



PASCO COUNTY MPO

Bus Stop Accessibility & Connectivity Study

Final Report





Pasco County MPO

Bus Stop Accessibility & Connectivity Study

Final Report

December 2012

Prepared by :



Tindale-Oliver & Associates, Inc.

Introduction

Part of Pasco County’s vision for improving its overall public transit service is to provide accessible, safe, and enhanced transit infrastructure and amenities for passengers, including more shelters and benches. The Pasco County Metropolitan Planning Organization (MPO) and Pasco County Public Transportation (PCPT) are undertaking a phased approach to upgrade these transit facilities in accordance with current federal and state accessibility regulations. This study was initiated by the Pasco County MPO and PCPT as one of the several transit and pedestrian infrastructure planning initiatives being conducted in Pasco County.

This report summarizes the assessment of bus stops and “accessible paths” (now referred to by the Americans with Disabilities Act (ADA) as “accessible routes”) to bus stops along the US 19 and US 301 corridors. The focus of the analysis is an assessment of accessible routes to and from key origins and destinations within ½-mile of each bus stop. The staffs from the MPO and PCPT identified the most relevant origins and destinations that fall within the ½-mile buffer around each bus stop.

In addition to accessibility, the evaluation included an assessment of crash data near bus stops to identify opportunities to improve pedestrian safety, especially as it relates to bus stop accessibility.

Using criteria related to accessibility, safety, and usage, bus stops and accessible routes linked to major activity centers in Pasco County were assessed and prioritized. Based on the results of these priorities, a Bus Stop Access and Safety Improvement Plan was developed for Pasco County.

ADA Transition Plans

The Americans with Disabilities Act (ADA) is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to employment, public accommodations, government services, public transportation, and telecommunications. Title II of the ADA, along with Section 504 of the Rehabilitation Act of 1973 mandate that programs, services, and activities provided by government agencies are offered equally and without discrimination to individuals with disabilities. Specifically, Title II of the ADA dictates administrative requirements that include the following:

- A self-assessment and listing of the physical barriers in Pasco County facilities that limit the accessibility of its programs, activities or services to individuals with disabilities,
- A detailed outline of the methods to be used to remove these barriers and meet the current standards and accessibility regulations,
- A schedule for taking the steps necessary to remove architectural barriers, and
- The name of the individual(s) responsible for the plan’s implementation.

The assessments and recommendations undertaken by Pasco County MPO Bus Stop Accessibility & Connectivity Study results in ADA Transition Plans for the two transit corridors included in this study.



Northeast corner of US 19 and Moog Road



Northeast corner of US 19 and Shamrock Drive

Bus Stop Accessibility Assessment

This section presents the accessibility assessment of PCPT bus stops and accessible routes associated with those bus stops along the US 19 and US 301 corridors. The data gathered, criteria and methodologies used, and resulting lists of potential accessibility improvements are summarized in the remainder of this section.

Assessment Methodology

The approach used to assess each selected bus stop and activity center on US 19 and US 301 includes emphasis on two critical areas—compliance with the existing federal and local rules and regulations, and safety, as described in detail below.

- ADA Compliance**—The expectation for ADA-compliant bus stops includes a raised 5ft x 8ft boarding and alighting (B&A) area that is connected to any existing pedestrian infrastructure. While ADA Standards require firm, stable, and slip-resistant surfaces, difficulties occur when a bus needs to deploy its ramp where there is no raised curb, as bus ramps are designed to work best with a raised curb to achieve ramp slope compliance. Therefore, an area with no raised curb may not achieve the compliant slope of a ramp (as the ramp slope will be too steep) and may pose a hazard for an individual using a mobility aid. Bus stops were reviewed and assessed for such issues related to compliance with ADA Standards, as well as the availability and compliance of other key elements related to accessibility.
- Safety Assessment**—Bus stops also were reviewed for safety-related issues. For example, a general safety rule of thumb is to locate bus stops at the far side of an intersection. Bus stops were reviewed for such safety issues, and, where applicable and feasible, recommendations are made to shift bus stops to the far side of the intersection. Far-side stops are generally preferred to near-side stops because they result in fewer traffic delays and provide better vehicle and pedestrian sight distances, and because they cause fewer conflicts among buses, cars, pedestrians, and bicyclists. In addition, other safety/access-related issues also were reviewed as necessary.

Data Collection

Prior to identifying the stops for the accessibility and safety assessment, a review of data on activity centers along US 19 and US 301 was conducted to identify key activity centers on both corridors. The activity center selection process included data from PCPT and other available sources, as well as input from a number of meetings and discussions with the MPO and PCPT staffs. Based on the data review and input from Pasco County



Northeast corner of US 19 and Moog Road

agencies, a number of key activity centers were selected and the associated bus stops were identified for data collection and review.

The methodology of the bus stop review involved a team of field surveyors assessing each bus stop. At each bus stop, surveyors noted deficiencies with ADA accessibility requirements (such as bus stop B&A areas), connections to the pedestrian route, running and cross-slope conditions on the access path, signage, and/or inaccessible amenities) as well as safety issues. Photographs of each stop were taken for additional review. Once a stop was assessed, each route to a defined facility was surveyed. This included crossing at the nearest signalized intersection to get to each stop and noting the pedestrian route conditions.

The PCPT bus stops associated with the activity centers and residential communities listed on the following page were selected for the study data collection process. The maps shown on the subsequent page identify the selected activity centers on US 19 and US 301.

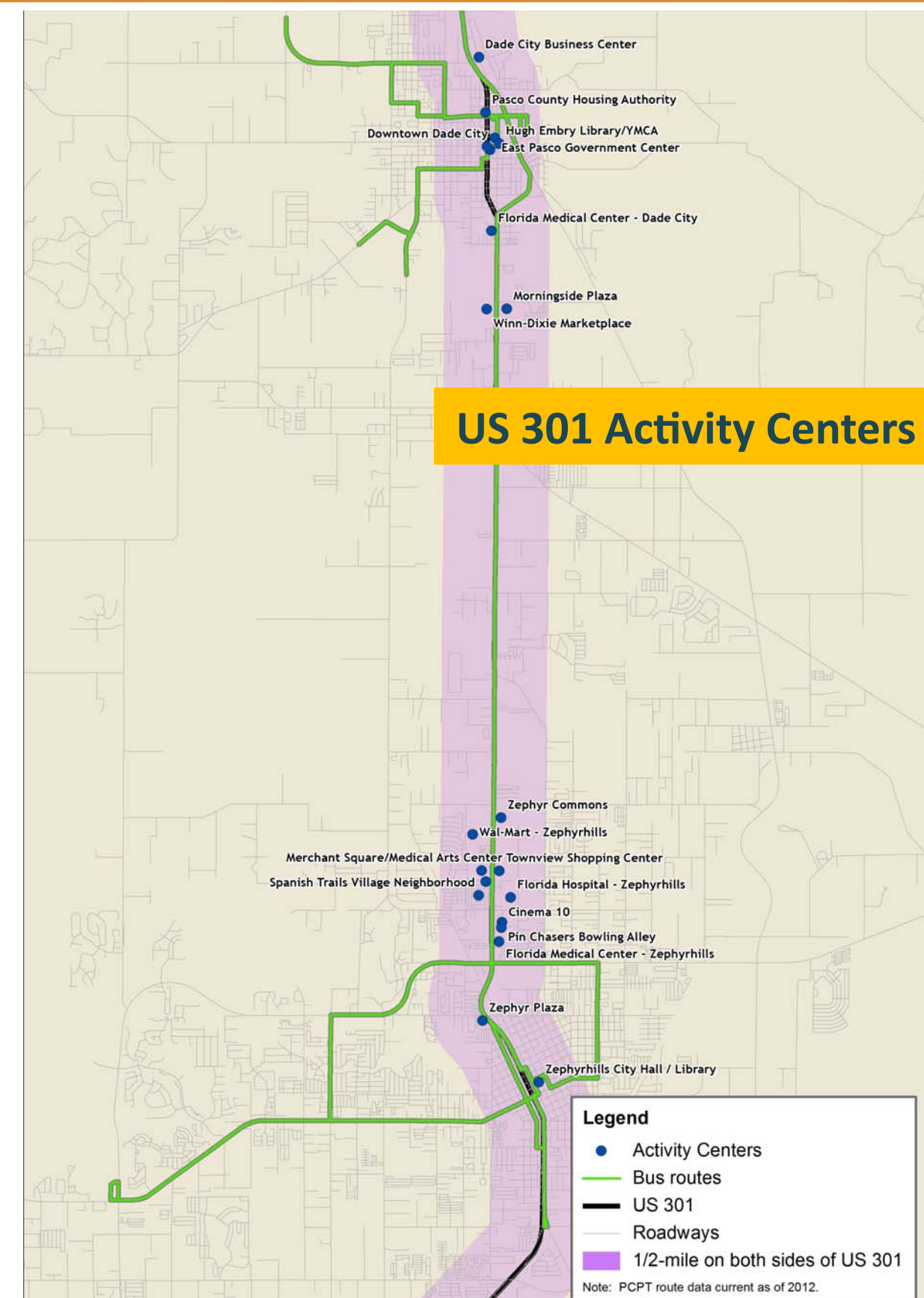
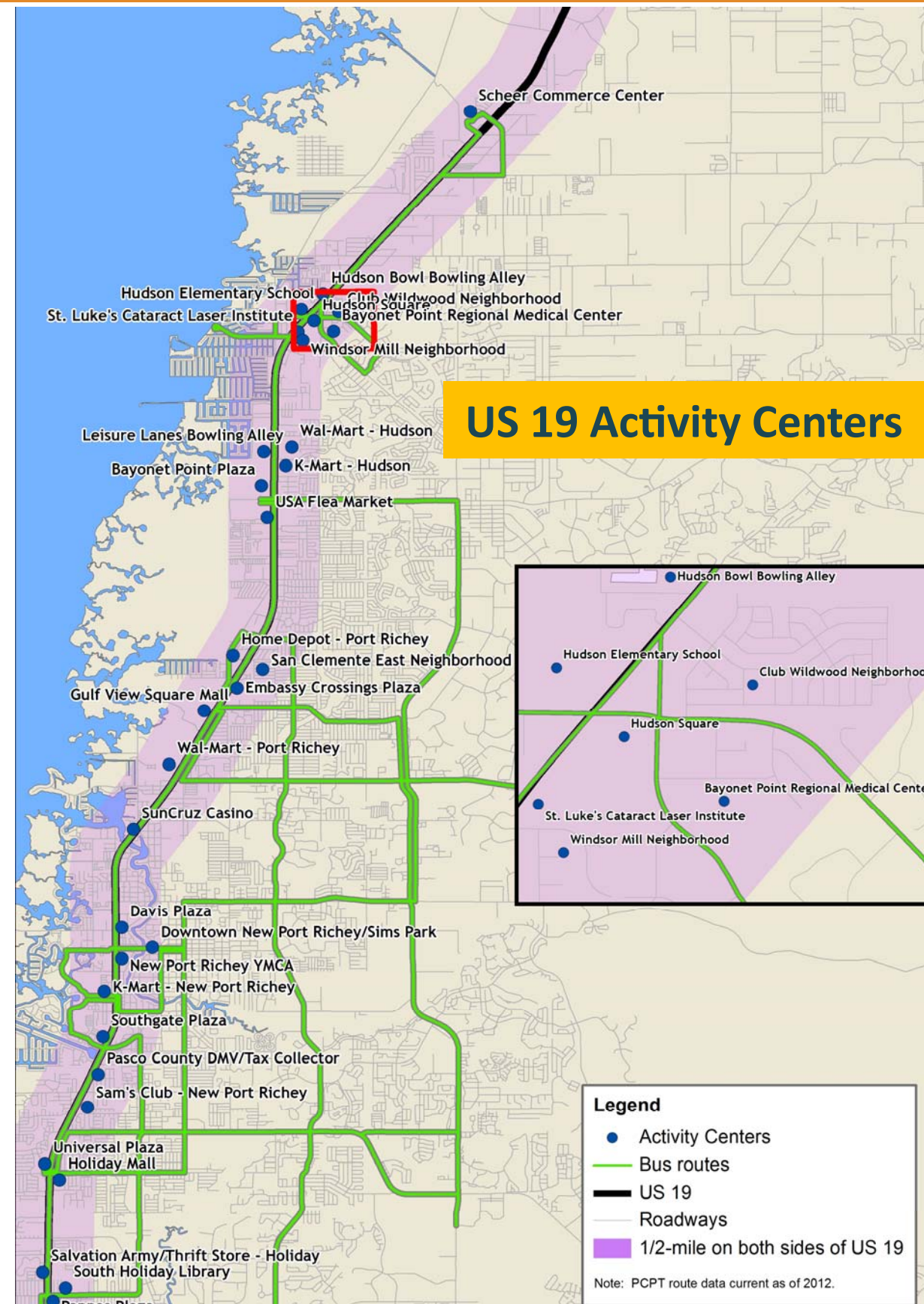
US 19 Activity Centers/Communities

- Scheer Commerce Center
- Bayonet Point Regional Medical Center
- Club Wildwood Neighborhood
- K-Mart—Hudson
- Hudson Square
- Hudson Elementary School
- Bayonet Point Plaza
- USA Flea Market
- Walmart—Hudson
- Leisure Lanes Bowling Alley
- Hudson Bowl Bowling Alley
- St. Luke's Cataract Laser Institute
- Windsor Mill Neighborhood
- Gulf View Square Mall
- Embassy Crossings Plaza
- Walmart—Port Richey
- Sam's Club—New Port Richey
- Home Depot—Port Richey
- San Clemente East Neighborhood
- SunCruz Casino
- K-Mart—New Port Richey
- Southgate Plaza
- Pasco County Department of Motor Vehicles/Tax Collector
- YMCA—New Port Richey
- Sims Park/Downtown New Port Richey
- Universal Plaza
- Holiday Mall
- Eastwood Acres Neighborhood
- South Holiday Library
- Pappas Plaza
- Salvation Army/Thrift Store—Holiday
- Home Depot—Holiday
- Davis Plaza

US 301 Activity Centers/Communities

- Pasco County Housing Authority
- East Pasco Government Center/Hugh Embry Library/YMCA
- Pasco County Historic Courthouse
- Premier Community Healthcare Center
- Spanish Trails Village Neighborhood
- Florida Medical Center—Dade City
- Winn-Dixie Marketplace
- Morningside Plaza
- Merchant Square
- Florida Hospital—Zephyrhills
- Cinema 10
- Pin Chasers Bowling Alley
- Florida Medical Center—Zephyrhills
- Zephyr Plaza
- Zephyrhills City Hall/Library
- Dade City Business Center
- Walmart—Zephyrhills
- Zephyr Commons
- Townview Shopping Center
- Downtown Dade City





During the field surveys, it was observed that some bus stops are connected to multiple activity centers. When this is the case, any accessibility improvement recommended was counted only once to avoid duplication of improvement recommendations/costs. Additional suggestions are made based on the alternate access route to differing facilities.

While mid-block stops may be directly adjacent to defined activity centers, some sites required additional site assessments due to a lack of convenient street-crossing opportunities for pedestrians. In these cases, efforts were made to audit the bus stops “nearest” to an activity center based not only on geographical distance, but also on the true distance a pedestrian would have to travel from a bus stop to the activity center. For some locations, this meant auditing the bus stop nearer to an available crossing instead of the stop directly across from the defined facility.

Data Review and Summary

Information from the data collection effort was reviewed and summarized for further analysis and presentation. The data were used to assess various criteria selected to prioritize the bus stops for future improvements, as presented next in this report. In addition, a detailed summary was developed for each activity center identified previously in this report. These summaries include the following for each of the activity centers surveyed for accessibility and safety issues:

- Description of activity center/location
- PCPT bus route(s) served
- Existing conditions at each connecting bus stop
- Deficiencies observed and potential remediation by bus stop
- Summary of deficiencies and recommended remediation by activity center connected
- Cost assessment for remediation

In addition, each activity center summary also includes a map detailing where existing and proposed infrastructure is located, an overview of the site area and suggested improvements, and the generalized summary locations of pedestrian and bicycle crashes that have occurred within 250 feet of a bus stop.

The summaries of findings and recommendations categorized into the above-described components are presented for each corridor, including US 19 and US 301, in Appendices A and B of this report.

Prioritization of Accessibility Improvements

This section presents the prioritization methodologies and the criteria used to develop the list of bus stop accessibility improvements. To clearly identify the improvement priorities for PCPT bus stops separate from the improvements to accessible routes connecting the activity centers, two prioritization methodologies were developed. Such a process provides PCPT with a list of bus stop improvement priorities (such as installing B&A areas) while providing the Pasco County MPO with a separate list of improvements to accessible routes (such as installing sidewalks or striping pavements).

Bus Stop Improvements

A methodology was developed to prioritize the surveyed PCPT bus stops based a number of applicable criteria. Table 1 on the following page presents the criteria, scoring methodology used with each criteria, and the weights assigned to assess each bus stop.

Bus Stop Prioritization Process

A total of 11 criteria were used to prioritize the PCPT bus stops that were reviewed and assessed in the field survey effort. These criteria were developed considering the type of data available and include the more global aspects, such as necessary regulatory requirements on accessibility, as well as the more local conditions, such as ridership activity at bus stops, including boardings and alightings. The criteria included assessment of the following key areas:

- Bus stop location—a scoring of the bus stop location, based on near-side, far-side, or mid-block locations.
- Presence of a controlled pedestrian crossing—a scoring of whether a controlled pedestrian crossing exists between the bus stop and the nearest activity center or intersection.
- Presence of marked crosswalk(s)—a scoring of whether marked crosswalks are present between the bus stop and the nearest activity center.
- Landing area in a safe location—a scoring based on the safety of the bus stop boarding and alighting area. A safely located boarding and alighting area received a better score than an unsafe landing area.
- Bus stop improvements in PCPT planning—a score based on whether or not PCPT had plans to improve the bus stop. A bus stop in the plan received a better score.
- Potential hazards list (if selected)—a score based on if any hazards, such as ditches, railroad crossings, utility poles, and other obstructions were located near the bus stop.



Table 1: Bus Stop Prioritization Process

| Criteria | Criteria Weight | Criteria Scoring Methodology | | | |
|--|-----------------|---|---------------------|-----------|-----------|
| Bus stop location | 6% | | Far-Side/After Turn | Near-Side | Mid-Block |
| | | Bus located in travel lane | +3 | +1 | +2 |
| | | Bus located in parking lane | +1 | 0 | +1 |
| | | Bus located in pull-out lane | +2 | 0 | +1 |
| | | Bus located in merge or right-turn-only lane | +1 | 0 | +1 |
| | | Bus located in bulb-out | +3 | 0 | +1 |
| Presence of a controlled pedestrian crossing | 6% | | Yes | No | |
| | +1 | | -1 | | |
| Presence of marked crosswalk(s) | 6% | | +1 | -1 | |
| Landing area in a safe location | 6% | | +1 | -1 | |
| Bus stop improvements in PCPT planning | 6% | | -2 | 0 | |
| Potential hazards list (if any are selected) | 6% | | -1 (each) | n/a | |
| Presence of a curb and compliant curb ramp | 6% | Curb and curb ramp present, ramp is compliant | +2 | | |
| | | Curb and curb ramp present, ramp is not compliant | 0 | | |
| | | Curb present, but no curb ramps | -1 | | |
| | | No curb present | 0 | | |
| Sidewalk (presence and compliance) | 6% | Sidewalk is present and compliant | +2 | | |
| | | Sidewalk is present but not compliant | 0 | | |
| | | No sidewalk present | -1 | | |
| Bus B&A area (presence and compliance) | 6% | Landing area present and compliant | +3 | | |
| | | Landing area present but not compliant | 0 | | |
| | | No landing area present | -3 | | |
| Pedestrian crash data | 16% | 0 crashes located within 250ft of bus stop | +2 | | |
| | | 1–3 crashes located within 250ft of bus stop | -1 | | |
| | | 4–6 crashes located within 250ft of bus stop | -2 | | |
| Bus stop activity (total boardings and alightings at bus stop) | 30% | Bus stop activity < average stop activity for corridor - 1 standard deviation | 1 | | |
| | | Bus stop activity < average stop activity for corridor | 0 | | |
| | | Bus stop activity > average stop activity for corridor | -1 | | |
| | | Bus stop activity > average stop activity for corridor + 1 standard deviation | -2 | | |

Notes:

1. Potential hazards include location of stop over crest of a hill, just after a curve, or near a railroad crossing; passengers not in full view of traffic; stopped bus blocks crosswalk or curb ramp; passengers dropped off in driveway or on road; other hazards.
2. Crash data based on pedestrian crashes occurring along the primary corridor between 2005 and 2010.
3. Bus stop activity is based on stop level ridership data for 2010.



- Presence of a curb and compliant curb ramp—a scoring based on the presence of a nearby curb or curb ramp. A stop located in an area with a curb, but no curb ramp, received the worst score.
- Sidewalk (presence and compliance)—a sidewalk is present and compliant. No sidewalk present received the worst score.
- Bus boarding and alighting area (presence and compliance)—a 5 ft X 8 ft paved boarding and alighting area is present at the stop. No boarding and alighting area present received the worst score.
- Pedestrian crash data—a score based on the number of crashes occurring within 250 ft of the bus stop over a five year data, based on data collection period between 2005 and 2010.
- Bus stop activity (total boardings and alightings at bus stop)—a score based on the total boardings and alightings occurring at a stop during a ride-check performed in 2010 for the PCPT system.

Accessible Route Improvements

In addition to developing criteria for evaluating bus stops, the accessible routes to those bus stops were assessed for potentially improving the overall transit accessibility at bus stops. While the prioritization at the stop level provides PCPT with a rank order list for potential improvements, a similar list for accessible routes would provide the MPO with a better tool for allocating its resources in concert with the corresponding stop improvements by PCPT. The process and criteria used in developing the priority list of accessible route improvements is discussed below. As accessible routes such as sidewalks or walkway striping on already paved areas are primarily shared by multiple stops, they are assigned to the activity centers previously identified in this report.

Accessible Route Prioritization Process

Since providing adequate accessible routes is a key component of making bus stops accessible and safe, establishing priorities for improving such paths is necessary. However, as requirements for accessible routes can vary from one location to another, prioritization of such improvements requires criteria that are common to all locations within the corridor. The criteria that were selected for this purpose and the methodology for scoring them include the following:

- Cost of improvement—This includes the cost to improve the accessible route, such as installing new sidewalks or establishing accessible routes along paved areas through pavement striping and signage. In scoring this criterion, improvements with a comparatively low cost received a better score than the higher cost improvements.

- Demand for Connectivity—This criterion uses the bus stop priorities, established based on the criteria presented previously, to evaluate the demand for providing connectivity between the bus stop and an activity center. The demand for connectivity was measured by using the ranking of each bus stop resulting from the bus stop prioritization process for US 19 and US 301. The higher-ranked bus stops were given a better score, as they can be considered as having the most demand for connectivity on a comparative basis.
- Type of Activity Center Connected—The accessible routes were also evaluated based on the type of activity center connected. For example, if the accessible route connected an activity center such as a medical facility or a hospital to a bus stop, it was given a higher score than for a accessible route that connected a recreational facility to bus stop.

Table 2 presents the criteria, weights assigned to each criteria, and the scoring methodology used to prioritize the accessible routes.

Table 2: Accessible Route Prioritization Process

| Criterion | Weight | Criteria Scoring Methodology | |
|-----------------------------------|--------|---|---|
| Demand for Connectivity | 50% | High (stop ranked 1–20 for US 19 or 1–12 for US 301) | 3 |
| | | Medium (stop ranked 21–40 for US 19 or 13–24 for US 301) | 2 |
| | | Low (stop ranked 41 or higher for US 19 or 25 or higher for US 301) | 1 |
| Type of Activity Center Connected | 30% | Health/Medical Center | 4 |
| | | Government/Education Facility | 3 |
| | | Retail/Shopping Center | 2 |
| | | Residential Community | 1 |
| Cost of Improvement | 20% | Low (less than \$10,000) | 3 |
| | | Medium (\$10,000 to \$20,000) | 2 |
| | | High (over \$20,000) | 1 |



Bus Stop Access & Safety Improvement Plan

This section presents the Bus Stop Access and Safety Improvement Plan for Pasco County. This plan was developed based on data from the field reviews and results of the prioritization processes summarized previously. This plan provides an estimated capital program to implement bus stop access and safety improvements, and includes two components: a plan to improve the safety and access at bus stops, and plan to improve accessible routes that provide access to and from the stops. Tables 3 and 4 present the bus stop improvement plans for US 19 and US 301, respectively, and Table 5 presents the accessible route improvement plan.

Plan Costs

The costs estimated for each improvement are order-of-magnitude estimates of probable costs; therefore, they should not be considered as the final improvement cost. In addition, these estimates do not include right-of-way acquisition. A key objective of the study was to identify projects that do not require additional right-of-way or that can be achieved through the future negotiation of an easement between Pasco County and the land owner. The source of the data was the FDOT Long Range Estimation System (accessed July 13, 2012). Based on the LRE, a cost estimate of \$22.80 per linear foot was applied. This assumes a 5-foot wide, 4-inch thick sidewalk. Specific County contracts may result in a variation from this planning cost. Costs for bus stop improvements were determined directly at the bus stop, or from the bus stop to the nearest intersection if no sidewalk was present.

Potential Funding

While the plan does not identify specific funding sources as costs are probable costs, the potential sources of may include any funding being provided through another capital project, such as planned improvements on PCPT transit emphasis corridors and projects being undertaken through state, county, or municipality projects.

Table 3: US 19 Bus Stop Improvement Plan

| Improvement Priority | Appendix Lookup (Page #) | Stop ID | Associated Activity Center | Cost* |
|----------------------|--------------------------|---------|----------------------------|---------|
| 1 | 23N-1 | A-18 | Universal Plaza | \$7,500 |
| 2 | 19N-46 | A-56 | Home Depot—Port Richey | \$6,300 |
| 3 | 19N-40 | A-47 | Walmart in Port Richey | \$600 |
| 4 | 19N-45 | A-54 | Embassy Crossings Plaza | \$7,700 |

*Costs presented are order-of-magnitude estimates of probable costs and do not include costs of right-of-way acquisition.

Table 3: US 19 Bus Stop Improvement Plan (continued)

| Improvement Priority | Appendix Lookup (Page #) | Stop ID | Associated Activity Center | Cost* |
|----------------------|--------------------------|---------|------------------------------|----------|
| 5 | 19S-20 | A-43 | SunCruz Casino | \$1,800 |
| 6 | 19S-17 | A-46 | Walmart in Port Richey | \$600 |
| 7 | 19S-25 | A-40 | Davis Plaza | \$1,100 |
| 8 | 21N-47 | A-72 | St. Luke’s Cataract | \$2,200 |
| 9 | 19S-27 | A-34 | YMCA - New Port Richey | \$1,300 |
| 10 | 19S-34 | A-21 | Sam’s Club - New Port Richey | \$5,100 |
| 11 | 18S-29 | A-8 | Holiday Library | \$ 500 |
| 12 | 19S-10 | A-57 | Home Depot—Port Richey | \$ 4,200 |
| 13 | 19S-16 | A-46 | Walmart in Port Richey | \$600 |
| 14 | 19S-3 | A-59 | USA Flea Market | \$4,400 |
| 15 | 19N-44 | A-53 | Embassy Crossings Plaza | \$2,500 |
| 16 | 21S-22 | A-64 | K-Mart—Hudson | \$3,600 |
| 17 | 19S-44 | A-5 | Pappas Plaza | \$1,500 |
| 18 | 19N-32 | A-40 | Davis Plaza | \$1,300 |
| 19 | 14S-29 | A-37 | Sims Park/ Downtown | \$300 |
| 20 | 18N-12 | A-8 | Holiday Library | \$600 |
| 21 | 19N-30 | A-34 | YMCA - New Port Richey | \$1,100 |
| 22 | 21S-10 | A-79 | Hudson Bowl Bowling Alley | \$1,300 |
| 23 | 21S-2 | A-82 | Scheer Commerce Center | \$2,800 |
| 24 | 19S-11 | A-53 | Embassy Crossings Plaza | \$2,900 |
| 25 | 21S-YY | A-82 | Scheer Commerce Center | \$8,300 |
| 26 | 19N-28 | A-30 | K-Mart - New Port Richey | \$49,000 |
| 27 | 21N-57 | A-77 | Bayonet Point Medical Center | \$ 1,800 |
| 28 | 19S-38 | A-17 | Universal Plaza | \$2,900 |
| 29 | 19S-43 | A-11 | Salvation Army Store | \$3,200 |
| 30 | 21S-XX | A-67 | Leisure Lanes Bowling Alley | \$4,200 |
| 31 | 21N-48 | A-74 | Hudson Square/ Elem. | \$6,800 |

*Costs presented are order-of-magnitude estimates of probable costs and do not include costs of right-of-way acquisition.



Table 3: US 19 Bus Stop Improvement Plan (continued)

| Improvement Priority | Appendix Lookup (Page #) | Stop ID | Associated Activity Center | Cost* |
|----------------------|--------------------------|---------|------------------------------|----------|
| 32 | 21N-49 | A-77 | Bayonet Point Medical Center | \$500 |
| 33 | 19N-37 | A-43 | SunCruz Casino | \$1,200 |
| 34 | 19N-55 | A-61 | Bayonet Point Plaza | \$600 |
| 35 | 21S-11 | A-74 | Hudson Square/ Elem. | \$1,300 |
| 36 | 19N-27 | A-28 | Southgate Plaza | \$1,700 |
| 37 | 19S-39 | A-14 | Holiday Mall | \$2,300 |
| 38 | 14N-37 | A-35 | YMCA—New Port Richey | \$300 |
| 39 | 19N-22 | A-21 | Sam's Club—New Port Richey | \$3,200 |
| 40 | 19N-12 | A-5 | Pappas Plaza | \$1,600 |
| 41 | 19N-25 | A-24 | DMV & Tax Collector | \$300 |
| 42 | 18N-35 | A-29 | Southgate Plaza | \$1,000 |
| 43 | 19S-13 | A-49 | Gulf View Square Mall | \$3,800 |
| 44 | 19N-9 | A-2 | Home Depot—Holiday | \$5,100 |
| 45 | 19S-32 | A-27 | Southgate Plaza | \$0 |
| 46 | 14N-39 | A-37 | Sims Park/ Downtown | \$600 |
| 46 | 19N-19 | A-17 | Universal Plaza | \$ 2,000 |
| 46 | 18N-11 | A-6 | Pappas Plaza | \$4,100 |
| 49 | 21N-41 | A-64 | K-Mart—Hudson | \$1,700 |
| 50 | 19S-31 | A-27 | Southgate Plaza | \$2,200 |
| 51 | 19N-13 | A-11 | Salvation Army Store | \$3,200 |
| 52 | 21N-42 | A-70 | Walmart—Hudson | \$1,700 |
| 53 | 19N-18 | A-14 | Holiday Mall | \$2,300 |
| 54 | 19S-33 | A-24 | DMV & Tax Collector | \$2,900 |
| 55 | 19S-46 | A-2 | Home Depot—Holiday | \$200 |
| 56 | 19N-26 | A-28 | Southgate Plaza | \$1,400 |

*Costs presented are order-of-magnitude estimates of probable costs and do not include costs of right-of-way acquisition.

Table 4: US 301 Bus Stop Improvement Plan

| Improvement Priority | Appendix Lookup (Page #) | Stop ID | Associated Activity Center | Cost* |
|----------------------|--------------------------|---------|-------------------------------------|--------|
| 1 | 30S-60 | B-15 | Premier Community Healthcare Center | 6,000 |
| 2 | 30N-17 | B-10 | Pin Chasers / Cinema 10 | 3,300 |
| 3 | 30S-38 | B-36 | Dade City Historic Courthouse | 1,000 |
| 4 | 30S-39 | B-34 | Downtown Dade City | 900 |
| 5 | 30N-42 | B-34 | Downtown Dade City | 500 |
| 6 | 30S-56 | B-25 | Zephyr Commons | 3,900 |
| 7 | 30N-25 | B-25 | Zephyr Commons | 9,100 |
| 8 | 31N-4 | B-39 | East Pasco Government Center | 700 |
| 9 | 31N-29 | B-44 | Pasco County Housing Authority | 1,000 |
| 10 | 30S-59 | B-16 | Premier Community Healthcare Center | 300 |
| 11 | 30S-61 | B-15 | Premier Community Healthcare Center | 4,600 |
| 12 | 30N-16 | B-7 | Florida Medical Center—Zephyrhills | 6,100 |
| 13 | 31S-22 | B-39 | East Pasco Government Center | 18,300 |
| 14 | 30N-43 | B-36 | Dade City Historic Courthouse | 1,000 |
| 15 | 30S-35 | B-42 | Pasco County Housing Authority | 1,000 |
| 16 | 30N-13 | B-4 | Zephyr Plaza | 600 |
| 17 | 30N-47 | B-47 | Dade City Business Center | 600 |
| 18 | 30S-64 | B-10 | Pin Chasers / Cinema 10 | 900 |
| 19 | 30N-46 | B-43 | Pasco County Housing Authority | 1,000 |
| 20 | 30N-48 | B-47 | Dade City Business Center | 1,000 |
| 21 | 30S-58 | B-22 | Walmart—Zephyrhills | 1,200 |
| 22 | 30N-35 | B-27 | Morningside Plaza | 2,300 |
| 23 | 30S-69 | B-4 | Zephyr Plaza | 700 |
| 24 | 30S-32 | B-46 | Dade City Business Center | 500 |
| 25 | 30S-65 | B-7 | Florida Medical Center—Zephyrhills | 1,400 |
| 26 | 30N-9 | B-2 | Zephyrhills City Hall | 1,800 |
| 27 | 30S-62 | B-13 | Florida Hospital—Zephyrhills | 2,300 |
| 28 | 30S-45 | B-27 | Morningside Plaza | 1,800 |
| 29 | 30N-39 | B-30 | Florida Medical Center—Dade City | \$0 |
| 30 | 30S-42 | B-30 | Florida Medical Center—Dade City | \$0 |
| 31 | 30N-44 | B-43 | Pasco County Housing Authority | 1,000 |
| 32 | 30S-37 | B-42 | Pasco County Housing Authority | 1,000 |

*Costs presented are order-of-magnitude estimates of probable costs and do not include costs of right-of-way acquisition.



Table 5: Accessible Route Improvement Plan

| Improvement Priority | Appendix Lookup (Page #) | Associated Bus Stops | Associated Activity Center | Cost* |
|----------------------|--------------------------|------------------------------|-------------------------------------|----------|
| 1 | B-41 | 30S-37, 30S-35, 30N-44, 30N- | Pasco County Housing Authority | \$900 |
| 2 | A-52 | 19S-11, 19N-44, 19N-45 | Embassy Crossings Plaza | \$2,800 |
| 3 | A-45 | 19S-16, 19S-17, 19N-40 | Walmart in Port Richey | \$10,400 |
| 4 | A-7 | 18S-29, 18N-12 | Holiday Library | \$12,900 |
| 5 | A-39 | 19S-25, 19N-32 | Davis Plaza | \$1,100 |
| 6 | A-26 | 19S-31, 19S-32, 19N-26, 19N- | Southgate Plaza | \$1,800 |
| 7 | A-16 | 19S-38, 19N-19, 23N-1 | Universal Plaza | \$2,100 |
| 8 | B-45 | 30S-34, 30S-32, 30N-47, | Dade City Business Center | \$4,600 |
| 9 | B-35 | 30S-38, 30N-43 | Dade City Historic Courthouse | \$800 |
| 10 | A-81 | 21S-YY, 21S-2, 21N-67/21S-1 | Scheer Commerce Center | \$19,400 |
| 11 | B-6 | 30S-65, 30N-16 | Florida Medical Center—Zephyrhills | \$21,300 |
| 12 | A-55 | 19S-10, 19N-45 | Home Depot—Port Richey | \$23,200 |
| 13 | A-4 | 19S-44, 19N-12, 18N-11 | Pappas Plaza | \$900 |
| 14 | A-69 | 21N-41, 21N-42, 21S-22 | Walmart—Hudson | \$1,100 |
| 15 | B-21 | 30S-58/30N-19, 30S-56 | Walmart—Zephyrhills | \$1,800 |
| 16 | A-20 | 19N-22, 19S-34 | Sam's Club—New Port Richey | \$7,000 |
| 17 | A-76 | 21N-49, 21N-57 | Bayonet Point Medical Center | \$14,100 |
| 18 | A-73 | 21N-48, 21S-11 | Hudson Square/ Elem. | \$3,300 |
| 19 | A-42 | 19S-20, 19N-37 | SunCruz Casino | \$12,600 |
| 20 | B-9 | 30S-64, 30N-17 | Pin Chasers / Cinema 10 | \$19,300 |
| 21 | B-3 | 30S-69, 30N-13 | Zephyr Plaza | \$4,700 |
| 22 | A-71 | 21N-47 | St. Luke's Cataract | \$13,900 |
| 23 | B-14 | 30S-59/30N-20, 30S-60/ | Premier Community Healthcare Center | \$15,800 |
| 24 | A-33 | 19S-27, 19N-30, 14N-37 | YMCA—New Port Richey | \$3,900 |
| 25 | B-38 | 31N-4, 31S-22 | East Pasco Government Center | \$9,400 |
| 26 | B-29 | 30S-42, 30N-39 | Florida Medical Center—Dade City | \$4,000 |
| 27 | A-13 | 19N-18, 19S-39 | Holiday Mall | \$700 |
| 28 | A-30 | 19S-30/19N-28 | K-Mart—New Port Richey | \$2,000 |
| 29 | B-26 | 30S-45, 30N-35 | Morningside Plaza | \$2,600 |
| 30 | A-11 | 19S-43, 19N-13 | Salvation Army Store | \$3,300 |
| 31 | A-79 | 21S-10 | Hudson Bowl Bowling Alley | \$5,200 |
| 32 | A-23 | 19S-33, 19N-25 | DMV & Tax Collector | \$1,200 |
| 33 | B-24 | 30S-56, 30N-25 | Zephyr Commons | \$24,800 |

*Costs presented are order-of-magnitude estimates of probable costs and do not include costs of right-of-way acquisition.

Table 5: Accessible Route Improvement Plan (continued)

| Improvement Priority | Appendix Lookup (Page #) | Associated Bus Stops | Associated Activity Center | Cost* |
|----------------------|--------------------------|---|--------------------------------|----------|
| 34 | A-58 | 19S-3 | USA Flea Market | \$28,900 |
| 35 | A-1 | 19S-46, 19N-9 | Home Depot—Holiday | \$2,500 |
| 36 | B-1 | 30N-9/30S-82 | Zephyrhills City Hall | \$600 |
| 37 | A-67 | 21S-XX, 21S-22, 21N-41 | Leisure Lanes Bowling Alley | \$26,200 |
| 38 | A-63 | 21S-22, 21N-41 | K-Mart—Hudson | \$13,100 |
| 39 | B-17 | 30S-61/30N-22, 30S-60/30N-21, 30S-59/30N-20 | Merchant Square | \$15,800 |
| 40 | A-76 | 21N-49 | Club Wildwood Neighborhood | \$0 |
| 41 | A-13 | 19N-18, 19S-39 | Eastwood Acres Neighborhood | \$0 |
| 42 | A-55 | 19N-46 | San Clemente East Neighborhood | \$0 |
| 43 | B-19 | 30S-61/30N-22, 30S-60/30N-21, 30S-59/30N-20 | Townview Shopping Center | \$27,000 |
| 44 | B-14 | 30S-61/30N-22, 30S-60/30N-21, 30S-59/30N-20 | Spanish Trails Neighborhood | \$19,608 |
| 45 | A-76 | 21N-47 | Windsor Mills Neighborhood | \$73,782 |

*Costs presented are order-of-magnitude estimates of probable costs and do not include costs of right-of-way acquisition.



Appendix A

Summary of Findings - US 19 Activity Centers

| | |
|--|------|
| Activity Center: Home Depot—Holiday..... | A-1 |
| Activity Center: Pappas Plaza | A-4 |
| Activity Center: Holiday Library | A-7 |
| Activity Center: Salvation Army/Thrift Store—Holiday..... | A-11 |
| Activity Center: Holiday Mall..... | A-13 |
| Activity Center: Universal Plaza | A-16 |
| Activity Center: Sam’s Club—New Port Richey..... | A-20 |
| Activity Center: Pasco County DMV & Tax Collector’s Office . | A-23 |
| Activity Center: Southgate Plaza..... | A-26 |
| Activity Center: K-Mart—New Port Richey..... | A-30 |
| Activity Center: YMCA—New Port Richey | A-33 |
| Activity Center: Sims Park/Downtown New Port Richey | A-36 |
| Activity Center: Davis Plaza | A-39 |
| Activity Center: SunCruz Casino | A-42 |

| | |
|--|------|
| Activity Center: Walmart—Port Richey | A-45 |
| Activity Center: Gulf View Square Mall | A-49 |
| Activity Center: Embassy Crossings Plaza | A-52 |
| Activity Center: Home Depot—Port Richey | A-55 |
| Activity Center: USA Flea Market..... | A-58 |
| Activity Center: Bayonet Point Plaza..... | A-60 |
| Activity Center: K-Mart—Hudson..... | A-63 |
| Activity Center: Leisure Lanes Bowling Alley | A-67 |
| Activity Center: Walmart—Hudson..... | A-69 |
| Activity Center: St. Luke’s Cataract Institute | A-71 |
| Activity Center: Hudson Square/Hudson Elementary | A-73 |
| Activity Center: Bayonet Point Regional Medical Center | A-76 |
| Activity Center: Hudson Bowl Bowling Alley | A-79 |
| Activity Center: Scheer Commerce Center..... | A-81 |



Activity Center: Home Depot – Holiday

Overview of Accessible Route

Activity Center

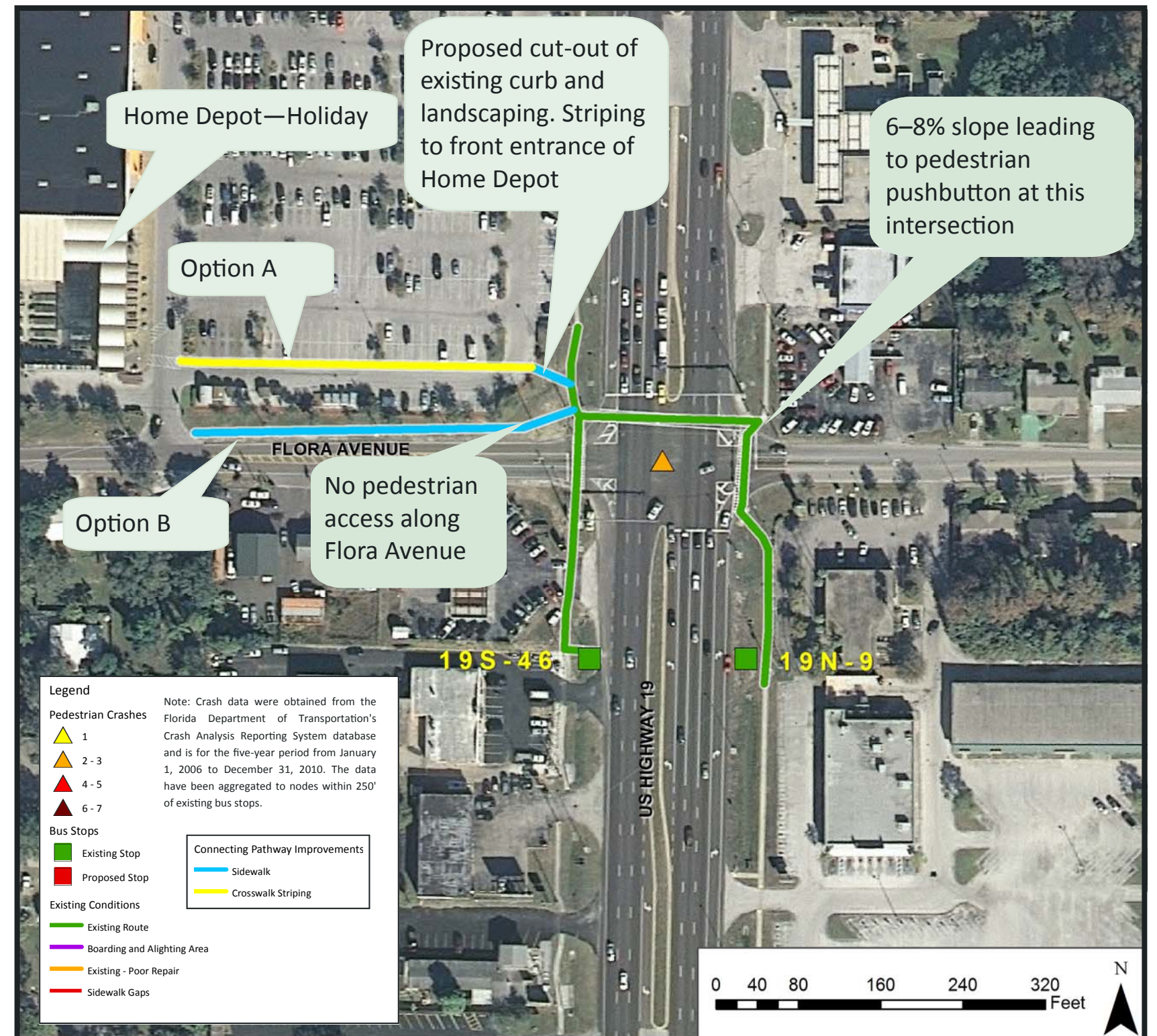
The Home Depot in Holiday is located at the northwest corner of US 19 and Flora Avenue. This activity center is served by Route 19. Two opposing stops were identified and assessed for accessibility compliance. Bus stops 19S-46 and 19N-9 were identified as providing connections to this activity center.

19S-46 is a far side stop located on the southwest side of US 19, just south of Flora Avenue.

19N-9 is a nearside stop located on the southeast side of US 19, just south of Flora Avenue within a continuous right-turn lane.

The connecting pathway between the two opposing bus stops includes a pedestrian signal-controlled crossing of US 19 at the northern limit of the intersection. Pedestrian control buttons are provided for each street crossing of this intersection where a sidewalk is provided.

An accessible connection from the bus stops to the Home Depot activity center is not provided. To access Home Depot from these bus stops, a pedestrian must travel north along US 19 on an existing sidewalk, cross Flora Avenue or US 19, and then either travel over grass along Flora Avenue west to the southern Home Depot entrance or take the sidewalk further north to the US 19 driveway entrance of Home Depot.



Activity Center: Home Depot—Holiday

Bus stop identification **19S-46**

Located south of Flora Avenue, on west side of US 19



Bus stop and accessible route



Deficient slope to B&A area.

Existing Conditions

This bus stop is located in a continuous right-turn lane. It has an accessible boarding & alighting (B&A) area and a pedestrian route to the opposing bus stop and to Home Depot. A detectable warning is present on the pedestrian access route from this bus stop at curb ramps or where the pedestrian path meets a street crossing location. Pedestrian crossing signal control buttons are available at each location for crossing the intersection.

Summary of Deficiencies

The pedestrian pushbutton on the northwest corner of US 19 and Flora Avenue is inaccessible. The running slope of the sidewalk at the approach to the button was measured between 6–8%, exceeding ADA requirements. The standard is to achieve no greater than 5% running slope on a pedestrian pathway.

Recommendations for Remediation

Repave the walkway at the approach to the pedestrian signal control button to meet minimum slope limits of 5%.

Bus stop identification **19N-9**

Located south of Flora Avenue, on east side of US 19



PAR deficient slope



Bus stop and accessible route

Existing Conditions

A bus stop B&A area is present with connections to the pedestrian infrastructure. This stop has a sign and bus bench as passenger amenities. Crosswalks and detectable warnings, along with pedestrian signaling devices, are also present at the nearest major intersection, Flora Avenue and US 19.

Summary of Deficiencies

Bus stop 19N-9 has an approach to the B&A area that is steeper than allowable, measured at 6% slope from the sidewalk to the B&A area.

Recommendations for Remediation

Sidewalk concrete needs to be repaved to be at no greater than 5% slope from the sidewalk to the B&A pad, as measured perpendicular to the road.

Activity Center: Home Depot—Holiday

Summary of Findings

Connecting Pathways Summary of Deficiencies

While the access between the two bus stops is accessible, the pedestrian access route from the bus stops lack direct access to Home Depot. Flora Avenue has no pedestrian infrastructure, and the alternative entrance at the northern driveway is not striped or safe for a pedestrian entering the facility.

Summary of Recommended Solutions

Option A: Construct a sidewalk at the southeast corner of the Home Depot parking lot, nearest to the US 19 and Flora Avenue intersection, to provide a cut-through route to the Home Depot parking lot for pedestrian access. This will require approximately 40ft of 5ft-wide sidewalk. Also, provide striping from the new pedestrian access route to the front doors of the facility. While not ideal, having a striped route through the parking lot will provide pedestrians with some protection. It is unknown if the right-of-way (ROW) property necessary to perform this recommended action is private (owned by Home Depot or others), and the County should discuss this with the property owner to make these repairs.

Option B: Construct approximately 260 LF of 5ft-wide concrete sidewalk along Flora Avenue to connect from the existing sidewalk at US 19 to the driveway entering the Home Depot parking lot. Also, stripe a new crosswalk pathway from the new sidewalk at the Home Depot parking lot entrance driveway to the Home Depot entrance walkway. Include detectable warnings and curb ramps where necessary.

Cost Estimate for Remediation

| Item | Estimated Cost |
|----------|----------------|
| 19N-9 | \$5,100 |
| 19S-46 | \$200 |
| Option A | \$2,500 |
| Option B | \$10,700 |



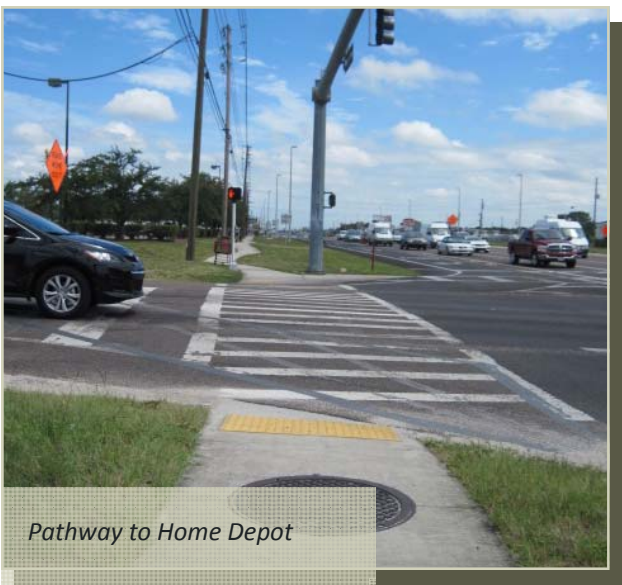
Deficient slope at pushbutton



PAR deficient slope



Connecting pathway to 19N-9



Pathway to Home Depot



Activity Center: Pappas Plaza

Overview of Accessible Route

Activity Center

Pappas Plaza is located at the southeast part of the intersection of US 19 and Mile Stretch Drive. It is served by Route 18 and Route 19. Three adjacent stops were identified as serving this activity center—19S-44, 19N-12, and 18N-11.

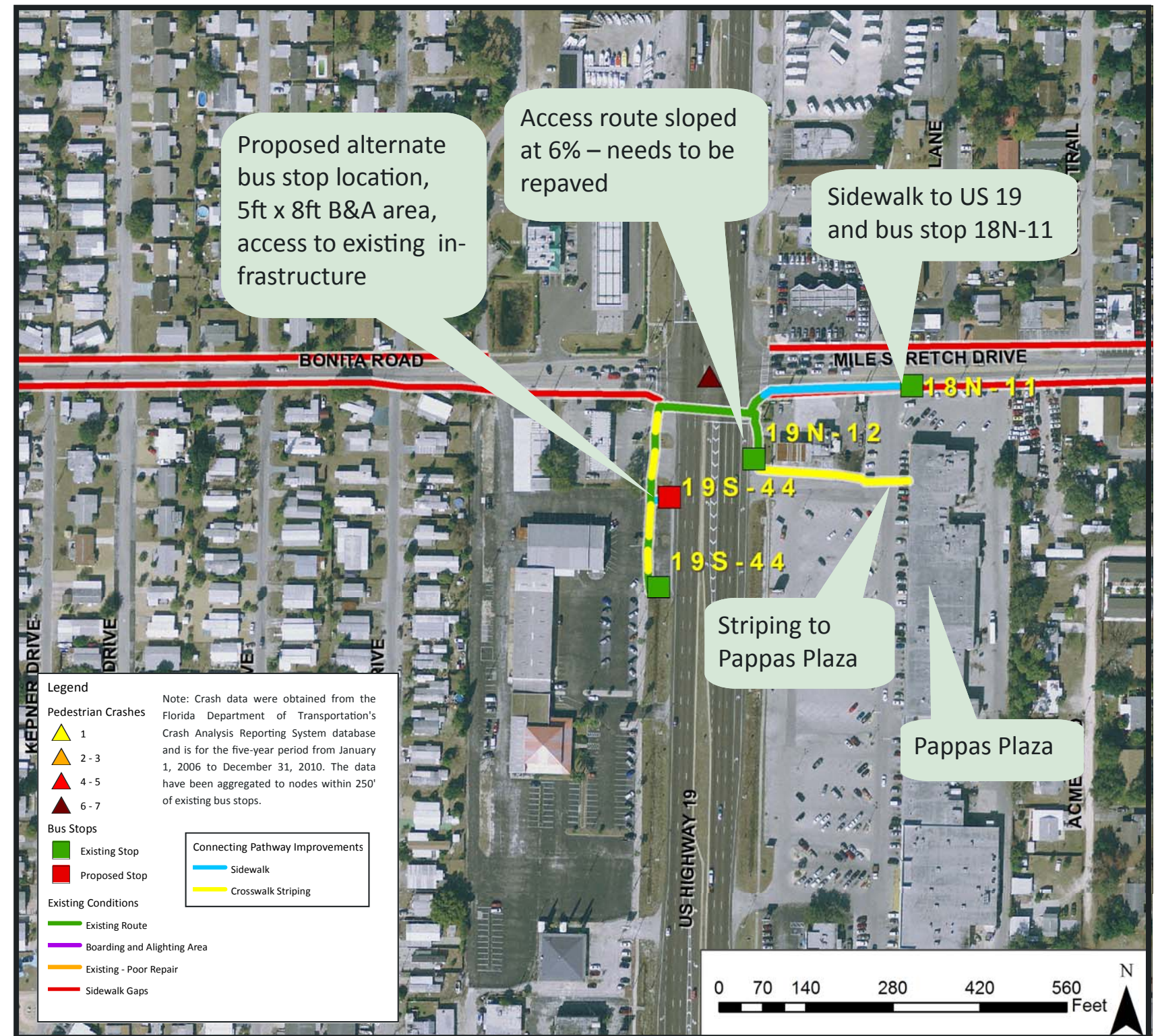
19S-44 is a far side stop, although it is located far enough from the intersection that it could be considered mid-block.

19N-12 is located south of the intersection of US 19 and Mile Stretch Drive, just north of the driveway entrance into Pappas Plaza.

18N-11 is a far side stop located east of US 19 along Mile Stretch Drive, which provides access at the northern driveway of the facility along Mile Stretch Drive.

The connecting pathway between the three stops is not accessible. Sidewalks and pedestrian control buttons are located to connect 19S-44 to 19N-12; however, 18N-11 is not connected to the other bus stops with an accessible route.

An accessible connection from the bus stops to Pappas Plaza activity center is not provided. To access Pappas Plaza from these bus stops, a pedestrian must cut across the parking lot and driveways of the plaza from US 19. Stop 18N-11 has no pedestrian infrastructure; thus, from this stop, a pedestrian must cut across a grass utility strip and through the driveway to the striping already present in the parking lot.



Activity Center: Pappas Plaza

Bus stop identification **19S-44**

Located south of Bonita Road, on west side of US 19



Existing Conditions

This stop is located at the third driveway south of Bonita Road in a continuous right-turn lane. The stop has a bus stop sign and no other amenities. Because of its distance from the intersection, while this stop is far-side, it gains few of the far-side stop location benefits. Detectable warnings are present on the pedestrian route from this bus stop at curb ramps or where the pedestrian route meets a street crossing location. Pedestrian crossing signal control buttons are available at each location for crossing the intersection.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area or connectivity to existing pedestrian infrastructure. The stop is located in the driveway of a vacant commercial facility.

Recommendations for Remediation

Bus stop 19N-44 is too far from the intersection to achieve any benefit from being a far-side stop, and it also creates more likelihood that pedestrians will cross mid-block instead of at the provided infrastructure at the intersection. To provide additional safety to bus passengers, this stop should be moved approximately 150ft north along US 19 and out of the driveway it is currently in. A 5ft x 8ft B&A area should be constructed with a connecting pedestrian access route to the existing infrastructure.

Bus stop identification **19N-12**

Located south of Mile Stretch Drive, on east side of US 19



Existing Conditions

This bus stop is located just south of the intersection of US 19 and Mile Stretch Drive in a continuous right-turn lane. The B&A area is connected to the existing pedestrian infrastructure via a sidewalk.

Summary of Deficiencies

While bus stop 19N-12 has a B&A area, it is connected to the existing infrastructure via a route that is considered too steep by ADA standards—measured at 6% from the sidewalk to the B&A area. A trash can is located at the stop which is also not accessible.

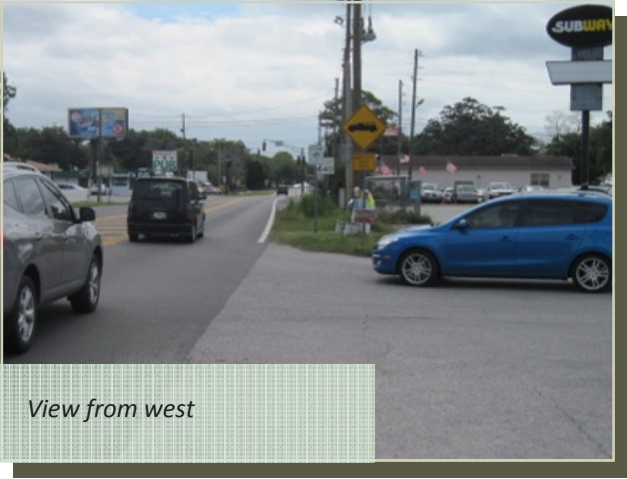
Recommendations for Remediation

The bus stop access route needs to be repaved so that the slope is no greater than 5% from the sidewalk to the B&A area, as measured perpendicular to the road. The existing trash can must be moved or replaced so that it is on or directly adjacent to the concrete bus stop area. It must be placed so that a 30in x 48in area of clear space exists to allow for individuals who use a mobility aid to the trash can. There must be no more than a 20in horizontal reach for a forward approach and no more than 10in horizontal reach for a side approach.

