Opa-Locka Transit Circulator System

MPO Review Committee
May 10, 2010
# Miami-Dade Municipalities with Local Transit Services

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Service Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aventura</td>
<td>141,998</td>
</tr>
<tr>
<td>Bal Harbour Village</td>
<td>36,728</td>
</tr>
<tr>
<td>Bay Harbor Islands</td>
<td>11,700</td>
</tr>
<tr>
<td>Biscayne Park</td>
<td>Included in N Miami</td>
</tr>
<tr>
<td>Coral Gables</td>
<td>214,000</td>
</tr>
<tr>
<td>Doral</td>
<td>120,000</td>
</tr>
<tr>
<td>Hialeah</td>
<td>402,252</td>
</tr>
<tr>
<td>Hialeah Gardens</td>
<td>Included in Hialeah</td>
</tr>
<tr>
<td>Medley</td>
<td>1,612</td>
</tr>
<tr>
<td>Miami Beach</td>
<td>Included in MDT</td>
</tr>
<tr>
<td>Miami Lakes</td>
<td>n.a.</td>
</tr>
<tr>
<td>Miami Shores</td>
<td>15,860</td>
</tr>
<tr>
<td>Miami Springs</td>
<td>24,675</td>
</tr>
<tr>
<td>North Bay Village</td>
<td>13,500</td>
</tr>
<tr>
<td>North Miami</td>
<td>99,918</td>
</tr>
<tr>
<td>North Miami Beach</td>
<td>51,046</td>
</tr>
<tr>
<td>Palmetto Bay</td>
<td>21,813</td>
</tr>
<tr>
<td>Sunny Isles Beach</td>
<td>103,159</td>
</tr>
<tr>
<td>Surfside</td>
<td>25,896</td>
</tr>
<tr>
<td>Sweetwater</td>
<td>36,000</td>
</tr>
<tr>
<td>Virginia Gardens</td>
<td>2,400</td>
</tr>
<tr>
<td>West Miami</td>
<td>20,000</td>
</tr>
</tbody>
</table>

Source: Miami-Dade Transit
## Review of Select Circulators

<table>
<thead>
<tr>
<th>Service Initiation</th>
<th>Hialeah</th>
<th>North Miami</th>
<th>Doral</th>
<th>Aventura</th>
<th>North Miami Beach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Routes</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Do Routes Extend Beyond City Boundaries</td>
<td>Hialeah Gardens</td>
<td>Biscayne Park; North Miami Beach</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Service Span</td>
<td>Mon. - Fri. 6 AM to 7:30 PM; Saturday 9 AM - 3:30 PM</td>
<td>Mon. - Fri. 7 AM to 8 PM</td>
<td>Mon. - Fri. 7 AM to 7:30 PM; Saturday 7 AM - 7 PM</td>
<td>Mon. - Fri. 7:45 AM to 6:30 PM; Saturday - 8:45 AM to 6:30 PM</td>
<td>Mon. - Fri. 8:30 AM to 5:00 PM</td>
</tr>
<tr>
<td>Weekday Headways</td>
<td>40 minutes</td>
<td>60 minutes</td>
<td>40 minutes</td>
<td>60 minutes</td>
<td>60 minutes</td>
</tr>
<tr>
<td>Fare</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Ridership</td>
<td>1,800 - 2,200 per weekday</td>
<td>18,000 riders per month</td>
<td>1,200 per day</td>
<td>17,000 per month</td>
<td>25 per day; 400 per month</td>
</tr>
<tr>
<td>Vehicle Capacity</td>
<td>26 passengers</td>
<td>16 passengers</td>
<td>24-seat capacity</td>
<td>22 passengers</td>
<td>23-seat capacity</td>
</tr>
<tr>
<td>Changes to System since Inception</td>
<td>Routes eliminated and realigned</td>
<td>Seeking to reduce headways to 30 minutes</td>
<td>Added bus to reduce headways; modified route</td>
<td>Expanded from 3 to 4 to 5 routes and added Saturday service</td>
<td>Route has been modified to better serve riders</td>
</tr>
<tr>
<td>Cost</td>
<td>$2.2 million annually</td>
<td>$618,000 annually</td>
<td>$361,000 annually</td>
<td>$345,000 annually</td>
<td>$130,000 annually</td>
</tr>
<tr>
<td>Funding Sources for Service Development</td>
<td>FDOT Service Development Program grant</td>
<td>FDOT Service Development Program grant</td>
<td>Locally funded</td>
<td>City - general fund</td>
<td>People’s Transportation Plan</td>
</tr>
<tr>
<td>Source of Funding for Operations/Maintenance</td>
<td>Fares, PTP</td>
<td>PTP</td>
<td>Pilot phase locally funded</td>
<td>General fund; PTP</td>
<td>PTP and City’s general fund</td>
</tr>
<tr>
<td>Who Operates Service</td>
<td>Private operator; City - admin., maintenance, fuel</td>
<td>Private operator - turnkey service</td>
<td>Private contractor - operation &amp; maintenance; City purchased vehicles</td>
<td>Private operator - turnkey service</td>
<td>City employees</td>
</tr>
<tr>
<td>Lessons Learned/Challenges</td>
<td>Schedule adherence difficulties due to traffic congestion and rail crossings; accident procedures</td>
<td>Elderly residents sometimes intimidated by students on buses; tracking system on buses a useful feature</td>
<td>Have processes in place before starting system</td>
<td>Make transfers easy; clock face schedule</td>
<td>Challenges include adhering to on-time schedule, upkeep of vehicles</td>
</tr>
</tbody>
</table>
Opa-Locka Transit Circulator Study

