

Broward Boulevard Transit Corridor Workshop

February 5, 2010

9:00 AM – 12:30 PM

FDOT District IV Auditorium

Streetcar Presentation



The function of streetcars



Typically operating as a local circulator



Typically operating as a local circulator



Major motivation for these projects: economic development (versus transit demand):

1. Expanding customer access for existing businesses and fostering new retail
2. Improving the market value of real estate
3. Catalyzing “truly urban” Transit-Oriented new development...greater intensity, less parking
4. Expanding the land area which can support this “walkable urbanism”



Development Catalyst and Intensifier



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Portland Pearl District Before... ..And After



Portland Pearl District Before... ..And After



Other open-and-operating projects: Seattle



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SEATTLE STREETCAR NETWORK



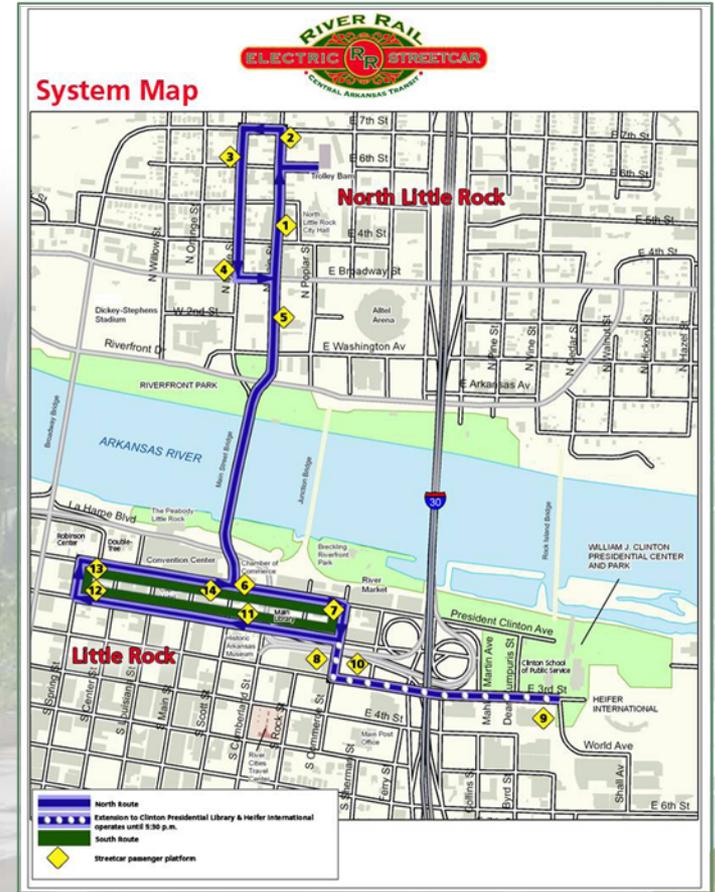
Other open-and-operating projects: Tacoma



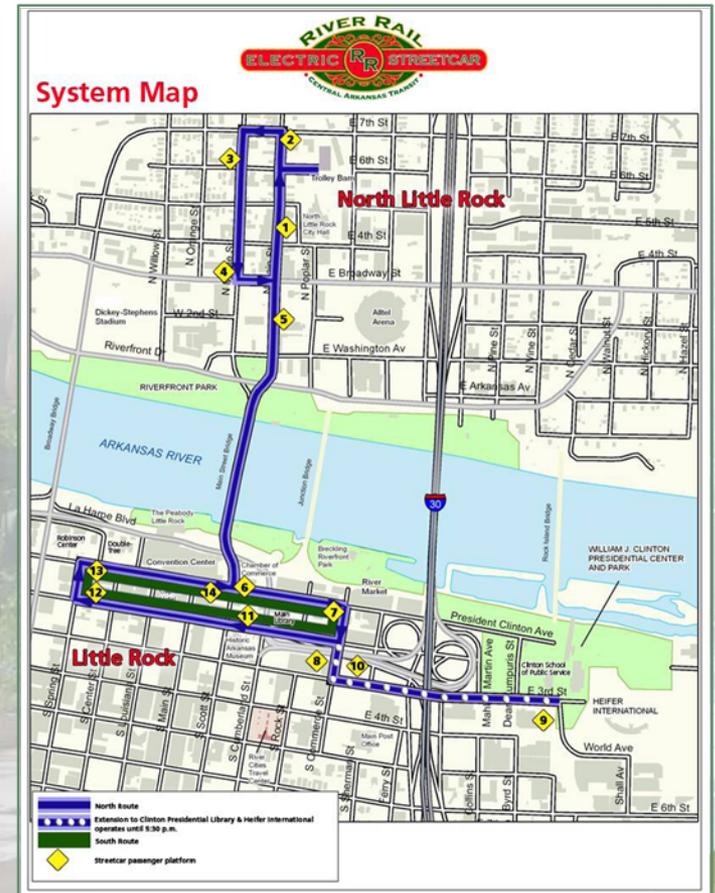
Other open-and-operating projects: Tampa