Activity Center: Pappas Plaza

Bus stop identification 18N-11

Located on Mile Stretch Drive, at northern entrance of Pappas Plaza



Existing Conditions

This bus stop is located at the northern entrance of Pappas Plaza. There is no pedestrian infrastructure along Mile Stretch Drive, so this stop does not constitute a connection to US 19. The bus stop has a sign and a bus bench as passenger amenities.

Summary of Deficiencies

Stop 18N-11 has no B&A area. It is not connected to the existing pedestrian infrastructure.

Recommendations for Remediation

Construct a 5ft x 8ft concrete B&A area. Connect the B&A area to the pedestrian infrastructure along US 19 via approximately 250 LF of 5ft-wide sidewalk. Connect the B&A area to the existing parking lot striping for Pappas Plaza via 5ft-wide sidewalk or striping. Include striping across entrance driveway.

Summary of Findings

Connecting Pathway Summary of Deficiencies

The access between two of the three assessed stops is accessible. 18N-11 has no accessible connection to either of the opposing bus stops. No accessible route exists to connect the bus stops directly to the Pappas Plaza activity center. Mile Stretch Drive has no pedestrian infrastructure, and the alternative entrance at the western driveway is not striped or safe for a pedestrian entering the facility.

Summary of Recommended Solutions

A sidewalk should be constructed along Mile Stretch Drive from US 19 to 18N-11 (at a minimum). This proposed sidewalk segment overlaps with the Sidewalk Inventory and Constructability Analysis. This would provide a connecting pathway between all three bus stops that were assessed. Additionally, pedestrian striping should be provided from the western driveway through the parking lot to the entrance of Pappas Plaza. Pedestrian striping already exists adjacent to 18N-11. While striping through the parking lot is not ideal, it will provide pedestrians with some protection. All of the driveways at the plaza should have pedestrian crosswalk striping across them.

Cost Estimate for Remediation

| Item | Estimated Cost |
|-----------------------|----------------|
| 19S-44 | \$1,500 |
| 19N-12 | \$1,600 |
| 18N-11 | \$4,100 |
| Pappas Plaza Striping | \$900 |



Activity Center: Holiday Library

Overview of Accessible Route

Activity Center

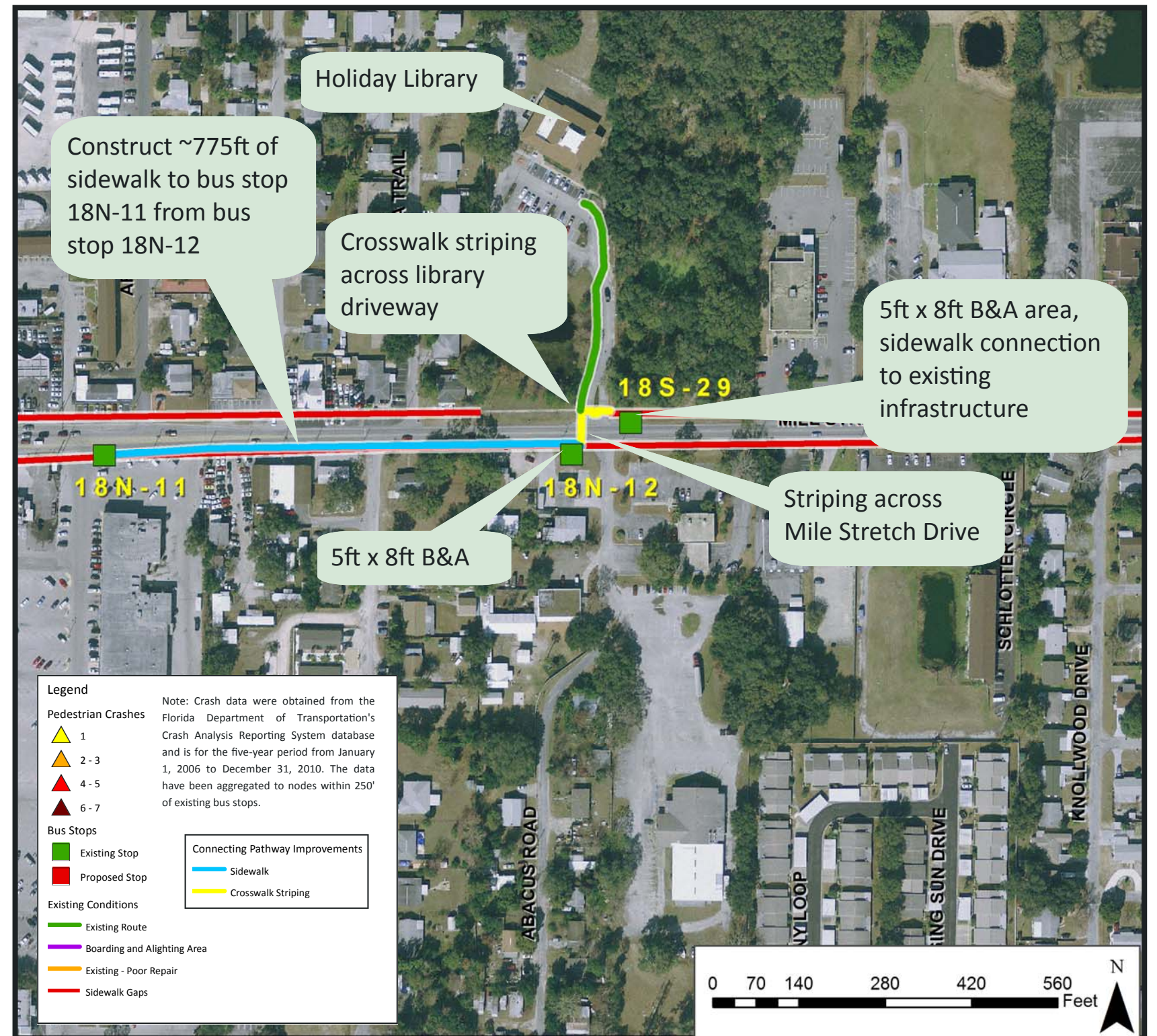
The Holiday Library is located on Mile Stretch Drive, approximately 1/2 mile east of US 19. The library is served directly by Route 18; however, Route 19 provides a close connection on US 19. Two adjacent stops were identified for this activity center—stops 18N-12 and 18S-29.

18N-12 is located across the street from the library. It is a mid-block stop and is located in a travel lane.

18S-29 is located just east of the library entrance. It is a mid-block stop and is located in a travel lane. It has no pedestrian infrastructure connecting it to the library.

The connecting pathway between the two opposing stops has no pedestrian infrastructure. It is currently an unprotected pedestrian crossing. The nearest protected pedestrian crossing is located at US 19 and Mile Stretch Drive.

An accessible connection from the bus stops to the library is not provided. To access the library from these bus stops, a pedestrian must cross Mile Stretch Drive or the library driveway. No sidewalk is present from either bus stop. Once at the library, a pedestrian pathway is present. A small segment of sidewalk is also present along the southern edge of the library property; however, this segment of sidewalk is not connected to either bus stop. There is currently no pedestrian access to US 19.



Activity Center: Holiday Library

Bus stop identification **18S-29**

Located on Mile Stretch Drive, east of library driveway



Existing Conditions

The bus stop is located on a grass utility strip. It does not have a paved B&A area. The bus stop is marked by a sign and has a bench as a passenger amenity.

Summary of Deficiencies

This bus stop has no concrete 5f x 8ft B&A area and is not currently connected to any existing pedestrian infrastructure.

Recommendations for Remediation

Construct a 5ft x 8ft concrete B&A area and connect the stop with a approximately 40 LF of 5ft-wide sidewalk to the library driveway. Include a striped crosswalk and detectable warnings where necessary.

Bus stop identification **18N-12**

Located on Mile Stretch Drive, across street from library driveway



Existing Conditions

18N-12 bus stop is located on a grass area across from the library driveway. It has no sidewalk or B&A area. The bus stop has a sign and bus bench. There is no midblock crossing or pedestrian infrastructure along the south side of Mile Stretch Drive. If a mid-block pedestrian signal is desired, additional research must be conducted to determine if there is need for such a device.

Summary of Deficiencies

This bus stop has no concrete B&A area and is not currently connected to any existing pedestrian infrastructure.

Recommendations for Remediation

Build a 5ft x 8ft concrete B&A area and connect it via a crosswalk to the existing library infrastructure, across Mile Stretch Drive. Include a striped crosswalk and detectable warnings where necessary.

Activity Center: Holiday Library

Summary of Findings

Connecting Pathways Summary of Deficiencies

There is currently no direct access to the library for pedestrians from either bus stop. Additionally, no connecting pathway exists to connect either stop to the infrastructure located at US 19. While the library does have its own sidewalk, branches are lower than the required vertical clearance of 80in. No crosswalk striping is present across the library driveway or across Mile Stretch Drive from 18N-12.

Summary of Solutions

Provide striping and crosswalk marking from stop 18S-29 to the pedestrian infrastructure at the library. The vegetation overhanging the access route at the library should be trimmed. When providing the B&A area at 18N-12, extend the sidewalk to Pappas Plaza. This would involve providing approximately 775 LF of 5ft-wide sidewalk. This sidewalk would allow patrons to travel between the library and Pappas Plaza and would also provide a connecting pathway to US 19. A crosswalk should also be striped between the two stops, across Mile Stretch Drive.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 18S-29 | \$500 |
| 18N-12 | \$600 |
| Connecting Pathway | \$12,900 |



Activity Center: Salvation Army/Thrift Store

Overview of Accessible Route

Activity Center

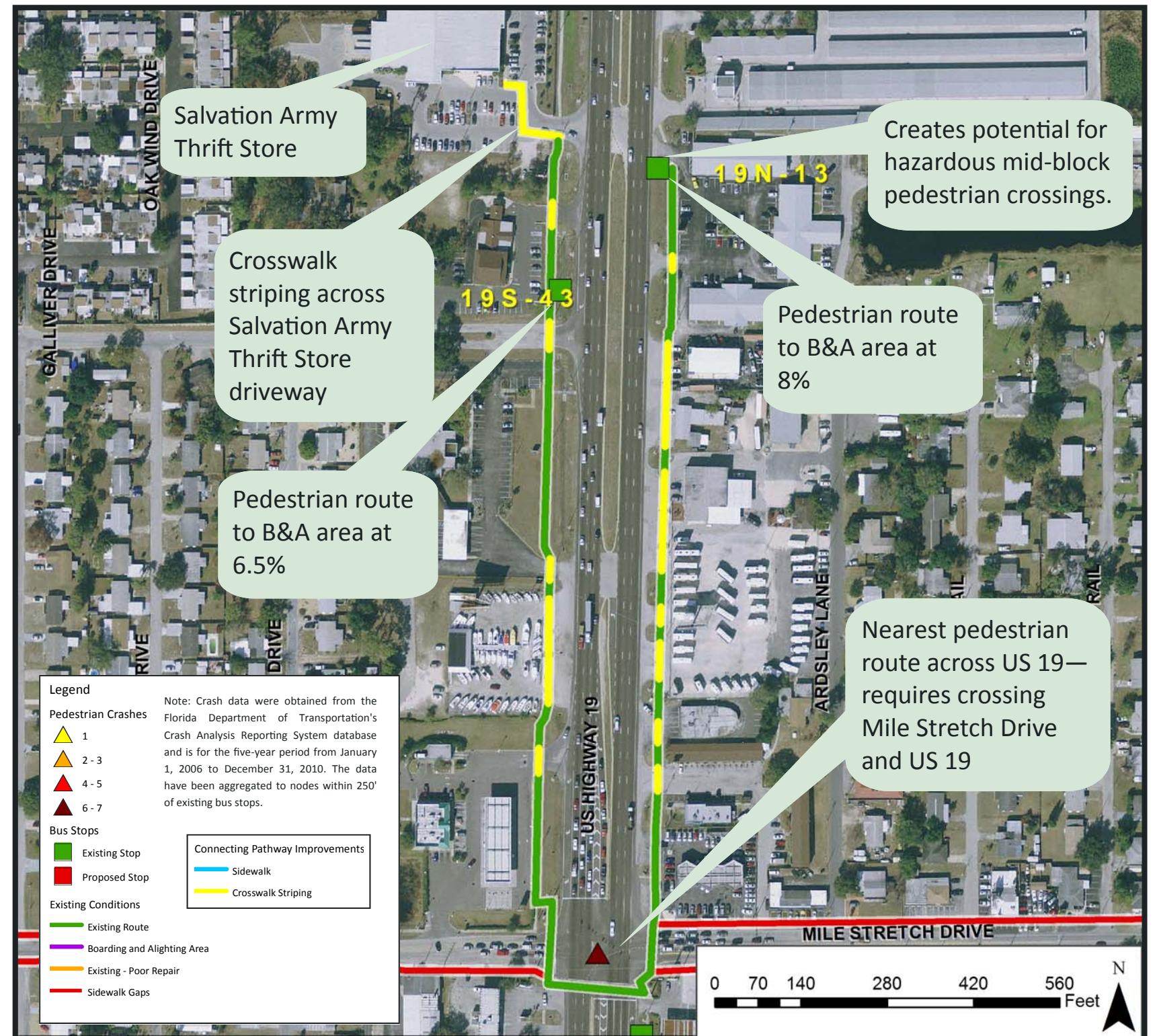
The Salvation Army Thrift Store is located just north of the intersection of US 19 and Lang Road. It is currently served by Route 19. Two stops were identified as serving this activity center, 19S-43 and 19N-13.

19S-43 is located just south of the Salvation Army Thrift Store along US 19 in a continuous right-turn lane.

19N-13 is a mid-block stop located directly across the street from the Salvation Army Thrift Store in a continuous right-turn lane.

The connecting pathway between the two opposing bus stops include a pedestrian signal controlled crossing of US 19 at the intersection of US 19 and Mile Stretch Drive. Pedestrian control buttons are provided for each street crossing of this intersection. This pedestrian crossing is approximately 1,200ft from the bus stops.

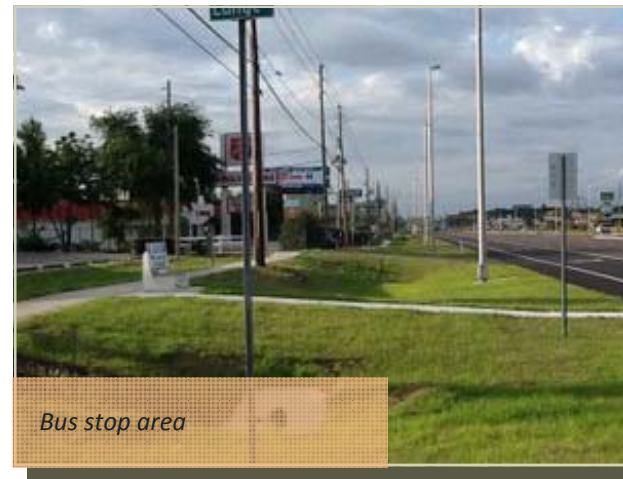
An accessible connection from the bus stops to the Salvation Army Thrift Store is not provided. To access the Salvation Army Thrift Store from these bus stops, a pedestrian must cut through the driveway to the main entrance. To access the Salvation Army Thrift Store from the northbound stop, a pedestrian must travel north to Darlington Road or south to Mile Stretch Drive for a signalized intersection. Both of these intersections are a significant distance from the defined activity center.



Activity Center: Salvation Army/Thrift Store

Bus stop identification **19S-43**

Located on US 19, mid-block between Darlington Road and Mile Stretch Drive



Existing Conditions

This bus stop is located just south of the Salvation Army Thrift Store. It is a mid block stop located in a continuous right-turn lane. It currently has a B&A area, a bench, and a sign.

Summary of Deficiencies

The bus stop access route is sloped at 6.5 %.

Recommendations for Remediation

Repave the pedestrian access route to the B&A pad to meet grade requirements of no greater than 5% slope perpendicular to the roadway.

Bus stop identification **19N-13**

Located on US 19, mid-block, on east side of street between Darlington Road and Mile Stretch Drive



Existing Conditions

This bus stop is located directly across the street from the Salvation Army Thrift Store. It is a mid-block stop located in a continuous right-turn lane. This bus stop has a concrete B&A area with a connection to the existing pedestrian infrastructure. It has a bus bench and sign as passenger amenities.

Summary of Deficiencies

The pedestrian access route to the B&A area is non-compliant—measured at an 8% slope perpendicular to the roadway.

Recommendations for Remediation

The pedestrian access route to the B&A area needs to be repaved such that its slope is no greater than 5% slope perpendicular to the roadway.

Activity Center: Salvation Army/Thrift Store

Summary of Findings



Sidewalk repairs needed



Vegetation overhanging sidewalk

Connecting Pathways Summary of Deficiencies

The connecting pathway from 19N-13 has multiple deficiencies. It has a section of sidewalk in front of Mount Vernon center that needs to be replaced because it has sunk and is in poor repair. All of the driveways along the path have detectable warnings but no crosswalk striping. The driveway at the Economy Inn has a segment of detectable warnings that transition poorly, creating a change in elevation that may impede mobility (see picture to right). Along the access route from the bus stop south on US 19, two instances of palm trees blocking the sidewalk occur. None of the driveways along the accessible route have crosswalk striping.

The access route to the activity center is incomplete. From the sidewalk ROW to the front doors of the facility, there is no pedestrian crosswalk or striping through the parking lot or across the driveway facilities.

Summary of Recommended Solutions

The detectable warnings and driveway that transition at the Economy Inn needs to be beveled or repaired so they creates no greater than a 1/2in change in elevation. Branches and vegetation need to be trimmed so the space above the sidewalk maintains an 80in vertical clearance. The sidewalk in front of Mount Vernon Center should be repaired so the sunk in section creates no impediment to pedestrians.

At the Salvation Army Thrift Store, crosswalk striping should be provided through the parking lot to the main entrance of the facility. Crosswalk striping should be placed across all of the driveways that intersect the sidewalk and pedestrian access route.

Cost Estimate for Remediation

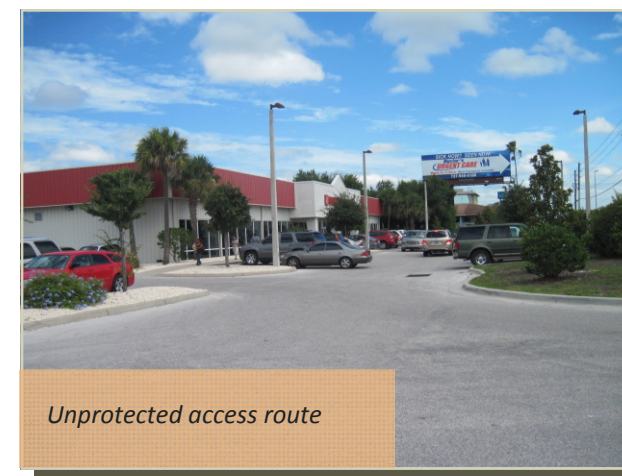
| Item | Estimated Cost |
|--------------------|----------------|
| 19N-13 | \$3,200 |
| 19S-43 | \$3,200 |
| Connecting Pathway | \$3,200 |



Sidewalk repair needed



Vegetation overhanging sidewalk



Unprotected access route



Driveway striping needed

Activity Center: Holiday Mall

Overview of Accessible Route

Activity Center

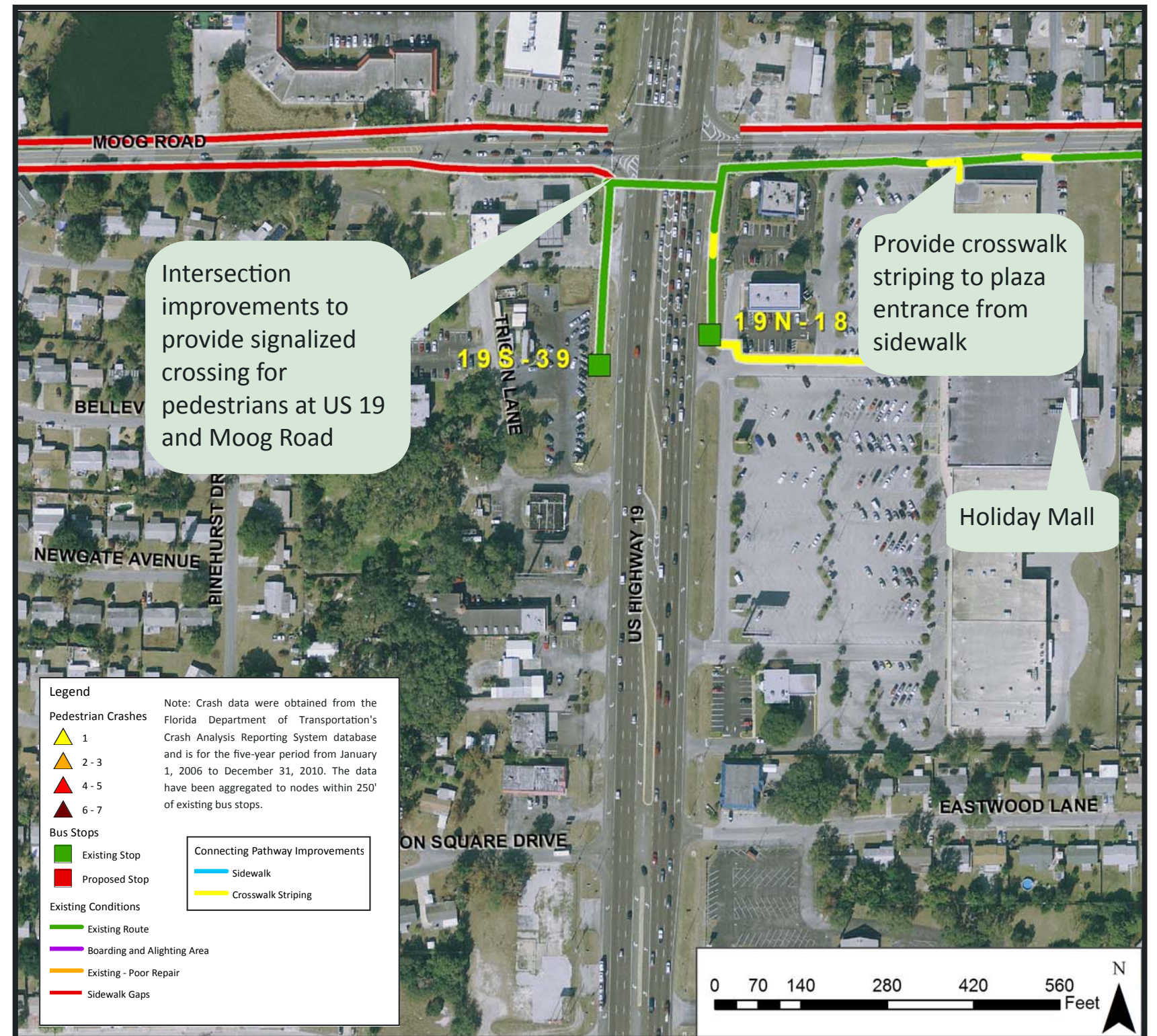
Holiday Mall is located along US 19 at the south east corner of the intersection of US 19 and Moog Road. It is currently served by Route 19. Two bus stops were identified as serving the activity center, 19S-39 and 19N-18.

19S-39 is located on the far side of the intersection across the street from the facility. It is on US 19 on the far side of Moog Road in a continuous right-turn lane.

19N-18 is located south of Moog Road on US 19, just after the northern driveway of Holiday Mall. It is near-side stop located in a continuous right-turn lane.

The connecting pathway between the two opposing bus stops includes a pedestrian signal-controlled crossing of US 19 at the southern limit of the intersection. Pedestrian control buttons are provided only for the US 19 crossing of this intersection. The connecting pathway extends east along Moog Road and provides access to the Eastwood Acres Neighborhood, located adjacent to the activity center and bus stops.

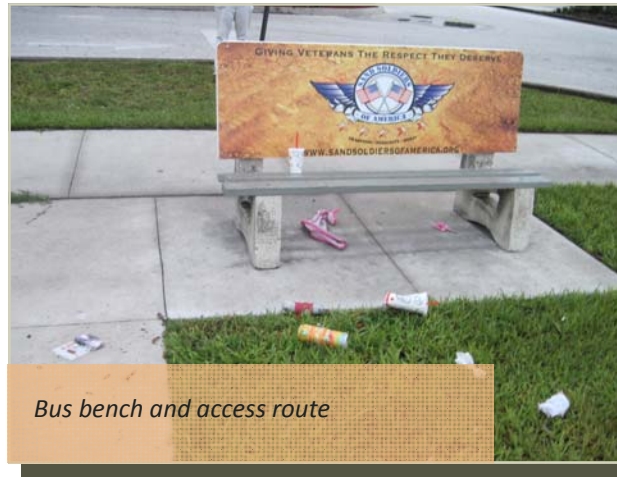
An accessible connection from the bus stops to the Holiday Mall activity center is not provided. To access Holiday Mall from the bus stops, a pedestrian must travel north along US 19 and then east along Moog Road to the northern driveway of the Mall. There is no crosswalk striping across the driveways leading to the facility, although a sidewalk and pedestrian signals are present for most of this route.



Activity Center: Holiday Mall

Bus stop identification **19N-18**

Located on US 19, south of Moog Road, on east side of US 19



Bus bench and access route



Bus B&A area and access route

Existing Conditions

Bus stop 19N-18 is located just north of the northern driveway entrance into the Holiday Mall strip in a continuous right-turn lane, just before the intersection of Moog Road and US 19. It has a B&A area connected to the existing pedestrian infrastructure. This stop has a bus stop sign and bench as passenger amenities.

Summary of Deficiencies

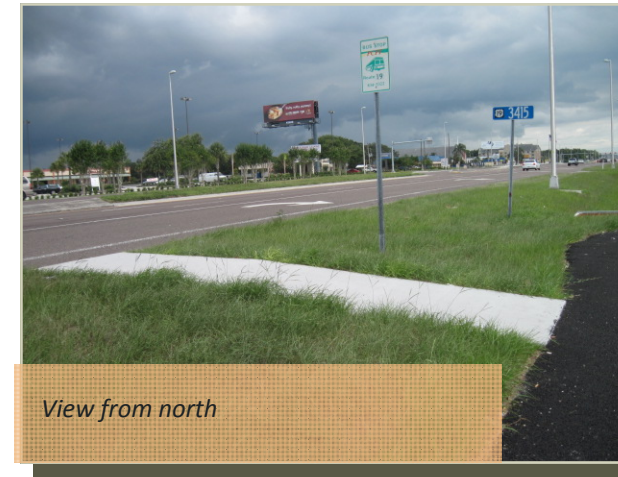
The route to access the B&A area is sloped at 7.5% perpendicular to the roadway, which is too steep to provide accessibility. The bus bench and sidewalk area adjacent to the stop have an accumulation of trash present, reducing the aesthetics of the stop.

Recommendations for Remediation

The access route to the bus stop will need to be repaved to provide a route that has no greater than 5% slope to access the B&A pad. Maintenance should be performed at the stop to reduce trash accumulation. Consideration should be given to installing an agency-sponsored trash receptacle at this stop if trash is a chronic problem.

Bus stop identification **19S-39**

Located on US 19, south of Moog Road, on west side of US 19



View from north



Pedestrian crossing US 19 to get to Holiday Mall

Existing Conditions

Bus stop 19S-39 is located south of Moog Road along US 19 in a continuous right-turn lane. It is a far-side stop and provides a B&A area connected to the existing pedestrian infrastructure. A bus bench and sign are present as pedestrian amenities.

Summary of Deficiencies

The existing access route to the B&A area is sloped at 9.5% perpendicular to the roadway, which is far greater than allowable standards.

Recommendations for Remediation

The access route to the B&A area needs to be repaved to be no greater than 5% slope perpendicular to the roadway.

*NOTE: While at this stop, field surveyors witnessed three pedestrians, one of whom was on crutches, crossing US 19 without travelling to the intersection.

Activity Center: Holiday Mall

Summary of Findings

Connecting Pathway Summary of Deficiencies

While there is an accessible connection between the two bus stops, the pedestrian access route from the bus stops lack direct access to Holiday Mall. Moog Road offers a sidewalk connection to Holiday Mall; however there is no crosswalk striping from this connection directly to the main entrance.

Summary of Recommended Solutions.

Option A: Provide crosswalk striping off of Moog Road at the northern entrance of Holiday Mall. This crosswalk striping would provide a complete pedestrian access route from both stops along an existing pathway.

Option B: Provide crosswalk striping directly from 19N-18, through the driveway and parking lot of Holiday Mall. This would require approximately 370ft of crosswalk striping. While this is not ideal, the crosswalk striping would provide some protection to pedestrians seeking the shortest connecting pathway.

Cost Estimate for Remediation

| Item | Estimated Cost |
|----------|----------------|
| 19N-18 | \$2,300 |
| 19S-39 | \$2,300 |
| Option A | \$700 |
| Option B | \$1,400 |



Activity Center: Universal Plaza

Overview of Accessible Route

Activity Center

Universal Plaza is located at the northwest corner of US 19 and Moog Road. It is a large strip mall and is served by three routes—Route 14, Route 19, and Route 23. Route 14 and Route 23 are served by a stop-off of Moog Road at the south entrance of the facility. Route 19 is served at a stop along US 19 at the northernmost entrance of Universal Plaza. Three stops were reviewed for their accessibility to this activity center—19S-38, 19N-19, and 23N-1.

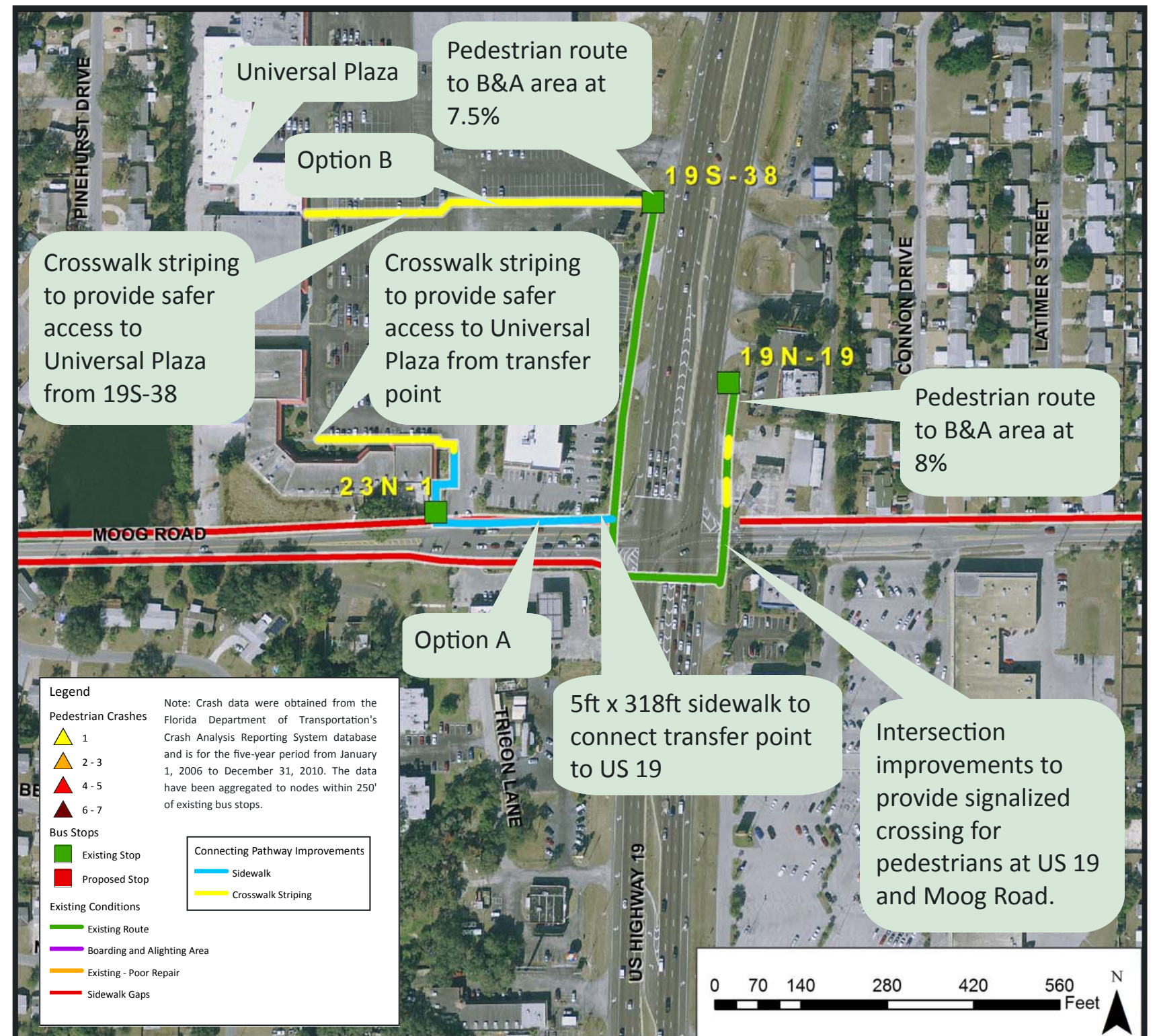
19S-38 is located at the northernmost driveway along US 19 to Universal Plaza. It is a mid-block stop located in a continuous right-turn lane.

19N-19 is located across the street from this facility. It is a far-side stop located in a continuous right-turn lane.

23N-1 serves two routes, Route 14 and Route 23. It is an offline stop located in the driveway of Universal Plaza.

There is no accessible pathway between the assessed bus stops. A sidewalk is present, and pedestrian control buttons are provided to cross only US 19. Along the west side of US 19, the pathway is striped at driveways and detectable warnings are present.

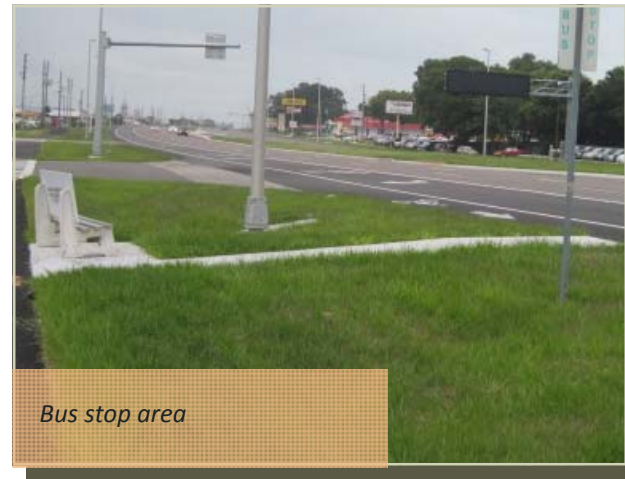
An accessible connection from the bus stops to Universal Plaza is not provided. To access the plaza from these bus stops, a pedestrian must travel south along US 19 to Moog Road and then west on Moog Road to the driveway entrance. From the driveway, he/she would cut through the parking lot to the plaza entrance. Alternatively, from 19S-38, a pedestrian would cut through the parking lot to the main entrance of the facility.



Activity Center: Universal Plaza

Bus stop identification 19S-38

Located on US 19, mid-block, north of Moog Road



Existing Conditions

Bus stop 19S-38 is located approximately 680ft north of the US 19 and Moog Road intersection in a continuous right-turn lane on the west side of US 19. The bus stop includes a concrete B&A area connected to the existing pedestrian infrastructure. This bus stop has a bus stop sign and bench, but no other amenities are present.

Summary of Deficiencies

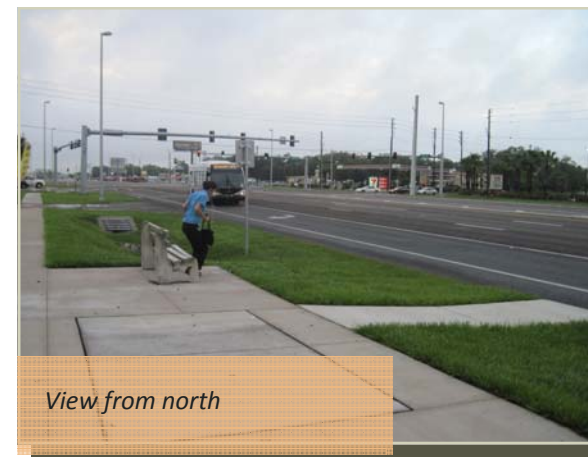
The B&A area is connected to the sidewalk by an access route that has a running slope of 7.5%.

Recommendations for Remediation

The access route to the B&A area needs to be repaved to be no greater than 5% from the sidewalk to the B&A area.

Bus stop identification 19N-19

Located on US 19, mid-block, on west side of street north of Moog Road



Existing Conditions

Bus stop 19N-19 is located on the far side of the intersection of US 19 and Moog Road in a continuous right-turn lane on the east side of US 19. The stop has a bus stop sign and bench but no other amenities. The bus stop is connected to existing pedestrian infrastructure

Summary of Deficiencies

This bus stop has a B&A area; however the pedestrian access route to the B&A pad has a running slope towards the roadway measured between 7–9% grade.

Recommendations for Remediation

The pedestrian access route to the B&A area needs to be repaved so that it is measured at no greater than 5% slope, perpendicular to the roadway.

Activity Center: Universal Plaza

Bus stop identification **23S-61, 14S-68, 23N-1, 14N-1**

Located on Moog Road, in southern driveway into Universal Plaza



Bus bench and sign



View from Moog Road

Existing Conditions

This bus stop is located at the southern entrance of Universal Plaza off of Moog Road. It is located off the street in a driveway to Universal Plaza. There is no pedestrian infrastructure at this stop. A bus bench, sign, and newspaper vending machines are the existing pedestrian amenities.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. No striping or protection exists for pedestrians crossing the driveway to get to the bus stop. No sidewalk or connection to pedestrian facilities exists.

Recommendations for Remediation

Build a 5ft x 8ft concrete B&A area and connect this stop to US 19 with a sidewalk along the north side of Moog Road. Connect this stop to the infrastructure at Universal Plaza through crosswalk striping in the parking lot.

Summary of Findings

Connecting Pathways Summary of Deficiencies

Multiple deficiencies in the pedestrian route exist at this activity center. The pedestrian pushbutton and signalized crossing for US 19 and Moog Road is signalized only at the southern half of the intersection to provide access across US 19. While detectable warnings and crosswalks are present across Moog road, no pedestrian controlled signals exist.

No direct access exists to Universal Plaza from any stop. Moog Road has no sidewalk to connect US 19 to the facility, and no crosswalk striping or pedestrian access route are present for entering the facility from any of the existing driveways.

The transfer point at 23N-1 has no connectivity to Universal Plaza or US 19.

Summary of Solutions

Part A: Pedestrian signals should be constructed to fully signalize and automate pedestrian access at the US 19 and Moog Road Intersection. Approximately 205 LF of 5ft-wide sidewalk should be constructed along Moog Road from US 19 to the southern entrance of Universal Plaza. Crosswalk striping should be provided to link this sidewalk to the bus stop located there. A combination of crosswalk striping and sidewalk should be used to connect 23N-1 to the Universal Plaza main entrance.

Part B: 19S-38 should be connected to Universal Plaza via approximately 570ft of striping through the parking lot. This striping will provide additional protection to a pedestrian accessing the facility.

Activity Center: Universal Plaza

Cost Estimate for Remediation

| Item | Estimated Cost |
|----------------|----------------|
| 19N-19 | \$2,000 |
| 19S-38 | \$2,900 |
| Transfer Point | \$7,500 |
| Option A | \$16, 100 |
| Option B | \$2,100 |



Activity Center: Sam's Club—New Port Richey

Overview of Accessible Route

Activity Center

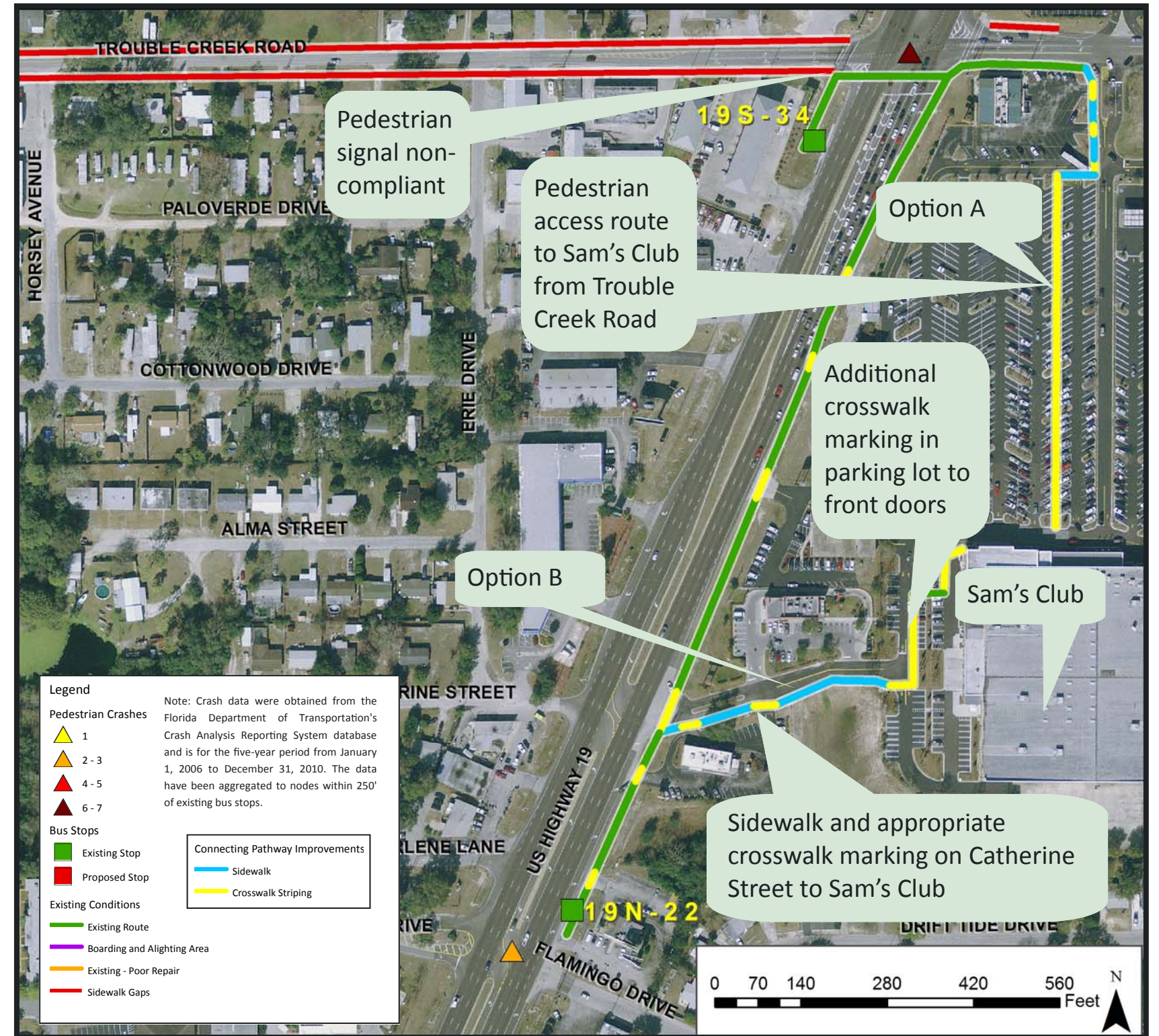
Sam's Club in New Port Richey is located south of Trouble Creek Road and north of State Road 54. This activity center is served by Route 19. Two stops were identified as serving this facility, 19N-22 and 19S-34.

19N-22 is located on the far side of US 19 and Flamingo Drive. It is located in a continuous right-turn lane.

19S-34 is located on the west side of US 19 and south of the intersection of US 19 and Trouble Creek Road. It is a far-side stop and is located in a continuous right-turn lane.

The connecting pathway between the two bus stops includes a pedestrian signal-controlled crossing of US 19 at the southern limit of the intersection. Pedestrian control buttons are provided for each street crossing of the intersection. Detectable warnings are present at driveways and street crossing opportunities.

An accessible connection from the bus stops to Sam's Club is not provided. To access Sam's Club from these bus stops, pedestrians must travel north along US 19 to Trouble Creek Road and then east to the main entrance of Sam's Club. From there, they must travel south along the main driveway (which has no accessible pedestrian route) to the main entrance of the facility. Alternatively, from 19N-22, pedestrian may travel north along US 19 to Catherine Street and then east, following the roadway, into the Sam's Club parking lot. The path is incomplete, but there are limited crosswalks available for part of the way.



Activity Center: Sam's Club—New Port Richey

Bus stop identification **19S-34**

Located on US 19, mid-block, on west side of street, south of Trouble Creek Rd



Existing Conditions

This bus stop is located far side of the intersection. It is located in a continuous right turn lane. It has an accessible B&A area. The stop has a bus bench and sign as passenger amenities. Detectable warning is present on the pedestrian access route from the bus stop at curb ramps or where the pedestrian path meets a street crossing location. Pedestrian crossing signal control buttons are available at each location for crossing the intersection.

Summary of Deficiencies

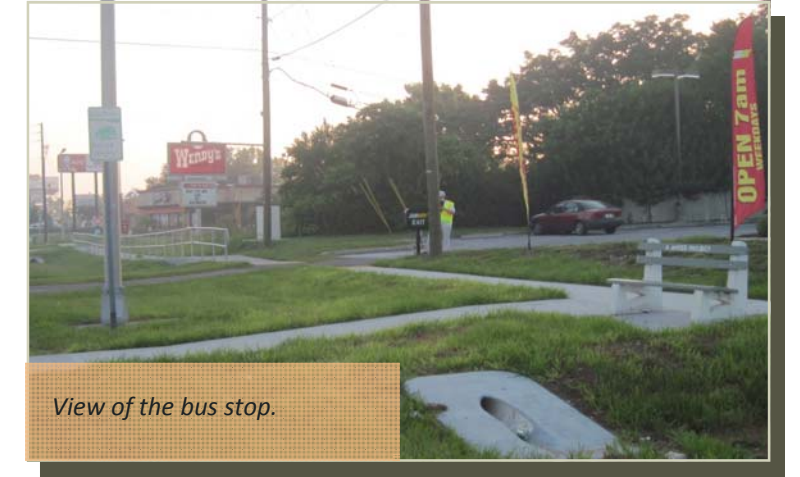
19S-34 has a non-compliant curb. While the B&A area is present, the curb at the B&A area is flush with the roadway. It appears that there are curb flares on either side that are not level with the pavement. The slope of the approach to the B&A pad was measured at 8%, perpendicular to the roadway. There is no pedestrian access route the pedestrian infrastructure on Trouble Creek Road into the Sam's Club.

Recommendations for Remediation

The bus stop curb needs to be reconstructed to fit the Type E curb standard. The slope of the access route to the B&A area is also non-compliant, and needs to be repaved so that it is no greater than 5% in slope.

Bus stop identification **19N-22**

Located on US 19, on west side of street, north of Flamingo Drive



Existing Conditions

This stop is located on the near side of the intersection. It currently has a bus B&A area as well as connectivity to the existing pedestrian infrastructure. The bus stop has a bench and a sign as bus stop amenities.

Summary of Deficiencies

The pedestrian access route to the B&A area was measured at between 5%-7%.

Recommendations for Remediation

The pedestrian access route to the B&A area should be repaved to have a slope no greater than 5% perpendicular to the roadway.

Activity Center: Sam’s Club—New Port Richey

Summary of Findings

Connecting Pathways Summary of Deficiencies

The pedestrian signal at the south west corner of US 19 and Trouble Creek Road is inaccessible. A wide swath of sidewalk and curb prevents the push button from being in a clear space such that an individual using a mobility aid can access the button.

No connecting pathway exists from the sidewalk network directly to Sam’s Club, either at the main entrance or along the side entrance from Catherine Street. Additionally, while detectable warning is present at driveways, there is no pedestrian crosswalk striping at driveways.

Summary of Solutions

The pedestrian signal at US 19 and Trouble Creek Road needs to be moved or redesigned such that a clear space of 30”X48” is provided for an individual using a mobility aid to access the push button. There must be no more than a 20” horizontal reach for a forward approach and no more than 10” horizontal reach for a side approach. Pedestrian crosswalk striping should be provided at all driveway or street crossing locations.

Option A: Provide a pedestrian access route from the north entrance of Sam’s Club through a combination of sidewalk and pedestrian crosswalk striping. This route should connect to the striping and pedestrian facilities located directly at the main entrance of Sam’s Club

Option B: Provide a pedestrian access route along Catherine Street. This would necessitate the construction of approximately 350 LF of 5’ wide sidewalk. Driveways along Catherine Street and a route through the Sam’s Club parking lot would need pedestrian crosswalk striping.



Catherine Street



Existing pathway on US 19



Inaccessible pedestrian signal



Partial facilities at Sam’s Club

Cost Estimate for Remediation

| Item | Estimated Cost |
|----------|----------------|
| 19S-34 | \$5,100 |
| 19N-22 | \$3,200 |
| Option A | \$7,000 |
| Option B | \$10,400 |



Activity Center: DMV & Tax Collector's Office

Overview of Accessible Route

Activity Center

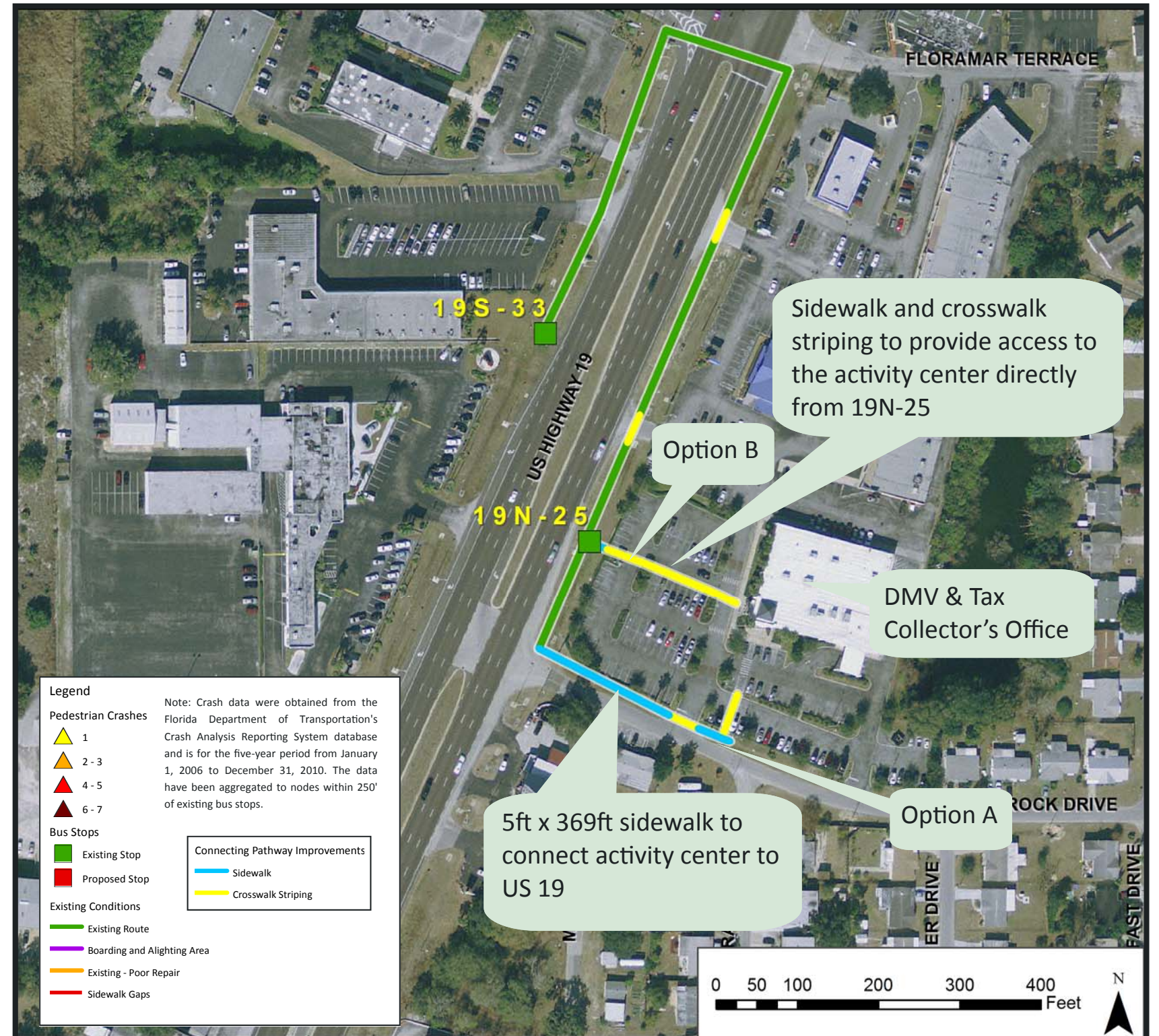
Pasco County DMV and Tax Collector's Office is located at the intersection of US 19 and Shamrock Drive. It is currently served by Route 19. Two stops were identified as adjacent to this facility, 19S-33 and 19N-25.

19S-33 is located across the street from the DMV and south of the intersection of US 19 and Floramar Terrace. It is a far-side stop located in a continuous right-turn lane.

19N-25 is located directly in front of the DMV and Tax Collector's Office. It is at a mid-block stop located in a continuous right-turn lane.

The connecting pathway between the two bus stops include a pedestrian signal-controlled crossing of US 19 at the southern limit of the intersection. Pedestrian control buttons are provided for each street crossing of this intersection.

An accessible connection from the bus stops to the DMV and Tax Collector's Office is not present. To access the DMV and Tax Collector's Office, a pedestrian must travel north to the driveway of an adjacent facility and cut across the parking lot, or south to Shamrock Drive and into the southern driveway of the DMV and Tax Collector's Office. Shamrock Drive has no pedestrian infrastructure present. Some bushes along the front of the activity center have been removed; however, there is no curb cut-out or striped path that an individual using a mobility aid could readily use to access the facility.



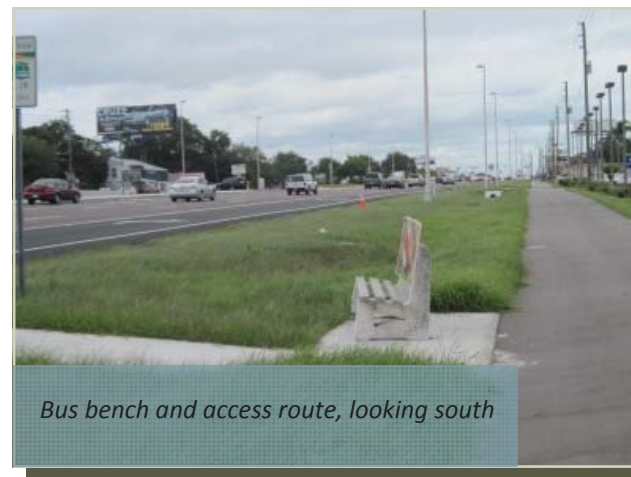
Activity Center: DMV & Tax Collector's Office

Bus stop identification **19S-33**

Located on US 19, on west side of street, south of Floramar Terrace



View from south



Bus bench and access route, looking south

Existing Conditions

This bus stop is located mid block. This stop has a bus stop B&A area. A bus bench and sign are present as pedestrian amenities.

Summary of Deficiencies

19S-33 has a concrete B&A area; however, the connecting route is non-compliant. The slope of the connecting route was measured at 7% perpendicular to the roadway.

Recommendations for Remediation

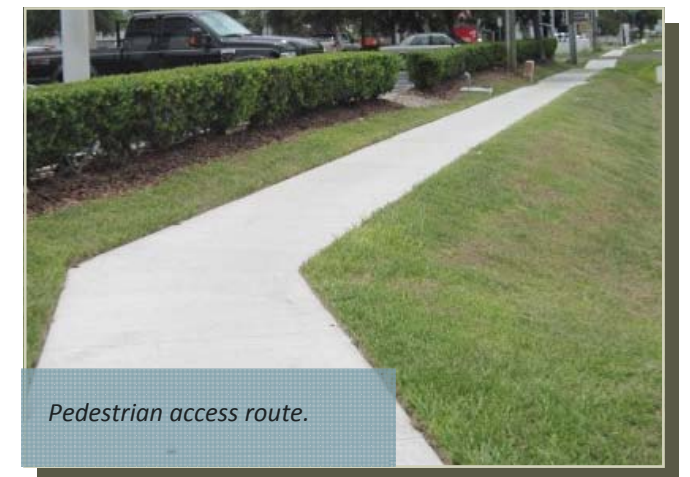
The bus stop access route needs to be repaved to meet the slope requirement of no greater than 5% perpendicular to the roadway.

Bus stop identification **19N-25**

Located on US 19, far side, on west side of street, south of Floramar Terrace



Bus bench and access route



Pedestrian access route.

Existing Conditions

This stop is located mid-block, directly in front of the DMV and Tax Collector's Office. This stop has a compliant B&A area connected to the accessible route. It has a sign and bus bench as stop amenities.

Summary of Deficiencies

This bus stop meets ADA accessibility requirements.

Recommendations for Remediation

No remediation is necessary.

Activity Center: DMV & Tax Collector’s Office

Summary of Findings

Connecting Pathways Summary of Deficiencies

While the access between the two bus stops is accessible, the pedestrian access route from the bus stops to the DMV and Tax Collector’s office is insufficient.

A section of detectable warnings at the driveway just north of the DMV and Tax Collector's Office does not transition properly with the driveway, due to a change in elevation of approximately 1/2in.

At the activity center itself, no pedestrian access route exists from the sidewalk network directly to the facility.

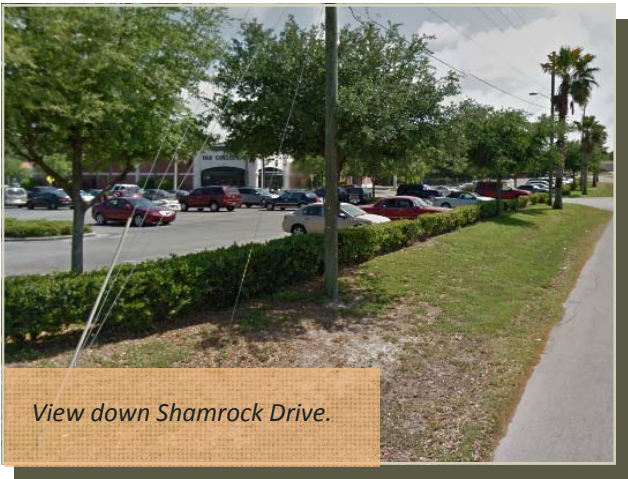
Summary of Recommended Solutions

The detectable warnings along the sidewalk where it meets with the driveway just north of the DMV need to be repaired or replaced to meet ADA standards for change in elevation. According to Section 303.3 of the 2010 ADA Standards, a change in level between 1/4in-high minimum and 1/2in-high maximum must be beveled with a slope not steeper than 1:2. The change in level is a maximum of 1/2in.

