



Bicycle & Pedestrian Circulation Plan



Village of Wellington

January 11, 2022

Updated from the November 19, 2015 Plan

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Executive Summary

This updated Bicycle and Pedestrian Circulation Plan followed a multi-step process. First was the evaluation of the Circulation Plan from November 19, 2015. Next, projects from the previous plan that had not yet been completed were carried-over into this plan. Step three was to inventory existing projects approved for grant funding within the next five years. These projects included:

- Bicycle lanes on Greenview Shores Boulevard
- Bicycle lanes on Greenbriar Boulevard
- A multi-modal pathway adjacent to the C-2 Canal
- A multi-modal pathway adjacent to the C-8 Canal

Finally, this update includes the expansion of existing eight-foot wide multi-modal pathways, which coincides with the Village's annual pathway maintenance program. Pedestrian, bicycle, and now, golf cart uses were evaluated for safety and convenience. This final step coincided with the overall circulation patterns and destinations to improve the multi-modal system and includes an estimated cost for each segment of pathway and proposed project.

<i>Estimated over the Next Five Years 2022 - 2026</i>					
	Existing Miles	Grant Estimate	Wellington Funding	Proposed Additional Miles	Total Miles
Bicycle Lanes	47	\$2,313,010	\$4,399,335	8.9	55.9
Multi-Modal	49	\$1,490,232	\$898,298	3.8	52.8
Sidewalks	318	N/A	N/A	0	318
Equestrian Trails	57	N/A	N/A	0	57
Share the Road Signs	N/A	N/A	\$8,000	N/A	N/A
European Crosswalks	N/A	N/A	\$17,511	N/A	N/A
Shelter with Benches (Four Locations – See Exhibit 'F')	N/A	N/A	\$80,000	N/A	N/A

*Table 1 - Summary of Mileage and Funding for Projects Proposed within the **Next Five Years**. Funding proposed over the next five years is \$9,206,386 with \$3,803,242 (41%) projected as grant funding.*

Background/Introduction

The Bicycle and Pedestrian Circulation Plan 2022 builds upon the recommendations of the Bicycle and Pedestrian Circulation Plan from November 19, 2015, that was adopted by Wellington’s Council. Recommendations from that plan that are not yet completed have been carried over to this plan and updated. Additionally, there are new recommendations based on new direction from Council, evaluation, and updated cost estimates.

The first official mention of a bicycle and pedestrian plan in Wellington came as part of the Transportation Element of the original Comprehensive Plan in 1999. The original Comprehensive Plan noted:

Bicycle/pedestrian ways are located on one or both sides of all arterial and non-rural collectors. The bicycle/pedestrian ways are eight feet wide and separated from the vehicular roadway. Some of the newer roads have four-foot lanes at the edge of the pavement. These are not marked for bicycles but they are used for bicycles.

Today, the bicycle/pedestrian ways still exist as eight-foot wide multi-modal pathways and many Wellington roads have four-foot wide lanes at the edge of pavement for bicycles. Wellington’s Council has directed staff to widen the eight-foot pathways adjacent to arterials to 10 or 12-foot wide, depending on the available right-of-way or easement. Many of these paths will also be made available for golf cart use. Council approved Ordinance No. 2021-18 to allow golf carts on these pathways at their September 28, 2021 meeting, with this ordinance taking effect on March 28, 2022.

As a point of reference for this plan, the following describes how Wellington’s pathways are classified.

	Surfacing	Area(s)	Use	Width
1. EQUESTRIAN TRAILS	Grass or Asphalt Millings	Equestrian	Horses	Min. 12 ft. Width
2. MULTI-MODAL PATHWAYS	Asphalt, Concrete or Shell Rock	Urban and Equestrian	Pedestrians, Bicycles, and Motorized Vehicles	Varies 8 ft. – 12 ft. Min. 8 ft. Width
3. SIDEWALKS	Asphalt or Concrete	Urban and Equestrian	Pedestrians and Non-Motorized Vehicles	4 – 6 ft.
4. BICYCLE LANES	Asphalt or Concrete	Urban	Non-motorized Vehicles	Min. 4 ft. Width

Table 2 - Wellington Trails and Pathways Classifications

The cost estimates have been updated. Costs for asphalt and concrete have risen dramatically since the 2015 Bicycle and Pedestrian Circulation Plan. *The rise in costs and new estimates can be seen in Exhibit ‘F’ - Bicycle & Pedestrian Circulation Plan Cost Estimates.*



Plan Review

The recommendations provided in this report began with a review of the 2015 Bicycle and Pedestrian Circulation Plan. One major change between the 2015 plan and the 2022 plan is the increase in costs. The construction costs have increased dramatically, and may affect Wellington's ability to complete this plan over the next five years.



Other changes from the previous plan include the adoption of Golf Cart Ordinance No. 2021-18. This ordinance becomes effective on March 28, 2022, and will allow golf cart use on specific multi-modal pathways and neighborhood streets. To accommodate this additional mode of transportation, it is recommended that multi-modal pathways be widened (where possible) from eight feet to 10-12 feet. Also, projects recommended in the 2015 plan that have not been completed were carried forward in this plan. Therefore, the projected cost of the 2022 plan is higher than what was proposed for the 2015 plan. This cost increase requires the overall Bicycle and Pedestrian Circulation Plan to be phased over multiple five-year increments.

