

Project Status Report

Including the 2016 Monitoring and Evaluation Phase

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I-95

corridor mobility
planning project



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Introduction

Background Context

Interstate 95 is the backbone of the transportation system that supports Southeast Florida’s economy. I-95 provides critical access for residents and visitors to places of value, daily needs, business opportunities, employment centers, and educational institutions. I-95 also provides access to ports, airports, distribution centers, industries, and final destinations for domestic and imported goods. Southeast Florida’s global economic competitiveness depends on its transportation system’s ability to provide access to opportunities for the people who live and visit here and to reliably accommodate freight movement.

I-95 is a facility of statewide importance too, with 8.3 million people (45 percent of Florida’s total population) living in the statewide 12-county I-95 corridor, and dozens of Fortune 1000 companies located therein. I-95 facilitates interregional travel to central and northern Florida, and brings tourists, seasonal residents, and freight commerce from across the eastern seaboard. The interstate’s designation as a Strategic Intermodal System (SIS) highway corridor reflects its role as a critical economic asset of regional, statewide, and national importance.

In addition, local residents and businesses depend on I-95 to access daily needs only a short distance away. In Broward and Palm Beach Counties, most trips on I-95 (61 and 80 percent, respectively) stay within the same county, as shown in Figure 1.

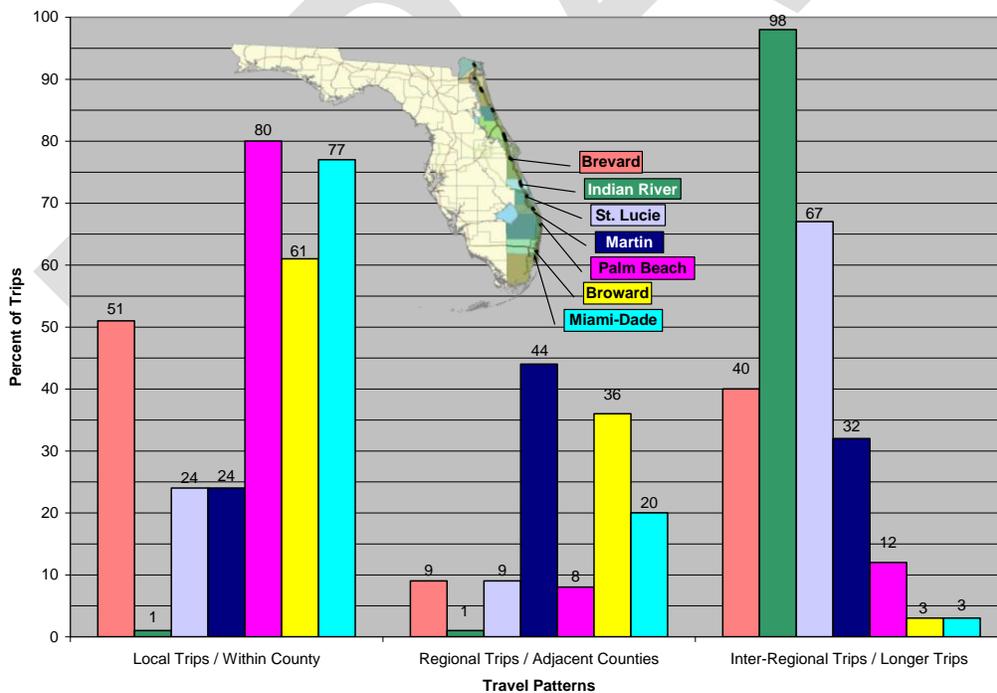


Figure 1: Trips on Interstate 95. Source: FDOT I-95 Transportation Alternatives Study.

Current demand on I-95 exceeds capacity. The interstate currently operates at a failing level of service in peak hours, and incidents frequently cause backups during off-peak hours too.

Both intra- and inter-regional travel demand on I-95 will continue to grow with anticipated increases in Southeast Florida's population and employment. Investments in express lanes, express bus service, and interchange improvements will enhance capacity and improve operations, but alone cannot accommodate continued growth in demand.

Congestion on I-95 is symptomatic of a deeper problem - a growing inability of people and goods to access the places they need to go. A dysfunctional transportation network will hinder the region's ability to attract businesses, provide vibrant connected communities for its residents with more transportation choices, retain a skilled workforce, take advantage of the region's economic potential, and offer a high quality of life.

I-95 is not the only element of Southeast Florida's transportation system. Primary arterials, secondary roads, transit systems, and infrastructure for walking and bicycling provide opportunities for travel by different roads and different modes. Land use planning is the other critical component to the solution. Strategic land use decisions and travel demand management techniques can make shorter and fewer trips possible, improving mobility and quality of life.

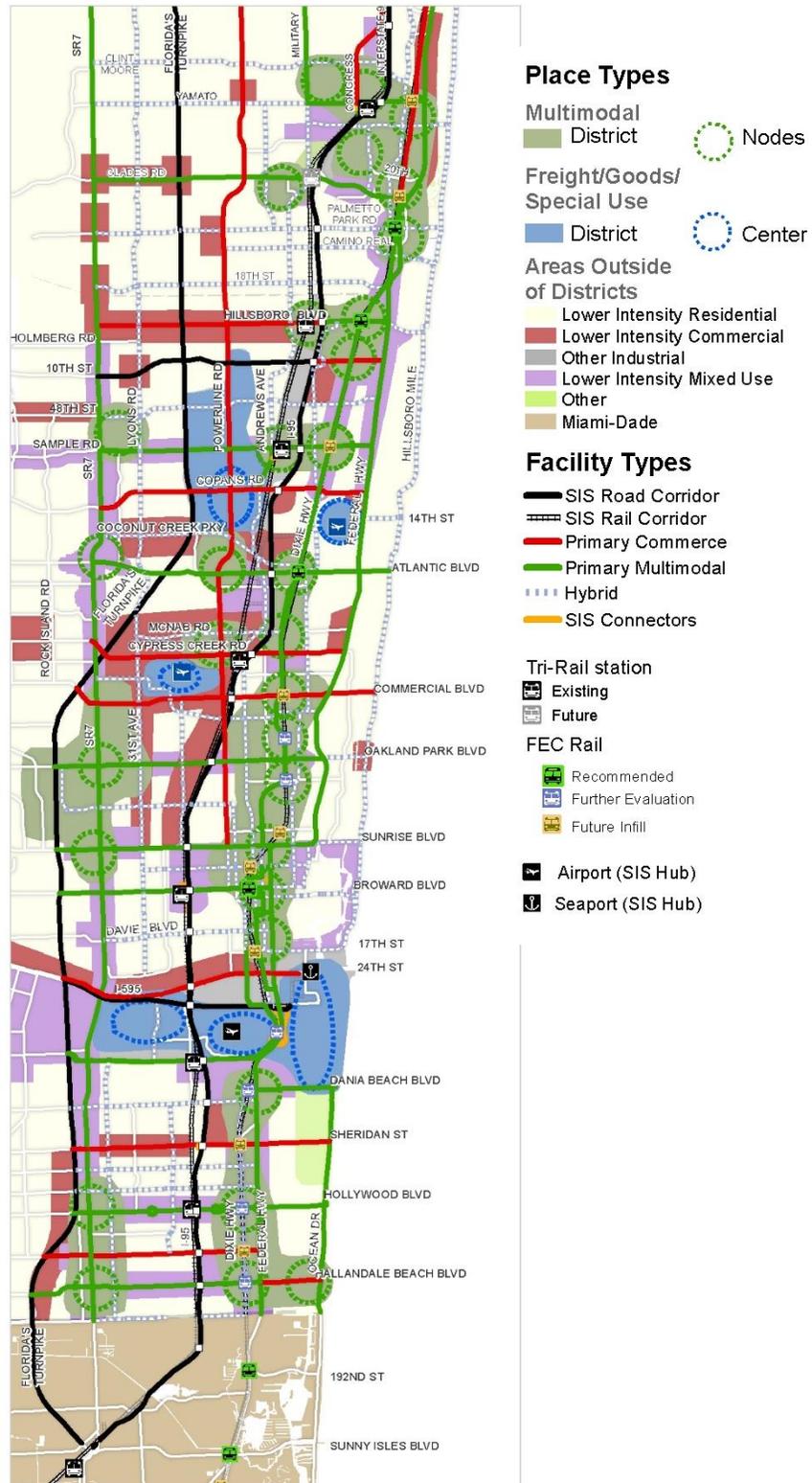


Figure 2: Phase 1 Aspirational Future Vision. A full size 11" x 17" version is available on the project website at www.myplanspace.com/i95.

Project Purpose

Envisioning and working towards an integrated system of transportation and land use for eastern Broward and southeastern Palm Beach Counties that functions effectively both today and in the future is the primary goal of the I-95 Corridor Mobility Planning Project.

Transportation and land use planning in Southeast Florida occurs within a complex web of state agencies, local governments, regional entities, and other stakeholders. The development of a shared aspirational future vision, shown in Figure 2, is a keynote achievement of the first phase of the project. The vision reflects the Seven50 Plan for Prosperity preferred scenario and other stakeholders' plans, and allows I-95 to serve its interregional mobility function for people and freight. Stakeholders share a common vision of transforming the homogenous auto-centric form and overcoming the culture of driving to create desirable multimodal places with transportation choices.

Each stakeholder agency makes decisions that affect the transportation and land use system. Individual decisions collectively influence the pace at which the system can evolve into the shared aspirational vision. The transformation occurs most seamlessly when stakeholders' decisions are coordinated and align with common goals.

For example, local governments' strategies to increase densities and encourage mixed uses in future Tri-Rail Coastal Link station areas build ridership to support FDOT and SFRTA's investments in future passenger rail service. The MPOs' targeted investments in bicycle and pedestrian



Figure 3: I-95 Corridor Mobility Planning Project Goals and Objectives.

infrastructure in these areas further support the transformation of these potential future station areas into walkable places, and demonstrate public interest in drawing private investments.

The I-95 Corridor Mobility Planning Project seeks to engage all stakeholders in an evolving conversation that explores the multi-faceted and iterative nature of integrated system-level planning. Through these conversations, stakeholders can examine their decision-making processes and identify strategies to work toward the aspirational future vision. Periodic assessments of performance measures indicate the degree to which progress is achieved, and beget more conversation on the pace and effectiveness of the strategies. The process of

communicating and coordinating amongst the various stakeholders is as important as the development of strategies and assessment of performance measures.

SIS Policy Planning

The I-95 Corridor Mobility Planning Project is a model for SIS policy planning efforts. Every five years, FDOT prepares a SIS Policy Plan that follows from the Florida Transportation Plan and establishes the policy framework for planning and managing Florida's Strategic Intermodal System. Following the guidance in the SIS Policy Plan, FDOT identifies SIS needs, develops an unconstrained needs plan, and prepares a long range cost feasible plan. The Broward MPO incorporates the SIS into its long range planning process by adopting FDOT's SIS plans by reference.

In March 2016, FDOT released the latest SIS Policy Plan, which introduced a new implementation emphasis area – coordination of SIS with regional and local transportation and land use decisions – and identified the I-95 Corridor Mobility Planning Project as an example project. The project was also featured in *Multimodal Transportation Best Practices and Model Element*, a report from the National Center for Transit Research.

Project Area Limits

The I-95 Corridor Mobility Planning Project area, shown in Figure 4 extends from the Miami-Dade/ Broward county line to the northern boundary of Boca Raton in Palm Beach County (C-15 canal) and from the Florida Turnpike and State Road 7 to the Atlantic Ocean. These boundaries were based on the results from a 2008 large scale origin-destination study to incorporate the majority of trip origins and destinations of trips on I-95.

Project Stakeholders

The project area shown in Figure 4 involves many local governments, two county governments, transit agencies, MPOs, regional and county planning councils, and FDOT. The local governments and stakeholder agencies involved to date are listed below:

- Broward County
- Broward County Planning Council
- Broward County Transit
- Broward MPO
- City of Boca Raton
- City of Dania Beach
- City of Deerfield Beach
- City of Fort Lauderdale
- City of Hallandale Beach
- City of Hollywood
- City of Miramar
- City of North Lauderdale
- City of Oakland Park
- City of Plantation
- City of Pompano Beach
- City of Wilton Manors
- FDOT District Four
- Fort Lauderdale-Hollywood International Airport
- Fort Lauderdale Executive Airport
- Palm Beach County
- Palm Beach MPO

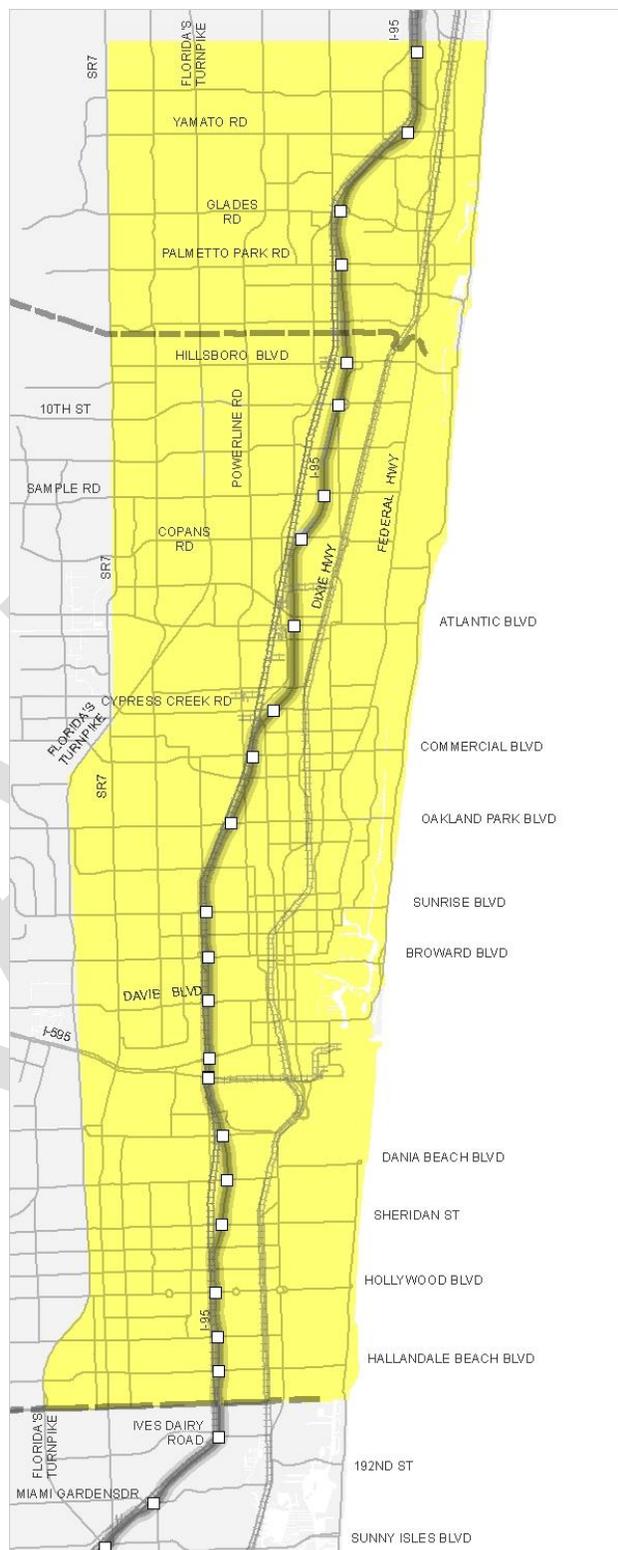


Figure 4: I-95 Corridor Mobility Planning Project Area.

