

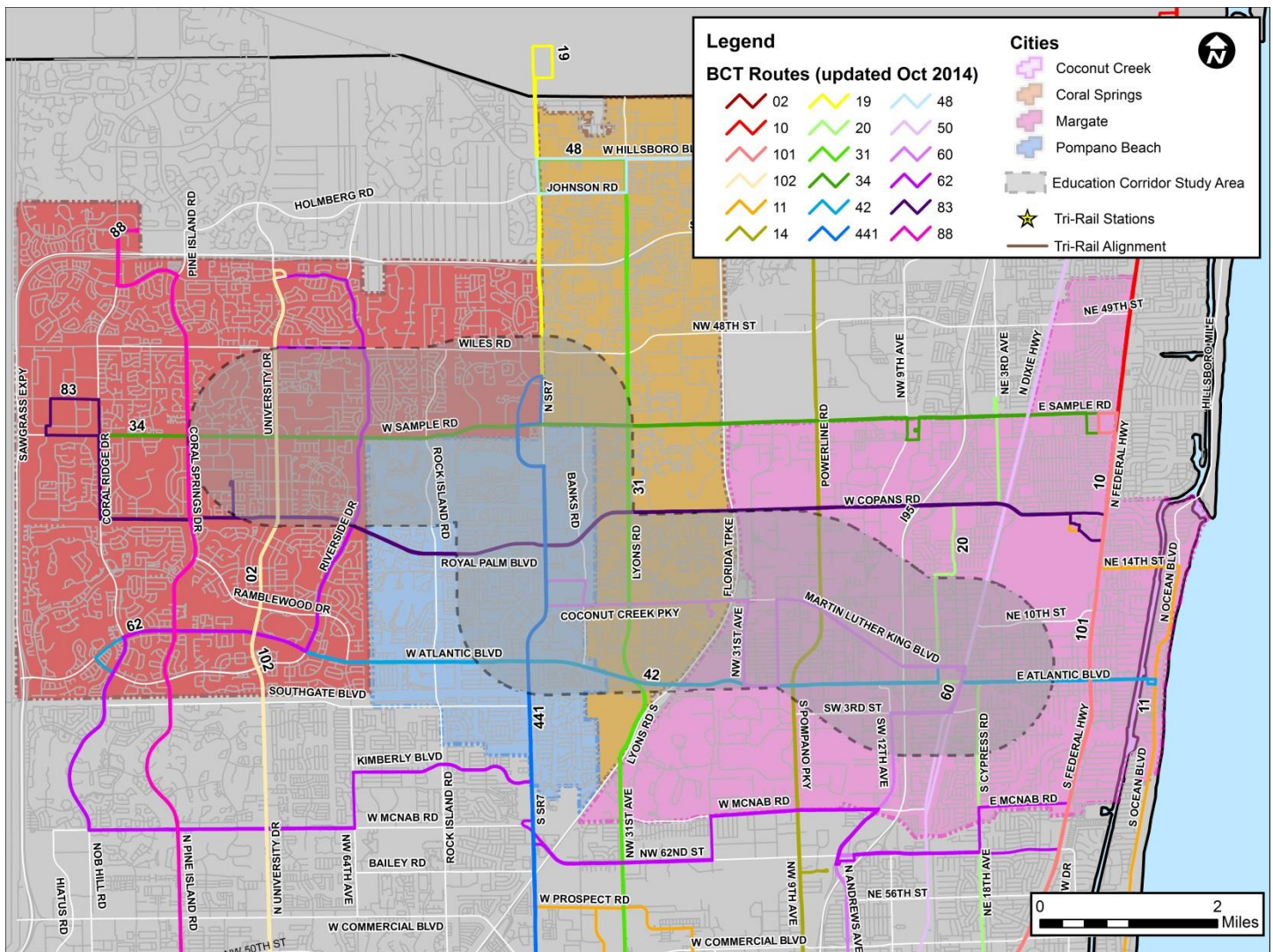
3.0 EXISTING TRANSIT OPERATIONS

The study area and the four municipalities are served by the community bus service, regional BCT transit service, and Tri-Rail shuttle service. A more detailed look at each municipality's community bus service will be provided later Section 3.2.

3.1 Broward County Transit

BCT operates 45 weekday bus routes throughout Broward County; 18 of these routes provide service throughout the study area, and is illustrated in the map below.

Figure 11 – Existing BCT Routes in the Study Area



The following maps illustrate the boarding and alighting activity for all BCT stops in the study for October 2014.

