Welcome to the
Oakland Park Boulevard Bus Rapid Transit (BRT)
Public Meeting

The purpose of this meeting is to:

- ✓ Share information on the Oakland Park Blvd BRT Project
- ✓ Share the alternatives evaluated, potential impacts and recommended improvements
- ✓ Obtain public feedback on the proposed project to inform decision-making and design



Conceptual graphic – For Discussion Purposes Only

If you have questions, feel free to ask the representatives stationed around the room.

Title VI Compliance

The proposed project is being developed in accordance with the Civil Rights Act of 1964. Under Title VI of the Civil Rights Act, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

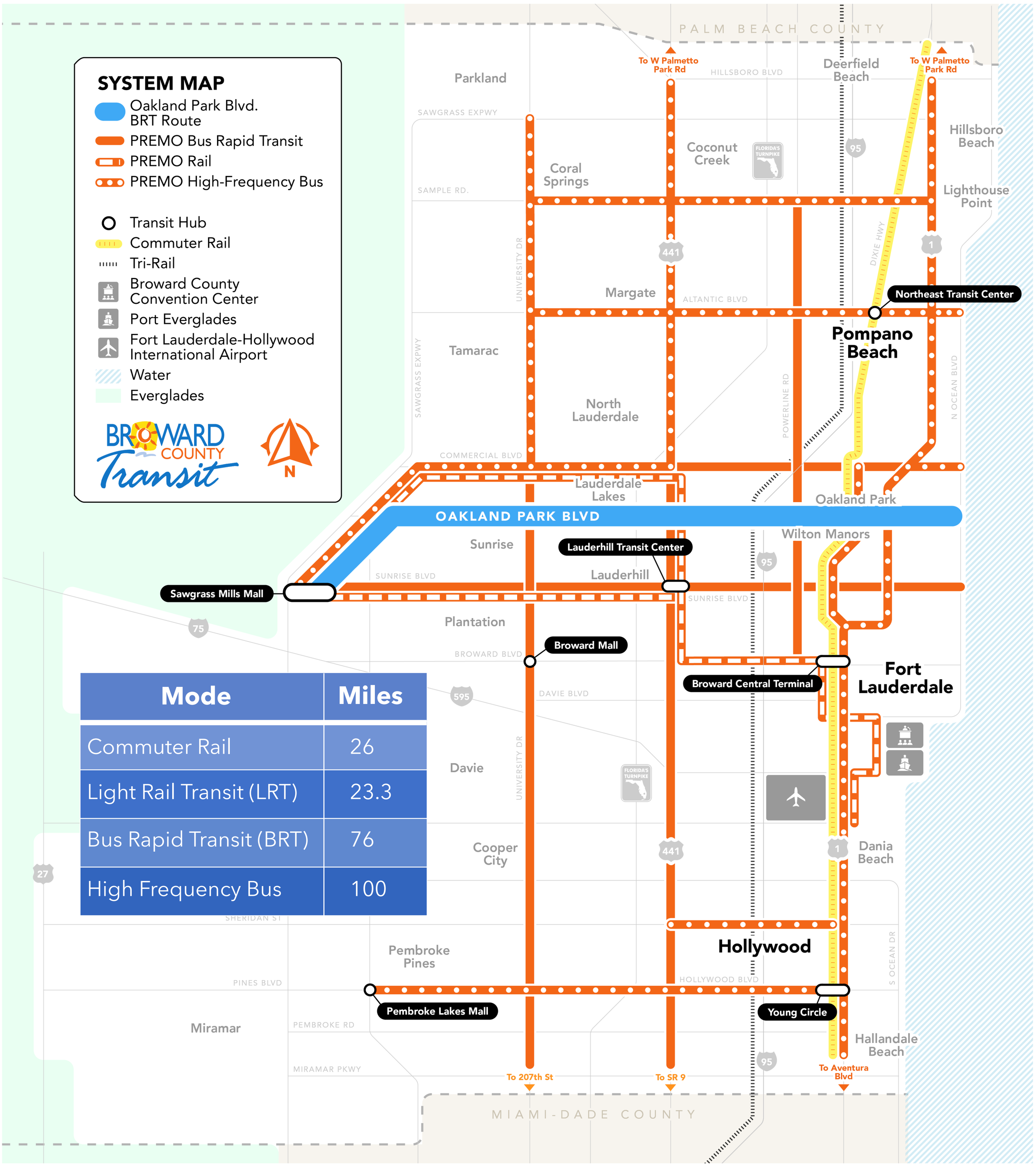
To express concern(s) relative to Broward County Transit's compliance with Title VI, please contact the following:

Broward County Transportation Department
Title VI Program Coordinator
1 North University Drive, Suite 3100A, Plantation, FL 33324
Email: BCTD_TitleVIComplaints@broward.org

El proyecto propuesto se está desarrollando conforme a la Ley de Derechos Civiles de 1964. Bajo el Título VI de la Ley de Derechos Civiles, se solicita la participación pública sin distinción de raza, color, origen nacional, edad, sexo, religión, discapacidad o situación familiar.

