

4.5 Study Area-Wide Demographics

This section describes the typical indicators for better understanding the demand for transit services such as income levels, number of vehicles available per household, and levels of population and employment density. The data used in this section comes from the latest American Community Survey in the Census (2013) as well as TAZ-level data from Broward County’s 2040 LRTP.

4.5.1 People Living below the Poverty Line

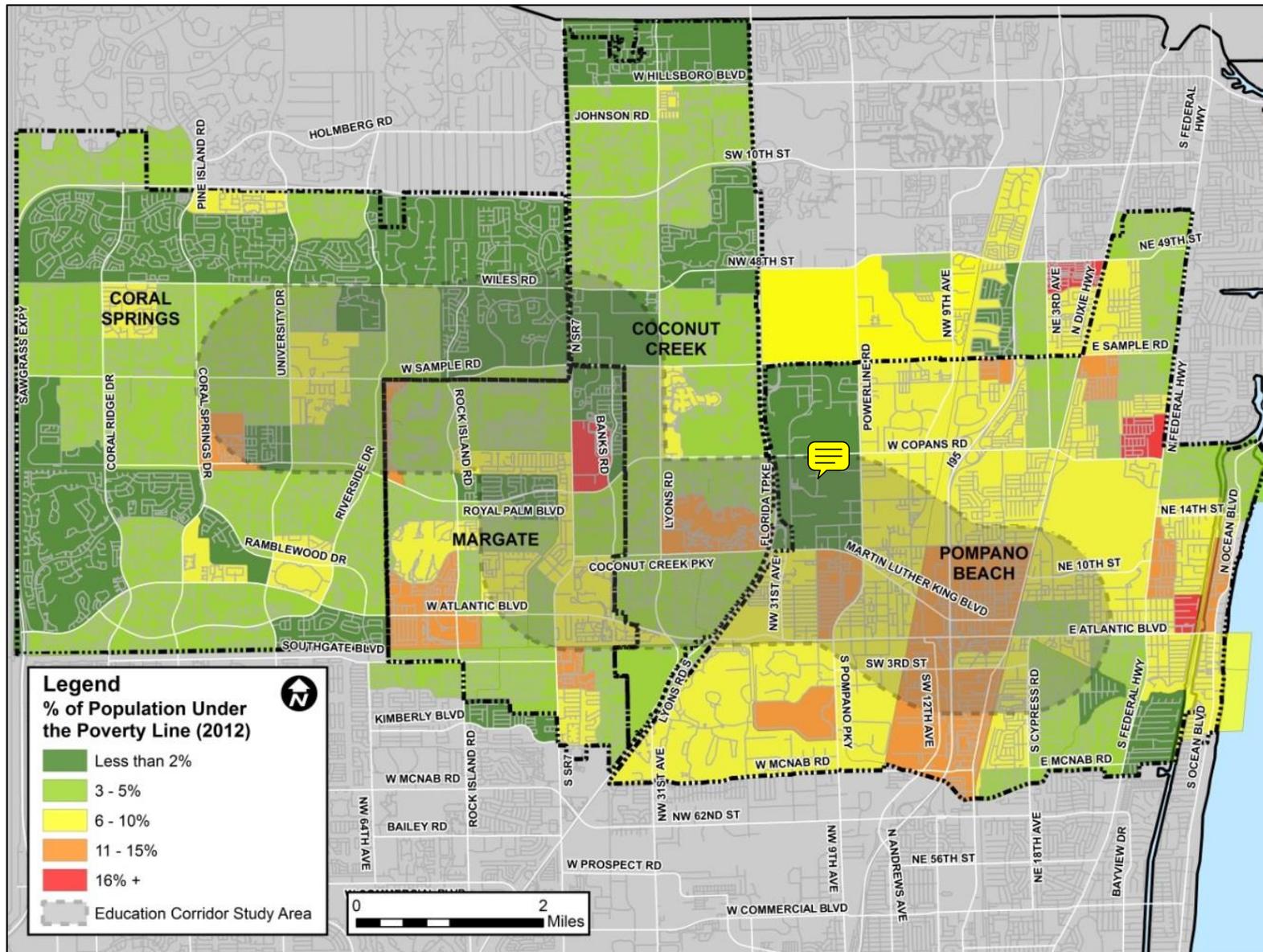
Traditionally, many people who live below the poverty line tend to be dependent on transit services.

