



Better buses, improved bus stops & transit facilities



Bus Rapid Transit that speed buses past traffic



Major transit centers, with shopping and relaxing built in



Rail transit that carries as many passengers as a lane of cars



Communities that make taking the bus as easy as driving

Connect to the FUTURE

Transit Master Plan

WEBSITE: www.bctplan.com

PROJECT HOTLINE: 866.251.9967

Broward County Transit's (BCT) Transit Master Plan will map the future of transit in Broward County for the next 25 years. The Transit Master Plan will develop new bus routes, rail lines, transit centers and other transit improvements the county will need as it grows. The plan also will identify ways to pay for building and maintaining our future transit system.

Plan the Future

The Master Plan is just one of many efforts underway to develop Broward County's transportation system.

These plans share a common vision of providing improved transportation services to support the rapid development of Broward County.

A Common Vision—Improving Broward County

Transit Development Plan

BCT Master Plan

Long-Range Transportation Plan

BCT Transit Development Plan (TDP)

- Short-range plan that addresses transit only improvements (new bus routes, transit centers, etc.) for the 2005 – 2009 period; immediate implementation
- Adopted by Broward County in December 2003
- Managed by Broward County Transit (BCT)
- State-mandated

Transit Master Plan

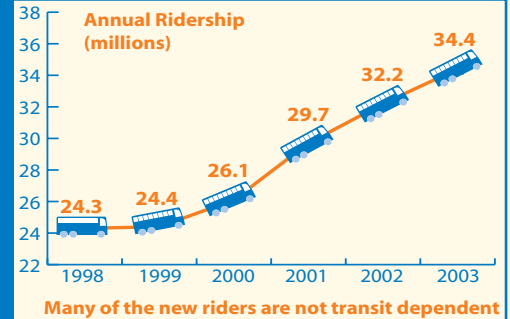
- Will build upon recommendations in the TDP
- Will include proposed transit improvements under development (I-595 Corridor Study & SR 7 Consortium, etc.)
- Managed by BCT
- NOT Federally and State mandated

County Long-Range Transportation Plan (LRTP)

- Plans improvements for all forms of transportation (road, transit, bicycle, pedestrian and others) through 2030
- Managed by Broward County Metropolitan Planning Organization
- Federally and State Mandated

Ridership Prompts Transit Development

BCT's plans for development build on their recent success in attracting more riders by reducing wait times between buses and other recent service improvement.



Many new riders could afford to drive but choose transit for its convenience, to save money, or to use the time on the bus to work or relax rather than drive. More frequent buses, new services, better facilities and other changes will make BCT an even more important part of the County's transportation system in the years ahead.

Broward County's fast-growing population and explosive job growth, as well as the rising costs of driving and increased traffic congestion, will require more and better transit to serve as an efficient alternative to driving. The Transit Master Plan will recommend improvements to meet the County's growing transportation needs.

Technologies for the Future

A number of initiatives are developing new transit options to serve Broward County. **South Florida Regional Transportation Authority (SFRTA)**, which operates the Tri-Rail commuter rail line, will soon operate **trains at 20 minute intervals**, a major improvement in their ability to serve commuters in Broward, Miami-Dade and Palm Beach Counties.

FDOT is currently studying a major **new rail or bus rapid transit line in the I-595 Corridor**.

A consortium of agencies led by **Broward County MPO** is studying **bus rapid transit in the State Road 7 corridor** in Broward County.

Other initiatives are studies of a downtown **Fort Lauderdale Connector and connection between Fort Lauderdale/Hollywood International Airport and Port Everglades**. More information on many of these and other transit initiatives can be found at www.movingbroward.org.

Transit Tomorrow

Transit in the future can be more than just BCT's buses and SFRTA's Tri-Rail trains. Better buses, improved bus stops and other facilities, and information technology are making transit more flexible and efficient to match today's busy lifestyles.

Bus Rapid Transit (BRT) improvements could speed buses past the heavy traffic on some of Broward County's busiest streets. BRT combines special bus lanes, traffic signals that favor buses, and comfortable bus stops that even tell you when the bus is coming, to make taking the bus a whole new experience.




Major transit centers, with shopping and relaxing built in, make waiting for a bus a whole lot better.

Light rail or streetcars are a blast from the past that could efficiently carry several times as many passengers as a lane of car traffic.

