Oakland Park Boulevard Transit Corridor Study

From the Sawgrass Expressway to SR A1A

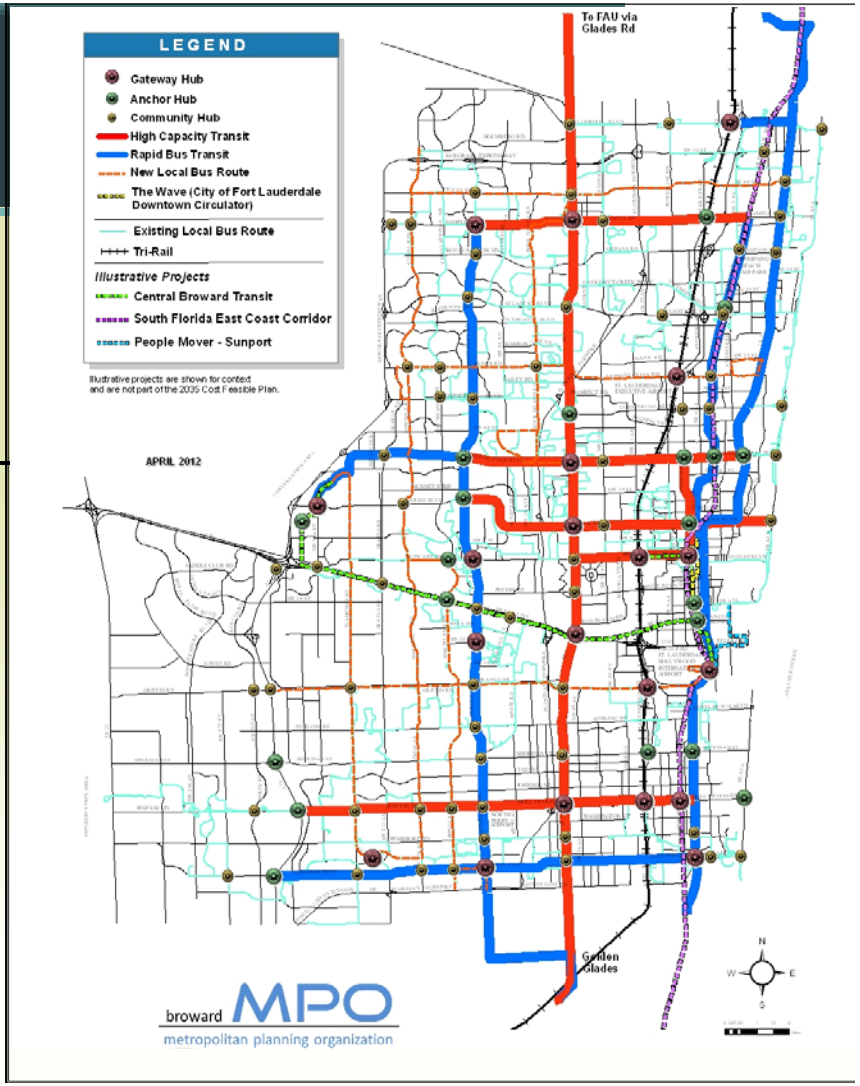
Broward MPO

October 10, 2013

Project

Oakland Park Boulevard
Transit Corridor Study

Broward MPO 2035
Transit Cost Feasible Plan



Project

The Study encompasses the corridor from the Sawgrass Expressway to SR A1A.

