

Welcome to the  
Sawgrass/ Sunrise  
Neighborhood Working  
Group Meeting



**JACOBS**

FIRST MEETING  
MAY 13, 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)

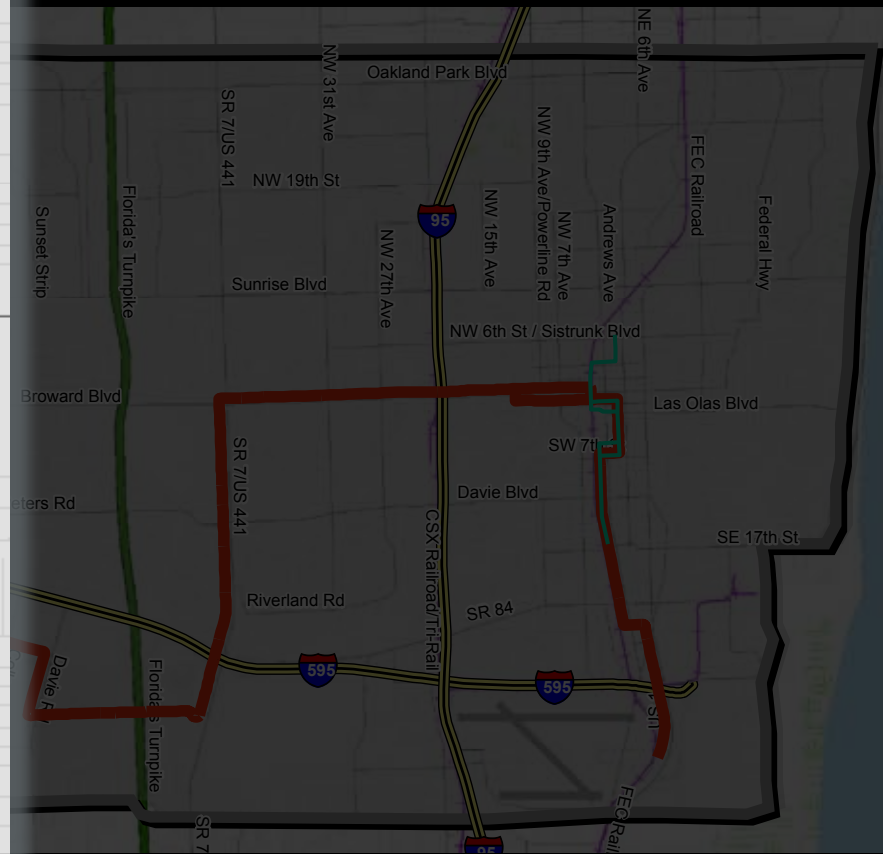
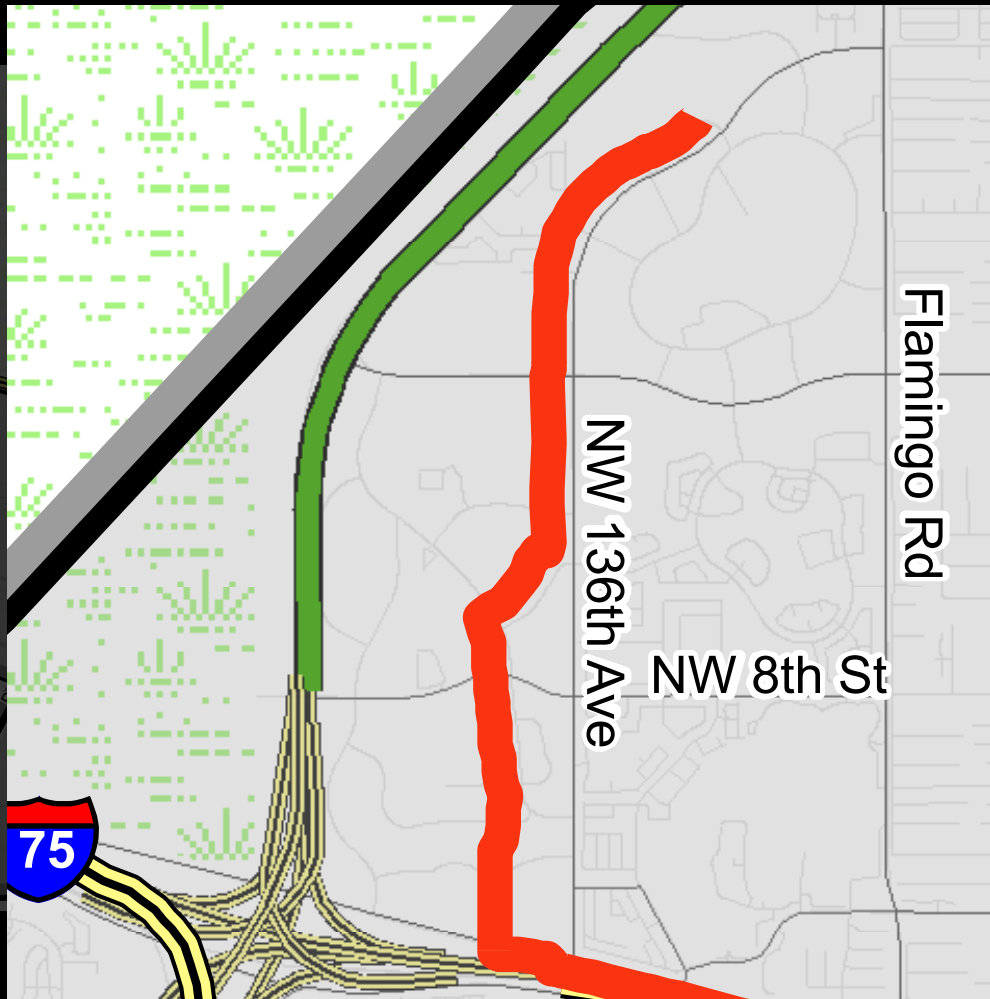
# Purpose & Need of Project