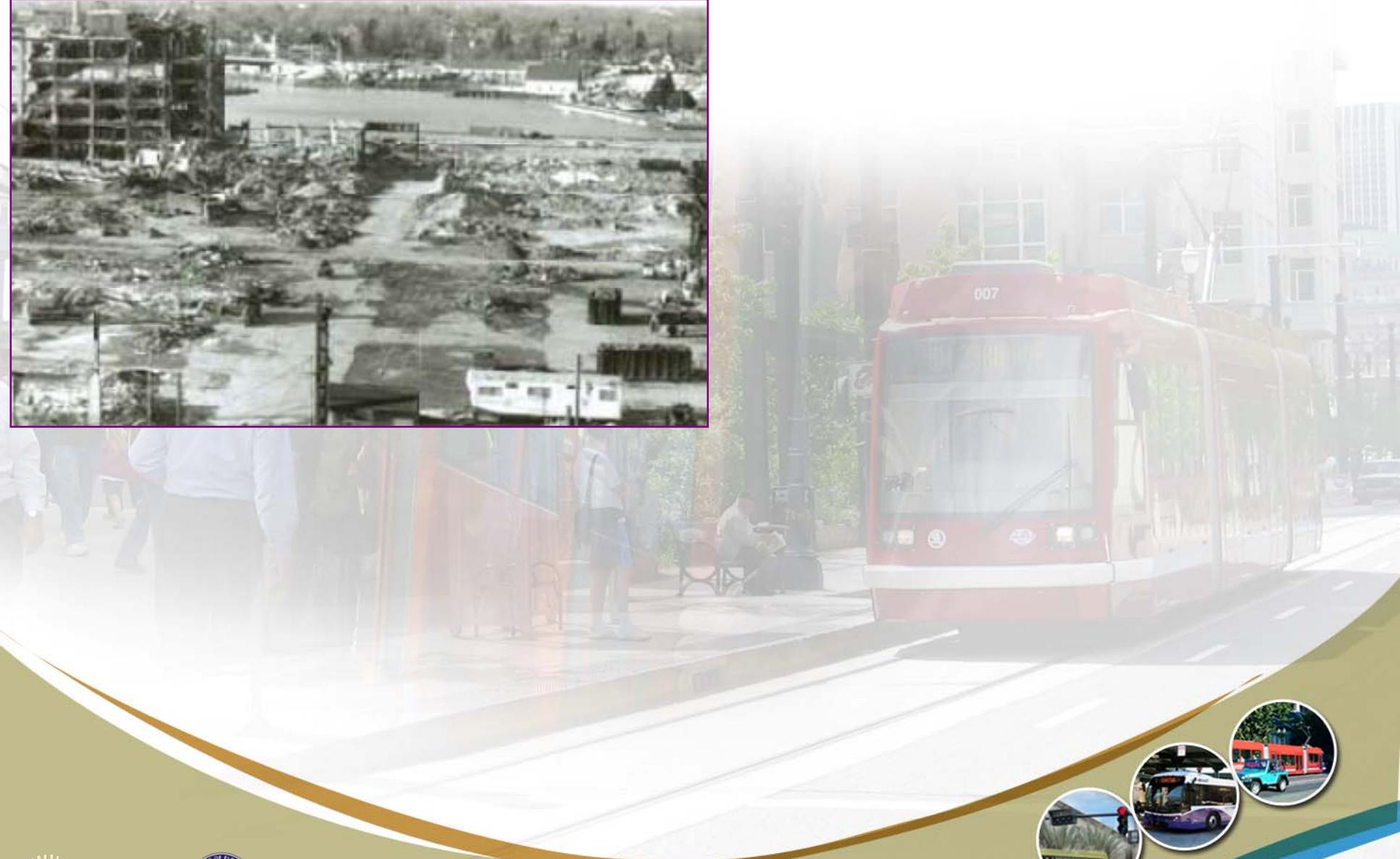
Other open-and-operating projects: Little Rock



