WELCOME

to the

Central Broward Transit Phase I

Proposed Modern Streetcar service providing connections from Downtown Fort Lauderdale to the Fort Lauderdale-Hollywood International Airport (via Andrews Avenue to US 1) and the Convention Center/Port Everglades (via SE 17th Street), Broward County, Florida

Financial Management Nos: 4111892-22-02 and 4111892-22-04
Federal Project ID No.: F95-4081636

OPEN HOUSE

FDOT **CENTRAL BROWARD TRANSIT | PHASE 1** CENTRAL BROWARD East West TRANSIT STUDY

NONDISCRIMINATION COMPLIANCE

Public participation at this meeting is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either:

DISTRICT FOUR OFFICE
Florida Department of Transportation
District VI Title VI Coordinator
Marty Anderson
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
(954) 777-4389
martha.anderson@dot.state.fl.us

TALLAHASSEE OFFICE
Florida Department of Transportation
State Title VI Coordinator
Jacqueline Paramore
Title VI/Nondiscrimination Program
605 Suwannee Street, MS 65
Tallahassee, Florida 32399
(850) 414-4753
jacqueline.paramore@dot.state.fl.us

ABOUT THE PROJECT

What is the Purpose and Need?

The Central Broward Transit (CBT) Phase 1 Project would extend the future Wave Streetcar system, and make important transit connections between downtown Fort Lauderdale, the Greater Fort Lauderdale-Broward County Convention Center/ Port Everglades, and the Fort Lauderdale-Hollywood International Airport.

The Project would provide premium transit service that improves the mobility to and from activity centers and fosters economic growth and development. It includes, but is not limited to, new track infrastructure and additional station areas, with related traffic signals, safety measures, and support equipment. CBT Phase 1 is the first of three potential light rail extensions of the Wave Streetcar identified by the Central Broward East-West Transit Study. Each of the extensions will be advanced through the FTA's project development process as additional funding to support construction and on-going operations becomes available.

Where are we in the Study Process?

The Environmental Assessment

An Environmental Assessment is prepared to determine social, economic, and environmental impacts associated with a project. It is conducted to provide the following information:

- o Benefits and impacts to the community and environment
- o Design options
- o Cost

Issues addressed include:

- o Impacts to the community (right of way, residential, business, community services and facilities, visual and aesthetics, noise, historic and cultural sites)
- o Impacts to the environment (animal habitat and wetlands)
- o Impacts to transportation and utilities (future traffic, drainage, and utilities)

When the study is complete, one of two recommendations will be made:

- o Build Alternative
- o No-Build Alternative

STUDY SCHEDULE

SUMMER 2015

Begin Environmental Studies

FALL

WINTER

Stakeholder and Community Meetings

SPRING 2016

Complete Environmental Studies

SUMMER

FALL

Public Hearing on Environmental Assessment

FDOT

CENTRAL BROWARD TRANSIT | PHASE 1

CENTRAL BROWARD East West TRANSIT STUDY

ABOUT MODERN STREETCAR

Characteristics

Fast service over short distances

Frequent service

Medium to high capacity

Slow to board

Highlights

Capacity: 156 per car (30 seated, 126 standing);

