerns raised during a recent community survey. Mr. Warner introduced Mr. Williams from Carter & Burgess, the study consultant, who then introduced other team members at the workshop. Mr. Williams provided an overview of the feasibility study's goals and the information that it will contain, along with the objectives for the evening. The brief presentation also touched on the topics of bicycling safety, and concerns and needs to increase bicycle use. A copy of the presentation and boards available for display are attached.

After presenting historical and projected demographic data regarding City population trends, the attendees were divided geographically into three groups (west, central and east). The groups to further discuss community characteristics, levels and types of bicycle use, obstacles to increasing bicycle use, and other opportunities. The groups were asked to identify problems inhibiting bicycle use and potential solutions to address the concerns. After the discussions, each group reported back to the full group. Common concerns included additional facilities, maintenance and improvement of existing facilities, separation of facilities (particularly from automobiles), and roadway crossings (including the University Drive pedestrian overpass). Photographs of each group's marked map and problem/solution items are attached.

REPORTED BY: Karen Kiselewski

_	1
Page	

Bikeway/Walkway Study Kickoff Public Meeting Tuesday, May 1, 2007

Tamarac Community Center

PLEASE SIGN IN

NAME	ADDRESS	PHONE
CLAUDIA KRYSIAK 4985 E. SABAL PALM BLVD #2 TAMARAC, FL 33319 954-979-9780	12	
a elang contessos	tangrac FC (33321	(754) 245 5666
Vehra Chacon Yamilee Palacio	1312 Lagosde Campo Blud: 1001 1000 Dy Cile, 7401	(954)562.9604 (964)366-3030 (964)756.99-62
TVAN C. SAAVEDRA Roberto facer Talus boalle	FROND 78th AVE	1954 722 -4128 954 724-4794
Kimbery Chare	1592 NW 73 TER OARD NWOZIAST	954 51-5402 954 583 6055
Zaira Navariro Herbert Hayar Tennology Branched	9410NW77.ndct 660716931400 7525 NW88 Az	454 770 4684 454 72213 93 954-597-3540
LANCE, of mo, VI / LOVA H. SCHWERZ	4702N WYY TNCX 5010 Bangay Land	954-587-7674 9027302176- 554-777-779
MIKE / JULA CLIVE GOX VINCONT DIMON	5307 Scagning Clark 9628 NW 76 CT City of Thompson	954 736-9707 954-597-3644
Laura Piatza Join Kumano	7770 NW 78+ Are #302 8204 NO 75 Are	9542638975
tacky Draston Driving Mycia	City Connissioner Lagos DE Campo	054) 825 5953
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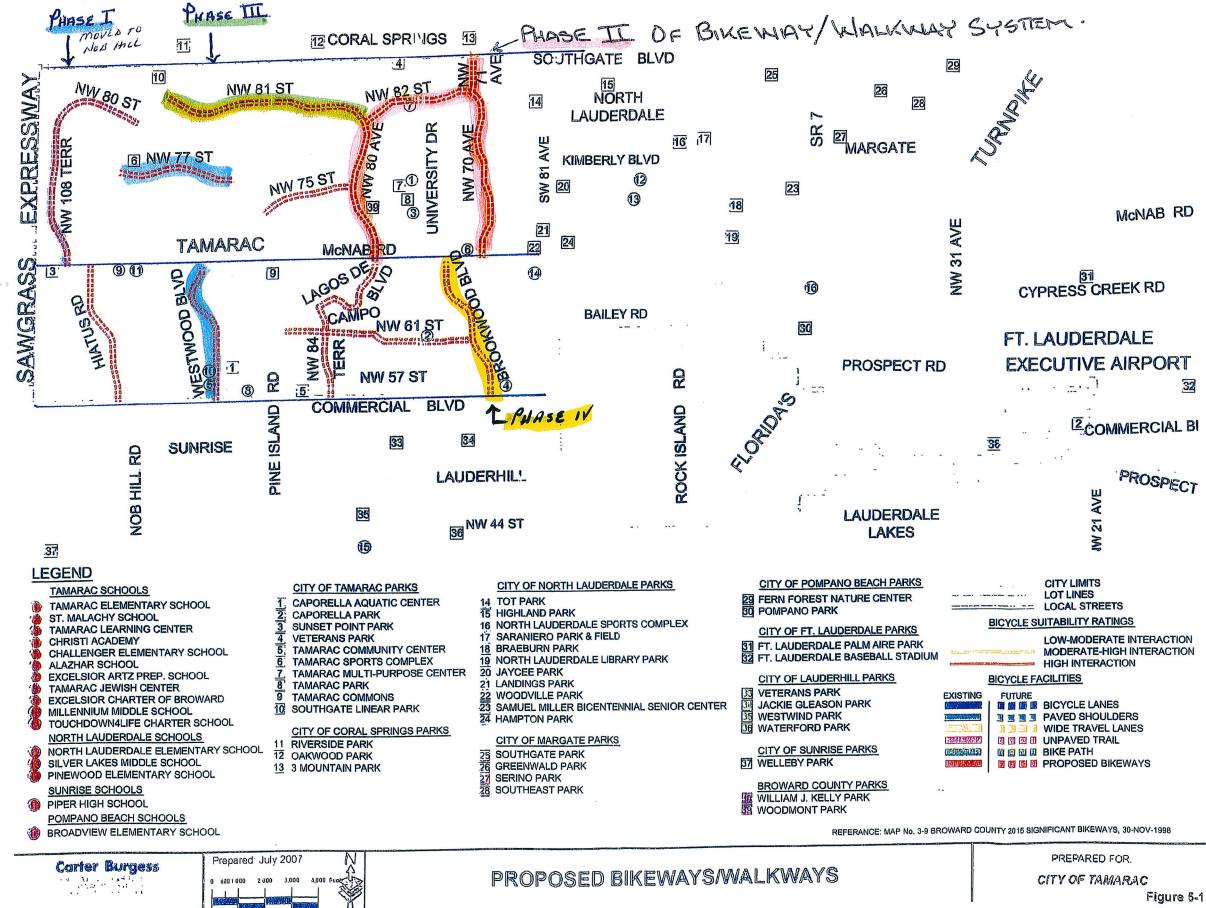
City of Tannarac Connmunity Bikeway/Walkway

