



BROWARD COMMUTER RAIL (BCR)
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY



FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4
BROWARD COUNTY, FLORIDA • FPID: 417031-5-22-01

New River Crossing Workshop: November 18, 2021

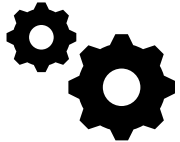




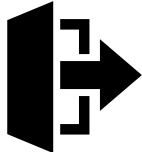
- Upon entering the meeting, the microphone and camera will be OFF by default.
- Please keep your camera and microphone turned OFF during the presentation sections and while others are commenting and/or asking questions.



- **Participants will be able to ask questions and/or provide feedback after each presentation, at which that time Q&A will take place.** Keep your microphones turned OFF during the entire event. Moderators will be monitoring the event, follow the directions of the presenters and staff. We ask for cooperation and discipline during the entire event and follow the instructions of the presenters.



- We will have several users as Co-Host offering technical support. If you have any technical difficulty, please use the chat and we will assist you.



- In case you get disconnected, you can click on the same link that is part of the invitation you were emailed.



The event will be recorded. Please follow the instructions of the presenters.

General Instructions for the Virtual Participants

1. MUTE

Option to MUTE/UNMUTE your microphone. By default, your microphone will be OFF.

2. PARTICIPANTS

Option to view the list of participants attending this event.

3. CHAT

Option to expand the chat box to interact with the BCR team for questions and comments.

4. TRANSCRIPT

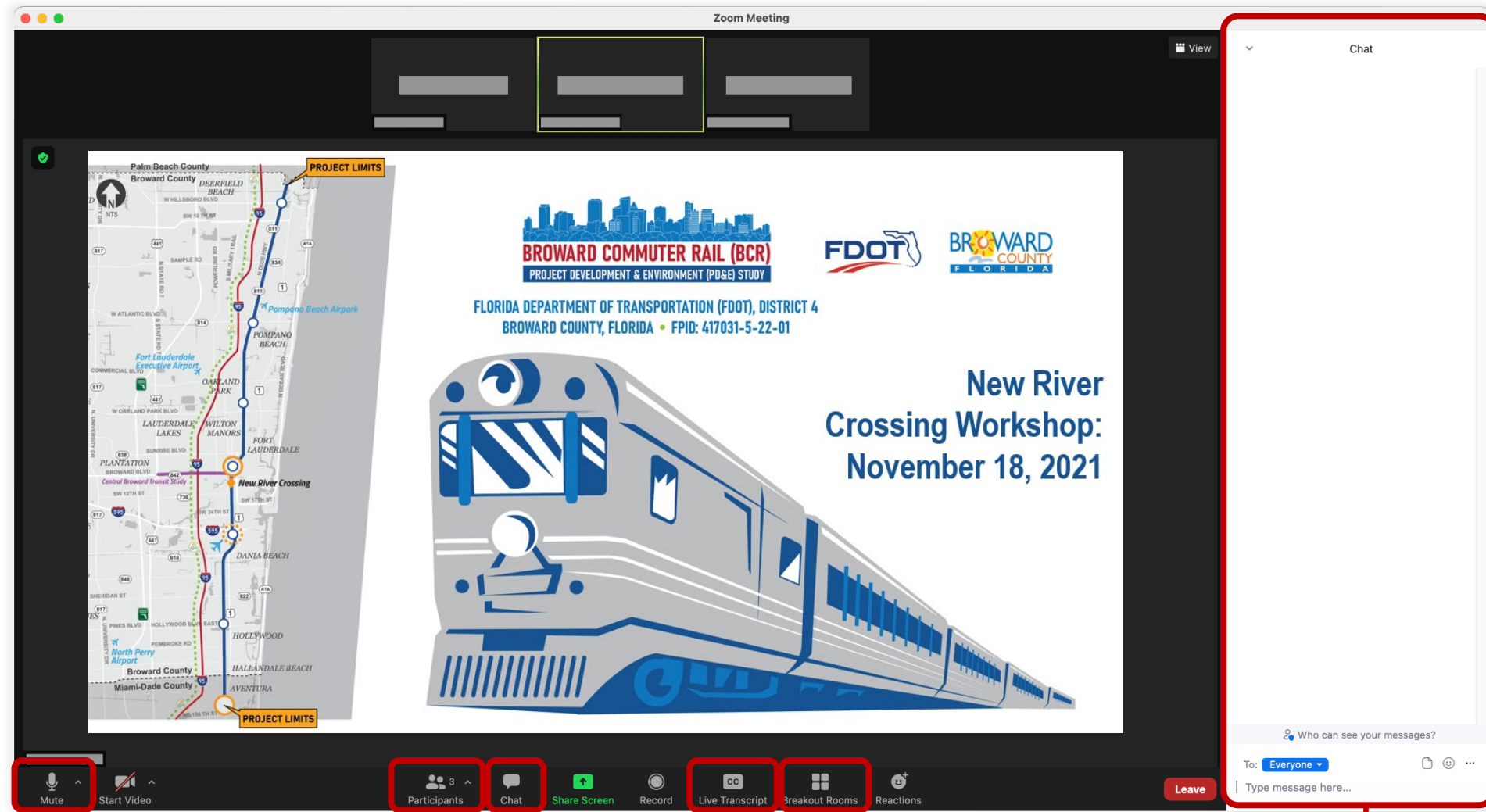
Option activates Close Captioning.

5. BREAKOUT ROOMS

Option provides the list of breakout rooms available.

6. CHAT OPEN

Participants can ask questions or provide comments in the chat box.



1. Mute (ON/OFF)

2. Participants

3. Chat

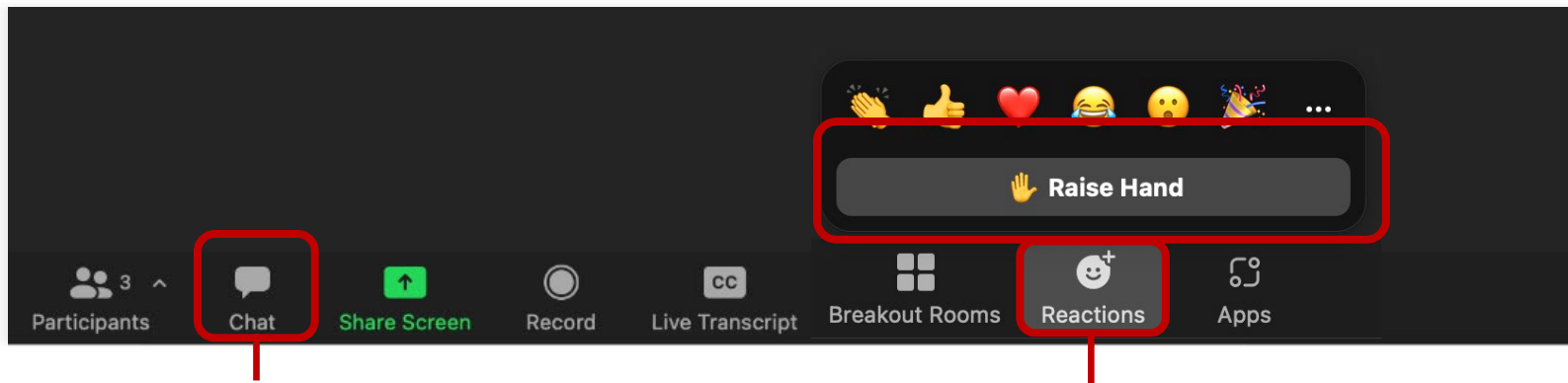
4. Transcript

5. Breakout Rooms

6. Chat Open

How to participate in the event?

- Facilitators will answer questions follow the brief presentation for each session.



1. Write in the chat

Participants will be able to ask questions and/or provide feedback through the chat feature.

2. Raise your hand for help or to ask a question

If you need help or need to ask a question, please raise your hand under "**Reactions**" icon and one of the facilitators in the breakout room will call your name so you can talk.

FDOT Project Manager Contact Information

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Workshop Goal

Provide details associated with the different New River Crossing alternatives as well as overall project need and goals. Participants are encouraged to ask for clarifications and provide input for the alternatives. This will help the ensure the project team to understand specific concerns to evaluate if modifications of any alternative can be done to better address concerns and maximize enhancements that the alternatives can provide.

New River Crossing
Workshop Format



Background and History



New River Crossing Alternatives



Breakout Groups



Multimodal Connectivity



Aesthetics and Visuals of
Alternatives



Navigation Considerations
General Information Q&A

Project Limits and Study Area

- ❑ From Aventura in Miami-Dade County to Deerfield Beach in Broward County
- ❑ 27 Miles along the FEC Railroad
- ❑ Technical recommendations have been made for six station locations in Broward County
- ❑ BCR will continue commuter rail connecting Miami Dade County's Northeast Corridor Project (SMART PLAN) – Starting at Aventura
- ❑ Palm Beach County is expected to conduct a study in the future to extend service to Jupiter. The three potential projects stemmed from the Coastal Link Study.



ECONOMIC & RESIDENTIAL GROWTH



- ❑ Transit Oriented Development (TOD)
 - Increased business investment
 - Affordable housing incentives
- ❑ Mixed land uses to support the increase in residential and business development

ENHANCE QUALITY OF LIFE



- ❑ Increased mobility and transportation choices
- ❑ Greater access to employment, education, and essential services

TRANSIT INCENTIVES TO THE PUBLIC



- ❑ Reduce travel times and automobile dependence
- ❑ Save money on gas, parking, and car maintenance/repairs

ENVIRONMENTAL



- ❑ Cleaner air by reducing traffic congestion (reduced vehicle emissions)

COMMUTER RAIL BENEFITS EMPLOYERS

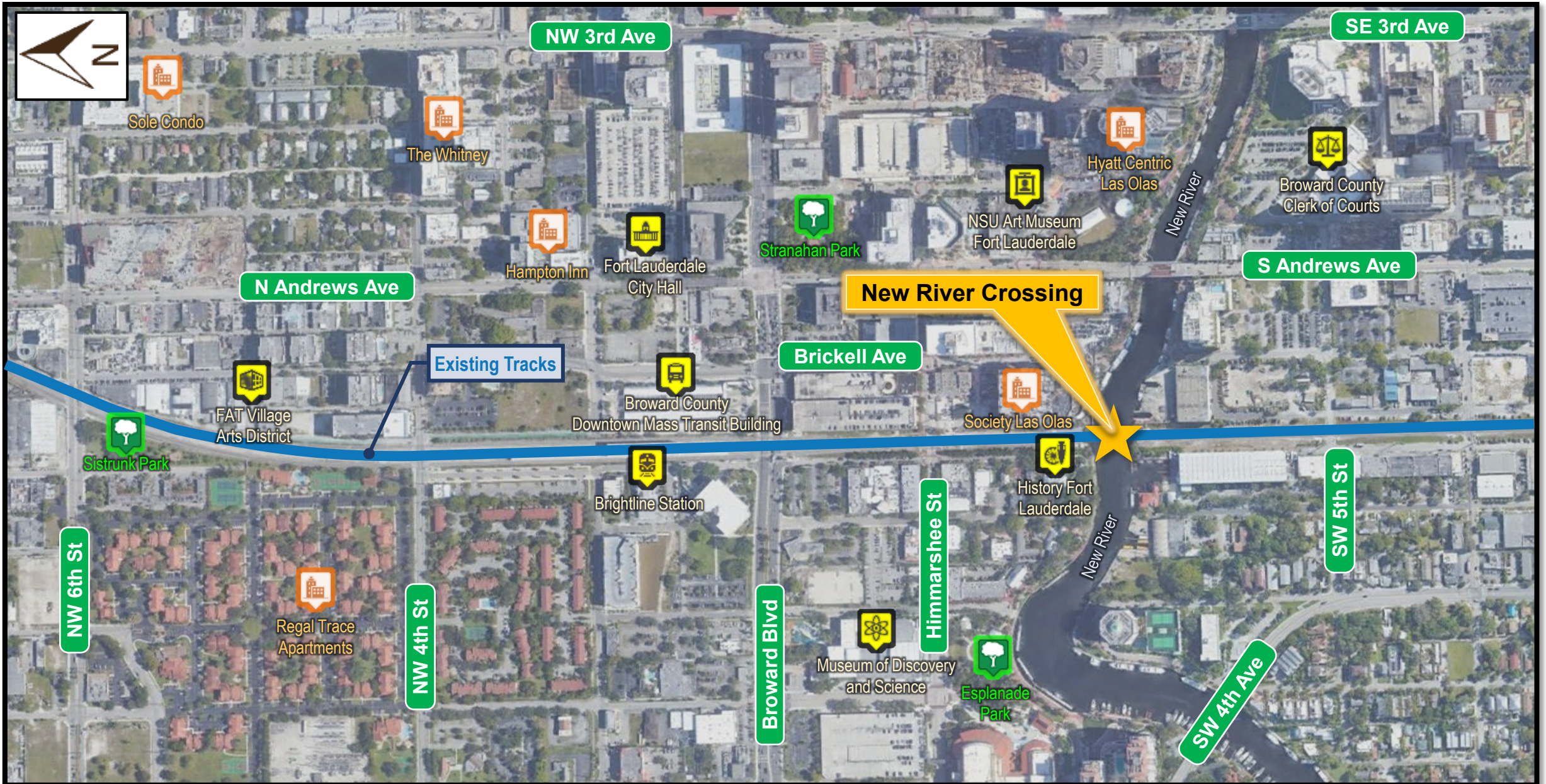


- ❑ Access to a wider pool of talent
- ❑ Dependable and reliable transit service may boost and enhance productivity