Corridor Conditions Today

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

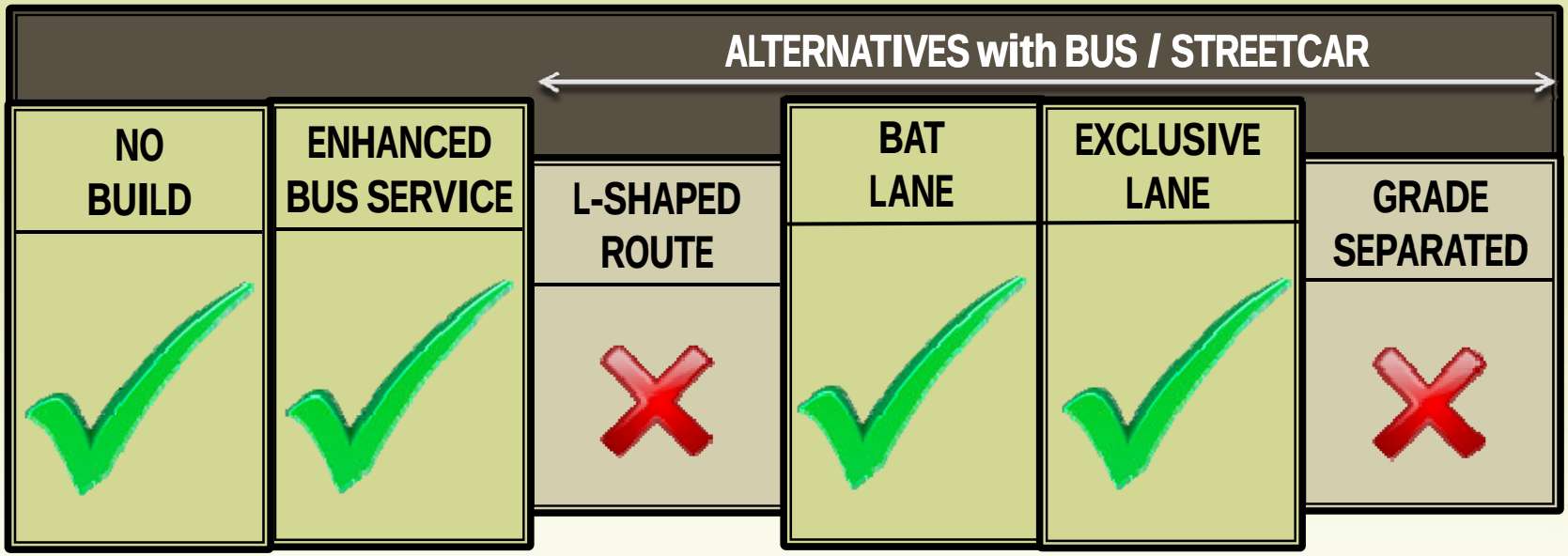
- Travel less than 5 miles
- High activity in middle of corridor
- 50% transfer to routes 18 (SR 7) and 2 (University Drive)
- On-time performance issues
- 75 minute travel time (end to end)

