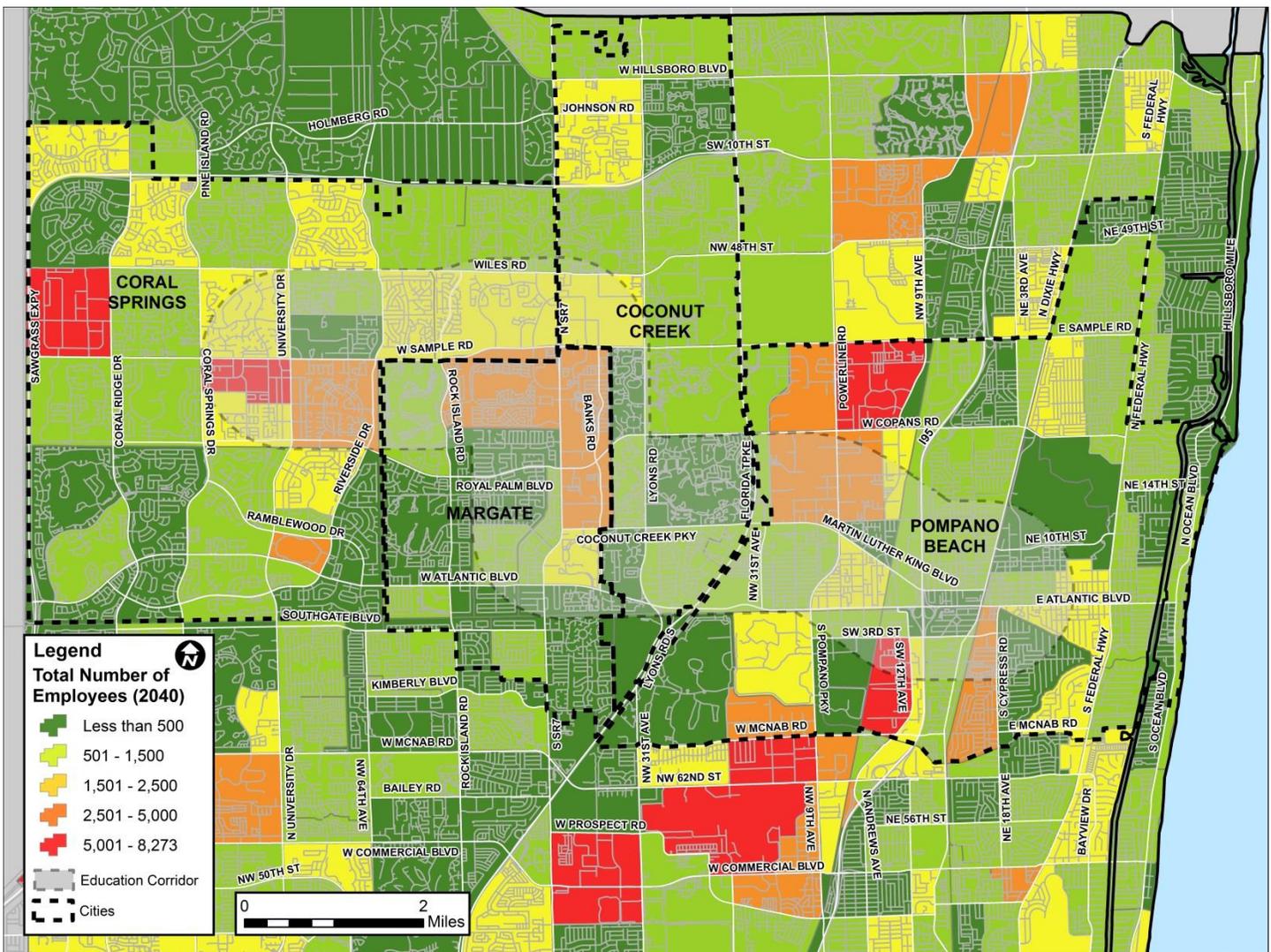


The total number of projected employees within Broward County in 2040 is 917,206. A total of 49,943 new employees are estimated within Broward County between 2010 and 2040, which represents a 5.7 percent growth rate. Based on these projections for the 2040, there will be approximately 164,296 total employees combined within the four municipalities, which translates to a total projected employment growth of 8,981 new jobs (a 5.8 percent employment growth rate) over thirty years.

