





Transit Master Plan

- **Goal - Enhance Mobility Options in the City**
 - **Increase accessibility and connectivity** of City's transit services and to regional services
 - **Identify and prioritize near- and long-term service/capital improvements** that will support the strategic improvement and growth goals for the City
 - **Develop phased implementation plan**
 - Near-Term Route & Network Improvements (1-5 years)
 - Long-Range System Enhancement/Expansions (6-10 years)









Agenda

- Summary of Effort
- Needs, Opportunities & Vision
- Route Recommendations
- Capital and Policy Recommendations
- Implementation Plan



Summary of Effort

Needs and
Market
Analysis



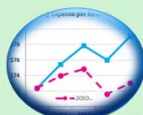
Public
Involvement



Operational
and Route
Analysis



Staffing and
Fleet
Replacement
Plan



Five-Year
Financial Plan

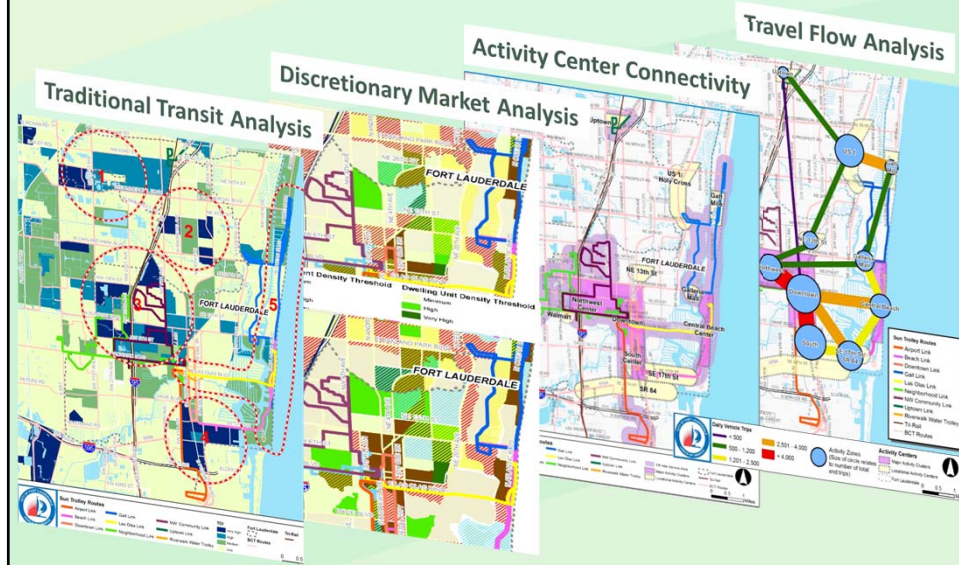


Community
Bus Master
Plan





Summary of Effort



Summary of Effort

• Public Involvement

- Stakeholder interviews/presentations
- Web-based transit needs survey
 - Rider and non-rider branching
- Paper-based surveys
 - Localized input - YMCA and Galt
- Bus operator interviews
- Web and email based outreach
- Sun Trolley Tracker app survey
- Social media
 - Facebook
 - Nextdoor





Summary of Effort

• Operational/Route Analysis – Neighborhood Link

Employment



Population



Land Use

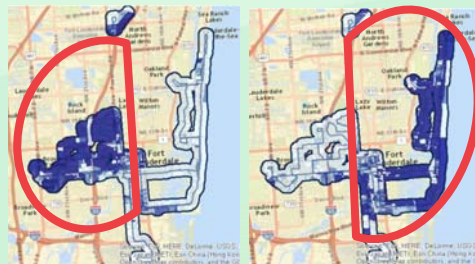


Stop Activity by Segment



Needs

- Connected activity hubs
- Connect workers to jobs
- Fixed bus stops and amenities
- Expand awareness and marketing
- Equity in service distribution
- Direct connections
- Improved In-Vehicle Safety and Comfort





