STOPS in Florida

presented by
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• Oakland Park BRT

• Tri-Rail Coastal Link (underway)
Oakland Park BRT

- Alternatives result from multi-modal AA in District 4
- Existing conditions
  - 13.6 mi, 6 LD arterial roadway; 50,000-65,000 AADT
  - Route 72: 9,000 daily boardings; 15-20 min headways
- Key alternative
  - Bus Rapid Transit operating in Business Access and Transit (BAT) lane; 15 min headway
  - Local service continues to operate
- STOPS inputs/parameters
  - Broward County Transit’s GTFS data
  - Auto skims from SERPM 6.7.1
  - 2000 and 2010 MPO ZDATA
  - Visibility factor = 0.0-0.2
  - Systemwide and corridor-focused transit on-board surveys
Oakland Park BRT

• STOPS → 7,150 project linked trips in current year
• Compared to two other independent forecasts
  – SERPM 6.7.1: updated to adequately reflect local bus corridor travel patterns
  – Data-driven/Simplified model: based on route-specific transit survey data

<table>
<thead>
<tr>
<th></th>
<th>STOPS</th>
<th>Data-Driven/Simplified Model</th>
<th>SERPM 6.7.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Trips</td>
<td>6,500-7,200</td>
<td>3,900</td>
<td>3,600</td>
</tr>
<tr>
<td>Work vs. non-work split</td>
<td>56% vs. 44%</td>
<td>n/a</td>
<td>50% vs. 50%</td>
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<tr>
<td>0-car vs. 1+car split</td>
<td>34% vs. 66%</td>
<td>n/a</td>
<td>54% vs. 46%</td>
</tr>
<tr>
<td>Walk-/drive-access split</td>
<td>91% vs. 9%</td>
<td>90% vs. 10%</td>
<td>94% vs. 6%</td>
</tr>
</tbody>
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Oakland Park BRT

• Findings
  – STOPS forecasts are much higher than other two methods, probably a result of the underlying local service and the nature of the corridor
  – Trip purpose and access mode results very comparable
• Extension to existing Tri-Rail service
• Result of Systems Planning study in District 4
• 85-mile corridor; 20 additional stations
• STOPS development nearing completion