



Americans with Disabilities Act Transition Plan



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Broward County, Florida

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Section 1: Introduction and Administrative Information

Introduction to ADA

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute (hereinafter referred to as the Act) that prohibits discrimination against people who have disabilities. There are five separate Titles (Sections) of the Act relating to different aspects of potential discrimination.

Title I: Employment

Under Title I, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancement, training, compensation or discharge of an employee, or in other terms, conditions and rights of employment.

Title II: Public Services

Title II prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to persons with disabilities. It is under this Title that this ADA Transition Plan has been prepared. The ADA Transition Plan is intended to outline the methods by which physical or structural changes will be made to affect the non-discrimination policies described in Title II.

Title III: Public Accommodations

Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term public accommodation as used in the definition often is misinterpreted as applying to public agencies, but the intent of the term is to refer to any privately funded and operated facility serving the public.

Title IV: Telecommunications

Title IV covers regulations regarding private telephone companies, and requires common carriers offering telephone services to the public to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.

Title V: Miscellaneous Provisions

Title V contains several miscellaneous regulations, including construction standards and practices, provisions for attorney's fees and technical assistance provisions.

Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

Title II of the ADA dictates that a public entity must evaluate its services, programs, policies and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self-evaluation also is required. It is intended to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity then must proceed to make the necessary changes resulting from the self-evaluation. The ADA further requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible. In the ADA, the term disability means, with respect to an individual:

1. A physical or mental impairment that substantially limits one or more of the major life activities of such individual;
2. A record of such an impairment; or
3. Being regarded as having such an impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for purposes of coverage under the Americans with Disabilities Act.

City of Parkland ADA Responsibilities

The City has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973 but differs in that Section 504 applies only to government agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability, be discriminated against under any program or activity receiving federal financial assistance. The City has been subject to and operating under the requirements of Section 504 for many years.

A public entity also is required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. The ADA Coordinator and designated contact person is Jacqueline Wehmeyer. All questions must be in writing and can be sent to City of Parkland ADA Coordinator Jacqueline Wehmeyer, Director of Human Resources, 6600 University Drive, Parkland, FL 33067, (954) 757-4134.

Section 2: The ADA Transition Plan

ADA Transition Plan Development

The ADA applies to all facilities, including facilities built before 1990. As a necessary step in programming an access plan to provide accessibility under the ADA, state and local government, public entities or agencies are required to perform self-evaluations of their current facilities, relative to the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, which can be called a Transition Plan, to address any deficiencies.

The main purpose of this report is to develop and document a Transition Plan for the City of Parkland. This specific Transition Plan is intended to identify and apply specific policies and practices for implementing physical improvements for access to buildings and pedestrian facilities for public use within the City of Parkland. The goal is to optimize the pedestrian experience, and

City of Parkland ADA Transition Plan

public use of facilities to provide safe and usable accommodations for all pedestrians and facility users, and to assure compliance with all federal, state and local regulations and standards.

The ADA Transition Plan is intended to represent both the legal and functional goals and objectives of the City to make the existing facilities accessible and usable for persons with disabilities. An ADA Transition Plan will outline how the City of Parkland will work to improve accessibility to its facilities.

The final Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all its existing facilities accessible, if it is not feasible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the City. This specific Transition Plan will focus on the physical access barriers; therefore, self-evaluation for this Transition Plan does not include communications, publications, employment and websites that are separate from the structural or physical modifications required to access specific public programs and activities. The City is currently developing a separate ADA self-evaluation plan regarding communications, publications, employment and websites which will be part of a final citywide ADA Transition Plan. This Transition Plan self-evaluation is limited to the specific checklists provided in this report.

The City has a wide variety of facilities for public use and within the public right-of-way. These facilities include public buildings, fishing piers, parks and recreational areas, roadways, and walkways. The ADA self-evaluation assessment covers the City of Parkland including Broward County and other agency owned roadways within the City limits (**See Figure 1 for location Map**).

The following is a list of the facilities that were evaluated as part of the self-evaluation assessment that will be analyzed in this report:

- a) City of Parkland Owned Streets
 - i) Holmberg Road (from SR 7 to City Limits)
 - ii) Parkside Drive (from Holmberg Road to Loxahatchee Road)
 - iii) **Ranch Road (from Liberty Park to NW 81st Terrace)
 - iv) Mecca Blvd/NW 74th Place (from SR 7 to Hillsboro Blvd)
 - v) Loxahatchee Road (from SR 7 to west of Parkside Drive)
 - vi) University Drive (from north of SR 869 to Loxahatchee Road)
 - vii) Bishop Pit Road (From Loxahatchee Road to Parkland Bay Entrance)
 - viii) Trails End Blvd west of Pine Island Rd

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***Although other streets in the Ranches Subdivision are owned by the City, they are not main thoroughfares and therefore were not included in this evaluation.*

- b) North Springs Improvement District (NSID)/Broward County Owned Streets
 - i) Trails End Blvd (from west of University Drive to Pine Island Road) (NSID)
 - ii) Pine Island Road (from SR 869/Sawgrass Expressway to Nob Hill Road) (Broward County)
 - iii) Loxahatchee Road (from 2245 feet west of Parkside Drive to Arthur Marshall Refuge) (Broward County)
 - iv) Nob Hill Road (from City Line to Loxahatchee Road) (Broward County)
 - v) Hillsboro Boulevard from SR 7 to Parkside Drive and from University Drive to Parkland Bay (Broward County)
 - vi) Riverside Drive (from SR 869/Sawgrass Expressway to Holmberg Road) (Broward County)
- c) Citywide Controlled Intersections
 - i) All Signalized intersections within the City limits including the intersections for the roadways listed above
- d) Parks and Recreational Areas:
 - i) Pine Trails Park (including Amphitheater and observation/fishing pier)
 - ii) Liberty Park
 - iii) Barkland Dog Park
 - iv) Equestrian Center at Temple Park
 - v) Terramar Park
 - vi) Parkland Tennis Center at Quigley Park
 - vii) The Doris Davis Forman Wilderness Preserve
 - viii) Six Acre Wood Park
 - ix) Covered Bridge Park
 - x) Six-Acre Park Trail
 - xi) Parkland Tennis Center at John Quigley Park- Parking Area and Tennis Courts
 - xii) Ternbridge Trail
- e) Building Structures:
 - i) City Hall/Building Department
 - ii) Public Works
 - iii) Parkland Library
 - iv) Parkland Tennis Center at John Quigley Park
 - v) Parkland Recreational Center at Pine Trails Park
 - vi) Pine Trails Park Restroom Facilities
 - vii) Terramar Park Restroom Facilities
 - viii) Liberty Park Restroom Facilities
 - ix) Equestrian Center Restroom Facilities
 - x) ***Fire Station 42 (Not open to the public)
 - xi) ***Fire Station 109 (Not open to the public)

***Fire Stations were not evaluated because they are not open to the general public.

The ADA Transition Plan is intended to achieve the following:

- Identify physical obstacles that limit the use and accessibility of facilities to individuals with disabilities,
- Describe the methods to be used to make the facilities accessible,
- Provide a schedule for making the access modifications,
- Identify the public officials responsible for implementation of the Transition Plan,
- Be updated yearly, as required until all accessibility barriers are removed.

Section 3: Self-Evaluation Guidelines

Inventory Efforts

The inventory efforts for self-evaluation have been initiated as part of the development of the City of Parkland's ADA Transition Plan to survey and document existing conditions of pedestrian facilities within the public rights-of-way as well as access to public amenities and building facilities. The data collected at each site is used to provide recommended improvements to the pedestrian facilities and to comply with ADA and State requirements.

The focus of the self-evaluation will be to inventory the existing facilities within the City limits to determine whether there are any physical obstacles or "barriers" and identify any deficiencies within the existing system. An itemized survey inspection at each site was collected with required measurements, dimensions, gradients and other visual determinations.

The purpose of the inventory is to show a baseline of existing pedestrian facilities within the City of Parkland. The City has a wide variety of facilities to be surveyed, inventoried and evaluated for the purpose of developing an ADA Transition Plan. These facilities include public buildings, fishing piers, parks and recreational areas, roadways with adjacent walkways, sidewalks and pedestrian features at intersections. The field reconnaissance effort involved evaluation of the exterior and interior items as it relates to ADA Accessibility as identified below:

- **Exterior Accessibility** – Once they arrive at a facility site, individuals with disabilities should be able to approach a building and enter the building as freely as everyone else. For instance, at least one accessible route must be provided within the boundary of the site connecting elements such as accessible parking, sidewalks and or public transportation stops, to an accessible building entrance.
- **Interior Accessibility** - The interior accessible route connects the accessible entrance with

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the program and services area. Typically, interior accessible routes are made up of hallways, corridors, and interior rooms and spaces. The accessible route is essential for people who have difficulty walking or who use wheelchairs or other mobility aids to access the services and programs areas. Additionally, people who are blind or have low vision may walk along any route to access the programs and services areas, not just the accessible routes. As such, routes open to or leading to the service area, such as hallways, corridors and service and program spaces, must be free of objects that cannot be detected by a person who is blind or visually impaired.

The self-evaluation efforts involve field reconnaissance for collecting and documenting data on the existing systems and are based on the following:

Accessibility (Barriers); An accessible path of travel consisting of walks and sidewalks, curb ramps and other interior or exterior pedestrian ramps; clear floor paths through lobbies, corridors, bathrooms and other rooms or improved areas; ADA parking and access aisles; elevators and lifts; or a combination of these elements. Any barrier or obstruction preventing an accessible path was notated within this category, including non-existing sidewalks.

The objective is to remove these barriers and provide an accessible path with accessible ramps that meet ADA standards. For the roadways, non-accessible includes; non-existing sidewalks or pathways, non-existing clear pathways with obstructions. non-existing ramps and/or detectible warnings per ADA criteria. At intersections, non-accessible includes; non-existing sidewalks or pathways, non-existing ramps and/or detectible warnings, no pedestrian cross walks and no pedestrian signals for signalized intersections, and non-existing cross walks per ADA criteria. For the parking areas and access to public buildings and recreational facilities, non-accessibility includes; non-sufficient handicap parking facilities, non-existing sidewalks or pathways, non-existing curb ramps and/or detectible warnings, non-existing ramps into buildings meeting ADA criteria. Building facilities have specific checklist for physical barriers through entrances and doorways and include specific checklists for restrooms, ticketing, concessions, drinking fountains, etc.