Speed: 45 MPH maximum, 30 MPH average

Operating Environment: mixed traffic or dedicated right of way

Examples

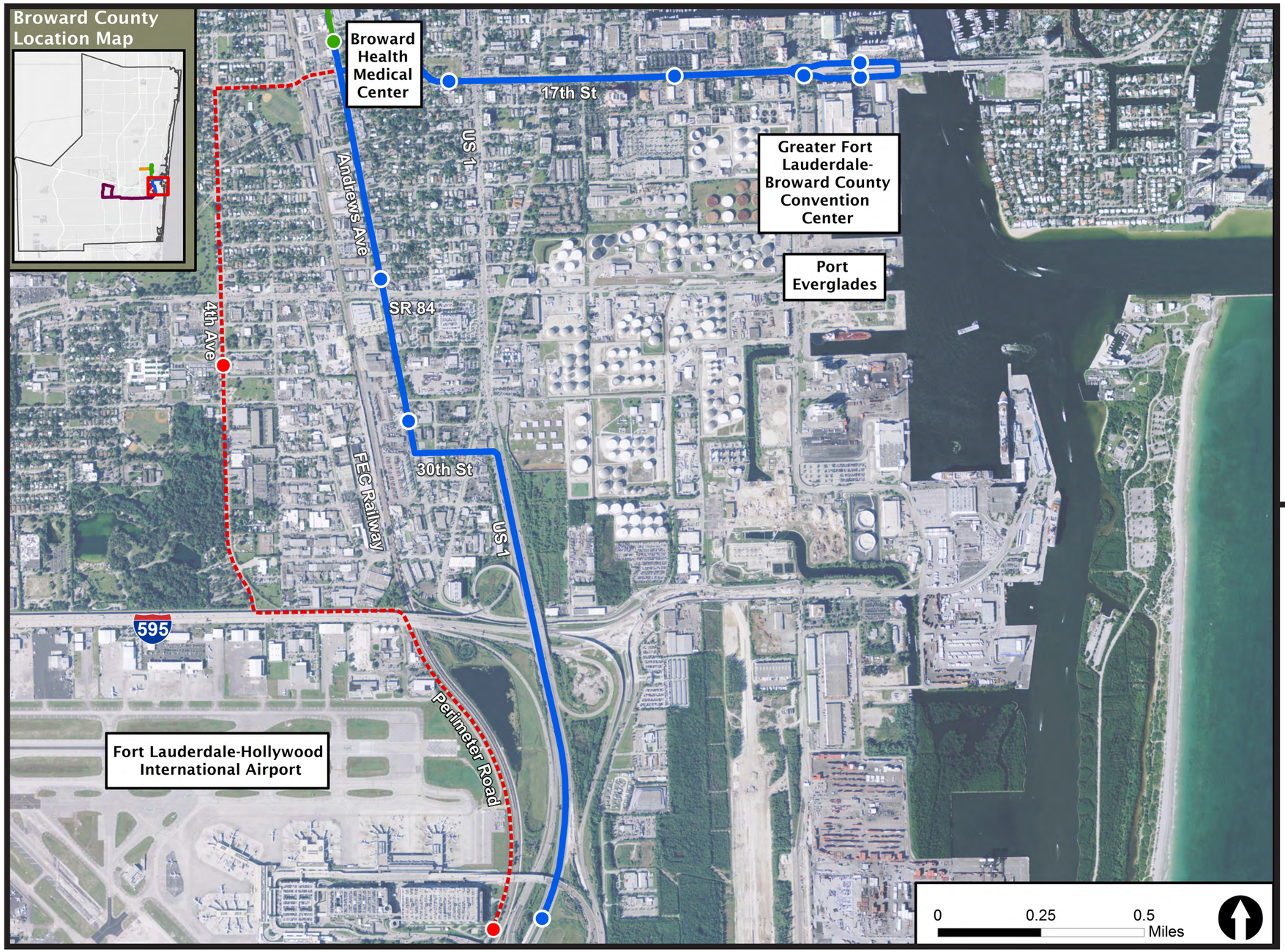
Portland, Oregon

Atlanta, Georgia

Little Rock, Arkansas

Toronto, Canada

OVERVIEW MAP



CBT Phase I, Option 1

CBT Phase 1, Option 1 Stations

CBT Phase I, Option 2

CBT Phase 1, Option 2 Stations

Wave Streetcar

Wave Streetcar Stations

At-grade within existing right-of-way

Mixed traffic with some exclusive sections*

3.7 miles of streetcar**

7 stations** (excluding the Wave)

