

Welcome to the Downtown
Fort Lauderdale
Neighborhood Working
Group Meeting



JACOBS

FIRST MEETING
JUNE 17, 2010

State of the Project

- Draft Environmental Impact Statement Study Phase
- This study is NOT the final answer
- Purpose of this study (draft EIS):
 - Analyze possible effects (both positive and negative) of proposed improvement
 - Compare those to a no-build scenario
- FDOT will recommend preferred action to Broward Metropolitan Planning Organization and Broward County Board of County Commissioners
 - Those elected officials will decide whether or not to move forward and how to fund it (if moving forward)

Purpose & Need of Project

Provide high-quality, high-capacity transit service to:

- Serve **east-west travel** in Central Broward
- Foster **economic growth** & development
- Improve mobility to/from **activity centers**
- Reduce vehicle **miles traveled**
- Reduce vehicle **emissions**

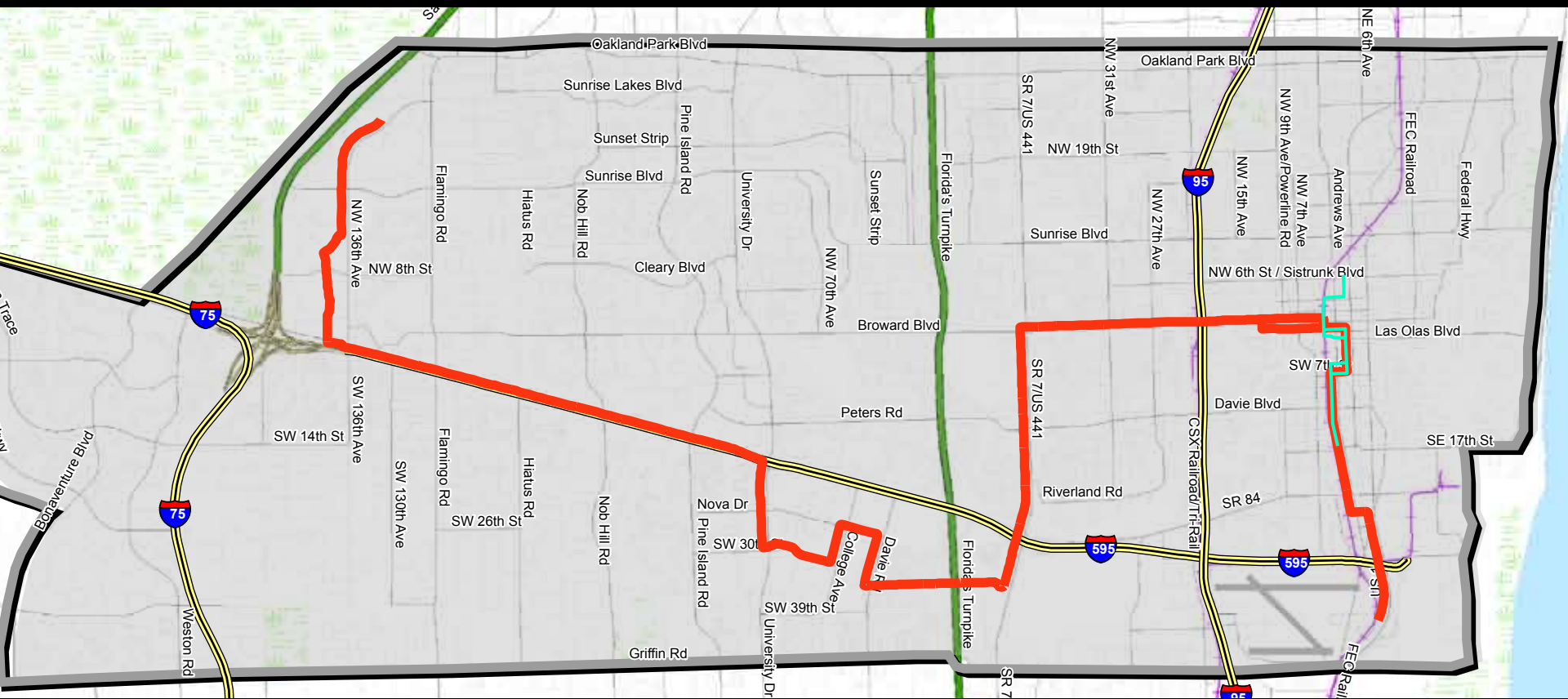
Population & Job Growth

Area	Population		% Population Growth	Jobs		% Job Growth
	2005	2035	2005-2035	2005	2035	2005-2035
Entire Broward County	1,747,399	2,250,830	28.8%	735,731	1,011,286	37.5%
Project Corridor	493,672	639,900	29.6%	245,870	310,090	26.1%

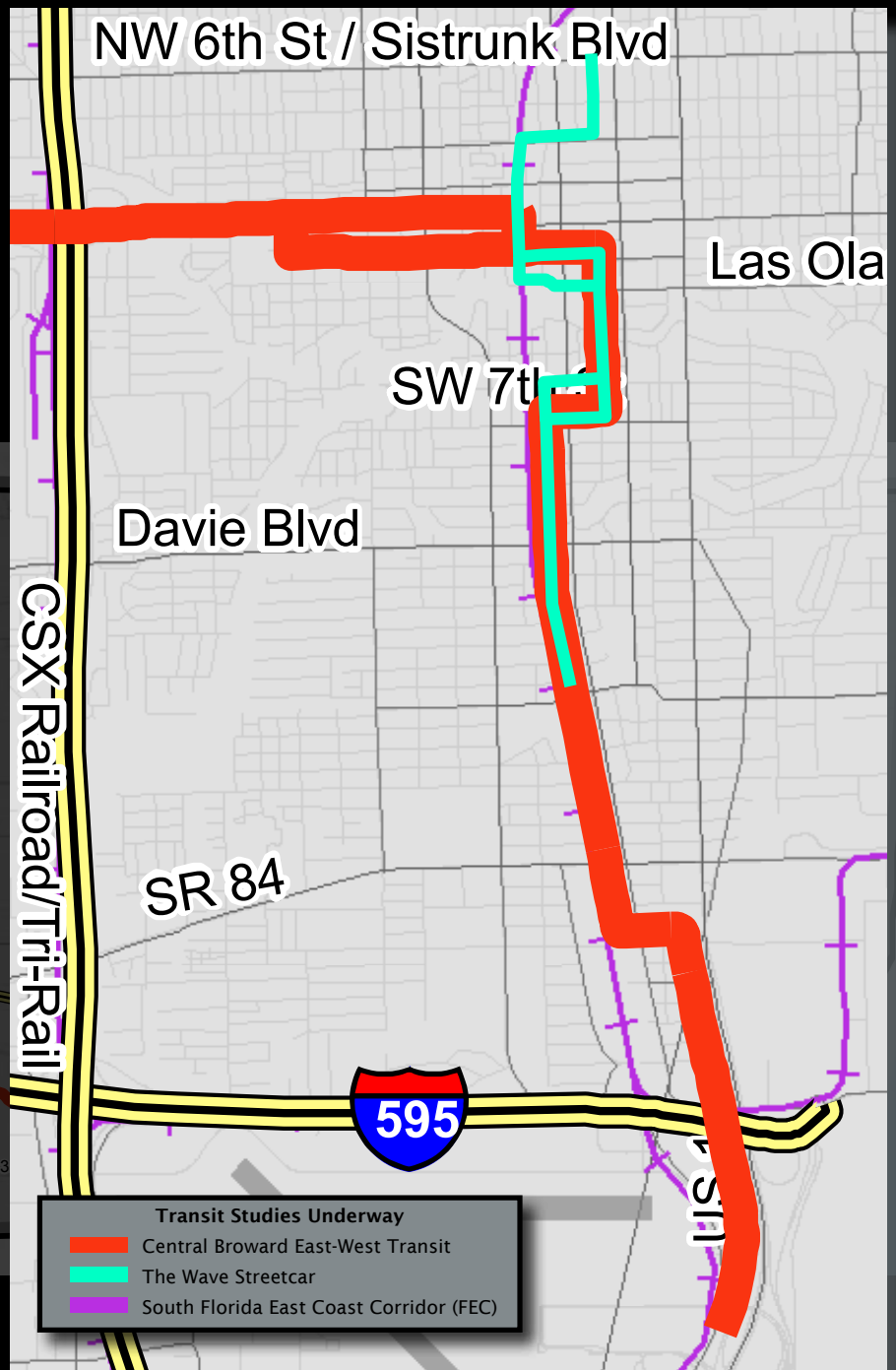
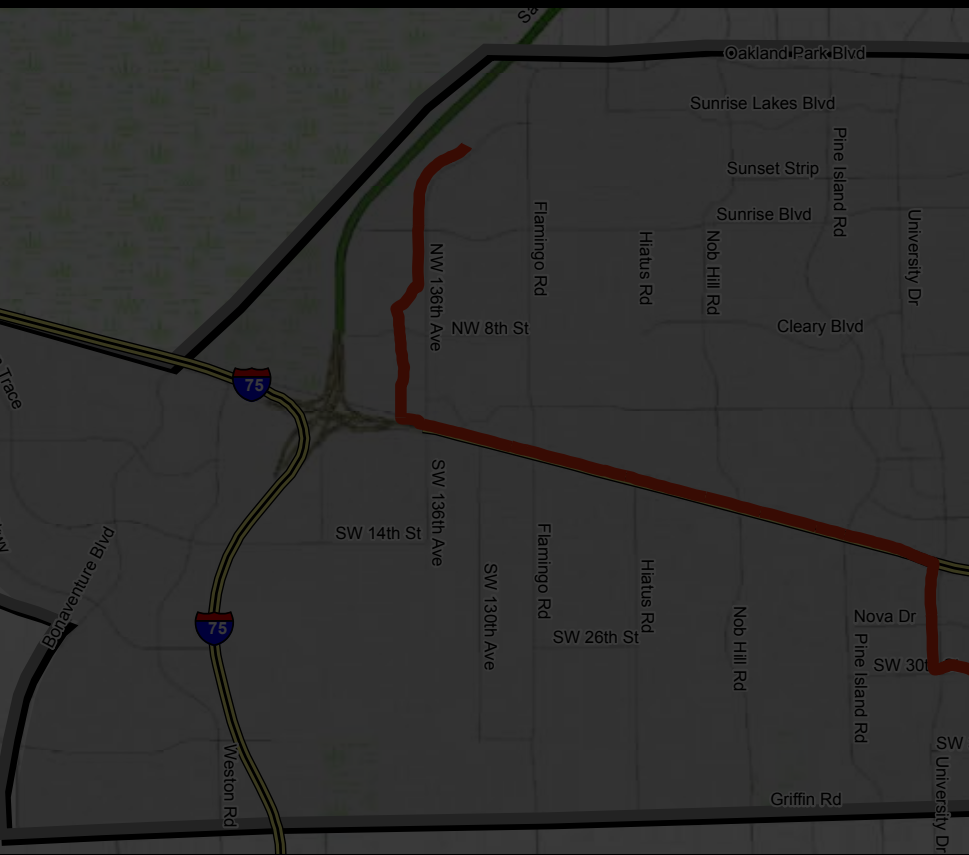
2000 Population Density Comparison



