

STOPS in Florida

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March 25th, 2014





STOPS in Florida




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





Oakland Park BRT

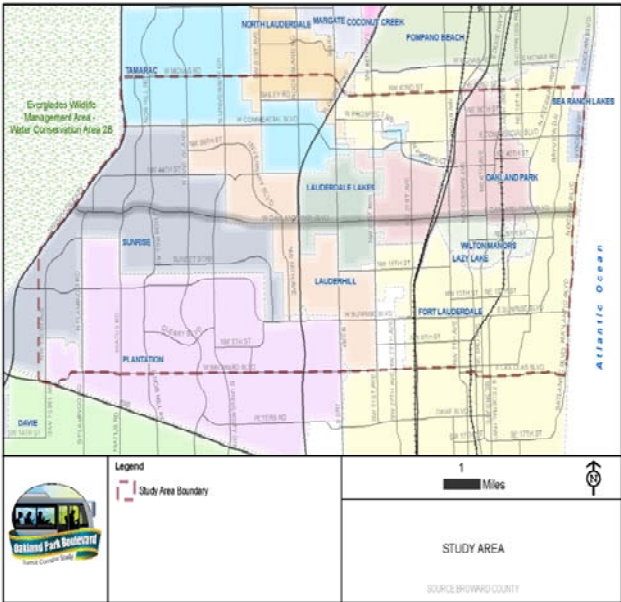




- Alternatives result from multi-modal AA in District 4
- Existing conditions
 - 13.6 mi, 6 LD arterial roadway; 50,000-65,000 AADT
 - Route 72: 9,000 daily boardings; 15-20 min headways
- Key alternative
 - Bus Rapid Transit operating in Business Access and Transit (BAT) lane; 15 min headway
 - Local 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





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

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

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



Tri-Rail Coastal Link

- Extension to existing Tri-Rail service
- Result of Systems Planning study in District 4
- 85-mile corridor; 20 additional stations
- STOPS development nearing completion