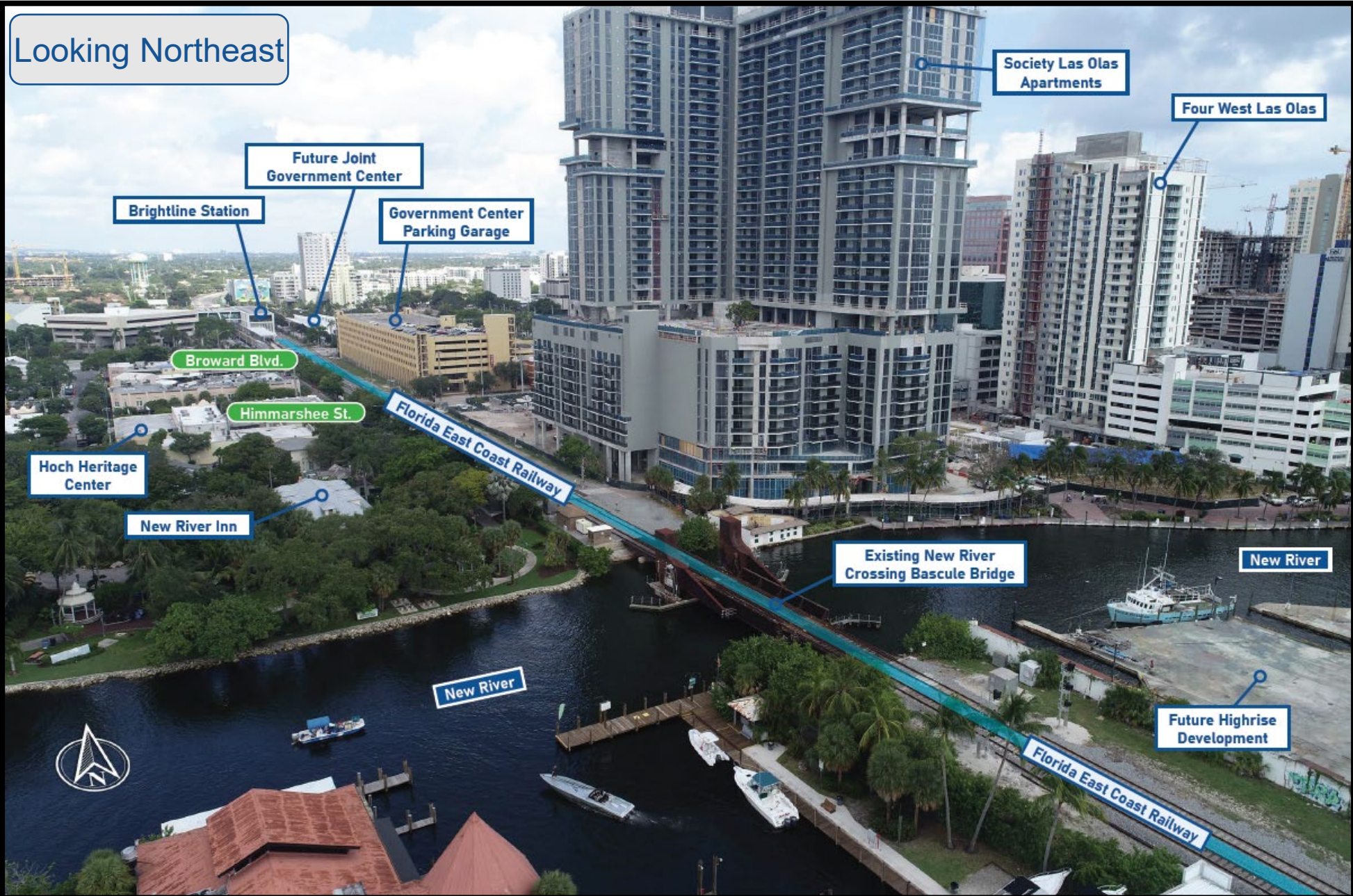
- ❑ Shared-use corridor with FEC freight trains and intercity passenger trains
- ❑ Florida East Coast Railway, L.L.C. owns the FECR right of way and operates freight service
- ❑ Brightline operates inter-city passenger rail trains via a passenger easement in the corridor



