

**University Drive Mobility Improvements Planning Study  
Alternatives Evaluation Summary  
05.15.14 Version**

Needs	Goals/ Objectives	Measures (MOEs)	Scoring Definition (All Are Compared to the No Build Alternative)	Alternatives										
				Implementation Timeframe: 0-5 Years			Implementation Timeframe: 0-3 Years			Implementation Timeframe: 3-7 Years		Implementation Timeframe: Greater than 10 Years		
				Silver (No Build/Committed Projects)	Orange (Bicycle/Pedestrian/ CMS Focused Alternative A)	Yellow (Bicycle/Pedestrian/ CMS Focused Alternative B)	Green (Yellow Alternative + Limited Stop Service All Day)	Blue (Yellow Alternative + Higher Frequency Local Bus Service + Limited Stop Bus Service All Day)	Red (Yellow Alternative + Higher Frequency Local Bus Service + Limited Stop Bus Service All Day - Operating in Curb Lane as BAT Lane)	Indigo (Yellow Alternative + Local Bus Service + Higher Frequency Bus Rapid Transit Service All Day)	Magenta (Yellow Alternative + Local Bus Service + Higher Frequency Bus Rapid Transit Service All Day - Operating in Existing Curb Lane as BAT Lane from Griffin Rd Westview)	Violet (Yellow Alternative + Local Bus Service + Higher Frequency Bus Rapid Transit Service All Day - Operating in New Curb Lane as BAT Lane from Griffin Rd - Westview)		
Improve North-South mobility for transit, bicycle, pedestrian and automobile users	Reduce transit travel times in the corridor	Transit Travel Times of Sample O-D trip pairs using travel time data computed by HDR	<b>High</b> = >20% Reduction <b>Medium</b> = 11-20 % reduction <b>Low</b> = < 10 % reduction	No rating 1. 215 to Sheridan: 14.2 2. Nova to OPB: 20.83 3. Comm Blvd to Broward: 18.94 4. Sample to OPB: 28.4 5. Broward to Pines: 29.54	Low 1. 215 to Sheridan: 14.2 2. Nova to OPB: 20.83 3. Comm Blvd to Broward: 18.94 4. Sample to OPB: 28.4 5. Broward to Pines: 29.54	Low 1. 215 to Sheridan: 14.2 2. Nova to OPB: 20.83 3. Comm Blvd to Broward: 18.94 4. Sample to OPB: 28.4 5. Broward to Pines: 29.54	Low 1. 215 to Sheridan: 13.65 2. Nova to OPB: 20.01 3. Comm Blvd to Broward: 18.19 4. Sample to OPB: 27.29 5. Broward to Pines: 28.38	Low 1. 215 to Sheridan: 12.95 2. Nova to OPB: 19.00 3. Comm Blvd to Broward: 17.27 4. Sample to OPB: 25.91 5. Broward to Pines: 26.94	Medium 1. 215 to Sheridan: 12.26 2. Nova to OPB: 17.08 3. Comm Blvd to Broward: 16.34 4. Sample to OPB: 24.51 5. Broward to Pines: 25.49	Low 1. 215 to Sheridan: 12.95 2. Nova to OPB: 19.00 3. Comm Blvd to Broward: 17.27 4. Sample to OPB: 25.91 5. Broward to Pines: 26.94	High 1. 215 to Sheridan: 11.51 2. Nova to OPB: 16.24 3. Comm Blvd to Broward: 14.76 4. Sample to OPB: 22.14 5. Broward to Pines: 23.48	High 1. 215 to Sheridan: 11.51 2. Nova to OPB: 16.24 3. Comm Blvd to Broward: 14.76 4. Sample to OPB: 22.14 5. Broward to Pines: 23.48		
		Seconds of transit delay	<b>High</b> = reduction at >7 intersections <b>Medium</b> = reduction at up to 7 intersections <b>Low</b> = no reduction	Low	Low	Low	Medium	Medium	Medium	Medium	Medium	Medium		
	Increase frequency of transit service in the corridor	Local transit service frequencies	High = 20-minute peak service Medium = 30-minute peak service Low = reduction in peak period buses	Existing: 20-minute service in peak and 30-minute service in non-peak	High	High	Medium	High	High	Medium	Medium	Medium		
		Limited Stop service frequencies	High= 4 buses per hour Medium = 3 buses per hour Low = 2 buses per hour	Existing: 30-minute service in peak only	Existing: 30-minute service in peak only	Existing: 30-minute service in peak only	Low	Low	Low	High	High	High		