Project Study Area



Project Study Area



Overview of alignment (route) **types.**

things we consider



alignment location

station type

pedestrian access & safety

travel time

connect tracks

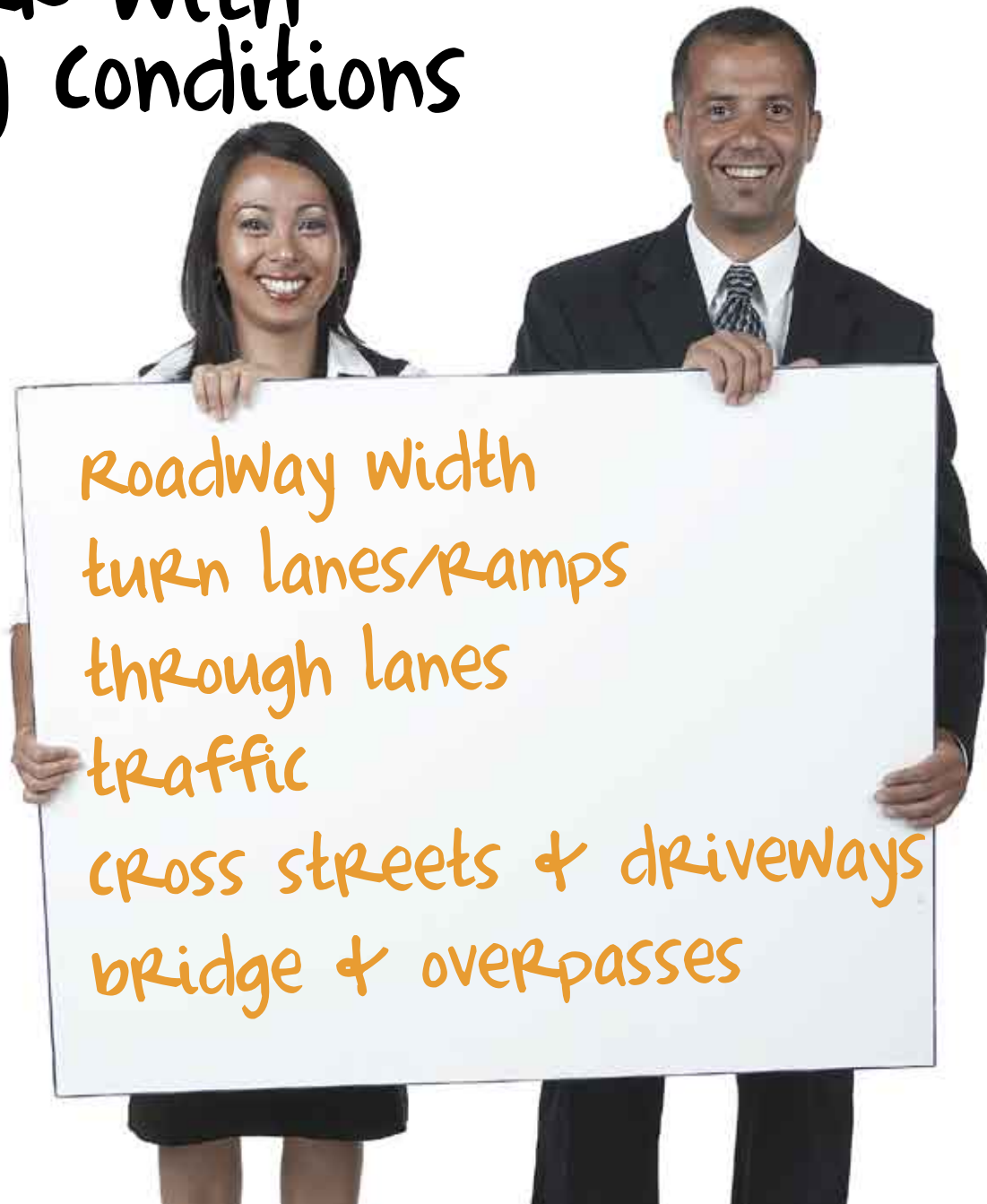
traffic and transit signals

vehicle safety

new bridges/overpasses

views

We work with
existing conditions



Roadway width
turn lanes/Ramps
through lanes
traffic

cross streets & driveways
bridge & overpasses

Alignment types

middle of the road, curbside, **OR** combo

separated from traffic **OR** mixed with traffic



DIX WILSON STA

ONLY

U TURN





Greenford Broadway

E2

DP1022

Armchair



KP02 PVE

STOPS
BUS





I lost 108 lbs!
Hollywood Success
Call 265-5065



ALL DAYS

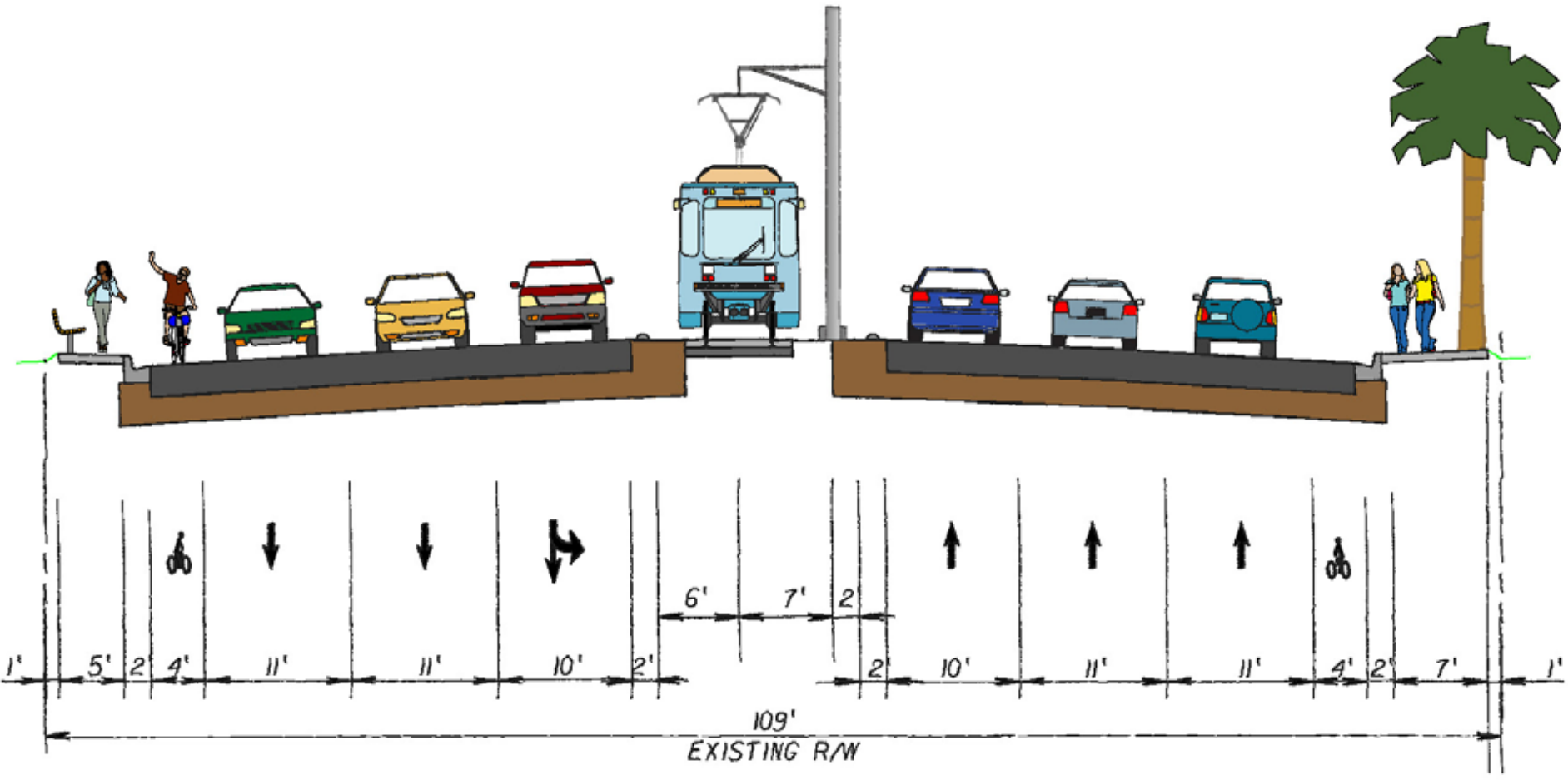
Alignment trade-offs

Type	Pros	Cons
Middle of the Road	Uses available median Simplifies station access Operational flexibility Few turn/driveway conflicts	Reduces landscaping Left turns management
Curbside	Fewer pedestrian crossings	Right turn conflicts Driveway conflicts Operational inflexibility Increases right-of-way need
Separated from Traffic	Faster transit speeds	Possible right-of-way need
Mixed Traffic	Reduces right-of-way need Minimizes construction	Slower transit speeds

