



PROJECT NEWSLETTER FALL 2009

CENTRAL BROWARD



T R A N S I T S T U D Y

TRANSIT—A GROWING TREND

Have you noticed that public transit has been gaining more attention, on the radio, in the newspaper, in community meetings? There are many reasons for this including global warming, dependence on foreign oil, each household's burden of transportation costs, congested roadways, an aging population, smart growth, and Federal stimulus money to kick-start projects throughout the country.

The Central Broward Transit Project is a timely one, in that it seeks to provide more options for us to travel east-west through the center of the county and along the corridors with the most traffic with the implementation of Light Rail or Bus Rapid Transit. Imagine zipping around in a cost effective and quick way without getting in your car. It can be a reality and it starts here with this project. The Broward Workshop, in our effort to address issues to achieve a higher quality of life through economic development and public interest programs, encourages you to get involved and show your support for the Central Broward Transit Environmental Impact Study.

The Broward Workshop supports dedicated public funding sources to ensure quality transit programs including Tri-Rail, a commuter line on the FEC corridor, an east-west Central Broward Transit System, the WAVE light rail system in downtown Fort Lauderdale and a clean and safe bus system.

The Broward Workshop is a private, non-profit, non-partisan business organization made up of chief decision makers representing 100 of Broward County's major businesses and professions who are committed to facilitate positive solutions to Broward County's critical issues.

George L. Platt, Co-Chair Transportation Committee



ABOUT THE PROJECT

Florida Department of Transportation (FDOT) is continuing its efforts to provide high-quality, high-capacity transit service on an east-west axis in central Broward County.

After conducting an alternatives analysis, the Broward MPO identified and endorsed a Locally Preferred Alternative (LPA) to serve the Central Broward Area. The LPA would improve east-west mobility and improve accessibility to two of the largest employment centers in Broward County (the Central Business District in Downtown Fort Lauderdale and the Plantation Midtown District), as well as other major activity centers, such as the South Florida Education Center in Davie, the Sunrise International Business Park, the Sawgrass Mills Mall, and the Bank Atlantic Center.

For the proposed project to be eligible for New Starts funding, an environmental study is conducted which documents potential impacts of the project, in accordance with the National Environmental Policy Act (NEPA). FDOT is initiating this study, the Draft Environmental Impact Statement (EIS); and the federal agency is the Federal Transit Administration (FTA), part of the United States Department of Transportation (US-DOT).

The draft EIS will evaluate all reasonable alternatives to the project and discuss the reasons why other alternatives, which may have been considered, were eliminated. The draft EIS shall summarize the studies, reviews, consultations, and coordination required by environmental laws. The next step after FTA's concurrence will be the Final EIS and approval to enter the Preliminary Engineering phase of project development.

NEW & IMPROVED WEBSITE!

www.centralbrowardtransit.com

Our project website has been updated to include both project and transit related information. It has been organized to make it easier to find relevant information. We have also added several options for you to provide input directly to our team.

Some new exciting features include:

- **Interactive Poll** allows you to express your opinion and see what others think about key project topics.
- **Your Involvement** shows you how you can become and stay involved in the study.
- **Project Library** contains all project documents arranged by topic area.
- **Transit News** includes national transit related information as well as links to other South Florida transit project websites.
- **Environmental Process** explains the Federal evaluation process that this project is following.

This website will be updated on a regular basis to provide you with the latest project information and upcoming events. We hope you check back often, but in the meantime we'd love to hear your feedback.



PROJECT UPDATE – INITIAL SCREENING

Currently, we are reviewing six alignment (route) options and two transit vehicle options. It is important to clarify what Initial Screening is, and perhaps more importantly, what it is not. Initial Screening is a high-level analysis of preliminary impacts and benefits of the various options. Initial Screening is **NOT** the detailed definition of the project where specific property impacts and design details are determined. These issues will be addressed during the preparation of the draft EIS. These two options as well as the no-build and minimal build options, will be evaluated in detail during the draft EIS to develop a recommended action for the project.

What Do We Evaluate During Initial Screening?