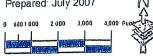
Public Workshop May 1, 2007 Carter::Burgess



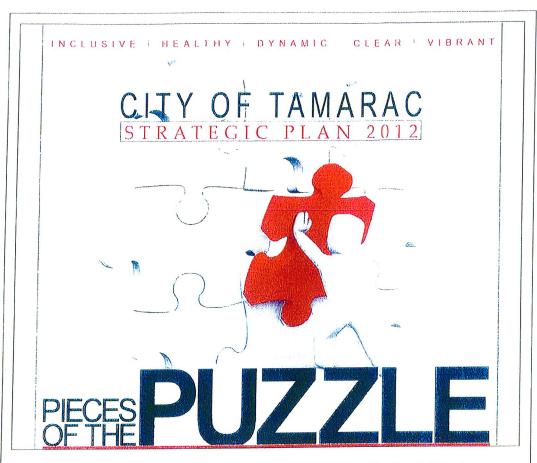
- Schools, shopping alters; residential areas, and Broward County/ Creenways l Safe comedivity basvesardiv fadifities,
 - Enhance transportation
- Enhance wellness and recreational opportunities

Carter::Burgess





Strategic Plan



What do Community Surveys; Resident Phone Calls and Emails; Neighborhood Meetings; Commission Meetings; Homeowner Association Meetings; the "Big RED Button"; and less formal one-on-one interactions between Tamarac's elected officials, staff, and the residents and businesses of our community have in common? They are all pieces of the puzzle.

The City of Tamarac uses the feedback we receive through all of the above, as well as other factors such as economic conditions and industry trends, to identify priorities for the next 1-5 years and allocate resources for these programs and projects.

This process is called Strategic Planning.

Tamarac conducts Strategic Planning yearly. It is how we plan for the future; whether that is two months from now, or twenty years. It entails saving for a rainy day and investing in our future. It allows us the flexibility to respond quickly to immediate concerns and to plan for future projects and needs.