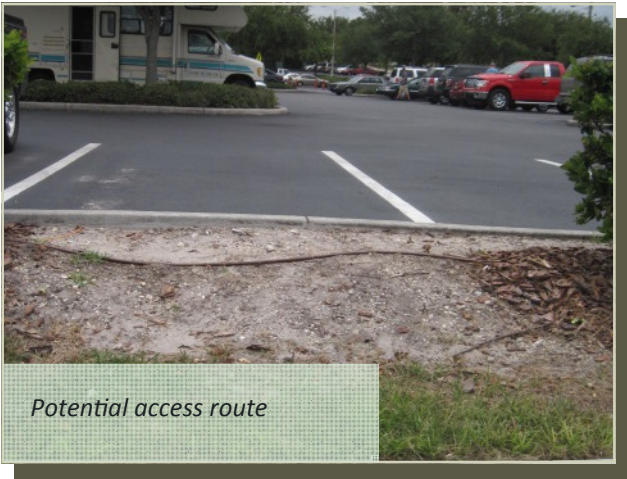
A pedestrian route needs to be provided directly to the DMV and Tax Collector’s Office.

Option A: A sidewalk should be installed running up the north side of Shamrock Drive (approximately 200 LF of 5ft-wide sidewalk) and with additional pedestrian crosswalk striping from the new sidewalk to the main entrance of the facility.

Option B: Provide a curb cut-out along US 19 directly adjacent to the bus stop. Bushes are already missing where an opportunity for this cut-out could be provided. After a curb cut-out is built, provide pedestrian crosswalk striping through the parking lot to the main entrance of the facility.



View down Shamrock Drive.



Potential access route



Existing facilities



Detectable warning

Cost Estimate for Remediation

| Item | Estimated Cost |
|----------|----------------|
| 19S-33 | \$2,900 |
| 19N-25 | \$300 |
| Option A | \$6,100 |
| Option B | \$1,200 |

Activity Center: Southgate Plaza

Overview of Accessible Route

Activity Center

Southgate Plaza is located at the intersection of US 19 and Marine Parkway. It is currently served by Route 19 and Route 18. Five stops were identified as adjacent to this facility—19S-31, 19S-32, 19N-26, and 18N-35.

19S-31 is located mid-block on US19 in front of the shopping center. It is just north of Wells Fargo Bank.

19S-32 is located far side south of Marine Parkway on US19 in a continuous right-turn lane.

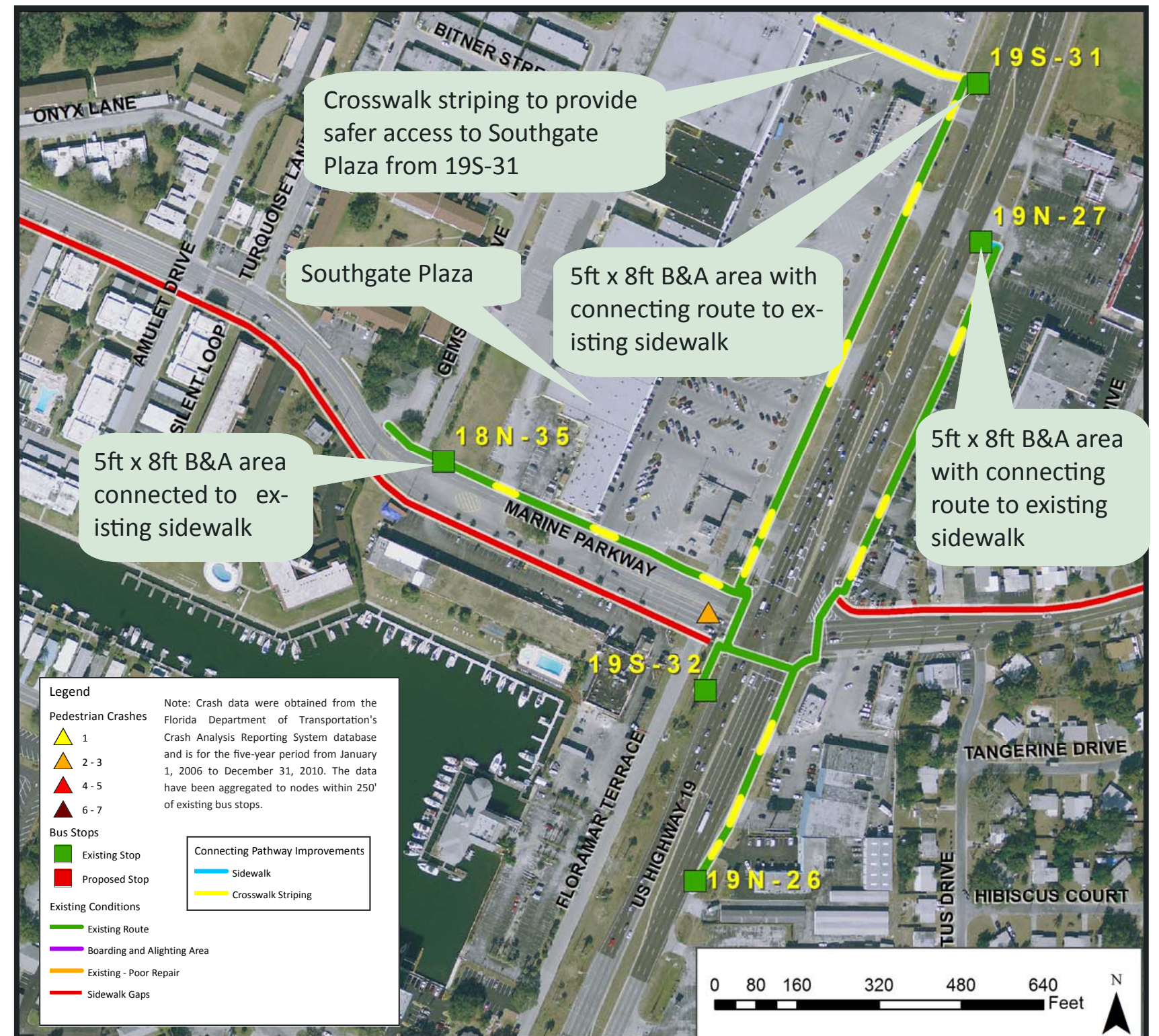
19N-26 is located near side on US19 south of Marine Parkway in a continuous right-turn lane.

19N-27 is located mid block on US19 north of Marine Parkway.

18N-35 is located near side on Marine Parkway just prior to Gemstone Drive.

The connecting pathway between each of the bus stops is accessible. The intersection at US 19 and Marine Parkway is fully signalized to provide crossing opportunities across US 19 and Marine Parkway. Detectable warning and pedestrian signals are located at the intersection.

Additionally, all of the stops have an accessible route to the activity center. A sidewalk runs along Marine Parkway that provides access to the main entrance of the facility. A pedestrian can travel either north or south on either side of US 19 to Marine Parkway and access the facility from an accessible pathway.



Activity Center: Southgate Plaza

Bus stop identification 19S-31

Located on US 19 mid-block and on west side of street north of Wells Fargo



Bus stop from the south



Pedestrian access route

Existing Conditions

This bus stop is located mid-block. It is not connected to the existing pedestrian infrastructure and has no B&A area. The stop has a bus stop sign and a bench as pedestrian amenities.

Summary of Deficiencies

19S-31 has no 5ft x 8ft concrete B&A area. There are approximately 30ft of grassy terrain that a pedestrian must cross to get to the B&A area.

Recommendations for Remediation

Construct a 5ft x 8ft B&A area that is connected to the existing sidewalk with an accessible route.

Bus stop identification 19S-32

Located on US 19 on far side and west side of the street south of Marine Parkway



Pedestrian access route and B&A area



View from south

Existing Conditions

This bus stop is located far side in a continuous right-turn lane. It connects to the existing pedestrian infrastructure. This stop has a 5ft x 8ft B&A area, a bus bench, and a bus sign.

Summary of Deficiencies

This stop has no deficiencies.

Recommendations for Remediation

No action is necessary to remediate this stop.

Activity Center: Southgate Plaza

Bus stop identification 19N-27

Located on US 19, on east side of street, in front of Badcock Home Center



Bus stop, view from south



Bus stop, view from north

Existing Conditions

This bus stop is located mid-block in front of Badcock Home Furnishing center, which is currently vacant. It is not connected to the existing pedestrian infrastructure and has no B&A area. It has a bus stop sign and a bench as bus stop amenities.

Summary of Deficiencies

19N-27 has no 5ft x 8ft concrete B&A area. It is not connected to the pedestrian infrastructure at the site. To locate the bus stop near the street, there is approximately 20ft of grassy terrain that a pedestrian must also cross to get to the bench area.

Recommendations for Remediation

Construct a 5ft x 8ft B&A area that is connected to the existing sidewalk.

Bus stop identification 19N-26

Located on US 19, near-side, on east side of street south of Marine Parkway



Bench reducing sidewalk accessibility



View from north

Existing Conditions

This bus stop is located mid-block in a continuous right-turn lane south of Marine Parkway. It is connected to the existing pedestrian infrastructure. The stop has a bus B&A area, an accessible pedestrian route, a bus bench, and a bus stop sign.

Summary of Deficiencies

While at the stop, field surveyors observed that the location of the bus bench was angled such that it reduced the accessible route along the sidewalk that lead away from the stop. It is recommended that bus benches be bolted down so the bench cannot be moved to encroach on the B&A area.

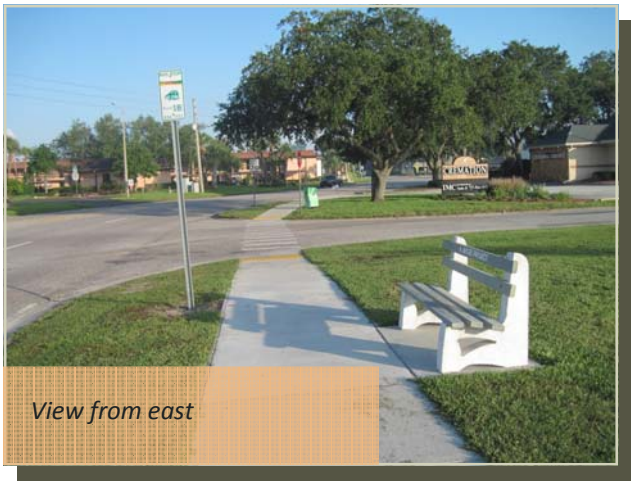
Recommendations for Remediation

The bus bench should be moved so it is off the sidewalk. Agency may want to provide its own bench at this stop instead of a Jaycee's bench to bolt the bench down and prevent it from being moved.

Activity Center: Southgate Plaza

Bus stop identification 18N-35

Located on Marine Parkway, east of Gemstone Drive



Existing Conditions

This bus stop is near-side of the intersection of Marine Parkway and Gemstone Drive. It has a bus bench and sign as bus stop amenities. The stop has sidewalk connectivity that connects it to US 19. This stop is also connected to multiple adjacent condominiums and apartment complexes, including Gulf Harbors Condos and Harbor Villas Condo.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. The location of the bench is such that it is accessible.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed that connects to the existing sidewalk. The bench can remain where it is and would be considered an accessible placement of a bus bench.



Summary of Findings

Connecting Pathways Summary of Deficiencies

The connecting pathway to 19N-26 and 19N-27 has palm trees that overhang the sidewalk, violating the clear space requirement in the ADA Standards. While there is an accessible route along Marine Parkway from stop 19S-31, this route is quite circuitous. It may be appropriate to provide striping to the plaza directly from 19S-31.

Summary of Solutions

The vegetation along the east side of US 19 needs to be trimmed. It is not a significant amount of vegetation. Approximately 310 LF of pedestrian crosswalk striping would cover the distance from 19S-31 to an entrance at the plaza.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 19N-26 | \$1,400 |
| 19N-27 | \$1,700 |
| 18N-35 | \$1,000 |
| 19S-31 | 2,200 |
| 19S-32 | - |
| Connecting Pathway | 1,800 |



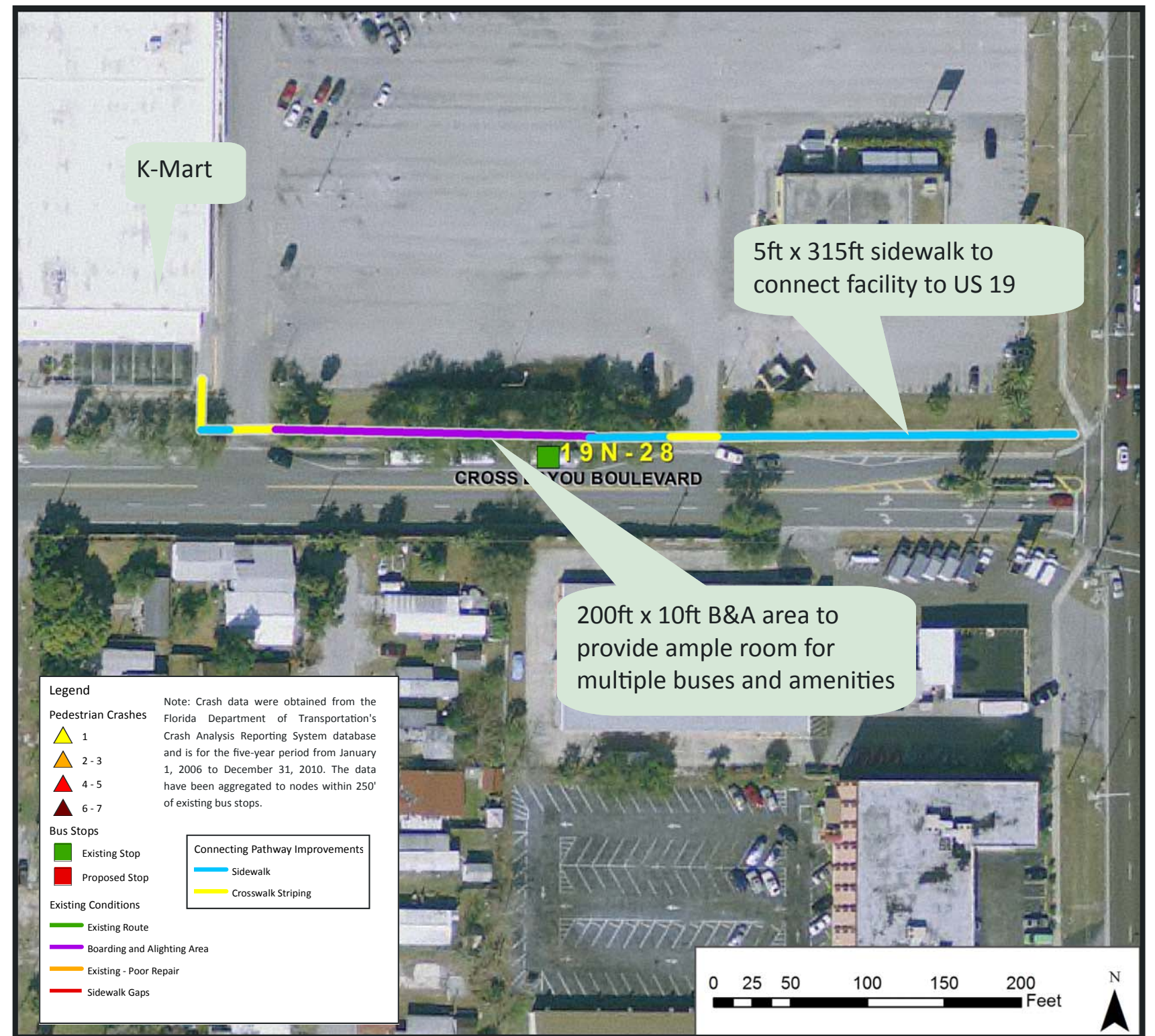
Activity Center: K-Mart– New Port Richey

Overview of the Accessible Route

Activity Center

K-Mart is located in New Port Richey at the northwest side of the intersection of US 19 and Cross Bayou Boulevard. It is a transfer point located offline along Cross Bayou Boulevard. This stop is served by Route 14, Route 18, and Route 19.

A pedestrian accessing K-Mart from this site would alight from the bus stop and walk west briefly and then east along the front of the building to the front entrance. There is no pedestrian striping or crosswalk marking from the bus stop to the facility. There is also no sidewalk connecting this transfer point to the pedestrian infrastructure that exists along US 19.



Activity Center: K-Mart—New Port Richey

Bus stop identification 19S-30, 19N-28

Located on Cross Bayou Boulevard, in a bus bay west of US 19

Existing Conditions

This transfer point has multiple benches, trash cans, and a paved landing area. It can and does serve multiple buses at once and provides a safe transfer point to many of the West Pasco bus routes. It consists of a 57in x 207ft platform at which passengers may board and alight. The curb is a Hollywood curb structure.

There is a marked BUS ONLY lane to notify drivers that this is a bus bay area.

Summary of Deficiencies

No sign marking this as a bus stop or what routes it serves is present. The 57in-wide B&A is not wide enough to meet ADA Standards, needing an additional 39in of length, perpendicular to the roadway, to meet the requirements. In addition, the slope of this area perpendicular to the roadway is inconsistent; it is most severe at the eastern edge of the platform and was measured between 3% and 10% slope perpendicular to the roadway. The trash cans and benches that are present at the stop are not close enough to the asphalt to be accessible, and persons using a mobility aid would have trouble accessing these amenities.

While the platform extends to the K-Mart driveway, there are no crosswalks or marked pedestrian areas to access K-Mart. In addition, there is no access to US 19 from this stop.



Looking west down Cross Bayou Boulevard



Multiple buses queued



Looking west down Cross Bayou Boulevard, towards US 19



Bus Only pavement markings and Hollywood curb

Activity Center: K-Mart—New Port Richey

Summary of Findings

Connecting Pathways Summary of Deficiencies

No sidewalk exists that connects this bus transfer point to the infrastructure that runs along US 19. Additionally, no crosswalk striping exists that connects this stop to K-Mart or surrounding areas.

Summary of Recommended Solutions

A sidewalk should be constructed along Cross Bayou Boulevard to connect to the new B&A area. This would consist of approximately 280 LF of 5ft-wide sidewalk. Additional pedestrian crosswalk striping should be provided at the driveways of K-Mart.



Intersection with K-Mart driveway



Driveway to K-Mart

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------------|----------------|
| Transfer Point/ B&A Area | \$49,000 |
| Connecting Pathway | \$2,000 |
| Transfer Point* | \$6,798 |

* Transfer Point cost normalized based on the total cost of improvement divided by the number of “stops” located at the transfer point. Six stops located at the transfer point based on 3 routes that stop. Each route accounts for 2 “stops” due to northbound and southbound buses.



Inaccessible trash receptacle



Inaccessible benches



Activity Center: YMCA—New Port Richey

Overview of Accessible Route

Activity Center

The YMCA SunTrust Senior Wellness Center is located at 6130 US 19. It is a facility that focuses on the older adult population. It is served by Route 19 and Route 14. Three stops were determined to be adjacent: 19S-27, 19N-30, and 14N-40.

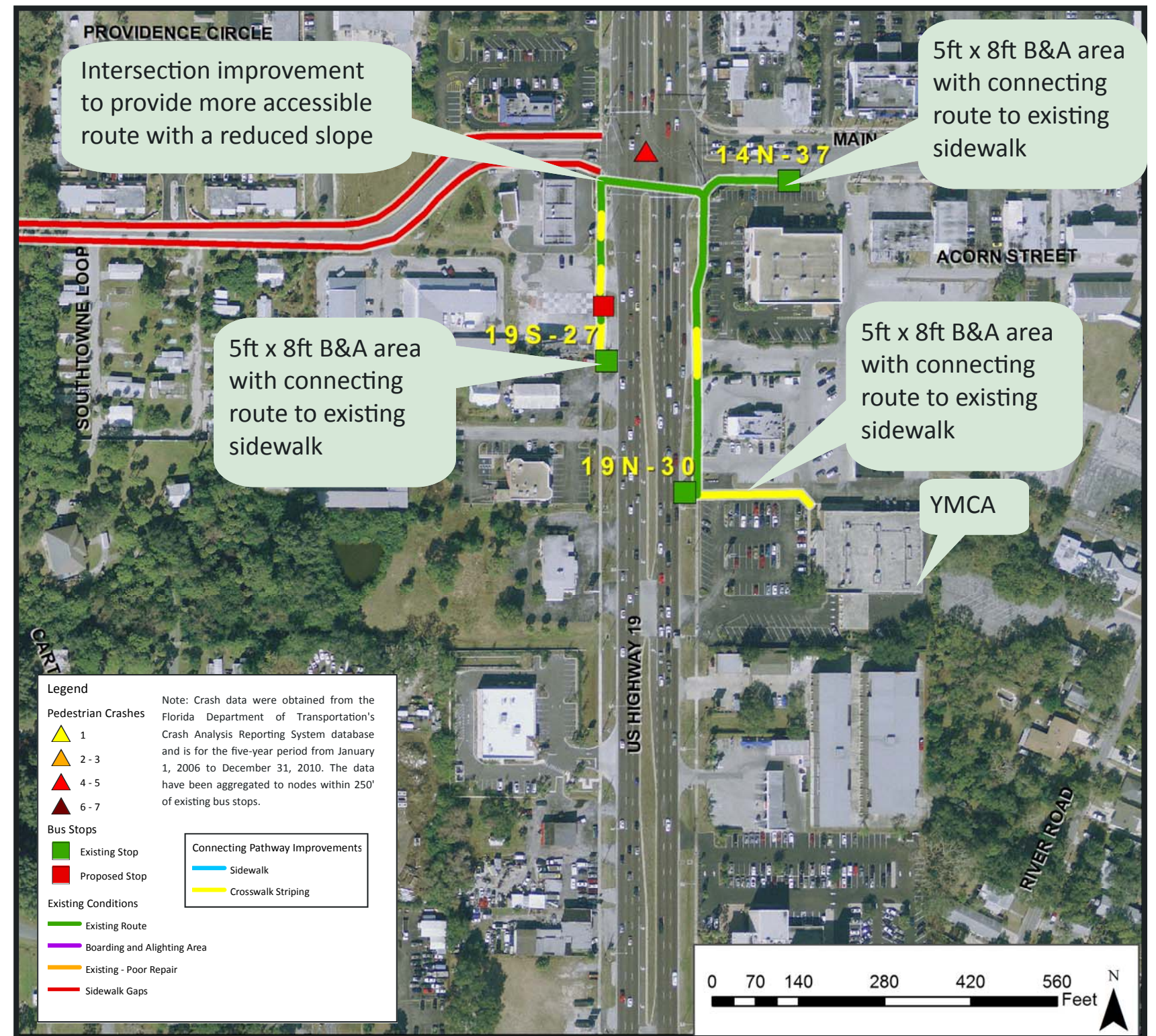
19S-27 is on the west side of US 19, far-side of the intersection of US 19 and Main Street.

19N-30 is located directly in front of the facility. It is on the east side of US 19, mid block from the intersection of US 19 and Main Street.

14N-37 also serves the YMCA. It is located east of the intersection of US 19 and Main street, on the far side before the Walgreen's driveway.

The connecting pathway between the bus stops includes a pedestrian signal-controlled crossing of US 19 at the southern limit of the intersection. Pedestrian control buttons are provided for each street crossing of this intersection. The age of the sidewalk construction is such that it appears to predate ADA requirements; thus, there are no detectable warnings present at driveways or street crossings along this the route.

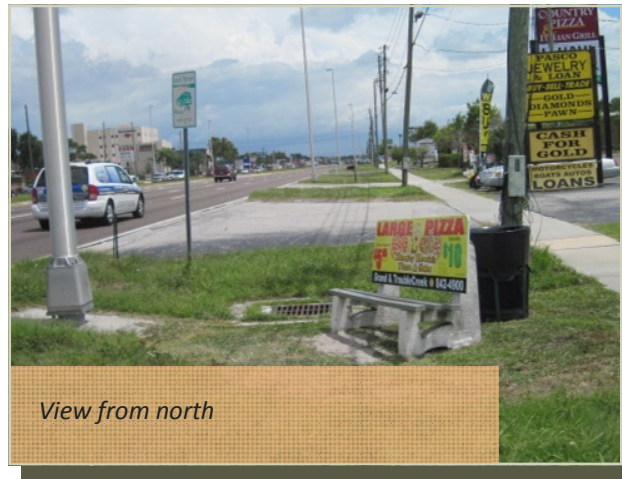
An accessible connection from the bus stops to the YMCA does not exist. To access the YMCA from these bus stops, a pedestrian must travel on US 19 to an adjacent driveway and cut through the parking lot. This route does not provide any pedestrian protections.



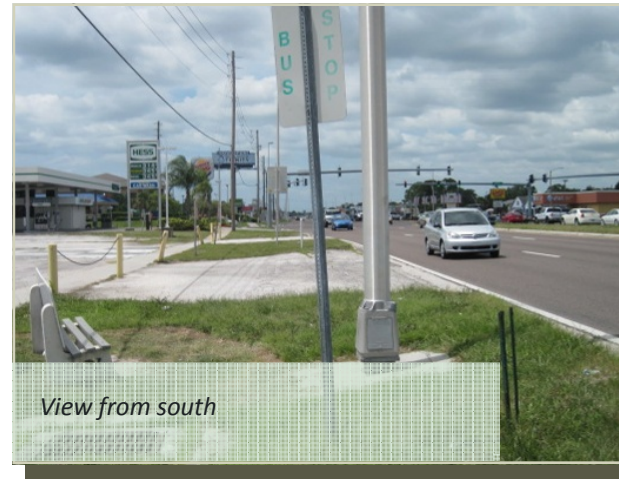
Activity Center: YMCA—New Port Richey

Bus stop identification 19S–27

Located on US 19, south of Main Street, in front of SunTrust Bank



View from north



View from south

Existing Conditions

This stop provides access to the YMCA from the southbound Route 19. The stop has a bus bench, sign, and trash receptacle. It is located on a utility strip between a pawn shop and an empty lot.

Summary of Deficiencies

This stop has no B&A area and no connectivity to existing infrastructure. It is located in close proximity to a light pole and drainage structure. It also is located adjacent to power lines.

Recommendations for Remediation

This stop should be relocated to an area farther away from a light post where more right-of-way is available so that it is more accessible. Upstream or downstream would be appropriate to one of the many areas that have enough space and do not have any utility poles or light poles impeding the area. Once relocated, the stop should have a 5ft x 8ft B&A area constructed that connects to the existing infrastructure.

Bus stop identification 19N–30

Located on US 19, south of Main Street, across from SunTrust Bank



Bus stop from south



Looking towards facility

Existing Conditions

This stop provides access to the YMCA from the northbound Route 19. The stop has a bus bench and sign as pedestrian amenities.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area and no connectivity to existing infrastructure.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed at this location, and it should be connected to the existing pedestrian infrastructure.

Activity Center: YMCA—New Port Richey

Bus stop identification **14N-37**

Located on Main Street, east of US 19, south of Walgreen’s driveway



Existing Conditions

This stop provides access to the YMCA from the northbound Route 19. The stop has a bus bench, sign, and trash receptacle as bus stop amenities.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed at this location, and it should be connected to the existing pedestrian infrastructure. It can be constructed in front of the existing sidewalk so that the sidewalk is part of the B&A area. The bench can remain at its current accessible orientation/location.

Summary of Findings

Connecting Pathways Summary of Deficiencies

The route to the activity center from 19S-27 crosses over sidewalk that was constructed at steep angles, ranging from 4.5 to 7.5 % at the southwest corner of the intersection of US 19 and Main Street.

The accessible path from the bus stops directly to the facilities is also not present. Parking blocks located at the edge of the property force pedestrians to enter through a driveway upstream of the stop. These same parking blocks also provide a barrier to a series of vending machines located adjacent to the bus stop.

Summary of Solutions

The intersection should be rebuilt so the sidewalk is not as steep. During this process, detectable warnings should be added where appropriate as part of the intersection rebuilding process.

A portion of the parking blocks should be removed to provide access directly to the facility. The pedestrian route through the parking lot should then be striped with crosswalks to draw attention to the presence of pedestrians and provide accessibility to the front of the facility. The newspaper vending machines should connect with the pedestrian route as well.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 14N-37 | \$300 |
| 19S-27 | \$1,300 |
| 19N-30 | \$1,100 |
| Connecting Pathway | \$3,900 |



Activity Center: Sims Park/Downtown

Overview of the Accessible Route

Activity Center

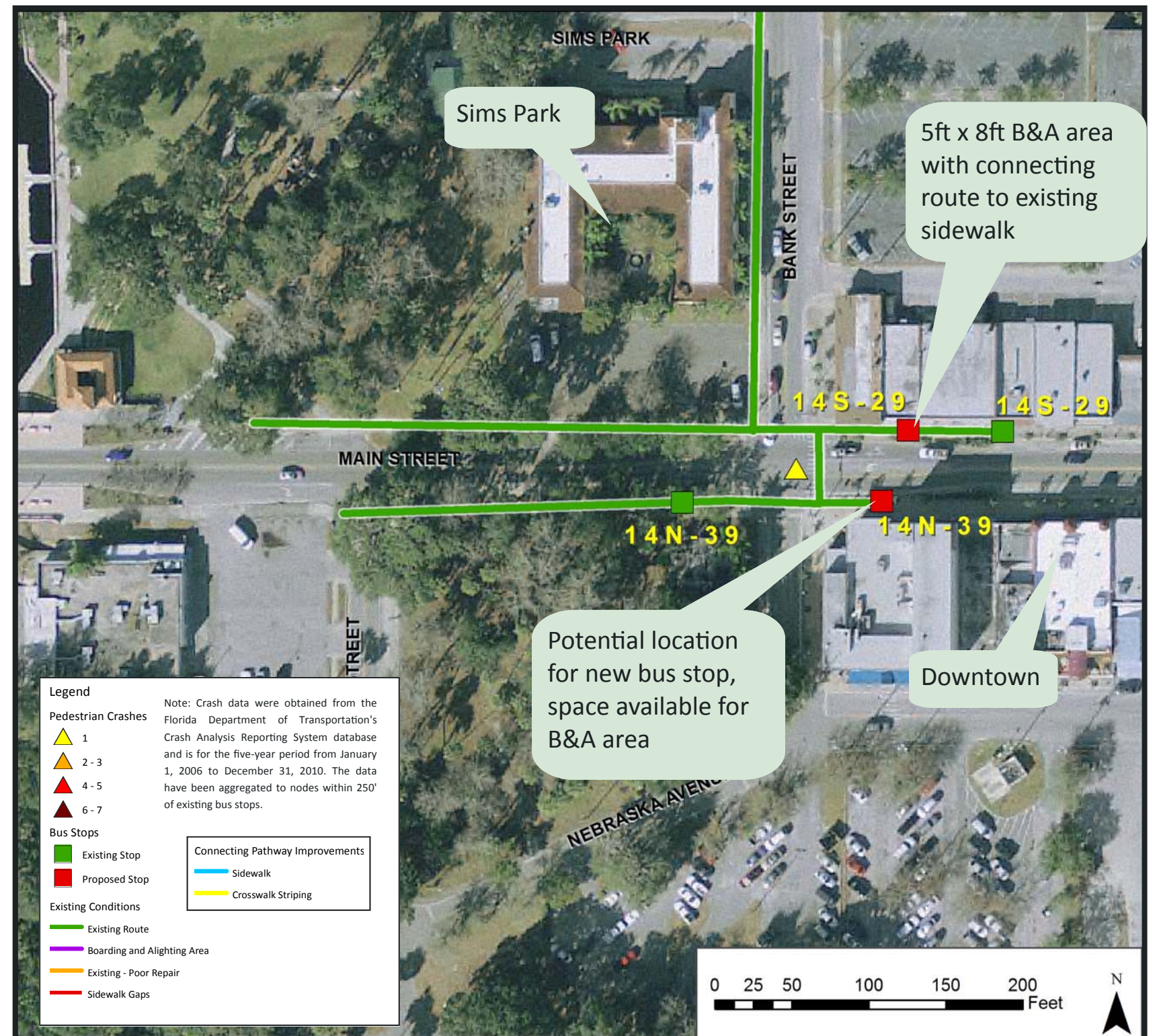
Sims Park/Downtown New Port Richey is located at the corner of Main Street and Bank Street. Two bus stops are adjacent to this activity center, 14N-39 and 14S-29. This activity center is served directly by Route 14, and at US 19 and Main Street, a connection is provided to Route 19 via a short walk to the bus stops near the YMCA activity center. Sims Park is located at the northwest corner of this intersection. It provides multiple walk ways, access to the Pithlachascotee River, a park, and pavilions.

14S-29 is located near side of the intersection at Main Street and Bank Street. To get to Sims Park, a pedestrian must briefly travel west along Main Street, cross Bank Street, and access the park directly by means of an accessible pedestrian route.

14N-39 is located across the street from Sims Park. A pedestrian must travel briefly east along Main Street and cross Main Street to access the park.

The connecting pathway between the two opposing bus stops includes a pedestrian-controlled crossing of Main Street at each segment of the intersection. Pedestrian control buttons are provided for each street crossing of this intersection. The construction of the intersection pre-dates ADA standards; thus, while there are crosswalks and pedestrian-controlled signals, no detectable warnings are present at the intersection crossing.

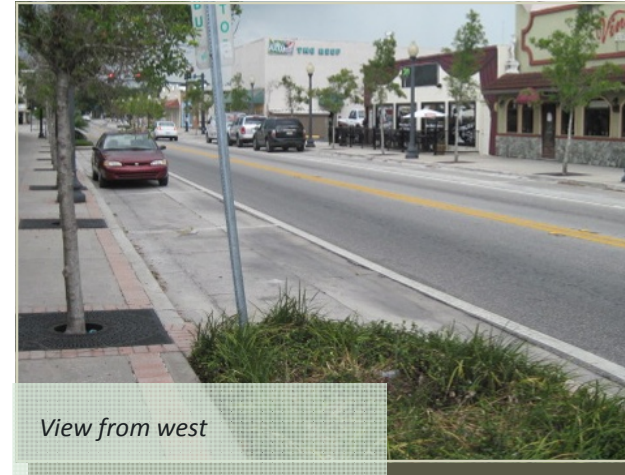
An accessible connection from the bus stops to Sims Park/Downtown is provided. A wide, level sidewalk is provided along Main Street on both sides of the street, heading east to Downtown as well as west to Sims Park.



Activity Center: Sims Park/Downtown

Bus stop identification 14S-29

Located on Main Street, east of Bank Street



Existing Conditions

This stop provides access to the Sims Park and Downtown New Port Richey from southbound Route 14. The stop consists of a sign post in the ground marking the stop location, but no other amenities.

Summary of Deficiencies

This stop has no clear B&A area. Its connectivity to existing infrastructure is unclear, based on where bus operators actually allow passengers to alight related to where the sign is located. A landscaping area and tree create barriers for an alighting passenger to access the area at the bus stop sign. On-street parking is located such that if passengers disembark at the sign, there would be the potential for cars to prevent the bus from curbing appropriately.

Recommendations for Remediation

The remediation for this site could involve multiple options.

Option A: The plantings and shrubbery can be removed and the curb extension rebuilt and converted to a bus nub/B&A area.

Option B: The curb side parking lane could be removed to provide a bus bay adequate for the bus to properly board and alight patrons.

Option C: The bus stop could be moved up stream and closer to the intersection, past the plantings.

Bus stop identification 14N-37

Located on Main Street, west of Bank Street



Existing Conditions

This stop provides access to the Sims Park and Downtown New Port Richey from northbound Route 14. The stop consists of a sign post in the ground marking the stop location, but no other amenities.

Summary of Deficiencies

This stop has no B&A area. It is not connected to existing infrastructure.

Recommendations for Remediation

This stop should be moved to the far side of the intersection where there is appropriate space. This would mean only the relocation of the bus stop sign and a change in operations.

If the stop must remain where it is at, there is space present the site can be made compliant by filling in the grass buffer with a concrete pad to make up a B&A area.

Activity Center: Sims Park/Downtown

Summary of Findings

Connecting Pathways Summary of Deficiencies

The only deficiencies occurring in the connecting pathway are at the intersection of Main Street and Bank Street. This intersection is older construction; thus, while there are controlled pedestrian crosswalks and signals, there are no detectable warnings present.

Summary of Solutions

Because the ADA Standards are considered “grandfathered” at this stop, it is not necessary to improve the intersection to install detectable warnings. However, if there are any future improvements at the intersection, a detectable warning surface would be required.

Cost Estimate for Remediation

| Item | Estimated Cost |
|------------|----------------|
| 14S-29 (A) | \$5,300 |
| 14S-29 (B) | \$600 |
| 14S-29 (C) | \$300 |
| 14N-39 | \$600 |



Existing pathway



Potential access route at Sims Park



Public ROW—Downtown



Potential bus bay area



Activity Center: Davis Plaza

Overview of Accessible Route

Activity Center

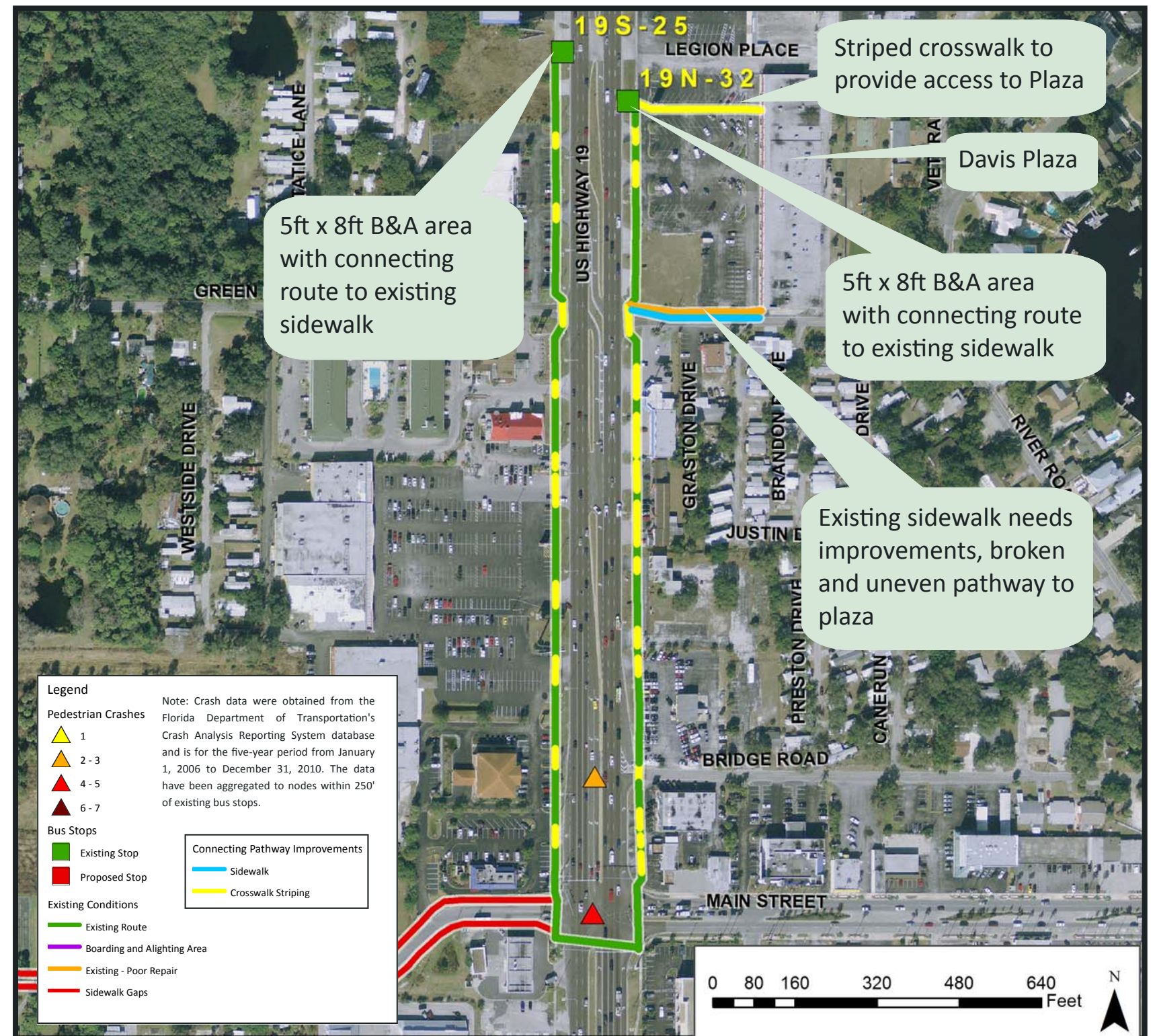
Davis Plaza is located at the northeast corner of US 19 and Green Key Road. Two bus stops are adjacent to this activity center, 19S-25 and 19N-32. This activity center is served directly by Route 19.

19S-25 is a mid-block stop, located on the eastside of US 19, across from Davis Plaza.

19N-32 is located at Davis Plaza, on the west side of US 19, north of Green Key Road.

The connecting pathway between the two bus stops includes a pedestrian signal-controlled crossing of US 19 where it intersects Main Street, approximately 1,700ft from the bus stops that were assessed. No closer crossing is present. Pedestrian-controlled buttons are provided for each street crossing of this intersection. No detectable warnings are present at this intersection.

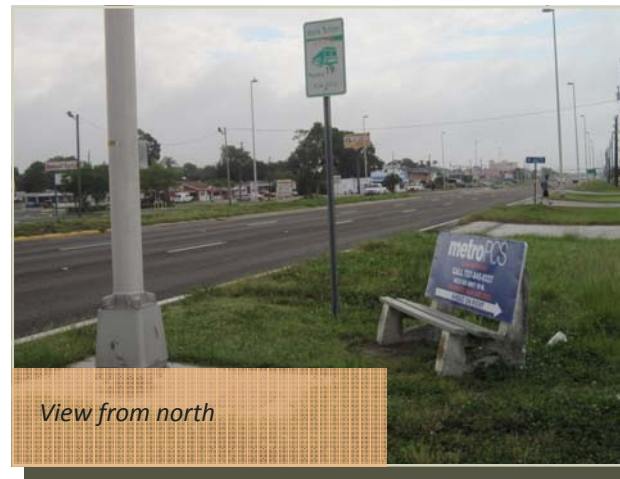
An accessible connection from the bus stops to Davis Plaza is not provided. To access Davis Plaza from the bus stops, a pedestrian must either cut through the parking lot from 19N-32 or travel east along Green Key Road.



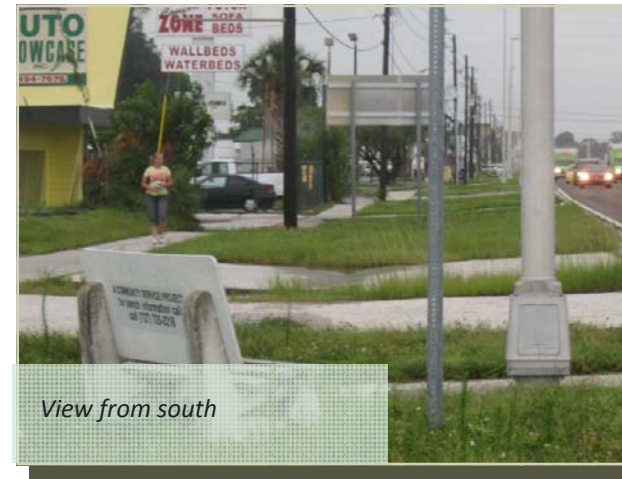
Activity Center: Davis Plaza

Bus stop identification **19S-25**

Located on US-19, north of Green Key Road on west side of street



View from north



View from south

Existing Conditions

This stop provides access to Davis Plaza from Route 19. The stop consists of a sign post and a bus bench as the only stop amenities. The bus stop is located very close to an existing light post, on a patch of grass in front of vacant property.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. Its connectivity to existing infrastructure is non-existent, despite its nearness to a sidewalk. The stop is also located adjacent to a light post.

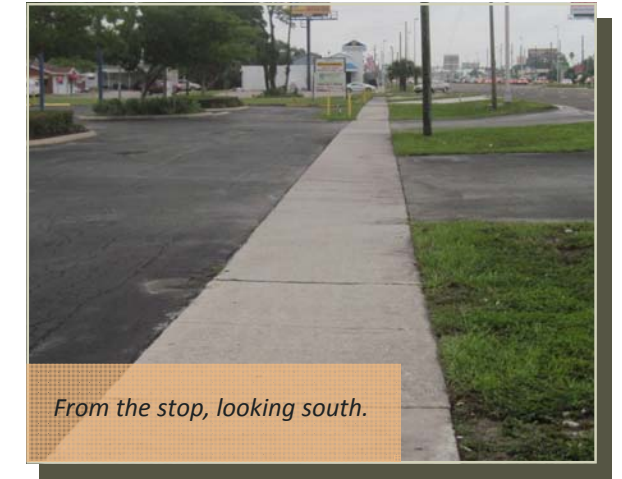
Recommendations for Remediation

A B&A area connected to the pedestrian access route should be constructed. In addition, this stop should be moved approximately 10-15ft upstream of the light post. This would allow the stop to still use the light post as an overhead light source but not be so close as to cause mobility issues.

Bus stop identification: **19N-32**, located on US-19, north of Green Key Road on the east side of the street.



View from the south.



From the stop, looking south.

Existing Conditions

This stop provides access to Davis Plaza from northbound Route 19. The stop consists of a sign post in the ground and a bus bench as its only amenities.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area.

Recommendations for Remediation

A B&A area connected to the pedestrian access route should be constructed. In addition, this stop should be moved approximately 10-15ft south of the light post. This would allow the stop to still use the light post as an overhead light source but not be so close as to cause mobility issues.

Activity Center: Davis Plaza

Summary of Findings

Connecting Pathways Summary of Deficiencies

The connecting pathway provides some accessible features. Its age is such that the cross-streets do not have detectable warnings. Driveways and cross-streets along the way also need crosswalk striping.

A sidewalk exists along Green Key Road; however, it is in poor repair, with multiple cracks. At the driveway of Davis Plaza, the pathway accumulates water during rain events.

Summary of Solutions

Option A: Rebuild the sidewalk along Green Key Road to provide an accessible route from US 19 to Davis Plaza. This would involve the construction of approximately 200 LF of 5ft sidewalk.

Option B: Provide pedestrian crosswalk striping from 19N-32 to the front of the facility, through the parking lot of Davis Plaza.

Cost Estimate for Remediation

| Item | Estimated Cost |
|----------|----------------|
| 19S-25 | \$1,100 |
| 19N-32 | \$1,300 |
| Option A | \$30,100 |
| Option B | \$1,100 |



Sidewalk along Green Key Road



Looking across US 19 at 19S-27



Existing sidewalk adjacent to Davis Plaza



Sidewalk along Green Key Road



Activity Center: SunCruz Casino

Overview of Accessible Route

Activity Center

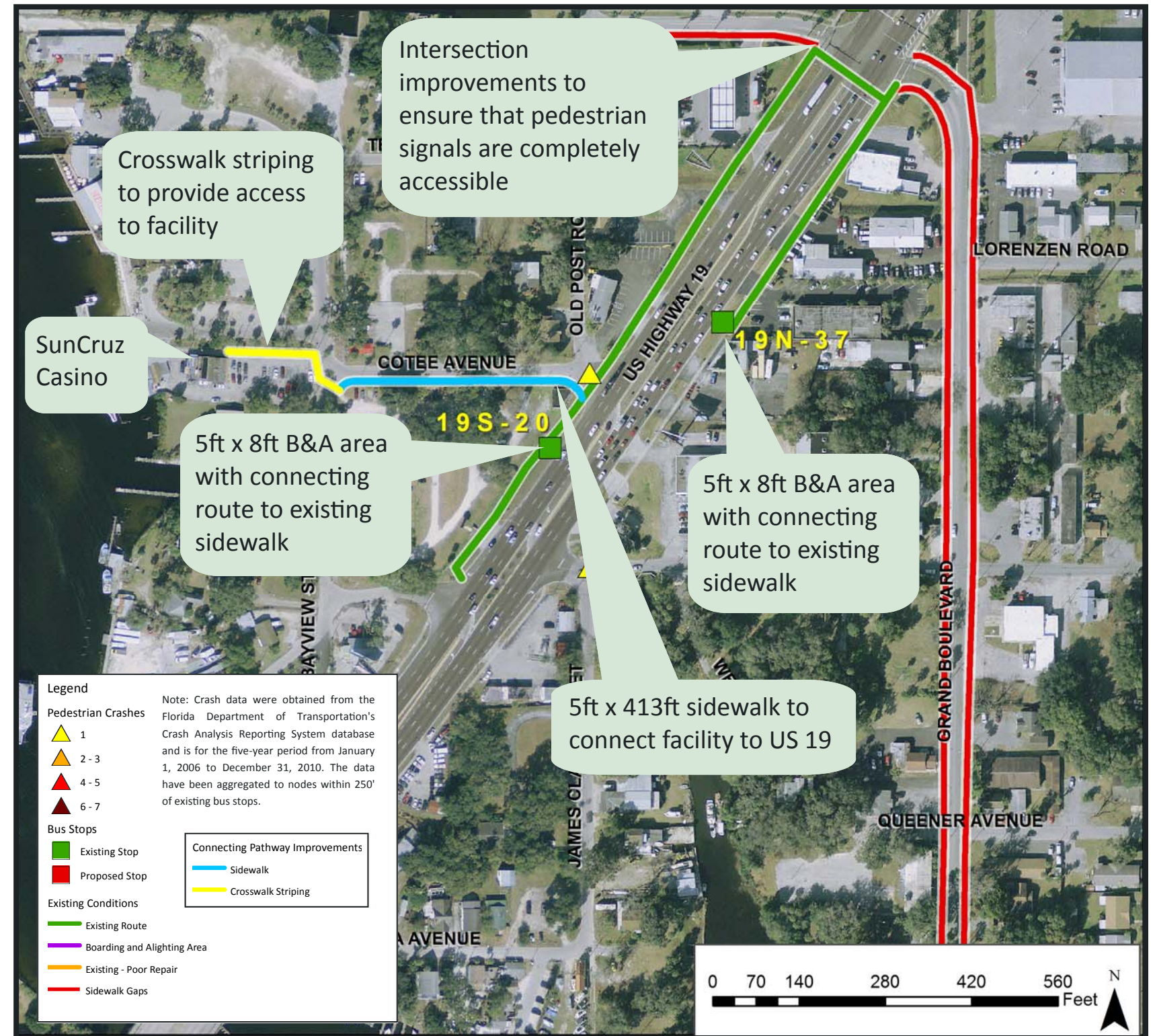
SunCruz Casino is located west of US 19 off of Cotee Avenue and Bayview Street. Two bus stops are adjacent to this activity center, 19S-20 and 19N-37. This activity center is served directly by Route 19.

19S-20 is a mid-block stop, located in front of the SunCruz Casino parking area. It is a mid-block stop located on the west side of US 19, just south of Cotee Avenue.

19N-37 is located across the street from the SunCruz Casino. It is a mid-block stop located on the east side of US 19, south of Grand Boulevard.

The connecting pathway between the two opposing bus stops includes a pedestrian signal-controlled crossing of US 19 at the intersection of US 19 and Grand Boulevard. Pedestrian control buttons are provided for each street crossing of this intersection.

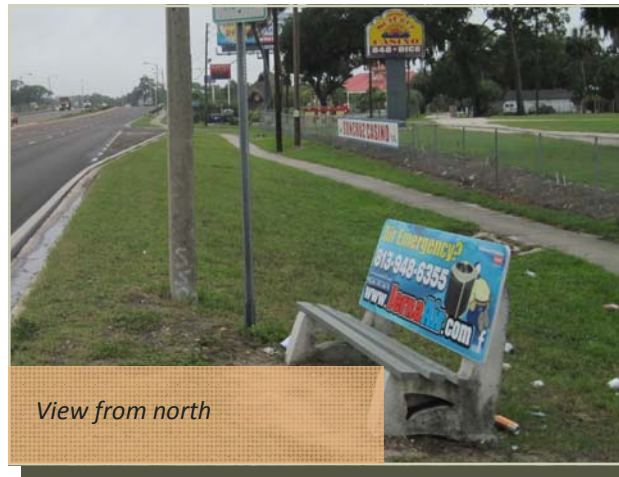
An accessible connection from the bus stops to the SunCruz Casino is not present. To access the SunCruz Casino, a pedestrian must travel along US 19 to Cotee Avenue. No sidewalk is present along Cotee Avenue; pedestrians must travel east to the main entrance of the casino, crossing over Bayview Street as well.



Activity Center: SunCruz Casino

Bus stop identification 19S-20

Located on US-19, south of Cotee Avenue, on west side of street



Existing Conditions

This stop provides access to the SunCruz Casino from southbound Route 19. The stop consists of a sign post and bus bench as passenger amenities.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. It is not connected to existing infrastructure. The location of the bus stop is also very close to a light pole, which may reduce mobility.

Recommendations for Remediation

A 5ft x 8ft B&A area connected to the pedestrian access route should be constructed. In addition, this stop should be moved approximately 10-15ft south or north of the light post. This would allow the stop to still use the light post as an overhead light source but not be so close as to cause mobility issues.

Bus stop identification 19N-37

Located on US-19, south of Grand Boulevard, on east side of street



Existing Conditions

This stop provides access to the SunCruz Casino from northbound Route 19. The stop consists of a sign post and bus bench as passenger amenities.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. It has no connection to the adjacent sidewalk.

Recommendations for Remediation

A B&A area connected to the pedestrian access route should be constructed.

Activity Center: SunCruz Casino

Summary of Findings

Connecting Pathways Summary of Deficiencies

The connecting pathway between the bus stops is non-compliant at the intersection of US 19 and Grand Boulevard. The pedestrian pushbutton on both the east and west sides of the southern half of the intersection are inaccessible. The southeast pushbutton has an overgrowth of foliage, and the sidewalk was constructed such that it is not directly adjacent to the pushbutton. The southwest pushbutton is separated by a curb and a large swath of grass.

Additionally, no sidewalk exists along Cotee Avenue leading to the SunCruz Casino. There is a pedestrian crosswalk across Bayview Street; however, it is faded and worn.

Summary of Recommended Solutions

The standard for pedestrian pushbuttons requires that they are no further than 10in from the existing pedestrian route and must also have a clear, unobstructed space of 30in x 48in in front of the signal. To accomplish this, the vegetation should be removed and additional sidewalk paved so that the signal is flush wit the sidewalk and accessible. There must also be no more than a 20in horizontal reach for a forward approach and no more than a 10in horizontal reach for a side approach.

A sidewalk must be constructed along Cotee Avenue approximately 5ft x 390ft. This sidewalk must then be connected to the parking lot of SunCruz Casino via pedestrian markings. The parking lot must also be striped with pedestrian markings to the front of the facility.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 19S-20 | \$1,800 |
| 19N-37 | \$1,200 |
| Connecting Pathway | \$12,600 |



Pedestrian signal, SW corner of Grand Boulevard



Pedestrian signal, SE corner of Grand Boulevard



Pedestrian signal, SE corner of Grand Boulevard



Pedestrian signal, SW corner of Grand Boulevard



Activity Center: Walmart—Port Richey

Overview of Accessible Route

Activity Center

The Walmart in Port Richey is located at the northwest corner of the intersection of US 19 and Ridge Road. Two bus stops are adjacent to this activity center, 19S-18 and 19N-40. It is served by Route 19.

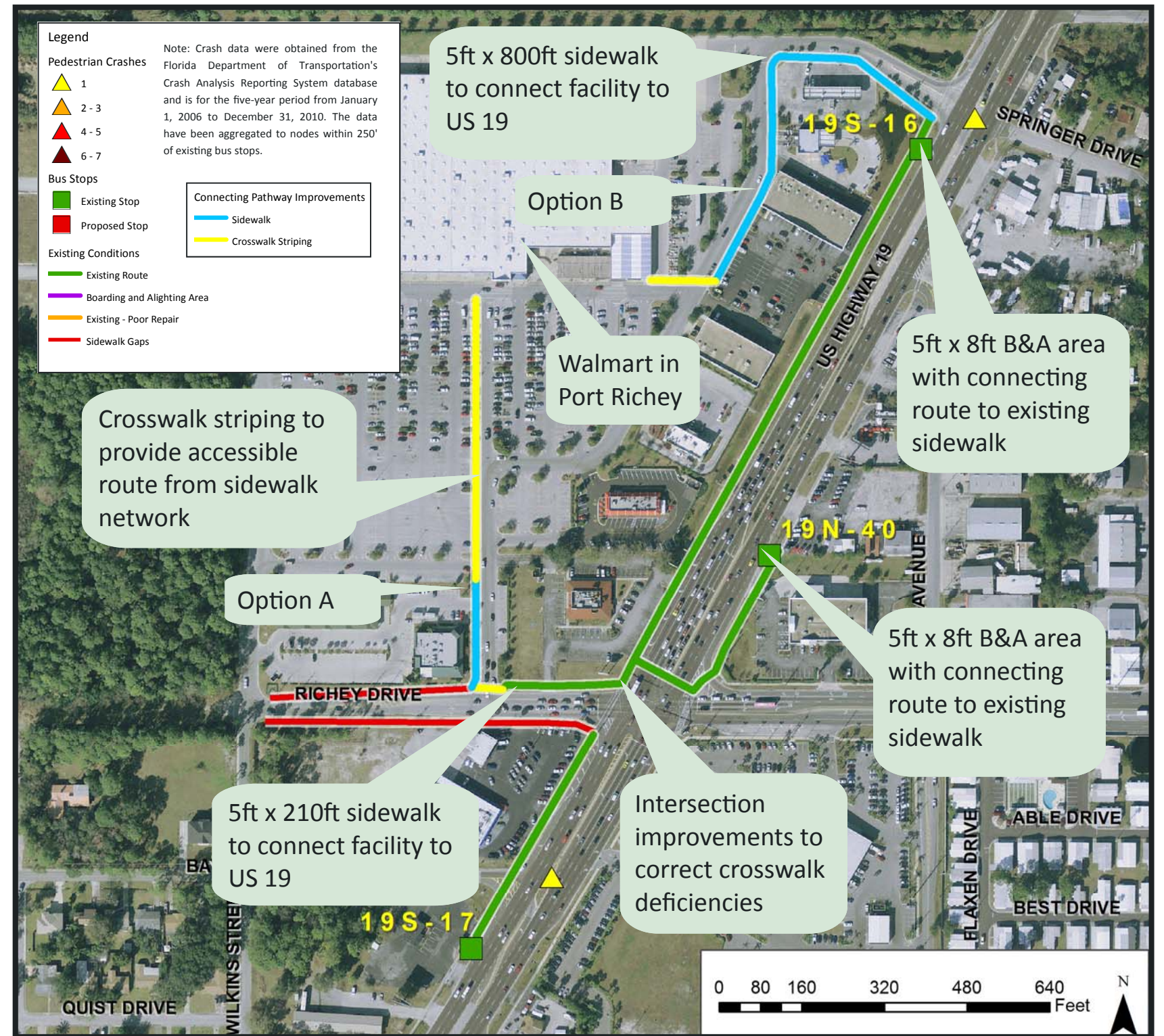
19S-16 is a mid-block stop, located just south of the northernmost driveway of the Walmart, along the west side of US 19.