Evaluation of the Existing Pedestrian and Bicycle System

Wellington's existing pedestrian and bicycle system primarily occurs in the northern portion of Wellington, north of Pierson Road. This system serves much of the residential and commercial areas. An expansion of this multi-modal system is proposed for the Equestrian Preserve Area (EPA). In total, this multi-modal system extends to Wellington's northern, eastern, western, and southern boundaries, all of which can be connected to the proposed **Wellington Loop Trail**, which is located along the perimeter of Wellington (shown as the dashed orange line on Exhibit 'A').

Wellington Loop Trail

The proposed Wellington Loop Trail is a 20-mile multi-modal, multi-surfaced trail that will provide residents many options for recreation, exercise, and leisure uses around the village. When completed, the trail will offer pedestrians, cyclists, golf cart riders, equestrians, and others opportunities to enjoy the 20-mile pathway that encompasses the majority of Wellington's perimeter. The surface will vary throughout the pathway depending on the expected use. For example, it may be grass or asphalt millings for riders in the Equestrian Preserve Area, or asphalt for pedestrians and cyclists in the suburban core. With a combination of surfaces the trail will also provide access to greenways both within and outside of Wellington.

Construction has already begun on the Wellington Loop Trail. The Flying Cow Ranch Road segment is a paved section from Southern Boulevard to the Wellington Environmental Preserve at Section 24. The C-8 Canal portion, which has been approved for grant funding, is proposed for construction as an additional paved 10 foot section in the next three – five years.

The evaluation of existing conditions throughout the pedestrian circulation system was broken into four categories:

- Pedestrian-only pathways (4-6 foot wide paved sidewalks, typically within a neighborhood)
- Existing multi-modal pathways

- Proposed multi-modal pathways, and the
- Wellington Loop Trail

The multi-modal pathways would allow for pedestrian, bicycle, golf cart, and other uses when determined safe for use by Wellington. This system is shown as Exhibit 'A', with pedestrian-only sidewalks shown in magenta and existing and proposed multi-modal pathways shown in green. There is also the Wellington Loop Trail around the perimeter and proposed multi-modal crossings at the northeast corner of the Palm Beach Little Ranches neighborhood (C-8 Canal) and over the C-1 Canal at the C-23 and C-24 Canals.

Exhibit 'B' shows the multi-modal pathways with key local destinations. These destinations include government buildings, schools, places of worship, parks/venues, commercial areas, and neighborhood parks.

Exhibit 'C' shows existing and proposed bicycle lanes throughout Wellington. Greenview Shores Boulevard and Greenbriar Boulevard have both been approved for grant funding for bicycle lanes through the Transportation Planning Agency (TPA). The remaining proposed bicycle lanes are proposed to be completed as four-foot wide asphalt shoulders on the sides of the existing travel lanes. The four-foot shoulder along Aero Club Drive will be included in the 2021 – 2022 fiscal year budget.

Exhibit 'D' is an overall composite of all existing and proposed multi-modal pathways, bicycle lanes, and equestrian trails. Equestrian trails were included in the overall composite because pedestrian and bicycle use are allowed on these trails and they provide accessibility in the Equestrian Preserve Area where there are fewer multi-modal trails and bicycle lanes. Sidewalks, which are four to six feet in width, were not included on this map because of scale and readability. However, they are internal to most neighborhoods and provide more connectivity as can be seen in Exhibit 'A'.

Equestrian Trails System

The equestrian trails system consists of 57 miles of grass and asphalt millings trails in the Equestrian Preserve Area. Typically the public bridle trails that exist are secondary to the primary use which coincides with their location within road or canal rights-of-ways and/or easements.

Annual maintenance of these bridle trails includes mowing, tilling, and erosion control. Capital improvements include the addition of millings, to improve the footing, the addition of fencing to address safety issues and the addition of culverts, to interconnect and expand trail usage. There are no proposed plans to create new bridle trails within the immediate three – five year planning range. There is however, a proposal to create a paved multi-modal pathway system to allow for safer golf cart travel within the EPA. Other proposed crossings are at the C-23 and C-24 Canals from Flying Cow Ranch Road, and the C-8 Canal in the northeast corner of the Little Ranches neighborhood.

A long term plan would be to encourage the state, e.g., FDOT's Florida Greenways and Trails System and/or environmental/trail groups to lobby for an overpass across Southern Boulevard at Flying Cow Road as well as over S.R 7 at Stribling Road as depicted on Exhibit 'E'. This construction along with other future construction projects are most likely beyond the immediate five year plan phase (2026) have not been estimated, as it would be more appropriate to evaluate these projects in a future Circulation Plan update. However, lobbying efforts for state and possible grant funding for construction of these overpasses should begin during this next five-year planning period.

A typical equestrian trail cross section is shown below as *Figure 1*. Equestrian trails require a 12' minimum width, a minimum 20' easement/right-of-way is needed, and a 15' clear height distance from overhead objects is required for the safety of the horse and rider.