Figure 12 – Average Daily Boardings for BCT Routes in the Study Area

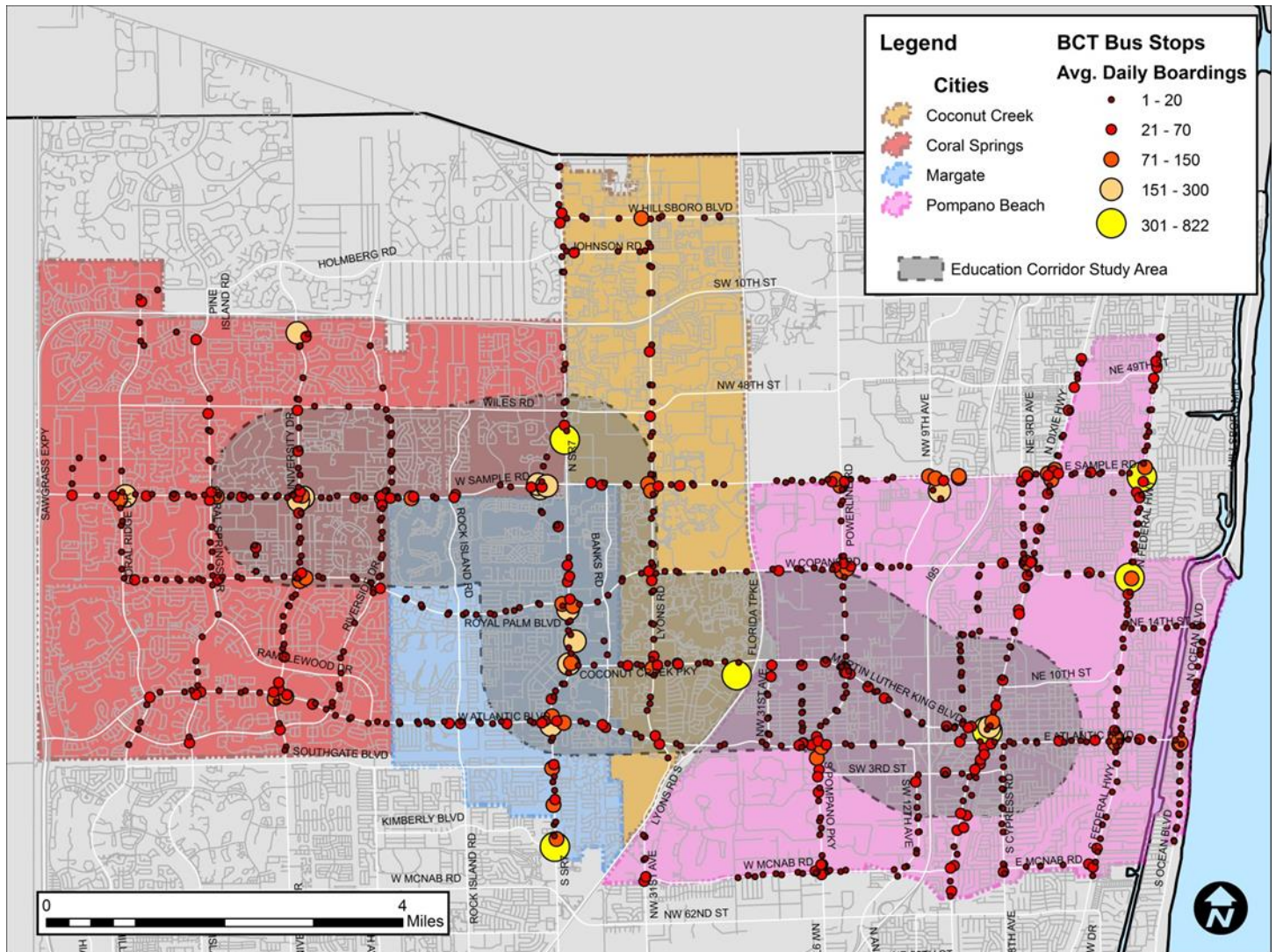
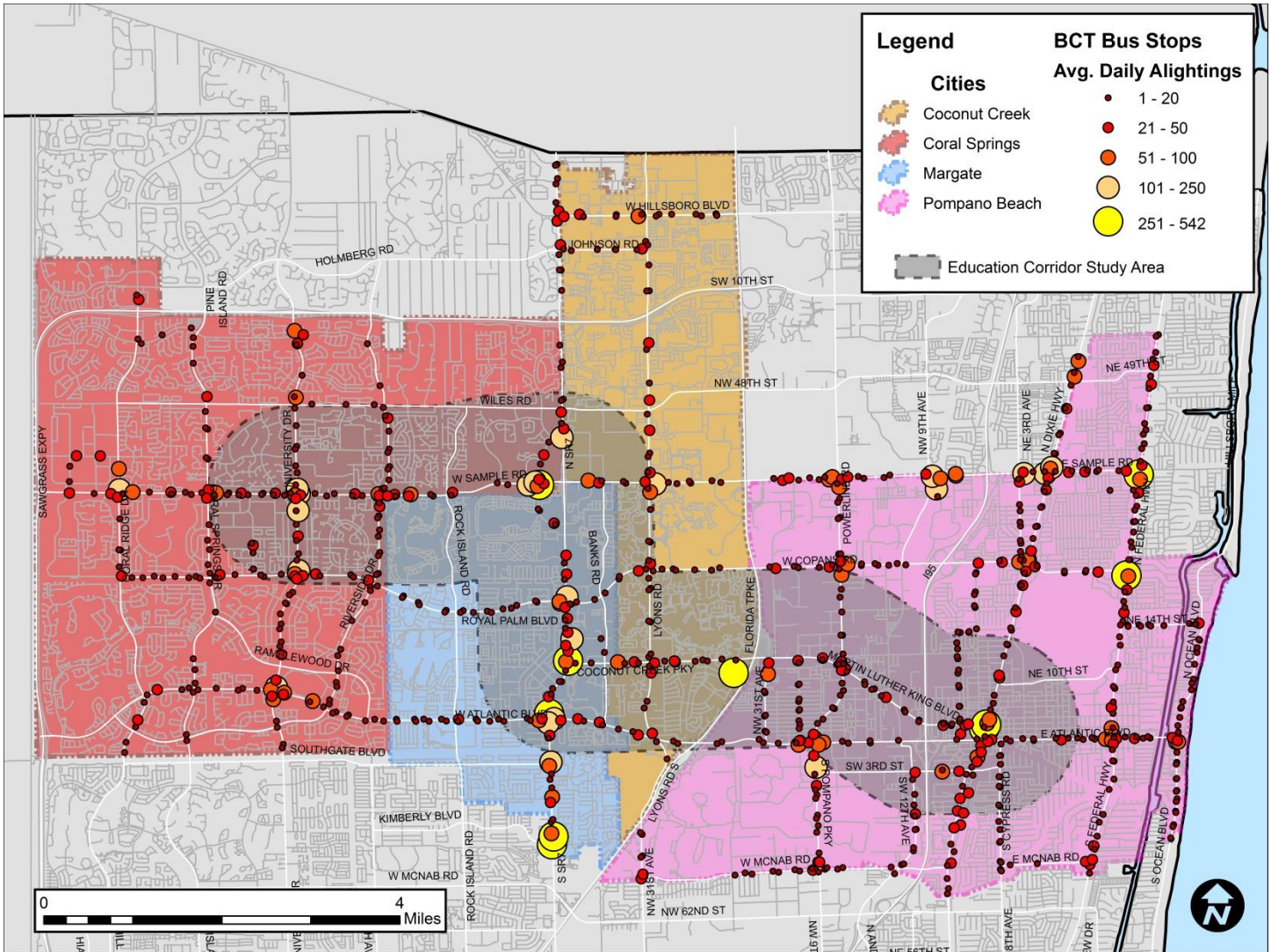


Figure 13 – Average Daily Alightings for BCT Routes in the Study Area



Based on the average daily BCT boardings and alightings data, the following table highlights the key intersections where there is a high amount of boardings and/or alightings, which suggest the presence of important trip attractors and producers. These intersections are also likely transfer locations for riders switching from one route or service to another.