19S-17 is a far side stop located south of Ridge Road, on the west side of US 19.

19N-40 is located across the street from Walmart. It is just north Ridge Road, on the east side of US 19.

The connecting pathway between the three adjacent stops includes pedestrian signal-controlled crossing of US 19. This occurs at the northern limit of the intersection. Pedestrian control buttons are provided for each street crossing of this intersection. The construction of sidewalk along this route is older; thus, there are no detectable warnings at intersections or driveways.

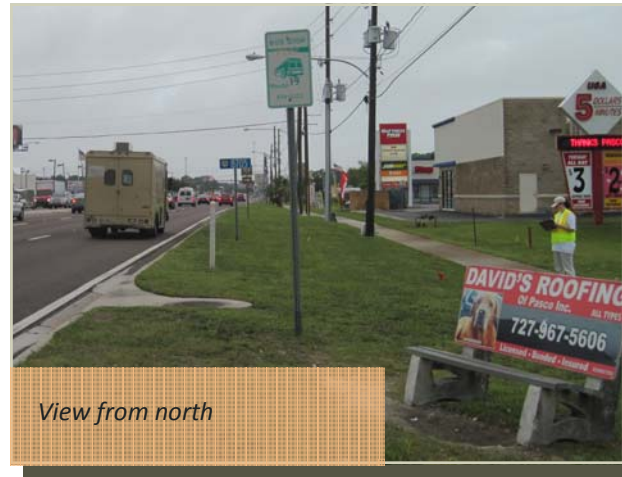
The connecting pathway from the bus stops to Walmart is not accessible. To access Walmart from these bus stops, a pedestrian must travel west along US 19 to Richey Drive/Ridge Road to enter through the southern driveway of Walmart. Alternatively, a pedestrian can travel north along US 19 to enter the facility at its northern driveway.



Activity Center: Walmart—Port Richey

Bus stop identification **19S-16**

Located on US-19, north of Ridge Road, on west side of street



View from north



Pedestrian connection to northern Walmart driveway

Existing Conditions

This stop provides access to Walmart from southbound Route 19. The stop consists of a sign post, a bench, and a trash receptacle as bus stop amenities.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. It does not provide a connection to the adjacent sidewalk infrastructure.

Recommendations for Remediation

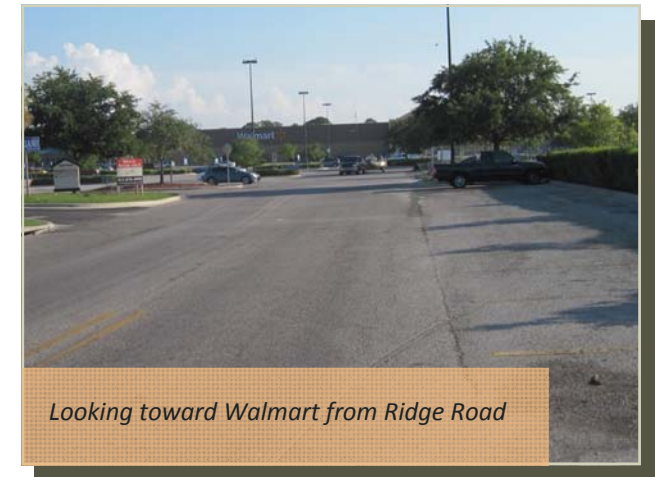
A 5ft x 8ft B&A area should be constructed at the stop. The B&A area should be connected to the existing sidewalk network with an accessible sidewalk.

Bus stop identification **19S-17**

Located on US-19, north of Ridge Road, on west side of street



View from north



Looking toward Walmart from Ridge Road

Existing Conditions

This stop provides access to Walmart from southbound Route 19. It is located in the taper of a merging lane from Bay Boulevard. The stop consists of a bus stop sign and a bus bench as passenger amenities.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. Its connectivity to existing infrastructure is through a driveway.

Recommendations for Remediation

A 5ft x 8ft B&A area connected to the pedestrian access route should be constructed. This B&A area should be located such that it does no interfere with the nearby driveway. A pedestrian access route must connect the B&A area to the existing sidewalk infrastructure.

Activity Center: Walmart—Port Richey

Bus stop identification 19N-40

Located on US-19, north of Ridge Road, on east side of street



Existing Conditions

This stop provides access to Walmart from northbound Route 19. The stop consists of a sign post in the ground demarcating the stop location, a bench, and a trash receptacle.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. This stop has no connection to the adjacent pedestrian infrastructure. The trash can present at the stop is not accessible. The stop is located such that it is very close to a utility post. In addition, part of the anchoring wires interfere with the stop as well.

Recommendations for Remediation

A 5ft x 8ft B&A area connected to the pedestrian access route should be constructed. The bus stop should be moved approximately 10ft upstream of the utility pole to prevent the pole from interfering with the bus stop accessibility.

Summary of Findings

Summary of Deficiencies

The pedestrian access route to Walmart is incomplete. The sidewalk network does not provide a direct connection to Walmart. Once the sidewalk connects to the Walmart driveways, the pedestrian access route ends. Signalized crosswalks exist at the corner of US 19 and Ridge Road. The northwest signal at US 19 and Ridge Road is inaccessible. However, the crosswalk striped across US 19 does not meet flush with the sidewalk cut-out and access ramp to the sidewalk. Grass is also overgrown along part of the sidewalk strip and crosswalk. The pathway along the northwest segment of Ridge Road is particularly overgrown with grass. Approximately half of the curb ramp falls outside of the crosswalk. In addition, the pedestrian signal to cross Ridge Road from the northwest corner of the intersection is inaccessible.

The construction of sidewalk along this route is older; thus, there are no detectable warnings at intersections or driveways.

Summary of Solutions

The pedestrian signal on the northwest corner of US 19 and Ridge Road needs to be altered to be accessible. Currently, not enough clear space exists for an individual using a mobility aid to reach the pedestrian pushbutton. Additionally, the crosswalk across US 19 should be restriped such that the full curb ramp is within the protective barrier of the crosswalk. Any new construction of sidewalk would require the addition of detectable warnings at intersections.

Option A: A sidewalk should be constructed from the Ridge Road entrance, north approximately 200 LF, to the Walmart parking lot. This sidewalk should then be connected via crosswalks through the parking lot to the main facility. This sidewalk would also connect to the proposed sidewalks in the Sidewalk Inventory and Constructability Analysis.

Option B: A sidewalk should be constructed from the northern most driveway. Approximately 800 LF of 5ft-wide sidewalk as well as additional crosswalk striping would be required to remediate this route. It would run parallel to the existing driveway. This route would then connect to the existing infrastructure at the front of Walmart.

Activity Center: Walmart—Port Richey

Cost Estimate for Remediation

| Item | Estimated Cost |
|----------|----------------|
| 19S-16 | \$600 |
| 19S-17 | \$600 |
| 19N-40 | \$600 |
| Option A | \$10,400 |
| Option B | \$22,500 |



Activity Center: Gulf View Square Mall

Overview of Accessible Route

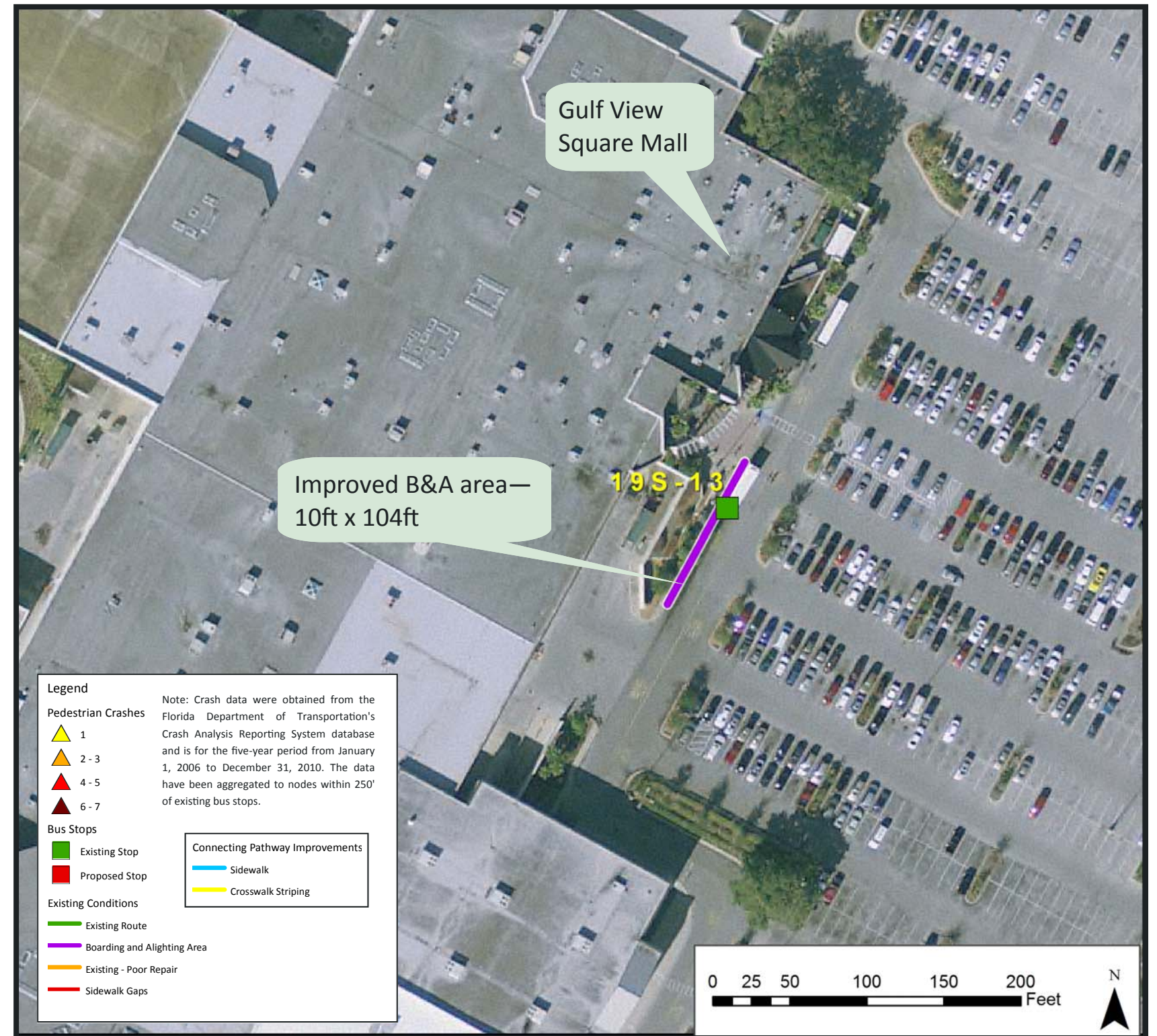
Activity Center

Gulf View Square Mall is located on the west side of US 19 off of Salt Springs Road. The transfer point at the mall was determined to be most adjacent to this facility. The stop serves multiple routes, including the 19, 21, 23, and 25.

The stop is located at the east side of the mall, just south of the main entrance. Once they alight, pedestrians can easily make their way to the mall entrance.

This is a single bus transfer point, so the connectivity to adjacent stops is not necessary. This stop, is however, not connected to US 19.

An accessible connection exists between this stop and the Gulf View Square Mall entrance. A connection the parking lot also exists. This pathway has no detectable warnings or pedestrian signals. Crosswalk striping is present on the pathway to the parking lot.



Activity Center: Gulf View Square Mall

Bus stop identification **19S-13, 21S-64, 21N-1, 23N-54, 23S-1, 25S-1 & 25N-47**

Located inside mall area, on west side of US 19, north of Salt Springs Road

Existing Conditions

This stop provides accessible connection to the mall itself. There is no pedestrian access route that connects this stop to US 19. Four routes intersect here, providing multiple transfers for the PCPT system.

The bus stop also has a wayfinding case that holds route schedules of the connecting routes to this facility, a map of PCPT, and PCPT contact information.

Summary of Deficiencies

Despite ample room at the bus stop, there is only one section of unimpeded area that meets the 5ft x 8ft B&A area standard. It was measured at 9ft perpendicular to the curb and 12.5ft parallel to the curb. This area is located in front of the wayfinding case and south of the benches that are provided. However, if multiple buses stop here at the same time, there is not enough space for passengers to disembark at a 5ft x 8ft B&A area.

The rest of the area is 7.5ft-wide (in front of the benches) and 6ft-wide (past the bus stop sign). The bus stop sign, while present, is not located such that it indicates where buses board and alight.

When multiple buses queue, only one bus could alight passengers at an accessible area. Field surveyors witnessed a bus alighting passengers even farther upstream, north of the mall entrance, in an area that also has no 5ft x 8ft B&A area. If up to four buses queue at a single time (based on the number of routes that serve this stop), particularly if this stop is a holdover area (monitors noticed at least one bus was “out of service”), then additional space would be required. In addition, multiple buses queued would also prevent pedestrian access to and from the parking lot. The ideal bus stop pad length is 30ft long for one bus, with an additional 50ft of length for each bus anticipated to stop at a one time.



Way-finding information



View from south



Approximately 75 feet from where other buses alight passengers



Two buses queued

Activity Center: Gulf View Square Mall

Bus stop identification **19S-13, 21S-64, 21N-1, 23N-54, 23S-1, 25S-1 & 25N-47** Located inside mall, on west side of US 19, north of Salt Springs Road

Recommendations for Remediation

Because of the nature of this transfer point, the first steps taken to ensure accessibility should be operational improvements so that all four routes that stop here do not queue at the same time. Because of the limited space, two buses, at most, should stop here at a single point in time. The space at this bus stop is limited; therefore, having multiple buses queue causes inefficiencies and prevents full accessibility.

The ideal bus stop pad length is 30ft for one bus, with an additional 50ft for each bus anticipated to stop at a one time. This bus stop pad was measured at 115ft, assuming some overlap with the mall entrance area. According to the ideal bus pad length, this would leave room for two or so buses to queue comfortably. However, the compliant B&A area is much smaller than the available 115ft.

In addition, drivers who are out of service should not stop in the queuing line at the mall; they should pull further ahead or locate their buses somewhere else until they go back into service.

The B&A area at this stop is limited. To provide better accessibility instead of the single small area of compliant B&A area, the landscaping and wall upstream of the bus stop should be removed to provide a much longer unimpeded bus stop B&A area. Drivers and passengers should be fully aware of the appropriate B&A areas, which can be denoted by a bus stop or route sign. The existing sign is not an agency sign—for branding purposes, it may be wise to install an agency sign at this location.



Bus alighting north of mall entrance



Bus alighting nearer to mall entrance

Summary of Findings

Connecting Pathway Deficiencies

There are no deficiencies in the connecting pathway.

Summary of Recommended Solutions

No remediation is required.

Cost Estimate for Remediation

| Item | Estimated Cost |
|----------------|----------------|
| Transfer Point | \$3,800 |



Activity Center: Embassy Crossings Plaza

Overview of Accessible Route

Activity Center

Embassy Crossings Plaza is located north of the intersection of US 19 and Embassy Boulevard. This activity center is served by Routes 19 and 21. Three stops were determined to be adjacent to this activity center. One for the southbound routes, 19S-11 and two for the northbound routes, 19N-44 and 19N-45.

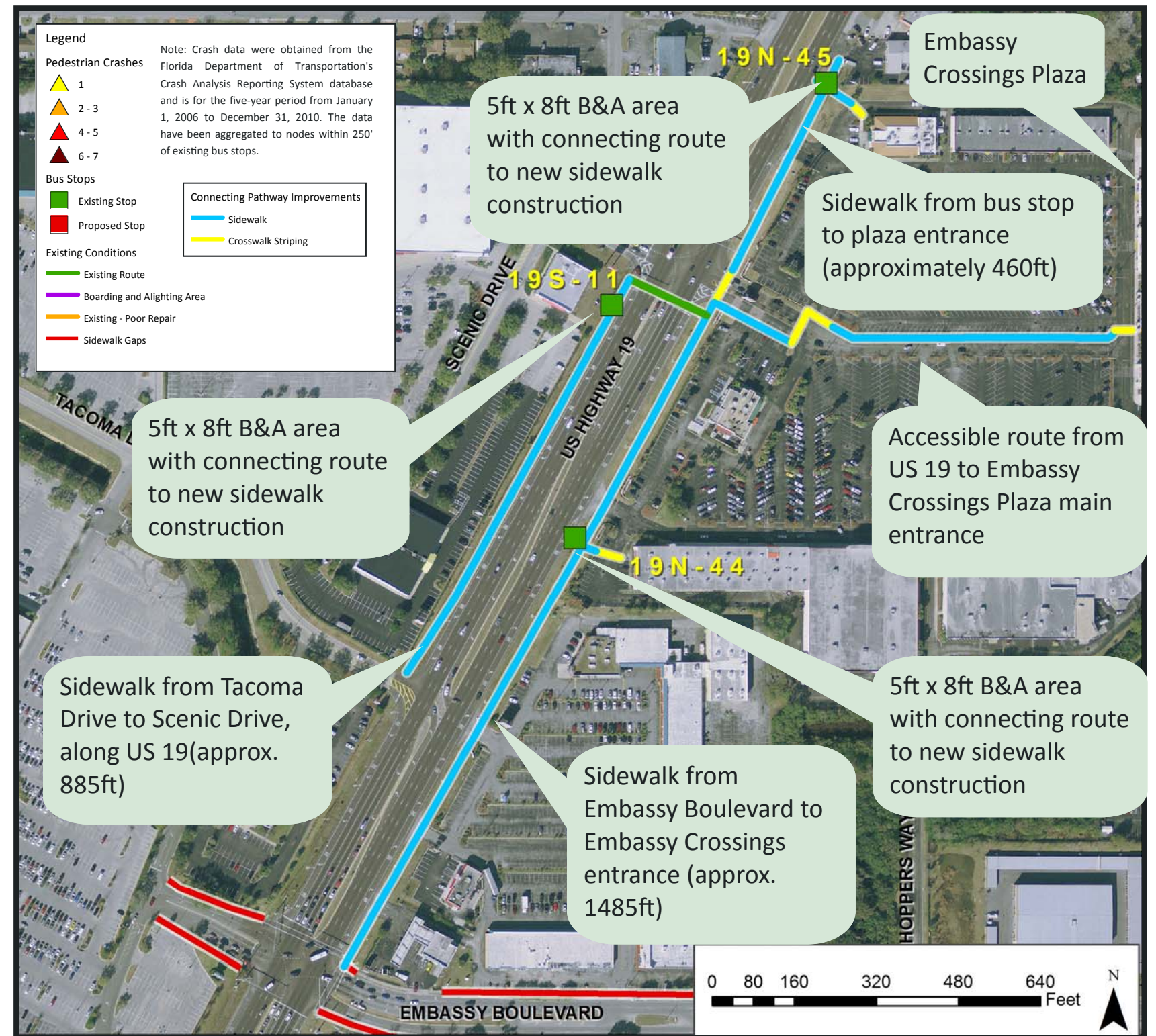
19S-11 is directly across the street from the main marked entrance of Embassy Crossings Plaza. It is a far side stop, located on the west side of US 19.

19N-44 is located at the southern entrance of the plaza. It is a mid-block stop located on the east side of US 19, south of

19N-45 is located just north of the Scenic Drive. It is a far side stop located on the east side of US 19

There is no connecting pathway between the three stops. A signalized pedestrian crosswalk of US 19 exists at the intersection US 19 and Scenic Drive and the southern limit of the intersection. Pedestrian control buttons are provided for this crossing. No other crossings are available between the bus stops.

An accessible connection from the bus stops to Embassy Crossings Plaza does not exist. To access the activity center, pedestrians must travel along US 19 to adjacent driveways. Three driveways are available to enter the facility, however none of these driveways have pedestrian infrastructure.



Activity Center: Embassy Crossings Plaza

Bus stop identification **19S-11**

Located directly opposite of entrance into Embassy Crossings Plaza



View from north



Existing crosswalk infrastructure

Existing Conditions

This bus stop is located in a right-turn-only lane. The only amenities present include a bus bench and sign. No pedestrian access route exists near this stop, and it does not have an accessible connection.

Summary of Deficiencies

This stop has no B&A area. No sidewalk exists connecting this bus stop to the pedestrian infrastructure at the nearest intersection.

Recommendations for Remediation

Construct a 5ft x 8ft B&A area at this location. Provide a sidewalk connection from the crosswalk facility located at the nearest corner.

Bus stop identification **19N-44**

Located at south entrance to Embassy Crossings Plaza, on east side of US 19



View from north



Southern driveway and connection to plaza

Existing Conditions

19N-44 is located in a continuous right-turn lane at the south entrance to Embassy Crossings Plaza. This stop provides no accessible connection to Embassy Crossings or the surrounding area. It is not located along a sidewalk, and it has no concrete B&A area. The stop consists of a sign post in the ground and a bus bench.

Summary of Deficiencies

This stop has no B&A area.

Recommendations for Remediation

Construct a 5ft x 8ft B&A area at this location. Connect the B&A area to Embassy Crossings Plaza with a pedestrian access route. Caution should be taken when constructed an accessible path to the bus stop that it does not encroach or interfere with the drainage ditch.

Activity Center: Embassy Crossings Plaza

Bus stop identification 19N-45

Located north of main entrance to Embassy Crossings Plaza, on east side of US 19



Existing Conditions

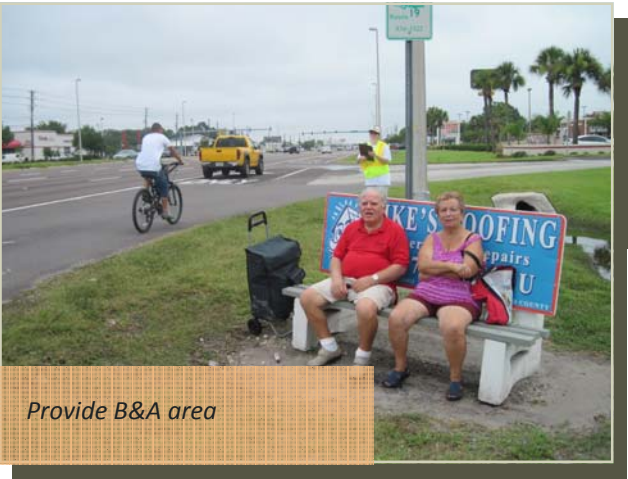
19N-45 is located in the taper of an ending turn late at the northernmost entrance to Embassy Crossings Plaza. The stop consists of a sign post in the ground and a bus bench.

Summary of Deficiencies

This stop has no B&A area. It has no connectivity to any pedestrian infrastructure.

Recommendations for Remediation

Construct a 5ft x 8ft B&A area at this location. Connect the B&A area to Embassy Crossings Plaza with a pedestrian access route.



Summary of Findings

Connecting Pathways Summary of Deficiencies

The only existing pedestrian pathways is at the crossing of US 19 located at US 19 and Scenic Drive. No other pedestrian infrastructure exists for this activity center.

Summary of Solutions

Option A: Sidewalks could be constructed to run from each of the northbound bus stop to the most adjacent point of the plaza. This would provide connectivity to the plaza; however, it would not provide an accessible connection between the stops.

Option B: Sidewalks should be constructed to connect the southbound stop to the intersection infrastructure at US 19 and Scenic Drive. Additional sidewalk should be constructed adjacent to the main entrance of the plaza, providing an accessible connection.

Option C: Sidewalks should be constructed to connect each stop to the activity center as well as between each stop along US 19. This scenario would be ideal; however, due to the presence of drainage ditches as well as the length of sidewalk necessary to completely connect these stops, this option is not financially feasible.

Cost Estimate for Remediation

| Item | Estimated Cost | Item | Estimated Cost |
|--------|----------------|----------|----------------|
| 19N-45 | \$7,700 | Option A | \$2,800 |
| 19S-11 | \$2,900 | Option B | \$22,200 |
| 19N-44 | \$2,500 | Option C | \$68,300 |



Activity Center: Home Depot—Port Richey

Overview of Accessible Route

Activity Center

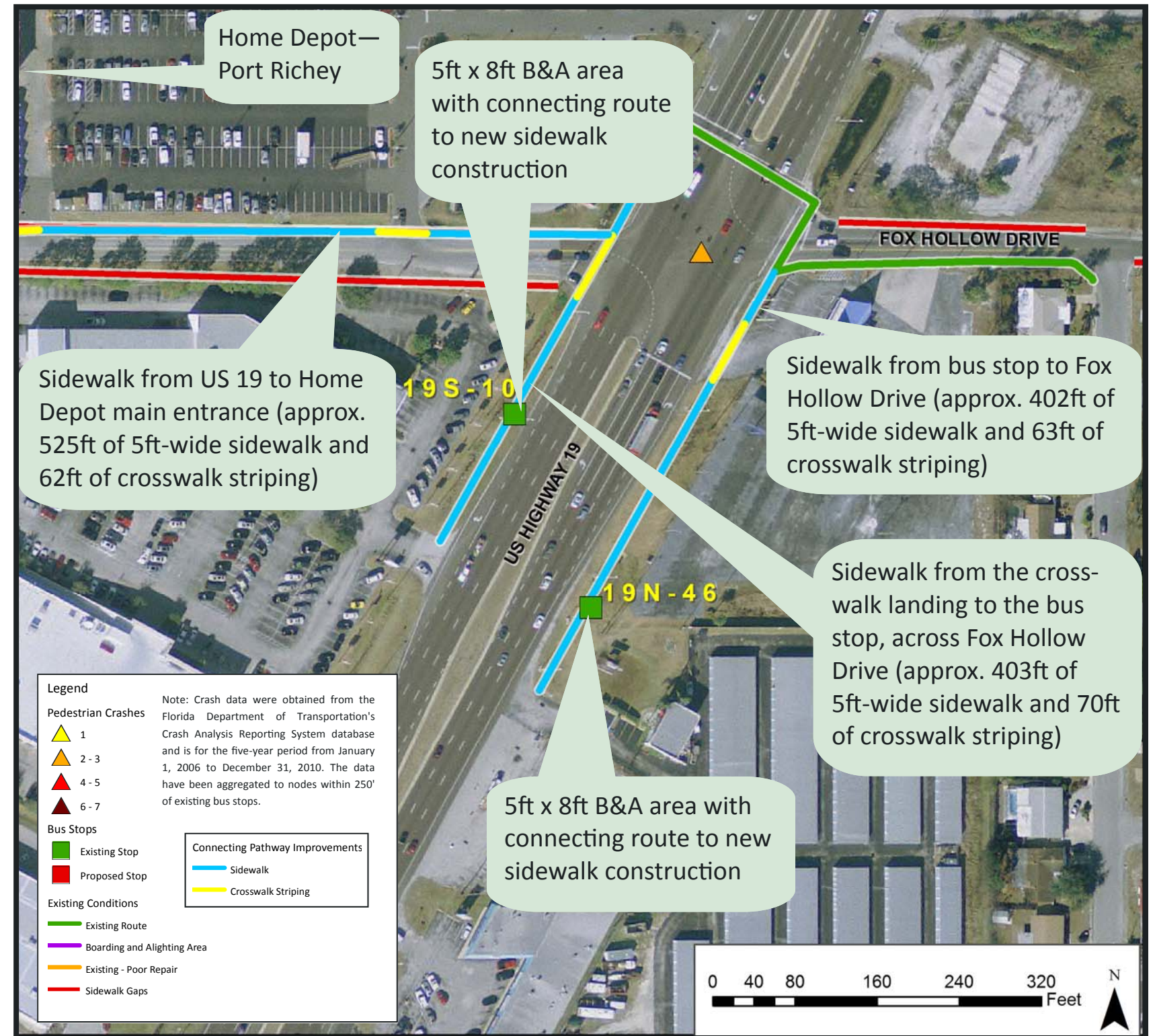
The Home Depot in Port Richey is located north of the intersection US 19 and Fox Hollow Drive. This activity center is served by Route 19. Two stops were determined to be adjacent to this activity center—a southbound route, 19S-10, and a northbound route, 19N-46.

19S-10 is located along US 19, just south of the intersection of US 19 and Fox Hollow Drive. It has no existing pedestrian infrastructure. The stop has a bench and a bus stop sign.

19N-46 is located across US 19 from the activity center. It is just south of Fox Hollow Drive. This bus stop has no existing pedestrian infrastructure. The stop has a bench and a sign post demarcating the location.

The connecting pathway between the two opposing bus stops include a pedestrian signal across the northern limit of the intersection to cross US 19. Another pedestrian signal is available at the eastern limit of the intersection for crossing Fox Hollow Drive. These two segments are connected to each other and also to a pedestrian access route along Fox Hollow Drive that provides an accessible connection to San Clemente East, a neighborhood located off of Fox Hollow Drive.

An accessible connection from the bus stops to Home Depot is not provided. To access Home Depot from these bus stops, a pedestrian must travel along US 19. Presently, no sidewalk is available adjacent to US 19. Additionally, the western segment of Fox Hollow Drive has no sidewalk.



Activity Center: Home Depot—Port Richey

Bus stop identification **19S-10**

Located south of Fox Hollow Drive on west side of US 19



View from north



View from south

Existing Conditions

19S-10 is located in a right-turn-only lane, south of Fox Hollow Drive on US 19. It provides no accessible connection to the defined facility or the surrounding area. It is not located along a sidewalk, and it has no concrete B&A area. The stop consists of a sign post in the ground and a bus bench.

Summary of Deficiencies

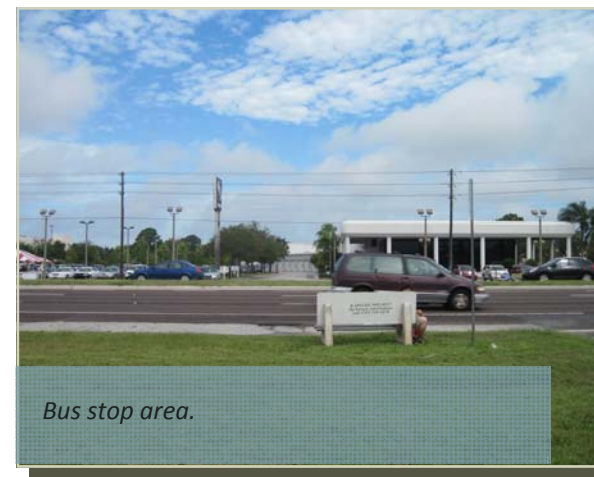
This stop has no B&A area.

Recommendations for Remediation

Construct a 5ft x 8ft B&A area at this location.

Bus stop identification **19N-46**

Located south of Fox Hollow Drive on east side of US 19



Bus stop area.



Looking towards Fox Hollow Drive.

Existing Conditions

The stop consists of a sign post in the ground and a bus bench. The stop is not connected to any existing pedestrian infrastructure.

Summary of Deficiencies

This stop has no B&A area.

Recommendations for Remediation

Construct a 5ft x 8ft B&A area at this location.

Activity Center: Home Depot—Port Richey

Summary of Findings

Connecting Pathways Summary of Deficiencies

Neither stop is connected with a pedestrian access route. Each stop is lacking a connection to the nearest intersection.

Summary of Solutions

Provide a pedestrian access route from each stop to the existing intersection at US 19 and Fox Hollow Drive. This includes extending the pedestrian signal landing on the west side of US 19 south to a new proposed sidewalk along Fox Hollow Drive. Provide a sidewalk along the northern edge of Fox Hollow Drive, from US 19 to Home Depot. Pedestrian pushbuttons should be provided at the west limit of the intersection.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 19S-10 | \$4,200 |
| 19N-46 | \$6,300 |
| Connecting Pathway | \$23,200 |



Pedestrian Landing on west side of US 19/Fox Hollow Drive



Looking south from pedestrian landing on west side of US 19



Southeast limit of intersection



Lack of pedestrian infrastructure



Activity Center: USA Flea Market

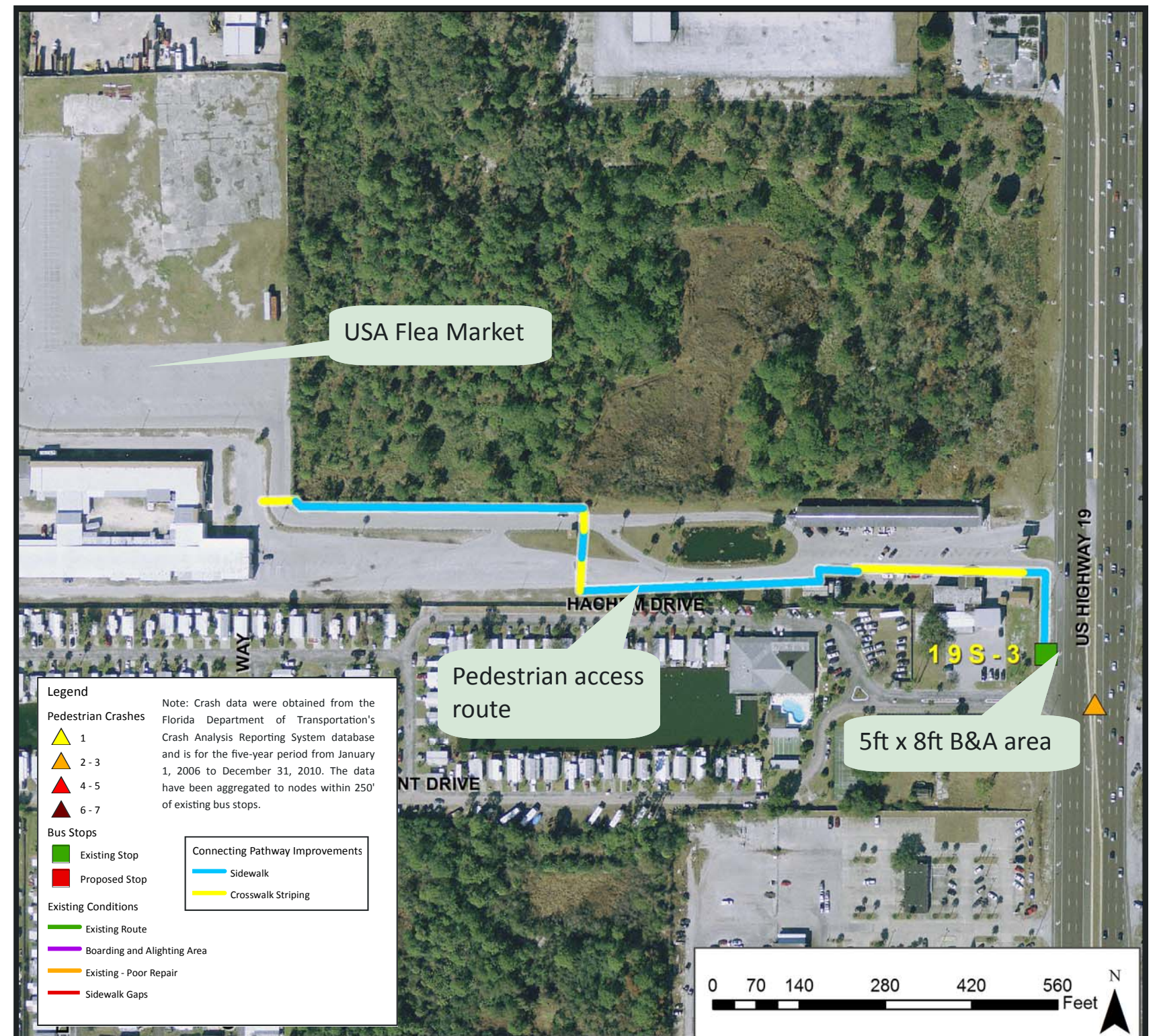
Overview of the Accessible Route

Activity Center

USA Flea Market is located south of the intersection US 19 and State Road 52. This activity center is served by Route 19. One stop was determined to be adjacent to the Flea Market, located south of the entrance driveway.

19S-3 is a mid-block stop located just south of the USA Flea Market entrance.

To access the market from this stop, a pedestrian would travel north to the entrance driveway and then west through the shops located directly adjacent to the road. They would continue west through the main entrance of the flea market. There is currently no sidewalk or pedestrian access route from US 19 through to the flea market.



Activity Center: USA Flea Market

Bus stop identification **19S-3**
Located south of Flea Market Entrance



Existing Conditions

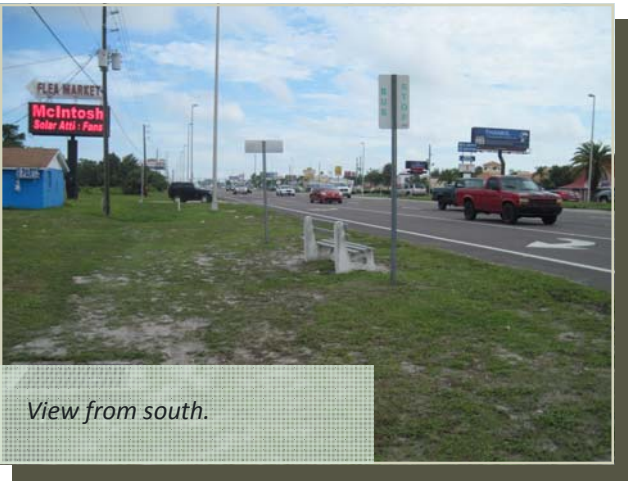
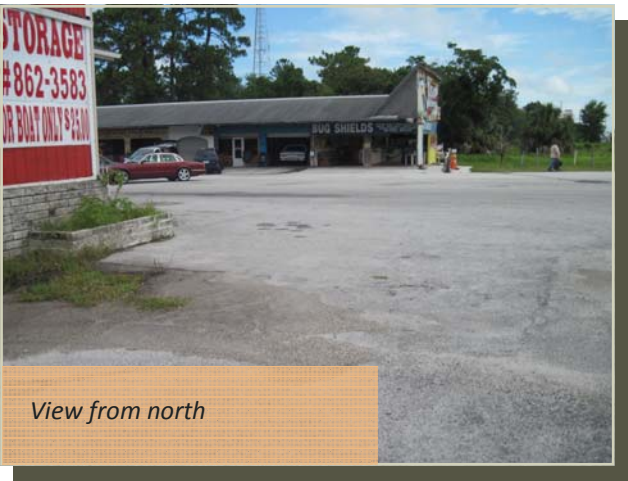
This stop provides no accessible connection to the defined facility or the surrounding area. It is not located along a sidewalk and it has no concrete B&A area. The stop consists of a sign post in the ground and a bus bench.

Summary of Deficiencies

This stop has no B&A area.

Recommendations for Remediation

Construct a 5ft x 8ft B&A area at this location.



Summary of Findings

Connecting Pathways Summary of Deficiencies

No connecting pathway exists between the bus stop and the flea market. No pedestrian signals or detectable warning is present along the pathway.

Summary of Solutions

Provide a pedestrian access route from the bus stop to the entrance of the market. This route will necessitate the construction of a mix of sidewalk and pedestrian crosswalk striping. Additionally, the majority of this pathway may be through private property; therefore, arrangements will most likely need to be made with the owners of the ROW.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 19S-3 | \$4,400 |
| Connecting Pathway | \$28,900 |



Activity Center: Bayonet Point Plaza

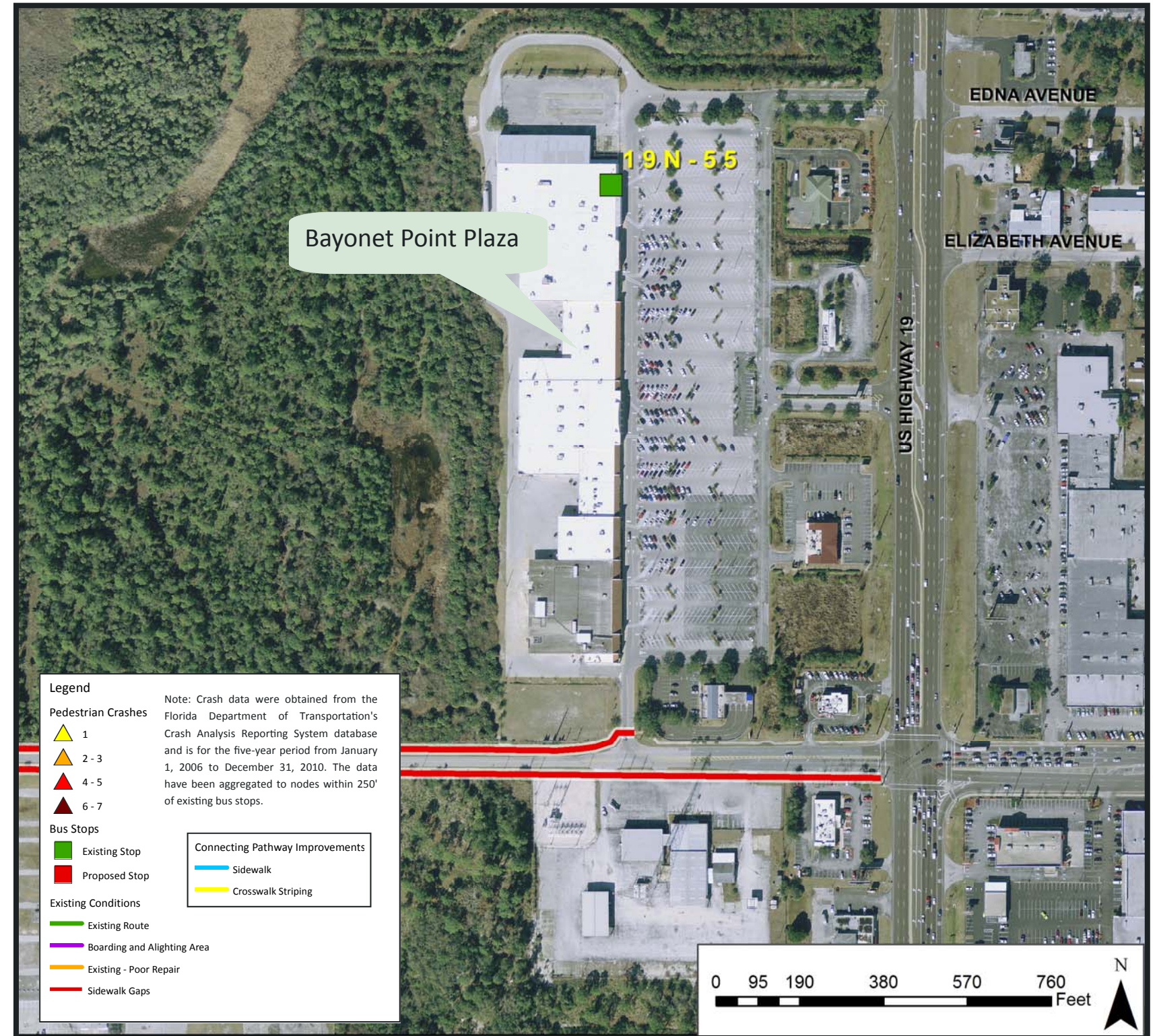
Overview of Accessible Route

Activity Center

Bayonet Point Plaza is located north of the intersection US 19 and State Road 52. This activity center is served by Routes 19 and 21. One stop provides service to both routes.

Stop 19N-55/19S-1 is located at the far north end of the plaza, in front of a vacant building. The stop is not connected to any additional pedestrian infrastructure along US 19. No pedestrian signal buttons are necessary. It is an off-line stop. Ramps are present, but there are no detectable warnings.

A connecting pathway is present at this stop. The location of the stop is such that it is located directly at the north end of the plaza. The whole plaza has a wide sidewalk in front that connects all of the buildings that are present.



Activity Center: Bayonet Point Plaza

Bus stop identification 19N-55/19S-1

Located south of Fox Hollow Drive on west side of US 19

Existing Conditions

This stop provides accessible connections to the existing facility. It does not provide a connection to US 19. The stop has no sign, but it does have a trash can.

Summary of Deficiencies

While there is a firm, stable, slip-resistant surface and a wide concrete area at which passengers can alight, there is no curb in place. This causes an issue when the bus lowers its ramp. Because of the design of buses, a raised curb is required to create the proper ramp slope. A ramp slope that is too steep poses a risk for an individual using a mobility aid to board and alight the bus.

A curbed area does exist north of where queued buses were located. This area is not shaded, and there are no amenities present. It was observed that a bus stopped at the curbed area; however, it is unclear if this is typical practice or if it was a matter of convenience due to the bus idling in the non-curbed area.

Recommendations for Remediation

A sign needs to be placed at the stop to denote where the bus stops. A passenger who is unfamiliar with the system and/or stop will be unaware of where the bus stops. This poses more of a challenge for individuals using mobility aids, particularly because it is unclear where the bus stops for passengers to board and alight.

Bus operators must be made aware of the fact that they need to stop at the curbed area of the bus stop. The ambiguous stop location would be solved by placing a sign where buses are expected to board and alight passengers.



Activity Center: Bayonet Point Plaza

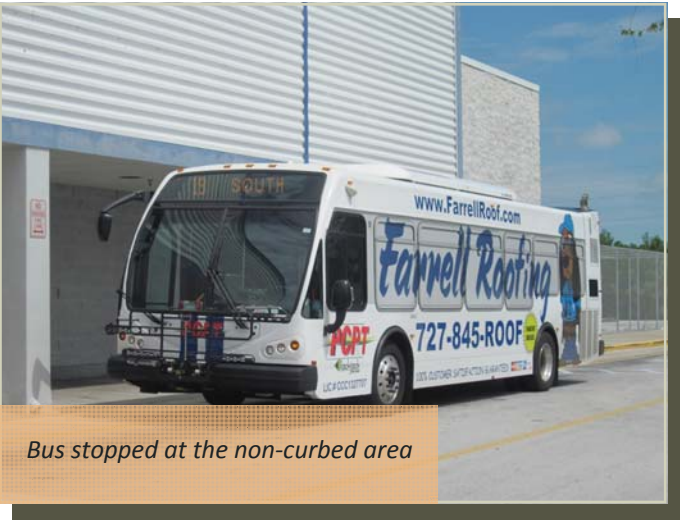
Summary of Findings

Connecting Pathways Summary of Deficiencies

There are no deficiencies in the connecting pathways.

Summary of Recommended Solutions

There is no remediation necessary for connecting pathways.



Bus stopped at the non-curbed area



Waiting for bus



Existing pathway to parking lot



Queued buses

Cost Estimate for Remediation

| Item | Estimated Cost |
|----------------|----------------|
| Transfer Point | \$600 |



Activity Center: K-Mart—Hudson

Overview of the Accessible Route

Activity Center

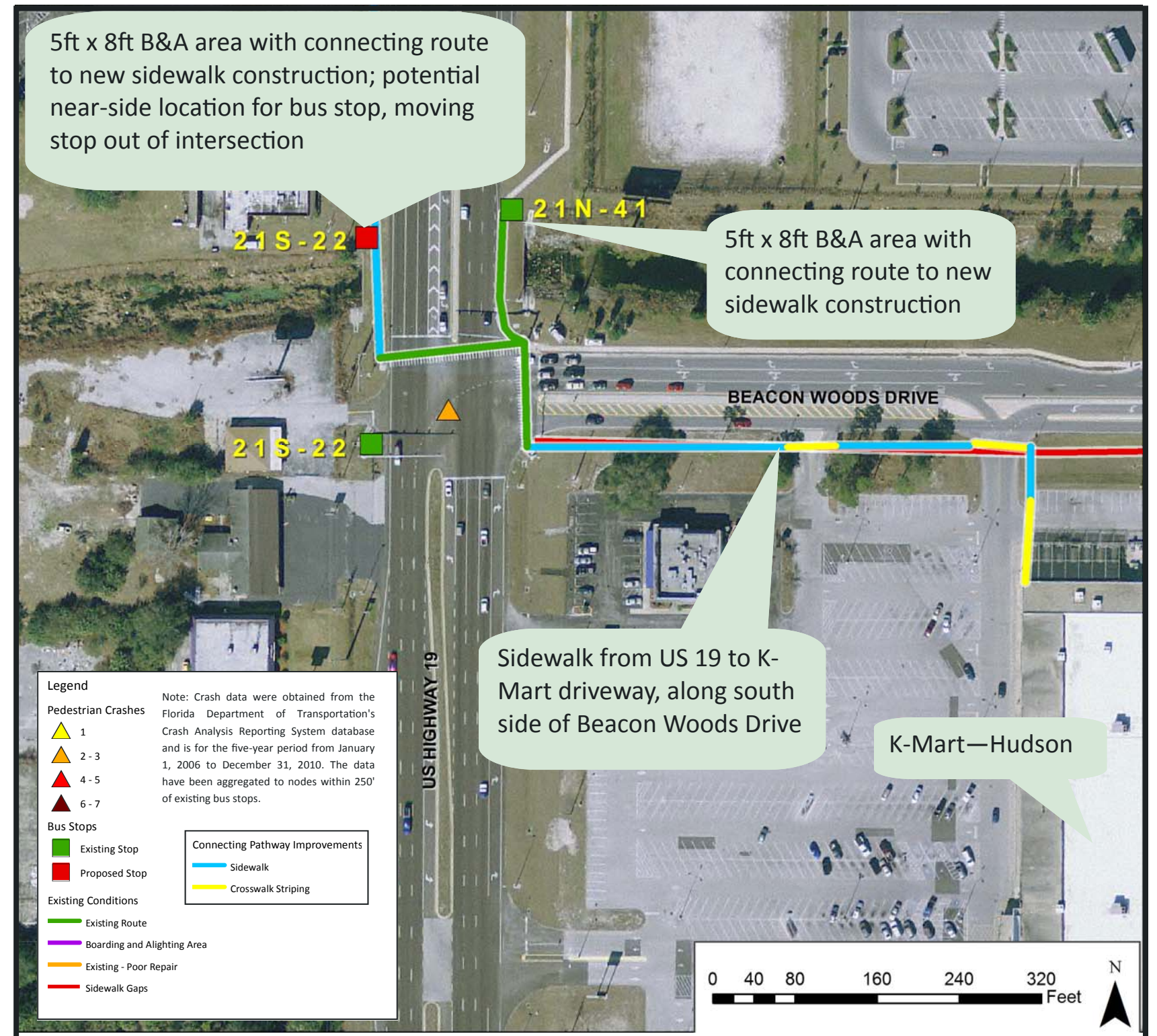
The K-Mart in Hudson is located off the southeast corner of US 19 and Beacon Woods Drive. This activity center is served by Route 21. Two stops were determined to be adjacent to this activity center, 21S-22 and 21N-41.

21S-22 is located on the west side of US 19, just south of the intersection of US 19 and Beacon Woods Drive

21N-41 is located just north of US-19 and Beacon Woods Drive. It is adjacent to the pedestrian access route; however, no connection to the sidewalk is present.

The connecting pathway between the two opposing bus stops includes a pedestrian signal-controlled crossing of US 19 at the northern limit of the intersection. Pedestrian control buttons are provided for each street crossing of this intersection.

An accessible connection from the bus stops to K-Mart is not provided. To access K-Mart from the bus stops, a pedestrian must travel along US 19 on existing sidewalk, cross Beacon Woods Drive or US 19, and then travel east along Beacon Woods Drive. A pedestrian access route is present only along the northern side of Beacon Woods Drive, and no pedestrian crossing is available near the K-Mart from the northern segment of the sidewalk. The only pedestrian crossing along Beacon Woods Drive is the one at the US 19 intersection.



Activity Center: K-Mart—Hudson

Bus stop identification **21S-22**

Located at intersection of US 19 and Beacon Woods Drive



View from north.



View from south

Existing Conditions

This stop is located on the far side of an intersection, just beyond a driveway. It is located in front of a guard rail. The stop consists of a sign post in the ground and a bus bench.

Summary of Deficiencies

No 5ft x 8ft B&A area is present at this location. A pedestrian must cross an unsignalized intersection at US 19 and Beacon Woods Drive to get to a pedestrian pushbutton. Additionally, the bench is located in front of a guard rail. A curb prevents an individual using a mobility aid from traveling farther south along US 19, and there is currently no sidewalk.

Recommendations for Remediation

This bus stop should be moved to the near side of the intersection to a location with ample room to provide a 5ft x 8ft B&A area. The current location of the stop is not ideal. The stop should be connected to the crosswalk infrastructure at US 19 and Beacon Woods Drive. See the map at the beginning of this section for the proposed bus stop location.

Bus stop identification **21N-41**

Located north of intersection of US 19 and Beacon Woods Drive



View from north



View from south

Existing Conditions

This stop is located on the far side of the US 19 and Beacon Woods Road intersection. It has no B&A area. The only infrastructure located at this stop is a bus stop sign.

Summary of Deficiencies

The stop is located adjacent to sidewalk, but no 5ft x 8ft B&A area is present. This stop provides no accessible connection to K-Mart. It is close to a sidewalk, but no route or B&A area are present.

Recommendations for Remediation

A 5ft x 8ft bus stop B&A area should be constructed at this stop. The B&A area should be connected to the existing pedestrian infrastructure. The 5ft x 8ft B&A area needs to have a raised curb for a bus to properly deploy a ramp. While there is a sidewalk present, it is flush with the roadway; therefore, more than just an extension of sidewalk is necessary to build an appropriate bus stop.

Activity Center: K-Mart—Hudson

Summary of Findings

Connecting Pathways Summary of Deficiencies

While a sidewalk runs along Beacon Woods Drive, it does not connect to K-Mart. Divided left-turn lanes create additional risk for pedestrians, and the only crossing point is located at US 19. No sidewalk construction exists on the west side of US 19.

Summary of Recommended Solutions

Once the stop is moved, a sidewalk should be constructed from the new stop and B&A area to the crossing infrastructure located at US 19 and Beacon Woods Drive. a sidewalk should be constructed from US 19 to the eastern most K-Mart driveway along the south side of Beacon Woods Drive. Pedestrian crosswalks should be striped across both driveways and to the front doors of K-Mart to provide a fully-accessible route. The sidewalk along Beacon Woods Drive would be approximately 5ft x 451ft and would also require crosswalk striping over two driveways, for approximately 53ft of striping. A sidewalk should also be constructed to connect the new bus stop location to the crossing of US 19 at Beacon Woods Drive.

Cost Estimate for Remediation

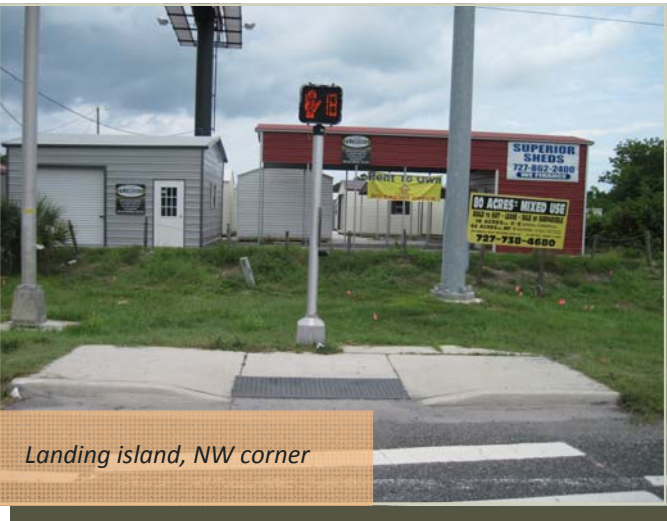
| Item | Estimated Cost |
|--------------------|----------------|
| 21S-22 | \$3,600 |
| 21N-41 | \$1,700 |
| Connecting Pathway | \$13,100 |



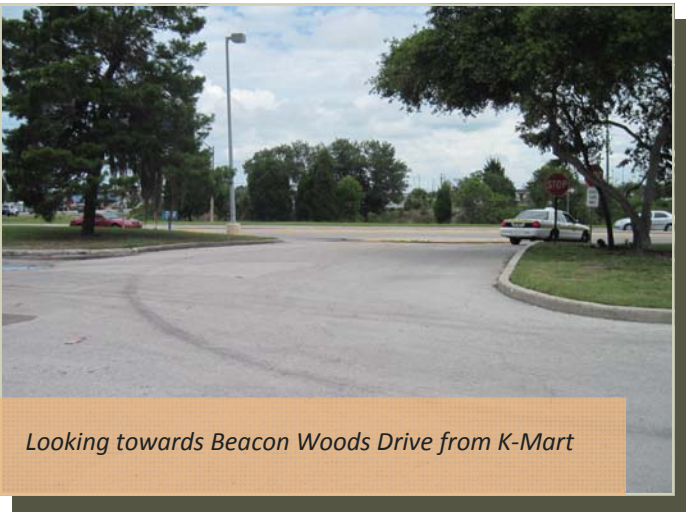
Landing island, SE corner



Existing sidewalk, N. Beacon Woods Drive



Landing island, NW corner



Looking towards Beacon Woods Drive from K-Mart



Activity Center: Leisure Lanes Bowling Alley

Overview of Accessible Route

Activity Center

Leisure Lanes & Family Fun Center in Hudson is located northwest of the intersection at US 19 and Beacon Woods Drive. This activity center is served by Route 21. Three stops were determined to be adjacent to this activity center—21S-XX, 21S-22 and 21N-41.