The figure below illustrates the total number of employees projected in 2040 for each TAZ. Similarly to the 2010 distribution of employees, clusters can be seen along the I-95 / Tri-Rail corridor, along SR 7, and the western edges of Coral Springs. Most of the TAZs are expected to see an increase in employment.

Figure 59 – Total Number of Employees (2040)

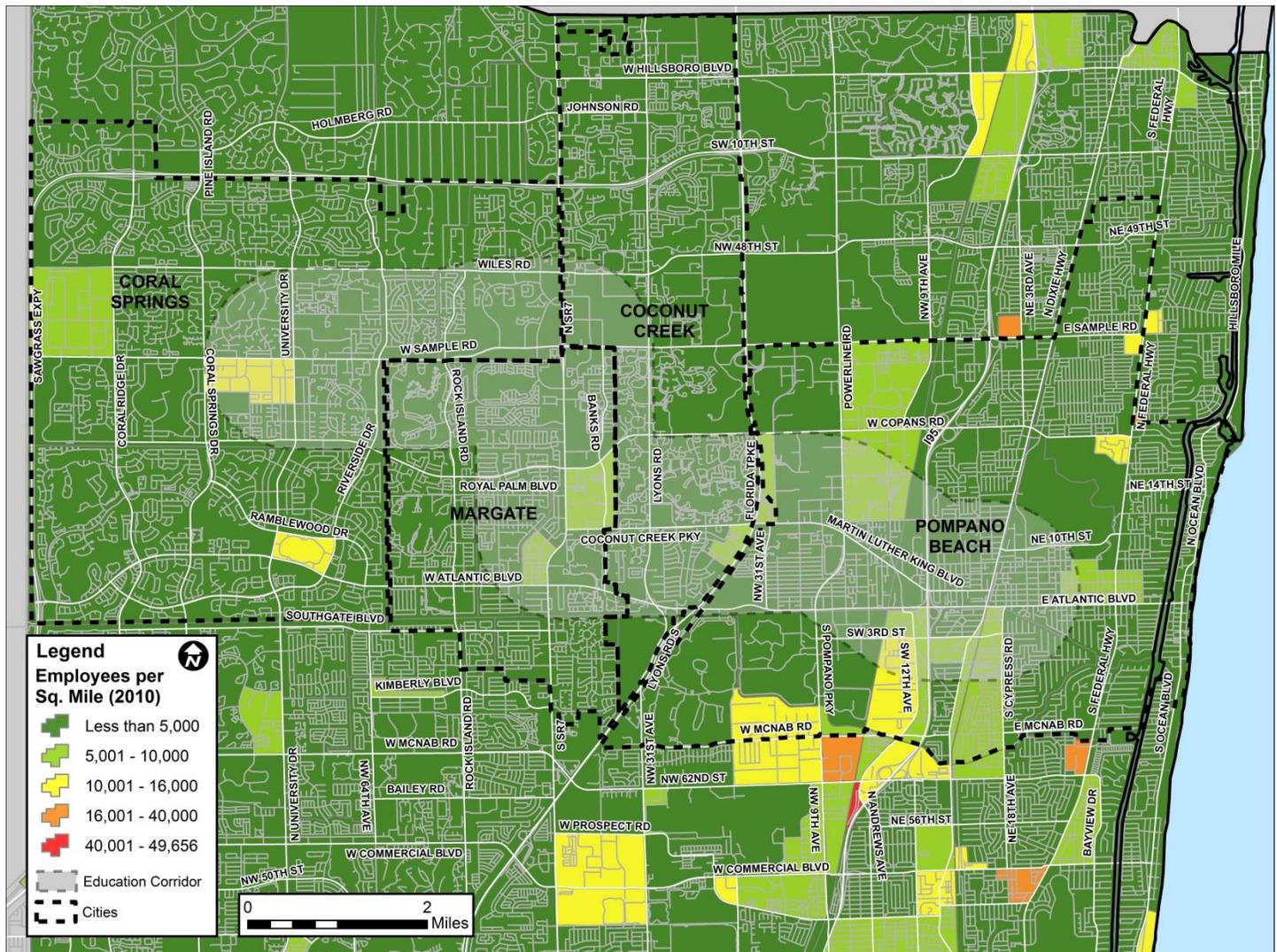


Source: 2040 Socioeconomic Data – Broward Long Range Transportation Plan

As referenced earlier, the study by ITE 'Toolbox for Alleviating Traffic Congestion' set thresholds dependent on population and employment densities. Ideally, areas with 10,000 – 16,000 employees per square mile would