

Project Ranking	Project Number	Project Name	Impacted Route(s)	Concerns	Review	Comments
1	WILT-006	Roadway Median Landscape improvements	50	No concerns	N/A	
2	SUNR-025.1	Various Drainage Improvements	N/A	No concerns	N/A	
3	POMP-004	Bay Drive Neighborhood Stormwater Improvements Project	N/A	No concerns	N/A	
4	NLAU-007.1	Neighborhood Traffic Calming Program	Route 62, North Lauderdale- Routes 1 & 2	Roundabouts- SW 64 th Terrace, multiple bus stops (request mitigation treatment for bike/bus interactions)	Capital Program	<ul style="list-style-type: none"> - BCT will be installing nine shelters on Kimberly Blvd from Rock Island Rd to SR-7 at existing bus stops (permitting currently being done). Impacted bus stop IDs: 4017, 2861, 2831, 2832, 3243, 2833, 2860, 2834, and 2859. <p>City's Response: Noted the City has received these permits and is reviewing. We do not believe there are any conflicts with new bus stops and do not intend to create conflicts with any new bus stops. The City will also mitigate for any conflicts that arise in both design and construction phases.</p> <ul style="list-style-type: none"> - During the planning and design stages, roundabouts/traffic circles must be designed using auto-turn or equivalent software to accommodate the vehicular movement of a 45' bus or similar means of transportation. <p>City's Response: According to the City's traffic consultant Carnahan, Proctor and Cross the auto turn has been run and the 11 foot minimum lane width has been maintained.</p> <ul style="list-style-type: none"> - Design of roundabout must include a mountable curb for further maneuverability. <p>City's Response: Noted if not already included in the design, this will be included.</p>

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						<ul style="list-style-type: none"> - Plans must include notes for Contractor to contact BCT Capital Programs prior to construction for temporary relocation of bus stops. <p>City's Response: City will confirm notes will be added to the plans for MOT and preconstruction meeting purposes.</p> <ul style="list-style-type: none"> - Contractor is required to maintain serviceability of stops during construction and safety of waiting passengers. <p>City's Response: Understood, the City will coordinate with BCT and the contractor once construction plans are finalized and the contractor is selected.</p>
5	WEST-224	Intersection Improvements Royal Palm Blvd & Weston Rd.	23	MOT	N/A	<p>City's Response: The Contractor shall coordinate with BCT for any temporary impacts to the current bus stop with the construction limits.</p>
6	WPRK-004	SW 25 Street Complete Street Improvement	15, West Park Route	10.5 ft sections, Transit requires a minimum of 11 ft, multiple bus stops (request mitigation treatment for bike/bus interactions), MOT	Capital Program	<ul style="list-style-type: none"> - Plans must provide for an 8'x20' landing pad with max 2% cross slope be constructed at the following bus stops on the north side of SW 25 St: 1559, 2677, 1558, 1557, 1556, 1555, 1554. - Document with detailed drawing of pad is attached. - Contractor is required to maintain serviceability of stops during construction and safety of waiting passengers. - BCT objects to any roadway project that does not allow for a minimum lane width of 11 feet. - Plans must include notes for Contractor to contact BCT Capital Programs prior to construction for temporary relocation of bus stops <p>City's Response:</p> <ul style="list-style-type: none"> • Comment #1: We will provide for 8'x20' landing pad with max 2% cross at the following bus stops (north side of SW 25 St.): 1559, 2677, 1558, 1557, 1556, 1555, 1554, as requested. • Comment #2 of the attached review sheet states: "Document with detailed drawing of pad is attached."

