



## DRAFT MEMO

TO: Lois Bush, FDOT District Four  
FROM: Jessica Dimmick, AICP, EIT & Caleb Van Nostrand, P.E., Renaissance Planning  
DATE: July 29, 2016  
RE: I-95 Corridor Mobility Planning Project - Implementation Strategies Update  
CONTRACT: C9G44 TWO 7

## I-95 Corridor Mobility Planning Project

The I-95 corridor is the backbone of Miami-Dade, Broward, and Palm Beach Counties. Most activity in these three counties is centered around this corridor. Planning for the future of this corridor is of vital importance.

In 2012, FDOT District Four launched the I-95 Corridor Mobility Planning Project to bring stakeholders together to thinking regionally about the long term vision of I-95 and the areas it serves. The I-95 corridor in this sense is broadly defined as all land areas and transportation facilities between Florida's Turnpike and US-1 in Broward County and southern Palm Beach County (to the northern Boca Raton city limits).

### Goals and Objectives

Previous phases of the I-95 Corridor Mobility Planning Project established **four goals**, which have served as an underlying foundation for this phase of the project:

1. Support Mobility and Safety Solutions
2. Support Community Livability and Planning Initiatives
3. Promote Economic Vitality and Growth
4. Promote Sustainability Initiatives

I-95 Corridor Mobility Planning Project envisions a system of transportation and land use for Southeast Florida that functions effectively both today and in the future.

Using the four original goals as a starting concept, the I-95 Corridor Mobility Plan project team worked with stakeholders to develop a set of **five objectives**:

1. **Mobility:** Enhance the movement of people and goods
2. **Accessibility:** Increase the viability of alternatives to driving alone and reduce travel demand
3. **Coordination:** Improve coordination, communication, and collaboration between all partners
4. **Funding:** Increase opportunities for identifying funding sources for transportation improvements
5. **Economic Vitality:** Improve economic vitality

## Aspirational Vision Map:

### Facility Types and Place Types

The I-95 Corridor Mobility project team synthesized previous plans into an **aspirational vision map**, which the stakeholders affirmed as representing the future vision of the transportation and land use system.

The aspirational vision map recognizes that:

- Different transportation facilities serve different functions.
- Different types of places serve different functions.

The aspirational future vision map uses this framework of **facility types** and **place types** to define the system of transportation and land use for eastern Broward and southeastern Palm Beach Counties.

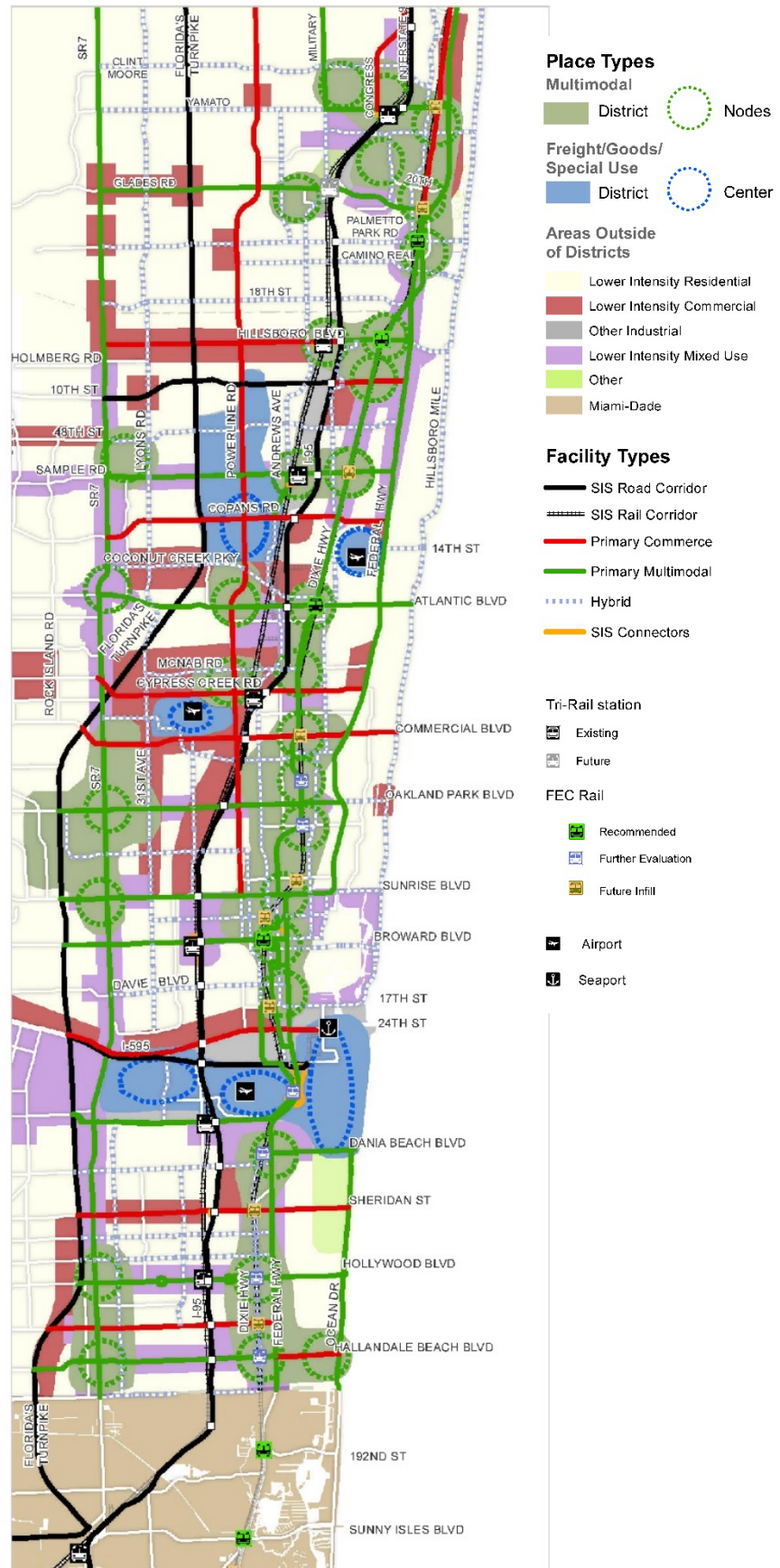
#### Facility Types:

- SIS Highway Corridors, Rail Corridors, and Connectors
- Primary Commerce Facilities
- Primary Multimodal Facilities
- Hybrid Facilities

#### Place Types:

- Multimodal Districts and Nodes
- Freight, Goods, and Special Use Districts and Centers
- Lower Intensity Residential
- Lower Intensity Commercial
- Lower Intensity Mixed Use

Each facility type and place type serves a unique function within the system. These functions are defined in the function tables on the next page.



Aspirational Vision Map

Facility Types and Functions

		Facility Types			
		SIS Facilities	Primary Multimodal	Primary Commerce	Non-Primary Hybrid
Ideal Functions	Primary Function	<b>A</b> Higher-speed mobility for longer distance regional, commute and freight trips	<b>A</b> Primary circulation within and between multimodal districts	<b>A</b> Mobility primary for freight and regional trips and employment center access	<b>A</b> Lower speed alternative routes with access to local neighborhoods and local land uses. Provides connectivity for non-motorized modes.
	General Land Use Context	<b>B</b> Independent of land use context. Special considerations at interchanges.	<b>B</b> Mixed use – higher intensity, downtowns, and destination corridors	<b>B</b> Industrial, Commercial and Office; Residential if a through function	<b>B</b> Serves all land uses. Most common in lower intensity land use types.
	Transit	<b>C</b> Commuter express service	<b>C</b> Premium service	<b>C</b> Fixed route service	<b>C</b> Fixed route and community bus service as needed
	Freight	<b>D</b> Designed for high-speed regional freight movement	<b>D</b> Placemaking focus, but design for transit vehicles accommodates freight movement	<b>D</b> Designed for freight & business mobility	<b>D</b> Placemaking focus. Balances freight accommodations with bicycle & pedestrian infrastructure.
	Walking & Biking	<b>E</b> Typically prohibited	<b>E</b> Emphasized with generous facilities for walking & biking	<b>E</b> Accommodated; parallel facilities provided	<b>E</b> Emphasized with slow auto speeds. Potential for traffic calming.

Place Types and Functions

		Place Types				
		Multimodal Districts & Nodes	Freight, Goods & Special Use Districts	Lower Intensity Residential	Lower Intensity Commercial	Lower Intensity Mixed Use
Ideal Functions	Primary Function	<b>A</b> Concentration of activities in transit-oriented setting. Focus area for job and population growth	<b>A</b> Large area of freight activity and movement	<b>A</b> Lower-density neighborhood. Not a focus area for major growth or redevelopment	<b>A</b> Serve existing non-mixed use business, office or commercial destinations	<b>A</b> Smaller scale mix of uses along a multimodal corridor. May be in a transitional area
	General Land Use Context	<b>B</b> Generally a mix of uses with high population and employment density <sup>(1)</sup>	<b>B</b> Low population and employment density <sup>(2)</sup> , but lots of freight goods or transfer activity	<b>B</b> Mainly residential with some neighborhood retail/service uses	<b>B</b> Mainly commercial & office along commerce corridors - Residential uses may be present	<b>B</b> Lower density mix of retail, office and residential
	Transit	<b>C</b> Areas served by premium or frequent fixed route service	<b>C</b> Areas served by infrequent fixed route, if warranted	<b>C</b> Local circulator service	<b>C</b> Local circulator service or fixed route service	<b>C</b> Premium, fixed route or circulator service depending on location
	Freight	<b>D</b> "Last mile" for freight trips	<b>D</b> Freight priority; design for truck movement/access	<b>D</b> Very little freight movement	<b>D</b> Business access a priority	<b>D</b> "Last mile" for freight trips
	Walking & Biking	<b>E</b> Right-of-way has balance for walk/bike facilities and transit/auto. Focus on connectivity to transit stations	<b>E</b> Auto/freight emphasis. Bike/pedestrian supported.	<b>E</b> Low speed neighborhood streets provide connections to multimodal facilities	<b>E</b> Vehicular business access is emphasized - Facilities accommodate bikes and peds too	<b>E</b> Walk/bike priority with generous facilities for bikes & peds; focus on connectivity to transit stations

<sup>(1)</sup> High density is generally more than 15 jobs + people per acre (population and employment density combined)

<sup>(2)</sup> Low density is generally less than 5 jobs + people per acre (population and employment density combined)

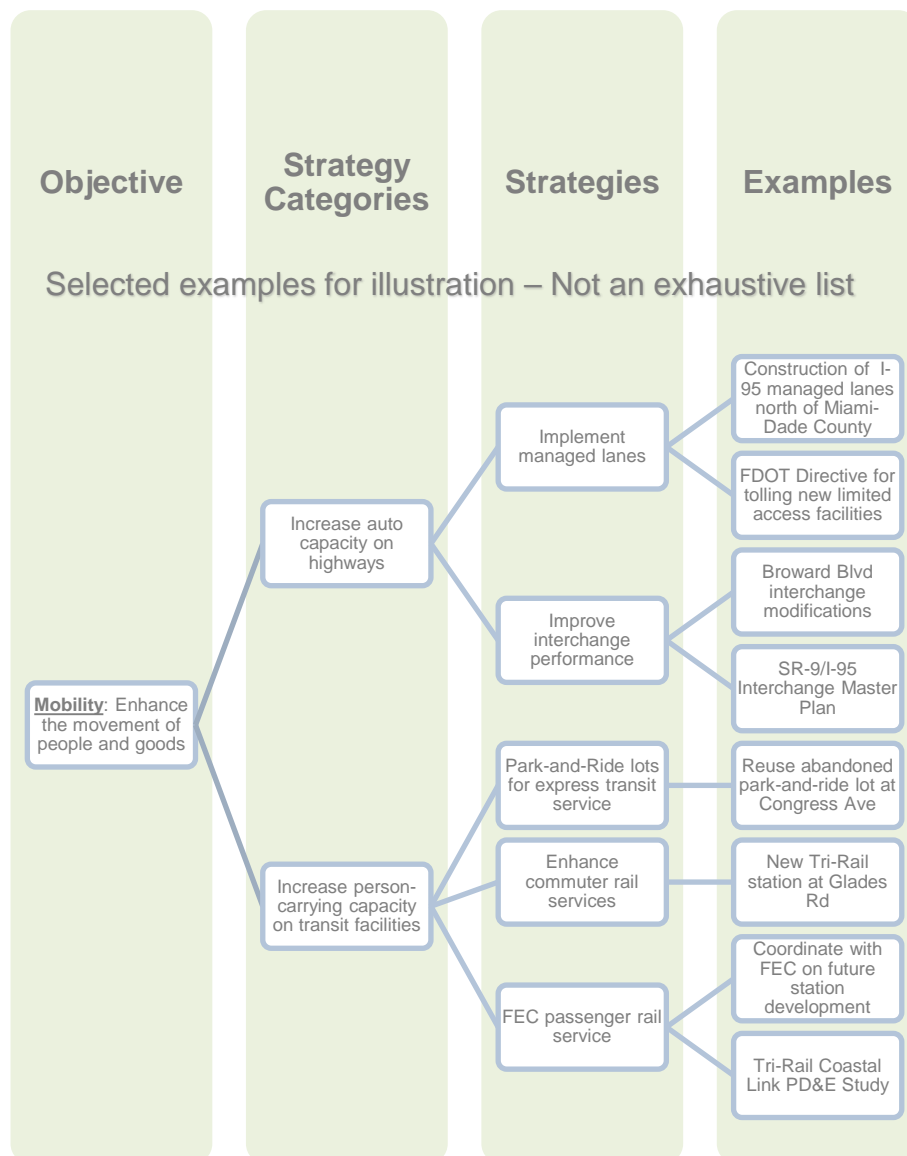
## Implementation Strategies – Database Development

In 2013, FDOT held listening sessions with stakeholders to collect and organize examples of projects, policies, and programs that support the aspirational vision.

These examples are organized into an **Implementation Strategies database**. The primary function of this database is to:

1. Provide a clearinghouse of ideas from which any local agency may draw from.
2. Facilitate discussion and communication between local transportation planning partners.

The Implementation Strategies database contains all of the examples gathered from the listening sessions, which originally numbered over 400. The database is first structured by the five objectives. Each objective has multiple strategy categories. Each strategy category contains one or more strategies. Each strategy contains one or more examples.



To facilitate information sharing amongst the stakeholders, the project team developed a web-based tool that houses the implementation strategies and examples and facilitates easier navigation. The web-based tool allows for searching and filtering on a number of attributes associated with each example including the Objective-Strategy Category-Strategy, facility type, place type, and implementing agency. The web-based tool is available online at <http://i95-kittelton.rhcloud.com>.

## Implementation Strategies – Update of FDOT Examples

In 2016, FDOT initiated an effort to update the Implementation Strategies database as part of the ongoing monitoring and evaluation phase. The update seeks to:

- Modify the description and/or attributes (e.g. timeframe, facility type, place type, etc.) of each existing example, if applicable.
- Provide a status update and contact person for each existing example.
- Identify new strategies and examples of projects, policies and programs that FDOT and other stakeholders have undertaken or plan to undertake in pursuit of the aspirational vision.

FDOT has led this effort by example and has updated the examples that the Department would be primarily responsible for implementing. The results of this update are provided in the Appendix A as tables of FDOT examples, both updated and new. Appendix B is a lookup table that provide the full description of objectives, strategy categories, and strategies for each identifier in the leftmost column of the FDOT example tables in Appendix A.

### *Method for Updating FDOT Examples*

FDOT, with consultant support through Renaissance Planning, performed the update using the following method:

1. The project team created tables of the existing examples for which either FDOT was listed as the implementing agency or FDOT was listed as the agency who brought up the example.
2. The project team initially reviewed each example and noted additional information where available, through project websites and other readily available information.
3. For each example, the project team preliminarily identify a FDOT District staff contact person. The purpose of establishing a contact person was to ensure that at least one FDOT staff person reviewed the update for the example and could be contacted again if questions arose and for future updates. Contact persons were initially identified through conversations with staff and through project managers assigned to examples with a specific Financial Management (FM) number.
4. The project team spoke with each contact person to discuss status updates, issues encountered, and any other information that may be helpful to other stakeholders during their own planning and design efforts. During these conversations, new examples were also identified.

In some cases, the initially identified contact person suggested another staff person to serve as the contact person for one or more examples.

For the design related projects, the project team gathered information from FDOT's "Project Suite" software and drafted text for the status update. The FDOT contact person then reviewed the status update and provided revisions if necessary. The project team tracked whether the contact person had verified the status update for each example.



### *Status of Effort to Update FDOT Examples*

At the time of this writing, there are currently 169 FDOT examples in the database.

- 132 of these examples list FDOT as the implementing agency.
- The remaining 37 examples were brought up by FDOT staff, but do not list FDOT as the implementing agency.

114 of the 169 examples have language and updates that were verified by the contact person. This includes 104 of the 132 examples that list FDOT as the implementing agency.

26 of the 169 examples do not have a status update due to difficulty in contacting the assigned contact person. The remaining examples are better suited for a staff person from another agency to serve as the contact person.

The tables in the Appendix provide a printer-friendly version of the FDOT examples. The web-based tool includes these updates and new examples.

### *Lessons Learned for Future Updates*

Establishing a contact person was a time-consuming but key piece of gathering the information needed for the updates. Some information was available online or through other written sources, but most of the information was obtained verbally. An added value of the Implementation Strategies tool in this update lies in its ability to provide information otherwise not available.

The update required extensive follow up with dozens of staff members. After speaking with staff, the project team drafted the text for the updates, which usually required a follow up conversation to verify. Sometimes it was difficult to identify the most appropriate contact person, and required follow up with a handful of staff.

As other partners prepare to update their examples, it is important to note the magnitude of this effort will require an office “champion” to work diligently with key staff in their agency to gather the information. This effort will help to ensure that all stakeholders continue to work towards the common vision for the I-95 corridor.

