

BROWARD MPO TRANSIT EDUCATION SERIES

High Frequency Bus Service: System Change Agent

HIGH FREQUENCY BUS SERVICE – BCT **PREMO** PLAN

100 MILES OF HIGH FREQUENCY BUS SERVICE (HFBS)

- NORTH/SOUTH
 - UNIVERSITY, SR7/441, DIXIE, US1
- EAST/WEST
 - SAMPLE, ATLANTIC, COMMERCIAL, SHERIDAN, HOLLYWOOD/PINES
- ANTICIPATED INVESTMENT:
\$125M



HIGH FREQUENCY BUS SERVICE – AN ANALOGY



WHAT IS HIGH FREQUENCY BUS SERVICE?

Most common complaints about public transportation:

- Unpredictable delays
- Long waits at transfer stop
- Poor scheduling

HFBS is so frequent you
don't need a schedule



TRANSIT FREQUENCY & VOLUME

LOW VOLUME

- Over 15 minute headways
- 4 or fewer buses per hour
- Fewer than 100 passengers per hour

MODERATE VOLUME

- 10 – 15 minute headways, shorter at peak
- 4 – 10 buses an hour
- 100 – 750 passengers per hour

HIGH VOLUME

- 2 – 6 combined headways
- 10 – 30 buses per hour
- 500 – 2,000 passengers per hour



New articulated BCT bus, Breeze / Route 19

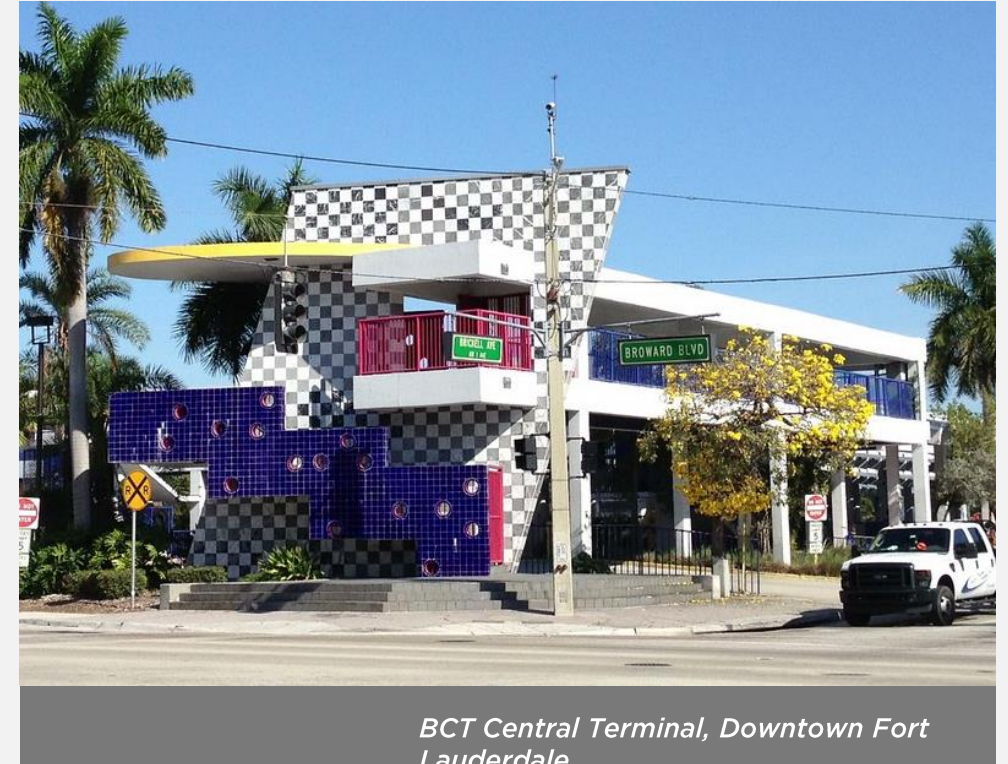
DIRECT SERVICE VS TRANSFER-BASED BUS SYSTEMS

Direct Service

- Vast network designed for door-to-door trips on single route
- Connects suburbs to central location/downtown core
- Commuter trips are best served
- Other trips must travel through the central location to get to their destination