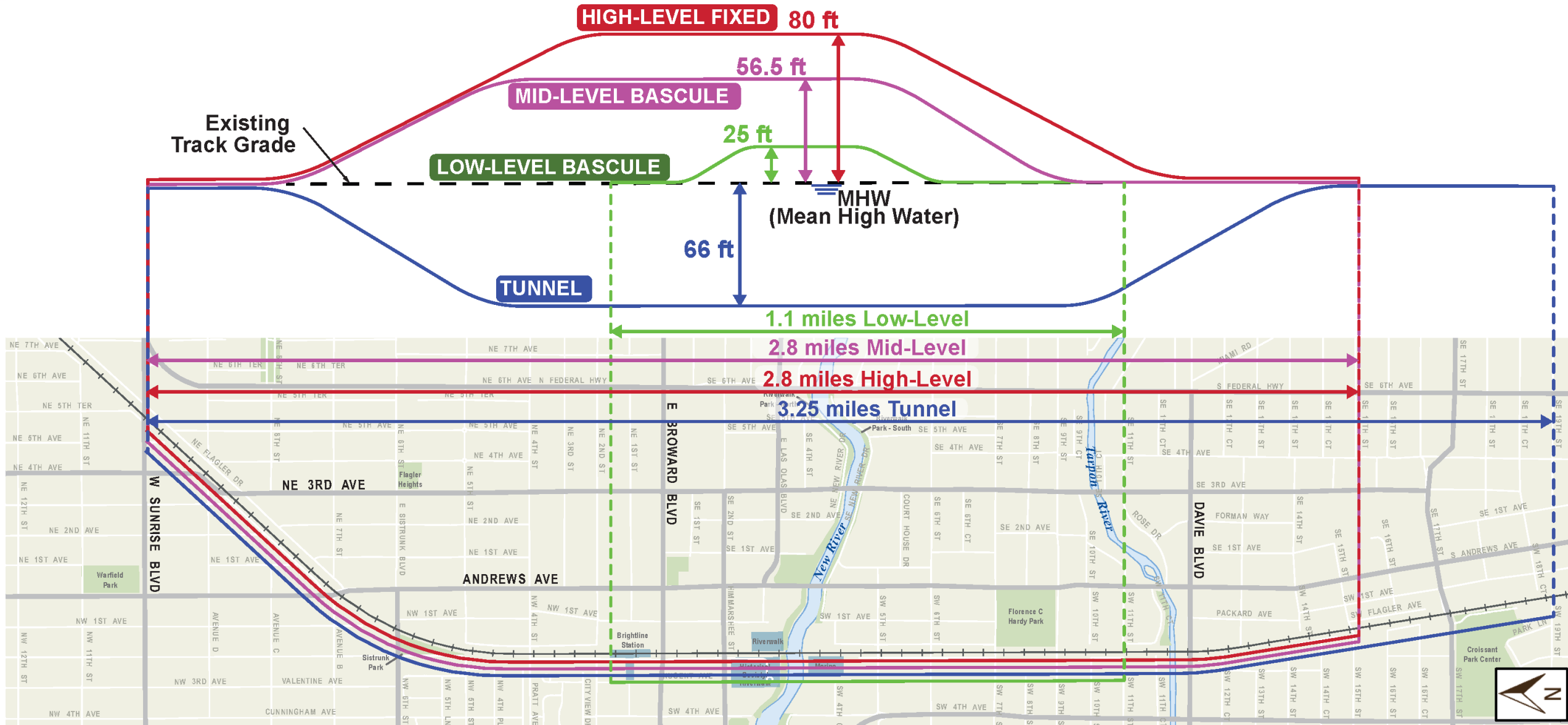
Existing Conditions



Looking Northeast

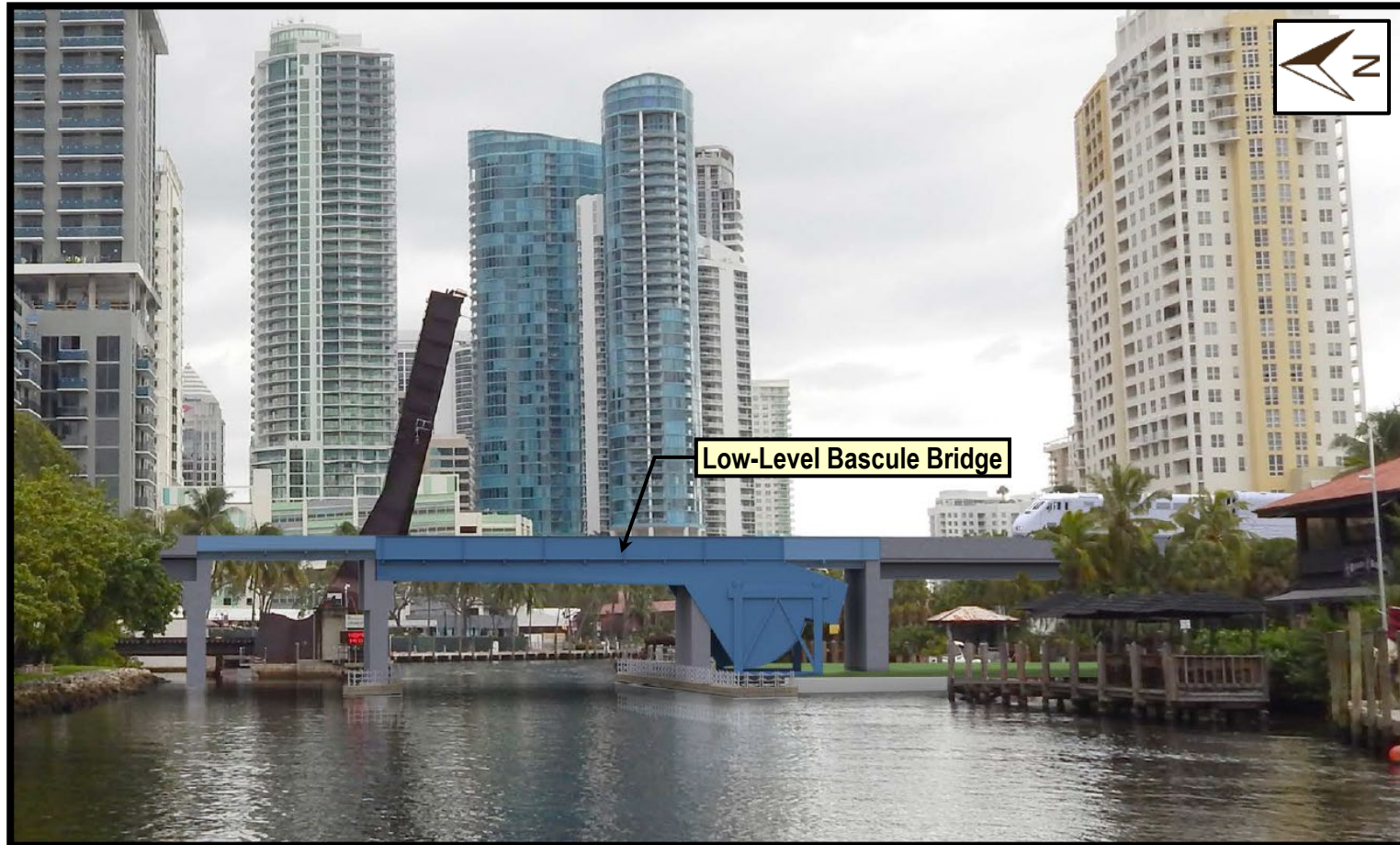


Alternatives Overview

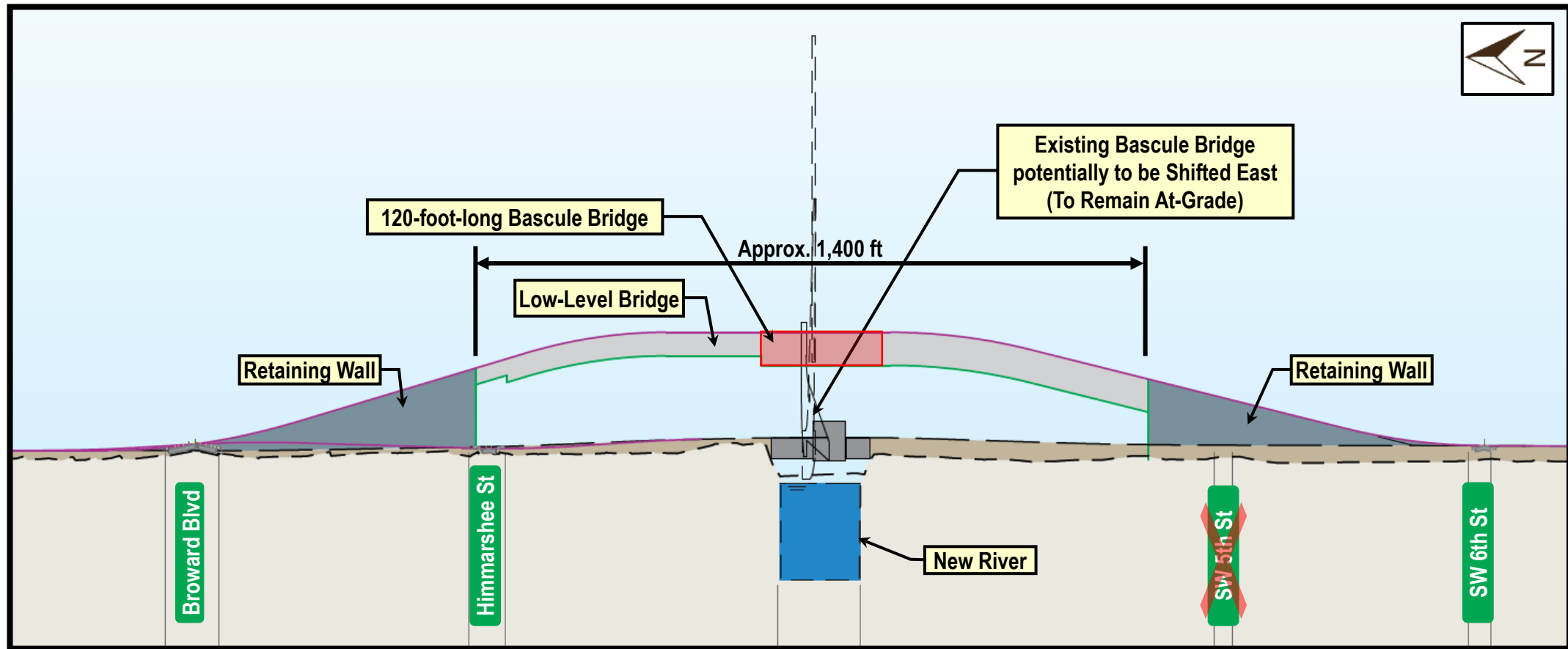


Note: The lengths shown above includes the crossing alternative length plus necessary rail track work associated with each alternative.

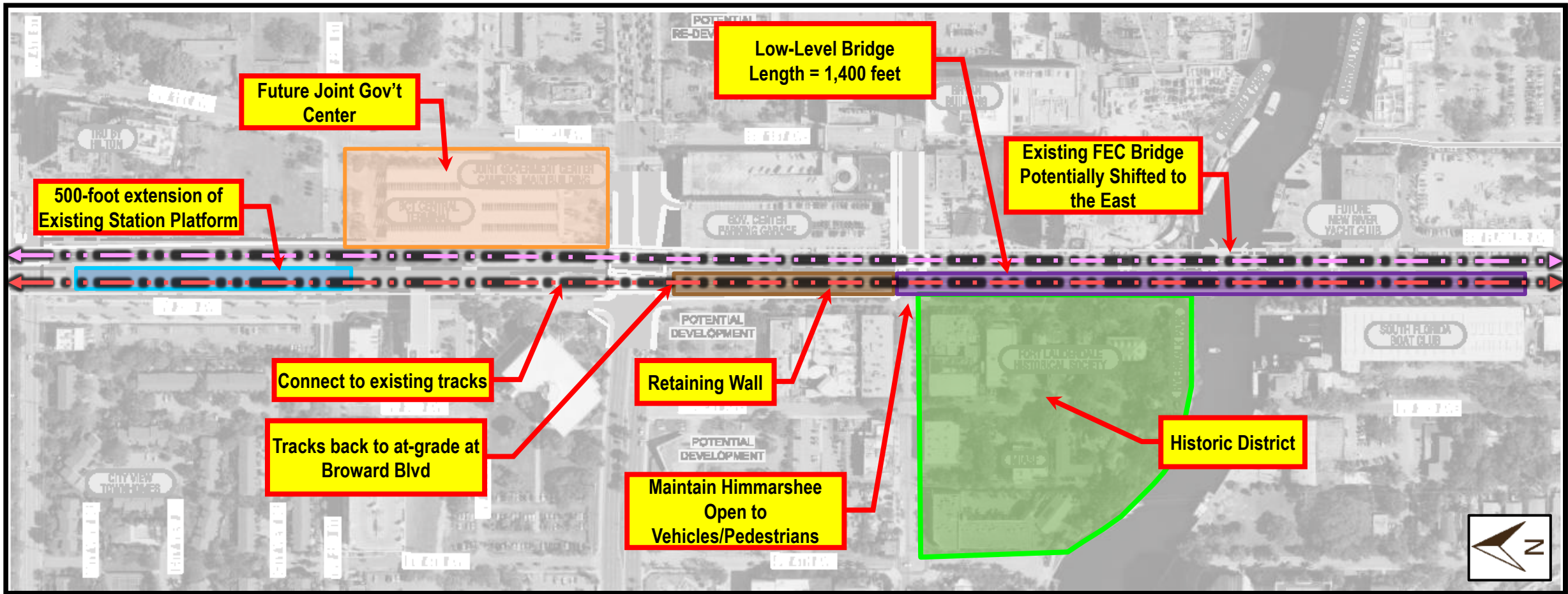
- ❑ 25-foot clearance above water surface
- ❑ ~90% of vessels pass when closed (Note: 80% of the boats serviced by the Marinas are 21 feet in height)
- ❑ Minor impacts to existing Brightline station
- ❑ Closes SW 5th St
- ❑ Lowest construction cost
- ❑ Bascule bridge requires operations and maintenance
- ❑ Full Time Tender House Needed
- ❑ 26 Parcels Impacted



- ❑ 25-foot clearance above New River surface
- ❑ Himmarshee remains open to cars and pedestrian traffic
- ❑ Comes down to street level at Broward Boulevard to the north and SW 6th Street to the south
- ❑ Existing bascule bridge serving freight potentially to be shifted east and will remain at-grade



Low-Level Alternative: Plan View





SW 2ND AVENUE LOOKING SOUTH

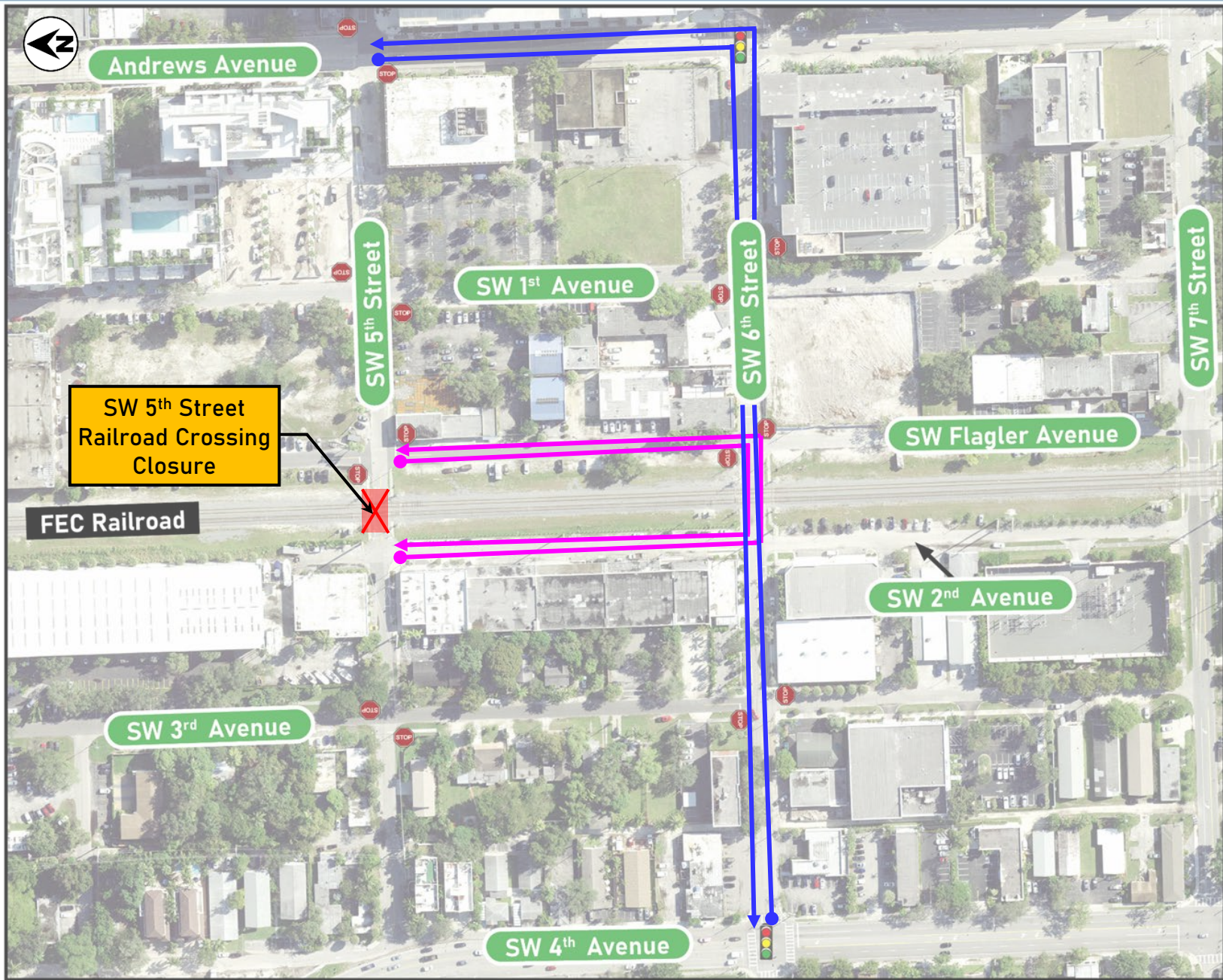
Design features activate spaces and protect neighborhood character and context:

- Pavers can help convert one-way street into shared street or temporary plaza
- Landscaping can soften structures by adding nature in contrast to hardscape
- Public art on retaining wall helps create sense of place and can correspond with neighborhoods and history as well as other local art
- Lighting can be multi-colored and provide enhanced night-time aesthetics