require a minimum level of fixed-route bus service with hourly frequencies (or about 20 daily bus trips in each direction). Densities of 16,000 – 40,000 employees per square mile justify an intermediate level of local bus service with 30 minute frequencies (or about 40 daily bus trips in each direction), while densities over 40,000 employees 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).

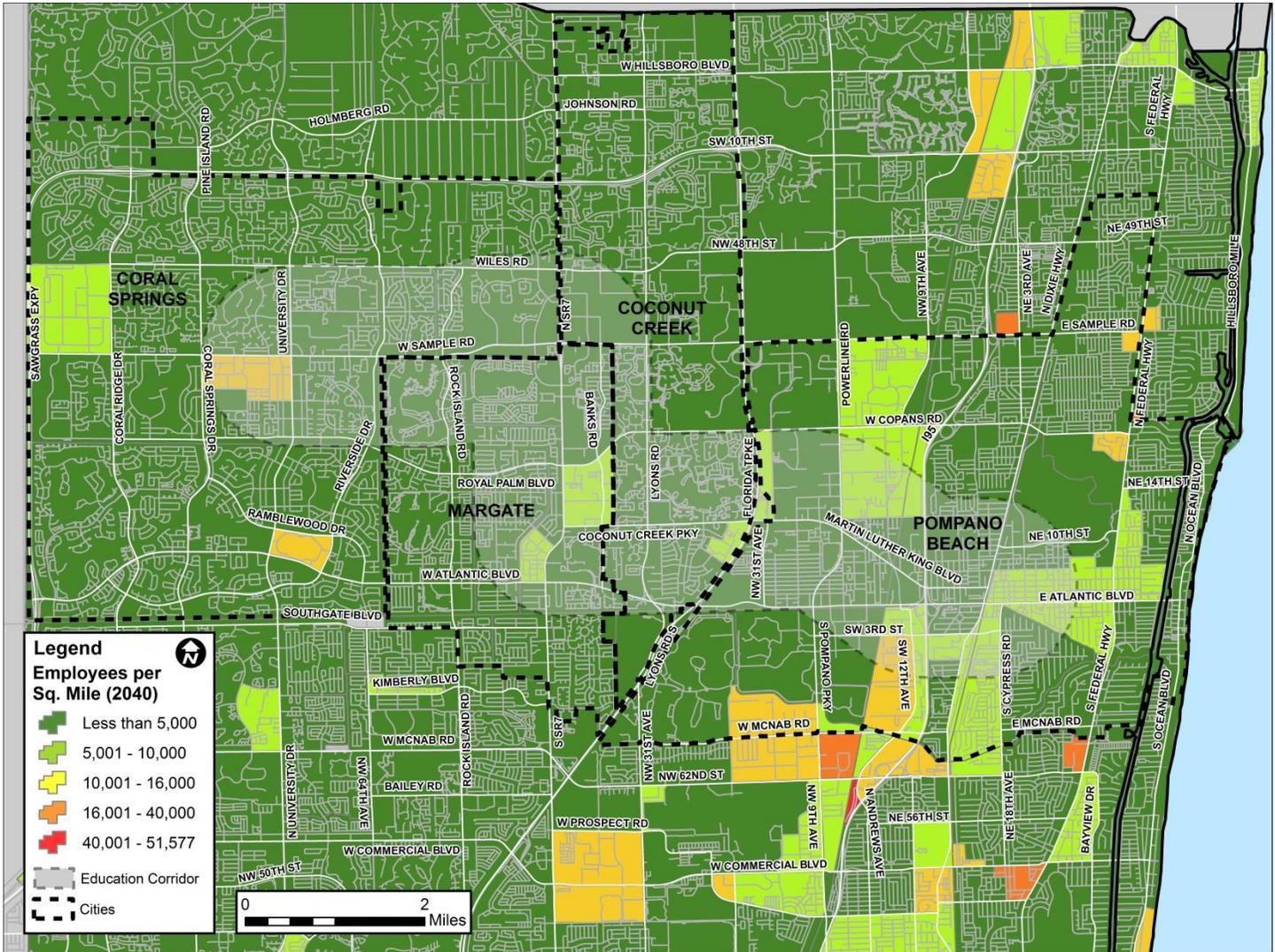
Based on these thresholds, and only considering existing employment densities, justifying even a minimum level of service for a majority of the study area would be difficult because most of the region has fewer than 10,000 employees per square mile.

