Project

Broward MPO 2035
Transit Cost Feasible Plan
The Study encompasses the corridor from the Sawgrass Expressway to SR A1A.
Approximately 25% of travel activity in County occurs on Oakland Park Boulevard.

- Dispersed travel patterns, with movements in and out of the corridor
- Heavy congestion with unreliable travel times
  - 9 failing intersections
  - 40-45 minute travel time (end to end)
- Includes 2 busiest intersections in County, SR 7 and University Drive

**Route 72 carries 9,000 riders daily**

- Travel less than 5 miles
- High activity in middle of corridor
- 50% transfer to routes 18 (SR 7) and 2 (University Drive)
- On-time performance issues
- 75 minute travel time (end to end)
Purpose and Need

Enhance the quality of transit service in the corridor to:

- Improve reliability, convenience and accessibility
- Increase land use and development opportunities, and
- Support regional economic activity
Phase 1 Evaluation Results

ALTERNATIVES with BUS / STREETCAR

- NO BUILD
- ENHANCED BUS SERVICE
- L-SHAPED ROUTE
- BAT LANE
- EXCLUSIVE LANE
- GRADE SEPARATED

The diagram shows the evaluation results for different alternatives. The green check marks indicate the preferred choices, while the red crosses indicate non-preferred choices.
Advanced Alternatives

Enhanced Bus Service

BAT Lane
Business Access and Transit Lane

Exclusive Lane
<table>
<thead>
<tr>
<th>Measure</th>
<th>No Build</th>
<th>Enhanced Bus</th>
<th>BAT Lane</th>
<th>Exclusive Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Bus</td>
<td>Streetcar</td>
<td>Bus</td>
</tr>
<tr>
<td>Transit Ridership</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Economic Development</td>
<td>Low</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>Opportunities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Reliability</td>
<td>Low</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Traffic Impacts</td>
<td>Low</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
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<tr>
<td>Environmental Benefits</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Capital Costs</td>
<td>Low</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>Annual O&amp;M Costs</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
</tr>
</tbody>
</table>
### Alternatives

<table>
<thead>
<tr>
<th>IMPROVEMENTS</th>
<th>Enhanced Bus Service</th>
<th>BAT Lane with Bus or Streetcar</th>
<th>Exclusive Lane with Bus or Streetcar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limited-stop service</td>
<td>●</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Bus stop infrastructure, Transit Signal Priority (TSP), Queue jump, bus islands (relocated stops), traffic signal progression, signage, bike lanes, sidewalks</td>
<td>●</td>
<td>●</td>
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</tr>
<tr>
<td>Local Service plan update – schedule revisions</td>
<td>●</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Enhanced bus stop/station</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Branding (including transit vehicle, logo, etc.)</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Off board fare collection</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Mobility Hubs</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>
Near-Term Improvements:

Transit Signal Priority (TSP) Improvements:

At seventeen (17) signals
Near-Term Improvements:

**Bus Queue Jump Lights:**

Three (3) signals in the corridor
Near-Term Improvements:

Traffic Signal Progression:
Eight (8) segments in the corridor
Near-Term Improvements:

**Sidewalk and Bike Lane Projects:**
Within ¼ mile of potential bus stations and the Boulevard
Near-Term Improvements:

Transit Schedule & Bus Stop features:
Optimize existing service and improve safety at stops
Near-Term Improvements:

Bus Islands - Bus Stop Relocation: At University Drive
Near-Term Improvements:

Bus Islands - Bus Stop Relocation: At University Drive
Implementation

Near – Term Improvements
- Capital Investment w/small O&M investment
- Increased corridor demand – failing conditions
- Environmental Analysis on Build Alternative
  - Additional Capital & Dedicated funding source

Long – Term Improvements

Later
Next Steps

Technical Analysis
- Identify Transit Solutions
- Develop Transit Alternatives Short & Long Term

Public Workshop
- Evaluate Alternatives
- Benefit/Cost and FTA Criteria

Public Workshop
- Select Preferred Alternative

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FALL 2013

WINTER 2013-2014