- Palm Tran
- Port Everglades
- South Florida Regional Planning Council
- South Florida Regional Transportation Authority
- South Florida Commuter Services
- Town of Pembroke Park

Status Report Contents

This project status report provides an update of the I-95 Corridor Mobility Planning Project as of December 2016. Subsequent sections:

- Briefly review the process and outcomes from Phase I (2012-14 and earlier)
- Summarize the efforts of Phase II (i.e. Monitoring and Evaluation Phase: 2015-16)
- Identify key takeaways of what we've learned in Phase II, especially from the listening sessions and stakeholder summit
- Propose next steps to address and incorporate what we've learned in Phase II

Summaries of the seven listening sessions and stakeholder summit held in October 2016 are provided in the Appendices.

Efforts to Date

The I-95 Corridor Mobility Planning Project is a product of many previous initiatives related to mobility in the I-95 corridor, some of which began many years ago (see Figure 6 on the next page). The relevant plans, studies, events, and efforts that led to the initiation of Phase I in 2012 are summarized in a tech memo from (Phase I Tech Memo #2: History and Background), which is available on the project website at www.myplanspace.com/i95. Looking backward at these previous efforts provides a lens through which the complex nature of the project becomes clear, and provides the foundation for understanding the circumstances from which Phase I arose. The I-95 Corridor Mobility Planning Project is one piece in a larger planning shift toward demand-side strategies as the primary means of enhancing mobility while supporting economic growth and development.

I-95 Corridor Mobility Planning Project Phase I (2012 - 2014)

Representatives from over 20 local governments and stakeholder agencies formed the I-95 Corridor Mobility Working Group and accomplished the following achievements:

- Identified a common set of objectives for the project that build on the goals identified in prior efforts (see Figure 3 on page 5)
- Developed an **aspirational future vision** of integrated transportation and land use that synthesizes previous studies and stakeholder plans into a **framework of facility types and place types**
- Identified a set of **implementation strategies and examples** to bring the aspirational vision to fruition through individual listening sessions with individual local governments and stakeholder agencies
- Developed a method and **measures for assessing system performance** to periodically monitor the effectiveness of the implementation strategies in working toward the aspirational vision, and prepared a baseline performance assessment

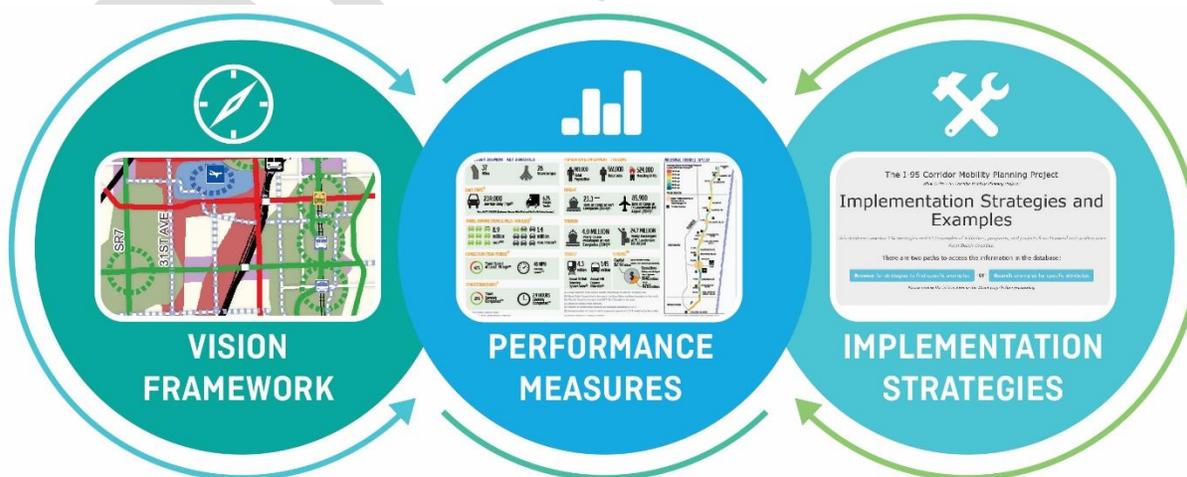


Figure 5: I-95 Corridor Mobility Planning Project Components

EFFORTS PRIOR TO 2012

- 1960s:** I-95 construction begins
- 1970s:** I-95 construction is complete
- 1989:** Tri-Rail service is introduced
- 1990s:** I-95 widened from Miami to Delray Beach, adding HOV lanes
- 2003:** I-95/I-595 Master Plan Study is finalized
- 2005:** I-595 PD&E Study is developed
- 2008:** FDOT conducts I-95 Origin-Destination Study
- 2008:** First segment of I-95 managed lanes opens
- 2008:** Broward County adopts Comprehensive Plan amendments to modify transportation concurrency; Florida Dept. of Community Affairs challenges the amendments.
- 2009:** Stipulated settlement agreement results from DCA challenges; Provides policy direction to conduct a multi-agency mobility planning project for the I-95 corridor.
- 2009:** FDOT prepares SIS Connector Reports
- 2009:** FDOT identifies High Asset Use Locations (HAULs)
- 2009:** Broward MPO establishes the concept of mobility hubs in its 2035 LRTP
- 2010:** I-95 Express transit service begins
- 2010:** FDOT develops participatory structure for I-95 Corridor Mobility Plan; I-95 Working Group develops project goals.
- 2011:** FDOT develops Cypress Creek HAUL template

2012-2014

I-95 CMPP PHASE I (2012 – 2014):

- Convened periodic Core Group and Working Group meetings
- Hosted listening sessions with project stakeholders
- Identified project objectives
- Developed an aspirational future vision
- Identified a set of implementation strategies and examples
- Developed a method and measures for assessing system performance
- Prepared five tech memos documenting outcomes

2015-2017

I-95 CMPP PHASE II (2015 – PRESENT):

- Initiated ongoing monitoring and evaluation
- Updated the performance assessment
- Developed an online tool for housing the implementation strategies
- Initiated an update of the implementation strategies database
- Reconvened stakeholders through listening sessions and a stakeholder summit

Figure 6: Timeline of Efforts Related to the I-95 Corridor Mobility Planning Project (CMPP)

Five technical memos comprise the final deliverables of Phase I and are available on the project website at www.myplanspace.com/i95. The Working Group was supported by an Internal Group of FDOT representatives and a Core Group of FDOT and other regional and county level representatives.

I-95 Corridor Mobility Planning Project Phase II (Monitoring & Evaluation)

Through 2015 and 2016, FDOT District Four initiated and completed several tasks as part of the ongoing Monitoring and Evaluation phase:

- Prepared an update of the performance assessment
- Developed an online web tool for the implementation strategies and examples, and updated FDOT's implementation examples
- Reengaged stakeholders through seven listening sessions and a stakeholder summit

Performance Assessment Update

The I-95 Corridor Mobility performance assessment evaluates 26 measures that reflect the different functions of the facility types and place types in the aspirational future vision. Some measures such as average travel speed and percent of travel severely congested, evaluate the ability of SIS corridors and Primary Commerce facilities to provide reliable mobility for freight trips and commuter access to employment centers. Other measures, like population and employment density and sidewalk coverage, are more relevant to Multimodal Districts and Nodes and Primary Multimodal facilities. Together, the 26 measures provide a snapshot of current system performance, and with regular evaluation over time will produce trends that reveal the effectiveness of the implementation strategies.

The 2016 Assessment Update added one to two data points for each of the 26 measures to the first data points established in the 2014 Baseline Assessment. Although it is too early to discern any trends from the two to three available data points for any of the measures, the update further developed the process for regularly tracking progress toward the aspirational future vision. The analysis methods of the performance assessment are still evolving and thus exploratory in nature, and have uncovered complexities and challenges involved in setting up a process for regular evaluation. Challenges encountered in the 2016 update included:

- Gathering and applying data from various sources
- Organizing data into a trackable system
- Ensuring consistency in traffic count sites
- Balancing accuracy and frequency of population estimates
- Reporting accurate truck volumes
- Comparing measures from prior years as new data and analysis methods become available

It is important to understand that the 2016 Assessment Update was an undertaking of large magnitude, requiring considerable resources. The value of this assessment lies in its bringing

together measures from a variety of perspectives (congestion, infrastructure, funding, property values, population and job density, transit ridership, port and airport cargo, etc.). Bringing these measures together in a meaningful, consistent, and well-documented manner requires careful consideration, diligent coordination, and a high level of organization. Recommendations and considerations for future updates include, among others:

- Reporting interim data for all measures to produce trends
- Performing the next update in April 2018
- Gathering needed interim data in April 2017 to avoid data gaps
- Coordinating with FDOT Districts Four and Six on express lanes AADT collection
- Using MPM Source Book data for travel speeds on I-95 segments and using I-95 express lanes data where available
- Clipping census blocks to place type boundaries

Performance measurement and performance-based planning are becoming more prevalent as new data sources become readily available. FDOT Central Office and District Four are continuing to explore new ways to integrate performance measurement into planning and decision-making processes. Several efforts may hold promise for future updates of the I-95 Corridor Mobility performance assessment, including Central Office's continued work on reporting mobility measures for express lanes projects, District Four's efforts to project long-term future performance measures using cost-feasible improvements and socio-economic projections, and District Four's planned multimodal screen-line data collection effort. Planning practice advances in GIS-based multimodal accessibility and livability metrics, methods, and applications are continuing to evolve, bring together previously siloed disciplines. Newly available and packaged data from Big Data sources offer data at fine-grained scales and are updated at frequencies never before imaginable. The prospects for incorporating these advances into future performance assessments is real, yet unknown exactly, and will require new explorations in the next update.

The 2016 Performance Assessment Update Report, available on the project website at www.myplanspace.com/i95, provides more information about the performance measures and contains the results from the 2014 and 2016 assessments.

Implementation Strategies and Examples

The Implementation Strategies database contains all of the examples of projects, policies, and programs that support the aspirational future vision, which numbered over 400 at the end of Phase I. The Implementation Strategies database provides a clearinghouse of ideas from which any stakeholder agency may draw, and facilitates discussion and communication between stakeholder agencies.

Implementation Strategies Web-Based Tool

To facilitate information sharing amongst the stakeholders, the I-95 Corridor Mobility Planning Project team developed a web-based tool that houses the implementation strategies and examples and facilitates easier navigation. The web-based tool allows users to search and filter based 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-kittelson.rhcloud.com>.

Update of FDOT Implementation Examples

FDOT initiated an effort to update the Implementation Strategies database 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 future vision

FDOT led this effort by example by updating the examples that it is primarily responsible for implementing and adding new examples. Over 100 FDOT examples from Phase I grew into the 169 FDOT examples that are currently 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

Examples for which FDOT is the implementing agency include, among others:

- SR 7 improvements in West Park, Miramar, and Hollywood to add vehicle lanes, construct bus bays at bus stops, and add pedestrian countdown timers
- Design and construction of complete streets improvements through the Broward MPO's Complete Streets and Other Localized Initiatives Program and FDOT's Broward Mobility Project
- Development and implementation of a lane elimination process for state roads
- Taking advantage of resurfacing projects to upgrade sidewalks and curb ramps, upgrading signals to include pedestrian countdowns, installing new pedestrian crossings, adding lighting, painting shared lane markings, and creating alternative bike routes along parallel local streets, like the US 1 and A1A resurfacing projects in Fort Lauderdale
- Various ATMS and ITS deployment projects and traffic signal updates throughout Broward County
- Completion of the Eller Drive Overpass project at Port Everglades
- Facilitation of the Southeast Florida Transit Oriented Development Working Group, including the development of a TOD inventory and TOD Readiness Tool
- Multimodal screen-line data collection project to measure mode shift by counting travelers at select locations at regular intervals
- Development of a long-range park-and-ride system plan
- Leading the PD&E Study for Tri-Rail Coastal Link

The Implementation Strategies Update Tech Memo documents this update effort as of July 2016, and is available on the project website at www.myplanspace.com/i95.

Assistance to Update Stakeholder Agencies' Implementation Examples

FDOT provided initial assistance to stakeholder agencies in updating their implementation examples. FDOT prepared and distributed spreadsheets listing the examples for each stakeholder agency with space for identifying a contact person and writing a status update for each example, and blank rows for providing new examples. Through the October 2016 listening sessions, which are introduced in the next section, FDOT facilitated discussions with individual stakeholder agencies in which they provided verbal updates on their examples. FDOT is continuing to work with the stakeholder agencies to help them update their examples either in the web tool directly or using the prepared spreadsheets.

Stakeholder Reengagement

In October 2016, the I-95 Corridor Mobility Planning Project team continued advancing project monitoring and implementation through ongoing communication and collaboration with stakeholders. The project team facilitated conversations with stakeholders through listening sessions and a half-day stakeholder summit.

Listening Sessions

The project team facilitated a series of seven small group listening sessions in early October. Stakeholders revisited the aspirational future vision map and performance measures, shared progress on implementation strategies and challenges encountered, and discussed potential topics for the upcoming stakeholder summit. Appendix A provides the summaries of the seven listening sessions.