Priority: It is recommended that these ADA “Barriers” be removed as soon as practical.

Deficiencies; There is an existing pathway, sidewalk, ramp, etc; however, there are deficiencies, or the feature does not meet current ADA criteria. Deficiencies include; broken or uneven sidewalks or walkways or an obstruction such as a manhole that is greater than ¼” which could be a tripping hazard, steep cross slopes or longitudinal slopes, steep ramps or ramps that do not meet ADA criteria, standing water within the sidewalk or ramp.

The objective is to repair or replace these deficiencies and provide an accessible path with accessible ramps that meet ADA standards. For the roadways, replace non-compliant sidewalks and ramps that are deficient, adjust or remove any obstruction within the sidewalk. At intersections, replace non-compliant sidewalks, retrofit detectible warnings replace non-compliant ramps. For the parking areas and access to public buildings and recreational facilities, replace non-compliant sidewalks or pathways, replace deficient curb ramps and/or detectible warnings, replace non-compliant ramps into buildings to meet ADA criteria.

Priority: It is recommended that these ADA deficiencies be repaired or replaced as soon as

practical.

During the field assessment it was noted that some deficiencies are more severe than others. The ADA Transition plan is intended to identify all non-compliant items at the time of the assessment. Engineering judgement, funding constraints and contractor availability are factors on the prioritization of these barriers and deficiencies.

ADA Codes and Standards

State and federal ADA Codes and Standards will be used for all facilities within the public right-of-way. The standards are intended to apply to all construction undertaken within the public right-of-way after the final approval of the ADA Transition Plan.

The Architectural and Transportation Barrier Compliance Board (alternatively called the U.S. Access Board) has developed accessibility guidelines for pedestrian facilities in the public right-of-way. The Federal Highway Administration has recognized these as its currently recommended best practices. A Municipality can adopt these accessibility guidelines into their own system of standards, specifications, and design details with modifications to meet local conditions. Utilizing State design standards and design details facilitates a guideline specifically within the City.

The State has adopted the Public Right-of-Way Accessibility Guidelines (PROWAG) from the United States Access Board for ADA Standards. See <http://www.access-board.gov/prowac/guide/PROWAGuide.htm> for more information. Other Florida Department of Transportation (FDOT) guidance on ADA Standards can be found in the FDOT Design Manual and the FDOT Standard Plans current editions.

Further references to ADA standards and checklists are provided in the ADA Standards for Accessible Design by the Department of Justice and the United States Access Board.

ADA Transition Plan Requirements

According to ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. This ADA Transition Plan is limited to evaluating physical barriers; however, the city is working on evaluating the programs and services as a separate ADA self-evaluation Plan.

The ADA Transition Plan is required by Department of Justice rules to address the following aspects of accessibility:

1. If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed

- by walkways serving other areas;
2. The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
 3. The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible; and
 4. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

The ADA Transition Plan self-evaluation contains detailed physical barrier surveys of City streets, curb ramps and related facilities. These surveys are contained in a comprehensive computer database, and document barriers present at the time of the survey. The survey does not provide a complete listing of complying architectural or physical features. It also is important to note that improvements made to facilities after the date of the survey are not included as part of this ADA Transition Plan.

ADA Public Outreach

An overview of the Citywide ADA Transition plan was presented at the City Commission Strategic Planning Session in April of 2019. Direction was given to staff to designate an ADA Coordinator, develop an ADA Grievance Procedure, and an ADA Public Communications Plan. A web page was developed to direct the public on where to obtain ADA information and input on the City of Parkland's website. Staff was also directed to proceed with the development of this specific ADA Transition Plan.

This ADA Transition Plan has been provided to City staff for review. In addition, this report with all documentation has been uploaded to the City's website to afford the public the opportunity to provide input into this plan and will remain on the website for public reference.

The findings in this report has been presented to the City Commission at the April 2021 Strategic Planning session. The City Commission has approved the prioritization of the ADA deficiencies identified in this report and has allocated funding in support of remediation. See Table 9.

The City of Parkland website contains a grievance process for residence to submit any ADA concerns. Residents will be able to submit formal comments about this ADA Transition Plan, directly on the website.

Section 4: Inventory Methodology

ADA Data Collection Items: Exterior Self-evaluation

For detailed measurements of roadways and intersections, the survey team has collected and analyzed the following data:

Streets/Roadway R/W:

- **Sidewalk Present:** Whether a sidewalk leading to and from the curb is present. If present, 60" standard. If 60" standard is not achieved, the paved sidewalk width has a minimum of 48" continuous unobstructed pathway with 60" x 60" every 200' for wheelchair passing. 42" minimum clearance for pole obstructions.
- **Sidewalk Slopes:** Check longitudinal slopes and cross slopes required to meet minimum standards. Sidewalk cross slopes cannot exceed 2% and longitudinal grades cannot exceed 5%
- **Flush Corner:** If there is no curb, whether a flush transition from the street to the sidewalk is present. No gaps in pavement or tripping hazards. Must have standard detectible warnings.
- **Crosswalks:** Whether crosswalks are present at any or all crossings. If present, the width, type, alignment, presence of detectible warnings (DW), presence of islands and disabled access. At intersections: cross slopes within the roadway crosswalk cannot exceed 2%.
- **Curb Ramps:** Whether existing curb ramp(s) are present at any of the corners within the intersection. If a curb ramp is present (either one or two at a corner), the following data was collected for each curb ramp:
 - i. **Common Landing:** Dimensions of any common landing for curb ramps. Must have 4' x 4' landing.
 - ii. **Curb Ramp Type:** Ramp generally directs the pedestrian toward the receiving ramp across the roadway.
 - iii. **Detectable Warnings (DW)/Truncated Domes:** Whether truncated domes are present. If present, must be in good condition. Check the dome location, size, type (e.g., plastic, concrete, concrete tile, brick or other) and color. Truncated domes are placed at level landings to alert visually-impaired individuals of a transition between the sidewalk and the street or railroad tracks. Tactile surface must extend the entire width of the ramp and 2' in length.
 - iv. **Grooved Border:** Whether a 12-inch grooved border around all sides is present and its width.
 - v. **Gutter Slope:** Slope in percent of the gutter or street transition. Free from standing water. Cannot exceed a 13.3% algebraic break in slope.
 - vi. **Lip:** Whether a lip is present at the bottom of the curb ramp, and if present, no greater than 0.25 inch.
 - vii. **Location in Crosswalk:** Curb ramp wholly contained in marked crosswalk, if applicable. Must have clear path to ramp on the other side.
 - viii. **Main Slope:** Main slope of the curb ramp or level landing in percent adjacent to and perpendicular to the street. Cannot exceed 12:1 slope.
 - ix. **Main Cross Slope:** Cross slope of the main slope of the curb ramp or level landing, parallel to the street. The cross slope is perpendicular to the main slope of a curb ramp. Cannot exceed 2% slope.
 - x. **Side Slope(s):** Whether a side slope, flare or parallel slope is present, and if present, the slope of each sloping side or flare parallel to the street cannot exceed 10:1.
 - xi. **Slip-resistant Surface:** Whether the surface is slip-resistant.
 - xii. **Street the curb ramp is facing,** or if facing the intersection (diagonal).
 - xiii. **Top Landing Depth:** Whether a 48-inch deep level landing is provided at the top of the curb ramp, or at the top of each slope of a parallel curb ramp.
 - xiv. **Transition Slope:** Slope of the transition to the sidewalk, verifying slope of five percent or less for the right and left sides.
 - xv. **Width:** Width of the curb ramp or pan is 48" wide minimum. A pan or level landing exists

when there is a lack of vertical separation between the sidewalk and the street.
 xvi. **Car Obstruction:** Curb ramp not located so that it could be obstructed by stopped vehicle.

Possible Barriers/Deficiencies for Sidewalks/Walkways – Streets/Roadway R/W	
Issue	Possible Barriers
Sidewalk/Pathway Clear Width	Narrow, Below Guidelines: Clear width is less than 48” with no 5' x 5' Bypass every 200'- 5' width is preferred.
Sidewalk/Pathway Cross Slope	Steepness, Irregularity, Variability, Warping: Exceeds 2% cross slope
Landings along sidewalks/pathways	Less than 4'x4'
Sidewalk/Pathway Grade	Steep angle points- slope exceeds 5%.
Material/Finishes	Surface and pavement deterioration, rough with voids. Cracks and broken sidewalk. Materials create tripping hazards (cobble, stamped).
Gratings	Type and orientation of gaps in the grate. Grate openings more than ½”
Detectable Warnings	Missing, wrong materials, inadequate size, wrong location and lack of contrast. In poor condition.
Discontinuities	Missing sections, gaps/ horizontal faults exceeding 1/2”, drop-off hazards, steps with no ramps: Tripping hazards - lip exceeds ¼”
Obstructions	Signs, poles, mailboxes, hydrants, furniture, drainage structures, landscaping, etc...
Curb Ramp	Missing, mis-marked crosswalks, fails to meet guidelines above.
Curb Ramp Flares	Missing, too steep: Exceeds 10:1 slope

Signalized Intersections:

- **Detectable warnings:** Detectable warning surfaces are installed to divide the pedestrian paths from the vehicular ways where there are no raised curbs. These surfaces are required by 49 CFR, Part 37 and by the ADA. The detectable warning surface must be at least 24 inches in length and should run the full width of the curb ramp or blended transition. The surfaces should be made of distinctive and visually contrasting color and texture from the adjacent curb ramp surface.
- **Traffic Control:** Whether traffic signals, stop signs (all way vs. two-way vs. one-way), yield control, roundabout or no control. Proper ADA Access must be provided.

