

CENTRAL BROWARD EAST-WEST TRANSIT STUDY A REVIEW OF FUTURE TRANSPORTATION CHOICES



Broward MPO

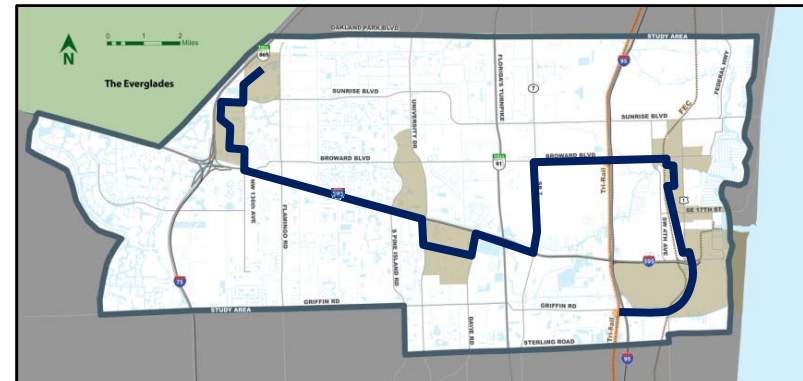
TCC: April 23, 2012
CIR: April 24, 2012
Board: May 10, 2012



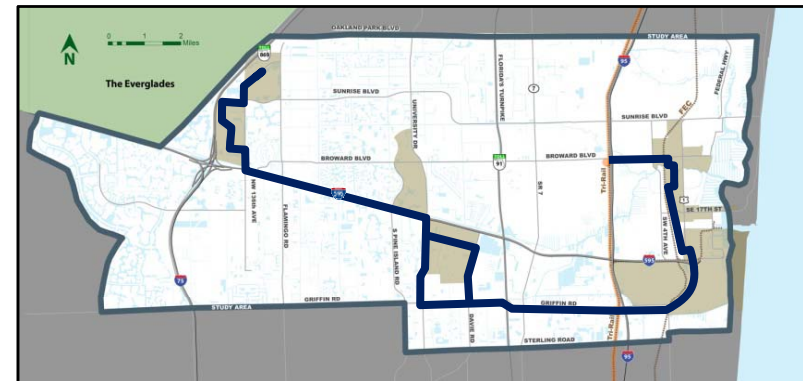
Future Decisions Needed

What alternative do you find beneficial?

SR 7/
Broward Blvd
Alternative

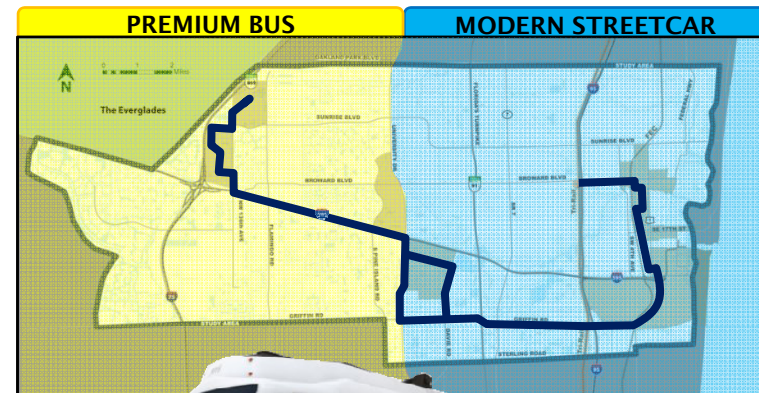
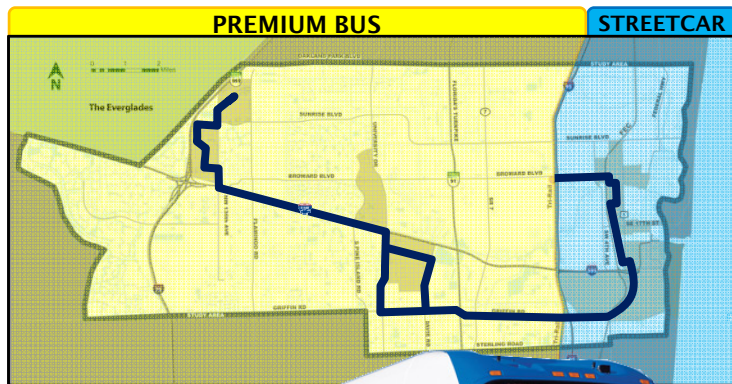


Griffin Road
Alternative



Future Decisions Needed

If the choice is for the Griffin Road Alternative do you prefer a majority of Premium Bus or Modern Streetcar?



Study History

CENTRAL BROWARD



T R A N S I T S T U D Y

Purpose and Need:
Alleviate congestion on I-595
by providing additional
capacity through transit

Timeline:

2002



Study History

CENTRAL BROWARD



T R A N S I T S T U D Y

Light Rail:
Selected as the Locally
Preferred alternative

Timeline:

2006



Study History

CENTRAL BROWARD



TRANSIT STUDY

Light Rail Reconsidered:
The economy and improvements with the I-595 corridor, such as managed lanes and Express Bus

Timeline:

2008



Study History

CENTRAL BROWARD



T R A N S I T S T U D Y

New LRTP Adopted:
New model changed assumptions that developed multiple route options throughout the Study area

Timeline:

2009



Study History

CENTRAL BROWARD



TRANSIT STUDY

Two Alternatives Considered:
SR 7/Broward Boulevard and
Griffin Road routes
recommended

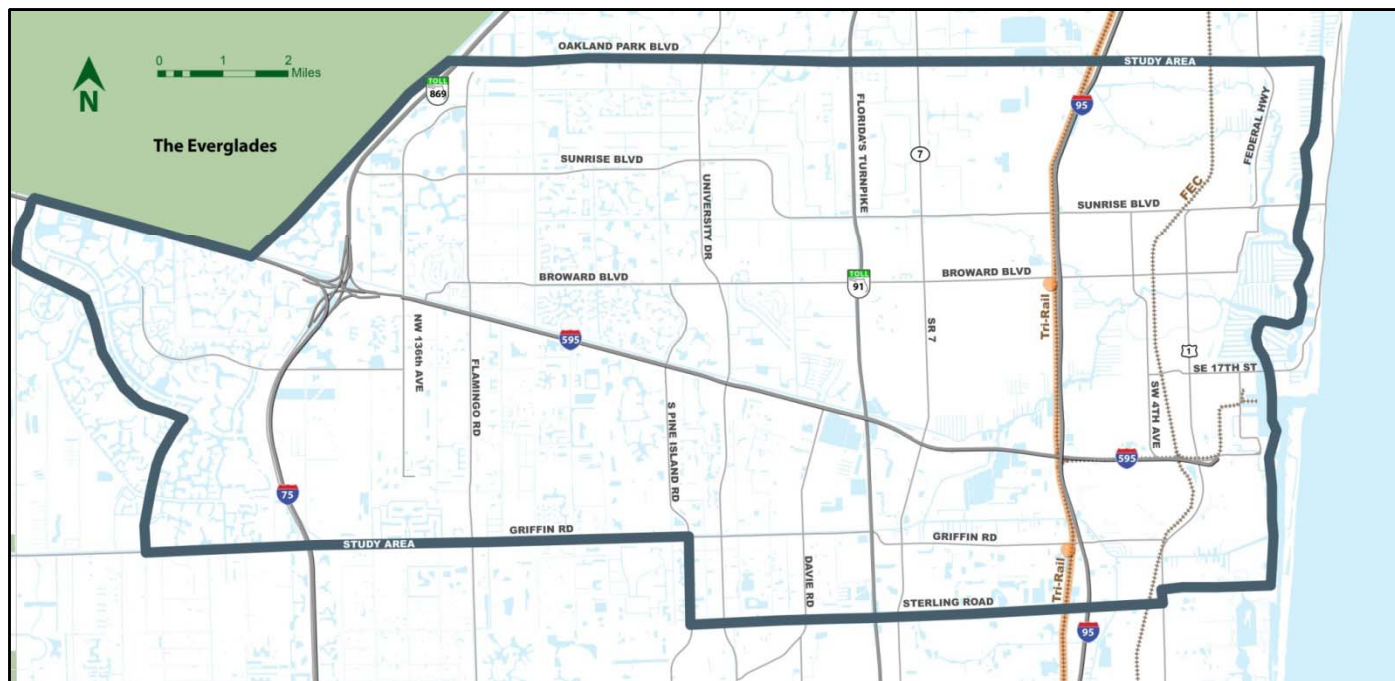
Timeline:

2010



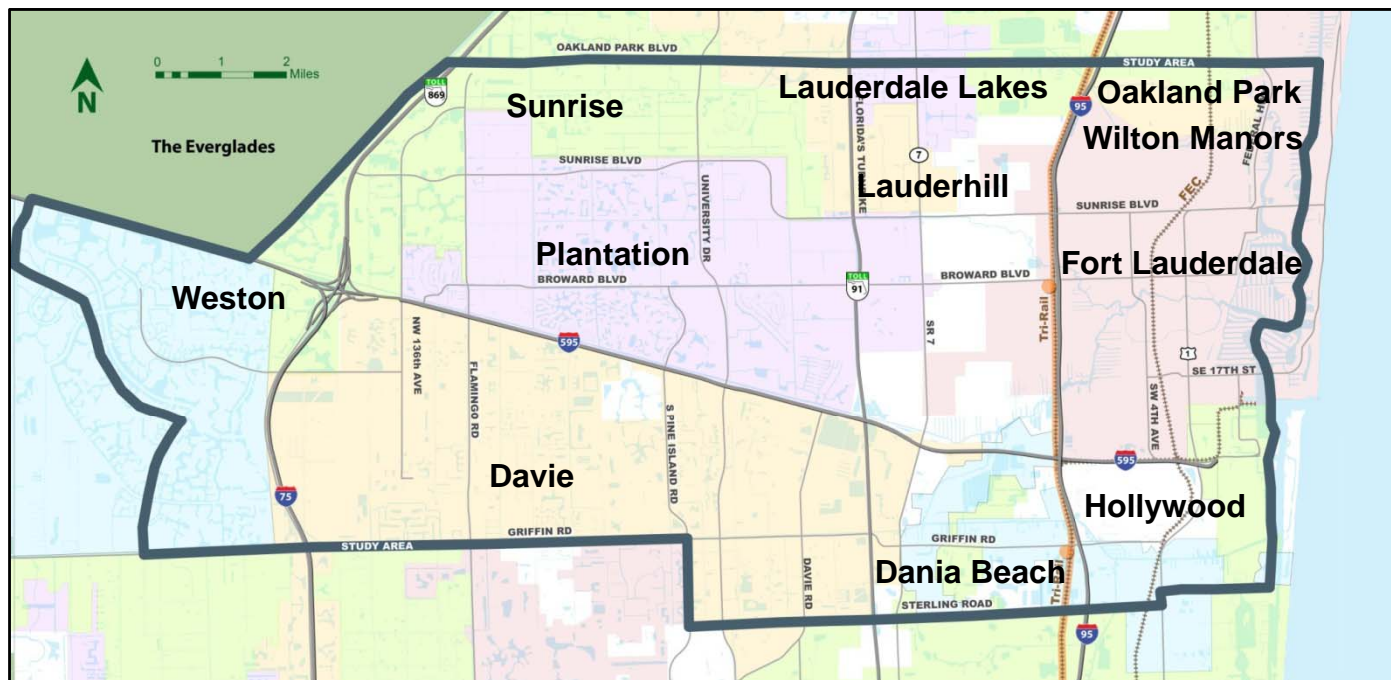
The Study Area

Our focus is Central Broward



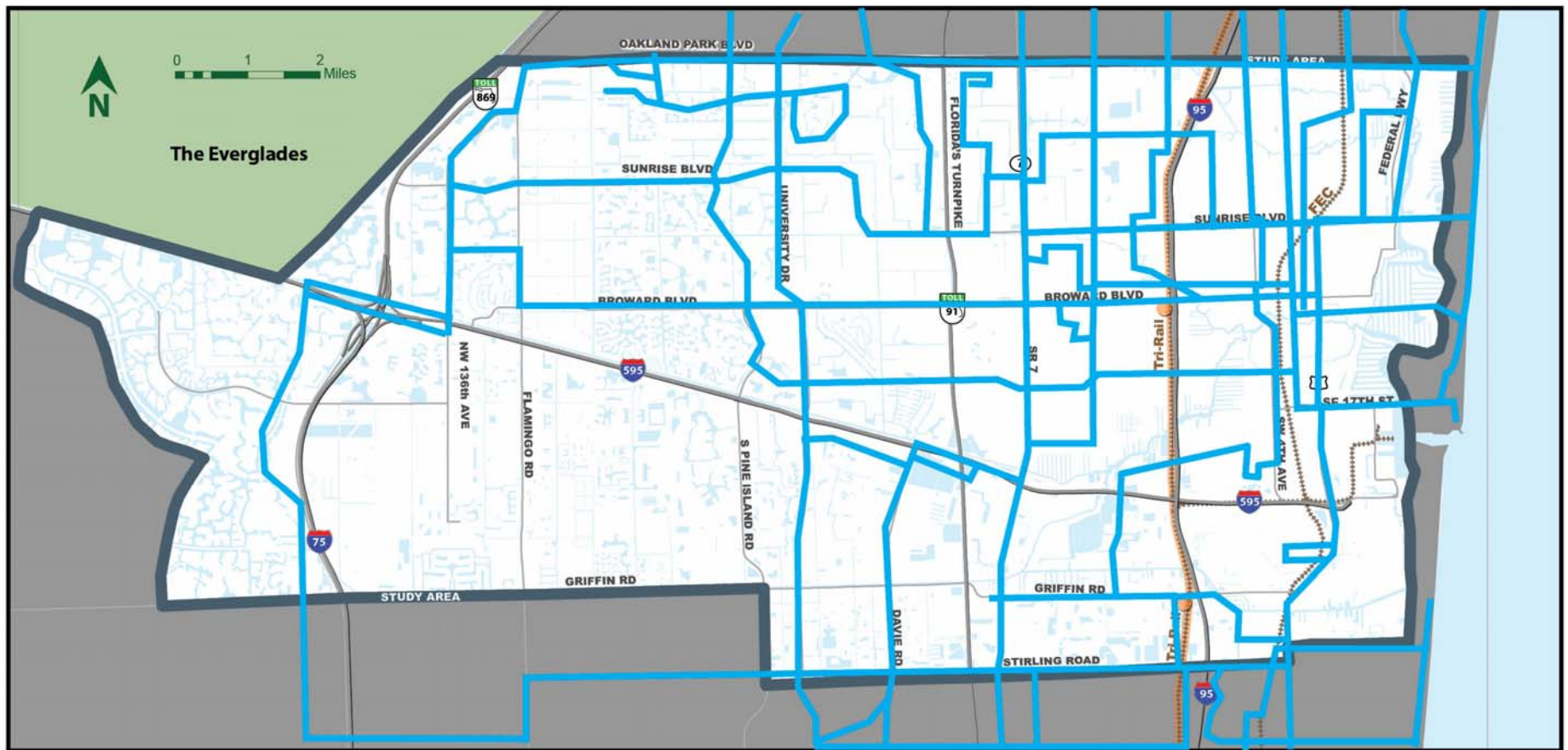
Who is in our Study Area?