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**



# Project Study Area



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

*How it will fit in the Road.*

# things we consider



alignment location

station type

pedestrian access & safety

travel time

connect tracks

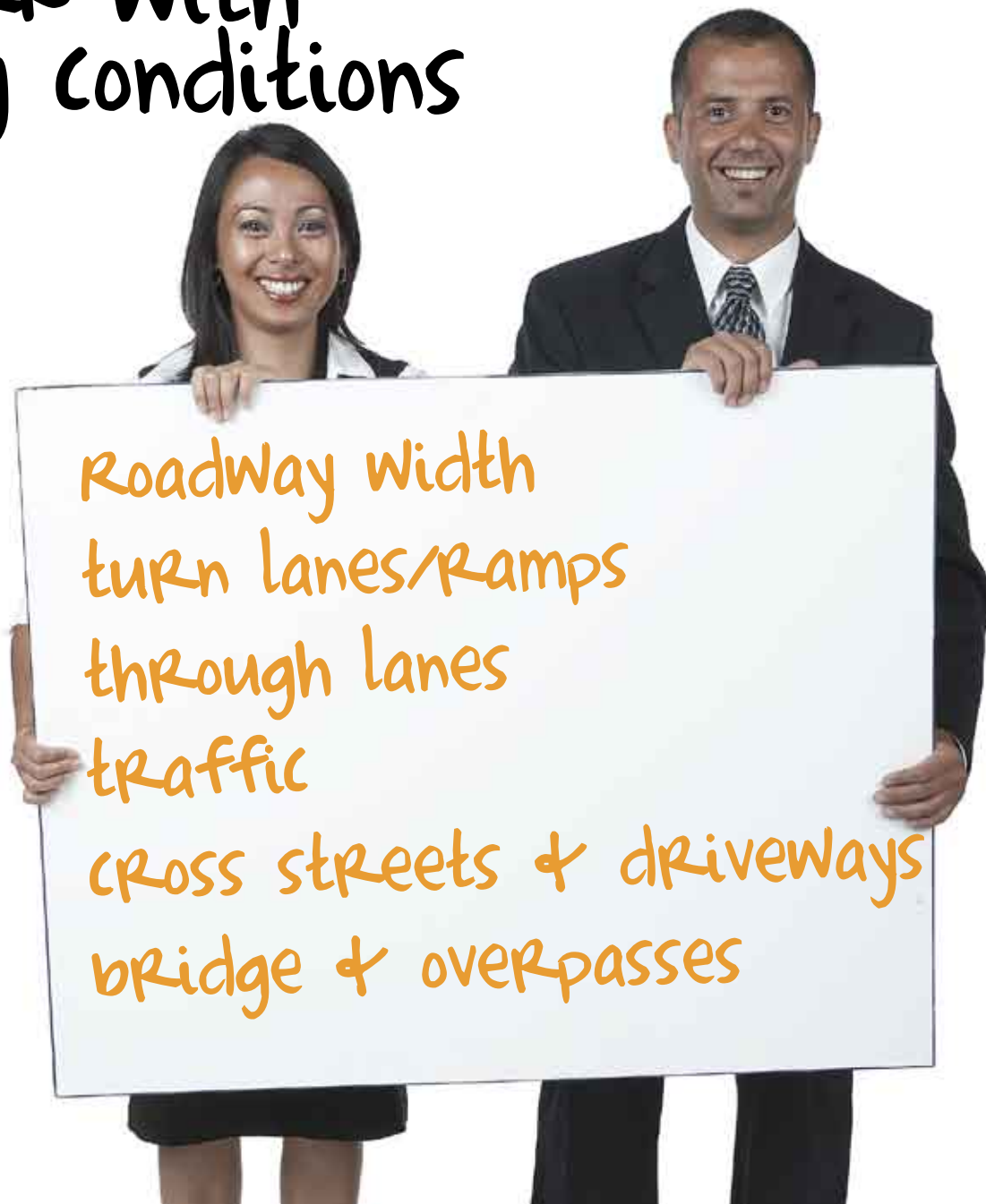
traffic and transit signals

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