Figure 14 – Key Intersections

Location	Important BCT Stops / Intersections				Community Bus Connections
	Boardings	Alightings	Total Activity	Bus Routes Served	
Northeast Transit Center (Dixie Hwy / MLK Blvd)	1154	1020	2174	20, 42, 50, 60	All Pompano Routes
Sample Rd. / Turtle Creek Dr. / SR 7	1106	934	2040	34, 19, 441	Both Coconut Creek Routes; Margate A Route
SR 7 / Kimberly Blvd	569	872	1441	19, 441	Margate Routes D
SR 7 / Atlantic Blvd	487	598	1085	19, 42, 441	Coconut Creek South Route, Margate Routes As and D
BCC Library (Main Campus)	547	492	1039	31, 60	Coconut Creek South Route
US 1 / Copans Rd	500	464	964	10, 11, 83, 101	Pompano Beach Blue and Orange Routes
US 1 / Sample Rd	433	421	854	10, 34, 101	Pompano Beach Orange Route
SR 7 / Coconut Creek Pkwy	336	457	793	19, 441	Coconut Creek South Route, Margate Routes A, As, and D
Dixie Hwy / Sample Rd	245	424	669	34, 50	Pompano Beach Orange Route
Powerline Rd / Atlantic Blvd	320	345	665	14, 42	Pompano Beach Red Route
Pompano Beach Tri-Rail Station	298	318	616	34	Pompano Beach Blue Route
Sample Rd / Powerline Rd	198	199	397	34	Pompano Beach Blue Route
US 1 / Atlantic Blvd	192	140	332	10, 101	All Pompano Routes
Sample Rd. / Lyons Rd	152	154	306	34	Both Coconut Creek Routes
NW 15 St / SR 7	181	118	299	60	Margate Routes A and As
Sample Rd / NE 3 Ave	130	159	289	34	Pompano Beach Blue and Orange Routes
Dixie Hwy / Copans Rd	118	131	249	50	n/a
Copans Rd / Powerline Rd	109	125	234	83	Pompano Beach Blue Route
SR 7 / Copans Rd	39	166	205	19, 441	Margate Routes A and As
University Dr. / Atlantic Blvd.	59	122	181	2, 102	Coral Springs - Blue Route
University Dr. / Sample Rd.	28	127	155	2, 102	Both Coral Springs Routes
University Dr. / Royal Palm Blvd.	29	109	138	2, 102	n/a
University Dr. / NW 31 Ct	20	118	138	2	n/a
Coral Ridge Dr. / Sample Rd.	17	103	120	34, 83	Coral Springs - Green Route

Most of the major educational institutions in the corridor are directly served by BCT. The table below shows the total boardings and alightings activity for bus stops nearest to these institutions, regardless of age or student status. Although not all of the ridership referenced is students, it is worth mentioning the total stop activity to understand the existing level of demand. Note that more than one bus stop was considered based on the locations and proximity to the respective school.

Figure 15 – Existing BCT Stop Activity near Schools

School	Boardings	Alightings	Bus Stops Counted	Bus Routes
Atlantic Vocational Technical Center	78	58	2	60
Broward College - North Campus	547	492	1	31, 60
Dave Thomas Education Center	116	94	4	31, 60
Margate School of Beauty	341	475	3	19, 441, 60
Coconut Creek High School	76	58	3	31, 60
Total Number of Rider	1158	1177		

The following tables document the characteristics of the existing BCT service in the study area. Four out of BCT's top five routes based on monthly ridership provide service in this study area: Routes 441 Breeze (serves the SR 7 corridor), 101 Breeze (serves the US 1 corridor), 102 Breeze (serves the University Drive corridor), and Route 2 (also serves the University Drive corridor). The average daily boardings for all BCT buses (based on October 2014 ridership) was nearly 2,400 riders. Ten of the eighteen buses serving this study area have average daily ridership numbers higher than the BCT system average.

Figure 16 – Existing BCT Route Characteristics

BCT Route Name	2	10	101	102	11	14
Weekday Service Hours	5am - 11:40p	5:20a - 11:51p	6:01a - 7:27p	5:30a-9:46a ; 3:30p - 8:25p	5a - 11:37p	5a - 11:07p
Saturday Service Hours	5:35a - 12:38a	5:10a - 11:18p	n/a	n/a	5a - 11:21p	5:36a - 11:04p
Sunday Service Hours	7:55a - 8:43p	8:36a - 9:35p	n/a	n/a	7a - 9:04p	7:40a - 8:09p
Weekday Peak Headways	20 mins	20 mins	20 mins	35 mins	35 mins	20 mins
Weekday Midday Headways	35 mins	30 mins	20 mins	n/a	35 mins	20 mins
Weekday Evening Headways	35 mins	30 mins	20 mins	n/a	35 mins	45 mins
Weekend Day Headways	30 mins	30 mins	n/a	n/a	45 mins	45 mins
Weekend Night Headways	30 mins	30 mins	n/a	n/a	50 mins	45 mins
Peak Buses	12	9	7	6	7	7
Avg. Daily Revenue Bus Hours	147.0	88.8	37.0	38.9	143.4	125.8
Annual Revenue Bus Hours	53670	32398	9423	9928	36570	32076
Bus Type	40' vehicles	40' vehicles	40' vehicles	40' vehicles	40' vehicles	40' vehicles
Seating Capacity	38	38	38	38	38	38
Average Daily Ridership	5416	3438	1207	1065	2750	3376

BCT Route Name	19	20	31	34	42	441
Weekday Service Hours	4:50a - 12:25a	5:40a - 9:50p	5:30a - 11:06p	5a - 10:45p	5:20a - 10:55p	5:15a - 8:07p
Saturday Service Hours	5:10a - 12:27a	6:00a - 8:45 p	5:45a - 10:59p	5:40a - 9:40p	5:40a - 10:15p	n/a
Sunday Service Hours	6:15a - 11:27p	10a - 7:45p	9a - 9:16p	8a - 7:45p	8:45a - 8:20p	n/a
Weekday Peak Headways	20 mins	45 mins	30 mins	20 mins	30 mins	15 mins
Weekday Midday Headways	20 mins	45 mins	30 mins	30 mins	30 mins	20 mins
Weekday Evening Headways	30 mins	45 mins	40 mins	60 mins	50 mins	30 mins
Weekend Day Headways	15 mins	60 mins	50 mins	40 mins	60 mins	n/a
Weekend Night Headways	20 mins	60 mins	50 mins	40 mins	60 mins	n/a
Peak Buses	9	3	7	6	4	10
Avg. Daily Revenue Bus Hours	128.3	55.4	115.5	89.3	75.4	109.5
Annual Revenue Bus Hours	32722	14129	29457	22760	19231	27912
Bus Type	40' vehicles	40' vehicles	40' vehicles	40' vehicles	40' vehicles	40' vehicles
Seating Capacity	38	38	38	38	38	38
Average Daily Ridership	4312	900	2910	2828	1985	4640