### *Recommendations for Restructuring the Web-Based Tool*

Providing an intuitive, yet simple, web-based tool is imperative for this type of information sharing exercise. In addition to this on-going collection of new examples and status updates on existing examples, the project team recommends restructuring the web-based tool to enhance its usefulness.

Currently, examples are stored under a single strategy. If an example serves multiple strategies, it must be entered into the database multiple times. The project team recommends restructuring the database to allow examples to be joined to multiple strategies, strategy categories, and objectives through a much simpler data entry interface. This restructuring will also simplify searching and browsing examples by providing links to all strategies that an example serves. This restructuring can be compared to reconstruction a roadway network from a suburban sub-division with windy roads and cul-de-sacs to a more urban grid network which promotes better accessibility.

Another recommendation for enhancing the web-based tool is building in the ability to directly export the filtered results to a formatted printer-friendly output (e.g. PDF) and/or editable database (e.g. Excel) for further use.

With these enhancements, the web-based tool will allow all stakeholders to continuously update the Implementation Strategies database in a crowd-sourcing manner, which will help keep the database current.

# Appendix A

Table of Updated FDOT Examples



Implementation Strategies Database  
I-95 Corridor Mobility Planning Project  
Update of FDOT Examples  
Last Updated July 28, 2016

Timeframes:	
Inactive	Project no longer in progress
Completed	Completed and no longer in effect
Current	Currently employed and has endpoint
Ongoing	Currently underway and no endpoint
Future: short-term	0-5 years, with partial or full funding
Future: mid-term	5-10 years, no funding, but would not require significant effort
Future: long-term	10+ years, no funding, would require significant study/policy change

Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
I.A.1	Construct managed lanes on I-95 from Golden Glades Interchange to Broward Blvd (Phase 2)	FDOT	FDOT	Completed	SIS Facilities: Primary Function SIS Facilities: Transit	Donovan Pessoa	Design		422796-1	Completed in April 2016.  This project added one lane to I-95 in each direction between I-595 in Broward County and the Miami-Dade County Line by reconfiguring the high occupancy vehicle lane and narrowing three of the four general purpose lanes. The existing high occupancy vehicle lane and additional lane were converted to high occupancy toll lanes, separated from the general purpose lanes by plastic poles.  For details, visit the [95 Express] project website] ( <a href="http://www.95express.com">http://www.95express.com</a> )
I.A.1	Construct managed lanes on I-95 from Broward Blvd to SW 10th St (Phase 3A)	FDOT	FDOT	Future: short-term	SIS Facilities: Primary Function	Vanita Saini	Design	Yes	433108-4 433108-5	Letting August 27, 2015, Funded for Construction to Begin in Fall 2016, Scheduled for Completion Late 2019  This project consists of adding two Express (Managed) Lanes in each direction along the center of the existing I-95 corridor. The improvements will be implemented by: o Replacing the existing High Occupancy Vehicle (HOV) lane with two (2) High Occupancy Toll (HOT) lanes, in each direction (NB and SB), by a combination of widening and restriping. o Provide Express Lane access points at selected locations along the corridor to enter and exit the Express Lane system (from and to the General Use Lanes). o The existing direct connects ramps between the I-95 HOV lanes and the Broward Blvd. P&R Lot (to/from both the north and south) will remain. o Maintain the existing number of general purpose lanes, auxiliary lanes.  For more information, see [Link to Express Lanes Phase 3] ( <a href="http://95express.com/pages/related-info/95-express-phase-3">http://95express.com/pages/related-info/95-express-phase-3</a> )  [Link to map of Phase 3 corridor limits] ( <a href="http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf">http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf</a> )
I.A.1	Construct managed lanes on I-95 from SW 10th St to south of Glades Road (Phase 3B-1)	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Vanita Saini	Design	Yes	433108-6 433109-4	Letting April 2017, Planned for Construction to Begin in Mid 2018, Scheduled for Completion Early 2022  This project consists of adding two Express (Managed) Lanes in each direction along the center of the existing I-95 corridor. The improvements will be implemented by: o Replacing the existing High Occupancy Vehicle (HOV) lane with two (2) High Occupancy Toll (HOT) lanes, in each direction (NB and SB), by a combination of widening and restriping. o Provide Express Lane access points at selected locations along the corridor to enter and exit the Express Lane system (from and to the General Use Lanes). o Maintain the existing number of general purpose lanes, auxiliary lanes.  For more information, see [Link to Express Lanes Phase 3] ( <a href="http://95express.com/pages/related-info/95-express-phase-3">http://95express.com/pages/related-info/95-express-phase-3</a> )  [Link to map of Phase 3 corridor limits] ( <a href="http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf">http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf</a> )



Implementation Strategies Tool

Update of FDOT Examples

Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
I.A.1	Construct managed lanes interchange at I-95/I-595 interchange (Phase 3C)	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function SIS Facilities: Transit	Vanita Saini	Design	Yes	409354-2	<p>Advertise Fall 2018, Planned for Construction to Begin in Mid 2020; Scheduled for Completion Mid 2023</p> <p>Project provides a direct connection between I-595 and I-95 within the median using two bi-directional ramps.</p> <p>For more information, see [Link to Express Lanes Phase 3] (<a href="http://95express.com/pages/related-info/95-express-phase-3">http://95express.com/pages/related-info/95-express-phase-3</a>)</p> <p>[Link to map of Phase 3 corridor limits] (<a href="http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf">http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf</a>)</p>
I.A.1	Develop a Regional Concept for Transportation Operations for Express Lanes in South Florida	FDOT	FDOT	Current	System SIS Facilities: Primary Function SIS Facilities: Transit	Daniel Smith	ITS Operations Manager	Yes	415456-1	<p>A Regional Concept for Transportation Operations (RCTO) defines the operating guidelines and goals for Express Lanes regionally and how to achieve mutually agreed upon objectives. An RCTO is a "living" document that contains operational, maintenance and technical guidance, including best practices, to inform the development of specific Express Lanes projects.</p> <p>[Southeast Florida Express Lanes RCTO Kick-Off Meeting Presentation (May 2012)] (<a href="http://sunguide.info/sunguide/images/uploads/contact/RCTO_Kick-Off_Meeting_Presentation_-_FINAL.pdf">http://sunguide.info/sunguide/images/uploads/contact/RCTO_Kick-Off_Meeting_Presentation_-_FINAL.pdf</a> )</p> <p>[Southeast Florida Express Lanes RCTO Presentation (June 2013)] (<a href="http://planfortransit.com/wp-content/PDW%202013/PDW_2013_RCTO.pdf">http://planfortransit.com/wp-content/PDW%202013/PDW_2013_RCTO.pdf</a>)</p> <p>[Regional Concept for Transportation Operations: The Blueprint for Action - A Primer (FHWA, 2007)] (<a href="http://www.ops.fhwa.dot.gov/publications/rctoprimer/rcto_primer.pdf">http://www.ops.fhwa.dot.gov/publications/rctoprimer/rcto_primer.pdf</a>)</p>
I.A.1	Continue planning, PD&E, and design studies to achieve full build-out of the South Florida Express Lanes Network	FDOT	FDOT	Current	System SIS Facilities: Primary Function SIS Facilities: Transit	Lisa Dykstra Vanita Saini	PLEMO Traffic Ops	Yes	433108-4 433108-5 433108-6 433109-4 433109-5	<p>The [South Florida Express Lanes Network] (<a href="http://95express.com/pages/related-info/south-florida-express-lanes-network">http://95express.com/pages/related-info/south-florida-express-lanes-network</a>) is an emerging network of existing and planned congestion-priced managed lanes that will provide seamless and reliable high speed mobility across the region. The South Florida Express Lanes Network map shows the status of network segments. I-95 in Broward County is currently under construction. I-95 in southern Palm Beach County is in the design phase.</p>
I.A.1	Inform travelers of the advantages of managed lanes (free for HOV 3+ and hybrids south of Golden Glades Interchange)	FDOT	FDOT + South Florida Commuter Services	Current	System SIS Facilities: Primary Function	Newton Wilson	OMD (SFCS)			<p>[Link to FDOT video explaining the benefits and how to use the managed lanes] (<a href="http://www.95express.com/pages/project-overview/95-express-video">http://www.95express.com/pages/project-overview/95-express-video</a>)</p> <p>[Link to FDOT Usage Guidelines for the I-95 express lanes] (<a href="http://www.95express.com/pages/usage-guidelines/guidelines-for-using-express-lanes">http://www.95express.com/pages/usage-guidelines/guidelines-for-using-express-lanes</a>)</p> <p>South Florida Commuter Services promotes carpooling in several ways including vouchers for emergency taxi rides home, cost savings calculators, a monthly subsidy to lease a van of \$400/month for groups of 5-15 members.</p>
I.A.1 IV.B.1	Implement tolling across the state, where appropriate	FDOT	FDOT	Current	System SIS Facilities: Primary Function	Lisa Dykstra	PLEMO	Yes		<p>[FDOT Directive 525-030-020] (<a href="http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=525-030-020">http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=525-030-020</a>) states FDOT's intention to use tolling on limited access facilities on the SHS when adding capacity to an existing highway or when constructing a new highway facility. The Directive also states all additional capacity on interstates shall be express lanes. This Directive was approved in August 2013, and remains effective through August 2016.</p> <p>For more information on express lanes, visit the [Florida Express Lanes website] (<a href="http://floridaexpresslanes.com">http://floridaexpresslanes.com</a>) or refer to [Florida's Express Lanes Handbook] (<a href="http://floridaexpresslanes.com/wp-content/uploads/2015/08/FDOT-Express-Lanes-Handbook.pdf">http://floridaexpresslanes.com/wp-content/uploads/2015/08/FDOT-Express-Lanes-Handbook.pdf</a>).</p>
I.A.1, III.I.2	Collect data to monitor the performance of I-95 Managed Lanes	FDOT	FDOT	Ongoing	SIS Facilities: Primary Function SIS Facilities: Transit	Scott Seeburger, Newton Wilson	OMD	Yes		<p>Every two years, FDOT collects data on I-95 managed lanes. The biannual I-95 Managed Lanes Monitoring Report , which provides operational performance measures for the managed lanes and general purpose lanes on I-95 from Northlake Blvd in Palm Beach County to NW 65th St in Miami-Dade County.</p>

Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
I.A.2	Conduct a the I-95 Interchange Master Plan Study to identify short-term and long-term needs for the I-95 Interchanges in Broward and Palm Beach Counties through 2040.	FDOT	FDOT	Completed	SIS Facilities: Primary Function	Scott Seeburger	OMD	Yes	432785-1 432785-2	<p>The Broward County I-95 Interchange Master Plan was completed in May 2016. FDOT developed interchange design concepts for 16 interchanges in Broward County to address traffic spillback onto I-95, improve interchange operations, reduce congestion, and enhance safety. The interchange concepts are moving forward into PD&amp;E and Preliminary Engineering.</p> <p>The Atlantic Blvd interchange is entering the construction phase as part fo the I-95 Managed Lanes project.</p> <p>As of June 2016, FDOT has initiated PD&amp;E studies for the Commercial Blvd &amp; Cypress Creek Rd interchanges (which will be designed and constructed as one effort) and the SW 10th St and Hillsboro Blvd interchanges (also designed and constructed as one effort). The preliminary engineering phase for Copans Rd &amp; Sample Rd (to be designed and constructed together) has begun. FDOT has started preliminary engineering for the western portion of the Sunrise Blvd interchange.</p> <p>FDOT intends to initiate the PD&amp;E study for the Hallandale Beach Blvd, Pembroke Rd, and Hollywood Blvd (all three will be designed and constructed as one effort) in the first quarter of the State Fiscal Year 2017 (Jul-Sep 2016).</p> <p>The PD&amp;E studies for the Sheridan St, Stirling Rd, Griffin Rd, Davie Blvd, and Oakland Park Blvd are not yet programmed, but are included in the 10-year SIS Funding Plan.</p>
I.A.2	I-95 Interchange modifications at Broward Blvd to off-ramps & termini	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function SIS Facilities: Transit	Scott Thurman	Design		435513-1	<p>Broward Blvd and Park and Ride Direct Connect ramps to I-95 managed lanes.</p> <p>PD&amp;E is underway under FM# 435513-1-22-01. Construction is anticipated for 2024.</p>
I.A.2	I-95 Interchange modifications at Hallandale Bch Blvd	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function SIS Facilities: Transit	Cesar Martinez	PLEMO		424075-2 436903-1	<p>Add a second right turn lane to the NB off-ramp terminal intersection and widen the SB on-ramp to facilitate the merging of westbound to southbound left turns with the eastbound to souhbound right turns. The traffic operational analysis and the concept plan will be prepared by RS&amp;H under TWO #14 of the DW General Services Support Contract FM #424075-2-12-01; Contract No. C9C16. The Consultant will prepare and IOAR and the Concept Development Team will review the report and the concept. The years of analysis for the IOAR are 2020 (opening year), 2030 (interim year) and 2040 (design year).</p> <p>Interchange Concept Development Report (ICDR) for I-95 at Hallandale Beach Boulevard. The ICDR report is part of the I-95 Broward Interchange Master Plan.</p> <p>A PD&amp;E study from Hallandale Beach Blvd to Hollywood Blvd is planned for FY 2016 and 2017 under FM# 436903-1.</p>
I.A.2	I-95 Interchange modifications at Pembroke Rd.	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Cesar Martinez	PLEMO		436303-1	<p>Design of additional turn lanes at the Pembroke Road interchange is underway with letting planner for summer 2019 and construction anticipated in 2020 (FM# 436303-1).</p> <p>Context sensitive solutions will be employed to help meet stakeholder expectations regarding landscaping/aesthetics as well as pedestrian, bicycle and transit-friendly options.</p>
I.A.2	I-95 Interchange modifications at Hollywood Blvd	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Kenzot Jasmin	Design	Yes	436903-1	<p>PD&amp;E study for SR-9/I-95 from South of Hallandale Beach Blvd. to North of Hollywood Blvd. The study will evaluate the concept alternative from the Interchange Concept Development Report (ICDR), and develop two build alternatives consistent with the I-95 express lane project.</p> <p>The objectives of the build alternatives are to improve capacity, safety and mobility at the Hallandale Beach Blvd, Pembroke Road, and Hollywood Blvd. interchanges.</p>

Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
I.A.2	I-95 Interchange modification at Sunrise Blvd	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Casey Graham	Design	Yes	435514-1	<p>Planning study (MLOU and IOAR) are expected to be completed in 2016. Bid date is anticipated in early-2024.</p> <p>The long term project involves adding a right-turn lane and a left turn lane to the I-95 southbound off-ramp. It also includes providing a second right-turn lane on eastbound Sunrise Blvd to southbound I-95 on-ramp. This project study is limited to the west side of the interchange only of I-95 at Sunrise Blvd.</p> <p>This project resulted from recommendations on the SR-9 (I-95) Broward Interchanges Master Plan to evaluate proposed improvements under a PD&amp;E study. The PD&amp;E study was cancelled for this interchange and the ultimate improvements for the west side of the interchange will be evaluated under a concept development study. in addition, the east side of the interchange will be studied under the Broward Blvd PD&amp;E</p> <p>The desired outcome would be to implement the ultimate proposed improvements for the west side of the interchange. In addition, a design project to build the improvements has been already programmed for advertisement on July 2016 (FM# 435514-1).</p> <p>Wetland impacts may be encountered but are not anticipated.</p>
I.A.2	I-95 Interchange modification at Sheridan St. and Griffin Road	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Cesar Martinez	PLEMO		439170-1	Interchange improvements at Sheridan Street and Griffin Road are funded under FM# 439170-1, though no funds are currently available.
I.A.2	I-95 Interchange modification at Stirling Rd	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Cesar Martinez	PLEMO		409354-2	Interchange improvements are funded as part of the I-95/I-595 Direct Connect project from Stirling to Broward Blvd as part of FM# 409354-2. Design is expected to begin in 2020. More information can be found at [Project Link] ( <a href="http://www.95express.com/pages/related-info/95-express-phase-3">http://www.95express.com/pages/related-info/95-express-phase-3</a> )
I.A.2	I-95 Interchange modification at Atlantic Blvd as part of I-95 express lanes.	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Cesar Martinez	PLEMO		436959-1	<p>Part of Express Lanes Phase 3A. Interchange Justification/Modification is funded under FM# 436959-1 in 2017. Anticipated bid date of summer 2020.</p> <p>The proposed typical section for Atlantic Blvd. remains the same as the existing, except for geometric modifications required for the ramp terminals, the intersection at NW 6th Ave. and to introduce designated bike lanes.</p>
I.A.2	I-95 interchange at Copans Road	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Cesar Martinez	PLEMO		436962-1	FM# 436962-1, Interchange Justification/Modification funded in 2017. Anticipated bid date of summer 2020.
I.A.2	I-95 interchange at Sample Road	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Cesar Martinez	PLEMO		436958-1	FM# 436958-1, Interchange Justification/Modification funded in 2017. Anticipated bid date of winter 2021.
I.A.2	I-95 interchange at SW 10th Street and Hillsboro Blvd	FDOT	FDOT	Current	SIS Facilities: Primary Function	Cesar Martinez	PLEMO			<p>FM# 430932-1, I-95 from the Hillsboro Boulevard entrance ramp to SW 10th Street. Expected completion date of Summer 2017.</p> <p>This is 1 of 5 interchange improvements throughout Broward and Palm Beach Counties. Work at this location includes the widening of southbound I-95 to add an auxiliary lane from the Hillsboro Boulevard entrance ramp to the SW 10th Street exit ramp, widening of the existing southbound I-95 exit ramp, addition of a free flow right turn to westbound SW 10th Street, widening of westbound SW 10th Street to add an acceleration lane, utility relocation, milling and resurfacing of existing pavement, bridge widening, and installation of barrier walls, curbs, sidewalks, guardrail, drainage, overhead signs, signing and pavement marking, signals, lighting and retaining walls.</p> <p>[Link] (<a href="http://www.d4fdot.com/bcfdot/I-95InterchangeImprovementsfromHillsboroBoulevardSW10thStreet.asp">http://www.d4fdot.com/bcfdot/I-95InterchangeImprovementsfromHillsboroBoulevardSW10thStreet.asp</a>)</p>
I.A.2 I.A.3	Consolidate on-ramps as part of interchange modifications to reduce conflicts on the mainline and improve auxiliary lanes on I-95	FDOT	FDOT	Ongoing	SIS Facilities: Primary Function	Scott Seeburger	OMD	Yes		<p>FDOT considers the feasibility of consolidating on- and off-ramps during every interchange project to move conflicting movements of on- and off-ramp traffic off of the mainline and onto a separate roadway where the turbulence does not affect the mainline traffic. The interchange concepts from the Broward County I-95 Interchange Master Plan involve consolidated ramps and collector-distributor roadways between interchanges. The interchanges concepts from Griffin Road to Hallandale Beach Blvd all have collector-distributor roads. Concepts also include a collector-distributor auxiliary lane on southbound I-95 between Oakland Park Blvd and Sunrise Blvd. Consolidated ramps are planned for Atlantic Blvd, Copans Rd, and Sample Rd.</p> <p>Continuous auxiliary lanes on I-95 will be constructed between Oakland Park and Commercial Blvd as part of Phase 3A-1 of the I-95 Managed Lanes project.</p>