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						<p>Please provide the document with detailed drawing of the pad requested in comment #1.</p> <ul style="list-style-type: none"> • Comment #3: We will add the comment to the Notes section of the plans. • Comment #4, the roadway width will be adjusted to accommodate for 11ft. lanes within the portion that the bus travel. • Comment #5, note will be added for Contractor to contact BCT Capital Programs prior to construction for temporary relocation of bus stops.
7	CORA-115.1	Emergency Traffic Signals	N/A	No concerns	N/A	
8	DANI-019	Stormwater Improvements	N/A	No concerns	N/A	
9	DAVI-003	Davie Rd Improvements Phase 3	Routes 9 & 12, Davie- SFEC/Tri-Rail	<p>Multiple bus stops (request mitigation treatment for bike/bus interactions), shared use bike lane on outside lane, proposed bus shelters, MOT</p> <p>Town's Response: The Town of Davie's Downtown is undergoing a resurgence of redevelopment with an influx of residential living and business to the area. The Town's vision for the Davie Road Downtown area is a safer pedestrian environment with active sidewalks, landscaped medians for safer access management, intermittent crosswalks for improved connectivity, and pedestrian level lighting for visual safety; ie. an environment that places more emphasis on the pedestrian. A reduced speed limit is also being sought. With all the competing transportation modes, designated bike lanes and bus bays are not feasible, and thus multi-modal users are provided a shared travel lane for bus transit, shuttles and bicyclists in the corridor. All modes of transportation need to be cognizant of each other's presence. No new bus</p>	Capital Program	<ul style="list-style-type: none"> - STA 46+00: proposed shelter location seems to be in landscape area. Suggest removal of landscaping area and place pavers for clear access to shelter/bus stop for accessibility. Town's Response: The bus stop at this location only has a 6' wide landing width at the curbside currently today within an existing extended planter area. The project proposes to expand the curbside landing/lighting area to 20' wide and exceeds 8' in depth. We are willing to work with BCT and modify the planter as necessary, if a greater width is desired. - Plans must include notes for Contractor to contact BCT Capital Programs prior to construction for temporary relocation of bus stops. Town's Response: The Contractor will be required to the notify the County throughout the phased implementation of the project to ensure that bus stops are properly relocated or if necessary temporarily closed and serviceability is safely maintained for the bus the patrons. The associated notes will be included. - Contractor is required to maintain serviceability of stops during construction and safety of waiting passengers. Town's Response: See above.

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				shelters are being proposed in the project at this time. The Town is uncertain of the shelter design aesthetic for the corridor, and with the robust redevelopment occurring, alternative methods other than a shelter to protection of the bus patrons from the weather are being provided/ considered such as extended awnings and other building design elements as the new building frontages are erected. Once the project is awarded, the Contractor is required to submit and obtain Broward County Traffic Engineering approval of the MOT Plan prior to starting construction which will address vehicular and pedestrian interactions with the construction		<ul style="list-style-type: none"> - Existing amenities at bus stops will be reused and must be coordinated with BCT Capital Programs. Town's Response: Not applicable. There are no existing amenities currently at the bus stop locations other than the one permanent shelter. As part of the project, benches, trash receptacles and bike racks are being provide where sufficient sidewalk space accommodates.
10	LLAK-003	Citywide Community Gateway System	N/A	No concerns	N/A	
11	TAMA-018	Electric Charging Stations	Routes 2, 55, 62, 88, Proposed Route 21 (Nob Hill), Tamarac Red, Tamarac Red Extension	Some of the charging stations are not in the existing route alignment for Tamarac CS. Will this be available for use for fixed route transit? City's Response: Yes, the charging stations will be available for use for BCT Fixed Route Transit service. The community shuttle starts at the Tamarac Community Center (which is scheduled to have charging station) and stops at the Tamarac's Caporella Aquatic Center (also scheduled to have charging station). The City is working on putting together a new order for 40' electric buses. Our plan is to use the buses on the Route 22.	Capital Programs/Arethia Douglas	Unclear from available documentation if project is relevant to transit.
12	COOP-036	Way Finding Signs	N/A	No concerns	N/A	
13	HALL-026	City-wide Bus Stops Digital Signage	1, 4, 5, 28, 101; Hallandale Routes 1, 2, 3, & 4	Accessibility into reading BCT schedules/ ISR/ GTFS concerns See attached documents from Hallandale Beach.	Scheduling, Capital Program, IT	<ul style="list-style-type: none"> - The cost estimate is for 25 locations, but available documents only show five locations. - Of the five locations listed, two do not have a shelter

