

CHAPTER 1

INTRODUCTION AND OVERVIEW



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I. INTRODUCTION

I.A PURPOSE

The purpose of these Station Design Guidelines is to establish fundamental criteria for the design and construction of TRI-RAIL stations and support facilities, including architectural and structural design, mechanical and electrical requirements, site planning and development, and landscaping. Sustainability or “Green Design” is incorporated into all aspects of design of the stations.

TRI-RAIL stations will have a role in the shaping and definition of public space. Each station carries the potential for significantly influencing the way people identify with their neighborhoods, with surrounding communities, and with the whole of South Florida.

The public areas within each station will represent the public image of TRI-RAIL. The aesthetic image of these public areas shall reflect cues taken from each station’s surroundings so that a suitable identity is able to develop for each location.

I.B DESIGN OBJECTIVES

The primary objective in the design of TRI-RAIL stations is to provide safe, convenient access to the transportation system for all potential users. Targeted areas include:

I.B.1 Efficiency

Station designs should promote the efficient use of materials and energy, facilitate maintenance, and contribute to the efficiency of railway operations.

I.B.2 Space and Clearances

Passenger circulation, emergency egress, and vertical circulation all require appropriate physical clearances and allocations of space.

I.B.3 Sense of Place and Identity

The cultural traditions and character of surrounding neighborhoods should be considered in the design of facilities to promote a sense of place for passengers, and a sense of identity for TRI-RAIL within the community.

I.B.4 Scale and Character

Stations should be designed in accordance with the scale and character of their surroundings, but also with the anticipation and recognition of the potential for future growth and development in these areas.

I.B.5 Added Value

TRI-RAIL stations must be perceived as contributing to the community, not only by providing essential transportation services, but by enhancing the architectural character of the area as well.

I.B.6 Property Development

A certain degree of flexibility in the planning and design of TRI-RAIL facilities is desirable; in order to facilitate property development and ensure that project goals achieve full potential.

I.B.7 Environmental Improvement

TRI-RAIL stations and other facilities shall sustain and enhance surrounding areas.

I.B.8 Impact

TRI-RAIL facilities must be suitably integrated with their surroundings in order to maximize their impact, and maximize their benefit to the community.

I.B.9 Agency Identity

The South Florida Regional Transportation Authority/TRI-RAIL (SFRTA/TRI-RAIL) image will be projected through the design of its facilities. The character and quality of stations, their amenities and spatial relationships, materials, graphics, and details should all promote a positive image of the agency.

I.B.10 Green Design

The SFRTA/TRI-RAIL encourages sustainable, green design initiatives. New stations, station improvements, park-n-ride lots, or parking structures shall meet LEED design guidelines from the USGBC when feasible. Stations and ancillary facilities shall attempt to meet the highest LEED rating possible. However, it is not required to obtain LEED certification.

Each chapter of these guidelines has a section called “Green Design” which gives detailed descriptions of which LEED credits shall be met, and which credits are recommended to be met.

I.C USING THESE GUIDELINES

Minimum requirements, where so indicated in this document, shall serve as a “starting point” from which to develop various elements of the design. Where practical, design elements may be developed to exceed the minimum requirements established by criteria. Fixed requirements shall not be changed, except where reviewed and concurred by SFRTA/TRI-RAIL.

I.C.1 “Tools, Not Rules”

It is important to emphasize that the contents of this document, as suggested by its title, are guidelines, not regulations.

These Guidelines are intended to be a “living” document. As such, their contents are subject to continuing study and revision

as SFRTA/TRI-RAIL’s system continues to develop; suggestions are welcome.

Finally, SFRTA/TRI-RAIL recognizes that during the development of a station design and preparation of construction contract documents, site-specific conditions and considerations may necessitate deviation from these Guidelines.

In such event, the designer shall notify SFRTA/TRI-RAIL of the causative conditions and their intended variance from these Guidelines. While permission will not be unreasonably withheld, all deviations from these Guidelines are subject to approval by SFRTA/TRI-RAIL.

