

## Tri-Rail Coastal Link

Broward Metropolitan Planning Organization  
Florida Department of Transportation  
Miami-Dade Metropolitan Planning Organization  
Palm Beach Metropolitan Planning Organization  
Southeast Florida Transportation Council  
South Florida Regional Planning Council  
South Florida Regional Transportation Authority  
Treasure Coast Regional Planning Council



# Tri-Rail Coastal Link: Creating the Build Alternative

## Station Location Refinement Overview

*Presented to:*

**Broward MPO**

March 13, 2014

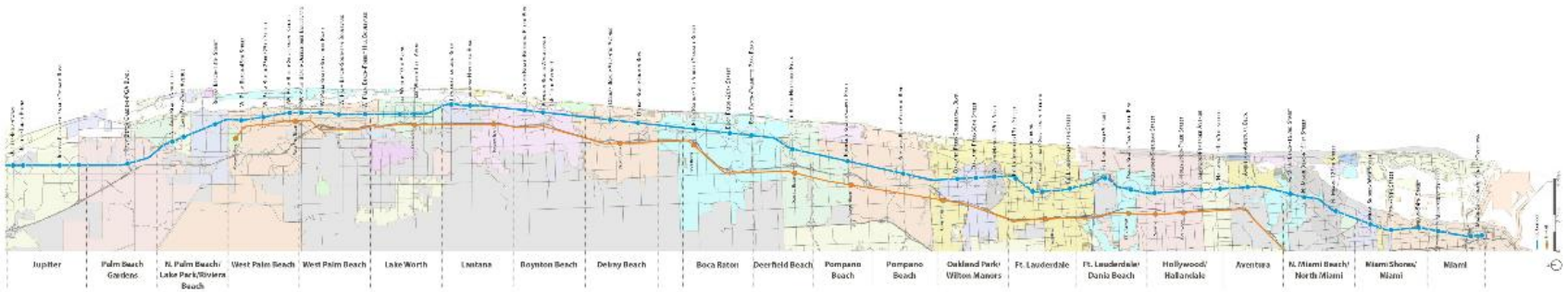
*Getting Southeast Florida to Work*



## Purpose of this Phase of the Project:

Develop a "cost-effective" system  
for the 82-mile corridor  
that can be approved by FTA  
to move into the next phase  
of the project (Project Development)

# GOAL: A BALANCE of ACCESS and TRAVEL TIME



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- 
- Ongoing coordination with SFRTA and FEC
  - Over 20 Project Steering Committee meetings
  - Nearly 200 MPO Board and elected officials meetings
  - Almost 100 meetings and workshops with municipalities and counties
  - Over 200 Public meetings, workshops, and station planning meetings
- 



FEEDBACK from PUBLIC MEETINGS, WORKSHOPS, and STATION PLANNING MEETINGS:

- Strong local support for project
  - Refine System Master Plan to be more cost-effective
  - Identify phasing for accelerated implementation
  - Coordinate passenger rail improvements with FEI where possible (e.g., quiet zones, grade crossing improvements)
- 

**Phase 1 + 2  
Station  
Evaluation**  
>>52 Stations

Fatal Flaw  
Screening  
  
Local  
coordination

Initial ridership  
modeling and  
operations  
simulations

Extensive System (Local + Express)

**Early Phase 3  
Station  
Evaluation**  
>> 36 Stations

Initial Evaluation  
Criteria Screening  
  
Local coordination

More detailed  
ridership modeling  
and operations  
simulations

## PHASE 3 REFINEMENT PROCESS

### 20 Recommended Stations

Key Refinement Factors:

High preliminary ridership to support implementation, cost feasibility, and mobility benefits

Provides optimal station spacing for service operations (2.5 – 5 mi)

Minimize proximity to existing Tri-Rail Stations

Direct access to regional or sub-regional transportation network (car, bus, other rail)