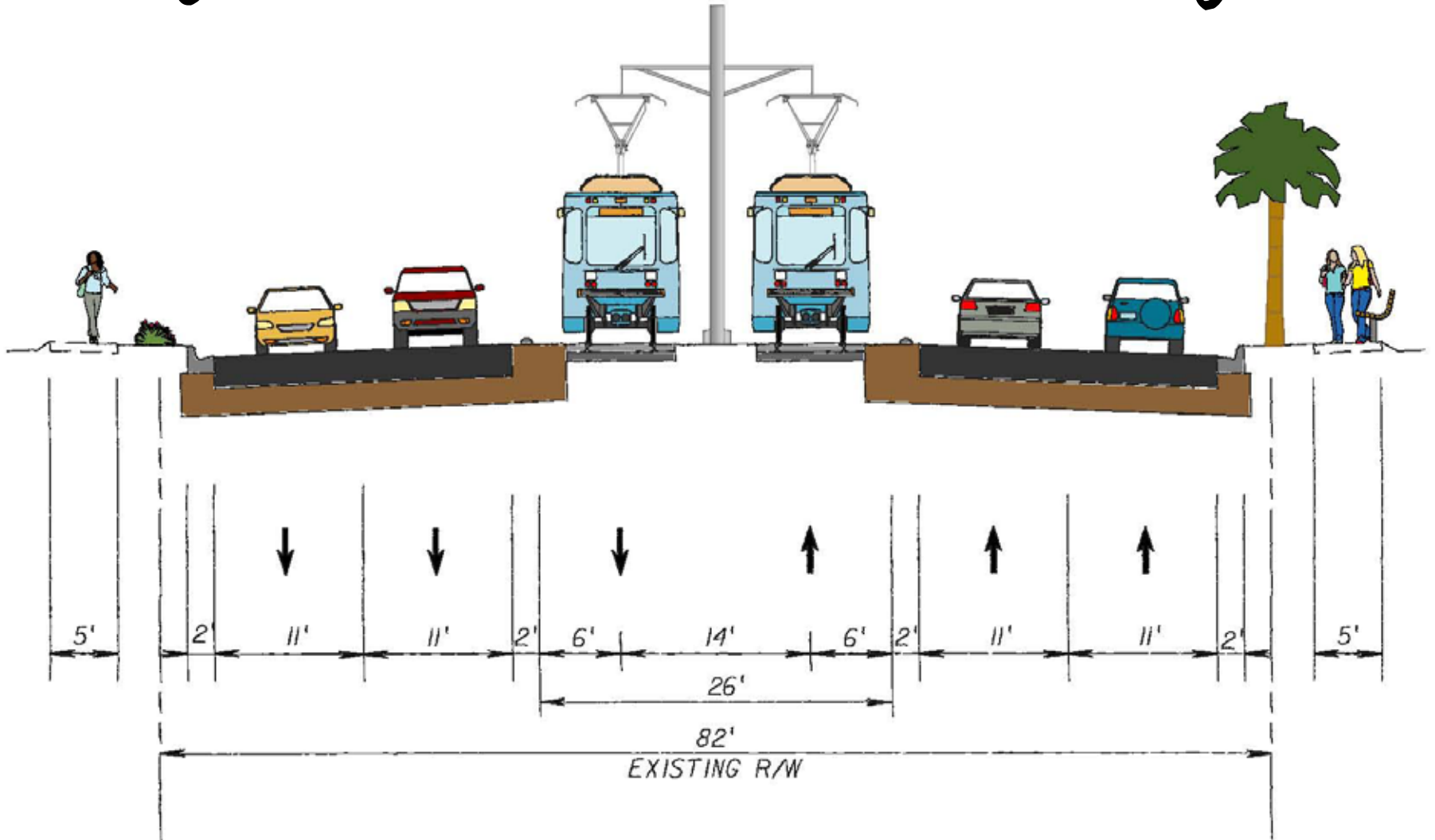
# Alignment trade-offs

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

Alignment types proposed by **project team.**

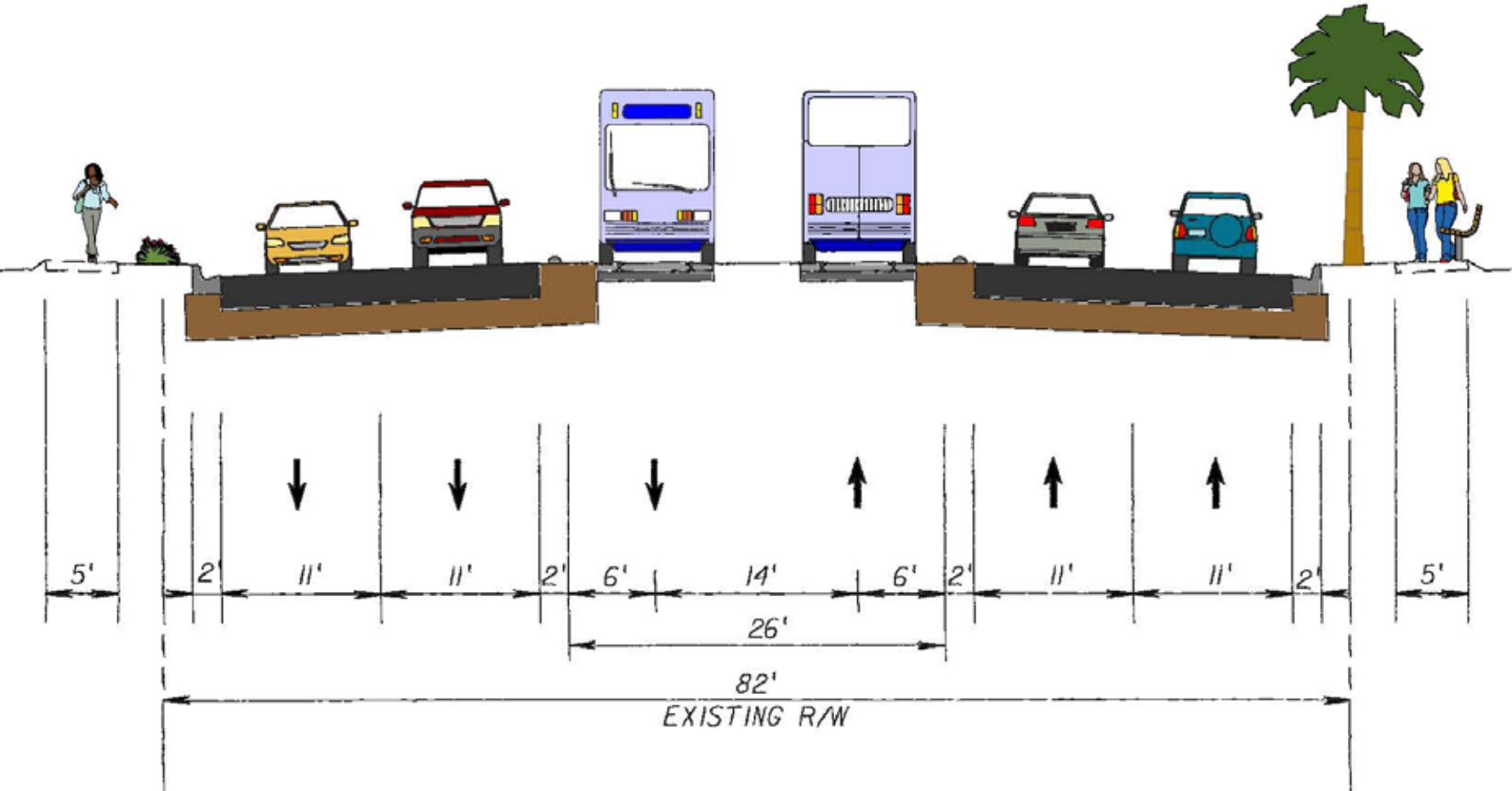