ARTISTIC RENDERING: SW 2ND AVENUE LOOKING SOUTH TOWARDS HIMMARSHEE

Low Level Alternative – Roadway Connectivity Impacts

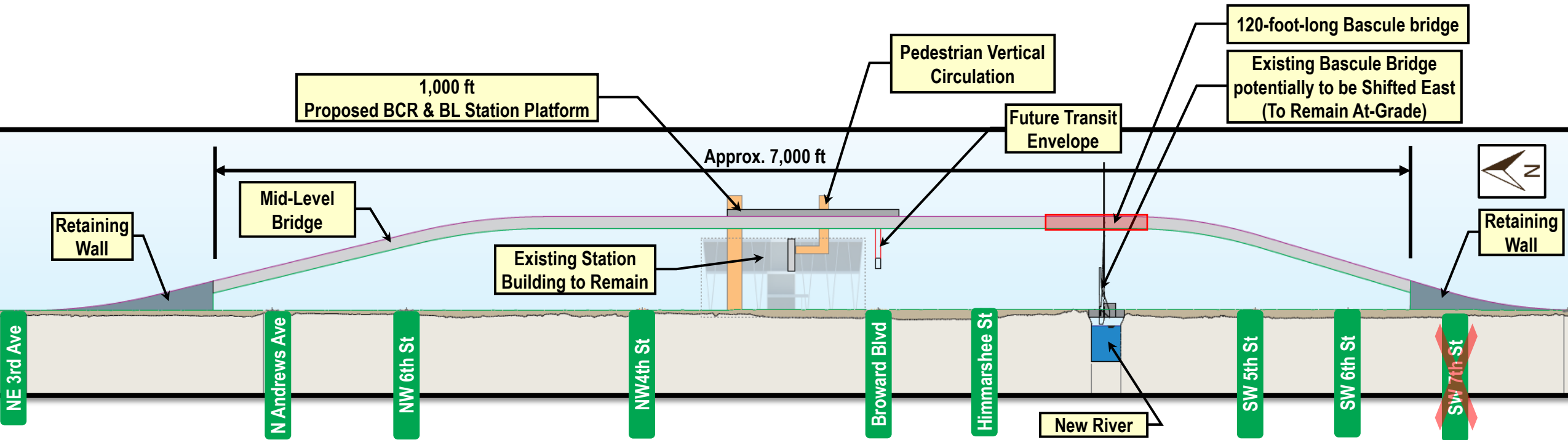


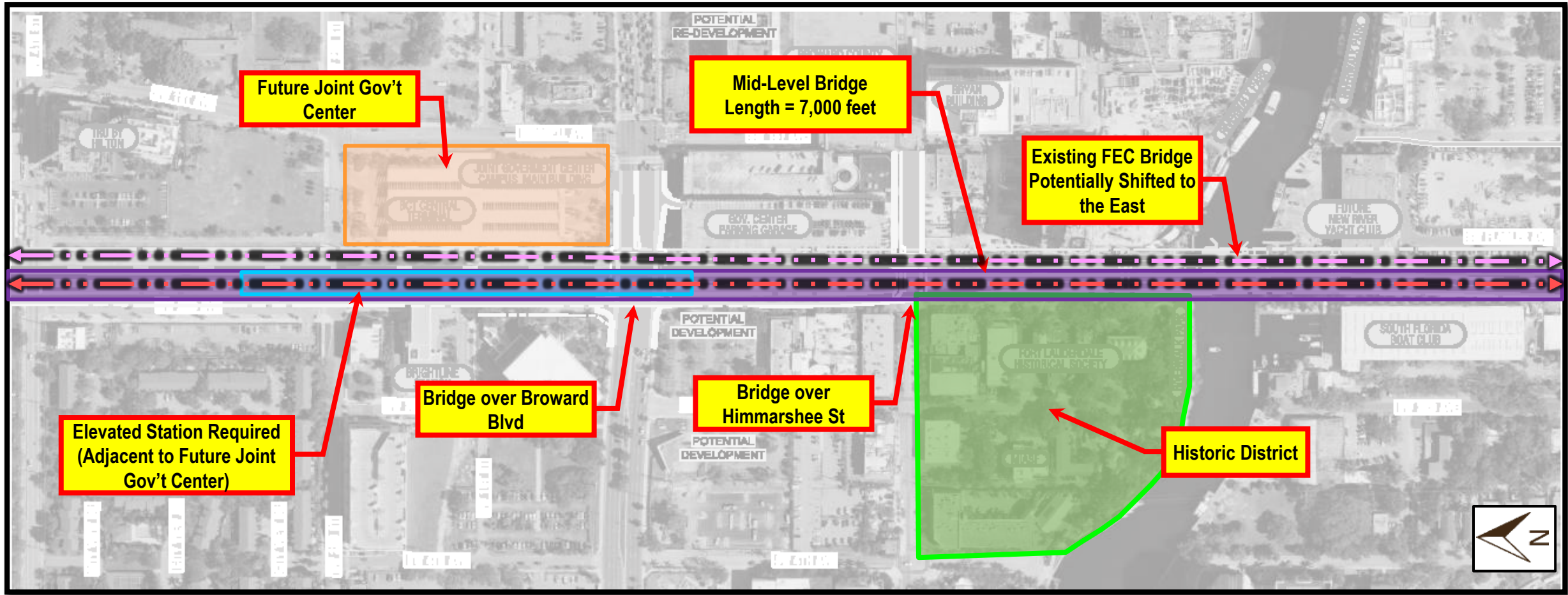
- ❑ 56.5-foot clearance above water surface
- ❑ ~99% of vessels pass when closed
- ❑ Requires elevated station
- ❑ Closes SW 7th St
- ❑ Passenger trains pass over Broward Blvd
- ❑ Increased construction cost compared to Low-Level
- ❑ Higher construction impacts compared to Low-Level
- ❑ Bascule bridge requires operations and maintenance
- ❑ Full Time Tender House Needed
- ❑ 65 Parcels Impacted



Mid-Level Alternative: Elevation View

- ❑ 56.5-foot clearance above New River surface
- ❑ Comes down to street level north of Andrews Ave and south of SW 6th St
- ❑ SW 7th St requires closure
- ❑ Existing station building will be modified to accommodate vertical circulation to new BCR/BL platform
- ❑ Existing bascule bridge serving freight potentially to be shifted east and will remain at-grade





- ← - - - - - → Freight Train Tracks
- ← - - - - - → Commuter Rail Train Tracks



HIMMARSHEE/ SW 2ND AVE LOOKING SOUTH

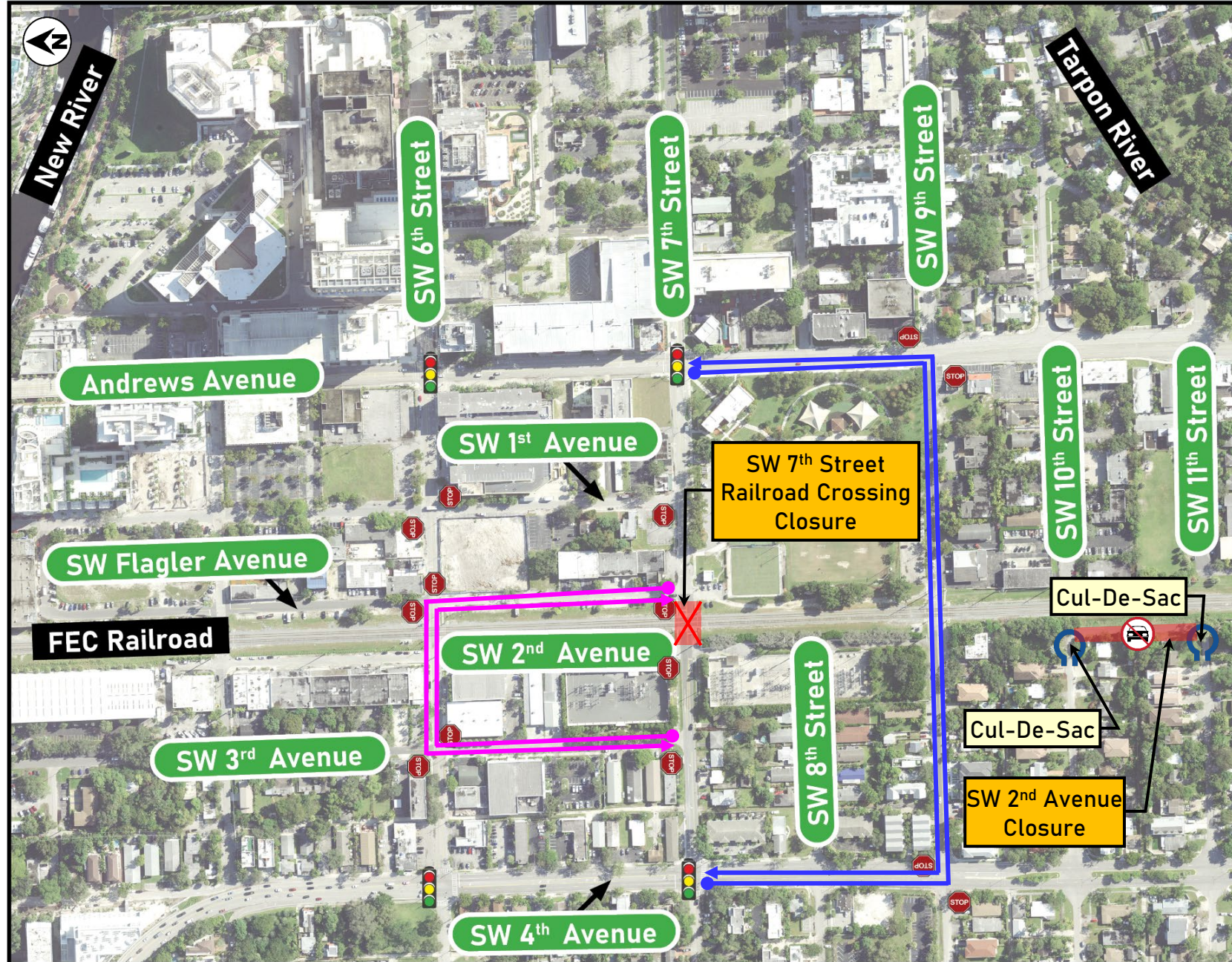
Infrastructure introduced as design feature with additional streetscape to preserve openness and access:

- Attractive column design and sound barrier
- Aesthetic closed-bottom box
- Bollards separate sidewalk from roadway in an attractive way
- Pavers add color and texture and visual separation
- Crosswalks delineate safe area for crossing



ARTISTIC RENDERING OF INTERSECTION OF HIMMARSHEE AND SW 2ND AVE LOOKING SOUTH

Mid Level Alternative – Roadway Connectivity Impacts

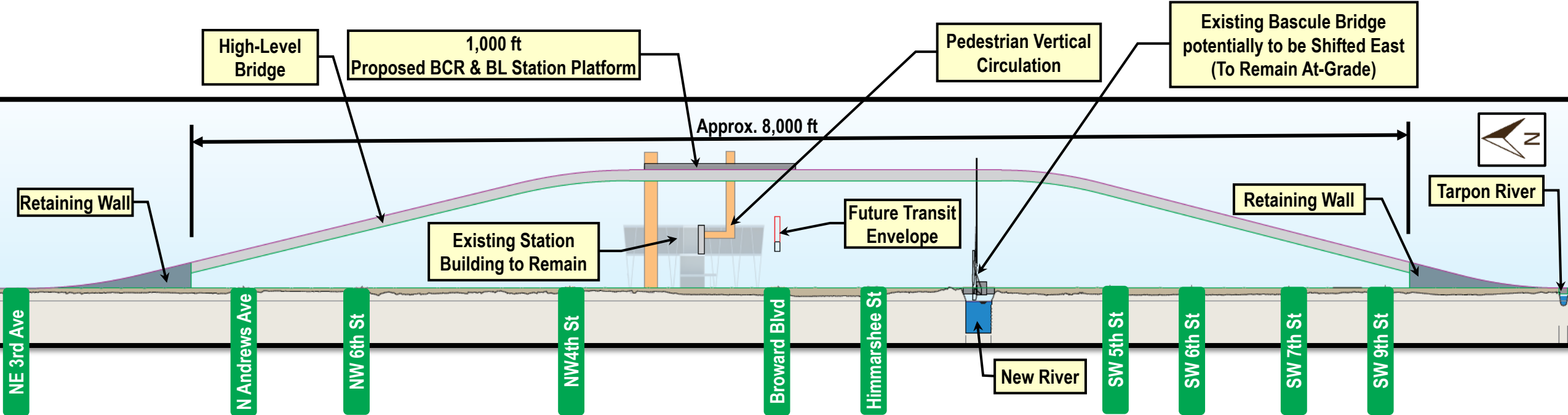


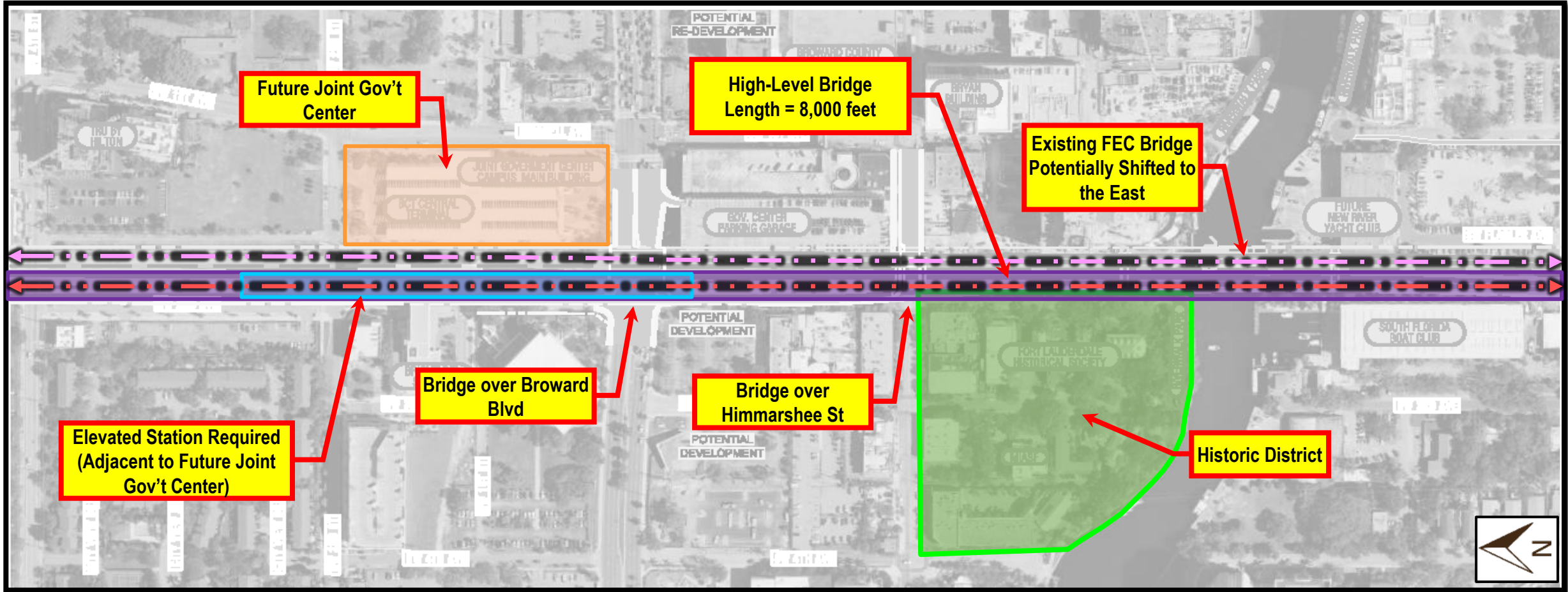
- ❑ 80-foot clearance above water surface
- ❑ 100% of vessels able to pass
- ❑ Requires elevated station
- ❑ No street closures
- ❑ Passenger trains pass over Broward Blvd
- ❑ Higher construction cost compared to Low & Mid-Level
- ❑ Higher construction impacts compared to Low-Level (Similar to Mid-Level)
- ❑ No bascule bridge to operate and maintain
- ❑ 65 Parcels Impacted