BCT Route Name	48	50	60	62	83	88
Weekday Service Hours	5:40a - 8:57p	5:20a - 10:58p	5:10a - 11:09p	5a - 9:34p	5:40a - 9:25p	5:55a - 8:41p
Saturday Service Hours	6:15a - 8:57p	5:30a - 10:56p	5:20a - 11:28p	6:20a - 8:07p	6:20a - 9:05p	n/a
Sunday Service Hours	n/a	7:47a - 8:53p	9:05a - 8:28p	8:20a - 8:05p	9a - 7:45p	n/a
Weekday Peak Headways	45 mins	20 mins	22 mins	40 mins	25 mins	40 mins
Weekday Midday Headways	45 mins	30 mins	22 mins	40 mins	35 mins	40 mins
Weekday Evening Headways	45 mins	45 mins	45 mins	45 mins	40 mins	60 mins
Weekend Day Headways	45 mins	30 mins	33 mins	60 mins	60 mins	n/a
Weekend Night Headways	45 mins	45 mins	40 mins	60 mins	60 mins	n/a
Peak Buses	2	8	8	5	4	3
Avg. Daily Revenue Bus Hours	30.3	86.7	89.5	64.6	45.1	35.2
Annual Revenue Bus Hours	9314	31638	32680	23579	16457	8978
Bus Type	40' vehicles	40' vehicles	40' vehicles	40' vehicles	40' vehicles	40' vehicles
Seating Capacity	38	38	38	38	38	38
Average Daily Ridership	662	3960	3645	1917	1192	943

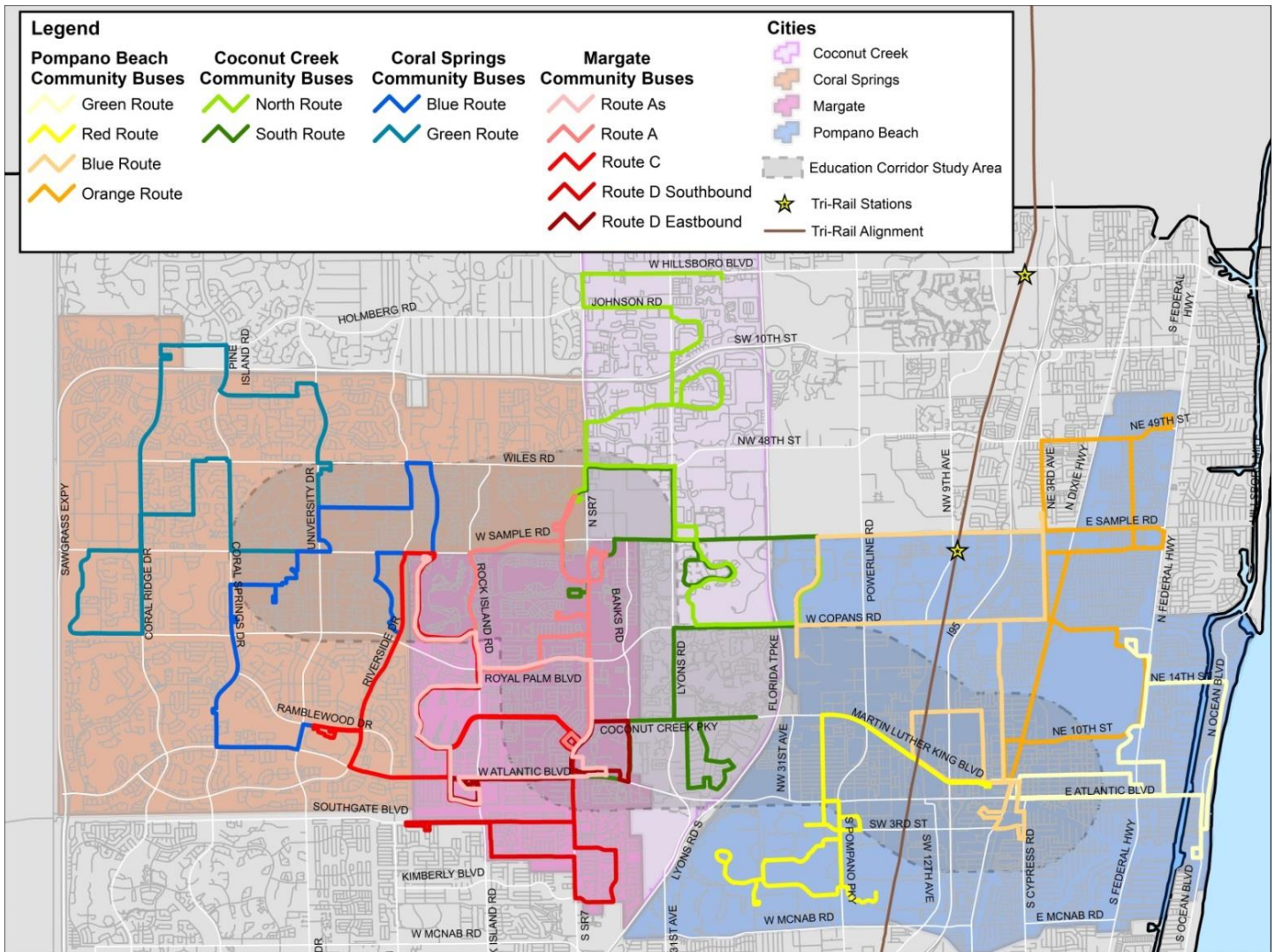
3.2 Community Bus Service

BCT operates community bus service in partnership with 18 local Broward municipalities. The goal of the community buses is to free the larger fixed-route buses to travel along major thoroughfares while serving the residential areas. Through an interlocal agreement, BCT provides capital and/or operating assistance. Wheelchair-accessible community buses are purchased by BCT and leased annually to the municipality for \$10.00 per vehicle. BCT provides an operating stipend of \$15.00 per revenue service hour, per vehicle, to assist with maintenance and operations. For those cities that contract for service operations or provide their own wheelchair-accessible vehicle, a \$13,295.20 capital cost allowance per year, per vehicle in revenue service, is provided.

Currently, five municipalities in Broward County charge a fare, two of them being Coral Springs and Margate. The remaining municipalities in Broward County do not charge a fare.

The following map details the various community bus services within the study area.

