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
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

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

*Source: 2010 US Census and 2013 American Community Survey*

** 2040 LRTP
Existing Population

Margate

Coconut Creek

Legend
2012 Block Groups
Total Population
- Less than 800
- 801 - 1,600
- 1,601 - 2,400
- 2,401 - 3,200
- 3,200+

Legend
2012 Block Groups
Total Population
- Less than 800
- 801 - 1,600
- 1,601 - 2,400
- 2,401 - 3,200
- 3,200+
Anticipated Future Growth (by 2040)
Anticipated Future Growth (by 2040)
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

Legend
People per Sq. Mile (2010)

- Less than 3,000
- 3,001 - 5,000
- 5,001 - 7,500
- 7,501 - 10,000
- 10,001+

Legend
People per Sq. Mile (2040)

- Less than 3,000
- 3,001 - 5,000
- 5,001 - 7,500
- 7,501 - 10,000
- 10,001+
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
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
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
Next Meeting – Thursday March 27th