Figure 51 – People Living Below the Poverty Line (2012)

	Coral Springs	Margate	Coconut Creek	Pompano Beach	Broward County
Total Pop	126,604	55,456	56,792	104,410	1,748,066
Median HH Income	\$64,753	\$42,029	\$53,543	\$40,221	\$51,251
% of People below the Poverty Line	9.7%	14.7%	8.5%	22.5%	14.3%

As seen by the map below and supported by the table above, a larger percentage of people living below the poverty line are located in the eastern portions of the study area. Conversely, block groups in Coral Springs and Coconut Creek have lower percentages of people living below the poverty line. There are clusters of groups, especially in the Education Corridor, that have higher percentages of this demographic represented.

Figure 52 – People Living Below the Poverty Line (2012)



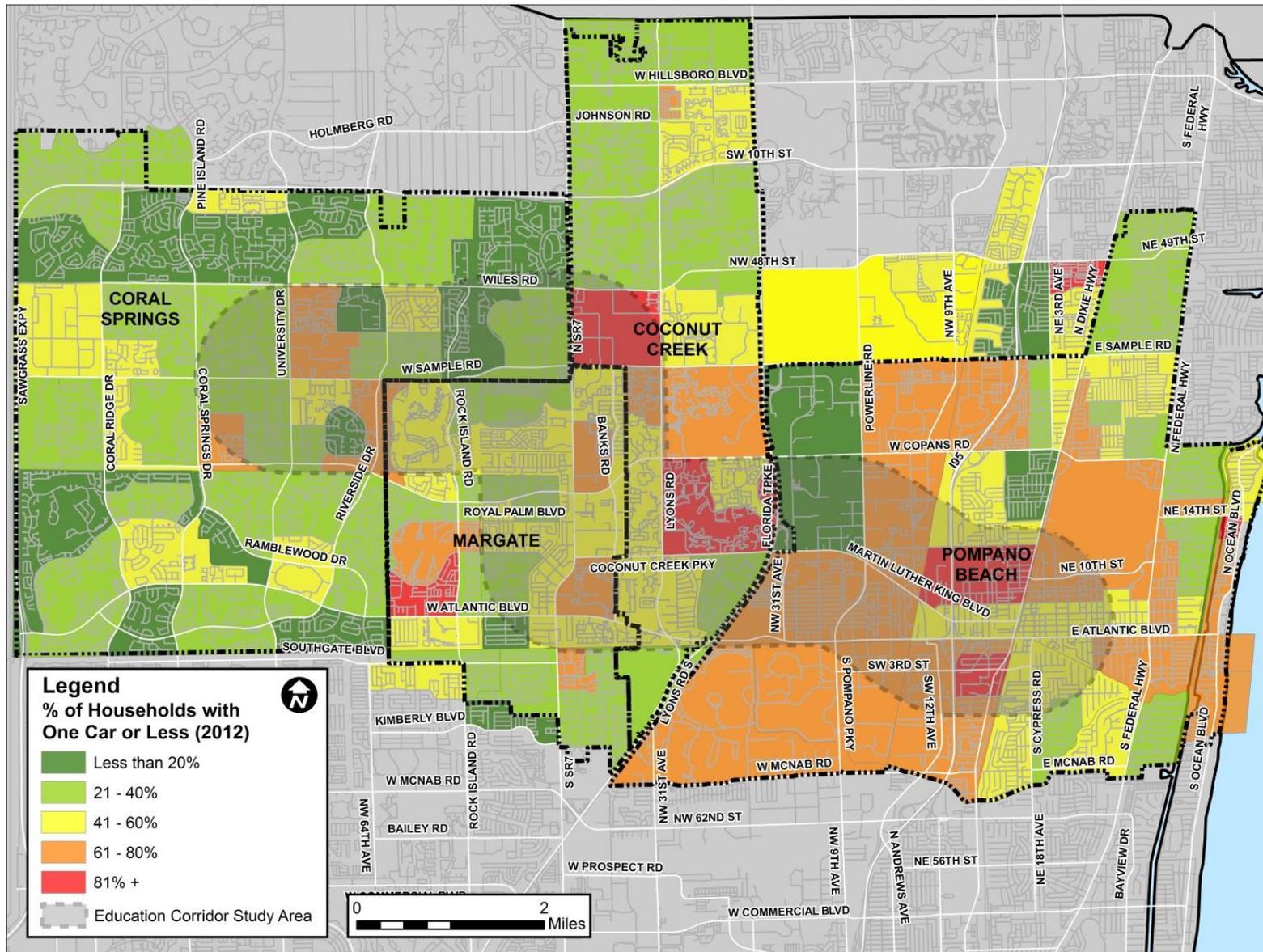
4.5.2 Vehicles Available per Household

Another indicator of the demand for transit services is the number of vehicles available per household. Households with one vehicle or less are more likely to use transit or be transit dependent. As can be seen in the table below, nearly half of the households in Broward County only have one vehicle or less. Of the four cities in this study area, only Coral Springs has a lower average than the County, meaning households in Coral Springs on average have more vehicles than other typical households in Broward County. Therefore, the majority of the Education Corridor’s cities have a higher percentage of households with one car or less than the County average.

Figure 53 – Available Vehicles per Household (2012)

	Coral Springs	Margate	Coconut Creek	Pompano Beach	Broward County
