



Planning Technical Advisory Committee (PTAC) Meeting

REGULAR MEETING AGENDA

Tuesday, September 16, 2014
10:30 a.m.

South Florida Regional Transportation Authority
Board Room
800 NW 33rd Street
Pompano Beach, Florida 33064
www.sfrta.fl.gov

FOR FURTHER INFORMATION CALL JOSEPH QUINTY AT (954) 788-7928

Members

Michael Busha, Treasure Coast Regional Planning Council
Monica Cejas, Miami-Dade Transit
William Cross, South Florida Regional Transportation Authority
James Murley, South Florida Regional Planning Council
Irma San Roman, Miami-Dade Metropolitan Planning Organization
Barney McCoy, Broward County Transit
Gustavo Schmidt, Florida Department of Transportation, District IV
Phil Steinmiller, Florida Department of Transportation, District VI
Greg Stuart, Broward Metropolitan Planning Organization
Fred Stubbs, Palm Tran
Nick Uhren, Palm Beach Metropolitan Planning Organization
Jeff Weidner, FDOT, District IV

Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is southeast of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.

PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING OF SEPTEMBER 16, 2014

The meeting will convene at 10:30 a.m., and will be held in the Board Room of the South Florida Regional Transportation Authority, 800 NW 33rd Street, Pompano Beach, FL 33064.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

DISCUSSION ITEMS –

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any PTAC Member, however, that item may be removed from the Consent Agenda and considered separately.
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C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of June 10, 2014

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.
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No items

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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I1 – INFORMATION: SFRTA Shuttle Bus System Mid-Year Update

I2 – INFORMATION: Tri-Rail Station Wayfinding Signage Program

I3 – INFORMATION: South Florida Transit Resource Guide, 2nd Edition

I4 – INFORMATION: Broward County Transit TDP Annual Update

I5 – INFORMATION: South U.S. 1 (Broward County) Transit Corridor Improvements Study

(Agenda Continues on Next Page)

OTHER BUSINESS: National Park(ing) Day – September 19, 2014

PTAC MEMBER COMMENTS

MEETING ATTENDANCE SUMMARY – Enclosed

NEXT MEETING DATE – (Tentative) Tuesday, November 18

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33rd Street, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Governing Board of the South Florida Regional Transportation with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Board are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
JUNE 10, 2014

The Planning Technical Advisory Committee (PTAC) meeting was held at 2:00 p.m. on Wednesday, June 10, 2014 in the Miami Center for Architecture & Design, 100 NE 1st Avenue, Suite 100, Miami, FL 33132.

COMMITTEE MEMBERS/ALTERNATES PRESENT:

Ms. Lois Bush, Florida Department of Transportation (FDOT) District 4
Ms. Jacqueline Carranza, Miami-Dade Transit (MDT)
Ms. Monica Cejas, MDT
Ms. Kim DeLaney, Committee Chair, Treasure Coast Regional Planning Council (RPC)
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. James Murley, South Florida RPC
Mr. Joseph Quinty, Committee Vice-Chair, SFRTA
Mr. Jonathan Roberson, Broward County Transit (BCT)
Ms. Irma San Roman, Miami-Dade MPO
Mr. Fred Stubbs, Palm Tran
Mr. Nick Uhren, Palm Beach MPO

ALSO PRESENT:

Mr. Steve Anderson, SFRTA
Mr. Carlos Cejas, Gannett Fleming
Ms. Vicki Gatanis, SFRTA
Ms. Barbara Handrahan, SFRTA
Mr. Vikas Jain, T.Y.Lin
Mr. John Lafferty, Parsons Brickenhoff
Mr. Ian Rairden, Kimley-Horn & Associates
Mr. John Scarlatos, TranSystems
Ms. Jessica Vargas, SFRTA
Ms. Natalie Yesbeck-Pustizzi, SFRTA
Ms. Lynda Westin, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 2:25 p.m.

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. James Murley made a motion to approve the agenda. The motion was seconded by Mr. Fred Stubbs. The motion was called to a vote and carried unanimously.

DISCUSSION ITEMS:

MATTERS BY THE PUBLIC – None

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of May 20, 2014

Mr. Jonathan Roberson made a motion to approve the meeting minutes. The motion was seconded by Ms. Monica Cejas. The motion was called to a vote and carried unanimously.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

R1 - MOTION TO APPROVE: SFRTA Transit Development Plan FY 2015-2024 Annual Update

Mr. Natalie Yesbeck Pustizzi presented this item, noting that SFRTA completed a Transit Development Plan (TDP) Major Update in 2013 and now is seeking PTAC endorsement of its first annual minor update. Ms. Yesbeck-Pustizzi utilized a slideshow to provide an overview of the components of the draft TDP Annual Update. She noted the various changes that have occurred over the past year, which include the pursuit of a new SFRTA Operations Center at the Pompano Beach Tri-Rail Station, grant awards for the Wave Modern Streetcar project, receipt of environmental clearance and Palm Beach MPO funding for the proposed new Northern Layover Facility, regional approval for the Tri-Rail Coastal Link project to enter the FTA Project Development phase, and refinements of SFRTA’s shuttle bus services.

Ms. Yesbeck-Pustizzi also explained that the TDP Annual Update includes the recently adopted SFRTA Capital and Operating Budgets. Consistent with SFRTA’s past TDP efforts, the first five years of the TDP document match with SFRTA’s adopted capital and operating budgets, while years six through ten of the TDP serve as SFRTA’s vision, containing unfunded needs and planned projects. Ms. Yesbeck-Pustizzi noted that a large change from last year’s TDP is the inclusion of funding in the Operating Budget to cover SFRTA’s new role of dispatch and maintenance of way duties for the South Florida Rail Corridor (SFRC).

Committee members asked questions about a number of individual items/projects listed in the TDP’s capital program. Mr. Wilson Fernandez asked for clarification on SFRTA’s role in the development of the Wave Streetcar and how the project is reflected in the capital program. He also asked that new increased

funding for improvements at the Metrorail Transfer Station project be highlighted. Ms. Monica Cejas suggested that a new single level pedestrian bridge at the Golden Glades Station be referenced as an unfunded need. Mr. Nick Uhren inquired about the TOD Station listing in the adopted Capital Budget and also requested that the source of the new funding for the new Northern Layover Facility be clearly identified as Palm Beach MPO funds. SFRTA staff acknowledged that the budget incorrectly gives the impression that all of the funding for the Northern Layover Facility comes from FDOT.

Ms. Yesbeck-Pustizzi stated that if the PTAC endorsed the draft TDP Annual Update today, approval would then be sought by the SFRTA Governing Board in August and then submitted to the Florida Department of Transportation by the September 1, 2014 deadline. Mr. Nick Uhren made a motion to endorse the SFRTA TDP FY2015-2024 Annual Update, with today's comments from the committee being incorporated into the final document. The motion was seconded by Mr. Fred Stubbs. The motion was called to a vote and carried unanimously.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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11. - INFORMATION: Miami-Dade Transit “10 Ahead” Transit Development Plan (TDP)
Major Update

Ms. Jacqueline Carranza of Miami-Dade Transit (MDT) introduced this item, noting that the TDP provides the agency's strategic vision and a major update has not been performed since 2009. Mr. John Lafferty of Parsons Brinkerhoff, consultant for the project, then gave a presentation on the TDP's progress and process. Mr. Lafferty cited Goals and Objectives, 10 Year Improvement Program, and Financial Plan as the TDP's key elements. He stated that the plan will include funded and unfunded projects, and is tied to the MDT pro-forma and Miami-Dade County budget. Mr. Lafferty shared facts and figures for the existing MDT system, noting positive trends of improved revenue, service efficiency and farebox recovery ratio during the 2007-12 period. He also reviewed the TDP's peer review analysis and public involvement efforts, sharing the outreach survey results thus far. Mr. Lafferty closed with an overview of the TDP development schedule. He shared plans for an initial draft TDP to be ready for review in July, with a second draft anticipated to be completed in August. Mr. James Murley inquired about city operated shuttles/trolleys being included the TDP, as well as the Beach Corridor (former Baylink) project. Ms. Cejas clarified that the Beach Corridor project is currently unfunded, with only the planning phase certain.

12. - INFORMATION: Miami-River-Miami Intermodal Center Capacity Improvement
(MR-MICCI)

Ms. Jessica Vargas of SFRTA staff introduced this item, with Mr. Ian Rairden from project consultant Kimley-Horn then giving a presentation on progress of the MR-MICCI project. Mr. Rairden reminded the committee that the project area is the last remaining piece of single-track along the South Florida Rail Corridor, from just north of the Hialeah Market Station to just north of the new Miami Intermodal Center (MIC). He noted that the project intends to eliminate the bottleneck and operational challenges on this portion of the rail corridor, which serves Tri-Rail, CSX freight, and future Amtrak service to the MIC. Mr. Rairden gave committee member an update on MR-MICCI Phase 2 activities since the last update to the PTAC on September 18, 2013. He noted that since then a public workshop was held in November 2013, the conceptual alternatives evaluation has been completed, and several coordination meetings with stakeholders and adjacent property owners have been conducted in preparation of the Environmental

Assessment (EA) documentation. He explained that the number of alternatives has been narrowed down, with a new two-track bridge identified as the project's need. Some of the alternatives still under consideration rehabilitate the existing historic single track rail bridge, while others remove the existing bridge. The alternatives also vary with the type of bridge, as both a new fixed bridge and new movable bridge are being analyzed further. Mr. Rairdon explained that the fixed bridge options are less expensive, with estimated construction costs in the \$16-20 million range. He noted that the project schedule calls for the completion of the Environmental Assessment (EA) later this year, with further coordination planned with the property owners upstream from the bridge site. Mr. Rairdon stated that the goal is to obtain FTA approval or FONSI of the EA and complete 30% design plans by the end of 2015.

Chairwoman Delaney asked about the timing for construction and opening. Ms. Barbara Handrahan indicated that the 2017-18 timeframe is the target, although there are some uncertainties due to the potential need for right-of-way north of the bridge. Mr. Murley suggested that the South Florida Water Management District could be a good partner for ROW acquisition, as there could be flood control needs between the bridge and salinity dam.

13. - INFORMATION: Miami-Dade MPO Beach Corridor Transit Connection Study

Mr. Carlos Cejas of consulting firm Gannett Fleming gave a presentation on the status of the Beach Corridor Transit Connection Study, which is being led by the Miami-Dade MPO. Mr. Cejas explained that the feasibility study is a partnership between the Miami-Dade MPO, Miami-Dade Transit (MDT), Florida Department of Transportation (FDOT), Downtown Development Authority (DDA), and the Cities of Miami and Miami Beach to further examine the advancement of a rapid transit connection from downtown Miami to Miami Beach. He noted that the study is looking at refinements to the locally preferred alternative (LPA) from the former Baylink Study and some additional extensions. Mr. Cejas stressed the importance of a project executive committee that consists of key elected officials from Miami-Dade County, the City of Miami, and City of Miami Beach. He noted the committee's strong preference for an exclusive transit lane as part of the project rather than mixed traffic. Mr. Cejas also cited new technology as a key issue for the committee, as it is highly supportive streetcar or light-rail vehicles that would not require overhead wires along the project's entire route. He shared capital cost estimates for some of the alternatives being considered, ranging from \$532 million for the Direct Connection option to \$773 million for the former LPA alignment. Mr. Cejas said the most likely financial scenario is that the project would not compete for funds via the Federal Transit Administration (FTA) New Starts Program, but rather explore a public-private-partnership approach.

OTHER BUSINESS: ULI Southeast Florida/Caribbean Event – Transportation and Development: Southeast Florida Transformational Shifts

Mr. Quinty announced that an upcoming ULI Southeast Florida/Caribbean transportation event would be happening on July 15, 2014 at the Sheraton Fort Lauderdale Airport. He noted that details were included in the meeting agenda package.

PTAC MEMBER COMMENTS: None

NEXT MEETING DATE: September 17, 2014

ADJOURNMENT: The meeting was adjourned at 4:15pm

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: SEPTEMBER 16, 2014

INFORMATION ITEM REPORT

Information Item

Presentation

SFRTA SHUTTLE BUS SYSTEM MID-YEAR UPDATE

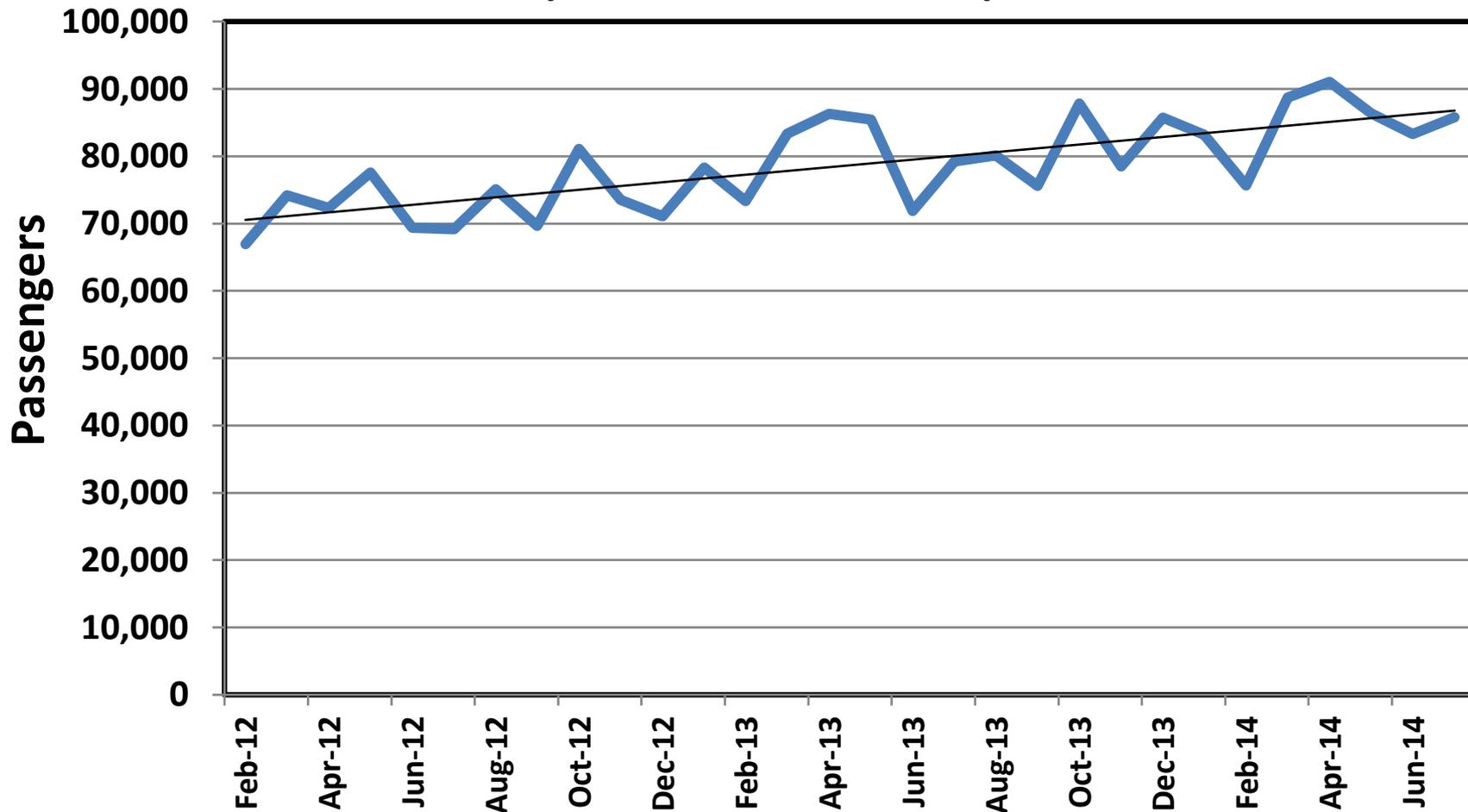
SUMMARY EXPLANATION AND BACKGROUND:

Since 2010, numerous aspects of SFRTA's Shuttle Bus services have been brought to the PTAC for review, guidance, and endorsement. One of the outcomes of these efforts is that the SFRTA Planning Department is now responsible for developing a new SFRTA Five Year Shuttle Bus Service and Financial Plan on an annual basis. Approval of the most recent Five Year Plan occurred at the PTAC meeting held on March 18, 2014.