- Better serve mobility needs of local community
- Funding assistance from Miami-Dade MPO through Municipal Grant Program
Why Opa-Locka Needs a Local Circulator

- **Household income**
  - Opa-Locka - $19,600 vs. Miami-Dade County - $36,000

- **Poverty rate**
  - Opa-Locka: 35% vs. Miami-Dade County: 18%

- **Households without an automobile**
  - Opa-Locka: 30% vs. Miami-Dade County: 14%

- **Use of public transportation for travel to work**
  - Opa-Locka: 10% vs. Miami-Dade County: 5%

*Source: 2000 U.S. Census*
Public Outreach

- Public outreach activities took place between April and June of 2009
- Public input – access to MDT routes and Tri-Rail, parks, schools, pharmacies, grocery stores
Interagency/Stakeholder Coordination

- Coordination with Miami-Dade Transit, FDOT, and Miami-Dade MPO

- Met with Hialeah and North Miami to learn their experience in operating local transit circulators

- Preliminary route alignments modified based on input from Miami-Dade Transit
Proposed Route Alignment

Opa-Locka Transit Circulator - Alternative 3B

System Characteristics
- Two routes
  - N Route 5.5 miles (one-way)
  - S Route 5.2 miles (two-way)
- Headway 45-60 minutes
- Three buses in service

Destinations
- Opa-Locka Tri-Rail Station
- City Hall
- Magnolia North Community
- Nile Gardens Community
- Walgreens
- Washova
- Shebang Park
- Segal Park
- Ingram Park
- M-D Community College - North Campus
- Spirit City Academy
- Vankara Academy Charter School
- Westcoast Center
- Nathan B Young Elementary School
- Opa-Locka Elementary School

Legend
- Flea Market
- School
- College
- Hospital
- Walgreens
- City Hall
- Hospital
- Park
- Bank
- Tri-Rail Stations
Summary of Proposed Routes

- Two routes
- Weekday service from 6:00 am to 7:00 pm
- Fare free service
- Dedicated bus stop at Tri-Rail Station

**North Route**
- 45 min headway
- One bus (one-way)
- Serve
  - Northeast and central communities
  - Opa-Locka City Hall
  - Walgreens at NW 160 St
  - Parks and schools

**South Route**
- 60 min headway
- Two buses (two-way)
- Serve
  - South and east communities
  - MD Community College
  - Walgreens at NW 119 St
  - Parks and schools
Funding Strategy

- Preliminary cost estimate – approximately $550,000 annual operating cost

- People’s Transportation Plan (PTP) funds to leverage additional funding

- Coordination with South Florida Regional Transportation Authority (SFRTA)
  - Interested in partial funding and operation of the South Route
Funding Strategy

• North Route
  ◦ Potential Funding – City and federal grant application
  ◦ Operation - private operator or SFRTA

• South Route
  ◦ Potential Funding – City, SFRTA, and federal grant application
  ◦ Operation – through Tri-Rail shuttle bus program
Federal Grant Application

- Job Access and Reverse Commute (JARC)

- Federal share - 50% of operating cost

- Two applications submitted
  - City of Opa-Locka for North Route
  - SFRTA for South Route
  - Subject to approval by Federal Transit Administration
Next Steps

- Interlocal agreements with SFRTA and MDT
- Start up of service anticipated for early 2011
- Marketing – public awareness
- Branding of vehicles and bus stop signs