Executive Summary

Broward County I-95 Corridor Mobility Planning Project
Technical Memorandum #1

DRAFT

5/28/2014
FDOT District 4
Office of Modal Development

Executive Summary

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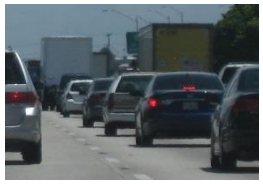
What is the problem?

Purpose & Background

Interstate 95 is a critical resource for South Florida's economic vitality. Residents, businesses, and freight operators depend on I-95 for daily transportation needs. Congestion and crashes on I-95 disrupt these daily routines, resulting in lost productivity and wasted economic opportunities. I-95 is already operating at a failing level of service in the weekday peak periods, and incidents frequently cause backups during off-peak hours too.



South Florida's population and employment are anticipated to grow, placing even more demand on the transportation system. A dysfunctional transportation network will hinder South Florida's ability to attract businesses, provide vibrant communities for its residents, retain a skilled workforce, and take advantage of the region's economic potential.

I-95 is the backbone of the transportation system, but it is not the only element. The region's transportation system also includes primary arterials, secondary roads, transit systems, and infrastructure for walking and biking. Land use patterns generate travel demand, and heavily influence travel patterns, which in turn greatly affect the viability of the transportation system.

Today, more than 88 percent of residents in Broward County drive alone to work, and commuters travel more than 54 minutes to and from work every day. The problem is not just congestion on I-95; it is the ever growing inability of people and goods to access the places they need to go. It is a problem of mobility and accessibility for eastern Broward and southeastern Palm Beach Counties.

Enhancing capacity on I-95 alone will not solve the problem. To use a metaphor, adding capacity to I-95 is only a treatment for the symptom, not a cure for the disease. The solution must be as multi-faceted as the problem itself, and rests in making it easier for people to access jobs, housing, education, goods, and services without driving on I-95 by using different roads, different modes, and making shorter and fewer trips. It includes using local roads and other primary arterials, taking transit, and planning land uses in ways that make it easy and comfortable to walk and bike.

The primary goal of the I-95 Corridor Mobility Planning Project is to envision a system of transportation and land use for the South Florida region that functions effectively both today and in the future. The I-95 Corridor Mobility Planning Project:

(1) **synthesizes the previous studies and existing planning documents** to understand a **broader vision** of the transportation system and the existing and future land uses that rely on the transportation system;
(2) **develops a framework of facility types and place types** that **identifies the functions** the various transportation facilities and places serve within this broader system-level vision;
(3) and **identifies strategies and performance measures** that various planning partners can use as a tool in the decision-making process to work toward the system-level vision.

Where have we been?

History of the I-95 Corridor Mobility Planning Project

The I-95 Corridor Mobility Planning Project establishes a common language and set of strategies and measures that will help planning partners evaluate progress and take action towards achieving the vision. It focuses on understanding how the various planning efforts of the Florida Department of Transportation (FDOT), local governments, Metropolitan Planning Organizations (MPOs), planning councils, and transit agencies might fit together under a larger framework to achieve common goals. The project used a bottom up approach, building on a wealth of previous planning studies, implementation tools and mobility initiatives.

FDOT, with responsibility for the interstate system, constantly seeks solutions to ensure the mobility of people and goods within the region and to other regions. In the 2000s, it received an **Urban Partnership Agreement grant** to build the **I-95 managed lanes pilot** in Miami-Dade County. The success at improving travel has encouraged the use of managed lanes statewide. Furthermore, the express bus service using the managed lanes has been successful at providing premium public transportation from western Broward County to Miami.

The **Broward County Comprehensive Plan** requires FDOT, working in partnership with Broward County, to prepare a **multimodal study of the I-95 corridor** to address future mobility problems. The language derives from revisions to the transit-oriented concurrency system, which had as its precursor a transportation concurrency exception area to encourage infill development and redevelopment. The policies demonstrate how Broward County emphasizes transit and multimodal infrastructure in transportation network planning.

More recently, Broward County has focused attention on urban design and Complete Street principles designed to retrofit and create compact, walkable areas embracing a mix of uses. A **countywide land use plan** and **trafficways plan** assist in the creating compatible and similar solutions across jurisdictions.

