

STATION EVALUATION PROCESS & CRITERIA

- Nine potential station locations were determined through extensive coordination with local municipalities and stakeholders from 2010 to 2016.
- Broward County and FDOT have coordinated with the Cities to further screen the nine potential BCR locations and recommend six to advance through PD&E.
- Methodology uses both Federal Transit Administration (FTA) and Urban Land Institute (ULI) Factors for a Successful Transit Oriented Development (TOD).
- Evaluate area within a half mile radius of the station or a 10-minute walk.
 - Existing land use around the station TODAY - access and overall character
 - Economic development potential around the station in the FUTURE
 - Plans and policies for mobility and transit oriented design
 - Development opportunities and policy performance
 - Transit connectivity
- Broward County Commission will make the final decision for station locations as part of the approval for a Locally Preferred Alternative (LPA).



FTA GUIDELINES FOR NEW STARTS

→ LAND USE

Pedestrian connections, parking, character, affordable housing and density

→ ECONOMIC DEVELOPMENT

Ability to attract transit supportive uses, available land, and policies

→ TRANSIT CONNECTIVITY

Ridership, linked trips are crucial



ULI GUIDELINES FOR TOD

→ DEVELOPMENT DRIVES RIDERSHIP (EMPLOYMENT OVER RESIDENTIAL)

Range of housing options and densities is critical

→ DESIGN SPACES FOR WALKING, CONNECTIVITY, AND SAFETY

Developing a safe, comfortable, and connected pedestrian network

→ BUILD A PLACE, NOT A PROJECT

Locate the transit stop at the center of the neighborhood rather than on its periphery

→ GET THE PARKING RIGHT

Parking: pedestrian friendly, viable for development

COMMUTER RAIL SPECIFIC FACTORS 2.5 to 5 miles desirable spacing between stations

BROWARD COMMUTER RAIL (BCR)

PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4 • BROWARD COUNTY, FLORIDA • FPID: 448942-1