Alignment types proposed by **project team.**

Broward Boulevard

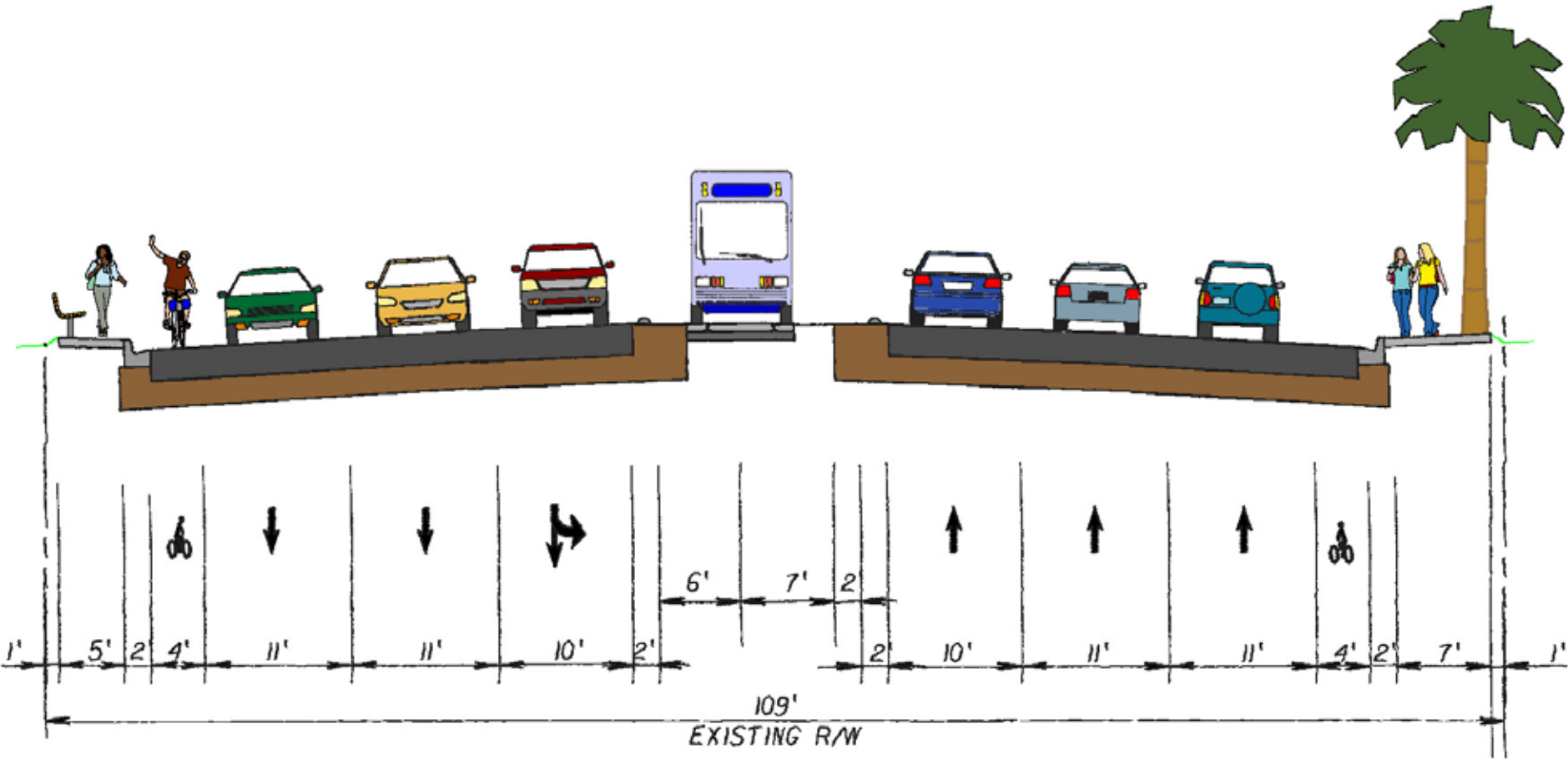
east of intersection at NW 11 Avenue



median ● separated from traffic ● two-way single track

Broward Boulevard

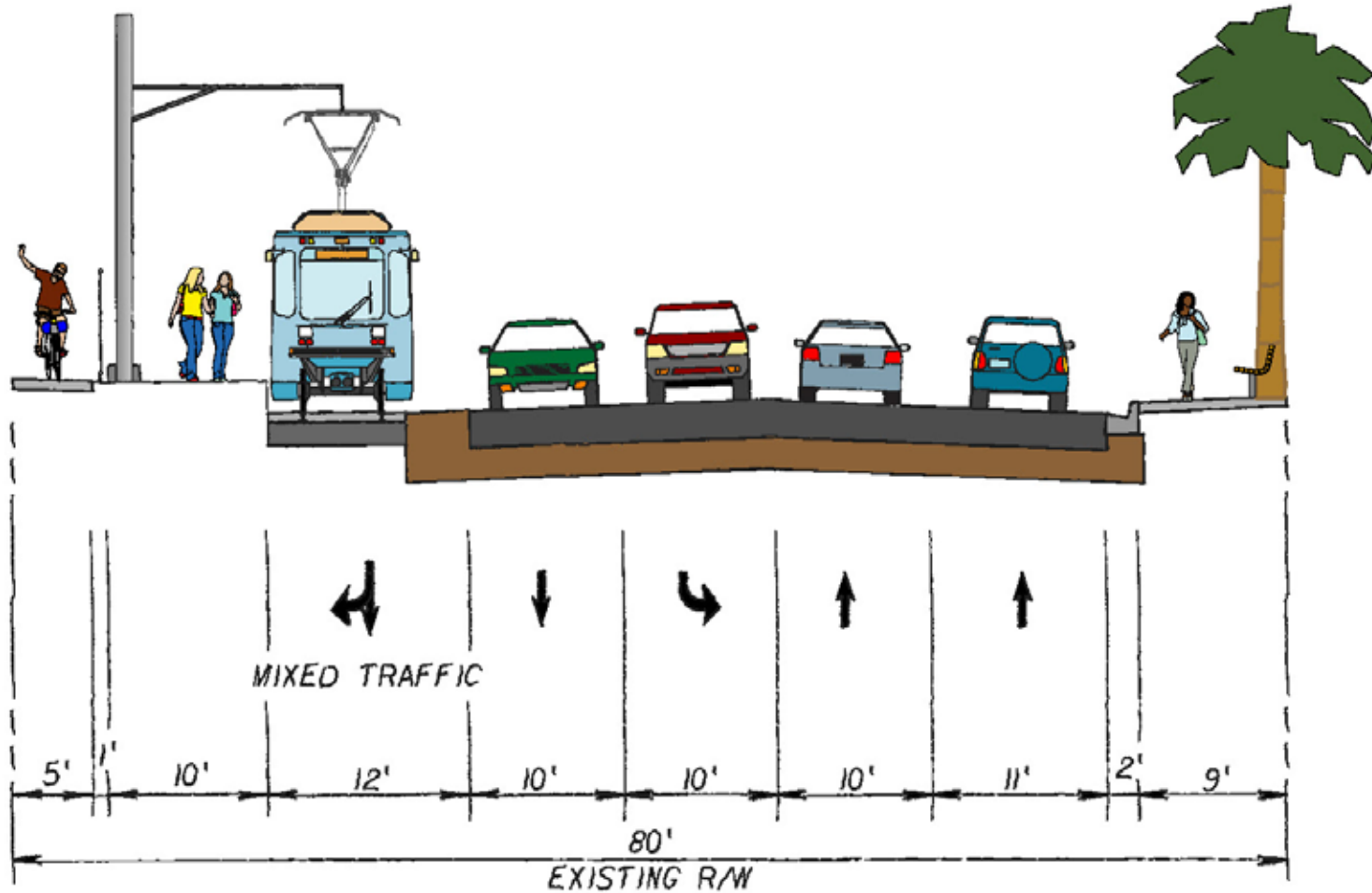
east of intersection at NW 11 Avenue



median ● separated from traffic ● two-way single track

NW 7 Avenue (Avenue of the Arts)