** along the US 1 portion*

***Varies with options*

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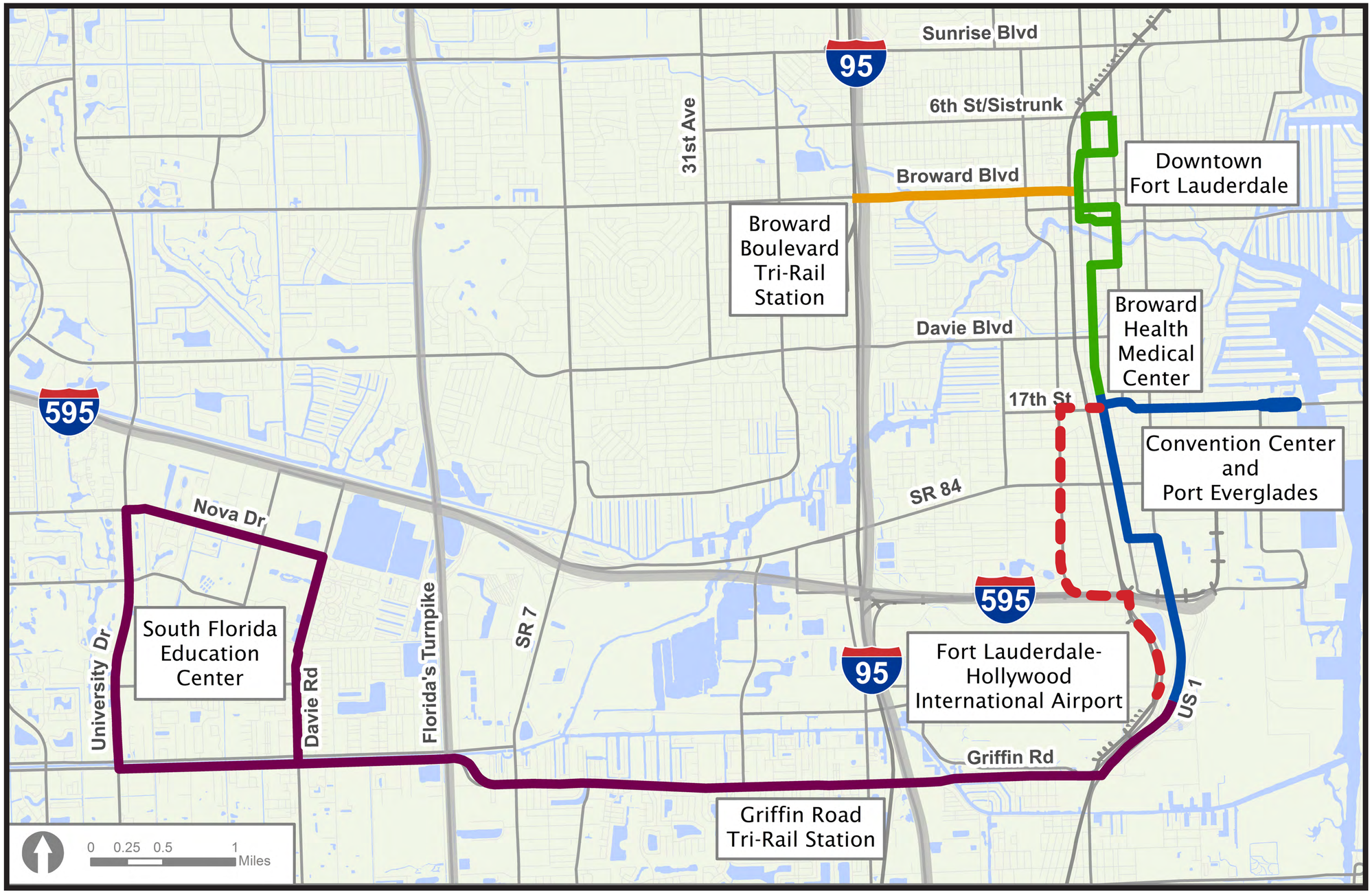
CENTRAL BROWARD TRANSIT | PHASE 1

CENTRAL BROWARD East West TRANSIT STUDY

PROJECT PHASING



- CBT Phase I Option 1
- CBT Phase I Option 2
- CBT Phase 2
- CBT Phase 3
- Wave Streetcar

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CENTRAL BROWARD TRANSIT | PHASE 1