Transit-oriented development (TOD), a way of building neighborhoods that makes taking the bus as easy as driving, is the latest trend in building homes, shopping centers and offices. TOD takes advantage of transit's efficiency in moving people and reducing traffic and parking requirements.

The Master Plan will take a hard look at how these and other innovations fit in to the future of Broward County.

Bus Rapid Transit (BRT) Service Levels

Bus Rapid Transit Service Levels Identified In The Preliminary Concepts For Corridor Treatments*		
Element	Express Bus/Limited Stop	High-Level BRT
Vehicles 	New vehicles that are distinguishable from existing local or community bus service <ul style="list-style-type: none"> • Provide greater passenger comfort • Unique vehicle design and color 	<ul style="list-style-type: none"> • High capacity 45 or 60 foot articulated buses • Wide access doors for faster loading • Buses are compatible with off-board fare collection systems.
Stop Spacing	Fewer station stops than existing local bus routes to reduce travel time. <ul style="list-style-type: none"> • No more than 5 stops per mile on average. 	Fewer station stops than Express Bus/Limited Stop. <ul style="list-style-type: none"> • No more than 4 stops per mile on average.
Stop/Station Amenities 	Includes Bus stops improvements: <ul style="list-style-type: none"> • Benches • Shelters • Adequate lighting • Passenger information • Improved pedestrian connections (i.e., sidewalks) to adjacent development. 	Includes all Express Bus/Limited Stop amenities and also: <ul style="list-style-type: none"> • Climate-controlled facilities at major transfer points or transit centers. • Automatic vehicle location (AVL)-driven "next bus" displays and other real time passenger information. • Off-board fare collection
Alignment Treatments 	Priority treatments for buses range from: <ul style="list-style-type: none"> • Signal priority systems to queue jump facilities that allow buses to move through congested intersections • Travel lane restrictions for bus only or bus and HOV use during peak travel periods over some or the entire corridor. 	Includes Express Bus/Limited Stop priority treatments. Restriction of travel lanes to bus-only use, with full barrier separation over some or the entire corridor, in curb, center lane or median configuration.

Actual level and composition of the package of improvements would likely vary by corridor; by municipalities or communities served, the roadway configuration and elements such as the arrangement of driveways along the corridor; the nature and density of the surrounding development, and other factors.

It is assumed that all corridors and major stops in corridors recommended for service by high-level BRT service in either the short- or long-term would be targeted in local community plans as sites of transit oriented development land use and zoning.

Transit and Pizza—Public Meetings

At public meetings held in March, the BCT Master Plan team discussed the future of transit with Broward County residents, workers, visitors and public officials. The public meetings provided those attending with an opportunity to learn about proposed transit improvements and the opportunities that transit offers the Broward County area. Attendees also had the opportunity to discuss transportation issues with BCT and consultant staff. These meetings resulted in lively discussions and significant input.



Transit and Pizza Discussion Topics

- The need for more bus shelters and more transit centers to make using transit safer and more convenient.
- Buses to be kept cleaner.
- Bus drivers need to improve interaction with customers.
- Bus schedules and services need to be better coordinated to make transfers between bus routes easier.
- There needs to be more frequent service and more transit options – the region needs to spend more money on transit services.
- Information about transit services needs to be better, and more available, to help both current and potential users make better use of BCT services.

We Need Your Input

Your suggestions are the key to a successful Transit Master Plan. We need your support and involvement to ensure we fulfill the future transit needs of Broward County residents. If you were unable to join us at our public meetings, please send us your comments and suggestions.

Your Suggestions Are Key*

Project Hotline: 1-866-251-9967

Email: comments@bctplan.com

Website: www.bctplan.com

Check our website to get more, frequently-updated information on the Master Plan, fill out a survey about transit in Broward County, and access links to other transit project in the region.

**All comments and input received will be documented as part of the appendix and incorporated into the final Transit Master Plan report.*

What Comes Next?

In the Summer of 2004, we will meet with community leaders in government, business and other areas of the community to discuss their vision of the future of transit services for Broward County. We will also be assessing BCT's services and developing options for providing improved service to the County.

There will be another round of public meetings to discuss these options in Fall 2004. Dates and times will be announced on the project web site (www.bctplan.com). We hope to see you there!

Project Schedule