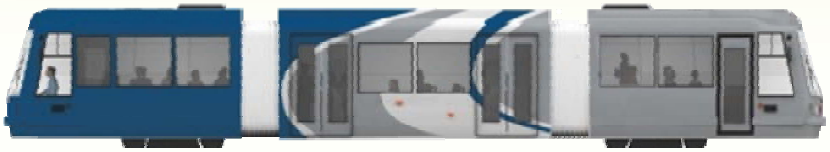
Purpose and Need

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

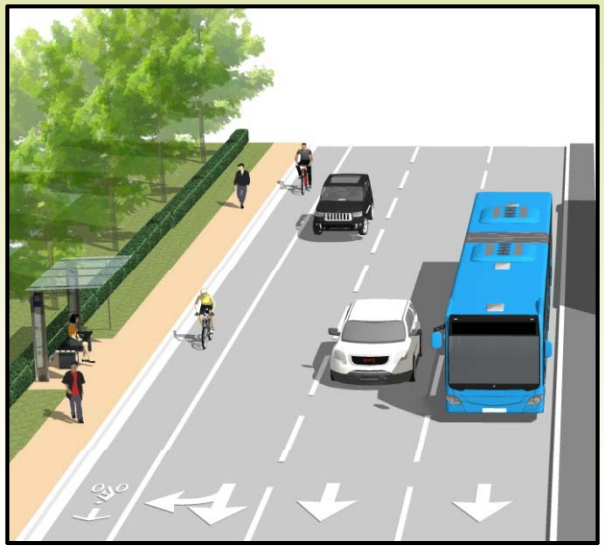
Phase 1 Evaluation Results





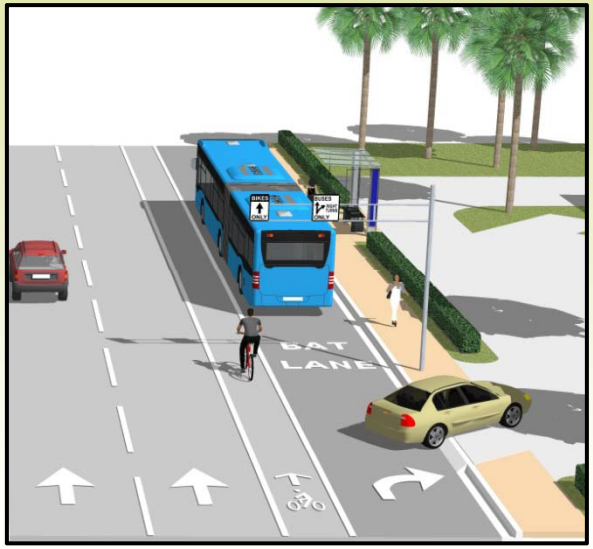
Advanced Alternatives

Enhanced Bus Service

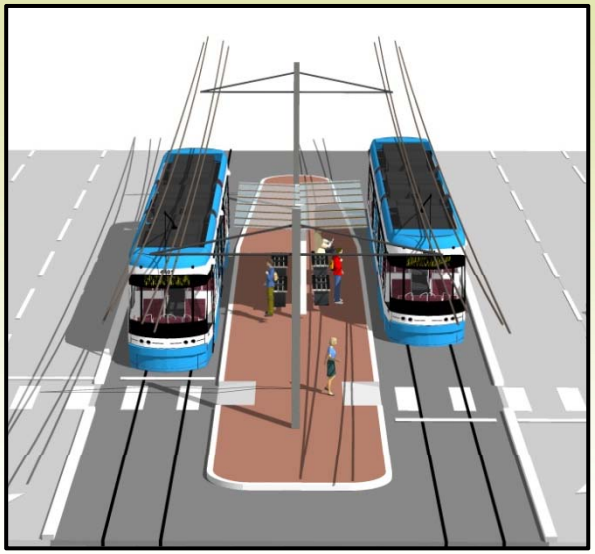


BAT Lane

Business Access and Transit Lane



Exclusive Lane



Phase 2 Evaluation Results – 2035

Measure	No Build	Enhanced Bus	BAT Lane		Exclusive Lane	
			Bus	Streetcar	Bus	Streetcar
Transit Ridership	Low	Medium	Medium	Medium	High	High
Economic Development Opportunities	Low	Low	Medium	High	Medium	High
Transportation Reliability	Low	Low	Medium	Medium	High	High
Traffic Impacts	Low	Low	Medium	Medium	High	High
Environmental Benefits	Low	Low	High	Medium	High	Medium
Capital Costs	Low	Low	Medium	High	Medium	High
Annual O&M Costs	Low	Medium	Medium	High	Medium	High