Previously, through the Strategic Planning process, we identified five strategic goals that were important to the community. In addition, performance measures were developed to track the progress of those goals. You may recall, we published our last Strategic Plan in the October/November/December 2010 issue of the *Tam-A-Gram* (available online at www.tamarac.org/publications, or by scanning the QR Code below).

As a result of your most recent feedback, Tamarac's five Strategic Goals have been updated. They are: Inclusive Community, Healthy Financial Environment, Dynamic Organizational Culture, Clear Communication, and A Vibrant Community.

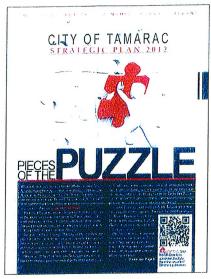
The City Commission and staff have updated the Strategic Plan to reflect the priorities of the community and the progress that has been made over the past several years in achieving our goals.

Last year's Community Survey played a key role in this update. The results of the 2011 Survey provide a picture of what the community feels the City is doing right and

where you would like to see improvements made. The results of this latest survey are very interesting; one of the key findings is in relation to the Composite Satisfaction Index (CSI), a way to look at overall satisfaction. Nationwide, the 2011 CSI is nine points lower than it was in 2007 (the first year CSI data is available for Tamarac) while the State of Florida's CSI is eleven points lower, yet the City of Tamarac's CSI score has stayed relatively the same (see Figure 1)!

The community feels that the City continues to head in the right direction. Areas with the highest satisfaction levels include: the City's efforts to involve the community; feeling of safety in commercial/retail areas and city parks; overall quality of services (21 percentage points above the national average and 18 percentage points above the Florida average!); and the overall appearance of the City.

The areas the community has told us they would like us to continue to work on include: police (BSO-Tamarac) visibility; the flow of traffic in the City; appearance of the City; availability of sidewalks and biking paths; and the enforcement of City codes and ordinances. These survey findings are also reflected in the questions and comments we receive through other interactions with our residents and the business community.



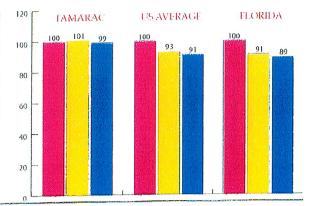
The abbreviated 2012 Strategic Plan included in the April/May/June 2012 issue of the *Tam-A-Gram*.

This document is the detailed City of Tamarac Strategic Plan 2012. An abbreviated version was included in the April/May/June 2012 issue of the *Tam-A-Gram* (available online at: www.tamarac.org/publications).

Figure #1

CUSTOMER SATISFACTION: This graph represents the Composite Satisfaction Index (CSI). a way of measuring overall satisfaction levels, for the City of Tamarac for the period 2007 - 2011. This information is derived from the mean overall satisfaction scores provided by residents through the City's Community Surveys: it shows that over the past several years, while the national and Florida average CSI scores have decreased, Tamarac's have stayed relatively the same!

2007 2009 2011



GOAL #1 - INCLUSIVE COMMUNITY

The City of Tamarac is committed to providing programs and services that meet the needs of an increasingly diverse community.

This includes:

Recognizing and embracing diversity.