# Sawgrass Corporate Parkway



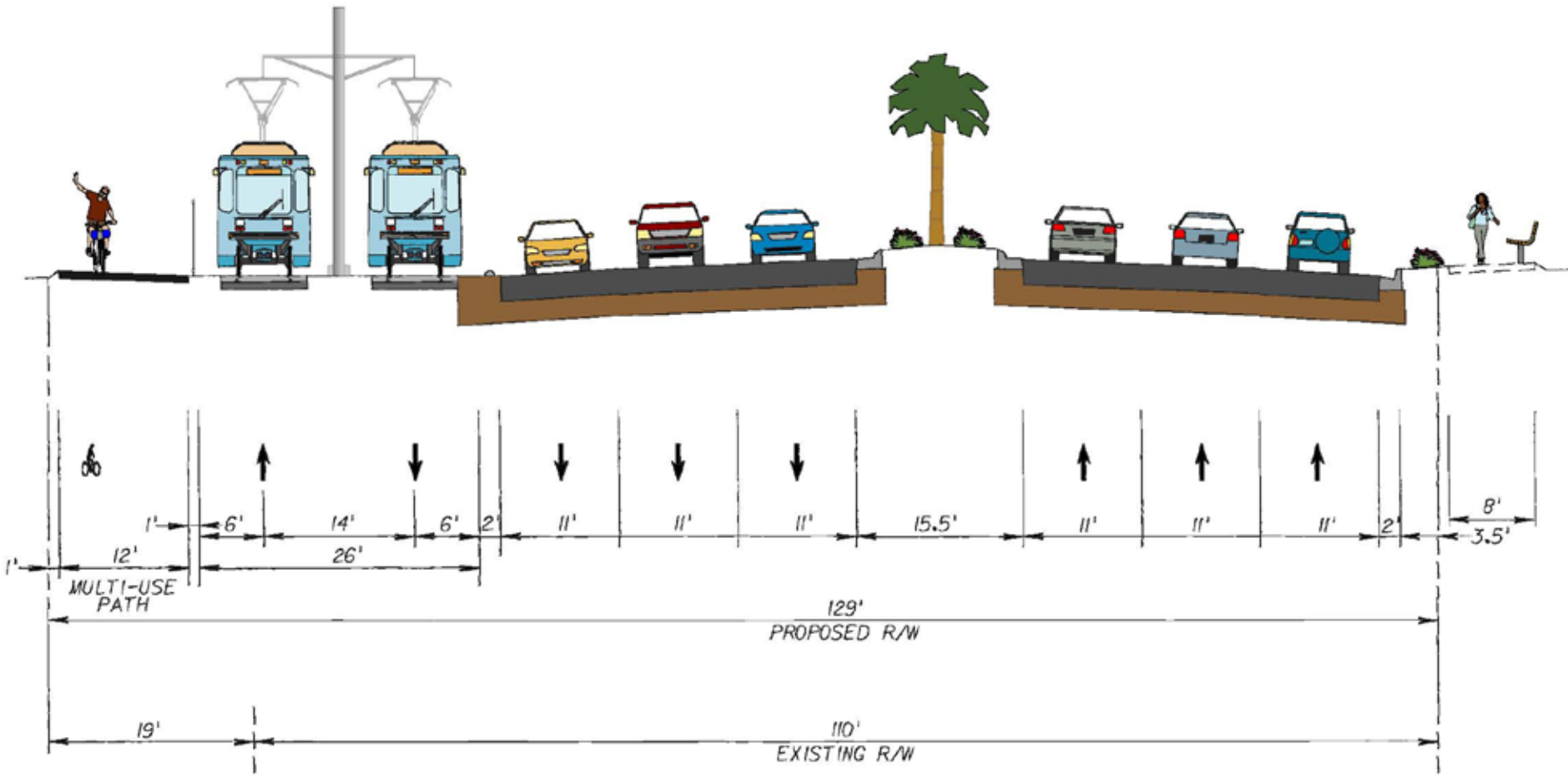
middle of the road ● separated from traffic

# Sawgrass Corporate Parkway



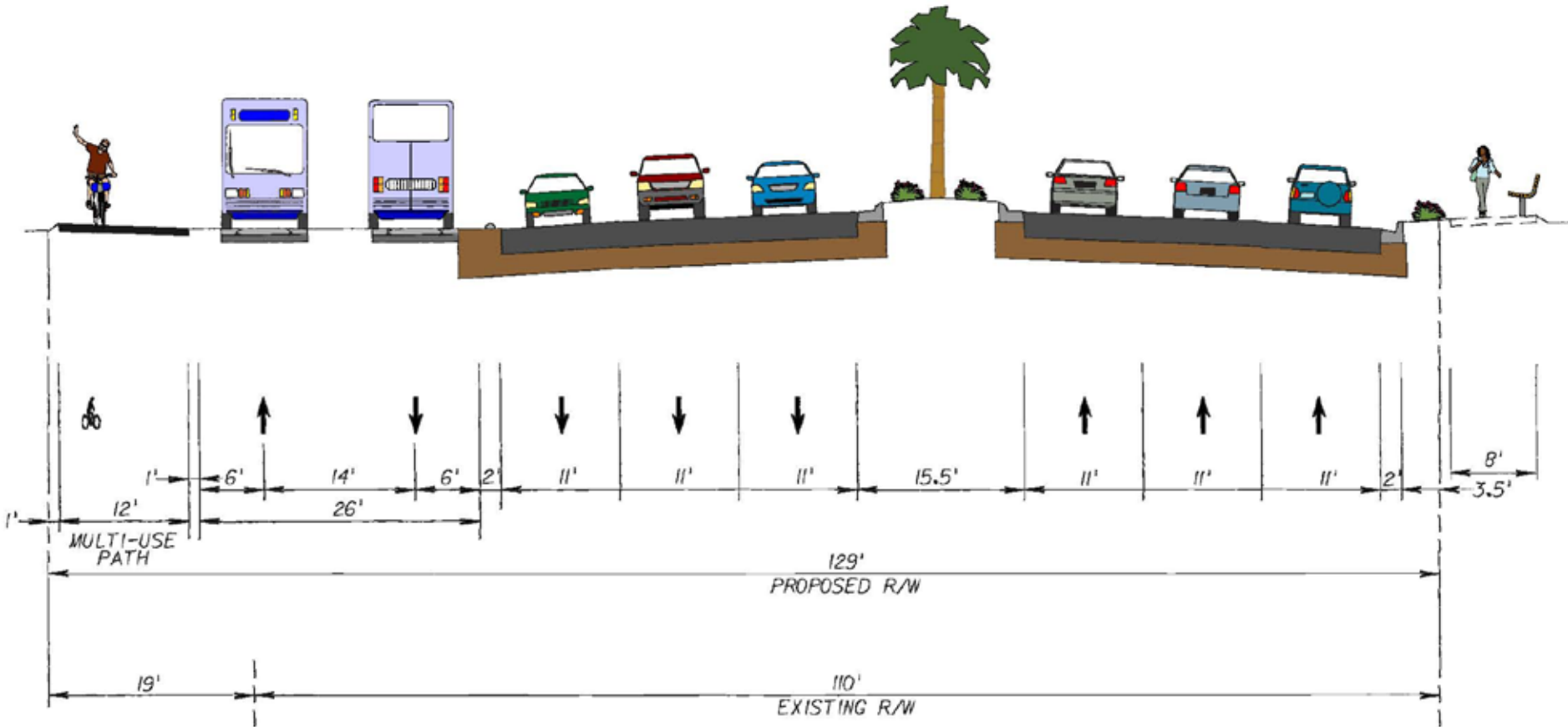
middle of the road ● separated from traffic