- **Directional Corner of Intersection:** NE, SE, SW and NW. (Note: All corners will be referred to by one of these compass points. If the street is not perfectly aligned north and south, the direction will be assigned within the nearest 45 degrees.)
- **Intersection Geometry:** Whether the intersection is standard right angle, T-shaped, Y-shaped, skewed, or any other irregular geometry. Whether there are pedestrian island(s) or right turn lanes.
- **Refuge Islands:** If present, then presence of curb ramps and/or push buttons if required.
- **Obstructions and Obstacles:** The general presence and nature of abrupt changes in sidewalk level of greater than one-quarter inch (1/4”) and no gaps greater than one-half inch (1/2”), paving obstructions or accessibility obstacles immediately adjacent to the corner. The following obstacles near a corner will be noted: utility pole, traffic light pole, drainage inlet, fire hydrants, street furniture and newsstand.
- **Pedestrian Signals:** Whether visual or accessible pedestrian signals are present. If present, the type, size, height and location of actuator buttons. The location parameters are “at curb,” “on landing,” “on ramp slope – arm length” and “on ramp slope – not arm length.” Another location question asks if the pedestrian push button is parallel to the crosswalk alignment.

Possible Barriers/Deficiencies at Signalized Intersections	
Issue	Possible Barriers
Pedestrian Signals	Pushbutton Location: The pedestrian signal does not have pushbuttons at or near each end of the crosswalks
	Pushbutton Diameter and Orientation: The pushbutton is not at least 2 inches in diameter and is not oriented parallel to the travel direction.
	Pushbutton Vertical Height: Height of push button exceeds 48 inches.
	Pushbutton Horizontal Reach: Horizontal reach is greater than 10 feet away from the sidewalk
	Flat Surface at Pushbutton: Not at a location that is adjacent to a level surface to provide access from a wheelchair.
	No Audible Ped signals for visually impaired, inadequate timing (too fast), inoperable, poor access

For detailed measurements of Parks and Recreational Areas, the survey team has collected and analyzed the following data:

Parks and Recreational Areas:

Parking Lots:

- Unobstructed Route or pathway: Whether there is at least one accessible route from site arrival points (parking, passenger loading zones, public sidewalks and public transportation stops) that does not require the use of stairs.
- Provide adequate number of accessible spaces.

Total Spaces	Accessible Spaces
1 - 25	1
26 - 50	2

51 - 75	3
76 - 100	4

- iii. Whether the accessible spaces are at least 8 feet wide (11' for van accessible) with an access aisle at least 5 feet wide.
- iv. The access aisles need to be marked so as to discourage parking in them.
- v. The slope of the accessible parking spaces and access aisles are no steeper than 2% in all directions.
- vi. The access aisles need to adjoin an accessible route.
- vii. Whether the accessible spaces are identified with a sign that includes the International Symbol of Accessibility. The bottom of the sign is at least 60 inches above the ground.
- viii. There are signs reading "van accessible" where there are van accessible spaces. Use 11' minimum to allow for van accessible parking spaces.
- ix. Of the total parking spaces, there needs to be accessible spaces located on the closest accessible route to the accessible entrance(s).

Possible Barriers/Deficiencies for Parking Lots- Parks and Recreational Areas	
Issue	Possible Barriers
Disabled Parking Space Availability	Insufficient number of available disabled parking spaces.
Disabled Parking Space Dimensions	Insufficient width (less than 10' wide) and no access aisle.
Pathway Access	No access route availability - no accessible route from site arrival to building or service.
Sidewalk/Pathway Clear Width	Narrow, Below Guidelines: Clear width is less than 48" with no 5' x 5' Bypass every 200' (5' width is preferred).
Sidewalk/Pathway Cross Slope	Steepness, Irregularity, Variability, Warping: Exceeds 2% cross slope
Landings along sidewalks/pathways	Less than 4'x4'
Sidewalk/Pathway Grade	Steep angle points, slope exceeds 5%.
Material/Finishes	Surface and pavement deterioration, rough with voids. Cracks and broken sidewalk. Materials create tripping hazards (cobblestones, stamped).
Gratings	Type and orientation of gaps in the grate. Grate openings more than 1/2"
Detectable Warnings	Missing, wrong materials, inadequate size, wrong location and lack of contrast. In poor condition.
Discontinuities	Missing sections, gaps/ horizontal faults exceeding 1/2", drop-off hazards, steps with no ramps: Tripping hazards - lip exceeds 1/4"
Curb Ramp	Missing access ramp, mis-marked crosswalks, and access aisles. ADA Ramp

	does not meet ADA Standards.
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Accessible Route/Pathway:

- i. Whether the route is stable, firm and slip-resistant.
- ii. Whether the route is at least 48 inches wide. Note: If the route is greater than 200 feet in length and less than 60 inches wide, there needs to be a passing space no less than 60 x 60 inches every 200 feet.
- iii. If there are grates or openings on the route, the openings are no larger than ½ inches.
- iv. The running slope are no steeper than 5%, i.e. for every inch of height change there are at least 20 inches of route run. Note: If the running slope is steeper than 5%, treat as a ramp and add features such as edge protection and handrails.
- v. The cross slope is no steeper than 2%.
- vi. If the accessible route crosses a curb, there is there a curb ramp.
- vii. If a curb ramp exist does it meet minimum ADA Standards (see ADA Ramp Criteria in the Roadways and Intersection section.
- viii. Sidewalk/Pathway criteria: see ADA walkway criteria in the Roadways and Intersection section.

Possible Barriers/Deficiencies for Sidewalks/Walkways – Parks and Recreational Areas:	
Issue	Possible Barriers
Sidewalk/Pathway Clear Width	Narrow, Below Guidelines: Clear width is less than 48” with no 5' x 5' Bypass every 200'- (5' width is preferred).
Sidewalk/Pathway Cross Slope	Steepness, Irregularity, Variability, Warping: Exceeds 2% cross slope
Landings along sidewalks/pathways	Less than 4'x4'
Sidewalk/Pathway Grade	Steepness, Angle Points- slope exceeds exceed 5%.
Material/Finishes	Surface and pavement deterioration, rough with voids. Cracks and broken sidewalk. Materials create tripping hazards (cobble, stamped).
Gratings	Type and orientation of gaps in the grate. Grate openings more than ½”
Detectable Warnings	Missing, wrong materials, inadequate size, wrong location and lack of contrast. In poor condition.
Discontinuities	Missing sections, gaps/ horizontal faults exceeding 1/2”, drop-off hazards, steps with no ramps: Tripping hazards - lip exceeds ¼”
Obstructions	Signs, poles, mailboxes, hydrants, furniture, drainage structures, landscaping, etc...
Curb Ramp	Missing access ramp, mis-marked

	crosswalks, and access aisles. ADA Ramp does not meet ADA Standards.
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• Fishing Piers:

- i. Refer to ADA Accessible Fishing Piers and Platforms Checklist for complete list of items checked.
- ii. Unobstructed Route or pathway: there is at least one accessible route from arrival to the entrance of the fishing pier or platform.
- iii. Sidewalk/Pathway criteria: see ADA walkway criteria in the Roadways and Intersection section.
- iv. If a curb ramp exist it needs to meet minimum ADA Standards (see ADA Ramp Criteria in the Roadways and Intersection section).
- v. If there are railings, guards or handrails at the fishing area, at least 25% of the railings are no more than 34 inches above the ground or deck to allow for wheelchair fishing access.
- vi. Any elevation change requires a transition plate that is not steeper than 5%. If is a transition plate is steeper than 5%, there a landing at the end of the transition plate.
- vii. There is a clear floor space at least 30 inches wide by at least 48 inches long at the 34-inch maximum high railing.
- viii. There is an ADA Compliant pathway to account for varying water levels, exceptions apply when gangways are part of the accessible route. A gangway is a variable-sloped pedestrian walkway that links a fixed structure or land with a floating structure.

Exceptions:

- a) The gangway rise may be greater than 30 inches. Gangways may be any length and no intermediate landings are required.
- b) Where the total length of the gangway or series of gangways is 30 feet minimum, the gangway may be steeper than 8.33%
- c) Where the gangway connects to transition plates, ramp landings are not required.
- d) Where the gangway and transition plates connect, handrail extensions are not required.
- e) Where handrail extensions are provided on the gangway or transition plates, the handrail extensions are not required to be parallel with the ground surface.
- f) Changes in level $\frac{1}{4}$, beveled with a slope no steeper than 5% are permitted on the surface of the gangway.

Note: When gangways, transition plates and floating piers and platforms are part of an accessible route, the cross-slope requirement of 2% maximum is measured when they are in the static position, i.e. absence of movement that results from waves and wind.

Possible Barriers/Deficiencies for Fishing Piers – Parks and Recreational Areas:	
Issue	Possible Barriers
Access to fishing pier	No access route availability - no accessible route from site arrival to fishing pier.
Pathway width	Narrow, Below Guidelines: Clear width is less than 48” with no 5' x 5' bypass area every 200'- 5' width is preferred.
Landings pathways	No landing present - Less than 4'x4'
Sidewalk/Pathway Grade	Steep grades- slope exceeds 5%.
Material/Finishes	Surface and pavement deterioration, rough with voids. Gaps or voids exceeding $\frac{1}{2}$ ”

	horizontal. Cracks and broken materials (wood warped). Uneven surface – tripping hazards.
Accessible railings for fishing in a wheelchair	Railings are too high – exceeds 32” in height
Curb Ramp	Missing access ramp, mis-marked crosswalks, and access aisles. ADA Ramp does not meet ADA Standards.

• **Playgrounds:**

- i. Refer to ADA Accessible Playground Checklist for complete list of items checked.
- ii. Unobstructed Route or pathway: there is at least one accessible route from arrival to the entrance of the playground.
- iii. Sidewalk/Pathway criteria: see ADA walkway criteria in the Roadways and Intersection section.
- iv. If there are separate play areas within a site for specific age groups, there is an accessible route to each play area.
- v. There is an accessible route within the play area connecting ground level play components that are on an accessible route and elevated play components that are on an accessible route including the entry and exit points of those components.
- vi. There is an accessible route to at least one of each type of ground level play components.
- vii. If there are elevated play components, there is an accessible route to at least the following number and type of ground level play components. See chart below.

Number of Elevated Play Components Provided	Minimum Number of Ground Level Play Components Required to be on an Accessible Route	Minimum Number of Different Types of Ground Level Play Components Required to be on an Accessible Route
1	n/a	n/a
2 to 4	1	1
5 to 7	2	2
8 to 10	3	3
11 to 13	4	3
14 to 16	5	3
17 to 19	6	3
20 to 22	7	4
23 to 25	8	4
26 and over	8, plus 1 for each additional 3, or fraction thereof, over 25	5

- viii. The accessible route is at least 36 inches wide connecting elevated play components.