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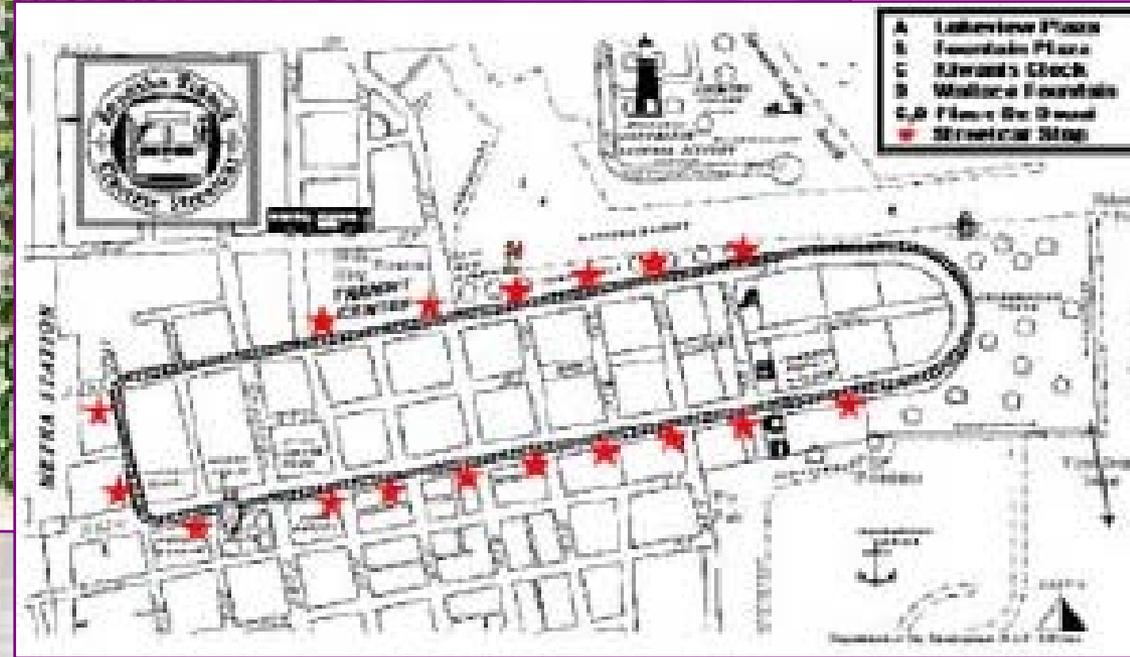
Other open-and-operating projects: Kenosha



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Pro's of Streetcars as a Transit Mode

- Works well for short trips or as an in-city network
- Good, high-capacity mode for the “last mile” of a trip that included a longer commute on commuter rail, BRT, or LRT
- Lower capital costs than light rail, less construction-period disruption



Con's of Streetcars as a Transit Mode

- Slow speed relatively
- Modest capacity per vehicle
- Higher cost than a bus circulator, even one with frequent headways and a high level of amenities
- Permanence of route requires significant land use coordination
- Longer timeframe to be implemented (design, construction, federal funding process)



Broward Blvd. Considerations

- Urban Form and Land Use
- Pedestrian Environment
- Traffic Volume and Speed
- Crossing an Operating Rail Line
- Short distance of Broward Blvd. corridor matches with streetcar
- Could the Riverbend DRI area be considered on extension of Downtown Fort Lauderdale?



QUESTIONS?