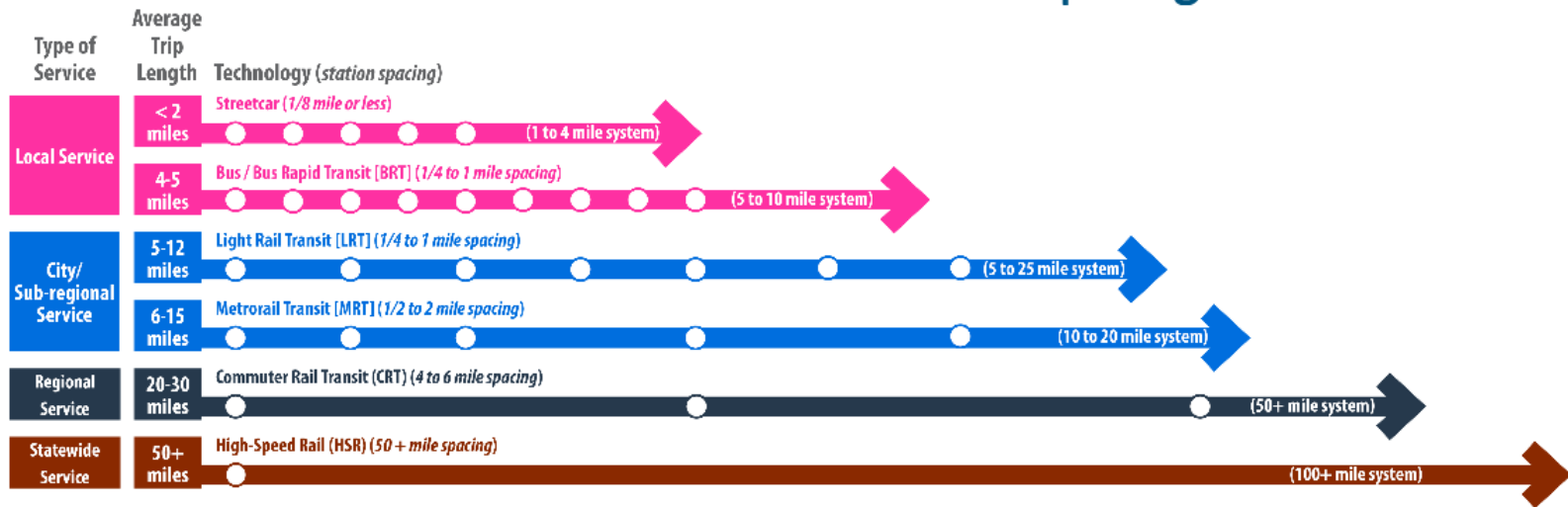
Supportive surrounding land use and future land use designations

### Future Infill Stations

Potential infill implementation

Future System (Startup + Future Infill)

# Station Spacing Criteria: 20 Stations AND 2.5 to 5-Mile Spacing



Why?

This is the “sweet spot” for cost-effective  
**COMMUTER RAIL TRANSIT**  
 that maximizes the efficiency of the technology  
 while capturing necessary ridership.

## STATION EVALUATION CRITERIA

### STATION CHARACTERISTICS

- Typology
- Distance to adjacent stations

### PURPOSE AND NEED

- Projected weekday ridership
- Transit dependent households
- Population density within ½ mile
- Employment density within ½ mile
- Area within 10-minute driveshed
- Intermodal connectivity

### SUPPORTIVE LAND USE + TOD POTENTIAL

- Acres within 10-minute walkshed
- Future Land Use compatibility
- FLU/Acres of potential TOD change
- SF of potential TOD change
- Market trends ranking
- CRA
- Recent/approved development
- Comp plan / zoning support

### STATION COST AND FEASIBILITY

- Existing grade crossing
- Station access constraints
- Grade separation for station anticipated
- FEC owned/local jurisdiction property
- Impacts FEC exist/plan freight ops
- Available ROW for station/parking
- Substantial environmental impact
- Estimated station cost
- Local funding commitments
- Other considerations

Consistently and Fairly Applied to All Stations Throughout Evaluation



**Recommended (Project Development)**  
Stations represent the primary station recommended for the corridor's initial implementation.

**Further Evaluation (Project Development)**  
Stations represent important corridor locations or destinations but are closely spaced to adjacent potential stations.