Exceptions:

- a) At least 32 inches wide for a distance no greater than 24 inches if the reduced width segments are separated by segments at least 48 inches long and at least 36 inches wide.
- b) If part of a transfer system only, pathway can be 24 inches wide.
- ix. There is an accessible route at least 36 inches wide connecting elevated play components.
- x. There is at least one clear space (60 inches in diameter or a T-shaped space within a 60-inch square) for a person in a wheelchair to turn around.

Note: Play areas for children under age 2 and play areas in family child care facilities where the proprietor resides do not have to comply.

Possible Barriers/Deficiencies for Playgrounds – Parks and Recreational Areas:	
Issue	Possible Barriers

Available Parking	See checklist for parking lot deficiencies
Access to playground	No access route availability - no accessible route from site arrival to each playground area, if multiple playground areas.
Sidewalk/Pathway width	Narrow, Below Guidelines: Clear width is less than 48” with no 5' x 5' bypass area every 200' Need 36” wide minimum from playground component to playground component.
Surface Material	Unstable surface: Not able to access play components due to pathway surface. Cannot access from one play component to another. (example mulch or grass)
Sidewalk/Pathway Grade	Steep angle points- slope exceeds 5%.
Ground level play components	There is an insufficient number of ground level play components relative to above ground play components.
Landings pathways	No landing present - Less than 4’x4’
Play components	Railings are too high – exceed 32” high
Curb Ramp	Missing access ramp, mis-marked crosswalks, and access aisles. ADA Ramp does not meet ADA Standards.

ADA Data Collection Items: Interior Self-evaluation

The following interior building facilities were evaluated:

- i) City Hall/Building Department
- ii) Public Works
- iii) Parkland Library
- iv) Parkland Tennis Center at John Quigley Park
- v) Parkland Recreational Center at Pine Trails Park
- vi) Pine Trails Park Restroom Facilities
- vii) Terramar Park Restroom Facilities
- viii) Liberty Park Restroom Facilities
- ix) Equestrian Center Restroom Facilities

For detailed measurements of building facilities, the survey team has collected and analyzed the following data:

Interior Building Facilities:

- A complete Checklist is provided in **Appendix E**

ADA Data Collection Methodology

In order to create a format for collecting the facility information that would form the basis of the evaluation, the Consultant developed survey tools. These survey tools were developed and derived from information provided on the Florida Department of Transportation (FDOT) website and ADA checklists from the Institute for Human Center Design by the United States Access Board. In designing the facility survey tool, the main goal was to understand how an individual with a particular disability “navigates” through a facility.

The method of obtaining the exterior field information and storing the data during the inventory survey process was with the utilization of GIS that included the criteria to be assessed in the field. GIS enables linking real photos of the site with a general mapping tool and specific engineering dimensions and measurements. It allows for easy access of information to be filtered and queried in a specified format.

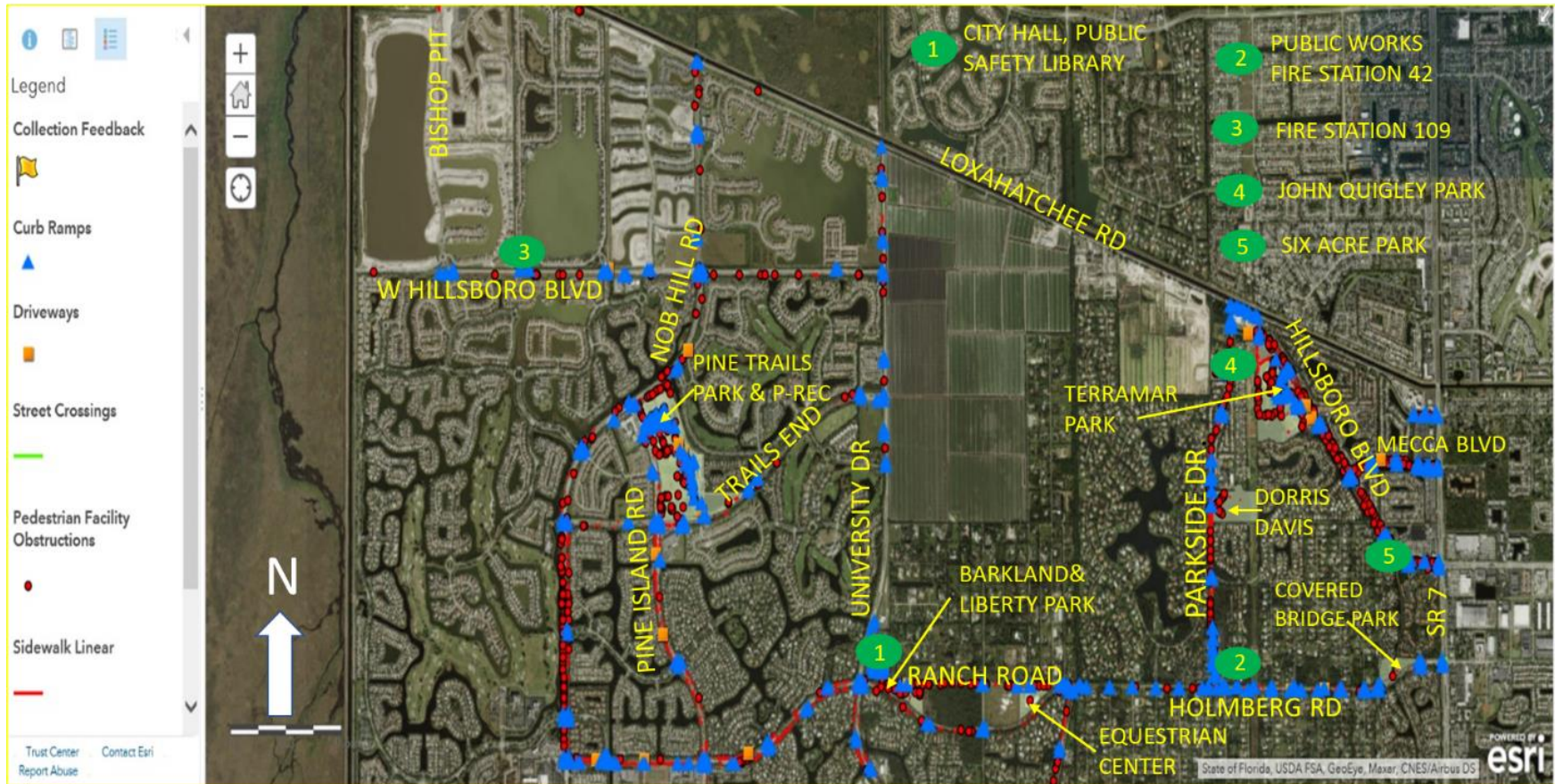
The data collection for the Parks, Playgrounds Fishing Pier and Recreational Areas, including the parking lots were inventoried and surveyed with specific checklist provided by the Institute for Human Center Design and cataloged in GIS with photos.

All of the existing exterior facilities were place marked on an aerial and an excel spreadsheet was developed to sort through the data. This excel form was incorporated into the ArcGIS software. An iPad loaded with this software with the criteria to be assessed was used to conduct the field inventory at each site. At each site location a series of ADA criteria was coded in ARCGIS, which allowed for data entry and supplemented with site photos to be stored. Detailed dimensions, measurements and existing data descriptions were entered into the software program during the field assessment. This information that was inputted from the field assessment were extracted and analyzed to determine which items needed repair and needed to be brought up to the latest ADA standards utilizing FDOT or PROWAG criteria. Note: ADA criteria and standards are frequently updated. FDOT has adopted PROWAG criteria for most of the ADA elements.

The Interior building structures were surveyed utilizing specific checklist (**Appendix E**) provided by the Institute for Human Center Design and identified with corresponding photos. Additional photos that were taken during the self-evaluation are provided in **Appendix F**.

FIGURE 1: CITYWIDE MAP

Location Map shows a snapshot of the GIS map for the ADA assessment within the City of Parkland



Section 5: Summary of Findings

Itemizing the Deficiencies

The results of the self-evaluation assessment revealed many ADA “Barriers” and deficiencies. Below is a list of the facilities throughout the City of Parkland which contain ADA “Barriers” and deficiencies as defined in Section 3. The list below includes the current conditions of the City owned facilities and an estimated cost to bring each of these deficiencies in compliance with the ADA requirements.

For the Non-City owned facilities (Broward County and NSID), these findings will be shared with the Agency owners as well as tracked and monitored as part of the City of Parkland Transition Plan; however, the cost and responsibility for implementation of these ADA deficiencies remains with the maintaining agency having jurisdiction.

The self-evaluation included documenting all “barriers” and deficiencies if they did not comply with FDOT or PROWAG criteria. Assessment of the Exterior facilities occurred during November of 2019 through March 2020. Interior Assessment from April 2020 to June 2020. Any future assessments can be added to this ADA transition plan for priority planning during the next self-assessment inventory.

During the field assessment it was noted that some deficiencies are more severe than others. The ADA Transition plan is intended to identify all non-compliant items at the time of the assessment. Engineering judgement, funding constraints and contractor availability are factors on the prioritization of these barriers and deficiencies. The intent of the Transition Plan is to identify all non-compliant items and prioritize them, so a schedule can be developed for implementation. For the purpose of this Transition Plan, higher priorities would require more immediate resolution. The Priorities were classified as follows:

High Priority: Excessive cross slopes (exceeding 4%), longitudinal slopes (exceeding 7%) tripping hazards or obstructions, broken sidewalks beyond repair, non-compliant ramps (location, width, slopes, transitions), and ramps needing detectible warnings.

Lower Priority: Cross slopes (exceeding 2% up to 4%), longitudinal slopes (exceeding 5% up to 7%), cracked or broken sidewalk that can be repaired (not creating a tripping hazard).

Roadway R/W – City Streets

List of City owned streets include:

- i) Holmberg Road (from SR 7 to City Limits)
- ii) Ranch Road (from Liberty Park to NW 81st Terrace)
- iii) Bishop Pit Road (from Loxahatchee Road to Parkland Bay Entrance)
- iv) Trails End Blvd (west of Pine Island Rd)
- v) University Drive (from North of SR 869 to Loxahatchee Road)
- vi) Loxahatchee Road (from SR 7 to 2245 feet west of Parkside Drive)
- vii) Parkside Drive (from Holmberg to Loxahatchee Road)
- viii) Mecca Blvd/NW 74th Place (from SR 7 to Hillsboro Blvd)

There are several barriers and deficiencies that have been identified along the right-of-way on the City Owned Streets during the field inventory survey. See **Appendix A** for an itemized list of the location, description of the deficiency, mitigating solution and an estimated cost to bring each of these deficiencies in compliance with the ADA requirements.