- Projected number of riders in the year 2030
- Estimates of construction and on-going operating costs based on similar projects that have been built in other parts of the U.S.
- Estimated population served, with emphasis on low income, minority, elderly, and disabled populations
- Potential for developing transit-supportive land uses around possible stations
- Potential impacts to the natural and built environment, such as wetlands, parks, historical sites, noise, and threatened or endangered species

These criteria comply with the Project Goals and Objectives, FTA News Starts Criteria, and National Environmental Policy Act (NEPA) Criteria. Please visit the **Environmental Process** page on our website for additional information regarding these criteria.

How are the Two Options Selected?

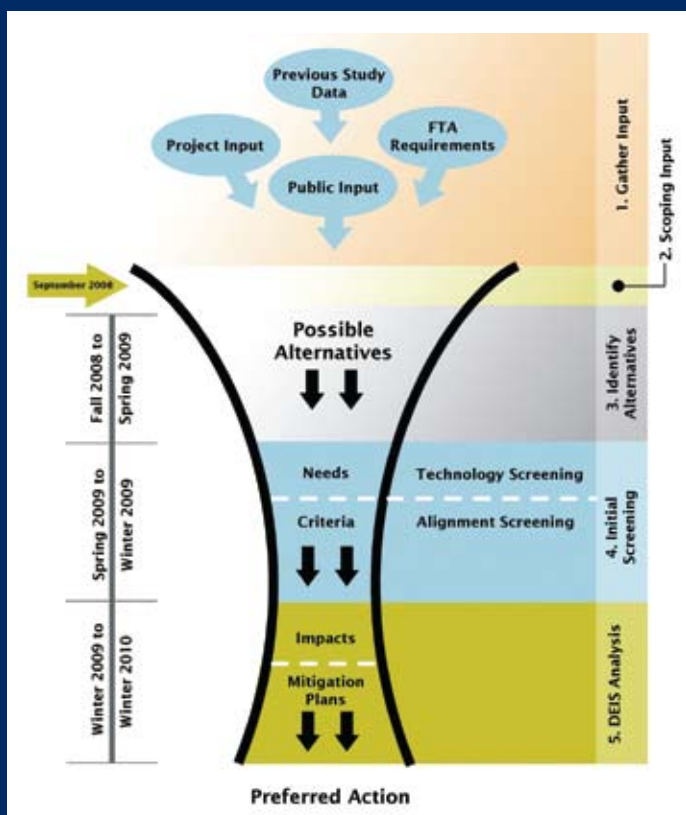
The study's Technical Advisory Group (a group of local government staff and representatives from activity centers within the study area) will review the analysis and recommend the two options to be carried forward.

Prior to the final decision, we will be asking for the general public's opinion. **YOU** can be a part of this decision by attending one of the public workshops (see page 4 for more information) or asking the project team to speak at your HOA or civic association meeting. The final decision on the two options will be made by the Broward Metropolitan Planning Organization.

What Happens After Initial Screening?

The draft EIS study begins. This is a thorough review of the possible effects an option (route and vehicle) may have on the social, cultural, physical, economic, and natural resources of communities. The goals of NEPA related to the EIS are to ensure public involvement in the review and analysis of effects early in the project planning; and early coordination between local, state, and federal agencies. This is also depicted in the image named Draft EIS Study Process.

DRAFT EIS STUDY PROCESS



ROUTE OPTIONS



VEHICLE OPTIONS

During the Alternatives Analysis, it was determined that either bus rapid transit (BRT) or light rail transit (LRT) would be the best transit technologies to evaluate to address the congestion. Although the route options are primarily recommended using existing models and other analysis tools, the choice for transit vehicles is often based on more subjective criteria. This can include the ability to blend into the diverse communities of the service area.

The study team has developed the following criteria listed below to evaluate both BRT and LRT technologies. In addition, public opinion will be gathered using the previously indicated methods applied for selecting the Route Options.