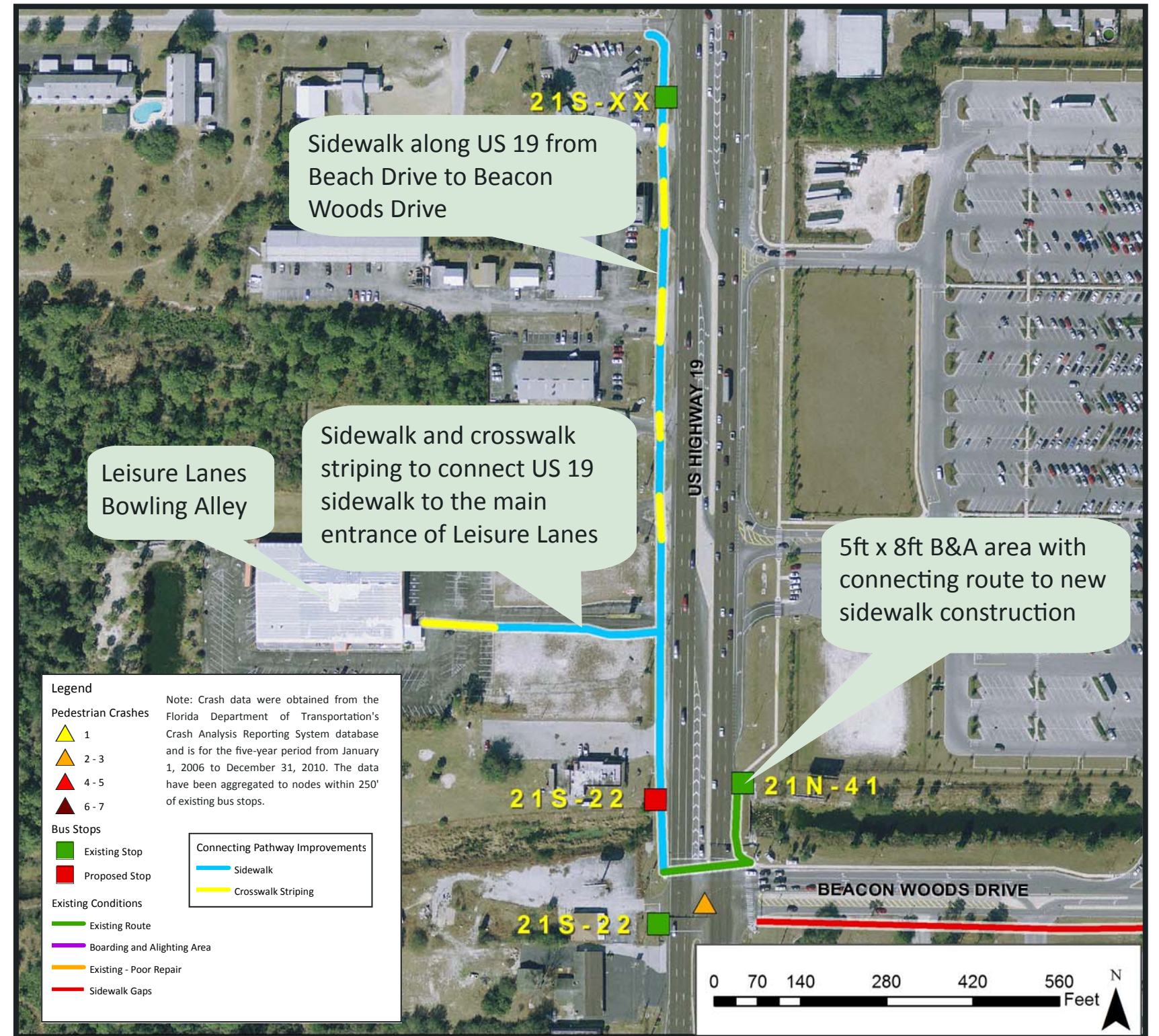
21S-XX is located on the west side of US 19, just south of the intersection of US 19 and Beach Boulevard. This stop is not present in the bus inventory.

21S-22 is located on the west side of US 19, just south of the intersection of US 19 and Beacon Woods Drive. This stop also serves the K-Mart in Hudson.

21N-41 is located just north of US 19 and Beacon Woods Drive. It is adjacent to the pedestrian access route; however, no connection to the sidewalk is present. This stop also serves the K-Mart in Hudson.

There is no connecting pathway present between the three adjacent stops. The west side of US 19 does not have any pedestrian infrastructure to connect the bus stops.

An accessible connection from the bus stops to Leisure Lanes is not provided. To access it from these bus stops, a pedestrian must travel along US 19 where there is no sidewalk present. A crossing is available at US 19 and Beacon Woods Drive. This crossing has pedestrian signals and curb ramps with detectable warnings. The ROW along US 19 on the west side has drainage ditches, driveways, and swaled grassy areas.



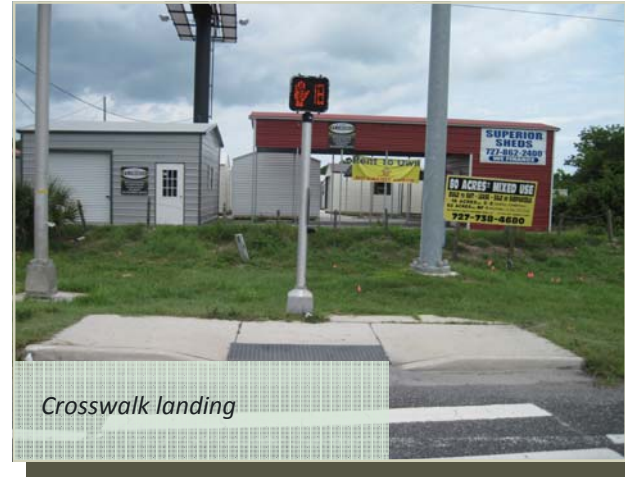
Activity Center: Leisure Lanes Bowling Alley

Bus stop identification **21S-22**

Located at intersection of US 19 and Beacon Woods Drive



Looking towards Leisure Lanes



Crosswalk landing

Existing Conditions

This stop provides no accessible connection to the defined facility or the surrounding area. It is not located along a sidewalk, and it has no concrete B&A area. The stop consists of a sign post in the ground and a bus bench. Additional information and remediation for this stop can be found in a previous section, Activity Center: K-Mart – Hudson.

Summary of Deficiencies

This bus stop is not located in an ideal location. It has no 5ft x 8ft B&A area.

Recommendations for Remediation

The stop should be moved either upstream (north) or downstream (south). A 5ft x 8ft B&A area should be constructed.

Bus stop identification **21S-XX**

Located south of intersection of US 19 and Beach Drive



View from south



Leisure Lanes entrance

Existing Conditions

This stop provides no accessible connection to the defined facility or the surrounding area. It is located on the west side of US 19 just south of Beach Boulevard in a general travel lane. It is a far-side stop in relationship to the Beach Boulevard and US 19 intersection. The stop consists of a sign post in the ground and a bus bench.

This stop is also adjacent to Leisure Beach, a community along US 19. There is no sidewalk connection from the stop to the Leisure Beach community.

Summary of Deficiencies

This stop provides no accessible connection to Leisure Lanes. There are no sidewalks to or from this stop. The stop lacks the required 5ft x 8ft B&A area.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed to provide a landing area for bus passengers. This B&A area must connect to any new pedestrian infrastructure.

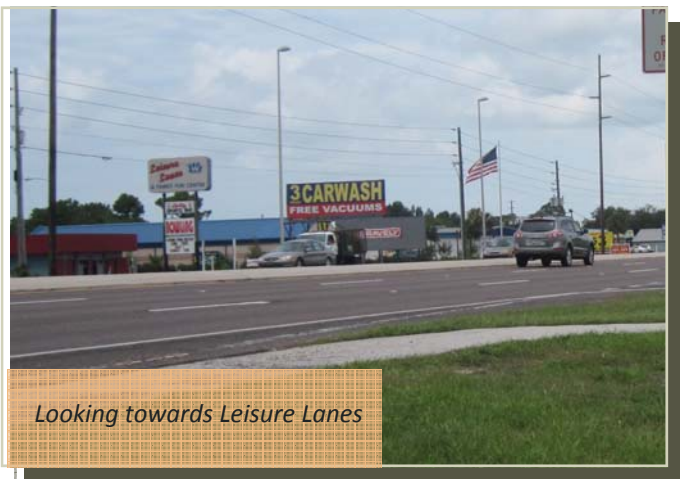
Activity Center: Leisure Lanes Bowling Alley

Bus stop identification 21N-41

Located north of intersection of US 19 and Beacon Woods Drive



View from south



Looking towards Leisure Lanes

Existing Conditions

This stop provides no accessible connection to the defined facility or the surrounding area. It is located along a sidewalk but has no connecting route to the sidewalk. It has no B&A area. The stop has a bus stop sign denoting its location.

Additional information and remediation for this stop can be found in Activity Center: K-Mart – Hudson.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed for this stop.



Leisure Beach ped. connection



Leisure Lanes entry wa

Summary of Findings

Connecting Pathways Summary of Deficiencies

The deficiencies in this stop include no sidewalk or accessible route from the pedestrian crossing at US 19 to the activity center. Multiple driveways exist, and none of which have any pedestrian crosswalk striping. No connection is provided from the public ROW to the facility entrance.

Summary of Recommended Solutions

After constructing a 5ft x 8ft B&A area at each stop as noted, a connecting path to new sidewalk construction, with the sidewalk constructed along the west side of US 19, running from Beacon Woods Road to Beach Boulevard. This pathway will intersect with the improvements recommended for K-Mart. A combination of sidewalk and crosswalk striping should be constructed adjacent to the driveway of the facility to provide a pedestrian connection to the main entrance.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 21S-22 | Same as K-Mart |
| 21S-XX | 4,200 |
| 21N-41 | Same as K-Mart |
| Connecting Pathway | 28,200 |

Activity Center: Walmart—Hudson

Overview of Accessible Route

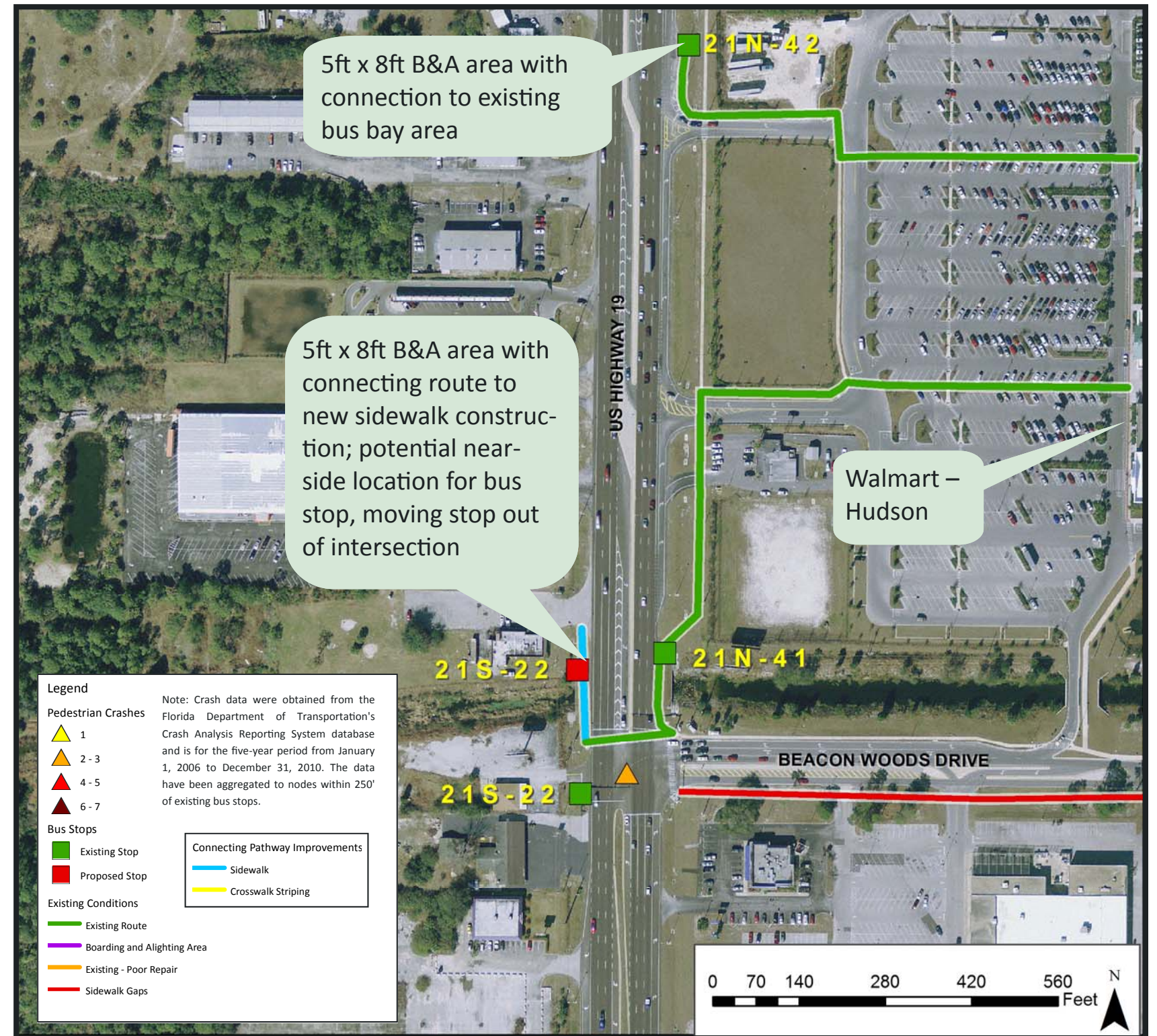
Activity Center

The Walmart in Hudson is located northeast of the intersection of US 19 and Beacon Woods Drive. This activity center is served by Route 21. Three stops were determined to be adjacent to this activity center—21S-22 and 21N-41, and 21N-42. Two of these stops, 21S-22 and 21N-41, were discussed as part of the Activity Center: K-Mart – Hudson, and the remediation steps noted in that discussion are suitable for this facility as well. This stop is served only by northbound Route 21. Southbound Route 19 serves a stop across the street from this stop; however, the nearest crosswalk would be the intersection at US 19 and Beacon Woods Drive; therefore, 21S-22 is closer to the facility.

21N-42 is located at the northernmost Walmart entrance. It has a bus shelter and bench and is connected to the infrastructure that is part of Walmart. It is also connected to the sidewalk that runs along US 19. A pedestrian accessing Walmart from this stop would travel south along US 19 to the driveway and then follow the Walmart sidewalks east to the front doors of the facility. Detectable warnings and striping are included in the Walmart parking lot.

There is a connecting pathway between 21N-41 and 21N-42. This pathway has appropriate crosswalk striping and detectable warnings. No connecting path exists from 21S-22 to the Walmart.

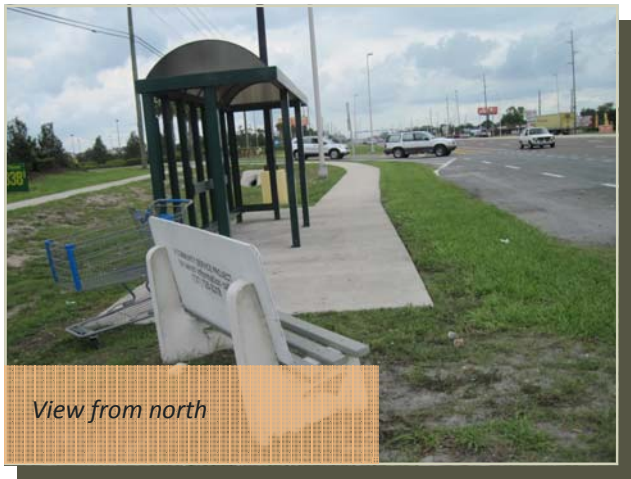
An accessible connection from the bus stop to Walmart is present for 21N-41 and 21N-42. To access Walmart, a pedestrian would travel along US 19 to one of the two driveway entrances. Both entrances have an accessible sidewalk with appropriate crosswalk striping and detectable warnings. These sidewalks provide a pathway through the parking lot to the front doors of Walmart.



Activity Center: Walmart—Hudson

Bus stop identification 21N-42

Located at northernmost entrance of Walmart on east side of US 19



View from north



View from south

Existing Conditions

This stop is located in a bus bay just north of the Walmart entrance on the east-side of US 19 and is a far-side stop. The bus bay provides additional security to pedestrians and stopped buses.

Summary of Deficiencies

While this stop has a large concrete pad and shelter, there is no raised curb or 5ft x 8ft B&A area. The roadway and the shelter pad are divided by a 5ft-wide grass strip. The shelter that is present has no walls; the panels have been removed at some point in time. Additionally, a shopping cart was present at the stop, although at the time of observation it was not affecting accessibility. This sort of accumulation could easily make a stop inaccessible. The bench at the stop is not accessible to an individual using a mobility aid. There is no sign present at this stop.

Recommendation for Remediation

A 5ft x 8ft B&A area needs to be provided at this stop, with the standard raised curb so that a bus may deploy its ramp and achieve the proper slope for boarding and alighting individuals who use mobility aids. There is ample area present to construct a B&A area. This area may be connected to the existing shelter area, but it needs to be located such that the bus can unload passengers directly to the B&A area. The bench, if provided, needs to be accessible and meet ADA standards. The present bench is inaccessible. If shopping carts are a chronic problem at this stop, PCPT and Walmart should work together to provide a cart corral and regular cart removal to avoid any barriers caused by shopping carts.



Walmart infrastructure



Faded crosswalk markings.

Summary of Findings

Connecting Pathways Summary of Deficiencies

The connecting pathway between the two northbound stops is appropriate and is complete to Walmart. With the recommended remediation, the southbound stop at 21S-22 would also be accessible.

Summary of Recommended Solutions

The previously-recommended remediation for 21S-22 should be completed, which involves constructing sidewalk through to the intersection at US 19 and Beacon Woods Drive.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 21S-22 | Same as K-Mart |
| 21N-41 | Same as K-Mart |
| 21N-42 | \$1,700 |
| Connecting Pathway | \$1,100 |



Activity Center: St. Luke's Cataract Laser Institute

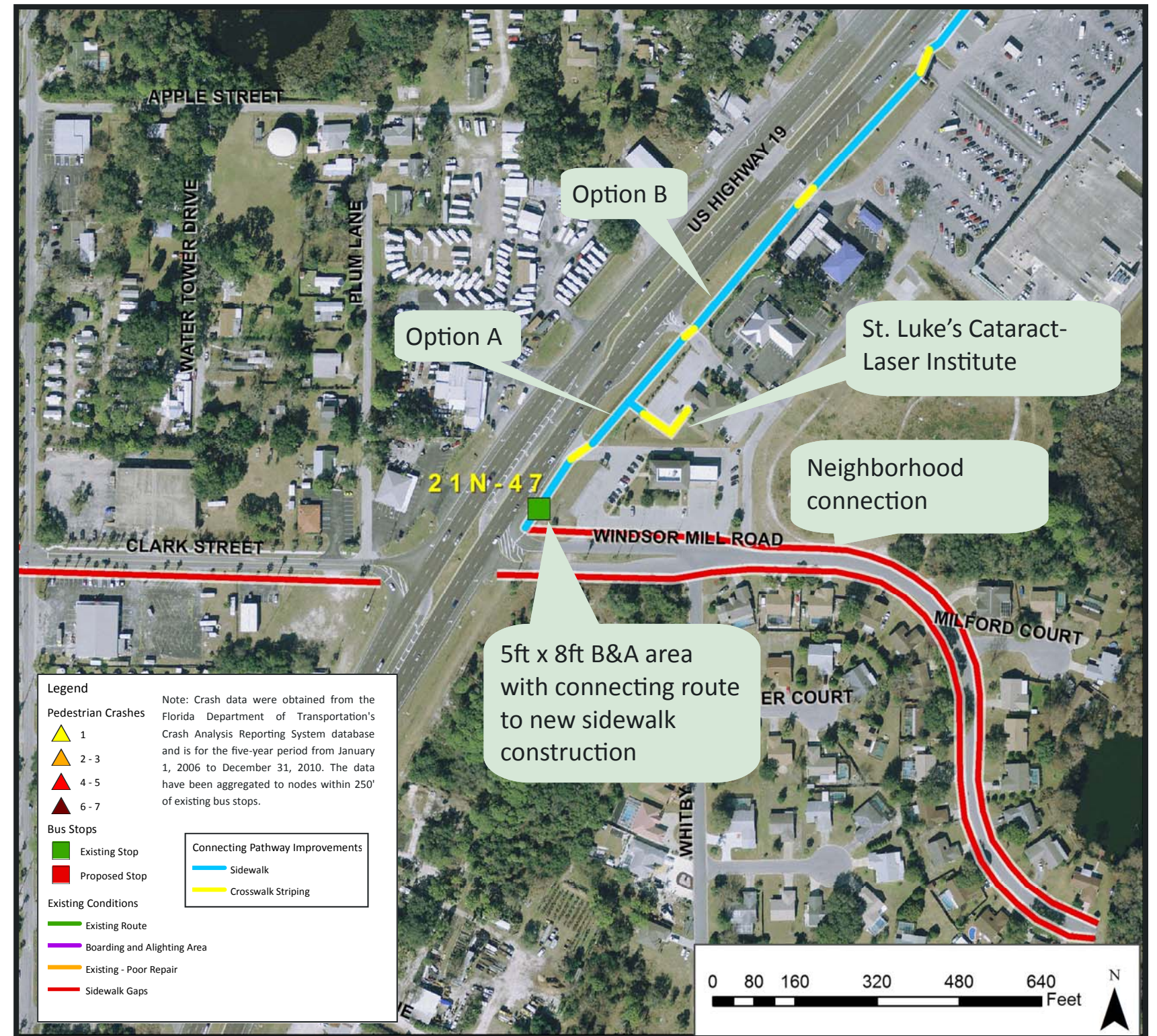
Overview of Accessible Route

Activity Center

St. Luke's Cataract-Laser Institute in Hudson is located northeast of the intersection of US 19 and Windsor Mill Road. This activity center is served by Route 21. One stop is adjacent to this activity center, 21N-47.

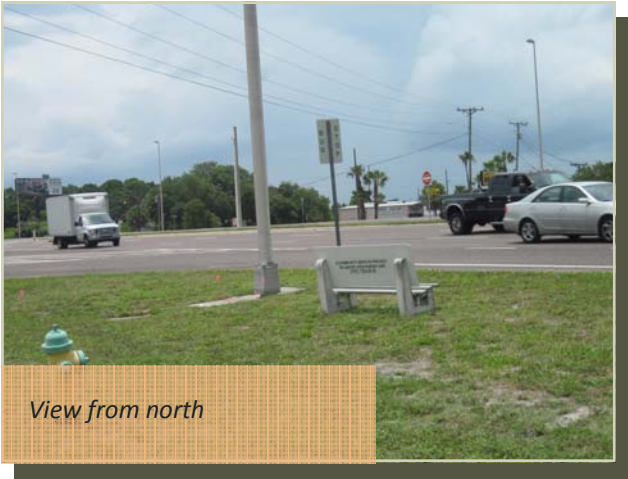
21N-47 is located north of the intersection of US 19 and Windsor Mill Road. It is located on the far side of Windsor Mill Road, in the ending taper of a right-turn lane. No connecting path is present between this bus stop and the Windsor Mill Neighborhood.

There is currently no connecting pathway between this stop and the activity center. No pedestrian infrastructure exists along this segment of US 19. There is abundant space available along US 19; however, additional research may need to be done to determine the actual availability of ROW.



Activity Center: St. Luke’s Cataract Laser Institute

Bus stop identification 21N-47
Located north of US 19 and Windsor Mill Road



Existing Conditions

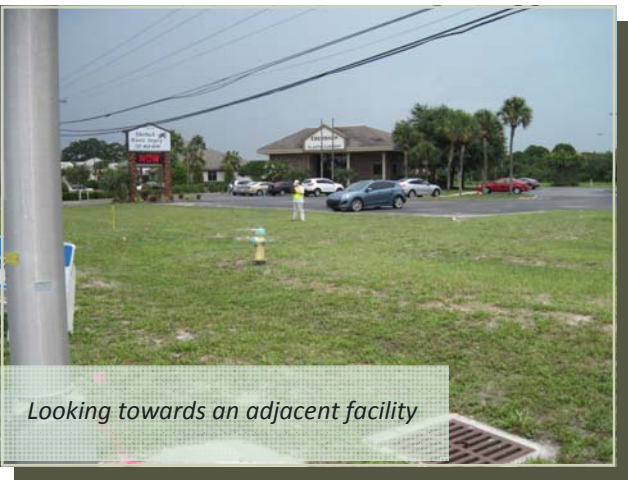
This stop provides no accessible connection to St. Luke’s or the surrounding area. It is not located along a sidewalk, and it has no concrete B&A area. The stop consists of a sign post in the ground and a bus bench. It is located in the ending taper of a right-turn-only lane located far-side of Windsor Mill Road.

Summary of Deficiencies

This stop has no required 5ft x 8ft B&A area and also has no pedestrian infrastructure present. There are no intersections between this bus stop and St. Luke’s; thus, there are no signals or crosswalks, but there is also no sidewalk present. The intersection at Windsor Mill Road has no crosswalks or sidewalks either.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed. A sidewalk should be constructed to connect this stop to St. Luke’s from the intersection of US 19 and Windsor Mill Road. This sidewalk would connect to the sidewalk segments proposed in the Sidewalk Inventory and Constructability Analysis.



Summary of Findings

Connecting Pathways Summary of Deficiencies

No connecting pathways are present for this activity center.

Summary of Recommended Solutions

Option A: Construct approximately 400ft of 5ft-wide sidewalk to connect this bus stop to St. Luke's.

Option B: Extend sidewalk north to the intersection of US 19 and Hudson Avenue and the pedestrian infrastructure that exists there. The sidewalk should begin at the corner of US 19 and Windsor Mill Road. This would then connect to the Sidewalk Inventory and Constructability Analysis. Any driveway that the sidewalk crosses should have a pedestrian crosswalk provided.

Windsor Mill Neighborhood: A sidewalk should be extended from the intersection of US 19 along Windsor Mill Road and run along Windsor Mill Road. This would connect the Windsor Mill Neighborhood to US 19 and the bus stop. The Sidewalk Inventory and Constructability Analysis constructs both the north and south segments of Windsor Mill Road at a cost of approximately \$73,782. This would run the full length from east of US 19 to the end of Windsor Mill Road.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------|----------------|
| 21N-47 | \$2,200 |
| Option A | \$13,900 |
| Option B | \$38,100 |
| Neighborhood | \$73,782 |



Activity Center: Hudson Square/Elementary

Overview of Accessible Route

Activity Center

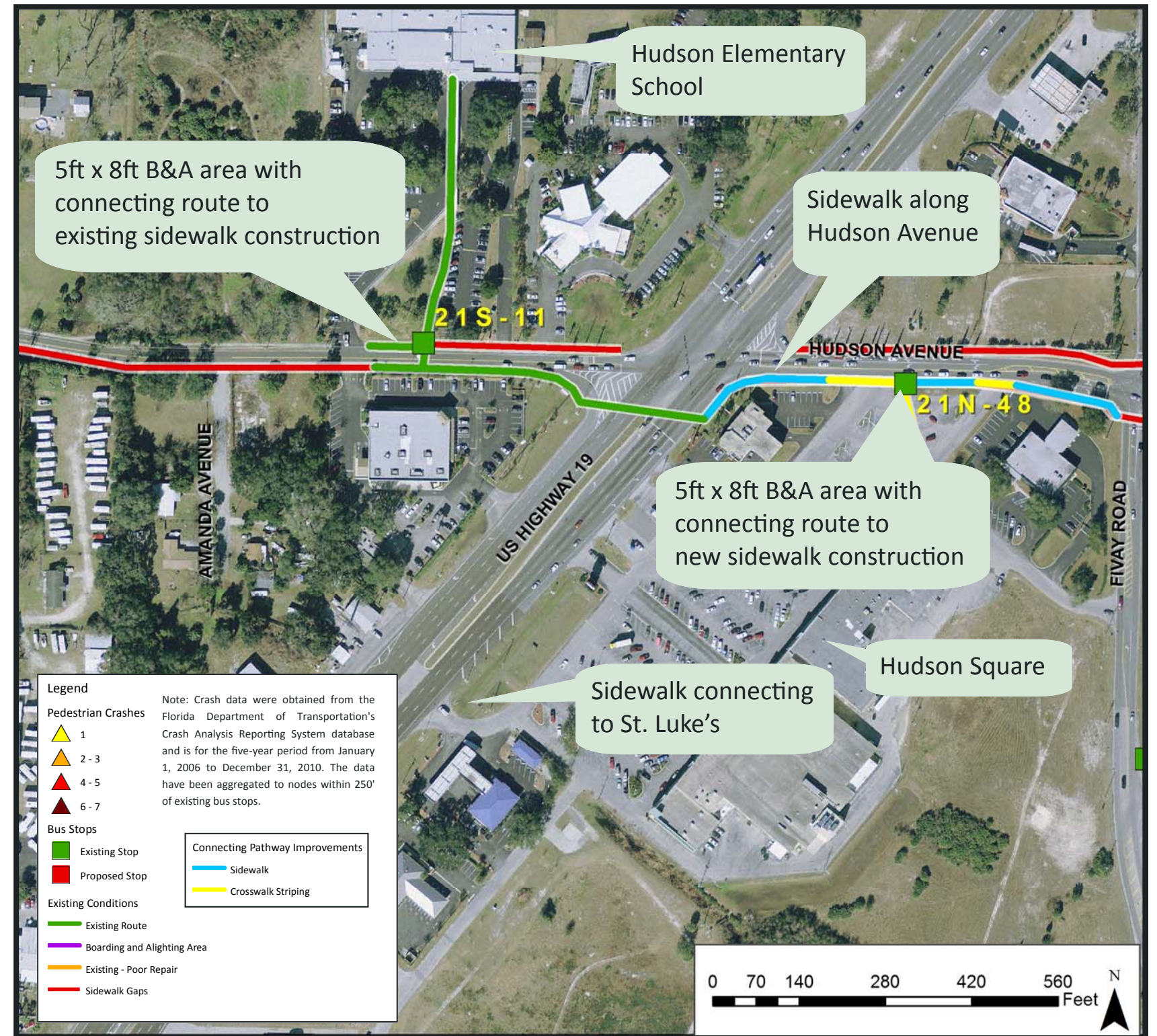
Hudson Square and Hudson Elementary School are located at the intersection of US 19 and Hudson Avenue. Hudson Square is a shopping plaza that includes a Dollar General and a Winn Dixie grocery store. Hudson Elementary is on Hudson Avenue, west of US 19. Both activity centers are served by the same two bus stops, 21N-48 and 21S-11.

21N-48 is located on the south side of Hudson Avenue, east of US 19. It has a bus bench and sign.

21S-11 is located west of the intersection of US 19 and Hudson Avenue on US 19. It is directly in front of Hudson Elementary and is located at an area that has a crosswalk but no paved access route from the south side of Hudson Avenue. This bus stop has a bus stop sign and bench.

The connecting pathway between the two bus stops includes a pedestrian signal at the intersection of US 19 and Hudson Avenue at the southern limit of the intersection. From the intersection at US 19 to the mid-block cross walk at Hudson Elementary, the path is accessible.

An accessible connection from the bus stops both activity centers is incomplete. To access the activity centers, a pedestrian would need a complete path along Hudson Avenue. There is no path currently in place, despite the crossing located at US 19.



Activity Center: Hudson Square/Elementary

Bus stop identification **21N-48**

Located east of US 19 on Hudson Avenue.



Existing Conditions

The stop is located adjacent to a driveway on a grassy median on the far side of US 19 on Hudson Avenue. There is a bus stop sign and bench present at the bus stop.

Summary of Deficiencies

This stop has no required 5ft x 8ft B&A area. It is not connected to the existing pedestrian infrastructure located at the intersection of US 19 and Hudson Avenue.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed. A sidewalk should be constructed along Hudson Avenue to connect this stop to US 19.

Bus stop identification **21S-11**

Located west of US 19 on Hudson Avenue



Existing Conditions

This bus stop is located on the west side of US 19, mid-block and beyond the intersection of US 19 and Hudson Avenue. The stop consists of a sign post in the ground and a bus bench.

Summary of Deficiencies

This stop has no required 5ft x 8ft B&A area. In addition, a bus stopped at this location would block the existing crosswalk. The stop is not connected to the existing infrastructure.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed. It can be built in front of the sidewalk to connect to the pedestrian access route. The stop should be moved farther upstream so that a stopped bus does not block the pedestrian crosswalk.

Activity Center: Hudson Square/Elementary

Summary of Findings



Connecting Pathways Summary of Deficiencies

No sidewalk is present along Hudson Avenue from 21N-48 to US 19. The pathway at Hudson Elementary is incomplete, and the mid-block crosswalk has one end that has no curb ramp or detectable warning and ends at a grass utility strip. There is currently no connecting path from the bus stop to Hudson Square.

Summary of Recommended Solutions

A curb ramp with detectable warning and an access route should be provided on the north side of the pedestrian crosswalk at 21S-11. A sidewalk should be constructed along the southern half of Hudson Avenue, east of US 19. This sidewalk would intersect with the segments proposed in the Sidewalk Inventory and Constructability Analysis. A pedestrian crosswalk should be provided from the terminus of the sidewalk at a driveway of Hudson Square to the main doors of the facility.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 21N-48 | \$6,800 |
| 21S-11 | \$1,300 |
| Connecting Pathway | \$3,300 |



Activity Center: Bayonet Point Regional Medical Center

Overview of Accessible Route

Activity Center

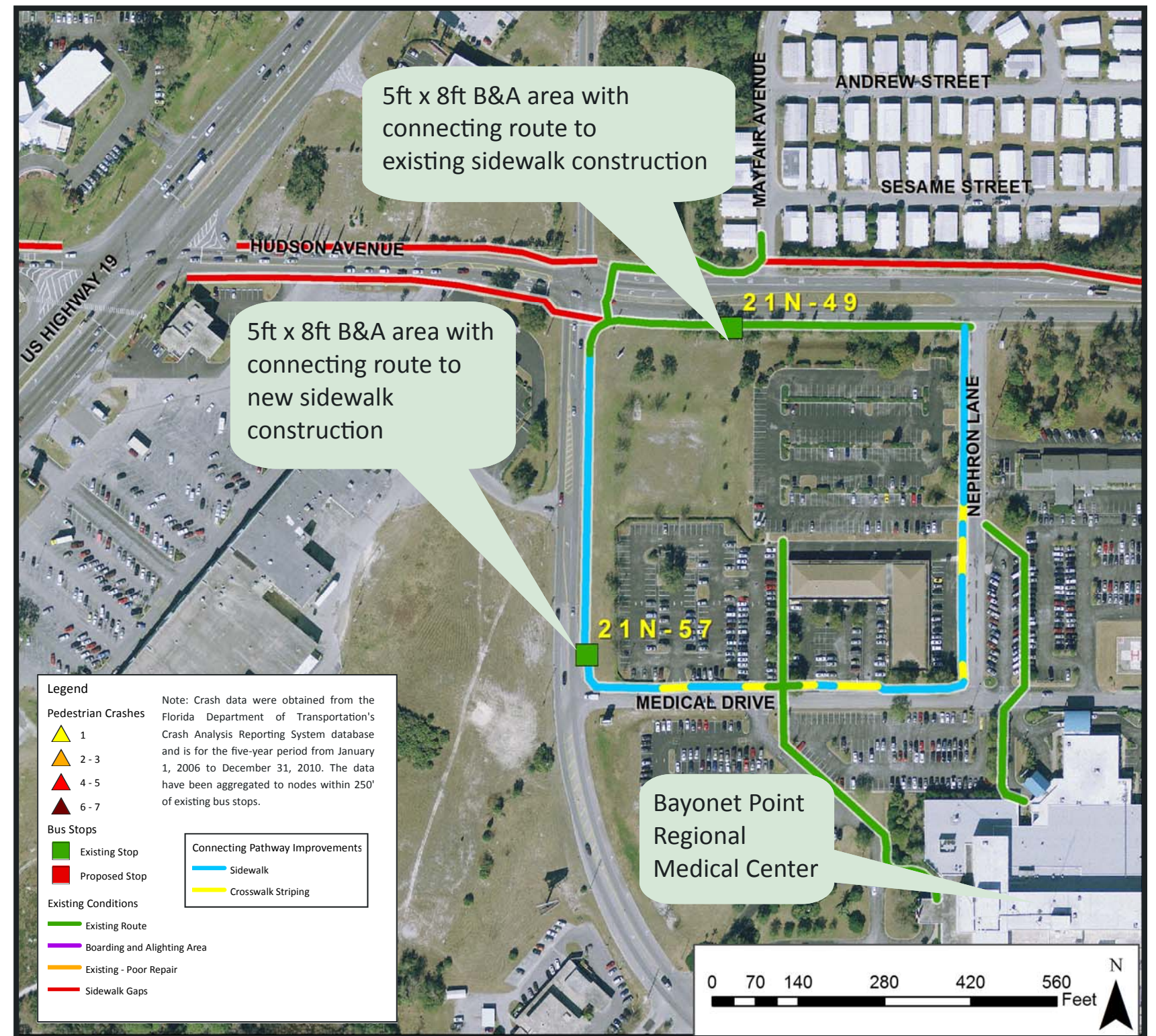
Bayonet Point Regional Medical Center is located east of US 19 and Fivay Road. It consists of multiple buildings and facilities and is served by Route 21. Two stops are adjacent to this activity center, 21N-49 and 21N-57.

21N-49 is located on Hudson Avenue, west of Fivay Road. It has a bus bench and sign. It is connected accessibly with the Club Wildwood residential area located to the north. There are existing signalized pedestrian crosswalks but no detectable warning surfaces at the pedestrian signal on the route to Club Wildwood. Club Wildwood has a sidewalk as well.

21N-57 is located south of Hudson Avenue along Fivay Road. It is just north of Medical Drive. This stop has a bus bench and sign.

The connecting pathway between the two bus stops includes a pedestrian signal at Hudson Avenue and Fivay Road. Pedestrian control buttons are provided for each street crossing of this intersection. The accessible pathway is incomplete, and no sidewalk is present along Fivay Road.

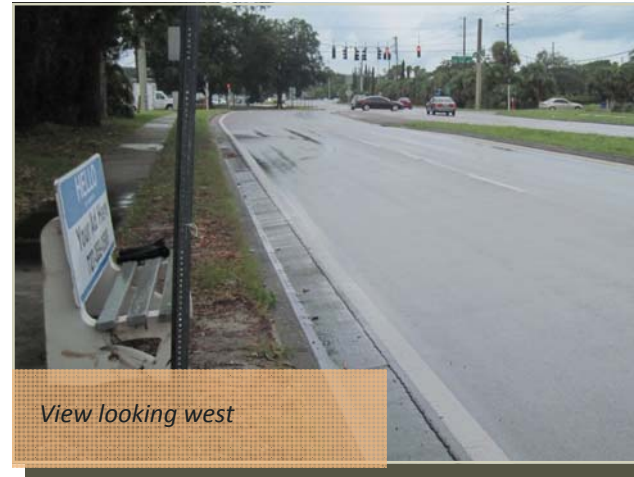
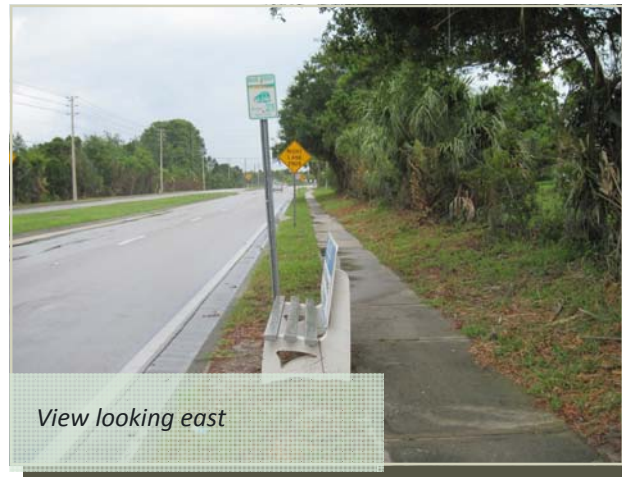
There is no sidewalk that provides access from the street to any facilities within the medical center. A pedestrian accessing the medical center from 21N-49 would walk west along Hudson Avenue to Fivay Road and then south to a major entrance. There is a sidewalk directly adjacent to Hudson Avenue, but no sidewalk is present along Fivay Road. Alternately, a pedestrian may use Nephron Lane to access the medical center. A pedestrian accessing the center from 21N-57 would walk south along Fivay Road to the entrance at Medical Drive. Midway along Medical Drive, a sidewalk begins, providing access to the center. This sidewalk provides limited access to adjacent facilities. It does not have a direct connection to Fivay Road or Hudson Avenue.



Activity Center: Bayonet Point Regional Medical Center

Bus stop identification 21N-49

Located east of Hudson Avenue and Fivay Road



Existing Conditions

The stop consists of a sign post in the ground and a bus bench. It is located far side of the intersection of Hudson Avenue and Fivay Road.

Summary of Deficiencies

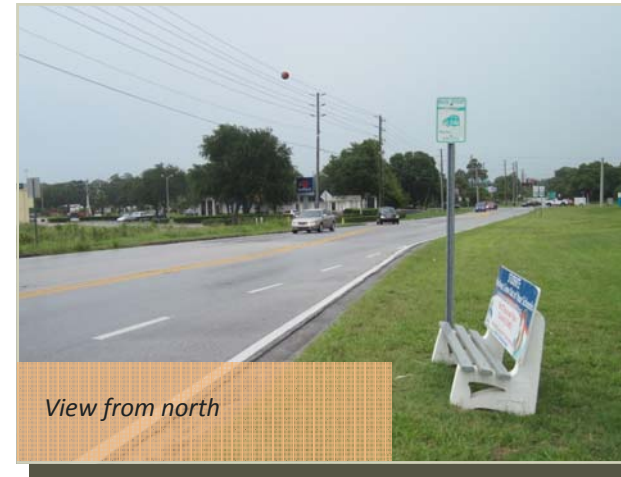
This stop has no required 5ft x 8ft B&A area. It is not connected to the existing pedestrian infrastructure. The bench at this stop is located in front of the sidewalk; therefore, it is also inaccessible. The bench poses a barrier for passengers boarding or alighting from the bus and is inaccessible to an individual who may wish to transfer from a mobility aid to the bench.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed. This B&A area would connect with the existing sidewalk. In addition, it should be ensured that any bench located at a bus stop has a 30in x 48in clear space so that an individual using a mobility aid can shift from their mobility aid to the bench, and vice versa. The bench's existing location at this stop makes it inaccessible. An alternative solution would be to place the bench behind the sidewalk and close enough so it is still directly adjacent to the sidewalk.

Bus stop identification 21N-57

Located south of Hudson Avenue and Fivay Road



Existing Conditions

The stop consists of a sign post in the ground and a bus bench. It is located far-side of the intersection of Fivay Road and Medical Drive. There is no sidewalk present along Fivay Road.

Summary of Deficiencies

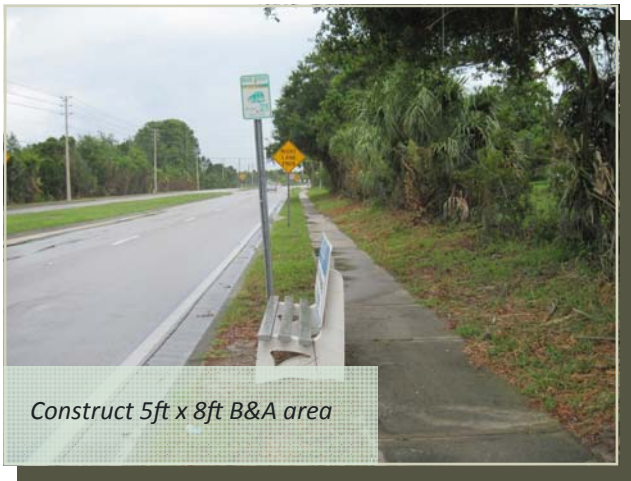
This stop has no required 5ft x 8ft B&A area. It is not connected to any pedestrian infrastructure.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed. The B&A area should be connected to any pedestrian infrastructure.

Activity Center: Bayonet Point Regional Medical Center

Summary of Findings



Connecting Pathways Summary of Deficiencies

There is currently no pedestrian connection from either bus stop directly to the medical center. The stops also have no direct connection between each other.

Summary of Recommended Solutions

Construct sidewalk along Fivay Road from Hudson Avenue to Medical Drive and then along Medical Drive to connect to existing pedestrian infrastructure. Approximately 290 LF of 5ft-wide sidewalk should be constructed along the west side of Nephron Lane to provide additional pedestrian accessibility. This sidewalk should run until it connects with the existing infrastructure at the center. Approximately 655 LF of 5ft-wide sidewalk is needed along Fivay Road and Medical Drive to fully connect 21N-57 to the activity center.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 21N-57 | \$1,800 |
| 21N-49 | \$500 |
| Connecting Pathway | \$14,100 |



Activity Center: Hudson Bowl Bowling Alley

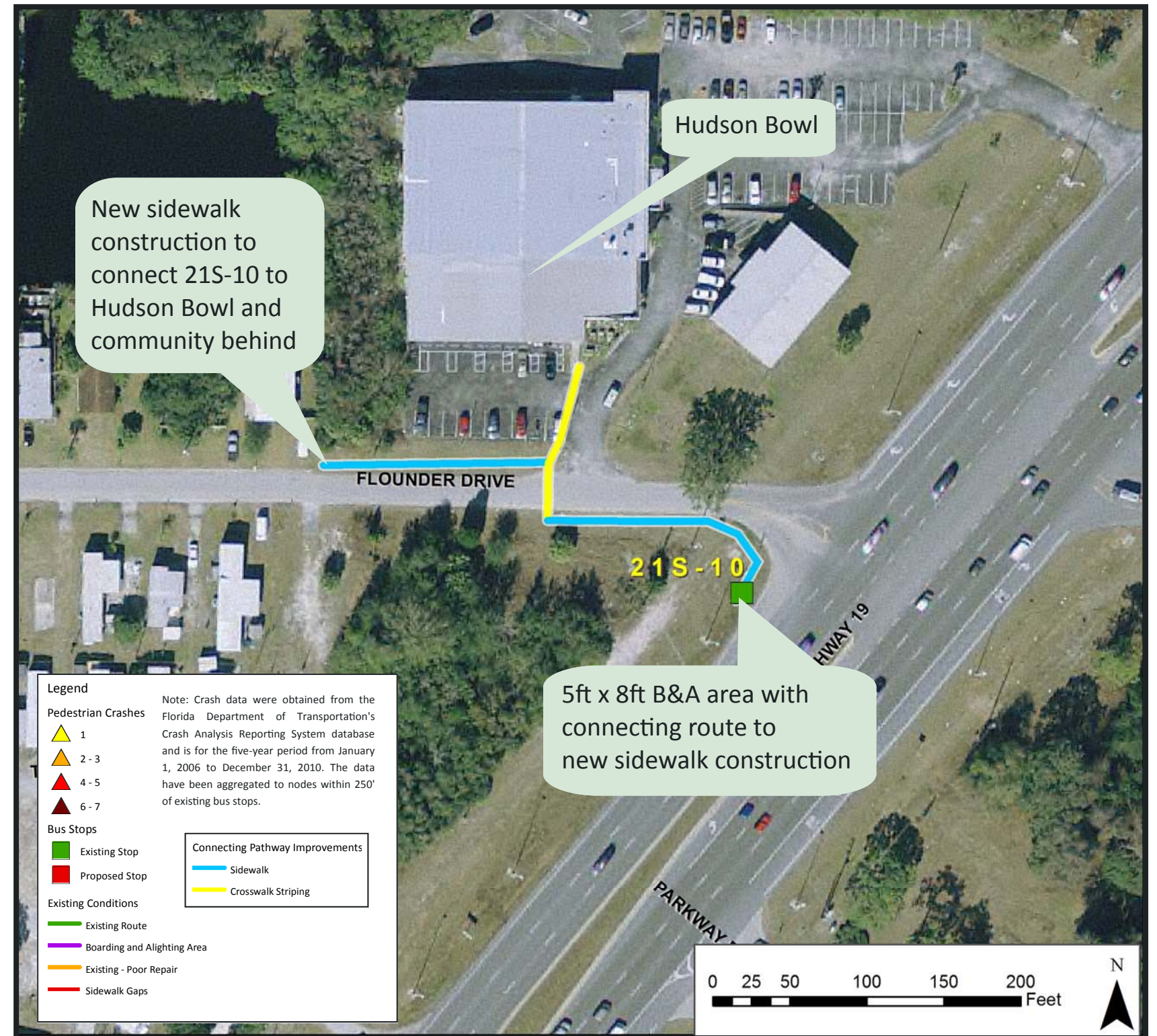
Overview of Accessible Route

Activity Center

Hudson Bowl is located at the northwest corner of the intersection of US 19 and Flounder Drive. This activity center is served by Route 21. One stop is adjacent to this activity center, 21S-10.

21S-10 is located on the far side of the intersection of US 19 and Flounder Drive. It has a bus bench and sign. It has no sidewalk or connectivity to pedestrian facilities. No existing pedestrian facilities present.

No accessible pathway exists between this bus stop and Hudson Bowl. A pedestrian accessing Hudson Bowl from this location would walk north along US 19 to Flounder Drive and then west to the entrance of the bowling alley.



Activity Center: Hudson Bowl Bowling Alley

Bus stop identification 21S-10

Located on far side of intersection of US 19 and Flounder Drive



Existing Conditions

The stop is located in ending taper of a right-turn lane. It is situated on the far side of Flounder Drive on US 19. The stop is located near a swale area/grass utility strip, and no sidewalk is present. There is a bus bench and sign present at the stop.

Summary of Deficiencies

This stop has no required 5ft x 8ft B&A area. It is not connected to any pedestrian infrastructure.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed. A new sidewalk should also be constructed from the bus stop to Flounder Drive.



Summary of Findings

Connecting Pathways Summary of Deficiencies

No pedestrian infrastructure exists in association with this stop. No connecting pathway exists to provide access to Hudson Bowl. A sidewalk should be provided along US 19 to Flounder Drive.

Summary of Recommended Solutions

Approximately 180 LF of 5ft-wide sidewalk would be required to connect this bus stop to Hudson Bowl from the bus stop along Flounder Drive. Crosswalk striping will be needed to provide a crossing from the south side of Flounder Drive to the north side. Additional sidewalk should be constructed west on Flounder Drive to connect to the neighborhood located adjacent to Hudson Bowl.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 21S-10 | \$1,300 |
| Connecting Pathway | \$5,200 |



Activity Center: Scheer Commerce Center

Overview of Accessible Route

Activity Center

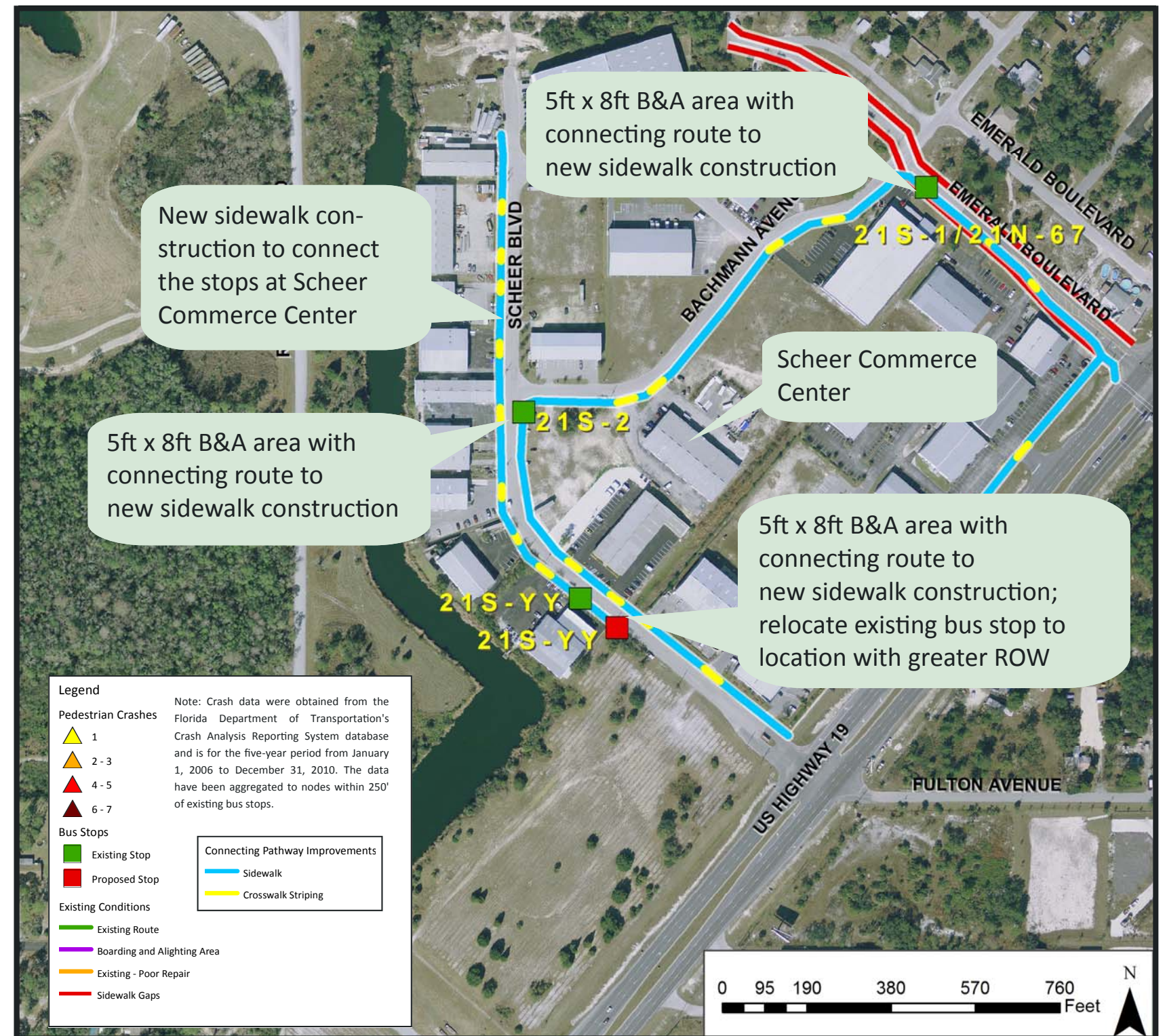
Scheer Commerce Center is a light-industrial complex located on the west side of US 19 between Scheer Boulevard and Emerald Boulevard. The Center does not have any sidewalks that connect its adjacent lots. It is served by Route 21. Three stops are adjacent to facility, 21S-2, 21S-YY and 21N-67/21S-1.

21S-2 is located at the south east corner of Bachmann Avenue and Scheer Boulevard. This stop is within the Scheer complex, so it provides access to all the surrounding buildings that make up the Commerce Center. It has a bus bench, but no sign was present when the site was observed. It has no sidewalk or connectivity to pedestrian facilities. There are no pedestrian facilities present.

21S-YY is a stop that is located along Scheer Boulevard. It was not included in the bus stop inventory; however, a sign was clearly present when the site was observed. The stop is not connected to any pedestrian infrastructure, and it is located in front of a fence which limits the available right of way.

21N-67/21S-1 is located at the intersection of Emerald Boulevard and Bachmann Avenue. This stop is within the Scheer complex, so it provides access to all surrounding buildings that make up the Commerce Center. It has a bus stop sign, but no additional amenities.

No pedestrian infrastructure exists at this activity center; thus, no pathways are accessible. There are no signals or pedestrian crosswalks located within the center.



Activity Center: Scheer Commerce Center

Bus stop identification **21S-2**

Located at southeast corner of Bachmann Avenue and Scheer Boulevard



Existing Conditions

This stop provides no accessible connection to the Scheer Commerce Center. It is located at the corner of an intersection that appears to be used primarily for parking. There is a bench at the location, but no bus stop sign or any additional amenities are present.

Summary of Deficiencies

This stop has no required 5ft x 8ft B&A area. It is not connected to any pedestrian infrastructure.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed. A sidewalk should be constructed that connects this bus stop to the nearest intersection, from Bachman Avenue and Scheer Boulevard to the bus stop, approximately 20 LF of 5ft-wide sidewalk.

Bus stop identification **21S-YY**

Located on Scheer Boulevard, approximately 575ft west of US 19



Existing Conditions

This stop provides no accessible connection to the Scheer Commerce Center. It is located in front of a metal fence, and a bus stop sign is the only infrastructure at the stop. There is no B&A area and no sidewalk connectivity. Additionally, this stop is not recorded on the bus stop inventory received from PCPT.

Summary of Deficiencies

This stop has no required 5ft x 8ft B&A area. It is not connected to any pedestrian infrastructure.

Recommendations for Remediation

The location of this stop is in a very limited ROW, and there is not enough space to construct a B&A area at this location. It is recommended to find an alternative location to place this stop. A more appropriate location might be farther upstream, past the adjacent driveway and nearer to US 19. This location would allow for the construction of a B&A are and not be limited by the fence in the space available to provide amenities.

Activity Center: Scheer Commerce Center

Bus stop identification: 21N-67/21S-1, located at Bachmann Blvd and Emerald Drive.



Existing Conditions

This stop provides no accessible connection to the Scheer Commerce Center. It is located on a wide open grassy area. There is no B&A area and no sidewalk connectivity.

Summary of Deficiencies

This stop has no required 5ft x 8ft B&A area. It is not connected to any pedestrian infrastructure. There is no accessible route to any facilities within the Scheer Commerce Center from this stop, due to no existing sidewalk.

Recommendations for Remediation

The stop should have a 5ft x 8ft B&A area constructed. In addition, sidewalks should be constructed to connect this stop with the rest of the facility.



Summary of Findings

Connecting Pathways Summary of Deficiencies

No pedestrian access routes exist at the Commerce Center, except for a small section of sidewalk directly adjacent to US 19. This sidewalk does not connect to any of the bus stops.

Summary of Solutions

Option A : To provide the most connectivity, a sidewalk should be constructed along Scheer Boulevard and Bachman Avenue. Additional sidewalk should also be constructed along Emerald Drive. The sidewalk along Emerald Drive would connect with proposed segments from the Sidewalk Inventory and Constructability Study.

Option B: Because of the size of the facility and the scope of the project that would be required to provide sidewalk throughout, it is recommended that sidewalk first be provided from each bus stop to the nearest street intersection. Crosswalks should be striped across each driveway once sidewalks are constructed. This would involve approximately 700 LF of 5ft-wide sidewalks.