Stakeholder Summit

The project team reconvened stakeholders in a stakeholder summit on October 24th. Summit participants explored big picture challenges and opportunities, discussed advancing key issues, learned about other stakeholders' progress on implementation strategies relative to the aspirational future vision and performance measures, and discussed the needs and next steps for the project. Appendix B provides a detailed summary of the summit.

Continuing Engagement

The next section describes the key messages from the stakeholder reengagement process. The last section offers specific next steps based on the feedback received. The project team will continue to engage stakeholders in the ongoing monitoring and evaluation phase.

What We've Learned

Conversations during listening sessions and stakeholder summit spanned a wide range of topics, reflecting the complex nature of this project.

Refinements to the Aspirational Future Vision Framework

The aspirational future vision framework of facility types, place types, and functions still resonates with stakeholders. Stakeholders generally agree with the function definitions, and noted the classification of transportation facilities into facility types and places into place types is valuable in distinguishing the different functions of the system components and understanding how they work together.

Changes to Facility Type and Place Type Designations

Although the definitions of the facility types and place types are intended to remain consistent, the designation of specific facilities and places may change over time. Stakeholders suggested edits to the aspirational future vision to change a road's facility type or an area's place type designation. The project team compiled these suggested changes into a poster displayed at the summit. Some of the suggested edits warrant a closer examination of the facility type and place type function definitions before making the changes. For example, stakeholders suggested reclassifying the areas around SR 7 currently designated as Lower Intensity Mixed Use to Multimodal Districts, which may be inconsistent with the population and employment projections.

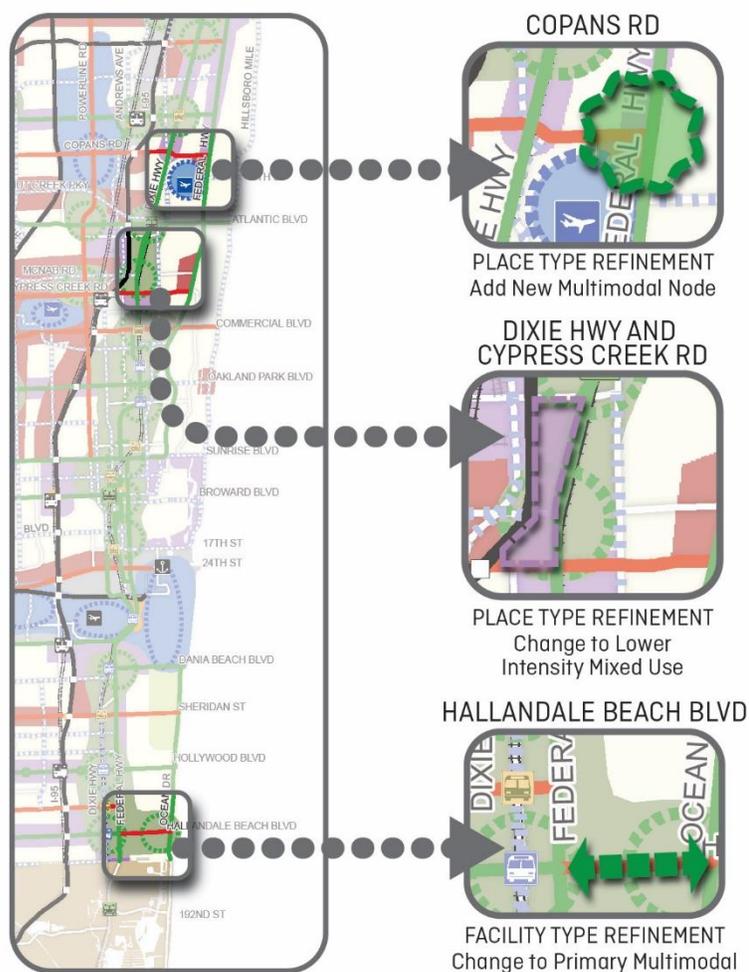


Figure 7: Examples of Suggested Changes to the Aspirational Vision Map

Interactive Online Vision Map

Stakeholders suggested creating an interactive online version of the aspirational vision map that showed the locations of development projects, transportation improvements, and other implementation strategies relative to the facility type and place type designations. This tool would clearly demonstrate how these individual projects and efforts contributed to the larger vision, a

link that stakeholders believe needs to be more clearly articulated to the public and elected officials.

Performance Measure Targets

The stakeholders believed the performance measures and dashboard were interesting, and suggested establishing benchmarks and goals for measures to further motivate stakeholders in moving the vision forward.

Prioritizing Strategies

With over 100 implementation strategies and 500 examples, stakeholders echoed conversations from Phase I reinforcing the need to prioritize the strategies. Some stakeholders asked for a list of actions that are easiest to implement. Others asked for identifying the strategies that are either the most critical or will have the most impact in achieving the future vision.

Other Remarks

Other questions and suggestions regarding the aspirational future vision framework of facility types and place types included:

- Clarify the facility type and place type definitions, specifically by putting the definitions on the vision map as opposed to on a separate sheet of paper.
- How can the aspirational future vision framework assist in planning for increased freight in the future, including providing for freight-related land uses?
- Incorporate the concept of mode share in the vision framework. Specifically, visualize the desired mode share for each facility or facility type.
- Should the vision map have a horizon year associated with it? This question was specifically aimed at acknowledging the effects of climate change.
- How can we understand and measure the cumulative effects of the land use and transportation improvements shown in the vision?
- Is the aspirational vision intended to be reactionary or proactive?

More specific questions and suggestions regarding the aspirational future vision map can be found in the listening session summaries in Appendix A.

Gaps Between the Current System and the Aspirational Vision

Having achieved general consensus on the framework principles of the future vision, there are many gaps, both physical and procedural, between the current system of transportation and land use and the aspirational vision.

Transit Service Gaps

Stakeholders acknowledged many challenges and barriers to planning and implementing premium transit service along Primary Multimodal facilities to serve and connect Multimodal Districts and Nodes. Increasing frequency and dependability of existing routes, implementing premium technologies like bus rapid transit, installing bus shelters, improving safety at stops, improving the quality and cleanliness of rolling stock, and providing new east-west commuting connections were some of the improvements stakeholders voiced were needed to make transit a

viable option for choice riders. Transit agencies struggle to identify sources for operating funds, and transit supportive land use planning is difficult for local governments to implement to the fullest potential. First and last mile connections are another critical gap.

Some cities have financed transit connections to serve transit supportive developments that are not well-served by the county or regional transit systems. Stakeholders noted that developer contributions during the development review process can contribute to mobility improvements, such as Boca Raton's annual developer contributions that partially fund their shuttle buses.

Bicycle and Pedestrian Network Gaps

Bicycle and pedestrian connections are also critical to achieving the aspirational vision. Stakeholders stressed the importance of improving the bicycle network to provide needed first and last mile connections to transit and facilitate bicycle travel as a viable mode for local trips. Stakeholders identified bicycle safety improvements, separated facilities to improve the perception of safety, extensions of bicycle improvements to the west, and showers for commuters as needed improvements. Many of the stakeholders commented that Complete Streets components should be part of every project.

Freight-Related Improvements

Stakeholders discussed many issues related to freight, and acknowledged the need to improve the freight network and plan for the growth of freight.

Freight/Goods/Special Use Districts and Multimodal Districts

Stakeholders identified a need to understand the interaction between freight/goods/special use districts and other place types, how to accommodate multimodal needs in freight-oriented places, and how to best accommodate freight needs in multimodal places. Better understanding last mile connections for freight, complete streets improvements that accommodate trucks, and port/airport connections that go through residential areas were three examples provided.

Alternative Freight Routes and Modes

Balancing freight traffic with other modes was a recurring topic of discussion. Stakeholders mentioned SR 84 and US 27 as potential alternative truck routes. Stakeholders asked what FDOT can do to encourage freight to shift to US 27, and remarked on the lack of truck parking facilities especially along US 27. Cell phone application technology could be explored to show location of available truck rest areas.

Truck Travel Reliability

Stakeholders remarked on several aspects related to truck travel reliability:

- More ITS infrastructure is needed to better communicate route travel times
- Truck turnarounds are inefficient and introduce delays
- Bridge weight limits reduce the number of available routes for truckers
- Grade separated crossings are effective at eliminating rail conflicts, but tend to be unpopular with local governments
- More data on bottlenecks from the freight industry is needed

- Restricting freight travel by time of day needs to be investigated

Aligning Future Growth and Infrastructure Decisions

Future growth and infrastructure decisions need to be aligned with the future vision, which will be transformative. Stakeholders remarked that making decisions that align with the future vision are not always easy. Local governments sometimes approve developments and FDOT sometimes implements projects that are inconsistent with the future vision. The debate of whether transit service or land use density should come first arises often. Local governments see transit investments as conceptual, and desire transportation agencies to provide clarity on when these investments are coming, which is very difficult to predict. Summit participants discussed Tri-Rail Coastal Link, express bus, and other premium transit service as potential relievers to I-95, and expressed a need for more frequently updated and disseminated information.

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Needed Actions to Close the Gaps

In order to move from the current system towards the future vision, several actions are needed.

Build Support for the Future Vision through Public Engagement

Local government and transportation agency planning staff generally understand the issues at hand, and find that their public constituents have limited understanding of the complex principles of integrated transportation and land use planning. Elected officials often have similar limited understanding, or lack the political will make seemingly contrary decisions to their constituents. Having open candid conversations with public citizens and elected officials about the various factors and dynamics related to the aspirational future vision is needed to overcome these obstacles.

Growth Projections and Transit-Supportive Development

The anticipated future growth in the project area over the next 20 years is staggering, and continues to exceed past estimates. Public citizens and elected officials may not fully understand or believe the future population and employment projections will occur as predicted. Or, they may not understand the implications of growth of this magnitude if current auto-oriented land development patterns and transportation habits persist. Planners need to convey to the public and decision-makers the realistic implications of the anticipated growth and the need to deviate from past trends that the aspirational vision map embodies. The stakeholder summit participants recognized this need. Many local government planners work diligently through the development approval process to support mixed use transit-supportive development and advocate for multimodal-supportive features, but often encounter pushback from public citizens and elected officials. A deeply engrained car culture and stigma of public transportation breeds fears of worsening traffic with no suitable alternatives. Local planners want to introduce concepts of quality of life and housing and transportation affordability into the conversations, but feel powerless and alone. Stakeholders expressed a need for a holistic public education campaign to start meaningful conversations with the public and elected officials about the benefits and intentions of the aspirational future vision, especially increasing density in multimodal-supportive nodes served by premium transit. The Seven50 Prosperity Plan effort started these types of conversations, and they need to continue.

Accommodating Freight Growth

The freight related aspects of the aspirational future vision need to be a part of the conversations with public constituents and elected officials too. The importance of freight to the region's economy and the need to provide reliable and efficient freight movement must also be conveyed. Planners need to incorporate freight into all planning discussions, including those regarding Multimodal Districts and Nodes and Primary Multimodal facilities.

Alignment Among Plans, Regulations, Guidance, and Intergovernmental Coordination

The state, regional, and county agencies and local governments that make development and transportation decisions are connected in a complex web and coordination is required to ensure decisions are aligned. Stakeholders noted there is general agreement about the "big picture," but

local governments and other agencies need to coordinate better about planning, funding, and constructing transportation projects that support community goals and realize economic potential.

Some stakeholders noted that public citizens and elected officials may not be well-informed of the transportation projects that FDOT or other transportation agencies are planning for their community, and often do not know which agency is responsible.

Stakeholders also discussed a need to engage citizens to define or update a vision for their community that reflects the citizens' and the community's values. Transportation agencies like MPOs and FDOT need to better coordinate along specific corridors. Summit participants mentioned the Southwest 10th Street consensus building effort as an example of a successfully collaborative process for corridor planning.

Elected Officials as Champions

Ultimately, stakeholders expressed a need for elected officials to act as champions for the aspirational future vision.

Fiscal Incentives, Rewards, and Technical Support Resources

Building on the need for informed conversations with the public and elected officials, local government planners expressed a need for FDOT and other agencies to show their support for development decisions at the local level that work toward the aspirational vision (e.g. through agency staff support at public hearings for development approvals that would increase densities at future transit stations). Additionally, stakeholders expressed a need for fiscal incentives to assist in implementing the future vision.

Implement the Identified Strategies to Work Toward the Future Vision

The more than 500 examples of implementation strategies together demonstrate the potential collective magnitude of the efforts that each individual stakeholder is pursuing individually. Undertaking these implementation strategies is needed to close the gaps between the current system and the aspirational vision. It is important to understand the potential implications that could result from implementing the strategies. For example, Broward County attached a transportation monitoring component as a condition of approval of the 5,000 dwelling unit increase in its downtown regional activity center. Better tools and processes are needed to help us understand these impacts. Through the stakeholder reengagement process, stakeholders mentioned developing or establishing materials to guide cross section design for different facility types and analytical tools to better understand the degree to which increases in density and transit investments will shift mode choice are needed.

Improve Stakeholder Coordination to Better Align Decision-Making Processes

Stakeholders reiterated the need for more frequent communication between all stakeholders, particularly between local governments and state and regional entities. Suggestions included making coordination more informal, and holding one-on-one sessions with local governments.

Track and Report Progress Using Performance Measures

Finally, stakeholders agreed that using performance measures to track and report progress will be valuable on all fronts, including for use in conversations with the public and elected officials, and in understanding the implications of the implementation strategies.

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Next Steps

The discussions in the listening sessions and stakeholder summit revealed several next steps, including updating the aspirational vision map, revisiting and updating the implementation strategies, continuing to track performance in the corridor, and clarifying and presenting the projects goals and outcomes to others. Another important next step was identified, which is coordinating among agencies to identify implementation strategies and tools that will lead to positive outcomes as road improvements and transportation services are planned, designed and implemented.

Successfully advancing the I-95 Corridor Mobility Planning Project will require some level of effort and collaboration between stakeholders and FDOT. The next steps presented below comprise a logically ordered approach for continuing engagement as part of the ongoing monitoring and evaluation process that aligns with the stakeholders' feedback. These next steps can and should be accomplished during the calendar year 2017 to maintain the current positive momentum from the stakeholder reengagement effort.