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						<ul style="list-style-type: none"> - Available documentation does not indicate how or where the digital signs are to be installed. Are they meant to be installed on the pole? - How will the digital sign be powered? None of the shelters listed have solar panels. - City will be responsible for the maintenance of the digital signs. - City will need to ensure provider/programmer can work with data in GTFS real time format. - Is this project related to HALL-005?
14	DEER-003	Citywide Pedestrian Street Lighting Improvements	N/A	No concerns	N/A	
15	SWRA-032	Drainage Project: SW 50 Street and SW 182 Avenue Drainage	N/A	No concerns	N/A	
16	OAKL-009	Landscape Improvement	N/A	No concerns	N/A	
17	HOLL-064	Industrial Park and Corridor Improvements	N/A	No concerns	N/A	
18	PPRK-002	S.W. 25 th St Stormwater Impr. (Ph II)	N/A	No concerns	N/A	
19	WPRK-007	SW 57 Ave & SW 20 Street Traffic Calming Improvement	N/A	No concern	N/A	
20	FORT-122	Safety Improvements: NW 15 th Ave Mobility Improvements	31, 40 (FY2025), Fort Lauderdale NW Community Link	Multiple traffic calming enhancements that could impede the operation of a transit vehicle (mini-median islands at intersections with NW 11 Ct and NW 14 Ct; raised intersections and curb extensions at intersection with NW 12 St, NW 13 Ct, NW 15 Pl, and NW 17 St). Bus stops on southbound lane of NW 15 Ave within project scope. Shared use path (pedestrian and bicycles). Tight turning radius reported for vehicles on NW 19 St turning southbound into NW 15 Ave.	Capital Program, Operations	<ul style="list-style-type: none"> - Turn from NW 19 St to NW 15 Ave southbound is tight. The operator is forced to either encroach the northbound lane or ride the curb. Will need a survey to look into the specifics and suggest viable options. - During the planning and design stages, all turns must be designed using auto-turn or equivalent software to accommodate the vehicular movement of a 45' bus or similar means of transportation. - Need more details on the 'Proposed Raised Intersection. Stamped & Colored'. How much will this be "raised"?

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						<ul style="list-style-type: none"> - BCT objects to any roadway project that does not allow for a minimum lane width of 11 feet. - Plans must include notes for Contractor to contact BCT Capital Programs prior to construction for temporary relocation of bus stops - Contractor is required to maintain serviceability of stops during construction and safety of waiting passengers. <p>City's Response:</p> <ul style="list-style-type: none"> - The existing conditions at NW 19th Street and NW 15th Avenue do not meet the needs of a turning radii for the existing buses. The City reached out to Broward County to understand if there were plans to improve that corner on NW 19th Street. There were not so the City and their design team have been working with Broward County HCED on the turning movement solutions for buses at NW 19th Street and NW 15th Ave prior to receiving this comment. Concepts have been developed and Brad Terrier is coordinating with BC departments for review so that this can be fixed at the same time as the Complete Streets Project. - During the design, auto-turn has been used to accommodate a 45' bus at relevant intersections. - The raised intersections will be raised 3 inches. - For the majority of the project limits, the lanes will remain consistent with their current condition. The only changes will be at the raised intersections to tighten those approaches to further slow vehicles in order to improve safety. - A note will be added to the plans to reference the necessary coordination of bus stop accommodations during construction. It is understood that there must be a maintenance of traffic during construction including transit and the riders of that transit.
21	TAMA-003	Traffic Calming	N/A	Roundabouts with curb extensions (NW 70 St and NW 76 St)	Capital Program	<ul style="list-style-type: none"> - During the planning and design stages, roundabouts/traffic circles must be designed using auto-turn or equivalent software to accommodate the vehicular movement of a 45' bus or similar means of transportation. <p>City's Response: Yes, the City acknowledges the design will accommodate a 45-foot bus turning movement. The bus</p>