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Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
I.A.2	Maintain interchanges and landscaping along I-95 to improve their appearance	City of Dania Beach	FDOT	Ongoing	SIS Facilities: Primary Function	Elizabeth Hasset	District Landscape Architect	Yes		FDOT is planning a temporary landscaping project at the I-95 and Griffin Interchange during 2016 and will be meeting with the City of Dania Beach to come to an agreement on the landscaping and maintenance agreement. Currently working on overcoming several constraints including on-site billboards and agreements with the FAA. In 4-5 years, a major landscaping project is planned for I-95.
I.A.2	Consider transit service enhancements around interchange improvement areas (e.g. a collector-distributor service system at Spanish River Blvd)	Palm Tran	FDOT	Future: short-term	SIS Facilities: Transit	Jayne Pietrowski	OMD			
I.A.2	Provide connections for bicyclists and pedestrians through interchanges	FDOT	FDOT	Ongoing	SIS Facilities: Walk & Bike Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike	Scott Seeburger	OMD	Yes		FDOT examines pedestrian and bicyclists connections at interchanges during every interchange projects. All of the I-95 Interchange Master Plan design concepts have assessed the feasibility of providing bicyclists and pedestrian connections, and have used pedestrian and bicycle standards where feasible.
I.A.3	Minor improvements to ramps at I-95/Glades Road interchange as part of Glades Rd PD&E Study	FDOT	FDOT	Future: long-term	SIS Facilities: Primary Function	Anson Sonnett	Design		233166-2	Transportation System Management (TSM) project consisting of improvements to nine roadway sections. PD&E is complete, transit study is on-going but no funding is currently available.  SR-7 at Glades Road: Add third NB and SB left turn lanes, provide seven-foot wide bicycle lanes, provide a shared use path on the west side, and a sidewalk on the east side. Glad Rd. from west of Airport Rd. to west of W. University Dr.: Construct new six-foot wide concrete sidewalk along new westbound auxiliary lane.
I.A.3	Improve traffic flow on US 1 and better connect US 1 to I-595, SR 84, and Griffin Road to improve connections between the airport, I-95, and other roads surrounding the airport	FLL Airport	FDOT	Future: long-term	SIS Facilities: Primary Function SIS Facilities: Transit	Arlene Davis	OMD			The [Central Broward Transit Phase 1] ( <a href="http://www.centralbrowardtransit.com">http://www.centralbrowardtransit.com</a> ) project will extend the Wave Streetcar to serve Port Everglades and the Fort Lauderdale-Hollywood International Airport. Phase 3 will extend the streetcar to serve Griffin Rd.
I.A.3	Increase capacity at Turnpike interchange with Glades Road so that the Turnpike can function as an alternative corridor to I-95	Palm Beach County	FDOT + Turnpike Authority	Future: mid-term	SIS Facilities: Primary Function	Turnpike				
I.A.4	Provide alternative routes or bypass roads to congested corridors	City of Dania Beach	FDOT	Future: long-term	Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	Alain Jimenez	PLEMO Design		437941-1	Implementation of a turbo lane at SR-84 and Davie Road to improve traffic flow along SR-84, a parallel road to I-595. Planned for letting March 2017 (437941-1)
I.A.4	Identify alternate corridors to I-95 that can serve as high-capacity north-south roads to facilitate long-distance commuter trips	Palm Beach County	FDOT	Future: long-term	SIS Facilities: Primary Function Primary Multimodal: Primary Function Primary Commerce: Primary Function	Lisa Dykstra Melissa Ackert	PLEMO Traffic Ops	Yes		The funding of roadways, including serving as potential parallel relievers, is an ongoing item of discussion in long term planning conversations. FDOT responds to lane elimination requests from local governments along north-south corridors that have potential to serve as alternate parallel corridors to I-95. The function of these roads is a topic of conversation in the lane elimination discussions. Tri-Rail is considered to be a parallel reliever to I-95.  Alternate corridors to I-95 in Broward County will be identified in the Integrated Corridor Management Plan which will be completed in 2017.

Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
I.A.4 I.C.2 II.A.5 II.B.5 IV.G.1 V.A.1	SR 7 / US 441 Improvements Project in West Park, Miramar, and Hollywood	FDOT	FDOT	Current	Primary Commerce: Primary Function Primary Commerce: Freight	James Ford	Design	Yes	227774-1	<p>SR 7 / US 441 from SW 25th Street to Fillmore Street</p> <p>Project improvements include adding one through lane in each direction for a total of six lanes with left turn lanes separated by raised medians. These raised medians will reduce vehicle conflicts and add a pedestrian refuge. The two through lanes were reduced to 11 feet wide to make room for a buffered bike lane. Other improvements include constructing new storm sewer system and retention ponds, installing new water and sewer lines, constructing bus bays at current bus stop locations, constructing curbs and gutters, adding or replacing sidewalks with ADA compliant ramps on both sides of the road, upgrading existing signalized intersections with mast arms and adding pedestrian countdown timers at Pembroke Road, Washington Street, and Hollywood Boulevard. Safety is improved through improved street lighting along the corridor through new lighting system along the west side of SR 7 / US 441. Intelligent Transportation System components including digital message signs and traffic monitoring cameras were added.</p> <p>Proposed: 6-lane divided urban facility consisting of 19.5 foot landscaped raised median, six-12 foot travel lanes, 4 foot bike lanes on each side, curb and gutter, 6 foot sidewalks, and 2.25 foot utility strip.</p> <p>Pembroke Road: Resurfacing 6-lane divided urban facility consisting of traffic separator, six-11’ travel lanes, curb and gutter, 6’ sidewalks.</p> <p>Washington Street: Resurfacing 4-lane undivided urban facility consisting of 4-11 foot travel lanes, curb, and 6 foot sidewalks.</p> <p>Hollywood Boulevard: Resurface and reconstruct 6-lane divided urban facility consisting of traffic separator, six-11 foot travel lanes, curb and gutter, 6 foot sidewalks.</p> <p>Letting date: 5/21/2014. Expected completion: Spring 2018</p> <p>[Link to Project Website] (<a href="http://www.d4fdot.com/bcfdot/SR7_US441%20ImprovementsProjectWest%20ParkMiramarHollywood.asp">http://www.d4fdot.com/bcfdot/SR7_US441%20ImprovementsProjectWest%20ParkMiramarHollywood.asp</a>)</p>
I.A.5	Ramp metering is under consideration on the I-95 Express Lanes Phase 3.	FDOT	FDOT	Future: short-term	SIS Facilities: Primary Function	Robert Bostian	Design	Yes	433108-4 433108-5	<p>Still in consideration when presented to FTBA Construction Conference by FDOT on February 11-12, 2014.</p> <p>I-95/SR 9 from south of Broward Blvd (MP 9.011) to N of Commercial Blvd (MP 15.537): This project consists of adding two Express (Managed) Lanes in each direction along the center of the existing I-95 corridor. One of the Express Lanes will result from conversion of the existing HOV lanes, and the second Express Lane will be accounted for via roadway widening. The existing General Use Lanes and Auxiliary Lanes will remain. Project length: 6.526 mi.</p> <p>I-95/SR 9 from N of Commercial Blvd (MP 15.537) to SW 10th Street (MP 23.710): This project consists of adding two Express (Managed) Lanes in each direction along the center of the existing I-95 corridor. One of the Express Lanes will result from conversion of the existing HOV lanes, and the second Express Lane will be accounted for via roadway widening. The existing General Use Lanes and Auxiliary Lanes will remain. Project length: 8.173 mi.</p> <p><a href="http://web.ftba.com/external/wcpages/wcmedia/documents/I95ExpressPhase3-MajorProjects-AntonioCastro.pdf">http://web.ftba.com/external/wcpages/wcmedia/documents/I95ExpressPhase3-MajorProjects-AntonioCastro.pdf</a></p>
I.B.1	Use abandoned former park and ride lot at Congress Avenue once managed lanes are constructed to Linton Blvd	Palm Beach County	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Transit	Wibet Hay Scott Seeburger	OMD	Yes		The land owner is requesting FDOT to return lot back to them. FDOT is looking at the lot use before OMD makes a decision.
I.B.1, II.C.5	Develop a long range region-wide park-and-ride system plan	FDOT	FDOT + Transit Agencies	Future: short-term	System SIS Facilities: Transit	Scott Seeburger	OMD	Yes		FDOT District Four is considering developing a long range park-and-ride system plan. FDOT has examined origin-destination pairs at interchanges, and will be considering other factors of park-and-ride demand to determine where additional park-and-ride capacity is most needed.
I.B.2 II.B.4	Make service improvements to Tri-Rail to increase capacity	FDOT	SFRTA	Future: short-term	SIS Facilities: Transit	Khalilah Ffrench	OMD			

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I.B.3	Conduct the Tri-Rail Coastal Link PD&E Study	FDOT and SFRTA	FDOT	Future: short-term	System SIS Facilities: Transit	Amie Goddeau	Modal Development Administrator	Yes	417031-5	<p>The [Tri-Rail Coast Link project] (<a href="http://tri-railcoastallinkstudy.com">http://tri-railcoastallinkstudy.com</a>) is a multi-agency partnership to establish commuter rail service, connecting 28 coastal communities along the Florida East Coast railroad corridor between Miami and Jupiter.</p> <p>The 2-year Project Development phase is scheduled to begin in 2016. The Project Development phase will evaluate a cost-feasible Build Alternative that may result in enhanced transit service in the tri-county region. TRCL proposes passenger stations spaced 2 to 5 miles apart, consistent with average commuter rail station spacing.</p> <p>The Project Development phase will involve an environmental study and technical evaluation of the Build Alternative(s) in compliance with Federal Transit Administration (FTA) requirements and all federal, state and local regulations. As part of this analysis, the Build Alternative will be refined to minimize costs and any environmental effects. During Project Development, detailed project costs and a financial plan will be developed. The station locations will be finalized and conceptual station and engineering plans will be developed for public input.</p> <p>At the conclusion of the Project Development phase, a Locally Preferred Alternative (LPA) will be identified, presented for public input and endorsement by the three MPOs. Ultimately, the LPA selected through this study will provide reliable, regional high-capacity transit infrastructure through the highest density areas of the southeast Florida region and support intermodal connectivity with existing and planned transit services to serve other areas of the region including, but not limited to, the western communities in the tri-county area.</p>
I.B.3	Increase connections between the South Florida Rail Corridor (aka CSX rail line) and the Florida East Coast Railway to increase freight train routing and reduce volume of freight on FEC line in anticipation of passenger rail service.	FDOT	FDOT + Freight Rail Companies	Current	System SIS Facilities: Freight	Marjorie Hilaire	OMD-Rail	Yes	434948-1 434948-2 433514-1	<p>FDOT received a 2013 TIGER grant for the [South Florida Freight and Passenger Rail Enhancements Project] (<a href="http://tri-railcoastallinkstudy.com/tiger.php">http://tri-railcoastallinkstudy.com/tiger.php</a>) to allow freight traffic to more easily shift to the industrial South Florida Corridor railway corridor, which will increase capacity for the Tri-Rail Coastal Link and Brightline passenger rail service on the Florida East Coast railway corridor.</p> <p>FDOT is conducting the preliminary design for three connections: rehabilitating the existing Northwood connection in West Palm Beach (Phase 1A), constructing a new IRIS Northeast connection in Hialeah (Phase 1B), and constructing a new Northwood connection in West Palm Beach (Phase 2).</p> <p>Installation of new at grade railroad crossing signals at approx. six locations. Modifications of wayside signalization along South Florida Rail Corridor and Florida East Coast corridor.</p>
I.B.4	Conduct corridor study on Hollywood Pines to enhance transit service and complete streets along key corridors	FDOT + MPOs	FDOT + MPOs	Current	Primary Multimodal: Transit Primary Multimodal: Walking & Biking Primary Multimodal: Primary Function	Khalilah Ffrench	OMD	Yes		<p>Hollywood Pines study from the Broward MPO was completed. Bike Lane and Sidewalk improvements are planned on Hollywood Pines from City Hall Circle to Dixie Highway. Letting is planned for March 2017 (434666-1). [Link] (<a href="http://www.browardmpo.org/images/WhatWeDo/HollywoodPines_Final.pdf">http://www.browardmpo.org/images/WhatWeDo/HollywoodPines_Final.pdf</a>)</p>
I.B.4	Conduct corridor study on Oakland Park Blvd to enhance transit service and complete streets along key corridors`	FDOT + Broward MPO + Others	FDOT + Broward MPO + Others	Completed	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike	Lola Benitez	Design		429569-1	<p>Oakland Park Blvd Corridor Study (2009, joint effort between FDOT D4, Broward MPO, and FAU) - livability study to promote development of transit access infrastructure (rapid bus transit corridor) and develop a strategy to implement a vision for transit- and housing-oriented redevelopment of the corridor. Recommendations include review and revisions of land development policies and municipal regulations, updating county transit facility guidelines, reducing parking minimums, and providing amenities at transit stops. [Link] (<a href="http://www.browardmpo.org/images/WhatWeDo/FINALOPCorridorIPilotStudyReportandAppendices_09Nov09.pdf">http://www.browardmpo.org/images/WhatWeDo/FINALOPCorridorIPilotStudyReportandAppendices_09Nov09.pdf</a>)</p> <p>Transit   Housing Oriented Redevelopment Study (2009, FAU in partnership w/ Broward MPO &amp; FDOT D4) - Provides urban design strategies and plans for redevelopment and transit facility relocation. [Link] (<a href="http://www.browardmpo.org/images/WhatWeDo/TransitHousing.pdf">http://www.browardmpo.org/images/WhatWeDo/TransitHousing.pdf</a>)</p> <p>Oakland Park Blvd Alternatives Analysis (Final Report dated 2014) [Link] (<a href="http://oaklandparkboulevardtransitstudy.com/wp-content/uploads/2014/07/OPB-AA-Final-Report.pdf">http://oaklandparkboulevardtransitstudy.com/wp-content/uploads/2014/07/OPB-AA-Final-Report.pdf</a>)</p>