	Increase overall transit ridership	Daily ridership on Route 2	-	8,150	9,200	9,200	6,350	5,700	7,700	5,000	5,400	5,400		
		Daily ridership on Route 102	-	1,600	1,700	1,700	3,700	5,350	4,500	6,600	6,700	6,700		
		Total corridor ridership	-	9,750	10,900	10,900	10,050	11,050	12,200	11,600	12,100	12,100		
		Ridership increase relative to No Build	-	N/A	1,150	1,150	300	1,300	2,450	1,850	2,350	2,350		
	Increase overall transit ridership	Daily ridership on Route 2 + Route 102	<b>High</b> >12,500 <b>Medium</b> = 10,100 - 12,500 <b>Low</b> = 9,600 -10,000	N/A	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium		
	Decrease transit rider distance/walk time at major transfers	Pedestrian walk time at major transfers	For Each O-D Trip: <b>High</b> = greater than 1 min reduction in walk time <b>Medium</b> = 30 sec to 1 min reduction in average walk time <b>Low</b> = less than 30 sec reduction in walk time	Low 1. Sample - 2:33 2. Oakland Park - 3:08 3. Sunrise - 4:31 4. Broward - 3:48 5. Pines - 4:12	Low 1. Sample - (0:01) 2. Oakland Park - (0:14) 3. Sunrise - (0:11) 4. Broward - (0:07) 5. Pines - (0:01)	High 1. Sample - (0:56) 2. Oakland Park - (1:13) 3. Sunrise - (1:17) 4. Broward - (1:23) 5. Pines - (0:45)	High 1. Sample - (0:56) 2. Oakland Park - (1:13) 3. Sunrise - (1:17) 4. Broward - (1:23) 5. Pines - (0:45)	High 1. Sample - (0:56) 2. Oakland Park - (1:13) 3. Sunrise - (1:17) 4. Broward - (1:23) 5. Pines - (2:02)	High 1. Sample - (0:56) 2. Oakland Park - (1:14) 3. Sunrise - (1:18) 4. Broward - (1:24) 5. Pines - (2:02)	High 1. Sample - (0:56) 2. Oakland Park - (1:13) 3. Sunrise - (1:17) 4. Broward - (1:23) 5. Pines - (2:02)	High 1. Sample - (0:56) 2. Oakland Park - (1:15) 3. Sunrise - (1:21) 4. Broward - (1:24) 5. Pines - (2:00)	High 1. Sample - (0:56) 2. Oakland Park - (1:24) 3. Sunrise - (1:13) 4. Broward - (1:20) 5. Pines - (2:00)		
Increase non-motorized accessibility to transit	Number of curb ramps replaced/upgraded Number of crossings with adequate crossing timing for pedestrian crossing Number of accessible bus stops (sidewalk connection) Linear feet of 5' clear sidewalk added Linear feet of bicycle lanes/facilities added	<b>High</b> = greater than 75% of accessibility problems corrected <b>Medium</b> = 25% to 75% of accessibility problems corrected <b>Low</b> = less than 25% of accessibility problems corrected	Low	High 37 curb ramps replaced/upgraded 46 ped crossing times corrected 10 bus stops made accessible 5.5 miles of 5' clear sidewalk added No bicycle facilities added	High 37 curb ramps replaced/upgraded 46 ped crossing times corrected 10 bus stops made accessible 5.5 miles of 5' clear sidewalk added 17 miles of protected bike facilities added	High 37 curb ramps replaced/upgraded 46 ped crossing times corrected 10 bus stops made accessible 5.5 miles of 5' clear sidewalk added 17 miles of protected bike facilities added	High 37 curb ramps replaced/upgraded 46 ped crossing times corrected 10 bus stops made accessible 5.5 miles of 5' clear sidewalk added 17 miles of protected bike facilities added	High 37 curb ramps replaced/upgraded 46 ped crossing times corrected 10 bus stops made accessible 5.5 miles of 5' clear sidewalk added 17 miles of protected bike facilities added	High 37 curb ramps replaced/upgraded 46 ped crossing times corrected 10 bus stops made accessible 5.5 miles of 5' clear sidewalk added 17 miles of protected bike facilities added	High 37 curb ramps replaced/upgraded 46 ped crossing times corrected 10 bus stops made accessible 5.5 miles of 5' clear sidewalk added 17 miles of protected bike facilities added	High 37 curb ramps replaced/upgraded 46 ped crossing times corrected 10 bus stops made accessible 5.5 miles of 5' clear sidewalk added 17 miles of protected bike facilities added			
