

Central Broward Transit Phase 1



project fact sheet

Central Broward Transit (CBT) Phase 1 is a proposed project that would extend the future Wave Streetcar currently being implemented in downtown Fort Lauderdale 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 purpose of the proposed CBT Phase 1 Project is to improve mobility between these major activity centers, enhance transit connectivity, and to foster economic growth and development along the Project corridor.



what is a Streetcar?

Modern streetcars are steel-wheeled passenger vehicles that operate along tracks laid in the street. Streetcars may operate in mixed-traffic or in a dedicated running-way. These vehicles are typically powered by overhead electric catenary wires and can be coupled together to form small trains. Modern streetcar lines typically have stops that are similarly spaced to bus routes and travel at speeds similar to surrounding traffic.

project location

The CBT Phase 1 Project is located primarily within the City of Fort Lauderdale, with the southern portion under the jurisdiction of Broward County. The Project corridor begins at the southern terminus of the Wave system, which is located near the intersection of SE 17th Street and Andrews Avenue at the Broward Health Medical Center. It continues in two directions, south on Andrews Avenue and east on SE 17th Street as follows:

South to the Fort Lauderdale-Hollywood International Airport

From the Broward Health Medical Center, this branch of the alignment continues median mixed traffic running south on Andrews Avenue and east on SE 30th Street where it turns south unto US 1 and proceeds median exclusive running to the Airport Station. The Airport Station will be located in the median of US 1 with elevated pedestrian connections over the northbound lanes of US1 into the interior of the US1 ramping system. The existing airport circulator system will be modified to provide a convenient connection between the Airport Station and the Airport Terminals. An option being considered is from the Broward Health Medical Center proceeding south of SW 4th Ave to Perimeter Road accessing the airport.

East to the Greater Fort Lauderdale-Broward County Convention Center and Port Everglades

From the Broward Health Medical Center, this branch of the alignment would operate east on SE 17th Street to the Convention Center and Port by a one way loop underneath the E. Clay Shaw Jr. Bridge via Grand Drive and Marriott Drive. This branch is a distance of approximately 1.5 miles. There would be three or more stations along this branch.



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project partners

The project is being developed by the Florida Department of Transportation (FDOT) in coordination with Broward County and in collaboration with our project partners that include the Broward Metropolitan Planning Organization (MPO), the City of Fort Lauderdale, and the Downtown Development Authority.

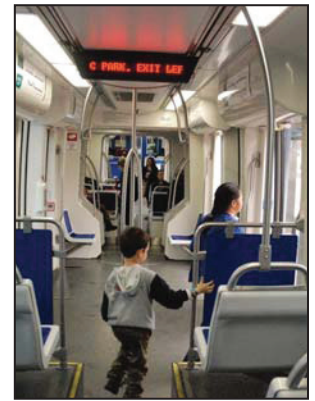
current status

The CBT Phase 1 Project has entered the Federal Transit Administration (FTA) Project Development process which involves the technical evaluation of the proposed construction and operation of modern streetcar service. As part of Project Development, the project is currently being defined to provide an understanding of the streetcar route, stops, schedule of operations, and costs.



project history

Following years of study, in 2012 a revised locally preferred alternative (LPA) was adopted by the Broward MPO. The adopted LPA will be implemented in three phases. **Phase 1** of this LPA is the segment that has been approved by FTA to enter Project Development. The future phases included in the LPA are: **Phase 2** – Modern Streetcar extension north from the Wave Streetcar to the Fort Lauderdale Tri-rail Station on Broward Boulevard; and **Phase 3** – Modern Streetcar extension west from the Fort Lauderdale-Hollywood International Airport to the South Florida Education Center.



next steps

The project will continue to be refined based on further technical analysis as well as public and agency input. As part of Project Development, an Environmental Assessment (EA) will be prepared for the Project pursuant to the National Environmental Policy Act of 1969 (NEPA). The EA will identify any potential environmental impacts of the CBT Phase 1 Project and recommend measures to mitigate impacts, if necessary. A draft of the EA is anticipated to be available for public review in Summer 2016.

For More Information Please Contact:

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Please visit our Website!

www.centralbrowardtransit.com



Proposed Central Broward East-West Transit Phasing