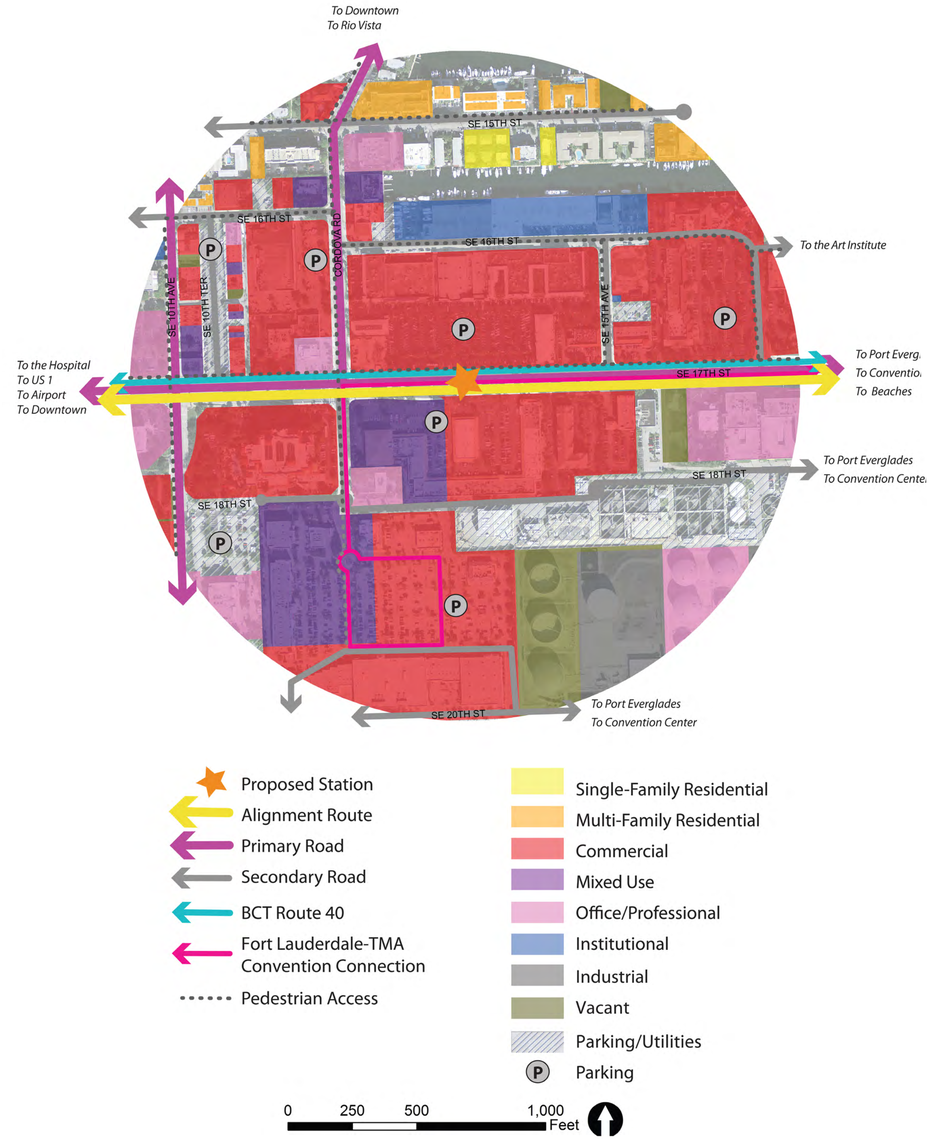
CENTRAL BROWARD East West TRANSIT STUDY

TYPICAL MODERN STREETCAR STATION

3D Visualization

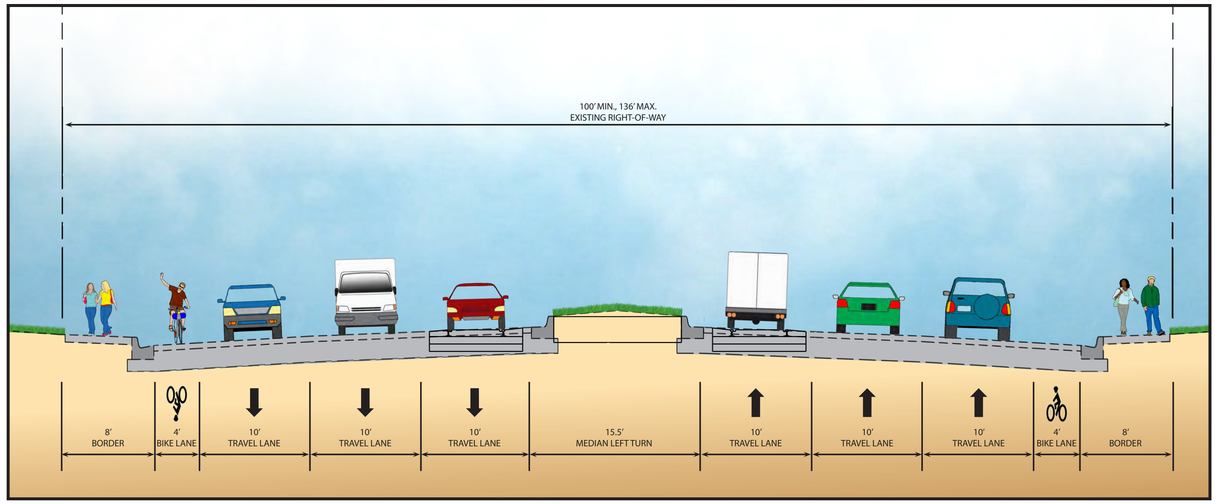
Streetcar is for conceptual purpose and does not represent actual vehicle