The following tables summarizes the cost of the City Streets for the recommended mitigating solutions:

Table 1 – Sidewalks -High Priority; City Streets

Street Name/Roadway	Mitigating Solutions	Estimated Costs
Holmberg Road (from SR 7 to City Limits)	Replace missing or obsolete detectable warnings, correct sidewalk slope issues, replace sidewalk to correct sidewalk discontinuities, slope transitions, and tripping hazards, replace ADA ramps to correct deficiencies.	\$ 329,200.00
Parkside Drive (from Holmberg Road to Loxahatchee Road)	Replace missing detectable warnings, replace sidewalk to correct slope issues, alleviate ponding issues, including sidewalk discontinuities, slope transitions, and tripping hazards.	\$680,800.00
Ranch Road (entire limits)	Replace missing or obsolete detectable warnings, correct sidewalk slope issues to alleviate ponding issues, replace sidewalk to correct sidewalk discontinuities, slope transitions, and tripping hazards.	\$420,800.00
Mecca Blvd (from SR 7 to Hillsboro Blvd)	Replace missing or obsolete detectable warnings, adjust valve box, replace sidewalk to correct sidewalk slope issues, cracked sidewalk, and tripping hazards.	Completed in 2021
(1) Loxahatchee Road (City Section Only) (from SR 7 to 2245' west of Parkside Drive)	Replace missing detectable warnings, replace sidewalk to correct slope issues, alleviate ponding issues, including sidewalk discontinuities, slope	\$23,300.00

	transitions, and tripping hazards.	
University Drive (from north of SR 869 to Loxahatchee Road)	Replace missing or obsolete detectable warnings, correct sidewalk slope issues, replace sidewalk to correct sidewalk discontinuities, slope transitions, and tripping hazards, replace ADA ramps to correct deficiencies.	\$313,000.00
Bishop Pit Road (No Sidewalk Present)	Construct new sidewalk entire length of corridor. Roadway currently floods due to insufficient drainage swale. Need additional earthwork in order to construct new sidewalk.	\$430,000.00
<p>(1) Inspection on Loxahatchee Road consisted of survey and inventory of the existing sidewalk only. There is a Mobility Project funded through the MPO CSLIP which will construct new sidewalks within the entire limits of the corridor where there are currently gaps in the sidewalk (Cost of project \$20 million); therefore, new sidewalk costs that is included with the CSLIP project were not included in this estimate. MPO – Metropolitan Planning Organization CSLIP- Complete Streets Local Initiative Program</p>		

Table 2 – Sidewalks -Lower Priority; City Streets

Street Name/Roadway	Issue/Mitigating Solutions	Estimated Costs
Holmberg Road	Some sidewalks and walkways were slightly out of tolerance compared to the minimum ADA standards; Replace the sidewalks where cross slopes and longitudinal slopes do not meet minimum criteria but at a lower priority.	\$ 818,000.00
Ranch Road		\$ 96,800.00
Parkside Drive		\$ 276,700.00
University Drive		\$ 190,800.00
Trails End Blvd		\$ 46,300.00
Mecca Blvd		Completed 2021/22
Loxahatchee Road		\$ 11,700.00

Roadway R/W – Other Agency Streets

List of Other Agency owned streets include:

- i) Trails End Blvd (from west of University Drive to Pine Island Road) (NSID)
- ii) Pine Island Road (from SR 869/Sawgrass Expressway to Nob Hill Road) (Broward County)

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- iii) Loxahatchee Road (from 2245 feet west of Parkside Drive to Arthur Marshall Refuge) (Broward County)
- iv) Nob Hill Road (from City Line to Loxahatchee Road) (Broward County)
- v) Hillsboro Boulevard from SR 7 to Parkside Drive and from University Drive to Parkland Bay (Broward County)
- vi) Riverside Drive (from SR 869/Sawgrass Expressway to Holmberg Road) (Broward County)

There are several barriers and deficiencies that have been identified along the right-of-way on the Other Agency Owned Streets during the field inventory survey. See **Appendix B** for an itemized list of the location and description of the deficiency. This information will be provided to the proper maintaining agency and the agency could use this information to prioritize and set a schedule for implementation. Feedback from the municipality will be made part of this ADA Transition Plan as items to be tracked and monitored.

The following table summarizes the recommended mitigating solutions:

Table 3 – Sidewalks; Other Agency Streets

County Roadway	Mitigating Solutions
Hillsboro Blvd (from SR 7 to Parkside Drive)	Replace sidewalk in areas where sidewalk has lifted due to tree roots. Many tripping hazards present. Trim roots and utilize root barrier.
Hillsboro Blvd (from Parkside Drive to Falls Subdivision)	New 4-Lane Roadway constructed by Developer. New proposed sidewalk. (County to verify new sidewalk meets ADA criteria through final inspection)
W Hillsboro Blvd (from University Drive to Parkland Bay Subdivision)	Replace missing detectable warnings, replace sidewalk to correct sidewalk slope issues, sidewalk discontinuities, slope transitions.
Nob Hill Road (from Heron Bay Blvd to Loxahatchee Road)	Replace missing detectable warnings, replace sidewalk to correct sidewalk slope issues, sidewalk discontinuities, slope transitions, and tripping hazards, realign ramps to align with cross walk, and replace ADA ramps to correct deficiencies.
Pine Island Road (from SR 869 to Nob Hill Road)	Replace sidewalk to correct sidewalk slope issues, sidewalk discontinuities, slope transitions, and tripping hazards.
Loxahatchee Road (from west of Parkside Drive to Arthur Marshall Refuge)	No sidewalk for long segments of the corridor. There is a Mobility Project funded through the MPO CSLIP which will construct new sidewalks within the entire limits of the corridor connecting gaps in the sidewalk.

Riverside Drive (from SR 869/Sawgrass Expressway to Holmberg Road)	Replace sidewalk to correct sidewalk slope issues.
NSID Roadway	Mitigating Solutions
Trails End Blvd (from University Drive to Nob Hill Road)	Replace missing or obsolete detectable warnings, replace sidewalk to correct sidewalk slope issues, sidewalk discontinuities, slope transitions. Replace existing ramps at Park Trails Elementary to correct deficient ramps.

Citywide Controlled Intersections

All signalization equipment, signs and pavement markings at controlled intersections, are maintained by the County. The City is responsible for the sidewalks within City right-of-way limits. All intersections within the City limits have been inspected during the self-evaluation phase and the findings are detailed in **Appendix C**.

The following table summarizes the issues with recommended mitigating solutions:

Table 4 – Controlled Intersections, Signalized Intersections and Roundabouts (RA); City Streets and Other Agencies

Intersection Name	Issues/ Mitigating Solutions	Costs
Holmberg Road at Parkside Drive (RA)	Add ADA ramps where missing ramps and cross walks on two legs of the RA. Reconstruct splitter islands and refuge areas need to be reconstructed. This will require additional widening at the returns to allow for emergency vehicles.	High Priority: \$275,100.00
Holmberg Road at Riverside Drive (RA)	Missing detectable warnings, replace sidewalk in areas where slopes are steep.	High Priority: \$50,000.00
Holmberg Road at University Drive	Pedestrian Push Buttons and Pedestrian Signals are inoperable and need repair. County to repair Pedestrian Signal	High Priority: \$30,000.00 <i>(Signalization equipment maintained by County)</i>
Pine Island Road at Holmberg Road	Meets minimum standards	\$ 0.00
Nob Hill Road at Heron Bay Blvd N	Meets minimum standards	\$ 0.00
W Hillsboro Blvd at Nob Hill Road	New Signal	\$ 0.00

SR 7 at Holmberg Road	Meets minimum standards	\$ 0.00
SR 7 at Hillsboro Blvd	Meets minimum standards	\$ 0.00
SR 7 at Loxahatchee Road	Meets minimum standards	\$ 0.00

Parks and Recreational Areas:

All Parks and recreational areas within the City limits have been inspected during the self-evaluation phase and the findings are summarized below in Table 5, Table 6 and Table 7 are detailed in **Appendix D**.

Table 5 – Parking Lots; City Owned Parks, Trails and Recreational Areas

Park Name	Issues/Mitigating Solutions	Costs
Equestrian Center at Temple Park	Existing ADA space is gravel and there is no access isle and accessible pathway. Need to provide a paved ADA accessible parking space with accessible walkway	High Priority: \$22,300.00
Pine Trails Park	Access isle for (one) ADA parking space is too narrow. Need to re-stripe access isle to 5’ wide to meet ADA criteria.	High Priority: \$5,000.00
Liberty Park & Barkland Dog Park	Meets minimum ADA criteria for parking accessibility.	\$0.00
Terramar Park	Need additional ADA parking space and access isle with ADA ramp.	High Priority: \$15,400.00
Parkland Tennis Center at John Quigley Park	Meets minimum ADA criteria for parking accessibility and access to facilities.	\$0.00
The Doris Davis Forman Wilderness Preserve	Meets minimum ADA criteria for parking accessibility. Striping is worn; suggest refurbishing thermoplastic striping for ADA parking space.	Lower Priority: \$2,500.00

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Six Acre Wood Park	No accessible parking; need to add a designated parking space with 5' access isle.	High Priority: \$4,500.00
City Hall/Library/Public Safety Complex	Meets minimum ADA criteria for parking accessibility and access to facilities.	\$0.00
Covered Bridge Park	Reconstruct Covered Bridge Park: The design is underway for the proposed covered bridge park that includes ADA compliant pedestrian walkways, parking lot and amenities.	N/A

Table 6 – Walkways; City Owned Parks, Trails and Recreational Areas:

Park Name	Issues/Mitigating Solutions	Costs
Pine Trails Park • Amphitheater • Parks/walkways	Walkways throughout the park are missing detectible warnings, have tripping hazards, cross slope and longitudinal slope issues. Some areas are more severe and should be prioritized higher if there are potential safety issues.	High Priority: \$6,500.00 Lower Priority: \$59,800.00
Equestrian Center at Temple Park	Gap in sidewalk connection to building and gazebo. Construct new sidewalk to provide accessible walkways.	High Priority: \$15,400.00
Ternbridge Trail	Walkways throughout the park have cross issues that fall over the allowed tolerances. There are tripping hazards.	High Priority: \$115,100.00
Six Ac Park Trail – (Trail connects Covered Bridge Park to Six-Acre Park)	Walkways throughout the trail have cross issues that fall over the allowed tolerances. There are tripping hazards.	High Priority \$38,900.00
Parkland Tennis Center at John Quigley Park	Walkways throughout the exterior have cross slope and longitudinal slope issues as well as gaps between the sidewalk slabs that fall just over the allowed tolerances.	Lower Priority: \$4,900.00
The Doris Davis Forman Wilderness Preserve	Walkways/boardwalk throughout the park have cross slope and longitudinal slope issues that fall just over the allowed tolerances.	Lower Priority: \$24,400.00
Terramar Park	Walkways throughout the park are missing detectible warnings, have tripping hazards, cross slope and longitudinal slope issues. Some areas are more severe and should be prioritized higher if there are potential safety issues.	High Priority: \$16,600.00 Lower Priority: \$127,500.00
Barkland Dog Park	Walkways throughout the park have cross slope and longitudinal slope issues that fall just over the allowed tolerances.	Lower Priority: \$35,800.00
Six Acre Park	Walkways throughout the park have cross slope and longitudinal slope issues that fall just over the allowed tolerances.	Lower Priority: \$11,300.00

Liberty Park	Walkways throughout the park have cross slope and longitudinal slope issues that fall just over the allowed tolerances.	Lower Priority: \$3,700.00
Veterans Park	Meets minimum ADA criteria	\$0.00

Table 7 – Playgrounds/Fishing Piers; City Owned Parks, Trails and Recreational Areas:

Park Name	Issues: Mitigating Solutions	Costs
Pine Trails Park	Several tripping hazards along the playground sidewalk and walking areas need replacement. Other minor maintenance repairs needed for playground surfaces that are potential tripping hazards.	High Priority: \$6,500.00
Liberty Park	Playground does not have adequate play components that are ADA accessible. Construct new at ground play components that are ADA accessible.	High Priority: \$900,000.00
Terramar Park • Main Entrance Playground • East Playground	Playground does not meet ADA standards. Not accessible to play components and play components are not ADA compatible. Add accessible surface (Remove Mulch Surface)	No Limits and 5 and over Playground Completed 2021/22
Pine Trails Fishing Pier	Replace 25% of railings with accessible railings for fishing in a wheelchair. Remove and Replace 17' of railing to make ADA accessible.	Lower Priority: \$5,000.00

Building Structures:

All Interior Building Structures as well as Exterior Restrooms at Parks within the City limits have been inspected during the self-evaluation phase. The findings are summarized below in Table 8 and are detailed in **Appendix E** with corresponding photos contained within **Appendix F**.

Table 8 – Interior Building Structures:

Park Name	Issues (Checklist Item #): Mitigating Solutions	Costs
City Hall/Building Department	<ol style="list-style-type: none"> 1) Accessible Bathroom Signage (3.2): Need wayfinding signs at City Hall Conference room bathroom to give direction to accessible bathroom. 2) Assembly Areas (2.52): Commission Chambers contains 108 seats which requires 4 wheelchair spaces. Need to adjust general seating booths to allow for 2 additional wheel chair spaces. May require replacement of entire row of seating. 3) Identification Signage (2.38): Signs are too low and do not meet minimum height of 48". May need to relocate sign or mount additional supplemental signs. 4) Accessible Lavatory (3.19): Mirror is too high over the lavatory and exceeds the maximum height of 40". Adjust or replace mirrors in accessible stalls. 5) Accessible Lavatory (3.26): Pipes below the lavatory are not insulated. Need to insulate with protective coverings. 6) Accessible Stalls (3.20): Coat hook is too high and exceeds the maximum height of 48". Adjust hook. 7) Accessible Stalls (3.44): Suggest adding ADA compliant handles on both sides of stall doors in accessible restrooms. 8) Accessible Pathway (3.13): Distance for doors along hallway on east side of the building are less than 48" apart. Need to remove door. 	<ol style="list-style-type: none"> 1) \$300- \$500 2) \$4000 - \$5000 3) \$2000 4) \$200-\$300 5) \$200 6) <\$100 Nominal 7) <\$100 Nominal 8) <\$100 Nominal <p>Total = \$8,300.00</p>
Parkland Library	<ol style="list-style-type: none"> 1) Accessible Aisles (2.47): Pathways and aisles between book shelves are less than 36" wide. Need to move and reconfigure shelving. 	<p><\$400</p> <p>Total = \$400.00</p>

	<p>2) Accessible Tables (2.67): Kids tables do not meet minimum height of 24” clear space. Need to adjust table heights legs 1”.</p> <p>3) Accessible Toilet (3.34): Dispenser above the toilet in the main lobby bathroom is not a minimum of 12” from the grab bar. Need to move and adjust the dispenser to clear the grab bar 12”.</p> <p>4) Accessible Stalls (3.44): Suggest adding ADA compliant handles on both sides of stall doors in main lobby restrooms.</p>	
<p>Parkland Tennis Center at John Quigley Park</p>	<p>1) Tactile Signs (2.38): Signs located on the side of door require an 18” clear floor space centered on the tactile sign. The measurement from the wall to the door edge is 16.5”. The mitigation would require relocation of either the door or the wall which would require extensive reconstruction and cost. It appears that construction tolerances were not accounted for in design and appears that the wall was not constructed plum. Since the door swings in it is recommended that the sign be moved 1.5” closer toward the door to help offset the wall obstruction.</p> <p>2) Accessible Tables (2.67): Tables do not meet minimum height of 27” clear space. Need to adjust table heights legs 1” with extenders or replace one table with ADA accessible table.</p> <p>3) Accessible Locker Rooms (2.70): Bench seat does not meet minimum dimensions of at least 42 inches long and at least 20” wide. Need to replace bench seat in both locker rooms.</p> <p>4) Accessible Check-in/out Counters (2.72): The counter is higher than the allowable height of 38”. Need to either replace entire counter or modify a section of the counter to lower to 38”.</p> <p>5) Accessible Stalls (3.44): Add ADA compliant handles on both sides of stall doors in both restrooms.</p>	<p>1) <\$100 Nominal 2) <\$100 Nominal 3) \$200-\$300 4) \$2000 5) <\$100 Nominal</p> <p>Total = \$2,600.00</p>

<p>Parkland Recreational Center at Pine Trails Park</p>	<p>1) Accessible Route (2.8): Object cannot protrude more than 4 inches if greater than 27” above the floor. Emergency Defibrillator protrudes 7” and is greater than 27” from the floor. Need to lower or relocate Emergency Defibrillator to no more than 27”.</p> <p>2) Interior Doors (2.41) and (3.42): Front approach to the pull side of the door must have a minimum of 18” maneuvering clearance. Door located in Multi-Purpose Activity Room and Men’s Bathroom do not have a minimum of 18” maneuvering room. The mitigation would require relocating the interior wall which would require extensive reconstruction and cost. The door cannot be reversed because it would open into the hallway creating a safety issue. Since there are other means of egress of the activity room, it is recommended to leave as is. For the Men’s bathroom the door could open out and not cause a safety issue. This was originally designed to open out per the original floor plan design.</p> <p>3) Accessible Check-in/out Counters (2.72): The counter is higher than the allowable height of 38”. Need to either replace entire counter or modify a section of the counter to lower to 38”. Another option would be to provide a separate counter surface specifically for ADA accessibility.</p> <p>4) Accessible Lavatory (3.19): Mirror is too high over the lavatory and exceeds the maximum height of 40”. Adjust or replace mirrors in accessible stalls.</p> <p>5) Coat Hook (3.20): Coat hook is located above the allowable 48” mounting height. Need to adjust coat hook.</p> <p>6) Accessible Water Closet (3.30): Toilet is greater than the allowable 18” from the side wall. Need to move partition wall in 1”.</p>	<p>1) <\$100 Nominal 2) \$1000-\$1500 3) \$500-\$1000 4) \$200-\$300 5) <\$100 Nominal 6) <\$100 Nominal</p> <p>Total = \$3,100.00</p>
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<p>Pine Trails Park Restroom Facilities</p>	<p>Restrooms near Baseball Fields</p> <p>1) Interior Stall Doors (3.42): Front approach to the pull side of the door must have a minimum of 18” maneuvering clearance. Stall door located in the Women’s and Men’s Bathroom do not have a minimum of 18” maneuvering room. The mitigation would require relocating and reconfiguring the stalls in both bathrooms which would require extensive relocation of plumbing and fixtures. Another option would be to relocate and switch the stall doors to open inward instead of swing out. This would solve the violation for 3.42 but would impact the compartment area which would violate 3.50. Therefore, it is recommended to leave this stall door as is.</p> <p>2) Accessible Stalls (3.44): Add ADA compliant handles on both sides of stall doors in both restrooms.</p> <p>Restrooms near Playground</p> <p>3) Accessible Lavatory (3.19): Mirror is too high over the lavatory and exceeds the maximum height of 40”. Adjust or replace mirrors in accessible stalls.</p> <p>4) Coat Hook (3.20): Coat hook is located above the allowable 48” mounting height. Need to adjust coat hook.</p> <p>5) Accessible Lavatory (3.27): Faucet cannot easily be press due to overhang of shelf. Need to remove self.</p> <p>6) Toilet Paper Dispenser (3.38): Dispenser in women’s bathroom is 11” from the water closet; need to adjust to no more than 9”.</p> <p>7) Accessible Stalls (3.44): Add ADA compliant handles on both sides of stall doors in both restrooms.</p> <p>Restrooms near Soccer Fields</p> <p>8) Accessible Entrance (3.8): Threshold exceeds the minimum 0.25” vertical height to prevent a tripping hazard. Need to level threshold at entrance to bathrooms.</p> <p>9) Accessible Stalls (3.50): Stall door in the women’s bathroom swings in compromising the</p>	<p>1) \$0 2) <\$100 Nominal 3) \$300 4) <\$100 Nominal 5) <\$100 Nominal 6) <\$100 Nominal 7) <\$100 Nominal 8) \$300 9) \$0 10) \$300 11) <\$100 Nominal 12) \$200 13) <\$100 Nominal</p> <p>Total = \$1,800.00</p>
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	<p>compartment area of the stall. The mitigation would require relocating and reconfiguring the stalls in the bathroom which would require extensive relocation of plumbing and fixtures. Another option would be to relocate and switch the stall doors to open out instead of swing in. This would solve the violation for 3.50 but would impact the minimum 18” maneuvering room and would violate 3.42. It is recommended to leave this stall door as is.</p> <p>Restrooms near Amphitheater</p> <p>10) Accessible Entrance (3.8): Threshold exceeds the minimum 0.25” vertical height to prevent a tripping hazard. Need to level threshold at entrance to bathrooms.</p> <p>11) Coat Hook (3.20): Coat hook is located above the allowable 48” mounting height. Need to adjust coat hook.</p> <p>12) Accessible Lavatory (3.26): Pipes below the lavatory are not insulated. Need to insulate with protective coverings.</p> <p>13) Accessible Stalls (3.44): Add ADA compliant handles on both sides of stall doors in both restrooms.</p> <p>Water fountains</p> <p>All water fountains meet minimum requirements.</p>	
<p>Terramar Park Restroom Facilities</p> <p>Bld: #6570/ #6690</p>	<p>Building #6570 Men’s and Women’s Restrooms are not ADA compliant and is not ADA accessible. These restrooms will be remodeled to comply with ADA.</p> <p>Building #6690</p> <p>These restrooms will also be remodeled and brought up to ADA standards.</p> <p>1) Signs (3.5): Signs at bathrooms need to have raised lettering and brail. Need to replace signs.</p> <p>2) Accessible Water Closet (3.30): Toilet is greater than the allowable 18” from the side wall. Since the measurement is 18.5” the expense with moving the</p>	<p>\$100,000</p> <p>\$150,000</p> <p>Total: \$250,000</p>

