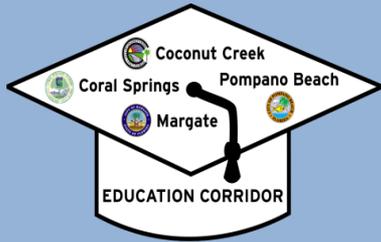




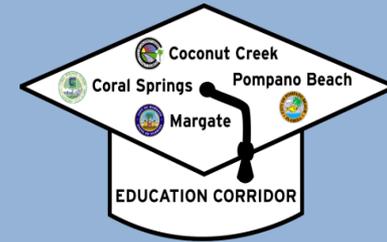
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# Pompano Education Corridor Transit Study



Update Meeting – February 26<sup>th</sup>, 2015





# Agenda Overview

- Project Update
- Data Collection: Prior Studies, Transit Characteristics, Demographic and Land Use Information
- Begin Service Design Discussion
  - City Transit Service Objectives
  - Bus Service and Economic Development
  - Transit Service Concepts
- Upcoming Tasks and Activities
- Next Meeting – Thursday March 27th



# Project Update

## Task 2

- Collecting Information
- Speaking with Cities
  - 'Definitions of Success'
- Compiling Existing Conditions
  - Prior Studies, Transit Characteristics, Demographic and Land Use Information



# Data Collection

## Prior Plans and Studies

- Broward County Transit – Transit Development Plan
- Broward County Transit – Comprehensive Operational Analysis (2010)
- Broward County 2035 Long Range Transportation Plan
- Broward County 2040 Long Range Transportation Plan
- Broward County Transportation Improvement Program
- Coral Springs Walkability Audit
- Coral Springs CRA Master Plan
- Coconut Creek Main Street Design Standards
- Downtown Pompano Connectivity Plan
- Northwest CRA Plan for the Pompano Beach CRA
- Margate CRA 2009 Community Redevelopment Plan
- University Drive Mobility Improvements Planning Study
- Tri-Rail TDP/Coastal Link



# Prior Plans and Studies Highlights

- CRAs focus on creating a compact, vibrant, walkable downtown with mixed land uses made more accessible with a coordinated transit service
  - Targeted effort to revitalize downtowns
- Transit Oriented Corridors and Mobility Hubs
  - Increased densities with supportive land uses
- Emphasis on a robust, branded transit service improving connectivity
  - Future premium transit service improvements – Sample Rd and SR 7

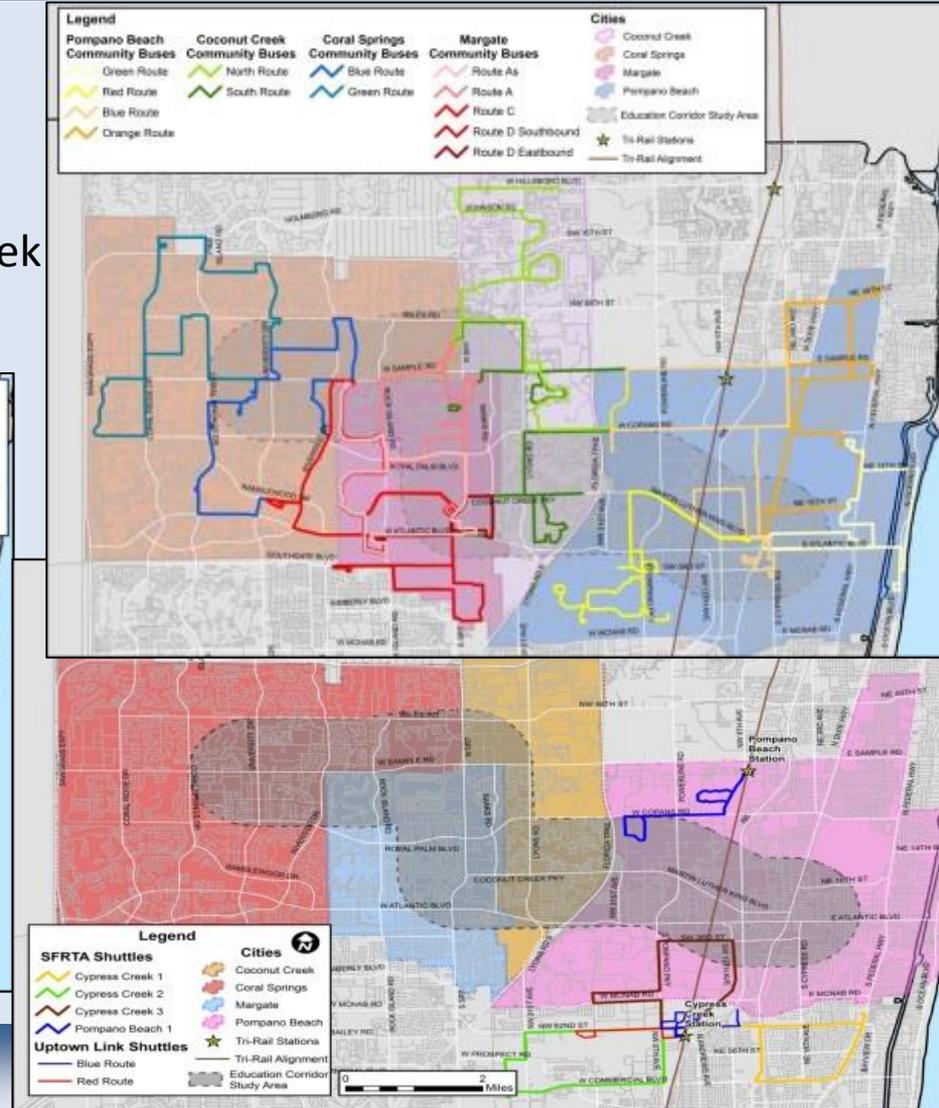
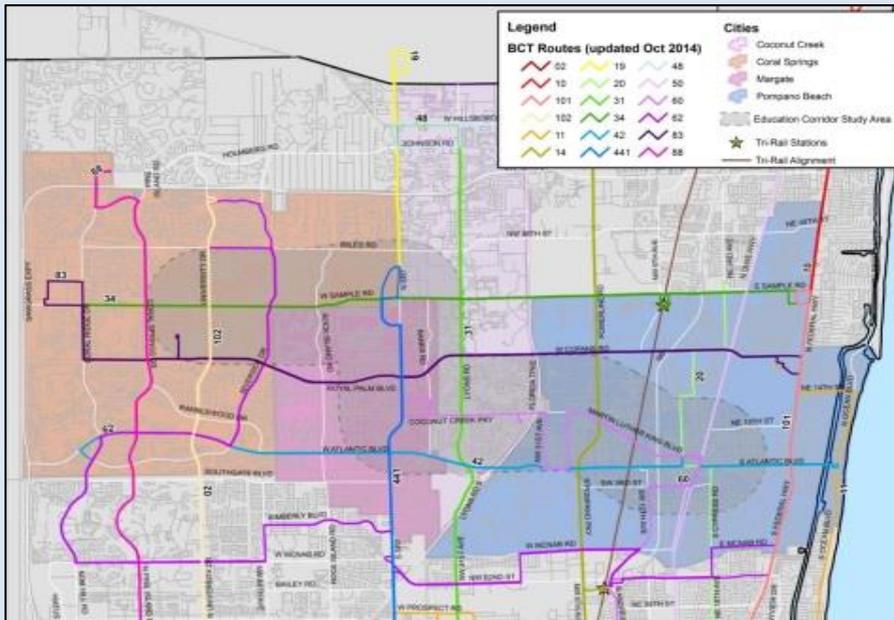