Based on what we've learned, the stakeholders' input leads to the following next steps:

1. **Update the aspirational vision map including potential modifications to the facility types, place types, and functions definitions.** FDOT received feedback on these items during the listening sessions. There was enough feedback received to generate a new draft of the aspirational vision map, which needs to be examined in light of the facility type and place type definitions and vetted with the Working Group. FDOT will consider ways to include more detail on the aspirational vision map, specifically related to existing transit service. FDOT will also investigate the best way to publish the aspirational vision map online with retrievable information through an interactive format.
2. **Update the stakeholder implementation strategies and examples in the online tool to fully document the status of initial implementation strategies and examples and reflect current priorities and initiatives.** There is the need to follow up with stakeholders on implementation strategies and provide additional guidance on completing the current update. As of the stakeholder summit, there were still a number of stakeholders that had not completed the current update. FDOT will follow up with each stakeholder to assist in completing and collecting the current list of implementation strategies. FDOT will also provide guidance for updating information directly in the implementation strategies tool and assist stakeholders in getting information uploaded.
3. **Make refinements to the implementation strategies tool to improve functionality.** FDOT will identify and make improvements to the tool's interface for making updates and enhancing security, search functions, and content.
4. **Identify priority strategies and develop next steps for undertaking the priority strategies.** As a result of the stakeholder engagements in 2016, FDOT identified a number of issues, opportunities and potential strategies related to I-95 Corridor Mobility Planning Project implementation. In addition to serving as a convener and facilitator of the

corridor management strategies, FDOT will identify and work to implement best practices in roadway and transportation facility design; techniques and processes to ensure relevant strategies are included in the project development process; and strategies for advancing major transportation investments that are needed for the long term success of the region and the maintenance of I-95's capacity and primary functions.

5. **Engage stakeholders regarding potential additions or changes to project performance measures and the timing of performance assessment updates.** Overall the stakeholders were pleased with the effort to track performance, and there were a few suggestions on what might be added. It was also acknowledged during these discussions that FDOT will need to determine best how to track performance consistently given the evolving nature of data availability and formats. FDOT will create a plan for the next performance management period and share it with stakeholders when it is available.
6. **Clarify stakeholders' roles in the project and identify means to improve and maintain communications on the project among stakeholders.** There is the need for ongoing coordination, information sharing, and collaboration on specific initiatives. There was general agreement at the stakeholder summit that in order to successfully advance the implementation strategies, the stakeholders would have to have a series of convenings to accomplish the proposed to do list. In addition to convenings, there is the opportunity to use the project website and other electronic communications to manage the advancement of strategies and update project content among stakeholders. With respect to commitment and decision-making, FDOT presented the concept of formalizing the stakeholder group by having stakeholder agencies and governments sign on as partners through a compact or other form of agreement. This concept needs further discussion and some additional detail in order to move forward.
7. **Clarify and fortify the project message for decision-makers and for the public.** FDOT will create materials that can be used to communicate the purpose, desired outcomes and demonstrable outcomes of the project. The materials will be used to complete a series of presentations to stakeholder boards and senior management. These presentations will be made after the update to the aspirational vision map is complete.
8. **Strengthen the policy framework and develop implementation guidance to achieve better outcomes from transportation and land use decisions.** FDOT, working with stakeholders, will identify ways to elevate the vision and integrate it into interagency and interdepartmental discussions. FDOT will develop guidance on how local government stakeholders can best work with each other and each agency. This includes guidance that informs local governments on how to navigate transportation project approval processes and provides best practices on land use and land development decisions.
9. **Identify what types of new tools are needed, if those tools exist, and if not, what organizations could develop those tools.** During the stakeholder reengagement, there were a number of ideas on tools needed to provide decision-making information; measure the impact of specific changes as is done in current planning decisions; measure the cumulative effects of land use and transportation changes as envisioned in the aspirational

vision map; and give guidance on decision-making in the transportation project development process. FDOT will initiate discussions on these tools to decide which tools are most needed, what resources would be needed to develop them, what organizations would develop them, and how they would be used.

10. Identify synergies with other efforts and emerging opportunities and challenges relevant to the project. The I-95 Corridor Mobility Planning Project needs to align with and complement other efforts, but should also provide overarching guidance. FDOT will identify a list of efforts to audit and/or track to ensure the I-95 Corridor Mobility Planning Project consistently reflects the current and adopted planning in the region. These efforts include, but are not limited to:

- a. Southeast Florida TOD Working Group (or successor)
- b. Long range local and regional transportation planning including freight planning
- c. Comprehensive/community planning
- d. Transit planning
- e. SIS planning
- f. TSM&O/Integrated Corridor Management
- g. Broward Complete Streets Team/Broward MPO Local Initiatives Program
- h. District Four Mobility Performance Measures Program
- i. Technical Committees

The I-95 Corridor Mobility Working Group will remain an integral part of project and should reconvene to work through the next steps and help define what should be happening in the ongoing monitoring and evaluation phase moving forward. FDOT will continue to coordinate the activities and convene stakeholders in a series of Working Group meetings to accomplish the tasks. It is anticipated that at least three Working Group meetings will be needed in 2017 to present, vet, and refine the outcomes of the next steps identified above.

Appendix A: **Listening Session Summaries**

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Meeting Summary



As part of the monitoring and evaluation phase of the I-95 Corridor Mobility Planning Project, the project team held a series of seven listening sessions in October 2016 to re-engage stakeholders. Stakeholders revisited the aspirational future vision map and associated performance measures, shared progress on implementation strategies including challenges encountered, and discussed potential topics for the upcoming stakeholder summit.

The following participants attended the listening session for the group of city and town governments in the southern portion of the study area (between I-595 and the Miami-Dade County line) on October 3, 2016:

- Matthue Goldstein, City of Miramar
- Eric Houston, City of Hallandale Beach
- Corinne Lajoie, City of Dania Beach
- Frensky Magny, City of Miramar
- Michael Miller, Town of Pembroke Park
- Christina Miskis, South Florida Regional Council

Facilitators and FDOT District Four staff included:

- Lois Bush, FDOT District Four
- Jessica Dimmick, Renaissance Planning
- Shane Laakso, Renaissance Planning

This meeting summary documents the key points of discussion for each agenda item.

Aspirational Future Vision

The participants reviewed the designated facility types and place types in the aspirational future vision map, and their respective functions. Facilitators asked the participants if this vision map still reflected their community's (or organization's) future land use and transportation vision.

City of Hallandale Beach

The segment of Hallandale Beach Blvd from US 1 to A1A is currently designated as a primary commerce facility, but may need to be considered as a primary multimodal facility. It serves a residential community and a Wal-Mart, and has bike lanes.

City of Dania Beach

Dania Pointe is a 100+ acre mixed use development project right along I-95 that will include residential, retail, hotel, and office uses. This area is currently shown as lower intensity mixed

use, but should be considered to be part of the adjacent multimodal district. This area is included in the Regional Activity Center future land use designation, and this is not a recent change. Although the first phase of this project will be suburban, the second phase will be ‘very vertical.’

City of Miramar

The multimodal district reflects the City’s future vision, and includes the TOC future land use designation along SR 7. Currently this area is low density. SR 7 and Miramar Parkway are designated as primary multimodal facilities correctly. The City is working to introduce a mixed use district along Miramar Parkway, but developers have not expressed interest in this concept.

Town of Pembroke Park

The small area between Pembroke Rd and Hallandale Beach Blvd west of I-95 should be considered either ‘other industrial’ or a freight/goods/special use district.

South Florida Regional Council

SFRC staff had no suggestions for edits to the aspirational future vision map, but did inquire about the consistency between this map and the new Broward County Future Land Use map as a result of the BrowardNEXT process. The new future land use map consolidates the TOD, TOC, RAC, and LAC land uses into a broader ‘Activity Center’ designation, which should be consistent with the I-95 Corridor Mobility aspirational future vision map.

Other Comments

It is difficult to identify the SIS connectors on the aspirational future vision map. Some of the yellow lines identifying the SIS connectors are underneath the green and red lines denoting the primary commerce and primary multimodal facilities. Consider putting the yellow lines on top of the green and red lines to more easily distinguish the SIS connectors.

Performance Assessment

Participants provided the following comments and discussion points related to the performance assessment baseline and update results:

1. The average travel speeds on the segment between Broward Blvd and I-595 changed drastically between 2014 and 2016, from 30-35 mph in 2014 to 55-60 mph in 2016. This drastic change is likely due to the nature of the data collected by travel speed runs, which is explained in greater detail in the I-95 Managed Lanes Monitoring Report and is reported every two years. In the future, the I-95 Express Lanes infrastructure will collect data on travel speeds in the express lanes and general purpose lanes. The I-95 Express Lanes data will be more accurate than the data from the travel speed runs, and it is already available for segments in Miami-Dade County. FDOT has agreed to use the I-95 Express Lanes travel speed data as it becomes available for the MPM Source Book. Once FDOT introduces this new data source to the MPM Source Book, FDOT will back-calibrate the data for prior years by applying a factor to ensure consistency across years and most accurately portray trends.

2. It would be helpful to show the average travel speeds of northbound and southbound separately.
3. Were the 2016 average travel speeds collected before or after the flexible bollards separating the express lanes from the general purpose lanes were installed?

Implementation Strategies and Examples

The participants provided updates related to the implementation strategies and examples from 2013, including noteworthy challenges and additional implementation examples not included in the previous set of implementation strategies and examples from 2013. The participants will revise their implementation examples from 2013 to provide a status update and list new examples in preparation for the October 24 Stakeholder Summit.

City of Miramar

The City has initiated several streetscape and Complete Streets improvement projects, some of which are under construction, and the City is hoping to do more. The City is currently implementing the second phase of the Miramar Parkway complete streets project, which went through development review and received approval from the city commission. More improvements are planned in the third and fourth phases.

The City is undertaking a major effort to simultaneously update (major overhaul) its comprehensive plan, zoning, and land development code in tandem with the development of a multimodal transportation plan. This coordinated effort includes reviewing city goals and the policies and guidelines that implement those goals, including developing and refining mixed use and transit-oriented development regulations. The City is making the code more consistent and streamlined, adjusting the building heights, and updating the parking requirements in areas designated TOC so that mixed use development can receive parking reductions.

The City has tried to incentivize special districts by allowing by-right developments to bypass city commission review as long as no variances are needed. The City has offered density and intensity bonuses in certain districts, but no developers have taken advantage of them.

City staff continues to work on communicating a clear vision of the community through political transitions and staffing changes. The City is always looking for grant funding opportunities. The amphitheater that was mentioned in 2013 is currently under construction. The City is always looking to leverage resources by partnering with FDOT – resurfacing Dixie Hwy is an example of this.

Challenges:

- Making SR 7 pedestrian friendly is a challenge. Many cities have designated TOCs, but these areas often lack friendly pedestrian connections across major roads. Can shuttle service or pedestrian crossings help to make this area accessible and encourage and facilitate the use of alternative modes?

- It can be difficult for the County to justify making improvements to a transit stop if ridership is not strong, even if the City wants to make the improvements to help increase ridership.
- Communication with adjacent municipalities can be a challenge, especially when the municipalities do not share common priorities.

City of Dania Beach

The City adopted a form-based code in 2010, and projects approved with the code are now being developed. The form-based code has a street furniture component, incorporates heights, utilizes incentives and requires public parks and sustainable development.

The City has been collecting a relatively small (\$21.26 per PM peak trip) traffic mitigation fee in its CRA.

The City has discussed the potential for transit service enhancements to serve the proposed Dania Pointe development, including a new bus stop at this area with Broward County, but this has been a challenge. The area is currently served by a community bus. The City discussing improvements to Griffin Road and Bryan Road with the project's developers. Eliminating the DRI process has made it especially difficult for the City to coordinate the review of this large development.

The City has been trying to coordinate with Hollywood, Hallandale Beach, and Aventura on multimodal mobility improvements on US 1 to connect these cities. The three cities in Broward County asked the Broward MPO to fund a mobility plan. The MPO asked the cities to begin gathering background data and elaborate on the need for this study.

City of Hallandale Beach

City staff provided several updates on the implementation examples from 2013, including:

- The City is undertaking a multimodal mobility plan to complement the 2008 transportation master plan.
- The City has not made much progress on alternative routes to congested corridors. Some citizens have voiced desires for a new interchange between Hallandale and Aventura (at County Line Rd) to alleviate traffic on Ives Dairy Rd & US 1. FDOT is examining alternatives to Ives Dairy Rd and US 1.
- Split phasing at Dixie Hwy and Hallandale Beach Blvd caused massive backups, so the City asked the County to change the signal timing back.
- TCRPC is developing a corridor master plan for Hallandale Beach Blvd including street sections, furniture, and signage.
- The City added a route to its mini-buses and now has an app for real time tracking. More mini-bus changes may be coming.
- The City reviewed a proposal to redevelop the outer parcel surface parking lot at the Atlantic Shores casino for a mixed office and retail development.
- The City is pushing for a Tri-Rail Coastal Link station and has committed funds from developers. The City needs to develop a TOD plan for this area.
- Pembroke Rd is an example of restriping bike lanes when repaving the road.

- Coordination with other cities and across county lines is critical.

Town of Pembroke Park

The Town representative provided several comments related to the implementation strategies:

- Drainage continues to be the Town's biggest problem. FDOT built a big pump station several years ago, which has helped.
- Because the Town is small, it receives few CDBG funds.
- The Town's walkway system is nearly complete, due in part to a policy that asks developers to build walkways as part of their development projects. The town's bikeway system is also relatively complete.
- Complete Streets efforts include 56th Ave, 40th Ave, and a test of 48th Ave to narrow the lanes.
- The Town's land development code requires the provision of bus stops in front of certain types of developments.
- The Town has a road impact fee for local street improvements.
- In general, the Town does not want intense development – it wants to “stay as it is.” Several restrictive regulations have been included in the Town charter.
- Buses stopping in the middle of the road is seen as a challenge.
- The Town has several BCT routes, and a lot of bus stops with amenities and shelters.
- The Town tried implementing a mini-bus route, but ridership was low, and the Town discontinued the service.

South Florida Regional Council

Much of SFRC's implementation examples from 2013 focused on the SR 7 Collaborative. The Broward MPO just adopted recommended improvements as part of its recent SR 7 study, which means funds will be available for the Collaborative to implement multimodal solutions.

