

## **APPENDIX R – TIER 2 WORKSHOP**

This appendix includes:

- Sign-in Sheets
- Presentation
- Displays
- Comments
- Workshop Summary





# Lauderdale West Community Association No. 1, Inc.

1141 N.W. 85th Avenue  
Plantation, Florida 33322

Phone 954/473-8219  
Fax 954/474-5433

Feb. 17, 2004

Mr. Scott P. Seeburger, Project Manager  
Florida Dept. of Transportation  
3400 W. Commercial Blvd  
Ft. Lauderdale, FL 33309-3421

RE: East-West Mass Transit

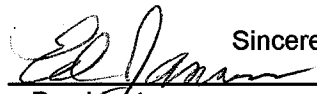
Of the four potential alignments being analyzed to determine the most beneficial and appropriate for Central Broward County, we wish to express our strong support for the selection of the I-595 corridor. It is the most direct route with the least amount of residential communities affected. It has the greatest width of roadway; and no traffic lights. It is easily reached from a number of feeder roads and has room for parking areas near the major feeder roads. It actually would facilitate travel to essential community facilities such as Broward Community College and Nova Southeastern University and businesses alongside the route..

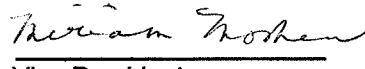
We are strongly opposed to the selection of Sunrise Blvd - it is the least desirable in consideration of the physical and economic impact upon the many residential communities along Sunrise Blvd and University Drive, as well as the elementary, middle and senior high schools in the area. There are a number of religious institutions and private schools along the route that would be impacted as well. Consider the additional air pollution of bus emissions, noise, difficulty of traffic blending onto Sunrise Blvd from the communities and schools along Sunrise Blvd and lack of parking for those who might want to "park and ride."

The areas along the north and south of Sunrise Blvd and along University Drive have a diverse population in age, ethnicity and economics. We do not have the concentration and density of population or housing that would negate the need for cars to bring riders to Sunrise Blvd. Work areas are also not concentrated. Mass transit could not do away with the need for personal transportation. Re-education and re-direction of travelers would be a difficult task.

We already have heavy traffic along Sunrise Blvd and University Drive, with multiple shopping, medical, religious, restaurant and entertainment facilities, served by several different bus routes. Recently, the County has increased the number and frequency of buses along Sunrise Blvd and University Drive. Adding more would add insult to injury.

We are opposed to a light rail system on either I-595 or Sunrise Blvd for the tremendous cost and the disruption that type of installation would entail. We are very much concerned about the potential loss of our semi-suburban style of living, and the added stress of the proposed so-called "traffic improvements." We urge that you give priority to the I-595 corridor for the express bus proposal.

  
Sincerely,  
Ed Jaman  
President

  
Miriam Cohen  
Vice President



**TIER 2 PUBLIC WORKSHOP  
FEBRUARY 19, 2004**

How did you find out about this Public Workshop?  
(Please check all that apply.)

- Project Web Site
- Invitational Flyer
- Project Display
- Newspaper Ad
- Mailed Invitation
- Word of Mouth
- Other

Do you wish to be added to our mailing list?  Yes  No

*Already on list. JG 3/1/04*

**COMMENT FORM**

SUPPORT ALIGNMENT 2 - MORE FLEXIBLE - LOWER COST

SUPPORT BRT - LOWER INITIAL COST - MORE FLEXIBLE

SUGGEST A MIX OF ELEVATED AND GROUND ROUTES  
TO BEST SUIT EACH AREA - GROUND IS LOWER COST  
AND EASIER TO GET PEDESTRIANS TO STATION

SUPPORT GROUND LANES BARRIERED ON THE SIDE OF THE  
ROAD - LEAVES MEDIANS FREE FOR TURN LANES - ETC.  
ALSO LANDSCAPED MEDIANS HAVE ADVANTAGES FOR NOISE, ETC

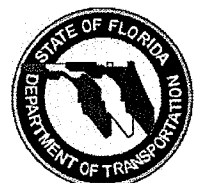
SUPPORT SYSTEM ON SOUTH SIDE OF 595 - LEADING  
MEDIAN FOR LAKE EXPANSION

GENERAL CONCERN IS NOISE - ESPECIALLY FROM ELEVATED  
BRT OR LRT

Name: DAVID GOEBEL  
Address: 11900 TARA DRIVE  
City, State, Zip Code: PLANTATION FL 33325  
Email: DRYZWIN@COMCAST.NET