Conceptual Map

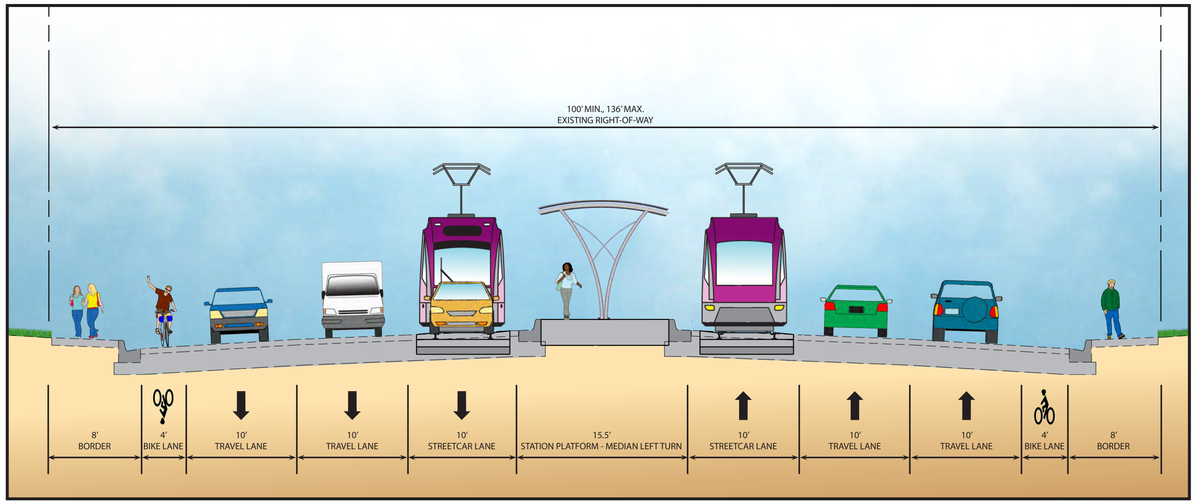


SE 17TH STREET PROPOSED TYPICAL SECTIONS

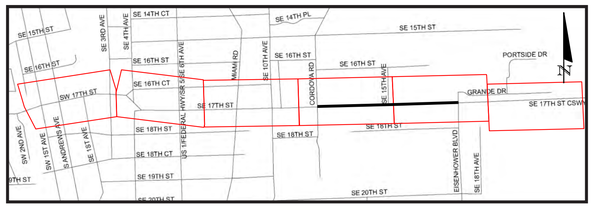
Alignment Option 2: Shared Lanes
SE 17th Street from Cordova Road to Eisenhower Boulevard



Existing Conditions:
SE 17th Street in this section is major arterial roadway with three (3) 10-foot wide general travel lanes traveling in each direction, eastbound and westbound, and a 4-foot wide bicycle lane on the outside of the travel lanes. There is a 15.5-foot wide median used for left turns.



Proposed Conditions:
The inside travel lanes in each direction would be shared by general vehicular traffic and streetcar operations. Eastbound and westbound streetcar tracks and infrastructure would be constructed within the inside travel lanes. The streetcar stations would be located in the median. Three (3) general travel lanes and bicycle lanes traveling in each direction, eastbound and westbound, would be maintained.