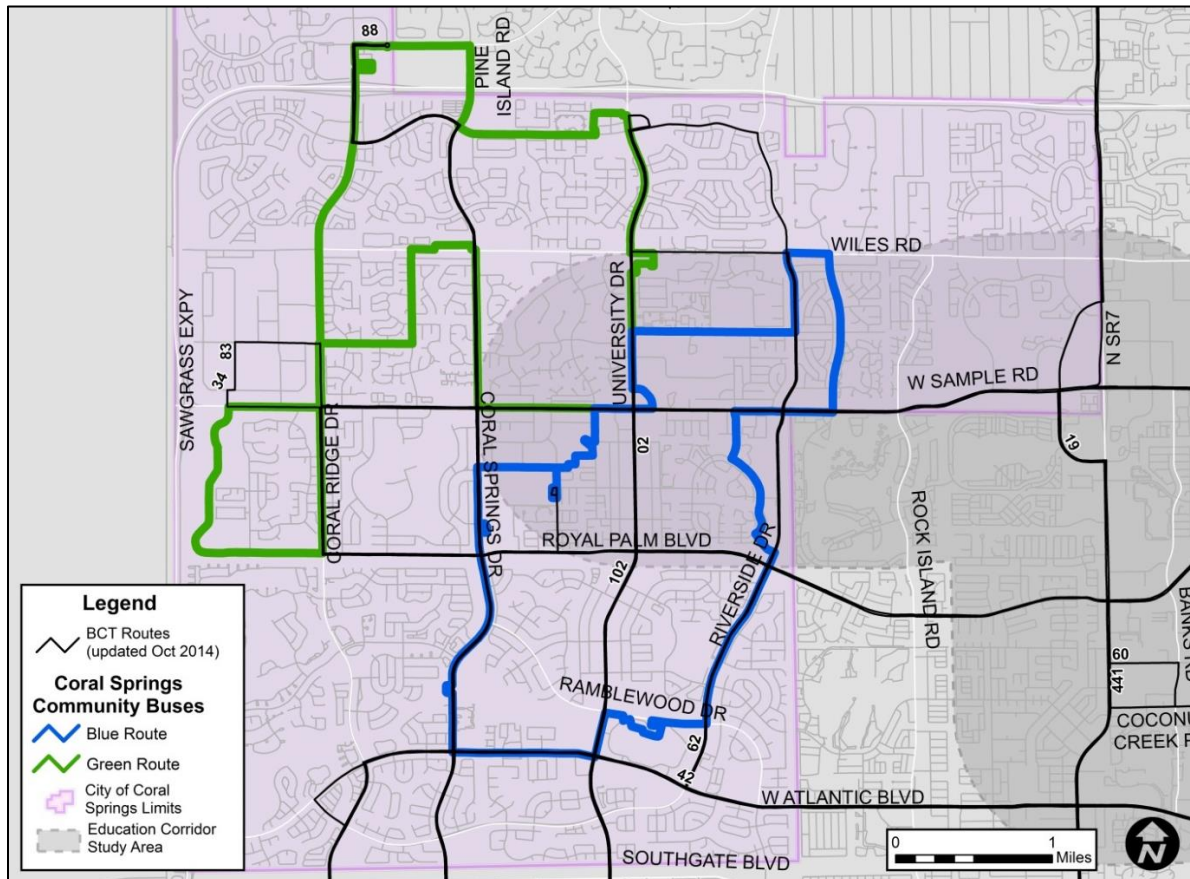
Figure 17 – Existing Community Bus Services in the Study Area



3.2.1 Coral Springs

Coral Springs has two community bus routes that provide service for the City, each of which serves the vital intersection of University Dr. and Sample Rd.(Figure 18).

Figure 18 – Existing Coral Springs Community Bus Services



According to data provided by BCT, the average daily ridership was calculated by dividing the total number of riders from October 2013 to September 2014 by the number of days in service (362).

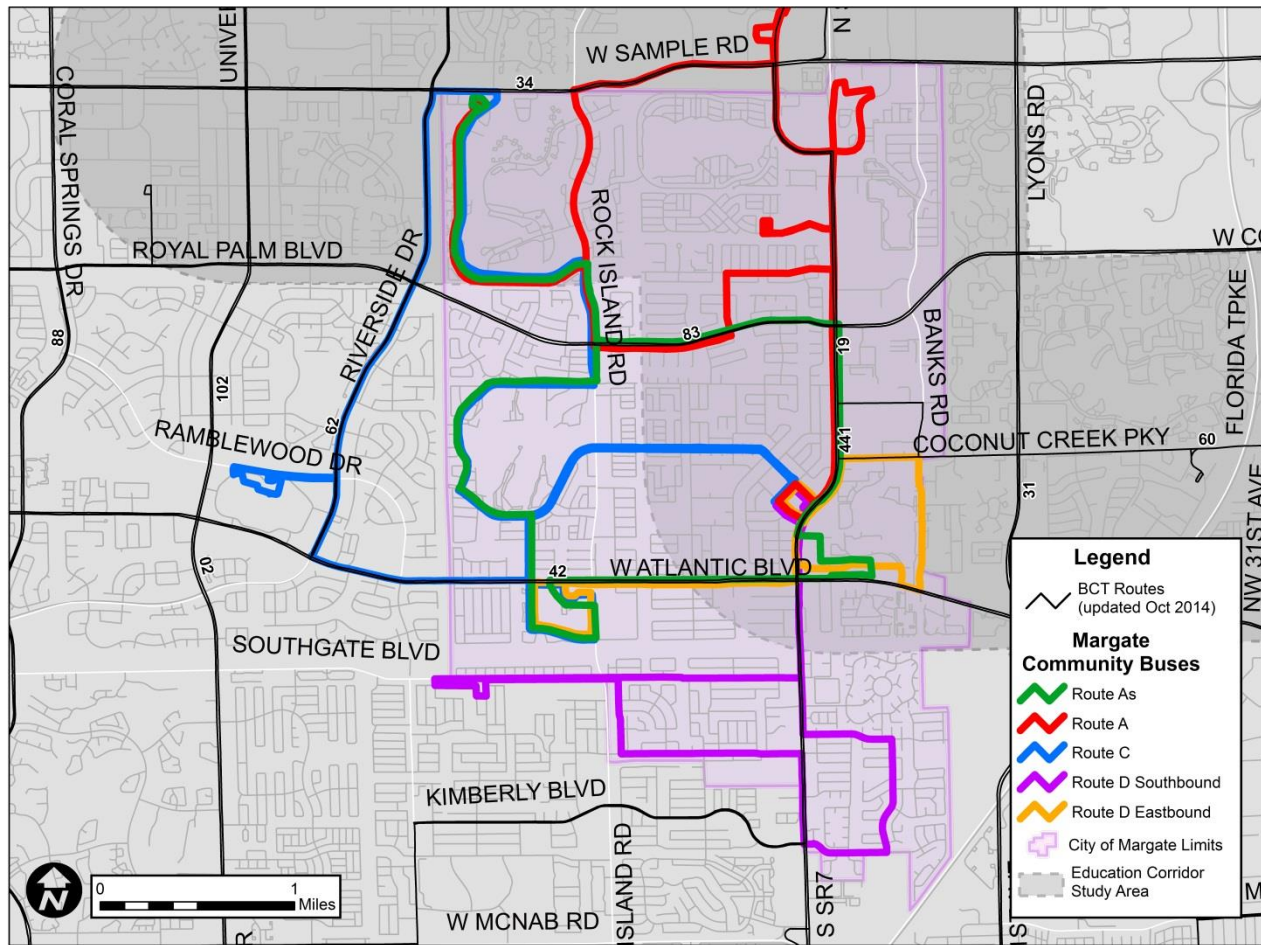
Figure 19 – Existing Coral Springs Community Bus Service Characteristics