High-Level Alternative: Elevation View

- ❑ 80-foot clearance above New River surface
- ❑ Himmarshee remains open to cars and pedestrian traffic
- ❑ Comes down to street level south of NE 3rd Ave and north of the Tarpon River
- ❑ No street closures
- ❑ Existing station building will be modified to accommodate vertical circulation to new BCR/BL platform
- ❑ Existing bascule bridge serving freight potentially to be shifted east and will remain at-grade





← - - - - - → Freight Train Tracks
← - - - - - → Commuter Rail Train Tracks



SW 9TH STREET LOOKING WEST

Design enhances connectivity and is consistent with neighborhood scale:

- Steel bridge and sample artistic columns
- Access to Laudertrail is easy to see, safe and attractive
- Landscape and crosswalks help to define spaces for trail users



ARTISTIC RENDERING AT SW 9TH STREET SOUTH OF RIVER LOOKING WEST



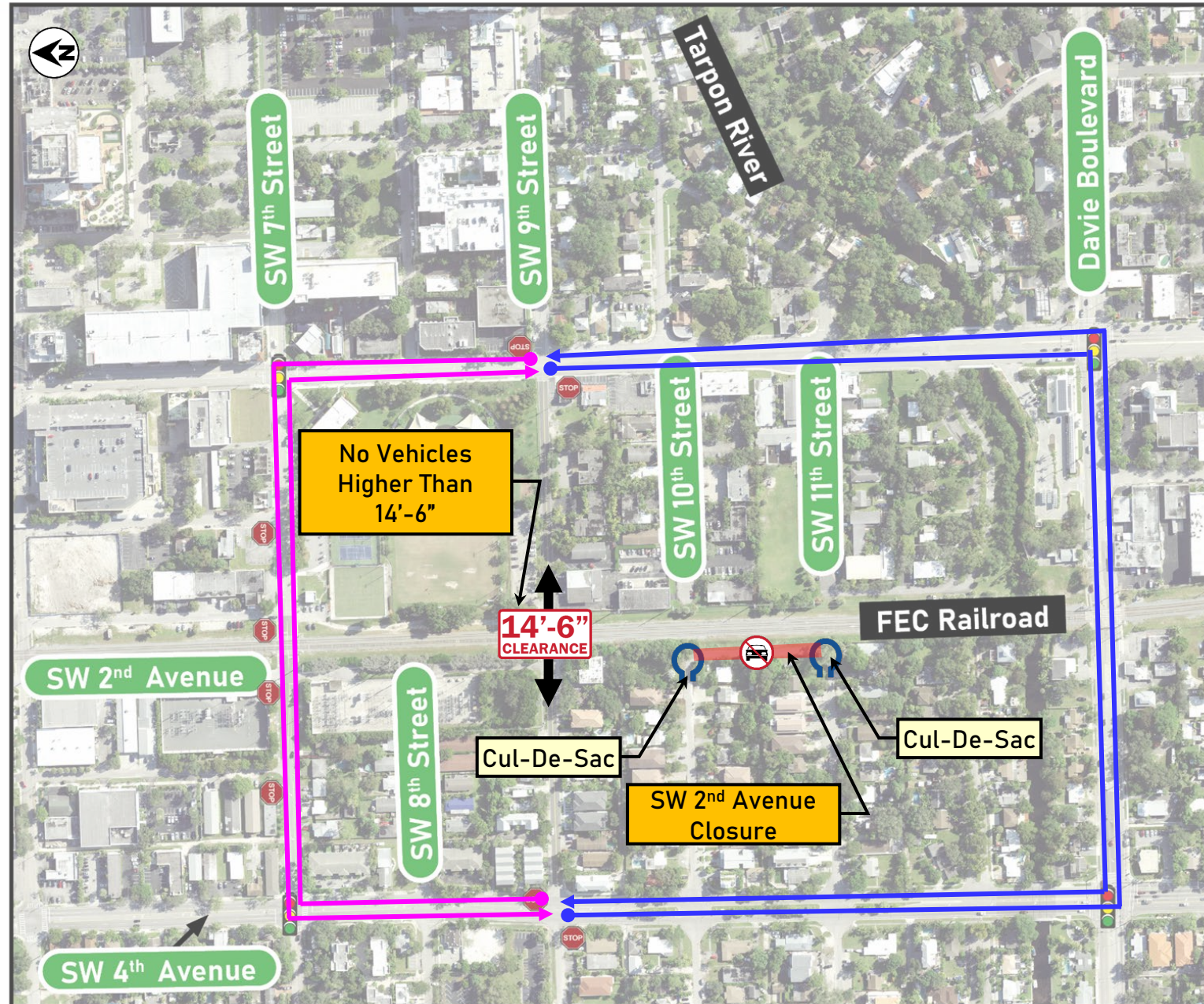
SISTRUNK BOULEVARD LOOKING EAST

Design preserves openness and accessibility and neighborhood character of FAT Village:

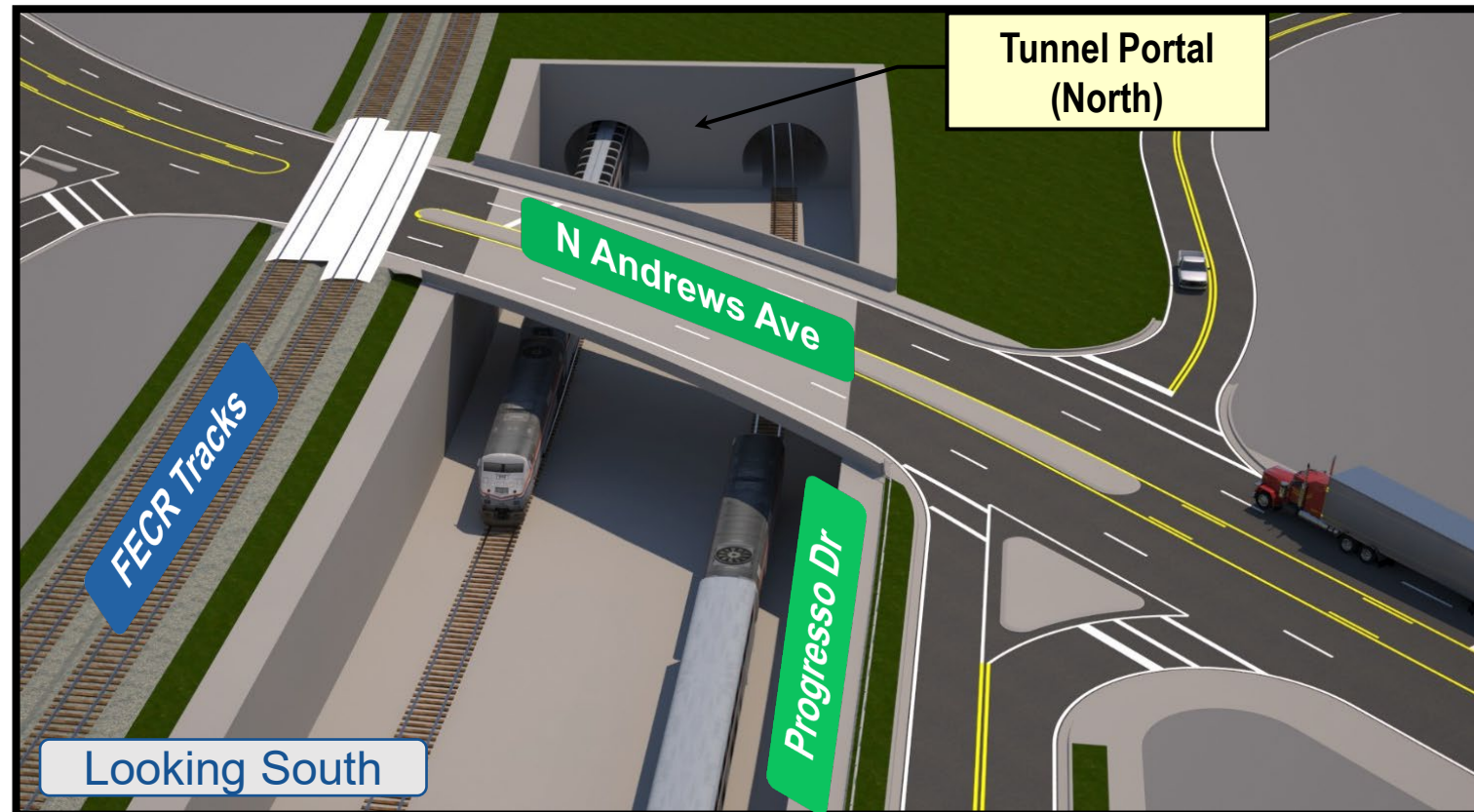
- Artistic columns and decorative railing
- Column design allows for narrower columns to maintain visibility
- Pavers and landscaping soften the edges of the street