Pwojè yo pwopoze a ap devlope ann akò avèk Lwa sou Dwa Sivil lanne 1964. Dapre Tit VI nan Lwa sou Dwa Sivil la, yo mande patisipasyon piblik la san konsiderasyon pou ras, koulè, peyi kote moun soti, laj, sèks, relijyon, andikap oswa sitiyasyon fanmi.

PREMO System Map

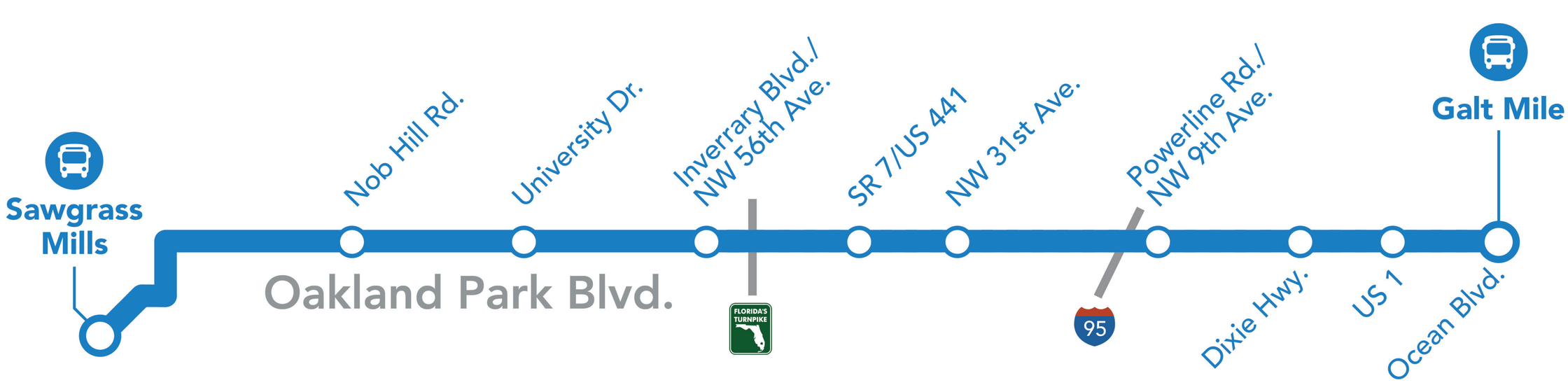


Mode	Miles
Commuter Rail	26
Light Rail Transit (LRT)	23.3
Bus Rapid Transit (BRT)	76
High Frequency Bus	100

- ✓ BCT's PREMO Program includes over **200 miles** of new premium service
- ✓ Oakland Park Boulevard BRT was chosen as the first BRT project to move forward

Project Overview

Oakland Park Boulevard BRT Project

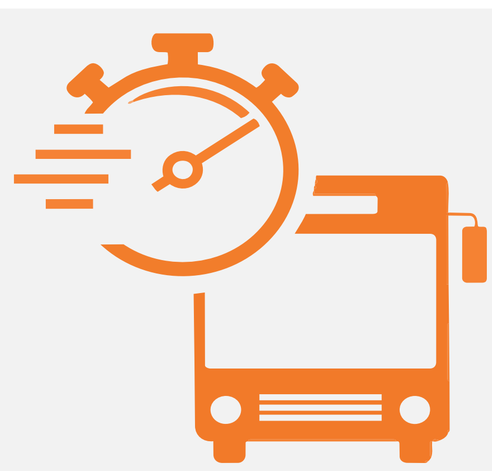


- 15 miles length
- Sawgrass Mills to Ocean Blvd/A1A
- 8 Station pairs and 2 transit terminals
- Service every 10 to 15 minutes
- BRT will operate in mixed traffic
- Local Route 72 will remain
- Average corridor travel time savings for the BRT service compared to local bus service is between approximately 17-27 minutes depending on the final selected alternative.