Opportunities

- **Planned Premium Transit Connections**
- **Multimodal Connectivity/Complete Streets**
- **Transit-Oriented Development (TOD) Efforts**



Vision Summary

The vision of the Sun Trolley transit system is one that is:

- **Fast** – Trolley services that run every 10 to 20 minutes, providing fast and convenient transit service.
- **Connected** – Provide fast connections to key activity centers and other transit modes within the city.
- **Visible** – Make transit service a clean, attractive mode of travel that is highly visible through enhanced bus stops and electronic media.
- **Safe** – Provide safe, accessible, and visible bus stops to make access to and at bus stops a safe, pleasant experience.
- **Sustainable** – Pursue a sustainable funding mechanism that includes private and local sources, and state and federal funds while improving operational efficiencies.

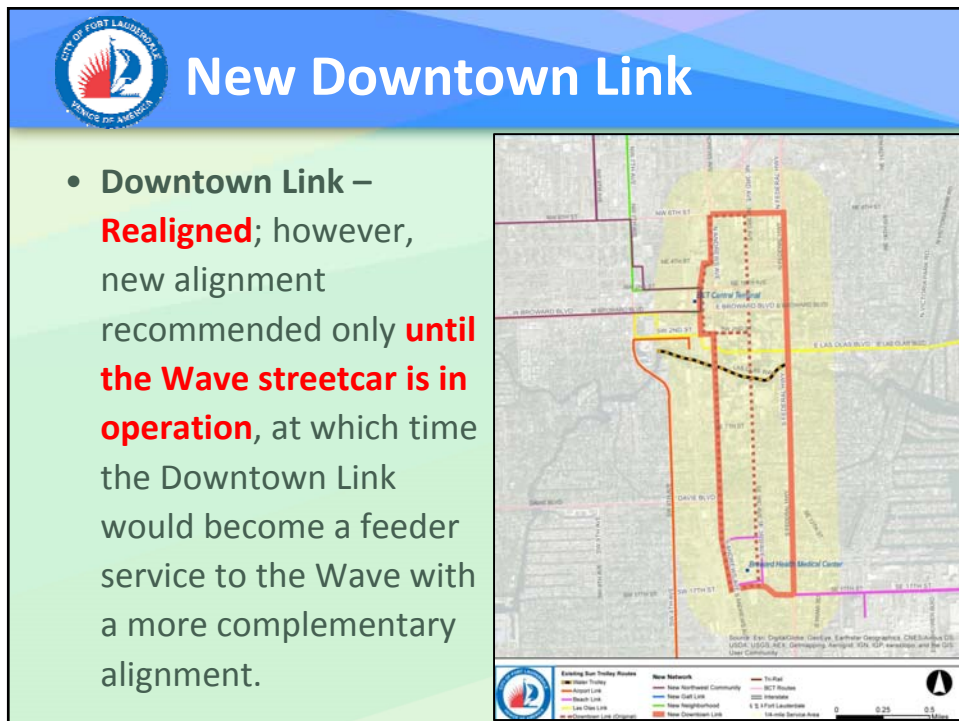
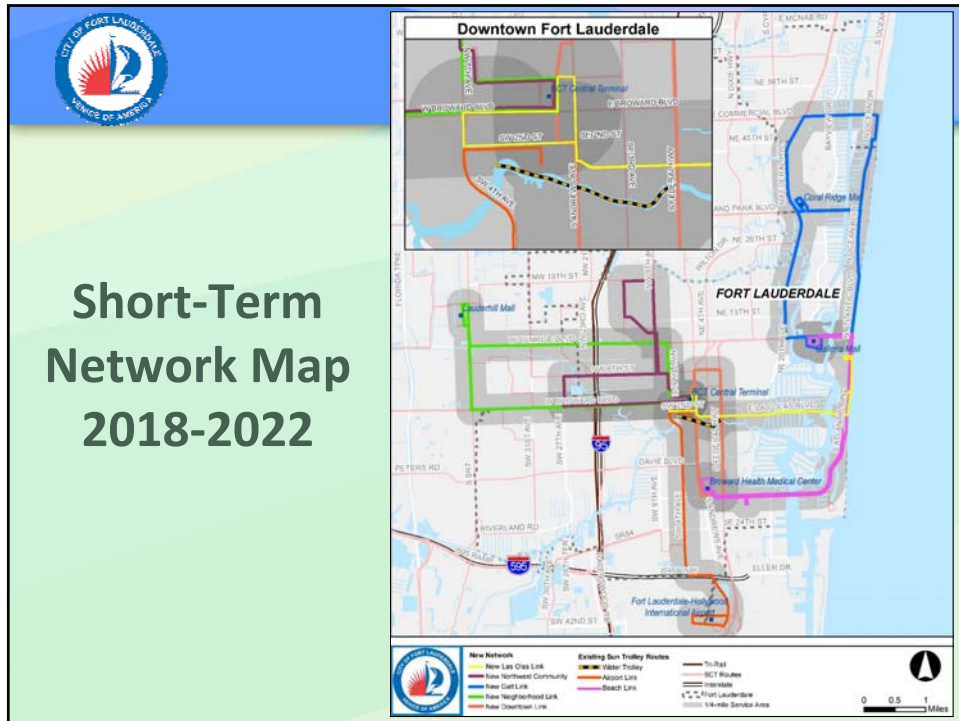