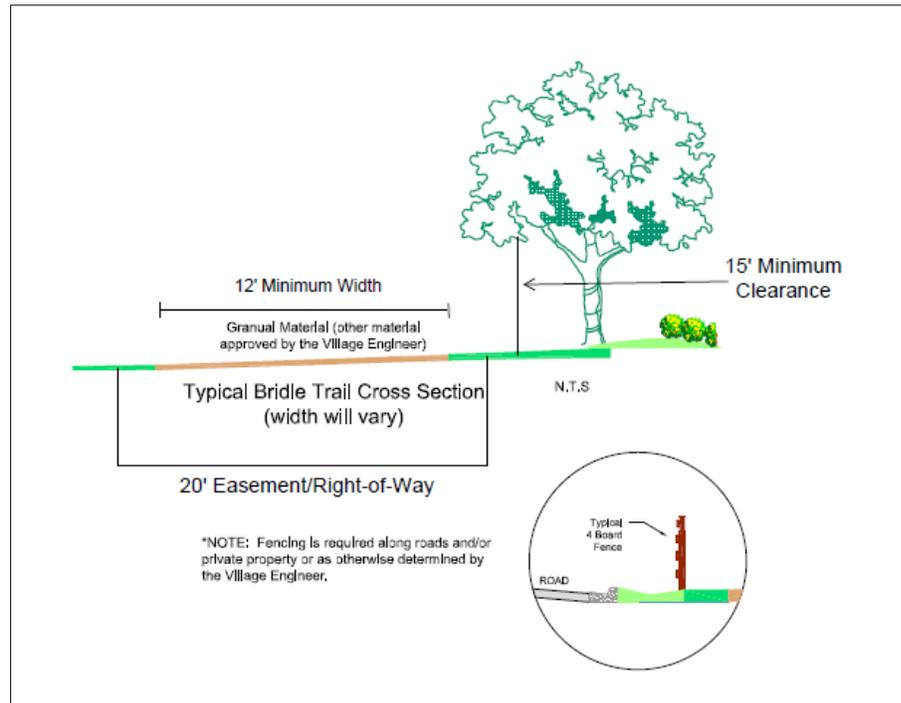


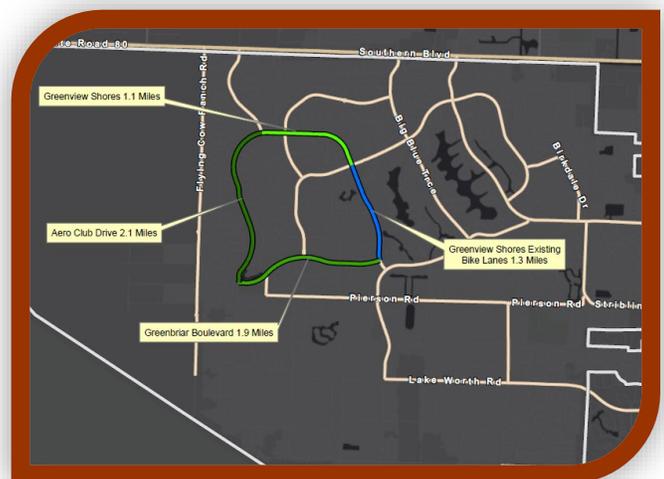
Figure 1 - Typical Equestrian Trail Cross Section

Recommended Improvements – Five year Timeframe (2022 – 2026)

The evaluation of the existing pedestrian and bicycle system, along with the recommendations provided in the 2015 plan, have led to the recommendations provided in this 2022-2026 update. As mentioned, recommendations provided in the 2015 that have not yet been completed, such as many of the shoulder widening projects for bicycle lanes, have been carried forward to this plan. New to this updated plan are the multi-modal pathways. The recommended improvements for this plan are mapped on Exhibit 'E'.

1. Construct Bicycle Lanes

New bicycle lanes are proposed for Greenview Shores Boulevard from Wellington Trace to Aero Club Drive (2022 construction) and on Greenbriar Boulevard from Aero Club Drive to Greenview Shores Boulevard (2025 construction). This will complete a 6.4-mile bicycle loop in the western area of Wellington, as it will connect to the existing bicycle lanes on Greenview Shores and the four-foot shoulder on Aero Club Drive that is scheduled for construction in fiscal year 2021-2022.



In some areas, we are suggesting “Share the Road Signs” as opposed to widening the shoulder. Roads like Bink’s Forest Drive, Ousley Farms Road, Bent Creek Road, Pierson Road, and many roads within the Equestrian Preserve Area are all candidates due to their size and/or character of traffic utilizing them for share the road signs.

2. **Install European –Style Crosswalks**

Also carried over from the 2015 plan is the installation of European-style crosswalk at four locations. These projects would come from Capital Maintenance budgeting.

3. **Construct New Multi-Modal Pathways**

Two multi-modal construction projects have been approved for grant funding through the Transportation Planning Agency (TPA). One is along the C-2 Canal from Bent Creek Road to Greenview Shores Boulevard. The other is along the C-8 Canal east of Stribling Way. This pathway would span the length from Forest Hill Boulevard to Stribling Way on the south. It will also provide a connection to Wellington Green Park, the 10-acre site adjacent to the mall. These projects are proposed to be constructed in years 2024 or 2026 depending on TPA funding.

A third pathway construction project is being proposed for South Shore Boulevard from Lake Worth Road to 50th Street. This will be going to Council for their consideration in early 2022 with a proposed construction date of 2026 if awarded a Transportation Alternatives grant from FDOT and the TPA.

4. **Add Four-Foot Wide Shoulder to Roadways**

In locations where Wellington has not received grant money to construct new bicycle lanes, this plan proposes adding four-foot wide asphalt shoulders to the roadways to act as bicycle lanes or adding share the road signs. These recommendations have been brought forward from the 2015 plan.

When possible, shoulder widening will coincide with regularly scheduled maintenance from public works. Money will need to be budgeted in capital improvements to fund these widening projects. Regularly scheduled maintenance for the upcoming 2022 -2026 calendar years are listed next to the below projects.