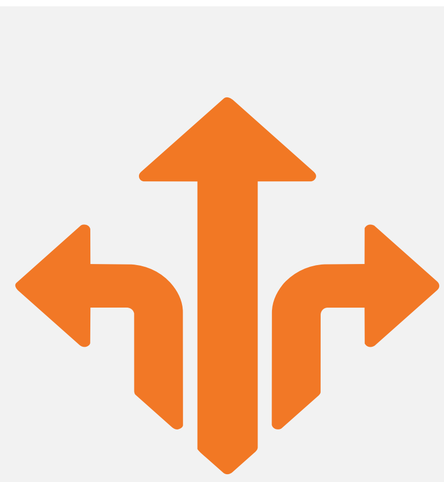
Bus Rapid Transit (BRT) is a high-capacity transit mode that can be implemented now and **sets the foundation for greater investment over time**, such as additional routes and technology upgrades:



Low cost and flexible



Fast to implement



Scalable for future transit upgrades

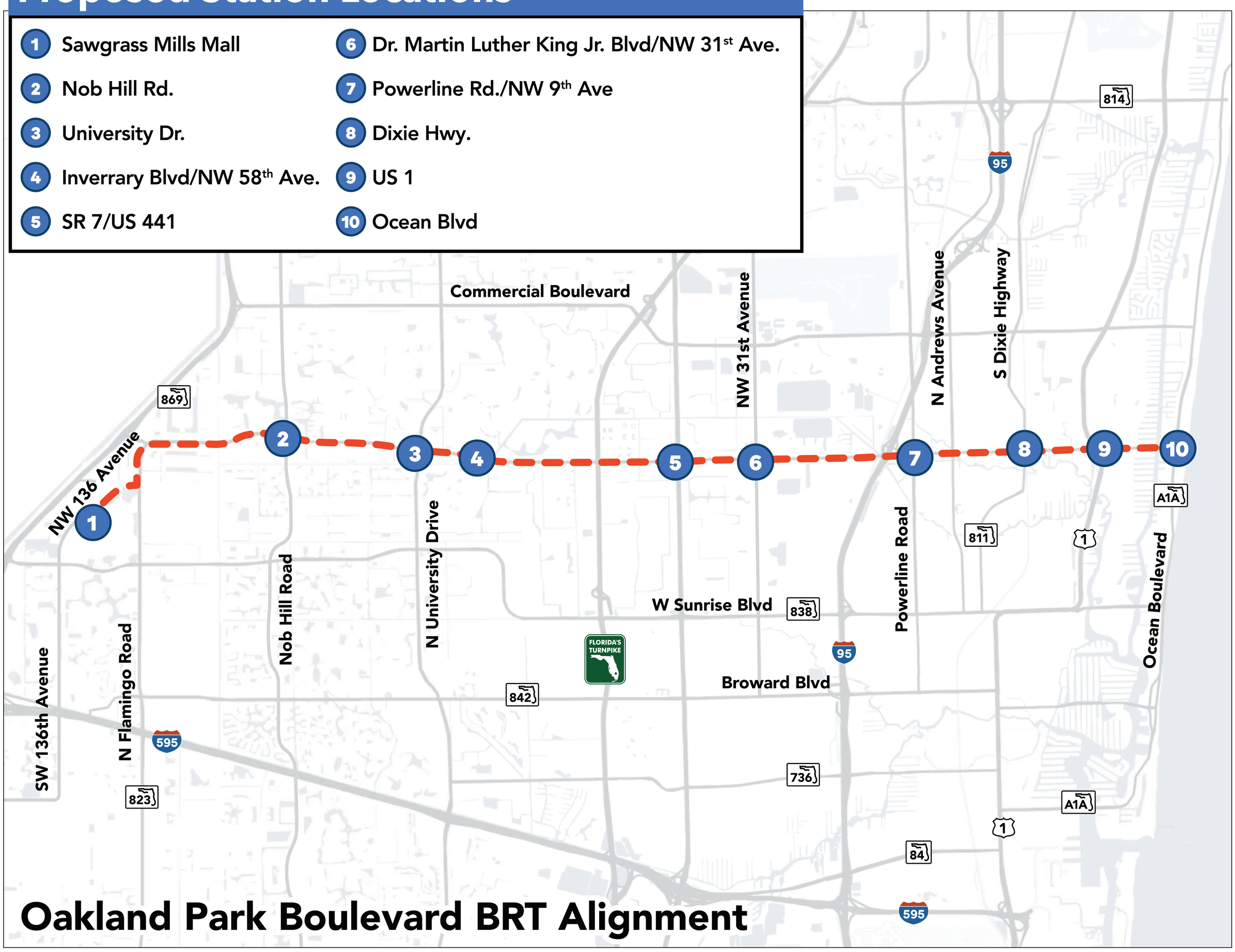
Why is the Project Needed?