Decrease automobile travel time throughout the corridor	Vehicular travel time (seconds) (NB +SB Average) (mm:ss / % change from No Build)	For Each O-D Trip: <b>High</b> = greater than or equal to -10% <b>Medium</b> = -9% to +5% change <b>Low</b> = greater than or equal to 6% change	No rating 1. 215 to Sheridan - 14:03 2. Nova to OPB - 18:56 3. Comm Blvd to Broward - 15:50 4. Sample to OPB - 19:56 5. Broward to Pines - 24:44	Medium (-4% change) 1. 215 to Sheridan - 13:07 (-7%) 2. Nova to OPB - 19:07 (1%) 3. Comm Blvd to Broward - 14:32 (-8%) 4. Sample to OPB - 18:41 (-6%) 5. Broward to Pines - 23:48 (-4%)	Medium (+5% change) 1. 215 to Sheridan - 13:09 (-6%) 2. Nova to OPB - 21:50 (15%) 3. Comm Blvd to Broward - 15:02 (-5%) 4. Sample to OPB - 19:16 (-3%) 5. Broward to Pines - 27:05 (10%)	Medium (+5% change) 1. 215 to Sheridan - 13:09 (-6%) 2. Nova to OPB - 21:50 (15%) 3. Comm Blvd to Broward - 15:02 (-5%) 4. Sample to OPB - 19:16 (-3%) 5. Broward to Pines - 27:05 (10%)	Medium (+5% change) 1. 215 to Sheridan - 13:09 (-6%) 2. Nova to OPB - 21:50 (15%) 3. Comm Blvd to Broward - 15:02 (-5%) 4. Sample to OPB - 19:16 (-3%) 5. Broward to Pines - 27:05 (10%)	Low (+63% change) 1. 215 to Sheridan - 13:01 (-7%) 2. Nova to OPB - 43:24 (129%) 3. Comm Blvd to Broward - 23:22 (48%) 4. Sample to OPB - 20:26 (2%) 5. Broward to Pines - 45:44 (85%)	Medium (+5% change) 1. 215 to Sheridan - 13:09 (-6%) 2. Nova to OPB - 21:50 (15%) 3. Comm Blvd to Broward - 15:02 (-5%) 4. Sample to OPB - 19:16 (-3%) 5. Broward to Pines - 27:05 (10%)	Low (+70% change) 1. 215 to Sheridan - 13:09 (-6%) 2. Nova to OPB - 43:39 (130%) 3. Comm Blvd to Broward - 23:59 (51%) 4. Sample to OPB - 25:03 (26%) 5. Broward to Pines - 45:59 (86%)	Medium (+4% change) 1. 215 to Sheridan - 12:51 (-9%) 2. Nova to OPB - 21:03 (11%) 3. Comm Blvd to Broward - 14:43 (-7%) 4. Sample to OPB - 19:11 (-4%) 5. Broward to Pines - 26:55 (9%)			

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				Implementation Timeframe: 0-3 Years			Implementation Timeframe: 3-7 Years		Implementation Timeframe: Greater than 10 Years					
				Silver (No Build/Committed Projects)	Orange (Bicycle/Pedestrian/ CMS Focused Alternative A)	Yellow (Bicycle/Pedestrian/ CMS Focused Alternative B)	Green (Yellow Alternative + Limited Stop Service All Day)	Blue (Yellow Alternative + Higher Frequency Local Bus Service + Limited Stop Bus Service All Day)	Red (Yellow Alternative + Higher Frequency Local Bus Service + Limited Stop Bus Service All Day - Operating in Curb Lane as BAT Lane)	Indigo (Yellow Alternative + Local Bus Service + Higher Frequency Bus Rapid Transit Service All Day)	Magenta (Yellow Alternative + Local Bus Service + Higher Frequency Bus Rapid Transit Service All Day - Operating in Existing Curb Lane as BAT Lane from Griffin Rd Westview)	Violet (Yellow Alternative + Local Bus Service + Higher Frequency Bus Rapid Transit Service All Day - Operating in New Curb Lane as BAT Lane from Griffin Rd - Westview)		