The cities include:



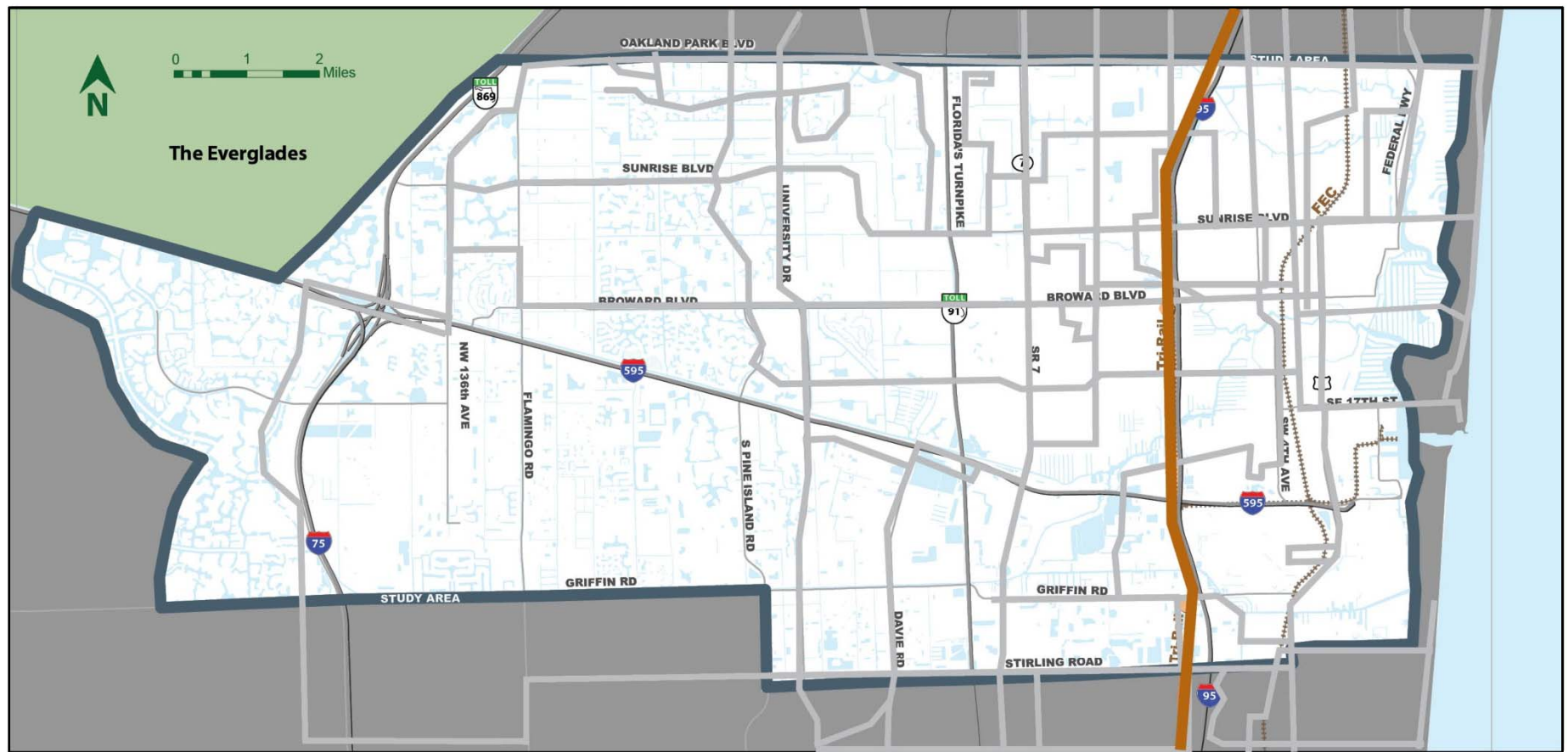
Other Transit in the Study Area

Broward County Transit



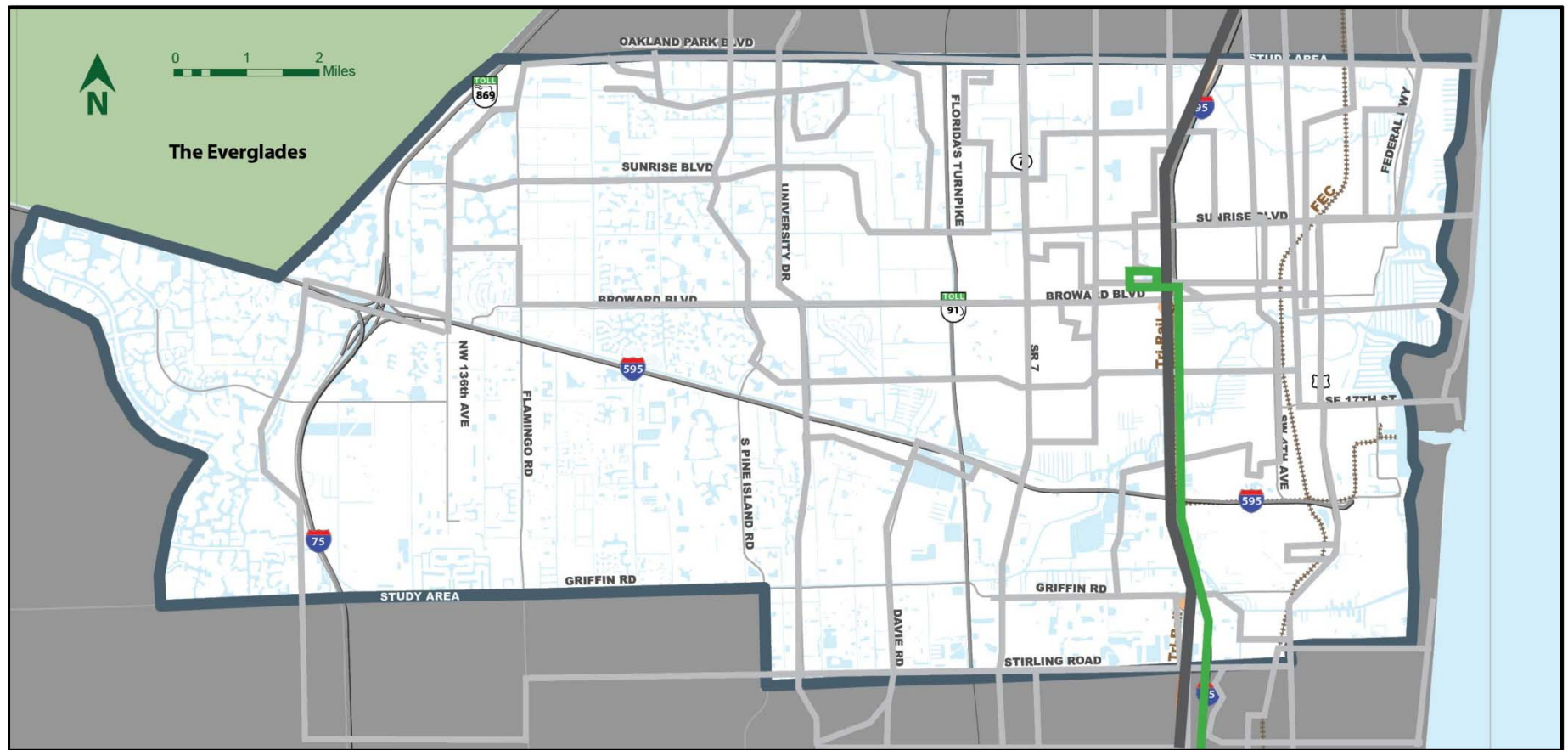
Other Transit in the Study Area

Tri-Rail