# Existing Transit Characteristics

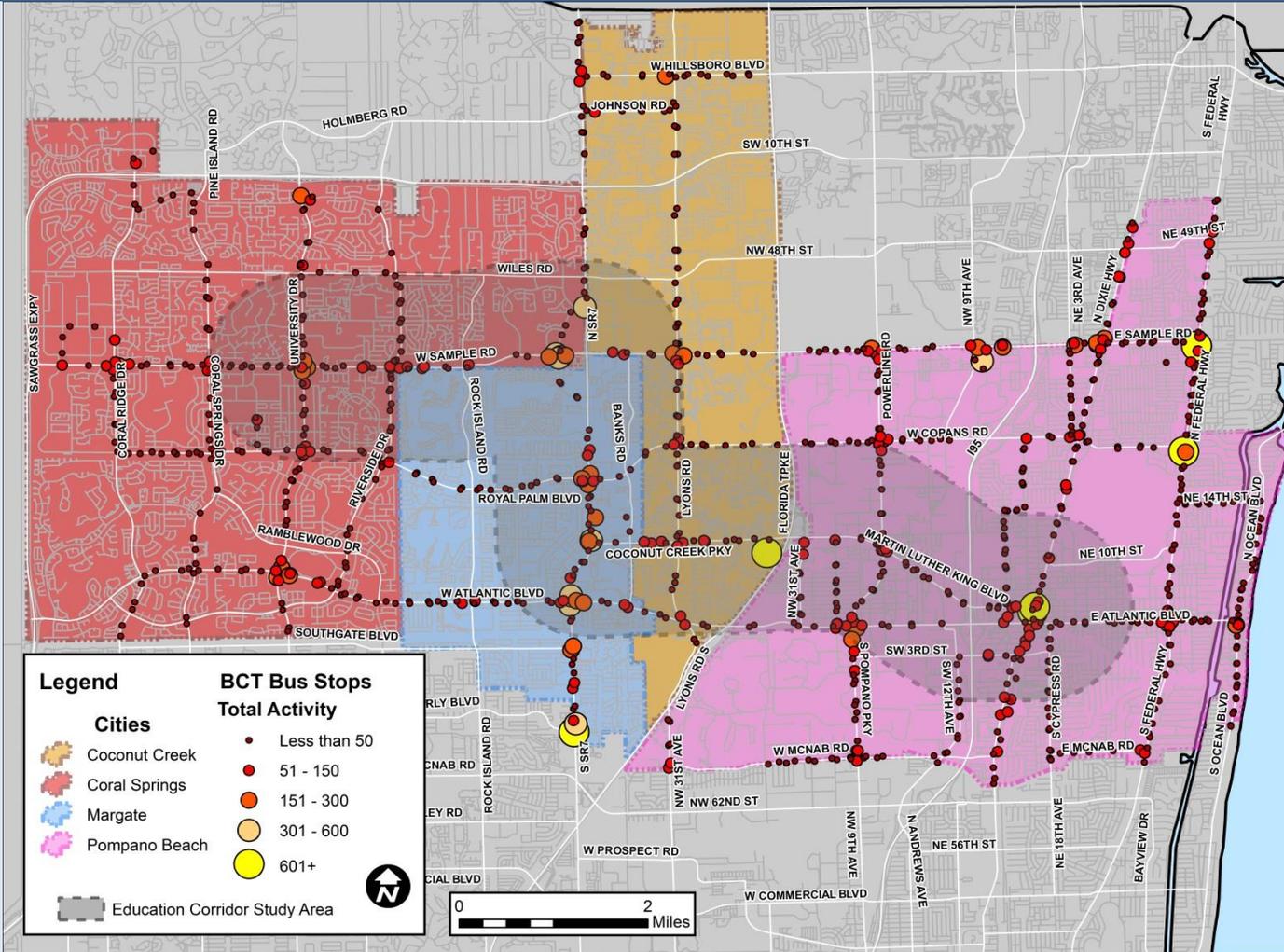
## Existing Transit Operations

- 18 BCT routes
- 11 Community Bus Routes
- 6 'near-by' Tri-Rail Shuttles: Cypress Creek and Pompano Beach Tri-Rail Stations





# Existing BCT Ridership Activity





# Existing Transit Characteristics Highlights

## Existing Transit Operations

- Community buses currently focus service around downtown termini
  - Provides key transfers
  - Provide little to no inter-city connectivity
  - Need to define purpose
- Community buses are circuitous and frequencies are low – do not contribute to a more effective regional system
- There are major intersections / bus stops with high levels of ridership
- BCT and community bus system integration can be improved
  - Direct routing
  - More frequent service
  - Free transfers between services