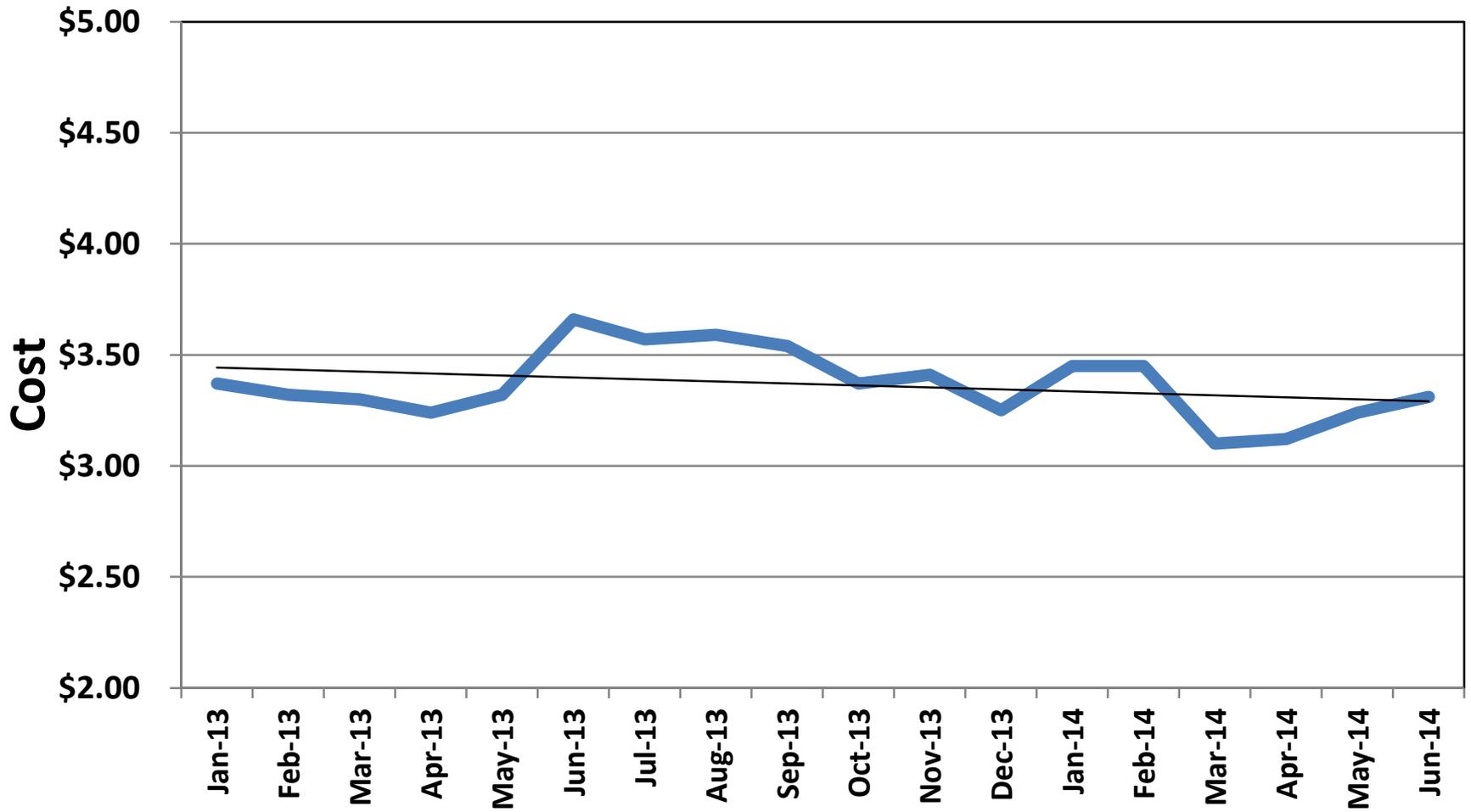
Over the past few years, a mid-year update on the SFRTA Shuttle Bus program has been provided to the PTAC in during the Fall months. This mid-year update is an opportunity to share the latest shuttle bus statistics, trends, changes, and issues as an informational item. Tentative plans are for the Five Year Shuttle Bus Service and Financial Plan to be an action item for the PTAC in Spring of 2015.

EXHIBITS ATTACHED: SFRTA Shuttle Bus Performance Indicator Charts
(Full presentation to be provided at meeting)

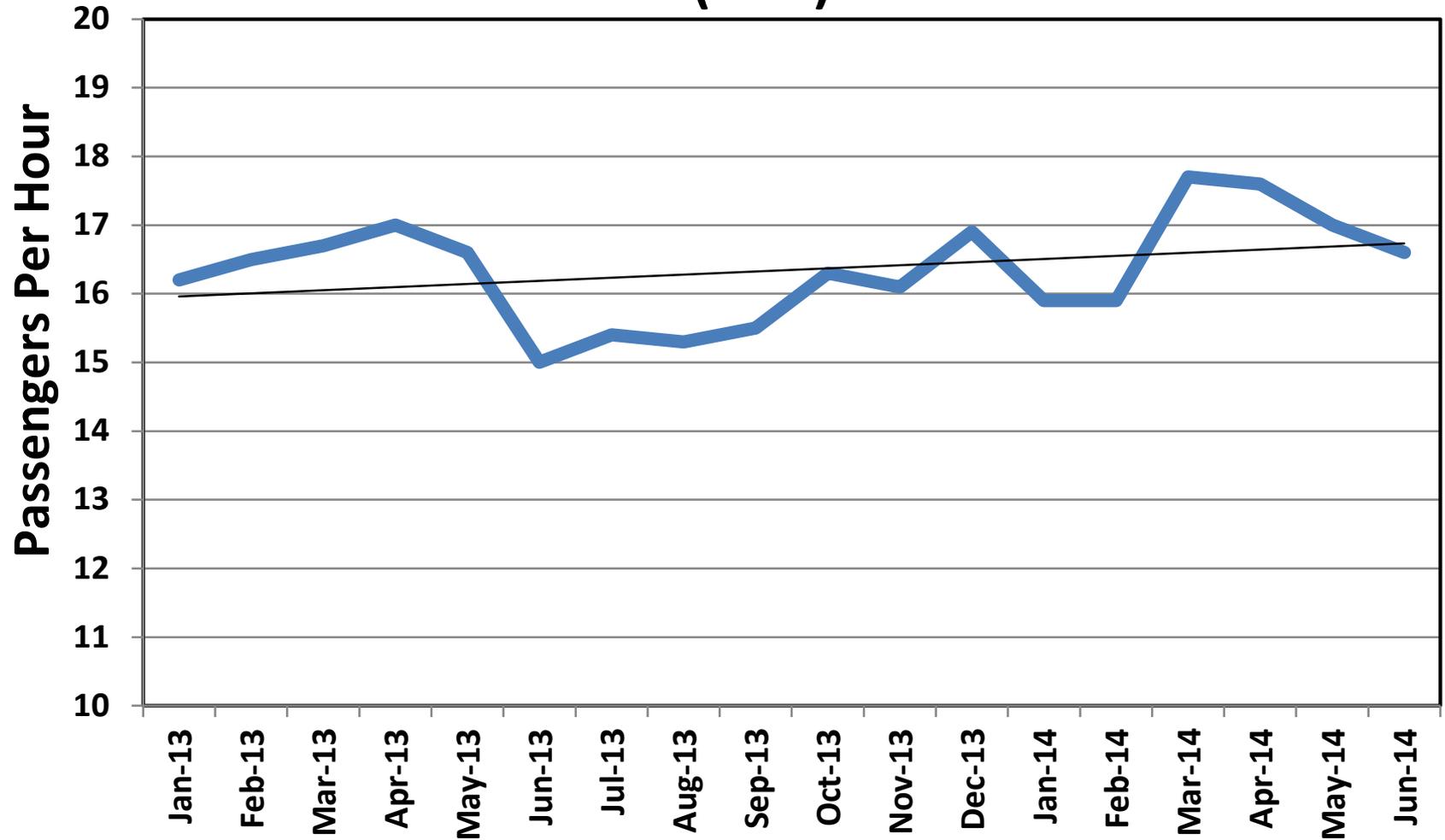
Monthly SFRTA Shuttle Bus Ridership (Feb 2012 to Present)



SFRTA Shuttle System Cost Per Passenger (CPP)



SFRTA Shuttle System Passengers Per Hour (PPH)



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: SEPTEMBER 16, 2014

INFORMATION ITEM REPORT

Information Item

Presentation

TRI-RAIL STATION WAYFINDING SIGNAGE PROGRAM

SUMMARY EXPLANATION AND BACKGROUND:

SFRTA has installed various signs at Tri-Rail stations to assist passengers who use the commuter rail system and its connecting transit services. The signs help to identify the station and direct passengers where to find elevators, shuttle buses, taxis, and fare system equipment, as well as other similar wayfinding or identifying signage.

Many of the signs at stations are original and were installed then the stations were first opened. These signs require replacement due to normal deterioration over the years or are in need of rehabilitation. Also, additional signage is needed to provide improved customer wayfinding, guidance for the fare system, and other services.

SFRTA has developed a new station signage program that includes specific criteria for design and aesthetics. Details of the station wayfinding signage program will be provided in a presentation to the PTAC on September 16.

EXHIBITS ATTACHED: Station Wayfinding Signage Presentation



RTA

**SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY**



STATION WAYFINDING PROJECT

TRI RAIL™

PROJECT DESCRIPTION

Tri-rail employs a variety of wayfinding signs at its stations to assist passengers plan their trips, navigate from platform to platform and make connections to shuttles, buses and taxis.

The Wayfinding Project was initiated to evaluate existing station signage and develop, procure and install an updated signage system.

PROJECT DESCRIPTION

Tri-Rail uses 3 main types of signs at its 18 stations:

- 1. Safety Signs**
- 2. Regulatory Signs**
- 3. Wayfinding Signs**

PROJECT DESCRIPTION

Wayfinding Signs include:

1. **Station Identification**
2. **System Usage**
 - a) **Schedules**
 - b) **How-to Guides**
 - c) **Zone / Station Maps**
3. **Station Navigation**
 - a) **Equipment / Egress Locations**
 - b) **Movement Between Platforms**
 - c) **Connections to Other Modes**

PROJECT DESCRIPTION

- **Scope includes:**
 1. **Existing Station Sign Inventory**
 - a) **Identify Signs for replacement**
 - b) **Identify Signs for rehabilitation**
 - c) **Identify Signs for consolidation**
 - d) **Identify Signs whose replacement will require additional repair/remediation**
 2. **New Sign System Design**
 3. **Procurement Support**
 4. **Installation Support**

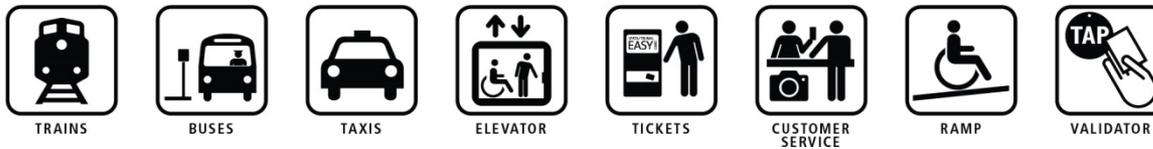
TRI & RAIL™
**WAYFINDING
SYSTEM**



**WAYFINDING Sign System Design
Package**

ABCDEFGHIJKLMNOPQRSTUVWXYZ
 ABCDEFGHIJKLMNOPQRSTUVWXYZ
ABCDEFGHIJKLMNOPQRSTUVWXYZ

Highly-legible, ADA-compliant typeface (Frutiger)



Industry-standard universal symbols to support multi-lingual ridership



Transportation industry-standard arrows for wayfinding



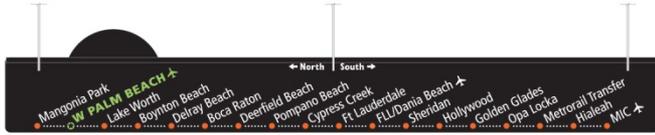
Design for optimum windloads, maintenance and durability