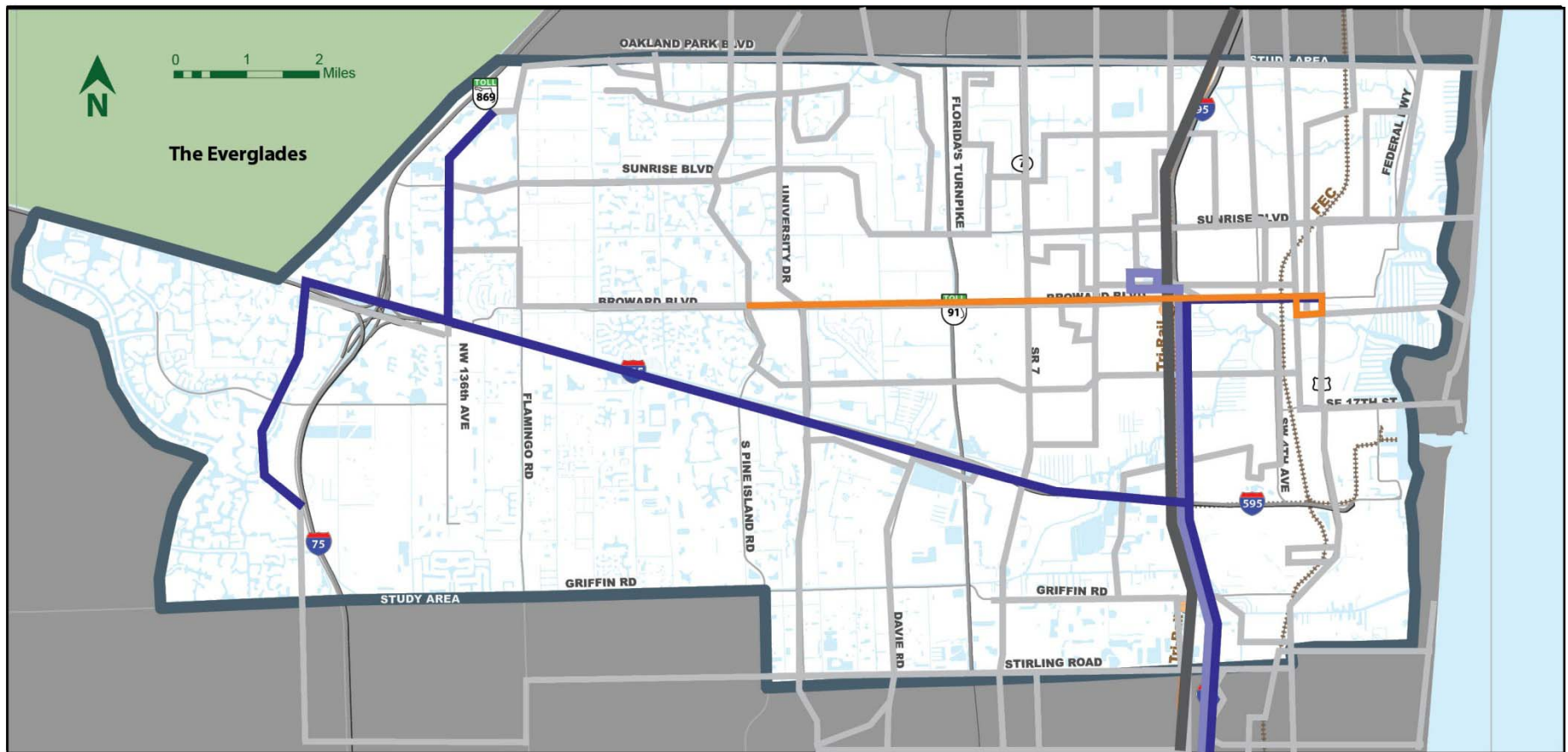
Other Transit in the Study Area

I-95 Express Bus Service



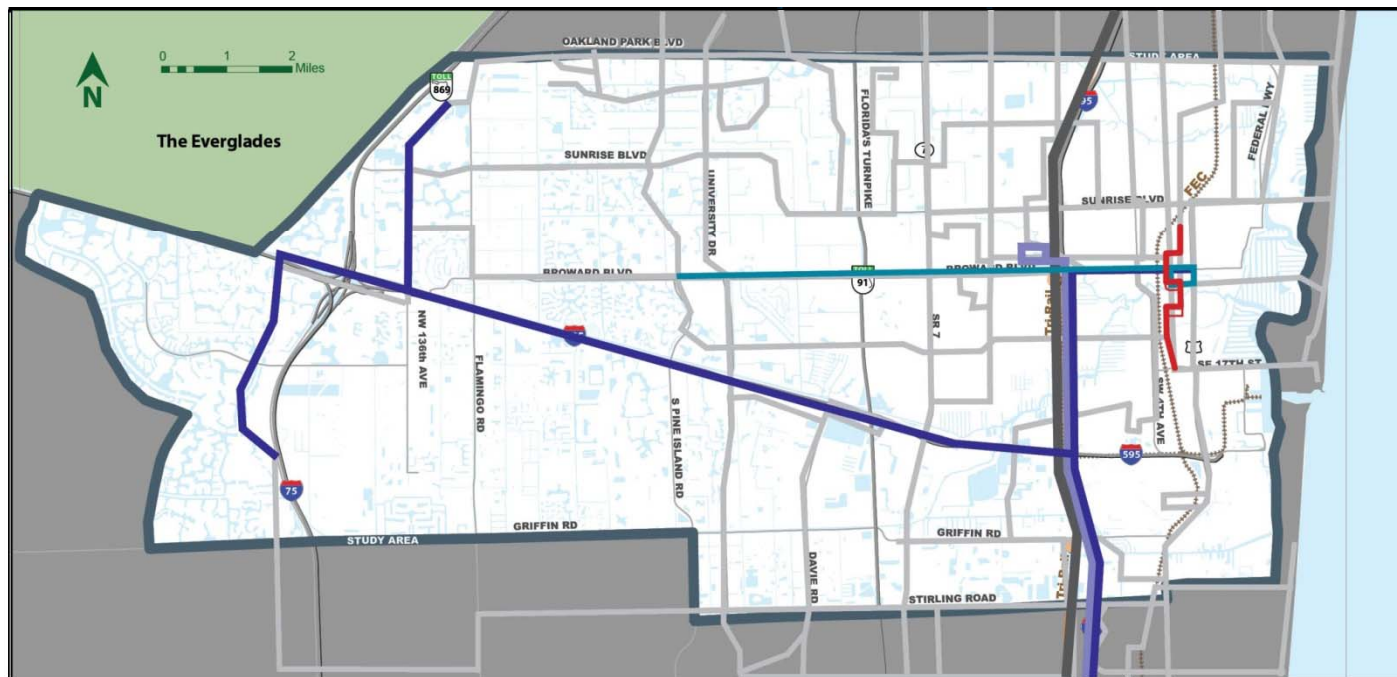
Other Transit in the Study Area

Broward Boulevard Enhanced Local Service