Improve safety for all users	Decrease potential of pedestrian and bicyclists crashes	Number of conflict points eliminated	High = greater than 20% reduced exposure Medium = 5% to 20% reduced exposure Low = less than 5% reduced exposure	Low	Low	High 36% reduction in vehicle exposure	High 36% reduction in vehicle exposure	High 36% reduction in vehicle exposure	High 36% reduction in vehicle exposure	High 36% reduction in vehicle exposure	High 36% reduction in vehicle exposure	High 36% reduction in vehicle exposure	High 36% reduction in vehicle exposure	
		Linear feet of new sidewalk (fill in existing gaps)	High = greater than 5 mi of sidewalk and 10 mi of buffer Medium = 2 to 5 mi of sidewalk and 5 to 10 mi of buffer Low = less than 2 mi of sidewalk and 5 mi of buffer	Low	High Added 5.15 miles of new sidewalk Widened 0.38 miles of sidewalk Added 20.8 miles of sidewalk buffer	High Added 5.15 miles of new sidewalk Widened 0.38 miles of sidewalk Added 20.8 miles of sidewalk buffer	High Added 5.15 miles of new sidewalk Widened 0.38 miles of sidewalk Added 20.8 miles of sidewalk buffer	High Added 5.15 miles of new sidewalk Widened 0.38 miles of sidewalk Added 20.8 miles of sidewalk buffer	High Added 5.15 miles of new sidewalk Widened 0.38 miles of sidewalk Added 20.8 miles of sidewalk buffer	High Added 5.15 miles of new sidewalk Widened 0.38 miles of sidewalk Added 20.8 miles of sidewalk buffer	High Added 5.15 miles of new sidewalk Widened 0.38 miles of sidewalk Added 20.8 miles of sidewalk buffer	High Added 5.15 miles of new sidewalk Widened 0.38 miles of sidewalk Added 20.8 miles of sidewalk buffer	High Added 5.15 miles of new sidewalk Widened 0.38 miles of sidewalk Added 20.8 miles of sidewalk buffer	
Improve the livability and walkability	Improve pedestrian environment with buffers, landscaping, etc.	Linear feet of sidewalks with landscape treatments <i>*pending City confirmation</i>	High = greater than 20 miles of landscape treatment Medium = 5 to 20 miles of landscape treatment Low = less than 5 miles of landscape treatment	Low	Low	High 21.8 miles of landscape treatment added	High 21.8 miles of landscape treatment added	High 21.8 miles of landscape treatment added	High 21.8 miles of landscape treatment added	High 21.8 miles of landscape treatment added	High 21.8 miles of landscape treatment added	High 21.8 miles of landscape treatment added	High 21.8 miles of landscape treatment added	
	Improve bicyclist environment with buffers, landscaping, etc.	Linear feet of protected bicycle facilities	High = greater than 15 miles of protected bike facilities Medium = less than 15 miles of protected bike facilities Low = on-street bike lanes only	Low 20.3 miles of 4' (or less) bike lanes	Low 20.3 miles of 4' (or less) bike lanes	High 21.3 miles of protected bike facilities added	High 21.3 miles of protected bike facilities added	High 21.3 miles of protected bike facilities added	High 21.3 miles of protected bike facilities added	High 21.3 miles of protected bike facilities added	High 21.3 miles of protected bike facilities added	High 21.3 miles of protected bike facilities added	High 21.3 miles of protected bike facilities added	
	Increase transportation choices	Modes serving key trips	High = medium to high quality transit and bike experience Medium = medium quality transit and bike experience Low = poor to medium quality transit and bike experience	Low Walk - NA Bike - Poor Transit - Medium	Low Walk - NA Bike - Poor Transit - Medium	Medium Walk - NA Bike - Medium Transit - Medium	Medium Walk - NA Bike - Medium Transit - Medium	Medium Walk - NA Bike - Medium Transit - Good	Medium Walk - NA Bike - Medium Transit - Good	Medium Walk - NA Bike - Medium Transit - Good	Medium Walk - NA Bike - Medium Transit - Good	Medium Walk - NA Bike - Medium Transit - Good	Medium Walk - NA Bike - Medium Transit - Good	