Vehicle

- Comfort
- Safety
- ADA Accessibility
- Capacity

Construction & Operations

- Lifecycle Costs
- Length of Construction
- Vehicle Speed / Frequency
- Route Flexibility
- Energy Source Options

Corridor / Roadway Impacts

- Economic Development Opportunities
- Traffic impacts

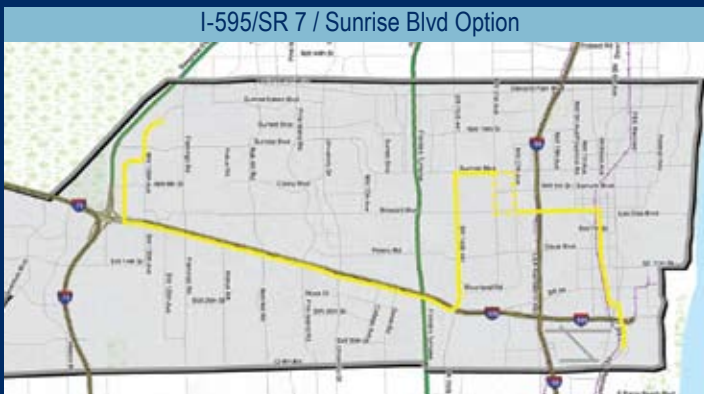
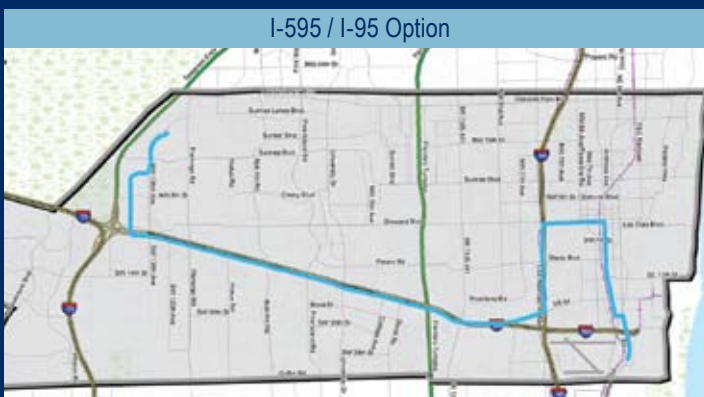
Bus Rapid Transit (BRT)

Bus Rapid Transit is an integrated system which uses buses or specialized vehicles on roadways or dedicated lanes. It provides light rail-like service using rubber-tire vehicles. The buses would be similar in size to those currently used by Broward County Transit for “The Breeze” on SR 7.



Light Rail Transit (LRT)

Light Rail is an electrically-powered train system that can operate in either mixed traffic or on a separate right-of-way. Power is provided through overhead wires. Light rail vehicles are smaller than the trains used by Metrorail in Miami.



JACOBS

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WHO TO CONTACT

This study is being conducted by the Florida Department of Transportation, District 4. Ms. Khalilah Ffrench is the Department's Project Manager. She is being assisted on this project by the consulting firm of Jacobs. Mr. Zafar Alikhan is the project manager for Jacobs.

These individuals can be contacted as follows:

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EN ESPAÑOL

Para recibir información sobre el proyecto o hacer una pregunta en español, por favor llame a nuestra línea de información (954) 246-1248.

AN KREYÒL

Pou resevwa Pwojè Enfòmasyon ou byen pou-ou poze kesyon an Kreyòl, souple sonnen li'n Pwojè Enfòmasyon nan limeo (954) 246-1249.

come. comment. choose.

ROUTE & VEHICLE CHOICES WORKSHOPS

IN PERSON

Tuesday, October 6, 6-7:30pm
West Regional Library
8601 W. Broward Blvd., Plantation
Presentation at 6:30pm

Wednesday, October 7, 6-7:30pm
African American Research Library
2650 Sistrunk Blvd., Fort Lauderdale
Presentation at 6:30pm

ONLINE

www.centralbrowardtransit.com/choices
Beginning Wednesday, October 7, 2009

More information about the purpose of these meetings is provided inside this newsletter.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Khalilah Ffrench at (954) 677-7898 at least seven days prior to the meeting.

I want to spend less time getting to work.



I want a better transit option.

