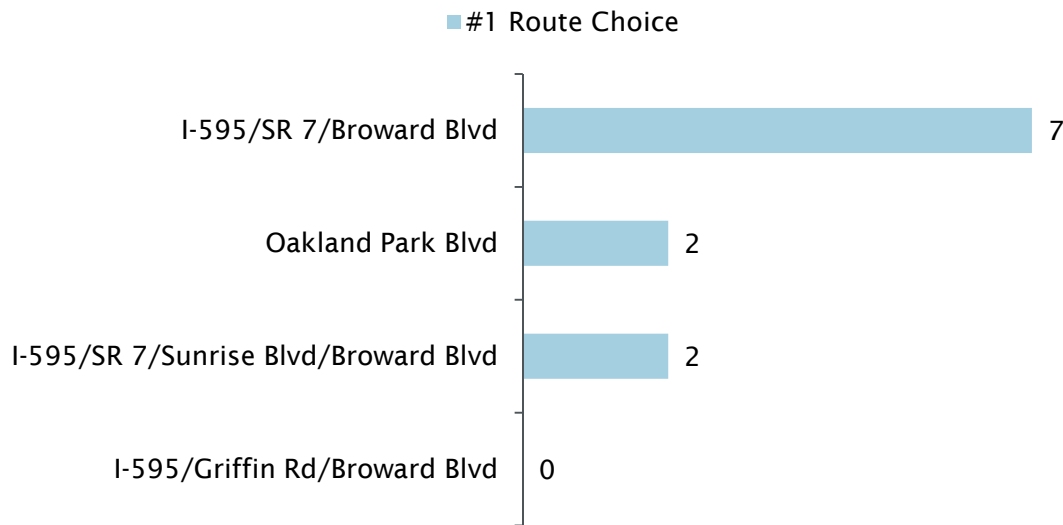


## Appendix E Online Choices Results

## Route Choices

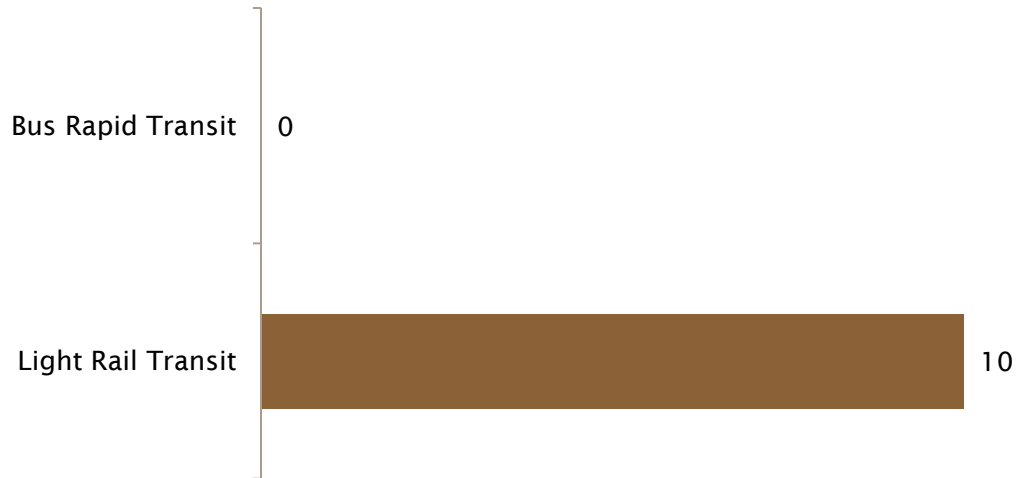


### Comments Received

- Oakland Park is full of people who would actually use this. Plus there are many businesses and properties that would benefit from light rail.
- This route [I-595/SR 7/Broward Blvd] follows the heart of the current transportation corridor and would be the most direct of the route options for west-east travel.
- I-595/SR 7/Broward Blvd Route - LRT. I would prefer the whole system to be elevated except between east side of FEC rail tracks and from the north side of 17th Street in Fort Lauderdale. Also, I like how the system will go directly to the SF Education Center, but as mentioned above, I hope it will be elevated so that the system to [be] operated at max speeds w/o any obstacles (traffic, etc).
- I prefer the 595/7/sunrise/brow rte....but it would be better if it sort of merged that one with the 595/7/brow rte, because it includes going closer to the SF Education Center. Basically it covers a little more ground and doesn't go much out of the way to do it. The Griffin route doesn't go near many residences....it goes to the school...but it can't pick up anyone to get there. People don't go to the school from the airport. They start at home. The Oakland Park rte...appears good as well, but it pretty much services the Bank Atlantic Center & Sawgrass Mall....Better to serve the 595 corridor...working people needing to get downtown & students to the SF Education Center, and it still services the BA center & Sawgrass mall area.
- It'd be great to be able to get to Sawgrass faster from the terminal, and from 441 too. However, with having to travel so far south on local streets just to get to 595, would it really be beneficial? I think an Oakland Park blvd "Breeze" route to Sawgrass Mills should have been introduced long ago, seeing as half the time, these buses are nearly to capacity...; also, it may prove to have higher ridership due to the already high amount of transit users in the area. There needs to be some new start of east/west express services in BCT; in conjunction with the 3 current north/south express services.

# Vehicle Choices

■ #1 Preferred Vehicle Choice



## Comments Received

- Light Rail has been proven to serve as an economic development engine. Light rail signifies long term commitment to a neighborhood -- it raises land values and leads to a more sustainable lifestyle.
- Light Rail would attract people who would otherwise not choose to use transit.
- Neither I nor my friends/coworkers would use the buses at all - ever. Might as well not even plan for the project if it is just bus service.
- Except for the cost of construction, trains are more fun...people would prefer to use the "train," over the "bus." From a marketing standpoint, trains are an easier sell....people don't mind saying "I'll take the train." Taking the bus just doesn't sound as good. Also, it seems that the trains will be quieter and cleaner. We are trying to reduce emissions...and it seems that the trains would do that better than buses.
- The light rail would definitely be more noticed, nicer, smoother, and environmentally friendly implementation. But, the service is needed now, not after 2 years of construction. Implement BRT service along whatever the new LPA is, and construct a LRT line along the corridor while the BRT is in service.