- Aero Club Drive from Bink’s Forest to Greenbriar Boulevard – to be constructed in fiscal year 2022
- Wellington Trace, east side of Forest Hill Boulevard (south) to Forest Hill Boulevard (north) – 2022 scheduled maintenance
- Stribling Way from 441 to Lyons Road – 2024 scheduled maintenance
- Wellington Trace from Greenview Shores Boulevard to Greenbriar Boulevard – 2026 scheduled maintenance

5. **Roadway Improvements**

The following are roadway projects that will allow for greater safety and ease of use with the bicycle and pedestrian pathways. Two bicycle lanes are proposed to be shifted at intersections to allow bicyclists to continue their paths between the turn lane and the thru-lane traffic, locations are shown on Exhibit ‘E’. Currently the bicycle lanes are on the outside of the turn lanes causing bicyclists to cross over the turn lane to continue through.

They are proposed to be shifted at:

- South Shore Boulevard and Pierson Road
- Big Blue Trace and Wellington Trace

Striped crosswalks and mid-block crossings are proposed at four locations as shown on Exhibit 'E' (as suggested in the 2015 plan). These crossings would provide for improved safety and increased visibility at these locations.

Recommended Improvements – Beyond 2026, to be Reevaluated in Future Circulation Plan

The following projects are seen as long range projects and may not score high enough to be grant worthy by the TPA/FDOT. Therefore, they have been scheduled further out in time and will be reevaluated in the next Bicycle and Pedestrian Circulation Plan update.

6. Add Four-Foot Wide Shoulder to Roadways (Long-Range Projects)

- Birkdale Drive
- Paddock Drive (within Equestrian Preserve)
- Stribling Way From Forest Hill Boulevard to the roundabout at Fairlane Farms Road

7. Multi-Modal Pathway Widening

Several existing pathways are proposed to be widened from eight-feet to 10 or 12 feet depending on the available room. Their widening can coincide with Public Works' annual maintenance program and the capital costs to widen the multi-modal pathways will need to be addressed. These pathways are:

- Paddock Drive
- Binks Forest Drive and Bent Creek Drive
- Greenview Shores (north side only)
- Greenbriar Boulevard
- Stribling Way
- 120th Avenue South
- Lake Worth Road
- Paddock Drive (within the EPA)
- Wellington Trace (within the EPA)
- Lyons Road - concrete
- Wellington Trace (Forest Hill Boulevard to Greenview Shores) - concrete
- South Shore Boulevard - concrete

8. Install Multi-Modal Crossing

Multi-modal crossings are being proposed at the northeast corner of the Wellington Loop Trail (C -8 Canal) and across the C-1/Flying Cow Ranch Road Canal at the C-23 Canal and C-24 Canals. These crossings would allow for various modes of travel to cross over the canals and continue along the Wellington Loop Trail, similar to the existing bridge at Bink's Forest/C-1 Canal and Flying Cow Ranch Road.

Estimated Costs

Exhibit 'F' provides a 2021 estimate of probable costs with respect to each type of project and breaks down the individual projects in tabular form. The short-term projects and those that have been approved for grant funding are listed first with the year of expected impacts (within the next one – five years). The longer range projects are listed after.

Grant funding amounts have been included for those projects that have been approved for funding. Please note that some of the longer range projects, such as multi-modal pathway construction in the EPA that have not yet been approved for grant funding, were not included in the final cost estimates. These projects will take place beyond the immediate 3 to 5 year period and it would be appropriate to reevaluate the cost estimates for them at that time.

Bicycle and Pedestrian and Multi-Modal Projects	\$12,637,143
Roadway (Shoulder-Bicycle Lanes, Crosswalks) Projects	\$3,230,361
Hardscape	\$80,000
Bicycle and Pedestrian Circulation Plan Grand Total	\$15,947,504



Wellington Bicycle and Pedestrian Plan

Pedestrian Pathway Network

Legend

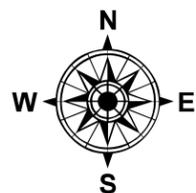
-  Proposed Multi-Modal Pathway Crossing
-  Existing Multi-Modal Pathway
-  Proposed Multi-Modal Pathway
-  Village Loop Trail
-  Pedestrian-Only Pathway

Local Destinations

-  Commercial Center
-  Government Facility
-  Community Park
-  School
-  Venue
-  Worship