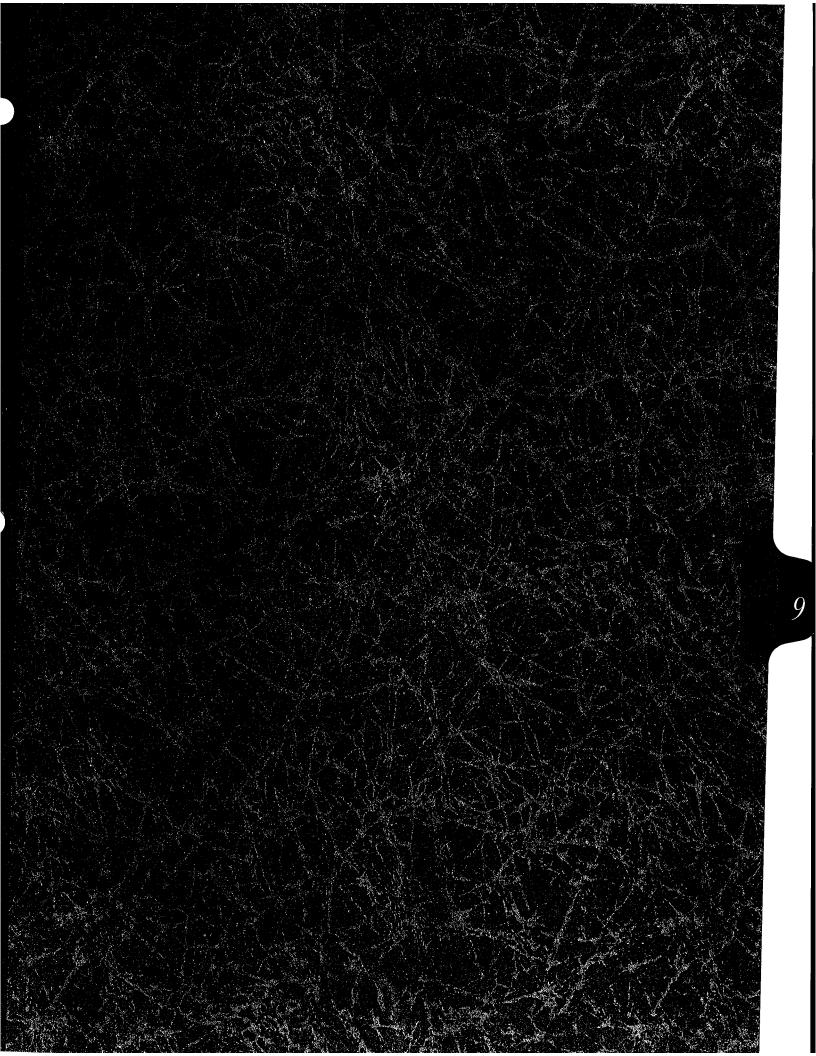
Gathering and using feedback to continually refine programs and services.

How we measure our success:

Key Performance Measures	G O A L	FY 11 Actual	FY 12 Target	FY 13 Target	FY 14 Target
Business Satisfaction with Quality of Services	Î	84%	84%	84%	84%
Resident Satisfaction with Quality of Services	Û	78% 22 pts. Above National Averagel	78%	84%	84%
Resident Satisfaction with Quality of Life	8	73%	73%	75%	75%
Variance Between Workforce and Community Diversity		6%	5%	5%	5%
Voter Turnout	Î		44%	1	44%

Steps to ensure continued success:

- Focus on developing programs and initiatives that serve our diverse, multicultural community.
- Develop a Voter Education Program in partnership with the Broward County Supervisor of Elections.
- Develop a variety of coordinated materials, both printed and web-based, to ensure that information is readily available to the public regarding City services.



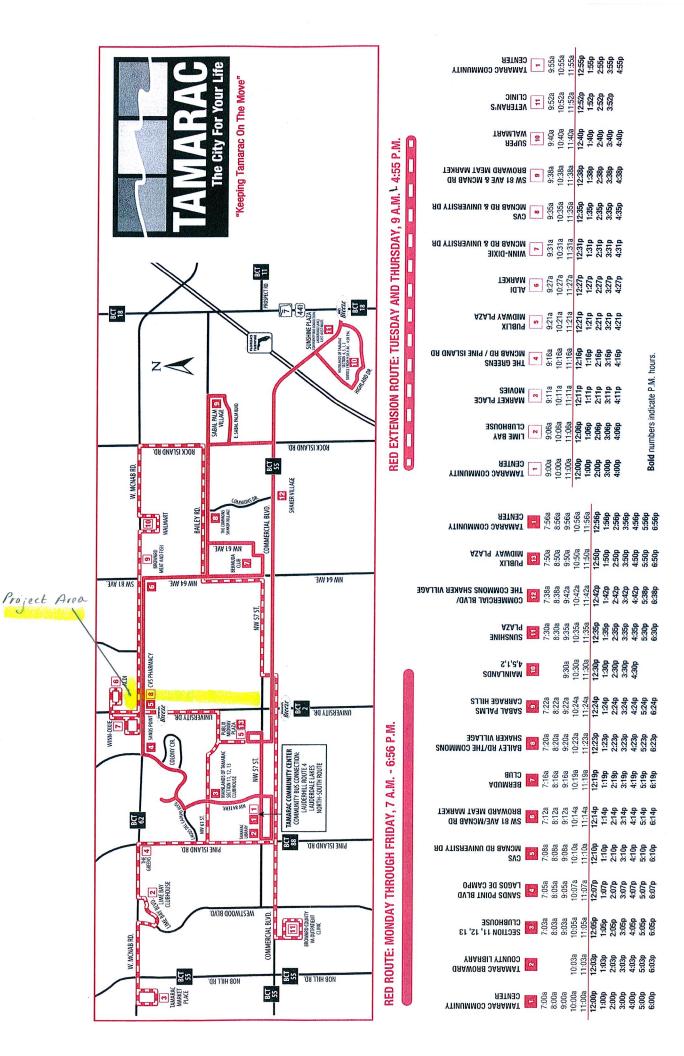
2014 Transportation Alternatives Program Funding Application City of Tamarac – Bikeway/Walkway System Project