Station/platform Identification - facing tracks



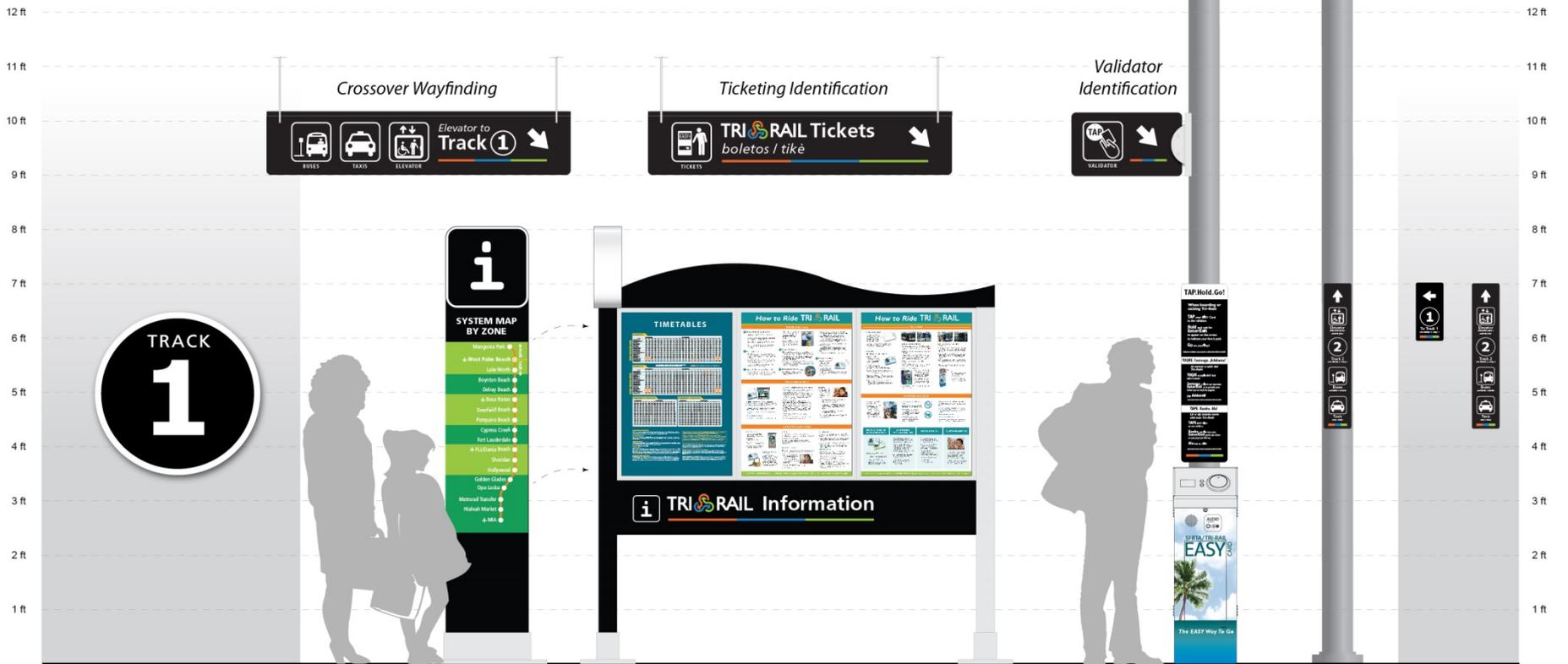
Color selections based on maximum contrast/legibility and Tri-Rail standards



Line map - facing platform



Station Identification - end of platform



Platform Identification

Information Kiosk

Platform Wayfinding

SIGN FAMILY



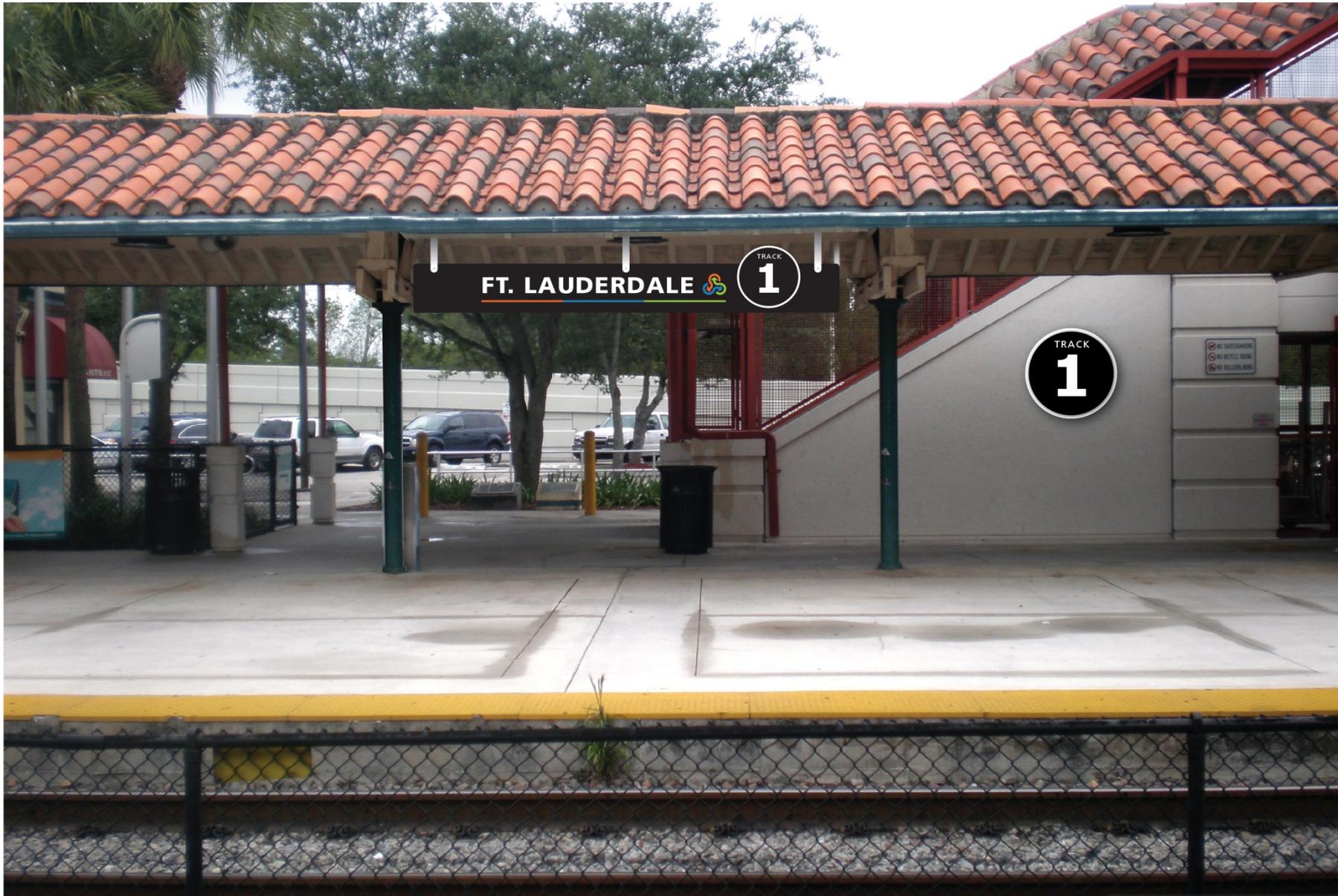
EXISTING SIGNS



PROPOSED NEW SIGNS



EXISTING SIGNS



PROPOSED NEW SIGNS



EXISTING SIGNS



PROPOSED NEW SIGNS



EXISTING SIGNS



PROPOSED NEW SIGNS



EXISTING SIGNS



OPPOSITE FACE

PROPOSED NEW SIGNS



PROPOSED NEW SIGNS



PROPOSED NEW SIGNS



↑

↑ ↓
 Elevator
 Elevador para /
 Asansé pou.

1
 Track 2
 Via Férrea 2 / Ray 2

Taxis
 Taxi / Taksi

Customer Service

PROPOSED NEW SIGNS



EXISTING SIGN



PROPOSED NEW SIGN

PROJECT BUDGET

Sign Fabrication / Installation Cost Range Estimations

Single Station:

\$ 84,664.30 ----- \$ 119,526.00

Whole System:

\$1,439,292.30 ----- \$2,031,942.00

PROJECT MILESTONES

- **Current Status – Specifications 90% complete**
- **RFP Advertisement – targeted for 12/01/2014**
- **Project completion – estimated at 16 months after vendor selection.**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: SEPTEMBER 16, 2014

INFORMATION ITEM REPORT

Information Item Presentation

SOUTH FLORIDA TRANSIT RESOURCE GUIDE, 2nd EDITION

SUMMARY EXPLANATION AND BACKGROUND:

SFRTA coordinated with multiple partner agencies to produce the *South Florida Transit Resource Guide* in 2008. The original intent of the document was to be a useful reference for current and future transit in the region, to clarify the critical relationship between land use and transportation, and facilitate greater coordination among numerous stakeholders. The original 2008 South Florida Transit Resource Guide document is available online at <http://www.sfrta.fl.gov/docs/planning/Existing%20System/TransitResourceGuide.pdf>.

SFRTA has begun work on an update of the South Florida Transit Resource Guide. At this meeting, SFRTA will provide an update and request assistance from the regional transportation partners in updating their profiles.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: SEPTEMBER 16, 2014

INFORMATION ITEM REPORT

Information Item

Presentation

BROWARD COUNTY TRANSIT (BCT)
TRANSIT DEVELOPMENT PLAN ANNUAL UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

In 2013, Broward County Transit (BCT) completed “BCT Connected,” a Major Update of its Transit Development Plan for the period FY 2014-2023. BCT has recently completed its first minor TDP Annual Update of the BCT Connected Plan covering FY 2015-2024. BCT staff will present the details of the TDP Annual Update to the PTAC at the September 16 meeting.

EXHIBITS ATTACHED: None. (Presentation to be provided at PTAC meeting)

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: SEPTEMBER 16, 2014

INFORMATION ITEM REPORT

Information Item

Presentation

SOUTH U.S. 1 (BROWARD COUNTY)
TRANSIT CORRIDOR IMPROVEMENTS STUDY

SUMMARY EXPLANATION AND BACKGROUND:

Broward County Transit (BCT) has embarked on a study of a 12.5 mile segment of the U.S. 1 Corridor between Downtown Fort Lauderdale and Aventura. The South US 1 Transit Corridor Improvements Study seeks to develop a package of short-term implementable transit solutions and long-term investments to improve transit service, mobility and livability along the corridor. BCT staff and project consultant Kimley-Horn and Associates will be in attendance and provide a detailed presentation and overview of the study.

EXHIBITS ATTACHED: Project presentation



SOUTH US 1 TRANSIT CORRIDOR IMPROVEMENTS STUDY

SFRTA Planning Technical Advisory Committee (PTAC)

Tuesday, September 16, 2014
10:30 AM to 12:30 PM

SFRTA Boardroom
800 NW 33rd Street
Pompano Beach, FL 33064



Agenda

- Project Overview
- Summary of Existing Conditions
- Issues, Opportunities and Constraints
- Discussion and TARC Input
- Next Steps

Study Area

Corridor Length: ~12.5 miles

Jurisdictions:

(5 municipalities and 2 counties)

- Broward County
 - Fort Lauderdale
 - Dania Beach
 - Hollywood
 - Hallandale Beach
- Miami-Dade County
 - Aventura

Corridor Fixed Route Transit:

- BCT - Route 1
- BCT - US 1 Breeze



Project Scope

Develop a package of short-term implementable transit solutions and long-term investments to improve transit service, mobility and livability along the corridor.



Project Schedule

Notice To Proceed: May 31, 2014 (9 month schedule)

Task	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
1) Project Kickoff/Scope/Schedule	Completed	Completed								
2) Public Involvement Plan (PIP)	Completed	Completed	TARC meeting	PTAC	MPO Board	TARC meeting	MPO Board	Workshop	TARC meeting	MPO Board
3) Data Collection		Completed	Completed	Tasks to be completed						
4) Transit Service Evaluation		Completed	Completed	Tasks to be completed						
5) Market Demand Analysis		Completed	Completed	Tasks to be completed						
6) Alternatives Analysis				Tasks to be completed						
7) Compliance Analysis				Tasks to be completed						

- Completed tasks
- Tasks to be completed
- TARC meetings
- PTAC
- MPO Board
- MPO TCC/CIR
- Workshops

US 1 Corridor



Activity Centers

Major Attractions

- Downtown Fort Lauderdale
- Broward Health Medical Center
- Fort Lauderdale/Hollywood Int'l Airport
- Port Everglades
- Young Circle
- Gulf Stream Park Racing and Casino
- Aventura Mall
- Aventura Hospital



Transit Markets

- Regional activity centers
- Local destinations
- Beach communities
- Route-to-route transfers



Population

Total Population

within ½ mile: 78,338

within ¼ mile: 43,927

Avg. Population Density

within ½ mile: 11 persons/acre

Average Age

within ½ mile: 43

Population	Total		Density	
	1/4 Mile	1/2 Mile	1/4 Mile	1/2 Mile
Uninc. Broward Co.	147	147	0.0	0.0
Fort Lauderdale	11,260	19,819	10.2	9.2
Dania Beach	6,827	12,380	8.5	9.1
Hollywood	14,193	24,049	14.3	11.9
Hallandale Beach	5,247	10,276	13.4	13.0
Uninc. Miami-Dade Co.	723	2,802	4.4	5.4
Aventura	5,530	8,865	9.2	18.3