## Existing Demographics

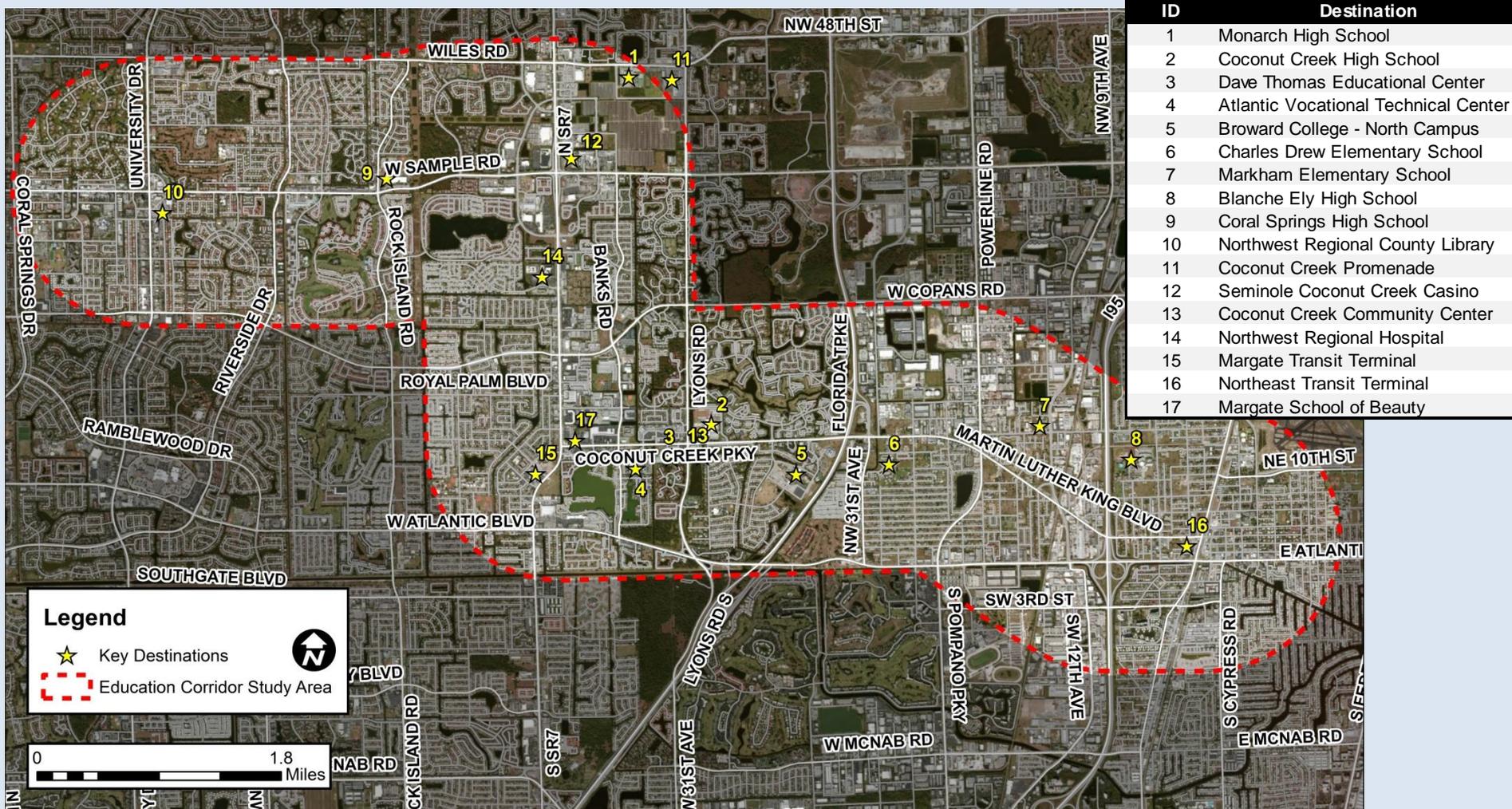
	Coral Springs	Margate	Coconut Creek	Pompano Beach	Broward County
Total Pop	126,604	55,456	56,792	104,410	1,748,066
Land Area (sq.mi.)	23.79	8.85	11.85	24	1,320
Pop Growth	4.5%	4.1%	7.3%	4.6%	5.2%
% under 18	26.6%	20.5%	21.5%	18.3%	22.4%
% over 65	7.9%	19.1%	18.4%	18.9%	14.5%
Median HH Income	\$64,753	\$42,029	\$53,543	\$40,221	\$51,251
Total Workers	70,096	29,203	29,329	50,346	966,642
% Transit Work Trips	1.2%	2.6%	1.1%	4.4%	2.9%
Mean Travel Time to Work (mins)	27	29	25	25	27.2
Anticipated Growth by 2040**	21,000+	3,000+	5,500+	14,000+	210,000+