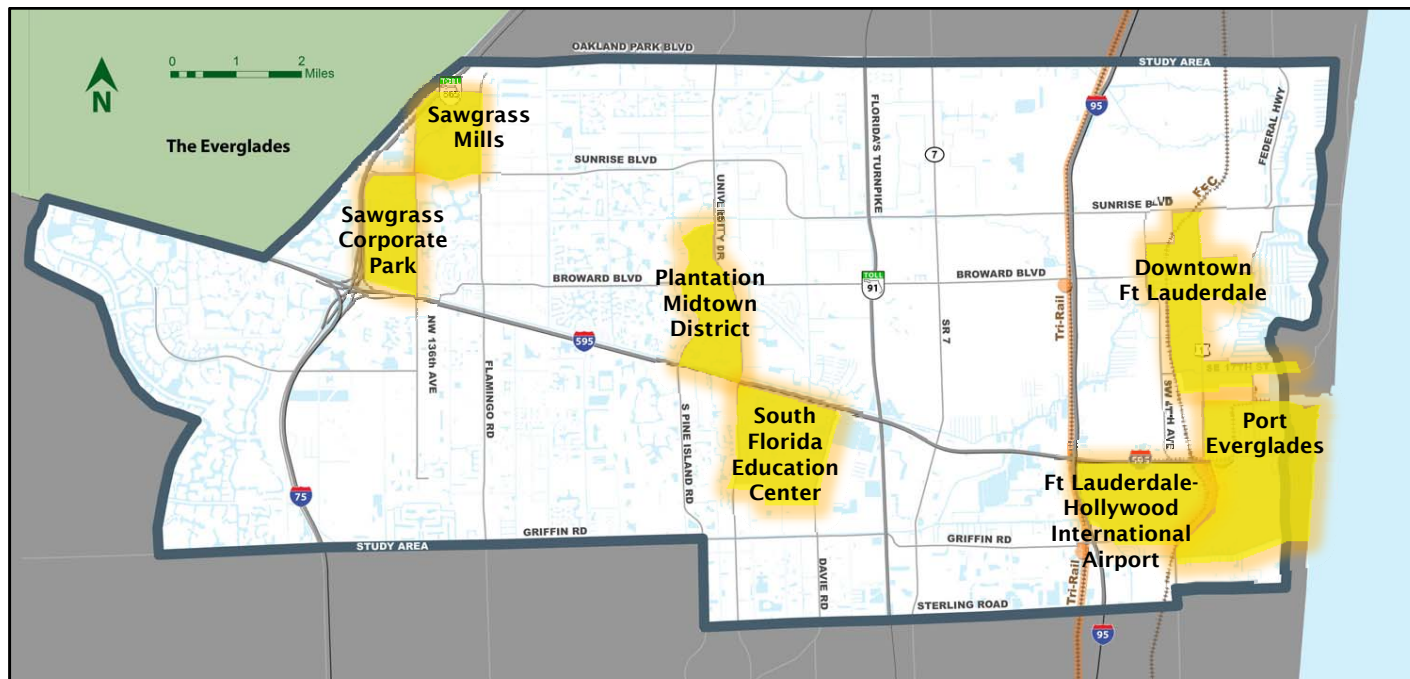
Other Transit in the Study Area

Wave Streetcar Service



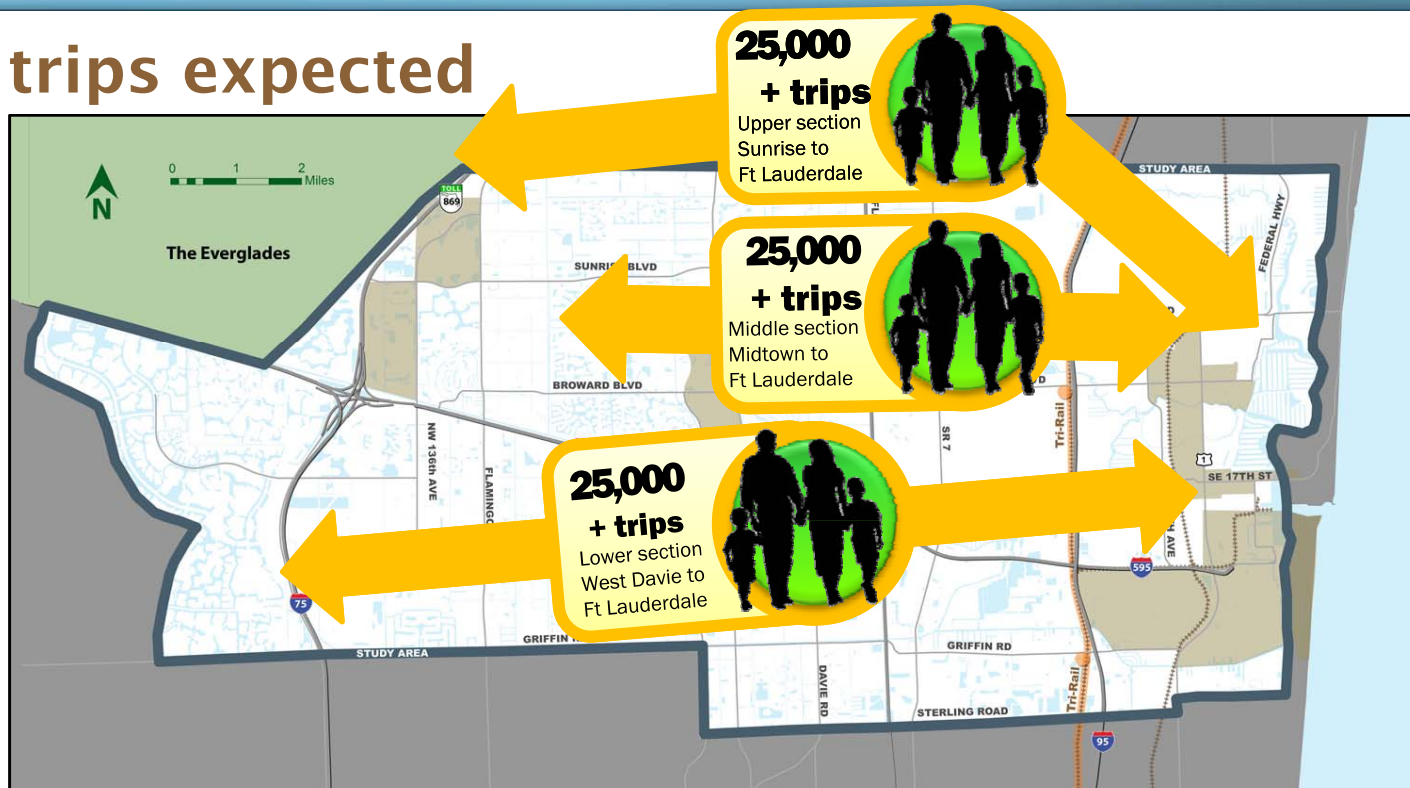
Activity Centers

Areas that offer retail, employment, recreation, and education opportunities.