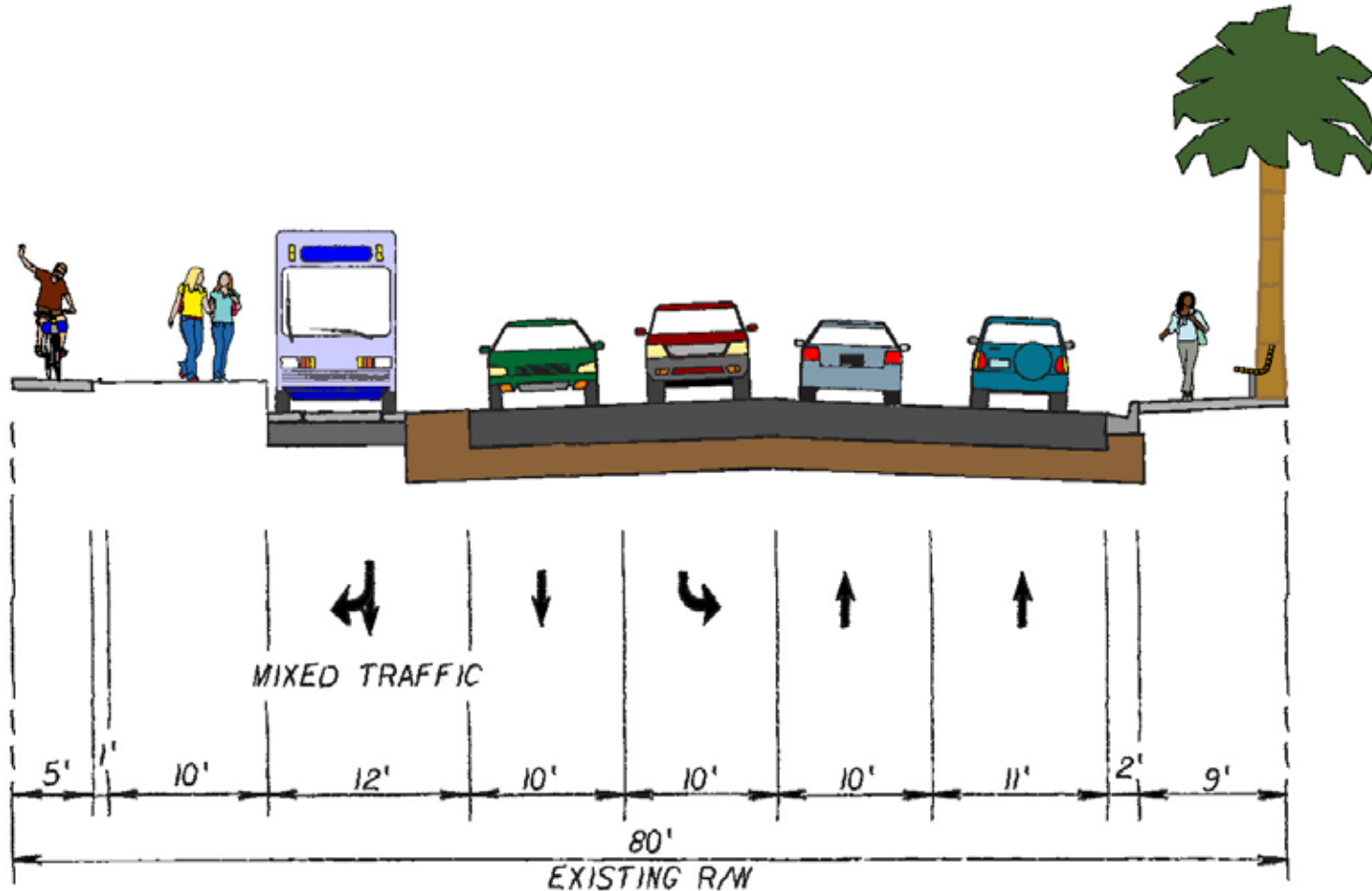
north of intersection at Broward Boulevard



curbside ● mixed traffic ● split service

NW 7 Avenue (Avenue of the Arts)

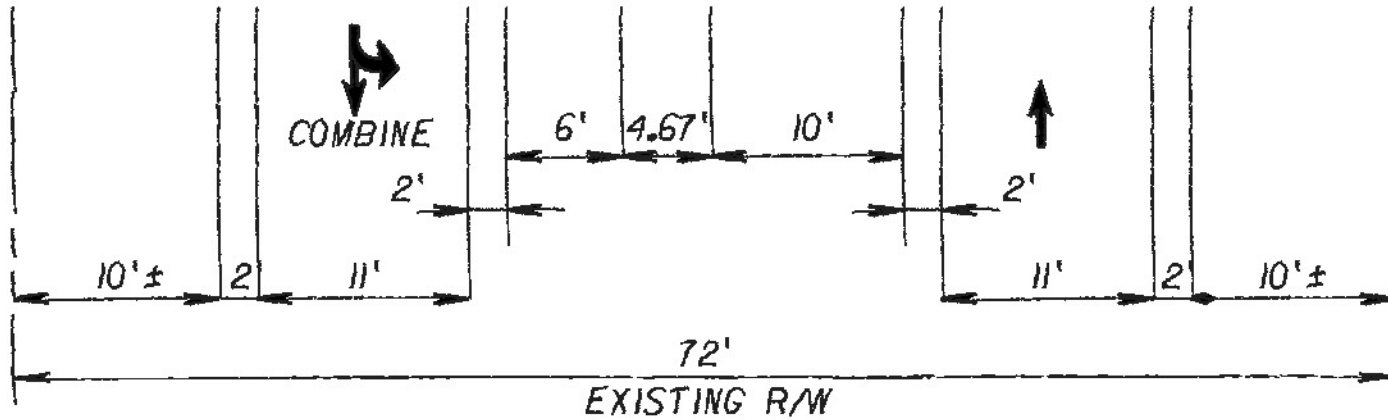
north of intersection at Broward Boulevard



curbside ● mixed traffic ● split service

SW 2 Street

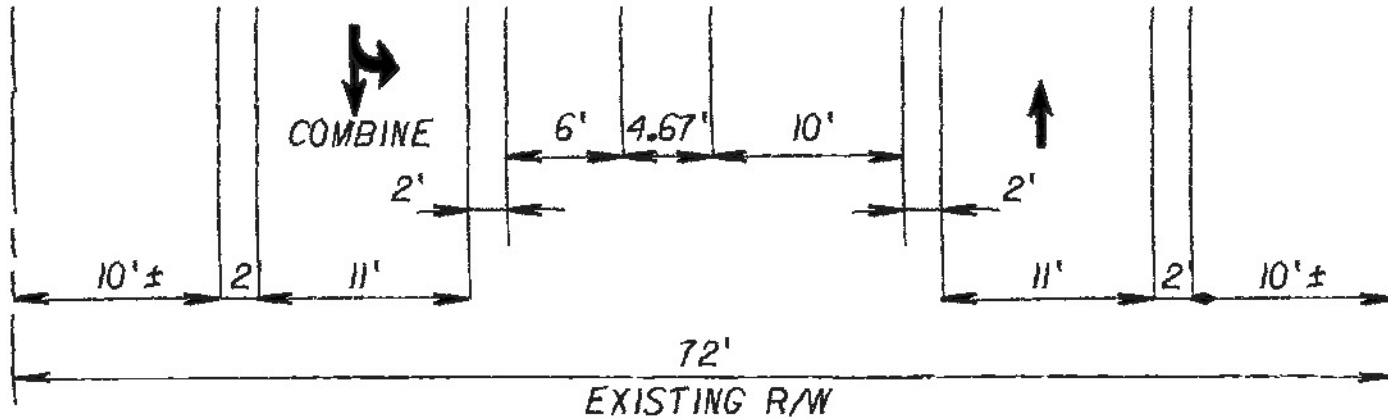
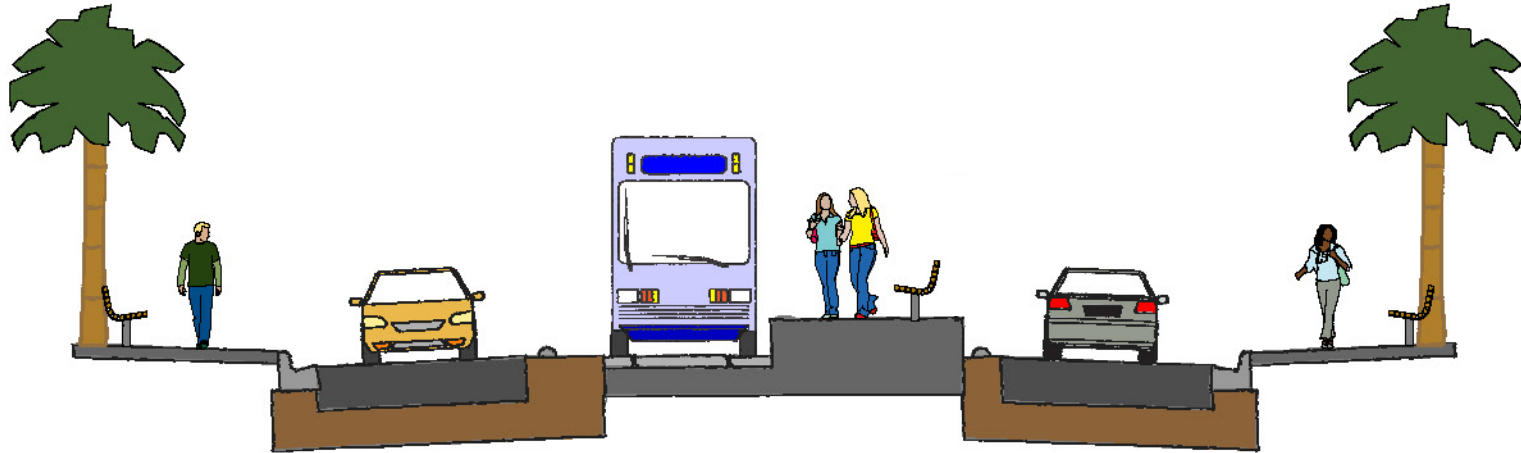
east of SW 5 Avenue