Source: U.S. Census, Census Block, 2010



Households

Total # of Households (DU)

within ½ mile: 47,063

within ¼ mile: 27,145

Avg. Housing Size: 1.6 ppl/hh

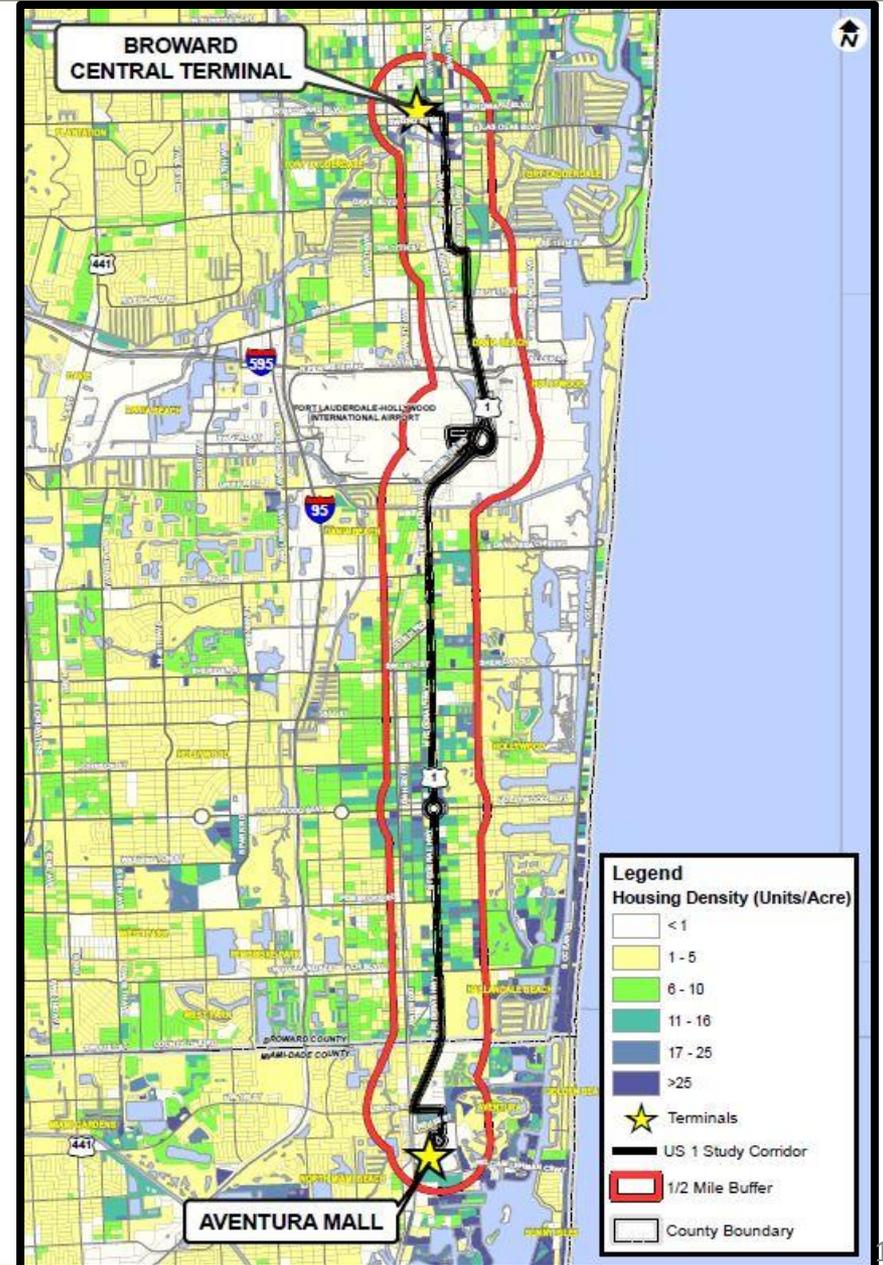
Avg. Housing Density (DU/ac)

within ½ mile: 6.3

within ¼ mile: 5.1

Housing	Total		Density	
	1/4 Mile	1/2 Mile	1/4 Mile	1/2 Mile
Uninc. Broward Co.	69	69	0.0	0.0
Fort Lauderdale	6,781	12,137	5.2	5.0
Dania Beach	3,715	6,818	4.5	4.7
Hollywood	9,201	14,823	9.2	7.1
Hallandale Beach	3,571	6,687	9.2	8.4
Uninc. Miami-Dade Co.	242	1,002	1.4	2.0
Aventura	3,566	5,527	5.8	10.8

Source: U.S. Census, Census Block, 2010

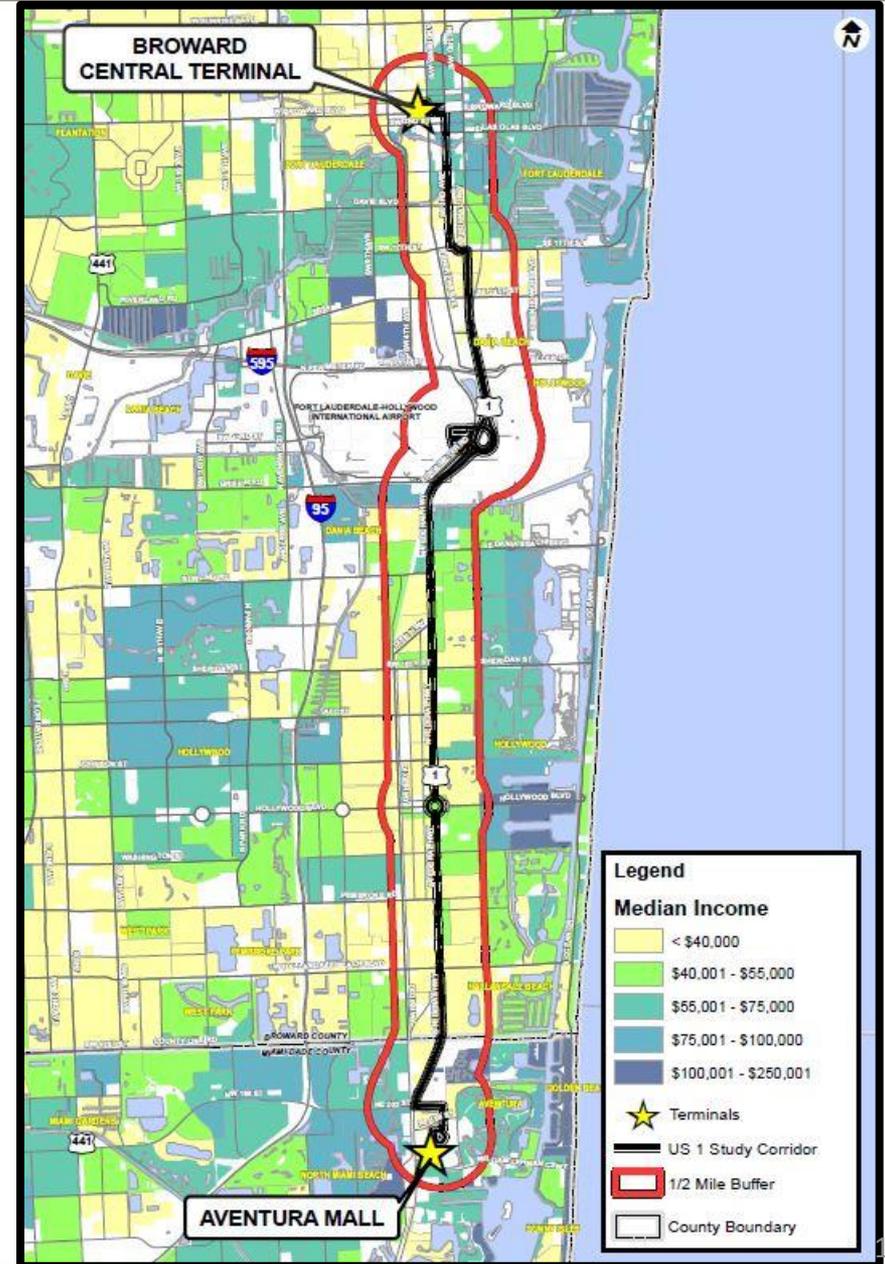


Income

Median Household Income
within ½ mile = \$53,562

Income	Median
	1/2 Mile
Uninc. Broward Co.	\$60,961
Fort Lauderdale	\$50,123
Dania Beach	\$44,918
Hollywood	\$45,865
Hallandale Beach	\$31,779
Uninc. Miami-Dade Co.	\$82,144
Aventura	\$59,148

Source: U.S. Census, ACS, Census Block Group, 2010



Youth and Senior

Youth

Ages 14 and Under: 15%

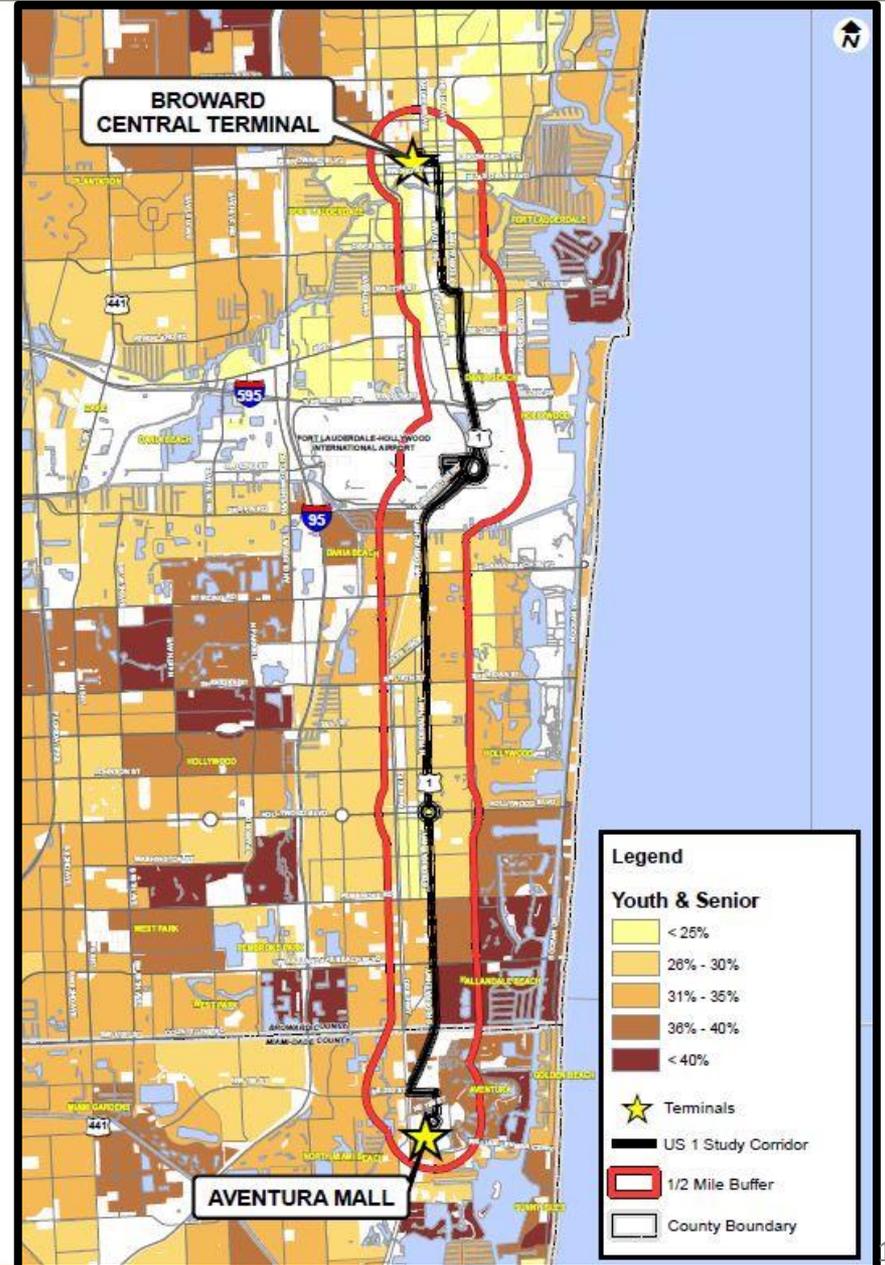
Senior

Ages 65 and Older: 16%

Total: 31%

Youth and Seniors	14 and Under	65 and Over	Total
Uninc. Broward Co.	12%	21%	32%
Fort Lauderdale	12%	12%	24%
Dania Beach	15%	15%	29%
Hollywood	15%	11%	26%
Hallandale Beach	13%	22%	36%
Uninc. Miami-Dade Co.	21%	12%	34%
Aventura	15%	23%	37%

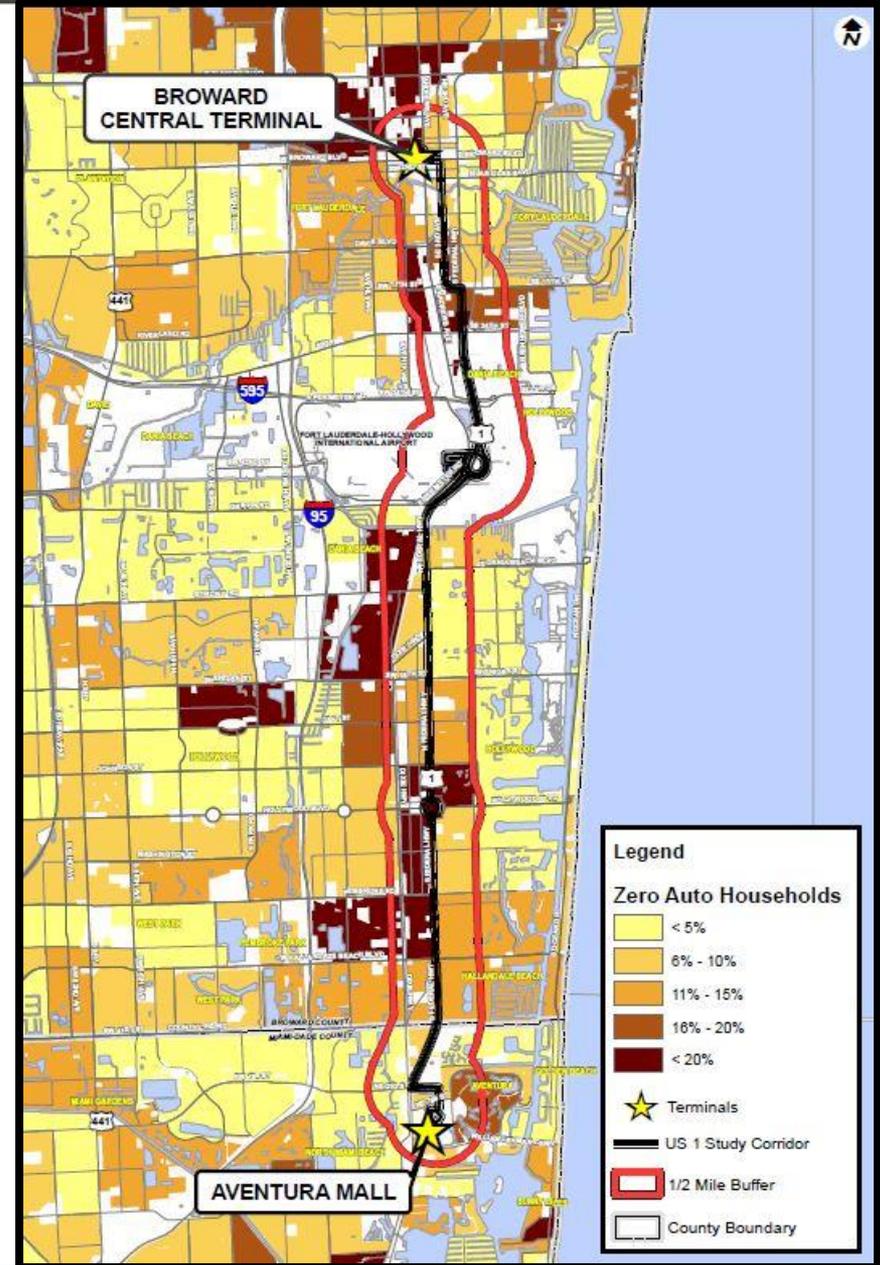
Source: U.S. Census, ACS, Census Tract, 2011