Project Details/Regional Connectivity

- Tamarac Transit Red Route and Red Route Extension brochure with project area highlighted
- Broward County Transit routes with project area highlighted
- Maps of the Broward County Greenways System illustrating:
 - o C-14/Cypress Creek Greenway in Tamarac.
 - The project area location (Phase IV)
 - Connectivity of the project Phase IV with the earlier Phase II and the Cypress Creek Greenway. The Greenway connects all other phases and future phases of the project as shown under the Location Maps Tab#5
- Map of project area in relation to the entire Broward County Potential Greenways
 System
- Copy of the 2015 Broward County Bicycle Facilities Network Plan. The Plan indicates bicycle lanes on McNab Road and Southgate Boulevard, which has a bikepath/linear park under development. Several signed routes are also illustrated in the vicinity.



Tamarac Transit



RED AND RED EXTENSION ROUTES

COMMUNITY BUS SERVICE

have partnered to provide the RED AND RED EXTENSION routes. This community bus service will increase the number of destinations and connections that can be reached through public transit. Destinations along the fAMARAC routes include: Tamarac Community Center and Library, Section 11, 12, 13 at NW 84 Ave, Sands Point at Lagos De Campo Blvd, CVS, Aldi Market, Broward Meat Market at SW 81/NW 64 Ave and McNab Road, Bermuda Club, Commons Shaker Village, Sable Palm at Bailey Road, Mainlands Community, Sunshine Plaza, Shaker Village at Commercial Blvd, Publix at Midway Plaza, The Green Apartment Complex, Lime Bay Clubhouse, Market Place Movies, Super Walmart at Avon Lane and McNab Road, Veteran's Outpatient Clinic and The City of Tamarac and Broward County Transit (BCT) and Winn-Dixie at McNab Road and University Drive surrounding neighborhood. Connections are available to BCT Routes 2, 11, 18, 55, 62, 88, University Breeze, 441 Breeze, Lauderdale Lakes North-South Community Bus and Lauderhill Route 4 All buses utilized on this route are air-conditioned and wheelchair accessible in accordance with the American with Disabilities Act (ADA).

Community Bus Routes but riders making connections to There is a \$.50 fare when using the Red and Red Extension BCT routes are expected to pay the appropriate fares.

HOURS OF OPERATION

Monday Through Friday:

RED ROUTE-7:00 am - 6:56 pm

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

reverse side of this pamphlet. The bus will operate as Red and Red Extension Community Bus Routes operate approximately every 60 minutes, with assigned stops. Please refer to the timetable and map on the close to schedule as possible. Traffic conditions and/or inclement weather may cause the bus to arrive earlier or later than the expected time. Please allow yourself enough time when using this service.

The Tamarac Community Bus Routes will not operate once a hurricane warning has been issued or if other nazards do not allow for the safe operation of the bus.