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						will drive on the mountable curb, which was specifically designed to support heavy loads such as fire trucks & buses to accommodate large-turning radius.
22	WILT-012	Complete Streets	20	Raised intersections (Colohatchee Park, NE 21 St, NE 22 ST, NE 24 St)	Capital Program	<ul style="list-style-type: none"> - Project will not affect transit operations but will increase safety for pedestrians crossing at intersections from nearby bus stop locations. - Roadway widths are not being reduced - BCT objects to any roadway project that does not allow for a minimum lane width of 11 feet. - If ROW is available at bus stops through this project, plans must provide for an 8'x20' landing pad with max 2% cross slope be constructed. - Reinforced foundation plan for shelter pad must be provided. - Plans must include notes for Contractor to contact BCT Capital Programs prior to construction for temporary relocation of bus stops (if needed) throughout the project. - Contractor must maintain serviceability of stops during construction and safety of waiting passengers. <p>City's Response: This is a traffic calming and connectivity project. Speeding along this roadway is frequent. There have been requests from the community for this project for years. Crossing NE 15th Avenue is dangerous at this time. Lane widths will not be modified. No bus shelters are being proposed in the scope of this project.</p>
23	POMP-006	Kendal Lake Neighborhood Stormwater Improvements	20, Pompano Beach Blue	Multiple bus stops within project scope	Capital Program	<ul style="list-style-type: none"> - No concerns identified to transit operations. Project does not reduce roadway widths, nor does it affect any turning radii. - Plans must include notes for Contractor to contact BCT Capital Programs prior to construction for temporary relocation of bus stops (if needed) throughout the project. - Contractor must maintain serviceability of stops during construction and safety of waiting passengers. <p>City Response:</p>

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						<p>This project seeks to make significant improvements to existing drainage facilities. That's the bulk of the project. The project is about increasing capacity to address severe ponding conditions and to prepare for sea level rise. The contract specifications will include provisions and direction to the contractor to contact BCT as directed. Our standard procedure includes provisions to provide accessibility to bus stops and public transportation facilities. Usually, the contractor sets up a Maintenance of Traffic (MOT) plan, which is approved by Broward County and makes provisions to move people and motor vehicles within the construction zone. MOTs are approved once a contractor is ready to mobilize. Ahead of mobilizing, the contractor and design team will coordinate with BCT in case a bus stop needs to be temporarily moved or relocated until construction is complete. The City will adhere to these procedures.</p>
24	HALL-005	City-Wide Bus Shelter Improvements	1, 4, 5, 6, 28, 101, Hallandale Beach Routes 1, 2, 3, & 4	<p>Available documentation does not clearly indicate which bus stops are within the project scope. Most locations identified already have an existing shelter. Project appears to propose the construction of a shelter in Miami-Dade County.</p> <p>See attached documents from Hallandale Beach.</p>	Capital Program	<ul style="list-style-type: none"> - City must coordinate with BCT (both fixed-route and Community Shuttle) in regard to specific locations. - BCT plans on installing shelters through-out the County as part of its Surtax Plan (75 shelters per year). All new proposed shelter locations must be coordinated with BCT Capital Programs. - Replacement of old shelters will require coordination with BCT as all shelters have an asset life (useful life) associated with the installation date. - Plans must include notes for Contractor to contact BCT Capital Programs prior to construction for temporary relocation of bus stops (if needed) throughout the project. - Contractor must maintain serviceability of stops during construction and safety of waiting passengers. - Locations provided are unclear. Provide a table with location showing main street, cross street, and near-side/far-side of proposed stop improvement. - Stops must be ADA compliant (cross and longitudinal slopes, pad width/length) - Reinforced foundation plan for shelter pad must be provided.