Zero Auto Households

Average Percentage: 10%

	Total
Uninc. Broward Co.	5%
Fort Lauderdale	13%
Dania Beach	12%
Hollywood	16%
Hallandale Beach	16%
Uninc. Miami-Dade Co.	1%
Aventura	9%



Source: U.S. Census, ACS, Census Tract, 2011

Employment

Total # Work & Live in Area:

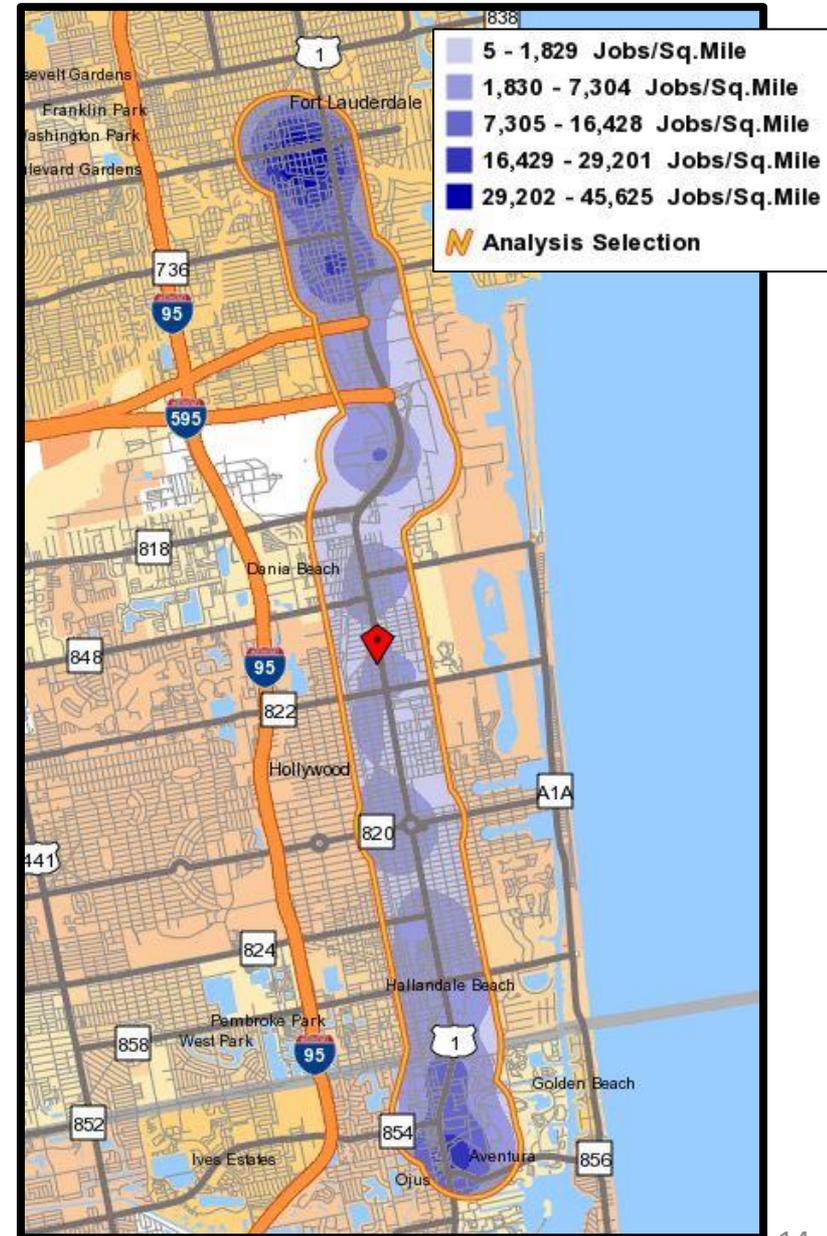
- within ½ mile: 4,067 (5%)
- within 1 mile: 10,671 (10%)

Total # Workers (Jobs):

- within ½ mile: 80,873
- Live > ½ mile away: 97% commute in
- Travel less than 10 miles to work: 48%

Total # Residents Working:

- within ½ mile: 23,504
- Work > ½ mile away: 83% commute out
- Travel less than 10 miles to work: 48%

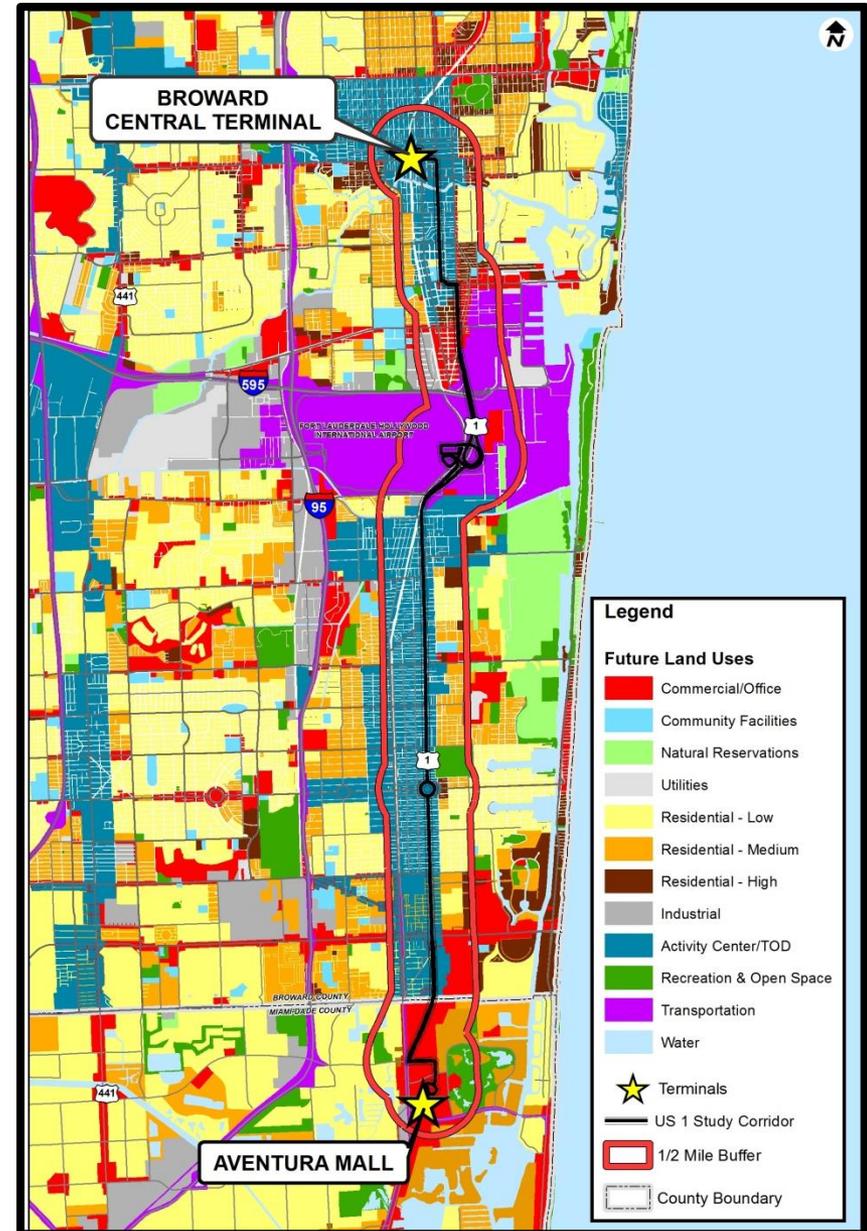


Source: U.S. Census, LEHD OnTheMap, 2011

Future Land Use

Land Use	1/2 Mile	%
Total Acreage	5,476.8	100%
Business/Office	483.8	8.8%
Commercial	225.8	4.1%
Commercial Recreation	134.8	2.5%
Community Facilities	55.0	1.0%
Conservation	27.9	0.5%
Employment Center-High	88.6	1.6%
Industrial	90.6	1.7%
Local Activity Center	61.6	1.1%
Office/Residential	7.7	0.1%
Recreation and Open Space	268.1	4.9%
Regional Activity Center/TOD	2,650.1	48.4%
Residential - Low Density 2.5-6	533.3	9.7%
Residential - Low-Medium Density 6-13	130.3	2.4%
Residential - Medium-High Density 13-25	566.2	10.3%
Residential - High Density 25-60	139.5	2.5%
Utilities	13.5	0.2%

Source: Broward County FLUM, 2011; Miami-Dade County FLUM, March 2013



Roadway

Right-of-way (ROW) constrained and varies

6 Lane (plus turn lanes)

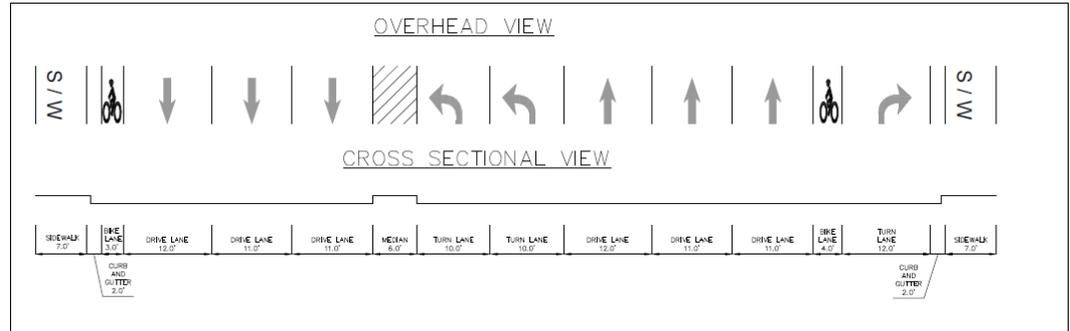
- Broward Blvd to Griffin Road

4 Lane

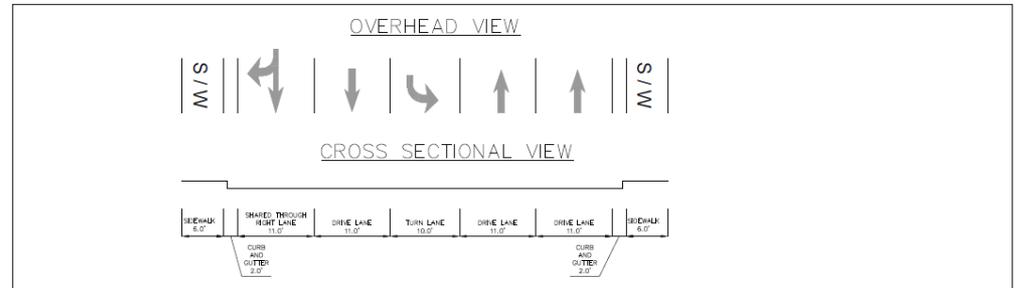
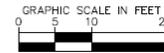
- Griffin Road to Hallandale Beach Blvd

6 Lane (plus turn lanes)

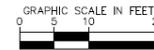
- Hallandale Beach Blvd to Aventura/NE 186th



HALLANDALE BLVD./U.S. 1



NE 199TH STR./OLIVE DR.



Level of Service (LOS) – Daily

LOS F – 2013

- Davie to I-595
- Griffin Rd to Stirling Rd
- Hallandale Beach Blvd – Aventura/NE 186th