median ● separated from traffic ● split service

SW 2 Street

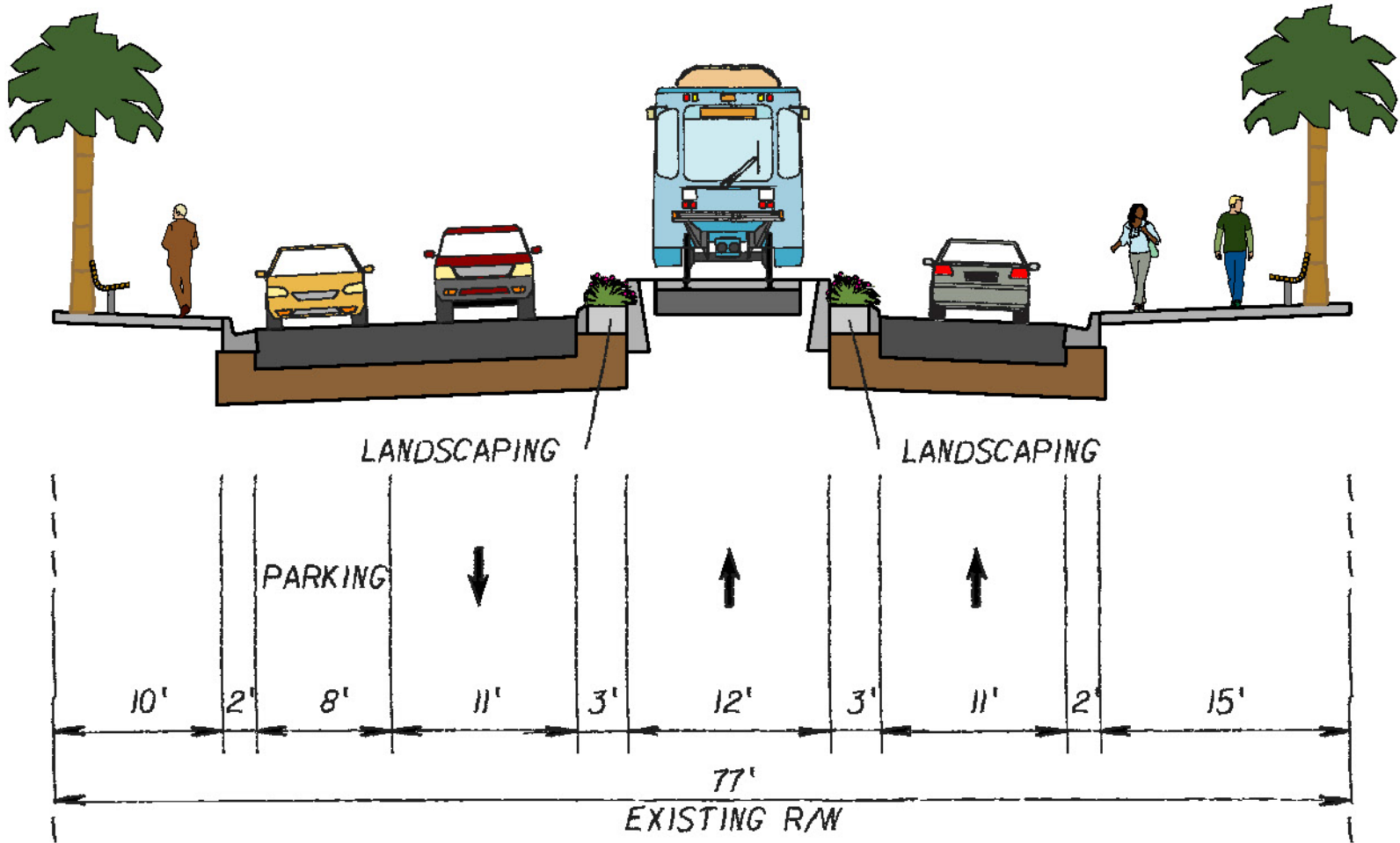
east of SW 5 Avenue



median ● separated from traffic ● split service

SW 2 Street

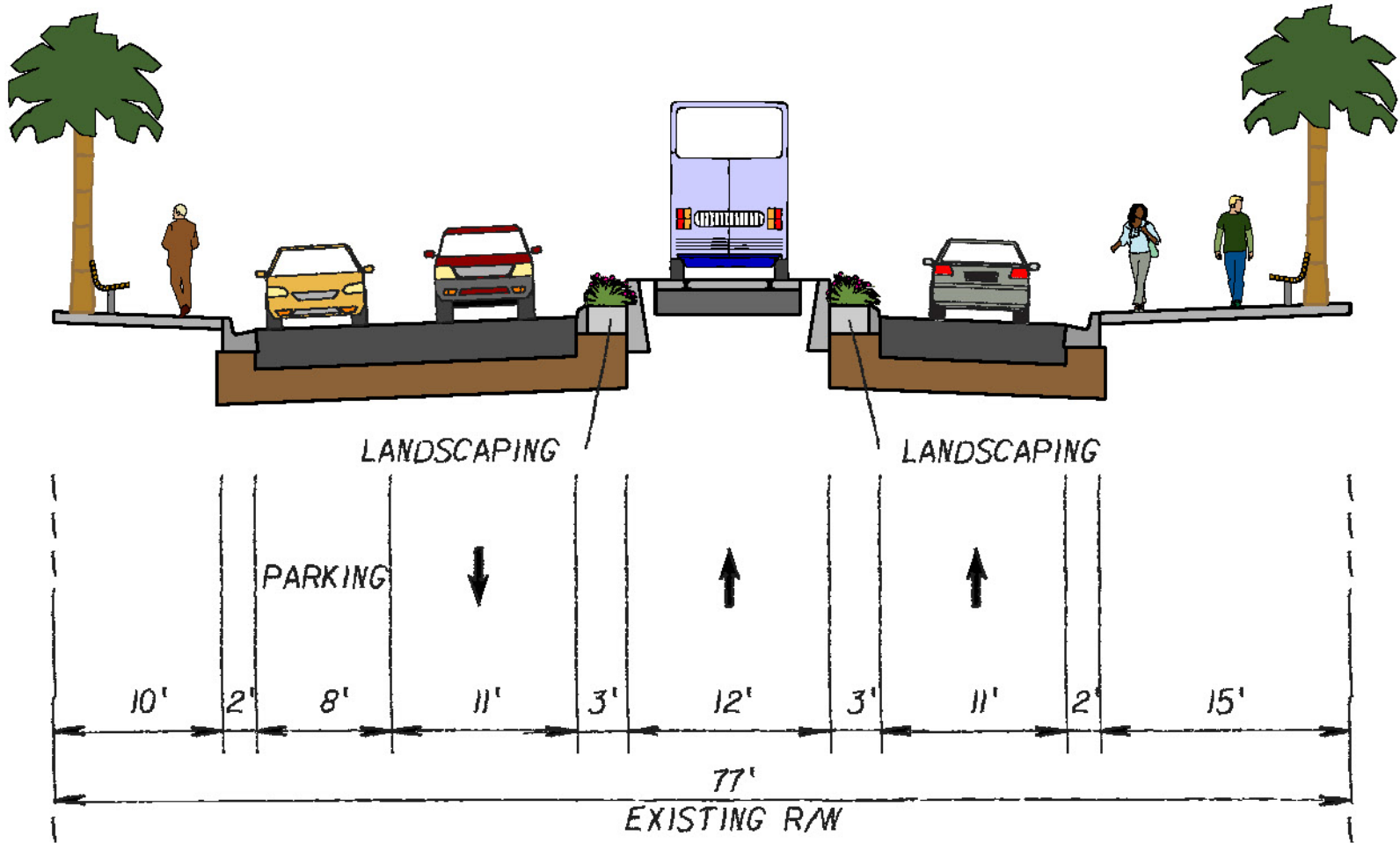
west of FEC tracks



median ● separated from traffic ● split service

SW 2 Street

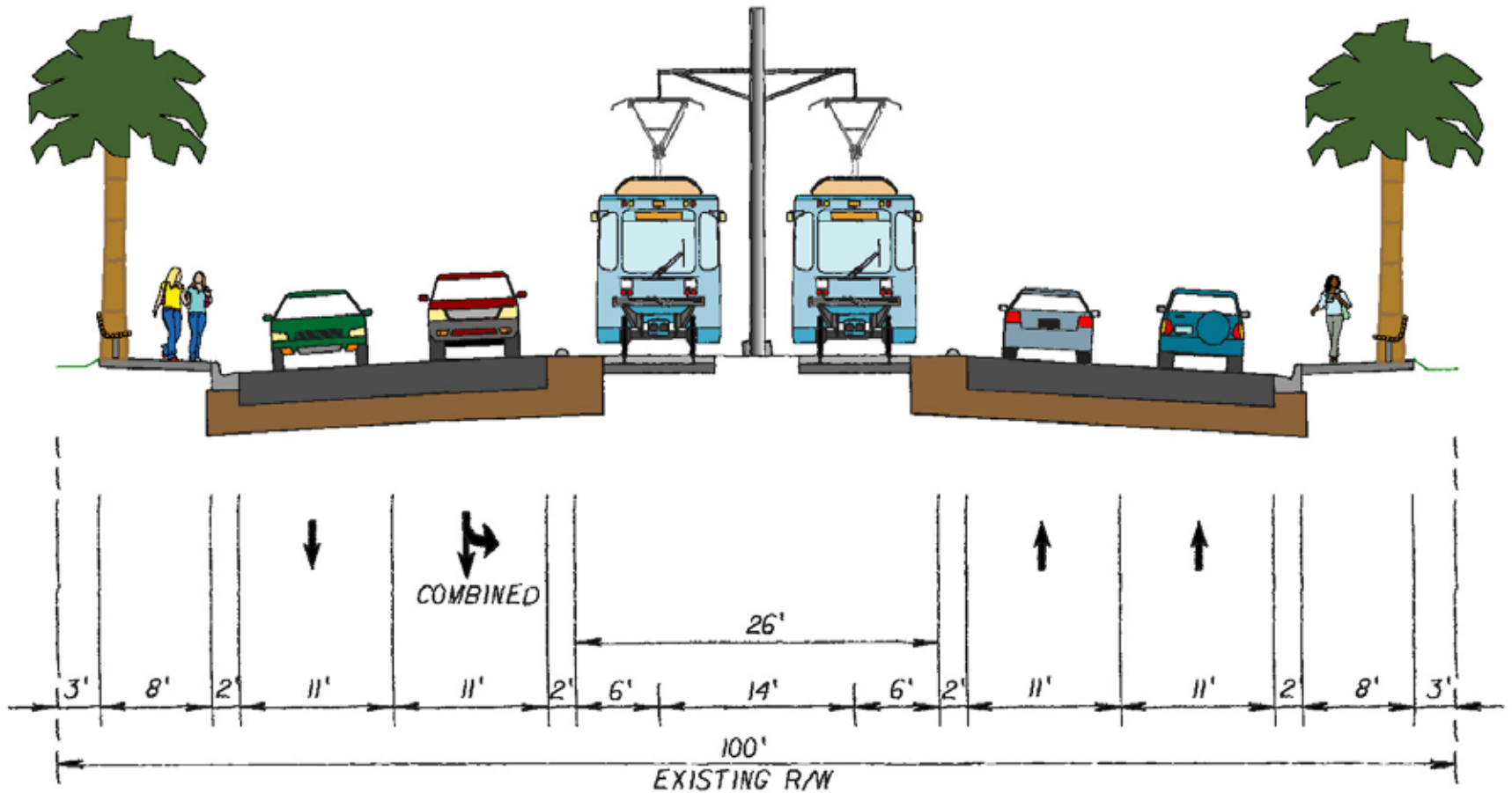
west of FEC tracks



median ● separated from traffic ● split service

S Andrews Avenue

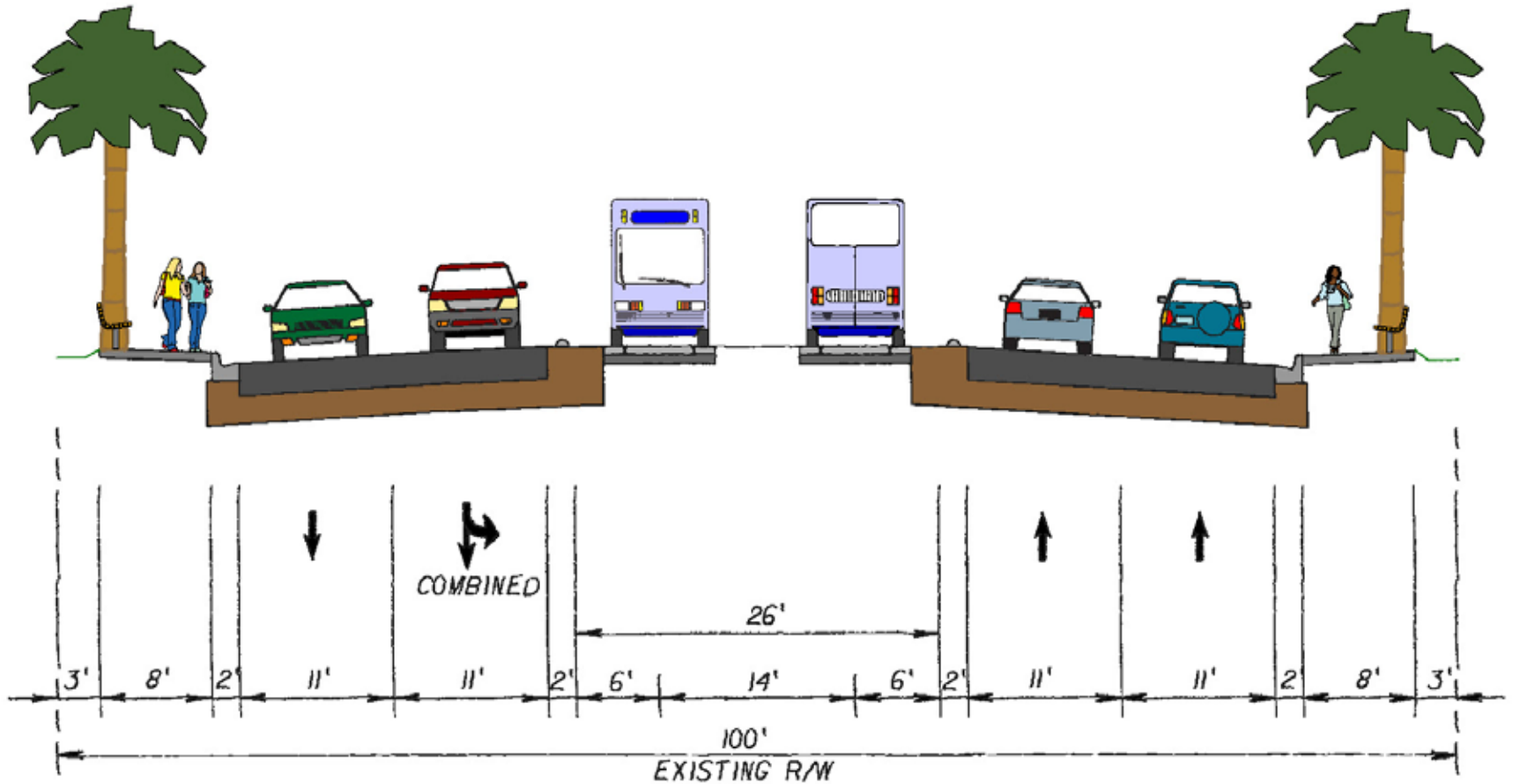
north of SE 20 Street



median ● separated from traffic

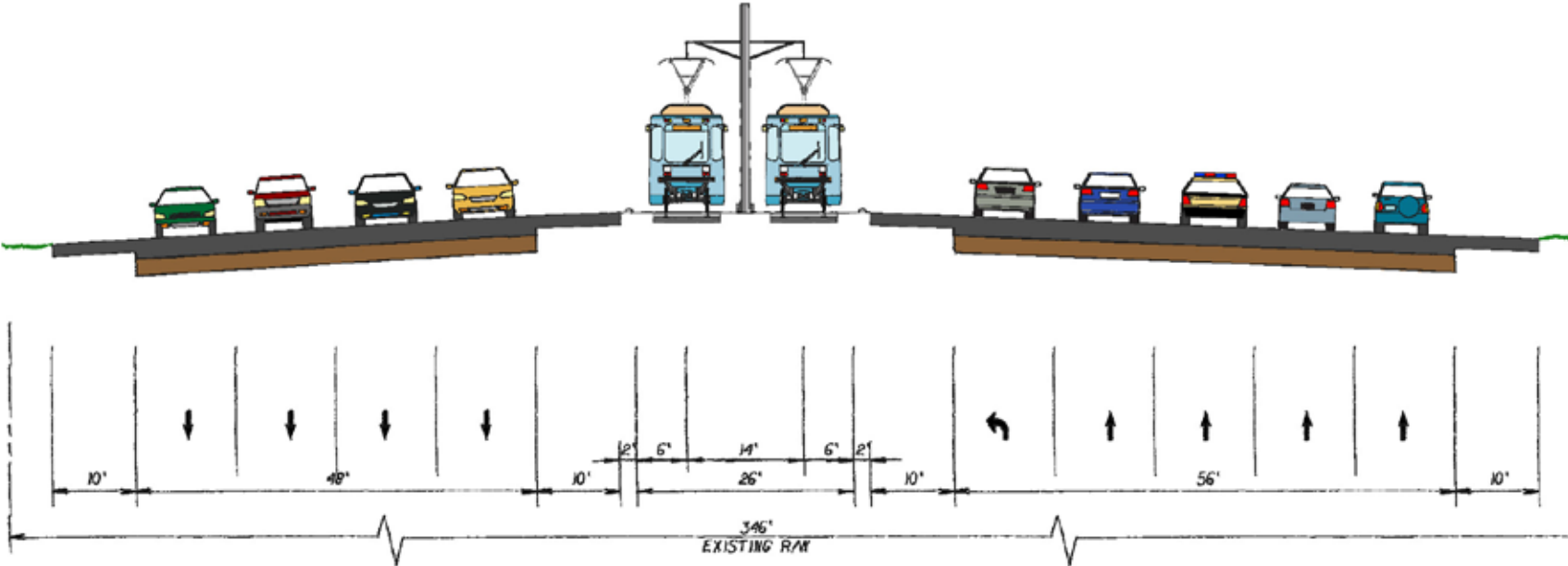