HOLIDAY SCHEDULE

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

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

BIKE RACKS

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

Loading

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

Unloading

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

\$0.032 per copy, to inform the public about community bus service between Broward County Transit and the City of Tamarac. 12/13 This public document was promulgated at a cost of \$65.56, or

INFORMATION

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

954.597.3649

Hearing-speech impaired/TTY:

800.955.8770

Visit the City of Tamarac web site

www.tamarac.org

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

BCT Rider Info:

954.357.8400

Hearing-speech impaired/TTY* 954.357.8302

Teletype machine required

BROWARD COUNTY ransi

Visit Broward County Transit's web site at:

Broward.org/BCT

LARGE PRINT, tape cassette or Braille by request. This publication can be made available in

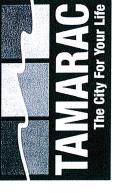
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BOARD OF COUNTY COMMISSIONERS An equal opportunity employer and RANSPORTATION DEPARTMENT provider of services. BROWARD COUNTY

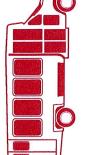
CIVIL RIGHTS ACT OF 1964 AS AMENDED PROTECTIONS OF TITLE VI OF THE

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

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

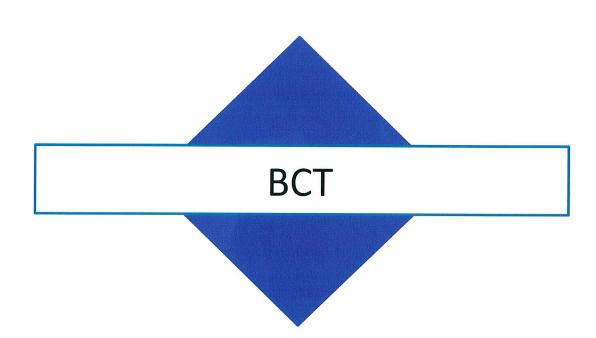


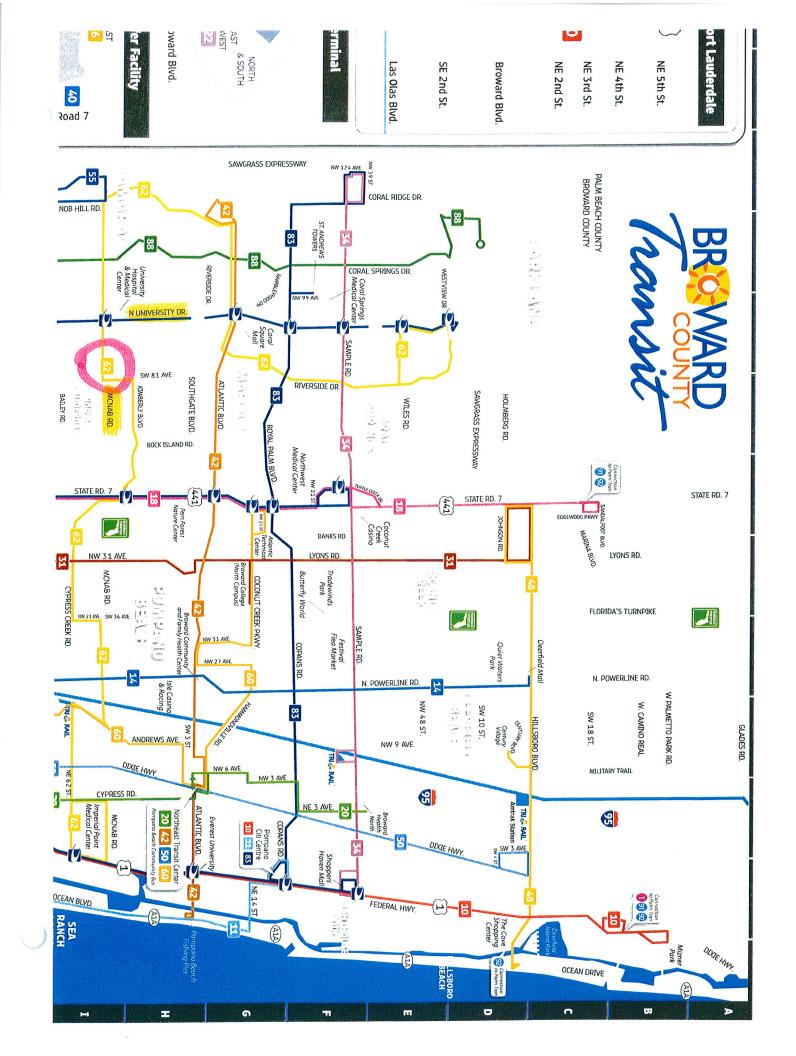
"Keeping Tamarac On The Move"