PLEASE PLACE THIS FORM IN THE COMMENTS BOX AT THIS MEETING  
THANK YOU FOR PARTICIPATING

Mr. Scott Seeburger  
Florida Department of Transportation  
District Four  
3400 W. Commercial Boulevard  
Fort Lauderdale, Florida 33309





**TIER 2 PUBLIC WORKSHOP  
FEBRUARY 19, 2004**

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- Project Display  Other
- Newspaper Ad

Do you wish to be added to our mailing list?  Yes  No

*Added to list on  
2/1/04 JR*

**COMMENT FORM**

I SUPPORT THE ELEVATED RAIL, AND ROUTE 2 OR  
SECONDARY ROUTE 1. SPEED AND ACCESS ARE MY  
MAIN CONCERNS CURRENTLY TO DRIVE FROM  
HOLLY WOOD TO CORAL SPRINGS TAKES 1 HOUR,  
BY BUS IT IS A 2 HOUR TRIP. THE PRESENTATION  
WAS GOOD

Name: GLEN R. COOK  
 Address: POB 772254  
 City, State, Zip Code: CORAL SPRINGS, FL 33077-2254  
 Email: SHEZRACK@HOTMAIL.COM

**PLEASE PLACE THIS FORM IN THE COMMENTS BOX AT THIS MEETING  
THANK YOU FOR PARTICIPATING**

**Mr. Scott Seeburger  
Florida Department of Transportation  
District Four  
3400 W. Commercial Boulevard  
Fort Lauderdale, Florida 33309**



**CENTRAL BROWARD  
EAST-WEST TRANSIT ANALYSIS**



**TIER 2 PUBLIC WORKSHOP  
FEBRUARY 19, 2004**

How did you find out about this Public Workshop?  
(Please check all that apply.)

- |                    |                          |                   |                          |
|--------------------|--------------------------|-------------------|--------------------------|
| Project Web Site   | <input type="checkbox"/> | Mailed Invitation | <input type="checkbox"/> |
| Invitational Flyer | <input type="checkbox"/> | Word of Mouth     | <input type="checkbox"/> |
| Project Display    | <input type="checkbox"/> | Other             | <input type="checkbox"/> |
| Newspaper Ad       | <input type="checkbox"/> |                   |                          |

Do you wish to be added to our mailing list?  Yes  No

**COMMENT FORM**

The technology ~~allian~~

The BRT technology should have stations that traditional buses can access. ( )

Capital costs should include signature vehicles, artics.

Name: Catondra Noye

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Email: cnoye@broward.org

**PLEASE PLACE THIS FORM IN THE COMMENTS BOX AT THIS MEETING  
THANK YOU FOR PARTICIPATING**

**Mr. Scott Seeburger  
Florida Department of Transportation  
District Four  
3400 W. Commercial Boulevard  
Fort Lauderdale, Florida 33309**



## Tier 2 Public Workshop Summary

**PROJECT:** Central Broward Transit Alt. Analysis      **PROJECT NO.:** 411189 2 2201

**PRESENT:** Scott Seeburger, FDOT  
Joe Yesbeck, Carter & Burgess  
Reed Everett-Lee, Carter & Burgess  
Jill Quigley, Carter & Burgess  
Angela Perez, Carter & Burgess  
Kim Mandras, EDSA  
Gail Wahn, EDSA

**DATE:** 02/19/04

This was the public workshop to present the findings of the Tier 2 analysis to the general public and to receive comments on the project. The attendees are listing in Attachment 1.

Scott Seeburger, FDOT Project Manager, introduced the project and the members of the project team in attendance. Mr. Seeburger reviewed the alignments and the overall goals for the project.

A question was raised about the benefit of the proposed transit system to Sawgrass Mills Mall and the concern that the City of Sunrise was going to receive all the benefits from the proposed system without incurring the costs, in terms of traffic, that Davie and Plantation are going to suffer. Mr. Seeburger answered by noting the fact that the benefit to the Sawgrass Mills Mall was not being concealed and that when considering a transit system, it is important to look at fixed points.

When asked how the proposed system will benefit the City of Plantation, Mr. Seeburger responded that it would help with the Development District.

