



February 27, 2009 MEETING NOTES

Regional LRTP Needs Plan Network Assumptions on Regional Facilities

Date: March 3, 2009

Project #: 9338.07

To: Meeting Attendees

From: John Zegeer, PE and Jessica Josselyn

The following is a summary of the February 27, 2009 meeting to establish the agreements on regional facilities needs to be coded for on the SERPM 2035" Needs" Model. These notes are organized based on the meeting agenda.

Meeting Location and Time

FDOT, District 4 Auditorium: 1:30 p.m.

Meeting Attendees

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Rob Bush	HDR	(attended via phone)

Meeting Notes

Introduction

The objective of this meeting is to agree on network coding assumptions on the regional roadway and transit facilities. These project descriptions will be place-holders for coding purposes for 2035 regional projects even though planning for these projects has not been completed. The model coding will be finished by March 26th. The implications to coding these regional facilities will have an impact on determining facility Needs for each county.

Each county can run separate scenarios on these regional projects and hold constant the consensus plans for the other two counties. When we reach consensus on the Needs Plan improvements on I-95 at the end of this meeting, those improvements will become the baseline network. We will not consider funding sources in the development of the Needs projects for the regional projects. Different alternative Needs networks will be tested by each county after the baseline network has been distributed. March 26th is the scheduled completion date for coding the baseline Needs network. It is during the Cost-Feasible process that the projects that are Cost-Feasible will be selected in conjunction with input from the community. When we present these Needs projects to the MPO members, changes to the Needs projects can occur. We need to have a starting point and that is what this baseline network creates.

I-75

Maintain the existing General Purpose Lanes and provide two exclusive (Managed) lanes in the median of I-75 in each direction between the Sawgrass Expressway and the Palmetto Expressway (State Road 826). The I-75 Managed Lanes will “feed into” the State Road 826 Managed Lanes to and from the south in Miami-Dade County. (FDOT District 6 will provide a schematic drawing of the configuration of I-75 and State Road 826 Managed Lanes in this area.) Beginning at the Sawgrass Mills Mall, assume BRT service using the Managed Lanes on I-75. At the

Palmetto/Gratigny interchange, the transit service will continue east on the Gratigny Expressway on an elevated structure to the Orange Line and connect with the Miami-Dade College North Campus. There may be other improvements in Miami-Dade County to link to this I-75 transit corridor. These types of projects could be built in stages. There will be access points between the Managed Lanes and the General Purpose Lanes at I-595, Stirling Road, Turnpike, and SR 826. Access will not be allowed between the I-75 Managed Lanes and Stirling Road and between the I-75 Managed Lanes and the Turnpike. Access between the Park-and-Ride Lots and the Managed Lanes are still to be worked out. BRT access to the Managed Lanes will be separately defined. It will be assumed that BCT will operate the BRT service and that the MDT express bus fare structure will apply. We will assume a one-way fare of \$2.35. Assumptions for feeder bus service and Park-and-Ride Lot sizes (at Griffin and Pines) are to be provided by FDOT. 6-minute peak period headways will be assumed. 12-minute off-peak headways will be assumed consistent with the headways on the Central Broward and the Orange Lines.

I-95 Managed Lanes

We will assume the extension of the Managed Lanes from the Golden Glades Interchange north to Glades Road. (In a subsequent conversation between Palm Beach County MPO staff and FDOT District 4 staff, it was decided that the northern terminus for the extension of the Managed Lanes would be at Indiantown Road. Intermediate access points in Palm Beach County will be provided at Glades Road, Southern Boulevard/PBIA, and north of State Road 716 – Palm Beach Lakes Boulevard.) In Broward County, a Managed Lane access point is planned south of Broward Boulevard to provide access to and from the I-95 Park-and-Ride lot. An additional intermediate access point to the Managed Lanes will be assumed at Sample Road in Broward County. No transit improvements in the Managed Lanes (beyond those in the E+C network assumptions) will be assumed north of Broward Boulevard. The BRT service in the Managed Lanes would begin at the Golden Glades Park-and-Ride lot.

SR-7

BRT service will extend from the Golden Glades Interchange north to Glades Road. The BRT service will then continue east on Glades Road to the FAU campus. Palm Beach County will test a further extension of this BRT service east to the Tri-Rail Station at Yamato (via Butts Road) and/or to downtown Boca Raton. We will assume that the Needs Plan will include a 6+2 cross-section on State Road 7 will be provided in Broward County wherever 150 feet of right-of-way is available. A 6+2 cross-section includes two exclusive BRT lanes (one in each direction) plus a six-lane divided facility for general purpose travel. (A review of the May 22, 2008 Broward County Trafficways Plan indicates that there are 120 feet of right-of-way on State Road 7 from the Miami-Dade County Line to Griffin Road. On this section of State Road 7, two BRT lanes adjacent to four general purpose lanes will be assumed. FDOT will be asked to clarify whether a right-of-way of 150 feet or greater has been planned or is to be acquired in conjunction with the widening of State Road 7. In addition, between I-595 and Sunrise Boulevard, the State Road 7 right-of-way on the Trafficways Plan varies between 120 feet and 164 feet. We will ask FDOT to clarify if there are logical sections where the 6+2 cross-section can be provided between I-595 and Sunrise

Boulevard.) South of the Broward County line in Miami-Dade County, State Road 7 will remain as a six-lane divided facility with BRT buses operating in mixed-flow. On State Road 7 and Glades Road in Palm Beach County, we will assume six lanes for autos and two exclusive lanes for BRT service. We will assume 6-minute peak period and 12-minute off-peak headways.

Central Broward

This transit alignment will be assumed to leave the Sawgrass Mills Mall area and travel south to I-595; east on I-595; north on State Road 7 to Broward Boulevard; and east on Broward Boulevard to downtown Fort Lauderdale. A connection will then proceed to the Fort Lauderdale Airport. (Broward County will provide Srin the specific alignment which was shown in the meeting's PowerPoint presentation.) The Needs Plan will assume Light Rail service with 6-minute peak period and 12-minute off-peak headways.

FEC/Tri-Rail

The FEC Corridor will have rail service from downtown Miami to Jupiter with 60 stations in 85 miles. The speeds will be slower in the FEC corridor than the speeds in the CSX corridor. The FEC service will be coded with LRT characteristics; but, we will assume Commuter Rail vehicles for cost-estimating purposes. (Metrorail constants can be coded into the model for this facility.) We will assume peak period headways of 7.5-minutes on the FEC from south of the Pompano crossover to downtown Miami (the Miami-Dade Government Center Metrorail Station). We will assume 15-minute peak period headways for the east-west connector between the FEC and the CSX at the Pompano crossover near Atlantic Boulevard in Pompano Beach. We will assume 15-minute peak period headways on both the FEC tracks and the CSX tracks from the Pompano east-west crossover north to West Palm Beach. At 25th Street/Northwood (north of downtown West Palm Beach), the Tri-Rail service would cross-over to the FEC tracks and proceed north to Jupiter with 15-minute peak period headways. Off-peak period headways would be twice as long as in the peak periods.

Consistent with the SFRTA Transit Development Plan, we will assume new Tri-Rail stations at three locations:

- West Palm Beach Airport
- Boca Raton at Glades Road
- North of the Golden Glades Interchange at Countyline Road

Other Facilities

None were discussed.