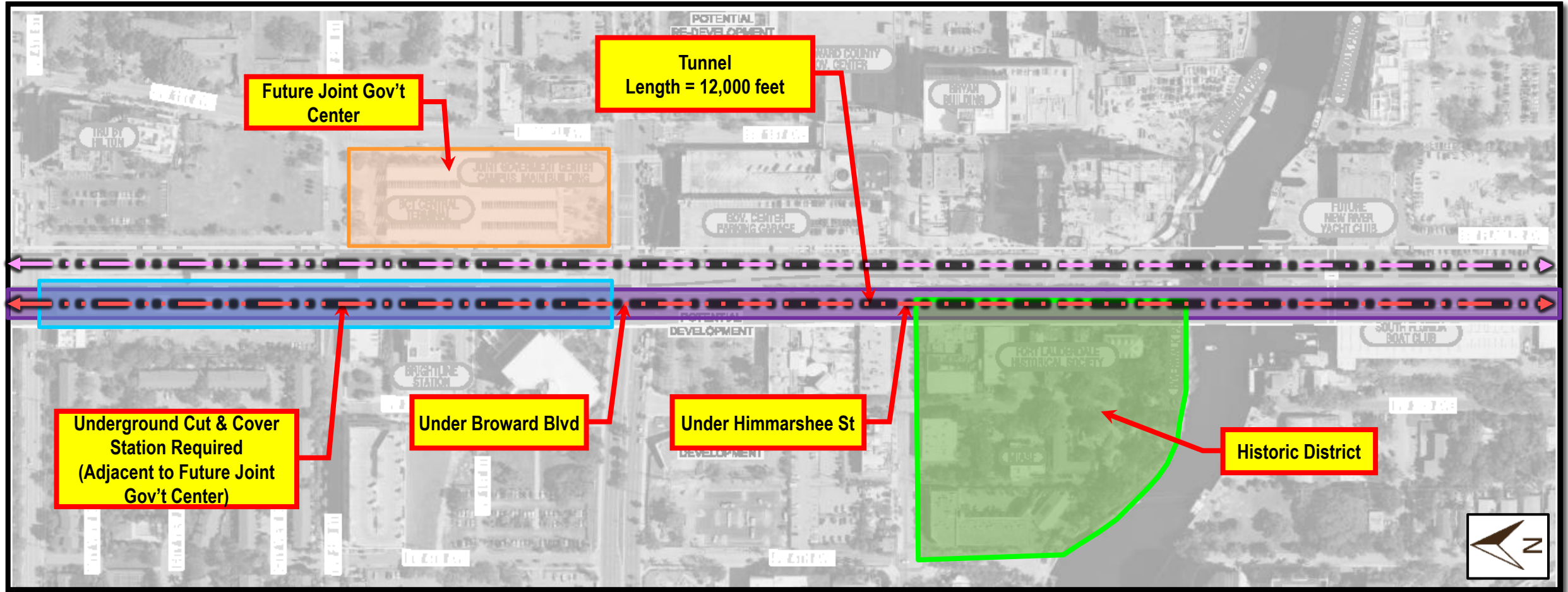


ARTISTIC RENDERING SISTRUNK BOULEVARD LOOKING EAST



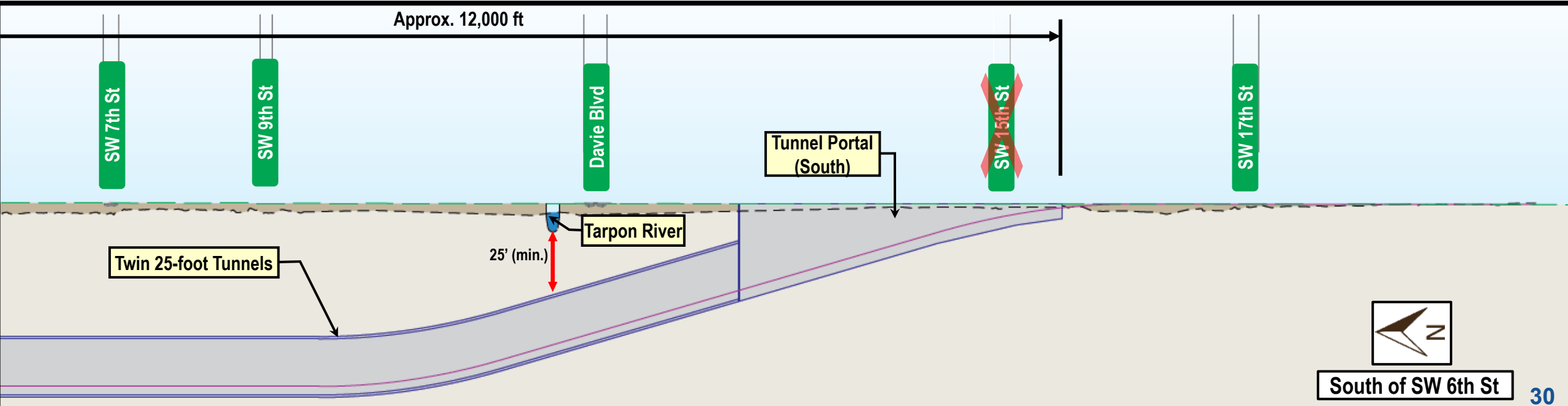
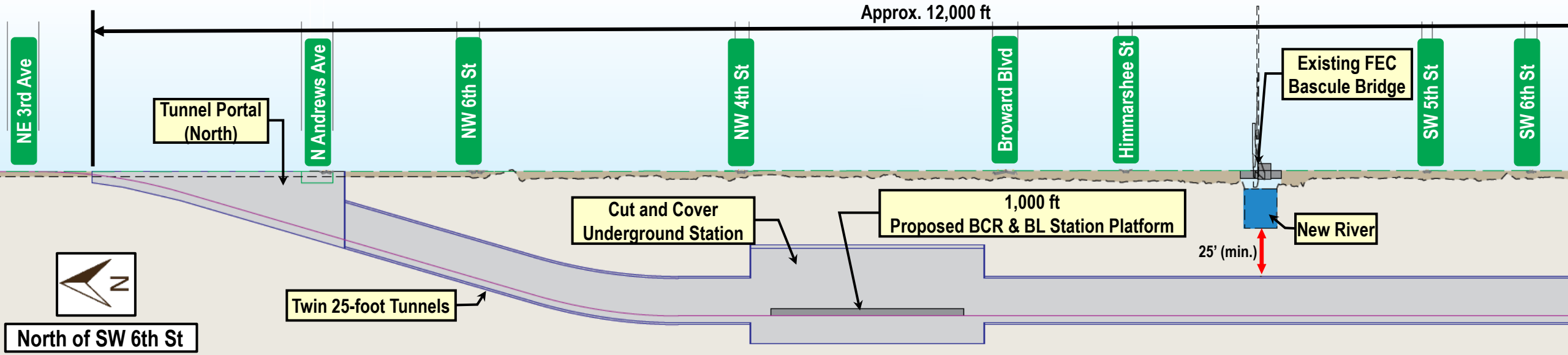
- ❑ 66-foot clearance below water surface
- ❑ 100% of vessels able to pass
- ❑ Passenger trains pass under Broward Blvd
- ❑ Closes SW 15th St
- ❑ Highest construction cost/impacts compared to Low, Mid, and High-Level Alternatives
- ❑ Tunnel requires operations and maintenance
- ❑ 88 Parcels Impacted