Cost Estimate for Remediation

| Item | Estimated Cost |
|----------|----------------|
| 21S-2 | \$2,800 |
| 21S-YY | \$8,300 |
| 21S-1 | \$2,800 |
| Option A | \$103,400 |
| Option B | \$19,400 |



Appendix B

Summary of Findings - US 301 Activity Centers

| | |
|--|------|
| Activity Center: Zephyrhills City Hall/Library | B-1 |
| Activity Center: Zephyr Plaza | B-3 |
| Activity Center: Florida Medical Center—Zephyrhills | B-6 |
| Activity Center: Pin Chasers Bowling Alley/Cinema 10 | B-9 |
| Activity Center: Florida Hospital—Zephyrhills | B-12 |
| Activity Center: Premier Community Healthcare Center..... | B-14 |
| Activity Center: Merchant Square | B-17 |
| Activity Center: Townview Shopping Center | B-19 |
| Activity Center: Walmart—Zephyrhills..... | B-21 |
| Activity Center: Zephyr Commons..... | B-24 |
| Activity Center: Morningside Plaza/Winn-Dixie | B-26 |
| Activity Center: Florida Medical Center—Dade City | B-29 |
| Activity Center: Downtown Dade City..... | B-32 |
| Activity Center: Dade City Historic Courthouse | B-35 |
| Activity Center: East Pasco Government Center | B-38 |
| Activity Center: Pasco County Housing Authority..... | B-41 |
| Activity Center: Dade City Business Center | B-45 |



Activity Center: Zephyrhills City Hall/Library

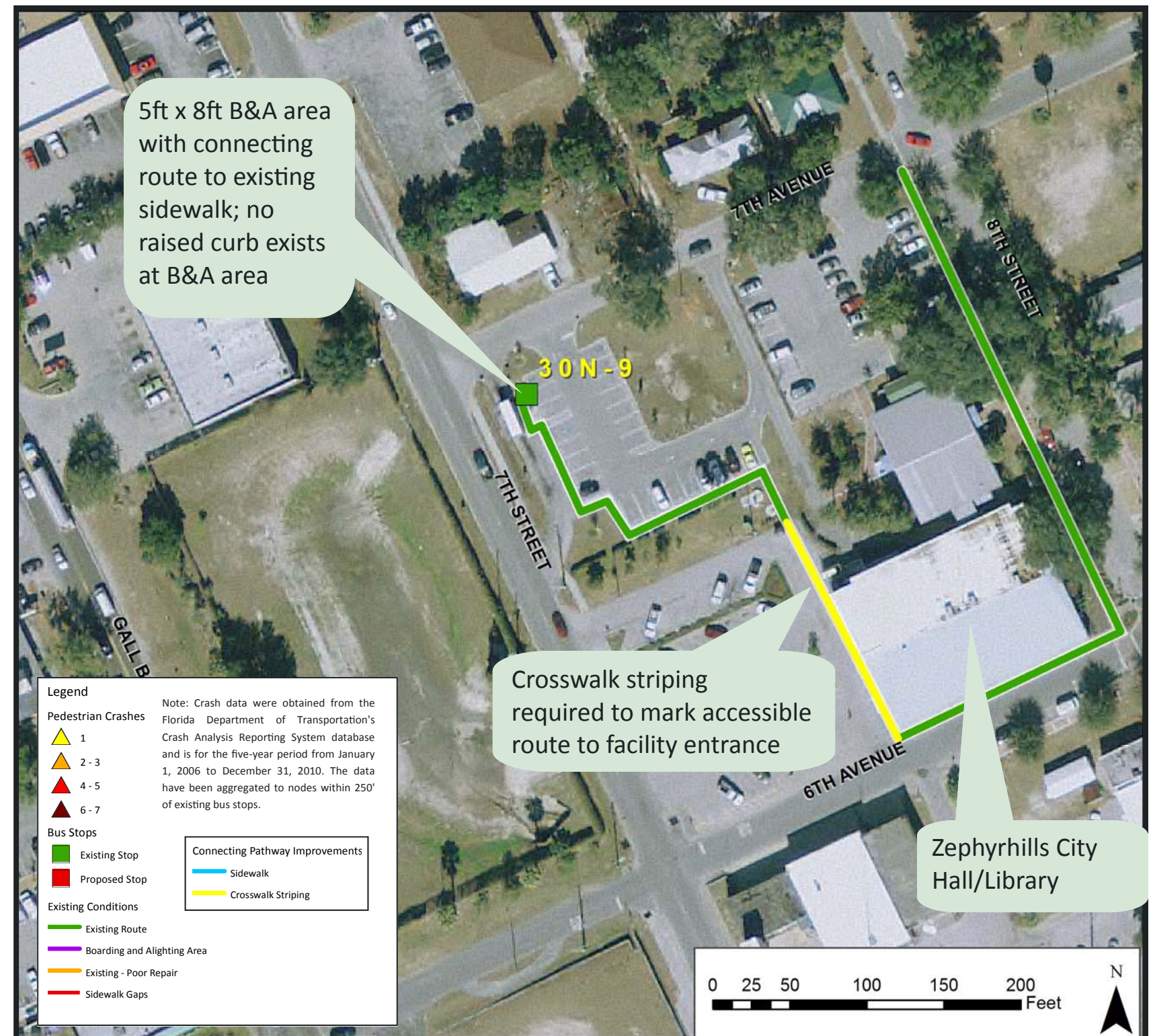
Overview of Accessible Route

Activity Center

City Hall in Zephyrhills is located at the northeast corner of 7th street and 6th Avenue in downtown Zephyrhills. This activity center is served by Route 30, Route 33, and Route 54. It also includes the Zephyrhills Library. One stop was adjacent to this facility, stop 30N-9/ 30S-82. This stop has a transit shelter and is considered a transfer point by PCPT.

30N-9/ 30S-82 is located on the west side of 7th Street, just south of the intersection of 7th Street and 7th Avenue. This transfer point includes a bus bay at which buses may pull through and queue outside of the traditional travel lanes.

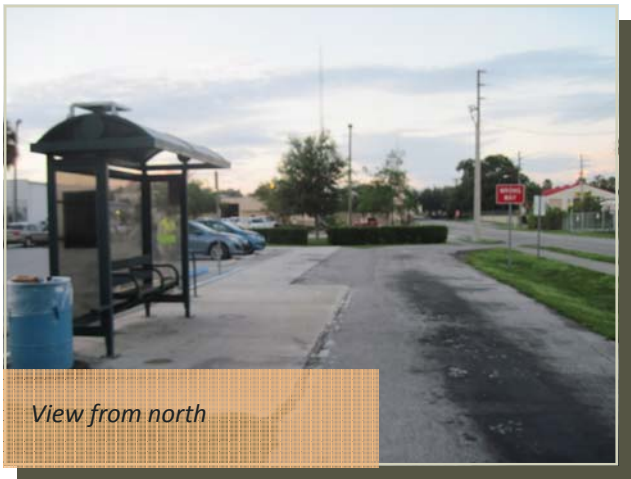
To get to the identified activity center, a pedestrian at this stop would follow the sidewalk south and then east. An individual using a mobility aid would have to travel through the parking lot and around the building to enter at the entrance along 6th Avenue where the ramp is located. A back entrance to the library is present and is accessible through a driveway; however, there is no sidewalk connection directly to this entrance from the bus stop.



Activity Center: Zephyrhills City Hall/Library

Bus stop identification **30N-9**

Located at intersection of 7th Avenue and 7th Street



View from north



Existing infrastructure

Existing Conditions

This bus stop is located off of the main travel line. It has a sidewalk and multiple amenities, including a bus shelter, a bike rack, and a trash can. No pedestrian signals are present, but the existing sidewalk is decorative and includes decorative crosswalks.

Summary of Deficiencies

This bus stop has no raised 5ft x 8ft B&A area.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided. The concrete at this stop can be demolished and then reconstructed with a curb to fit this requirement.



Existing sidewalk at bus stop



Looking toward City Hall from bus stop

Summary of Findings

Connecting Pathway Summary of Deficiencies

The connecting pathway to the main entrance of the activity center is not identified. No pedestrian striping is available crossing the parking lot to access the main sidewalk from the bus stop. The existing sidewalk ends at the parking lot, and there is no defined continuing pathway to the sidewalk along 6th Avenue. No sidewalk is present along 7th Avenue.

Summary of Recommended Solutions

At the end of the sidewalk behind City Hall, a striped pathway should be installed through and across the existing driveways to the sidewalk on 6th Avenue. This would involve approximately 160ft of crosswalk striping.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 30N-9/30S-82 | \$1,800 |
| Connecting Pathway | \$600 |



Activity Center: Zephyr Plaza

Overview of Accessible Route

Activity Center

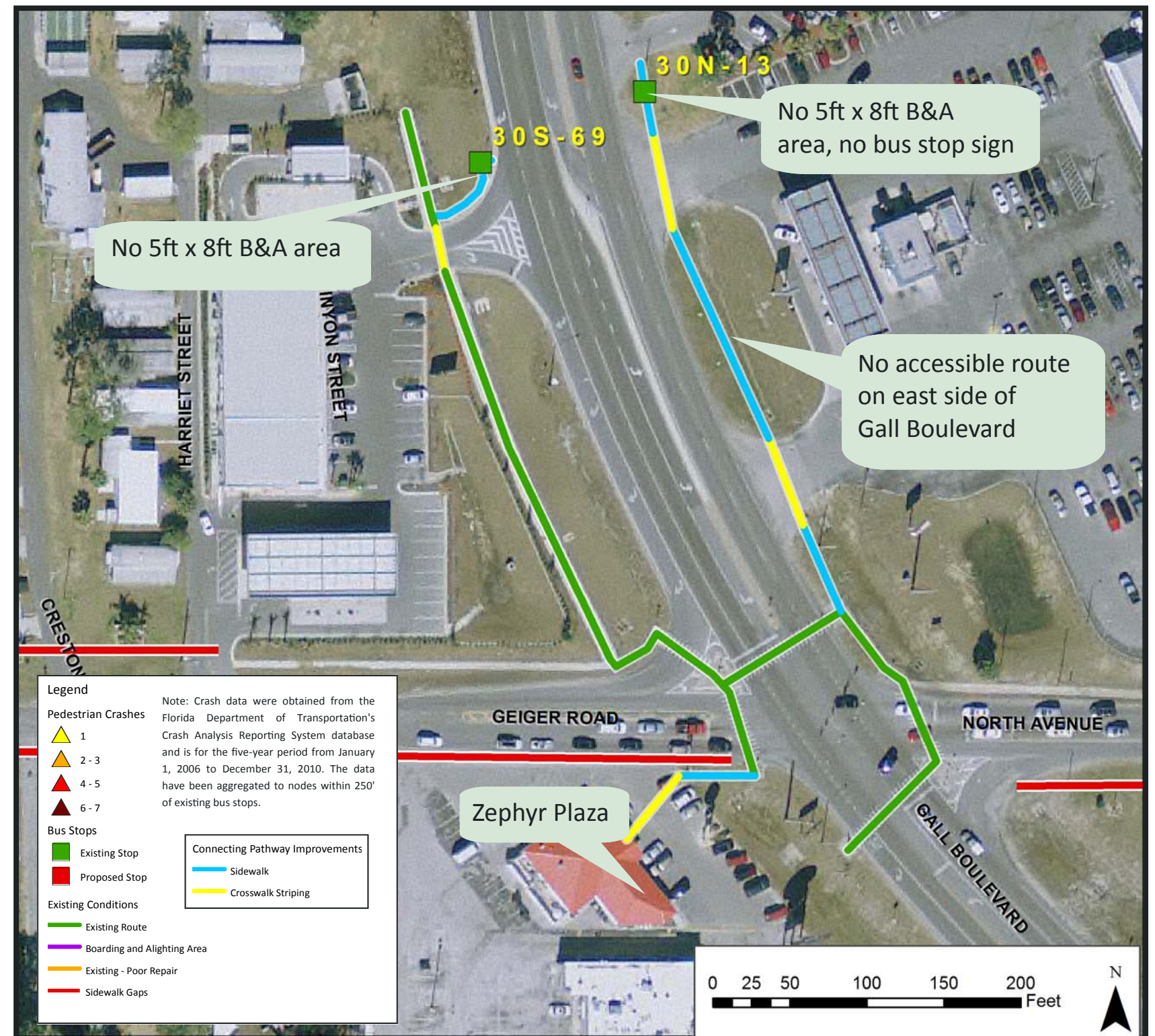
Zephyr Plaza is located on the southwest corner of the intersection of Gall Boulevard and North Avenue. This activity center is served by Route 30, Route 33, and Route 54. Two stops are adjacent to this facility, 30S-69 and 30N-13. No stop is connected to the existing pedestrian infrastructure, and there is no B&A area at either stop.

30S-69 is located on the west side of Gall Boulevard, just north of the intersection of Gall Boulevard and North Avenue. It is a near-side stop.

30N-13 is located on the west side of Gall Boulevard, just north of the intersection of Gall Boulevard and North Avenue.

No connecting pathway exists between the two opposing stops. At the intersection of Gall Boulevard and North Avenue/Geiger Road, a pedestrian pushbutton and crosswalk striping exists. Pedestrian control buttons are provided for each street crossing of this intersection.

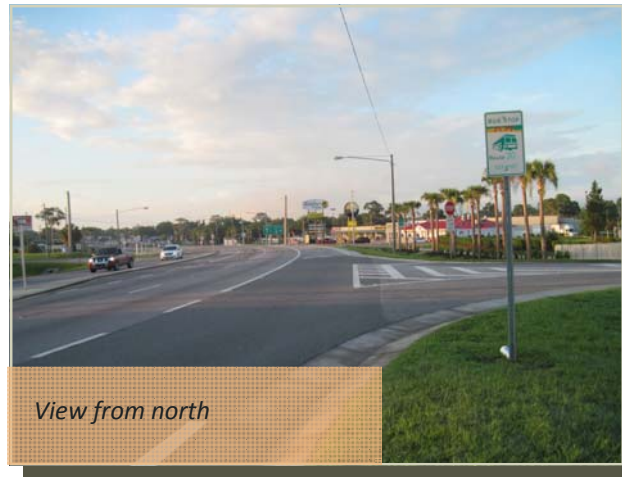
An accessible connection from the bus stops to Zephyr Plaza is not provided. To access the plaza from the bus stops, a pedestrian would travel south along Gall Boulevard, cross North Avenue/Geiger Road, and then cut across the grass to the plaza driveway. Only the west side of Gall Boulevard has a pedestrian sidewalk.



Activity Center: Zephyr Plaza

Bus stop 30S-69

Located at intersection of Gall Boulevard and North Avenue



View from north



Existing infrastructure inaccessible from bus stop

Existing Conditions

This stop is located just north of the driveway into Verizon Wireless. It is on the near side of the intersection in a right-turn-only lane. While pedestrian infrastructure does exist, this stop is not connected to that infrastructure. There is a sign present, but no other amenities.

Summary of Deficiencies

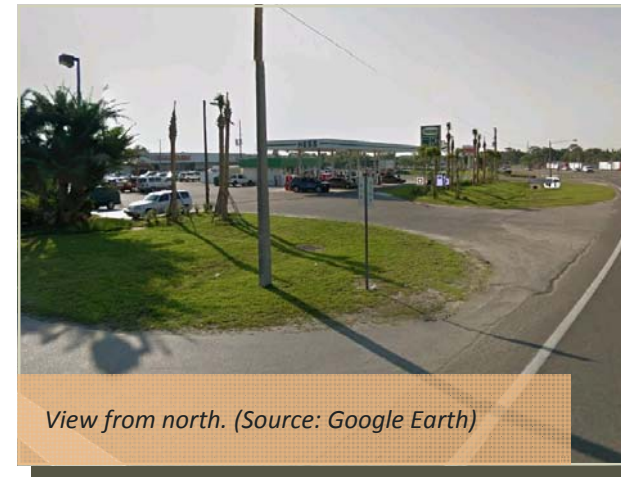
This stop has no 5ft x 8ft B&A area. It also is not connected to any existing pedestrian infrastructure. The stop is located between a swale/drainage area and the roadway.

Recommendations for Remediation

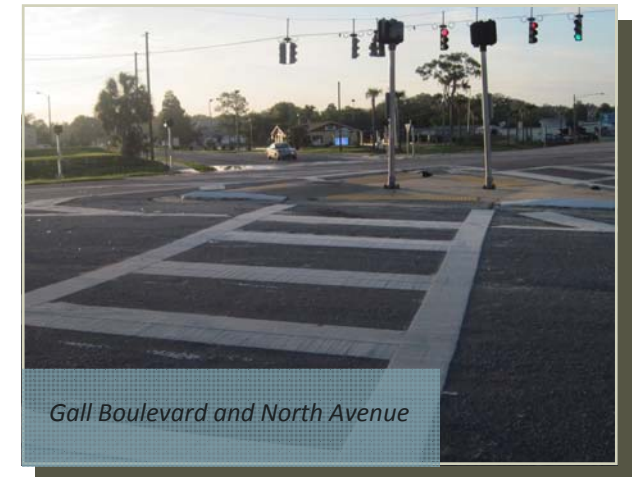
A 5ft x 8ft B&A area with a raised curb should be provided. The stop should be connected to the existing pedestrian infrastructure. This will require a sidewalk along the driveway or a bridge over the drainage ditch.

Bus stop identification 30N-13

Located at intersection of Gall Boulevard and North Avenue



View from north. (Source: Google Earth)



Gall Boulevard and North Avenue

Existing Conditions

This stop is located just north of the driveway into the Hess Gas Station and south of the McDonald's driveway. It is on the far side of the intersection. The stop has no amenities. While surveyors were present, no bus stop sign was present.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. It is also not connected to any existing pedestrian infrastructure. The stop is located between a swale/drainage area and the roadway. A bus stop sign, as required by ADA standards, was not present. The bus stop location was confirmed by Google Earth Streetview, which also confirmed that, at some point in time, a sign was present at this stop.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided. The stop should be connected to the existing pedestrian infrastructure. A sign must be provided at the bus stop.

Activity Center: Zephyr Plaza

Summary of Findings

Connecting Pathways Summary of Deficiencies

There is no accessible route between the two bus stops. There is also no accessible route from the existing pedestrian infrastructure to the activity center. No sidewalk exists along the east side of Gall Boulevard.

Summary of Recommended Solutions

Once connected to the existing sidewalk, accessing the activity center would be simplified. Improvements required at the facility include a sidewalk connecting the pedestrian signal landing to the facility and pedestrian crosswalk striping through the parking lot to Zephyr Plaza. A sidewalk should also be provided with appropriate driveway striping from 30N-13 to the intersection infrastructure at Gall Boulevard and Geiger Road/ North Avenue. This would require the construction of approximately 270 LF of 5’ wide sidewalk.

A sidewalk should be constructed along North Avenue/Geiger Road to provide access to both Sunrise Eatery and Zephyr Plaza. In addition, Zephyr Plaza has a ramp, but it is located in the central portion of the plaza. No ramp exists at the northern end of the plaza, meaning an individual using a mobility aid would have to travel a significant distance in the parking lot to get to a ramp of the facility. Better access could be provided by constructing a ramp at the northern end of the facility, along the route closest to Sunrise Eatery.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 30N-13 | \$600 |
| 30S-69 | \$700 |
| Connecting Pathway | \$4,700 |



Activity Center: Florida Medical Center—Zephyrhills

Overview of Accessible Route

Activity Center

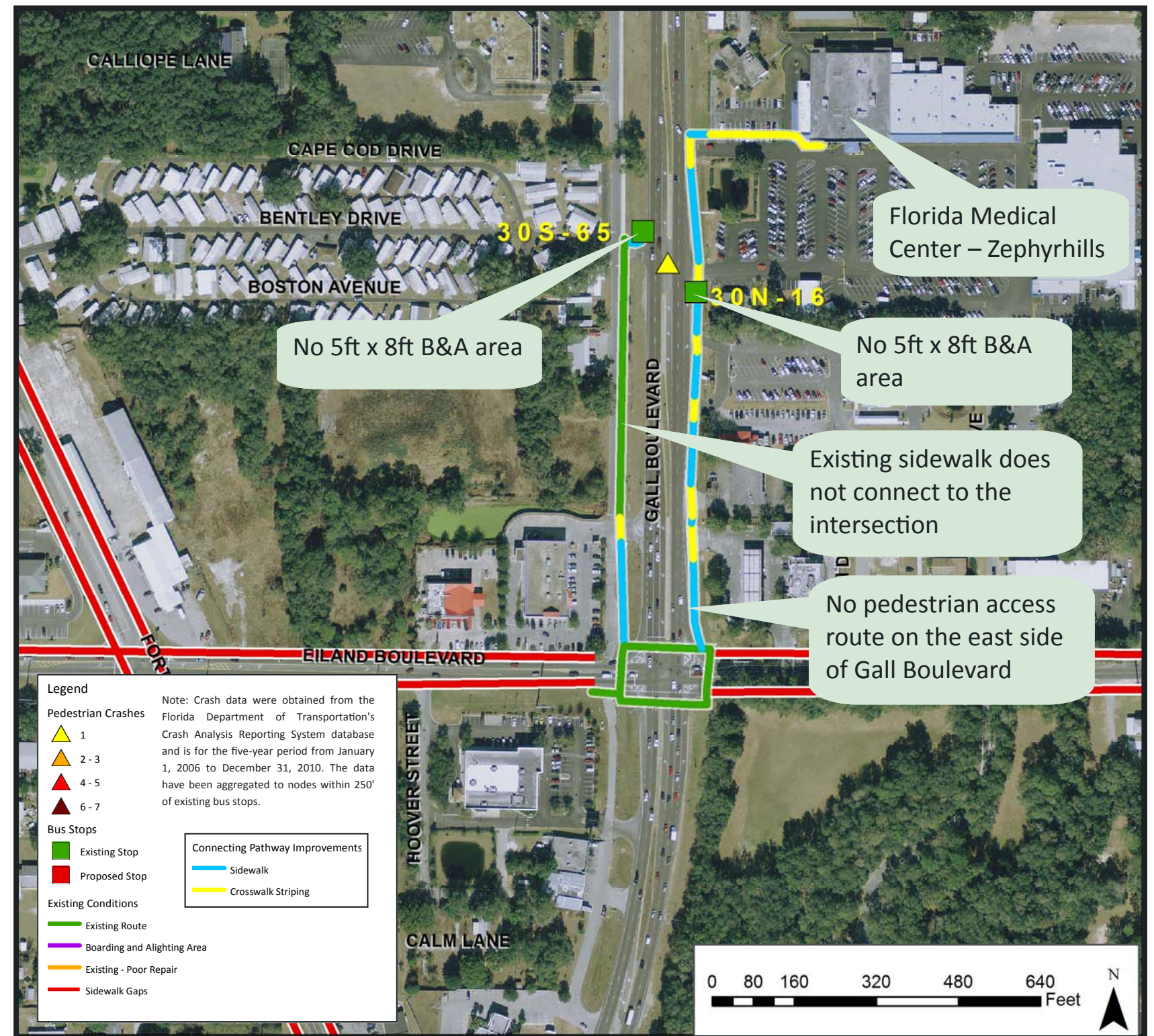
Florida Medical Center – Zephyrhills is located north of Gall Boulevard and Eiland Boulevard. This activity center is served by Route 30. Two stops are adjacent to this facility, 30S-65 and 30N-16. Pedestrian infrastructure exists on the west side of Gall boulevard, but not on the east side. Neither stop is connected to the pedestrian infrastructure, and neither stop has a 5ft x 8ft B&A area.

30S-65 is located on the west side of Gall Boulevard, just north of the intersection of Gall Boulevard and Eiland Boulevard. It is far enough from the intersection to be considered a mid-block stop.

30N-16 is located on the west side of Gall Boulevard, north of the intersection of Gall Boulevard and Eiland Boulevard.

The connecting pathway between the two bus stops is not accessible. Sidewalks and pedestrian control buttons are located at the nearest intersection (Gall Boulevard and Eiland Boulevard); however, none of this infrastructure extends to the Florida Medical Center.

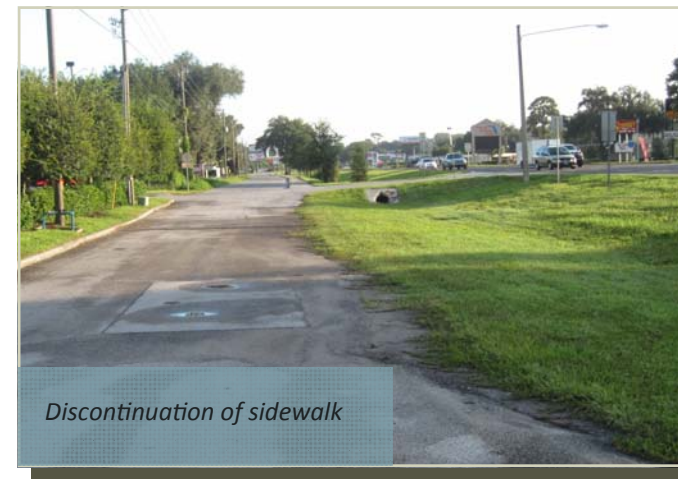
An accessible connection from the bus stops to the medical center is not provided. A pedestrian must travel along Gall Boulevard (which has very limited pedestrian infrastructure) to access the activity center. The nearest signalized pedestrian crossing is also a significant distance from the activity center and the bus stops. Sidewalk is present along the west side of Gall Boulevard; however, it does not connect to the infrastructure at the pedestrian signal.



Activity Center: Florida Medical Center—Zephyrhills

Bus stop identification 30S-65

Located north of intersection of Gall Boulevard and Eiland Boulevard



Existing Conditions

This stop is located just north of the driveway into a limited access roadway that connects to residential and retail areas along the west side of Gall Boulevard. It is a mid-block stop with a trash can and a bus stop sign for amenities.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. It also is not connected to any existing pedestrian infrastructure. The stop is located between a swale/drainage area and the roadway. To access the existing pedestrian route, a pedestrian must pass the swale area by walking in the roadway.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided. The stop should be connected to the existing pedestrian infrastructure. This will require a sidewalk along the driveway or a route across the swale area.

Bus stop identification 30N-16

Located north of intersection of Gall Boulevard and Eiland Boulevard



Existing Conditions

This stop is located just south of the driveway of the Florida Medical Center along the east side of Gall Boulevard. It is a mid-block stop with a bus bench and sign for amenities. There is no existing pedestrian infrastructure that connects to this bus stop.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. It also is not connected to any existing pedestrian infrastructure. The stop is located between a swale/drainage area and the roadway.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided. Sidewalk should be built to connect this bus stop to the Florida Medical Center.

Activity Center: Florida Medical Center—Zephyrhills

Summary of Findings

Connecting Pathways Summary of Deficiencies

There is currently no access between the bus stops or the Florida Medical Center. A pedestrian sidewalk does exist on the west side of Gall Boulevard; however, this sidewalk does not extend to the intersection. It does not connect to the bus stop on that side of the street either.

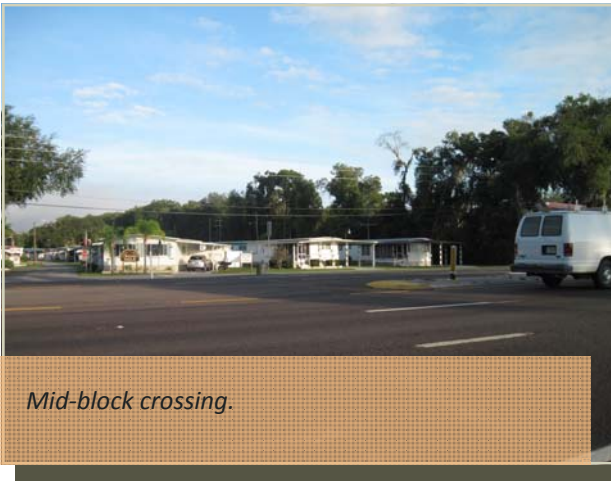
Because of the presence of drainage ditches and swales, the construction of pedestrian facilities for this location may be more challenging. The west sidewalk route is incomplete, ending just north of the CVS drugstore at the corner of Eiland Boulevard and US 301. Additionally, the east side of Gall Boulevard has no pedestrian infrastructure other than the pedestrian signal buttons and sidewalk located directly at the intersection.

Summary of Recommended Solutions

Construct 210ft of sidewalk to connect the existing infrastructure on the west side of Gall Boulevard to the intersection. Connect the infrastructure at the intersection to the Florida Medical Center. Approximately 715ft of sidewalk from the intersection to an entrance point and additional pedestrian crosswalk striping are needed through the parking lot to the facility entrance. Additionally, each new B&A area needs to connect to the infrastructure, providing bridges over the swales/drainage ditches.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 30N-16 | \$6,100 |
| 30S-65 | \$1,400 |
| Connecting Pathway | \$21,300 |



Activity Center: Pin Chasers Bowling Alley/Cinema 10

Overview of Accessible Route

Activity Center

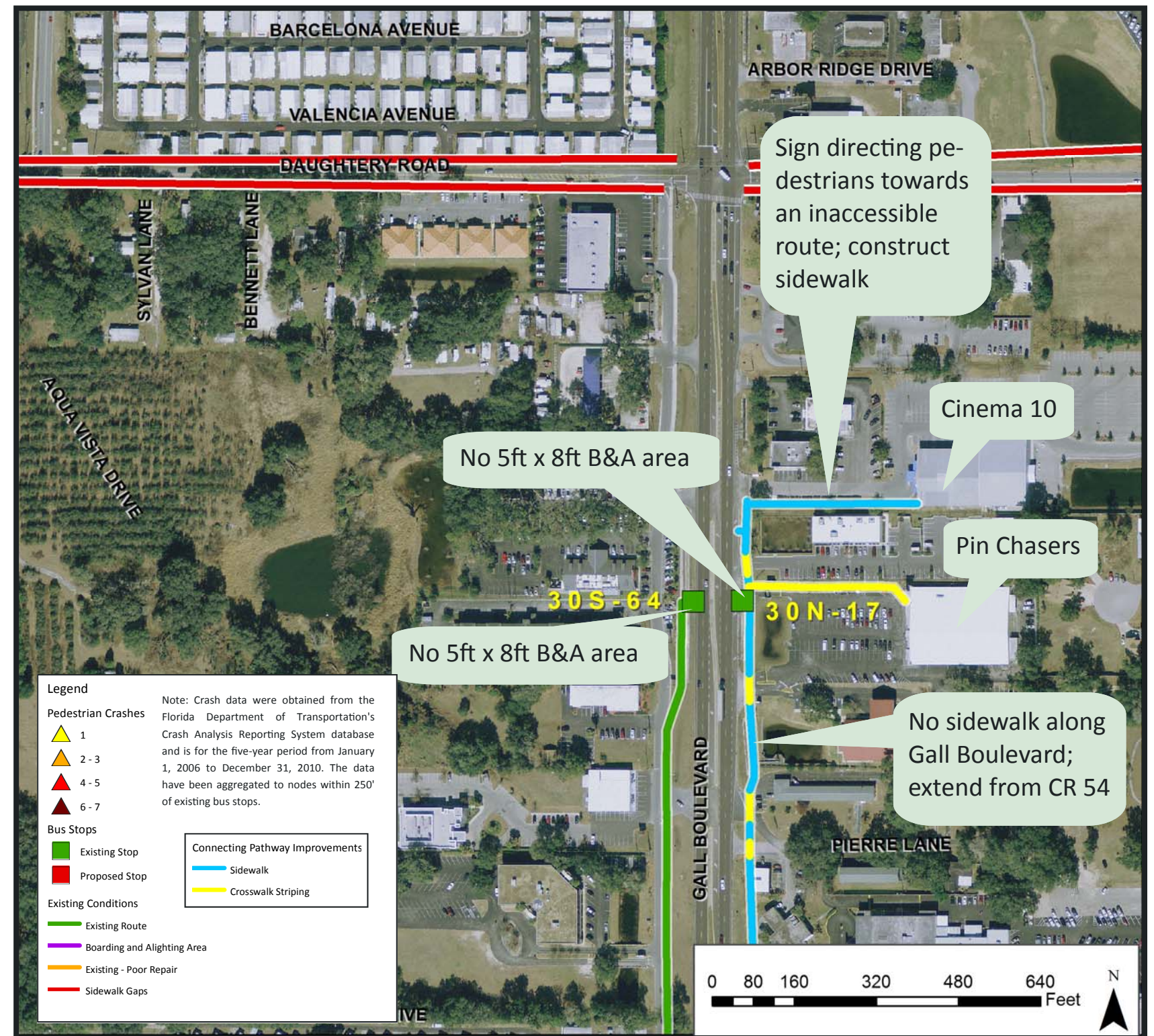
Pin Chasers Bowling Lanes and the Cinema 10 theater are located south of Gall Boulevard and Daughtery Road. Although these are two activity centers, they are served by the same stops. Two stops are adjacent to this facility, 30S-64 and 30N-17.

30S-64 is located on the west side of Gall Boulevard, north of the intersection of Gall Boulevard and Eiland Boulevard. It is far enough from the intersection to be considered a mid-block stop.

30N-17 is located on the east side of Gall Boulevard, north of the intersection of Gall Boulevard and Eiland Boulevard.

Between the Cinema and Pin Chasers is a posted sign for pedestrians to keep right; however, there is no paved route present at this sign. While a footpath may be noted, it is not accessible. The connecting pathway between the two opposing bus stops is not accessible. Pedestrian pushbuttons and crosswalk striping infrastructure exists at Gall Boulevard and Eiland Boulevard, south of the activity center.

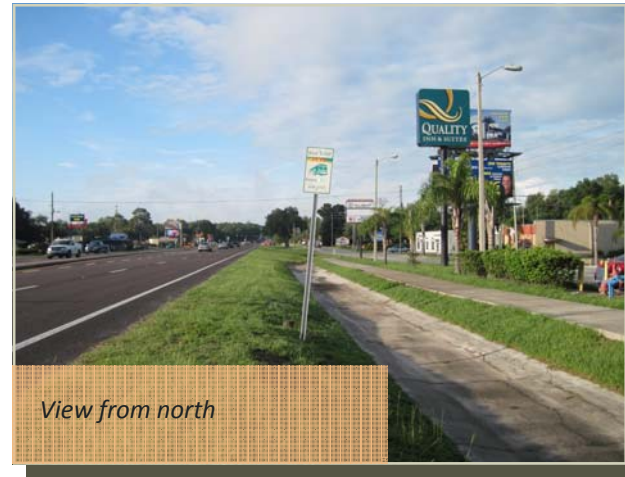
An accessible connection from the bus stops to the activity centers is not provided. Both facilities have driveways that a pedestrian could use to get access from the street; however, no sidewalks are present and no pedestrian crosswalks are available.



Activity Center: Pin Chasers Bowling Alley/Cinema 10

Bus stop identification **30S-64**

Located south of intersection of Gall Boulevard and Daughtery Road



Existing Conditions

This stop is located mid-block in relation to an intersection and between two driveways to a limited access roadway that connects to residential and retail areas along the west side of Gall Boulevard. The bus stop has a bus stop sign but no other amenities.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. It also is not connected to any existing pedestrian infrastructure. The stop is located between a swale/drainage area and the roadway. To access the existing pedestrian route, a pedestrian must cross the paved swale area. When full of water, this would be impossible for even the most able-bodied pedestrian. The alternative route is to travel up the grass utility strip to one of the two adjacent driveways and access the sidewalk from there.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided. The stop should be connected to the existing pedestrian infrastructure. This will require a bridge or route across the swale area.

Bus stop identification **30N-17**

Located south of intersection of Gall Boulevard and Daughtery Road



Existing Conditions

This stop is located mid-block in relation to the intersection. It is directly south of the Pin Chasers driveway. It has a bus stop sign but no other amenities and is not connected to any pedestrian infrastructure.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. It also is not connected to any existing pedestrian infrastructure. The stop is located directly adjacent to a swale/drainage area and the roadway. There is no pedestrian infrastructure at or near this stop at which to connect. The location of the stop is very close to a drainage ditch, which is a safety hazard.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided. The stop should be moved north so that the drainage ditch does not impede mobility at the stop.

Activity Center: Pin Chasers Bowling Alley/Cinema 10

Summary of Findings

Connecting Pathways Summary of Deficiencies

Pedestrian infrastructure does not connect to Pin Chasers or Cinema 10. Stop 30N-17 is located between a driveway, a fire hydrant, and a paved drainage ditch. It should be moved to a safer location with enough space to construct the full 5ft x 8ft B&A area. A sign is present along the connecting route to the Cinema Ten—“Walking Traffic Keep Right”—that directs pedestrians to a lower lying grassy area, not to a sidewalk. An accessible route should be provided at that location.

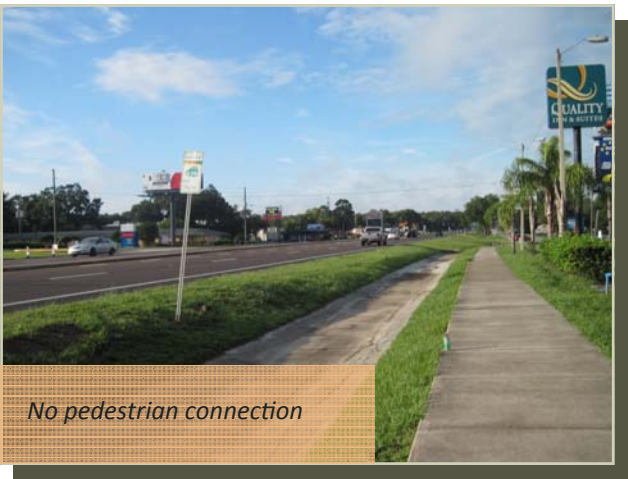
Summary of Solutions

Sidewalk should be continued from the Florida Medical Center to connect to Pin Chasers/Cinema 10. An accessible route should be provided from the bus stop to the Cinema 10, instead of the grass path that currently exists. Additional crosswalk striping should be added to connect any new pedestrian access route directly to the doors of the facility. A sidewalk to Cinema 10 should be provided where the “Walking Traffic Keep Right” sign exists.

Cost Estimate for Remediation

| Item | Estimated Cost |
|----------------------------------|----------------|
| 30S-64 | \$900 |
| 30N-17 | \$3,300 |
| Connecting Pathway (Pin Chasers) | \$19,300 |
| Connecting Pathway (Cinema 10)* | \$29,900 |

* Part of the cost for Cinema 10 overlaps with the cost of Pin Chasers. To build both of these, it would cost less than the cumulative estimated cost provided here.



Activity Center: Florida Hospital—Zephyrhills

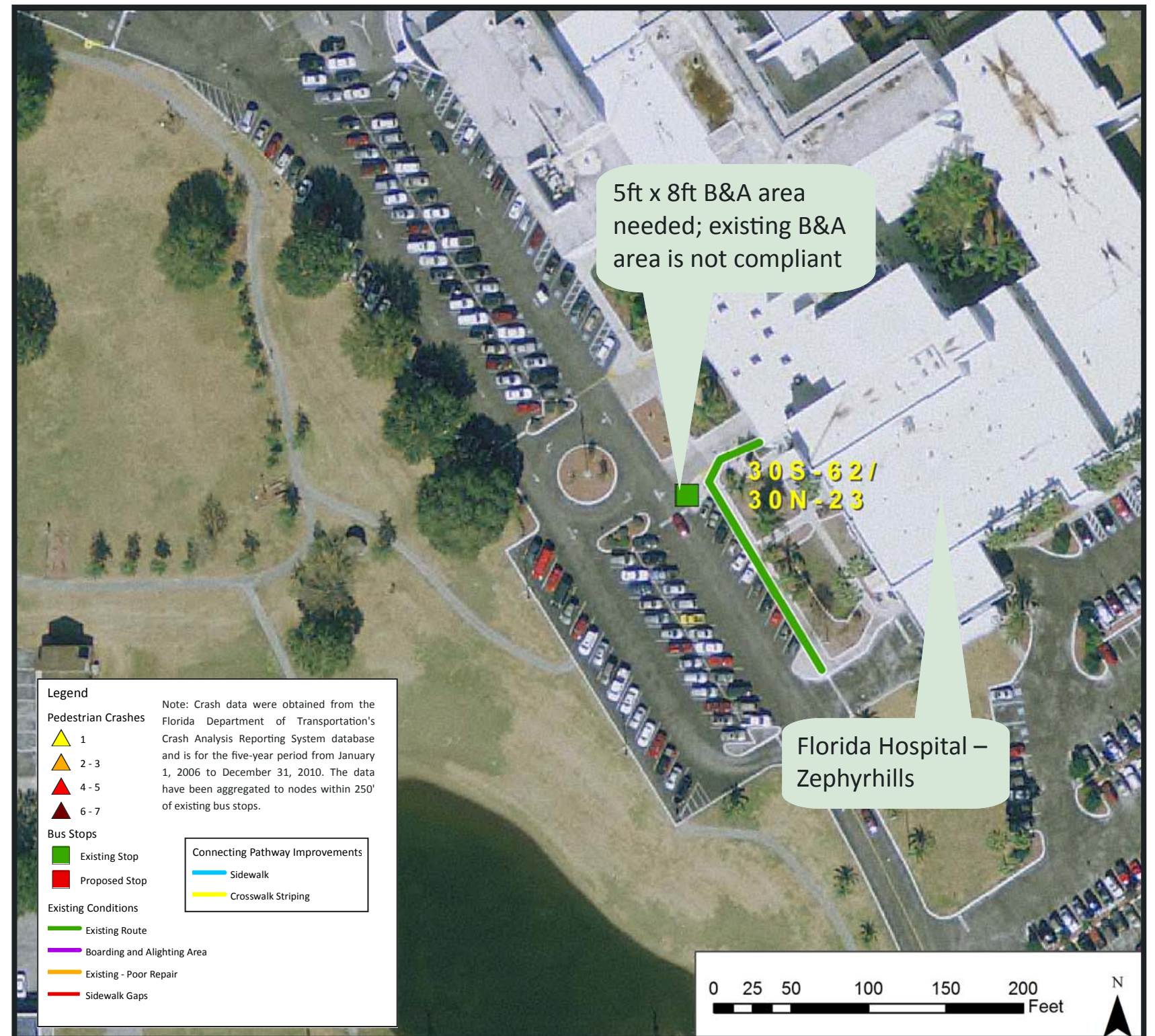
Overview of Accessible Route

Activity Center

Florida Hospital – Zephyrhills is located north of Daughtery Road along the east side of Gall Boulevard. One stop is adjacent to this facility, 30N-23/30S-62. This stop is served by Route 30.

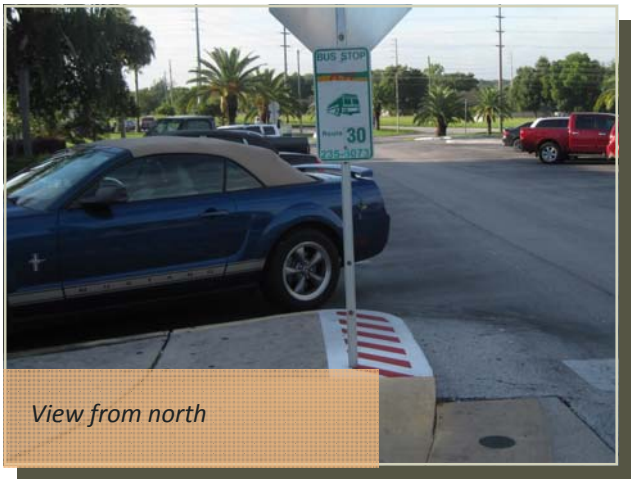
30N-23/30S-62 is located inside the hospital parking lot at the main entrance of the facility. The stop has a bus stop sign but no amenities, and it directly connects to the front of the main hospital building.

A passenger alighting at this stop would be able to easily access the facility, as the stop is located at the front entrance of the hospital. The connecting pathway for this stop is complete, and it runs to the hospital main entrance.

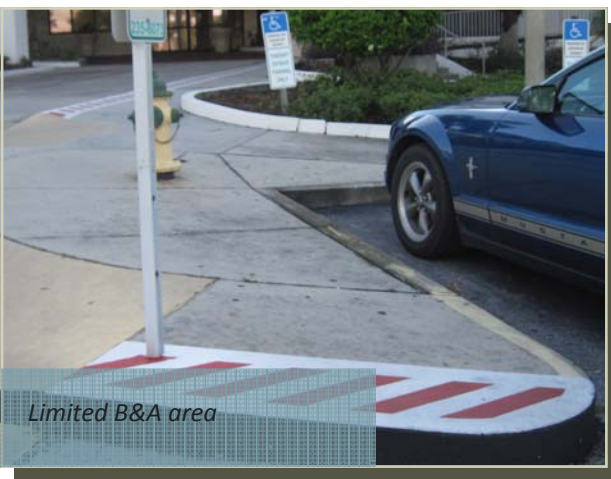


Activity Center: Florida Hospital—Zephyrhills

Bus stop identification **30N-23/30S-62**
Located at main entrance to hospital



View from north



Limited B&A area

Existing Conditions

This stop is located off the main traffic flow of Gall Boulevard. It is located in the parking lot of the Florida Hospital at the main entrance. The stop has a bus stop sign and has a raised area which bus passengers may board and alight from.

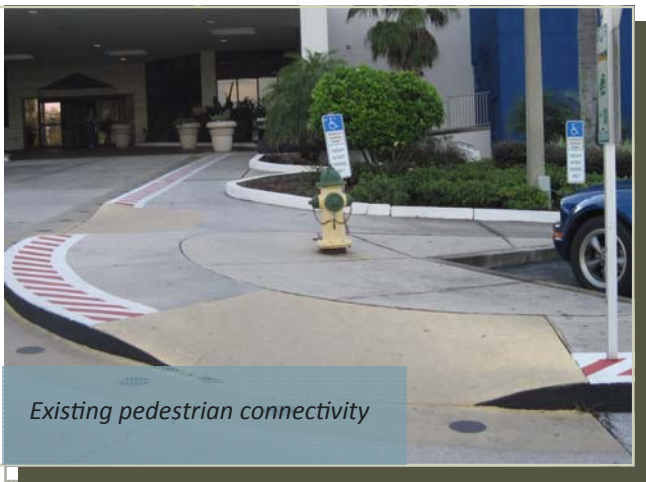
Summary of Deficiencies

While there is a raised concrete area, it is not a 5ft x 8ft B&A area. At the curb, the landing is 5ft wide; however, it is narrowed and angled, so the measurements do not meet the requirements of 5ft-wide parallel to the curb and 8ft-deep perpendicular to the curb. A pedestrian curb ramp located adjacent to the stop and the location of the bus stop sign prevent the area from meeting the description of an unobstructed 5ft x 8ft B&A area. The slope of the landing area was measured between 3–5% both perpendicular and parallel to the curb.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided. The stop location is already connected to the pedestrian access route and is an area that could be considered a curb extension. This area needs to be redesigned to be large enough for the full landing area, unimpeded by any signs or ramps. The area should be made level, the slope of the B&A area can be no greater than 2%.

Optionally, the existing bus stop could be moved to the opposite side of the curb ramp where a 5ft x 8ft space exists.



Existing pedestrian connectivity



Note slope of roadway

Summary of Findings

Connecting Pathway Summary of Deficiencies

There are no deficiencies in the connecting pathway.

Summary of Recommended Solutions

No remediation is necessary for the connecting pathways.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 30N-23/30S-62 | \$2,300 |
| Connecting Pathway | - |



Activity Center: Premier Community Healthcare Center

Overview of Accessible Route

Activity Center

Premier Community Healthcare Center is located on the south side of Medical Arts Court, west of Gall Boulevard. It is a strip mall of facilities. Three stops are adjacent: 30S-61/30N-22, 30N-21/30S-60, 30S-59/30N-21. These stops are served by Route 30.

30S-61/30N-22 is a mid-block stop, located on the south side of Medical Arts Court, west of Gall Boulevard.

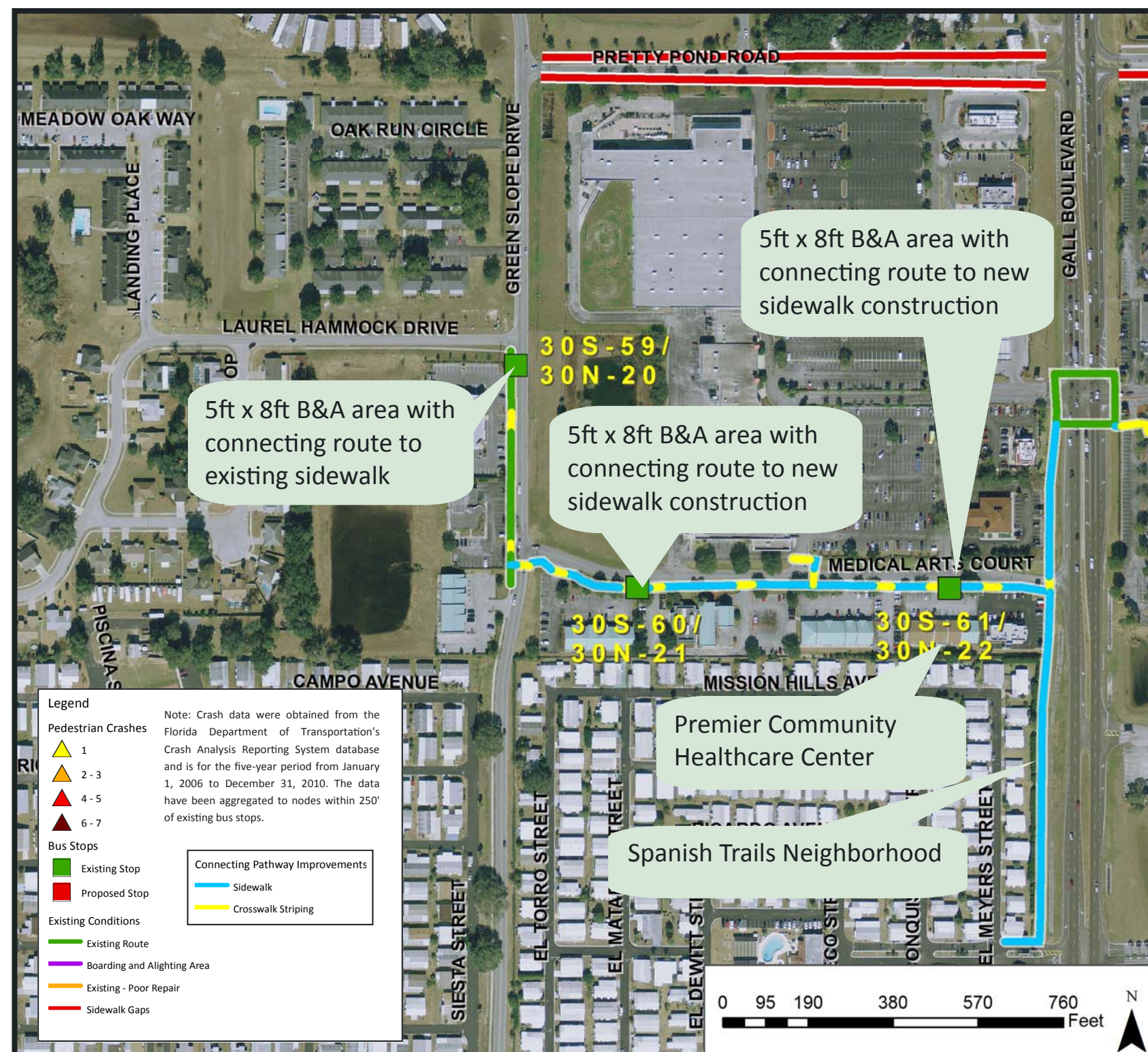
30N-21/30S-60 is a mid-block stop, located on the south side of Medical Arts Court, west of Gall Boulevard.

30S-59/30N-21 is a far-side stop, located on the west side of Green Slope Drive, just past Laurel Hammock Drive.

These stops also serve as the bus stops to access both Merchant Square and Townview Shopping Center.

There is no accessible connecting pathway between the adjacent stops. No connecting pathway exists between the stops and the activity center. To access the activity center, a pedestrian would alight from the bus and walk east along Medical Arts Court to the driveway entrance of the Healthcare Center. They would use the driveway as an entrance route and then access the front entrance of the facility. A pedestrian arriving at the farthest stop, 30S-59/30N-21, would access the activity center by traveling south along Green Slope Drive and then east along Medical Arts Court.

The Spanish Trails neighborhood is located adjacent to this activity center. No connectivity currently exists.



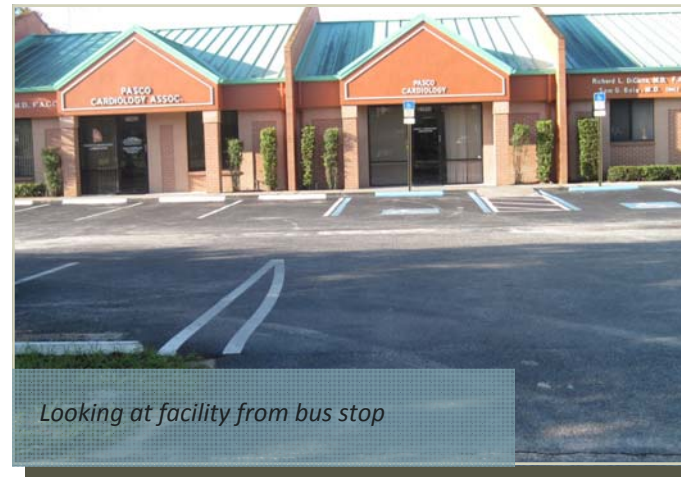
Activity Center: Premier Community Healthcare Center

Bus stop identification 30S-61/30N-22

Located at driveway of Premier Community Healthcare Center



View from west



Looking at facility from bus stop

Existing Conditions

This stop is located on Medical Arts Court. It is located at the southern driveway entrance of the Premier Community Healthcare Center, a strip of medical facilities. The stop has a bus stop sign but no other pedestrian facilities. While there, field surveyors observed a shopping cart on its side at the bus stop.

Summary of Deficiencies

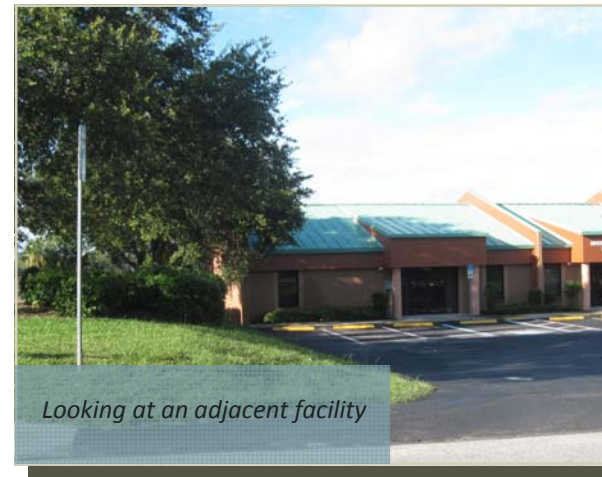
There is no raised 5ft x 8ft B&A area at the stop. In addition, there is no pedestrian connectivity.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided. The stop should then be connected to the Healthcare Center.

Bus stop identification 30S-60/30N-21

Located east of intersection of Medical Arts Court and Green Slope Drive



Looking at an adjacent facility



View from east

Existing Conditions

This stop is located on Medical Arts Court. It is located east of the intersection of Green Slope Drive and Medical Arts Court. The stop has a bus stop sign but no other pedestrian facilities. It is a mid-block stop.

Summary of Deficiencies

There is no raised 5ft x 8ft B&A area at the stop. In addition, there is no pedestrian connectivity.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided.

Activity Center: Premier Community Healthcare Center

Bus stop identification 30S-59/30N-21

Located at intersection of Green Slope Drive and Green Slope Road



View from north



Green Slope Drive/ Green Slope Road

Existing Conditions

This stop is located on Green Slope Road and is a far side stop. The stop has a bus stop sign and a sidewalk, but no B&A area.

Summary of Deficiencies

There is no raised 5ft x 8ft B&A area at the stop. The stop is adjacent to sidewalk facilities, but it is lacking direct connection to a B&A area.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided. The B&A area can connect to the existing sidewalk, thereby connecting this stop with the rest of the adjacent communities and facilities.



Potential space to provide a sidewalk



Potential space to provide a sidewalk

Summary of Findings

Summary of Deficiencies

No sidewalk exists along Medical Art Court. No connection is provided to the Community Healthcare Center.

Summary of Solutions

A sidewalk should be constructed that leads from the stop to the facility across the existing landscaping. A pedestrian crosswalk should be striped from the new sidewalk to join with the existing striping in the parking lot to define an area of pedestrian access. Because of its nearness to a Sweetbay supermarket, PCPT should ensure that an agreement exists with Sweetbay such that shopping carts do not accumulate at the bus stop.

To improve the accessibility of this stop to the surrounding activity centers, a sidewalk should be constructed along Medical Arts Court from Gall Boulevard to Green Slope Drive, approximately 1,150ft of sidewalk. It would connect both bus stops to the defined activity center and, by adding a crosswalk at Green Slope Drive, would provide access to the existing pedestrian route. Additionally, a sidewalk should be constructed from Medical Arts Court south along Gall Boulevard to provide a connection to the Spanish Trails Neighborhood. This is approximately 860ft of new sidewalk construction.

Cost Estimate for Remediation

| Item | Estimated Cost | Item | Estimated Cost |
|---------------|----------------|--------------------|----------------|
| 30S-61/30N-22 | \$4,600 | Connecting Pathway | \$15,800 |
| 30S-60/30N-21 | \$6,000 | Spanish Trails | \$23,600 |
| 30S-59/30N-20 | \$300 | | |



Activity Center: Merchant Square

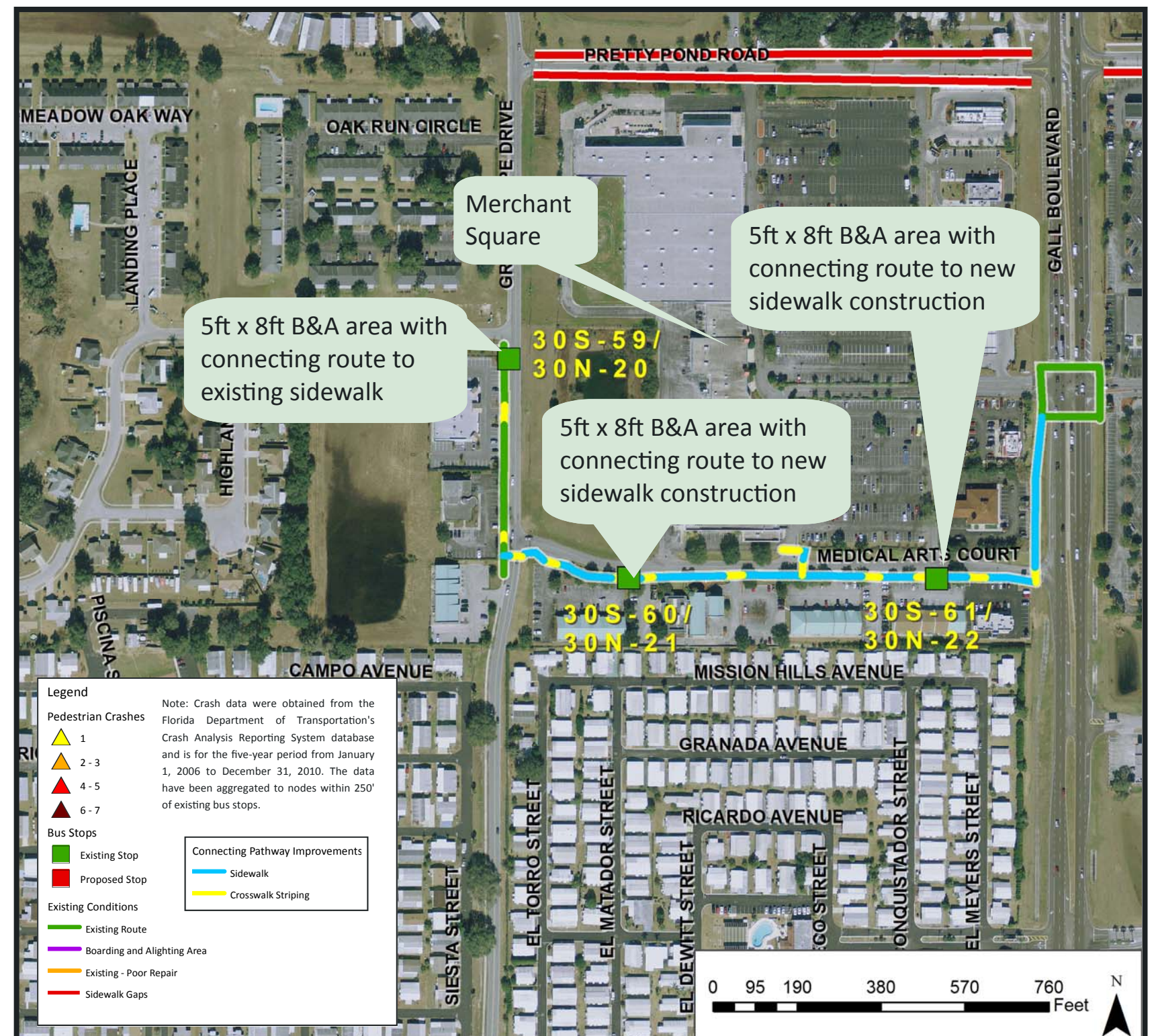
Overview of Accessible Route

Activity Center

Merchant Square is located on the north side of Medical Arts Court, west of Gall Boulevard. It is just south of Gall Boulevard and Medical Center Avenue. Three stops are adjacent: 30S-61/30N-22, 30N-21/30S-60, 30S-59/30N-21. These stops are served by Route 30. These stops are all outlined in the preceding section on the Premier Community Healthcare Center. The accessible route to Merchant Square is discussed in the following section. For bus stop details, refer to the previous section.