SFRC is partnering with TCRPC and SFRTA on the FTA TOD Planning Pilot Program, which will help plan select potential station areas along the Tri-Rail Coastal Link corridor, although this effort is still being scoped, and is anticipated to begin in the Fall.

Stakeholder Summit

Potential topics for the stakeholder summit could include:

- Road design and typical sections for Multimodal Facilities
- Multimodal connectivity – especially incorporating this into expressway planning
- Mass transit – how to plan for premium transit now so we can finance it in the next 10-15 years
- How cities and counties can overcome challenges that hamper cross-city and cross-county coordination
- Making mixed use areas more accessible:
 - US 441 bisects future mixed-use areas

- Dania Beach's Tri-Rail station needs connections to downtown – how do you make these connections?
- Can Miramar's transit center serve as a transit 'bridge' between Miami-Dade and Broward transit?
- Shuttle service to rail connections
- How can cities react to large scale developments now that the DRI process no longer exists?
- If CRAs are set to expire, how can cities fund improvements without them?
- How will revenue from the I-95 express lanes be used?
- How do quiet zones in the FEC crossings affect bicyclist and pedestrian safety, especially knowing that many cyclists and pedestrians do not cross at designated crossings?

Meeting Summary



As part of the monitoring and evaluation phase of the I-95 Corridor Mobility Planning Project, the project team held a series of seven listening sessions in October 2016 to re-engage stakeholders. Stakeholders revisited the aspirational future vision map and associated performance measures, shared progress on implementation strategies including challenges encountered, and discussed potential topics for the upcoming stakeholder summit.

The following participants attended the listening session for the South Florida Regional Transportation Authority (SFRTA) and FDOT District 4 on October 5, 2016:

- Vicki Gatanis, SFRTA
- Wibet Hay, FDOT District 4
- Scott Seeburger, FDOT District 4
- Newton Wilson, FDOT District 4

Facilitators and FDOT District Four I-95 Corridor Mobility project team members included:

- Lois Bush, FDOT District 4
- Larry Hymowitz, FDOT District 4
- Jessica Dimmick, Renaissance Planning
- Shane Laakso, Renaissance Planning

The October 5th session was originally intended for representatives of all multi-county agencies within the I-95 Corridor Mobility Planning Project study area to attend, which would have included South Florida Regional Council (SFRC), Treasure Coast Regional Planning Council (TCRPC), Southeast Florida Transportation Council (SEFTC), and SFRTA. SFRC staff attended the October 3rd session with the Southern Cities. TCRPC and SEFTC staff were unavailable to attend. This meeting summary documents the key points of discussion for each agenda item for the October 5th session.

Aspirational Future Vision

The participants reviewed the designated facility types and place types in the aspirational future vision map, and their respective functions. Facilitators asked the participants if this vision map still reflected their organization's future land use and transportation vision.

SFRTA's noted that most Tri-Rail stations have multimodal facility connections, which is desirable. SFRTA inquired about the redevelopment project on the FDOT park-and-ride lot at the Cypress Creek Tri-Rail station, the plans for which have not been finalized. The future vision for this station area is mixed use, but the current road system thwarts walkability. Participants also noted the importance of interstate access to the businesses in the area.

Implementation Strategies and Examples

The participants provided updates related to the implementation strategies and examples from 2013, including noteworthy challenges. Participants also provided additional examples not included in the previous set of implementation examples from 2013. The participants will revise their implementation examples from 2013 to provide a status update and list new examples in preparation for the October 24 Stakeholder Summit.

South Florida Regional Transportation Authority

SFRTA is extending Tri-Rail service directly to Downtown Miami via the Iris link, which will provide a one-seat-ride to Downtown Miami. The necessary agreements, funding and a construction schedule are in place to develop the Tri-Rail Downtown Miami Link. SFRTA staff noted the Downtown Miami station is the anchor station for the FEC corridor, which is the Northeast Corridor in the Miami-Dade SMART Plan connecting Downtown Miami and Aventura. SFRTA reported that the Miami-Dade MPO plans to implement the Northeast Corridor first among the corridors in the plan. Implementation will include comprehensive transit supportive land use studies.

Since 2013, SFRTA has also upgraded trains with Wi-Fi and developed a mobile app for the Tri-Rail service.

SFRTA has developed a pedestrian access plan around stations, and some of these projects have been implemented. SFRTA also has an outdated bicycle plan for Palm Beach County, which identified projects in station areas, but left implementation to local governments.

SFRTA's efforts to communicate with representatives of local communities include the SEFTC Regional Transportation Plan rollout event on a Tri-Rail train trip with local government commissioners and MPO officials. SFRTA continues to participate with MPOs and other partner agencies.

SFRTA is working with Broward County Transit to support coordinated mobile ticketing. Participants noted the need for a regional fare collection system for Tri-Rail, Metrorail, Express Bus, and the county transit agencies' local routes. SFRTA staff will look into the status of the EZ card pilot implementation example in preparation for the stakeholder summit.

SFRTA is coordinating with the private sector to talk about TOD interest at multiple station areas throughout each county in the region. Developers have been interested to learn about the synergy between development and transit.

SFRTA has secured a Federal Transportation Administration grant to conduct TOD planning in select station areas along the Tri-Rail Coastal Link corridor.

SFRTA annually updates their Transit Development Plan. Next year, SFRTA anticipates incorporating more performance measures in the annual update.

SFRTA is planning a new Tri-Rail station in Boca Raton at Glades Road, which is currently in scope development.

SFRTA is no longer the responsible party for the Wave Streetcar.

One challenge SFRTA sees in implementing the future vision map is the difficulty for SFRTA to have representatives present at all of the local government meetings where decisions are made.

FDOT District 4

Since 2013, FDOT District 4 has developed two interchange master plans for I-95 in Broward and Palm Beach Counties. Ten of the interchange improvement projects resulting from the master plans are in FDOT's work program. Some of the projects are currently in the Planning, Development and Environmental phase.

FDOT has constructed Phase 2 of the I-95 express lanes, extending the express lanes from the Golden Glades Interchange to Broward Blvd. FDOT has also designed Phase 3 to extend to Linton Blvd, with construction on the first Phase 3 segment to begin in Fall 2016, and initiated construction of express lanes on I-75 from the Palmetto Expressway to I-595. The I-75 express lanes project is scheduled for completion in 2019. FDOT is currently planning the I-75 express bus routes to utilize the newly constructed I-75 express lanes and identifying potential park-and-ride facility locations.

Other notable FDOT achievements include the following:

- FDOT updated the statewide Florida Transportation Plan (FTP) and the SIS Policy Plan. The updated FTP includes a new goal of providing transportation mode choices.
- FDOT is working with the Broward MPO to develop an Integrated Corridor Management concept of operations for the I-95 corridor.
- Palm Beach County staff have expressed appreciation for FDOT District Four's new bicycle and pedestrian coordinator's efforts in incorporating bicycle and pedestrian improvements into FDOT projects.

Other Changes

Participants also remarked on changes that have occurred in nearby communities:

- Lauderdale Lakes created a pedestrian path with a bridge over a canal that connects neighborhoods to an elementary school. The new path allows school children to walk to school without having to cross traffic.
- The Community Association for Fort Lauderdale's Victoria Park neighborhood is very active, and has been providing frequent communication with residents on changes, including the redevelopment of the Galleria and future Wave streetcar service.

Participants also discussed potential strategies regarding the Fort Lauderdale-Hollywood International Airport, which the facilitation team will inquire about with the airport at a future session:

- Create transit connections connecting the parking lots in the Airport Master Plan
- Investigate providing express bus to the Airport to provide employee connections

Stakeholder Summit

Potential topics for the stakeholder summit could include:

- Using/modifying local government regulations to implement the vision map through local government decisions
- Integrated Corridor Management – using technology to manage corridor operations
- Federal mandate to address bicycle and pedestrian fatalities and safety issues.

Meeting Summary



As part of the monitoring and evaluation phase of the I-95 Corridor Mobility Planning Project, the project team held a series of seven listening sessions in October 2016 to re-engage stakeholders. Stakeholders revisited the aspirational future vision map and associated performance measures, shared progress on implementation strategies including challenges encountered, and discussed potential topics for the upcoming stakeholder summit.

The following participants attended the Airport and Seaport stakeholder listening session on October 10, 2016:

- Monica Capelluto, Broward County Aviation Department, Fort Lauderdale-Hollywood International Airport
- Jill Capelli, Kimley-Horn, Airport Master Plan Team
- Natacha Yacinte, Broward County Port Everglades Department
- Phil Steinmiller, Broward County Port Everglades Department

Facilitators and FDOT District Four staff included:

- Lois Bush, FDOT District Four
- Laurie McDermott, FDOT District Four aviation coordinator
- Lauren Rand, FDOT District Four seaport coordinator
- Arlene Davis, FDOT District Four aviation and seaport operations
- Jessica Dimmick, Renaissance Planning
- Shane Laakso, Renaissance Planning
- Alan Steinbeck, Renaissance Planning

This meeting summary documents the key points of discussion for each agenda item.

Aspirational Future Vision

The participants reviewed the designated facility types and place types in the aspirational future vision map, and their respective functions. Facilitators asked the participants if this vision map still reflected their organization's future land use and transportation vision.

The Primary Multimodal connections that run north-south along the east side of the Airport are a good idea but there are currently no facilities or services that serve the purpose. While the map is fine as is, there should be a longer-term strategy to address those segments and make better north-south multimodal connections.

Potential SIS facilities should be shown on the map.

If possible, the map should acknowledge that the Port and Airport are job centers as well as freight, goods and passenger facilities.

The proposed extensions of the Wave Streetcar to the Airport and Port should be shown on the map. Participants noted a people-mover between the Port and Airport would be a more direct connection and is part of the aspirations of the Airport and Port, the timing and alignment of the people-mover is unknown. FDOT District 4 is currently evaluating the Wave Streetcar extensions through the of the Project Development process.

The 7th Street and 10th Street connection from the Airport to Federal Highway for southbound traffic is an important one and should be shown on the map.

There is an area shown as Other Industrial north of the Port and Airport that should be considered another land use typology. Both existing conditions and development trends indicate this area will be more mixed use, especially in the area between the Port and 17th Street.

Performance Assessment

Participants provided the following comments and discussion points related to the performance assessment baseline and update results:

1. The transportation funding by mode measure was discussed. The Airport and Seaport funding as a percentage of total funding has gone down from 2014 to 2016. Given the nature of programming and the changes in project types and size year over year, it would be better to generate a three year rolling average or take some other measure to smooth out the funding metrics and get a better sense of trends over time.
2. The stark changes in congestion (delay) were discussed and the different methodologies were clarified at the meeting.
3. Several Port-specific measures were discussed, including number of truck trips, wait time to get into the port at gate, time required to pick up a container, number of crashes/incidents for Port-related traffic, and a qualitative measure of ease in finding the Port.
4. Several Airport-specific measures were discussed, including gate utilization, how long it takes to get through security, how many hours before the flight do people arrive, how much luggage do people bring with them, etc. Delay associated with internal circulation was also noted as an extremely important measure.

Implementation Strategies and Examples

The participants provided updates related to the implementation strategies and examples from 2013, including noteworthy challenges and additional implementation examples not included in the previous set of implementation strategies and examples from 2013. The participants will revise their implementation examples from 2013 to provide a status update and list new examples in preparation for the October 24 Stakeholder Summit.

Fort Lauderdale-Hollywood International Airport

There are some recent strategies and projects that will improve Airport operations. The new runway at the Airport has changed operations and includes new tunnels and new access points to better organize traffic. There is also a signage master plan that the Airport is currently implementing that affects internal circulation and wayfinding as well as access to the Airport from the surrounding road network.

There is a modernization and expansion of the Airport going on now, including the new Concourse G and A that will increase the Airport's capacity to handle more planes and passengers.

The Airport has recently kicked off a Master Plan update. The process for updating the plan will take approximately two years. In addition to identifying improvements for terminals and connectors inside, the Airport will be identifying strategies to identify potential improvements to the outside road system used to access the Airport. Short term measures to improve land side operations and internal circulation are being identified as part of the project. Possible redevelopment of areas to the west and north of the Airport are part of the Master Plan process.

The approximately 5,000 Airport employees currently park on site in structured parking. Potential strategies for mitigating on-site traffic and reducing trips to the Airport would be off-site parking and better transit access.

The connection between the Airport and the Port is very important. There are currently a number of strategies to satisfy the need to connect. Rental cars, taxis and charter buses/shuttles from airport to seaport for cruises make up a huge percentage of current mode split for the Airport to Port trips. There is enough demand to support a coordinated, public transit connection or circulator between the two facilities. However, the exact solution has not been determined. The Wave Streetcar, and connections to it, might be a possible solution. This topic is one where the Airport, Port and others will need to coordinate to identify the right strategy. The concurrent Master Plan updates of the Airport and Port would provide the right context to do this.

Challenges:

- Mindset of people on how they get to and from the Airport would need to change to support a major shift to transit or other alternatives to driving and parking.
- Internal circulation on Airport roads is a major issue in terms of congestion and delay, especially in light of the anticipated growth in Airport use.
- Creating a transit connection between Port and Airport is acknowledged to be a difficult problem to solve in terms of funding and design.

Port Everglades

The Port has completed several projects since its last Master/Vision Plan Update which was adopted in 2014. Those include construction of the award winning FDOT Eller Drive overpass and the Intermodal Container Transfer Facility (ICTF). The ICTF allows for direct transfer of containers from ship to rail at the Port facilities and has reduced the number truck trips that leave the Port, especially the long-haul trips that tend to use I-95.

The Port, a local sponsor, is working in coordination with the US Army Corps of Engineers (USACOE) with the goal to deepen the main navigation channels to 48-50 feet and widen the entrance channel and narrow knuckle area of the Intracoastal waterway for safety.

The Port received funding from FDOT to relocate McIntosh Rd with an added security gate.

The Port will commence another update to the Master/Vision Plan starting in Spring 2017. The work will start with a process of facilitated discussion to update the plan and will also identify capacity expansion projects for Port Everglades.

The Port's concept for the people mover to connect the Port to the Airport has an estimated project cost of \$800 million and has not advanced beyond the planning stage. This project concept needs further evaluation in light of the CBT Phase I/Wave Streetcar and the upcoming discussions that come out of the Port/Vision Master Plan and Airport Master Plan updates.