Total Pop	126,604	55,456	56,792	104,410	1,748,066
Occupied Households	40,506	20,928	21,773	40,883	663,458
% of HHs with 1 car or less	36.1%	53.7%	52.3%	61.5%	49.4%
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%

Figure 54 – Available Vehicles per Household (2012)



4.5.3 Population Densities and Future Growth

According to a number of studies and academic research, density thresholds have been developed for various types and levels of transit investments and services. A study by the Institute of Transportation Engineers (ITE) '*Toolbox for Alleviating Traffic Congestion*' set thresholds dependent on population and employment densities for providing transit service. The study suggested that a minimum level of fixed-route bus service with hourly frequencies (or about 20 daily bus trips in each direction) would be justified for areas with 3,000 – 4,000 residents per square mile, an intermediate level of local bus service with 30 minute frequencies (or about 40 daily bus trips in each direction) for areas with 5,000 – 6,000 residents per square mile justify, and population densities of 8,000 – 10,000 residents per square mile justify a premium level of transit service with frequencies of ten minutes or better (or about 120 daily trips in each direction).

A majority of the existing study corridor has density levels that can support a minimum to intermediate level of fixed-route transit service. The 2040 population density levels further corroborate providing this level of transit service and would likely demand a more frequent service. The density maps below combine the density maps previously shown to illustrate the study area's existing and future density levels.