Route Name	Coral Springs 'Green Route'	Coral Springs 'Blue Route'
Service Hours	8:00a-5:55p	8:00a-5:55p
Peak-Hour Headways	60 mins	60 mins
Off-Peak Headways	60 mins	60 mins
Peak Buses	1	1
Daily Revenue Bus Miles	150	123
Annual Revenue Bus Miles	51,430	42,170
Daily Revenue Bus Hours	10	10
Annual Revenue Bus Hours	3,298	3,298
Bus Type	25' minibus	25' minibus
Capacity	20	20
Average Daily Ridership	123	109
Operating Costs	\$43.16 pvh	\$43.16 pvh

3.2.2 Margate

Margate has three community bus routes that provide service for the City. Route A has a different route alignment for weekends and for Saturdays (Route A and Route As). All of Margate’s community buses terminate at the Margate Terminal located at SR 7 and Margate Blvd. A map of the existing service and an accompanying table for service characteristics are provided below.

Figure 20 – Existing Margate Community Bus Services



According to data provided by BCT, the average daily ridership for Routes A, C, and D were calculated by dividing the total number of riders from October 2013 to September 2014 by the number of days in service (255). Route A only has 42 days of service, but was calculated similarly.

Figure 21 – Existing Margate Community Bus Service Characteristics

Route Name	City of Margate 'A'	City of Margate 'As'	City of Margate 'C'	City of Margate 'D'
Service Hours	7:30a-4:30p	7:30a-4:30p	7:30a-4:30p	7:20a-4:20p
Peak-Hour Headways	60 mins	60 mins	60 mins	60 mins
Off-Peak Headways	60 mins	60 mins	60 mins	60 mins
Peak Buses	1	1	1	1
Daily Revenue Bus Miles	135	112	131	142
Annual Revenue Bus Miles	34,486	4706	33516	36251
Daily Revenue Bus Hours	9	9	9	9
Annual Revenue Bus Hours	2295	2295	2295	2295
Bus Type	25' minibus	25' minibus	25' minibus	25' minibus
Capacity	20	20	20	20
Average Daily Ridership	71	42	76	106

3.2.3 Coconut Creek

Coconut Creek has two community bus routes that provide service for the City, each of which serve the Main Street area bounded by Sample Rd to the south, Wiles Rd to the north, Lyons Rd to the east, and SR 7 to the west. A map of the existing community bus service is depicted in Figure 22 and an accompanying table for these service characteristics is provided in Figure 23.

According to data provided by BCT, the average daily ridership was calculated by dividing the total number of riders from October 2013 to September 2014 by the number of days in service (301).