Development of Recommendations



Short-Term Recommendations

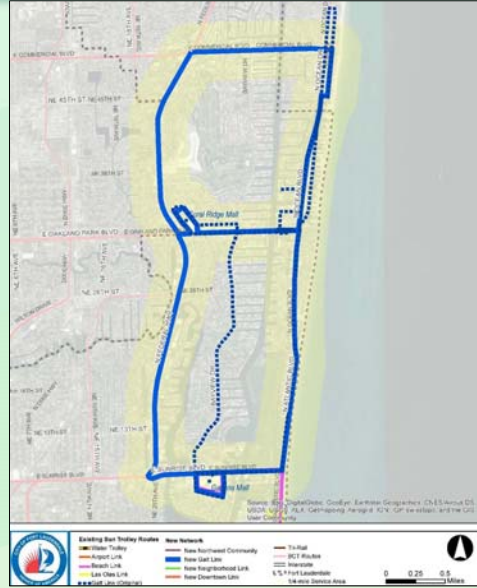
- Northwest Community Link – **Realigned**
- Galt A and B Links – **Realigned and expanded**
- Las Olas and Neighborhood Link – **Realigned**
- Downtown Link – **Realigned until the Wave streetcar is in operation**
- Airport and Beach Links and Riverwalk Water Trolley – **No realignments/changes**





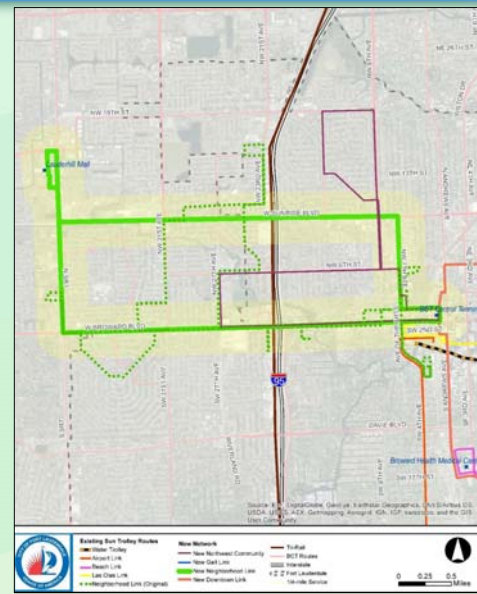
New Galt Link

- Galt A and B Links – **Realigned and expanded** to serve new areas.