S Andrews Avenue

north of SE 20 Street



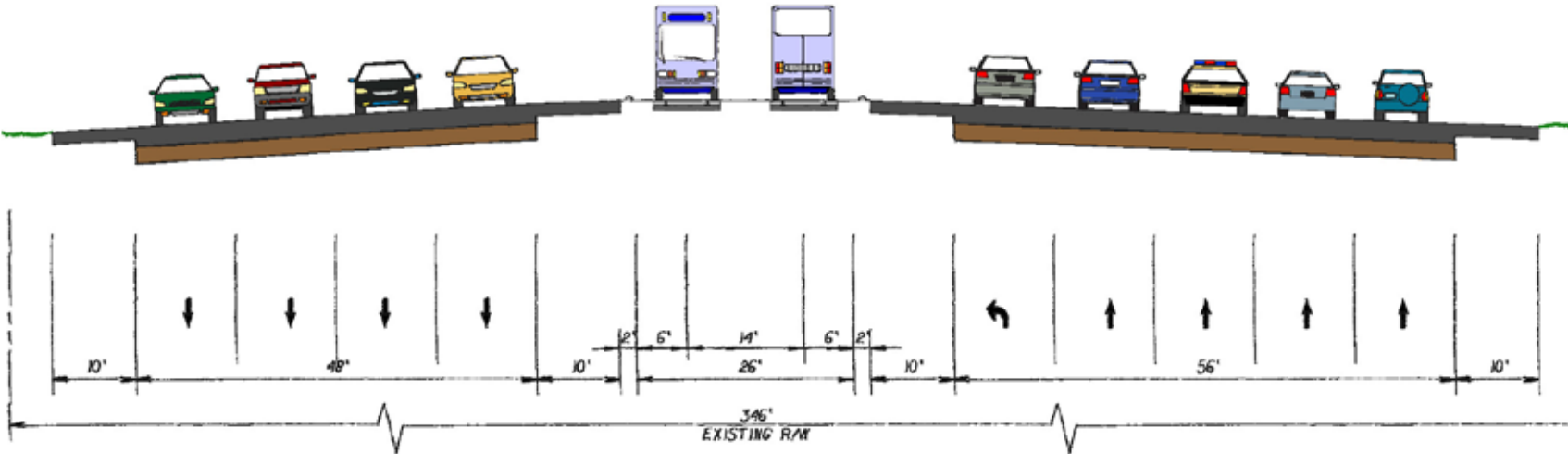
median ● separated from traffic

South Federal Highway



median ● separated from traffic

South Federal Highway



median ● separated from traffic

Maintenance facility in this area.

Requirements

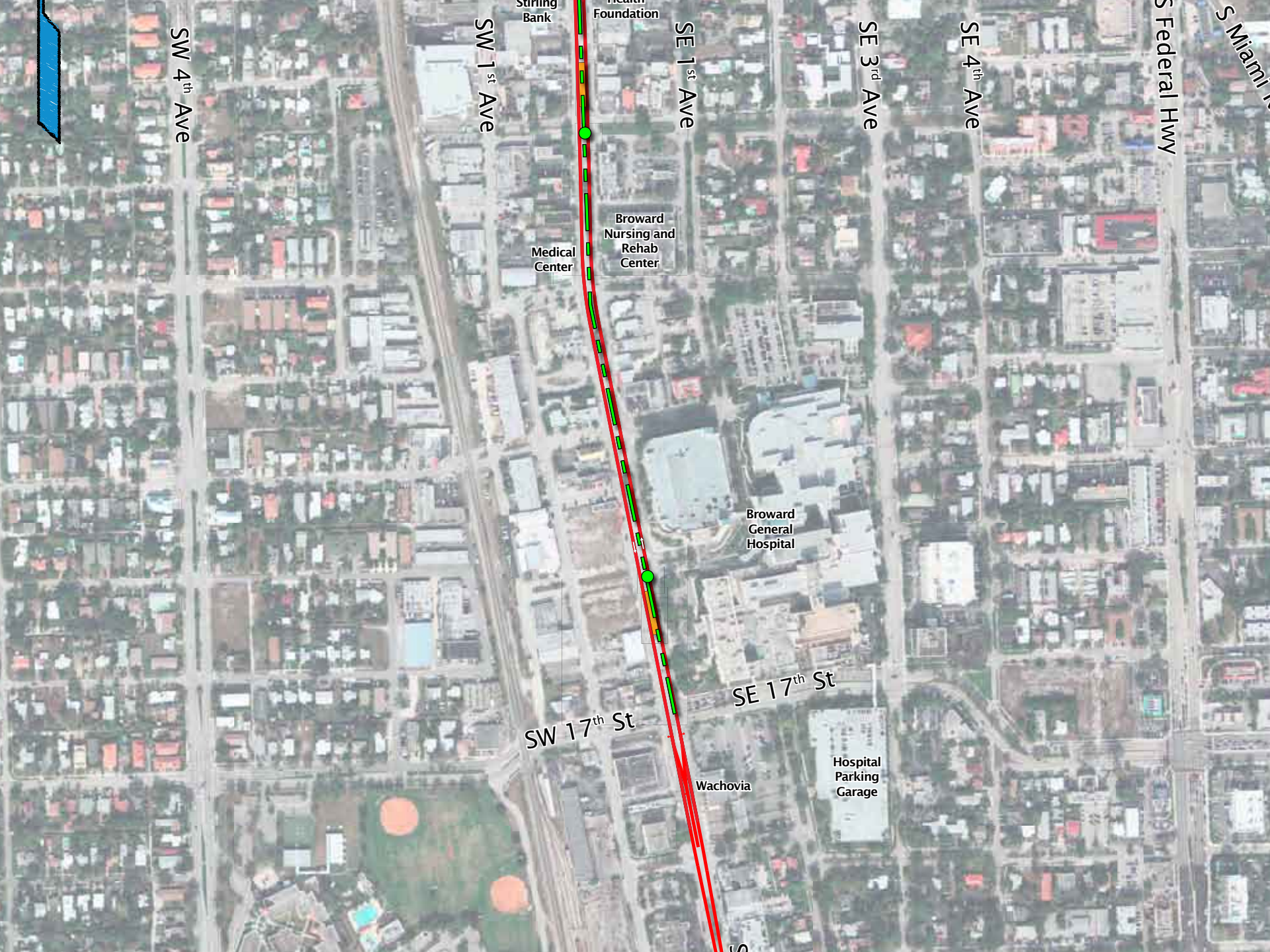
- 2 facilities
- 20-30 cars
- Storage track at western terminus



Potential Opportunities

- Shared use with The Wave
- Joint Development
- Mid-point Facility
- Student Internships for mechanics





S Miami J

S Federal Hwy

SE 4th Ave

SE 3rd Ave

SE 1st Ave

SW 1st Ave

SW 4th Ave

Stirling Bank

Health Foundation

Medical Center

Broward Nursing and Rehab Center

Broward General Hospital

SW 17th St

SE 17th St

Wachovia

Hospital Parking Garage



Overview of **station** types.

station types



Gateway

Anchor

Community

Connection

Gateway Station

- Serve as gathering places
- Fully enclosed shelters/structures
- Development opportunities
- Car/bike share
- Connects 2+ high capacity transit lines
- Parking
- Real time messaging
- Pre-board ticketing
- Pedestrian/bicycle linkage