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I.B.4 II.A.5	Design improvement recommendations from context sensitive corridor studies including US-1 South, Oakland Park Blvd, and Hollywood Blvd	FDOT	FDOT	Current	Primary Multimodal: Transit Multimodal Districts & Nodes: Transit	Khalilah Ffrench Lola Benitez	OMD Design	Yes	431770-1 429569-1	<p>Oakland Park Boulevard: Several short and long term improvements were proposed. A Business Access and Transit (BAT) lane was approved as the long term solution. This corridor is currently a MPO priority as a Rapid Bus Transit Corridor.</p> <p>SR 820/Pines/Hollywood Blvd. corridor improvement projects. Several locations are involved along the corridor.</p> <p>Lighting upgrades and pedestrian related signal improvements proposed at certain locations. Typical sections of several roadways within project limits will be modified to accommodate bike lanes and shared use lanes (sharrows) as needed. Milling and resurfacing will be done to address any restriping needed to install proposed improvements. Widening will be done in certain location to accommodate installation of bike lanes and turn lane modifications as needed. Project link (Broward MPO): <a href="http://www.hollywoodpinescorridorproject.com/">http://www.hollywoodpinescorridorproject.com/</a></p>
I.B.4 II.B.1 III.A.2	Convene multidisciplinary workshops on corridor premium transit potential	FDOT	FDOT	Current	Primary Multimodal: Primary Function Primary Multimodal: Land Use Primary Multimodal: Transit Primary Multimodal: Walk & Bike	Gregor Senger	OMD	Yes		<p>In June 2014, FDOT District Four convened a Sustainability and Public Transportation Workshop for SR 7 and Glades Rd, which examined the unique multimodal services along Glades Road and SR7 corridors with regional impacts. Discussion items included sustainability, market analysis, land use changes, capital planning, service planning, transit hubs, and potential for pilot projects.</p> <p>The workshop identified:</p> <ul style="list-style-type: none"><li>- future needs and innovation for multi-regional entities including BCT, PalmTran, Tri-Rail, municipal and private transit services, institutions and business needs</li><li>- emerging trends, and how the transit agencies can transition from exiting transit dependent services into premium emerging services</li><li>- appropriate corridor segments for improved services leading into innovative partnerships on sustainability and transitioning into premium transit services</li></ul> <p>The Glades Road PD&amp;E and transit study has concluded. The study recommendations from stakeholders including the Palm Beach MPO, Palm Beach County, City of Boca Raton, SFRTA, and Florida Atlantic University was to identify short and long term improvements along the 8 mile corridor. The PD&amp;E study has transitioned into implementation of the roadway components including intersection modifications and TSM&amp;O improvements. The transit component has identified short and long term improvements, include optimizing the transit network to reduce redundancies, route modifications and limited stop service connecting Yamato Rd, SR 7 and Glades Road to provide direct access with premium services to the FEC and CSX corridors. The project team developed, coordinated and transitioned an interchange modification at Glades to the Florida Turnpike. In addition, the project team has developed a conceptual transit bridge at the new Glades Road SFRTA Tri Rail station. The transit bridge is prosed to connect new the Tri Rail station at Glades Road over I-95 to Florida Atlantic University to accommodate pedestrians and transit services.</p> <p>[Link] (<a href="http://gladesroadmobility.com/PDandEStudy.html">http://gladesroadmobility.com/PDandEStudy.html</a>)</p>
I.B.5 II.A.4 II.B.5 II.C.2	Bus stop improvements at Cypress Creek park-and-ride lot	FDOT	FDOT	Current	Multimodal Districts & Nodes: Transit	Wibet Hay Brent Lee Shue Ling	Design	Yes	433974-1	<p>FDOT is replacing four existing bus shelters with two new solar-powered bus shelters, upgrading bences, bicycle racks, and trash receptacles. (FM #433974-1-52-01). Completed April 2016.</p> <p>[Project Link] (<a href="http://www.d4fdot.com/bcfdot/SheridanStreetParkRide.asp">http://www.d4fdot.com/bcfdot/SheridanStreetParkRide.asp</a>)</p>
I.B.5 II.C.2	Broward Boulevard Park and Ride Lot including SW 1st Street, NW 22nd Avenue, SW 22nd Avenue, and the access road from northbound I-95 in Fort Lauderdale.	FDOT	FDOT	Current	Multimodal Districts & Nodes: Transit	Wibet Hay Khalilah Ffrench	OMD	Yes	228229-9	<p>Production date 03/7/2014. Letting date 03/7/2014. Project improvements include adding a second right turn lane from NW 22nd Avenue to westbound Broward Boulevard, adding a second right turn lane from SW 22nd Avenue to eastbound Broward Boulevard, widening SW 1st Street between SW 22nd Avenue and the access road from northbound I-95 to add a second westbound lane on SW 1st Street, adding a second left turn lane from the access road from northbound I-95 to SW 1st Street, adding a bus bay on the access road from northbound I-95 north of SW 1st Street, removing old asphalt and resurfacing the roadway within the project limits, relocating drainage structures and lighting on SW 1st Street and the access road from northbound I-95, and upgrading existing signs and installing new signs within the project limits.</p> <p>[Project Link] (<a href="http://www.fortlauderdale.gov/home/showdocument?id=8883">http://www.fortlauderdale.gov/home/showdocument?id=8883</a>)</p>
I.C.1	Advanced Transportation Management Systems installation in Central Broward County	FDOT	FDOT	Completed	Primary Multimodal: Transit Primary Multimodal: Freight Primary Commerce: Primary Function Primary Commerce: Freight	Melissa Ackert	Traffic Operations	Yes	427971-1	<p>FDOT completed ATMS installation in Central Broward County, which included design and deployment of 10 dynamic message signs, 63 traffic monitoring cameras, 33 travel time collection sites, 54 vehicle data collection devices, software to manage the devices, and approximately 18 miles of fiber optic cable and required conduit. ATMS devices were installed along 30 miles of state roads including Broward Blvd, Sunrise Blvd, Oakland Park Blvd, US 1/ Federal Hwy, SR 7, and University Dr. This project was completed in 2014.</p>

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I.C.1	Advanced Transportation Management Systems deployment in Southern Broward County	FDOT	FDOT	Completed	Primary Multimodal: Transit Primary Multimodal: Freight Primary Commerce: Primary Function Primary Commerce: Freight	Melissa Ackert	Traffic Operations	Yes	429687-1	FDOT completed ATMS installation in Southern Broward County, which included fiber optic cable and conduit, traffic monitoring cameras, transit signal priority transmitters and receivers, dynamic message signs, and vehicle data collection devices. ATMS devices were deployed along Hallandale Beach Blvd, Hollywood/Pines Blvd, Pembroke Rd, and US 1/ Federal Hwy. This project was completed in FY 2015.
I.C.1	Advanced Transportation Management Systems deployment on University Dr, Griffin Rd, and SR 7	FDOT	FDOT	Current	Primary Multimodal: Transit Primary Multimodal: Freight Primary Commerce: Primary Function Primary Commerce: Freight	Melissa Ackert Vanita Saini	Traffic Operations	Yes	431590-1 431591-1 433301-1 432883-1 437994-1	FDOT began work on the installation of 43 Closed Circuit Television cameras to monitor traffic, 9 Arterial Dynamic Message Signs to display traveler information, 17 Arterial Travel Time Systems to collect travel time data, and 2 Microwave Vehicle Detection System sensors to monitor traffic volume and speeds in September 2014. Completion is estimated for Summer 2016. [Project website] ( <a href="http://d4fdot.com/bcfdot/ATMS.asp">http://d4fdot.com/bcfdot/ATMS.asp</a> )  This project is the 3rd phase of the ATMS projects in Broward and Palm Beach Counties, which will together have provided approximately 72 miles of ATMS in Broward County and enhancements to key arterials in Palm Beach County that supplement existing ATMS.  <del>This project is set for completion in summer 2016.</del>
I.C.1	ITS deployment for advanced traveler information on I-95 from southern Palm Beach County Line to northern Palm Beach County Line	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Transit SIS Facilities: Freight	Melissa Ackert	Traffic Operations	Yes		The traveler information system has been installed on I-95 in Palm Beach County.
I.C.1	ITS communication system on I-95 from southern Broward County Line to Sheridan Street	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Transit SIS Facilities: Freight	Melissa Ackert	Traffic Operations	Yes		The communication system is being installed as part of the I-95 Express Lanes project.
I.C.1	ITS communication system on I-95 for full study area corridor	FDOT	FDOT	Completed	System SIS Facilities: Primary Function SIS Facilities: Transit SIS Facilities: Freight	Melissa Ackert	Traffic Operations	Yes		ITS communications system on I-95 is complete.
I.C.1 I.C.5	SR 7/US 441 from Commercial Blvd to Sample Road Fiberoptic Connection	FDOT	FDOT	Current	Primary Multimodal: Primary Function	Melissa Ackert Brent Lee Shue Ling	Traffic Operations Design	Yes	427937-2	Project will be let April 2017 with construction expected in 2017 (FM# 427937-2).
I.C.2	Traffic signal updates on US 441 at Southgate Blvd and at SR-818/Griffin Rd	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Freight Primary Commerce: Primary Function Primary Commerce: Freight	Scott Thurman	Design			
I.C.2	Traffic signal update on Dixie Hwy at McNab Rd and 3rd St	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Freight Primary Commerce: Primary Function Primary Commerce: Freight	Betsy Jeffers	Design	Yes		This has been completed and this portion of Dixie Highway is currently being transferred to the City of Pompano Beach.
I.C.2	Traffic signals on US 441 from Seminole Way to Lucky Street	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Freight Primary Commerce: Primary Function Primary Commerce: Freight	Scott Thurman	Design			
I.C.2	Adjust signal phasing to make Dixie Highway more conducive to business	City of Hallandale Beach	FDOT	Future: short-term	Primary Multimodal: Primary Function	Melissa Ackert	Traffic Operations	Yes		The City of Hallandale Beach cited the split phasing along Dixie Hwy as a challenge to achieving redevelopment along the corridor. The City would like to explore the possibility of altering the signal phasing.
I.C.3	Deploy additional severe incident response vehicles	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Transit	Melissa Ackert	Traffic Operations	Yes		SIRV contracts are currently programmed and additional incident management resources needed for the Express Lanes are being evaluated.

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Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
I.C.3	Deploy additional Arterial Road Rangers for incident management	FDOT	FDOT	Inactive	SIS Facilities: Primary Function SIS Facilities: Transit Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Commerce: Primary Function Primary Commerce: Transit	Melissa Ackert	Traffic Operations	Yes		Deploying additional Road Rangers on arterials conflicted with existing agreements cities have with tow companies and this project was removed from the work program. After further discussions and a test, it was determined that road ranger are not required on the arterials at this time.
I.C.4	Add frontage or rearage roads	FDOT	FDOT + Counties	Future: mid-term	Primary Multimodal: Primary Function Primary Commerce: Primary Function Primary Commerce: Freight	Lisa Dykstra Dalila Fernandez	PLEMO Traffic Ops	Yes		Adding frontage or rearage roads is one way to improve access management, but can require expensive right-of-way acquisition. Longer term access management plans can consider frontage or rearage roads, which requires proactive long term planning to preserve continuous right-of-way for this purpose.
I.C.4	Work with businesses to reduce the size and number of driveways	FDOT	FDOT + Counties	Future: mid-term	Primary Multimodal: Primary Function Primary Commerce: Primary Function Primary Commerce: Freight Non-Primary Hybrid: Primary Function Non-Primary Hybrid: Freight	Lisa Dykstra Dalila Fernandez	PLEMO Traffic Ops	Yes		Reducing the number of driveways along a corridor reduces conflict points and generally improves traffic flow. This general concept is often difficult to implement on existing arterials, but can be a consideration for a larger access management plan for a particular corridor or subarea plan. The FDOT District Planning office conducts long term planning, for which access management is a topic of consideration. FDOT District Traffic Operations approves immediate access changes. FDOT District Four recently began holding workshops for Planning and Traffic Operations staff to coordinate in approving access changes.
I.C.4	Incentivize side road access (works well with urban form changes needed to move buildings to back of sidewalk)	FDOT	Cities	Future: short-term	Primary Multimodal: Primary Function Primary Commerce: Primary Function Primary Commerce: Freight Non-Primary Hybrid: Primary Function Non-Primary Hybrid: Freight	Lisa Dykstra Dalila Fernandez	PLEMO Traffic Ops	Yes		For roads on the SIS and State Highway System, FDOT produces access management plans during Planning and PD&E studies. These access management plans are coordinated with Traffic Operations and approved by the Department's Access Management Review Committee. For roads not on the SIS or SHS, FDOT supports the access management activities of local partners as needed.
I.C.4	Develop an access management master plan that identifies corridors to emphasize access management (e.g. Primary Commerce facilities)	FDOT	FDOT	Future: long-term	System Primary Commerce: Primary Function Primary Commerce: Freight	Lisa Dykstra	PLEMO	Yes		FDOT develops access management plans in PD&E studies. For example, FDOT District Four is developing an access management plan for SR 80 as part of the [SR 80 Corridor Action Plan] ( <a href="http://sr80actionplan.com/">http://sr80actionplan.com/</a> ).
I.E.1	Identify and designate a specific and strategic truck route network	FDOT	FDOT + MPOs	Future: short-term	System	Jeremy Upchurch Jaime Arbelaez	OMD Freight PLEMO	Yes		A Truck Route/Network has been completed here in D4 based on a statistical analysis using vehicle classification counts throughout the District. The CO Freight Facility Dataset has been completed and sent out to the Districts for their use. CO will also be leading the effort to designate the State's Critical Urban and Rural Freight Corridors as outlined by the new FAST Act legislation, which will allow for facilities on that list to be eligible for a share of the allocated Freight funding. I do not have a specific timeline or a definitive list at this point, but I believe it should progress over the next few months with the Districts and MPOs hopefully getting a chance to review and comment.

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Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
I.E.1 I.A.4	Identify US 27 as a major freight reliever corridor to decrease freight volumes on I-95	SFRPC +FDOT	SFRPC + FDOT + others	Ongoing	SIS Facilities: Freight Primary Commerce: Freight	Lisa Dykstra	PLEMO	Yes		<p>US 27 is a truck route and included in the SEFTC 2040 regional corridor network. The 2040 SIS Unfunded Needs plan identifies widening US 27 from four to six lanes as a mid-term improvement and five new interchanges as long-term improvements.</p> <p>The US 27 corridor has undergone nine planning efforts through FDOT since 2005:</p> <p>--Memorandum for Proposed Truck Stop Facility - 2005 study which identified two potential locations for privately developed truck stops in the median of US27 at SW 26th Street and SW 36th Street.</p> <p>--South Florida Inland Port Feasibility Study - 2007 study to analyze potential locations for an Intermodal Logistics Center (ILC) near Lake Okeechobee in Palm Beach, Highlands, or Martin Counties.</p> <p>--SR25/US27 Florida Intrastate Highway System Action Plan - 2008 two-phase study to identify the actions which FDOT and local governments will need to take to protect and enhance the SR25/US27 corridor. The preferred alternative from this study included frontage roads on US27 from Krome Avenue in Miami Dade County to Pines Blvd in Broward County with a Turbo T intersection at Pines Blvd at a cost of \$76.5 million. Additional recommendations included bicycle/pedestrian improvements, park and ride lots, encouraging carpooling programs, land use and development monitoring, an access management master plan, and a right of way concept plan at a cost of \$1.947 million.</p> <p>--Multimodal Needs Assessment Report - 2008 study to develop a plan for addressing multimodal needs in the US 27 corridor. This includes coordination with FDOT District 1, 6, and Central Office, working with District 4 Traffic Operations Office to identify short term safety improvements, and incorporate the South Florida Inland Port Feasibility Study.</p> <p>--SR25/US27 Rail Corridor Feasibility Assessment Study - 2010 study to analyze the feasibility of US27 as a freight and passenger rail corridor. This was a macro level study and did not include cost estimates, funding sources, design, or evaluation of environmental impacts.</p> <p>--US27 Multimodal Planning and Conceptual Engineering (PACE) Study - 2012 Follow up to the 2010 Rail Corridor Feasibility Study, this study examined the feasibility of a new rail bypass, cost estimates, conceptual design, environmental screening, and coordination with resource agencies and key stakeholders. The</p>
I.E.1	Increase availability of overnight truck parking	FDOT	Cities	Future: mid-term	System SIS Facilities: Freight Primary Commerce: Freight Special Use Center: Freight	Jeremy Upchurch	OMD Freight	Yes		<p>Supply and Demand Study for overnight parking throughout the District is on-going with planned completion of Phase 1 in September. After that, the District will start lookin at site specific studies found in Phase 1 for additional analysis. The District is also analyzing surplus right of way for potential freight uses.</p>
I.E.2 IV.C.5	Construction of Eller Drive Overpass	Port Everglades	FDOT	Completed	SIS Facilities: Primary Function SIS Facilities: Freight	Bing Wang, Arlene Davis	Design OMD	Yes	403984-1	<p>Completed early 2015. At the east end of I-595, the Florida Department of Transportation (FDOT) built the Eller Drive Overpass to carry vehicles entering Port Everglades over two new rail tracks that will expand into six working tracks for a new Intermodal Container Transfer Facility rail yard at the Port. Work also included reconstructing several ramps of the I-595/US 1/Eller Drive interchange, reconstructing the Eller Drive intersections at Northeast 7th Ave., Northeast 14th Ave. and McIntosh Road, installing new railroad tracks, crossing signals, relocating underground utilities, installing a stormwater management system, roadway construction, highway lighting system, landscaping and irrigation. Project cost: \$42.5 million.</p> <p>See also mention under "recently completed" construction projects on Port Everglades' [website] (<a href="http://www.porteverglades.net/expansion/construction-updates/">http://www.porteverglades.net/expansion/construction-updates/</a>).</p>
I.E.2	Widen and straighten Andrews Avenue	FDOT	FDOT	Future: long-term	Primary Commerce: Freight	Anson Sonnett	Design		230724-1 230730-1	<p>Let date 06/18/2014; production date 04/10/2014. FDOT will reconstruct Andrews Ave. btwn SW 3rd St. and Atlantic Blvd. Other improvements include street lighting, bike lanes, sidewalks and modifications for ADA compliance. ROW phase currently funded for widening (2-4 lanes) for Pompano Park Place to Atlantic Blvd (FM# 230724-1) and NW 18 Street to Copans Road (FM# 230730-1).</p>
I.E.2	Add WB turn lane along SR-84 at SW 15th Avenue.	FDOT	FDOT	Future: short-term	SIS Facilities: Primary Function	Lola Benitez	Design		437865-1	<p>Freight related SIS connector project. Letting is planned for February 2017 (437865-1)</p>