New Neighborhood Link

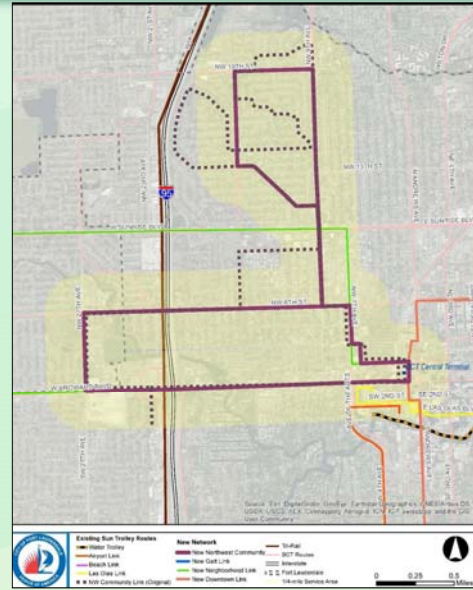
- Neighborhood Link – **Realigned** to provide a faster and more direct connection to downtown; add service on key commercial corridors, including Sunrise Boulevard and SR 7.





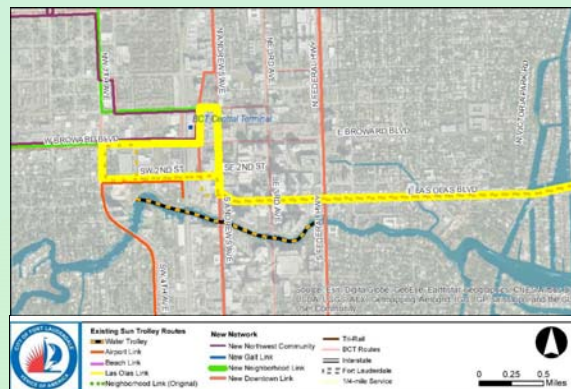
New Northwest Community Link

- **Northwest Community Link – *Realigned*** to remove inefficient segments and/or areas already served adequately by BCT.



New Las Olas Link

- **Las Olas Link – *Realigned*** to provide a direct connection to the BCT Central Terminal and the All Aboard Florida's Brightline station.



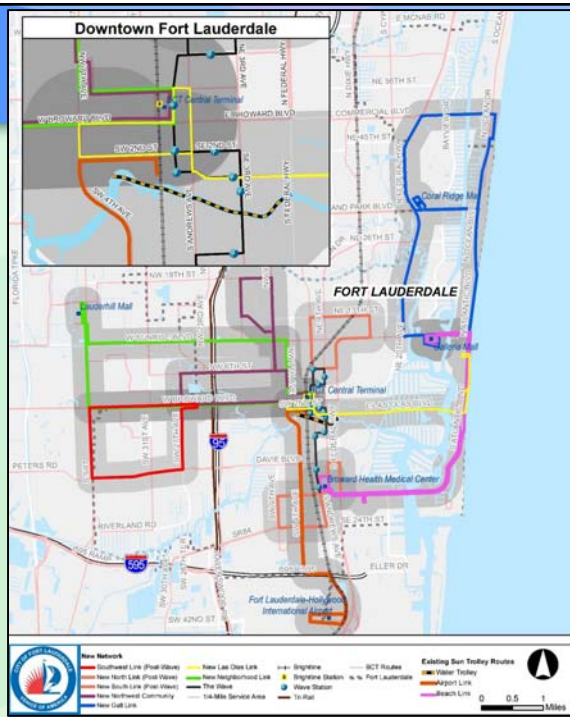


Long-Term Recommendations

- **Downtown Link – Route is split into two feeder routes**
- **Southwest Circulator – New route is recommended**
- **Realigned Galt, Neighborhood, and Northwest Community Links** potentially implemented in the first five years and continue in the second five years of this plan
- **Airport, Beach, and Las Olas Links and the Riverwalk Water Trolley routes** would continue to operate with minor adjustments as needed