Source: 2010 US Census and 2013 American Community Survey

\*\* 2040 LRTP



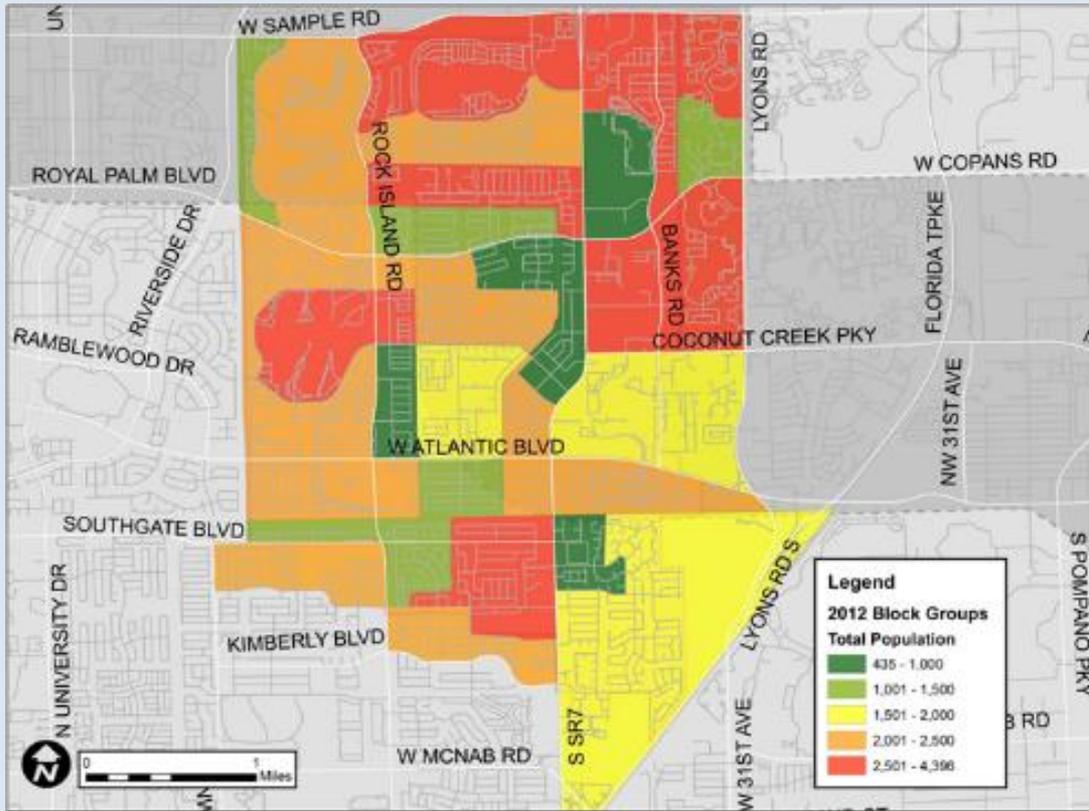
# Key Destinations



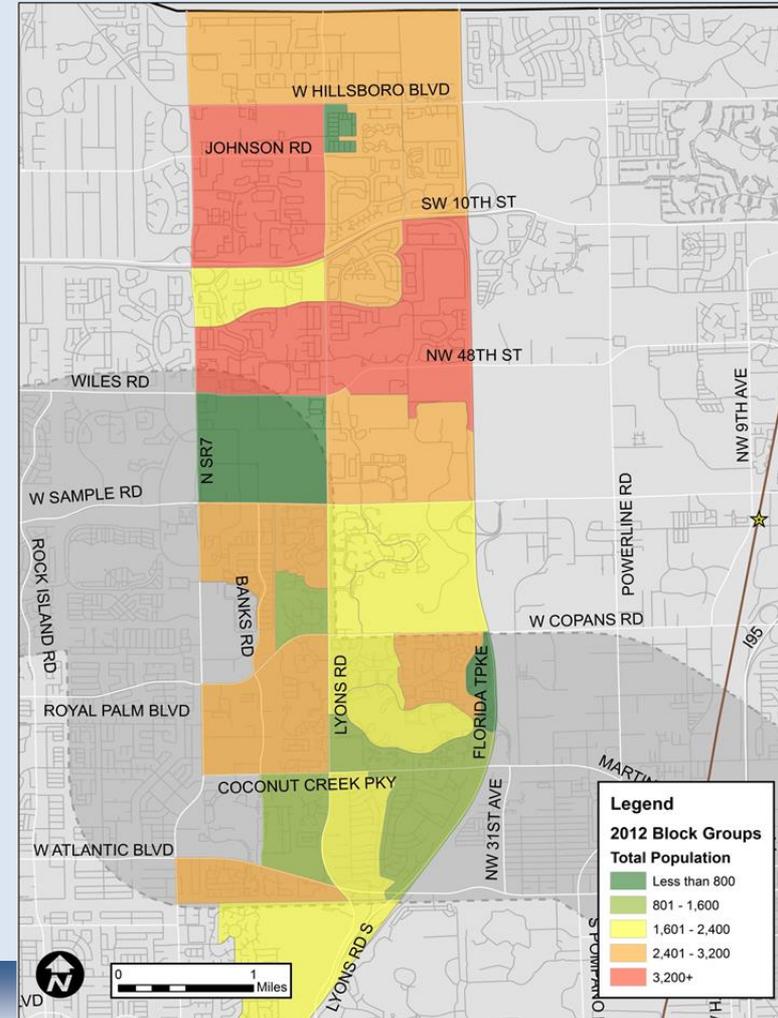


# Existing Population

Margate



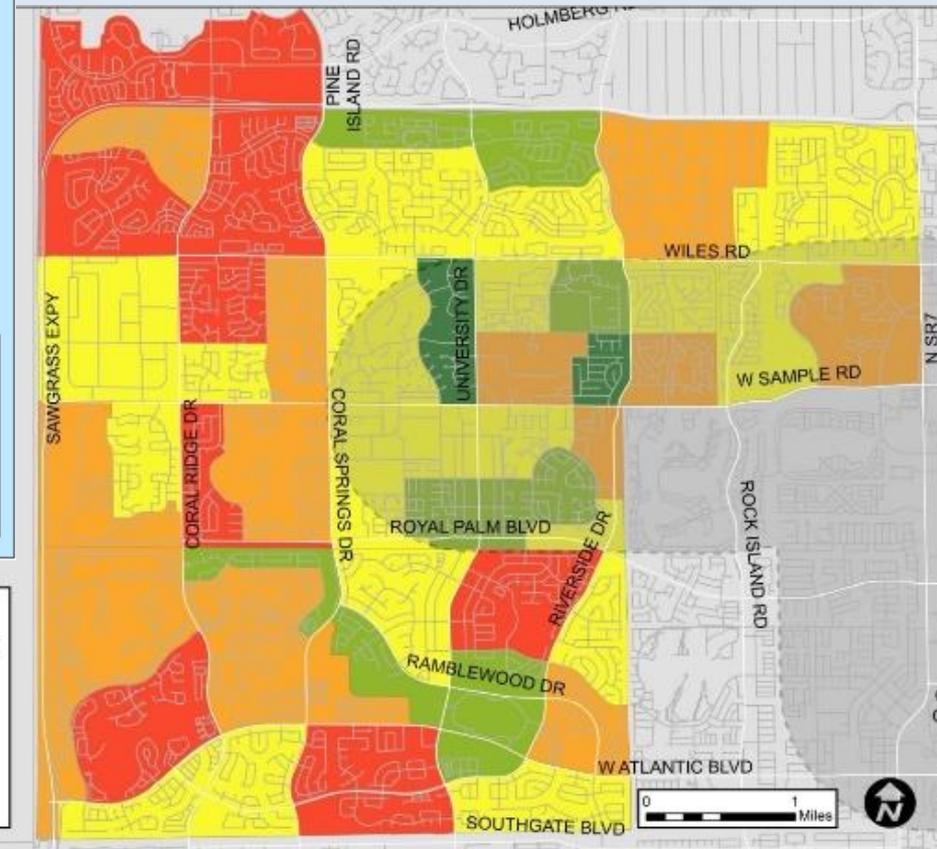
Coconut Creek



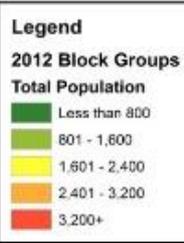
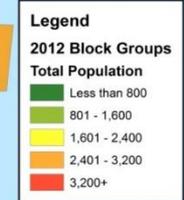
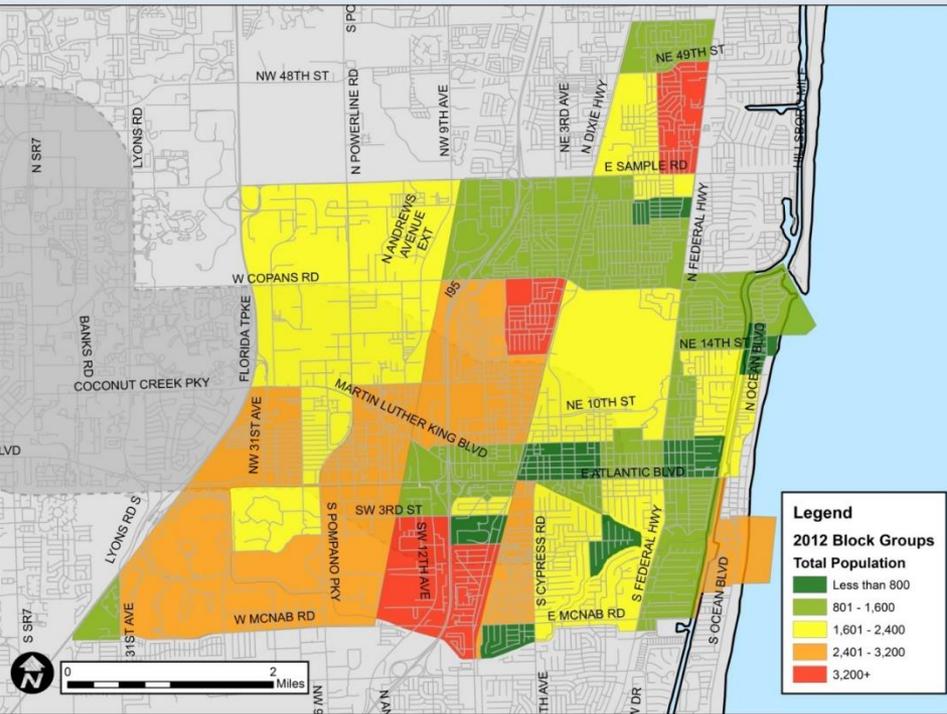