Figure 22 – Existing Coconut Creek Community Bus Services

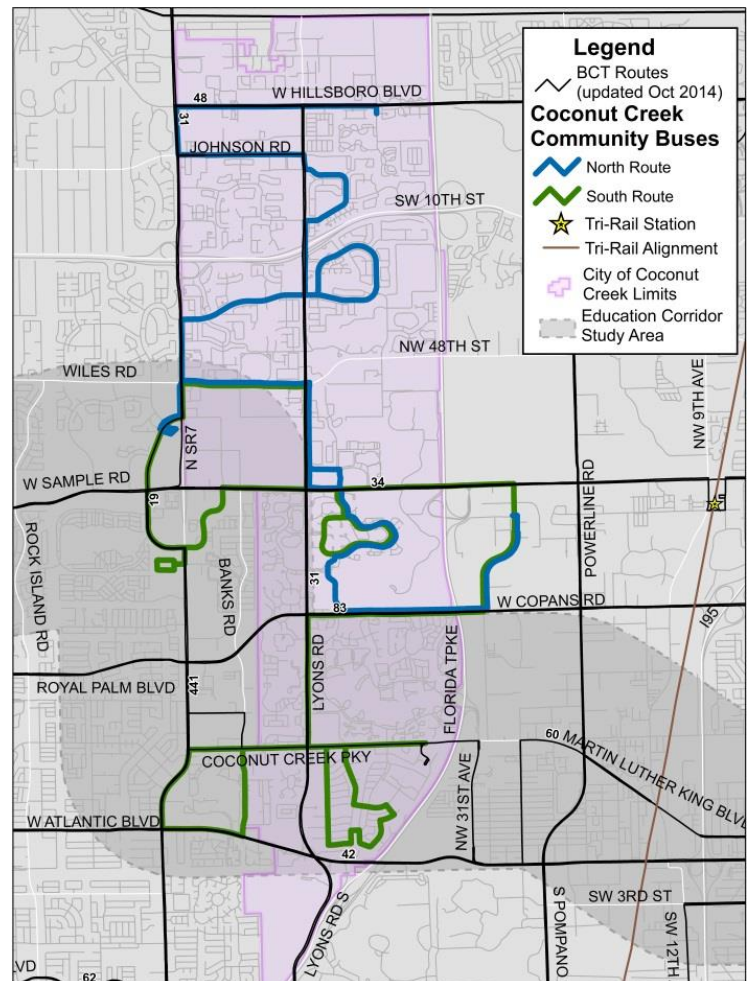


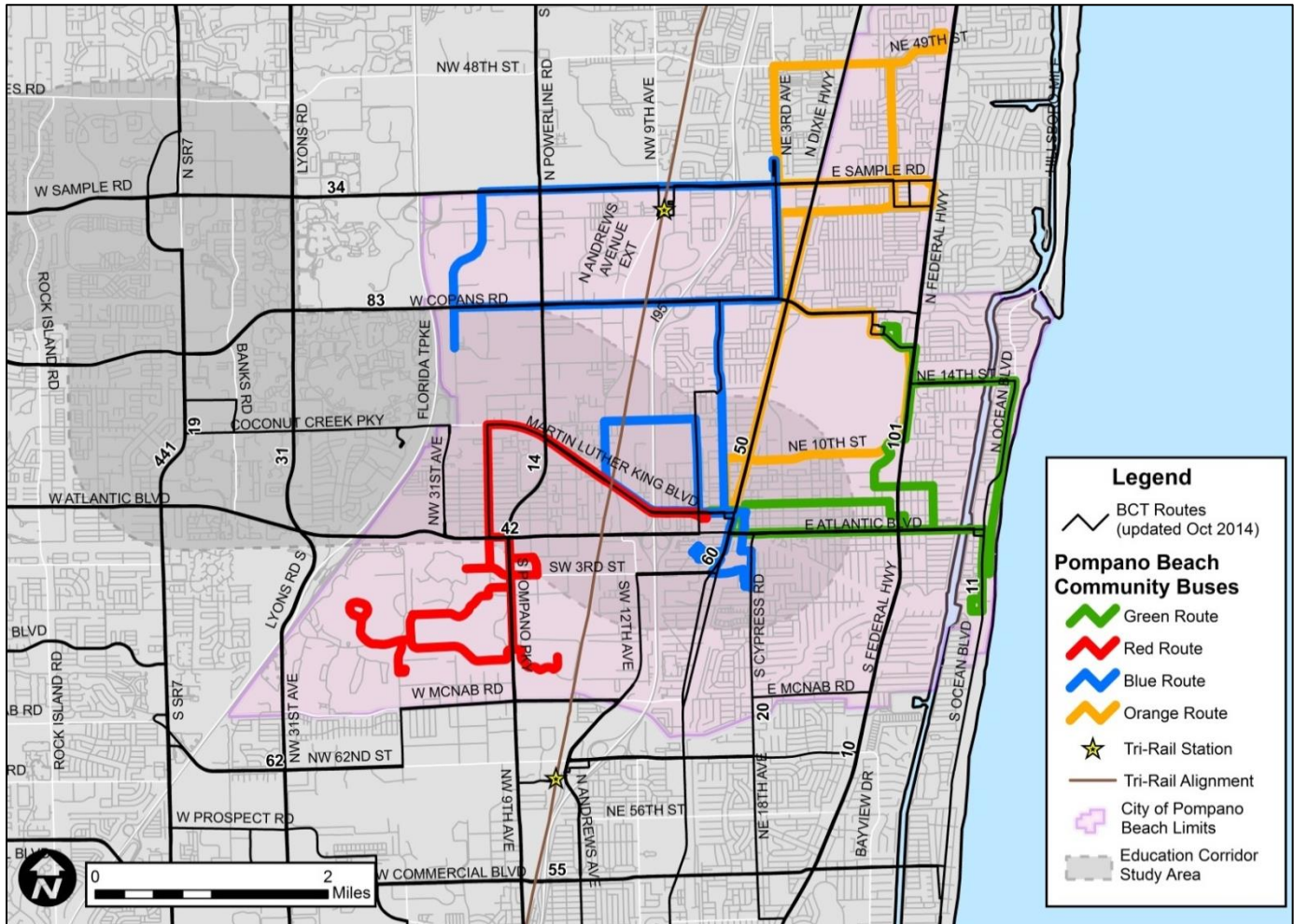
Figure 23 – Existing Coconut Creek Community Bus Service Characteristics

Route Name	Coconut Creek 'N'	Coconut Creek 'S'
Service Hours	7:00a-6:00p	6:30a-6:02p
Peak-Hour Headways	60 mins	60 mins
Off-Peak Headways	60 mins	60 mins
Peak Buses	2	2
Daily Revenue Bus Miles	293.1	284.8
Annual Revenue Bus Miles	88,223.10	85,724.80
Daily Revenue Bus Hours	20	21
Annual Revenue Bus Hours	6,020	6,321
Bus Type	Mini-shuttle	Mini-shuttle
Capacity	30	30
Average Daily Ridership	234	292
Operating Costs	\$45.13 pvh	\$45.13 pvh

3.2.4 Pompano Beach

Pompano Beach has four community bus routes that provide service for the City. All of Pompano's community buses terminate at the Northeast Transit Terminal located at Dixie Highway and MLK, Jr. Blvd. A map of the existing service and an accompanying table for service characteristics are provided below.

Figure 24 – Existing Pompano Beach Community Bus Services



According to data provided by BCT, the average daily ridership was calculated by dividing the total number of riders from October 2013 to September 2014 by the number of days in service (254).

Figure 25 – Existing Pompano Beach Community Bus Service Characteristics

Route Name	Blue'	Green'	Red'	Orange'
Service Hours	8:40a-4:37p	9:00a-4:52p	9:00a-4:57p	9:00a-4:57p
Peak-Hour Headways	80 mins	68 mins	68 mins	68 mins
Off-Peak Headways	80 mins	68 mins	68 mins	68 mins
Peak Buses	1	1	1	1
Daily Revenue Bus Miles	114	85	91	113
Annual Revenue Bus Miles	29,640	22,100	23,660	29,380
Daily Revenue Bus Hours	8	8	8	8
Annual Revenue Bus Hours	2016	2016	2016	2016
Bus Type	25' minibus	25' minibus	25' minibus	25' minibus
Capacity	20	20	20	20
Average Daily Ridership	184	94	176	81
Operating Costs	\$32.71 pvh	\$32.71 pvh	\$32.71 pvh	\$32.71 pvh

3.2.5 Preliminary Service Evaluation

Currently, each municipality contracts out its community bus service. Each of these contracts varies in terms of costs, service standards, and service provided. Of the four municipalities, Pompano Beach currently has the lowest contracted cost per vehicle hour (\$32.71), which is significantly lower than Coral Springs and Coconut Creek. Operating costs per vehicle hour was not available for Margate. The possibility of potentially combining administration and operation costs for these municipalities under one contract or under a transportation management agency (TMA) will be explored as a part of this study. Ideally, this would lower the costs while improving the connectivity between jurisdictions.

Transit agencies usually set certain minimum thresholds for performance which needs to be met in order to continue the service. Setting minimum service standards establishes a system baseline while preventing highly unproductive transit service from consuming resources that could be more efficiently used elsewhere. Broward County Transit uses a minimum standard of 15 passengers per hour while SFRTA uses a minimum standard of 7 passengers per hour for their shuttle services.

There are a total of twelve community bus routes provided throughout these four municipalities. To calculate the average number of hourly passengers, the number of average daily riders is divided by the daily service hours. Based on this calculation, only three of the twelve routes average below ten riders per hour – Margate Routes A, As, and C. Only the Margate Route As falls below the standard of 7 passengers per hour.