In addition to working with the Airport, the Port will continue to coordinate with other transportation stakeholders on several projects and initiatives, including transit planning, the Integrated Corridor Management project, and the City of Ft. Lauderdale on neighboring development issues. There are also initiatives of statewide importance, such as the CSX Intermodal Logistics Center (ILC) in Winter Haven, that may have an impact on the rail business model for South Florida. These may be accounted for in the strategic and master planning efforts of the Port.

Challenges:

- Funding remains a challenge within the competitive statewide and federal processes.
- The Port is constrained (vertically).

Stakeholder Summit

Potential topics for the stakeholder summit could include:

- Helping participants and I-95 Corridor Mobility stakeholders understand the value of being a SIS facility or in a SIS corridor.
- Clarifying funding priorities and decision-making process.
- Understanding the cost of lost opportunity in development decisions.
- Covering the impact of express lanes and providing I-95 data.
- Presenting on how the CSX ILC in Winter Haven will affect rail traffic and freight rail business in South Florida.
- Covering the issues of transit connections to the Port and Airport. How do we fill the gaps?
- Hearing what the cities are saying overall.

Meeting Summary



As part of the monitoring and evaluation phase of the I-95 Corridor Mobility Planning Project, the project team held a series of seven listening sessions in October 2016 to re-engage stakeholders. Stakeholders revisited the aspirational future vision map and associated performance measures, shared progress on implementation strategies including challenges encountered, and discussed potential topics for the upcoming stakeholder summit.

The following participants attended the listening session for the group of city and town governments in the middle portion of the study area (north of I-595 and south of Atlantic Blvd). The local governments were joined by representatives of the Fort Lauderdale Executive (FXE) Airport. The meeting took place at the FXE Airport on October 11, 2016:

- Karen Mendrala, City of Fort Lauderdale
- Christine Fanchi, City of Fort Lauderdale
- Andrew Disbury, City of North Lauderdale
- Peter Dokuchitz, City of Plantation
- Rick Buckeye, City of Oakland Park
- Roberta Moore, City of Wilton Manors
- Rufus James, FXE Airport
- Carlton Harrison, FXE Airport

Facilitators and FDOT District Four staff included:

- Lois Bush, FDOT District Four
- Jessica Dimmick, Renaissance Planning
- Shane Laakso, Renaissance Planning
- Alan Steinbeck, Renaissance Planning

This meeting summary documents the key points of discussion for each agenda item.

Aspirational Future Vision

The participants reviewed the designated facility types and place types in the aspirational future vision map, and their respective functions. Facilitators asked the participants if this vision map still reflected their community's or organization's future land use and transportation vision. There were several points made about the vision map. Some of the comments were about the physical elements of the map, the designated transportation network, and the land use typologies:

- In general, participants suggested revisiting some of the corridor and context designations to better match land use typologies with roadway typologies, to better reflect existing conditions, and to consider new policy initiatives for land use and

development. Participants drew suggested changes on the vision maps. For example, areas north of Sunrise Blvd and along Oakland Park Blvd have mixed uses that are not accounted for in the vision map.

- The Primary Multimodal facility designation for Sunrise Blvd needs to extend to the east to include the Gateway intersection and continue all the way to the beach.
- The Cypress Creek mobility hub may not be represented in the best way. The Multimodal District should encompass the area between Powerline Rd and I-95, including the interchange with I-95 and the SFRTA property.
- The City of Oakland Park has adopted a special redevelopment district on Federal Highway north of Oakland Park Blvd. This area is currently shown as Lower Intensity Residential, but Federal Highway north of Oakland Park Blvd is designated as a Primary Multimodal facility.
- The area south of SR 84, north of I-595, and east of I-95 currently designated as Other Industrial is not industrial. The vision map should be updated to more accurately depict the neighborhood character of the area.
- 17th Street should be designated as a Primary Multimodal facility, as it is a heavy pedestrian area due to tourists. 17th Street should be lower intensity residential between the bridge and Harbor Drive.
- There is a lot of higher intensity activity at Central Beach, which should probably be designated as a Multimodal District.

Other comments were about trends and operational issues for the facilities on the map:

- Since we are not building more roads in the region, this project should focus on building more trains, connections to transit, and ways to improve the efficiency of our transit system.
- Transit circulator service can and should play a greater role as a corridor management strategy. The City of Oakland Park plans to put more emphasis on circulators to connect downtown to other mobility hubs. Most people are unaware of the existing circulator from the Tri-Rail station to downtown Fort Lauderdale.
- Improvements on Atlantic Blvd have resulted in increased traffic on Andrews Ave.
- 31st Avenue could be considered a reliever to I-95.
- The Wave streetcar and its extensions should play a significant role in managing demand on I-95.

The vision map discussion also produced discussion on implementation and coordination issues:

- Hybrid facilities may be more suitable for multimodal improvements because they have lower volumes and capacities.
- The Broward MPO's Complete Streets projects that will be funded through the TIGER grant should be considered and tested for consistency with the vision map.
- Primary Multimodal facilities need to be "sorted out" when it comes to modal emphasis in implementation. US 1 and Broward Blvd are two examples of Primary Multimodal facilities where lowering the emphasis of cars seems difficult to accomplish. The Sunrise

Blvd example was also mentioned, where it is a designated Primary Multimodal facility, but final project design did not include bicycle lanes.

- It would be good to emphasize multimodal trails in the rights-of-way of limited access facilities. The Broward MPO's Technical Advisory Committee recently discussed a pilot project for bicycle and pedestrian facilities on the Sawgrass Expressway and I-595. Caltrans is as an example agency in this type of project development.
- Los Angeles has a mobile application that tells you how to use all available modes and technologies – e.g. bike share, transit, car share – to satisfy trip purposes. Something similar could be developed for this region.
- The Cities of Coconut Creek and Margate are discussing the function of the intersection of Sample Road and SR 7/US 441 and exploring new techniques to decrease congestion that should be highlighted as best practices.

Performance Assessment

Regarding the performance assessment, participants suggested adding safety measures including crashes and delay-causing incidents to the list of measures. These incidents significantly impact reliability of I-95 and travel time on I-95 and parallel facilities.

Implementation Strategies and Examples

The participants provided updates related to the implementation strategies and examples from 2013, including noteworthy challenges and additional implementation examples not included in the previous set of implementation strategies and examples from 2013. The participants will revise their implementation examples from 2013 to provide a status update and list new examples in preparation for the October 24 Stakeholder Summit.

Fort Lauderdale Executive Airport

- FXE is commencing its Master Plan with a kickoff meeting in the next few weeks. The process will be 18 months long.
- There are some land use issues in and around FXE to consider:
 - Changes are planned for the airport property and surrounding land uses. Most uses tend to be long term leases. There is the opportunity to expand industry and other types of uses in and around the airport property.
 - The Uptown district now has more restaurants around Cypress Creek Road and Andrews Avenue, filling a gap that existed for offices in the area.
 - The Schlitterbahn Water Park project is still moving forward, but not all of the development rights and current planning issues have been resolved.

City of North Lauderdale

- The City is trying to enhance the existing transit system by adding bus service where it currently does not exist. The redevelopment of the Wal-Mart Plaza spurred a good conversation with Broward County Transit on additional bus service for the area.

- The City encountered funding issues in pursuing a park plan to use the corridor by the C-14 canal for pedestrians and cyclists. The cost of a mast arm alone is \$300,000 dollars.
- The City is trying to manage trips and traffic generation in the SR 7/US 441 corridor, and is carefully considering the traffic impacts of current planning decisions, including a recent application from an online retailer.
- The City has adopted Complete Streets concepts. The City's Comprehensive Plan has overlay districts, but the Complete Streets concepts are not well defined in the City's code of ordinances.
- Prospect Road is an example of an emerging multimodal corridor, where the road does not need to be as wide as it currently is. The City has identified missing links of sidewalks along this road.

City of Plantation

- The City has had an influx of multifamily apartment buildings, which has created more traffic issues, particularly on University Drive.
- The City completed a study to analyze the development prospects of large vacant parcels in the Gateway 7 District.
- Plantation Hospital is moving out and the City is determining how best to respond.
- The City has updated its Midtown plan. Roadway connectivity is difficult to achieve in some areas because of private roads, and the Broward Mall is in the middle of the plan area. The City Council recently adopted the plan, and the City is moving on to implementation, which will focus on circulation within the District.
- The City completed the conversion of 84th Avenue connecting Broward Blvd to American Expressway into a 2-lane road with a center turn lane.
- The City is implementing its MURT (multi-use recreational trails) program.
- The projects within the City's capital improvements program for transportation are mostly for resurfacing. Little budget is available for other types of projects.
- The creation of the Local Activity Center at SR 7 is mostly complete.
- The City no longer has community shuttle buses. The City also had a trolley circulator system, but it was deemed premature and is no longer running.
- In the longer term, the City would like to have a connector between University Drive and Pine Island.

City of Oakland Park

- The City has been working on an ambitious set of infrastructure improvements. This includes approximately \$140 million of capital improvements on drainage, park acquisition, and Complete Streets improvements. FEMA is helping the City to build a water management system.
- The City is focusing on Dixie Highway redevelopment and is using cultural initiatives to help with the process, including a culinary arts theme and Octoberfest and Polynesian festivals.
- The City has adopted a Downtown Mixed Use District with incentives to promote more density in the district, and the City is working on a mobility plan for this area.
- The City is now starting to see private sector development (including five development proposals in last few months) in areas "you wouldn't have expected in the past."

- The City is considering the need for a parking garage downtown to address current and future parking needs.
- Prospect Road is currently undergoing reconstruction as part of a Complete Streets project. Powerline Road is another corridor for Complete Streets improvements – the MPO's Complete Streets TIGER grant will fund a lane reduction on this road.
- Better and more housing is needed and is a focus area for the City.

City of Wilton Manors

- The City Commission has adopted the Complete Streets philosophy. Wilton Drive is going through a lane repurposing process. The City's residents are concerned traffic will worsen - a consistent theme on transportation projects.
- The City has designated the area of Andrews Avenue and Oakland Park Blvd as a Transit-Oriented Corridor. The City will move forward with transit oriented projects, and has buy-in from developers and movement in anticipation of new regulations.
- The City has a full-time grants coordinator on staff and the strategy has been successful in bringing money in.
- The City Commission adopted a Business Improvement District for Wilton Drive, with a goal of using revenue to fund capital improvements projects.
- The City has a Parking Trust Fund. The City just purchased a parcel and will be building a parking structure.
- The City is completing a city-wide strategic plan that will be presented to the Commission soon.

City of Fort Lauderdale

- The City adopted a Complete Streets policy in November 2013 with a companion manual and an active Complete Streets implementation program.
- The City completed its Fast Forward 5-Year Strategic Plan.
- The City has completed several Complete Streets projects to increase pedestrian safety and promote multimodal transportation, some of which involved lane elimination. Completed Complete Streets projects include Oakland Park Blvd and Sunrise Blvd. Upcoming projects include Powerline Road lane repurposing and other projects to install hardscaping to replace temporary features.
- The City is working on ADA compliant bus shelters, but is struggling with the cost of implementation.
- The City has adopted a TOD overlay district in its downtown around its main transit station, and has design guidelines. This City is now looking to expand the guidelines beyond just downtown.
- The City is working on master plans for its Regional Activity Centers.
- Affordable housing continues to be an issue in the City, especially in downtown.
- The City discussed the challenges that exist in widening sidewalks. Right-of-way availability and cost were mentioned as impediments.
- The City continues to implement the recommendations from its walkability study with approximately \$500 million from its Capital Improvement Program. Examples include mid-block crossings and traffic calming measures. The City is also completing signal studies downtown to make it easier for pedestrians to cross.

- The chosen route for the 7th/9th connector project had environmental issues. Despite the chosen route's infeasibility, the City has not given up on a future connector for the area in an alternate route.
- The City discussed several issues related to transportation modeling and assessing transportation trends:
 - The regional travel demand forecasting model does not effectively address mode share and assumes significant growth rates in automobile travel. Volumes have gone down on many Fort Lauderdale roads, so recent trends are running counter to the assumptions of the model.
 - There have been challenges in modeling the Wave streetcar and coming up with a commonly-perceived reliable number for anticipated ridership.
 - Assessing the impact of automated vehicles needs to be better understood.
 - The City would like to have better parking demand models and better ways of managing parking access (so people can avoid having to drive around looking for parking).
 - Innovation in mobile applications is needed to let users know about the full range of transportation choices that are available.
- The City is evolving its development review and transportation mitigation practices, and sees potential for the private sector to help invest in multimodal infrastructure.
- The City is conducting a community bus system study on origins and destinations.

Stakeholder Summit

Potential topics for the stakeholder summit could include:

- Ways to more effectively coordinate. There are a lot of different stakeholders and the need for better coordination among multiple jurisdictions exists.
 - One example of coordination efforts amongst municipalities is between North Lauderdale and Tamarac.
 - Within jurisdictions there are often plans for specific strategies that align with this project, but staff responsible for infrastructure projects have not seen the plans.
- With respect to the concept of a Memorandum of Understanding, it was noted that some discussion would be needed to clarify the goals and roles of the participants. It is unclear, in concept, how this strategy would be specifically employed.

Meeting Summary



As part of the monitoring and evaluation phase of the I-95 Corridor Mobility Planning Project, the project team held a series of seven listening sessions in October 2016 to re-engage stakeholders. Stakeholders revisited the aspirational future vision map and associated performance measures, shared progress on implementation strategies including challenges encountered, and discussed potential topics for the upcoming stakeholder summit.

The following participants attended the listening session for the group of county level agencies in Broward County on October 12, 2016:

- Nick Sofoul, Broward County Transit (BCT)
- Pete Schwarz, Broward County Planning Council
- Peter Gies, Broward Metropolitan Planning Organization (MPO)
- Rebecca Martinez, Broward County Traffic Engineering
- Vinod Sandanasamy, Broward County Planning and Development
- Vielka Quintero, City of Hollywood (part of the Southern Cities group; participating in this session due to scheduling conflicts)

Facilitators and FDOT District Four staff included:

- Lois Bush, FDOT District Four
- Alan Steinbeck, Renaissance Planning
- Jessica Dimmick, Renaissance Planning
- Shane Laakso, Renaissance Planning

This meeting summary documents the key points of discussion for each agenda item.