0 0.5 1 Miles



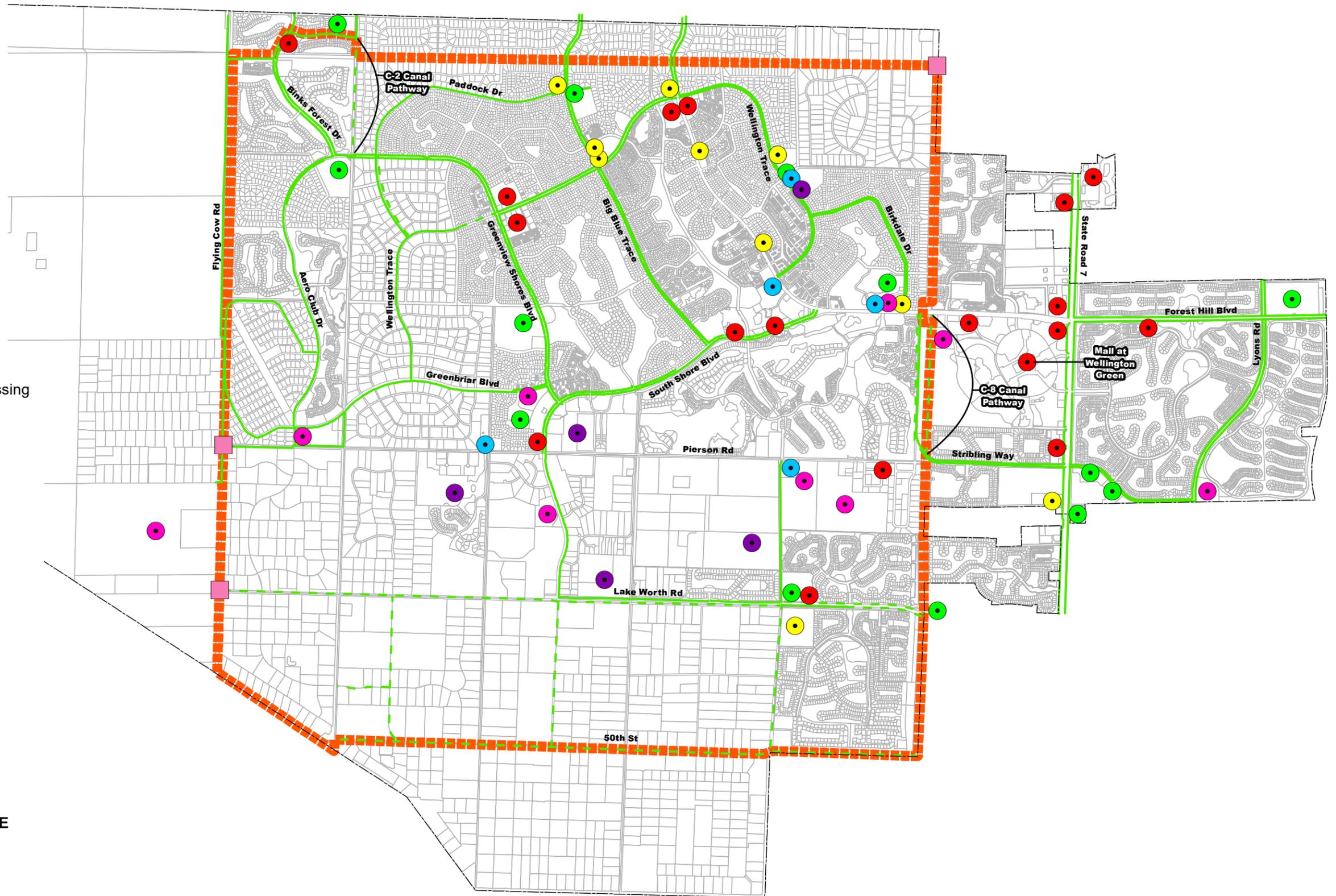


Wellington Bicycle and Pedestrian Plan

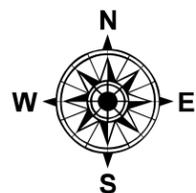
Multi-Modal Pathways

Legend

-  Proposed Multi-Modal Pathway Crossing
 -  Existing Multi-Modal Pathway
 -  Proposed Multi-Modal Pathway
 -  Village Loop Trail
- Local Destinations**
-  Commercial Center
 -  Government Facility
 -  Community Park
 -  School
 -  Venue
 -  Worship



0 0.5 1 Miles

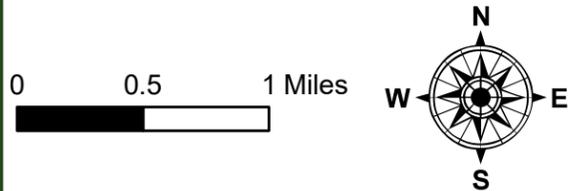


Bicycle Lanes



Legend

-  Proposed Multi-Modal Pathway Crossing
 -  Existing Bike Lane
 -  Proposed Bike Lane
 -  Village Loop Trail
- Local Destinations**
-  Commercial Center
 -  Government Facility
 -  Community Park
 -  School
 -  Venue
 -  Worship