Alternatives

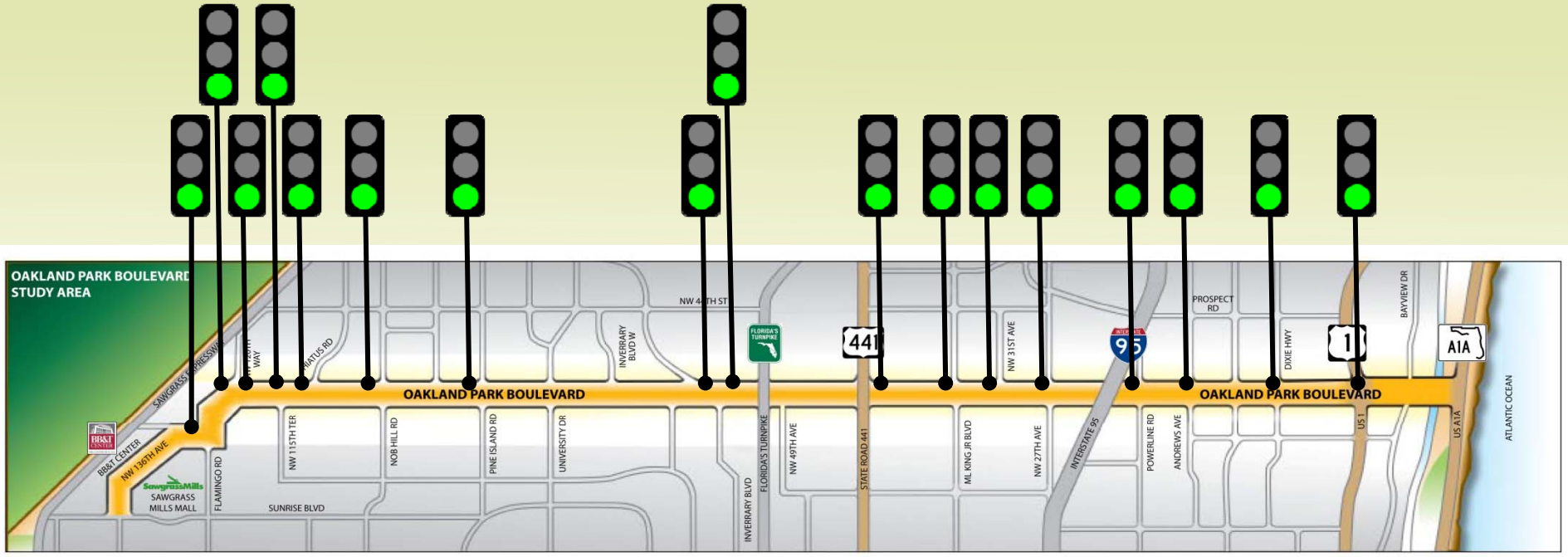
IMPROVEMENTS	Enhanced Bus Service	BAT Lane with Bus or Streetcar	Exclusive Lane with Bus or Streetcar
Limited-stop service	●	●	●
Bus stop infrastructure, Transit Signal Priority (TSP), Queue jump, bus islands (relocated stops), traffic signal progression, signage, bike lanes, sidewalks	●	●	●
Local Service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

NEAR-TERM OPERATIONAL IMPROVEMENTS

Near-Term Improvements:

Transit Signal Priority (TSP) Improvements:

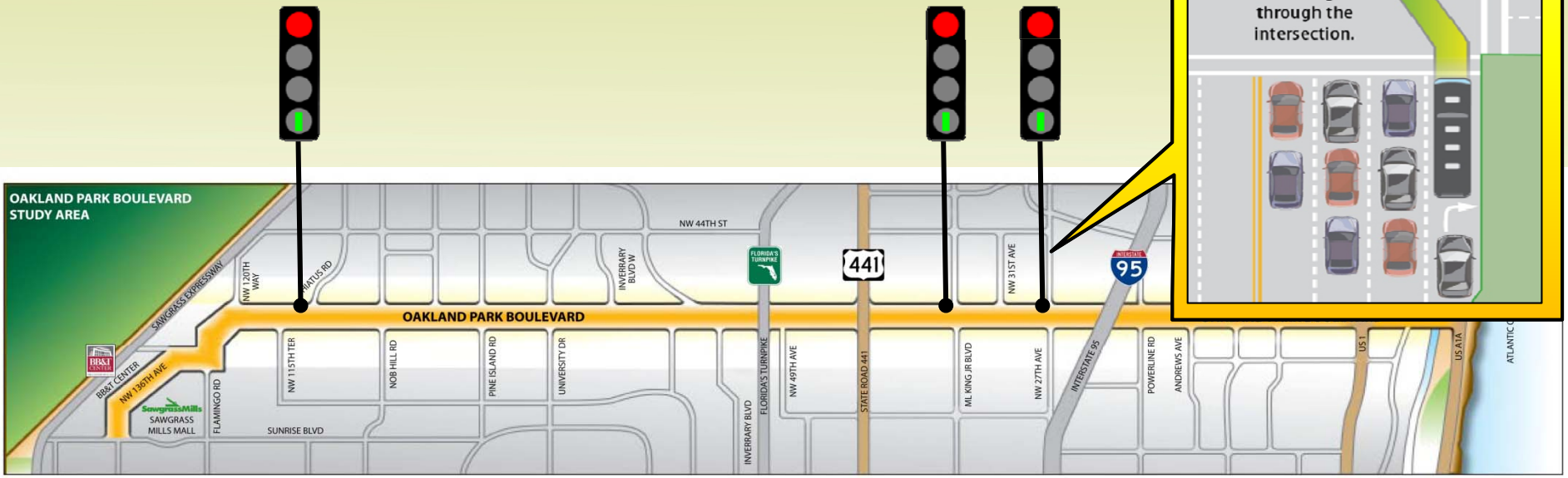
At seventeen (17) signals



Near-Term Improvements:

Bus Queue Jump Lights:

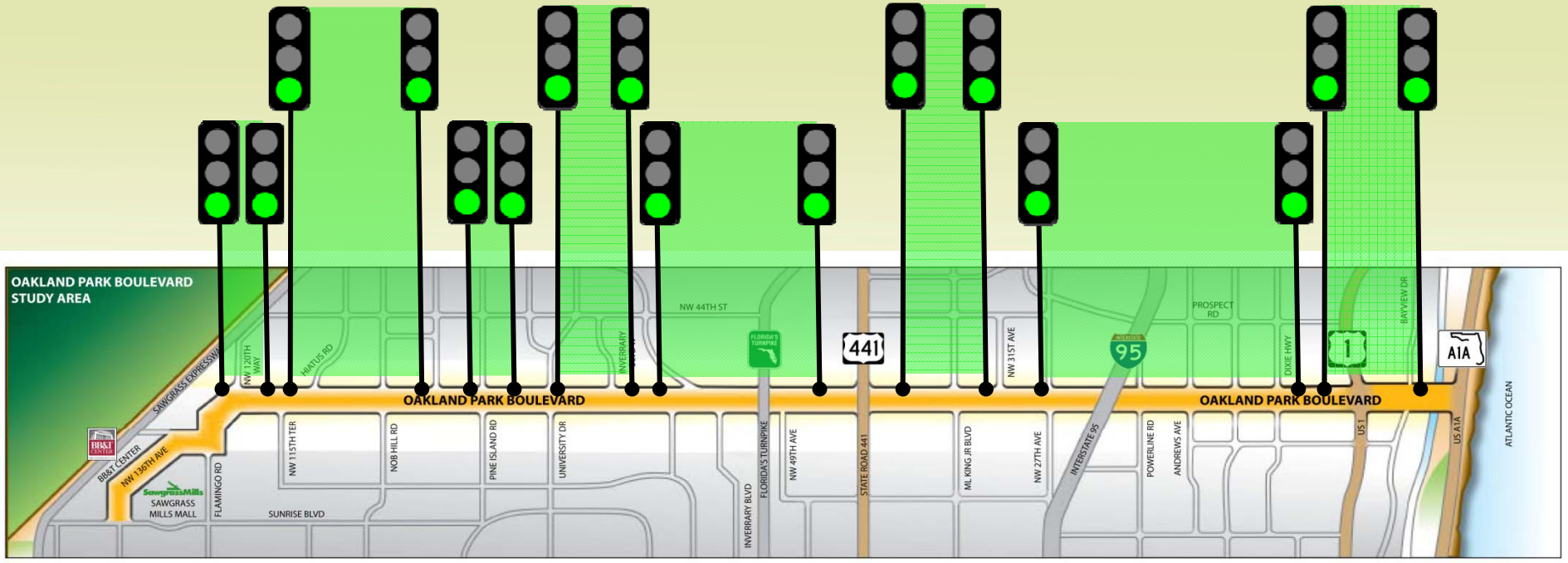
Three (3) signals in the corridor



Near-Term Improvements:

Traffic Signal Progression:

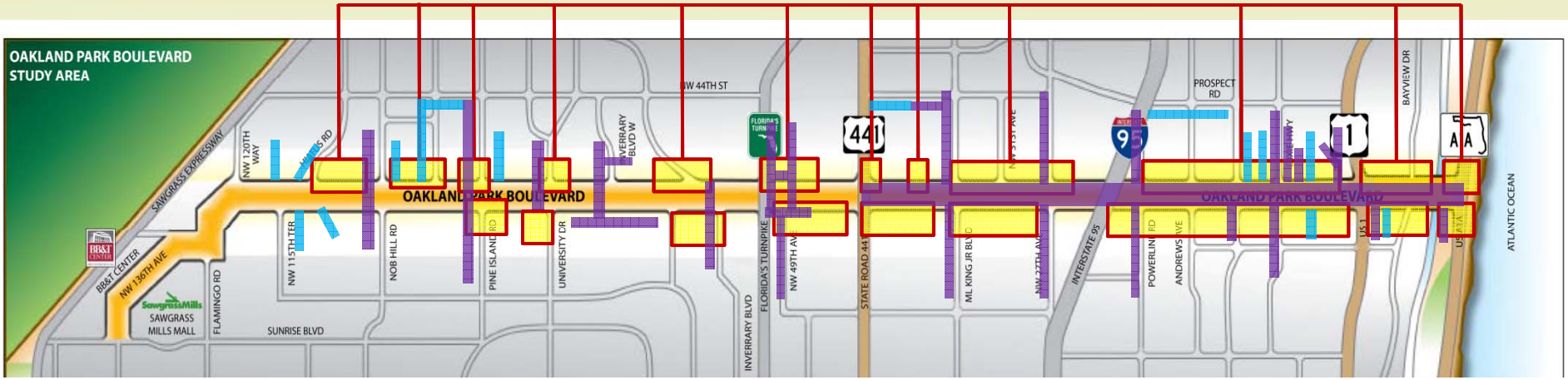
Eight (8) segments in the corridor



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

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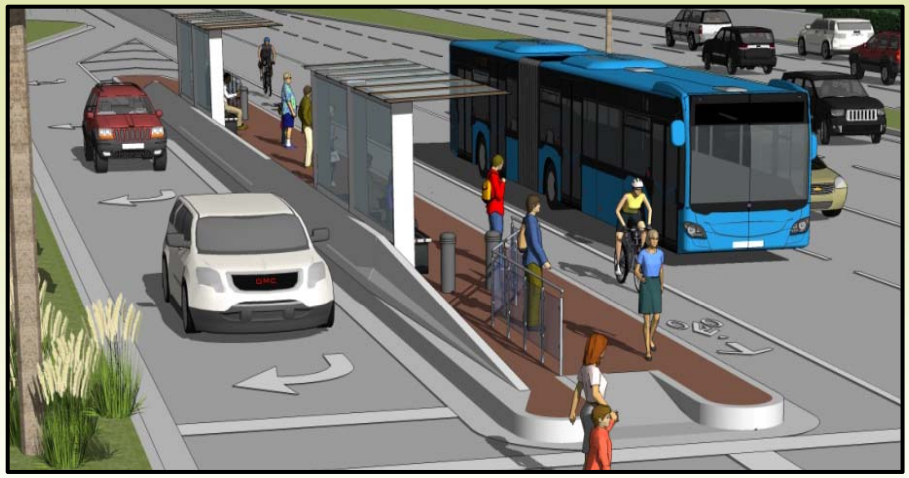
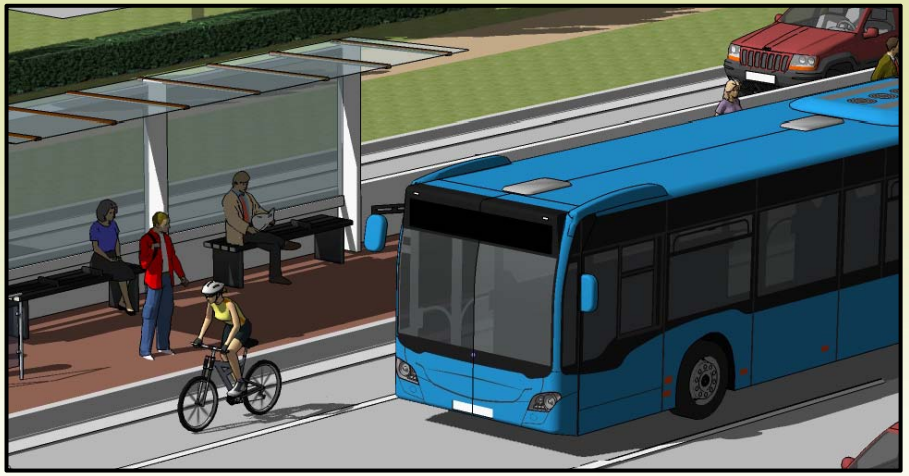
Bus Islands - Bus Stop Relocation: At University Drive