PROJECT LOCATION

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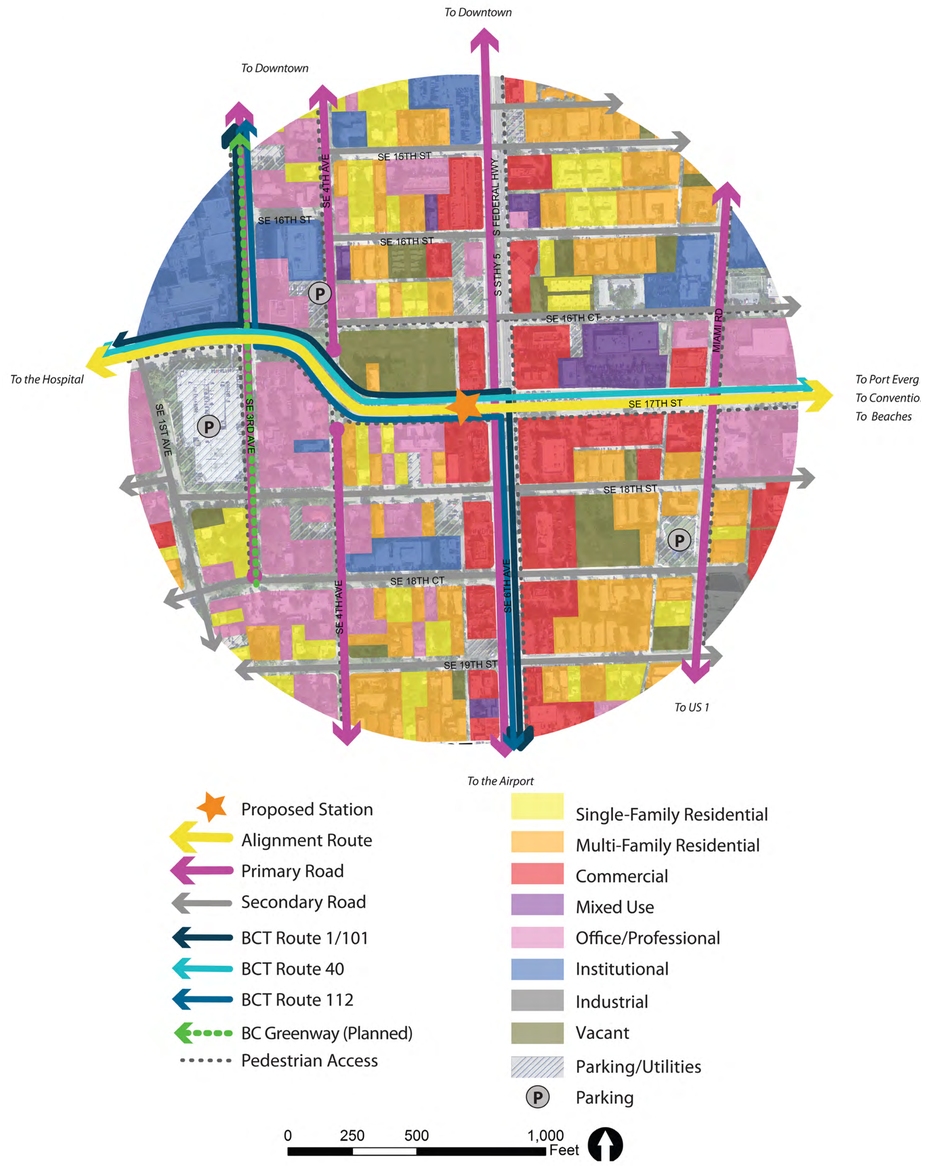
TYPICAL MODERN STREETCAR STATION

3D Visualization

Conceptual Map



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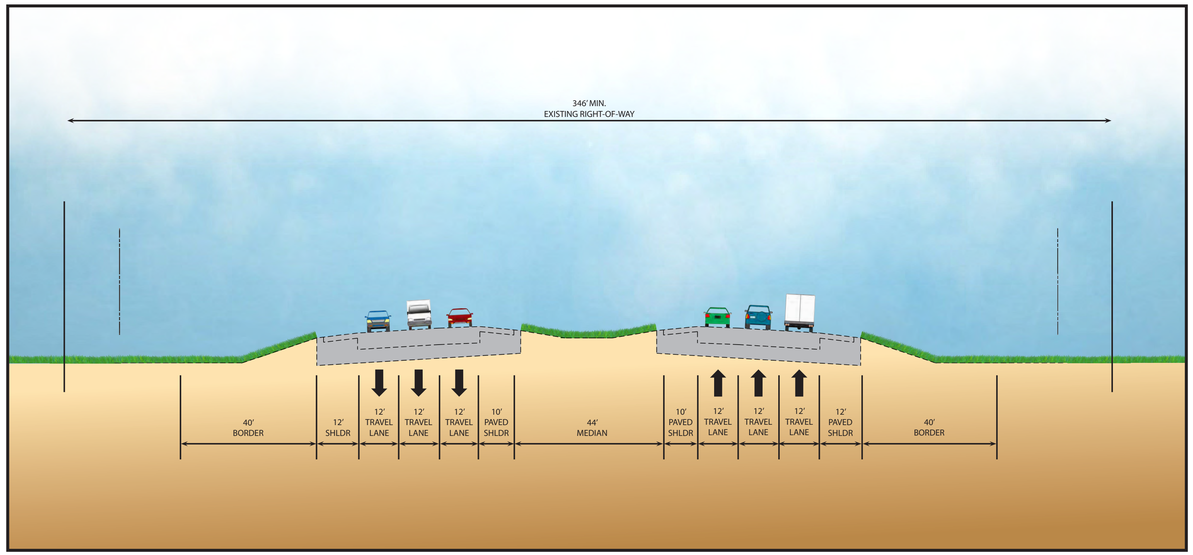
CENTRAL BROWARD TRANSIT | PHASE 1