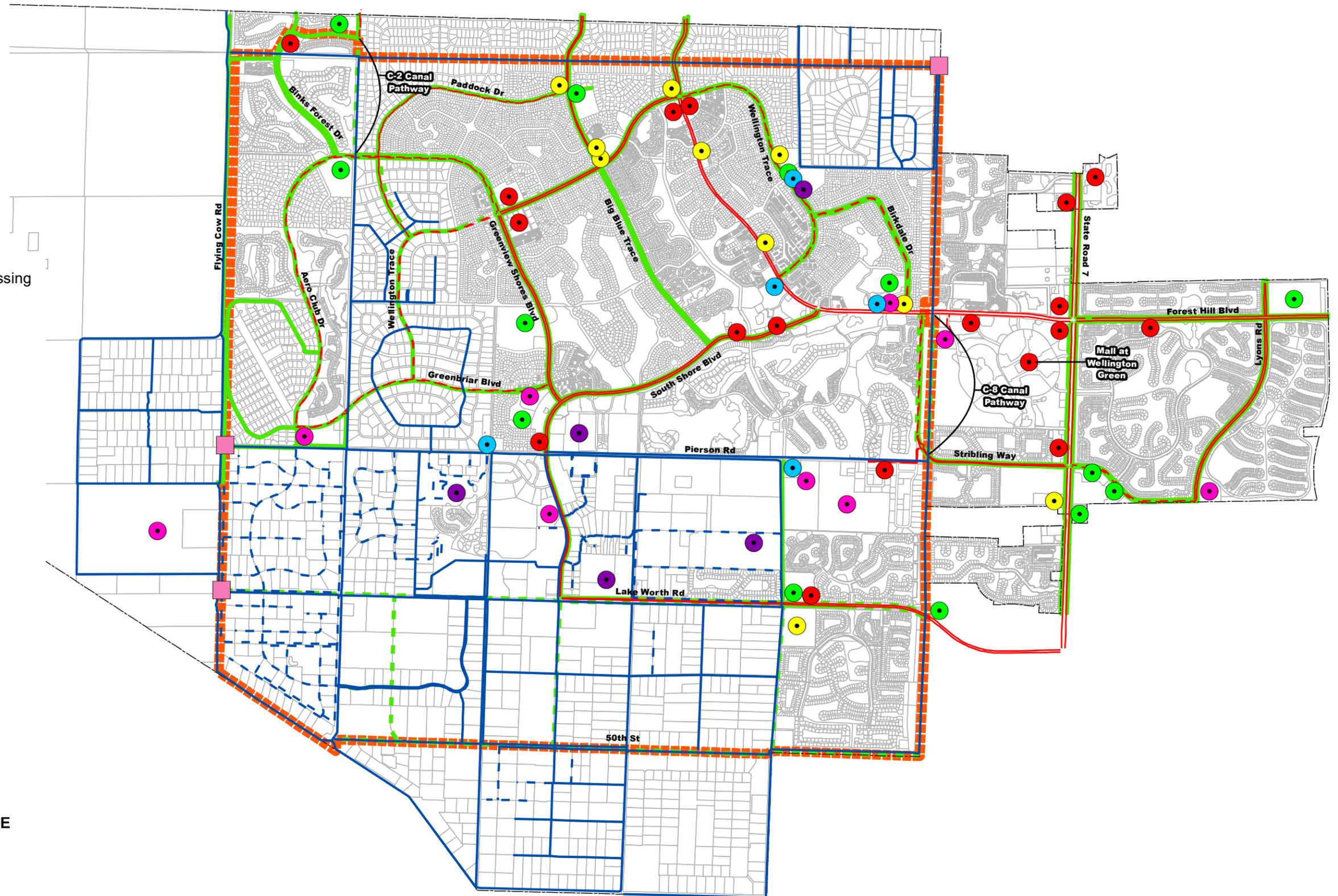


Multi-Modal Pathways, Bicycle Lanes & Equestrian Trails

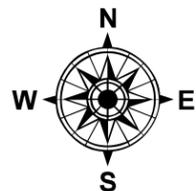


Legend

- Proposed Multi-Modal Pathway Crossing
- Public Equestrian Trail
- Private Equestrian Trail
- Existing Bike Lane
- Proposed Bike Lane
- Existing Multi-Modal Pathway
- Proposed Multi-Modal Pathway
- Village Loop Trail
- Local Destinations**
- Commercial Center
- Government Facility
- Community Park
- School
- Venue
- Worship



0 0.5 1 Miles





Wellington Bicycle and Pedestrian Plan Recommendations

2022-2026

Recommendations

- A** Share the Road Signs
- B** European-Style Crosswalk
- C** No bike lane currently exists. An approximate 4 ft. ribbon of asphalt needs to be paved along side of road. The road right of way contains room to allow for this modification.
- D** Add 4' Shoulder - Wellington Trace
- E** Add 4' Shoulder - Stribling Way (East of U.S. 441)
- F** Add 4' Shoulder - Stribling Way
- G** Greenview Shores Bicycle Lanes
- H** C-8 Canal Multi-Modal Pathway
- I** C-2 Canal 10 ft. Multi-Modal Pathway
- J** Greenbriar Blvd. Bicycle Lanes
- K** South Shore Blvd. Multi-Modal Pathway
- L** Add 4' Shoulder Wellington Trace in the EPA
- M** Add Shelter with Benches

Note: Share the Road" signage should be placed throughout the Village of Wellington

Legend

- Proposed Multi-Modal Pathway Crossing
- Proposed Shelter with Benches
- Proposed Mid-Block Crossing
- Proposed European Crosswalk
- No Bike Lane Exists
- Shift Bike Lane
- Add 4 ft Ribbon of Asphalt
- Share The Road Signs
- Add 4 ft Ribbon of Asphalt (Lower Priority)
- Add Bicycle Lane
- Add Proposed Multi-Modal Pathway
- Proposed Village Loop Trail
- Walkable Area