Figure 60 – Employees per Square Mile (2010)



Comparing 2010 and 2040 employment distributions, densities forecasted for 2040 only seem to increase in places where employment clusters already existed.

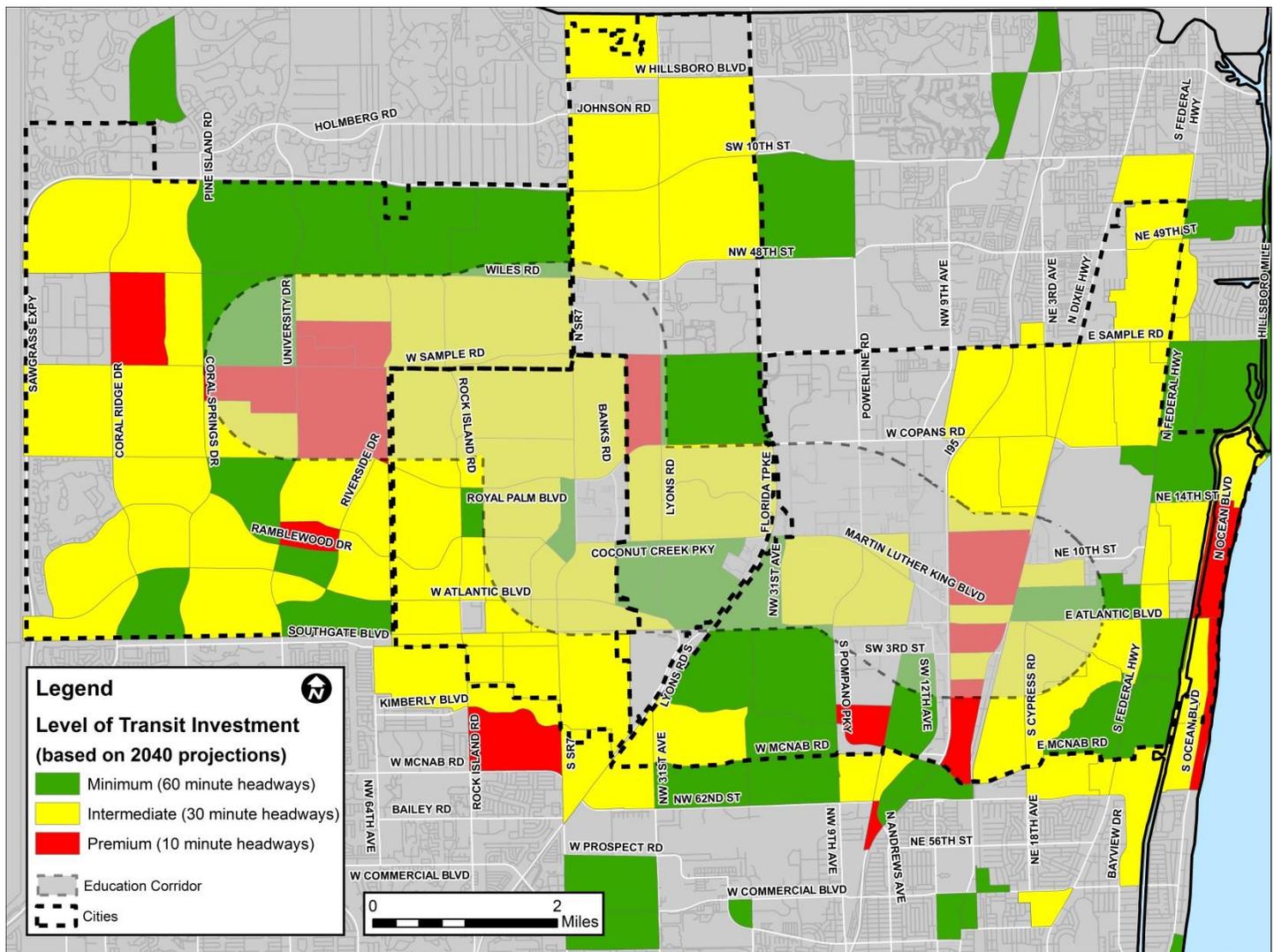
Figure 61 – Employees per Square Mile (2040)