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Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
I.E.2	Signalize intersection at SW 4th Avenue and SW 28th Street	FDOT	FDOT	Future: short-term	SIS Facilities: Primary Function	Lola Benitez	Design		437866-1	Freight related SIS connector project. Letting is planned for March 2017 (437866-1)
I.E.3 IV.C.5	Construction of Intermodal Container Transfer Center	Port Everglades	FDOT	Completed	SIS Facilities: Primary Function SIS Facilities: Freight Special Use Center: Freight	Lauren Rand	OMD	Yes	433300-1	Completed July 2014. The new Intermodal Container Transfer Facility allows cargo containers to be directly transferred between ships and railcars, which takes an estimated 180,000 truck trips annually off roads by 2029, reducing traffic congestion and harmful air emissions. The ICTF, built and operated by the Florida East Coast Railway, is the first on-port rail yard in the United States to process both domestic and international cargoes. FECR invested \$53 million to build and operate the ICTF. Broward County's Port Everglades Department, which is a self-supporting Enterprise Fund that does not rely on local tax dollars, contributed 42.5 acres of land for the ICTF, which is valued at \$19 million.  [Project Link] ( <a href="http://www.porteverglades.net/expansion/ship-to-rail/">http://www.porteverglades.net/expansion/ship-to-rail/</a> )
I.E.4	Develop the Freight Advanced Traveler Information System (FRATIS) South Florida prototype	FDOT	USDOT	Completed	System SIS Facilities: Freight Primary Commerce: Freight	Melissa Ackert	Traffic Operations	Yes		FDOT finished developing the FRATIS prototype. FDOT would need to partner with trucking companies to begin implementing the prototype. Discussions on implementation have not started. [FRATIS Presentation] ( <a href="http://www.dot.state.fl.us/planning/statistics/symposium/2014/RouteOptimization.pdf">http://www.dot.state.fl.us/planning/statistics/symposium/2014/RouteOptimization.pdf</a> )
I.E.4	Adopt, implement, and refine the FRATIS prototype	FDOT	FDOT + MPOs	Future: mid-term	System SIS Facilities: Freight Primary Commerce: Freight	Melissa Ackert	Traffic Operations	Yes		FDOT finished developing the FRATIS prototype. FDOT would need to partner with trucking companies to begin implementing the prototype. Discussions on implementation have not started. [FRATIS Presentation] ( <a href="http://www.dot.state.fl.us/planning/statistics/symposium/2014/RouteOptimization.pdf">http://www.dot.state.fl.us/planning/statistics/symposium/2014/RouteOptimization.pdf</a> )
I.F.2	Provide better road signage to airport and seaport	FDOT	FDOT	Future: short-term	SIS Facilities: Primary Function Primary Multimodal: Primary Function Special Use Center: Primary Function Special Use Center: Land Use Special Use Center: Freight Primary Commerce: Primary Function	Arlene Davis	OMD			Fort Lauderdale Airport is currently developing a new project to revise/add signage in and around the airport.
I.F.4 II.C.6	Explore opportunities for a people mover for cruise passengers to link FLL Airport and Port Everglades	Port Everglades	Port Everglades + FLL Airport + FDOT	Future: long-term	SIS Facilities: Transit	Khalilah Ffrench	OMD	Yes	415481-1	A PD&E study of the Sunport People Mover was completed in 2009 under FM# 415481-1 [Project Link] ( <a href="http://www.broward.org/Airport/Community/Documents/prelimengreport.pdf">http://www.broward.org/Airport/Community/Documents/prelimengreport.pdf</a> )  The Central Broward East-West Transit Study includes the WAVE streetcar expansion which will connect the Port and the Airport. [Project Link] ( <a href="http://www.centralbrowardtransit.com/">http://www.centralbrowardtransit.com/</a> )
II.A.1	Explore opportunities to correlate the facility types to Broward County's Complete Street efforts.	Broward MPO	MPOs + FDOT	Future: short-term	System	Lisa Maack	OMD	Yes		The Fort Lauderdale Multimodal Connectivity Program and Deerfield Beach's Complete Streets Plans both designate streets into different types. See page 48 of the Fort Lauderdale program at [Link] ( <a href="http://www.fortlauderdale.gov/home/showdocument?id=3559">http://www.fortlauderdale.gov/home/showdocument?id=3559</a> ) and Chapter 3 of the Deerfield Beach Plan at [Link] ( <a href="http://online.fliphtml5.com/cqef/jmrX/#p=45">http://online.fliphtml5.com/cqef/jmrX/#p=45</a> )
II.A.1	Work with local governments to identify corridors to be part of a Complete Streets network for inclusion in the Trafficways Plan	FDOT	County Planning Councils	Future: short-term	System Primary Multimodal: Transit Primary Multimodal: Walk & Bike Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	Lisa Maack, Chon Wong	OMD	Yes		Network of Complete Streets should be a part of the LRTP. A Complete Streets network is not currently included as part of the Trafficways Plan.
II.A.1	Study and establish operations targets by time of day that the Traffic Management Center can try to achieve as it relates to ped/bike/transit goals. Certain times of day, we will need to favor motorized traffic but other times the targets can favor the sometimes competing targets associated with ped/bike users.	FDOT	FDOT	Future: mid-term	System	Melissa Ackert	Traffic Operations	Yes		Real time data collection system projects would allow the Traffic Management Center to monitor pedestrian, bicycle, and transit users and improve their mobility. These real-time data collection projects should be prioritized.

Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
II.A.3	SR-7/US-441 PD&E Study from Sample Rd to Glades Rd and Hollywood Pines Study	FDOT	FDOT	Current	Primary Commerce: Primary Function Primary Commerce: Land Use Primary Commerce: Transit Primary Commerce: Walk & Bike	Brent Lee Shue Ling Gregor Senger	Design OMD	Yes	427937-1	Studies completed and Sample Road to Glades Road is funded for CST. Sample Road to Golden Glades is the next step. Long-term improvements may include light rail or premium bus service.  Buffered bike lanes, wider sidewalks, signal improvements, transit improvements and intersection improvements are planned on US-441 from Sample Road to Glade Road. Letting is planned for April 2017,  Bike Lane and Sidewalk improvements are planned on Hollywood Pines from City Hall Circle to Dixie Highway.Letting is planned for March 2017 (434666-1)
II.A.4	Shift the focus of Complete Street implementation from corridors to networks branching out from future Mobility Hubs, especially sidewalks and bike lanes branching out from future FEC stations	FDOT	All	Future: short-term	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike Multimodal Districts & Nodes: Walk & Bike	Lisa Maack	OMD	Yes		During FY 2017, FDOT District Four Office of Modal Development will be working on a Districtwide Bike/Ped/Trail Master Plan for the District.
II.A.4	Prioritize investments for SIS Connector Improvements	FDOT	FDOT	Future: short-term	SIS Facilities: Transit SIS Facilities: Walk & Bike	Lisa Maack	OMD	Yes		The FDOT District 4 Office of Modal Development Bicycle/Pedestrian and Multimodal Coordinators are included in discussions and review of planning studies for SIS study projects.
II.A.4	Develop an agreement for expediting lane modification process for designated Complete Streets	Cities (multiple)	FDOT	Completed	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike Non-Primary Hybrid: Primary Function Non-Primary Hybrid: Walk & Bike	Chon Wong	PLEMO, Level of Service Coordinator	Yes		FDOT has a lane elimination process in place that must be followed for all State roads. If a roadway is owned by the local government, this process does not need to be followed but FDOT encourages a systematic process be followed. There are no formal agreements governing all lane eliminations and each lane elimination proposal is handled on a case-by-case basis.  Page 32 of the Statewide guidance found in Part 2 below contains some options for streamlining the example review process.  Links: [FDOT Statewide Lane Elimination Guidance Part 1] ( <a href="http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part1.pdf">http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part1.pdf</a> )  [FDOT Statewide Lane Elimination Guidance Part 2] ( <a href="http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part2.pdf">http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part2.pdf</a> )
II.A.4 II.A.5	Complete Streets Demonstration Project: Hollywood Blvd from City Hall to Dixie Highway	FDOT	FDOT + MPOs	Current	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike Multimodal Districts & Nodes: Primary Function	Lisa Maack	OMD	Yes	434666-1	MPO Priority 7, Complete Streets. Construction planned for 2017 (FM# 434666-1)  [Link to FDOT Complete Streets Presentation] ( <a href="http://www.palmbeachmpo.org/static/sitefiles/meeting/2016.05_.25_FDOT_Complete_Streets_Presentation_.pdf">http://www.palmbeachmpo.org/static/sitefiles/meeting/2016.05_.25_FDOT_Complete_Streets_Presentation_.pdf</a> )
II.A.4 II.A.5	Complete Streets Demonstration Project: Sunrise Boulevard from NW 72nd Avenue to NW 19th Street	FDOT	FDOT + MPOs	Current	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike Multimodal Districts & Nodes: Primary Function	Lisa Maack	OMD	Yes	431666-1	The City of Sunrise is working with the Broward MPO and FDOT to build a Complete Street Pilot Project between NW 72nd Avenue and NW 19th Street. This project includes 9' bike lanes and striped buffers while reducing this segment to one lane of traffic per direction. Public Meetings were held in April 2014 and construction is expected in 2017.  [Link to FDOT Complete Streets Presentation] ( <a href="http://www.palmbeachmpo.org/static/sitefiles/meeting/2016.05_.25_FDOT_Complete_Streets_Presentation_.pdf">http://www.palmbeachmpo.org/static/sitefiles/meeting/2016.05_.25_FDOT_Complete_Streets_Presentation_.pdf</a> )



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II.A.4 IV.G.1	US 1 Improvements Project from Broward Blvd to NE 17th Way in Fort Lauderdale	FDOT	FDOT	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	Fausto Gomez	Design	Yes	428726-1	Resurfacing project coupled with upgrading sidewalks and curb ramps, repairing drainage structures, upgrading traffic signals to mast arms with pedestrian countdown signals, installing new pedestrian crossings, painting sharrows, and creating alternative bike routes along parallel local streets (FM #428726-1-52-01)  Context sensitive solutions: To assist the department in helping to meet stakeholders expectations regarding misc aesthetics and decorative features, as well as pedestrian, bicyclist and transit friendly options. This process will emphasize and encourage discussions among interdisciplinary professions, local government officials, homeowners and business associations and other local interest groups regarding but not limited to; misc aesthetics, decorative features, and pedestrian friendly options.
II.A.4 IV.G.1	A1A Improvements Project from East of the Mercedes River Bridge to Sunrise Blvd in Fort Lauderdale	FDOT	FDOT	Current	Non-Primary Hybrid: Walk & Bike	Anson Sonnett	Design		430601-1	Resurfacing project on SRA1A from east of Mercedes River Bridge to Sunrise Blvd., about 4 miles. Coupled with upgrading curb ramps for ADA compliance, upgrading traffic signals to pedestrian countdown timers, installing bike lanes, and adding in-pavement roadway lighting at crosswalks (FM #30601-1-52-01). Started April 2016. Estimated Completion: Spring 2017.  Context Sensitive Solutions: To assist the department in helping to meet stakeholders expectations regarding misc aesthetics and decorative features, as well as pedestrian, bicyclist and transit friendly options. This process will emphasize and encourage discussions among interdisciplinary professions, local government officials, homeowners and business associations and other local interest groups regarding but not limited to; misc aesthetics, decorative features, and pedestrian friendly options.
II.A.5	Conduct corridor study on Hollywood Blvd & Pines Blvd to enhance transit service and complete streets along key corridors	FDOT + MPOs	FDOT + MPOs	Current	Primary Multimodal: Transit Primary Multimodal: Walking & Biking Primary Multimodal: Primary Function	Casey Graham	Design	Yes	431770-1	Hollywood Pines study from the Broward MPO was completed. Bike Lane and Sidewalk improvements are planned on Hollywood Pines from City Hall Circle to Dixie Highway.Letting is planned for March 2017 (434666-1). [Link] ( <a href="http://www.browardmpo.org/images/WhatWeDo/HollywoodPines_Final.pdf">http://www.browardmpo.org/images/WhatWeDo/HollywoodPines_Final.pdf</a> )
II.A.5	Conduct corridor study on Sunrise Blvd to enhance transit service and complete streets along key corridors	FDOT + MPOs	FDOT + MPOs	Current	Primary Multimodal: Transit Primary Multimodal: Walking & Biking Primary Multimodal: Primary Function	Khalilah Ffrench	OMD	Yes		The Broward MPO completed the [Sunrise Boulevard Multimodal Corridor Study] ( <a href="http://www.browardmpo.org/images/WhatWeDo/Sunrise_Summary.pdf">http://www.browardmpo.org/images/WhatWeDo/Sunrise_Summary.pdf</a> ) in 2003.  FDOT is currently performing a smaller scale study that will focus on transit and transit access.
II.A.5	Urban corridor improvements along Broward Blvd from Pine Island Rd to US-1	FDOT	FDOT	Current	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike	Khalilah Ffrench	OMD	Yes		Breeze seed service on Broward Blvd is planned for 2018 based on Broward Blvd Study.
II.A.5	Urban corridor improvements along US 441 from Broward/Miami-Dade County Line to Sample Road	FDOT	FDOT	Current	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike	Gregor Senger	OMD	Yes		The 28 mile SR 7 corridor along State Road 7 (US 441) from the Miami Dade Golden Glades Interchange to Glades Road in Palm Beach was divided into two studies. The first segment between the Golden Glades Interchange to Sample Road is managed by the Broward MPO through an FDOT joint participating agreement (JPA). The planning study includes short and long term improvements along the corridor. Short term improvements include recommendations for operational transit service improvements, bus shelter improvements and sidewalk and bicycle facilities. Long term improvements may considering transit hubs, bus islands and queue jumpers.  The SR 7 segment between Sample Road and Glades Road identified recommendations for buffered bike lanes and TSM&O improvements. The study identities minor improvements at Sample Road and SR 7 intersection (Interchange) to improve walkability.  [Link to Broward MPO Study] ( <a href="http://www.browardmpo.org/index.php/current-projects-studies/sr7-multimodal-improvements-corridor-study">http://www.browardmpo.org/index.php/current-projects-studies/sr7-multimodal-improvements-corridor-study</a> )  [Link to SEFTC Project Site] ( <a href="http://seftc.org/sr7/docs/SR7_Multimodal_Mobility_Strategy_Assessment.pdf">http://seftc.org/sr7/docs/SR7_Multimodal_Mobility_Strategy_Assessment.pdf</a> )
II.A.5	Implement bike lanes on resurfacing and rehabilitation projects	City of Deerfield Beach	FDOT	Ongoing	Primary Multimodal: Primary Function Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike	Lisa Maack	OMD	Yes		FHWA published a report titled Incorporating On-Road Bicycle Networks into Resurfacing Projects in March 2016 as guidance for state and local governments. FDOT District Four Office of Modal Development investigates opportunities using a Multimodal Scoping Checklist.
II.A.5	Construct Complete Streets and more pedestrian friendly streets to encourage redevelopment	City of Hallandale Beach	Cities + FDOT	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike Multimodal Districts & Nodes: Walk & Bike	Lisa Maack	OMD	Yes		Local governments apply through a grant program from the MPO. The Department will assist with implementation of the project.
II.A.5	Provide design assistance to local governments for Complete Streets projects	FDOT	FDOT	Future: short-term	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	Lisa Maack	OMD	Yes		FDOT District Four Office of Modal Development investigates opportunities using a Multimodal Scoping Checklist and will facilitate assistance to local governments for design of Complete Streets. FDOT also provides guidance on the design of Complete Streets on the FDOT Complete Streets Policy website [Link] ( <a href="http://www.flcompletestreets.com/">http://www.flcompletestreets.com/</a> ).

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II.A.5	FDOT's Broward Mobility Project	FDOT	FDOT + Broward MPO	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	Lola Benitez	Design		433165-1	FDOT is contributing \$15 million for construction of sidewalks, multi-use pedestrian paths, and bicycle lanes along 46 roadways in Broward County, as part of a larger \$100 million investment from the Broward MPO. Improvements will be constructed on 21 miles of roads within Hollywood, Pembroke Pines, Davie, Plantation, Deerfield Beach, Pompano Beach, Lauderhill, Oakland Park, Lauderdale Lakes, and Fort Lauderdale. Construction began in February 2015 and will be completed by Summer 2018. [Broward County Mobility Project website] ( <a href="http://d4fdot.com/bcfdot/BrowardCountyMobilityProject.asp">http://d4fdot.com/bcfdot/BrowardCountyMobilityProject.asp</a> )
II.A.5 II.A.6	SR 845/Powerline Road from SR 838/Sunrise to NW 29th St lane elimination and restriping for buffered bike lane.	FDOT City of Fort Lauderdale Wilton Manors	FDOT	Current	Primary Commerce: Primary Function	Thuc Le	Design	Yes	428731-1 430604-1	Two projects will be let August 2016 (FM # 428741-1 and 430604-1).  SR 845/Powerline Road from SR 838/Sunrise to NW 29th St lane elimination (six-lane divided facility to a four lane divided) and restriping for buffered bike lane.  Context Sensitive Solutions: To assist the department in helping to meet stakeholders expectations regarding misc aesthetics and decorative features, as well as pedestrian, bicyclist and transit friendly options. This process will emphasize and encourage discussions among interdisciplinary professions, local government officials, homeowners and business associations and other local interest groups regarding but not limited to; misc aesthetics, decorative features, and pedestrian friendly options.
II.A.6	Consider transfer of roadway ownership from state to local for lane elimination projects	City of Wilton Manors	FDOT + Cities	Future: long-term	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	Chon Wong	PLEMO, Level of Service Coordinator,	Yes		The first step in the lane elimination process is to discuss a potential transfer of ownership from State to local government. A process is in place for this and is handled through the District Statistics Office. A recent example of this transfer of ownership is Dixie Highway to the City of Pompano Beach
II.A.6	Adopt a lane elimination process to evaluate capacity effects of potential Complete Streets projects	Palm Beach County	Counties + FDOT	Future: mid-term	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	Chon Wong	PLEMO, Level of Service Coordinator	Yes		Capacity effects of a lane elimination are considered as part of FDOT's lane elimination process which includes a detailed multi-disciplinary review of the proposed lane elimination.  Links: [FDOT Statewide Lane Elimination Guidance Part 1] ( <a href="http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part1.pdf">http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part1.pdf</a> )  [FDOT Statewide Lane Elimination Guidance Part 2] ( <a href="http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part2.pdf">http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part2.pdf</a> )
II.A.8	Reduce travel speed on retail streets (e.g. Federal Highway) to create a more pedestrian friendly environment and vibrant streetscape	City of Dania Beach	Cities + FDOT	Future: short-term	Primary Multimodal: Land Use Primary Multimodal: Walk & Bike Non-Primary Hybrid: Land Use Non-Primary Hybrid: Walk & Bike	Chon Wong	PLEMO, Level of Service Coordinator	Yes		A proposed reduction of speed on State facilities must be coordinated through the Traffic Operations Office at FDOT and must go through a travel speed reduction process.
II.A.8	Reduce travel lane widths (esp. on Federal Hwy)	City of Dania Beach	Cities + FDOT	Future: mid-term	Primary Multimodal: Walk & Bike	Chon Wong	PLEMO, Level of Service Coordinator	Yes		If a reduction of travel lane widths is part of a lane elimination then it must go through the FDOT lane elimination process and will be evaluated by Traffic Operations and Design Offices. For all other travel lane width reductions, the proposed reduction must be coordinated with the Traffic Operations and Design Offices separately.
II.A.8	Weigh priorities for traffic flow and livable streets	City of Dania Beach	Cities + FDOT	Future: short-term	Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	Chon Wong	PLEMO, Level of Service Coordinator	Yes		Traffic flow and livability are both evaluated during the lane elimination process and are weighed on a case by case basis while taking into account the context of the surrounding land uses and parallel facilities.
II.B.1	Collect transit ridership data to enhance travel demand model	FDOT	FDOT	Ongoing	System	Scott Seeburger	OMD	Yes		FDOT has been collecting transit ridership data as part of corridor studies since 2011 to make the travel demand model more accurate on transit ridership results. As part of corridor studies, FDOT will collect on-board survey information and develop a corridor model, the results of which are then incorporated into the regional travel demand model. FTA has recognized the value of this model due to the data-backed calibration for transit within this region and because it produces reasonable results as compared to the STOPS model.
II.B.2	Partner with FDOT to provide limited stop service with transit signal priority on Lake Worth Road	Palm Tran	Transit Agencies + FDOT	Current	System Primary Multimodal: Primary Function Primary Multimodal: Transit	Khalilah Ffrench	OMD	Yes		Transit signal priority (TSP) and limited stop service assessment completed. Awaiting installation of TSP.
II.B.4	Install queue jumpers to reduce transit travel time	BCT	FDOT + Counties	Current	Primary Multimodal: Transit	Marjorie Hilaire	OMD-Rail	Yes		Queue jumper lanes have been incorporated into the BCT Design Standards and Guidelines manual. A queue jumper demonstration project was implemented at SR-7 and Prospect Road. This demonstration did not involve additional roadway widening and used bus transponders and signal timing for the 441 Breeze Route. [Link to News Article] ( <a href="http://www.sun-sentinel.com/local/broward/fl-broward-bus-queue-jump-20140907-story.html">http://www.sun-sentinel.com/local/broward/fl-broward-bus-queue-jump-20140907-story.html</a> )  Additional queue jumpers are currently in design along Sample Road and Oakland Park Boulevard.
II.B.4	Implement mobile ticketing for smartphones	FDOT	Transit Agencies	Future: short-term	System SIS Facilities: Transit Primary Multimodal: Transit	Newton Wilson	OMD (SFCS)			
II.B.4 II.E.5	Make real-time information available at stations and through smart phone apps	FDOT	Transit Agencies	Current	System SIS Facilities: Transit Primary Multimodal: Transit	Newton Wilson	OMD (SFCS)			Smart phone apps are available for Tri-Rail, Palm Tran, and the Fort Lauderdale Sun Trolley are currently available. Broward County Transit is working on developing its mobile app, which is expected to launch in Summer 2016. Integrating these separate applications into one app for transit across the region is a desired next step.

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Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
II.B.4 III.C.4	Invest in regional and inter-county transit routes	FDOT	Transit Agencies + FDOT	Ongoing	System Primary Multimodal: Transit	Jayne Pietrowski	OMD	Yes		Several Broward County Transit routes cross the Palm Beach and Miami-Dade County lines including: I-95 Express routes, I-595 Express Routes, US 441 Breeze, SR-7 Breeze, Route 28, Route 1, US-1 Breeze, Route 2, Route 19, and Route 10.  FDOT District Four tries to make intercounty connections as robust as possible. Examples of intercounty routes funded by the Transit Corridor Grant Program outside of the I-95 Corridor Mobility study area include the new Marty Route 20 Express linking Martin Hospital South and Indian River State College in Martin County to the Palm Beach Gardens Mall in Palm Beach County.
II.C.1	Last mile service to enhance mobility and multi-modal connectivity - Example from Finland.	FDOT	FDOT	Future: Long-term	Multimodal Districts & Nodes: Primary Function Multimodal Districts & Nodes: Transit Multimodal Districts & Nodes: Walk & Bike	Melissa Ackert	Traffic Operations	Yes		MaaS Finland intends to serve as an operator between transport services providers, users and third parties. It will combine all the existing transport services into a single mobile application on the ‘single-ticket principle’ and offer personalised transport plans tailored to customer needs. Hietanen stresses that far from trying to destroy any existing businesses, the company seeks to generate more sales for them. The service promise is to deliver better transport services for consumers in mutual collaboration. “If the MaaS ecosystem fails to contribute to the business of all the companies and parties involved, the concept won’t work,” Hietanen says. Currently, there are three mobile service options available to consumers: one that combines several modes of transportation for a single trip; one that combines private car use with an extensive range of public transport services; and one that offers a comprehensive service for all transportation needs at a monthly rate. “You should ask yourself: ‘What would happen if I gave up my car?’ For one hundred euros, you could have unlimited access to public transport services plus limited access to taxi rides and a rented car for a given number of kilometres. A wide range of services at different rates would be available, for example for families and businesses,” explains Hietanen. He maintains that transportation must be an experience for people: “On average, people use 90 minutes per day to move from one place to another. We want to give this time back to them.” ITS Finland estimates that by 2020, the new transport services could give work to 20,000 people in Finland.
II.C.1	Develop a Transportation Network Needs Assessment as part of a three-step mobility action plan	SFRPC - SR 7 Collaborative	FDOT	Completed	System	Lois Bush	OMD	Yes		A Transportation Network Needs Assessment was performed in the SR-7 study area to identify area-wide Vehicle Miles Traveled (VMT) and Vehicle Miles of Capacity (VMC) to identify under and over loads in the SR-7 Collaborative Study Area. This analysis was performed using CORMAP, a sketch planning tool developed for District 4 that uses the travel demand model input and output data to analyze VMT/VMC.
II.C.3	Deployment of Easy Card pilot at Broward County Transit and Palm Tran for seamless travel across the four Transit Agencies in South Florida.	FDOT + SFRTA	SFCS + Transit Agencies	Future: short-term	System	Newton Wilson	OMD (SFCS)			
II.C.3	Deployment of Mobile Ticketing Technology pilot across Broward County Transit and Palm Tran.	FDOT + SFRTA	SFCS + Transit Agencies	Future: short-term	System	Newton Wilson	OMD (SFCS)			
II.C.3	Full deployment of the Easy Card e-purse/cash functions on BCT’s and Palm Tran’s entire fleet	FDOT + SFRTA	SFCS + Transit Agencies	Future: mid-term	System	Newton Wilson	OMD (SFCS)			
II.C.3	Full deployment of Mobile Ticketing to the entire BCT and Palm Tran fleets	FDOT + SFRTA	SFCS + Transit Agencies	Future: mid-term	System	Newton Wilson	OMD (SFCS)			
II.C.5	Broward Blvd Park-and-Ride Access Improvements Project	FDOT	FDOT	Completed	SIS Facilities: Transit	Wibet Hay Jose Guerrero	Traffic Operations	Yes	228229-9	[Broward Blvd Park and Ride Access Roads Improvements Project] ( <a href="http://d4fdot.com/bcfdot/BrowardBoulevardParkRideAccessRoadsImprovementsProject.asp">http://d4fdot.com/bcfdot/BrowardBoulevardParkRideAccessRoadsImprovementsProject.asp</a> ) Roadway improvements include adding turn lanes and widening access roads to improve access between I-95, Broward Blvd, and the Tri-Rail park-and-ride lots. FM #228229-9-52-01. This project also had a signalization component under FPID No. 228259-7-52-01 for the installation of two mast arm traffic signals on SR-842 and inside the lot (south portion).
II.D.1 III.I.3	Introduce Multimodal Level of Service into planning process through developer 'credit' in certain land use designations	BCPC	County Planning Councils + FDOT + SFRPC	Future: short-term	Multimodal Districts & Nodes: Land Use Multimodal Districts & Nodes: Transit Multimodal Districts & Nodes: Walk & Bike	Larry Hymowitz Lois Bush	PLEMO - Systems and Policy Planning	Yes		Broward County has started a new effort named Broward NEXT which is an effort to work with the municipalities to review Land Use and Comprehensive Plans to make sure they reflect current and anticipated growth and priorities.

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II.D.11	Implement affordable housing density bonuses	FDOT	County Planning Councils	Current	System Multimodal Districts & Nodes: Land Use Lower Intensity Residential: Land Use Lower Intensity Mixed Use: Land Use	Lois Bush	OMD			
II.D.11	Conduct an affordable housing study to assess needs and options for maintaining and improving affordable housing	FDOT	County Planning Councils	Current	System Multimodal Districts & Nodes: Land Use Lower Intensity Residential: Land Use Lower Intensity Mixed Use: Land Use	Lois Bush	OMD			
II.D.11	Incentivize affordable housing in locations served by transit (either currently or in the future), particularly along Primary Multimodal facilities and in Multimodal Nodes	FDOT	County Planning Councils	Future: short-term	System Primary Multimodal: Land Use Multimodal Districts & Nodes: Land Use Lower Intensity Mixed Use: Land Use	Lois Bush	OMD			
II.D.2	Develop a sketch planning tool to evaluate the effects of proposed transportation and land use strategies on the transportation network. Local govts would use this tool to establish MMQOS standards.	SFRPC - SR 7 Collaborative	FDOT	Ongoing	System	Chon Wong	PLEMO, Level of Service Coordinator	Yes		CorMAP, a sketch planning tool based on the ArcGIS platform was developed for FDOT District 4 for the SR-7 Corridor study. CorMAP uses input and output files from the travel demand model to calculate VMT and capacity for involving increase transit or walk mode shares, lane reductions, and other scenarios.  Central Office provides guidance on Multimodal Level of Service and provides LOSPLAN software for segment level multimodal level of service analysis.  [FDOT QLOS Link] ( <a href="http://www.dot.state.fl.us/planning/systems/programs/sm/los/">http://www.dot.state.fl.us/planning/systems/programs/sm/los/</a> )
II.D.5	Develop a Common Vision for the corridor across county lines through land use and transit supportive design studies.	SFRPC - SR 7 Collaborative	MPOs + FDOT	Completed	System Primary Multimodal: Primary Function Primary Multimodal: Land Use Primary Multimodal: Transit Primary Multimodal: Walk & Bike Multimodal Districts & Nodes: Primary Function Lower Intensity Mixed Use: Primary Function	Lois Bush	OMD	Yes		FDOT has worked with local partners including MPO's, transit agencies, and municipal governments to create an Aspirational Future Vision Map for the I-95 corridor. Along with this map, FDOT has developed a database of Objectives, Strategies, and Examples to further the goal of working towards a common vision in the corridor.
II.D.7	Revise land development codes and zoning ordinances to support the recommended densities, intensities, mix of uses, street network, building design, and parking metrics in FDOT's Framework for Transit Oriented Development (2011)	FDOT	Cities	Future: short-term	System Multimodal Districts & Nodes: Primary Function Multimodal Districts & Nodes: Land Use Multimodal Districts & Nodes: Transit Lower Intensity Mixed Use: Land Use Lower Intensity Mixed Use: Transit	Larry Hymowitz Lois Bush	PLEMO			TOD Framework and TOD Guidebook documents can be found at [Link] ( <a href="http://www.fltod.com/">http://www.fltod.com/</a> )
II.D.7	Provide technical assistance to local governments to update land use regulations and development codes to be supportive of TOD within Multimodal Nodes	FDOT	FDOT	Future: short-term	Function Multimodal Districts & Nodes: Land Use Multimodal Districts & Nodes: Transit	Larry Hymowitz Lois Bush	PLEMO			
II.D.9	Preserve opportunities for industrial and logistics land uses near major transportation corridors	FDOT	Cities	Ongoing	System Special Use Center: Primary Function Special Use Center: Land Use Special Use Center: Freight	Lisa Dykstra Jeremy Upchurch Susan Day	PLEMO OMD Freight Right of Way	Yes		FDOT typically tries to surplus land that is not needed, which is coordinated through the District Freight Coordinator and the Right of Way Office.
II.E.1	Conduct a study to determine the best method to reach out to the public about available commuter services and programs	FDOT	SFCS	Future: short-term	System Multimodal Districts & Nodes: Primary Function Multimodal Districts & Nodes: Transit	Newton Wilson	OMD (SFCS)			
II.E.1	Update Commuter Services website to include costs, park-and-ride locations, and how to use them	FDOT	SFCS	Future: short-term	System	Newton Wilson	OMD (SFCS)			
II.E.1	Focus the commuter services employer and employee outreach efforts to employment and activity centers (within Multimodal Districts and Nodes)	FDOT	SFCS	Future: short-term	System Multimodal Districts & Nodes: Primary Function Multimodal Districts & Nodes: Transit	Newton Wilson	OMD (SFCS)			
II.E.1	Provide information on travel choices through a variety of outlets, including marketing and advertisements, outreach, and real-time info sources	FDOT	SFCS	Current	System Multimodal Districts & Nodes: Transit	Newton Wilson	OMD (SFCS)			

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Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
II.E.3	Institute Commute Plan Reductions and Trip Reduction Ordinances for local governments (e.g. Boca Raton)	FDOT	Cities	Current	System Multimodal Districts & Nodes: Primary Function Multimodal Districts & Nodes: Land Use Multimodal Districts & Nodes: Transit Multimodal Districts & Nodes: Walk & Bike Lower Intensity Commercial: Primary Function Lower Intensity Commercial: Land Use Lower Intensity Commercial: Transit Lower Intensity Commercial: Walk & Bike Lower Intensity Mixed Use: Primary Function Lower Intensity Mixed Use: Land Use Lower Intensity Mixed Use: Transit Lower Intensity Mixed Use: Walk & Bike	Lisa Dykstra	PLEMO			Cities are the primary implementer for this example. FDOT can provide research and technical support if requested by local agencies.
II.E.3	Request technical support from South Florida Commuter Services for progam implementation	FDOT	Cities + Transit Agencies	Current	System	Newton Wilson	OMD (SFCS)			
II.E.3	Palm Tran created a "First Mile Last Mile Coordinator" pilot position to coordinate amongst agencies on issues related to the first and last mile of transit service.	FDOT	Transit Agencies + SFCS	Current	System	Jayne Pietrowski	OMD			This is a pilot position within Palm Tran funded with Commuter Assistance funds. This position will look at access issues.
II.E.4	Offer employee discounts or tax breaks for carpooling	FDOT	Employers + Cities + SFCS	Future: short-term	System	Newton Wilson	OMD (SFCS)			
II.E.4	Offer priority parking for carpool/vanpool vehicles in parking lots and parking garages for all commercial land uses and at park-and-ride transit stations	FDOT	Transit Agencies + Counties + Cities	Future: short-term	System SIS Facilities: Transit Primary Multimodal: Transit Multimodal Districts & Nodes: Primary Function Multimodal Districts & Nodes: Land Use Multimodal Districts & Nodes: Transit Lower Intensity Commercial: Primary Function Lower Intensity Commercial: Land Use Lower Intensity Mixed Use: Primary Function Lower Intensity Mixed Use: Land Use Lower Intensity Mixed Use: Transit	Newton Wilson	OMD (SFCS)			
II.E.5	Provide real-time travel information at airport baggage claims	FDOT	FLL Airport	Future: mid-term	System	Arlene Davis	OMD			
II.E.5	Implement a virtual freight network for ITS	FDOT	FDOT	Future: mid-term	System SIS Facilities: Freight Primary Commerce: Freight Special Use Center: Freight	Melissa Ackert	Traffic Operations	Yes		FDOT finished developing the FRATIS prototype. FDOT would need to partner with trucking companies to begin implementing the prototype. Discussions on implementation have not started. [FRATIS Presentation] ( <a href="http://www.dot.state.fl.us/planning/statistics/symposium/2014/RouteOptimization.pdf">http://www.dot.state.fl.us/planning/statistics/symposium/2014/RouteOptimization.pdf</a> )
II.E.6	Develop a regional TDM Action Plan as part of the Regional Long Range Transportation Plan that is linked to the MPOs' Long Range Transportation Plans	FDOT	SFRPC + MPOs	Future: long-term	System	Larry Hymowitz	PLEMO - Systems and Policy Planning			The Puget Sound Regional Council included a TDM Action Plan as a part of their 2040 Regional Transportation Plan. A strong regional TDM Action Plan that is linked to the Regional Long Range Transportation Plan and the MPOs' Long Range Transportation Plans is a potential desired outcome for the region.
III.A.2	Implement a collaborative staffing strategy for the Transportation Management Centers, in which agencies share staff and resources in TMC/ITS/ATMS to effectively manage traffic	FDOT	FDOT	Current	System	Melissa Ackert	Traffic Operations	Yes		FDOT and partner agencies are developing a Regional Concept for Transportation Operations for Express Lanes in South Florida. See example under Strategy I.A.1. See also the Broward I-95 ICM example under Strategy IV.B.1.