# NW 136 Ave South of Sunrise Blvd



curbside ● separated from traffic

# NW 136 Ave South of Sunrise Blvd



curbside ● separated from traffic

Overview of alignment **location** options.

*Where it will travel.*



# Alignment Options

- Locally Preferred Alternative
- Sawgrass Corp Pkwy Option
- Sunrise Blvd Option



# Why move off the canal?

- Limits access to commercial district
- Additional cost of construction (vs. running in-street)
- Drainage facility maintenance access
- Extent of canal impacts
- Potential FP&L transmission line conflicts



# Alignment Preferences Exercise

## Alignment Type

Middle of the Road

Curbside

## Alignment Location

LPA on Canal

Sawgrass Corp Pkwy Option

Sunrise Blvd Option



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



# Gateway Station Prototype

## GATEWAY STATION {ALTERNATIVE}

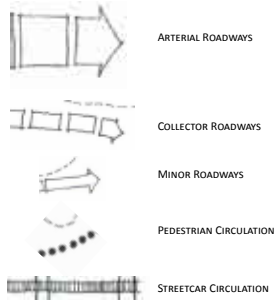
### RELATIONAL DIAGRAM



### CHARACTER IMAGES



### LEGEND





# Anchor Station

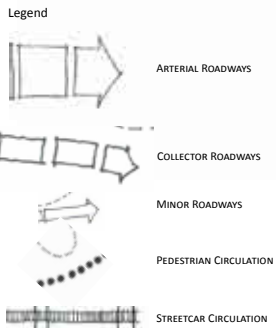
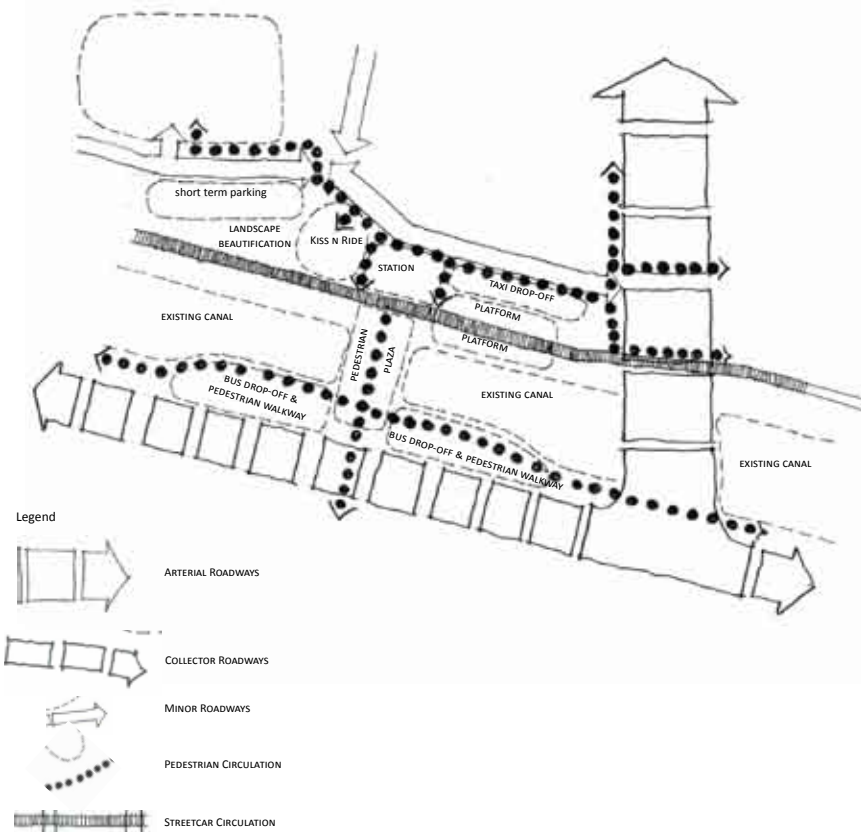
- Partially enclosed shelters
- Near major activity centers
- 1+ high capacity transit line
- Parking may be available
- Real time messaging
- Pre-board ticketing
- Pedestrian/bicycle linkage