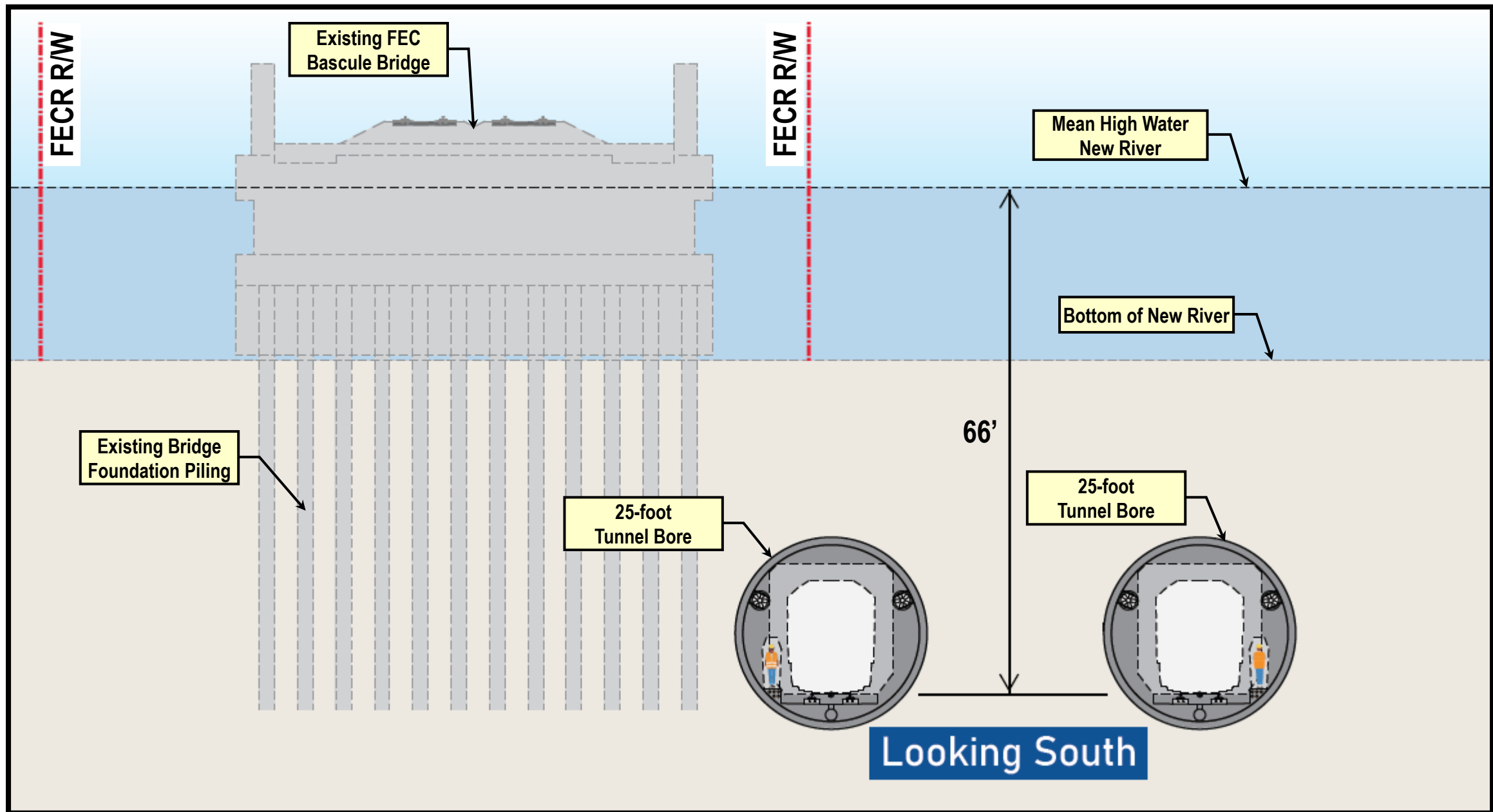


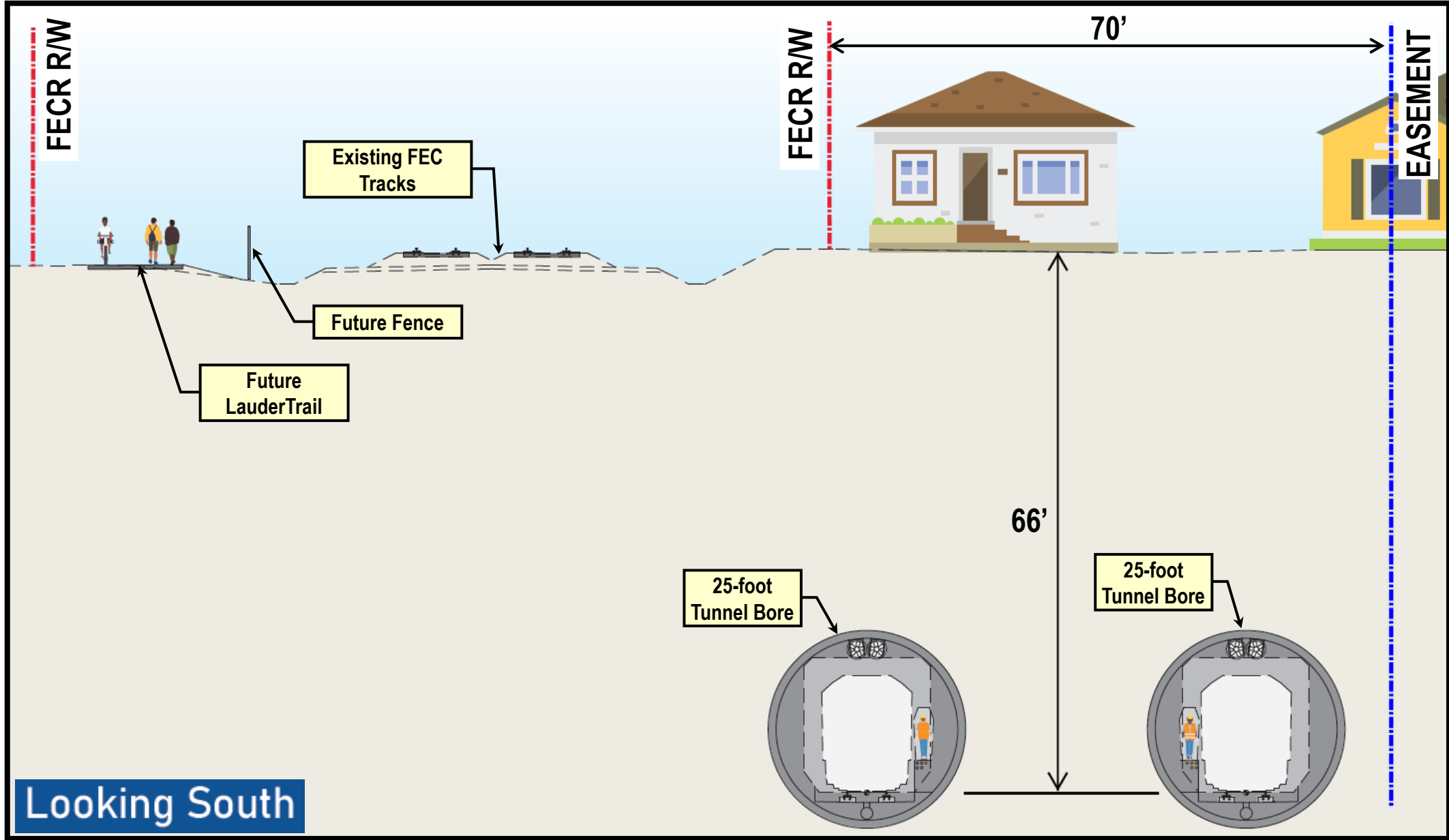


← - - - - - → Freight Train Tracks
← - - - - - → Commuter Rail Train Tracks

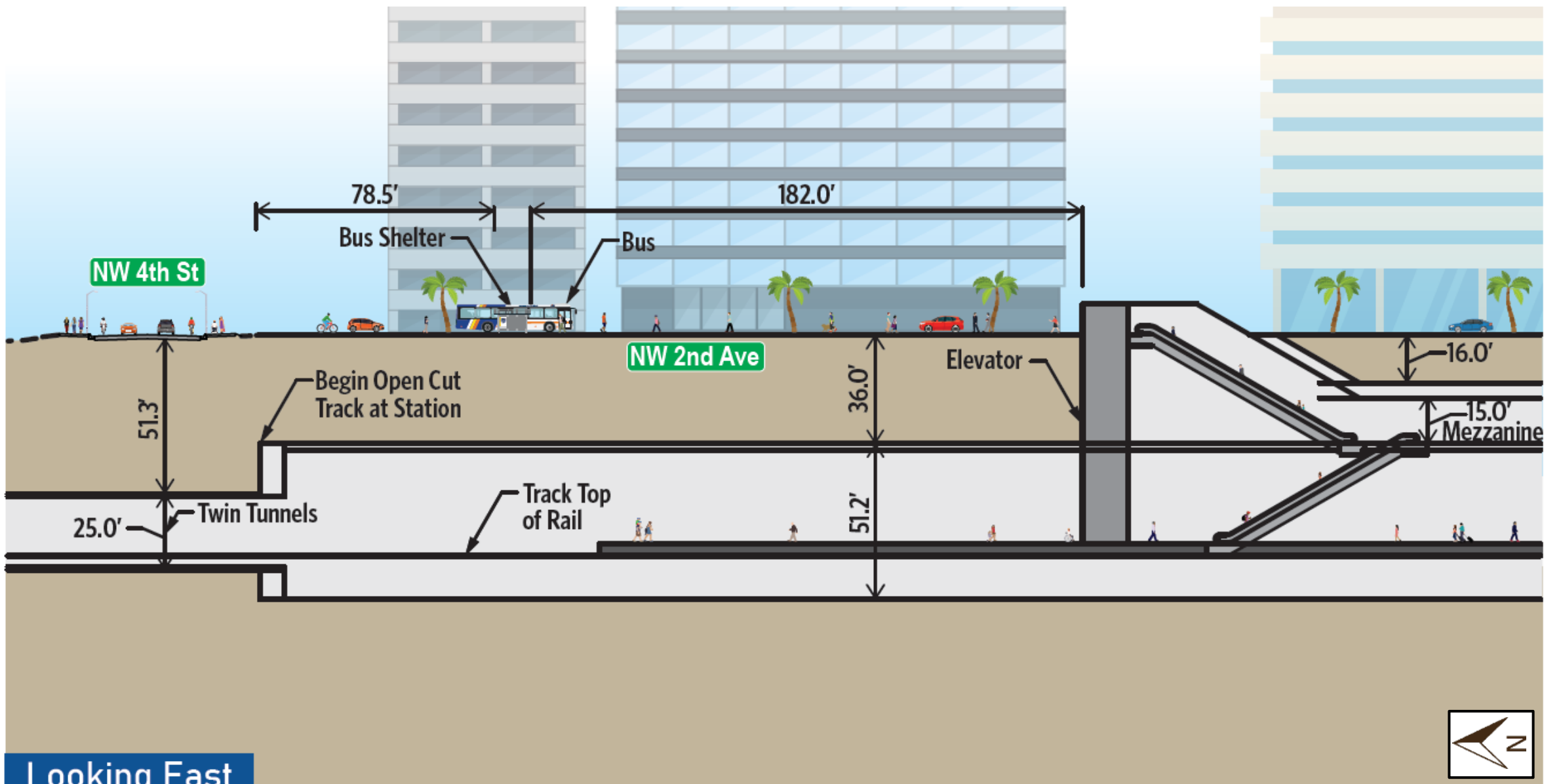
Tunnel Alternative: Elevation View





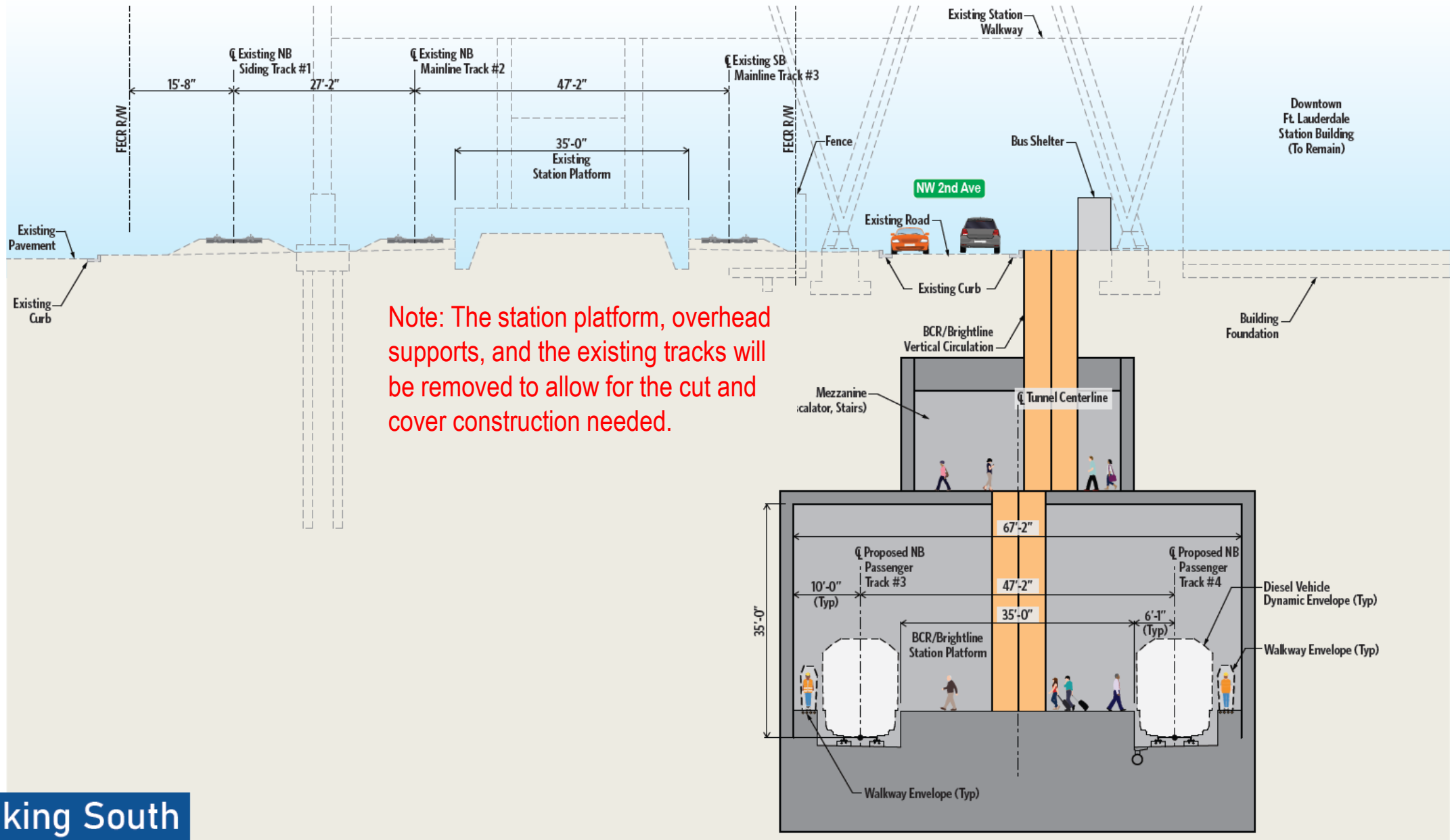


Tunnel Alternative: Underground Station Elevation View

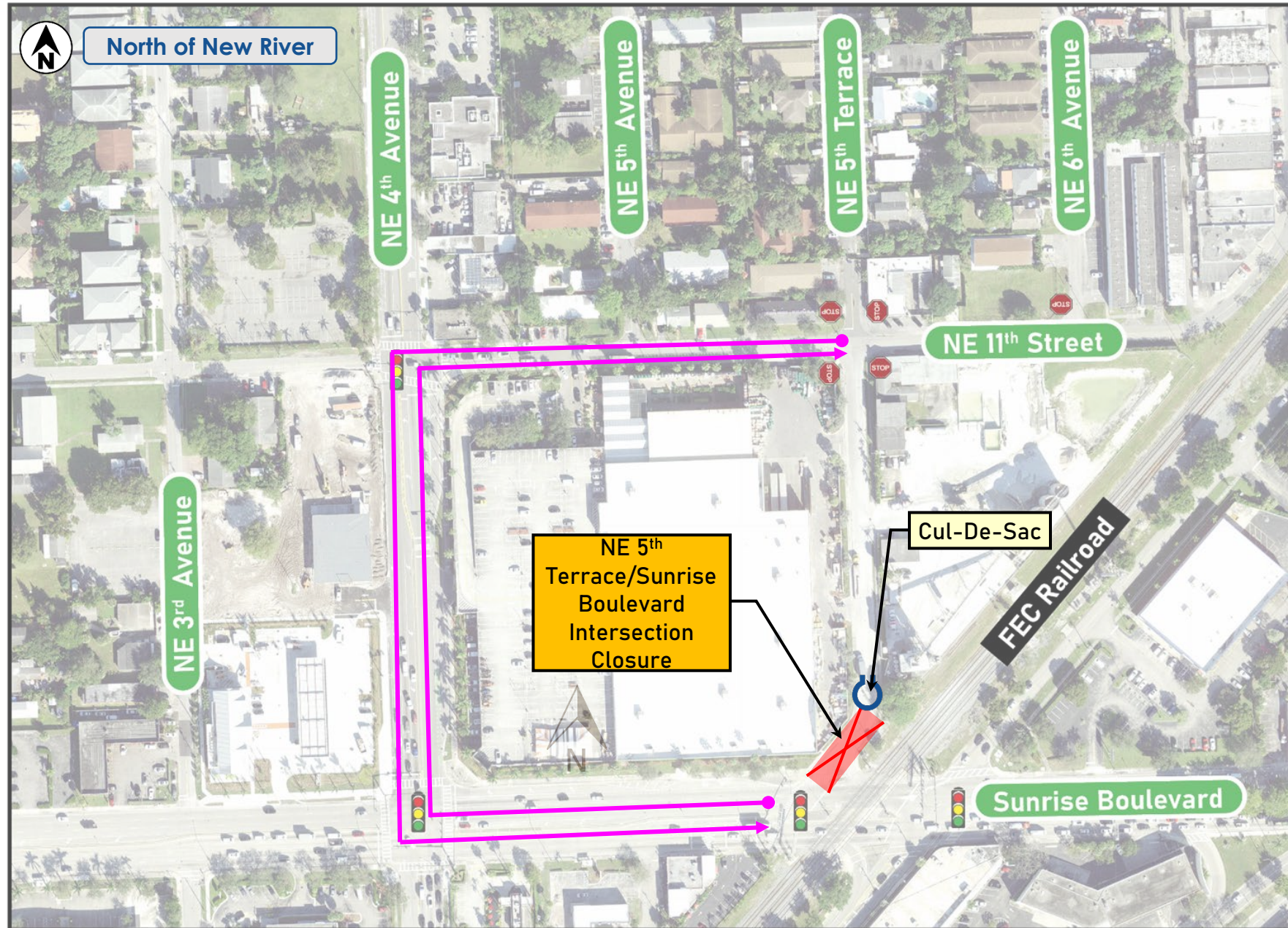


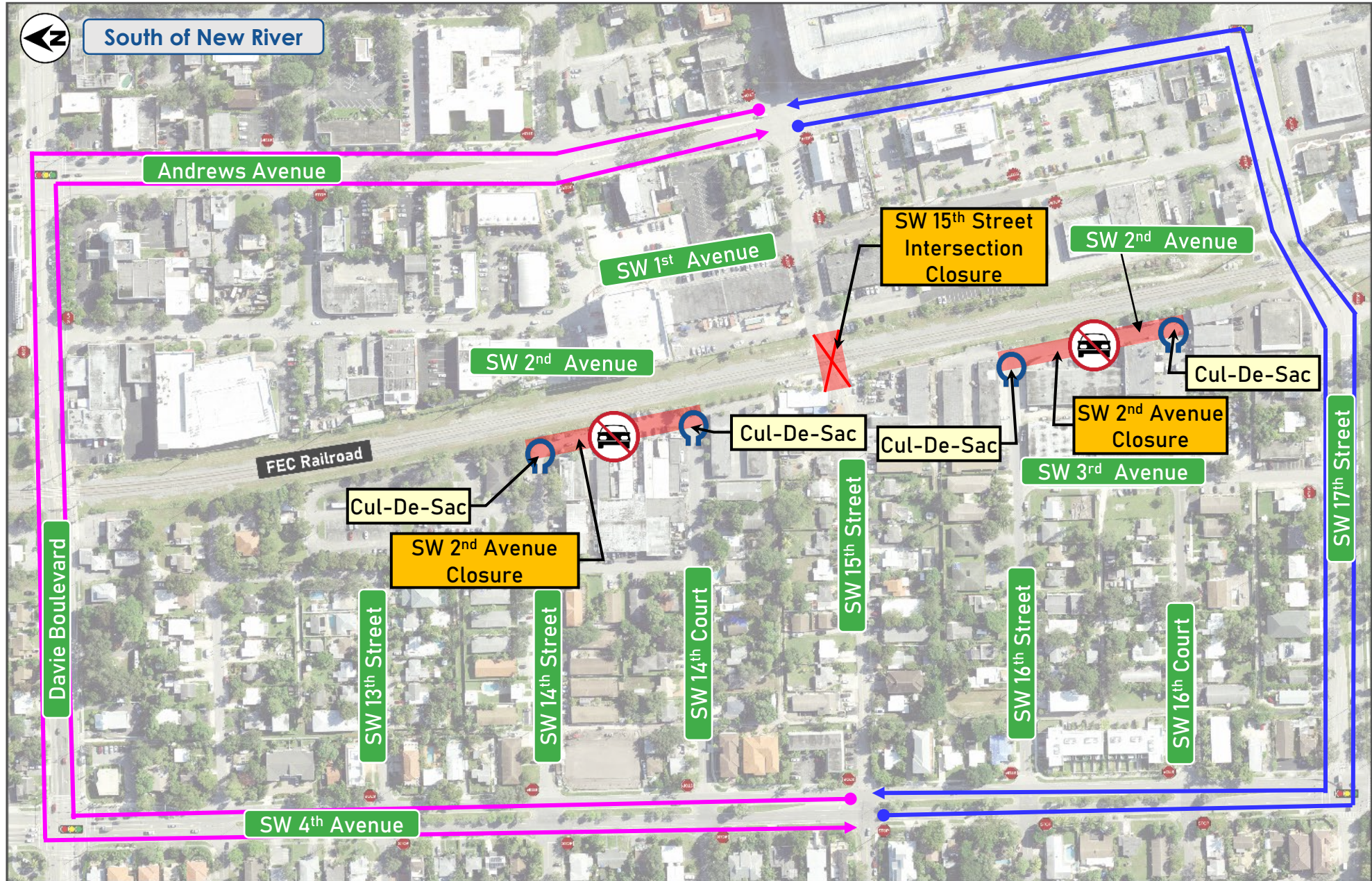
Looking East

Tunnel Alternative: Underground Station Section View



Looking South





New River Crossing Alternatives Comparison

Alternative	Number Of Parcels	Impact Acres	Costs	Major Road Crossings	Bicycle/Pedestrian Facility Relocations	Passenger At-Grade Railroad Crossings	% of Time bridge is open during 9:00am – 4:30pm (Combined)	% of Boats NOT Passing (when Closed) (Surveyed 9:00 am – 6:00 PM)	Likely % of Vessels Delayed by a Closure (# of Vessels)
Low-Level Bridge	26	0.32	\$216 – \$324 M	SW 5th Street (Railroad Crossing)	#1 – Planned LauderTrail #2a – Existing Trail #8 – Planned LauderTrail	11	85%	9% (38 boats > 21 ft)	10% (4 boats)
Mid-Level Bridge	65	3.30	\$400 – \$600 M	SW 7th Street (Railroad Crossing) SW 2nd Avenue (Between SW 10th Street and SW 11th Street)	#1 – Planned LauderTrail #7 – Complete Street Project	6	85%	1% (4 boats > 56.5 ft)	10% (1 boat)
High-Level Bridge	65	3.30	\$407 – \$611 M	SW 9th Street (Railroad Crossing – Vehicle Height Limitation) SW 2nd Avenue (Between SW 10th Street and SW 11th Street)	#1 – Planned LauderTrail	4	91% Existing FECR Only	Existing FECR Only	0% (0 boats)
Tunnel	88	3.64	\$1.64 – \$2.46 B	SW 15th Street (Railroad Crossing) SW 2nd Avenue (Between SW 14th Street and SW 14th Court) (Between SW 16th Street and SW 16th Court) NE 5th Terrace (Intersection)	No Relocations	2	91% Existing FECR Only	Existing FECR Only	0% (0 boats)

- ❑ Breakout Group Session will be 30 minutes
- ❑ Room guides are available for in-person participants for an escort to the interested breakout room
- ❑ Technical Support is available to virtual users



Multimodal Connectivity