Effective: December 2013



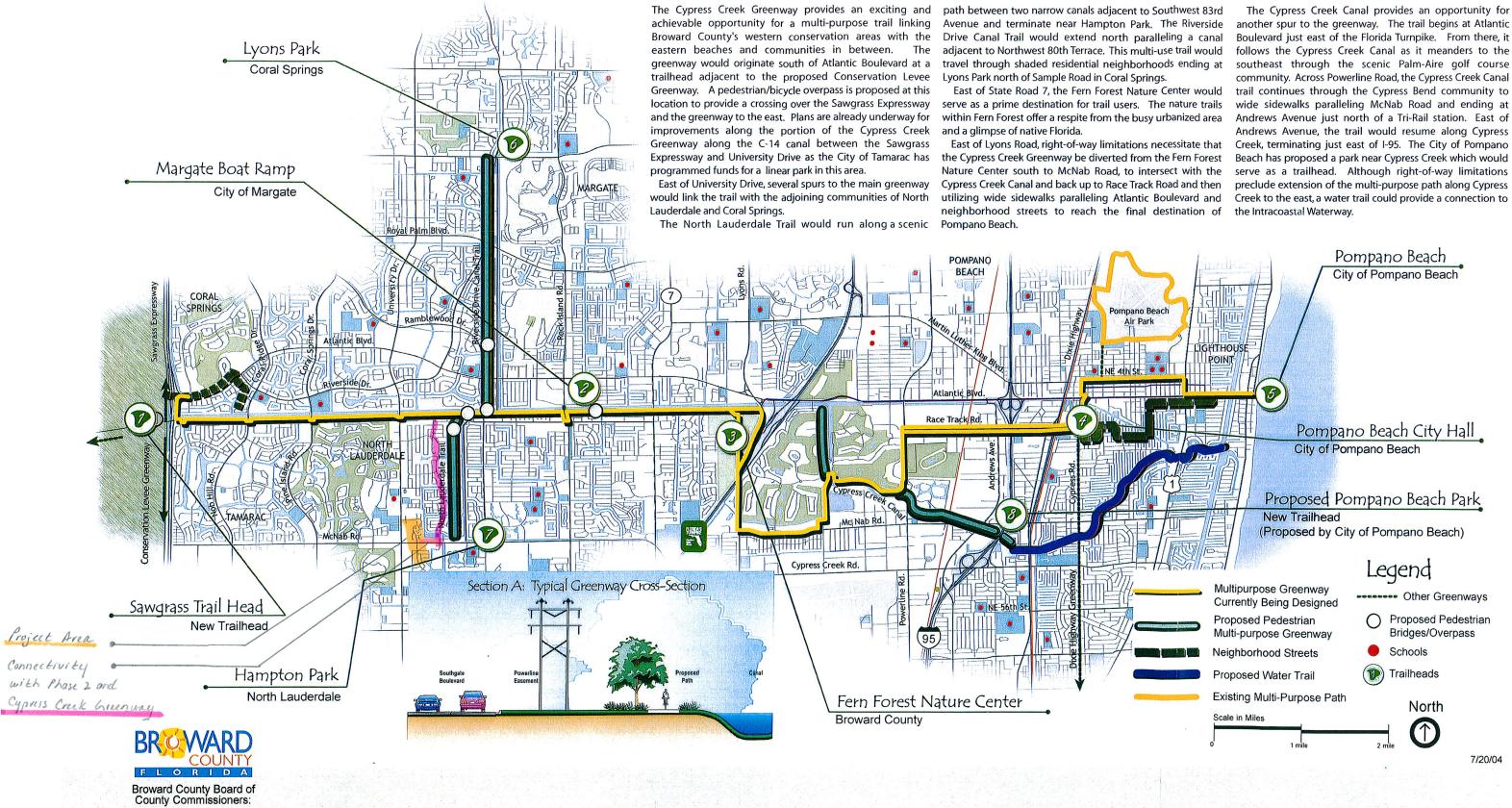


C-14 Greenway

Cypress Creek Greenway

Broward County Potential Greenways System



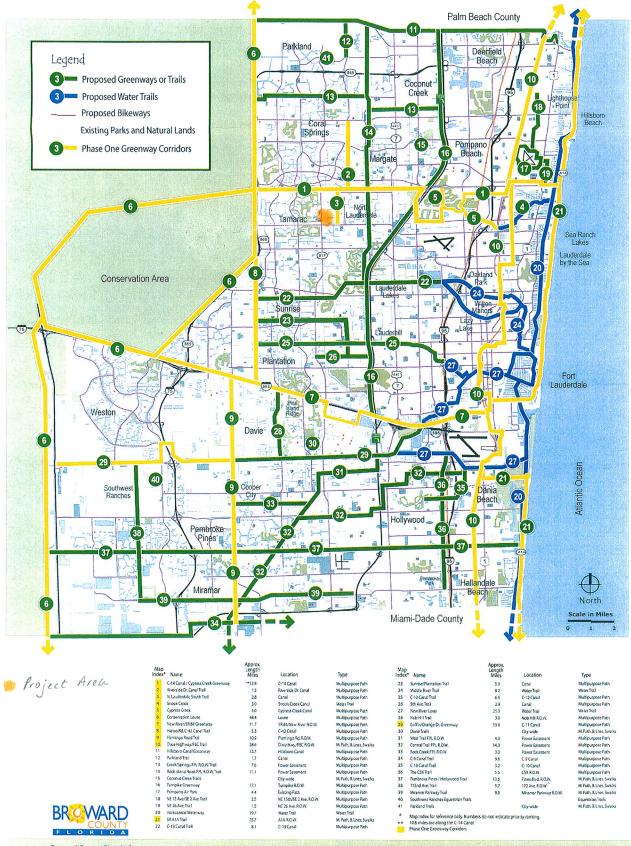


County Greenways