Oakland Park Boulevard was selected as the first corridor for BRT implementation because it will:

- ✓ Provide reliable transportation options
- ✓ Improve east-west transit network connectivity
- ✓ Improve mobility for all
- ✓ Support continued corridor vitality and growth

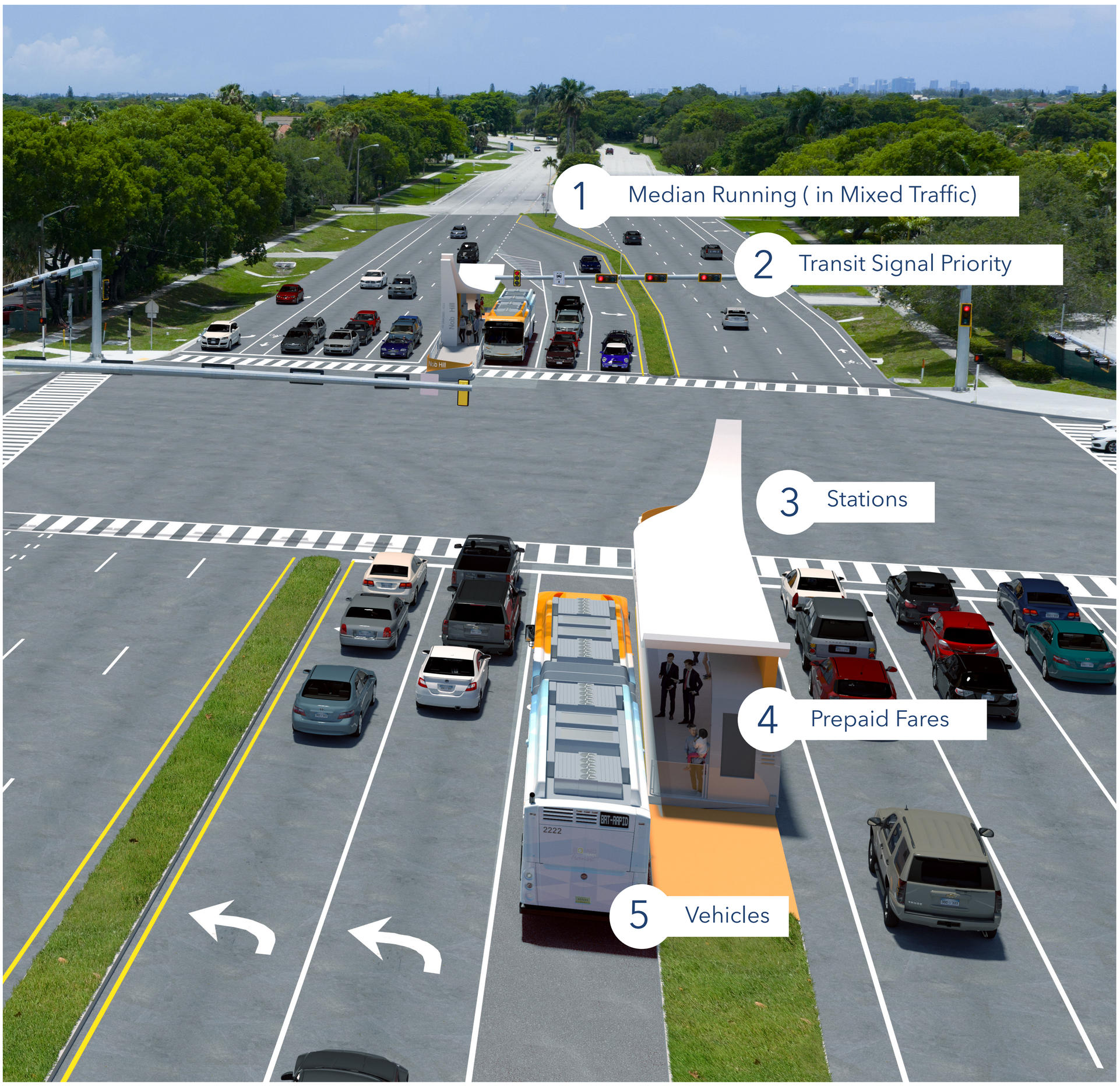
Proposed Station Locations

1. Sawgrass Mills Mall
2. Nob Hill Rd.
3. University Dr.
4. Inverrary Blvd/NW 58th Ave.
5. SR 7/US 441
6. Dr. Martin Luther King Jr. Blvd/NW 31st Ave.
7. Powerline Rd./NW 9th Ave
8. Dixie Hwy.
9. US 1
10. Ocean Blvd



Oakland Park Boulevard BRT Alignment

What Makes BRT Different?