I.D MINIMUM STANDARDS

Station design and improvements shall meet the following codes and standards at a minimum, and the latest, most restrictive regulation version shall be applied:

- AREMA
- CSXT
- FDOT
- Standard Building Code (SBC) with amendments as implemented by local jurisdictions; Standard Plumbing Code and Standard Electrical Code
- South Florida Building Code (Broward Edition)
- South Florida Building Code (Miami-Dade Edition)
- National Fire Protection Association (NFPA) Codes
- FDOT Design Standards
- American Society of Testing Materials (ASTM)
- National Electrical Code (NEC)
- Americans with Disabilities Act (ADA)
- Florida Accessibility Code for Building Construction (FACBC)
- US Green Building Council LEED Guidelines

II. OVERVIEW

II.A HISTORY OF TRI-RAIL

TRI-RAIL's origins can be traced back to 1971, when the Florida Department of Transportation (FDOT) commissioned a study of the future transportation needs for the tri-county region of South Florida. The results of that study, which also included studies and projections of traffic growth, led to a plan to reconstruct and widen Interstate 95, the major North-South highway through the region. Regional transportation planners advanced a proposal to operate a commuter rail service along the existing CSX Transportation, Inc. (CSX) rail-corridor as part of the traffic mitigation plan for the reconstruction.

With the support of FDOT, the Metropolitan Planning Organizations (MPO's) of Palm Beach, Broward, and Miami-Dade Counties formed the Tri-County Transportation Subcommittee in 1985. The subcommittee recommended that a commuter rail line be established, and drafted an action plan to implement its recommendation.

The Tri-County Commuter Rail Organization (TCRO) was formed in 1986 to begin the task of building the new commuter rail system. TCRO was succeeded by the Tri-County Commuter Rail Authority (TCRA), which came into existence in September 1989, and operated TRI-RAIL until July 2003, when the present South Florida Regional Transportation Authority (SFRTA) was created by the State of Florida.

In 1988, FDOT purchased 81 miles of the existing CSX rail corridor, at a cost of \$264 Million. In addition, FDOT allocated \$59.5 Million for capital improvements, including track work, station construction and rolling stock purchases; and \$10 Million for the

first year's operating expenses. The Federal Highway Administration (FHWA) provided an additional \$4 Million in annual funding to bring the total dedicated budget to \$14 Million per year.

On January 9, 1989, TRI-RAIL commenced operations, the first new commuter rail service agency start-up in North America in over 20 years. Since that time, new commuter rail services have been expanded in many cities throughout the nation.

During the 1990-1991 legislative session, the Florida Legislature appropriated long-term operation funds for the years after 1994. This action meant that TRI-RAIL was no longer a temporary highway construction mitigation project, but instead a permanent part of South Florida's transportation infrastructure.

II.B TRI-RAIL-TODAY

SFRTA/TRI-RAIL is responsible for providing commuter rail service along the 71-mile South Florida Rail Corridor (SFRC). The corridor extends Northward from Miami International Airport in Miami-Dade County, through Broward County, to its present terminus at the Mangonia Park Station in Palm Beach County.

Tri-Rail currently has eighteen (18) stations, and runs fifty (50) trains daily during weekdays, and sixteen (16) trains during weekends and holidays.

CSX freight and Amtrak intercity passenger trains also operate on the corridor. CSX provides dispatch services out of its office in Jacksonville, Florida, and CSX forces perform track and signal maintenance throughout the corridor, with the exception of the New River Bridge.

The New River Bridge is a 1.75-mile bridge, and it is the only portion of railroad right-of-way maintained and dispatched by SFRTA.

It was designed and built over a thirty-month period, completed in January 2007. The first Tri-Rail train ran over the bridge on April 13, 2007.

Since its inception in 1989, TRI-RAIL has utilized the services of a Contract Operator for operation of its trains, and maintenance of its rolling stock.