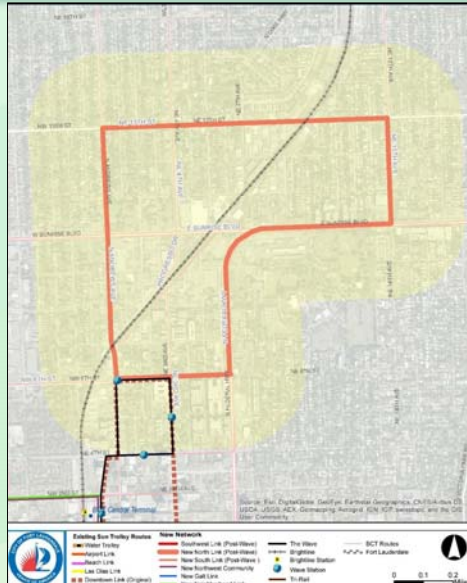
Long-Term Network Map 2023-2027





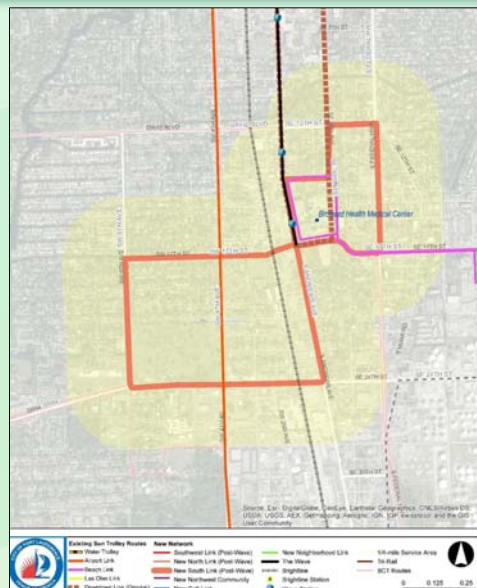
New North Link

- **New North Link** – A **feeder route at the north end of The Wave Streetcar** that enters the Middle River Terrace neighborhood. This route would provide an opportunity to enhance any redevelopment the Central City CRA.



New South Link

- **New South Link** – A **feeder route at the south end of The Wave Streetcar** that operates within Croissant Park neighborhood and along SR 84.





New Southwest Link

- **Southwest Circulator** –
A **new route** to serve
the Lauderdale West,
Melrose Park, and
Riverland areas
currently not covered
by Sun Trolley.



Capital and Policy Recommendations

- **Transit Infrastructure**
 - Shifting from “Wave and Ride” flag stop to physical bus stops