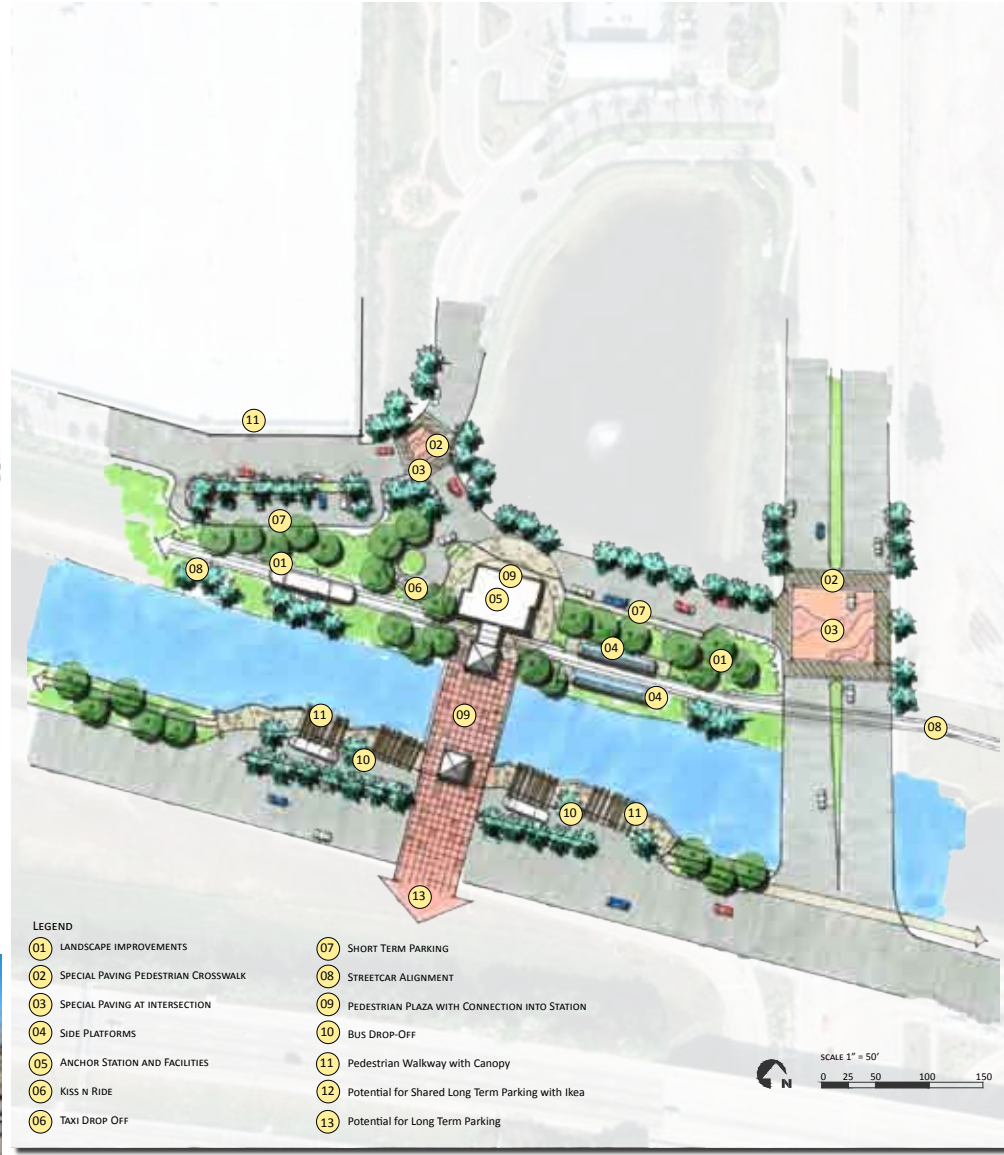
# Anchor Station Prototype

## ANCHOR STATION

### RELATIONAL DIAGRAM



### CHARACTER IMAGES



- LEGEND
- |  |   |
|--|---|
| 01 LANDSCAPE IMPROVEMENTS              | 07 SHORT TERM PARKING                               |
| 02 SPECIAL PAVING PEDESTRIAN CROSSWALK | 08 STREETCAR ALIGNMENT                              |
| 03 SPECIAL PAVING AT INTERSECTION      | 09 PEDESTRIAN PLAZA WITH CONNECTION INTO STATION    |
| 04 SIDE PLATFORMS                      | 10 BUS DROP-OFF                                     |
| 05 ANCHOR STATION AND FACILITIES       | 11 Pedestrian Walkway with Canopy                   |
| 06 KISS N RIDE                         | 12 Potential for Shared Long Term Parking with Ikea |
| 06 TAXI DROP OFF                       | 13 Potential for Long Term Parking                  |

