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Interstate 95 is the backbone of Southeast Florida's transportation system, but congestion threatens our region's economic potential.

The I-95 Corridor Mobility Planning Project seeks to address the problem of congestion by envisioning a system of transportation and land use that ensures our residents, workers, and tourists can access jobs, housing, education, goods, and services now and in the future.

This dashboard reports system performance based on a variety of statistics and measures.

I-95 STUDY SEGMENT^(A) KEY STATISTICS

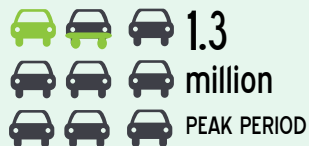
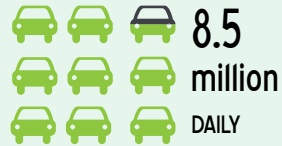


DAILY TRIPS⁽²⁾



Max AADT: 299,000 (between Davie Blvd and Marina Mile Blvd Interchanges)

TRAVEL DEMAND (VEHICLE MILES TRAVELED)⁽²⁾



CONGESTION (PEAK PERIOD)⁽³⁾

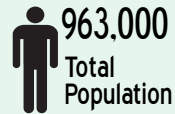


CONGESTION (DAILY)⁽³⁾

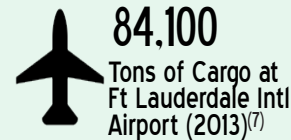


STUDY AREA^(B) KEY STATISTICS

POPULATION & HOUSING⁽⁴⁾ / JOBS⁽⁵⁾



FREIGHT



TOURISM



TRANSIT

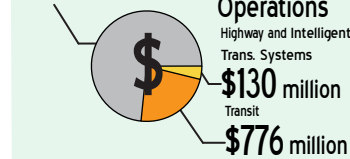


Annual Tri-Rail
Ridership
System Wide⁽⁸⁾

Annual I-95
Express
Ridership⁽⁹⁾

FUNDING⁽¹⁰⁾

Capital
\$2.52 billion



(A) Study segment from Golden Glades Interchange to Exit 50: Congress Ave

(B) Miami-Dade County line in the south, Boca Raton northern boundary in the north, Atlantic Ocean in the east, and SR 7/ FL's Turnpike in the west

(C) Based on vehicle miles traveled

(D) Percent of vehicle miles traveled on roadways operating at LOS F

(E) Average number of hours in which segments operate at LOS F, weighted by lane-miles

(7) Broward County FLL Monthly Statistics

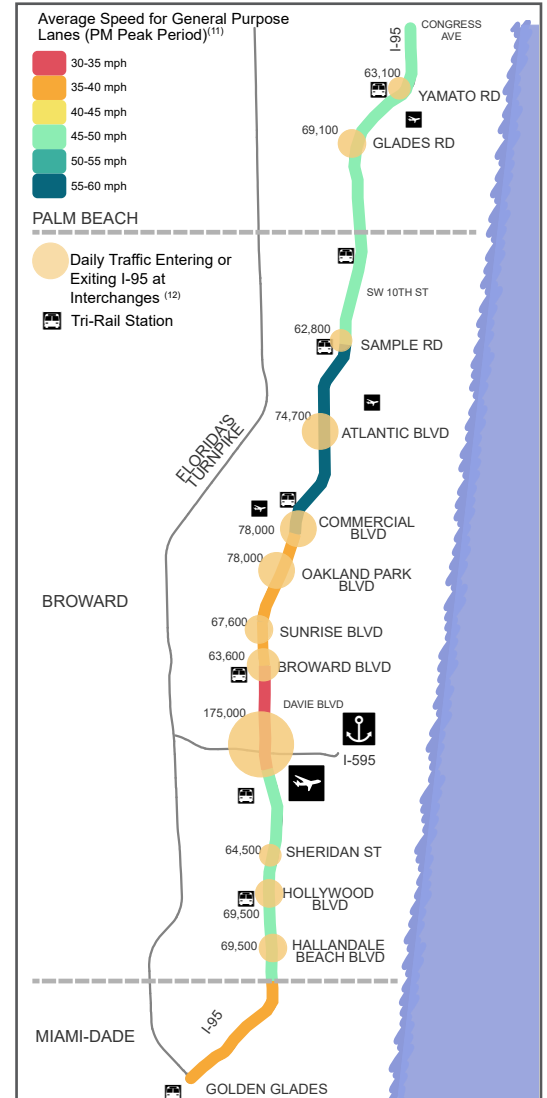
(8) 2013 South Florida Regional Transportation Authority Comprehensive Annual Financial Report

(9) 2013 BCT Ridership Reports (Jan - Dec) & 2013 MDT Ridership Technical Reports (Jan - Dec)

(10) Broward MPO FY 2014/15-FY 2018/19 TIP and BCT FY 2014-2023 TDP

(11) 2012 I-95 Managed Lanes Monitoring Report, based on travel time runs

AVERAGE TRAVEL SPEEDS



(12) FDOT Portable Traffic Monitoring Sites Shapefile (2012 Counts) - Sum of AADT counts for all ramps at each interchange. Interchange volumes under 60,000 vpd not shown. Interchange volumes not shown for Miami-Dade.

(1) Includes only segments north of Phase I Express Lanes entrance/exit

(2) FDOT 2012 Traffic Characteristics Inventory

(3) FDOT 2012 Multimodal Mobility Performance Measures Database

(4) 2010 US Census Block Data (SF1)

(5) 2010 US Census LODS Data

(6) Port Everglades Waterborne Commerce Chart

I-95

corridor mobility planning project



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PERFORMANCE DASHBOARD

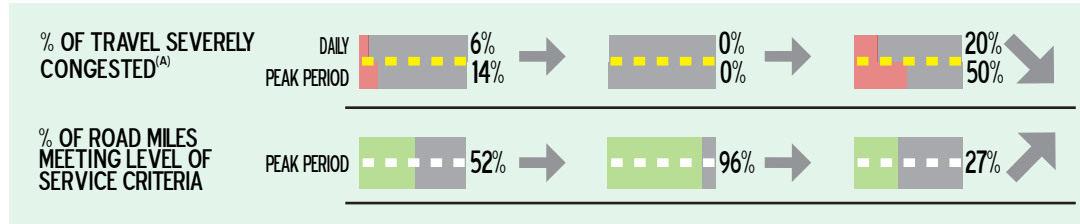
2014* BASELINE

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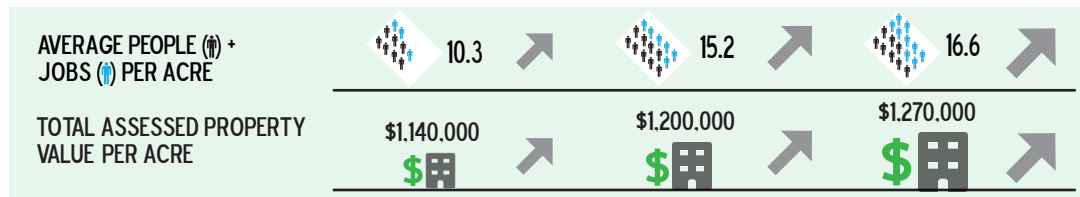
PERFORMANCE MEASURES

CONGESTION & MOBILITY⁽¹⁾

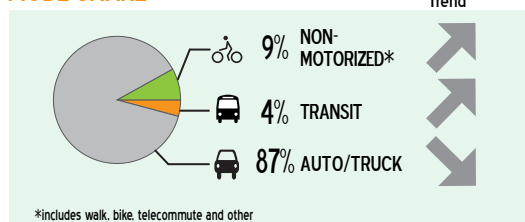
Based on State Highway System Only



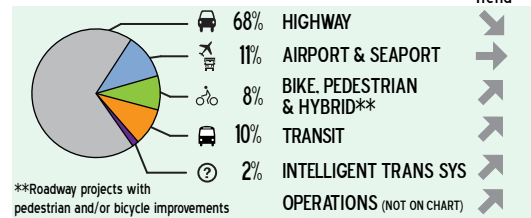
POPULATION DENSITY⁽²⁾, EMPLOYMENT⁽³⁾ & PROPERTY VALUES⁽⁴⁾



MODE SHARE⁽⁵⁾

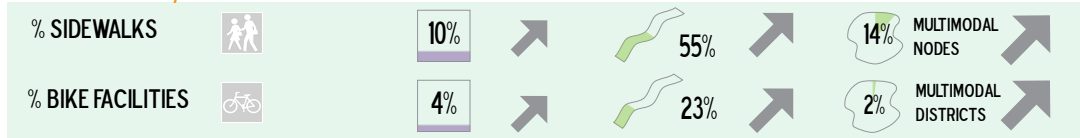


TRANSPORTATION FUNDING BY MODE⁽⁶⁾



FACILITIES FOR WALKING & BIKING⁽⁷⁾

Roads within the Broward County Portion of the Study Area



(1) FDOT 2012 Multimodal Mobility Performance Measures Database

(2) US Population Census Data 2010 Summary File 1

(3) US Census Data 2010 LODES

(4) Parcel layers and tax roll data from Florida Department of Revenue

(5) 2007-2011 5-Year ACS Estimates (Block Group)

(6) Broward MPO FY 2014/15- FY 2018/2019 TIP (Excluding Operations Phase Group). Funding for all projects in Broward County. Figures do not add up to 100% due to rounding.

The Aspirational Vision Map defines a future system of transportation and land use, as affirmed by the stakeholder partners. This system is composed of transportation facility types and land use place types based on function.

The performance assessment evaluates performance of the system. Some measures apply to individual facility types or place types. Others apply to the system as a whole.

The 2014 baseline assessment is the first performance evaluation. The measures will be evaluated regularly over time to assess progress. More information is available in the I-95 Corridor Mobility Performance Assessment Update report.**

**To request a copy of the Performance Assessment Update report, please contact Lois Bush, FDOT District Four, at Lois.Bush@dot.state.fl.us.

LEGEND

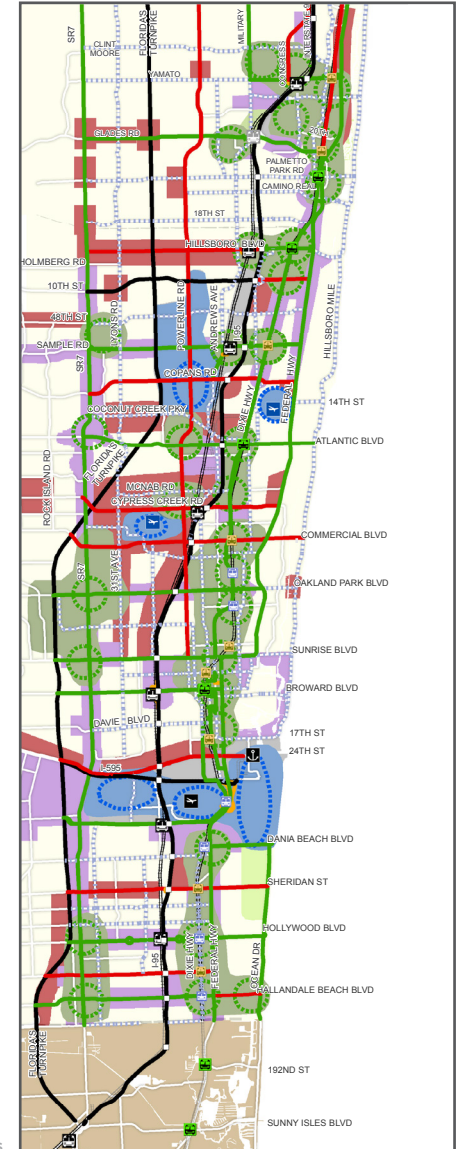
FACILITY TYPES:

- The roads, rail lines, and trails that move people and goods.
- | Facility Type | Purpose |
|-------------------------------|--|
| SIS Corridors | High speed, uncongested regional travel |
| Primary Commerce Facilities | Reliable travel for autos and freight connections with access to auto-oriented primarily single-use commercial development |
| Primary Multimodal Facilities | Balanced travel among transit, walking, biking and auto access to higher intensity, mixed used development |
| Hybrid Facilities | Multimodal access to primary multimodal facilities with lower intensity, residentially oriented development |

PLACE TYPES:

- Areas with similar types of land use and urban form characteristics.
- | Place Type | Description |
|-------------------------------------|--|
| Multimodal Districts | Larger areas with a concentration of jobs & population where people can easily walk or bike to a variety of destinations |
| Freight/Goods/Special Use Districts | Large area of freight or special use activity and movement |
| Multimodal Nodes | Higher density of jobs & population within a walkshed of a transit station or other center of activity |
| Freight/Goods/Special Use Center | Smaller individual areas where one kind of freight/special movement occurs |

ASPIRATIONAL VISION MAP



(7) Broward MPO GIS Shapefile - Bike_Ped_Facilities.shp (2012). Data is incomplete and will be updated in the MPO's Complete Streets efforts.

(A) Percent of miles traveled occurring on roadway segments operating at LOS F during designated time period