Aspirational Future Vision

The participants reviewed the designated facility types and place types in the aspirational future vision map, and their respective functions. Facilitators asked the participants if this vision map still reflected their organization's future land use and transportation vision.

Multimodal Facility Types, Multimodal Place Types, and Transit Service

The Primary Multimodal facility type and Multimodal District/Nodes place type designations in Coconut Creek and Hollywood make sense. The Primary Multimodal facility type may make sense for south A1A, Atlantic Boulevard, and Dania Beach Boulevard, but there are no current plans for premium transit service along these corridors.

BCT buses serve several existing nodes and terminals with high ridership including the Lauderhill Mall, Broward Central Terminal in Downtown Ft. Lauderdale, Young Circle in Hollywood, and BCT's Northeast Transit Center in Pompano Beach.

Participants indicated that the areas around the Galleria Mall and Broward Boulevard should be Multimodal Districts because these areas are currently dense.

SR 7/US 441

The SR 7 corridor south of Sample Road should be designated as one continuous Multimodal District place type. This corridor has the highest transit ridership in the County. SR 7 could be a reliever facility for I-95, although it is not traditionally thought of as a reliever facility.

The Broward MPO recently completed the SR 7 Multimodal Improvements Corridor Study, which identified and prioritized multimodal investments along the planned premium transit corridor from the Miami-Dade County line to just north of Sample Road. Most of the local governments along this corridor have adopted Transit Oriented Corridor (TOC), Regional Activity Center, and Local Activity Center future land use designations that promote a mix of uses. The City of Hollywood has designated the SR 7 corridor as TOC on both future land use and zoning maps, and is creating a mobility hub at SR 7 and Hollywood Boulevard.

North of Sample Road, SR 7 does not have a clear vision, but multimodal opportunities exist. BCT's bus route along SR 7 extends into Palm Beach County.

Other Discussion

The Sheridan Street Tri-Rail station needs to be added to the vision map.

Land uses that allow higher densities are a key component of fostering premium transit service. It is also important to have jobs along these same transit corridors, so workers can avoid commuting to Downtown areas.

Participants indicated that among the public, the definition and benefits of multimodal transportation are unclear. An example of this was an objection to the BrowardNEXT multimodal vision because a stakeholder had issues with bike paths.

Performance Assessment

Participants' only comment related to the performance assessment baseline and update results was confirming that performance measures can serve as the 'yard stick' to measure progress within the corridor.

Implementation Strategies and Examples

The participants provided updates related to the implementation strategies and examples from 2013, including noteworthy challenges and additional implementation examples not included in the previous set of implementation strategies and examples from 2013. The participants will

revise their implementation examples from 2013 to provide a status update and list new examples in preparation for the October 24 Stakeholder Summit.

Broward County Transit

BCT indicated that the I-95 and I-595 express bus service to Miami is the most successful thing that has happened since 2013. This service is so successful that aspects of operating have become a challenge. BCT and FDOT are working to establish more park and ride facilities and rerouting buses to meet demand, but realigning service and changing park and ride facilities can create problems for riders who are used to the existing service. Recurring congestion and crashes in the express lanes reduce reliability of the express bus service.

Despite enormous success of the express bus service to Miami, the express bus service to Downtown Fort Lauderdale along I-595 corridor was unsuccessful and eventually discontinued. Potential factors for the lack of success include: existing local BCT routes that serve the same destinations, relatively insignificant travel time savings, relatively inexpensive parking in Downtown Fort Lauderdale. The express bus service to Miami provides more significant savings in both travel time and parking costs.

BCT and the other Broward County level agencies are currently awaiting the results of the sales tax referendum. If the referendum passes, the sales tax will generate funds to provide significant improvements to local fixed routes, and is expected to fund new bus rapid transit and light rail transit service. The website for the referendum is apennyatwork.com.

Broward County Planning Council

The Broward County Planning Council (BCPC) is completing BrowardNEXT - the update of the Broward County Land Use Plan. During the land use plan update, the County reviewed the existing plan and proposed revisions to ensure that the plan was reflective of the County's current and anticipated conditions and priorities. The plan update includes a multimodal component that implements multimodal strategies.

The BCPC worked with the City of Fort Lauderdale to amend the downtown Fort Lauderdale Regional Activity Center to add 5,000 dwelling units to the allowable residential density cap. This amendment further concentrates development in the downtown. To evaluate the transportation impacts of the increased density, the BCPC did not limit the transportation analysis to trip projections and roadway level of service; it worked with the City on a multimodal level of service analysis. The County is requiring ongoing monitoring of the transportation impacts of the amendment.

Several years ago, Broward County adopted a 'Context Sensitive' designation into the County's Trafficways Plan to allow Complete Streets improvements such as on-street parking and mid-block crossings. The County has also designated a Complete Streets Team that meets to evaluate Complete Streets applications. This is a paradigm shift in the County that allows Complete Streets projects to move forward more quickly. The team is a good example of interdepartmental coordination.

Broward County

Broward County recognizes that the County has very little undeveloped land and that there are few opportunities to increase roadway capacity. Therefore, they are making a serious effort to promote multimodal transportation options. Broward County staff reiterated the value of the Complete Streets Team, which is in its second year. The Complete Streets team reviews projects to reduce the number of travel lanes and add bike lanes and sidewalks. The County through its Complete Streets Team works proactively with cities to coordinate and collaborate on desired Complete Streets projects from the beginning stages in the planning and design process.

The County is coordinating with BCT to discuss Transit Signal Priority at certain intersections. The County is extending the fiber optic networks of its traffic signal systems to more intersections to ensure better coordination between intersections. FDOT is working with the County to monitor the connected intersections.

Challenges

When implementing Complete Street projects, limited right-of-way makes it difficult to accommodate all desired elements (e.g. widened sidewalks and buffered bicycle lanes without decreasing the number of vehicle lanes). Stakeholders need to balance improvements with maintaining vehicular level of service.

City of Hollywood

The City of Hollywood has developed a Complete Streets program. The City worked with the MPO for one project, along Johnson Street, which will be redesigned in 2021. Residents have indicated that they would prefer the improvements sooner. The City has also partnered with the MPO to construct sidewalks on the West Side of Hollywood Gardens, which will take place next year. In May 2013, the City of Hollywood received a grant to implement Complete Streets improvements on Hollywood Boulevard from City Hall to Dixie Highway, and construction is anticipated to begin next year. The City is also reviewing options for façade improvements along Hollywood Boulevard.

The City of Hollywood has a designated Regional Activity Center (RAC) on approximately 1,450 acres in the downtown. The City hopes to be selected for a stop along the Tri-Rail Coastal Link corridor. If the City is selected, the train station will be in the RAC and the City anticipates converting the RAC area into a TOD. The City is currently working on rezoning efforts to advance this vision for the area.

Broward MPO

Since the 2013 I-95 Corridor Mobility Planning Project activities, the MPO has updated its Long-Range Transportation Plan (LRTP). The 2040 LRTP has the same multimodal spirit as the 2035 plan. The new LRTP also establishes a Complete Streets and other Localized Initiatives Program (CSLIP). Cities apply for CSLIP funding for projects of their choice. This program has been successful because the cities determine the projects for which they apply for funding, rather than the MPO developing a list of projects without their input. When a project is selected, the MPO provides the funds for construction and FDOT constructs the project.

The MPO is revisiting the Mobility Hubs concept with the assistance of HNTB. Some mobility hubs are more successful than others at achieving Mobility Hub program goals such as maximizing transit ridership, promoting new development and redevelopment, and ensuring equitable transportation costs and benefits. The review of Broward's Mobility Hubs will include a market assessment of the Mobility Hubs. The 2035 LRTP designated over 100 mobility hubs in the County, which is too many.

The MPO has continued the 'Speak-up Broward' public engagement initiative.

The MPO is engaged in an Integrated Corridor Management initiative, which is funded through a grant from the Federal Highway Administration.

The Broward MPO plans to develop a Complete Streets Master Plan and continues to evaluate where lane eliminations make sense. To that end, the MPO is modelling the impacts of potential lane eliminations to identify the best combination of lane eliminations to prioritize. The MPO is also collecting bicycle and pedestrian traffic counts annually at locations throughout Broward County. These counts, which are sited around areas slated for future bike and pedestrian improvements, will continue over 5 to 7 years.

Challenges

The Broward MPO identified the following challenges:

1. Some citizens and local governments only want multimodal improvements if those improvements do not inhibit vehicular travel.
2. Local governments request lane reductions, but do not understand the traffic implications, and then request assistance from the MPO to alleviate traffic once the lane reductions have been implemented.

Other Comments Related to Implementation Strategies

Participants noted the importance of planning actions being context sensitive. For example, the Margaritaville Resort on A1A Hollywood Beach will require different actions than A1A in Hillsboro Beach. Some planning actions, particularly along multimodal facilities, will create drawbacks as well as benefits. Planners need to spend time clearly articulating the pros and cons of an action.

It would be helpful to have a better system that indicates where congestion on I-95 exists, such as putting information billboards along arterials that feed I-95. Facilitators noted that Melissa Ackert is slated to speak about Integrated Corridor Management at the Summit, which will likely address increasing information to drivers.

Stakeholder Summit

Potential topics for the stakeholder summit could include:

- Include information on Integrated Corridor Management.
- Evaluate whether all stakeholders support a shared vision for the I-95 project corridor. Cities can have different ideas of what "multimodal" means.

- Consider showing how the Aspirational Vision Map aligns with local governments plans to help stakeholders understand how the vision map aligns with local priorities.
- Provide an update on the County Land Use Plan Amendment that added 5,000 dwelling units to the downtown Fort Lauderdale RAC. Explain how the County evaluated the transportation component of the amendment and how one condition of the amendment is a monitoring component.
- Discuss the role and impact of freight, especially in relation to corridors designated as multimodal placetypes.

Meeting Summary



As part of the monitoring and evaluation phase of the I-95 Corridor Mobility Planning Project, the project team held a series of seven listening sessions in October 2016 to re-engage stakeholders. Stakeholders revisited the aspirational future vision map and associated performance measures, shared progress on implementation strategies including challenges encountered, and discussed potential topics for the upcoming stakeholder summit.

The following participants attended the listening session for the group of county level agencies in Palm Beach County on October 13, 2016:

- Khurshid Mohyuddin, Palm Beach County
- Jorge Perez, Palm Beach County
- Fred Stubbs, Palm Tran
- Nick Uhren, Palm Beach MPO
- Kevin Fischer, Palm Beach MPO
- John Arrieta, AECOM (Palm Beach I-95 Managed Lanes Master Plan project team, for FDOT District 4)

Facilitators and FDOT District Four staff included:

- Lois Bush, FDOT District Four
- Jessica Dimmick, Renaissance Planning
- Shane Laakso, Renaissance Planning

This meeting summary documents the key points of discussion for each agenda item.

Aspirational Future Vision

The participants reviewed the designated facility types and place types in the aspirational future vision map, and their respective functions. Facilitators asked the participants if this vision map still reflected their community's or organization's future land use and transportation vision.

Yamato Road, Clint Moore Road, and Camino Real are currently designated as Hybrid facilities. These roads serve high-tech jobs that are located at the east side of the corridor. They also serve primarily residential uses west of Powerline Road. Palm Beach County staff asked that the project team consider these characteristics to determine whether the Hybrid facility designation is still appropriate.

Participants indicated that Palmetto Park Road, which is a major east-west route connecting Boca's Downtown, I-95, the Turnpike, and SR7, should be designated as a Primary Multimodal

facility, although it does serve businesses to the east and commerce west of I-95. Yamato Road provides access to high-tech jobs to the east of I-95.

State Road 7 is planned to serve a multimodal function. A study of State Road 7 reviewed opportunities for bus rapid transit along the corridor.

The Boca Airport should be shown on the map.

Participants noted that the City of Boca Raton has done a good job of building multimodal centers. Participants asked what characteristics differentiate a Multimodal Node from a Multimodal District, and facilitators clarified the difference is primarily in intensity. Multimodal Nodes have the highest intensity of all the place types, and are appropriate for transit-oriented development that supports ridership for premium transit investments.

Performance Assessment

Participants provided the following comments and discussion points related to the performance assessment baseline and update results:

1. Participants discussed sidewalk and bike lane coverage. The drastic change in this measure occurred when the Palm Beach MPO provided new data.
2. Participants noted that numerous colleges are located in the study area, and student populations may not be captured in the jobs and population density measures. A performance measure related to student commuting could be investigated further.
3. Participants confirmed the value in measuring property values.

Implementation Strategies and Examples

The participants provided updates related to the implementation strategies and examples from 2013, including noteworthy challenges and additional implementation examples not included in the previous set of implementation strategies and examples from 2013. The participants will revise their implementation examples from 2013 to provide a status update and list new examples in preparation for the October 24 Stakeholder Summit.

Palm Tran

Palm Tran's most significant initiative is a system redesign called Route Performance Maximization, that will investigate how to expand the span of service and the frequency of routes. Palm Tran had Jarrett Walker, transit consultant and author of the book *Human Transit*, participate in the kickoff and early stages of the system redesign. It is anticipated that this project will take 18 to 24 months to complete.

The agency is also updating its Transit Development Plan and will continue to coordinate with the business community, the League of Cities, and the Workforce Alliance during the update process. Palm Tran will also continue interagency coordination through the South Florida Regional

Transportation Authority (SFRTA) Planning Technical Advisory Committee and the Southeast Florida Transportation Council's Regional Transportation Technical Advisory Committee.

Palm Tran coordinates with FDOT and South Florida Commuter Services to provide first-mile and last-mile connections. FDOT has recently hired a new position – “First Mile/Last Mile Coordinator.” While this arrangement generally works well, Palm Tran has identified areas where service improvements could be further examined.

Integration with Rail

It is anticipated that the redesigned Palm Tran system will be integrated with the Brightline station in West Palm Beach, with access either through the perimeter road or through Rosemary Avenue. SFRTA provides feeder service at the West Palm Beach Tri-Rail Station. Palm Tran operates buses at each of the six existing Tri-Rail Stations in Palm Beach County at 30 minute intervals.