Basic Stop



Shelter Stop



Shared Stop



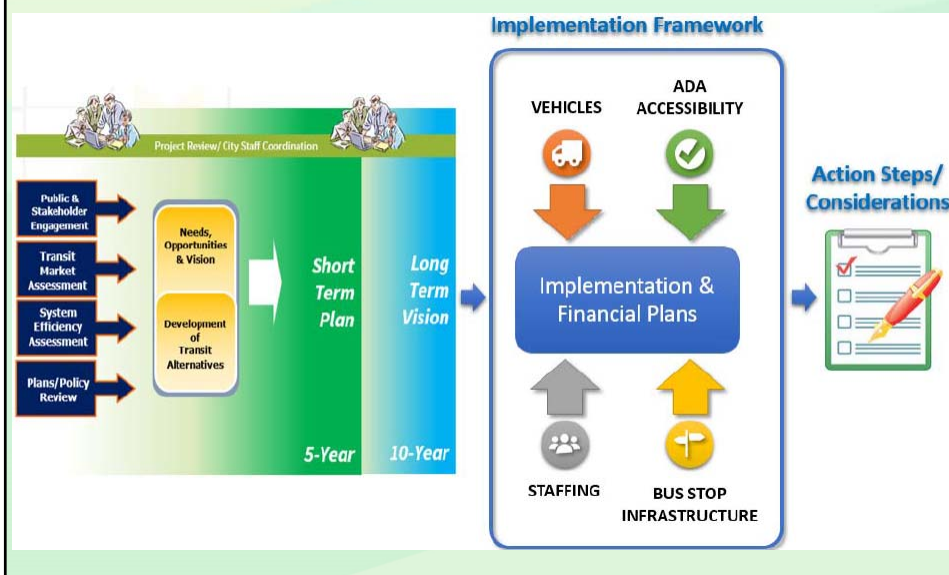
Capital and Policy Recommendations

• Fare Policy

Route Name	Fare
Northwest Community (realigned)	\$0.25
Galt Link (realigned)	\$0.25
Neighborhood Link (realigned)	\$0.25
North Link (new)	\$0.25
South Link (new)	\$0.25
Airport Link	\$0.25
Beach Link	\$1.00
Las Olas Link (realigned)	\$1.00
Southwest Link (new)	\$0.25
Water Trolley	\$0.25



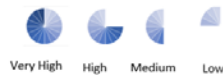
Implementation Plan





Short-Term Implementation Plan

Route	Priority	Headway	Hours per Day/Days	Annual Operating Cost (2017\$)	Total Capital Cost (2017\$)	Improvement Year
Northwest Community Link		25 mins	10.5 hours Mon-Fri	\$364,025	None	2019
Downtown Link		15 mins	10.5 hours Mon-Fri	\$364,025	None	2019
Beach Link		20 mins	9 hours Sun-Sat	\$873,659	\$260,000	2020
Water Trolley		20-30 mins	11 hours Sun-Sat	\$290,942	None	2018
Airport Link		30 mins	8 hours Sat-Sun	\$110,941	\$248,000	2021
Neighborhood Link		25 mins	6 hours Mon-Fri	\$189,293	None	2019
Las Olas Link		20 mins	9 hours Thurs-Sun	\$374,425	\$260,000	2022
Galt Link		35 mins	8 hours Mon, Tues, Wed, Fri, Sat	\$277,352	None	2019



Short-Term Finance Plan

Operating Cost and Revenue Summary

	2018	2019	2020	2021	2022	Total
Operating Costs						
Short-Term Service Plan	\$2,457,153	\$2,549,915	\$2,838,045	\$2,957,865	\$3,155,741	\$13,958,719
Hire New Planner	\$0	\$0	\$50,000	\$51,500	\$53,045	\$154,545
Additional Marketing	\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
Total Operating Costs	\$2,457,153	\$2,569,915	\$2,908,045	\$3,029,365	\$3,228,786	\$14,193,264
Operating Revenues						
Total Revenues	\$1,981,341	\$2,777,615	\$3,283,319	\$3,335,631	\$3,371,635	\$14,749,541
Annual Surplus/Shortfall	(\$475,813)	\$207,700	\$375,275	\$306,266	\$142,849	\$556,277
Rollover from Prev. Year	\$0	(\$475,813)	(\$268,112)	\$107,162	\$413,429	(\$223,334)
Surplus/Shortfall	(\$475,813)	(\$268,112)	\$107,162	\$413,429	\$556,277	\$332,943