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	<p>wall or relocating the plumbing and moving the water closet 0.5" is not cost feasible.</p> <p>3) Accessible Stalls (3.44): Add ADA compliant handles on both sides of stall doors in both restrooms.</p>	
Liberty Park Restroom Facilities	<p>1) Accessible Water Closet (3.33 & 3.34): grab bars in both bathrooms do not meet standard dimensions. Need to adjust grab bars.</p> <p>2) Toilet Paper Dispenser (3.38): Dispenser is 11" from the water closet; need to adjust to no more than 9".</p> <p>3) Accessible Stalls (3.44): Add ADA compliant handles on both sides of stall doors in both restrooms.</p>	<p>1) <\$100 Nominal 2) <\$100 Nominal 3) <\$100 Nominal</p> <p>Total = \$300.00</p>
Equestrian Center Restroom Facilities	<p>1) Accessible Water Closet (3.33 & 3.34): Grab bars in both bathrooms do not meet standard lengths and dimensions. Need to replace all grab bars around water closet. Toilet paper dispenser is within 6" of the grab bar and needs to be relocated. In addition, recommend removing inoperable soap dispenser and water valve protruding through the wall.</p> <p>2) Accessible Stalls (3.44): Add ADA compliant handles on both sides of stall doors in both restrooms.</p>	<p>1) \$1000.00 2) <\$100 Nominal</p> <p>Total = \$1,100.00</p>
Public Works	<p>1) Accessible Lobby Seating (2.68): Lobby area does not have at least one 36" x 48" space for a person in a wheel chair. Need to rearrange furniture and equipment to provide space.</p> <p>2) Accessible Entrance (3.8): Threshold exceeds the minimum 0.25" vertical height to prevent a tripping hazard. Need to level the threshold at the entrance into building.</p> <p>3) Accessible Dispensers (3.34): Although the seat cover dispenser is at least 12" from the grab bar, it is too high for a disabled person to reach it. Suggest relocating or lowering the dispenser.</p>	<p>1) <\$100 Nominal 2) <\$100 Nominal 3) <\$100 Nominal</p> <p>Total = \$300.00</p>
<p>Total</p> <p>Total Remodel</p> <p>#6570 and #6690</p>		<p>\$19,000.00</p> <p>\$250,000.00</p>

Section 6: Transition Plan Prioritization

ADA Capital Improvement Plan (CIP)

The ADA Capital Improvement Plan is a last step in determining the extent of the City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City of Parkland.

Types of projects included can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects, included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

It is recommended that the City commit to an aggressive schedule to bring Parkland into ADA compliance. This work should include installation, repair and replacement of curb ramps, sidewalks, together with other specified improvements, on an annual basis.

Engineering judgement was used to identify the highest priority locations based on the severity of the ADA deficiency required for implementation. Usage is another factor in setting the priority, if there is limited use or need for pedestrian accesses. Funding could be placed where there is more need and more use; therefore, understanding that funding availability and limitations require that a priority list be created and tracked. The existing funding sources will continue to fund locations within the plan and is dependent on accessible grants, and other funding resources.

Several existing and potential programs and funding sources for capital improvement projects (CIP) are described in this section. These programs include on-going City capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the five-year Transportation Improvement Plan (TIP) through entities including the MPO, County and the Florida Department of Transportation (FDOT). The County Surtax also has a maintenance and rehabilitation program; therefore, the City plans to apply for several projects in FY 2021 for eligible funding. The ADA Capital Improvement Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work, the plan also is intended to serve as a conceptual plan whereby the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates. Once

an overall scope of work and its fiscal impact is established, annual projects can be finalized, and the exact number of specified improvements can be set as project goals.

The ADA Capital Improvement Plan includes a preliminary list of potential project locations and items of work, which will be further reviewed by the City during the design phase of the projects. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements will continue.

ADA Capital Improvement Plan Recommendations

In creating priorities, it is the City's intent to evaluate all areas of potential deficiency, and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review and to address specific concerns of the local disabled community. It must be emphasized that it is the intent for all individuals with disabilities to be reasonably accommodated by the City.

1. Streets, sidewalks and curb ramps may be part of a continuous path of travel between activities or programs, at various public and private facilities located on adjacent properties, such as public offices, parks and recreational facilities, public service agencies, health clinics, police facilities and other public uses.
2. Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of a city's built-environment.

The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that program accessibility would not require all streets, sidewalks and curb ramps to be fully accessible as required by current codes. A determination of what public rights-of-way are programmatically required to be accessible may vary from jurisdiction to jurisdiction.

The ADA Capital Improvement Plan Recommendations describes the potential projects necessary to implement the ADA Transition Plan for public facilities and rights-of-way. Types of projects included in the ADA Capital Improvement Plan can be categorized as follows:

- Curb ramp, sidewalk, walkways, parks, trails, recreational and intersection improvement projects deemed essential for mitigation of barriers and deficiencies based upon the finalized ADA Transition Plan to be programmed in future CIP funding sources.
- ADA improvements to pedestrian facilities included with street overlay or other street or sidewalk City or County construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- ADA improvements to pedestrian facilities included with on-going City maintenance contracts.
- Proposed or currently funded signal or intersection retrofit projects.
- Proposed or currently funded roadway extension and widening projects.

Within the City of Parkland city limits, facilities owned or within Broward County and NSID

right-of-way, were assessed and analyzed in this report. These findings were shared and disseminated to the owner of the facilities. The responsibility and onus for the funding and implementation of the ADA deficiencies within the County or NSID lie upon the owner of that facility. City Streets that intersect a State-owned facility within the FDOT right-of-way, will follow the same methodology as described above. During the development of this report, the County has recently programmed funding through the Surtax to remediate the ADA deficiencies for the sidewalks along Hillsboro Blvd from SR 7 to Parkside Dr.

Curb ramps should be installed at all locations where they are missing and necessary for the full usage of the overall pedestrian path of travel, including at mid-block crosswalks. Existing curb ramps with insufficient or lack of detectible warnings shall be replaced with an ADA compliant detectible warning surface that is visibly contrasting with the existing curb ramp. Older non-conforming ramps that pose potential hazards to wheelchair users should be repaired, upgraded or replaced. Some of these curb ramps may be ineffective or even dangerous due to steep slopes, narrow widths, high gutter lips and offset locations due to median barriers; that require users to enter and exit streets outside of crosswalks. In addition to curb ramp construction and replacement, crosswalks, pedestrian signals, walkways and sidewalks serving each selected intersection will be evaluated for compliance with the ADA Codes and Standards and upgraded where necessary.

Timeline of Required ADA Work

The extent of work included in the ADA Transition Plan includes the types of capital improvements that should be made to intersections, streets and public facilities. The extent of work included in the plan has been the result of an extensive process that has included review and recommendations of all basic elements of the ADA Transition Plan by the City of Parkland.

The general types and extent of ADA work that is required for the City to transition into compliance with the programmatic access requirements of Title II of the ADA we itemized and quantified. During the April 2021 Strategic Planning Session, the City Commission directed city staff to allocate \$250,000.00/year toward funding in support of remediation that are included in Table 9 below:

**Note: Estimated costs were all updated based on the recent increase in labor and material escalation (March 2022).

Table 9: City Owned Facilities

Priority	Description	Estimated Costs	Schedule	Potential Funding Source
	Completed Projects Mecca Blvd Interior Building Facilities Terramar Park Playgrounds Terramar Park Restrooms Covered Bridge Park	Completed/ In-Process	FY 21/22	City CIP

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Priority	Description	Estimated Costs	Schedule	Potential Funding Source
	**5 YEAR PLAN			
1A	City Streets (High Priority) Holmberg Road (High Priority) Soft Costs Total Cost	 \$ 329,200.00 \$ 40,000.00 \$ 369,200.00	FY 23	City CIP
1B	City Streets (High Priority) Holmberg Road at University Dr Holmberg Road @ Riverside Drive University Drive (High Priority) Soft Costs Total Cost	 \$ 30,000.00 \$ 50,000.00 \$ 195,800.00 \$ 30,000.00 \$ 275,000.00	FY 24	City CIP
1C	Parking Lots & Walkways (High Priority) Pine Trails Park – Parking Lot Pine Trails Park – Walkways Equestrian Center – Parking Lot Equestrian Center – Walkways Six Acre Wood Park – Parking Lot Terramar Park – Parking Lot Terramar Park- Walkways Ternbridge Trail Six-Ac Park Trail <i>Subtotal</i> Soft Costs Total Cost	 \$ 5,000.00 \$ 65,000.00 \$ 22,300.00 \$ 15,400.00 \$ 4,500.00 \$ 15,000.00 \$ 25,600.00 \$ 115,100.00 \$ 38,900.00 \$ 306,800.00 \$ 52,000.00 \$ 359,000.00	FY 25/26	City CIP - In Coordination with Public Works Maintenance Plan
1D	Ranch Road (High Priority) Loxahatchee Rd (City Section Only) Soft Cost Total Cost	 \$ 50,000.00 \$ 45,000.00 \$ 15,000.00 \$ 110,000.00	FY 27	City CIP