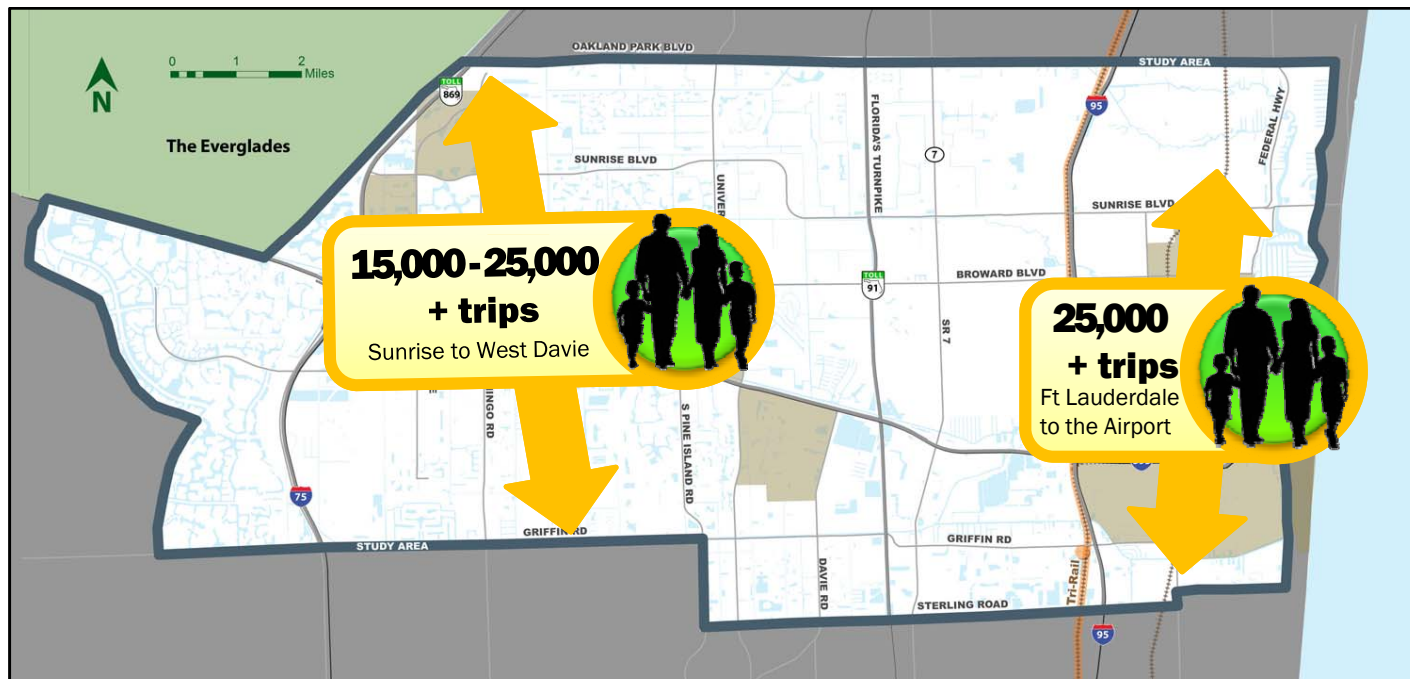
East-West Trips

Daily trips expected



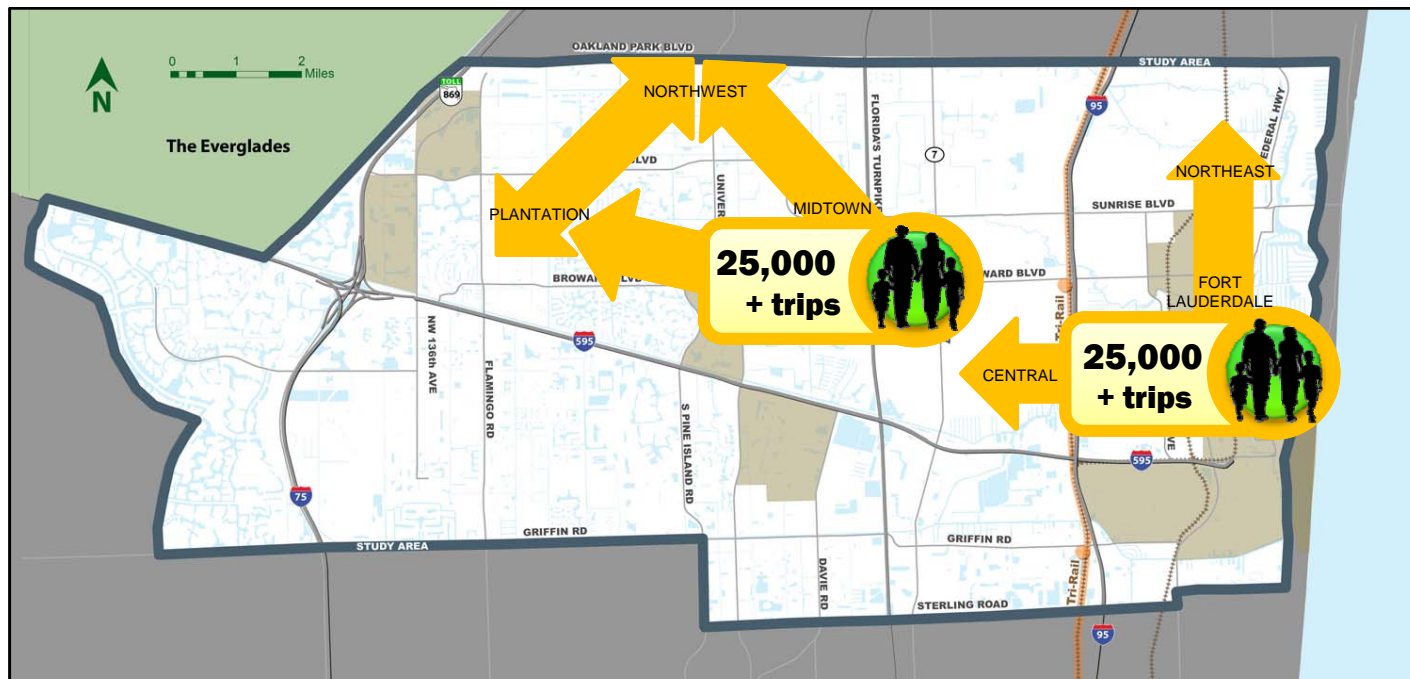
North-South Trips

Daily trips expected



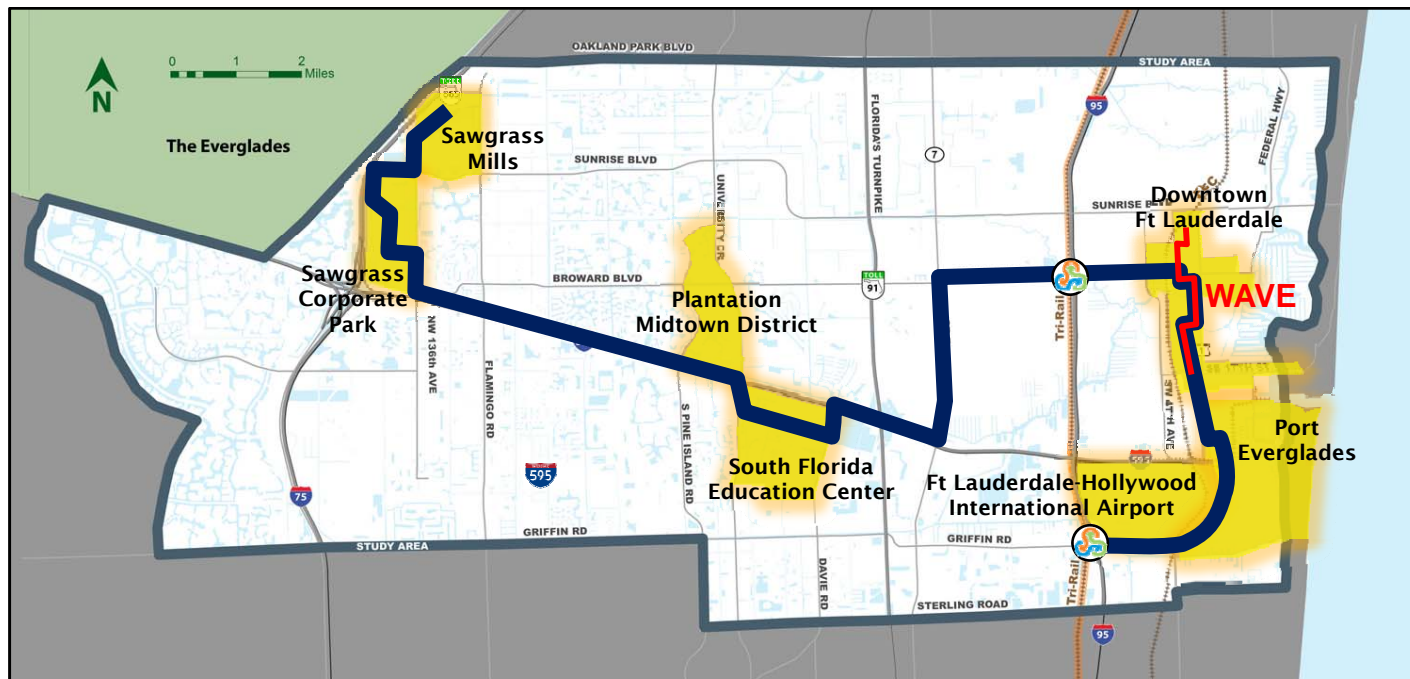
Shorter Trips

Daily trips expected



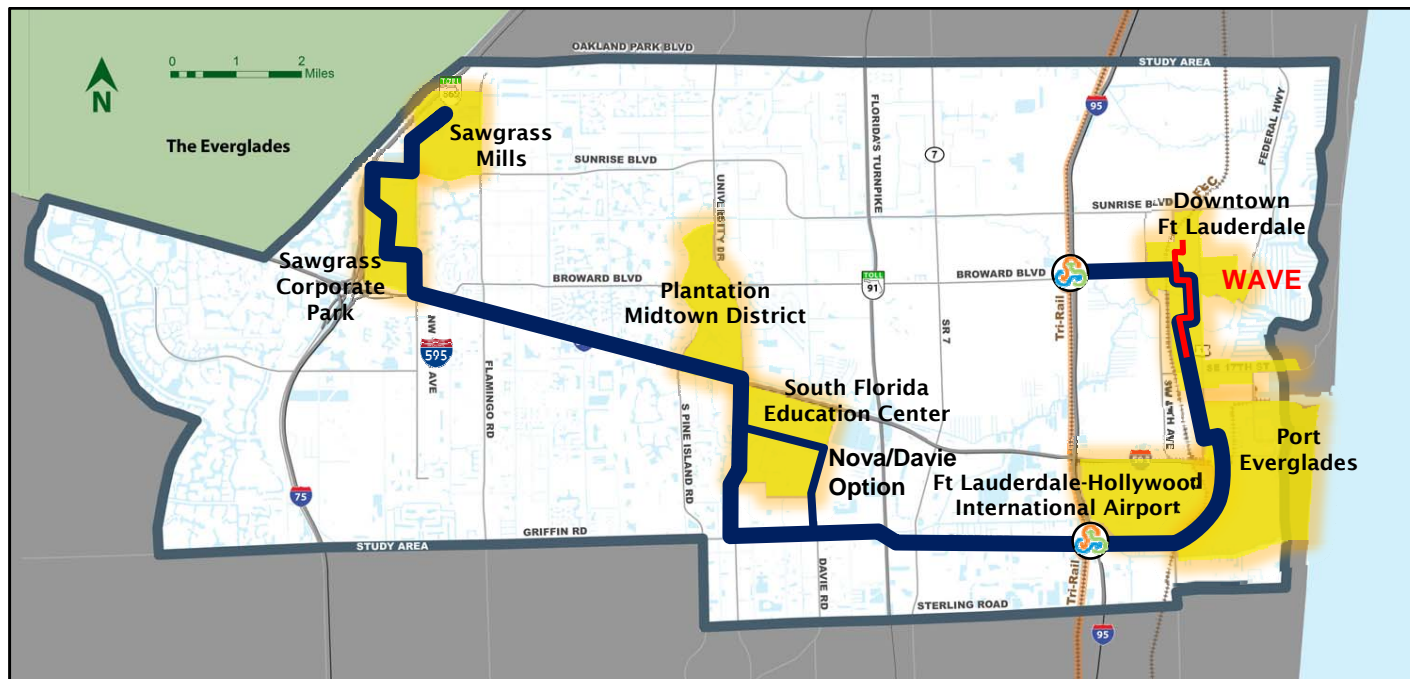
The Alternatives

SR 7/Broward Boulevard



The Alternatives

Griffin Road



How can we help reduce....

...demands on our road?