0 0.5 1 Miles

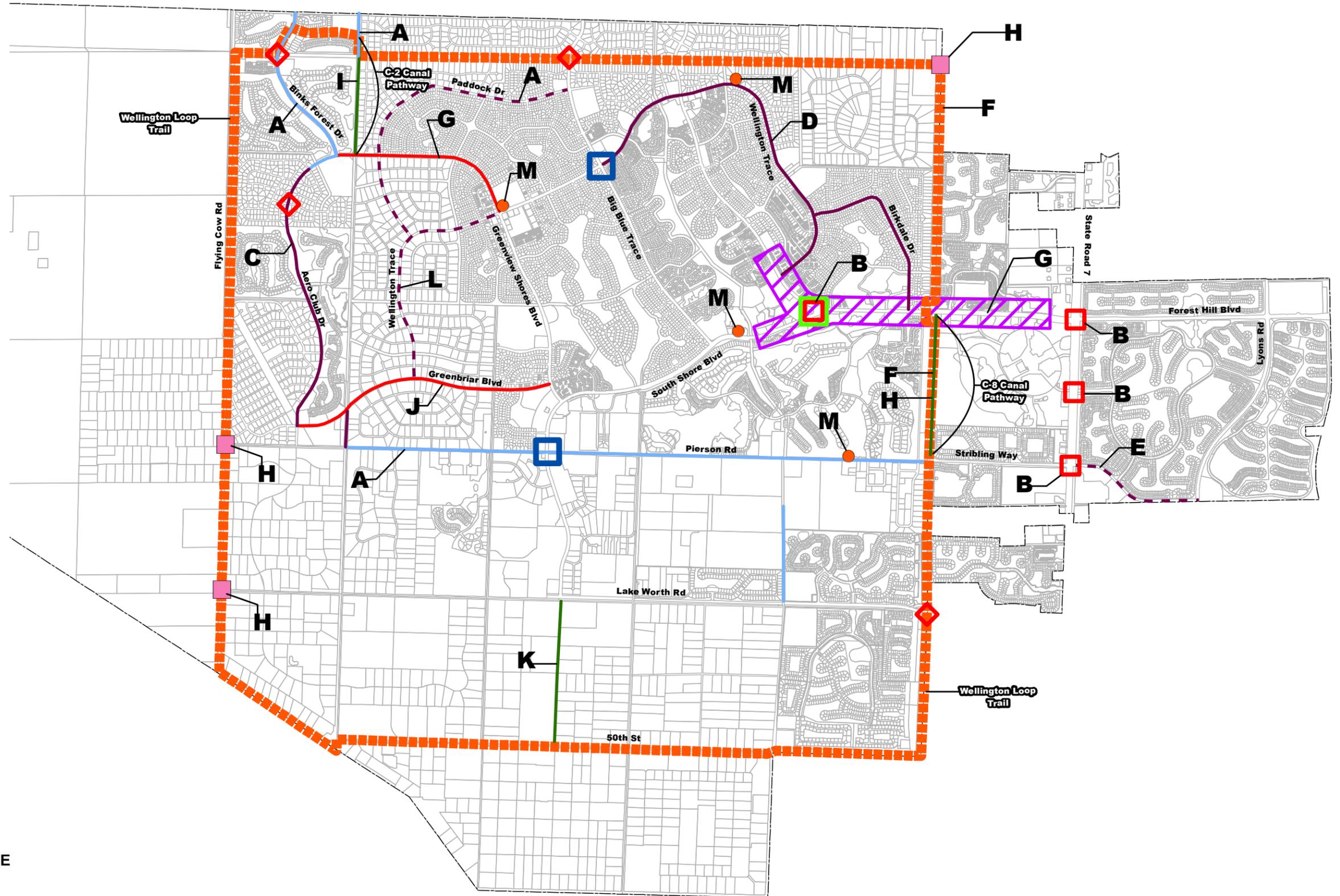
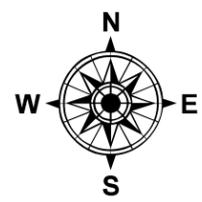