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**PROGRAMMED PROJECTS				
BY CIP	Playground Upgrades (High Priority) Liberty Park (Including playground, restrooms, walkways and parking lot) (Programmed FY 23/24) Pine Trails Park Replacement (Programmed FY 24) Terramar Park (Completed)		FY 23/24	City CIP In Coordination with Public Works Maintenance Plan
BY FDOT	Loxahatchee Road (Sidewalk Gaps) (High Priority)	N/A	FY 23-25	BY FDOT MPO CSLIP Funds
BY County	Hillsboro Blvd (High Priority) Hillsboro Blvd (Lower Priority)	Funded via Surtax	FY 24-25	Programmed (FY 23/24)
**FUTURE PROJECTS (NEED TO BE PROGRAMMED)				
2	Parking Lots & Walkways (Lower Priority) Doris Davis Forman Wilderness Preserve – Parking Lot/Walkways Pine Trails Park - Walkways Barkland Dog Park – Walkways Parkland Tennis Center at John Quigley Park Terramar Park - Walkways Six Acre Wood Park - Walkways <i>Subtotal</i> Soft Costs Contingency (10%) Total Cost	 \$ 2,500.00 \$ 15,200.00 \$ 59,800.00 \$ 35,800.00 \$ 4,900.00 \$ 127,500.00 <u>\$ 11,300.00</u> \$ 260,000.00 \$ 32,000.00 <u>\$ 26,000.00</u> \$ 318,200.00	TBD	City CIP
3	Parkside Drive High Priority Lower Priority Holmberg Road @ Parkside Dr Crosswalk upgrades <i>Subtotal</i> Soft Costs Contingency (10%)	 \$271,400.00 <u>\$138,400.00</u> \$ 275,100.00 \$684,900.00 \$ 70,000.00 \$ 68,000.00	TBD	Applied for County Surtax Funds

	Total Cost	\$ 822,900.00		
4	City Streets (Lower Priority) University Drive (Lower Priority) Soft Costs Total Cost	\$ 313,600.00 <u>\$ 53,000.00</u> \$ 366,600.00	TBD	Applied for County Surtax Funds
5	City Streets (No Sidewalk Present) (Low Priority due to use) Bishop Pit Road Design (20%) Contingency (10%) Total Cost	<u>\$155,000.00</u> \$ 31,000.00 \$ 16,000.00 \$ 221,000.00	TBD	Future CIP or by Developer (Possibly programmed with Drainage improvement project through Public Works)

Table 10: County Owned Facilities

Street Name/Roadway	Estimated Costs	Schedule	Potential Funding Source
Nob Hill Road (High Priority) Nob Hill Road (Lower Priority)	\$ 172,600.00 \$ 96,600.00	TBD	County CIP
Pine Island Road (Lower Priority)	<u>\$ 271,400.00</u>	TBD	
Riverside Drive (High Priority) Riverside Drive (Lower Priority)	\$ 83,000.00 <u>\$ 24,500.00</u>	TBD	
<i>Total</i>	<i>\$ 1,054,400.00</i>		

Table 11: NSID Owned Facilities

Street Name/Roadway	Estimated Costs	Schedule	Potential Funding Source
Trails End Blvd (Lower Priority)	\$ 35,500.00	TBD	NSID Reimbursement to City

Most recommended capital improvements will be comprehensive in their approach. A

comprehensive approach refers to making a series of related improvements at each particular location of work in an effort to bring the entire location into compliance with the applicable ADA Codes and Standards. For example, at a typical four-way signalized intersection, the extent of work would include not only the construction of curb ramps at each corner, but it also would include removing accessibility barriers along the pedestrian route leading to the construction of curb ramps, installing accessible pedestrian signals, crosswalk striping, accessible islands, if required; and appropriate signage. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a location, or that are specifically funded by an existing program.

Description of ADA Capital Improvement Plan

The ADA Capital Improvement Plan of the ADA Transition Plan includes specified goals for the construction of accessibility improvements. The exact goals should consider all the various items of work required under the plan, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. The ADA Capital Improvement Plan lays the groundwork for concepts concerning the extent of ADA work required, prioritization, locations and potential funding sources. Until exact funding sources are finalized, the annual work and expenditures proposed must be of a preliminary nature.

Section 7: ADA Transition Plan Oversight Committee

A key to ensuring timely and effective implementation of the City's ADA Transition Plan is coordination among the various departments, and committees involved in this effort. To this end, an ADA Transition Plan Oversight Committee, chaired by the ADA Coordinator, shall be established. Its purpose is to assure that a reasonable work schedule is maintained and to monitor any additional work or costs as they are identified. The Committee should meet, at a minimum, quarterly and report annually to the Parkland City Manager on the status of this ADA Transition Plan as well as on costs incurred to date and projected cost estimates for other components of the ADA Transition Plan. The recommended composition of the committee is as follows:

- Representative from Public Works Department
- Representative from Engineering
- Representative from Planning and Zoning
- Representative from the Building Department
- ADA Coordinator

The Oversight Committee should evaluate the need for additional funding and look for new funding opportunities, including funding to assist with the tasks performed by the ADA Transition Plan Oversight Committee.

The Oversight Committee should also monitor the status of Building codes and ADA standards and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards and to determine technical infeasibility. The Committee should evaluate the City's current ADA implementation designs on an on-going basis to ensure that they provide the appropriate degree of access, in accordance with the ADA Codes and Standards included in the ADA Transition Plan. Where the public right-of-way allows, alternative designs should be investigated to ensure the appropriate complying level of access. Current studies and code changes related to state regulations also should be closely monitored.

Monitoring and Status Reporting

The City is currently engaged (at the time this report was developed) in several on-going city improvement projects including MPO/FDOT CSLIP projects to construct pedestrian facilities along several corridors. Other current and future construction activity involves several types of projects, including building expansion projects (City Hall Building Department, Library and Fire Station 42 Expansion Projects), Park and Trail improvements (Covered Bridge Park), FDOT mobility improvement projects (Loxahatchee Road, Parkside Drive and Holmberg Road), Private development projects (Hillsboro Blvd extension into the Falls Development), as well as on-going maintenance and other capital improvement projects (Bishop Pit Road Drainage Improvements and The Ranches Stormwater Improvements) in the public right-of-way.

While it is important to assure that codes and standards used to design and construct curb ramps, and other related improvements, are up-to-date, it is equally important that improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

As the deficiencies are implemented as outlined in this Transition Plan it is important that regular updates occur which identify successful implementation of all items. The ADA Transition Plan as detailed in this report, provides a checklist for monitoring and tracking these construction activities. The City also has specific checklists for final construction closeout and for tracking the status of compliance at all construction locations within the City.

List of Appendices:

Appendix A: City Streets

Appendix B: Other Agency Streets

Appendix C: Intersections

Appendix D: Parks and Recreational Areas

Appendix E: Building Facilities Checklist

Appendix F: Building Facilities Photos

Appendix A: City Streets

Cost Estimate

Exhibits- Maps of Surveyed Locations

- Holmberg Road (from SR 7 to City Limits)
- Parkside Drive (from Holmberg Road to Loxahatchee Road)
- Ranch Road (from Liberty Park to NW 81st Terrace)
- Mecca Blvd/NW 74th Place (from SR 7 to Hillsboro Blvd)
- Loxahatchee Road (from SR 7 to west of Parkside Drive)
- University Drive (from north of SR 869 to Loxahatchee Road)
- Bishop Pit Road (From Loxahatchee Road to Parkland Bay Entrance)
- Trails End Blvd west of Pine Island Rd

Appendix B: Other Agency Streets

Cost Estimate

Exhibits- Maps of Surveyed Locations

A. Broward County Owned Streets

- Pine Island Road (from Holmberg Road to Nob Hill Road)
- Loxahatchee Road (from west of Parkside Drive to Arthur Marshall Refuge)
- Nob Hill Road (from Heron Bay Blvd to Loxahatchee Road)
- Hillsboro Boulevard (from US441 to Parkside Drive and University Drive to Parkland Bay on the west side of the City)
- Riverside Drive (from SR 869/Sawgrass Expressway to Holmberg Road)

B. North Springs Improvement District (NSID)

- Trails End Blvd (from east of University Drive to Nob Hill Road)
- Holmberg Road- north side (Pine Island Road to City Limits)

Appendix C: Citywide Intersections

Cost Estimate

Exhibits- Maps of Surveyed Locations

- Holmberg Road at Parkside Drive (RA)
- Holmberg Road at Riverside Drive (RA)
- Holmberg Road at University Drive (Signalized)

Appendix D: Parks and Recreational Areas

Cost Estimate

Exhibits- Maps of Surveyed Locations

Checklists

- Pine Trails Park
- Liberty Park
- Barkland Dog Park
- Equestrian Center at Temple Park
- Terramar Park
- Parkland Tennis Center at John Quigley Park
- The Doris Davis Forman Wilderness Preserve
- Six Acre Wood Park
- Covered Bridge Park
- Ternbridge Trail

Appendix E: Building Facilities Checklist

- City Hall/Building Department
- Public Works
- Parkland Library
- Parkland Tennis Center at John Quigley Park
- Parkland Recreational Center
- Terramar Park Restroom Facilities
- Liberty Park Restroom Facilities
- Equestrian Center Restroom Facilities
- Public Safety Building (Lobby area and bathroom)

Appendix F: Building Facilities Photos

- City Hall/Building Department
- Public Works
- Parkland Library
- Parkland Tennis Center at John Quigley Park
- Parkland Recreational Center
- Terramar Park Restroom Facilities
- Liberty Park Restroom Facilities
- Equestrian Center Restroom Facilities
- Public Safety Building (Lobby area and bathroom)