According to the ITE study for transit service thresholds, an area must have 3,000 – 5,000 residents per square mile OR 10,000 – 16,000 employees per square mile to justify a minimum level of transit service. This 'or condition' applies to the intermediate and premium levels of transit as well. The figure below shows where these thresholds are met by either employment or population densities for some level of transit service.

The ITE study considers transit service 'premium' if ten minute headways or better are provided. There is no form of public transportation that provides that level of frequency anywhere in the County, much less the study area. **Combining the employment and population densities, it is clear that the majority of the study area and surrounding region have densities that justify more frequent service than what is being provided today.**

Figure 62 – 2040 Transit Service Needs



4.5.5 Student Densities

Another important demographic group that commonly uses the local transit network and the community buses are students. Students in high school and in college or some other secondary education program are more likely to take transit as compared to elementary and middle school students. There are a number of schools within the study area which are listed in Figure 63 with their respective enrollment. The individual IDs for each of the schools correspond to the map below.

Figure 63 – Broward County School Enrollment

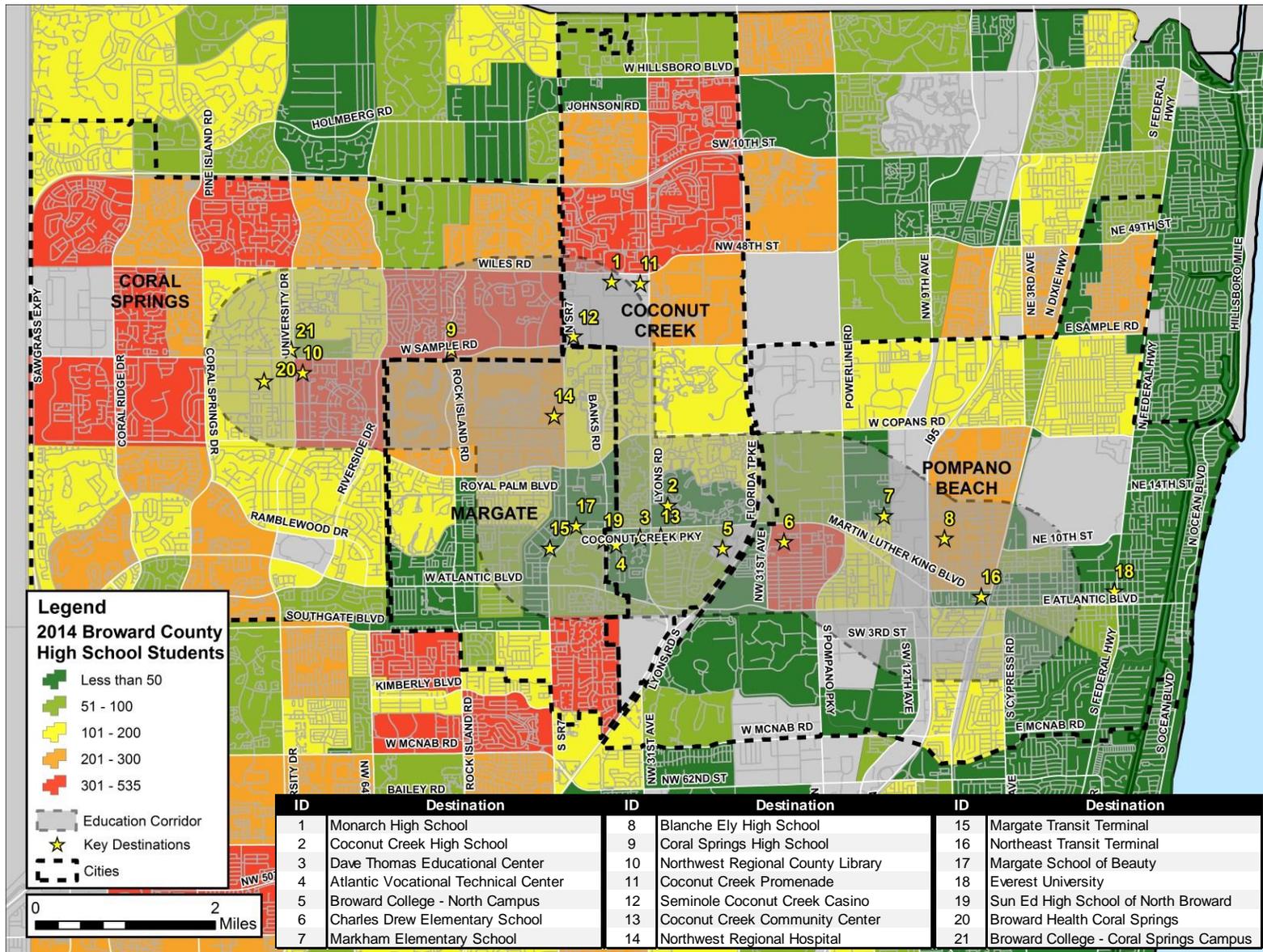
ID	Destination	# of Students
1	Monarch High School	2,267
2	Coconut Creek High School	1,615
3	Dave Thomas Educational Center	796
4	Atlantic Vocational Technical Center	770
5	Broward College - North Campus	**
8	Blanche Ely High School	1,874
9	Coral Springs High School	2,385
17	Margate School of Beauty	478
18	Everest University	1,151
19	Sun Ed High School of North Broward	225
21	Broward College - Coral Springs Campus	**

** Broward College has over 40,000 full-time and part-time students across the nine schools and education centers in Broward County

Broward County Public Schools offer dual enrollment programs that allow high school students to take classes and earn credits in high school and college. These students spend part of the day in high school and then attend a local community or technical college afterwards. Some of these students rely on public transportation to get to and from school.