	Improve passenger experience	# of enhanced stations within activity areas (i.e., bench/shelter, lighting, passenger information amenities)	High = add shelter and benches plus enhanced bus stops Medium = add shelters and benches where missing Low = no improvements at bus stops	Low	Low	Medium Add benches@21 stops Add shelters @ 68 stops	Medium Add benches@21 stops Add shelters @ 68 stops	High Add benches@21 stops Add shelters@68 stops Enhanced bus stops	High Add benches@21 stops Add shelters@68 stops Enhanced bus stops	High Add benches@21 stops Add shelters@68 stops Enhanced bus stops	High Add benches@21 stops Add shelters@68 stops Enhanced bus stops	High Add benches@21 stops Add shelters@68 stops Enhanced bus stops	High Add benches@21 stops Add shelters@68 stops Enhanced bus stops	
	Minimize adverse environmental impacts	Ability to minimize impacts to environmentally sensitive lands	High = less than 1 acre potentially impacted Medium = 1 to 25 acres potentially impacted Low = more than 25 acres potentially impacted	High	High	High	High	High	High	High	High	High	High	Medium
	Minimize adverse impacts to businesses	Ability to minimize impacts to businesses	High = less than 1 acre potentially impacted Medium = 1 to 25 acres potentially impacted Low = more than 25 acres potentially impacted	High	High	High	High	High	High	High	High	High	High	Low

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Invest in transportation solutions that are cost effective	Implement alternatives that have reasonable capital costs	Total capital cost for alternative	<b>High</b> = less than \$40M <b>Medium</b> = \$40-\$100M <b>Low</b> = greater than \$100M	\$0	\$10,510,200	\$33,782,400	\$33,782,400	\$39,398,400	\$38,894,400	\$54,204,800	\$53,435,200	\$152,392,000
	Implement alternatives that have cost effective operations investments	Annual operating costs	Compared to No Build Operation Costs <b>High</b> = Less than \$2 Million <b>Medium</b> = \$2-\$3.5 Million <b>Low</b> = > than \$3.5 Million (Number of Buses Needed)	\$5.92 million High Buses 24	High \$7.73 million 25 Buses	High \$7.73 million 25 Buses	High \$7.86 million 19 buses	\$9.06 million Medium Buses 23	\$11.8 million Low Buses 24	Low \$12.56 26 Buses	Low \$10.81 million 23 Buses	Low \$10.81 million Buses 23
	Leverage economic development opportunities	Potential for economic development around transit locations/hubs (based on transit stop amenities, transit frequencies, and level of multi-modal connectivity of station area and mobility hubs)	<b>High</b> = high potential to spur economic development <b>Medium</b> = moderate potential to spur economic development <b>Low</b> = little or no potential to spur economic development	N/A	N/A	N/A	Low	Low	Low	Medium/Low	Medium	Medium
	Implement top priorities identified by the region	Consistent with transportation agency priorities (BCT TDP, FDOT Work Program, MPO LRTP)	<b>Yes</b> = Alternative is consistent with agency priorities <b>No</b> = Alternative is not consistent with agency priorities	BCT: Yes DOT: Yes MPO: Yes	BCT: Yes DOT: Yes MPO: Yes	BCT: Yes DOT: Yes MPO: Yes	BCT: Yes DOT: Yes MPO: Yes	BCT: Yes DOT: Yes MPO: Yes	BCT: Yes DOT: Yes MPO: Yes	BCT: No DOT: Yes MPO: Yes	BCT: No DOT: Yes MPO: Yes	BCT: No DOT: Yes MPO: Yes