Figure 55 – 2010 Population Densities

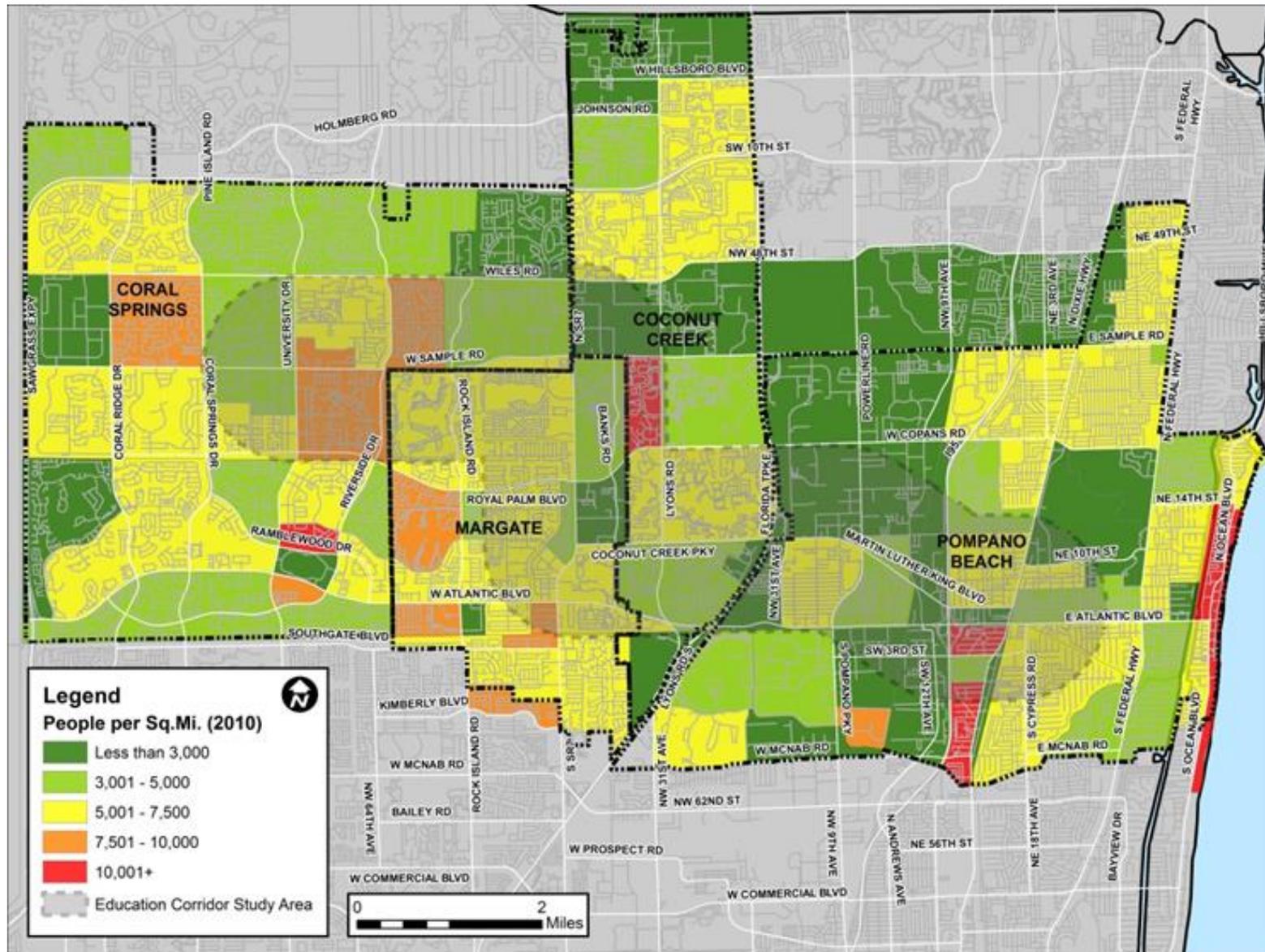
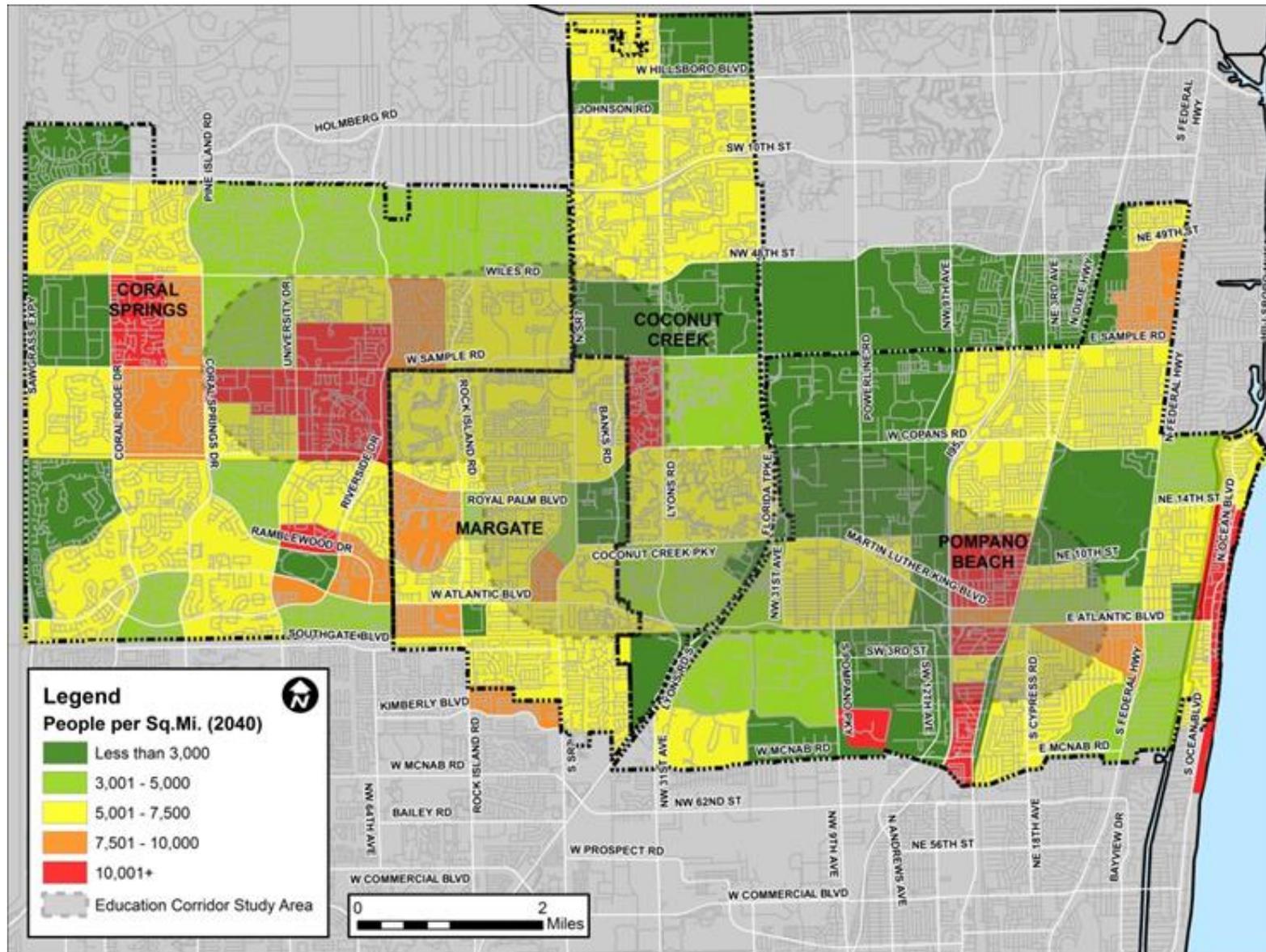