LOS F – 2035

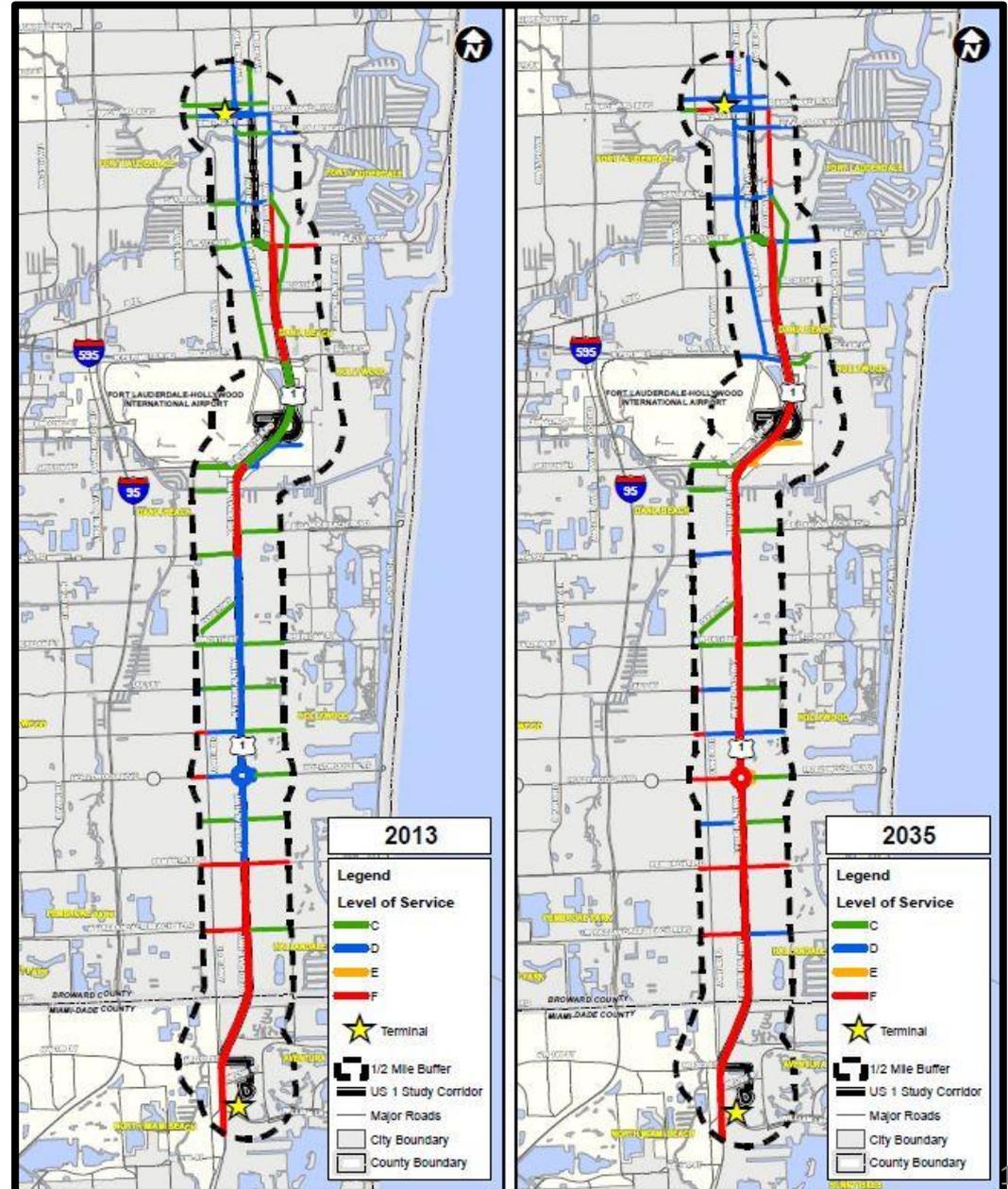
- Broward Blvd – Aventura/NE 186th

Daily LOS reflect daily traffic capacity deficiencies

Conditions remain constant during peak/off-peak period

Entire corridor projected LOS F in 2035

Source: Broward County MPO, Roadway Capacity and Level of Service Analysis, 2011



Transit Service

Existing BCT Routes

- 1, 4, 5, 6, 7, 9, 12, 16, 28, (101) Breeze, 595

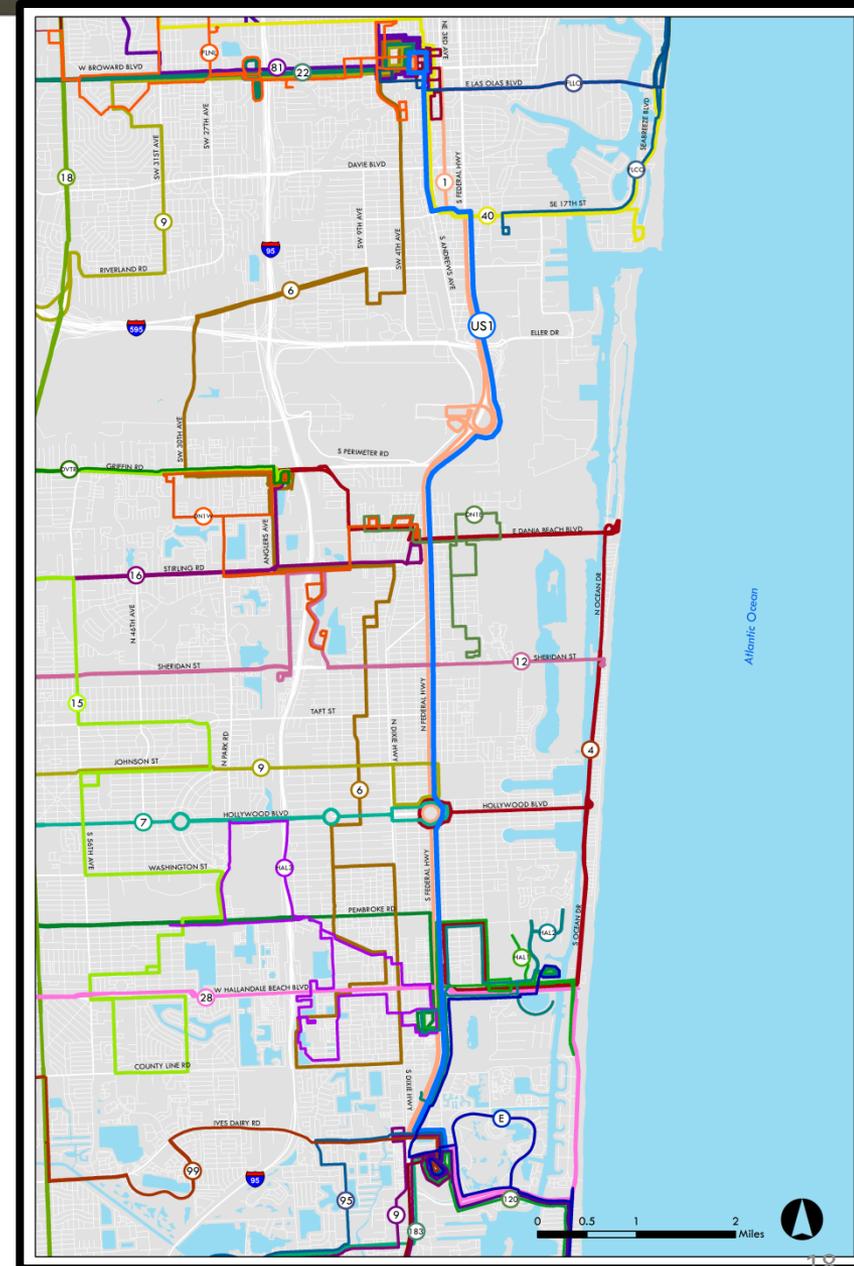
Community Bus Routes

- Fort Lauderdale Sun Trolley - Airport, Beach, Downtown, Las Olas, Neighborhood Links
- Dania Beach - E, W
- Hollywood – Beach Line, Downtown/Beach North and South
- Hallandale Beach - 1, 2, 3, 4
- Aventura Express - Blue, Green, Red, Purple, Yellow
- SFRTA Shuttle
- Miami-Dade Transit – 3, 9, 93, 95, 99, 120, 183, E, S

Planned Transit Improvements

- US 1 Breeze all-day service (2015)
- Wave Modern Streetcar (2017)

Source: Broward County Transit; Miami-Dade Transit, SFRTA, 2014



Route 1 Origin and Destination Pairings by Time Period

AM Peak (6:30am-9:30am)	1	2	3	4	5	6	Grand Total
1-Aventura Mall to NE 209 St	13	55	54	14	24	13	173
2-NE 209 St-t-N of Pembroke Rd	100	34	41	26	18	19	238
3-N of Pembroke Rd-S of Sheridan St	96	74	93	72	31	41	407
4-S of Sheridan St-t-Griffin Rd	29	13	42	29	17	29	159
5-Griffin Rd-Davie Blvd	9	4	11	8	10	51	93
6-Davie Blvd-Broward Central Terminal	21	10	25	20	79	46	201
AM Peak Subtotal	268	190	266	169	179	199	1,271
Mid-day (9:30am-3:30pm)	1	2	3	4	5	6	
1-Aventura Mall to NE 209 St	53	130	105	35	44	46	413
2-NE 209 St-t-N of Pembroke Rd	157	68	99	43	29	56	452
3-N of Pembroke Rd-S of Sheridan St	130	126	185	116	54	82	693
4-S of Sheridan St-t-Griffin Rd	42	32	100	36	47	75	332
5-Griffin Rd-Davie Blvd	31	13	43	33	29	152	301
6-Davie Blvd-Broward Central Terminal	69	45	97	86	185	91	573
Mid-day Subtotal	482	414	629	349	388	502	2,764
PM Peak (3:30pm-6:30pm)	1	2	3	4	5	6	
1-Aventura Mall to NE 209 St	20	86	95	27	15	24	267
2-NE 209 St-t-N of Pembroke Rd	68	41	58	23	8	18	216
3-N of Pembroke Rd-S of Sheridan St	55	70	102	57	19	51	354
4-S of Sheridan St-t-Griffin Rd	13	12	82	19	13	22	161
5-Griffin Rd-Davie Blvd	22	12	31	23	13	85	186
6-Davie Blvd-Broward Central Terminal	21	16	56	44	77	33	247
PM Peak Subtotal	199	237	424	193	145	233	1,431
Early Morning/Night	1	2	3	4	5	6	
1-Aventura Mall to NE 209 St	20	93	104	38	32	47	334
2-NE 209 St-t-N of Pembroke Rd	83	21	59	23	8	31	225
3-N of Pembroke Rd-S of Sheridan St	65	56	82	62	17	74	356
4-S of Sheridan St-t-Griffin Rd	27	16	39	11	20	72	185
5-Griffin Rd-Davie Blvd	18	10	46	32	15	88	209
6-Davie Blvd-Broward Central Terminal	34	26	81	53	84	28	306
Early Morning/Night Subtotal	247	222	411	219	176	340	1,615
Full Weekday	1	2	3	4	5	6	
1-Aventura Mall to NE 209 St	106	364	358	114	115	130	1,187
2-NE 209 St-t-N of Pembroke Rd	408	164	257	115	63	124	1,131
3-N of Pembroke Rd-S of Sheridan St	346	326	462	307	121	248	1,810
4-S of Sheridan St-t-Griffin Rd	111	73	263	95	97	198	837
5-Griffin Rd-Davie Blvd	80	39	131	96	67	376	789
6-Davie Blvd-Broward Central Terminal	145	97	259	203	425	198	1,327
Full Weekday Grand Total	1,196	1,063	1,730	930	888	1,274	7,081

Top 10 Segment Trips

On-Board Transit Passenger Survey Results

- Segment Level Origin & Destination by time period and daily
- 6 by 6 Matrix = 36 Possible movements
- Top 10 Segment to Segment Flow equal 51% of trips
- Ridership Activity evenly distributed across peak and midday periods:
 - ❖ AM Peak: 424
 - ❖ Midday: 461
 - ❖ PM Peak: 477
- Avg. Trip Length
 - ❖ 3.7 Miles Route 1
 - ❖ 7.3 Miles US 1 Breeze

Route 1 Origin and Destination Pairings by Time Period

- 1-Aventura Mall to NE 209 St
- 2-NE 209 St-N of Pembroke Rd
- 3-N of Pembroke Rd-S of Sheridan St
- 4-S of Sheridan St-Griffin Rd
- 5-Griffin Rd-Davie Blvd
- 6-Davie Blvd-Broward Central Terminal

- Highest Activity at North and South ends of route
- 43.4% of all trips are linked to Zone 3
- There is less demand for intra-zone trips (except Zone 3)
- Only 3.9% are traveling from end to end

Combo	AM Peak	%	Mid-day	%	PM Peak	%	Early/Late	%	Daily	%
5-6	130	10.2%	337	12.2%	162	11.3%	172	10.7%	801	11.3%
1-2	155	12.2%	287	10.4%	154	10.8%	176	10.9%	772	10.9%
1-3	150	11.8%	235	8.5%	150	10.5%	169	10.5%	704	9.9%
2-3	115	9.0%	225	8.1%	128	8.9%	115	7.1%	583	8.2%
3-4	114	9.0%	216	7.8%	139	9.7%	101	6.3%	570	8.0%
3-6	66	5.2%	179	6.5%	107	7.5%	155	9.6%	507	7.2%
3-3	93	7.3%	185	6.7%	102	7.1%	82	5.1%	462	6.5%
4-6	49	3.9%	161	5.8%	66	4.6%	125	7.7%	401	5.7%
1-6	34	2.7%	115	4.2%	45	3.1%	81	5.0%	275	3.9%
3-5	42	3.3%	97	3.5%	50	3.5%	63	3.9%	252	3.6%
1-4	43	3.4%	77	2.8%	40	2.8%	65	4.0%	225	3.2%
2-6	29	2.3%	101	3.7%	34	2.4%	57	3.5%	221	3.1%
6-6	46	3.6%	91	3.3%	33	2.3%	28	1.7%	198	2.8%
1-5	33	2.6%	75	2.7%	37	2.6%	50	3.1%	195	2.8%
4-5	25	2.0%	80	2.9%	36	2.5%	52	3.2%	193	2.7%
2-4	39	3.1%	75	2.7%	35	2.4%	39	2.4%	188	2.7%
2-2	34	2.7%	68	2.5%	41	2.9%	21	1.3%	164	2.3%
1-1	13	1.0%	53	1.9%	20	1.4%	20	1.2%	106	1.5%
2-5	22	1.7%	42	1.5%	20	1.4%	18	1.1%	102	1.4%
4-4	29	2.3%	36	1.3%	19	1.3%	11	0.7%	95	1.3%
5-5	10	0.8%	29	1.0%	13	0.9%	15	0.9%	67	0.9%

1,271

2,764

1,431

1,615

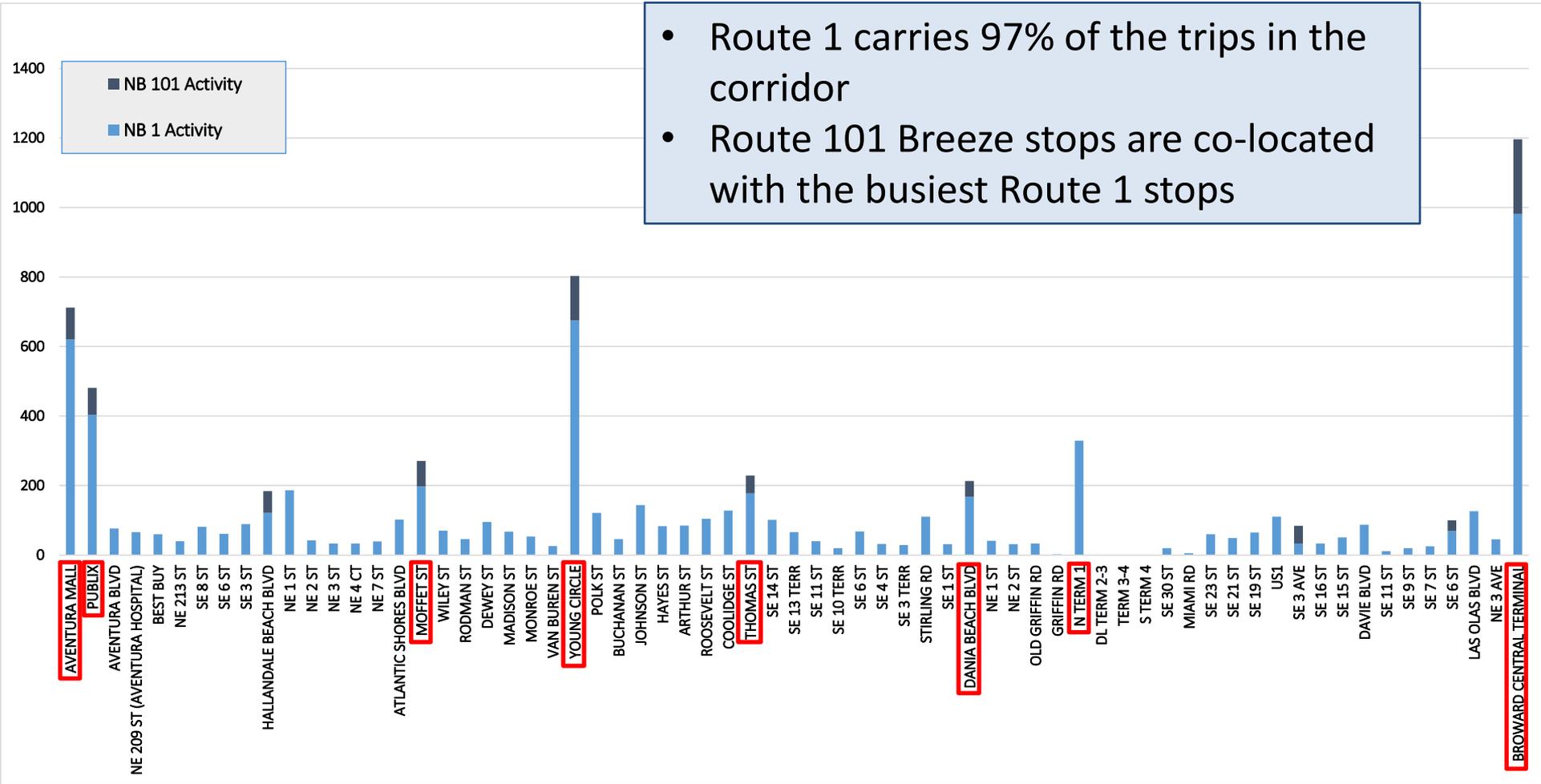
7,081

Top Ten



Combined Stop Activity – Northbound

- Route 1 carries 97% of the trips in the corridor
- Route 101 Breeze stops are co-located with the busiest Route 1 stops