Enhancing our transportation choices



Premium Bus



Offers:

- Larger seating capacity
- Comfortable interior with higher ceiling
- Pre-board ticketing



Modern Streetcar

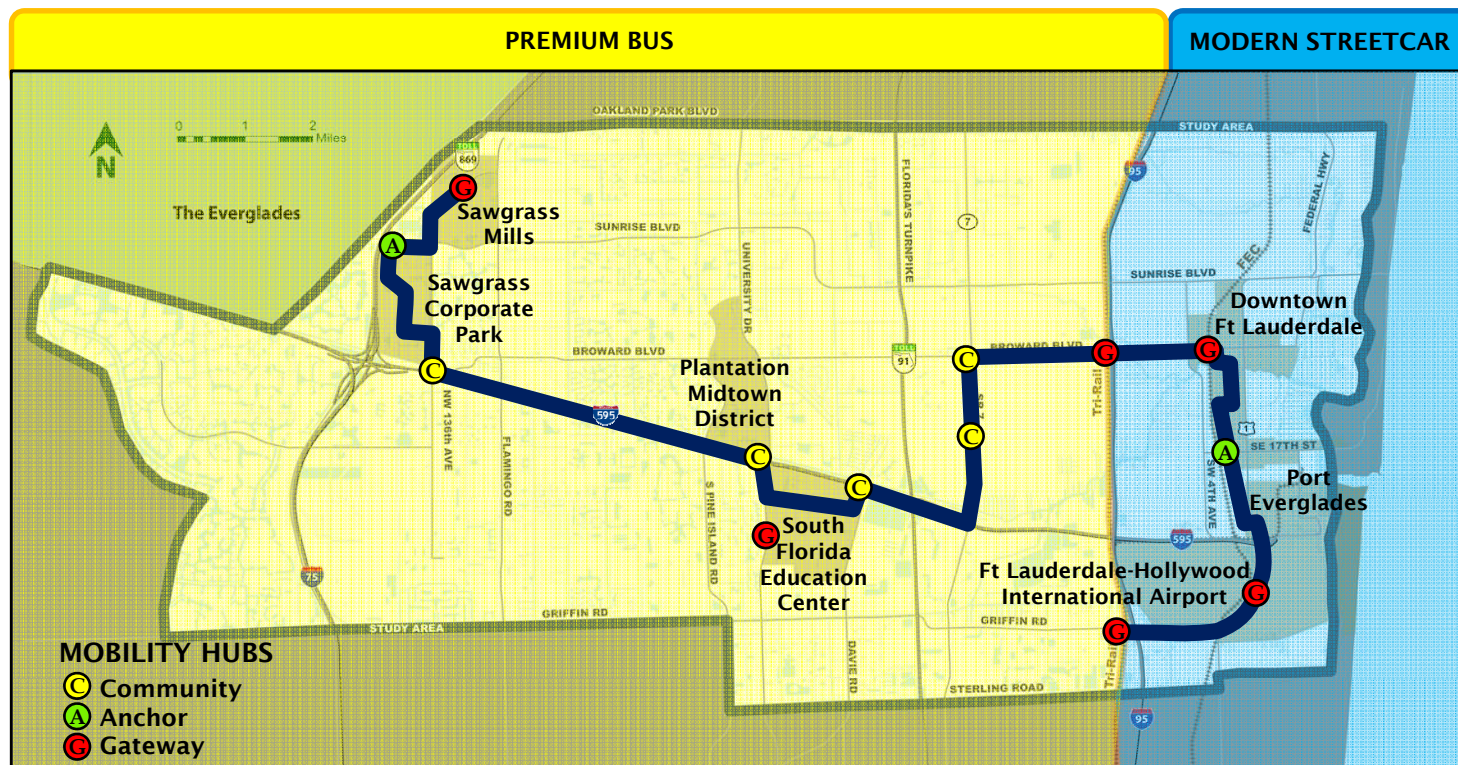


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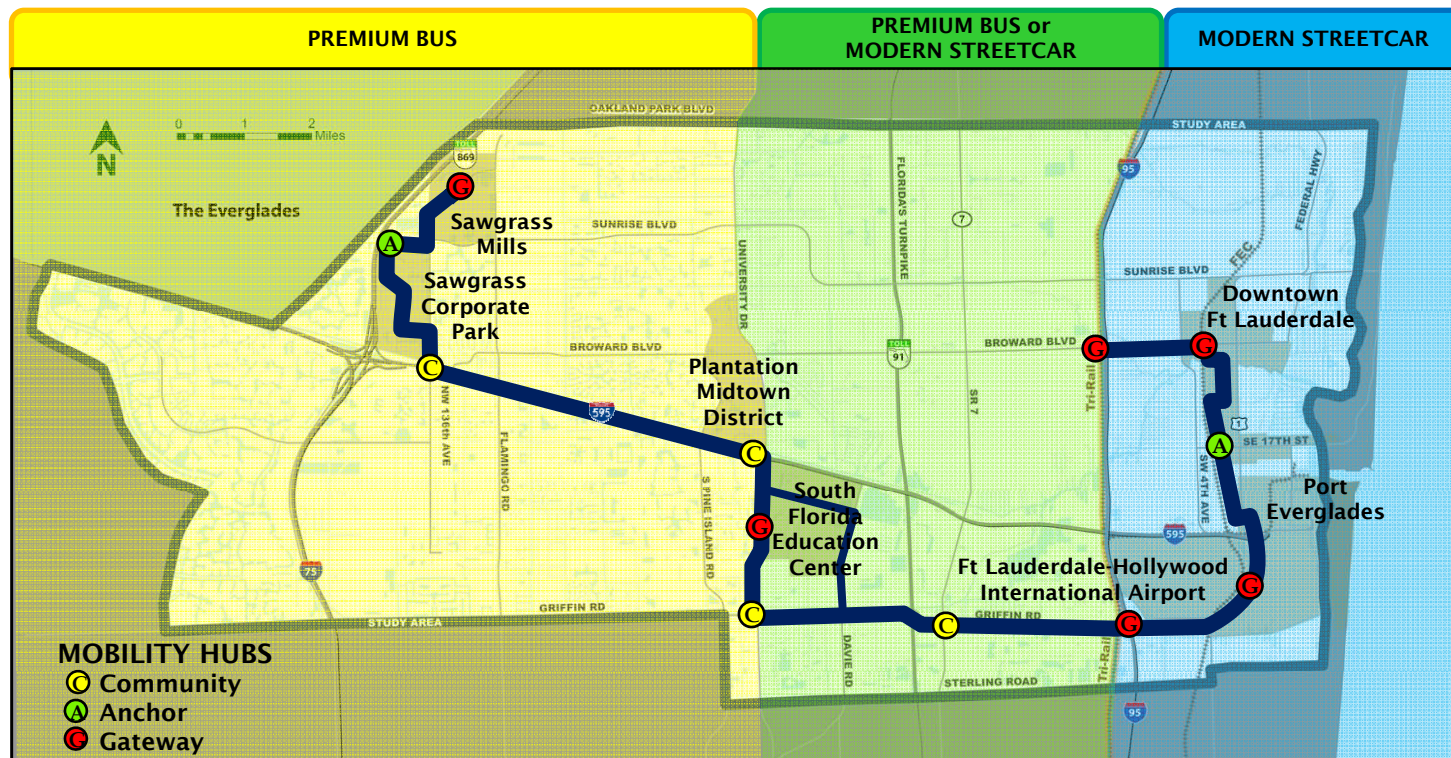
- Designed to integrate into any community setting
- Attractive, spacious, and comfortable interior
- Pre-board ticketing