1 MEDIAN LANE RUNNING (in Mixed Traffic)
- No dedicated lanes

2 TRANSIT SIGNAL PRIORITY (TSP)
- Traffic signal technology upgrades
- Reduces delays caused by red lights

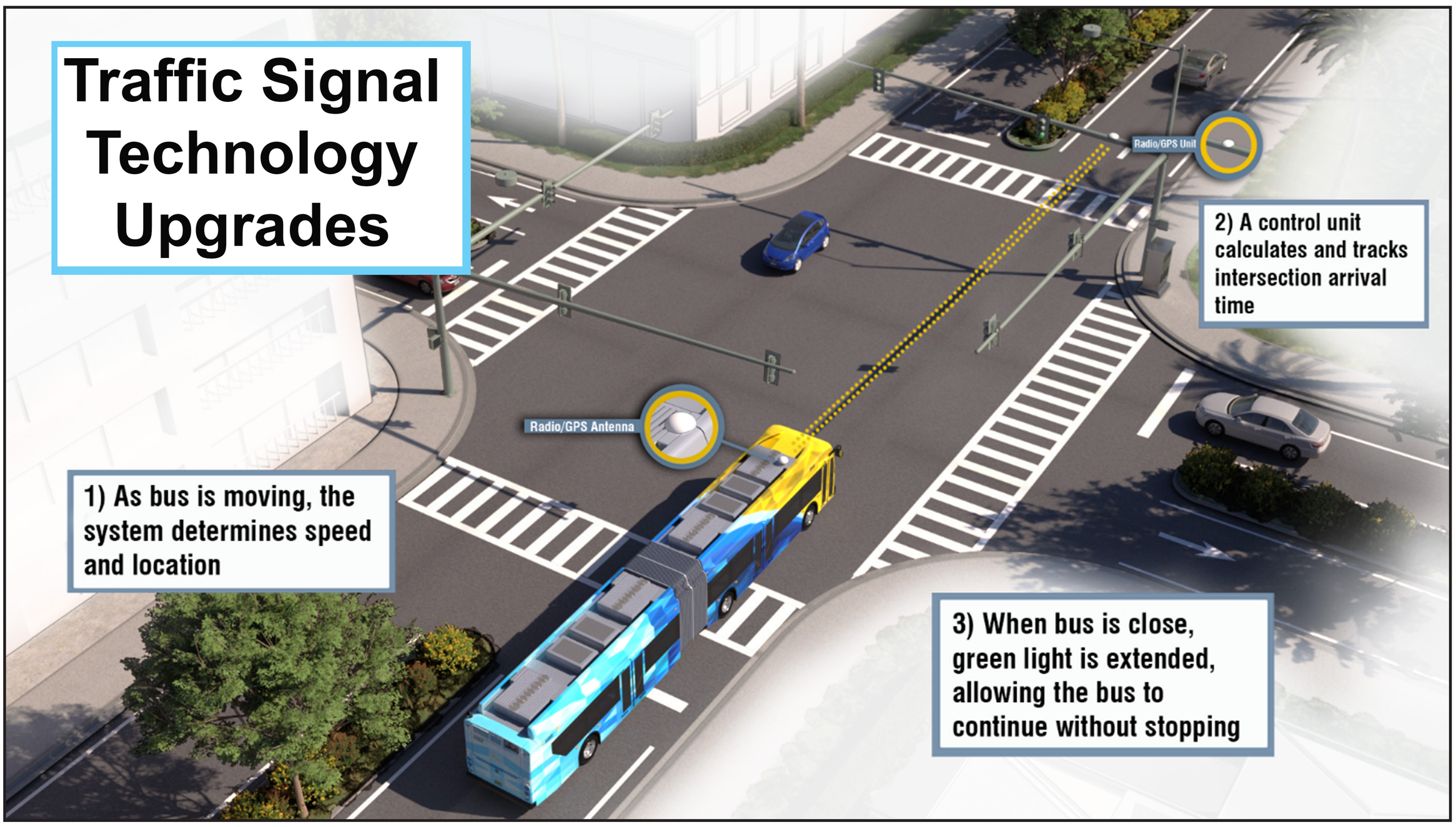
3 PREMIUM STATIONS
- Level boarding
- Weather protection
- Safe & Secure

4 PREPAID FARES
- Reduces delay by allowing riders to pay before boarding the bus

5 MODERN VEHICLES
- All door boarding
- Bikes inside

Transit Signal Priority

Transit signal priority reduces travel time for BRT passengers, allowing buses to pass through intersections more quickly with fewer stops for red lights.