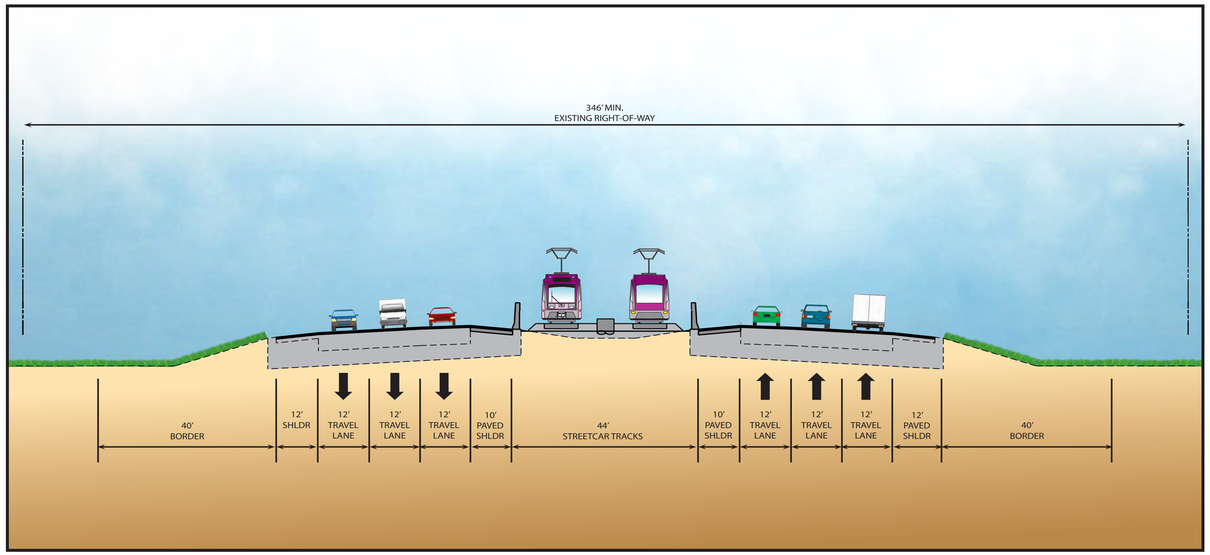
CENTRAL BROWARD East West TRANSIT STUDY

US 1 PROPOSED TYPICAL SECTIONS

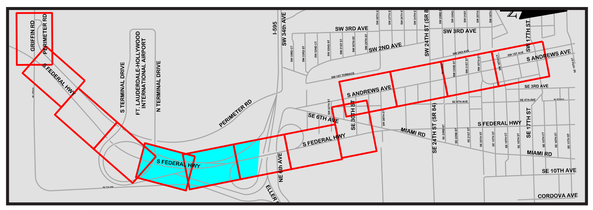
South Federal Highway (US 1) from I-595 to SE 30th Street (Looking North)



Existing Conditions:
US 1 in this section is limited access highway with three (3) 12-foot wide general travel lanes traveling in each direction, northbound and southbound, and a 10-foot wide paved shoulder on each side of the travel lanes. There is a 44-foot wide vegetated median between the northbound and southbound travel lanes.



Proposed Conditions:
Northbound and southbound streetcar tracks and infrastructure would be constructed for the operation of streetcar transit service within the 44-foot wide median between the northbound and southbound travel lanes on US 1. The streetcar and roadway right of way would be physically separated for safety with a barrier wall or guard rail.