SCALE 1" = 50'  
0 25 50 100 150



# Community Station

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



# Community Station Prototype

## COMMUNITY (DOWNTOWN) STATION

### RELATIONAL DIAGRAM



### CONCEPTUAL PLAN



#### LEGEND

- 01 Streetcar Alignment
- 02 Special Riding Pedestrian Crosswalk
- 03 Special Plazas
- 04 Core Side Platform
- 05 Museum and Facilities
- 06 Existing Building
- 07 Park
- 08 Existing Sidewalk Pavement
- 09 Bus Lane

### CHARACTER IMAGES



#### Legend

- BUS LANE
- PEDESTRIAN CIRCULATION
- STREETCAR ALIGNMENT



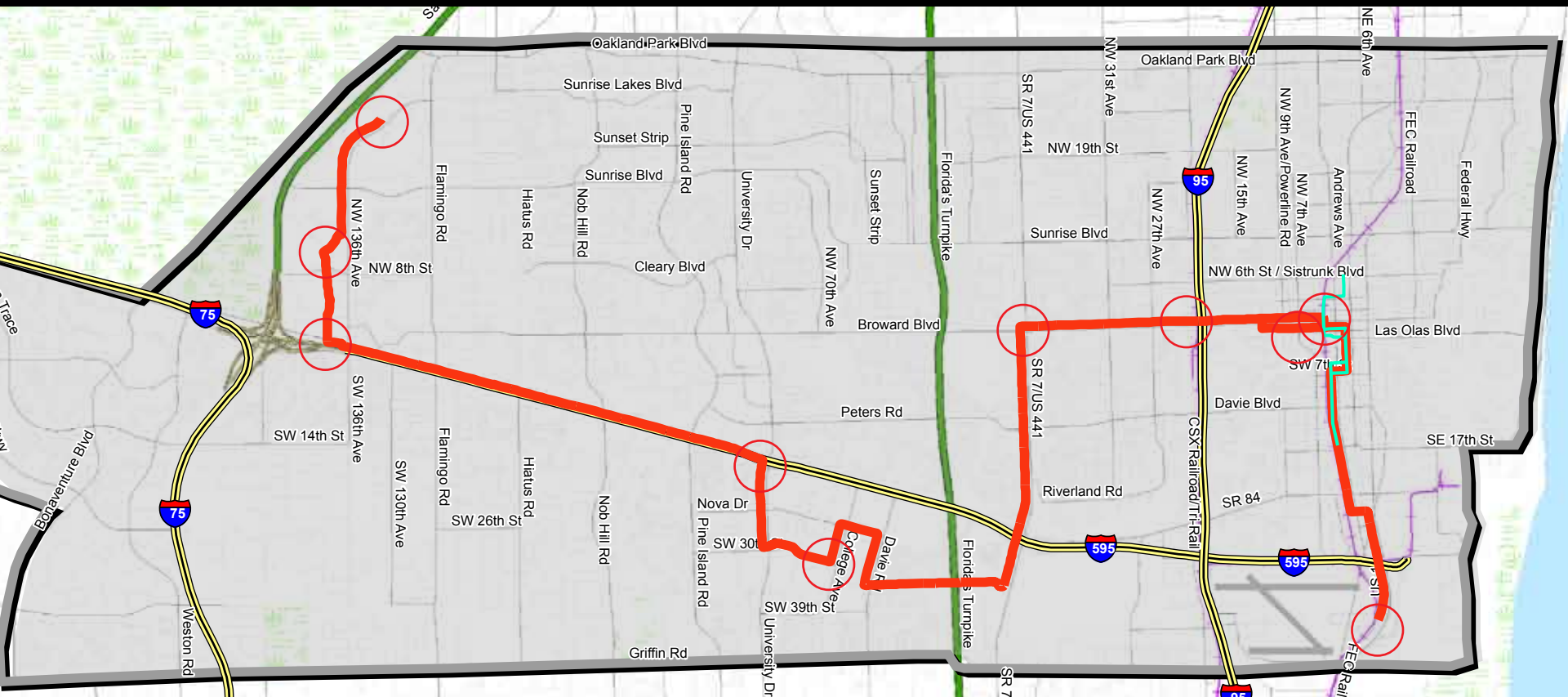
# Connection Station

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





# Proposed station locations





# Proposed station locations

## Tier 1

Bank Atlantic Center

South of Ikea, west of NW 136 Ave

## Tier 2

Sawgrass Corporate Parkway west of NW 136 Ave

# Station Building Exercise

Any last thoughts?

Thank you for  
your time!