The bus stop connecting pathways for these bus stops has no sidewalk or connectivity.

To access the activity center from the bus stops, a pedestrian would travel to the entrance driveway along Medical Arts Court and then cross the driveway to the main entrance of the facility. From 30S-59/30N-20, a pedestrian would travel south along Green Slope Drive and then east along Medical Arts Court to the entrance driveway. This route has no pedestrian signals or crosswalk striping.



Activity Center: Merchant Square

Summary of Findings

Connecting Pathways Summary of Deficiencies

The access between the three bus stops is inaccessible. For remediation on the connecting pathway between the bus stops, see the remediation recommendations outlined in the previous section on the Premier Community Healthcare Center.

The connecting pathway to the activity center is also deficient. No crosswalk striping or sidewalk is present that connects to Merchant Square.

Summary of Recommended Solutions

A connecting pathway to Merchant Square should be provided through a combination of sidewalk construction and crosswalk striping across the entrance driveway of Merchant Square. This would provide a connecting pathway directly to the activity center.

Because of mobilization costs and the nearness of these improvements in conjunction with the improvements for Community Healthcare Center, estimated costs have been grouped together to provide a more realistic expectation of expenses required to provide improvements.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 30S-61/30N-22 | \$4,600 |
| 30S-60/30N-21 | \$6,000 |
| 30S-59/30N-20 | \$300 |
| Connecting Pathway | \$15,800 |



Potential location for sidewalk and crosswalks to connect to Sweetbay



30S-61/30N-22—adjacent to Merchant Square



30S-60/30N-21—adjacent to Merchant Square



Stop maintenance

Activity Center: Townview Shopping Center

Overview of Accessible Route

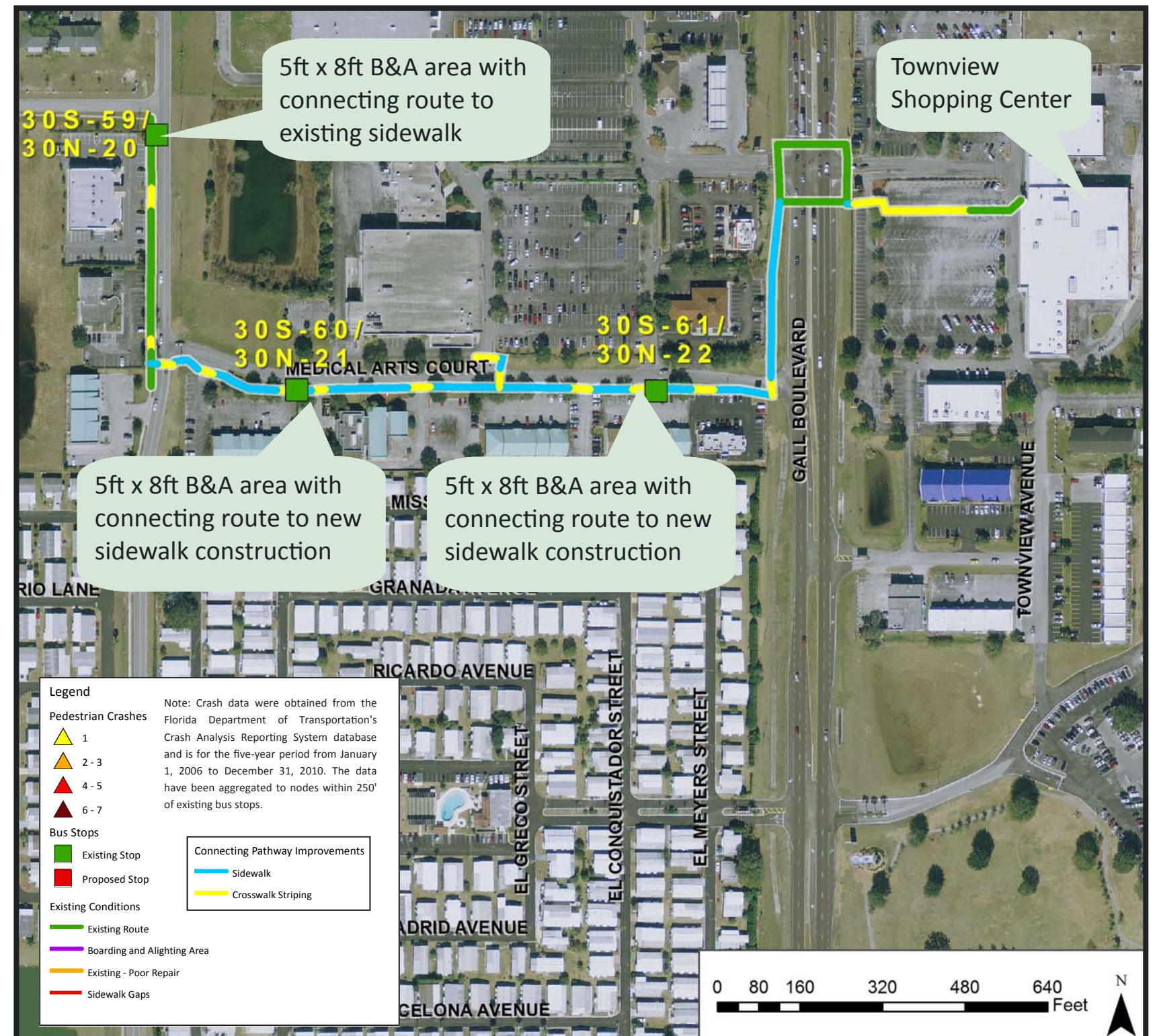
Activity Center

Townview Shopping Center is located at the intersection of Gall Boulevard and Medical Center Avenue, on the east side of the street. One stop is adjacent, 30S-61/30N-22. This stop is served by Route 30.

30S-61/30N-22 is a mid-block stop, located on the south side of Medical Arts Court, west of Gall Boulevard.

There is no accessible or connecting pathway from the identified bus stop to Townview Shopping Center. A pedestrian would travel east along Medical Arts Court to Gall Boulevard and then travel north along Gall Boulevard to the pedestrian infrastructure at Medical Center Avenue. There is no pedestrian infrastructure on either of these sections of road, so the pedestrian would be traversing drainage swales and grassy areas. At the intersection of Medical Center Avenue and Gall Boulevard, there is pedestrian infrastructure suitable for crossing, including landing areas and pedestrian signals. This infrastructure does not extend into Townview Shopping Center.

This stop also serves as the bus stop to access both Premier Community Healthcare Center and Merchant Square.



Activity Center: Townview Shopping Center

Summary of Findings

Connecting Pathways Summary of Deficiencies

There is no accessible path from the bus stop to the activity center. No sidewalk is present along Gall Boulevard to connect to Medical Arts Drive. There is also no connecting pathway to the front entrance of Townview shopping Center.

While infrastructure does exist at the intersection of Gall Boulevard and Medical Center Drive, it does not provide access or connectivity to any adjacent facilities.

Summary of Recommended Solutions

To connect the stops to Townview Shopping Center, a crosswalk should be striped from the sidewalk constructed under previous recommendations across Medical Arts Court to connect to Gall Boulevard. A sidewalk should be constructed along Gall Boulevard to the existing infrastructure at the intersection of Gall Boulevard and Medical Center Avenue. This would involve an approximately 380ft of sidewalk in addition to the amount needed to pave from Gall Boulevard along Medical Arts Court to Green Slope Drive. Once the sidewalk is constructed, the adjacent stop will be connected to existing infrastructure.

In addition, the sidewalk should be extended into the Townview Shopping Center approximately 40ft, and the parking lot should be striped with a pedestrian crosswalk so that any pedestrian coming from the intersection can access the main facility without issue.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 30S-61/30N-22 | \$4,600 |
| Connecting Pathway | \$27,000 |



Activity Center: Walmart—Zephyrhills

Overview of Accessible Route

Activity Center

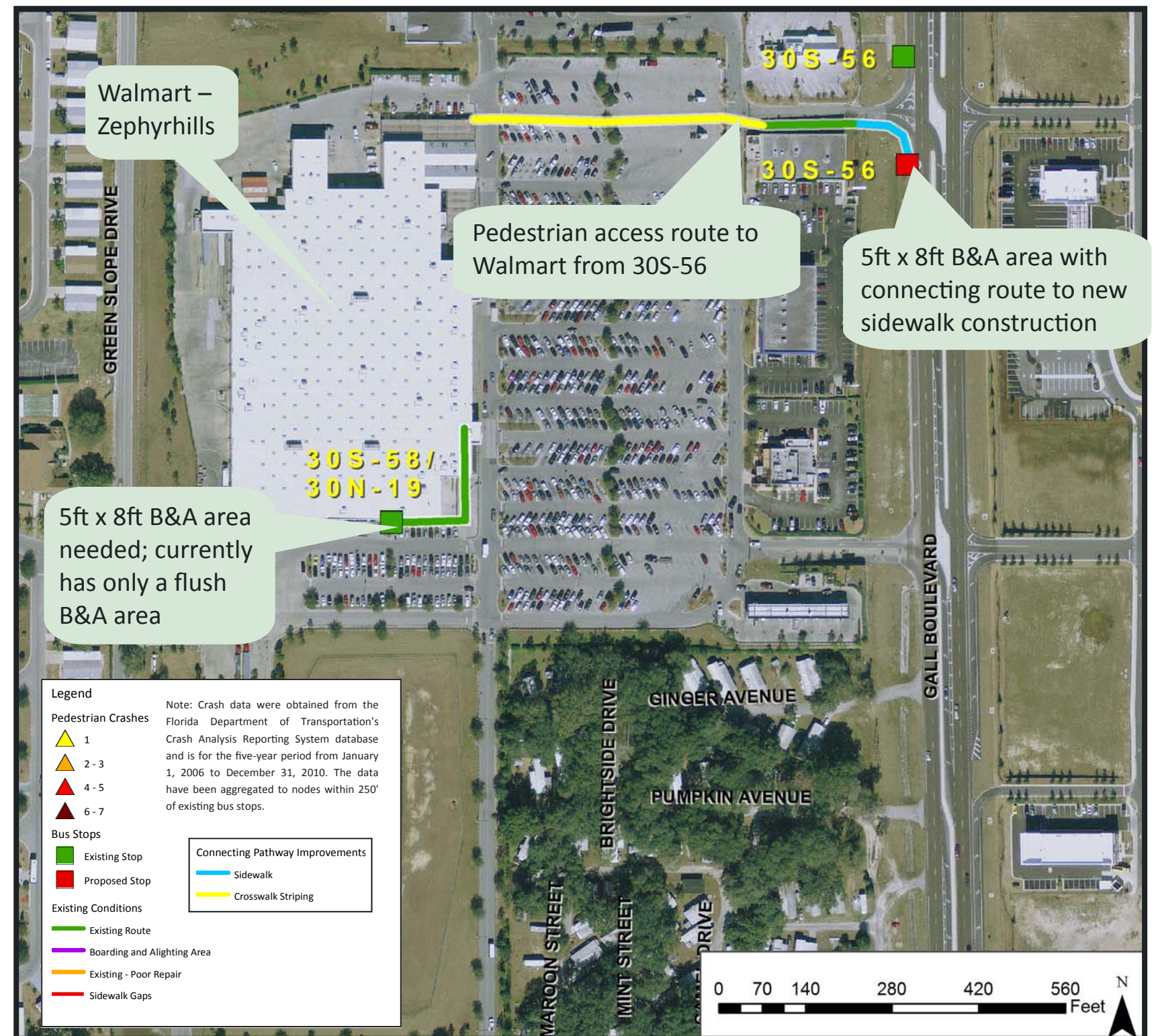
The Walmart in Zephyrhills is located at the intersection of Gall Boulevard and Pumpkin Avenue, on the west side of the street. Two stops are adjacent, 30S-58/30N-19 and 30S-56. These stops are served by Route 30.

30S-58/30N-19 is located on the south side of the Walmart building inside the parking lot. The stop is an off-line stop that provides direct access to Walmart.

30S-56 is located at the intersection of Gall Boulevard and Ginger Avenue. It is located on the near side of the intersection.

There is no connecting pathway between the two adjacent stops. Both northbound and southbound Route 30 serve the stop located directly at Walmart.

There is no connecting pathway from 30S-56. To access Walmart from this stop, a pedestrian would travel west across a drainage swale area and then access a sidewalk. The sidewalk extends only halfway up the driveway along Ginger Avenue to where it ends. The pedestrian would then travel through the driveway and then cross across the parking lot, which has no pedestrian markings or pedestrian path, and make their way to the main Walmart entrance.



Activity Center: Walmart—Zephyrhills

Bus stop identification 30S-58/30N-19

Located inside Walmart complex, along south side of building



Bus shelter at Walmart



Non-compliant bench

Existing Conditions

Stop 30S-58/30N-19 is located in the Walmart parking lot, off of the main lot to the south of the building. It has a shelter, bench, trash receptacle, curb ramp, and access to Walmart. There is a sign at the stop that says “Bus Stop. No Parking”; however, no PCPT bus stop sign is present.

Summary of Deficiencies

The entire parking lot is paved, so there is a firm, stable, and slip-resistant surface. However, there is no raised curbed 5ft x 8ft B&A area for buses to deploy ramps. The bus bench is located too far from the back of the shelter to be compliant. FDOT Standards require that “a bench shall provide for back support or shall be affixed to a wall. Back support shall be 2-1/2in. maximum from the rear edge of the seat measured horizontally.” The bench is not affixed to the wall, nor is it within 2-1/2in. from the wall. A shopping cart was observed inside of the bus shelter. PCPT and Walmart should ensure that shopping carts do not accumulate inside or around the shelter, as they may limit mobility by presenting an obstruction to the stop amenities and B&A area. As the stop is designed now, a mobility aid user would have to alight on a level surface (instead of a raised curb area) and then use the curb ramp present to access Walmart.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided. The stop location is already connected to the pedestrian access route. There is sufficient space to expand a landscaped, curbed area next to the stop parking to provide a raised curb extension to act as the 5ft x 8ft B&A area. This area would then connect directly to the Walmart.

Bus stop identification 30S-56

Located at Ginger Avenue and Gall Boulevard, in front of Walmart



View from north



Inaccessible sidewalk .

Existing Conditions

This stop is located in the right-turn-only lane that leads into the Walmart parking lot. It has a bus stop sign but no other amenities. The stop is not connected to any existing pedestrian infrastructure.

Summary of Deficiencies

This stop has no 5ft x 8ft B&A area. It also has no connectivity to existing infrastructure. There is a sidewalk located nearby; however, this sidewalk does not actually connect to the stop or the identified facility.

Recommendations for Remediation

A 5ft x 8ft B&A area with a raised curb should be provided. The stop should first be relocated to the far side of Ginger Avenue where a B&A area can be constructed that connects to the existing sidewalk along the south edge of Ginger Avenue via approximately 110ft of sidewalk.

Activity Center: Walmart—Zephyrhills

Summary of Findings

Connecting Pathways Summary of Deficiencies

There is no connecting pathway between 30S-56 and Walmart.

Summary of Solutions

After moving the bus stop to the southern edge of Finger avenue, the existing sidewalk should be extended along Ginger Avenue to the bus stop and to the parking lot to provide full access and mobility. Crosswalk striping should be provided from the end of the sidewalk to the front of the Walmart facility from 30S-56.



Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 30S-56 | \$3,900 |
| 30S-58/30N-19 | \$1,200 |
| Connecting Pathway | \$1,800 |



Activity Center: Zephyr Commons

Overview of Accessible Route

Activity Center

Zephyr Commons is located at between Kossik Road and Ginger Avenue on the east side of Gall Boulevard. Two stops are adjacent to this facility, 30S-56 and 30N-25.

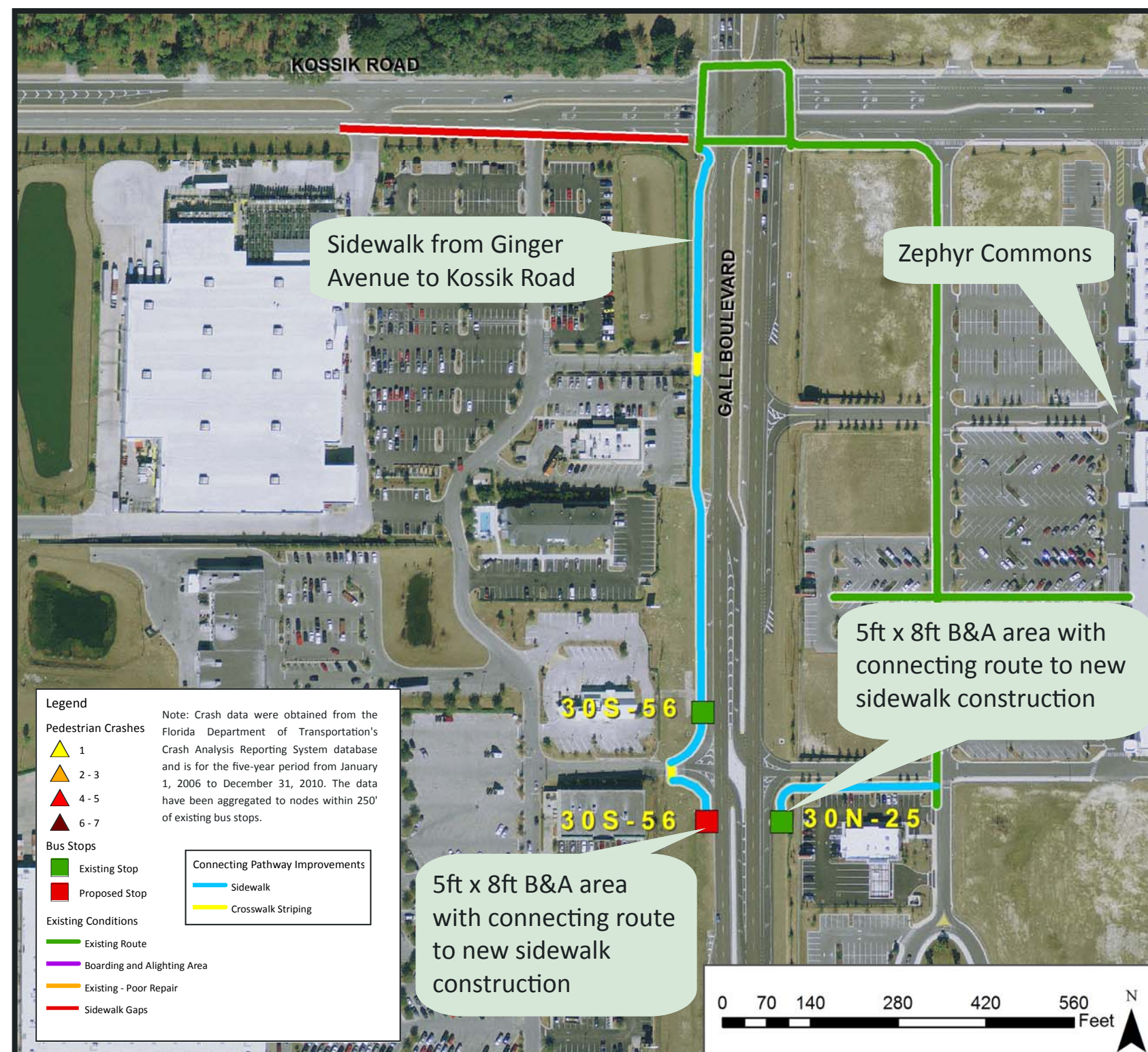
30S-56 is located at the intersection of Gall Boulevard and Ginger Avenue. It is located on the near side of the intersection on the west side of Gall Boulevard. For details on stop specific remediation, refer to the preceding section on Walmart – Zephyrhills.

30N-25 is located on the near side of Gall Boulevard and Ginger Avenue on the east side of Gall Boulevard.

There is no connecting pathway between the two stops. Along the pedestrian access route, there is an intersection with pedestrian signal buttons and crosswalk striping at Gall Boulevard and Kossik Road. This infrastructure, however, does not extend along Gall Boulevard.

Neither stop is connected accessibly to the activity center. From 30S-56, a pedestrian would travel north to Kossik Road, cross at the signalized intersection, travel east on Kossik Road for a block and then south into the facility. Gall Boulevard has no sidewalk or pedestrian infrastructure; however, within Zephyr Commons, well-constructed sidewalks, crosswalks, and detectable warnings are present. The only access point to this infrastructure is along Kossik Road. From 30N-25, a pedestrian would travel across a grassy swale to Ginger Avenue and then follow the driveway east into the Commons. Once past the driveway, sidewalks, crosswalks, and detectable warnings are present to the entrance of the activity center.

Alternatively, installation of a signalized pedestrian crossing at the two bus stops would shorten the pathway of travel.



Activity Center: Zephyr Commons

Bus stop identification 30N-25

Located at Ginger Avenue and Gall Boulevard, in front of Zephyrhills Walmart



View from south.



No sidewalk along Ginger Avenue to provide connectivity to facilities within Zephyr Commons

Existing Conditions

This stop is located in the right-turn-only lane that leads into the Zephyr Commons complex. It has a bus stop sign and bus stop bench but no other amenities.

Summary of Deficiencies

This stop has no connectivity to existing infrastructure. No 5ft x 8ft B&A area is present at this stop.

Recommendations for Remediation

This stop needs a 5ft x 8ft B&A area with a raised curb.



Pedestrian infrastructure on southwest corner of Gall Boulevard and Kossik Road—sidewalk does not extend along Gall Boulevard.



Pedestrian infrastructure on southeast corner of Gall Boulevard and Kossik Road

Summary of Findings

Connecting Pathways Summary of Deficiencies

There is no connecting pathway between either stop and Zephyr Commons. While sidewalk infrastructure exists at Gall Boulevard and Kossik Road, this infrastructure does not extend to the bus stops. There are pedestrian signals and detectable warnings at all segments of the intersection. Sidewalk exists along the east segment of Kossik Road. The sidewalk along Kossik Road connects to Zephyr Commons. From 30N-25, there is no path connecting the bus stop to the existing facilities at Zephyr Commons.

Summary of Solutions

Sidewalk should be constructed along Ginger Avenue from Gall Boulevard east to the Zephyr Commons infrastructure. This would involve the construction of approximately 300 LF of 5ft-wide sidewalk. Additionally, sidewalk should be constructed along Gall Boulevard on the west side of the road to connect 30S-56 to Kossik Road.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 30S-56 | \$3,900 |
| 30N-25 | \$9,100 |
| Connecting Pathway | \$24,800 |



Activity Center: Morningside Plaza

Overview of Accessible Route

Activity Center

Morningside Plaza is located at the intersection of Gall Boulevard and Morningside Drive on the east side of Gall Boulevard. Two stops are adjacent to this facility, 30S-45 and 30N-35.

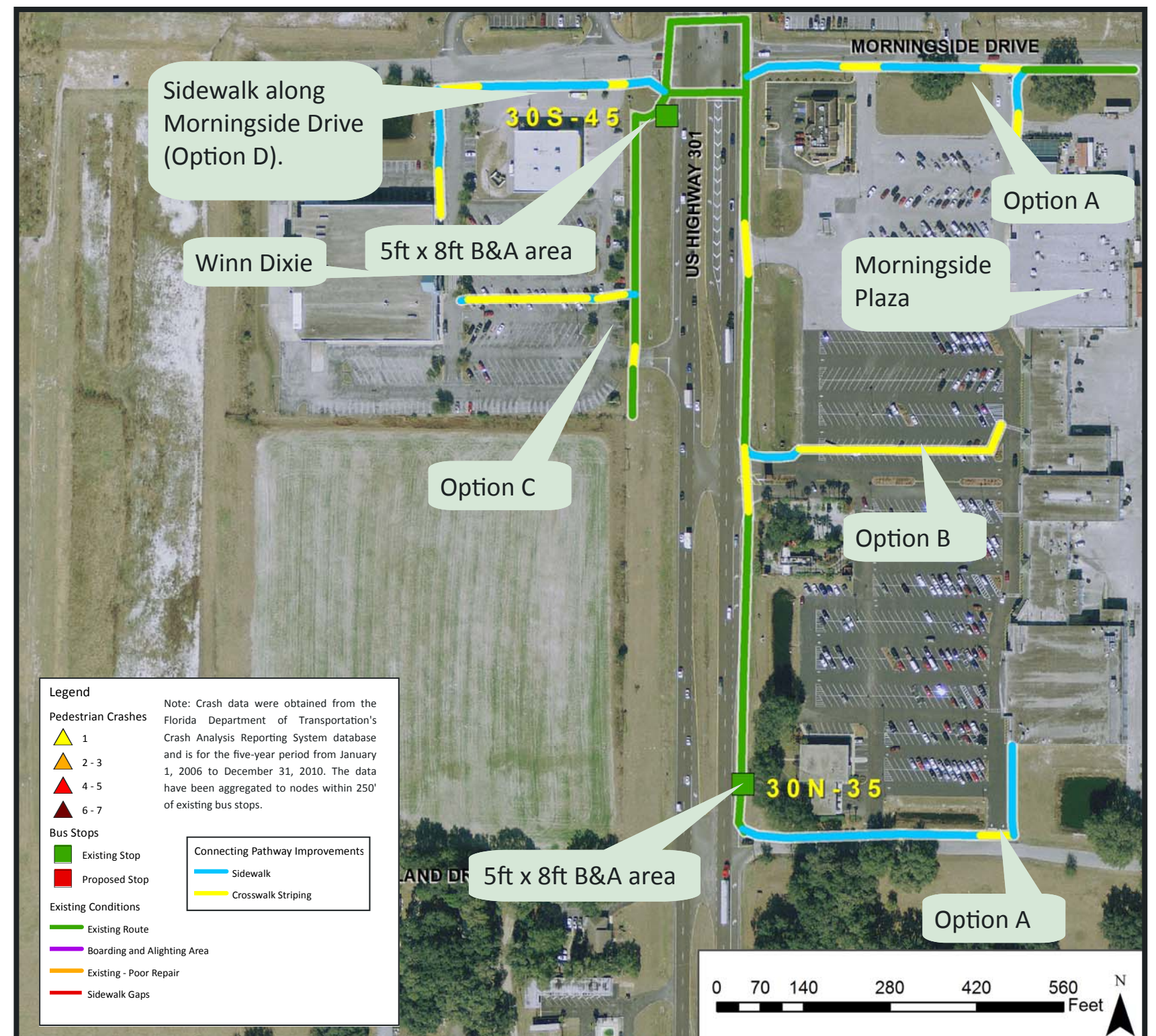
While it is considered a different activity center, the two stops identified for Morningside Plaza are also the two stops that provide accessibility to Winn Dixie, which is located across the street from Morningside Plaza on the west side of Gall Boulevard. Therefore, the bus stop assessments address the connectivity between both activity centers.

30S-45 is located at the intersection of Gall Boulevard and Morningside Drive. It is located on the far side of the intersection of Gall Boulevard and Morningside Drive, on Gall Boulevard.

30N-35 is located on the near side of Gall Boulevard and Morningside Drive, on Gall Boulevard. It is far enough from the intersection, however, to be considered a mid-block stop.

There is an accessible connecting pathway between the two stops. This pathway has detectable warnings and pedestrian signals at the intersection of Gall Boulevard and Morningside Drive.

Neither stop is connected accessibly to Winn Dixie or Morningside Plaza. The connecting pathway terminates prior to the front entrance of each facility, forcing pedestrians to travel through an unmarked parking lot to reach their destination.



Activity Center: Morningside Plaza

Bus stop identification 30S-45

Located at Morningside Drive and Gall Boulevard, in front of Winn Dixie



Existing Conditions

This stop is located in the beginning taper of the right-turn-only lane that leads into the Winn Dixie parking lot. It has a bus stop sign and bench and is on a paved concrete area. There are no other amenities.

Summary of Deficiencies

Stop 30S-45 is located on a concrete area but is not accessible by ADA and FDOT Standards because it has no 5ft x 8ft raised B&A area. The concrete area provides a level surface with no raised curb. Additionally, the space of the concrete area does not meet the requirements of the 5ft x 8ft B&A area. The sidewalk is 5ft x 8ft; however, it is not completely perpendicular and parallel to the roadway.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed. It must be a raised, paved surface, that is measured 5ft parallel to the road and 8' perpendicular to the road.

Bus stop identification 30N-35

Located south of Morningside Drive and on Gall Boulevard, across from Rene Street



Existing Conditions

Stop 30N-35 is located in right-turn-only lane that leads into Morningside Plaza, south of the main entrance of the facility along Gall Boulevard. It has a bus stop sign and bench and is on a paved concrete area. There are no other amenities.

Summary of Deficiencies

Stop 30N-35 is located on a concrete area but it is not accessible by FDOT Standards because it has no 5ft x 8ft raised B&A area. The concrete area provides a level surface with no raised curb. It should also be noted that the bus stop sign is approximately 30ft from the location of the bench and concrete area at which the bus stop is located. The bus stop sign should indicate to drivers and passengers where the bus will stop for boarding and alighting.

Recommendations for Remediation

A raised 5ft x 8ft B&A area should be constructed. The bus stop sign should be relocated closer to the stop for passenger and operator ease of locating the B&A area.

Activity Center: Morningside Plaza

Summary of Findings

Connecting Pathways Summary of Deficiencies

No sidewalk exists along Morningside Drive. The activity center does not have an accessible connecting pathway from the bus stops.

Summary of Recommended Solutions

Option A: A sidewalk should be constructed along Morningside Drive, west of Gall boulevard. This would require the construction of approximately 400ft of new 5ft-wide sidewalk. Additional sidewalk should be constructed along the south driveway entrance of Morningside Plaza, opposite of Rene Street. This would require the construction of approximately 500ft of 5ft-wide sidewalk.

Option B: A short length of sidewalk could be constructed at the main entrance of Morningside Plaza and then connected via pedestrian crosswalk striping to the main entrance of the facility.

Option C: A sidewalk cutout could be provided that includes the construction of approximately 60ft of 5ft-wide sidewalk connecting the Winn Dixie parking lot to the existing sidewalk infrastructure.

Option D: A sidewalk could be constructed along Morningside Drive, east of Gall Boulevard. This would require the construction of approximately 400ft of new 5ft-wide sidewalk.

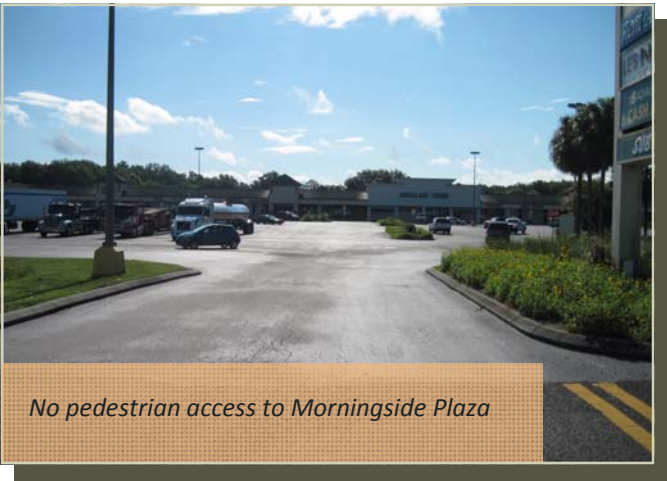
Cost Estimate for Remediation

| Item | Estimated Cost |
|----------|----------------|
| 30N-35 | \$2,300 |
| 30S-45 | \$1,800 |
| Option A | \$26,500 |

| Item | Estimated Cost |
|----------|----------------|
| Option B | \$4,900 |
| Option C | \$2,600 |
| Option D | \$11,600 |



Existing pedestrian infrastructure



No pedestrian access to Morningside Plaza



Pedestrian infrastructure crossing Morningside Drive at Gall Boulevard



Potential location for sidewalk cut-out to Winn Dixie



Activity Center: Florida Medical Center—Dade City

Overview of Accessible Route

Activity Center

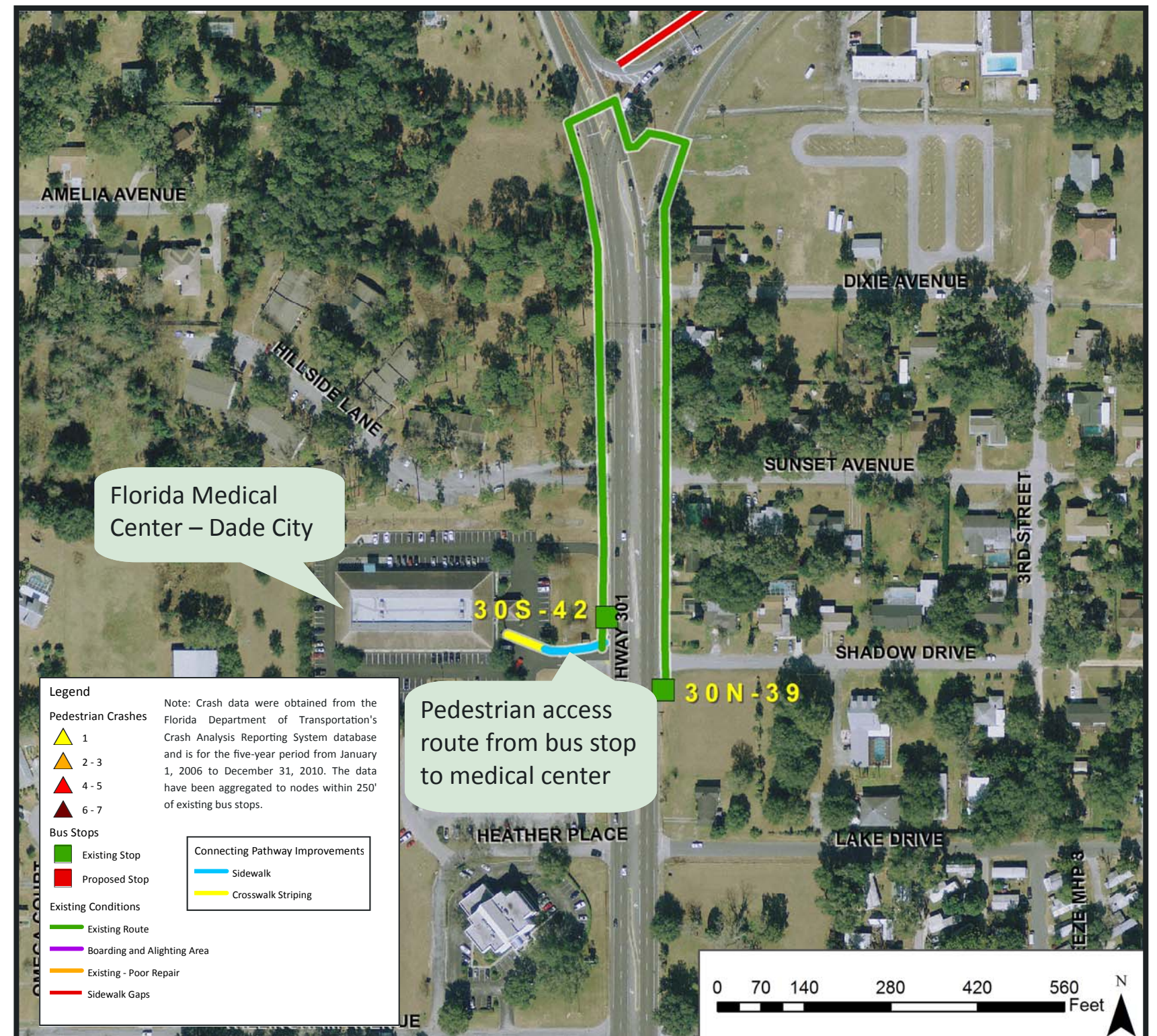
Florida Medical Center is located on the west side of US 301, just south of Hillside Lane. It is served by Route 30. Two stops are adjacent to this facility, 30S-42 and 30N-39.

30S-42 is located in front of the Florida Medical Center. It is a near-side stop at the non-signalized intersection of US 301 and Shadow Drive.

30N-39 is located on the near side of US 301 and Shadow Drive. This intersection is unsignalized and provides no pedestrian crossing.

There is a connecting pathway between the two bus stops. A pedestrian must travel a significant distance to cross the street. To access the Center from 30N-39, a pedestrian would travel north along US 301 approximately 890ft to the pedestrian crossing of 7th Street, which has pedestrian signals, crosswalks, and detectable warnings. He/she would then travel back south along US 301 to the entrance of the facility.

There is no connecting pathway from the sidewalk located in the ROW to the main entrance of the facility. The existing access to the facility is a driveway. No crosswalk striping is present at this location.



Activity Center: Florida Medical Center—Dade City

Bus stop identification **30S-42**

Located in front of Florida Medical Center across from Shadow Drive



View from south



No pedestrian route along driveway

Existing Conditions

30S-42 is located on the near side of US 301 and Shadow Drive. It has a bus stop sign, bench and is on a paved concrete area with a raised curb. There are no other amenities.

Summary of Deficiencies

This bus stop has no deficiencies.

Recommendations for Remediation

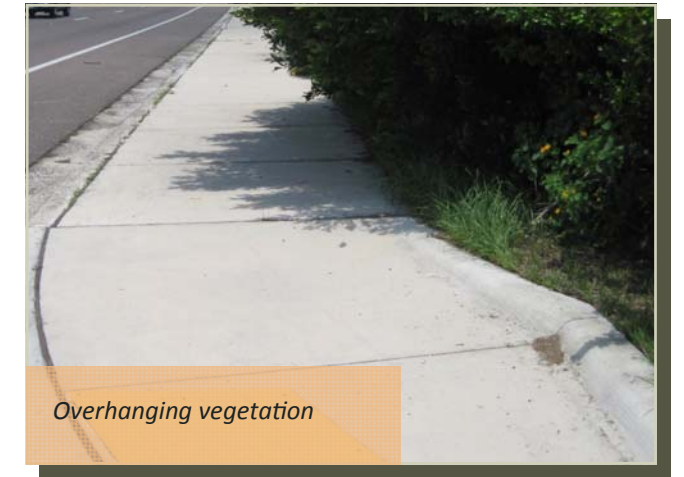
No remediation is necessary at this bus stop.

Bus stop identification **30N-39**

Located south of Shadow Drive, across from Florida Medical Center



View from south



Overhanging vegetation

Existing Conditions

30N-39 is located across the street from the Florida Medical Center. It is on the near side of US 301 and Shadow Drive. The stop has a bus stop sign and a bench and is built on a large raised concrete area.

Summary of Deficiencies

This bus stop has no deficiencies.

Recommendations for Remediation

No remediation is necessary at this bus stop.

Activity Center: Florida Medical Center—Dade City

Summary of Findings

Connecting Pathways Summary of Deficiencies

The pedestrian access route does not extend into the facility. Trees/bushes overhang and obstruct the accessible route along US 301 on the east side.

Summary of Recommended Solutions

A sidewalk should be constructed as a pedestrian access route, adjacent to the driveway, to the front of the facility. Where this sidewalk ends, a striped crosswalk to the facility should be provided. Landscaping should be trimmed so it does not impede or overhang the sidewalk. Standards related to protruding elements require a clear space such that nothing impedes the accessible route. Minimum vertical clearance is 80in.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 30N-39 | - |
| 30S-42 | - |
| Connecting Pathway | \$4,000 |



Activity Center: Downtown Dade City

Overview of Accessible Route

Activity Center

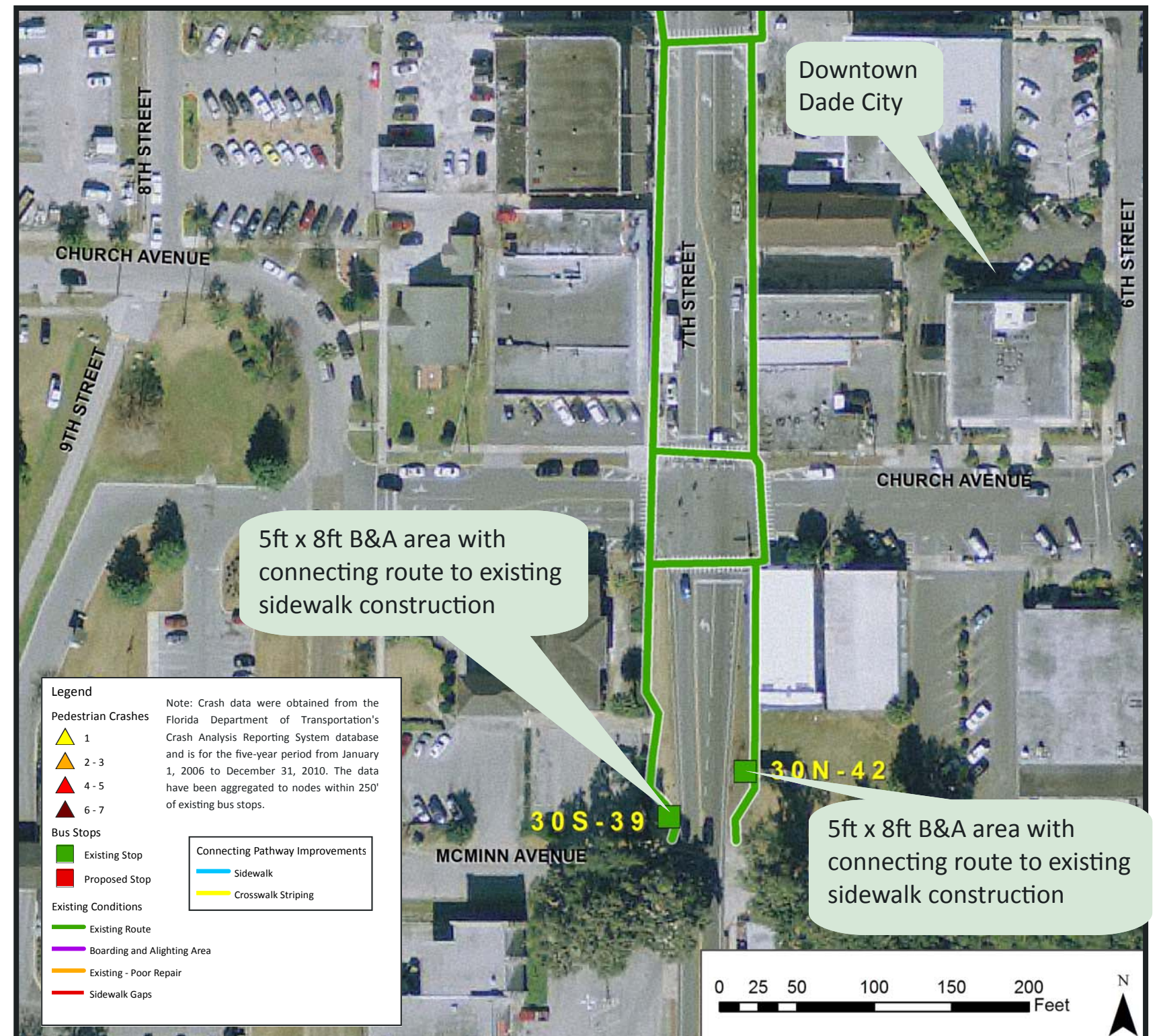
Downtown Dade City is located on the 7th Street corridor, north of Howard Avenue. It is served by Route 30 and Route 31. Two stops were inspected for their connectivity to the downtown area, 30S-39 and 30N-42. Additional stops in the downtown area are located near the Pasco County Historic Courthouse, the Housing Authority, and the Government Center.

30S-39 is located near side of 7th Street and McMinn Avenue, on 7th Street.

30N-42 is located opposite of 30S-39. It is a far-side stop on 7th Street at McMinn Avenue. The stop consists of a bus bench and sign.

The two adjacent stops have a connecting pathway that includes pedestrian-controlled signals, detectable warnings, and crosswalks north of the stops at Church Avenue.

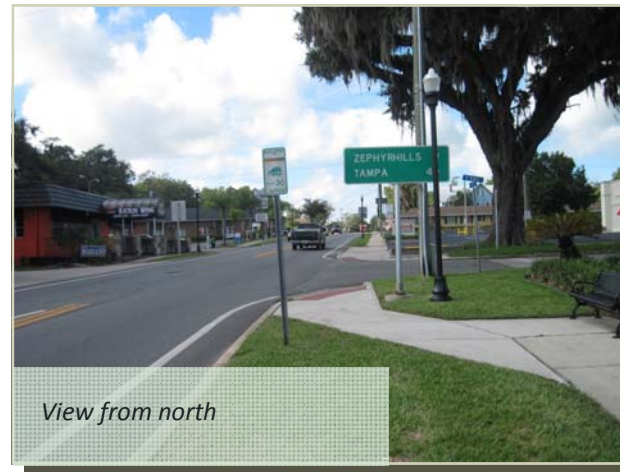
Downtown Dade City is located adjacent to this stop. The stop does not serve a single location but an abundance of retail and government facilities. The downtown area is connected with multiple intersections that have pedestrian signals and detectable warnings.



Activity Center: Downtown Dade City

Bus stop identification **30S-39**

Located near-side of 7th Street and McMinn Avenue, south of Church Avenue



View from north



Looking directly at bus stop

Existing Conditions

30S-39 is located on the near side of 7th Street and McMinn Avenue, just south of Church Avenue. It has a bus stop sign and a bench.

Summary of Deficiencies

30S-39 has no paved B&A area. The nearby sidewalk intersects with the curb at the corner; however, this is not an appropriate B&A area.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed downstream of the intersection and should connect to the existing sidewalk. It may be possible to use some of the already-existing infrastructure at this stop to act as part of the B&A area.

Bus stop identification **30N-42**

Located far-side of 7th Street and McMinn Avenue, south of Church Avenue



View from south



Ped. Access route and bus stop

Existing Conditions

30N-42 is located on the near side of 7th Street and McMinn Avenue, just south of church Avenue. This stop has a bus stop sign. A bench is located nearby; however, it may not belong to the bus stop.

Summary of Deficiencies

30N-42 has no raised, paved, 5ft x 8ft B&A area.

Recommendations for Remediation

If ownership of right-of-way is available, a 5ft x 8ft B&A area should be constructed. This B&A area can be connected to the existing sidewalk infrastructure to provide full accessibility downtown.

Activity Center: Downtown Dade City

Summary of Findings

Connecting Pathway Summary of Deficiencies

The connecting pathway has no deficiencies.

Summary of Recommended Solutions

No remediation is necessary for the connecting pathway.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------|----------------|
| 30N-42 | \$500 |
| 30S-39 | \$900 |



Activity Center: Dade City Historic Courthouse

Overview of Accessible Route

Activity Center

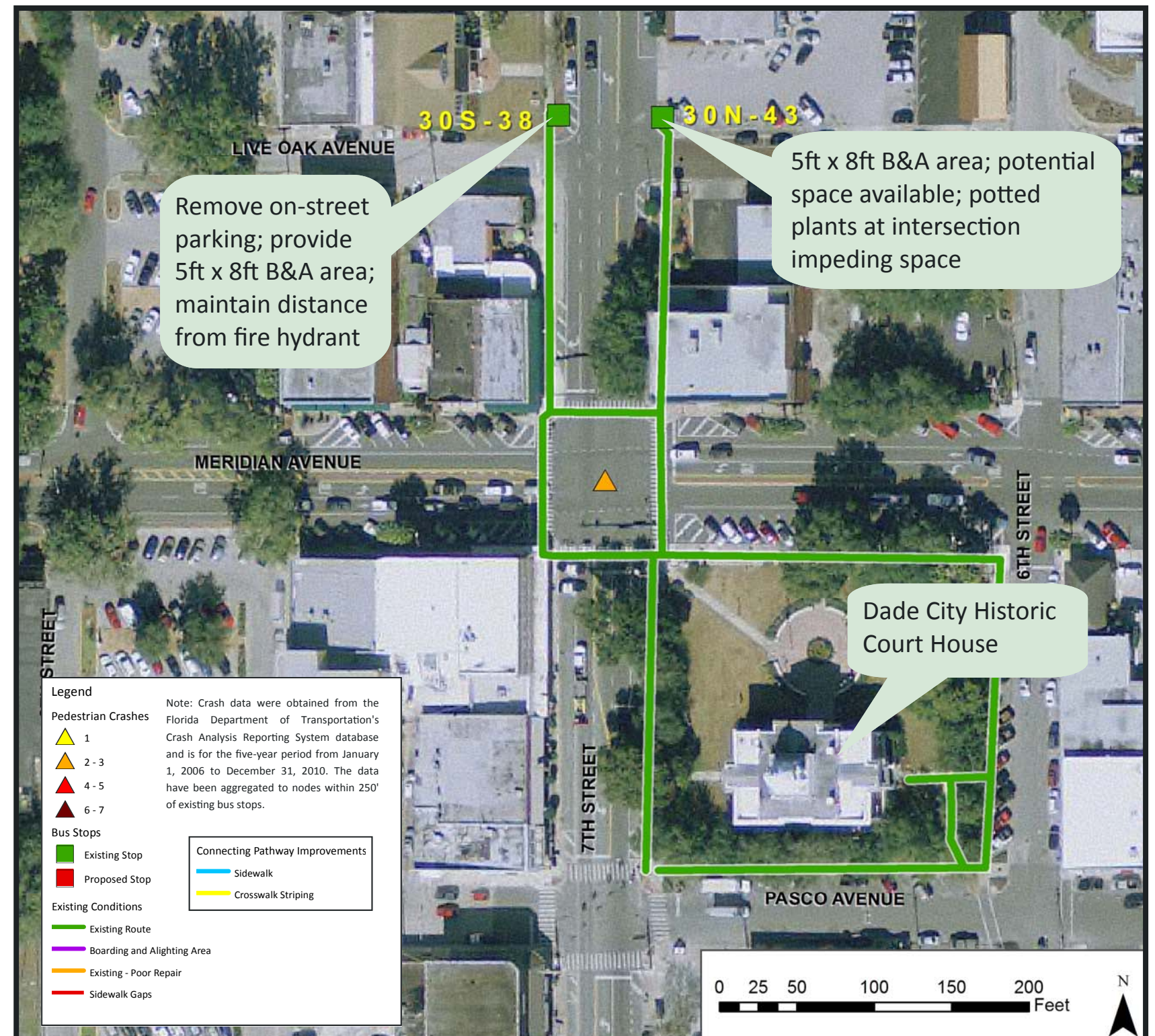
The Pasco County Courthouse is located at the corner of 7th Street and Meridian Avenue. It is served by Route 30 and Route 31. Two stops were inspected for their connectivity to the downtown area, 30S-38 and 30N-43. Additional stops in the downtown area are nearby related to Downtown Dade City, the Housing Authority, and the Government Center.

30S-38 is located near side of 7th Street and Live Oak Avenue, on 7th Street.

30N-43 is located opposite of 30S-38. It is on the far side of Live Oak Avenue, on 7th Street.

A connecting pathway is present between both stops. A sidewalk runs along both sides of 7th Street in Downtown Dade City. This connecting pathway also runs on streets perpendicular to 7th Street. Only the intersections with traffic lights have pedestrian signals and crosswalks. Other intersections are present; however, they have only detectable warnings and sidewalks.

Each bus stop also has an accessible route to the Historic Courthouse. A pedestrian would travel south on 7th Street until he/she arrived at the block the courthouse is located at. A sidewalk circles the block, and there are stairs at the northwest entrance; on the east side of the building is an entrance with a curb ramp for those using a mobility aid.



Activity Center: Dade City Historic Courthouse

Bus stop identification 30S-38

Located near-side of 7th Street/Live Oak Avenue, north of Meridian Avenue



View from north



Adjacent on-street parking

Existing Conditions

30S-38 is located on the near side of 7th Street and Live Oak Avenue, a block north of Meridian Avenue. It has a bus stop sign and a bench.

Summary of Deficiencies

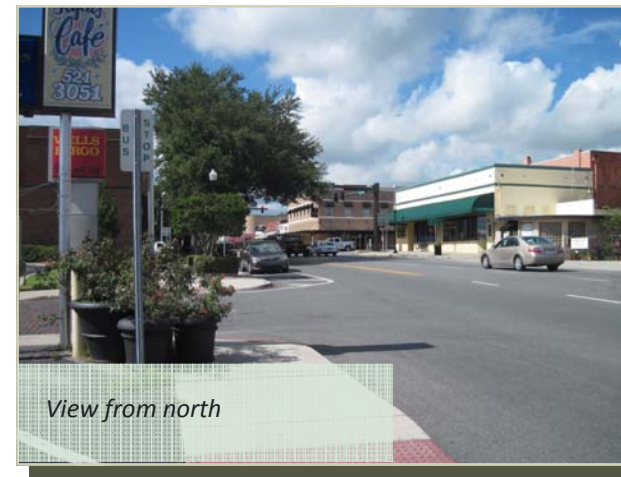
30S-38 has no paved B&A area. Additionally, on-street parking is allowed adjacent to this stop, which prevents a bus from curbing properly to board and alight passengers. A fire hydrant is located in the utility strip near the bus stop sign, which also reduces the accessibility of the bus stop area.

Recommendations for Remediation

On-street parking should be removed so that a bus can curb appropriately at this location. Florida Administrative Code requires that bus shelters be at least 15ft from a fire hydrant. Therefore, if this bus stop would ever be considered for a shelter, the B&A area (and shelter pad) must be located farther than 15ft from the fire hydrant.

Bus stop identification 30N-43

Located on far side of Live Oak Avenue on 7th Street



View from north



Flower pots at bus stop

Existing Conditions

30N-43 is located on the far side of 7th Street and Live Oak Avenue, just north of Meridian Avenue. It has a bus stop sign and no amenities. This stop is connected to downtown Dade City with a paved sidewalk. Meridian Avenue, the nearest signalized intersection, is approximately 180ft south of this stop.

Summary of Deficiencies

30N-43 has no raised, paved, 5ft x 8ft B&A area. There is a raised, curbed, concrete area present; however, between the bus stop sign and the intersection, potted plants prevent the space from being measured 8ft perpendicular to the curb. Upstream of the bus stop sign, the sidewalk becomes a ramp for an entrance driveway. Detectable warnings are present on the ramped edges of the driveway that are sloped.

Additionally, any bus stopped at this stop would block at least part of the cross street (Live Oak Avenue) unless the driveway was used as a B&A area. The length from the driveway to the intersection is approximately 21ft.

Recommendations for Remediation

If ownership of right-of-way is available, a 5ft x 8ft B&A area should be constructed. Measurements were difficult to obtain because of the presence of the potted plants; however, their removal may provide the space needed to act as a 5ft x 8ft B&A area. Because the B&A area would be connected to the existing sidewalk infrastructure, this stop would be accessible to downtown and the courthouse.

Activity Center: Dade City Historic Courthouse

Summary of Findings

Connecting Pathways Summary of Deficiencies

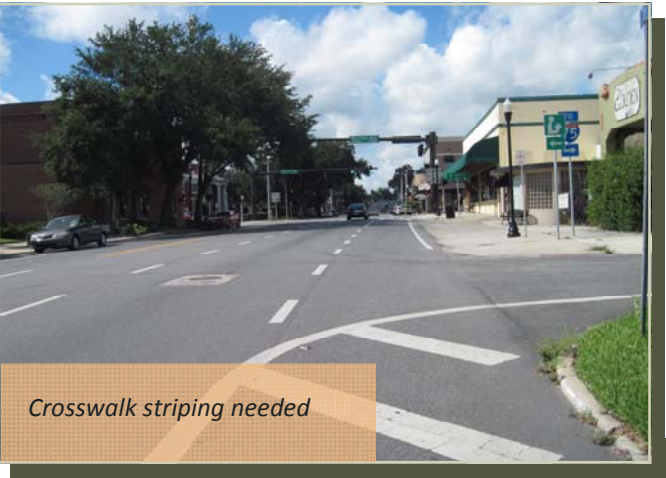
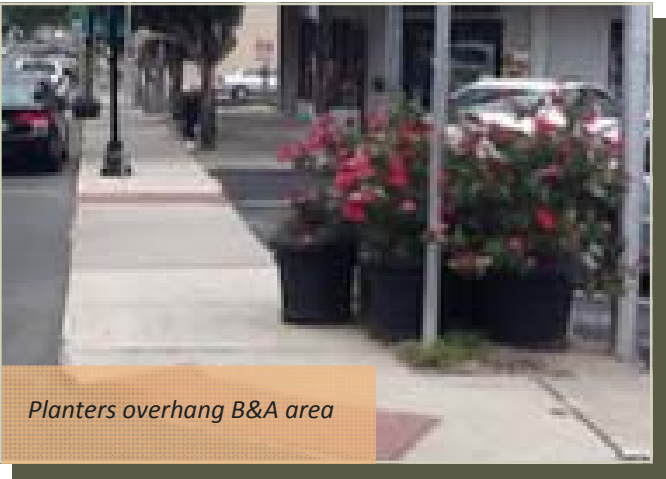
The only deficiency in the connecting pathway between these stops and the activity center is at cross streets adjacent to 7th Street. Each street crossing requires a pedestrian crosswalk. Driveways also require a pedestrian crosswalk where they intersect the sidewalk.