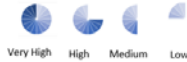
Capital Cost and Revenue Summary

	2018	2019	2020	2021	2022	Total
Capital Costs						
Replacement Buses - Maintain Existing Service	\$3,800,000	\$0	\$0	\$0	\$0	\$3,800,000
New Vehicles to Expand Service	\$0	\$259,602	\$248,340	\$259,602	\$0	\$767,544
Bus Stop Infrastructure	\$0	\$716,108	\$0	\$0	\$0	\$716,108
Total Costs	\$3,800,000	\$975,710	\$248,340	\$259,602	\$0	\$5,283,652
Capital Revenues						
Surface Transportation Program	\$4,560,000	\$0	\$0	\$0	\$0	\$4,560,000
Total Revenue	\$4,560,000	\$0	\$0	\$0	\$0	\$4,560,000
Revenue Minus Cost	\$760,000	(\$975,710)	(\$248,340)	(\$259,602)	\$0	(\$723,652)
Rollover from Prev. Year	\$0	\$760,000	(\$215,710)	(\$464,050)	(\$723,652)	(\$643,411)
Surplus/Shortfall	\$760,000	(\$215,710)	(\$464,050)	(\$723,652)	(\$723,652)	(\$1,367,062)



Long-Term Implementation Plan

Route	Priority	Headway	Hours per Day/Days	Annual Operating Cost (2017\$)	Total Capital Cost (2017\$)	Improvement Year
Northwest Community Link		25 mins	12 hours Sun-Sat	\$582,440	None	2023
Beach Link		20 mins	16 hours Sun-Sat	\$1,553,172	None	2023
Water Trolley		20-30 mins	11 hours Sun-Sat	\$290,942	None	2023
North Link		20 mins	16 hours Sun-Sat	\$388,293	None	2023
South Link		20 mins	16 hours Sun-Sat	\$388,293	None	2023
Neighborhood Link		25 mins	12 hours Sun-Sat	\$582,440	None	2023
Las Olas Link		20 mins	12 hours Sun-Sat	\$873,659	None	2023
Airport Link		25 mins	12 hours Sun-Sat	\$582,440	None	2023
Southwest Link		25 mins	12 hours Sun-Sat	\$291,220	\$259,602	2026
Galt Link		35 mins	12 hours Sun-Sat	\$582,440	None	2023



Long-Term Finance Plan

Operating Cost and Revenue Summary

	2023	2024	2025	2026	2027	Total
Operating Costs						
Long Term Service Plan	\$6,596,522	\$6,734,869	\$6,876,117	\$7,371,361	\$7,525,959	\$35,104,828
Hire New Planners	\$54,636	\$94,636	\$97,475	\$100,400	\$103,412	\$450,560
Additional Marketing	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$200,000
Total Operating Costs	\$6,691,158	\$6,831,144	\$6,974,081	\$7,471,064	\$7,627,453	\$35,755,387
Operating Revenues						
Total Revenues	\$3,602,465	\$3,668,478	\$3,697,766	\$3,903,054	\$3,936,945	\$18,808,709
Revenues Minus Costs	(\$3,088,693)	(\$3,201,027)	(\$3,315,826)	(\$3,608,707)	(\$3,732,426)	(\$16,946,678)
Rollover from Prev. Year	\$556,277	(\$2,532,416)	(\$5,733,442)	(\$9,049,269)	(\$12,657,976)	(\$29,416,825)
Surplus/Shortfall	(\$2,532,416)	(\$5,733,442)	(\$9,049,269)	(\$12,657,976)	(\$16,390,401)	(\$46,363,503)

Capital Cost and Revenue Summary

	2023	2024	2025	2026	2027	Total
Capital Costs						
New Vehicles to Expand Existing Services	\$0	\$0	\$259,602	\$0	\$0	\$259,602
Replacement Buses	\$0	\$519,204	\$2,584,758	\$259,602	\$248,340	\$3,611,904
Bus Stop Infrastructure	\$135,525	\$0	\$0	\$0	\$0	\$135,525
Total Costs	\$135,525	\$519,204	\$2,844,360	\$259,602	\$248,340	\$4,007,031
Capital Revenues						
Total Revenue	\$0	\$0	\$0	\$0	\$0	\$0
Revenue Minus Cost	(\$135,525)	(\$519,204)	(\$2,844,360)	(\$259,602)	(\$248,340)	(\$4,007,031)
Rollover from Prev. Year	(\$723,652)	(\$859,176)	(\$1,378,380)	(\$4,222,740)	(\$4,482,342)	(\$11,666,291)
Surplus/Shortfall	(\$859,176)	(\$1,378,380)	(\$4,222,740)	(\$4,482,342)	(\$4,730,682)	(\$15,673,322)