Exhibit 'F' - Estimated Project Schedule and Costs

Immediate Planning Timeframe Years 2022 - 2026								
	Project	Project Area	Projects notes	Funding/Const. Year	Est. Total Cost	Cost / LF	FDOT/ TPA Funding	Wellington Funding
A.	Share the Road Signs - Ousley Farms Road	North of Bent Creek Drive to Southern	Share the road signs	Capital Maintenance	\$ 800.00		N/A	\$ 800.00
A.	Share the Road Signs - Paddock Drive	Big Blue Trace to Wellington Trace	Share the road signs	Capital Maintenance	\$ 2,400.00		N/A	\$ 2,400.00
A.	Share the Road Signs - Binks Forest Drive	Southern Boulevard to Aero Club Drive	Share the road signs	Capital Maintenance	\$ 1,600.00		N/A	\$ 1,600.00
A.	Share the Road Signs - Pierson Road	Ousley Farms Road to Fairlane Farms Roundabout	Share the road signs	Capital Maintenance	\$ 3,200.00		N/A	\$ 3,200.00
European and Mid-Block Crosswalks - Costs are Calculated per Stripe (Capital Maintenance)								
B.	441 @ Stribling Way			Capital Maintenance	\$ 4,329.00		N/A	\$ 4,329.00
B.	441 @ Lime Drive/Hutton Boulevard			Capital Maintenance	\$ 4,329.00		N/A	\$ 4,329.00
B.	441 @ Forest Hill Boulevard			Capital Maintenance	\$ 5,967.00		N/A	\$ 5,967.00
B.	Forest Hill Blvd @ South Shore Blvd			Capital Maintenance	\$ 2,886.00		N/A	\$ 2,886.00
C.	Aero Club Drive - Landscaping	Greenbriar to Lake Field Dr.	1.0 miles both sides of road	2022/2022	\$ 350,000.00		N/A	\$ 350,000.00
C.	Aero Club Drive - Add 4' Shoulder	Greenbriar to Bink's Forest Dr.	2.1 miles both sides of road	2022/2022	\$ 554,400.00		N/A	\$ 554,400.00
C.	Aero Club Drive - Overlay	Greenbriar to Bink's Forest Dr.	2.1 miles both sides of road	2022/2022	\$ 450,000.00		N/A	\$ 450,000.00
D.	Add 4' Shoulder - Wellington Trace	Forest Hill Blvd. to Forest Hill Blvd.	2.0 miles both sides of road	2022 scheduled maintenance	\$ 536,075.00		N/A	\$ 536,075.00
E.	Add 4' Shoulder -Stribling Way (East of 441)	441 to Lyons Road	.94 miles both sides of road	2024 scheduled maintenance	\$ 257,275.00		N/A	\$ 257,275.00
F.	Add 4' Shoulder - Stribling Way	Forest Hill Boulevard to Roundabout at Fairlane	0.9 miles both sides of road	2025 scheduled maintenance	\$ 248,375.00		N/A	\$ 248,375.00
G.	Greenview Shores Bicycle Lanes	Wellington Trace to Bink's Forest Drive	1.1 miles both sides of road	2024/2025	\$ 1,419,296.27	\$ 244.37	\$ 934,010.00	\$ 485,286.27
H.	C-8 Canal Multi-Modal Pathway	Forest Hill Blvd to Round-a-bout @ Stribling way	2.0 miles of 10 ft. wide path	2024/2025	\$ 789,705.85	\$ 74.78	\$ 300,000.00	\$ 489,705.85
I.	C-2 Canal 10 Ft. Multi-Modal Pathway	Greenview Shores Blvd. to Bent Creek Dr.	0.8 miles of 10 ft. wide path	2025/2026	\$ 616,319.59	\$ 145.91	\$ 446,000.00	\$ 170,319.59
J.	Greenbriar Blvd. Bike Lanes	Aero Club Dr.to Greenview Shores Blvd.	1.9 miles both sides of road	2025/2026	\$ 2,453,173.94	\$ 247.92	\$ 1,379,000.00	\$ 1,074,173.94
K.	South Shore Blvd. Multi-Modal Pathway	10 ft. wide path from Lake Worth Rd. to 50th St.	1.0 mile on East side	2025/2026	\$ 982,503.98	\$ 169.16	\$ 744,231.68	\$ 238,272.30
L.	Add 4' Shoulder Wellington Trace in the EPA		1.4 miles on both sides	2026 scheduled maintenance	\$ 443,750.00		N/A	\$ 443,750.00
M.	Add Shelter with benches	See Exhibit 'E' - Four Locations	\$20,000/shelter	2022-2026	\$ 80,000.00		N/A	\$ 80,000.00
					\$ 9,206,385.63		\$ 3,803,241.68	\$ 5,403,143.95
Future Planning Timeframe Years Beyond 2026, Address in Future Circulation Plan								
	Shift Bike Lane (2)			2027-2032	\$ 20,000.00		N/A	\$ 20,000.00
	Add 4' Shoulder - Birkdale Drive			2027-2032	\$ 344,975.00		N/A	\$ 344,975.00
	Install Multi-Modal Crossing and Bridge across C-8 Canal at Little Ranches			2027-2032	\$ 630,000.00		Will apply for TA Grant. Amount TBD.	
	Install Multi-Modal Crossing and Bridge across C-1 Canal at the C-23 Canal			2027-2032	\$ 781,000.00		Will apply for TA Grant. Amount TBD.	
	Install Multi-Modal Crossing and Bridge across C-1 Canal at the C-24 Canal			2027-2032	\$ 781,000.00		Will apply for TA Grant. Amount TBD.	
Longer-Range Pathway Widening Projects (Not Anticipated for Grant Approval) Est. at \$20/LF								
	Paddock Drive Pathway Widening	Pathway Widening from 8 ft. to 10 ft.	1.5 miles - add 2 ft./ overlay	2028 and Beyond	\$ 537,615.31	\$ 67.88	N/A	\$ 537,615.31
	Binks Forest Dr. & Bent Creek Dr.	Pathway Widening from 8 ft. to 10 ft.	1.3 miles - add 2 ft./ overlay	2028 and Beyond	\$ 232,885.74	\$ 33.93	N/A	\$ 232,885.74
	Greenview Shores (North-Side Only)	Pathway Widening from 8 ft. to 10 ft.	1.1 miles - add 2 ft./ overlay	2028 and Beyond	\$ 119,180.00		N/A	\$ 119,180.00
	Greenbriar Boulevard	Pathway Widening from 8 ft. to 10 ft.	0.7 miles - add 2 ft./ overlay	2028 and Beyond	\$ 72,920.00		N/A	\$ 72,920.00
	Birkdale Drive	Pathway Widening from 8 ft. to 10 ft.	1.4 miles - add 2 ft./ overlay	2028 and Beyond	\$ 149,600.00		N/A	\$ 149,600.00
	Stribling Way (North-South)	Pathway Widening from 8 ft. to 10 ft.	1.4 miles - add 2 ft./ overlay	2028 and Beyond	\$ 147,840.00		N/A	\$ 147,840.00
	120th Ave. S.	Pathway Widening from 8 ft. to 10 ft.	0.7 miles - add 2 ft./ overlay	2028 and Beyond	\$ 72,920.00		N/A	\$ 72,920.00
	Lake Worth Road	Pathway Widening from 8 ft. to 10 ft.	0.7 miles - add 2 ft./ overlay	2028 and Beyond	\$ 72,000.00		N/A	\$ 72,000.00
	Paddock Drive (EPA)	Pathway Widening from 8 ft. to 10 ft.	0.6 miles - add 2 ft./ overlay	2028 and Beyond	\$ 63,500.00		N/A	\$ 63,500.00
	Wellington Trace (EPA)	Pathway Widening from 8 ft. to 10 ft.	1.6 miles - add 2 ft./ overlay	2028 and Beyond	\$ 171,200.00		N/A	\$ 171,200.00
Concrete Pathway Widening Projects (Not Anticipated for Grant Approval) Est. at \$43/LF								
	Lyons Road (2 Ways)	Pathway Widening from 8 ft. to 10 ft.	3.4 miles	2028 and Beyond	\$ 763,594.00		N/A	\$ 763,594.00
	Wellington Trace (Forest Hill to Greenview Shores, 2 Ways)	Pathway Widening from 8 ft. to 10 ft.	3.1 miles	2028 and Beyond	\$ 707,522.00		N/A	\$ 707,522.00
	South Shore Blvd. (Forest Hill to Pierson, 2 Ways)	Pathway Widening from 8 ft. to 10 ft.	4.7 miles	2028 and Beyond	\$ 1,073,366.00		N/A	\$ 1,073,366.00



Bicycle & Pedestrian Circulation Plan

Evaluation and Recommendations