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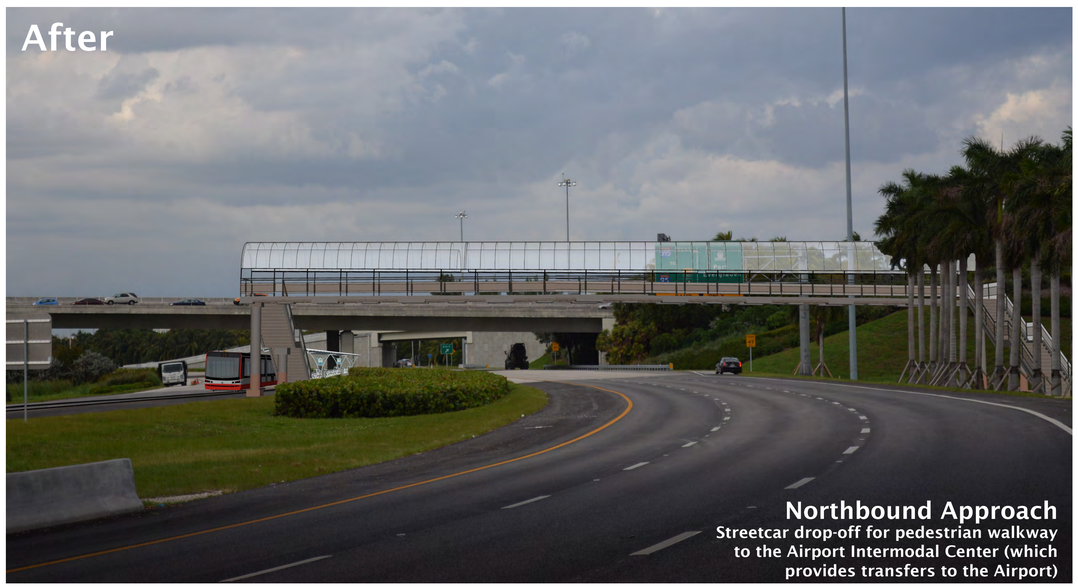
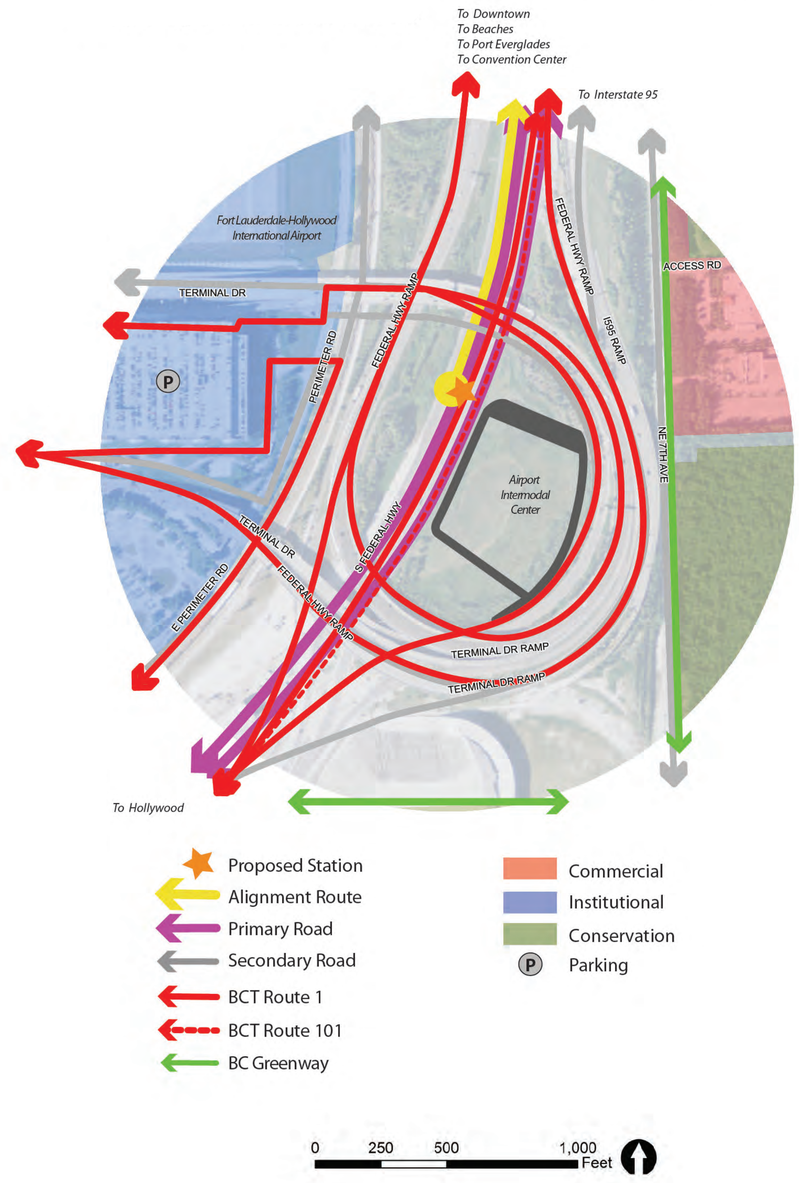
TYPICAL MODERN STREETCAR STATION

3D Visualization



Conceptual Map



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