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Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
III.A.2	The FDOT District Integrated Transit/Traffic Operations (DITTO) Group regularly convenes for coordination purposes.	FDOT	FDOT	Ongoing	System	Khalilah Ffrench		Yes		The DITTO group roles and responsibilities are as follows: - Set goals, objectives and performance measures for transit ITS implementation - Identify preferred transit ITS operating scenarios - Ensure compatibility of transit ITS components/equipment - Endorse ITS elements in individual project design/implementation - Identify funding opportunities.
III.A.4	Stripe bike lanes when repaving a road	City of Hallandale Beach	FDOT	Future: short-term	Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike	Alex Barr	OMD	Yes		Roadway Design Bulletin 14-17 modified the PPM to require buffered bike lanes, bicycle lanes, wide curb lane, or shared lane with markings for all resurfacing, restoration, or rehabilitation projects within one mile of an urban area or in any area with an existing curb and gutter.  Green color bicycle lanes have been added to the PPM under chapter 8 as a traffic control device to be used at conflict areas where road users should yield to bicyclists. A conflict area can be any one of the following: bike lane crosses a right turn lane, traffic in a channelized right turn lane crosses a bike lane, or the bike lane is adjacent to a dedicated bus bay. The need for this treatment must be demonstrated by either a history of 3 or more motor vehicle-bicycle crashes at or adjacent to the conflict area during the most recent three year period, or a government agency has observed and documented conflicts between cyclists and motor vehicles at an average rate of two per peak hour during two separate data collection periods in a one month period.
III.A.4	Make stormwater and other utility upgrades to support increased densities in tandem with road resurfacing and reconstruction projects	Cities (multiple)	Cities + FDOT	Ongoing	System	James Poole	Drainage			Drainage issues are classified and fixed if needed during reconstruction. It is difficult to try to look forward and not overbuild which ends up costing more money.
III.B.1	Improve coordination between FDOT, MPOs, and local governments, especially for Complete Streets projects	FDOT	All	Ongoing	System Primary Multimodal: Walk & Bike	Lisa Maack	OMD	Yes		FDOT District Four Office of Modal Development brings a quarterly project list to the BPAC and reaches out to MPO and local goverments with the Multimodal Scoping Checklist prior to design for comments.
III.B.1	FDOT District Four hosts 'best practices' workshops with the five MPOs/TPOs (Broward to Indian River) to convene, coordinate, and share information	FDOT	FDOT + MPOs	Ongoing	System	Arlene Tanis	OMD	Yes		These workshops typically occur once a year. This meeting has inspired other similar types of meetings, including the Pilot Partnership Exchange with Broward anticipated in Fall 2016.
III.B.1	FDOT District Four is planning to conduct a listening session with local partners to understand issues and potential projects.	FDOT	FDOT	Ongoing	System	Arlene Tanis	OMD	Yes		Inspired by the FDOT/MPO Best Practices Workshop, this pilot partnership exchange anticipated for Fall 2016 of this year is similar to D6 listening sessions and is meant to improve relations between the District, MPOs, and partner agencies. Starting with Broward first, invite TAC members and others from cities and transit agencies. This will facilitate discussion with smaller partners and highlight what FDOT can do to help.
III.B.2	Use the end products from the I-95 Corridor Mobility Planning Projects (Aspiration Future Vision Map and Tool of Strategies & Performance Measures) in agency and local government decision-making processes.	FDOT	All	Future: short-term	System	Lois Bush	OMD			FDOT will encourage local partners to include the Aspiration Future Vision Map and Strategies Database when prioritizing future projects. FDOT will be meeting with these local partners in 2016 to work towards an update to the Strategies Database
III.B.3	Request restriping for bike/ped improvements be incorporated into regular pavement maintenance activities	FDOT	Cities + Counties in coord w/ FDOT	Future: short-term	Primary Multimodal: Land Use Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Land Use Non-Primary Hybrid: Walk & Bike	Alex Barr	OMD	Yes		FDOT reports bicycle and pedestrian level of service on state roads as part of the state's Multimodal Mobility Performance Measures. FDOT is conducting various efforts related to multimodal transportation performance measurement.  FDOT has purchased STRAVA data, which collects bicycle and pedestrian data from volunteers who download a free smartphone app that tracks routes, times, and GPS location anonymously.  Franchesca Taylor with the Palm Beach MPO is leading a bicycle and pedestrian data collection effort through a \$20,000 FHWA grant.  At the end of this year, FDOT will behin work on a Bicycle and Pedestrian Data Collection Plan which will include pilot studies for trail, urban, and suburban areas. District 4 will request to perform one of these data collections.
III.B.3	Proactively approach FDOT with requests for "quick fix" smaller projects of which FDOT may not be aware	FDOT	Cities + Counties	Future: short-term	System	Arlene Tanis Cesar Martinez	OMD PLEMO - Concept Development	Yes		FDOT District Four encourages local governments to raise these types of requests during the District's listening session with local partners (see example under Strategy III.B.1). The listening session provide a venue for partners to discuss issues and raise suggestions for potential projects. A listening session is anticipated to be held in Fall 2016.
III.B.3	Maintain continual coordination and communication through in-person meetings between FDOT, MPOs, and local governments to ensure understanding of planning processes on all levels	City of Deerfield Beach	FDOT in coord w/ MPOs & Cities	Future: short-term	System	Arlene Tanis	OMD	Yes		FDOT District Four hosts several regularly occurring meetings to convene partners, including annual 'best practices' workshops with the MPOs/TPOs (mentioned under Strategy III.B.1), and listening sessions with local governments (mentioned under Strategy III.B.1). In addition, every MPO Board And TAC meeting involves communication between FDOT and the MPO. This includespresentations, such as the presentation to the Broward MPO Board on concepts for SW 10th St as an informational item and to facilitate discussions on a future PD&E.



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Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
III.B.3	Communicate and collaborate to find workable solutions for arterials with conflicting functions	City of Deerfield Beach	Cities in coord w/ FDOT + MPO?	Current	SIS Facilities: Primary Function Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	Arlene Tanis	OMD	Yes		The Broward MPO is conducting a "consensus building" effort for SW 10th Street to determine what can and should be done through public involvement. [Link] ( <a href="http://browardmpo.org/index.php/current-projects-studies/sw-10th-street-what-is-your-vision">http://browardmpo.org/index.php/current-projects-studies/sw-10th-street-what-is-your-vision</a> ). This will be presented at the Broward MPO Board as an informational item, and the Board will be asked to discuss a potential PD&E study.
III.B.3	Enhance ongoing communications between FDOT, the MPO, and local governments through the MPO's Technical Coordinating Committee and Community Involvement Roundtable	Broward MPO	MPO in coord w/ FDOT & cities	Ongoing	System	Arlene Tanis	OMD	Yes		FDOT sends at least one management level person to every MPO Board meting and TCC meeting. FDOT or a representative will also provide information on on-going projects to the CIR when applicable.
III.B.3	Convene quarterly subarea meetings (e.g. Northwest Broward Planners Group)	FDOT	MPOs + others	Current	System	Lois Bush	PLEMO			
III.B.3	Incorporate elements of the City's vision into State/FDOT projects	City of Dania Beach	Cities + FDOT	Future: short-term	System	Arlene Tanis	OMD	Yes		FDOT District Four will host a listening session with local partners in Broward County (see example under Strategy III.B.1) to provide an opportunity for discussion on topics like this. The listening session is anticipated to be held in Fall 2016.
III.B.4	Coordinate with FDOT on programs to collect bicycle and pedestrian counts	Palm Beach MPO	MPOs + FDOT	Future: short-term	System Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike Multimodal Districts & Nodes: Walk & Bike Lower Intensity Mixed Use: Walk & Bike	Lisa Maack	OMD	Yes		Coordination with statewide Bicycle and Pedestrian Counts. Central Office (under Trenda McPherson) is currently studying bike/ped data collection with the goal of recommending a statewide counting program.
III.B.4	Develop an electric car charging network to support future growth in the electric car market.	FDOT	FDOT and Broward MPO	Ongoing	System	Gregor Senger	OMD	Yes		FDOT is a participant of the Broward MPO Implementation and Peer Exchange Group, chaired by the Executive Director of the Broward MPO. This group has begun to form a conceptual pilot project to develop the implementation of level 2 electric car chargers in Broward County and a State wide fast chargers network. The Peer exchange is a collaboration of local and county government organizations.
III.C.2	Increase coordination and cooperation in projects that cross or are near County boundaries	City of Hallandale Beach	Cities + MPOs + FDOT	Future: short-term	System SIS Facilities: Primary Function Primary Multimodal: Primary Function Primary Commerce: Primary Function	Lisa Dykstra Richard Creed	PLEMO Design	Yes		<p>The NE 203rd St and NE 215th St Intersection Improvements sutdy between US 1 and West Dixie Hwy proposed grade separation concepts to eliminate vehicle conflicts with trains on the FEC rail line. This is an example of a project near the edge of FDOT District and MPO boundaries, where proactive frequent coordination with cities in the adjacent District and MPO jursidiction is critical.</p> <p>The Planning groups in FDOT Districts Four and Six hold monthly coordination calls to coordinate ongoing cross-District plans and studies.</p>
III.D.2 IV.B.1	Broward MPO is seeking a planning grant for an Integrated Corridor Management project focused on I-95 which would include integration of arterial management. FDOT is a partner.	FDOT	MPOs + FDOT	Current	SIS Facilities: Primary Function Primary Multimodal: Freight Primary Commerce: Primary Function Primary Commerce: Freight	Melissa Ackert	Traffic Operations	Yes		<p>The Broward MPO has an ICM grant (Integrated Corridor Management). ICM would integrate the systems and operating agencies. ICM strategies will be developed focusing on how to best share information and coordinate traffic mitigation strategies in real time. This includes diverting traffic off of I-95 for an event – the agencies on the freeways and arterials would need to coordinate so that travelers are informed of the event and impacts (transit, cars and trucks – many ways to get the information out there), coordinate with the traffic agency to retime the signal, reroute buses (as necessary) etc. The grant that Broward has will provide them a Concept of Operations, technical requirements and an implementation plan. Projects would need to be funded separately per the implementation plan to implement ICM in Broward.</p> <p>The Broward MPO has begun this effort and are expected to complete all tasks in 2017.</p>
III.D.3	Increase outreach to local governments during planning, PD&E, and design phases of state road improvement projects to proactively address local concerns	City of Hallandale Beach	FDOT	Ongoing	System Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	Lisa Maack	OMD	Yes		<p>FDOT District Four Office of Modal Development provides a Multimodal Scoping Checklist to local government engineering departments,CRAs, school boards, and H9MPOs to request comments prior to design.</p> <p>FDOT policies require coordination with local partners. FDOT District Four Office of Modal Development staff provide quarterly lists of projects with bicycle and/or pedestrian elements to the Broward County Bicycle and Pedestrian Advisory Committee. FDOT staff will continue to coordinate with cities on specific projects. FDOT encourages cities to approach FDOT with ideas for opportunities, especially through listening sessions. The first listening session in District Four is anticipated to be held in Summer or Fall 2016.</p>
III.D.5	Bring local governments into early discussions on resurfacing projects to explore potential for Complete Street treatments	FDOT	FDOT in coord w/ Cities + Counties	Ongoing	System Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hvybrid: Walk & Bike	Lisa Maack	OMD	Yes		FDOT District Four Office of Modal Development provides a Multimodal Scoping Checklist to local government engineering departments,CRAs, school boards, MPOs to request comments prior to design.
III.F.1	Conduct a study to determine the best method to reach out to the public to disseminate commuter services information	FDOT	SFCS	Future: short-term	System	Newton Wilson	OMD (SFCS)			

Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
III.I.2	Develop performance measures for Commuter Services	FDOT	CUTR	Current	System	Newton Wilson	OMD (SFCS)			<p>FDOT Procedure 725-030-008 outlines the Commuter Assistance Program. FDOT requires commuter assistance agencies to submit annual reports with required performance/evaluation measures, which are outlined in Attachment A of FDOT Procedure 725-030-008. Evaluation measures include number of commuters requesting assistance, number of commuters switching modes, number of vans in services, etc. The 2001 CUTR report provides additional performance measures that Commuter Assistance agencies can use.</p> <p>[Link to CUTR performance measures] (<a href="http://www3.cutr.usf.edu/tdm/pdf/performanceasures.pdf">http://www3.cutr.usf.edu/tdm/pdf/performanceasures.pdf</a>)</p> <p>[Link to CUTR SFCS 2004 Report] (<a href="http://www3.cutr.usf.edu/tdm/pdf/SFCS2004FinalReport.pdf">http://www3.cutr.usf.edu/tdm/pdf/SFCS2004FinalReport.pdf</a>)</p>
III.I.2	Conduct before-and-after studies to assess pedestrian & bicycle crashes and safety for lane reduction projects	FDOT	FDOT	Future: short-term	Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike	Chon Wong	PLEMO, Level of Service Coordinator	Yes		<p>There are currently no before and after studies to specifically assess bicycle and pedestrian crashes for lane elimination projects. There have been before and after studies to assess vehicular crashes for lane elimination projects (e.g. US-1 in Delray Beach).</p> <p>During the 2009 FDOT evaluation of a lane elimination on US-1 in the City of Delray Beach a before and after crash study was performed and found a 75% reduction in crashes when comparing the three years after the lane elimination to the three years prior to the lane elimination.</p>
III.I.3	Provide technical assistance to local governments for the development and adoption of Multimodal Q/LOS standards.	Broward County + FDOT	FDOT	Future: mid-term	System SIS Facilities: Transit Primary Multimodal: Transit Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike	Larry Hymowitz Lois Bush	OMD	Yes		<p>FDOT District Four provided a workshop for Broward County staff (including the County Planning Council, BCT, and the City of Fort Lauderdale) on multimodal level of service and performance measures, concepts, and evaluation methods April 2015.</p>
III.I.3	Collect bicycle and pedestrian data	FDOT	FDOT	Future: short-term	System Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike Multimodal Districts & Nodes: Walk & Bike	Lisa Maack	OMD	Yes		<p>FDOT District Four is planning to initiate a data collection effort to count travelers by mode at select locations at regular intervals (e.g. annually) using a screenline approach. The goal of this effort is to start measuring mode shift. The District is investigating the potential methods for data collection and ways to best track progress over time. The focus of this effort is primarily on bicyclist and pedestrian counts.</p> <p>As of December 2015, FDOT District Four was narrowing down the site locations, and was considering downtown Hollywood, downtown Fort Lauderdale, SR 7 at Oakland Park Blvd, and University Dr. at Oakland Park Blvd. The District is continuing to coordinate with the Palm Beach MPO regarding data collection of bicyclists and pedestrians. As of December 2015, the District was planning to initiate a pilot screen-line data collection effort in Spring 2016.</p>
III.I.3	FDOT and the MPOs have a mutual interest in collecting data and measuring multimodal level/quality of service, and suggest maintaining communication and coordination.	Broward MPO	MPOs + FDOT	Future: short-term	System	Lois Bush Alex Barr	PLEMO OMD	Yes		<p>FDOT reports bicycle and pedestrian level of service on state roads as part of the state's Multimodal Mobility Performance Measures. FDOT is conducting various efforts related to multimodal transportation performance measurement.</p>

Implementation Strategies Tool

Update of FDOT Examples

Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
III.I.3	Conduct a Multimodal Quality of Service Assessment	SFRPC - SR 7 Collaborative	FDOT	Completed	System Primary Multimodal: Transit Primary Multimodal: Walk & Bike Primary Commerce: Transit Primary Commerce: Walk & Bike Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	Lois Bush	OMD	Yes		A Multimodal Quality Level of Service Assessment was performed, as part of the SR-7 Collaborative Effort between Broward MPO and Palm Beach MPO. This assessment included ARTPLAN analysis on all segments in the study area for both the existing year and the LRTP year which LRTP improvements. This assessment was performed in conjunction with the SR-7 PD&E study from the Miami-Dade County Line to Glades Road.
IV.C.1	Apply for a TIGER grant for the WAVE Streetcar	FDOT	SFRTA + Transit Agencies	Current	Primary Multimodal: Primary Function Primary Multimodal: Transit Multimodal Districts & Nodes: Transit	Khalilah Ffrench	OMD	Yes		The WAVE streetcar was awarded an \$18 million TIGER IV grant in 2012. This project also received a Small Starts Grant.
IV.C.2 IV.D.1	Apply for a TIGER grant for freight and passenger rail enhancements to shift freight traffic from the FEC rail corridor to the South Florida Corridor and create operational efficiencies for CSX, FEC, Tri-Rail, and All-Aboard Florida Intercity Rail	FDOT	FDOT	Completed	SIS Facilities: Primary Function SIS Facilities: Transit SIS Facilities: Freight	Marjorie Hilaire	OMD-Rail	Yes		FDOT applied for and received a 2013 TIGER grant for the [South Florida Freight and Passenger Rail Enhancements Project] ( <a href="http://tri-railcoastallinkstudy.com/tiger.php">http://tri-railcoastallinkstudy.com/tiger.php</a> ). FDOT received \$13.8 million in TIGER grant funds toward the total project cost of \$47.3 million.
II.B.3 IV.C.3	Use Transit Corridor Grant Program money to fund trolley service and circulator projects	FDOT	FDOT + Transit Agencies	Current	System Primary Multimodal: Transit Non-Primary Hybrid: Transit Multimodal Districts & Nodes: Primary Function Multimodal Districts & Nodes: Transit Lower Intensity Mixed Use: Transit	Jayne Pietrowski	OMD	Yes		FDOT District Four provides Transit Corridor Grant Program funds to fund circulator service that provides a corridor support network and develop regional commuter transit patterns. The District provided seed money to the City of Hollywood for a Tri-Rail shuttle circulator that was so successful the City now operates the service with Transportation Disadvantaged program funds. The District provided funds for the City of Delray Beach's Tri-Rail to the beach circulator, which is now operated by the City. The District is providing funds for the Downtown Link of the City of Fort Lauderdale's Sun Trolley, which will continue to be funded until the Wave streetcar is operational.
IV.C.3 IV.C.1 I.B.4	Use FDOT's discretionary funding to help transit agencies meet FTA New Starts requirements to achieve premium transit goals	FDOT	FDOT + Transit Agencies	Current	Primary Multimodal: Transit Multimodal Districts & Nodes: Transit	Jayne Pietrowski	OMD	Yes		FDOT will use discretionary funding to help transit agencies achieve their premium transit goals. Look at FTA New Starts requirements to determine how the funding should be applied. The goal is to help agencies achieve the New Starts requirements so when the time comes to apply for New Starts funding, the agencies will be well placed for receiving FTA funds for their premium transit.
IV.C.4	Partner with Broward County Transit and FDOT for implementation of transit bus shelters and amenities	SFRPC - SR 7 Collaborative	MPOs + Transit Agencies + FDOT	Ongoing	Primary Multimodal: Transit Primary Commerce: Transit Non-Primary Hybrid: Transit	Jayne Pietrowski	OMD	Yes		Partners agree bus stop shelters and amenities are needed, but these items are not prioritized and funding is lacking. FDOT suggests holding a brainstorming session with partners on how to make these improvements higher priority and who could champion the effort.
IV.F.1	Use Downtown Development Authority funds to finance Wave streetcar construction and operations	FDOT	SFRTA + Cities + DDA + FDOT	Future: short-term	Multimodal Districts & Nodes: Primary Function Multimodal Districts & Nodes: Transit Multimodal Districts & Nodes: Walk & Bike	Khalilah Ffrench	OMD	Yes		The Wave Streetcar project website includes a breakdown of funding sources, which include DDA funds. [Project Link] ( <a href="http://wavestreetcar.com/funding-sources">http://wavestreetcar.com/funding-sources</a> )
IV.F.1	Use CRA and/or municipal revenue to support construction and operations of Tri-Rail Coastal Link	SFRTA + FDOT	Cities and SFRTA	Future: short-term	Multimodal Districts & Nodes: Primary Function Multimodal Districts & Nodes: Transit Multimodal Districts & Nodes: Walk & Bike	Amie Goddeau	Modal Development Administrator	Yes	417031-5	In conjunction with local partners, FDOT and SFRTA will continue to evaluate various funding strategies to identify the best combination of approaches and sources for funding the project. Capital funding may be a combination of federal, state and local monies. The funding mechanisms for operation and maintenance costs are anticipated to be generated locally. Because of the unique location of the corridor in dense urban areas, it is anticipated that planned and future development at stations will generate revenue opportunities to help offset O&M costs.  [Project link] ( <a href="http://www.tri-railcoastallinkstudy.com/faq.php">http://www.tri-railcoastallinkstudy.com/faq.php</a> )
IV.G.1	Reconstruct roads to fix drainage issues through partnership between City, County, and FDOT	Town of Pembroke Park	Cities + Counties + FDOT	Current	System	James Poole	Design			
IV.J.3	Prioritize multimodal infrastructure investments on Primary Multimodal and Hybrid facilities, and commuter transit service on SIS road and rail facilities	FDOT	All	Future: mid-term	System SIS Facilities: Primary Function SIS Facilities: Transit Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike Non-Primary Hybrid: Primary Function Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	Lois Bush	OMD			

Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	Facility Type/ Place Type Function	Contact Person	Office	Verified by Contact Person	FM #	Status and Update
IV.J.3	Prioritize ITS and corridor management investments on Primary Commerce and SIS facilities	FDOT	All	Future: mid-term	System SIS Facilities: Primary Function SIS Facilities: Freight Primary Commerce: Primary Function Primary Commerce: Freight	Melissa Ackert	Traffic Operations	Yes		FDOT has invested in ITS and ATMS to improve operations on SIS and Primary Commerce facilities. See examples under Strategy I.C.1.  Examples of ITS and corridor management investments can be found in the Broward County MPO's Integrated Corridor Management (ICM) Concept of Operations. Advanced Traveler Management System (ATMS) have been implemented throughout Broward County.

# Appendix B

Full Descriptions of Objectives, Strategy Categories, and Strategies



## Implementation Strategies Tool Background Material

<b>Objective</b>	<b>I. Mobility:</b> Enhance the movement of people and goods
<b>Strategy Category</b>	I.A. Increase <b>auto</b> capacity on highway facilities
<b>Strategy</b>	I.A.1. Implement and use a connected and coordinated network of managed lanes - Including express lanes and ramp metering
<b>Strategy</b>	I.A.2. Improve performance of I-95 interchanges
<b>Strategy</b>	I.A.3. Make strategic investments to relieve congestion at critical bottlenecks.
<b>Strategy</b>	I.A.4. Enhance capacity on parallel roads
<b>Strategy</b>	I.A.5 Implement ramp metering in Broward and Palm Beach Counties
<b>Strategy Category</b>	I.B. Increase <b>person</b> -carrying capacity via transit on regionally significant transit facilities
<b>Strategy</b>	I.B.1. Provide park-and-ride lots with express transit service in managed lanes
<b>Strategy</b>	I.B.2. Enhance existing commuter rail (Tri-Rail) services
<b>Strategy</b>	I.B.3. Implement future FEC rail service - both intercity rail service (All Aboard Florida) and local transit service
<b>Strategy</b>	I.B.4. Prepare for future premium transit service (e.g. BRT) on highly traveled Multimodal facilities by building ridership
<b>Strategy</b>	I.B.5. Park and Ride lots near I-95 interchanges
<b>Strategy Category</b>	I.C. <b>Preserve</b> and optimize vehicular capacity on regionally significant facilities
<b>Strategy</b>	I.C.1. Utilize information technology to improve network efficiency and provide real-time information to travelers
<b>Strategy</b>	I.C.2. Update traffic signal operations
<b>Strategy</b>	I.C.3. Provide more resources for incident management
<b>Strategy</b>	I.C.4. Implement access management by reducing the number of driveways and curb cuts
<b>Strategy</b>	I.C.5 The implementation of access management and ATM/ITS infrastructure could be prioritized for routes parallel to I-95 and the connecting east-west corridors.
<b>Strategy Category</b>	I.E. Enhance <b>truck</b> movement
<b>Strategy</b>	I.E.1. Develop and implement a Regional Freight Plan
<b>Strategy</b>	I.E.2. Make strategic improvements at critical truck problem areas
<b>Strategy</b>	I.E.3. Improve mode transfers
<b>Strategy</b>	I.E.4. Use technology to provide more real-time information about travel conditions to truck drivers
<b>Strategy Category</b>	I.F. Accommodate critical freight and passenger mobility needs for airports and seaports
<b>Strategy</b>	I.F.1. Communicate needs of airport and seaport
<b>Strategy</b>	I.F.2. Explore better opportunities to link internal airport circulation roads to I-95 and other roads.
<b>Strategy</b>	I.F.3. Support expansion efforts for FLL Airport south runway and terminal facilities
<b>Strategy</b>	I.F.4. Invest in a future strategic connection for passenger movement between FLL Airport and Port Everglades



## Implementation Strategies Tool Background Material

<b>Objective</b>	<b>II. Accessibility:</b> Increase the viability of alternatives to driving alone and reduce travel demand.
<b>Strategy Category</b>	<b>II.A. <u>Transportation</u>:</b> Implement a connected network of <b>Complete Streets</b> and facilities for non-motorized modes and transit
<b>Strategy</b>	II.A.1. <b>Develop and designate a connected network</b> of facilities for pedestrians and bicyclists
<b>Strategy</b>	II.A.2. Adopt and <b>implement</b> the Broward County Complete Streets Guidelines
<b>Strategy</b>	II.A.3. <b>Conduct</b> corridor <b>studies</b> for Complete Streets corridors and other multimodal corridors
<b>Strategy</b>	II.A.4. <b>Prioritize</b> investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities
<b>Strategy</b>	II.A.5. <b>Construct</b> improvements to improve the pedestrian and bicycling environment
<b>Strategy</b>	II.A.6. Improve the process for more direct communication between FDOT and local governments in the <b>lane elimination</b> process.
<b>Strategy</b>	II.A.7. Encourage B-cycle expansions.
<b>Strategy</b>	II.A.8. Use <b>traffic calming</b> techniques to slow down traffic speeds on appropriate facilities.
<b>Strategy Category</b>	<b>II.B. <u>Transportation</u>:</b> Enhance <b>transit</b> services to provide viable alternatives to driving alone.
<b>Strategy</b>	II.B.1. Conduct planning studies to understand transit needs
<b>Strategy</b>	II.B.2. Implement premium limited stop service with high frequency on major east-west corridors
<b>Strategy</b>	II.B.3. Use local circulators and shuttle services to fill in fixed route service gaps
<b>Strategy</b>	II.B.4. Make transit investments to improve <b>reliability</b> and <b>convenience</b> .
<b>Strategy</b>	II.B.5. Make transit investments to increase passenger <b>comfort</b> and <b>safety</b>
<b>Strategy</b>	II.B.6. Coordinate transit investments with other infrastructure investments to maximize the benefits of the investments
<b>Strategy</b>	II.B.7. Make transit investments a priority
<b>Strategy Category</b>	<b>II.C. <u>Transportation</u>:</b> Enhance the <b>connectivity</b> between modes and scales of modes
<b>Strategy</b>	II.C.1. Examine multimodal connectivity at a systems perspective
<b>Strategy</b>	II.C.2. Enhance connections from regional transit to local transit
<b>Strategy</b>	II.C.3. Ensure seamless <b>transfers</b> between transit systems
<b>Strategy</b>	II.C.4. Enhance connections for bicyclists and pedestrians to transit stations
<b>Strategy</b>	II.C.5. Enhance connections for autos to transit via park-and-ride and kiss-and-ride facilities.
<b>Strategy</b>	II.C.6. Enhance connections for freight and passenger transport to and within Freight/ Goods/ Special Use Districts

## Implementation Strategies Tool Background Material

<b>Strategy Category</b>	<b>II.D. <u>Land Use:</u></b> Encourage smart growth through land use planning and development approval processes
<b>Strategy</b>	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts
<b>Strategy</b>	II.D.02. Conduct targeted studies to determine specific actions for priorities
<b>Strategy</b>	II.D.03. Audit existing policies, legislation, and codes to determine compatibility with multimodal vision
<b>Strategy</b>	II.D.04. Monitor the implementation of mixed use designations, and adjust policies accordingly.
<b>Strategy</b>	II.D.05. Implement design principles for compact development and pedestrian-oriented community form
<b>Strategy</b>	II.D.06. Implement innovative and flexible approaches to parking to encourage walk-to-transit options and "park once" layouts
<b>Strategy</b>	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas
<b>Strategy</b>	II.D.08. Invest in infrastructure to support future transit.
<b>Strategy</b>	II.D.09. Recognize benefits from proximity to major transportation assets like airport and seaport and incorporate into planning process
<b>Strategy</b>	II.D.10. Maintain aesthetically pleasing public spaces
<b>Strategy</b>	II.D.11. Provide and maintain affordable housing options near jobs and transit stations to improve location efficiency.
<b>Strategy Category</b>	<b>II.E. <u>Logistics:</u></b> Reduce travel demand through TDM programs
<b>Strategy</b>	II.E.1. Enhance the Commuter Services Program
<b>Strategy</b>	II.E.2. Implement TDM programs for new developments
<b>Strategy</b>	II.E.3. Extend commuter services to a local level
<b>Strategy</b>	II.E.4. Create economic incentives for carpooling
<b>Strategy</b>	II.E.5. Implement ITS programs to provide more information to travelers
<b>Strategy</b>	II.E.6. Develop a regional TDM Action Plan that is linked to the Regional Long Range Transportation Plan and MPO's Long Range Transportation Plans.

## Implementation Strategies Tool Background Material

<b>Objective</b>	<b>III. Coordination:</b> Improve coordination, communication, and collaboration between all partners
<b>Strategy Category</b>	III.A. Coordination within agencies themselves (e.g. various departments)
<b>Strategy</b>	III.A.1. Use existing decision-making processes as venues for enhanced communication and coordination amongst various departments
<b>Strategy</b>	III.A.2. Collaborate and share resources (information, funding, and staff) between departments
<b>Strategy</b>	III.A.3. Take advantage of opportunities for projects by clarifying and documenting priorities
<b>Strategy</b>	III.A.4. Coordinate infrastructure improvement projects to take advantage of opportunities when they arrive
<b>Strategy</b>	III.A.5. Invest in internal staff
<b>Strategy Category</b>	III.B. Coordination amongst other planning partners
<b>Strategy</b>	III.B.1. Create a common communication venue for FDOT, Planning Councils, transit agencies, localities, and other planning partners to share information
<b>Strategy</b>	III.B.2. Maintain tools to remind partners of the broader system-level vision
<b>Strategy</b>	III.B.3. Utilize existing processes for communication
<b>Strategy</b>	III.B.4. Form new partnerships for specific initiatives
<b>Strategy Category</b>	III.C. Coordination amongst adjacent municipalities
<b>Strategy</b>	III.C.1. Maintain regular communication with adjacent localities
<b>Strategy</b>	III.C.2. Engage adjacent municipalities in a conversation about corridor visions
<b>Strategy</b>	III.C.3. Identify common issues that can be a catalytic reason for coordination
<b>Strategy</b>	III.C.4. Coordinate with adjacent transit service providers to offer inter-county transit service
<b>Strategy Category</b>	III.D. Coordination within the various stages of planning and programming
<b>Strategy</b>	III.D.1. Long Range Planning (conceiving the idea of a project)
<b>Strategy</b>	III.D.2. Programming & Budgeting (to identify opportunities for cost sharing)
<b>Strategy</b>	III.D.3. Project Design (to discuss local and state perspectives and needs)
<b>Strategy</b>	III.D.4. Development Review (to ensure project fulfills potential for multiple objectives for various partners)
<b>Strategy</b>	III.D.5. At "critical decision points"
<b>Strategy Category</b>	III.E. Coordination with elected officials
<b>Strategy</b>	III.E.1. Engage in regular meetings with elected officials to keep them in-the-loop on planning decisions and developments
<b>Strategy Category</b>	III.F. Coordination with constituents
<b>Strategy</b>	III.F.1. Create opportunities for dialogue with citizens and businesses
<b>Strategy Category</b>	III.G. Coordination with developers and other influential non-government entities
<b>Strategy</b>	III.G.1. Encourage developers to proactively communicate on development projects throughout the various stages
<b>Strategy</b>	III.G.2. Create a venue for communication with major players to anticipate future expansion needs.
<b>Strategy Category</b>	III.H. Coordination with other transportation providers
<b>Strategy</b>	III.H.1. Use Master Plans as opportunities to communicate visions of various transportation providers
<b>Strategy</b>	III.H.2. Coordinate with freight rail companies
<b>Strategy Category</b>	III.I. Monitoring and Evaluation
<b>Strategy</b>	III.I.1. Regularly assess the effectiveness of the policy framework in decision-making
<b>Strategy</b>	III.I.2. Monitor multimodal networks on an ongoing basis
<b>Strategy</b>	III.I.3. Adopt Multimodal Q/LOS standards and regularly assess them

## Implementation Strategies Tool Background Material

<b>Objective</b>	<b>IV. Funding:</b> Increase opportunities for identifying funding sources for transportation improvements.
<b>Strategy Category</b>	IV.A. Pursue innovative funding sources for collaborative planning activities
<b>Strategy</b>	IV.A.1. Pursue innovative funding sources for collaborative planning activities
<b>Strategy Category</b>	IV.B. Pursue innovative funding sources for projects to enhance vehicular mobility
<b>Strategy</b>	IV.B.1. Pursue innovative funding sources for projects to enhance vehicular mobility
<b>Strategy Category</b>	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes
<b>Strategy</b>	IV.C.1. Pursue innovative funding sources for projects to enhance passenger travel by non-SOV modes
<b>Strategy</b>	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes
<b>Strategy</b>	IV.C.2. Identify new revenue sources for ongoing transit operating costs and new transit improvements
<b>Strategy</b>	IV.C.3. Use partnerships to maximize funding sources
<b>Strategy</b>	IV.C.4. Explore opportunities for public-private funding partnerships and leverage resources from a variety of funds.
<b>Strategy Category</b>	IV.D. Pursue innovative funding sources for projects to enhance freight travel
<b>Strategy</b>	IV.D.1. Pursue grant funds to shift freight rail to the South Florida Corridor
<b>Strategy Category</b>	IV.E. Implement low-cost projects as 'low hanging fruit'
<b>Strategy</b>	IV.E.1. Identify short-term low-budget projects that can use available money to work towards the longer term vision
<b>Strategy Category</b>	IV.F. Use Business Improvements Districts, CRAs, and other funding districts
<b>Strategy</b>	IV.F.1. Use CRAs and BIDs to provide funding for infrastructure improvements
<b>Strategy Category</b>	IV.G. Coordinate multiple projects together to maximize resources and minimize disruptive impacts
<b>Strategy</b>	IV.G.1. Coordinate roadway, utility and other infrastructure projects to reduce costs and construction related road closures
<b>Strategy Category</b>	IV.H. Thoroughly document important projects in advance of dedicated funding
<b>Strategy</b>	IV.H.1. Thoroughly document important projects in advance of dedicated funding to improve chances of taking advantage of new funding sources
<b>Strategy Category</b>	IV.I. Pursue funding sources for 'catalytic' land use investments to spur economic development
<b>Strategy</b>	IV.I.1. Pursue funding sources for 'catalytic' land use investments to spur economic development
<b>Strategy Category</b>	IV.J. Revisit the way funds are allocated
<b>Strategy</b>	IV.J.1. Revisit funding formulas to distribute funds in more efficient ways
<b>Strategy</b>	IV.J.2. Refocus priorities and reallocate funding away from "reactionary planning" to longer range plans, projects, and infrastructure
<b>Strategy</b>	IV.J.3. Prioritize infrastructure improvements projects according to I-95 Corridor Mobility Planning Project vision map

## Implementation Strategies Tool Background Material

<b>Objective</b>	V. <b>Economic Vitality:</b> Improve economic vitality and encourage economic development.
<b>Strategy Category</b>	V.A. Make physical improvements to spur development activity
<b>Strategy</b>	V.A.1. Improve transportation infrastructure and services to increase <b>access to jobs</b>
<b>Strategy</b>	V.A.2. Improve infrastructure to support more intense future development
<b>Strategy Category</b>	V.B. Use policy and regulatory tools to incentivize economic development
<b>Strategy</b>	V.B.1. Utilize CRA or other branding techniques to promote economic development
<b>Strategy</b>	V.B.2. Use land use planning tools to communicate land development goals to developers
<b>Strategy</b>	V.B.3. Use other policy tools to incentivize redevelopment
<b>Strategy</b>	V.B.4. Pursue funding sources for 'catalytic' land use investments to spur economic development
<b>Strategy</b>	V.B.5. Utilize economic "down times" to prepare for resurgence
<b>Strategy</b>	V.B.6. Invest in internal staff