# Existing Population

Coral Springs



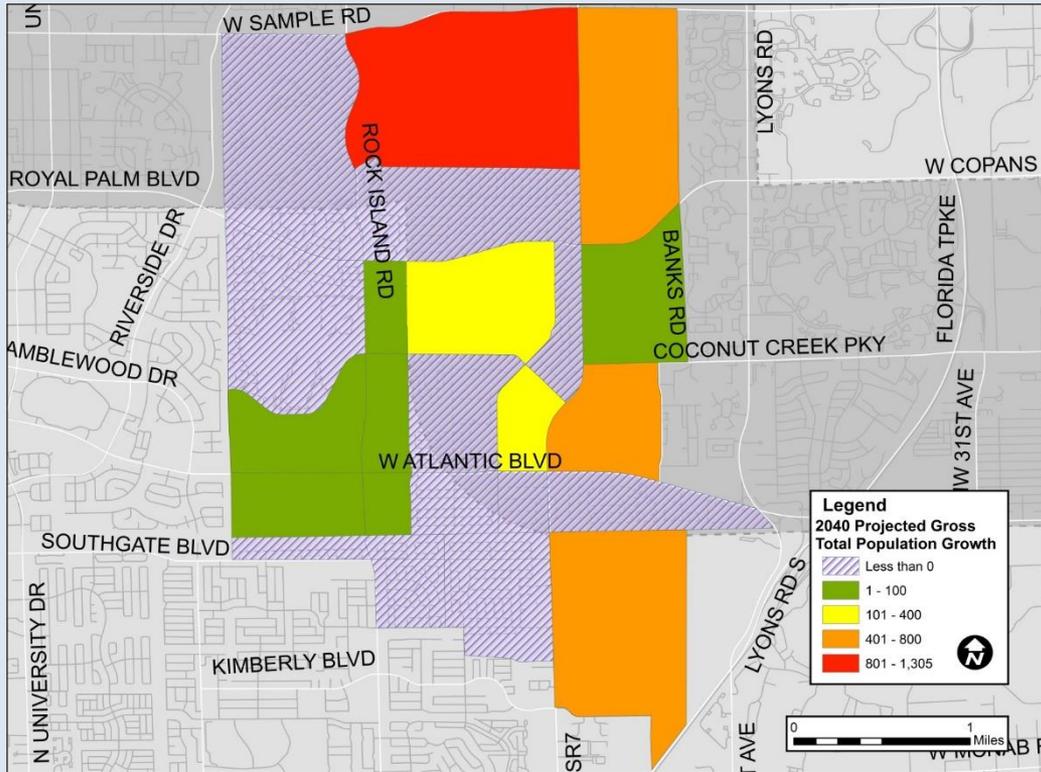
Pompano Beach



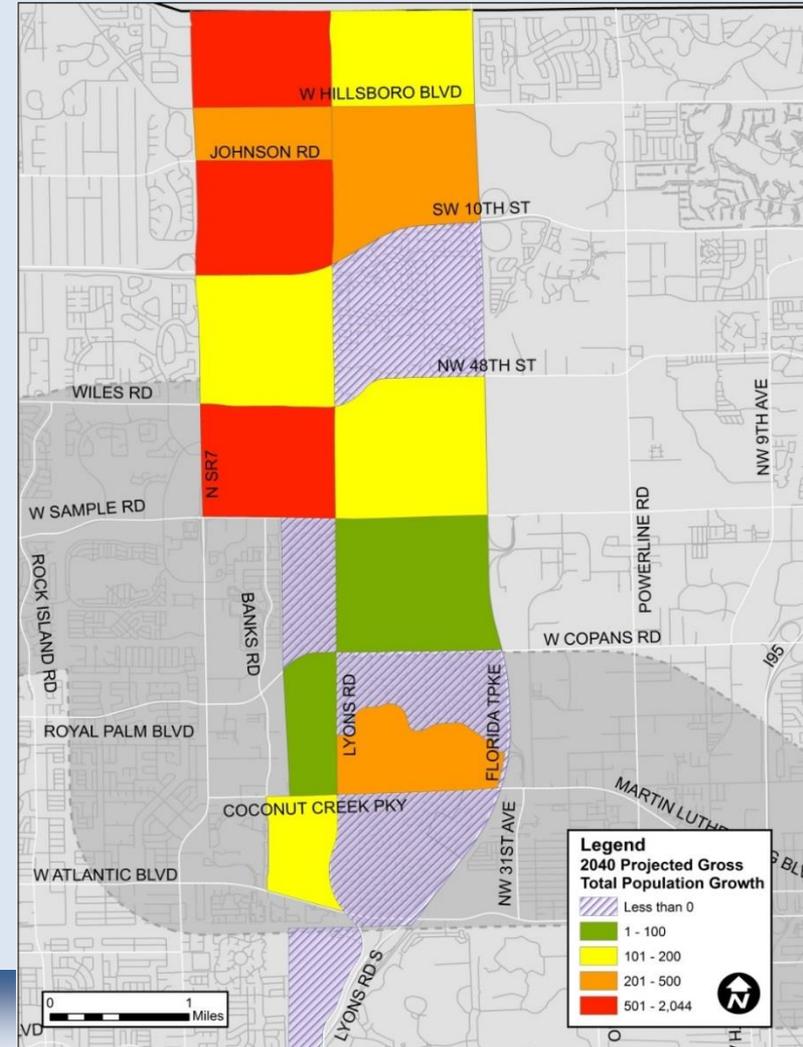


# Anticipated Future Growth (by 2040)

**Margate**

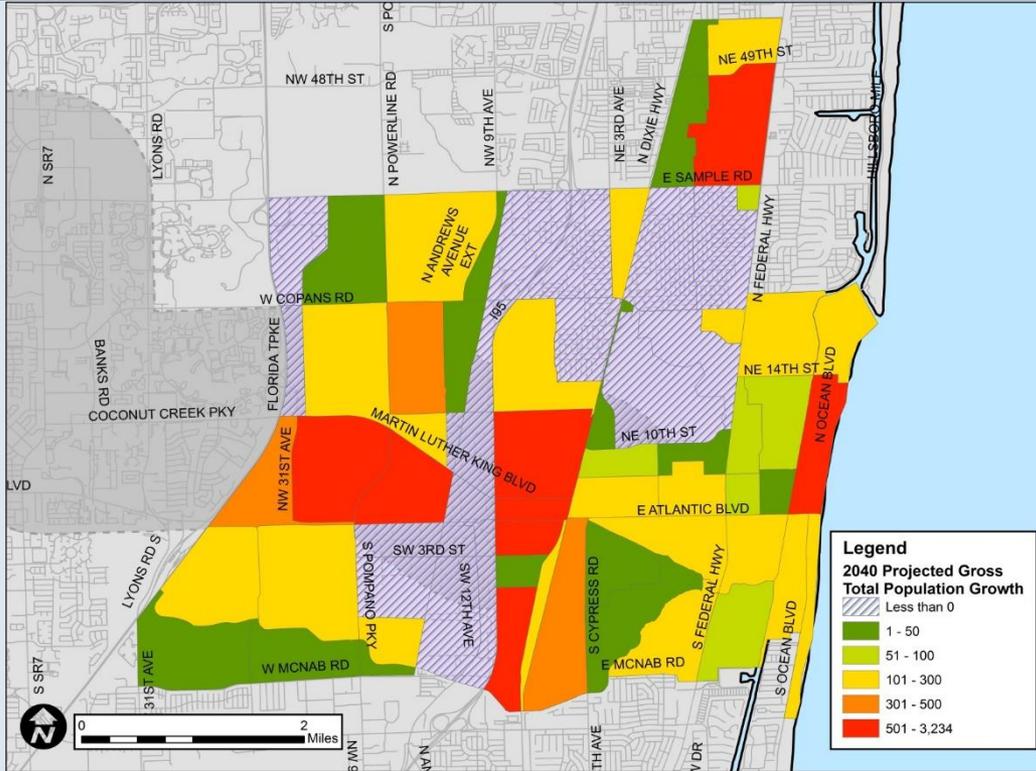


**Coconut Creek**

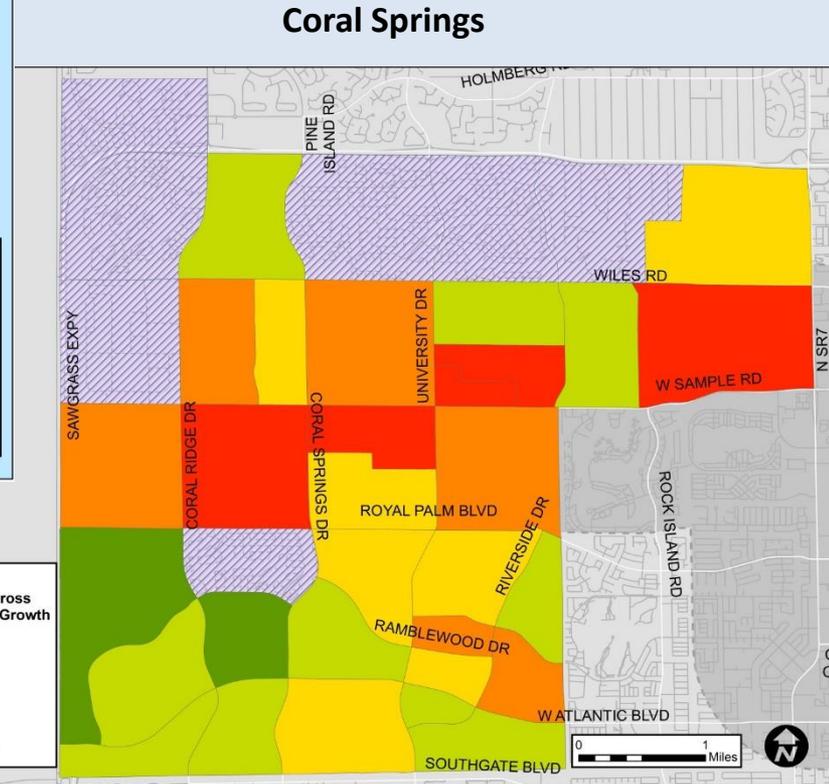




# Anticipated Future Growth (by 2040)



**Pompano Beach**



**Coral Springs**



## Density Thresholds for Transit Investments

- Population Density 3,000 – 4,000 and/or 10,000 – 16,000 employees / sq.mi.
  - A minimum level of fixed-route bus service
  - 20 daily bus trips in each direction or one bus per hour
- Population Density 5,000 – 6,000 and/or 16,000 – 40,000 employees / sq.mi.
  - A intermediate level of local bus service
  - 40 daily bus trips in each direction or one bus every 1/2 hour
- Population Density 8,000 – 10,000 and/or 40,000 – 100,000 employees / sq.mi.
  - Frequent level of premium transit service
  - 120 daily trips in each direction or a frequency of ten minutes

