



Strategic Regional Transit Plan

December 2008

Chapter 9:

Additional Alternatives Considered

ADDITIONAL ALTERNATIVES CONSIDERED

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1.0 ALTERNATIVES DEVELOPMENT

The formal process of developing refined alternatives included in the preliminary networks is discussed in *Chapter 4: High Opportunity Corridors (Screen One)*, dated June 2007, and *Chapter 7: Screen Two (Detailed) Evaluation*, dated December 2007. This memorandum discusses additional alternatives introduced after the Screen Two process, but before the network composition.

1.1 ADDITIONAL ALTERNATIVES

The screening process that was completed as part of the Strategic Regional Transit Plan concluded in Summer 2007. Following Screen Two, additional alternatives were included in the project analysis, but due to timing were not introduced into the formal screening process.

32C FEC – Pompano Beach to West Palm Beach

This alternative would place commuter rail service along the FEC railway, connecting West Palm Beach with Pompano Beach. The 7.7 mile alignment would contain five stations. Headways would be 20 minutes during peak and 30 minutes during off-peak hours. Capital costs for this alternative are estimated to be \$365 million.

32H Dolphin Extension

This alternative would introduce DELRT to the Dolphin Express connecting the MIA to the Turnpike and points further west. The 11.1 mile alignment would contain seven stations. Headways would be 15 and 20 minutes during peak and off-peak hours, respectively. Capital costs for this alternative are estimated to be \$481 million.

32L Central Broward East-West Sawgrass to CBD

This alternative was derived from Alternative 30G, and would include an LRT system connecting Sawgrass Mills Mall in the west to Downtown Ft. Lauderdale in the east. The 17.9 alignment would be mostly elevated and contain 11 stations. The headways would be 7.5 and 15 minutes for peak and off-peak, respectively. Capital costs for this alternative are estimated to be \$1.47 billion.

32M Tri-Rail to CBD via Miami Government Center

This alternative would extend commuter rail service to the Miami CBD by way of the Government Center, and would no longer serve the MIA. As an extension of existing service, the total distance of the alignment would be 79.2 miles and contain 18 stations. Headways would be 15 minutes during peak and 20 minutes during off-peak hours. Capital costs for this alternative are estimated to be \$337 million.

32N Tri-Rail Extension to Dolphin Expressway

This alternative would extend commuter rail service along the Dolphin Expressway from the MIA to the Turnpike. As it would be an extension of existing service, the total alignment would travel 84 miles and contain 25 stations. Headways would be 20 and 30 minutes for peak and off-peak hours, respectively. Capital costs for this alternative are estimated to be \$459 million.

32O Oakland Park Rapid Bus – Cypress Creek, Downtown Ft. Lauderdale

This alternative is an A/B rapid bus service. The alignment would connect Sawgrass to Cypress Creek, a distance of 15.2 miles and include 17 stations, and would connect Sawgrass to Downtown Ft. Lauderdale, a distance of 14.3 miles and include 14 stations. Headways would be 10 and 15 minutes for peak and off-peak hours, respectively. Capital costs for this alternative are estimated to be \$467 million.

32P Sample Road Modified Rapid Bus – Revised

This project would be an A/B rapid bus service connecting the Sawgrass Expressway with the Broward Medical Center, a distance of 10.9 miles, and the Sawgrass Expressway with Cypress Creek, a distance of 12.6 miles. This alternative would include 17 stations, three of which would be shared by the A and B service, and would operate at 10 minutes during peak and 15 minutes during off-peak hours. Capital costs for this alternative are estimated to be \$371 million.

32Q Kendall Drive BRT Only (Modified Service)

This alternative was derived from Alternative 32G, and would include BRT service along Kendall Drive from 137th Avenue to Dadeland. The 9.2 mile alignment would include 14 stations and run at six and 15 minute headways during peak and off-peak hours, respectively. Capital costs for this alternative are estimated to be \$214 million.

32R US 1 Rapid Bus

This alternative would operate along US 1 as rapid bus service. The 43.4 mile alignment would include 34 stations and connect West Palm Beach with the CBD in Miami. Headways would run at 10 and 15 minutes during peak and off-peak hours, respectively. Capital costs for this alternative are estimated to be \$680 million.