The map below illustrates the distribution of high school students within northern Broward County along with some of the previously identified key destinations that include schools, public institutions, and other noteworthy places.

Figure 64 – Broward County High School Students (2014)



There are also a large number of students living in northern Broward County that attend some form of secondary education such as Broward College, Atlantic Vocational Technical Center, the Margate School of Beauty, and others. Some of these schools offer classes during the evenings, making it difficult for students to rely on the community buses to get to and from school. Of the twelve community bus routes that are within the study area, none provide weekday service after 6 pm. Students must rely on BCT service to access these institutions. See Figure 15 for BCT boardings and alightings at bus stops near each of the secondary educational institutions.

4.5.6 Summary

There is a host of demographic and socioeconomic information compiled that will help to inform the transit planning and service design process. As was discussed in Section 3, there is existing transit service within the study area. However, it appears that these services could be enhanced based on the current demands while preparing for future growth. Population and households with fewer available cars and less income are more likely to rely on transit. The eastern portions of the County (and the study area) have a larger concentration of people living below the poverty line and households with one car or fewer. Improvements to the existing transit service needs to consider these demographic patterns.

Based on the future growth projections of the County, these four municipalities will combine to grow by more than 44,000 residents in the next 25 years. Higher concentrations of residents within the study area will help justify investments in transit service. The existing population and employment densities already support the transit service provided, but the future growth projected for northern Broward County will require more frequent level of transit service than what is currently being provided. Focusing transit investments and services where population growth is expected and where the most transit-dependent populations are will help to mitigate future traffic congestion issues.