Insight into existing and/or planned multimodal facilities crossing or adjacent to the New River Crossing alternatives and how each alternative interfaces with the surrounding multimodal options.



Aesthetics and Visual of Alternatives

Discovering creative and artistic visions exploring the different ways to help enhance and activate spaces for each New River Crossing alternative.



Navigation Considerations/General Q&A

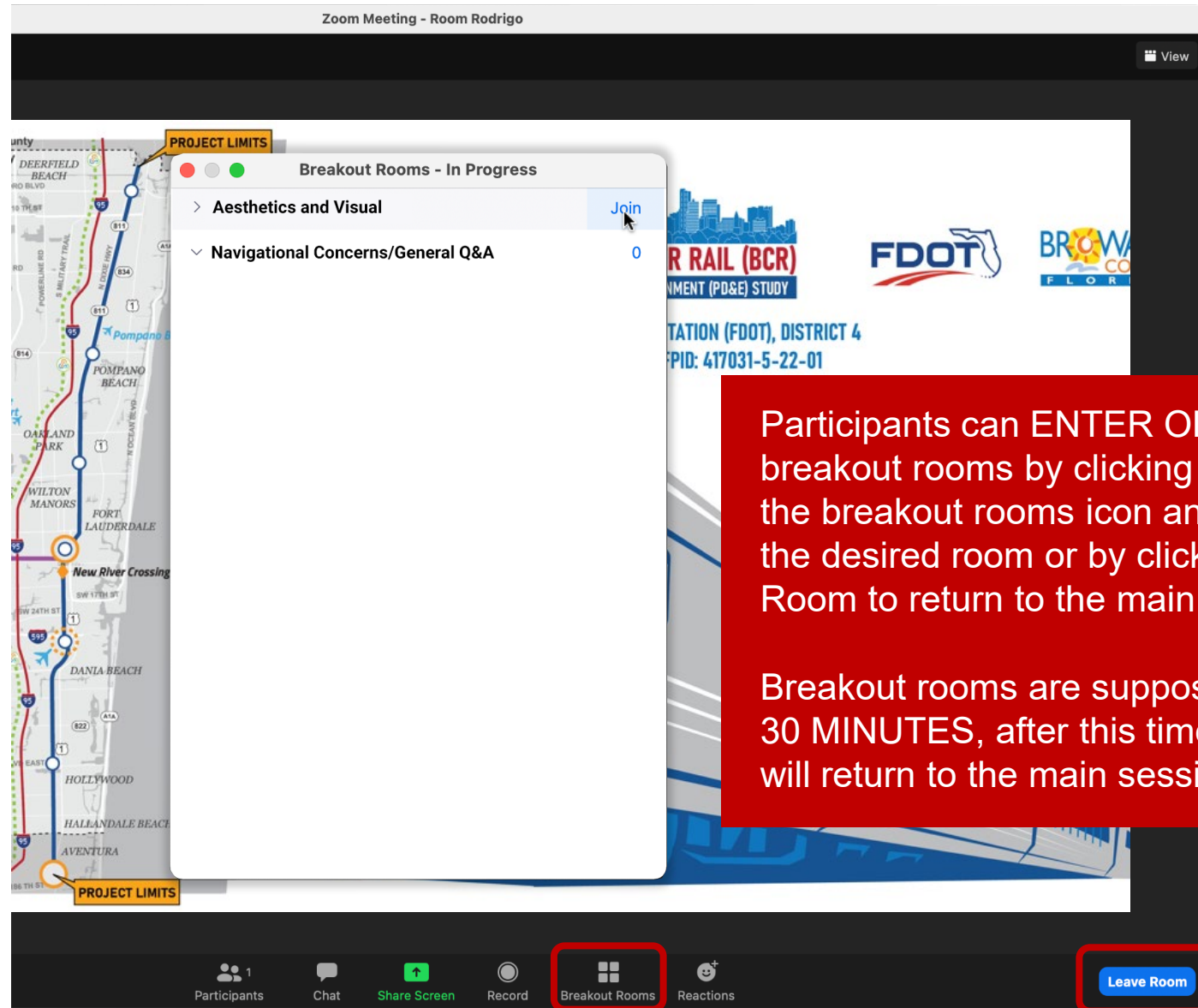
Understanding existing navigational conditions as well as future conditions under each New River Crossing build alternative, including the no-build (no construction) alternative. Participants are encouraged to ask questions or provide input on any topics regarding the project.

Breakout Rooms are organized in the following way:

- Multimodal Connectivity
- Aesthetics & Visual
- Navigational Considerations/ General Q&A



The sessions will provide a brief but more detailed explanation of the topics and then they will open to discussion to ensure the details are clear and the team receives your input.



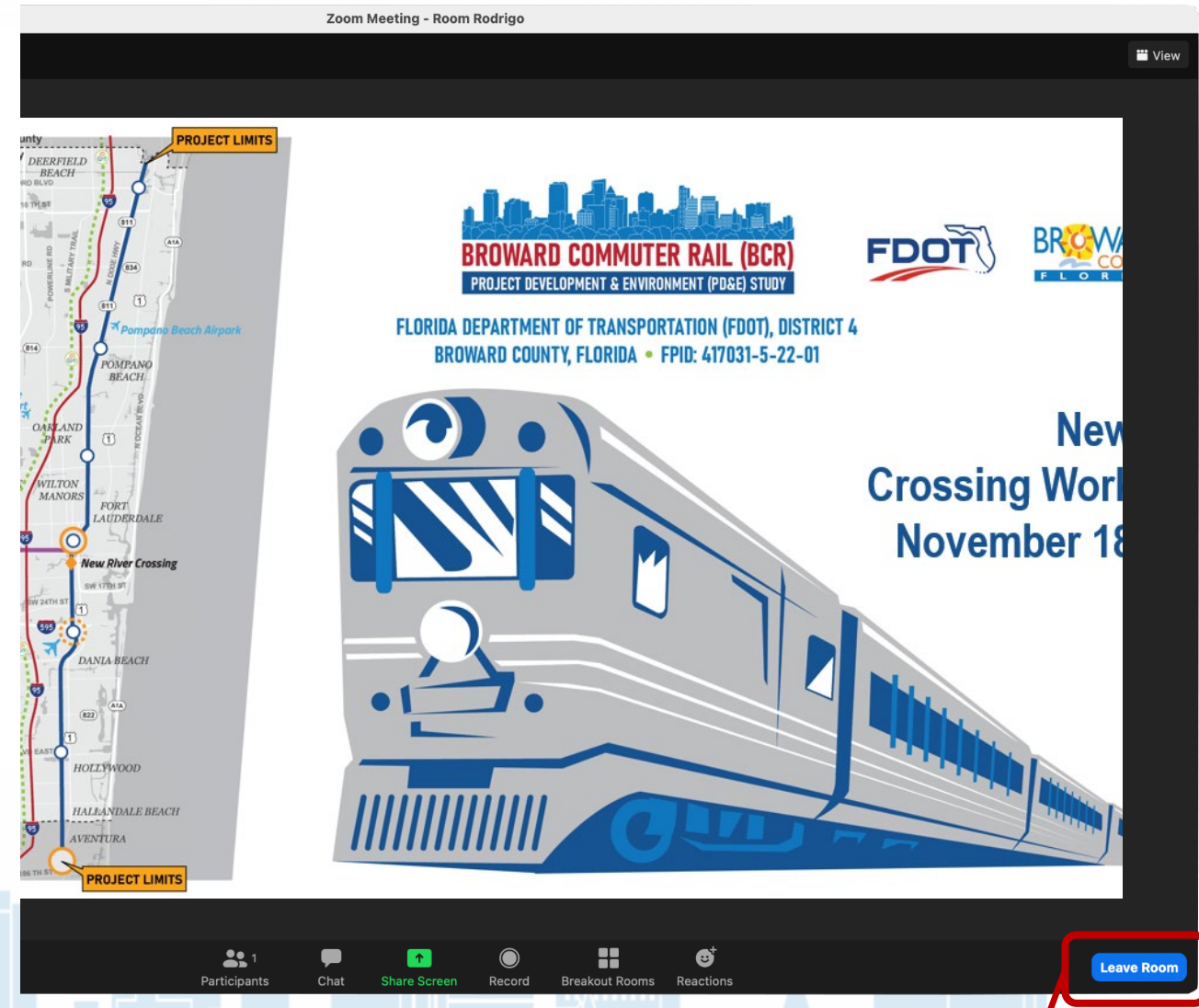
Participants can ENTER OR EXIT the breakout rooms by clicking directly on the breakout rooms icon and selecting the desired room or by clicking Leave Room to return to the main session.

Breakout rooms are supposed to last 30 MINUTES, after this time, all users will return to the main session.

Breakout Rooms Access

Exit breakout Room/Return to Main Room

- ❑ **Once breakout sessions are completed:**
 - In-Person Participants will reconvene in Room 422
 - Room Guides will be available for escort back to Room 422
 - Virtual Participants:
 - Select Leave Room Option to Return to the Main Room
 - Or Automatically Will Be Returned to the Main Room by the Moderator (1 minute)
- ❑ **Wrap Up Session**
 - Facilitators will provide summary of each breakout sessions
 - Quick Review of Key Questions & Comments
 - Project Next Steps
 - Q&A



**Please proceed to the Breakout Sessions
Staff is available for questions and guidance**

Return to
Main Room