SR 7/Broward Blvd Alternative



Griffin Road Alternative



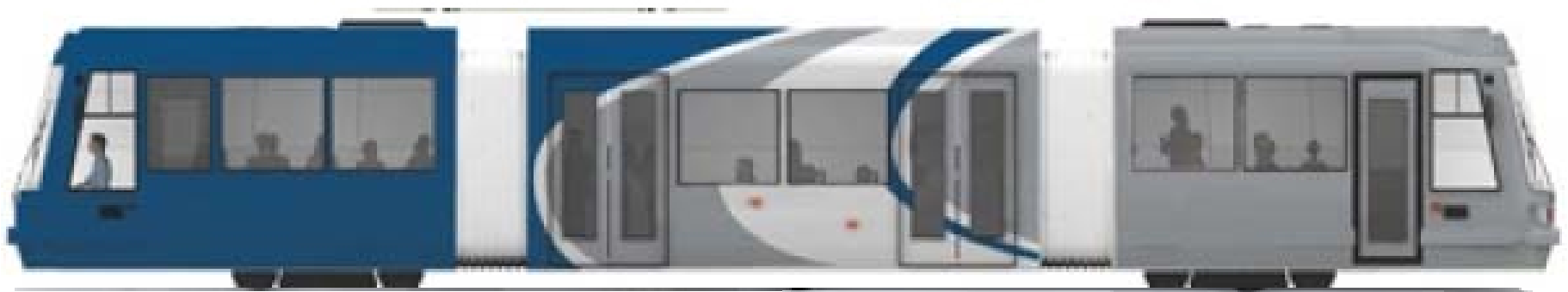
Comparative Cost

Alternative	Type of Transit	Annual Ridership	Capital Cost	Annual O&M Cost
SR 7/Broward Blvd	Premium Bus & Streetcar	2.6 million	\$273.9 M	\$6.7 M



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SR 7/Broward Blvd	Premium Bus & Streetcar	2.6 million	\$273.9 M	\$6.7 M
Griffin Road	Majority Premium Bus	2.4 million	\$324.7 M	\$6.6 M
	Majority Streetcar	3.4 million	\$466.6 M	\$7.6 M



Economic Development

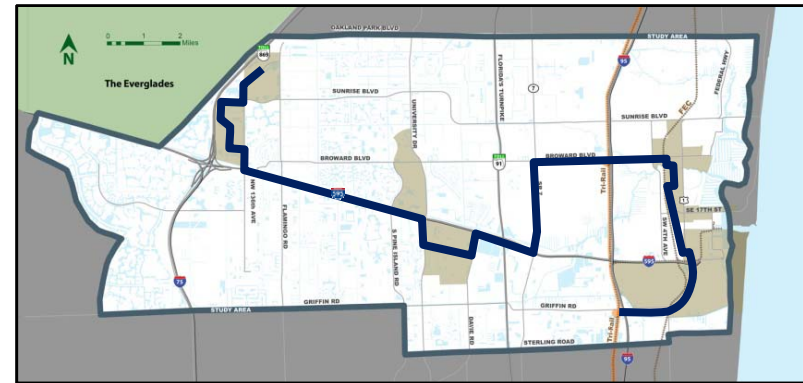
- For every \$1 billion invested in transit, 18,000 jobs are created (Source: U.S. Department of Commerce)
- Rail transit tends to foster more growth than bus transit; however Bus Rapid Transit (BRT) is experiencing similar results to rail.



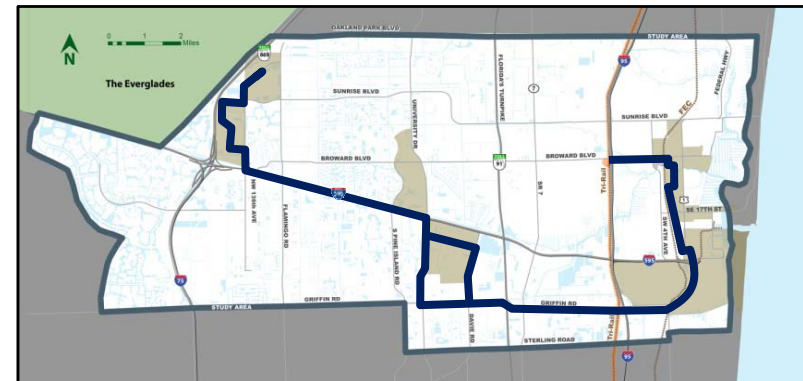
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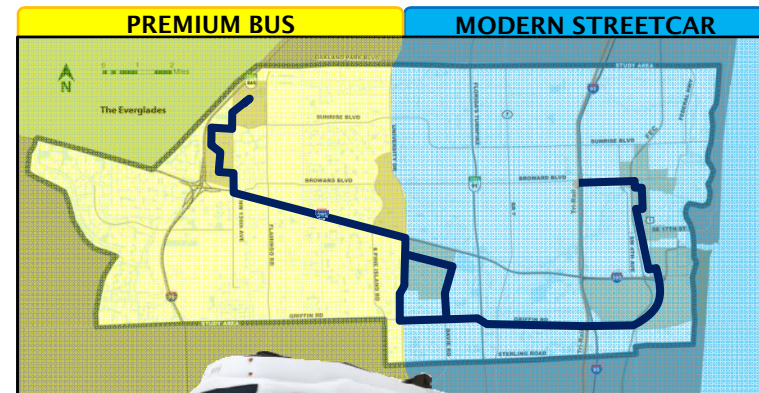
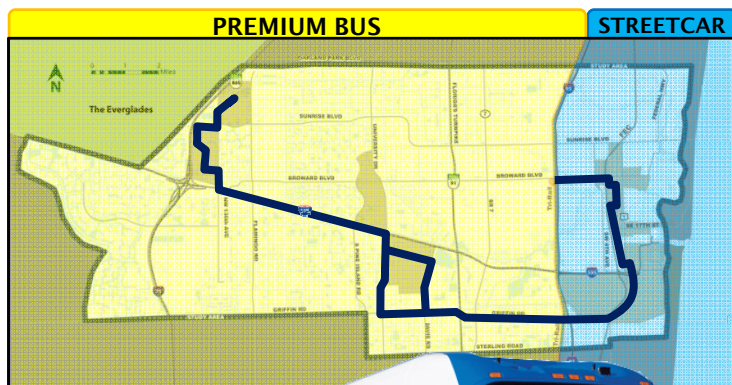


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Next Steps...