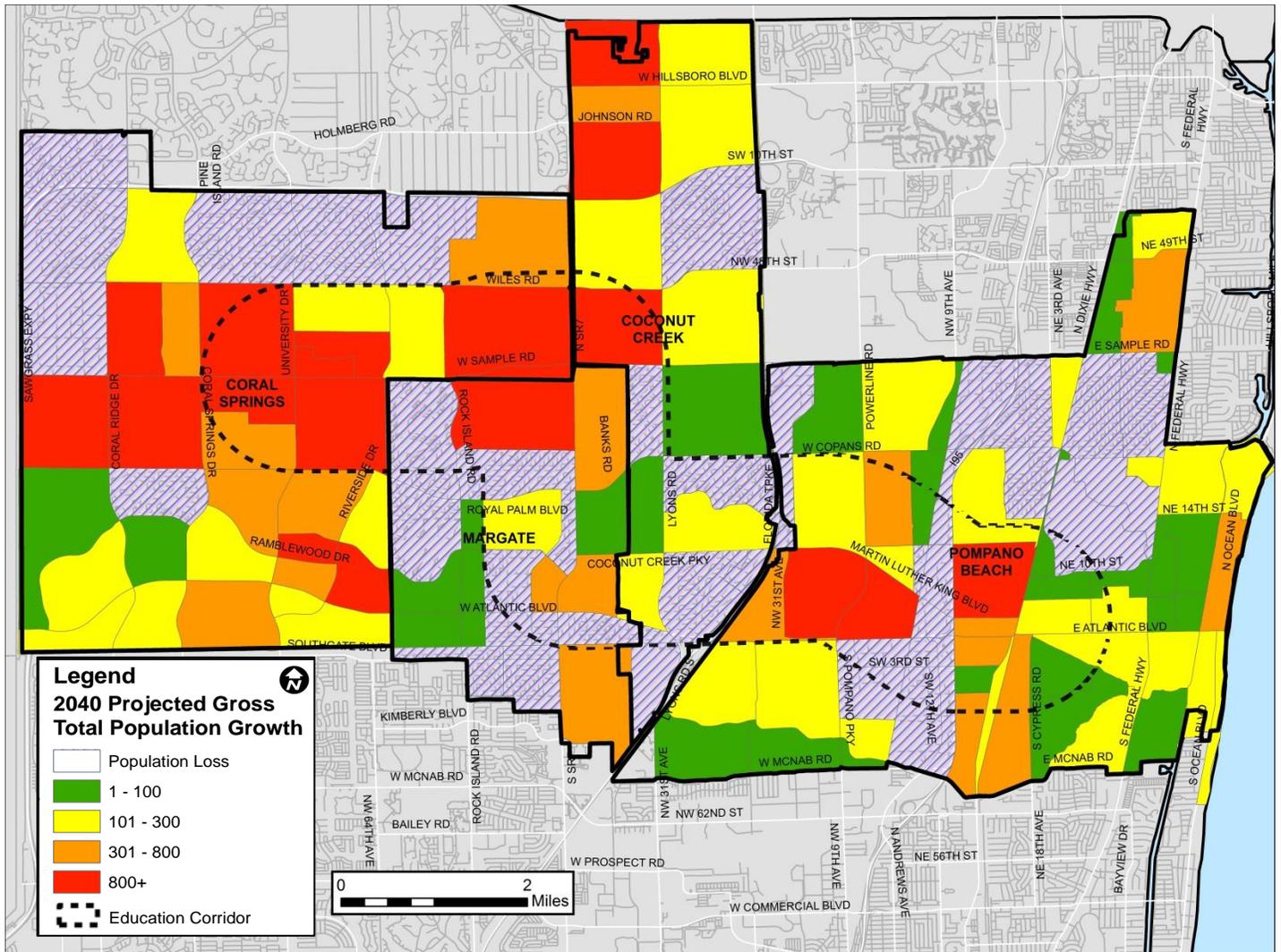