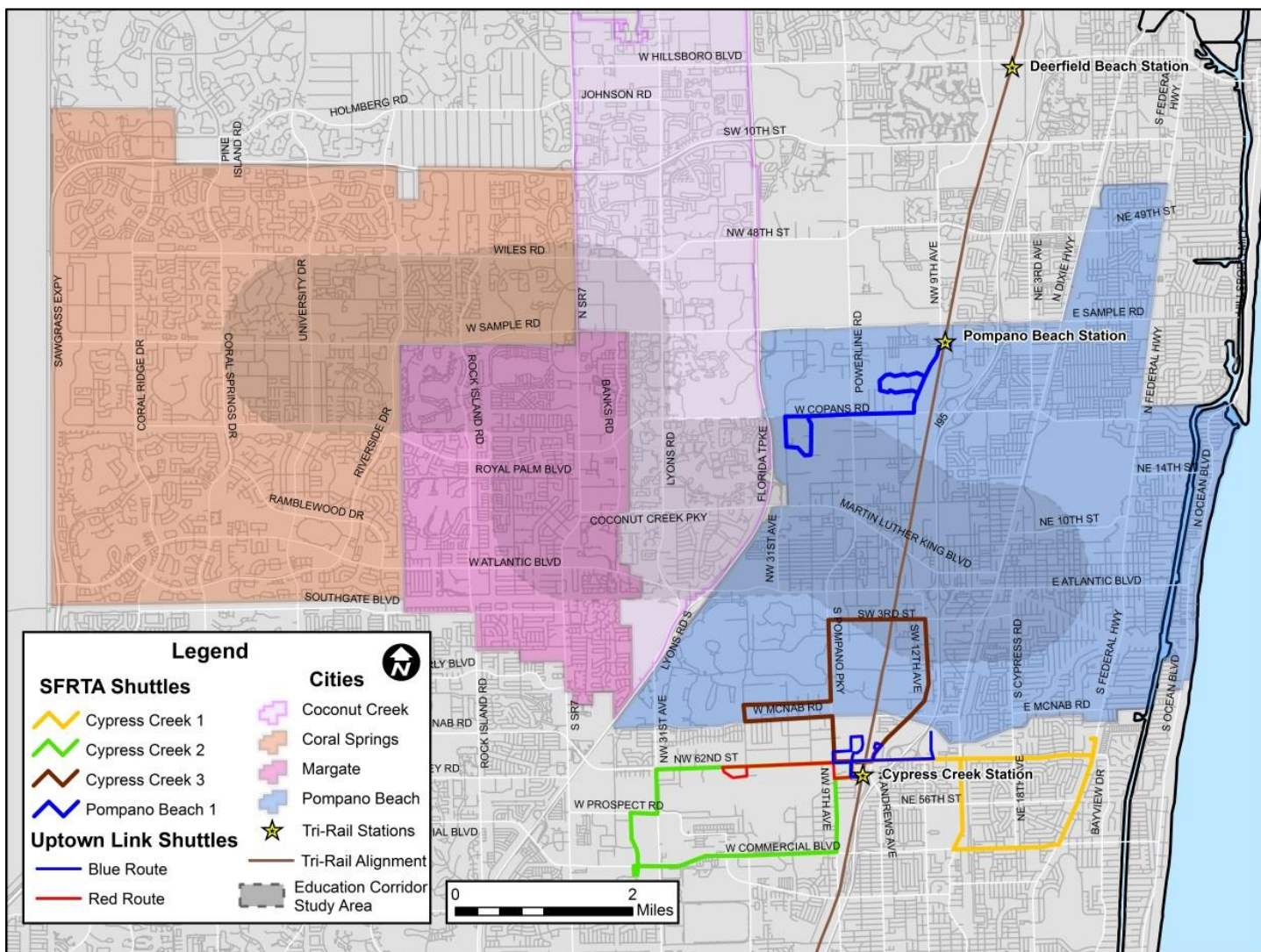
Figure 26 – Average Riders per Hour

Route	Service Hours	Average Daily Riders	Avg. Riders per Hour
Coconut Creek - South Route	11	292	26.5
Pompano Beach - Orange Route	8	184	23.0
Pompano Beach - Blue Route	8	176	22.0
Coconut Creek - North Route	11	234	21.3
Coral Springs - Green Route	10	123	12.3
Margate - Route D	9	106	11.8
Pompano Beach - Red Route	8	94	11.8
Coral Springs - Blue Route	10	109	10.9
Pompano Beach - Green Route	8	81	10.1
Margate - Route C	9	76	8.4
Margate - Route A	9	71	7.9
Margate - Route As	9	42	4.7

3.3 Tri-Rail Shuttles

Tri-Rail provides shuttle service to and from its stations. Currently, SFRTA contracts out this service to LSF similarly to the municipalities' community bus service. The nearest stations to the study area are the Cypress Creek Tri-Rail station and the Pompano Beach Tri-Rail station. Of the five different shuttle services to the Cypress Creek station, only the Cypress Creek Shuttle #3 traverses near the Pompano Education Corridor Study Area. Included in the five Cypress Creek station shuttles are two Uptown Link shuttles. The Pompano Beach Tri-Rail Station offers just one shuttle service, with parts of its alignment within the study area. The following map shows the existing Tri-Rail shuttle services radiating from the Cypress Creek and Pompano Beach Tri-Rail Stations.

Figure 27 – Existing Tri-Rail Shuttle Services



According to data provided by SFRTA, the average daily ridership for the Cypress Creek and Pompano Tri-Rail Shuttles were calculated by dividing the total number of riders from January 2014 to December 2014 by the number of days in service (260). The average daily ridership for the Uptown Link Shuttles was calculated by dividing the total number of riders from October 2014 to December 2014 by the number of days in service (59).

Figure 28 – Existing Tri-Rail Shuttle Service Characteristics

Tri-Rail Shuttle Name	Cypress Creek 1	Cypress Creek 2	Cypress Creek 3	Pompano Beach	Uptown Link Blue Route	Uptown Link Red Route
Service Hours	5:11a - 9:54a; 3:10p - 7:20p	5:11a - 9:50a; 3:07p - 7:20p	5:11a - 9:48a; 3:07p - 7:20p	4:55a - 9:10a; 3:00p - 7:45p	10:05a - 3:05p	10:05a - 3:05p
Peak-Hour Headways	17 mins	17 mins	17 mins	30 mins	20 mins	20 mins
Off-Peak Headways	33 mins	33 mins	33 mins	30 mins	35 mins	45 mins
Peak Buses	2	2	2	1	1	1
Daily Revenue Bus Miles	184.8	171.6	154	132		
Annual Revenue Bus Miles	48048	44616	40040	34320		
Daily Revenue Bus Hours	16.5	16.75	12.5	9		
Annual Revenue Bus Hours	4290	4355	3250	2340		
Bus Type	Passenger Bus	Passenger Bus	Passenger Bus	Passenger Bus		
Capacity	22	22	22	22		
Average Daily Ridership	155	193	152	99	10	13
Operating Costs	\$55 pvh	\$55 pvh	\$55 pvh	\$55 pvh		