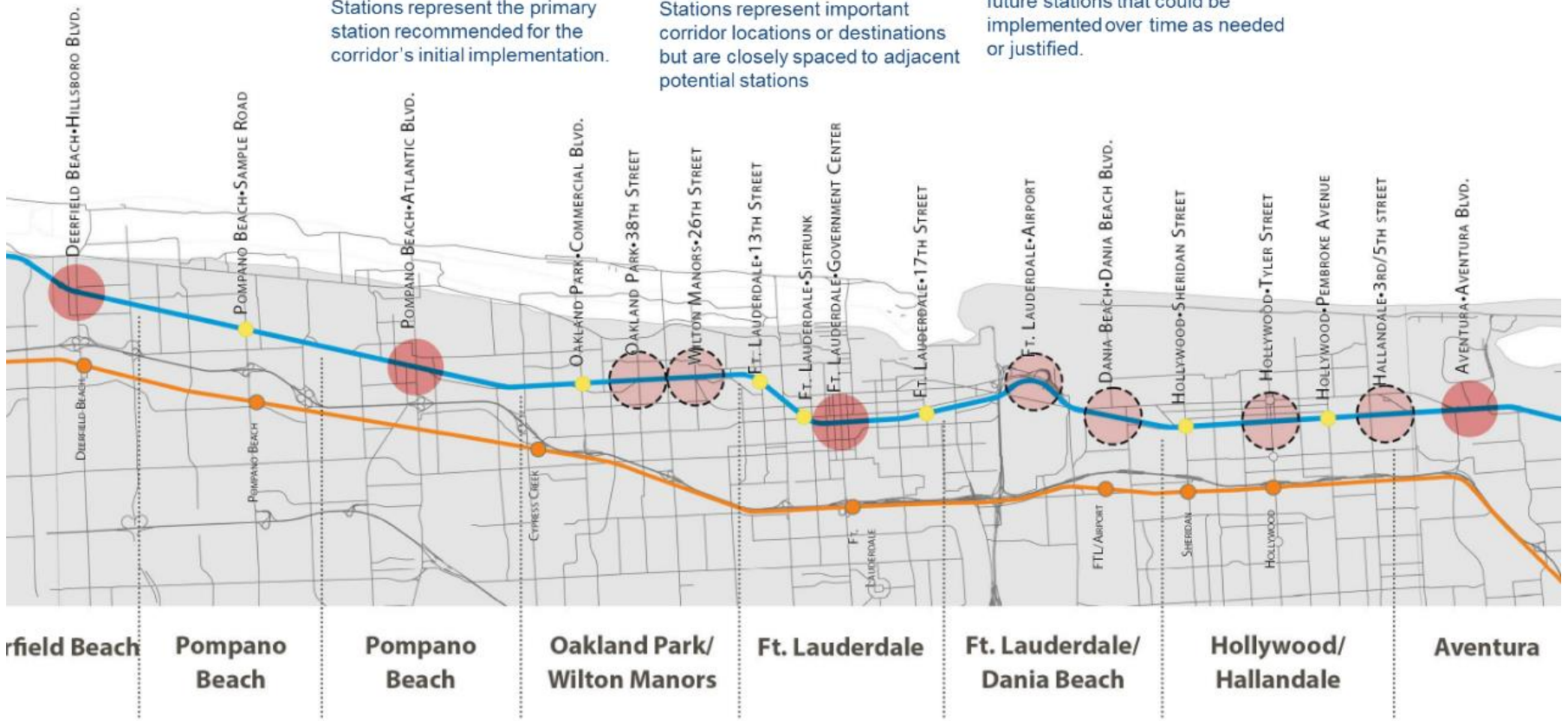
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Stations represent the potential future stations that could be implemented over time as needed or justified.



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- Long process – Three Phases 1, 2 and 3 – Project was re-cast a start-up, affordable system
- Extensive and continual outreach to jurisdictions with incorporation of feedback into the station preferences and locations
- Applied a **consistent and fair process** in station selection that will **meet FTA standards** (Opening day performance) and industry standards
- Need to **keep the project streamlined** moving into NEPA and the mandated two year time frames

**Remember: Identifying start-up service and future infill stations will be added over time as the ridership grows and the system can support them with a more localized service plan**

**GOAL:**  
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