Another individual asked how far in the future the study was looking, about the 30,000 jobs at the Sunrise International Business Park and when results would be noticed. Mr. Seeburger answered that all of these will have to come together at once for results to be noticed. Mr. Seeburger provided a rough timeline for completion of the different phases of the project, including 4 to 5 years to complete the environmental impact statement, 4 to 5 years for design and 4 to 5 years for construction. Mr. Seeburger continued by discussing the implementation plan and phasing. Mr. Seeburger commented that the real concern is establishing a consensus among the elected officials about the project.

Joseph Yesbeck, Carter & Burgess Project Manager, completed the remainder of the presentation on the study. Mr. Yesbeck specifically mentioned the possibility of phased implementation by placing stations and operating express bus service.

The following questions or comments were noted.

- Has potential income from riders been considered? Mr. Yesbeck noted that some of the operating costs would be covered by fares but not a significant portion.
- Are the ridership numbers peak hour or daily? Mr. Yesbeck answered that they are daily numbers.

- Are the ridership numbers based on 2025? Mr. Yesbeck stated that they were.
- Do the costs assume lifecycle costs of vehicles? Reed Everett-Lee stated that the operating costs are annualized, so that they include the vehicle lifetime.
- If Broward County decides to expand the runways at the airport or if there is an unexpected increase in the population, what happens? Mr. Yesbeck responded by noting the requirements for the study and the need to base the analysis on existing plans. He continued by stating that it is not possible to accommodate unexpected changes in the process but if conditions change, the proposed system will change accordingly.
- How can we increase ridership? Mr. Yesbeck answered that this could be achieved through education.
- Will I-595 have an exclusive right-of-way for the system? Mr. Yesbeck responded that it would.
- A comment was made about community development patterns and the needs of commuters. Mr. Yesbeck stated that this was the difference between the I-595 and Sunrise Boulevard/Broward Boulevard alignments.
- There was discussion about buses being more expensive than light rail in the long run.
- If the system is located on the south side of I-595, no one from the north side of I-595 will ride it. Mr. Yesbeck commented that in considering the economic development potential, only the south side of I-595 was considered.
- There was a comment about the eastern portion of Broward County being distinct from other areas and a question raised about the possibility of ruining the malls in the eastern portions of the County as a consequence of the benefits the proposed system would provide to the Sawgrass Mills Mall. This was followed by a discussion of the evaluation criteria by Mr. Yesbeck and by noting that this was a policy issue the elected officials would have to decide. Mr. Seeburger noted that the build out of Broward County that was projected in the 1980's has already occurred.
- Discussion about the City of Plantation's jitney system occurred and the individual noted that the proposed alignment one (I-595/SR 7/Broward) would keep this system busy. Mr. Yesbeck commented that the same circumstance is expected to occur at the South Florida Education Center.
- Have any carrying capacity factors been considered? Mr. Yesbeck reiterated that the study is based on existing future land use plans.
- A comment about the age and handicap accessibility of the light rail system included on one of the displays was made.
- Will the Power Point presentation be available on the project website? Mr. Yesbeck stated that it would.
- Is there a possibility that the I-595 portion of the project will be built first? Mr. Yesbeck responded that this was not decided yet. Mr. Seeburger noted that the portion from the Broward Tri-Rail station into Downtown Fort Lauderdale was another possibility.

Three comment forms and a prepared letter were received. Three of these expressed support for an I-595 alignment, though two specified the I-595/SR 84/Andrews alignment. Three of the written comments supported bus rapid transit and the other favored light rail. Other written comments received include concern about noise, the need to leave medians free for turn lanes or landscaping, making the bus rapid transit stations accessible to traditional buses, the inclusion of articulated buses in the capital cost estimates, existing travel times, easier pedestrian access gained by ground level system, and concerns about the increased traffic on Sunrise Boulevard and Broward Boulevard if a transit system is located on either of these arterials.

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**REPORTED BY:** Jill Quigley

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**Attachment 1  
Tier 2 Workshop Attendees**

David E. Goebel  
Richard H. Gavron  
Tommie Dawson  
Catandra Noye  
Scott Spages  
Doris Williams  
Gregory Smith  
Douglas T. Bourne  
Marion Henderson  
Dennis Hage  
George Counis  
Ed Jansen  
Michael Smith  
Jeff Katims  
Phyllis Berry  
Glen R. Cook  
Karen Kiselewski  
Cathy Sweetapple  
Trevor Markley  
Roger Foster  
Mario Aispuiro  
Pete Witscher  
John Rude  
John W. Beuscher