Detection

Bus speed and location is continually communicated and processed, allowing green lights to be held when a BRT bus is approaching.

Upgraded Traffic Signals

Upgraded signal technologies can also provide transit vehicles a headstart at intersections with BRT buses getting a green light a few seconds ahead of other vehicles.

What Will Stations Look Like?



BRT will include distinctive branding. Key features of each BRT station will include:

- ✓ Safety and Security Features
- ✓ Level Boarding
- ✓ Real-Time Passenger Information
- ✓ Covered Seating with Lighting
- ✓ ADA Compliant Access
- ✓ Off-Board Fare Collection

Project Impacts and Funding Considerations

Nearly 20 years of studying the corridor has highlighted the need for premium, high-capacity transit service, as part of the region's long-range transportation plan.

BCT has worked with agency partners throughout this study to address concerns and minimize project impacts.

Traffic Impacts



Minimal changes to traffic are anticipated. There will be temporary impacts to traffic during construction. Transit Signal Priority (TSP) is proposed throughout the corridor at intersections to improve bus travel times and reliability. The BRT will operate up to 6 additional buses per hour in peak hours and operate in mixed traffic.

Right-of-Way Impacts



No displacements or relocations of businesses or residences are required for the project. Some additional right-of-way acquisition is anticipated at station locations. Additional coordination with property owners will be initiated as the design is finalized.

Project Funding



The project is part of Broward County Transit's PREMO Plan, made possible by a one-cent surtax approved by voters for transportation in 2019, the Mobility Advancement Program (MAP) Broward.

Alternatives Evaluation

Two project alternatives, curbside-running BRT with curbside stations and median-running BRT with stations located in the roadway median were evaluated based on seven weighted criteria.

EVALUATION RATINGS
- Excellent
- Good
- Acceptable
- Poor
- Very Poor

	Curbside Mixed-Traffic BRT	BCT Recommended Alternative: Median Mixed-Traffic BRT
		
Passenger Safety and Accessibility (25% Weight)		
Transit Operations, Reliability, Time (20% Weight)		
Traffic Operations (20% Weight)		
Property Access and Business Impacts (15% Weight)		
Implementation and Construction (5% Weight)		
Future Transit Potential (5% Weight)		
Costs (10% Weight)		

Timeline and Next Steps

Project Timeline

2030
Scheduled Opening

PLANNING AND CONCEPTUAL ENGINEERING — Spring 2024-Fall 2026

- Corridor Plans Development
- Station Planning
- Traffic and Transit Analysis
- Environmental Review
- Preliminary Design Plans

DESIGN — Fall 2026-Spring 2028

- Utility Coordination
- Vehicle Procurement
- Right-of-way Refinements/ Acquisition
- Final Design
- Permitting

CONSTRUCTION — Spring 2028-2030

- Finalize Permitting/Utilities
- Construction
- Vehicle Testing
- Begin Revenue Service

PUBLIC/STAKEHOLDER ENGAGEMENT THROUGHOUT

Next Steps

- ✓ Review and incorporate public input into proposed project, as appropriate
- ✓ Additional coordination with cities and agency partners
- ✓ A Broward County Public Hearing is planned for early 2027
- ✓ Right-of-way coordination and additional public and stakeholder engagement will occur through final design

Thank You for Participating!

Your Input Matters

Your input is important in shaping this project. You may provide input by:

- ✓ Filling out and submitting a comment card at the public workshops
- ✓ Providing comments electronically to the project email account at OPBBRT@broward.org
- ✓ Providing comments by mail to:

  Broward County Transit
  Attention: Oakland Park Boulevard BRT
  1 N. University Drive
  Plantation, FL 33324

Stay Involved

To continue to stay involved and updated as the project progresses:

- ✓ Use sign-in sheets at public workshops and provide your mailing address
- ✓ Request to be added to the project mailing list at OPBBRT@broward.org
- ✓ Visit the project website at https://www.Broward.org/bct/OaklandBRT