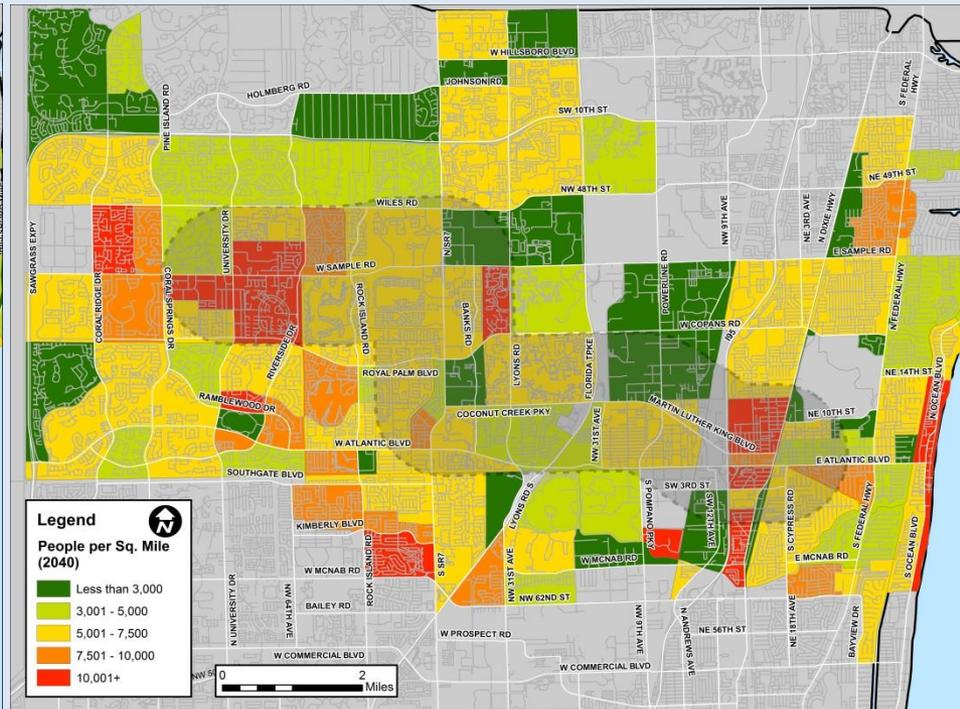
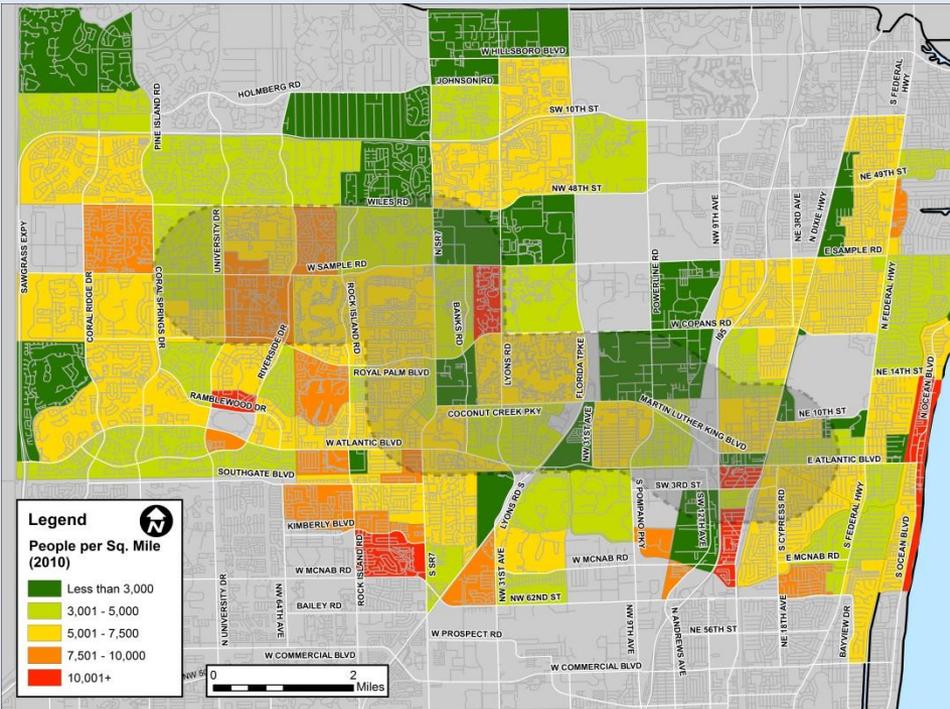
Source: ITE – Toolbox for Alleviating Traffic Congestion



# Existing and Future Population Densities

2010

2040



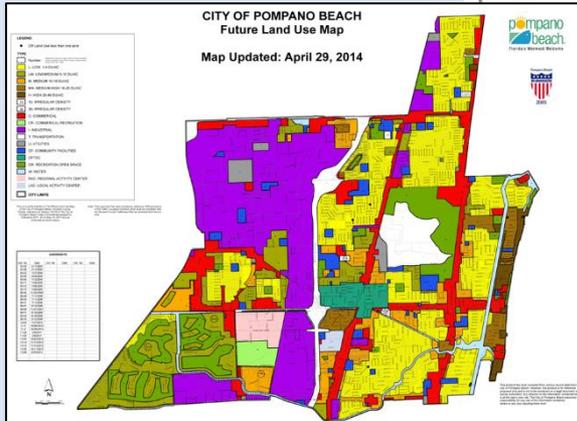
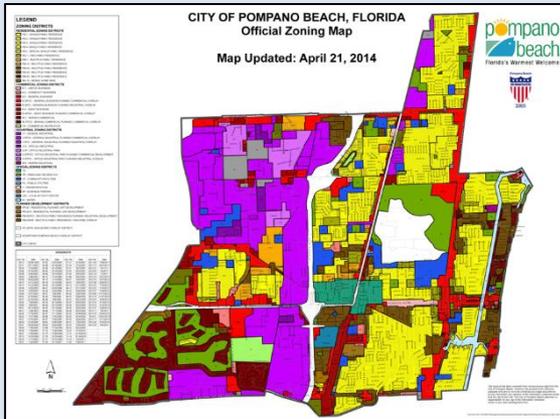