Av Mall

Moffet Young Cir
(Pembroke)

Thomas
(Sheridan)

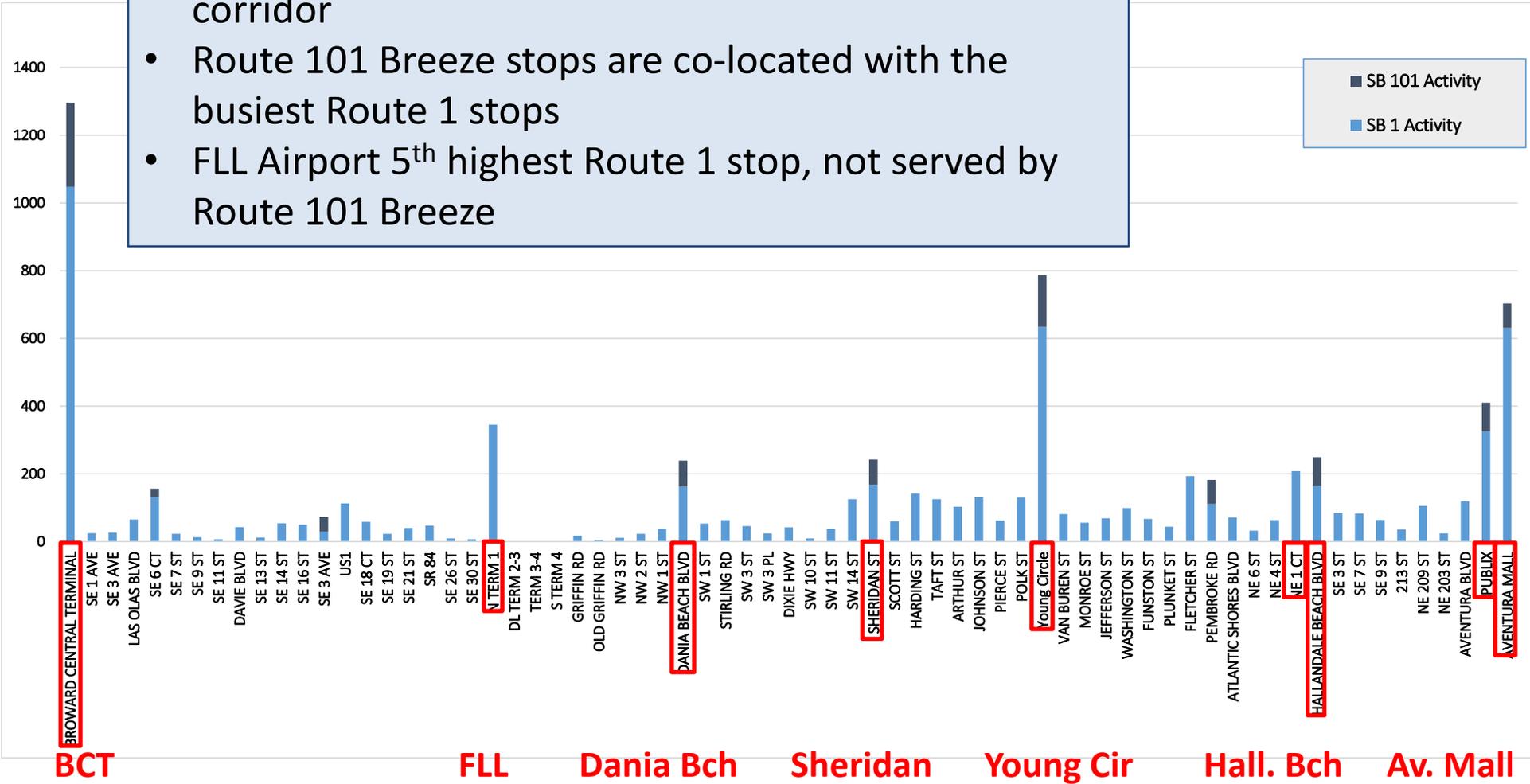
Dania Bch

FLL

BCT

Combined Stop Activity – Southbound

- Southbound Route 1 carries 98% of the trips in the corridor
- Route 101 Breeze stops are co-located with the busiest Route 1 stops
- FLL Airport 5th highest Route 1 stop, not served by Route 101 Breeze



Operating Issues

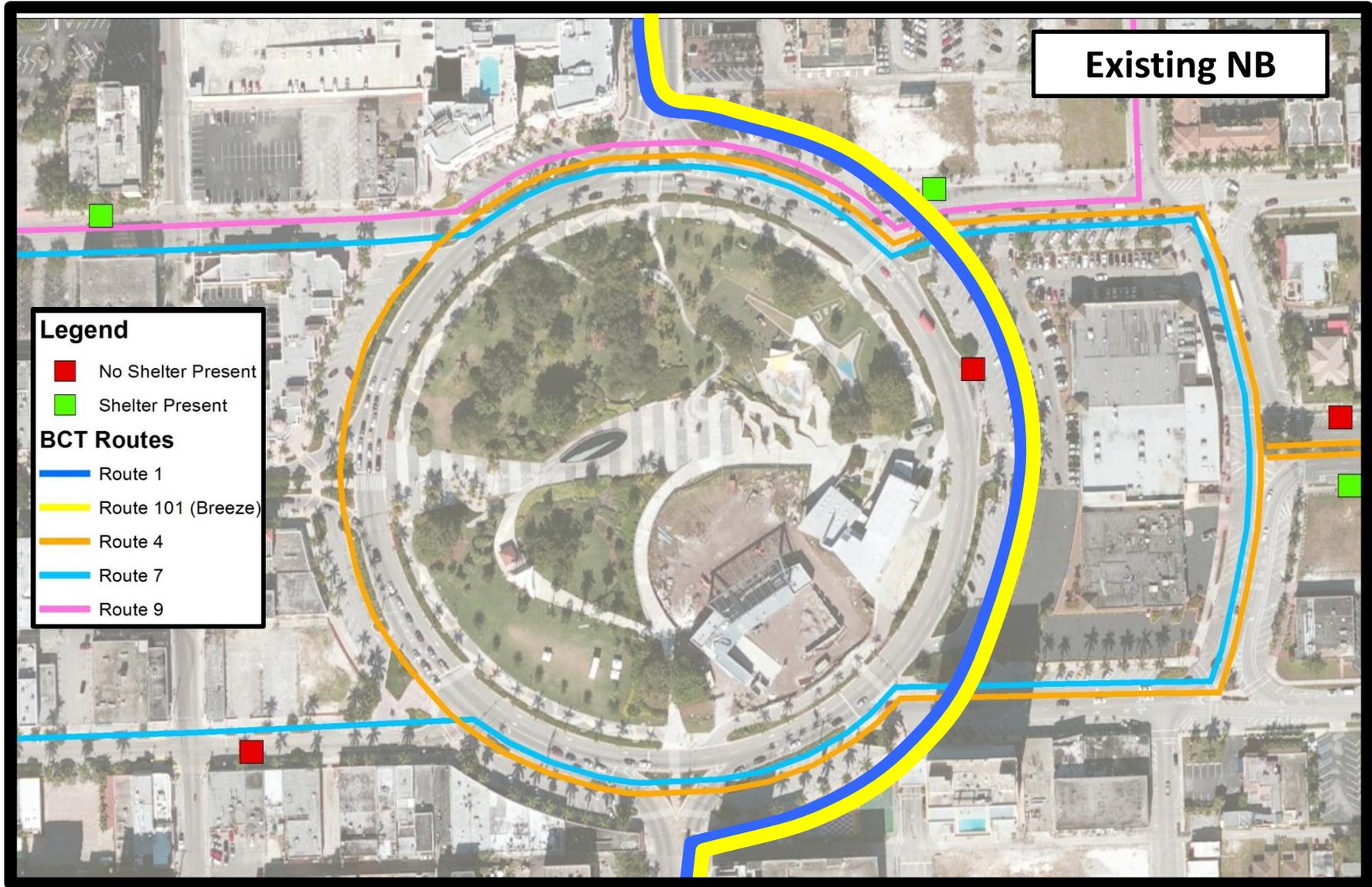
- Andrews Avenue provides a faster means of exiting downtown
- US 1 & Dania Beach Boulevard stop is constrained and provides little opportunity for amenities
 - Vacant parcel on NE corner may provide an opportunity for pull-out bay and shelter