Implementation

Near – Term Improvements

- **Capital Investment w/small O&M investment**

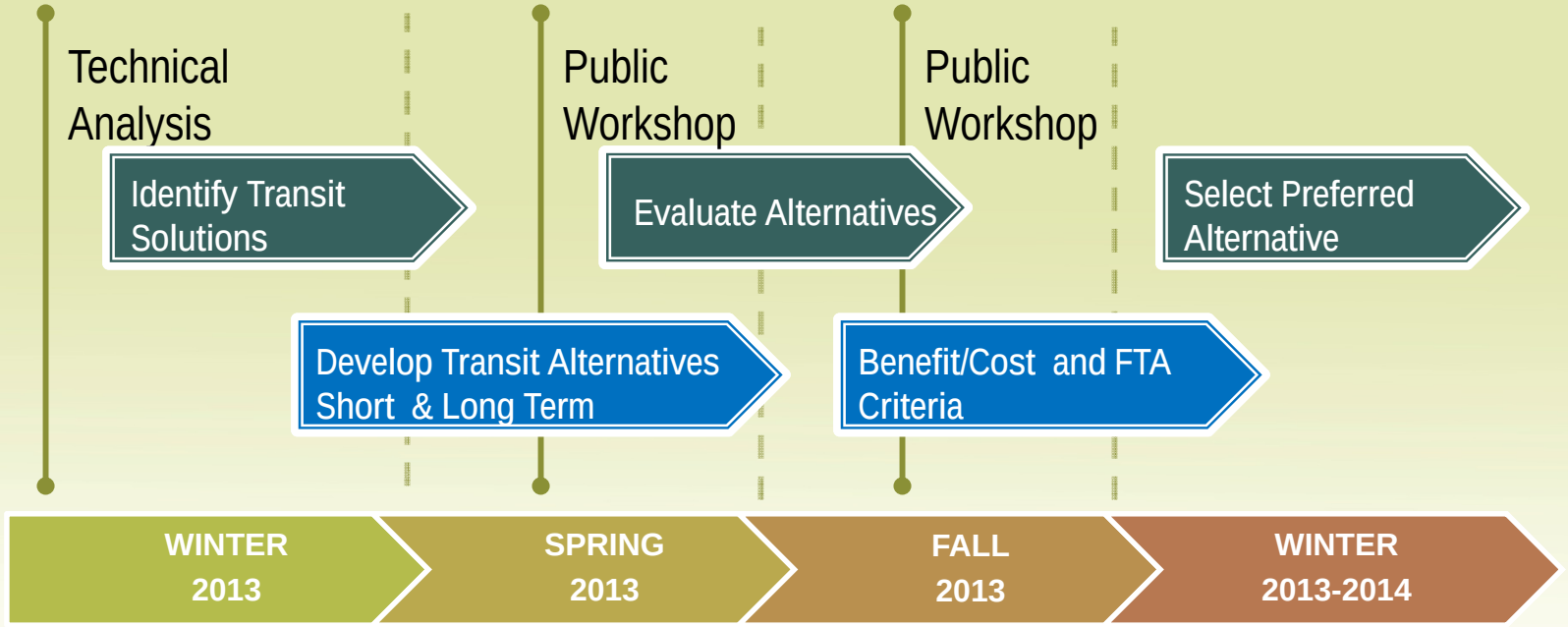
Increased corridor demand – failing conditions

Environmental Analysis on Build Alternative

- **Additional Capital & Dedicated funding source**

Long – Term Improvements

Next Steps



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