5.0 CITY TRANSIT SERVICE OBJECTIVES

In addition to demographic information regarding the propensity for higher level of transit service within the study area, representatives of each of the four cities were interviewed to better understand the expectations and objectives for transit services along the Pompano Education Corridor. The following is a summary of the input received.

5.1 Coral Springs

- The city currently has two relatively successful community shuttles and likes the service.
- The city is interested in supporting the future growth of Broward College; this requires enhancing student mobility.
- Although there is resistance to changing the existing service, there is a need for improved transit service.
- “Premium service on Sample” was mentioned as a previous desire from some in the community. It is identified in BCTs TDP but there is no time table for its implementation. The City supports premium transit and sees this as a way to increase mobility and improve connectivity within the region and is consistent with the City’s plans to develop a Neighborhood Transit Center within the Downtown Local Activity Center.
- There could be a phased implementation of new community bus service focusing first on major east-west corridors. The idea is to create another layer of transit; not to replace current service.

5.2 Margate

- Transit is at the forefront of the development efforts of the City
- The CRA was created in 1996 with transit in mind. The two main focuses of the CRA are:
 - Establish a downtown center
 - Revitalize SR 7 away from its original/current auto-oriented focus to more of a walkable/bikeable community – which includes transportation improvements and changes to existing land uses.
- Targeted effort to include seniors and improving service for the senior population.
- Eliminate current forced transfers that exist with current transit service configuration, such as at Sample Rd/NW 62 Ave and at Coconut Creek Parkway/SR 7.
- The existing transit service has some challenges
 - Routes are viewed as necessary but perhaps not efficient – How can we increase ridership / make more efficient? (a question that has been asked for years now)
 - Bulk of riders are seniors
 - Service could be underserving younger populations
 - Community buses serving other needs (like to entertainment, etc.) do not currently exist.
- There are no park and ride lots in Margate.
- There are no routes that go south along SR 7 and then east at Coconut Creek Parkway; no way Margate residents can access educational facilities without a transfer

5.3 Coconut Creek

- The Main Streets effort is underway. The ultimate goal for the City is to redirect growth from the south side (Coconut Creek Parkway) to Main Street.
- A focused effort to improve shuttle service along Sample Road and connecting destinations to/from the (already established) main street/downtown along Cypress Creek Parkway.
- Mobility hubs as a possible enhancement.

5.4 Pompano Beach

- Establishing direct routes to the educational facilities in the study area. How many people (including high school students) could be transported to colleges inside and outside of Pompano Beach.
- Improvements to the existing shuttle service should serve as a catalyst for development in downtown Pompano (CRA); supporting downtown development is an objective.
- Increased interconnectivity between the downtowns of all four Cities.
- An important component would include the feasibility of a proposed (distinctly wrapped) bus that makes a complete end to end connection from a western to an eastern terminus and back.

5.5 Broward MPO

- Determine a new transit service that can match FDOT's funding with local funds (50-50).
- Services that can be implemented quickly are a priority – to garner support and increase ridership.

5.6 Summary

The responses from the different city representatives on the project management team (PMT) tended to emphasize similar goals. Some of the more common themes that came out of these interviews were improved transit service and access for educational facilities, focused support for planned developments, and improved east-west connectivity. Future community bus service needs to directly serve the various educational institutions without regards to jurisdictional or municipal boundaries.

Each of the four municipalities has focused efforts to revitalize and increase density within their respective downtowns, mostly with the help of a CRA. These municipalities all expressed the desire to improve walkability and vibrancy in their downtowns, which is also supported by the Broward MPO's mobility hub conceptual plan and their Complete Streets Design Guidelines.

One of the most common topics was the idea of an inter-city service that focused on connecting the west to the east. BCT plans to implement a premium level of service along Sample Road sometime in the future, which will improve travel times and reliability. But a major concern from these four municipalities was forcing passengers to transfer to another route to make it to their final destination. Transfers often make transit service inconvenient and unappealing. The ultimate goal of this study would be to develop a service that provided a one-seat ride from Coral Springs to Pompano Beach connecting the four downtowns, the various educational institutions, and other key destinations.

This summary was discussed during the February 26, 2015 PMT meeting and was verified by the attendees.