## Existing Demographics Takeaways

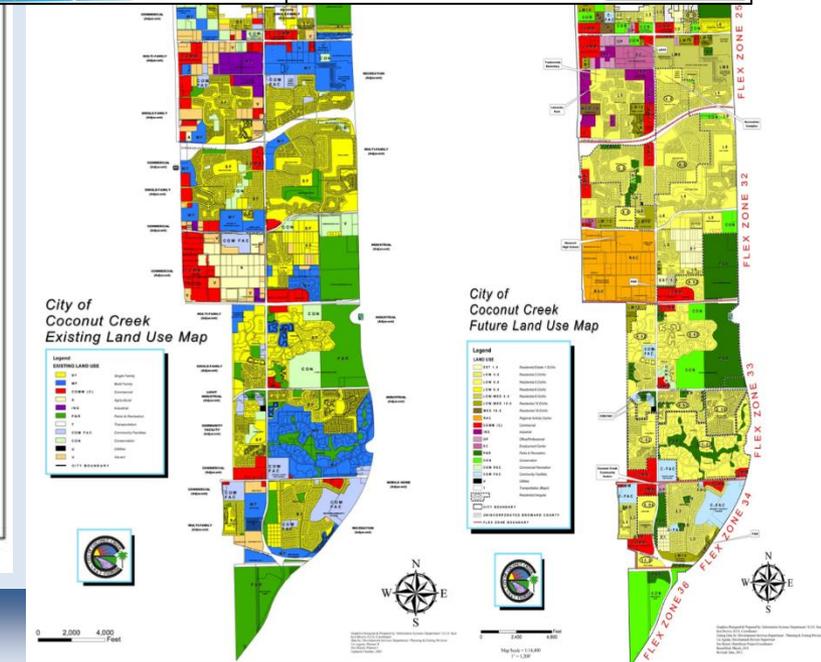
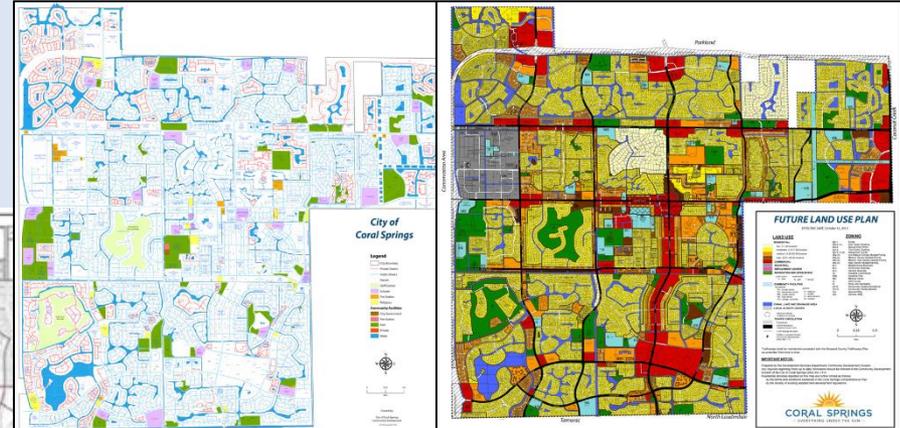
- Coconut Creek has the highest % of population growth since 2010
- Coral Springs and Pompano Beach have the most anticipated growth by 2040
- Coral Springs has a younger population comparatively, as well as the highest median HH income
- Pompano has the highest share of work trips by transit (4.4%)
- Majority of the corridor has existing density levels that can support an intermediate level of fixed-route transit service



# Land Use - Existing vs. Future



Source: Transit Oriented Corridor District





## Land Use takeaways

- Focus densities in the major corridors – SR 7, Sample Rd, University Dr, US 1, Federal Hwy
  - *“Density is not destiny”*
- Design and effectiveness of transit (can) trump density
- Municipalities revitalizing downtown areas with CRAs
  - Focusing density within walking distance of (enhanced) transit
  - Characteristics of development
  - Improved vibrancy and identity
  - 2040 LRTP has allocated future growth to TAZs in these corridors



# City Transit Service Objectives

## 1. Improved Transit Access for Educational Institutions

- Direct service; inter-city service

## 2. Support for Planned Development

- Especially city centers, CRAs
- Walkability, complete streets – revitalize SR 7
- Mobility hubs

## 3. Continuous East – West Transit Service

- Premium service on Sample
- Bus (that) makes a complete end to end connection from a western to an eastern terminus and back
- Eliminate forced transfers at SR 7



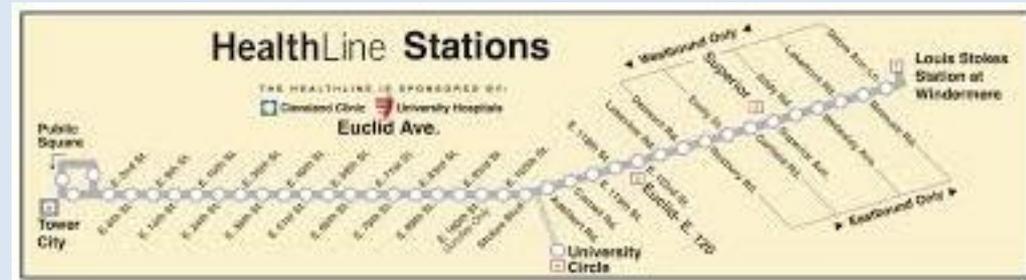
# Bus Service and Economic Development

## Factors affecting investment in transit oriented development

1. Government support for TOD
2. Strength of the land market
3. Quality of the transit investment

## Elements of a Quality Transit Investment

1. Visibility and permanence of stations and facilities
2. Integration with adjacent development
3. Simple, direct, intuitive routing plan
4. Frequent service, full service span





## Transit Service Concepts

- High profile, visible service with unique identity (Branding)
  - Vehicles, stations, and facilities
- Stations and facilities should enhance visibility and contribute to sense of permanence
  - Emulate light rail
  - Integrated with existing and planned developments
- Simple routing plan with minimal deviations
  - Timed transfers, real-time arrival signs, wayfinding, etc.
- Robust service plan
  - 10 minute headways
  - Faster service – wider stop spacing, TSP, queue jumps, etc.
  - All day service span



## Transit Service Types

- Local Bus Service (currently provided)
- Enhanced bus service
  - Somewhat faster than local bus service (developed stations, branding, etc.)
- Bus Rapid Transit
  - Significant improvements over local bus service
- Circulator Service
  - Smaller service area
  - Non-work trips
- Demand Response Service (dial-a-ride)



## Upcoming Tasks and Activities

- Compile and analyze student and employment data
- Analysis of existing transit and shuttle options
- Develop of detailed transit improvement concepts
  - Revised alignments; and/or
  - New route(s) alignment



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# Next Meeting

**Next Meeting – Thursday March 27th**