GREEN VEHICLE
SHOWCASE
PLUG-IN
VEHICLE
ONLY

GREEN VEHICLE
SHOWCASE
PLUG-IN
VEHICLE
ONLY

PERMIT PARKING ONLY
PERMIT NO. 64
AT ALL TIMES
VIOLATORS SUBJECT
TO TOWING

GREEN VEHICLE
SHOWCASE
PLUG-IN
VEHICLE
ONLY

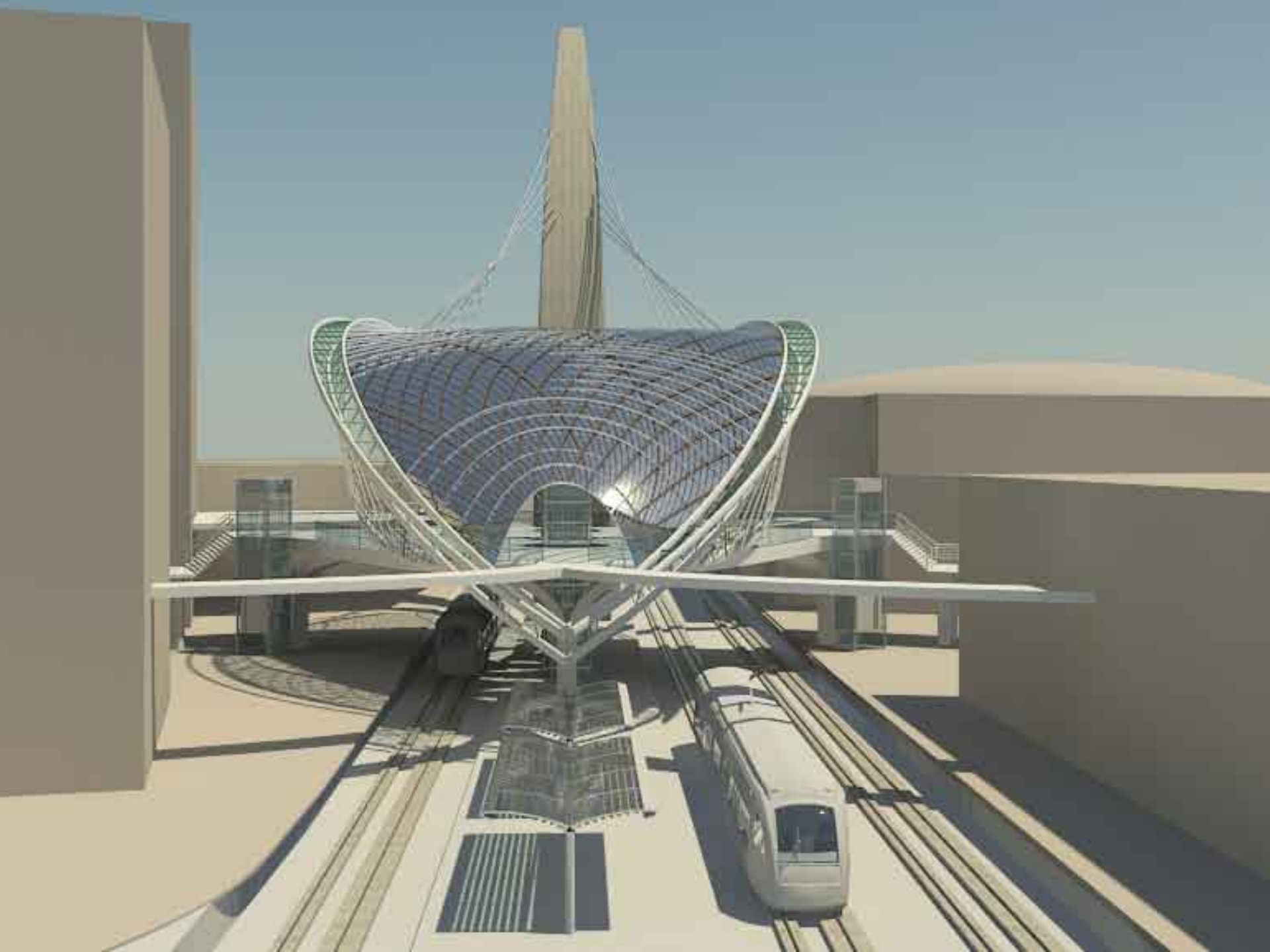
PERMIT PARKING ONLY
PERMIT NO. 64
AT ALL TIMES
VIOLATORS SUBJECT
TO TOWING

zipcars
live here



Join at zipcar.com





Anchor Station

- Partially enclosed shelters
- Near major activity centers
- 1+ high capacity transit line
- Parking may be available
- Real time messaging
- Pre-board ticketing
- Pedestrian/bicycle linkage







Information

Information

METRO RAIL

MLK

Northwood & Safford Plaza

Two men in business attire walking past the station entrance. One is wearing a pink shirt and black pants, the other a white shirt and black pants.

Three women walking on the platform. One is wearing a white jacket and white pants, another a white top and dark pants, and the third a white shirt and blue pants.

Other passengers walking in the background, including a woman in a blue dress and a woman in a red top and white shorts.

Community Station

- Partially enclosed shelters
- Identifiable locations that complement the neighborhood
- Parking not necessary
- Real time messaging
- Pre-board ticketing
- Pedestrian/bicycle linkage



Full station
www.oregon.gov

Woods waterfront

Sponsorship of this Stop
AVAILABLE
Call 503-478-6404



ORISU CONVICTIONS

Line	Station	Distance	Transfer
1	1st	0.1	
1	2nd	0.2	
1	3rd	0.3	
1	4th	0.4	
1	5th	0.5	
1	6th	0.6	
1	7th	0.7	
1	8th	0.8	
1	9th	0.9	
1	10th	1.0	
1	11th	1.1	
1	12th	1.2	
1	13th	1.3	
1	14th	1.4	
1	15th	1.5	
1	16th	1.6	
1	17th	1.7	
1	18th	1.8	
1	19th	1.9	
1	20th	2.0	
1	21st	2.1	
1	22nd	2.2	
1	23rd	2.3	
1	24th	2.4	
1	25th	2.5	
1	26th	2.6	
1	27th	2.7	
1	28th	2.8	
1	29th	2.9	
1	30th	3.0	
1	31st	3.1	
1	32nd	3.2	
1	33rd	3.3	
1	34th	3.4	
1	35th	3.5	
1	36th	3.6	
1	37th	3.7	
1	38th	3.8	
1	39th	3.9	
1	40th	4.0	
1	41st	4.1	
1	42nd	4.2	
1	43rd	4.3	
1	44th	4.4	
1	45th	4.5	
1	46th	4.6	
1	47th	4.7	
1	48th	4.8	
1	49th	4.9	
1	50th	5.0	
1	51st	5.1	
1	52nd	5.2	
1	53rd	5.3	
1	54th	5.4	
1	55th	5.5	
1	56th	5.6	
1	57th	5.7	
1	58th	5.8	
1	59th	5.9	
1	60th	6.0	
1	61st	6.1	
1	62nd	6.2	
1	63rd	6.3	
1	64th	6.4	
1	65th	6.5	
1	66th	6.6	
1	67th	6.7	
1	68th	6.8	
1	69th	6.9	
1	70th	7.0	
1	71st	7.1	
1	72nd	7.2	
1	73rd	7.3	
1	74th	7.4	
1	75th	7.5	
1	76th	7.6	
1	77th	7.7	
1	78th	7.8	
1	79th	7.9	
1	80th	8.0	
1	81st	8.1	
1	82nd	8.2	
1	83rd	8.3	
1	84th	8.4	
1	85th	8.5	
1	86th	8.6	
1	87th	8.7	
1	88th	8.8	
1	89th	8.9	
1	90th	9.0	
1	91st	9.1	
1	92nd	9.2	
1	93rd	9.3	
1	94th	9.4	
1	95th	9.5	
1	96th	9.6	
1	97th	9.7	
1	98th	9.8	
1	99th	9.9	
1	100th	10.0	

12883



big
blue
bus





Springfield



Connection Station

- Basic platform with shelter
- No parking
- No real time messaging
- Pre-board ticketing



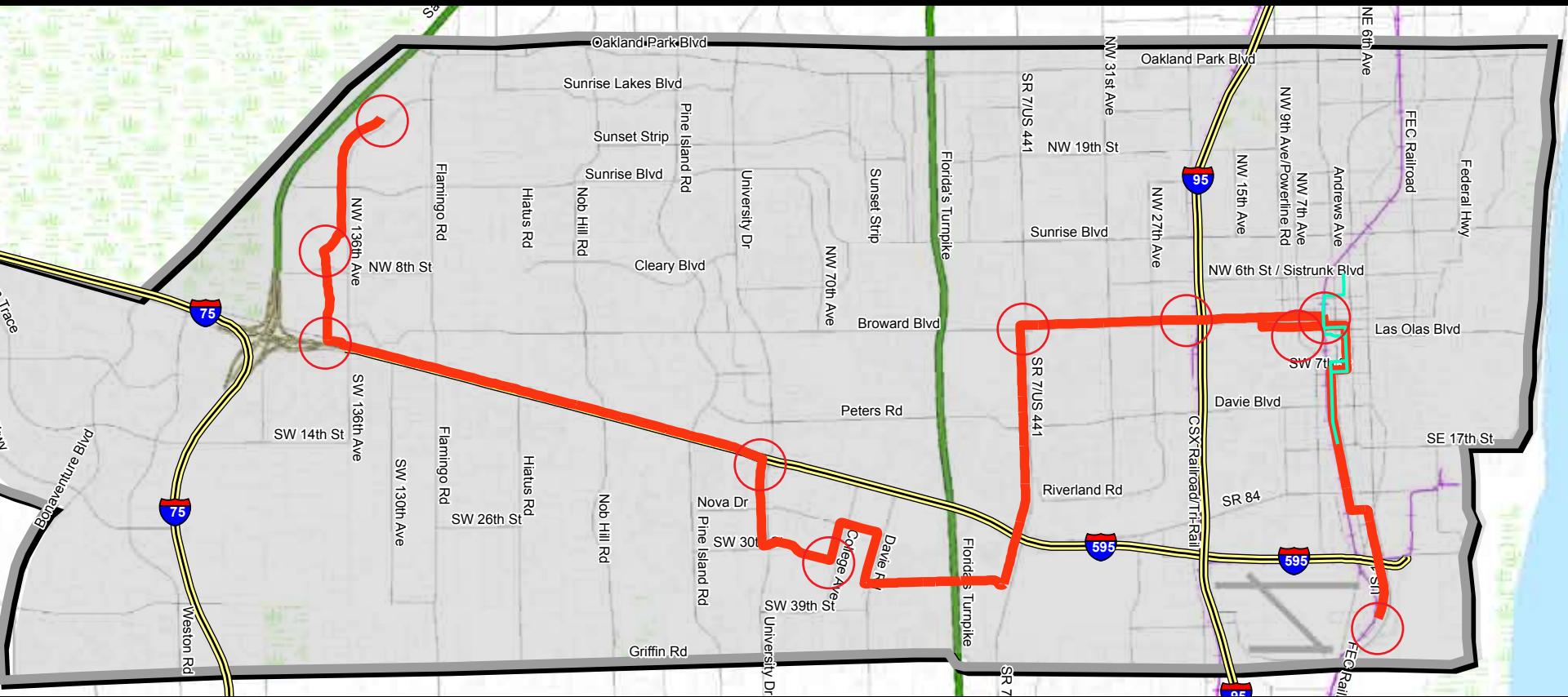


Main Street Square
Redwood Hill Line



METRO

Proposed station locations



Proposed station locations

For Central Broward East-West & The Wave Projects

Tier 1 - New Stations

- Tri-Rail Station on Broward Boulevard
- SW 2 Street (south side just east of 5 Avenue)
- 7 Avenue (northwest corner of Broward Boulevard)

Tier 1 - Possible Wave Station Relocations

- Broward County Transit Terminal on SW 1 Avenue/Brickell
- SW 2 Street (east of SW 1 Avenue, 1 block west of current Wave location)

Station Building Exercise

Any last thoughts?

Thank you for
your time!