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						<ul style="list-style-type: none"> - All shelter locations must have a trash can and bike rack (cut sheet to be provided). Estimate to be revised to reflect additional items. - Submitted backless standalone benches <u>do NOT meet ADA compliancy when placed outside of a shelter.</u> - BCT objects to backless benches at all bus stops. - Bus shelters must meet current building code (at time of construction). - Electric solar system is required to meet current electrical code and be UL listed/approved (as a full system). Electrical grounding details are to be provided to meet current building code. - Reinforced foundation plan for shelter pad must be provided. - An updated maintenance agreement must be executed for the proposed locations prior to commencing construction.
25	DAVI-001	College Ave Phase 2 Widening	N/A	Proposed sidewalk on northbound lane of College Ave does not connect with existing sidewalk on SR-84 Town's Response: Plans will be revised to extend the sidewalk and connect to the existing sidewalk on SR-84.	N/A	
26	HOLL-035	Complete Streets – Hollywood Blvd	7	Insufficient details to comment; available documentation only covers electrical, irrigation, and landscape City's Response: Primary scope includes landscape and irrigation, secondary work involves street furniture, including bike racks and two bus shelters removed during construction (west bound at Dixie Hwy and at 24th Ave) to be replaced with new on this project.	N/A	
27	LLAK-015	NW 36 Terrace Improvements	Lauderdale Lakes North/South	Northbound traffic lane on NW 36 at intersection with Oakland Park Blvd expands from one to two lanes, maximum road width is 20 ft (approximately 10 ft per lane), raised midblock pedestrian crossings.	Capital Program, Community Shuttle	BCT's objects to any roadway project that does not allow for a minimum lane width of 11 feet. This is specific to both fixed route and Community Shuttle. City's Response:

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						The location identified by BCT is an existing condition not proposed. The proposed project improvements are actually reducing NW 36th Terrace to a single lane and it is only remaining double lane the last +/- 200 LF so as to allow for the existing multiple vehicle movements and current signaling at the intersection of NW 36th and Oakland Park Boulevard. Additionally, at this location there is actually 21' of roadway width to allow for an 11' lane for the left turn/straight movement and 10' for the right turn only movement. Again these are existing conditions and to provide an additional 1' of width to have two 11' lanes would require modification to the existing curbing that was not planned or budgeted for in the original project design. I hope this addresses BCT's concern but if anything additional is required just let me know.
28	WEST-308	Indian Trace Elementary School	N/A	No concerns	N/A	
29	WILT-007.1	Parking	N/A	Unclear from available documentation if project includes a pedestrian path to Colohatchee Park <u>City's Response:</u> Yes. There is a connecting pedestrian path that will lead from the existing trail in Colohatchee Park to the new parking area/trail head and to the street, which connects to NE 15 th Avenue bus stops/bike lanes.	N/A	
30	WEST-307.1	City-wide Wayfinding Signage Program	N/A	No concerns regarding the wayfinding signage. Insufficient information to comment on inductive loop bicycle counter	N/A	
31	TAMA-014	Traffic Control Devices	55, 52 (FY2022)	No concerns	N/A	
32	FORT-162	Street Lighting: NW 15 th Avenue	31, 40 (FY2025), Fort Lauderdale NW Community Link	Insufficient details to comment, available documentation is the same as FORT-122	N/A	
33	WILT-013	Electronic Message Boards / Wayfinding	14, 20, 50, 60, 72	Proposed location of several wayfinding signs could visually obstruct existing bus stop signage	Capital Programs	Sign installation does not affect transit.

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				<p><u>City's Response:</u> All sign locations will be reviewed again during permitting and field adjusted to avoid conflicts with bus stop signage.</p> <p>Wayfinding as a whole, will have a positive effect on transit. Getting around the City, especially the highly visited arts and entertainment district, can be challenging for visitors who struggle with where to park or what street to take to get to their final destination. This issue and difficulties navigating between different forms of transportation often result in more cars on the roads and greater gridlock and slower traffic. Wayfinding is a practical tool which will help people get around and improve commutes by providing consistent information in an immediately recognizable format at every stage of the journey. Branded signage will help tourists and residents alike get around faster. The program will also help ensure that everyone, not just those who have access to digital technology, can move through the City with confidence. For example, fewer people will need to stop and park at City Hall for the purpose of asking directions to other facilities/locations. Tourists won't be driving too slowly on the single lane Wilton Drive, looking for a way to park or route to another location. Wayfinding signage reduces congestion and strengthens connections between different forms of transportation as well. This program will help indicate the locations of all forms of transportation-related facilities including bus stops, parking areas, trails, greenways, and blueways.</p>		

DAVI-001:

