

# Broward County Transit

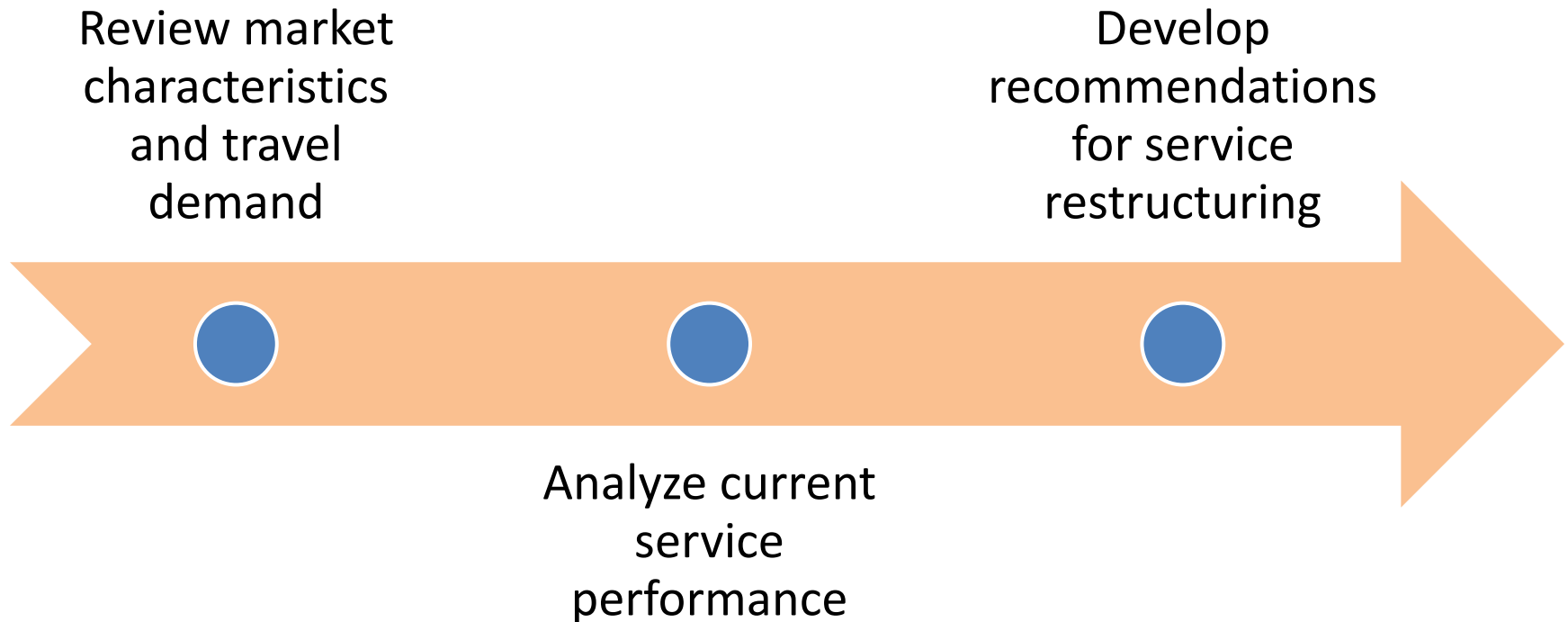
Comprehensive Operational Analysis  
Update

Oakland Park Corridor Study

# COA Goals and Objectives

- Develop Financially Sustainable Service Plan (Do More With Less)
  - Do more with less – improve transit efficiency and effectiveness
  - Maintain and improve service with available funding (near term)
- Grow Ridership and Revenue
  - Redevelop transit services based on market needs and consumer preferences
  - Introduce more attractive service (faster transit, shorter waits, improved experience)
- Implement Improved Service in Collaboration with the Community
  - Help people understand the challenges and opportunities for BCT
  - Influence transit-oriented development, land use planning and sustainable urban design

# COA Process



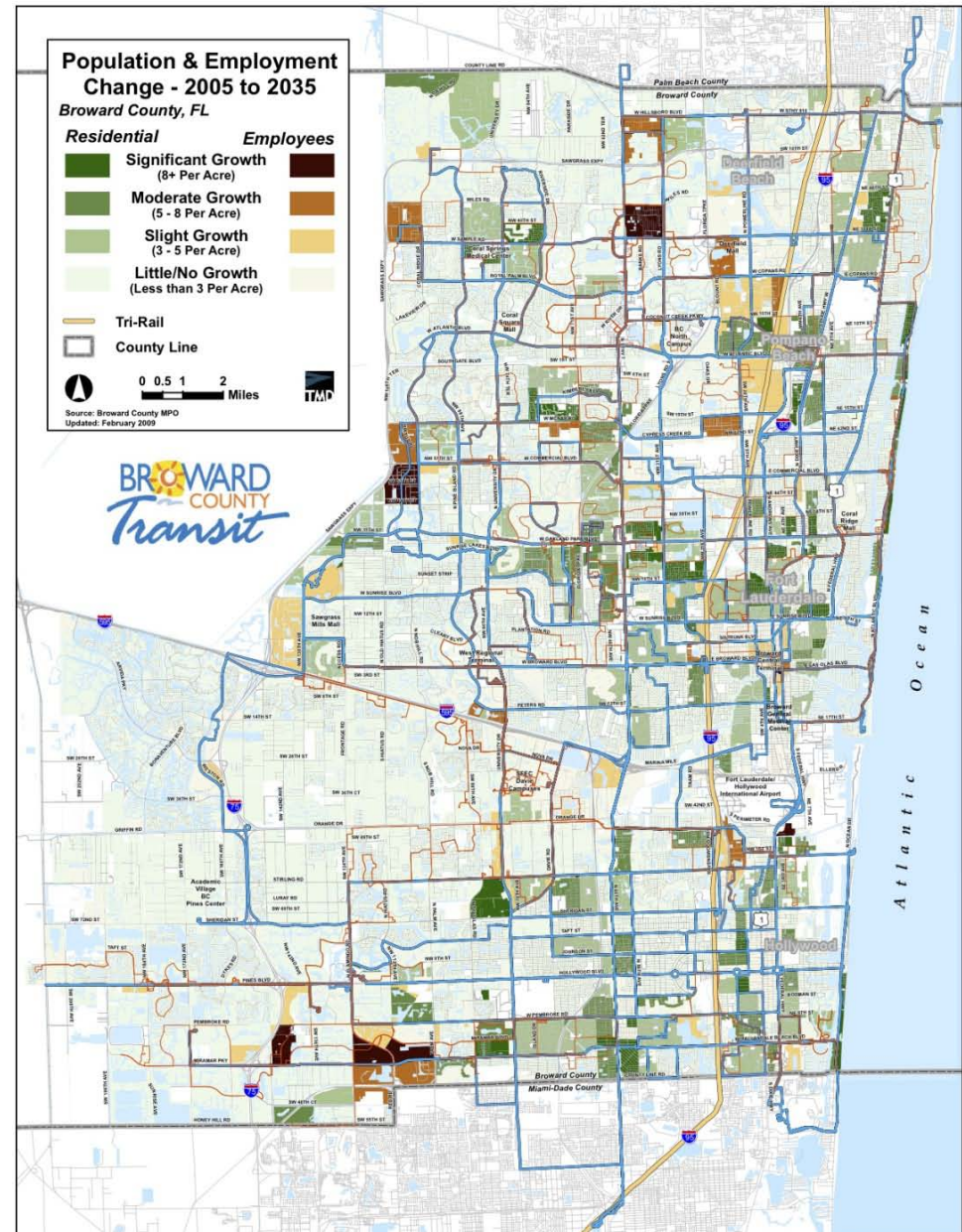
# Market Research – Key Findings

## Population

- Significant population density changes between 2010 and 2035 expected in:
  - Population growth expected to continue around Oakland Park and Sunrise Blvd.
  - Miramar expected to see significant population and employment increases
  - Infill densities in central Broward

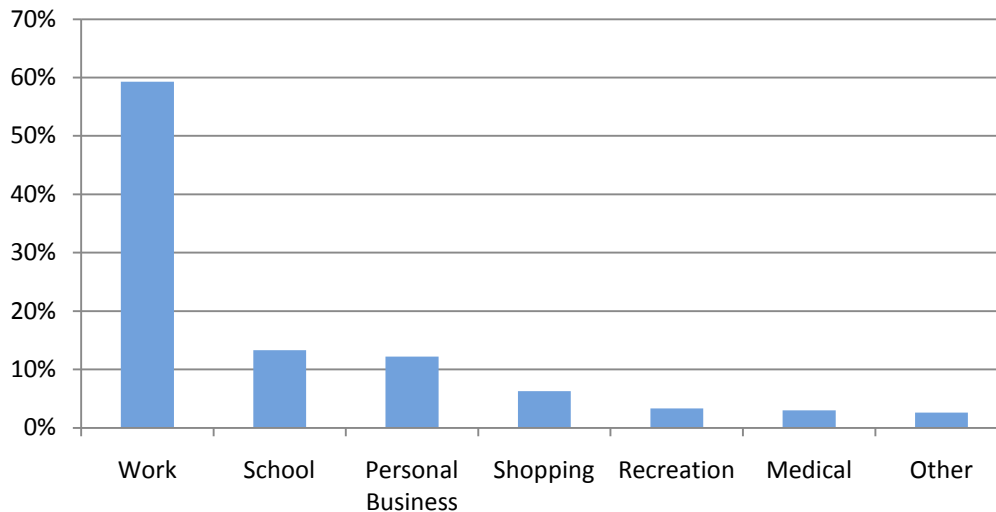
## Employment

- Employment density changes between 2010 and 2035 expected in:
  - Southwestern Broward
  - North-central Broward
  - Northwestern Broward

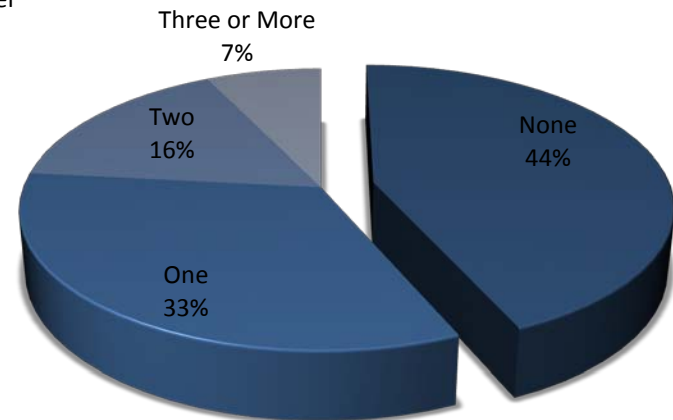


# Rider Profile: Key Findings

**Trip Purpose**

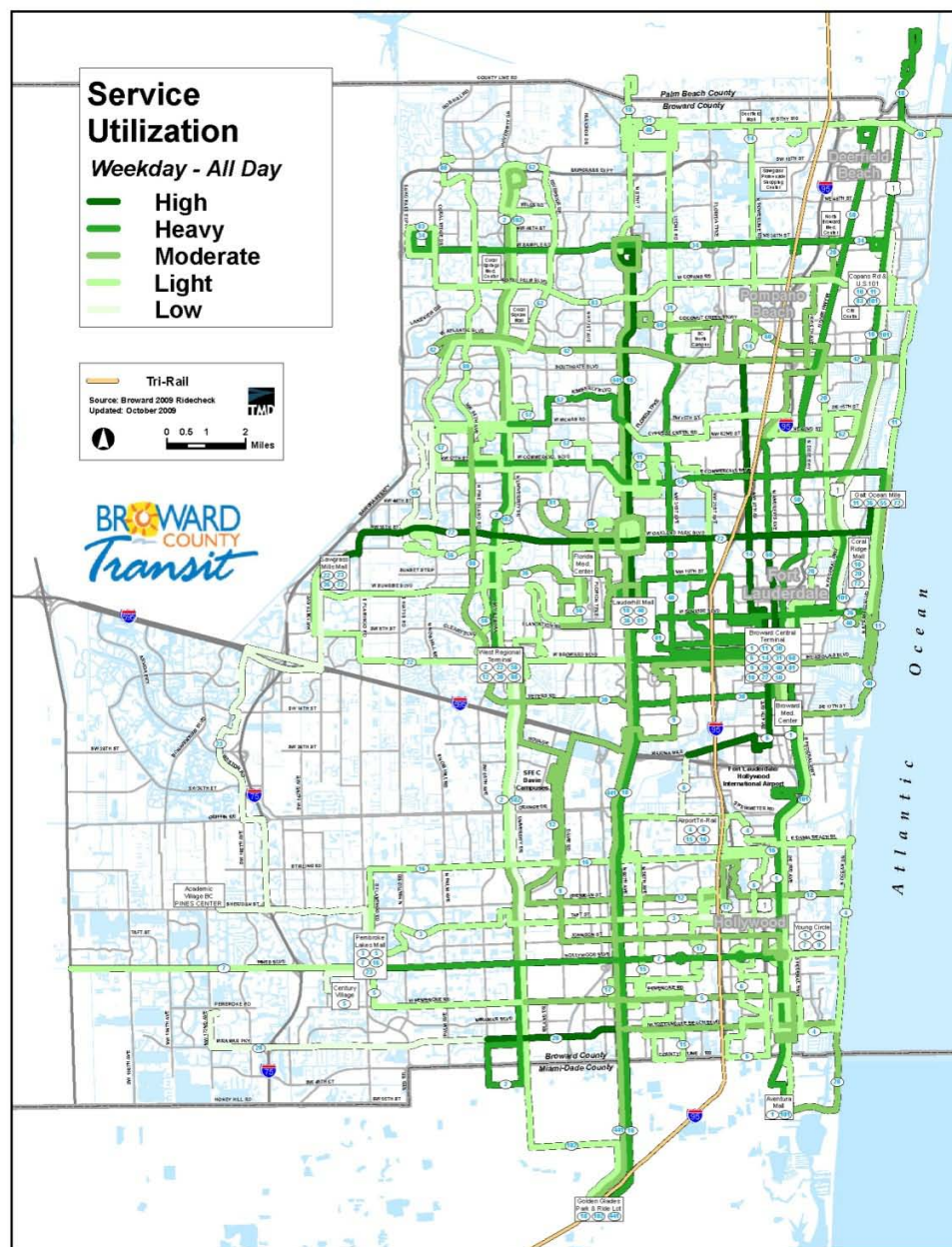


**Vehicles in Household**



# Service Assessment – Key Findings

- Transit trips are less than 1% of total trips in Broward County
- Densest corridors are SR7/441, Oakland Park and US 1 South
- Highest transit usage is within Downtown Ft. Lauderdale and Hollywood as well as along the coastal corridor down to Northwest Miami-Dade County





# Recommendations – Key Principles



Invest in the core of the BCT system.



Design and promote fast, frequent, reliable service.







Fit the right transit product to the right market.

# Service Classification

| 4 Tiers of Service  |  |   |  |
|---|--|---|--|
| <b>Network Based Services</b><br><br>Support spontaneous use for wide range of travel needs | <b>Rapid Routes</b><br><br>Higher-speed, high performing services operating on key corridors | <b>Community-Based Services</b><br><br>Market specific services tailored to individual community market needs | <b>Commuter Express</b><br><br>Targeted, limited-stop employment-based service |



# Service Attributes

|  | Service   | Markets Served                    | Frequency                         | Span of Service                      | Service Attributes   |
|--|-----------|-----------------------------------|-----------------------------------|--------------------------------------|--|
|    | Network   | Wide range travel needs           | 30 minutes or better all day      | Consistent all day/every day service | Network of local services with convenient connections to regional network.   |
|    | Rapid     | Heavy usage along major corridors | 10-15 minutes during peak periods | All day/ every day reliable service  | Key corridors, phased elements. Effective Rapid service includes branded buses/stations, TSP, possibly Park and Rides. |
|   | Community | Specifically defined market needs | Tailored to specific market needs | Tailored to specific market needs    | Flexible routing and schedule. May vary throughout day and week.   |
|  | Commuter  | Peak period work trips            | 15-30 minutes during peak periods | Weekday peak-only service            | Limited stop, freeway-based service. Effective Commuter service includes Park and Rides.                               |

# High-Performing Corridors

## *Rapid Candidate Corridors*

| Corridor   | Weekday Boardings | Boardings per Route Mile | Residential/<br>Employment Density |
|--|-------------------|--------------------------|------------------------------------|
| SR 7 / 441                                       | 14,860            | 576                      | 12.4                               |
| Oakland Park                                     | 7,850             | 513                      | 13.8                               |
| US 1   | 7,010             | 543                      | 15.0                               |
| University Dr                                    | 6,610             | 240                      | 12.3                               |
| Sunrise Blvd                                     | 5,080             | 336                      | 12.0                               |
| Dixie Highway                                    | 4,590             | 310                      | 15.6                               |
| Hollywood/Pines Blvd (to<br>Pembroke Lakes Mall) | 4,500             | 405                      | 14.6                               |
| Broward Blvd (to WRT)                            | 3,230             | 399                      | 14.9                               |

# Network-Based Routes

| Route | Weekday Boardings | Boardings per Route Mile | Residential/ Employment Density |
|-------|-------------------|--------------------------|---------------------------------|
| 60    | 4,333             | 258                      | 11.1                            |
| 11    | 3,810             | 160                      | 13.4                            |
| 14    | 3,800             | 264                      | 12.4                            |
| 10    | 3,791             | 205                      | 14.2                            |
| 40    | 3,760             | 252                      | 15.7                            |
| 31    | 3,574             | 184                      | 10.9                            |
| 28    | 3,291             | 155                      | 10.5                            |
| 34    | 2,780             | 211                      | 11.3                            |
| 81    | 2,432             | 168                      | 14.1                            |
| 6     | 2,224             | 122                      | 13.6                            |
| 30    | 2,175             | 215                      | 14.9                            |
| 62    | 2,092             | 84                       | 14.4                            |
| 9     | 2,068             | 98                       | 13.2                            |
| 42    | 2,036             | 160                      | 11.2                            |
| 12    | 1,837             | 90                       | 11.1                            |
| 55    | 1,690             | 102                      | 13.3                            |

# Community-Based Routes

| Route | Weekday Boardings | Boardings per Route Mile | Residential/ Employment Density |
|-------|-------------------|--------------------------|---------------------------------|
| 56    | 1,615             | 68                       | 15.1                            |
| 5     | 1,334             | 79                       | 12.6                            |
| 83    | 1,145             | 78                       | 11.4                            |
| 20    | 1,104             | 79                       | 15.3                            |
| 4     | 1,009             | 65                       | 10.7                            |
| 88    | 958               | 66                       | 11.6                            |
| 16    | 807               | 51                       | 8.9                             |
| 48    | 681               | 69                       | 9.7                             |
| 15    | 535               | 43                       | 11.3                            |
| 3     | 472               | 29                       | 12.9                            |
| 23    | 378               | 19                       | 7.0                             |
| 17    | 269               | 43                       | 13.9                            |
| 57    | 202               | 19                       | 11.1                            |

## Recommendations: 1-3 Years

- Begin Rapid service implementation on top 2-3 corridors
- Improve frequency on high-performing network corridors
- Reallocate resources from unproductive services
- Begin implementation of commuter services (I-95 Express and I-595 Express)
- Look for ways to streamline service on network routes
- Do all of the above within BCT's existing annual budget process

## Recommendations: 4-6 Years

- Continue implementation of Rapid service on top-performing corridors:
  - SR 7 / 441
  - Oakland Park
  - US 1 south of BCT
- Continue implementation of Commuter services
  - Sawgrass Mills to downtown Ft. Lauderdale
  - Downtown Ft. Lauderdale to downtown Miami
- Requires funding from existing or new sources

## Recommendations: 7-10 Years

- Continue implementation of Rapid service on top eight corridors:
  - Sunrise Blvd
  - Hollywood/Pines Blvd
  - Broward Blvd
  - University Dr
  - Dixie Highway
- Requires additional funding from existing or new sources



## Current BCT System

- Network
- Community
- Commuter

Tri-Rail  
Updated: January 2010

0 0.5 1 2 Miles



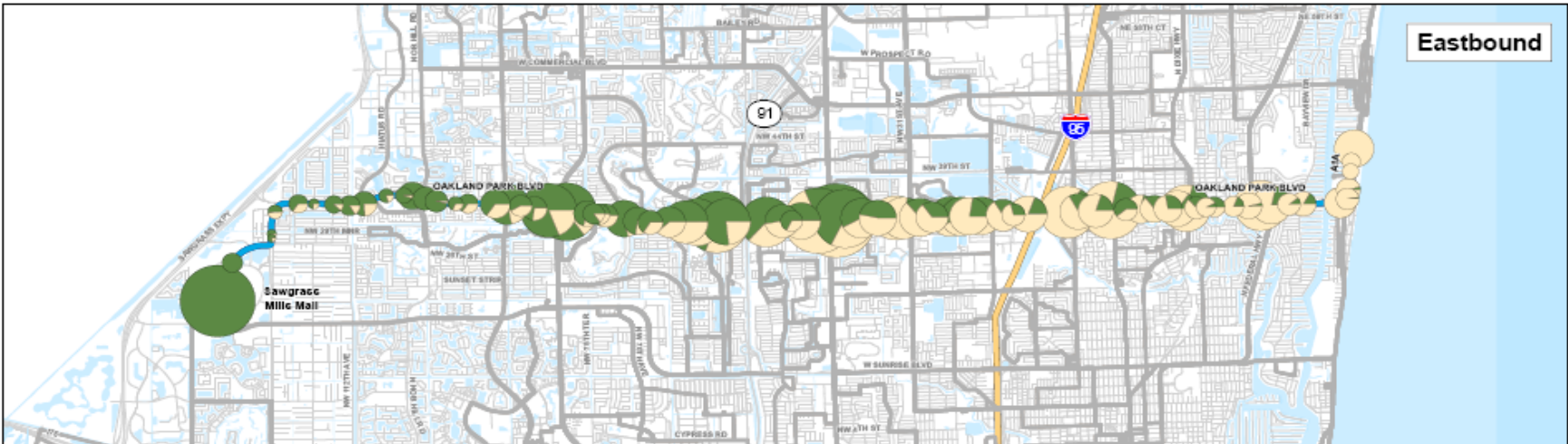
## Proposed BCT System

- Rapid
- Network
- Community
- Commuter

Tri-Rail  
Updated: January 2010

0 0.5 1 2 Miles





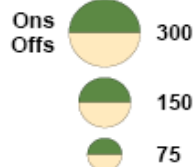
## Service Frequencies (Minutes)

|   | Weekday |     |    |          | Sat / Sun |
|---|---------|-----|----|----------|-----------|
| Sawgrass Mills Mall, Green Toad Entrance, to Northeast 41 Street and<br>A1A, Galt Ocean Mile via Oakland Park Boulevard |         |     |    |          |           |
|   | AM      | Mid | PM | EVE      |           |
| Eastbound   | 15      | 20  | 15 | 20/30/45 | 30/60     |
| Westbound   | 15      | 20  | 15 | 20/30/45 | 30/60     |

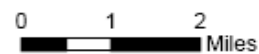
**Current Span of Service**

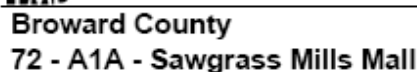
|          | Eastbound     | Westbound     |
|----------|---------------|---------------|
| Weekday  | 05:00 - 24:35 | 05:20 - 24:05 |
| Saturday | 05:40 - 24:35 | 05:30 - 23:40 |
| Sunday   | 08:10 - 21:55 | 08:20 - 20:40 |

### Passenger Boarding & Alighting Weekday

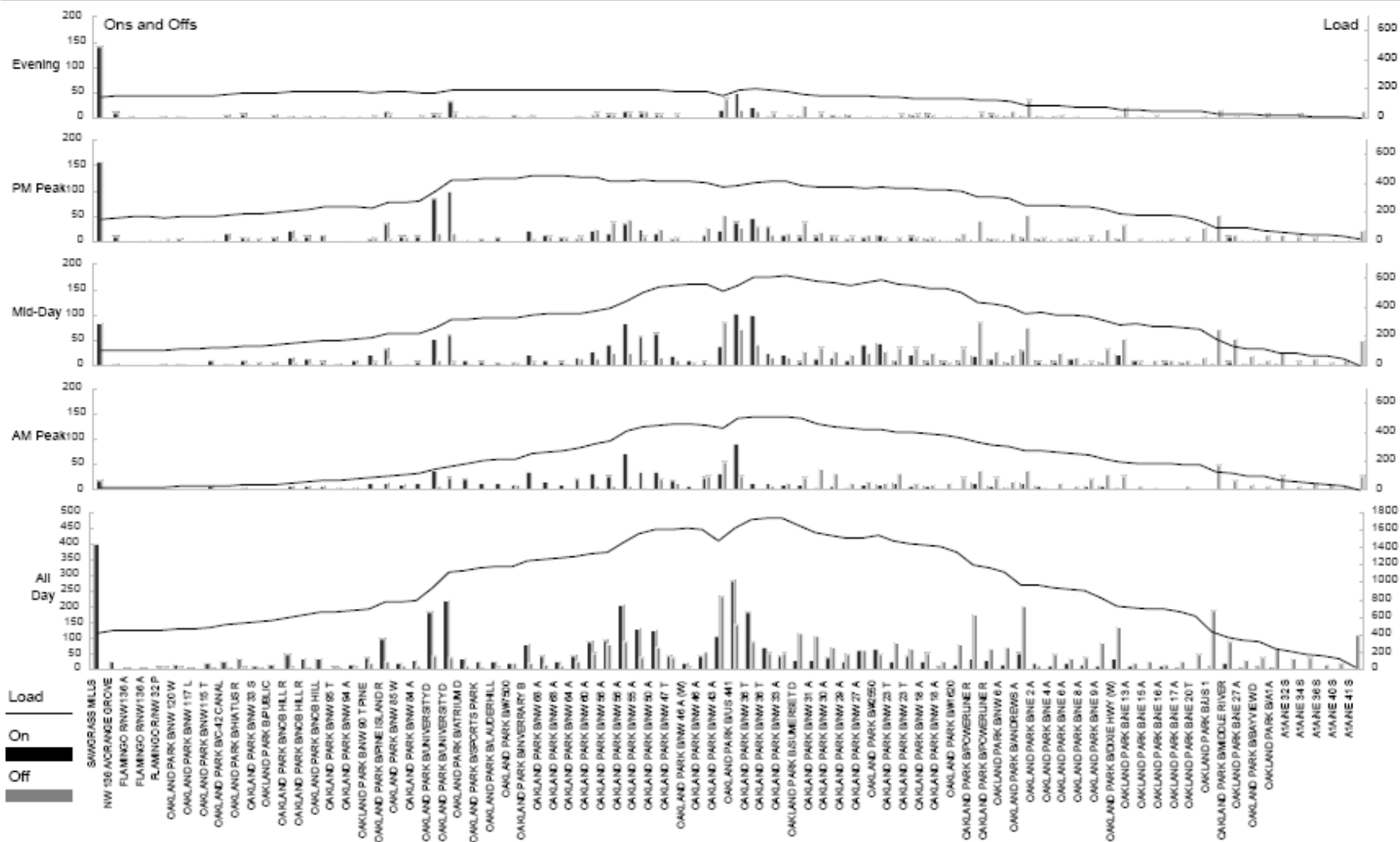


-  Route 72  
 BCT Bus Network  
 Tri-Rail





**Weekday  
East**







## Rt. 72 - Highlights

### Service Effectiveness

| Passengers Per Revenue Hour |      |
|-----------------------------|------|
| Weekday                     | 63.5 |
| Saturday                    | 57.0 |
| Sunday                      | 46.4 |

*BCT System-wide Weekday Average: 35.1 pph*

Both segments of Route 72 performed equally well.

### Financial Performance

|          | Farebox Recovery Ratio | Subsidy Per Passenger | Operating Costs |
|----------|------------------------|-----------------------|-----------------|
| Weekday  | 43.5%                  | \$ 0.81               | \$ 11,634       |
| Saturday | 39.1%                  | \$ 0.98               | \$ 6,835        |
| Sunday   | 31.2%                  | \$ 1.39               | \$ 4,345        |

High farebox recovery ratio and low subsidy per passenger.

## Rt. 72 Riders - Avg. Daily Trip Purpose

- Work – 54%
- Personal Business – 17%
- School – 13%
- Shopping – 6%
- Medical – 6%
- Other – 5%



## Rt. 72 - Challenges

### Schedule Adherence

| On-Time Performance (0-5 Minutes) |         |         |         |         |         |
|-----------------------------------|---------|---------|---------|---------|---------|
|                                   | AM Peak | Mid-Day | PM Peak | Evening | Summary |
| Weekday                           | 56.6%   | 47.4%   | 38.3%   | 44.3%   | 47.1%   |
| Saturday                          | 52.6%   | 74.3%   | 33.3%   | 29.6%   | 50.0%   |
| Sunday                            | 0.0%    | 23.3%   | 66.7%   | 57.1%   | 36.8%   |

On-Time performance was very low with 50% or less trips departing on time. Weekdays see on average 27.9% of trips leave late, 29.4% on Saturday, and 46.1% on Sunday. Trips running ahead of schedule make up 25% on weekdays, 20.6% on Saturdays, and 17.1% on Sundays.

### Key Findings

- Above average system performance for all day types
- On-time performance is an issue with nearly a quarter of trips running late and another quarter of the trips running early
- Many trips over or approaching capacity during weekday and Saturday service
- High financial performance with above average farebox recovery ratio and low subsidy per passenger



# Key Corridor Study Discussion Points

- Can Rapid transit service upgrades flourish on Oakland Park Blvd. with current roadway design, traffic signalization, and ROW characteristics of corridor?
- Current BCT riders must benefit and new riders should be attracted to rapid transit service on corridor.
- Will a Oakland Park Blvd. Rapid require segmentation and/or deviation into Downtown Ft. Lauderdale?