Figure 56 – 2040 Population Densities



Based on County projections, these four municipalities will combine to grow by more than 44,000 residents by 2040, with a large portion of this growth occurring within the study area. Higher concentrations of residents will contribute to more demand on the roadway and transit networks. Focusing transit investments and services where population growth is expected will help to mitigate future traffic congestion issues. The TAZs that are expected to see the biggest influx of residents are the segments of Sample Rd in Coral Springs, with some areas such as downtown Pompano and northern Coconut Creek experiencing significant growth as well. The map below shows the anticipated growth for the region by 2040.

Figure 57 – Regional Population Growth by 2040

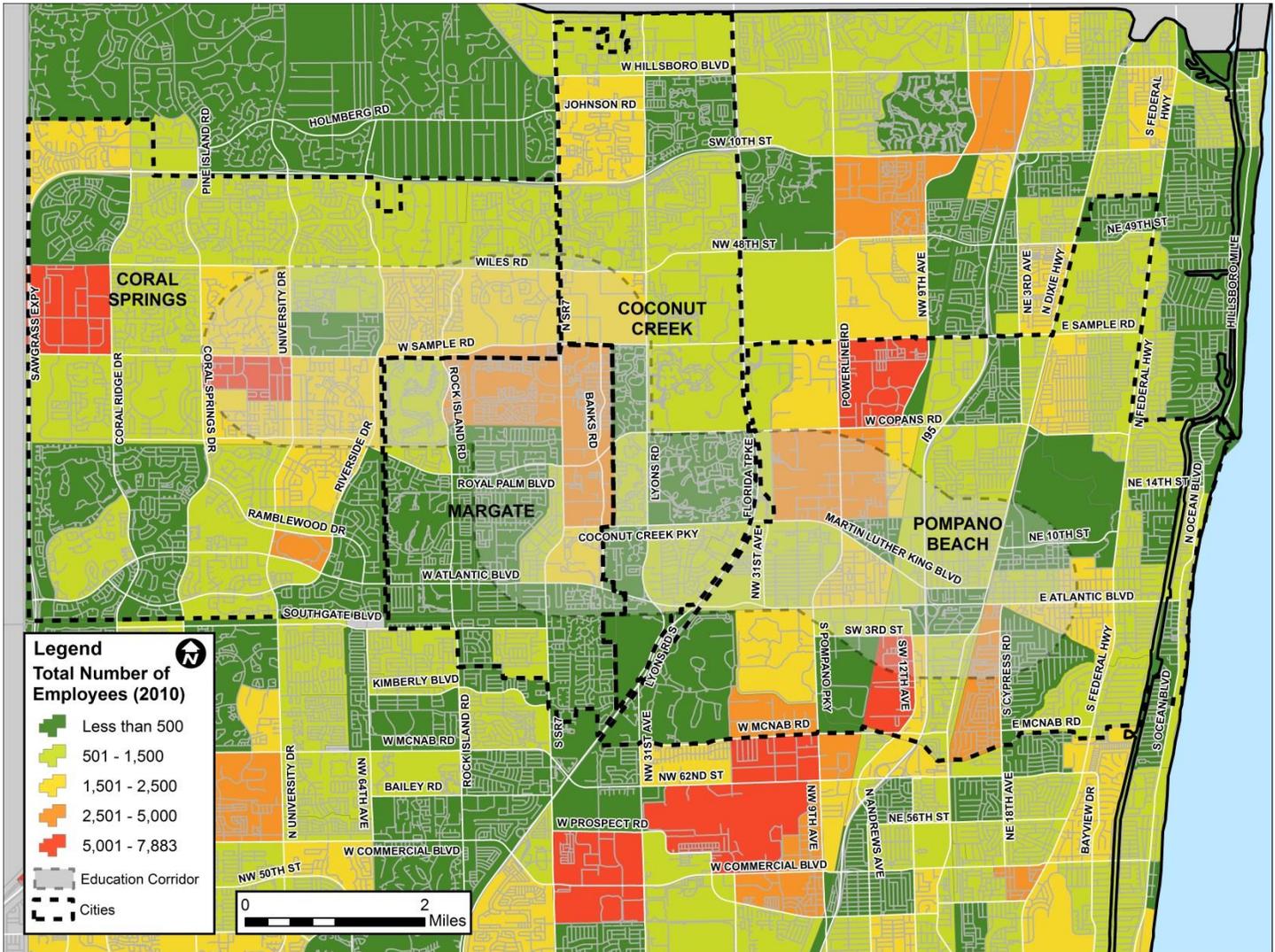


4.5.4 Employment Densities

As of 2010, there were a total of 867,263 employees within Broward County, approximately 155,315 of which worked within the four municipalities representing nearly 18 percent of the County’s employment.

The figure below shows the total number of employees in each northern Broward TAZ. The major clusters of employees are generally along the I-95 / Tri-Rail corridor as well as some areas in western Coral Springs. There are also a large amount of employees along the SR 7 corridor.

Figure 58 – Total Number of Employees (2010)



Source: 2010 Socioeconomic Data – Broward Long Range Transportation Plan