Summary of Recommended Solutions

Crosswalk striping should be provided where necessary and appropriate along the connecting pathway.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 30N-43 | \$1,000 |
| 30S-38 | \$1,000 |
| Connecting Pathway | \$800 |



Activity Center: East Pasco Government Center

Overview of Accessible Route

Activity Center

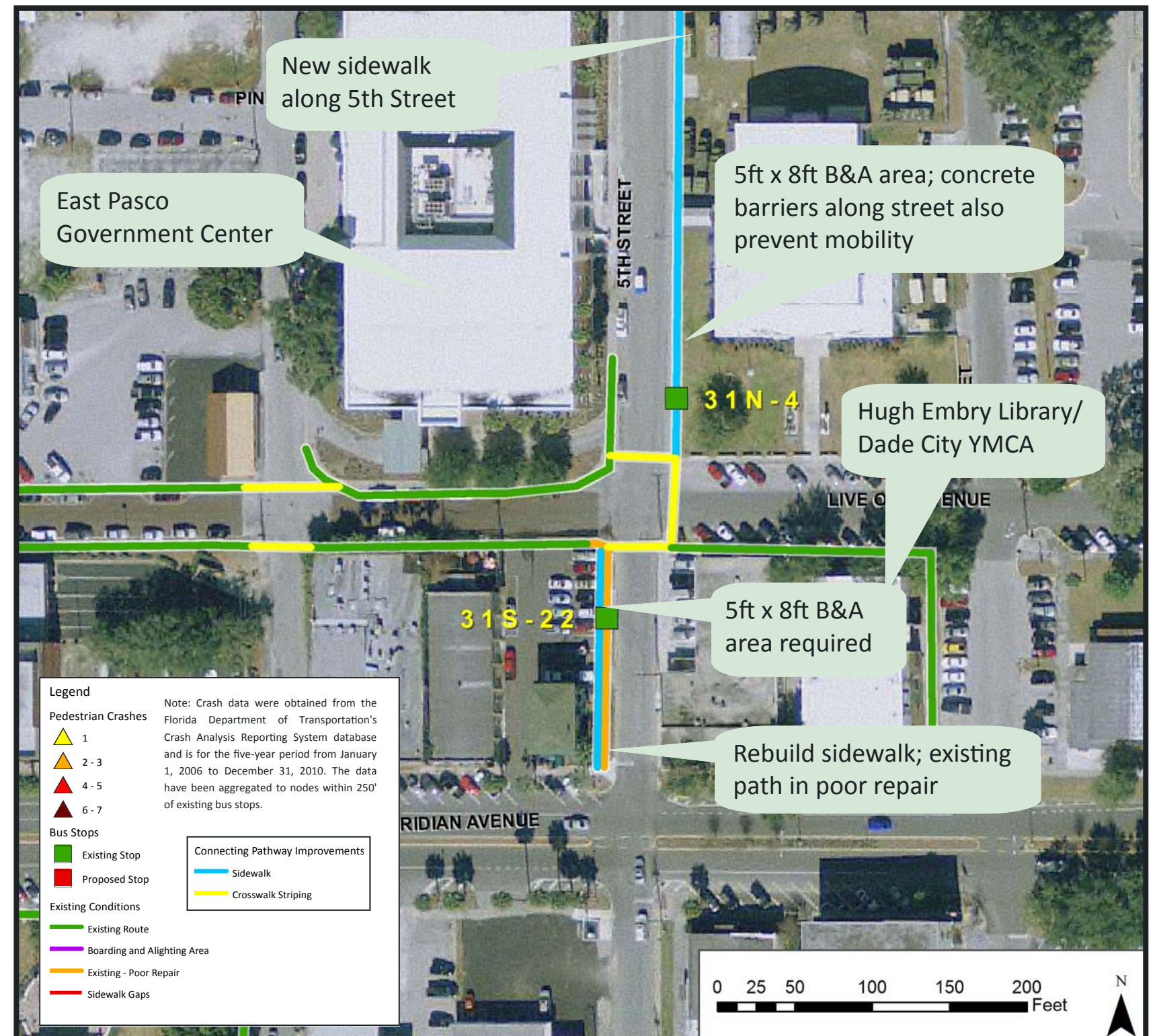
The East Pasco Government Center is located at 14236 6th Street, Dade City, approximately two blocks north of Meridian Avenue. It is served by Route 30 and Route 31. Two stops were inspected for their connectivity to the Government Center, 31S-22 and 31N-4. Additional stops in the downtown area are located related to the East Pasco Government Center, including the Housing Authority, downtown Dade City, and the Courthouse. While the activity center detailed is the Government Center, these bus stops are also adjacent to the Historic Courthouse, the Dade City Armory, Hugh Embry Library, the Dade City YMCA and additional government facilities.

31S-22 is located south of Live Oak Avenue on 5th Street. A bus stop sign is present at this stop. It is a far-side stop.

31N-4 is located north of Live Oak Avenue on 5th Street. It is a far-side stop.

There is a connecting pathway between the two bus stops; however, it is not completely accessible. There are no detectable warnings or curb ramps, and none of the intersections have pedestrian pushbuttons or signals. The connecting pathway also provides access to the activity center at the Hugh Embry Library and the Dade City YMCA.

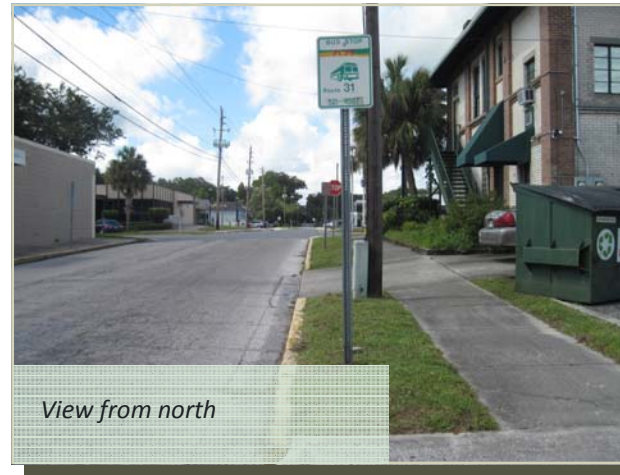
An accessible route to the activity center is not present. While sidewalks are present, there are no crosswalks or detectable warnings present. To access the facility from 31S-22, a pedestrian would walk along 5th Street and enter the facility at the back entrance. From 31N-4, a pedestrian would cross 5th Street to access the facility.



Activity Center: East Pasco Government Center

Bus stop identification **31S-22**

Located far-side of Live Oak Avenue and 5th Street, south of Live Oak Avenue



View from north



No curb ramps

Existing Conditions

30S-22 is located on the far side of Live Oak Avenue on 5th Street, one block north of Meridian Avenue. It has a bus stop sign. This stop is connected to the Government Center with a paved sidewalk.

Summary of Deficiencies

30S-22 has no paved B&A area.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed at the stop. The B&A area may be constructed to abut the existing pedestrian infrastructure.

Bus stop identification **31N-4**

Located on far side of Live Oak Avenue, on 7th Street



View from south



Existing sidewalk on Live Oak Avenue

Existing Conditions

31N-4 is located on the far side of Live Oak Avenue on 5th Street, just north of Meridian Avenue. It has a bus stop sign and no amenities. This stop is adjacent to, but not connected with, a paved sidewalk. There are no nearby signalized intersections or crosswalks.

Summary of Deficiencies

31N-4 has no raised, paved, 5ft x 8ft B&A area. The bus stop sign is located behind a series of concrete road divider barriers along a curbed roadway with no sidewalk behind or near the barriers. The barriers are 3–4ft apart and restrict boarding and alighting for passengers, increasing the likelihood of a pedestrian waiting in the street for the bus. Waiting anywhere but in the street likely is impossible for an individual relying on a mobility aid.

Recommendations for Remediation

If ownership of right-of-way is available, a 5ft x 8ft B&A area should be constructed. A sidewalk should be extended along the east side of 5th Street from Live Oak Avenue. The barriers may prevent and reduce mobility for an individual using a mobility aid, so it should be ensured that any B&A area constructed here is fully accessible. This may mean placing barriers behind the sidewalk and the B&A area. Another alternative may be to consider moving the stop downstream if the right-of-way at the current location is not available.

Activity Center: East Pasco Government Center

Summary of Findings

Summary of Deficiencies

Sidewalk between 31S-22 and the Government Center is in poor repair. Curb ramps are not integrated into the intersection or existing pedestrian access route (most likely due to the age of construction) There is no sidewalk access to 31N-4 from Live Oak Avenue or the Government Center. There are no crosswalks, curb ramps, detectable warnings, or pedestrian signals between any stops and the Government Center.

Summary of Solutions

Approximately 60ft of sidewalk should be constructed along the east side of 5th Street from Live Oak Avenue north. This sidewalk would not extend all the way up the block, but it would provide access to the bus stop. At least 26ft of sidewalk between 31S-22 and the intersection of 5th Street and Live Oak Avenue should be repaired/rebuilt.

Curb ramps and detectable warnings should be provided throughout the whole intersection of 5th Street and Live Oak Avenue and intersection improvements should be constructed, including crosswalks.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 31S-22 | \$18,300 |
| 31N-4 | \$700 |
| Connecting Pathway | \$9,400 |



Activity Center: Pasco County Housing Authority

Overview of Accessible Route

Activity Center

The Pasco County Housing Authority is located north of Martin Luther King Jr. Boulevard on 7th Street in Dade City. It is served by Route 30 and Route 31. Five stops were inspected for their connectivity to the Housing Authority: 30S-37, 30S-35, 30N-44, 30N-46 and 31N-29.

30S-37 is located south of MLK Jr. Boulevard on 7th Street. It is a far-side stop on 7th Street. The bus stop has a small bus bay associated with it.

30S-35 is located north of Sumner Avenue on 7th Street. It is a near-side stop on 7th Street.

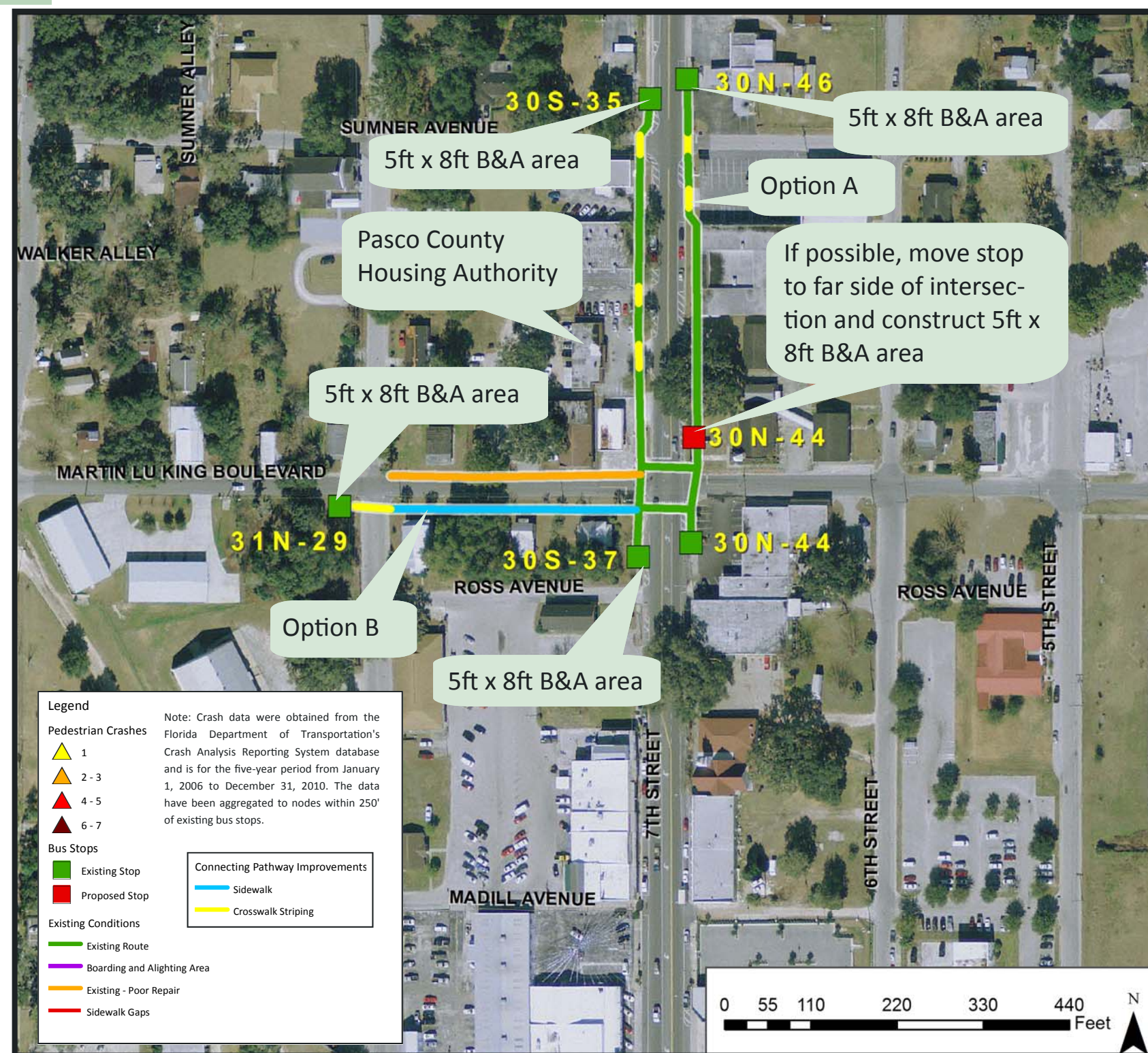
30N-44 is located south of MLK Jr. Boulevard on 7th Street. The stop consists of a bus stop sign. It is a near-side stop located on 7th Street.

30N-46 is located north of Sumner Avenue on 7th Street. The stop consists of a bus stop sign. It is a far-side stop located on 7th Street.

31N-29 is located at the intersection of MLK Jr. Boulevard and 8th Street. The stop consists of a bus stop sign. It is a near-side stop located on MLK Jr. Boulevard.

All of the stops are located along a connecting pathway except for 31N-29, which has no sidewalk access; however, there is a sidewalk on the opposite side of the street. For any of the stops except for 31N-29, a pedestrian would rely on the sidewalk infrastructure running adjacent to 7th Street. At the signal of MLK Jr. Boulevard and 7th Street, crosswalks, detectable warnings, and pedestrian signal devices are present.

The Housing Authority is not connected accessibly to any of the bus stops, and pedestrian infrastructure connects the sidewalk along the ROW.



Activity Center: Pasco County Housing Authority

Bus stop identification 30S-37

Located far-side of MLK Jr. Boulevard



Existing Conditions

30S-37 is located on the far side of MLK Jr. Boulevard on 7th Street. This stop has a bus stop sign and bus bay.

Summary of Deficiencies

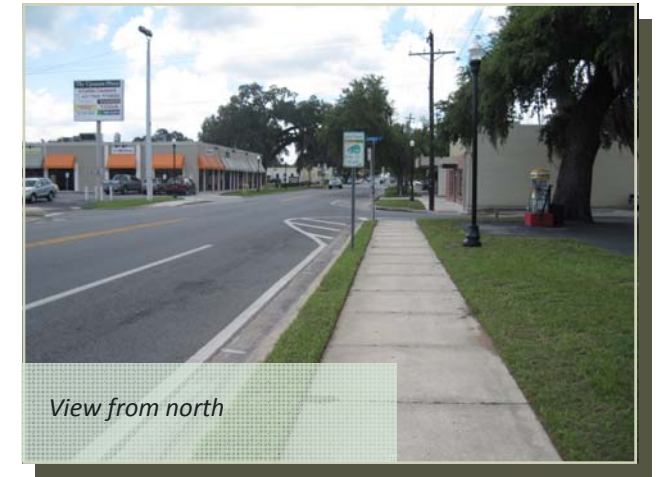
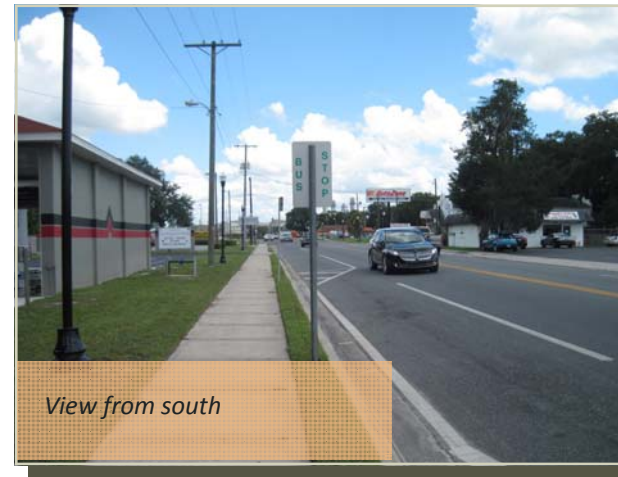
30S-37 has no paved B&A area. There is an accessible route between this stop and the Housing Authority. The bus stop sign is located at the ending edge of the bus bay painted taper instead of at the location where a bus would stop. In addition, a standard bus bay should measure approximately 50ft with a 60ft acceleration and deceleration taper in an urban area, according to *Accessing Transit*.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed at this bus stop. The B&A area should connect the sidewalk to the curb, thereby connecting the B&A area with the pedestrian access route. The bus stop sign should be located such that it indicates where the bus stops to board and alight passengers. Consideration should be given to redesigning and restriping the bus bay to be more appropriately reflective of bus bay standards. More study may be needed to determine the most appropriate measurements based on roadway speed and bus entry and through speeds.

Bus stop identification 30S-35

Located on far side of Sumner Avenue on 7th Street, north of MLK Jr. Blvd



Existing Conditions

30S-35 is located on the far side of Sumner Avenue on 7th Street, one block north of MLK Jr. Boulevard. This stop has a bus stop sign and bus bay. The bus bay is a 50ft bus bay with a 20ft deceleration taper and a 20ft acceleration taper.

Summary of Deficiencies

30S-35 has no paved B&A area. The bus bay is located in a near side location, which may create conflicts with right-turning traffic. Additionally, the standard (ideal) measurements for a bus bay are 50ft of stopping area with a 60ft deceleration and acceleration taper. Further study may be necessary to see if the standard length of a bus bay is possible at this location.

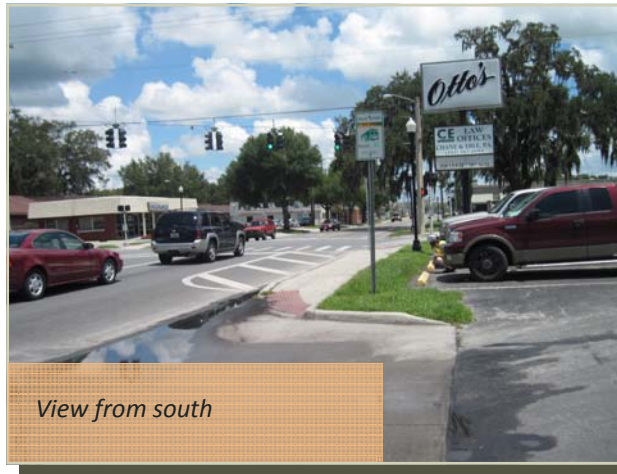
Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed at the stop. The B&A area may be constructed to abut the existing pedestrian infrastructure. A crosswalk should be provided across Sumner Avenue from this stop so that pedestrians may cross more securely. Further study may be necessary to see if the standard length of a bus bay is possible at this location.

Activity Center: Pasco County Housing Authority

Bus stop identification **30N-44**

Located on southwest corner of MLK Jr. Boulevard/8th Street intersection



Existing Conditions

30N-44 is located on the southeast corner of the intersection of MLK Jr. Boulevard and 7th Street. The stop has a bus stop sign and no amenities. It is connected to pedestrian infrastructure.

Summary of Deficiencies

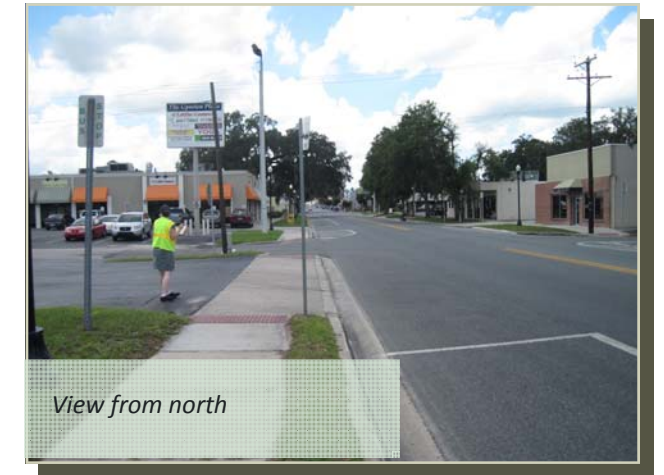
This bus stop has no 5ft x 8ft B&A area. It is located at the corner of a driveway, and while the sidewalk is directly connected to the curb, it measures only 7ft perpendicular to the roadway. Additionally, a bus stopping at this stop would completely block the driveway adjacent to the bus stop. If it stopped any further upstream, it may be too close to the intersection to be able to merge easily back into traffic. The driveway adjacent to the stop accumulates water.

Recommendations for Remediation

The remediation for this stop would be to investigate the feasibility of moving the stop to the far side of the intersection. If the right-of-way is available, this location would prove more ideal, and ample room is available to construct a 5ft x 8ft B&A area. This B&A area would need to be connected to the sidewalk already present.

Bus stop identification **30N-46**

Located far-side of Sumner Avenue on 7th street, on east side of street



Existing Conditions

30N-46 is located on the far side of Sumner Avenue on 7th Street. The stop has a bus stop sign and no amenities. This stop is connected to the Housing Authority with a paved sidewalk.

Summary of Deficiencies

30N-46 has no paved B&A area.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed at the stop. The B&A area may be constructed to abut the existing pedestrian infrastructure.

Activity Center: Pasco County Housing Authority

Bus stop identification 31N-29

Located on southwest corner of MLK Jr. Boulevard/8th Street intersection



Existing Conditions

31N-29 is located on the southwest corner of the intersection of MLK Jr. Boulevard and 8th Street. The stop has a bus stop sign and no amenities. It is not connected to any pedestrian infrastructure, and there is no 5ft x 8ft B&A area present.

Summary of Deficiencies

This bus stop has no 5ft x 8ft B&A area. It is not connected to any existing pedestrian infrastructure. There is no accessible route to the Housing Authority from this bus stop.

Recommendations for Remediation

A 5ft x 8ft B&A area should be constructed at this stop and repair existing and install new connecting sidewalk.

Summary of Findings

Summary of Deficiencies

Sidewalk between 31N-29 and 7th Street, along MLK Jr. Boulevard is in poor repair. No curb ramps are present. There are no crosswalks across Sumner Avenue along MLK Jr. Boulevard. No pedestrian access route exists to connect the sidewalk to the front entrance of the activity center.

Summary of Solutions

Option A: Crosswalk striping should be provided across all street crossings. A striped crosswalk should be provided as a pedestrian access route from the sidewalk to the front doors of the Housing Authority. This would provide access to four of the five stops adjacent to the housing Authority.

Option B: In addition to Option A, a sidewalk should be constructed along the south side of MLK Jr. Boulevard. This would require approximately 315 ft of new construction. Because it is more expensive to replace existing sidewalk than it is to construct new, sidewalk should be constructed along the south edge of MLK Jr. Boulevard to provide a connection from stop 31N-29.

Cost Estimate for Remediation

| Item | Estimated Cost |
|------------|----------------|
| 30S-37 | \$1,000 |
| 30S-35 | \$1,000 |
| 30N-44 | \$1,000 |
| 30N-46 | \$1,000 |
| 31N-29 | \$1,000 |
| Option A* | \$900 |
| Option B** | \$9,500 |

*Option A shows the cost of improving connections to the four bus stops along US 301. It involves crosswalk striping.

**Option B shows the cost of providing a connection to four bus stops along US 301 and bus stop 31N-29 on MLK Jr. Boulevard. It includes the cost of constructing a new sidewalk along MLK Jr. Boulevard



Activity Center: Dade City Business Center

Overview of Accessible Route

Activity Center

The Dade City Business Center is a large mixed-use business complex at US 301 and Lock Street. It is served by Route 30. Four stops were inspected for their connectivity to the Business Center: 30S-34, 30S-32, 30N-47, and 30N-48.

30S-34 is located north of Whitehouse Avenue on US 301 in front of the Bravo Supermarket. A bus stop sign, bus shelter, and sidewalk are present at this bus stop.

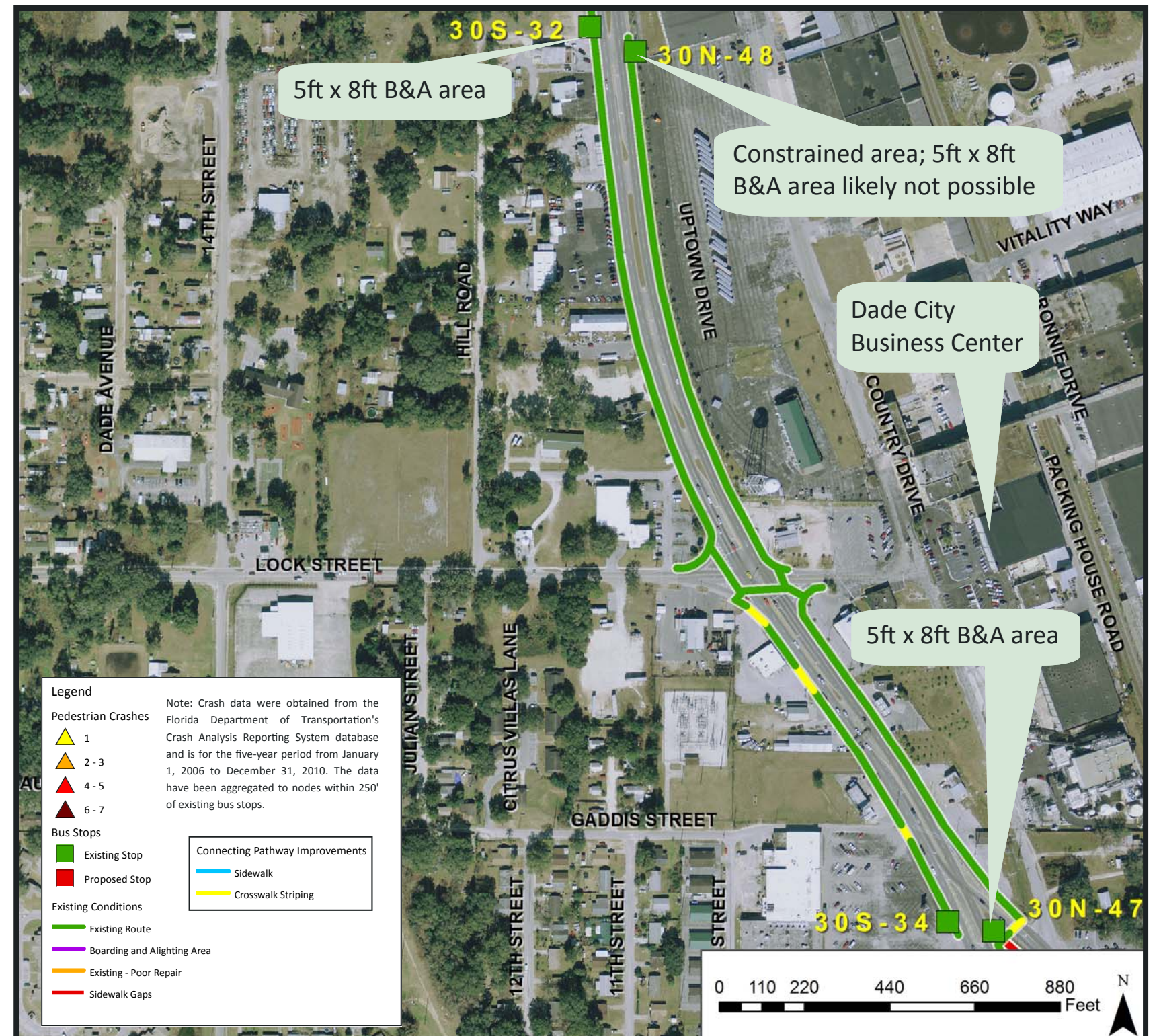
30S-32 is located a distance north of Lock Street on US 301. It is a mid-block stop.

30N-47 is located north of Whitehouse Avenue on US 301. This stop is a mid-block stop. The stop consists of a bus stop sign and bench.

30N-48 is located north of Lock Street on US 301 and is a mid-block stop. The stop consists of a bus stop sign.

There is a connecting pathway between all four stops that includes detectable warnings, crosswalks, and pedestrian signal buttons located at the intersection of US 301 and Lock Street.

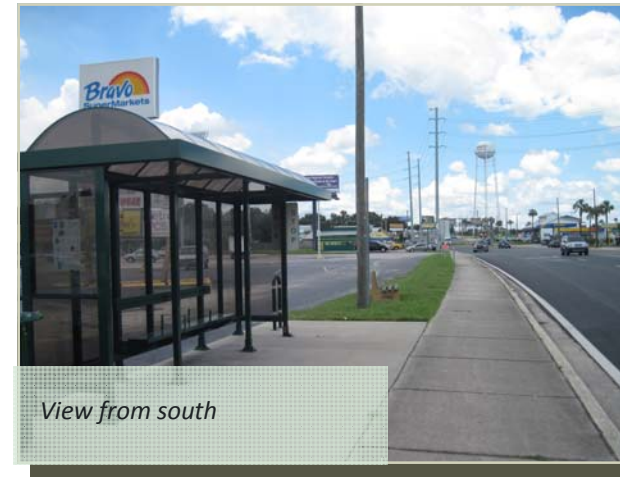
There is no connecting pathway from the public ROW to the Business Center. The pedestrian infrastructure along Lock Street does not extend into the complex.



Activity Center: Dade City Business Center

Bus stop identification 30S-34

Located on west side of US 301 between Whitehouse Avenue and Lock Street



Existing Conditions

30S-34 is located in front of the Bravo Supermarket, north of Whitehouse Street. The stop has a bus stop sign, shelter, B&A area, and other amenities that include a trash can and bike rack. It is connected to a sidewalk and is fully accessible to the pedestrian access route.

Summary of Deficiencies

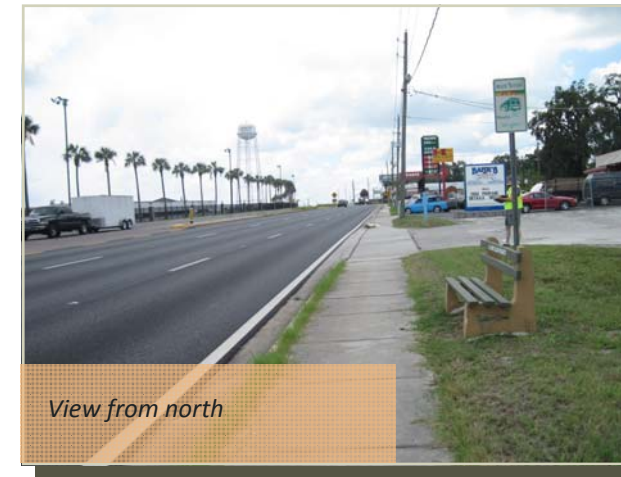
This bus stop has no deficiencies.

Recommendations for Remediation

The bus stop requires no remediation.

Bus stop identification 30S-32

Located on west side of US 301, north of Lock Street



Existing Conditions

30S-32 is located in north of Lock Street on the west side of US 301, in front of Bahrs' Propane and Natural Gas. This stop consists of a bus bench and bus stop sign. It is connected to the pedestrian access route.

Summary of Deficiencies

This bus stop has no 5ft x 8ft B&A area. While the bench and stop are located behind the sidewalk and there is no utility strip between the curb and the sidewalk, the sidewalk is not wide enough to constitute a B&A area at this location (measuring 5ft perpendicular to the roadway).

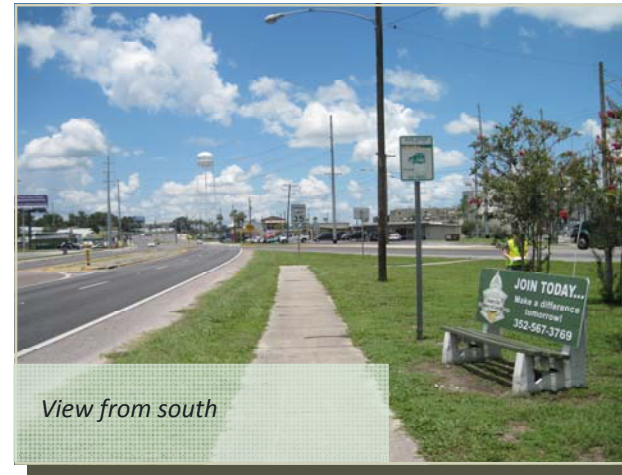
Recommendations for Remediation

This stop requires a 5ft x 8ft B&A area, which can be accomplished by adding an additional 3ft of concrete to the back end of the sidewalk for a 5ft-wide area.

Activity Center: Dade City Business Center

Bus stop identification **30N-47**

Located on east side of US 301, between Whitehouse Avenue and Lock Street



Existing Conditions

30N-47 is located in front of the Bravo Supermarket, north of Whitehouse Street. The stop has a bus stop sign and bus bench. A trash can is present near by but it is not accessible. It has a sidewalk nearby, but it is not connected with a B&A area or pedestrian access route.

Summary of Deficiencies

This bus stop has no 5ft x 8ft B&A area.

Recommendations for Remediation

This stop requires a 5ft x 8ft B&A area that is connected to the existing sidewalk infrastructure.

Bus stop identification **30N-48**

Located on east side of US 301, north of Lock Street



Existing Conditions

30N-48 is located north of Lock Street. The stop has a bus stop sign and no amenities. The stop is connected to a sidewalk that provides connectivity to the Dade City Business Center.

Summary of Deficiencies

This bus stop has no 5ft x 8ft B&A area. The stop is located appropriately, with the sign behind the sidewalk and the curb and sidewalk connected; however, it measured only 5ft perpendicular to the roadway. The difficulty with this stop is that a fence is located almost directly behind the sidewalk, such that constructing any additional concrete area would be made difficult by limitations in the available right-of-way and area.

Recommendations for Remediation

If space is available, 3ft of sidewalk should be added to the back of the existing sidewalk. There may be difficulties providing a 5ft x 8ft B&A area at this location due to the limited ROW available.

Activity Center: Dade City Business Center

Summary of Findings

Connecting Pathways Summary of Deficiencies

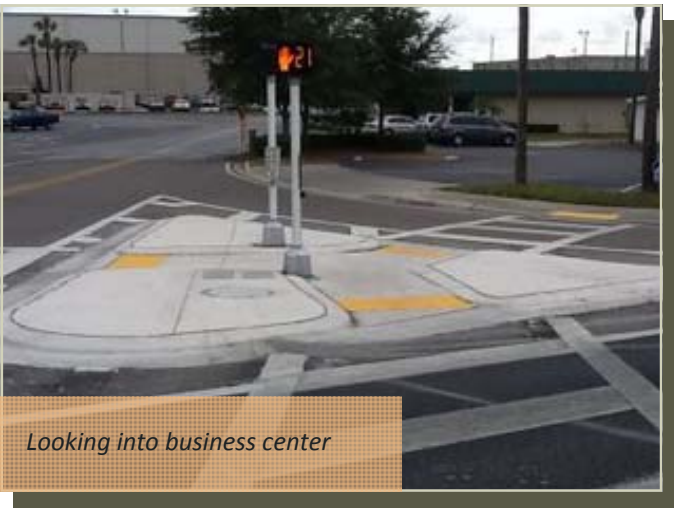
Pedestrian crossing of Old Lakeland Highway at 30N-47 is hazardous. The sidewalk leads to a crossing with detectable warning at Old Lakeland Highway but would pose a challenge for an individual using a mobility aid. There is no crosswalk or pedestrian signal, and the detectable warning directs an individual directly across the road. There is a curb ramp present parallel to the detectable warning, but no detectable warning is present on the east side of the street. No pedestrian access route exists to connect the sidewalk along US 301 to any of the facilities that are a part of the Dade City Business Center. None of the driveways perpendicular to the sidewalk have crosswalk striping.

Summary of Recommended Solutions

A striped crosswalk should be provided across Old Lakeland Highway. Further study may be necessary, but this may be an appropriate location for a signalized pedestrian crossing. An additional sidewalk or pedestrian access route should be provided from US 301 to the entrances of facilities inside the Dade City Business Complex. Crosswalk striping should be provided at all locations where necessary, including driveways that the sidewalk crosses.

Cost Estimate for Remediation

| Item | Estimated Cost |
|--------------------|----------------|
| 30S-34 | - |
| 30S-32 | \$500 |
| 30N-47 | \$600 |
| 30N-48 | \$1,000 |
| Connecting Pathway | \$4,600 |



Appendix C

Prioritization Results

| | |
|---|-----|
| US 19 Bus Stop Prioritization..... | C-1 |
| US 301 Bus Stop Prioritization..... | C-3 |
| Connecting Pathway Prioritization | C-4 |



US 19 Bus Stop Prioritization Results

| Rank | Bus Stop ID | Appendix Lookup (page #) | Associated Activity Center | Location | Controlled Ped. Crossing | Marked Crosswalk | Safety of Landing area | PCPT Plan | Potential Hazards | Curb Ramp | Sidewalk | B&A area | Crash Data | Activity | Total Weighted Score |
|------|-------------|--------------------------|------------------------------|----------|--------------------------|------------------|------------------------|-----------|-------------------|-----------|----------|----------|------------|----------|----------------------|
| | | | | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 16.00% | 30.00% | |
| 1 | 23N-1 | A-18 | Universal Plaza | 1 | -1 | -1 | -1 | 0 | 0 | 0 | -1 | -3 | 0 | -2 | -0.960 |
| 2 | 19N-46 | A-56 | Home Depot—Port Richey | 1 | -1 | -1 | 1 | -2 | 0 | -1 | -1 | -3 | -1 | -1 | -0.880 |
| 3 | 19N-40 | A-47 | Walmart in Port Richey | 1 | 1 | 1 | -1 | -2 | -1 | -1 | 2 | -3 | 0 | -2 | -0.780 |
| 4 | 19N-45 | A-54 | Embassy Crossings Plaza | 1 | -1 | -1 | -1 | 0 | -1 | 0 | -1 | -3 | 0 | -1 | -0.720 |
| 5 | 19S-20 | A-43 | SunCruz Casino | 1 | -1 | -1 | 1 | -2 | 0 | -1 | 2 | -3 | -1 | -1 | -0.700 |
| 6 | 19S-17 | A-46 | Walmart in Port Richey | 1 | -1 | -1 | -1 | -2 | -1 | 0 | 2 | -3 | 0 | -1 | -0.660 |
| 6 | 21N-47 | A-72 | St. Luke's Cataract | 1 | -1 | -1 | 1 | -2 | 0 | 0 | -1 | -3 | 0 | -1 | -0.660 |
| 6 | 19S-25 | A-40 | Davis Plaza | 1 | -1 | -1 | 1 | -2 | 0 | -1 | 0 | -3 | 0 | -1 | -0.660 |
| 9 | 19S-27 | A-34 | YMCA - New Port Richey | 1 | 1 | 1 | 1 | -2 | 0 | -1 | 2 | -3 | -2 | -1 | -0.620 |
| 9 | 19S-34 | A-21 | Sam's Club - New Port Richey | 1 | -1 | 1 | 1 | -2 | 0 | 0 | 2 | 3 | -2 | -2 | -0.620 |
| 11 | 18S-29 | A-8 | Holiday Library | 1 | -1 | -1 | 1 | 0 | 0 | -1 | -1 | -3 | 0 | -1 | -0.600 |
| 12 | 19S-10 | A-57 | Home Depot—Port Richey | 1 | -1 | -1 | 1 | -2 | -1 | 0 | -1 | -3 | -1 | 0 | -0.580 |
| 13 | 19S-16 | A-46 | Walmart in Port Richey | 1 | -1 | -1 | 1 | -2 | 0 | -1 | 2 | -3 | 0 | -1 | -0.540 |
| 13 | 19S-3 | A-59 | USA Flea Market | 1 | -1 | -1 | 1 | 0 | 0 | 0 | -1 | -3 | 0 | -1 | -0.540 |
| 15 | 19N-44 | A-53 | Embassy Crossings Plaza | 0 | -1 | 1 | -1 | -2 | -1 | 0 | -1 | -3 | 0 | 0 | -0.480 |
| 16 | 21S-22 | A-64 | K-Mart—Hudson | 3 | 1 | -1 | -1 | -2 | 0 | -1 | -1 | -3 | -1 | 0 | -0.460 |
| 17 | 19S-44 | A-5 | Pappas Plaza | 1 | 1 | 1 | -1 | -2 | -1 | 0 | 2 | -3 | -2 | 0 | -0.440 |
| 18 | 19N-32 | A-40 | Davis Plaza | 1 | -1 | -1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | -1 | -0.420 |
| 19 | 14S-29 | A-37 | Sims Park/ Downtown | 0 | 1 | 1 | -1 | 0 | 0 | -1 | 2 | -3 | -2 | 0 | -0.380 |
| 20 | 18N-12 | A-8 | Holiday Library | 1 | -1 | -1 | 1 | 0 | 0 | -1 | -1 | -3 | 0 | 0 | -0.300 |
| 20 | 21S-10 | A-79 | Hudson Bowl Bowling Alley | 1 | -1 | -1 | 1 | 0 | -1 | 0 | -1 | -3 | 0 | 0 | -0.300 |
| 20 | 21S-2 | A-82 | Scheer Commerce Center | 1 | -1 | -1 | 1 | 0 | 0 | -1 | -1 | -3 | 0 | 0 | -0.300 |
| 20 | 21S-YY | A-82 | Scheer Commerce Center | 1 | -1 | -1 | 1 | 0 | 0 | -1 | -1 | -3 | 0 | 0 | -0.300 |
| 20 | 19N-30 | A-34 | YMCA - New Port Richey | 1 | 1 | 1 | 1 | -2 | 0 | -1 | 2 | -3 | 0 | -1 | -0.300 |
| 20 | 19S-11 | A-53 | Embassy Crossings Plaza | 1 | 1 | 1 | 1 | 0 | 0 | 0 | -1 | -3 | 0 | -1 | -0.300 |
| 20 | 19N-28 | A-30 | K-Mart - New Port Richey | 3 | 1 | 1 | 1 | 0 | 0 | 0 | -1 | 0 | 0 | -2 | -0.300 |
| 27 | 21N-57 | A-77 | Bayonet Point Medical Center | 1 | -1 | -1 | 1 | 0 | 0 | 0 | -1 | -3 | 0 | 0 | -0.240 |
| 27 | 21S-XX | A-67 | Leisure Lanes Bowling Alley | 1 | -1 | -1 | 1 | 0 | 0 | 0 | -1 | -3 | 0 | 0 | -0.240 |
| 27 | 19S-38 | A-17 | Universal Plaza | 1 | -1 | 1 | 1 | -2 | 0 | 1 | 2 | 3 | 0 | -2 | -0.240 |
| 27 | 21N-48 | A-74 | Hudson Square/ Elem. | 1 | 1 | 1 | 1 | 0 | 0 | 1 | -1 | -3 | 0 | -1 | -0.240 |
| 27 | 19S-43 | A-11 | Salvation Army Store | 1 | -1 | -1 | 1 | 0 | 0 | 1 | 2 | 3 | 0 | -2 | -0.240 |
| 32 | 21N-49 | A-77 | Bayonet Point Medical Center | 1 | 1 | 1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | -1 | -0.180 |
| 32 | 19N-37 | A-43 | SunCruz Casino | 1 | 1 | 1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | -1 | -0.180 |
| 34 | 19N-55 | A-61 | Bayonet Point Plaza | 3 | -1 | 1 | 1 | -2 | 0 | 1 | 2 | 3 | 0 | -2 | -0.120 |
| 34 | 19N-27 | A-28 | Southgate Plaza | 1 | -1 | -1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | 0 | -0.120 |
| 34 | 21S-11 | A-74 | Hudson Square/ Elem. | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | -3 | 0 | -1 | -0.120 |
| 34 | 19S-39 | A-14 | Holiday Mall | 1 | 1 | 1 | 1 | -2 | 0 | 1 | 2 | 3 | 0 | -2 | -0.120 |
| 38 | 14N-37 | A-35 | YMCA - New Port Richey | 3 | 1 | 1 | 1 | 0 | 0 | -1 | 2 | -3 | -2 | 0 | -0.080 |
| 39 | 19N-22 | A-21 | Sam's Club - New Port Richey | 1 | -1 | -1 | 1 | 0 | 0 | 2 | 2 | 3 | -1 | -1 | -0.040 |
| 40 | 19N-12 | A-5 | Pappas Plaza | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 3 | -2 | -1 | -0.020 |
| 41 | 19N-25 | A-24 | DMV & Tax Collector | 1 | -1 | -1 | 1 | -2 | 0 | 2 | 2 | 3 | 0 | -1 | 0.000 |
| 41 | 18N-35 | A-29 | Southgate Plaza | 1 | -1 | 1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | 0 | 0.000 |
| 41 | 19S-13 | A-49 | Gulf View Square Mall | 3 | -1 | 1 | 1 | 0 | 0 | 1 | 2 | 3 | 0 | -2 | 0.000 |
| 44 | 19N-9 | A-2 | Home Depot - Holiday | 0 | 1 | 1 | 1 | -2 | 0 | 2 | 2 | 3 | -1 | -1 | 0.020 |
| 45 | 19S-32 | A-27 | Southgate Plaza | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 3 | 0 | -2 | 0.060 |



| Rank | Bus Stop ID | Appendix Lookup (page #) | Associated Activity Center | Location | Controlled Ped. Crossing | Marked Crosswalk | Safety of Landing area | PCPT Plan | Potential Hazards | Curb Ramp | Sidewalk | B&A area | Crash Data | Activity | Total Weighted Score |
|------|-------------|--------------------------|----------------------------|----------|--------------------------|------------------|------------------------|-----------|-------------------|-----------|----------|----------|------------|----------|----------------------|
| | | | | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 16.00% | 30.00% | |
| 46 | 19N-19 | A-17 | Universal Plaza | 1 | -1 | 1 | 1 | -2 | 0 | 1 | 2 | 3 | 0 | -1 | 0.060 |
| 46 | 18N-11 | A-6 | Pappas Plaza | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.060 |
| 46 | 14N-39 | A-37 | Sims Park/ Downtown | 0 | 1 | 1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | 0 | 0.06 |
| 49 | 21N-41 | A-64 | K-Mart—Hudson | 3 | 1 | 1 | 1 | -2 | 0 | -1 | 2 | -3 | 0 | 0 | 0.120 |
| 49 | 19S-31 | A-27 | Southgate Plaza | 1 | 1 | 1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | 0 | 0.120 |
| 49 | 19N-13 | A-11 | Salvation Army Store | 1 | -1 | -1 | 1 | 0 | 0 | 2 | 2 | 3 | 0 | -1 | 0.120 |
| 52 | 21N-42 | A-70 | Walmart—Hudson | 2 | -1 | 1 | 1 | -2 | 0 | 0 | 2 | 0 | 0 | 0 | 0.180 |
| 53 | 19N-18 | A-14 | Holiday Mall | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | 3 | 0 | -1 | 0.300 |
| 54 | 19S-33 | A-24 | DMV & Tax Collector | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 3 | 0 | -1 | 0.360 |
| 55 | 19S-46 | A-2 | Home Depot - Holiday | 1 | 1 | 1 | 1 | -2 | 0 | 1 | 2 | 3 | 0 | 0 | 0.480 |
| 56 | 19N-26 | A-28 | Southgate Plaza | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0.660 |



US 301 Bus Stop Prioritization Results

| Rank | Bus Stop ID | Appendix Lookup (page #) | Associated Activity Center | Location | Controlled Ped. Crossing | Marked Crosswalk | Safety of Landing area | PCPT Plan | Potential Hazards | Curb Ramp | Sidewalk | B&A area | Crash Data | Activity | Total Weighted Score |
|------|-------------|--------------------------|--------------------------------------|----------|--------------------------|------------------|------------------------|-----------|-------------------|-----------|----------|----------|------------|----------|----------------------|
| | | | | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 6.00% | 16.00% | 30.00% | |
| 1 | 30S-60 | B-15 | Premier Community Healthcare Center | 1 | -1 | -1 | 1 | 0 | 0 | 0 | -1 | -3 | 0 | -1 | -0.540 |
| 2 | 30N-17 | B-10 | Pin Chasers / Cinema 10 | 1 | -1 | -1 | -1 | 0 | -1 | -1 | -1 | -3 | 0 | 0 | -0.480 |
| 3 | 30S-38 | B-36 | Dade City Historic Courthouse | 0 | -1 | -1 | 1 | -2 | 0 | -1 | 2 | -3 | -1 | 0 | -0.460 |
| 4 | 30S-39 | B-34 | Downtown Dade City | 1 | -1 | -1 | 1 | -2 | 0 | 1 | 2 | -3 | 0 | -1 | -0.420 |
| 5 | 30N-42 | B-34 | Downtown Dade City | 0 | 1 | 1 | 1 | -2 | 0 | -1 | 2 | -3 | 0 | -1 | -0.360 |
| 5 | 30N-25 | B-25 | Zephyr Commons | 0 | -1 | -1 | 1 | 0 | 0 | -1 | -1 | -3 | 0 | 0 | -0.360 |
| 5 | 30S-56 | B-25 | Zephyr Commons | 0 | -1 | -1 | -1 | 0 | 1 | 0 | -1 | -3 | 0 | 0 | -0.360 |
| 8 | 31N-4 | B-39 | East Pasco Government Center | 3 | -1 | -1 | -1 | 0 | 0 | -1 | -1 | -3 | 0 | 0 | -0.300 |
| 8 | 31N-29 | B-44 | Pasco County Housing Authority | 1 | -1 | -1 | 1 | 0 | 0 | -1 | -1 | -3 | 0 | 0 | -0.300 |
| 10 | 30S-59 | B-16 | Premier Community Healthcare Center | 3 | -1 | -1 | 1 | 0 | 0 | 0 | 2 | -3 | 0 | -1 | -0.240 |
| 10 | 30N-16 | B-7 | Florida Medical Center - Zephyrhills | 1 | 0 | 1 | -1 | 0 | 0 | -1 | -1 | -3 | 0 | 0 | -0.240 |
| 10 | 30S-61 | B-15 | Premier Community Healthcare Center | 1 | -1 | -1 | 1 | 0 | 0 | 0 | -1 | -3 | 0 | 0 | -0.240 |
| 10 | 31S-22 | B-39 | East Pasco Government Center | 1 | -1 | -1 | 1 | 0 | 0 | -1 | 0 | -3 | 0 | 0 | -0.240 |
| 14 | 30N-43 | B-36 | Dade City Historic Courthouse | 1 | -1 | -1 | 1 | -2 | 0 | 2 | 2 | -3 | -1 | 0 | -0.220 |
| 15 | 30S-35 | B-42 | Pasco County Housing Authority | 0 | -1 | -1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | 0 | -0.180 |
| 16 | 30N-13 | B-4 | Zephyr Plaza | 1 | 1 | 1 | -1 | 0 | 0 | 0 | -1 | -3 | 0 | 0 | -0.120 |
| 16 | 30N-47 | B-47 | Dade City Business Center | 1 | -1 | -1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | 0 | -0.120 |
| 16 | 30S-64 | B-10 | Pin Chasers / Cinema 10 | 1 | -1 | -1 | -1 | 0 | 1 | 0 | 2 | -3 | 0 | 0 | -0.120 |
| 16 | 30N-35 | B-27 | Morningside Plaza | 1 | -1 | -1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | 0 | -0.120 |
| 16 | 30N-46 | B-43 | Pasco County Housing Authority | 1 | -1 | -1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | 0 | -0.120 |
| 16 | 30N-48 | B-47 | Dade City Business Center | 1 | -1 | -1 | 1 | 0 | 0 | -1 | 2 | -3 | 0 | 0 | -0.120 |
| 16 | 30S-58 | B-22 | Walmart—Zephyrhills | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | -3 | 0 | -1 | -0.120 |
| 23 | 30S-69 | B-4 | Zephyr Plaza | 0 | 1 | 1 | -1 | -2 | 1 | 0 | 2 | -3 | 0 | 0 | -0.060 |
| 24 | 30S-32 | B-46 | Dade City Business Center | 1 | -1 | -1 | 1 | 0 | 0 | 1 | 2 | -3 | 0 | 0 | 0.000 |
| 24 | 30S-65 | B-7 | Florida Medical Center - Zephyrhills | 1 | -1 | 1 | -1 | 0 | 1 | 0 | 2 | -3 | 0 | 0 | 0.000 |
| 26 | 30N-9 | B-2 | Zephyrhills City Hall | 3 | -1 | -1 | 1 | 0 | 0 | 0 | 2 | -3 | 0 | 0 | 0.060 |
| 27 | 30S-62 | B-13 | Florida Hospital—Zephyrhills | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | -3 | 0 | 0 | 0.120 |
| 28 | 30S-45 | B-27 | Morningside Plaza | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | -3 | 0 | 0 | 0.180 |
| 29 | 30N-39 | B-30 | Florida Medical Center—Dade City | 1 | -1 | -1 | 1 | -2 | 0 | 1 | 2 | 3 | 0 | 0 | 0.240 |
| 29 | 30S-42 | B-30 | Florida Medical Center—Dade City | 1 | -1 | -1 | 1 | -2 | 0 | 1 | 2 | 3 | 0 | 0 | 0.240 |
| 29 | 30N-44 | B-43 | Pasco County Housing Authority | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | -3 | 0 | 0 | 0.240 |
| 32 | 30S-37 | B-42 | Pasco County Housing Authority | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | -3 | 0 | 0 | 0.300 |



Connecting Pathway Prioritization

| Cooridor | Rank | Appendix Page (Page #) | Activity Center | Cost | Cost | Activity Type | Demand | Total Weighted Score |
|----------|------|------------------------------|--------------------------------------|--------|------|---------------|--------|----------------------------|
| | | | | | 20% | 30% | 50% | |
| US-301 | 1 | B-41 | Pasco County Housing Authority | 900 | 3 | 3 | 9 | 6.0 |
| US-19 | 2 | A-52 | Embassy Crossings Plaza | 2,800 | 3 | 2 | 9 | 5.7 |
| US-19 | 3 | A-45 | Walmart in Port Richey | 10,400 | 2 | 2 | 9 | 5.5 |
| US-19 | 4 | A-7 | Holiday Library | 12,900 | 2 | 3 | 6 | 4.3 |
| US-19 | 5 | A-39 | Davis Plaza | 1,100 | 3 | 2 | 6 | 4.2 |
| US-19 | 5 | A-26 | Southgate Plaza | 1,800 | 3 | 2 | 6 | 4.2 |
| US-19 | 5 | A-16 | Universal Plaza | 2,100 | 3 | 2 | 6 | 4.2 |
| US-301 | 5 | B-45 | Dade City Business Center | 4,600 | 3 | 2 | 6 | 4.2 |
| US-19 | 9 | A-81 | Scheer Commerce Center | 19,400 | 2 | 2 | 6 | 4.0 |
| US-301 | 9 | B-35 | Dade City Historic Courthouse | 800 | 3 | 3 | 5 | 4.0 |
| US-301 | 11 | B-6 | Florida Medical Center - Zephyrhills | 21,300 | 1 | 4 | 5 | 3.9 |
| US-19 | 12 | A-55 | Home Depot—Port Richey | 23,200 | 1 | 2 | 6 | 3.8 |
| US-19 | 13 | A-4 | Pappas Plaza | 900 | 3 | 2 | 5 | 3.7 |
| US-19 | 13 | A-69 | Walmart—Hudson | 1,100 | 3 | 2 | 5 | 3.7 |
| US-19 | 13 | A-20 | Sam's Club - New Port Richey | 7,000 | 3 | 2 | 5 | 3.7 |
| US-301 | 13 | B-21 | Walmart—Zephyrhills | 1,800 | 3 | 2 | 5 | 3.7 |
| US-19 | 17 | A-76 | Bayonet Point Medical Center | 14,100 | 2 | 4 | 4 | 3.6 |
| US-19 | 18 | A-73 | Hudson Square/ Elem. | 3,300 | 3 | 3 | 4 | 3.5 |
| US-19 | 18 | A-42 | SunCruz Casino | 12,600 | 2 | 2 | 5 | 3.5 |
| US-301 | 18 | B-9 | Pin Chasers / Cinema 10 | 19,300 | 2 | 2 | 5 | 3.5 |
| US-301 | 21 | B-3 | Zephyr Plaza | 4,700 | 3 | 2 | 4 | 3.2 |
| US-19 | 22 | A-71 | St. Luke's Cataract | 13,900 | 2 | 4 | 3 | 3.1 |
| US-301 | 22 | B-14 | Premier Community Healthcare Center | 15,800 | 2 | 4 | 3 | 3.1 |
| US-19 | 24 | A-33 | YMCA | 3,900 | 3 | 3 | 3 | 3.0 |
| US-301 | 24 | B-38 | Dade City Government Center | 9,400 | 3 | 3 | 3 | 3.0 |
| US-301 | 26 | B-29 | Florida Medical Center—Dade City | 4,000 | 3 | 4 | 2 | 2.8 |
| US-19 | 27 | A-13 | Holiday Mall | 700 | 3 | 2 | 3 | 2.7 |
| US-19 | 27 | A-30 | K-Mart - New Port Richey | 2,000 | 3 | 2 | 3 | 2.7 |
| US-19 | 27 | A-79 | Hudson Bowl Bowling Alley | 5,200 | 3 | 2 | 3 | 2.7 |
| US-19 | 27 | A-11 | Salvation Army Store | 3,300 | 3 | 2 | 3 | 2.7 |
| US-301 | 27 | B-26 | Morningside Plaza | 2,600 | 3 | 2 | 3 | 2.7 |
| US-19 | 32 | A-23 | DMV & Tax Collector | 1,200 | 3 | 3 | 2 | 2.5 |
| US-19 | 33 | A-58 | USA Flea Market | 28,900 | 1 | 2 | 3 | 2.3 |
| US-301 | 33 | B-24 | Zephyr Commons | 24,800 | 1 | 2 | 3 | 2.3 |
| US-19 | 35 | A-1 | Home Depot - Holiday | 2,500 | 3 | 2 | 2 | 2.2 |
| US-301 | 36 | B-1 | Zephyrhills City Hall | 600 | 3 | 3 | 1 | 2.0 |
| US-19 | 37 | A-67 | Leisure Lanes Bowling Alley | 26,200 | 1 | 2 | 2 | 1.8 |
| US-19 | 38 | A-63 | K-Mart—Hudson | 13,100 | 2 | 2 | 0 | 1.0 |



| Cooridor | Rank | Appendix Page (Page #) | Activity Center | Cost | Cost | Activity Type | Demand | Total Weighted Score |
|----------|------|------------------------------|--------------------------------|--------|------|---------------|--------|----------------------------|
| | | | | | 20% | 30% | 50% | |
| US-301 | 38 | B-17 | Merchant Square | 15,800 | 2 | 2 | 0 | 1.0 |
| US-19 | 40 | A-76 | Club Wildwood Neighborhood | - | 3 | 1 | 0 | 0.9 |
| US-19 | 40 | A-13 | Eastwood Acres Neighborhood | - | 3 | 1 | 0 | 0.9 |
| US-19 | 40 | A-55 | San Clemente East Neighborhood | - | 3 | 1 | 0 | 0.9 |
| US-301 | 43 | B-19 | Townview Shopping Center | 27,000 | 1 | 2 | 0 | 0.8 |
| US-301 | 44 | B-14 | Spanish Trails Neighborhood | 19,608 | 2 | 1 | 0 | 0.7 |
| US-19 | 45 | A-76 | Windsor Mills Neighborhood | 73,782 | 1 | 1 | 0 | 0.5 |