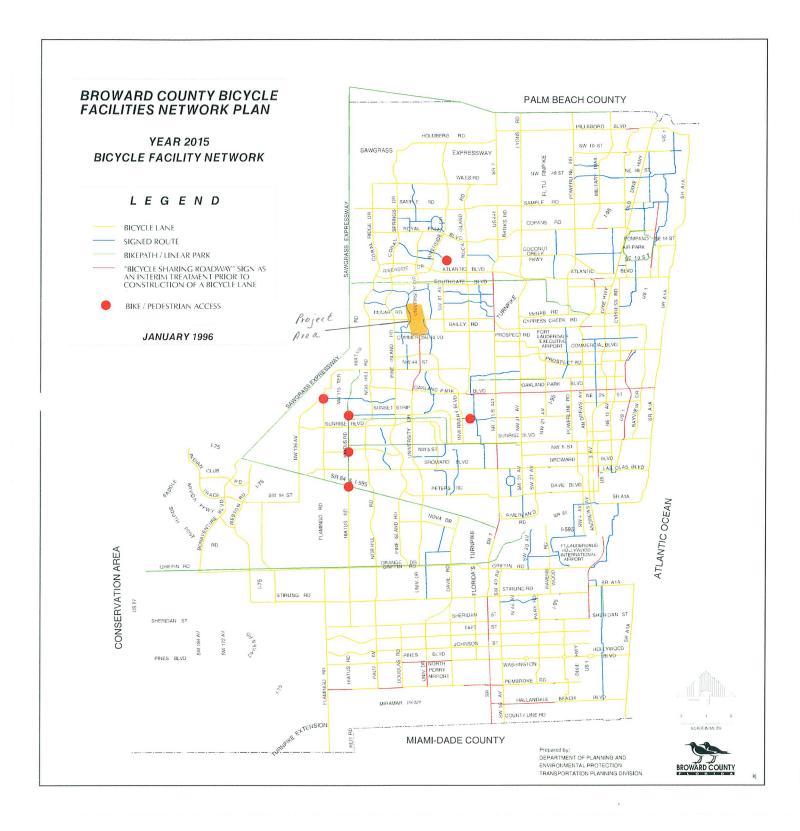


Broward County Potential Greenways System





Bike Network



City of Tamarac



Bikeway/Walkway System-Phase 4

2014 Transportation Alternatives Program

Grant Application

March 2014