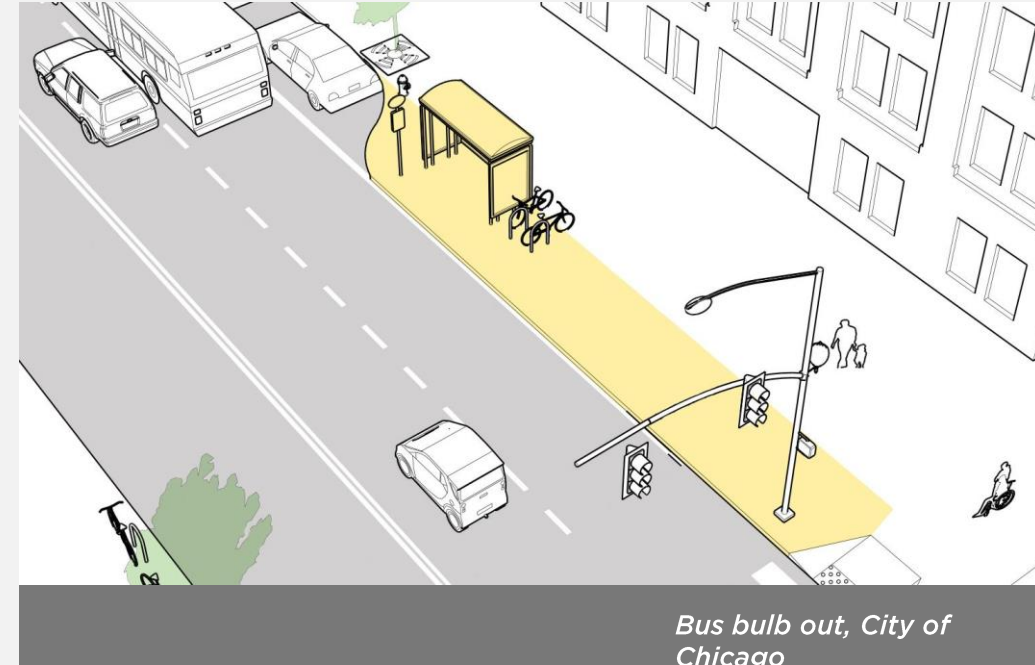
Transfer-Based

- Allows riders to access many destinations using transfers
- Better serves dispersed mobility patterns
- Fewer routes with higher frequency
- Offers passengers greater selection of travel routes



ELEMENTS OF SUCCESS - MODERATE TO HIGH VOLUME SERVICE

- ✓ Active transit signal priority
- ✓ Transit approach lanes and queue jumps
- ✓ In-lane stops
- ✓ Boarding islands/bulbs; near-level boarding
- ✓ Multi-door boarding
- ✓ Dedicated transit lanes
- ✓ Dedicated peak-only lanes
- ✓ Shared bus-bike lanes



WHY DEVELOP THE HFBS NETWORK?






The three independent benefits of HFBS:

- Reduces waiting – you're able to go when you want to
- Makes connections easy, so you can travel throughout the region
- Limits the reliability problem



HIGH FREQUENCY BUS SERVICE – PREMO GOALS

- Complements BRT & LRT
- Greater access to BRT & LRT network
- Highly equitable, low-cost
- Flexible routes serve many communities
- Electric fleet that is environmentally responsible

High Frequency Bus Service and PREMO Goals		
Goal	Synopsis	Meets Goal?
Improve Mobility for All	Conventional bus service in mixed traffic but with reduced headways averaging 15 minutes or less. While not considered “premium transit,” provides ability to complement BRT and LRT network increasing mobility.	
Equitable Transit Solution	Highly equitable transit solution, low-cost capability to reach more people with more routes, meets the goal of providing equitable connections for transit dependent populations and underrepresented communities.	
Integrate with and Serve Communities	High frequency bus service meets this goal, flexible routes with ability to integrate with and serve multiple communities.	
Enhance Economic Development, Ensure Financial Sustainability	Provides increased mobility to BRT and LRT network from neighborhoods not directly served by premium transit stops, thus enhancing the premium network’s ability to stimulate growth.	
Improve Safety, Security, Environmental Stewardship	Green energy electric fleet can minimize environmental hazards of traditional diesel-powered vehicles.	

HFBS metrics, BCT, 2022

A BLUEPRINT FOR SUCCESS

Frequency Is Freedom

- Jarret Walker

BROWARD MPO BOARD TRANSIT EDUCATION
SERIES

QUESTIONS?

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