Other key studies influencing the project include the following:

- **Broward MPO's 2035 Long Range Transportation Plan** (originally completed in 2009) introduced the concept of Mobility Hubs - places with multimodal connections between travel modes and to land use activities.
- **FDOT's I-95 Origination-Destination study** (2008) determined most travel on I-95 starts or ends within two miles of the facility. The **High Asset Use Location (HAUL) study** (2009) identified areas where the transportation system is most heavily used by multiple modes.
- The **Southeast Florida Transportation Council (SEFTC) 2035 Regional Long Range Transportation Plan** (2010) identified transportation facilities of regional significance and introduced regional performance measures.

The I-95 Corridor Mobility Planning Project is intended to create an ongoing process for communication within agencies' and local governments' existing planning processes. The maps and designations will change over time. The strategies and measures will evolve as strategies are completed and new technologies and data become available. Yet it is the hope that the planning partners commit to the process of communication, coordination, and monitoring, which the I-95 framework is intended to provide.

Where do we want to go?

Planning Process and Vision Map

South Florida is a region of many various local governments and a patchwork of agencies whose decisions all affect the transportation system:

- **FDOT** constructs and maintains the state highway system.
- **Local governments** manage the local road system and approve developments which increase demand on the transportation system.
- **Transit agencies** provide public transportation services for residents and commuters who cannot or choose not to drive a car.
- **MPOs** decide which transportation improvements will be funded with federal transportation dollars.
- **Counties** determine future right-of-way needs, and are usually responsible for traffic operations on non-freeway state and local roads.
- **Planning councils** coordinate between cities and maintain future land use plans, which regulate the densities at which land can be developed.

These various planning partners all produce plans that articulate visions for the future, and these planning documents all involve I-95 in some way. Many of these planning partners have also conducted studies about the I-95 corridor.

A key goal of the I-95 Corridor Mobility Planning Project is to establish a venue for communication and collaboration so that the end products can be useful to all planning partners in their various planning and decision-making processes. In order to achieve a future system of transportation and land use that effectively functions, all planning partners must be on board.

The planning partners convened several times throughout the development of the I-95 project and served as the project's **Working Group** – an advisory body to aid in the development of the project and provide critical feedback. Additionally, representatives of FDOT District 4, County governments, transit agencies, MPOs, and other regional agencies formed the **Core Group** who provided additional guidance.

The first task of this phase of the I-95 Corridor Mobility Planning Project synthesized all of the previous studies and existing planning documents to understand a broader vision of the transportation system and the existing and future land uses that rely on the transportation system. The vision is expressed through a **framework of facility types and place types**, which recognizes that different transportation facilities serve different functions; different types of places serve different functions; and transportation and land uses together form a system of mobility and accessibility for South Floridians. The vision map and function tables on the next page represent the final product of this task, which is documented in greater detail in Tech Memo #3. The vision map represents localities' future land use plans, with transit-supportive land uses around future rail transit stations, and connected networks of multimodal and commerce corridors that provide access within and between these future multimodal districts and nodes.

The Working Group affirmed the framework of facility types and place types and the vision map in the February 2013 meeting.

I-95

corridor mobility plan

Aspirational Future Vision Map

Place Types

Multimodal

- District
- Nodes

Freight/Goods/ Special Use

- District
- Center

Areas Outside of Districts

- Lower Intensity Residential
- Lower Intensity Commercial
- Other Industrial
- Lower Intensity Mixed Use
- Other
- Miami-Dade

Facility Types

- SIS Road Corridor
- SIS Rail Corridor
- Primary Commerce
- Primary Multimodal
- Hybrid
- SIS Connectors

Tri-Rail station

- Existing
- Future

FEC Rail

- Recommended
- Further Evaluation
- Future Infill

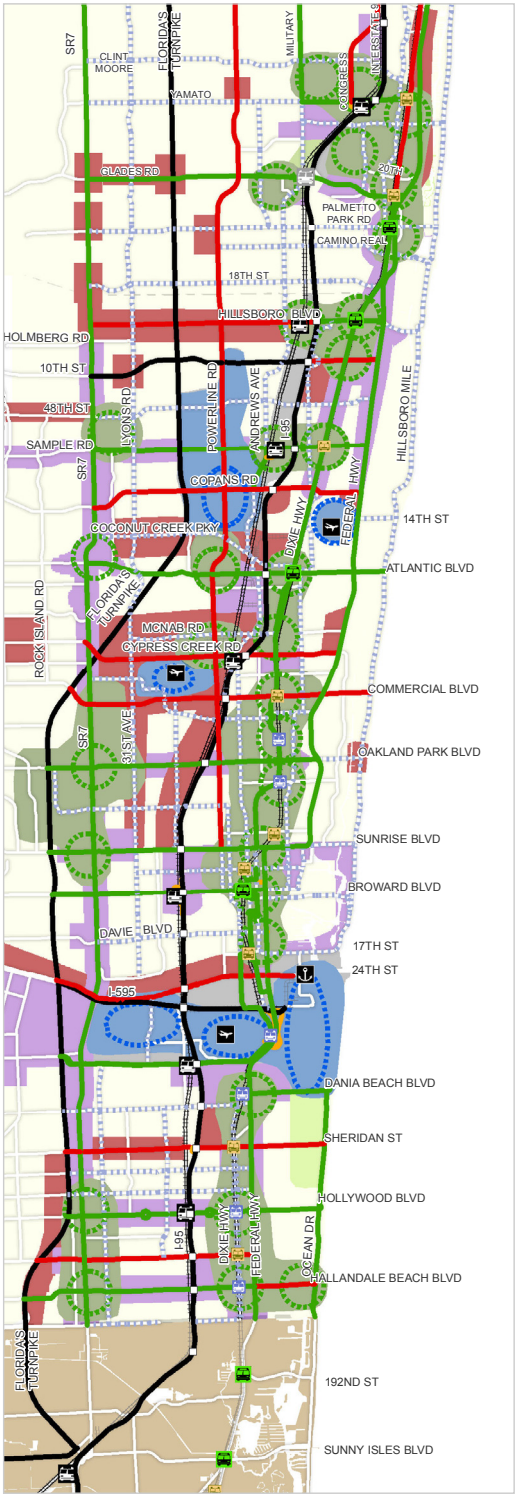
- Airport (SIS Hub)
- Seaport (SIS Hub)

SOURCE: FDOT, PALM BEACH METROPOLITAN PLANNING ORGANIZATION & BROWARD COUNTY

For Planning Purposes Only

0 0.5 1 Miles

5.22.2014



Facility Types

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

Place Types

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

[1] High density is generally more than 15 jobs + people per acre (population and employment density combined)

[2] Low density is generally less than 5 jobs + people per acre (population and employment density combined)

Where are we now?

Performance Measures

The vision map and function tables define how the transportation and land use system can work together and what it will look like in the future. To better understand where we are now in relation to the future vision, FDOT conducted a baseline performance assessment, which is summarized in the **performance dashboard**, on the following two pages.

The 2014 Overview (page 1) is a snapshot of how the I-95 corridor functions today and provides key characteristics of the study area, including population, employment, and freight statistics that explain the travel demand for the corridor.

The 2014 Performance at a Glance (page 2) assesses various measures for the different facility types and place types, and indicates the direction that each measure should follow to reach the future vision. These measures and trends reflect the functions of the facility types and place types and their role in the overall system.

The two-page performance dashboard is the summary of a more detailed baseline assessment provided in Tech Memo #5.

The more detailed assessment in Tech Memo #5 paints a fuller picture of the transportation and land use system within the I-95 corridor through a comprehensive set of innovative performance measures, and reflects the diverse perspectives of the various planning partners. Measures cover congestion and reliability, non-motorized facilities, mode share, population and employment density, and property values, among many other topics. The measures incorporate numerical and spatial data from state agencies, Broward County, Broward MPO, local transit agencies, the US Census, and other sources.

Overall, the assessment provides quantitative proof of the complexity, intensity, and extent of the congestion in the I-95 corridor study area. I-95 fails to meet level of service (LOS) standards in the AM and PM peak periods and through much of the rest of the day too.

The assessment also illustrates existing distinctions between the place types and facility types in line with their respective functions and the desired trends. For example, Multimodal Districts and Nodes have greater coverage of facilities for walking and bicycling, transit service, and land use mix, and non-SOV (single occupancy vehicle) mode share is higher in these areas.

Some of the more innovative measures are still evolving; others are only currently available for state highways. FDOT is already a national leader in transportation performance measurement, and will continue to refine performance measures as technology improves data availability. Other planning partners are also incorporating performance measures into their planning processes. The implementation of MAP-21 will further elevate the importance of performance measures and targets in decision-making processes. It is important for partners to use similar measures to better align these processes in pursuit of common goals.

As the strategies are implemented, the performance measures should reflect improvements in the functions of the facility types and place types. Moving forward, FDOT will regularly update the performance assessment to determine whether the measures are moving in the direction of the desired trends. Gauging the effectiveness of the strategies in achieving the future vision is the key purpose of the performance assessment.

I-95 corridor mobility plan

2014 OVERVIEW

WWW.MYPLANSPACE.COM/I95 **DRAFT - 05/21/2014**

Interstate 95 is a critical resource for South Florida's economic vitality. Residents, businesses, and freight operators depend on I-95 for daily transportation needs. I-95 is the backbone of the transportation system, but it is not the only element. The region's transportation system also includes primary arterials, secondary roads, transit systems, and infrastructure for walking and biking. Land use patterns generate travel demand, and heavily influence travel patterns, which in turn greatly affect the viability of the transportation system. The primary goal of the I-95 Corridor Mobility Planning Project is to envision a system of transportation and land use for the South Florida region that functions effectively both today and in the future. The solution must be as multi-faceted as the problem itself, and rests in making it easier for people to access jobs, housing, education, goods, and services without driving on I-95 by using different roads, different modes, and making shorter and fewer trips.

I-95 KEY STATISTICS (WITHIN STUDY AREA[A])

CORRIDOR[1]

32 Mile Stretch of I-95 Corridor

23 Inter-changes

DAILY TRIPS[2]

233,000 Average Daily Trips on I-95 Corridor

6% Freight Traffic

Max AADT: 299,000 (between I-595 & Davie Blvd Interchanges)

TRAVEL DEMAND (VEHICLE MILES TRAVELED)[2]

8.5 million DAILY

1.3 million PEAK PERIOD

CONGESTION (PEAK PERIOD)[3]

32% Travel Speed Below 40 mph[B]

45 MPH Average Speed[C]

CONGESTION (DAILY)[2]

29% Travel Severely Congested[D]

4.1 HOURS Severely Congested[E]

(1) FDOT GIS Data Directory: Basemap Routes with Measures Shapefile & Interchange Shapefile
(2) FDOT 2012 Multimodal Mobility Performance Measures Database (Data for State Highways Only)
(3) 2012 FDOT Reliability Database with TTI - update weather - 95th percentile
(4) 2010 US Census Block Group Data
(5) Port Everglades Waterborne Commerce Chart for the Ten Fiscal Years 2012 through 2003
(6) Broward County FLL Monthly Stats January 2014

STUDY AREA[A] KEY STATISTICS

POPULATION, EMPLOYMENT & HOUSING[4]

1.1 MILLION Total Population

540,217 Total Jobs

604,608 Housing Units

FREIGHT

22.1 MILLION Tons of Cargo at Port Everglades (2013)[5]

84,132 Tons of Cargo at Ft Lauderdale Intl Airport (2013)[6]

TOURISM

3.8 MILLION Yearly Cruise Passengers at Port Everglades (2012)[5]

23.6 MILLION Yearly Passangers at Ft. Lauderdale Intl Aiport (2013)[6]

TRANSIT

4.2 million Annual Tri-Rail Ridership System Wide[7]

1.4 million Annual I-95 Express Ridership[8]

FUNDING[9] (TBD)

Capital $2.52 billion

Operations Highway and Intelligent Trans. Systems $130 million

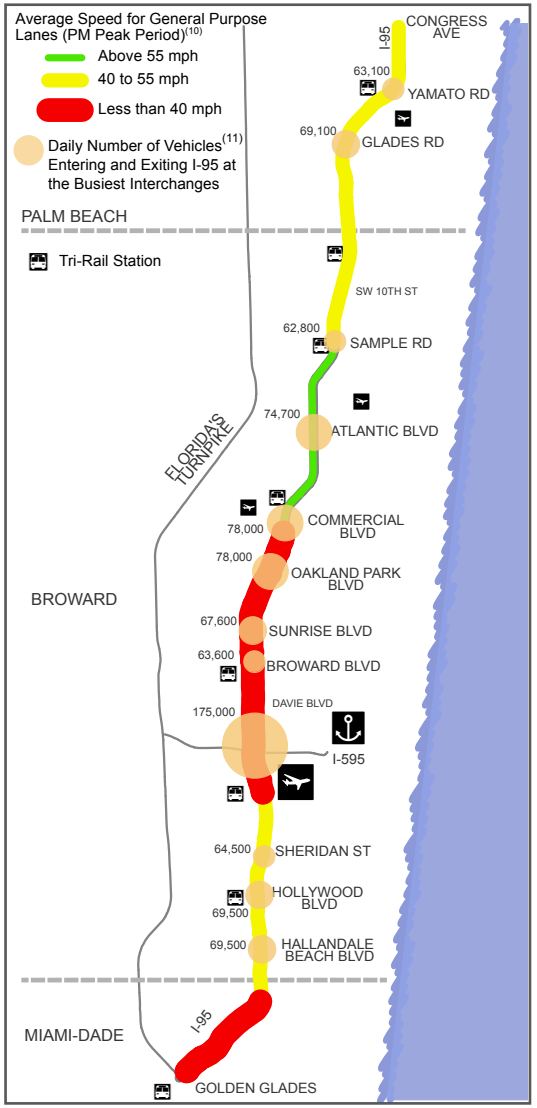
Transit $776 million

(A) Golden Glades Interchange in the south, the Boca Raton northern boundary in the north, the Atlantic Ocean in the east, and I-75 or SR 7 (whichever is further west) in the west
(B) Percent of vehicle miles traveled at a speed below 40 mph
(C) Average travel speed of 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) 2013 South Florida Regional Transportation Authority Comprehensive Annual Financial Report
(8) BCT 2013 Ridership Reports (Jan - Dec) & MDT Ridership Technical Report (Jan - Dec 2013)
(9) FY2015 to FY2019: Capital from Broward MPO TIP; Operations from Broward County Transit 2014 TDP Appendix L & Broward MPO TIP
(10) 2012 I-95 Managed Lanes Monitoring Report

I-95 CORRIDOR

AVERAGE TRAVEL SPEED



(11) FDOT Portable Traffic Monitoring Sites Shapefile (2012 Counts) - Sum of ramp counts for all ramps at each interchange. Busiest interchanges are those with traffic volumes greater than the median volume (I-595 Interchange is excluded from median calculation).

I-95 corridor mobility plan 2014 PERFORMANCE AT A GLANCE

WWW.MYPLANSPACE.COM/I95 **DRAFT - 05/21/2014**

To improve travel conditions on I-95, only a few options remain for optimizing and increasing capacity on the interstate. The rest must be done by influencing the demand on I-95, and making it easier for people to access jobs, housing, education, goods, and services by using different roads (other than I-95), different modes, and making shorter and fewer trips. A framework of facilities and places was created to show where and how the South Florida I-95 corridor drives economic growth so we can better understand how to efficiently move people and goods.

The snapshot below gives a baseline for key performance measures for use in future years to track mobility and accessibility in the study area.

PERFORMANCE MEASURES

CONGESTION & MOBILITY[1]

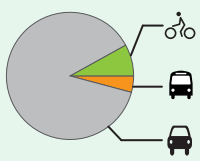
Based on State Highway System Only

		STUDY AREA	Desired Trend	PRIMARY COMMERCE	Desired Trend	STRATEGIC INTERMODAL SYSTEM	Desired Trend
% OF TRAVEL SEVERELY CONGESTED[A]	DAILY	6%	→	2%	→	16%	↘
	PEAK PERIOD	16%		9%		42%	
% OF ROAD MILES MEETING LEVEL OF SERVICE CRITERIA	PEAK PERIOD	84%	→	15%	→	14%	↗

POPULATION, EMPLOYMENT DENSITY[2] & PROPERTY VALUES[3]

	STUDY AREA	Desired Trend	MULTIMODAL DISTRICTS	Desired Trend	MULTIMODAL NODES	Desired Trend
AVERAGE PEOPLE (👤) + JOBS (👤) PER ACRE	10.9	↗	15.25	↗	16.6	↗
TOTAL ASSESSED PROPERTY VALUE PER ACRE	$800.000	↗	$960.000	↗	$1.100.000	↗

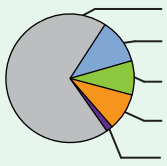
MODE SHARE[4]



		Desired Trend
8%	NON-MOTORIZED*	↗
4%	TRANSIT	↗
88%	AUTO/TRUCK	↘

*includes walk, bike, telecommute and other

TRANSPORTATION FUNDING BY MODE[5]



		Desired Trend
69%	HIGHWAY	↘
11.5%	AIRPORT & SEAPORT	→
8.5%	BIKE, PEDESTRIAN & HYBRID**	↗
9%	TRANSIT	↗
1.5%	INTELLIGENT TRANS SYS	↗
	OPERATIONS (NOT ON CHART)	↗

**Roadway projects with pedestrian and/or bicycle improvements

FACILITIES FOR WALKING & BIKING[6]

For Roads in Broward County Only

	STUDY AREA	Desired Trend	MULTIMODAL FACILITIES	Desired Trend	ROADS WITHIN PLACETYPES	Desired Trend
% SIDEWALKS	10%	↗	55%	↗	14% MULTIMODAL NODES	↗
% BIKE FACILITIES	4%	↗	23%	↗	2% MULTIMODAL DISTRICTS	↗

(1) FDOT 2012 Multimodal Mobility Performance Measures Database
(2) 2010 US Census Block Group Data (GIS Shapefile)
(3) Parcel layers and tax roll data from Florida Department of Revenue
(4) 2011 ACS Block Group Census data
(5) Broward MPO TIP FY2015 to FY2019 (Excluding Operations Phase Group Funding) Values for Broward County as a whole
(6) Broward MPO GIS Shapefile - Bike_Ped_Facilities.shp (2012)

FRAMEWORK LEGEND

FACILITY TYPES:

The roads, rail lines and trails that move people & goods.

	Purpose
Strategic Intermodal System (SIS) Corridors	High speed, uncongested regional travel
Primary Commerce	Reliable travel for autos & freight connections with access to auto-oriented primarily single-use commercial development
Primary Multimodal	Balanced travel among transit, walking, biking and auto access to higher intensity, mixed used development
Hybrid	Multimodal access to primary multimodal facilities with lower intensity, residentially oriented development

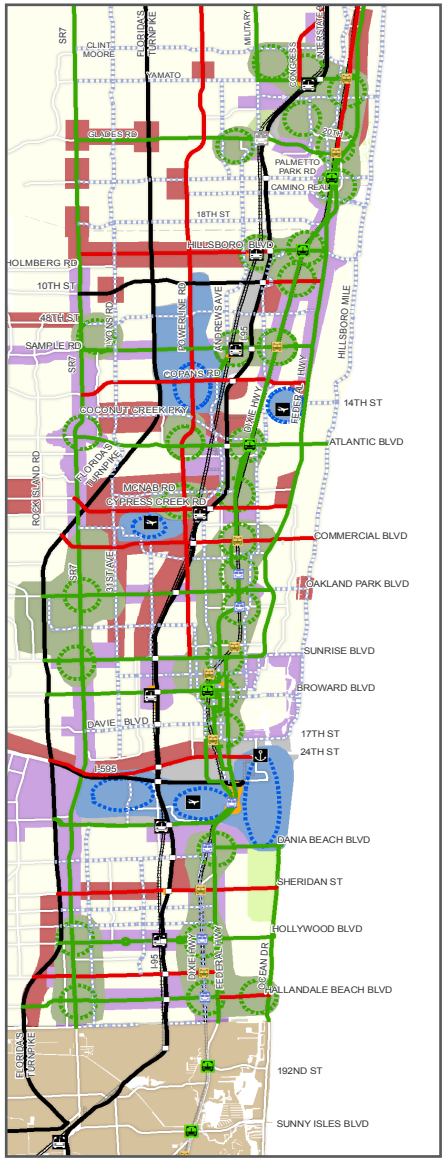
PLACE TYPES:

Areas with similar types of land use and urban form characteristics.

	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

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

A VISION FOR THE FUTURE



How will we work towards the future?

Implementation Strategies

The performance measures show where the region is today relative to the future vision. How can the region achieve the future vision?

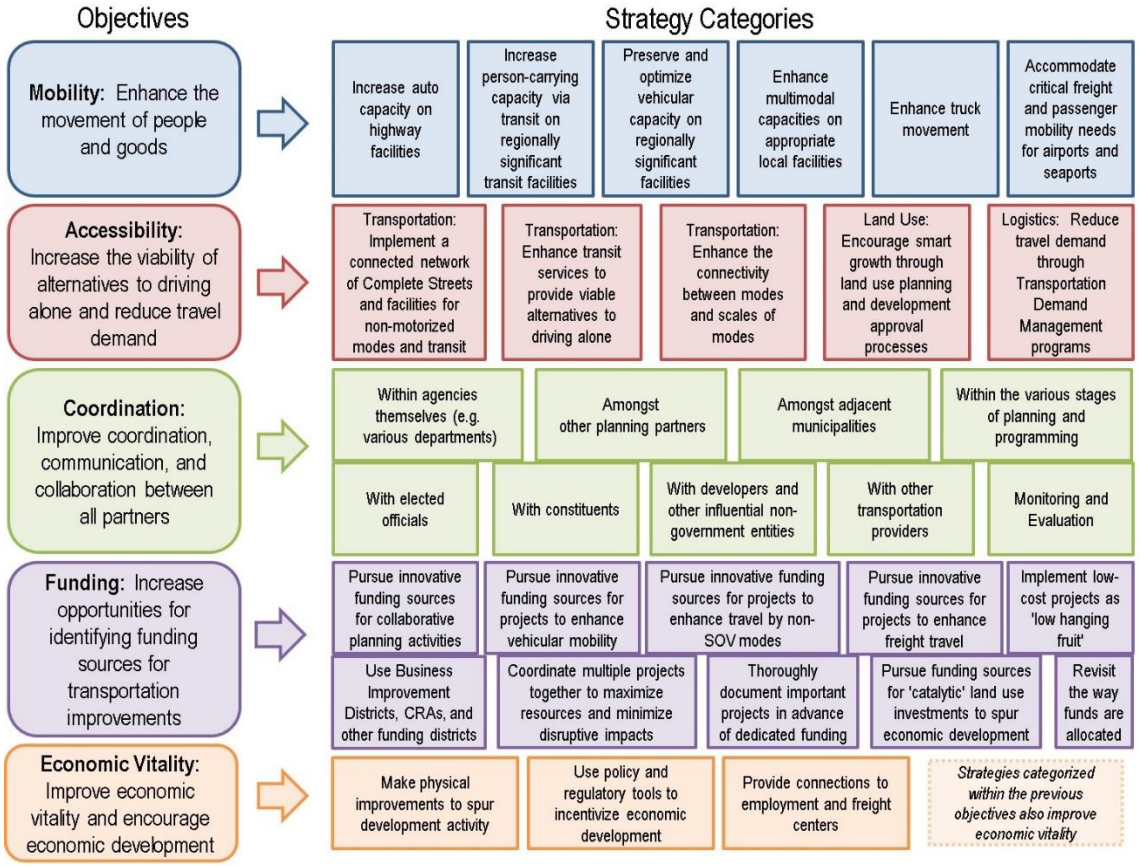
The problem is complex, and the solution must involve a variety of strategies that work together. The planning partners together through the Working Group, identified five key objectives that are each critical pieces in the overall puzzle.

The path to implementing the solution is complex too, because each planning partner's role is unique. Each partner must take on specific strategies that work with the strategies of others.

The overall purpose of the I-95 project is to compile a set of **strategies** for each partner that together holistically address the complexities of the problem and will achieve the future vision.

All of the planning partners are already implementing strategies that contribute to the future vision. In the Fall of 2013, FDOT held 20 listening sessions with planning partners to learn what strategies they are currently undertaking and how they fit into the broader solution.

Tech Memo #4 documents the full list of 100+ strategies, organized into 33 strategy categories. Strategies include visioning initiatives, planning studies, coordination efforts, education programs, policy developments, and capital and operations projects.



What should we do in the next year?

Monitoring and Evaluation over time

Not all strategies can be implemented at once. Most of the 100+ strategies can be implemented within five to 10 years, but many cannot. Inevitably, available funding for these strategies will fluctuate, political will may vary over time, and staff resources are limited. Maintaining mobility on I-95 and for the region as a whole is a long term project, and the plan for moving forward must be flexible to respond to these types of changes and limitations.

The Monitoring and Evaluation Plan outlines an annual process for reporting progress, assessing the effectiveness of the strategies, and revising the strategies accordingly.

The I-95 Corridor Mobility Planning Project has been successful thus far because of the collaboration of all of the various planning partners working together. Successful implementation will require the continued participation of all of the planning partners to work towards the future vision. Each planning partner must prioritize which strategies they will focus on in the coming year, and participate in the annual summit to keep moving forward.

The table to the right outlines the Monitoring and Evaluation plan, which specifies the tasks and timeframe of the annual process, as well as the roles and responsibilities for each planning partner moving forward.

Monitoring and Evaluation Plan

Task	Timeframe
1) **All Partners:** Identify a Working Group liaison.	June
2) **All Partners:** Identify the priority strategies for the coming year and outline the actions to accomplish.	June
3) **All Partners:** Undertake the actions identified for the coming year	July to March
4) **All Partners:** Provide periodic updates to the strategies tool as your agency undertakes or anticipates new initiatives.	Minimum once per year with the March status report (Task 6)
5) **FDOT:** Remind partners of annual timeline and request performance measures data for annual assessment update	January
6) **All Partners:** Submit a status report including: • updated data for the performance assessment • updates for the strategies tool (Task 4) • notable progress on priority actions	March
7) **FDOT:** Update the performance assessment and dashboard, and circulate to the planning partners	April
8) Convene the annual I-95 Summit **Broward MPO:** Host and facilitate the summit **All Partners:** Attend summit and present status report	May
9) **All Partners:** Revisit priority strategies and update actions for the coming year (repeat Tasks 2-6)	June

The first two tasks in the Monitoring and Evaluation Plan are for each planning partner to designate a liaison for the I-95 Working Group, and to identify the priority strategies for the upcoming year and the actions to accomplish. The table below provides examples of priority actions that each type of planning partner could undertake in the first year. These actions are only example; each agency should identify their priority actions for themselves.

FDOT	MPOs	Cities	Counties	Transit Agencies

• Extend managed lanes on I-95 to Linton Blvd and a managed lanes interchange at I-595.
• Construct interchange modifications at Broward Blvd, Hollywood Blvd, Sunrise Blvd, and Stirling Rd to improve performance.
• Identify alternate corridors to I-95 that can serve as high-capacity north-south transit routes to facilitate long-distance commuter trips.
• Conduct the Tri-Rail Coastal Link PD&E Study.
• Install ATMS along Oakland Park Blvd, Broward Blvd, Sunrise Blvd, SR 7, and US 1.
• Implement access management on Primary Commerce facilities, and limit curb cuts on Primary Multimodal facilities.
• Construct the Eller Drive overpass.
• Develop an agreement for expediting the lane modification process for designated Complete Streets.
• Provide technical assistance regarding Multimodal Q/LOS standards.
• Construct the Intermodal Transfer Center Facility.
	• Refine the project prioritization and funding allocation process to:
	  ○ Better align the distribution of funds with the MPO's vision.
	  ○ Prioritize Complete Streets projects and multimodal infrastructure investments on Primary Multimodal and Hybrid facilities according to the I-95 Aspirational Future Map.
	  ○ Prioritize bicycle and pedestrian improvements (those not considered to be Complete Streets projects) that provide connections to transit corridors or within Multimodal Districts.
	  ○ Allocate funds to improvements that will enhance mobility for the seaport and airport.
	  ○ Fund projects that enhance shuttle service between Tri-Rail stations and major employment areas.
	• Coordinate the development of the LRTP with transit agencies' TDPs so that each inform the other
	• Implement Congestion Management Plan recommendations
		• Recognize the important economic impacts of I-95 and include a policy in the City Comprehensive Plan to protect its function.
		• Include truck routes in the City Comprehensive Plan
		• Submit requests to designate context sensitive corridors in the County Trafficways Plan
		• Coordinate in the planning and design for future transit station area development
		• Adopt Complete Streets Guidelines.
		• 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 TOD within Multimodal Nodes.
		• Adopt an I-95 Corridor Mobility Resolution.
		• Proactively approach FDOT with requests for "quick fix" smaller projects of which FDOT may not be aware.
		• Improve coordination amongst neighboring jurisdictions, particularly for corridor and streetscape improvements.
		• Apply for federal, state, and regional grants for Complete Streets improvements.
		• Designate mixed use future land uses and increase the allowable densities therein to entice redevelopment and economic development.
		• Increase sidewalk coverage.
		• Enhance bus stop infrastructure with shelters and benches.
			• Maintain and improve the level of service, coordination, and signal synchronization along County roads that are parallel to SIS roads and along Primary Commerce facilities
			• Include truck routes in the County Comprehensive Plan
			• Include the designation of context sensitive corridors on the Trafficways Plan
			• Adopt a lane elimination process to evaluate capacity effects of potential Complete Streets projects
			• Incorporate future right-of-way needs for multimodal improvements into the Trafficways Plan.
			• Provide opportunities for cities to collaborate with their neighboring municipalities on a corridor vision to address conflicting expectations and acknowledge needs of different users.
			• Adopt an interlocal agreement between City and County for County engineering department review of projects to result in better coordination in road design
			• Adopt multimodal level of service standards as part of Complete Streets policies within the County Comprehensive Plan
			• Coordinate with Cities on concurrency and traffic impact fees, and encourage use of these fees for corridor enhancement projects.
				• Implement trolley service and circulator projects through transit corridor grant funds.
				• Increase service hours, reduce headways, and add stops on productive routes.
				• Work with partners to install queue jumpers to reduce transit travel time.
				• Enhance the connectivity of the transit system, with connections between regional transit systems (Tri-Rail) and local circulators with bus feeders and bike racks on buses.
				• Deploy the Easy Card pilot for seamless travel across between BCT and Palm Tran.
				• Purchase land for park-and-ride facilities.
				• Partner with South Florida Commuter Services to increase marketing of employer bus pass program.
				• Engage in active three way conversation with local governments and developers and communicate the benefits of incorporating transit into developments early in the process.
				• Pursue potential new revenue source for ongoing transit operating costs with SFRTA from rental car fees (or other sources).
				• Enhance shuttle service between Tri-Rail stations and major employment areas.

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