10-Year Vehicle Plan

Route	# Vehicles Currently Operating in Maximum Service	Improvement Type	Replacement/Expansion Vehicles									
			Short-Term Network					Long-Term Network				
			2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Northwest Community Link	2	Realignment Increase span	2	-	-	-	-	-	-	2	-	-
Galt Link	2	Realignment Increase span	-	-	-	-	-	-	2	-	-	-
Neighborhood Link	2	Realignment Increase span	2	-	-	-	-	-	-	2	-	-
Downtown Link	2	Realignment	2	-	-	-	-	-	-	-	-	-
Airport Link	1	Increase frequency	1	-	1**	-	-	-	-	1**	-	1**
Beach Link	3	Increase frequency	1	1*	-	-	-	-	-	1	1	-
Las Olas Link	2	Increase frequency Increase span	2	-	-	1*	-	-	-	2	-	-
North Link	1	Realignment, increase span and days of service	-	-	-	-	-	-	-	1	-	-
South Link	1	Realignment, increase span and days of service	-	-	-	-	-	-	-	1	-	-
Southwest Link	n/a	New route	-	-	-	-	-	-	-	1*	-	-
Total Vehicles			10	1	1	1			2	11	1	1

*New Vehicle: Hometown Trolley Mainstreet/Streetcar Vehicle
 **New Vehicle: ~~Glenn~~ Apollo 34' Bus



Bus Stop Infrastructure Plan

Estimated Bus Stop Program Unit Costs

Bus Stop Type	Estimated Cost*
Shared Stop	\$500
Basic Stop	\$2,000
Shelter Stop	\$25,000

Bus Stop Infrastructure Plan

Route	Number of Bus Stops			Implementation Period	Cost
	Basic	Shared	Sheltered		
Northwest Community Link	20	41	4	2019 - 2027	\$160,500
Galt Link	10	106	2	2019 - 2027	\$123,000
Neighborhood Link	8	83	0	2019 - 2027	\$57,500
Downtown Link	22	25	3	2019 - 2022	\$131,500
Airport Link	0	20	2	2019 - 2027	\$60,000
Beach Link	0	30	1	2019 - 2027	\$40,000
Las Olas Link	4	39	3	2019 - 2027	\$102,500
Southwest Link	12	30	0	2023 - 2027	\$39,000
North Link	7	12	0	2023 - 2027	\$20,000
South Link	26	5	0	2023 - 2027	\$54,500
Total	109	391	15		\$788,500



Implementation Considerations/Action Steps

- **Coordinate with Broward County to increase the City's share of Federal Section 5307 funding while continuing as a Small System NTD Reporter**
- **Evaluate the possibility of becoming a direct recipient of FTA Section 5307 Funding**
- **Coordinate with Broward County to significantly increase the City's share of State Block Grant allocation**
- **Explore possibilities on becoming an eligible Florida Pubic Transit Block Grant recipient**
- **Consider necessary service and capital cost reductions to meet funding constraints**
 - Evaluate and eliminate low performing routes
 - Delay establishing fixed bus stops



Implementation Considerations/Action Steps

Coordinate with Broward County to Increase the City's Share of Federal Section 5307 Funding While Continuing as a Small System NTD Reporter

Evaluate the Possibility of Becoming a Direct Recipient of FTA Section 5307 Funding

Coordinate with Broward County to Significantly Increase the City's Share of State Block Grant allocation

Explore possibilities on Becoming an Eligible Florida Pubic Transit Block Grant Recipient

Consider Necessary Service and Capital Cost Reductions to Meet Funding Constraints



Questions