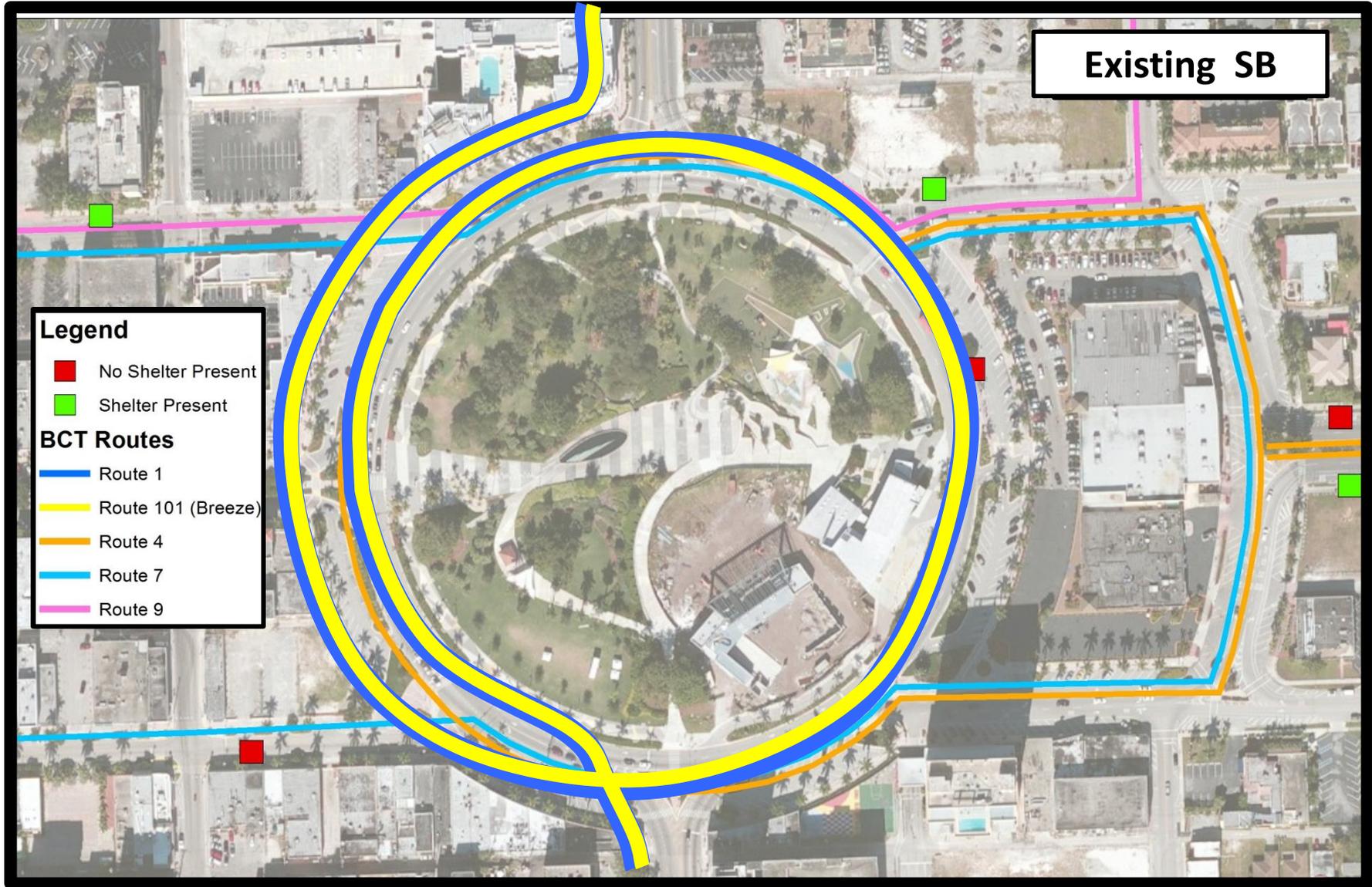


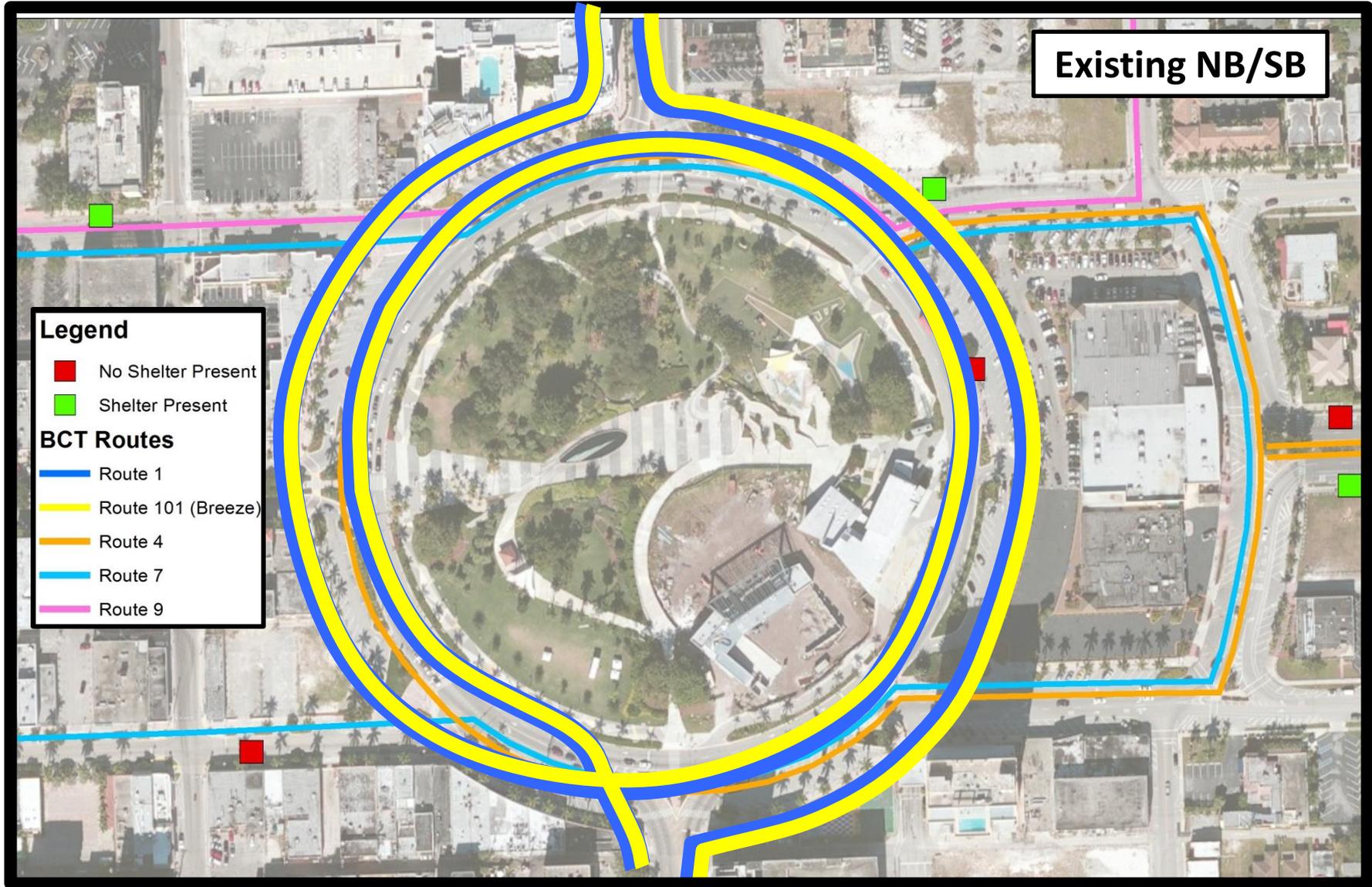
Operating Issues

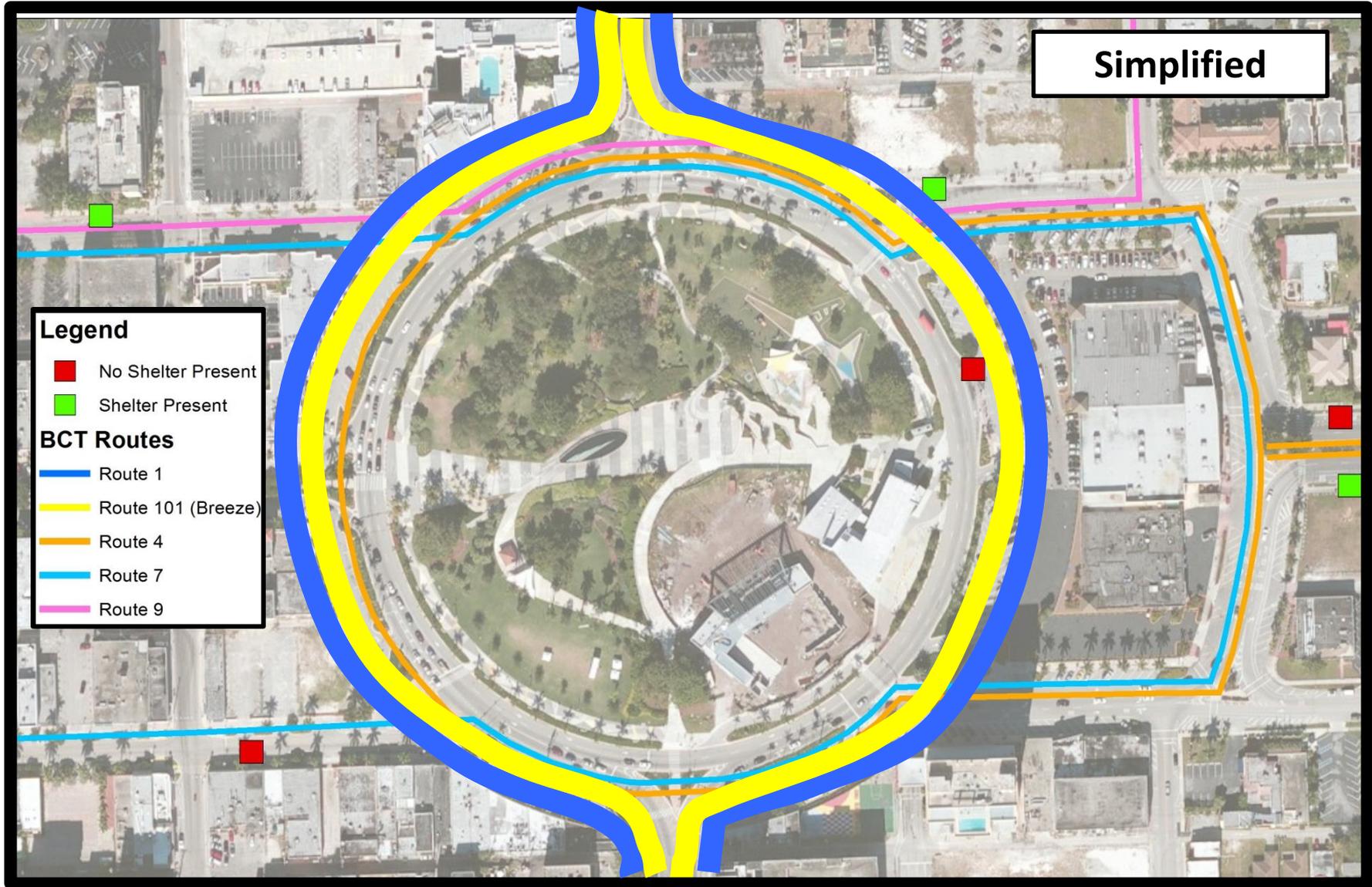
- The stop at Young Circle presents a variety of challenges
 - Forces time-consuming out-of-direction travel for southbound passengers
 - Passenger waiting area and amenities are understated for the volume generated at this stop
 - Connections to routes on Tyler Street are inconvenient and pedestrian path is not intuitive











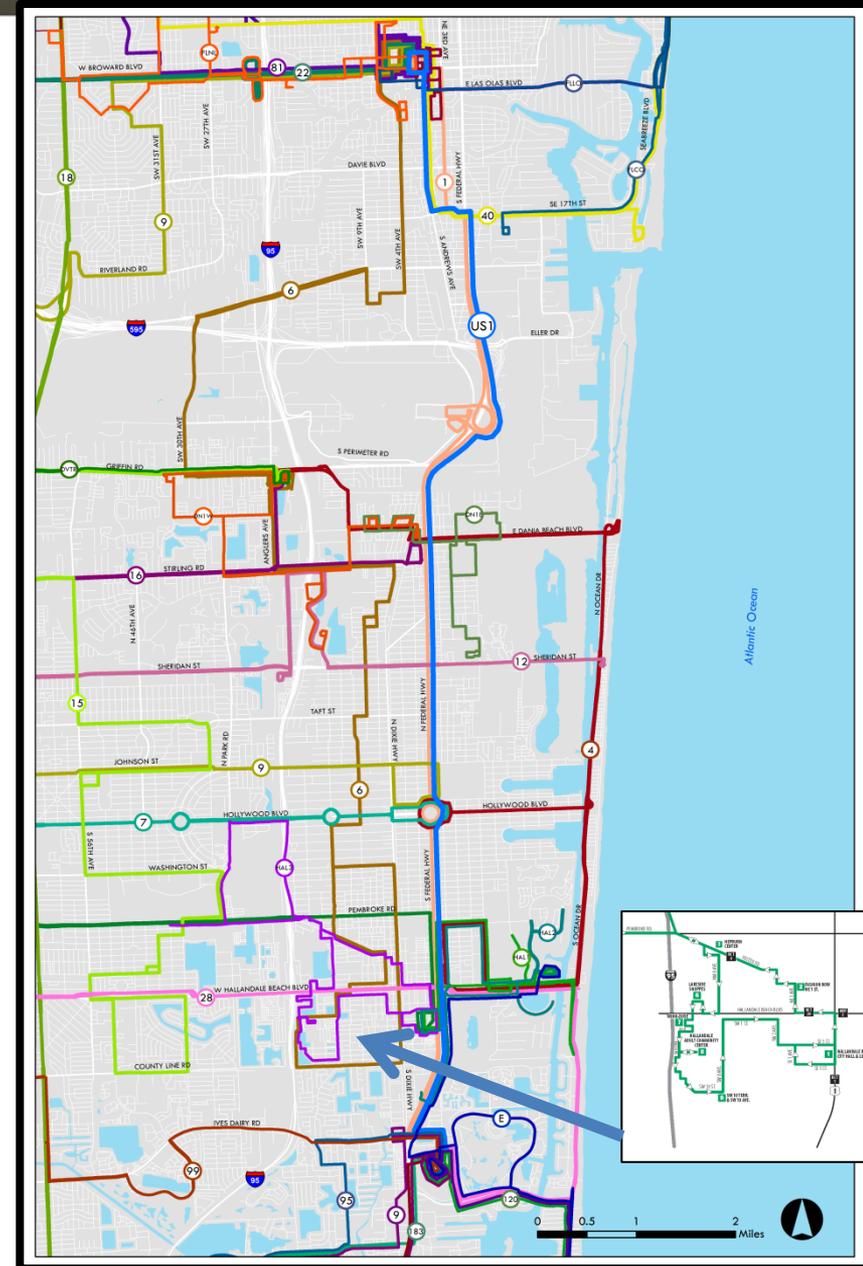
Operating Issues

- Aventura Mall stop is very congested
- Some safety issues related to pedestrian flow, transit riders and mall customers
- Buses stage in parking lot away from the stop location, presents conflicts during peak holiday shopping season
- New transit center planned



Operating Challenges

- What is working, not working and what are Corridor Transit Needs? Do existing routes serve the travel markets?
- How do Community Circulators best interface with the Corridor Service?
 - Gaps in service areas
 - Interface and service consistency with corridor and local routes
 - Reduce duplication with local routes
- How/should local routes be modified to better interact with the Corridor Service and with Community Circulators? (e.g., Route 6)
- Are there additional opportunities for limited stops that would not degrade the speed of the limited stop service?
 - Gulfstream Park
 - Aventura Hospital



Issues, Opportunities and Constraints

- Strong transit ridership (all-day)
- Major activity centers, transit terminals and transfer locations
- High volumes and deficient LOS along key segments
- Constrained right-of-way
- Limited space for transit infrastructure
- Existing approved and planned redevelopment
- Serving key travel markets

South US 1 Transit Corridor Improvements

- Multimodal / transit infrastructure
- Transit service and operations
- Technology
- Transit supportive elements





Contact Information

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SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: SEPTEMBER 18, 2013

OTHER BUSINESS

NATIONAL PARK(ING) DAY – SEPTEMBER 19, 2014

PARK(ing) Day is an annual open-source global event where citizens, artists and activists collaborate to temporarily transform parking spaces into “PARK(ing)” spaces: temporary public places. Here in South Florida, cities such as Miami, Fort Lauderdale, and West Palm Beach have been active participants in PARK(ing) day in recent years.

This year, PARK(ing) Day is taking place on Friday, September 19. Of note locally, the City of Hollywood and Hollywood Community Redevelopment Agency (CRA) is holding a PARK(ing) Day event at Taylor Street and North 21st Avenue, adjacent to the Florida East Coast (FEC) Railway tracks. Hollywood’s PARK(ing) Day will include a pop-up train station and complete streets demonstration. Further details on the Hollywood (PARK)ing Day event are included in the attached flier.

EXHIBITS ATTACHED: Hollywood PARK(ing) Day flier



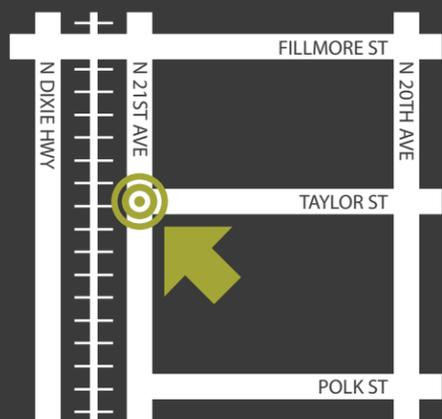
'Shifting the Paradigm'
designed by Maki Kawaguchi

PARK(ing) Day HOLLYWOOD

www.parkingday.org

Join the community for the worldwide annual event as participants transform parking spaces into temporary public parks.

Pop-up Train Station • Complete Street Demo • Health Education
Recreational Fitness • Live Music + More!



FRIDAY, SEPTEMBER 19, 2014
9AM - 4PM
TAYLOR ST & N. 21ST AVE
#PARKINGDAYHOLLYWOOD

City of
HOLLYWOOD
FLORIDA



FLORIDA'S
HOLLYWOOD
COMMUNITY REDEVELOPMENT AGENCY

Barry University

**NORTH
SOUTH**
PROMOTIONS

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REBAR

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NOMAD
STRETCH TENTS AND CANOPIES

landscapeforms