Other Initiatives

Palm Tran anticipates releasing a Request for Proposals to implement transit signal priority for Palm Tran buses within the next few months. The County Traffic Engineering Department is currently reviewing the concept.

Palm Tran is reviewing an update to its fare system by introducing mobile ticketing that is compatible with Miami-Dade Transit's and SFRTA's existing system. The agency does not anticipate adopting the EASY card.

Palm Tran and the Palm Beach MPO will be partnering on a corridor study along US 1 to evaluate the potential for premium transit along with corresponding amenities such as kiosks and branding. Preliminary discussions suggest that a hub will be located at Camino Real Road. Palm Tran may also evaluate other corridors to implement premium transit in the future.

Palm Tran reviews County development applications and applies transit related conditions when appropriate, such as easements for bus pads. Palm Tran requires a bus bay every half-mile and a bus stop every quarter mile.

Challenges

Palm Tran's most significant challenge is funding. While capital funds are available, the agency lacks a dedicated source of funding for operations, especially for increased frequency and increased time spans that are in high demand.

Palm Beach MPO

The MPO Board has adopted a 5-year strategic plan that contains action items, such as addressing localized areas of concern and conducting transit action studies. The MPO Board reviews the action items to evaluate progress annually. The MPO's 2040 Long Range Transportation Plan establishes performance targets.

Enhanced Coordination

The MPO recommends FDOT should meet with the committees and the Board early in the process of developing interchanges to seek endorsements and coordinate.

Updates related to transit

The MPO has allocated capital funding for the construction of the new Boca II Tri-Rail station in the Fiscal Year 2018 Transportation Improvement Plan. The MPO's 2015 project priority list included funding for seven shuttles between Tri-Rail and Downtown Boca Raton. This funding has been incorporated into the current TIP. The MPO has fast-tracked the US-1 multimodal study, which was originally scheduled for funding in 2021. The MPO plans to address localized areas of concern with transit action studies. The City of Boca Raton currently funds Tri-Rail shuttles that operate west of I-95

Complete Streets / Bike & Pedestrian Updates

The MPO has developed a map of complete streets corridors to prioritize investments. The MPO is currently building on the complete streets efforts by collecting bicycle and pedestrian counts at specific locations, prior to and after constructing a complete streets project. These counts will be conducted with tubes and sensors to measure bicycle and pedestrian traffic, respectively. The MPO will be requesting that the MPO Board approve a bicycle and pedestrian safety study that will determine where crash "hot spots" are located and categorize the type of crashes.

John Arrieta suggested refraining from directly linking increases in bike and pedestrian counts to decreases in vehicle trips.

Local Initiative Program

The MPO conducted a survey to evaluate local government's perceptions of the local initiatives program, a competitive funding program for smaller, non-regionally significant projects. The survey was intended to evaluate barriers to applying for this program, which could result in encouraging greater participation.

Challenges

The MPO's 5-Year Strategic Plan establishes a performance "report card" for staff based on MPO goals. The "report card" and MPO goals are periodically reviewed at Board Meetings. This checklist can help determine challenges that the MPO is facing.

Palm Beach County

The County has several Transportation Concurrency Exception Areas. The most recent TCEA added an Urban Development Area several years ago, and development has occurred in this area. Downtown West Palm Beach is located in a TCEA. The County has designated an Urban Redevelopment Area (URA) located adjacent to Military Trail and Congress Avenue, which allows greater development intensity with fewer parking requirements. This strategy has been effective in spurring redevelopment in the URA boundary.

Updates related to transit

Palm Beach County has not conducted or reviewed any station area master plans around rail stations in unincorporated areas. All Transit Oriented Development (TOD) districts are within municipal boundaries and, therefore, each municipality is responsible for planning in those

districts. The Treasure Coast Regional Planning Council has developed station area plans for all Tri-Rail station areas in Palm Beach County.

Challenges

Palm Beach County identified the following challenges:

1. The County can only assist in TOD by offering incentives, because all existing and planned TOD areas along rail stations are located within municipalities

Stakeholder Summit

Potential topics for the stakeholder summit could include:

- Review the “big picture” including updates related to I-95 express lanes and interchanges in Boca Raton, and other large infrastructure improvement projects. Evaluate how these improvements relate to the Aspirational Future Vision Map.
 - Convey how projects will improve mobility. Specifically, construction along I-95 in Boca Raton creates a bottleneck, and if FDOT could clarify how this construction project will improve mobility, it would help stakeholders explain the “why” of the construction project to the public.
- Explain why partners would want to formalize the process through an MOU or another mechanism. “What’s in it for us?” Stakeholders noted that they would consider formal participation in the future, but that now may not be the right time, especially due to funding constraints.
- Explain this dichotomy: Interchange improvements increase auto travel speeds, which disincentivizes transit ridership. Do highway capacity improvement projects contribute to reduced transit ridership?
- Incorporate the results of the listening sessions into the Strategic Intermodal System (SIS) process.
- Consider creating an electronic map that provides key information for mobility projects and studies in the project area. The map could be used as a real estate marketing tool and help keep stakeholders accountable for approving the right projects in the right places. The idea comes from Palm Beach County, which has an online GIS map where the public can review comprehensive plan amendments. Each amendment, when clicked on the map, displays a 2-page summary of proposed changes.

Meeting Summary



As part of the monitoring and evaluation phase of the I-95 Corridor Mobility Planning Project, the project team held a series of seven listening sessions in October 2016 to re-engage stakeholders. Stakeholders revisited the aspirational future vision map and associated performance measures, shared progress on implementation strategies including challenges encountered, and discussed potential topics for the upcoming stakeholder summit.

The following participants attended the listening session for the group of city and town governments in the northern portion of the study area (generally north of Atlantic Blvd in Pompano Beach) on October 14, 2016:

- Karen Freidman, City of Pompano Beach, Planning & Zoning
- Robin Bird, City of Pompano Beach, Development Services Director
- Steve Graham, City of Deerfield Beach, Principal Planner
- Maria Tejera, City of Boca Raton, Traffic Engineer
- Jim Bell, City of Boca Raton, Acting Deputy Director of Development Services
- Chris Clemens, City of Pompano Beach, Economic Development

Facilitators and FDOT District Four staff included:

- Larry Hymowitz, FDOT District Four
- Jessica Dimmick, Renaissance Planning
- Shane Laakso, Renaissance Planning

This meeting summary documents the key points of discussion for each agenda item.

Aspirational Future Vision

The participants reviewed the designated facility types and place types in the aspirational future vision map, and their respective functions. Facilitators asked the participants if this vision map still reflected their community's (or organization's) future land use and transportation vision.

Staff from the Cities of Pompano Beach and Boca Raton indicated they would provide edits to the aspirational vision map by email. Edits will likely involve:

- Incorporating results from Pompano corridor visioning studies – adding new multimodal districts and nodes
- Removing the Multimodal Node at Yamato Rd and Federal Hwy and the Primary Multimodal facility designation from sections of Yamato Rd
- Incorporating higher densities around the Boca Town Center Mall and future Glades Rd Tri-Rail station area

- Changing the designation of Palmetto Park Road in the City of Boca Raton’s Downtown Area
- Adding the new Spanish River Blvd I-95 interchange
- Designate the rail connection north of Atlantic Blvd that connects the CSX and FEC tracks as a black SIS rail connection. Even if this is not designated as a SIS rail corridor now, it is aspirational, and will be important for the future passenger rail service.

Participants said the verbal explanation of the facility types and place types makes sense, and suggested that this explanation accompany the map in written form. Participants also noted that the aspirational map shouldn’t be ‘watered down’ and asked that the concepts be presented in a more ‘substantive’ manner.

Participants discussed the possibility of roads having more than one designation (transitioning from one facility type to another). Sample Rd and Copans Rd were two facilities discussed for consideration for transitioning from one facility type to another.

Participants said the potential for the aspirational future vision map (Map) is great, and wanted to better understand how city planning staff could use the map to inform development approval decisions, especially in communicating with public citizens and elected officials who often fear worsening traffic conditions, do not understand the benefits of compact mixed-use transit-supportive development, and how the map should relate to comprehensive planning efforts in the Cities. City staff saw potential for the I-95 Corridor Mobility planning project as a way to explain the defining characteristics and functions of the multimodal facility types and place types and the intention for these places to help manage traffic congestion with the support of other county, regional, and state agencies. Additionally, city staff noted the Map could have been incorporated into the BrowardNEXT process. One participant remarked, “Somehow this has to support what the County is doing with BrowardNEXT.”

Participants inquired about the timeframe of the Map. If it is more than 50 years, we should think about sustainability and sea level rise impacts, including whether A1A will continue to serve its same function.

Performance Assessment

Participants briefly reviewed the 2014 and 2016 performance dashboards and provided the following comments and discussion points:

1. The hours severely congested fell dramatically between 2014 and 2016. The difference may be due to changes in data collection methods and data sources. Some measure may be subject to variation year to year, and only by looking over multiple years at trends is it possible to draw valid conclusions about the data.
2. Participants generally understood the purpose of the performance assessment and diversity of performance measures and agreed there is value in showing the measures together.

Implementation Strategies and Examples

The participants provided updates related to the implementation strategies and examples from 2013, including noteworthy challenges and additional implementation examples not included in the previous set of implementation strategies and examples from 2013. The participants will revise their implementation examples from 2013 by providing a status update and listing new examples in preparation for the October 24 Stakeholder Summit.

City of Pompano Beach

Since 2013, the City has adopted transportation corridor visioning studies for the Dixie Hwy, Federal Hwy, and Atlantic Blvd corridors. The City has also conducted corridor studies for A1A and Riverside Drive, which are nearly complete. The Dixie Hwy, Federal Hwy, Atlantic Blvd, and A1A studies define a vision for the corridors as linear catalysts for transforming the city. These studies define different areas in the corridor based on character to guide development and redevelopment projects. The Riverside Drive study produced a concept plan for slowing traffic and making several public realm improvements including widening sidewalks, narrowing the roadway, adding street trees and sidewalks, and connecting to parks.

The City recently adopted an East Transit-Oriented Corridor district for the East Atlantic area, and is currently working on a land use plan amendment for this area. The land use plan amendment will introduce form based zoning. The new cultural center next to city hall is one investment in this area. The City has acquired property in this area and is looking to redevelop soon.

The City conducted an economic study, and results showed the similar numbers of people travel into the City who live elsewhere as the those who live in the City and travel outside of it. City staff remarked locating jobs close to housing is a key solution to all of the broader issues the I-95 Corridor Mobility planning project is talking about, and it is a primary goal of the BrowardNEXT effort. These two efforts should mutually support each other.

Challenges:

- Clearly conveying the purpose and benefits of mixed-use compact transit-supportive development to the public and elected officials during the development review process, especially during public meetings. City staff often feel like they are ‘battling alone’ and would appreciate having FDOT and other agency staff attend city commission and planning and zoning board meetings to demonstrate support for these types of projects and amendments and help explain the mobility benefits of this type of development in spite of typical fears of worsening traffic congestion. The City desires to encourage and approve higher density mixed-use projects that will support walking, biking and transit. In reviewing amendments to allow higher intensity and mixed uses, FDOT focuses on mitigating increased travel delay. The City knows these projects will increase local traffic, but they align with broader multimodal regional goals, tying back to ultimately reducing congestion. The City needs FDOT to be supportive of these types of amendments.

- Encouraging people to live close to where they work is challenging because it is not the only factor residents consider when choosing where to live. Good school districts are another key factor.
- Coordination with transit agencies is challenging. For example, the City wanted to reroute its community bus one block to serve the existing Pompano Beach Tri-Rail station (a high ridership station), but encountered pushback from Broward County Transit.

City of Deerfield Beach

The City is preparing a land use plan amendment to designate the Pioneer Grove area as a Local Activity Center. The City Commission approved the land use plan amendment, and city staff are now working on updating the zoning codes to encourage mixed-use and higher density development. Developers are interested in this area, and the City is revising the regulations to 'catch up' with the developer interest. The recommended future Tri-Rail Coastal Link station at Hillsboro Blvd will help accommodate future growth in this area.

The Hillsboro Blvd Complete Streets project is programmed for construction, and the City completed its Complete Streets Implementation Plan.

Challenges:

- The City is experiencing significant staff turnover, which requires transition.

City of Boca Raton

The City adopted Planned Mobility areas around Yamato Rd, and is working to interject residential uses into this area. Currently, the City has approved five Planned Mobility Development (PMD) projects in this area and more may be coming. The City is also planning for the future Glades Rd Tri-Rail station area by creating TOD regulations that include higher densities around the Boca Town Center Mall. Developers are interested in using the new Tri-Rail station to justify allowing higher densities.

The City is proud of its bustling downtown. The Downtown may be approaching the buildout limit for converting office to residential uses.

The City is working with Treasure Coast Regional Planning Council on a corridor study for 20th Street, which aligns with the Tri-Rail Coastal Link planning efforts.

The City is currently studying potential funding opportunities for its shuttle system, including a potential taxing district. The City had a funding agreement with SFRTA that recently ended, under which SFRTA helped pay for the shuttle service. Developer contributions also pay for a portion of operations. The City's study on funding opportunities is looking at updating and expanding its developer contribution fee to make sure that all buildings in the fee area contribute to the shuttle service. The City also uses a real-time app to manage shuttle operations.

Challenges:

- The general public and elected officials are more likely to listen to traffic engineers' concerns about increasing traffic than to the planners' recommendations to increase density with compact mixed-use transit-supportive projects. If FDOT staff could show support for these development projects, it could help allay citizen's fears and increase public support for these projects.
- High rents in the City's PMD and Downtown residential development projects make attainable housing a challenge. The City has been successful with redevelopment projects in formerly light industrial areas, but the rents may be too high to provide needed workforce housing.
- Florida Atlantic University is growing fast, increasing demand the for student housing in the City.

Stakeholder Summit

Potential topics for the stakeholder summit could include:

- Ways in which the I-95 Corridor Mobility planning project can mutually support BrowardNEXT
- I-95 Corridor Mobility resolution to assist cities in increasing public and political support for land use plan amendments
- Connections between transit agencies (SFRTA, BCT, and community bus) – How can we provide more seamless service and plan more effectively?
- Status of Tri-Rail Coastal Link
- Examples of FDOT actively supporting land use plan amendments and local advocacy in other Districts (e.g. District 5 supporting development around Sunrail stations)
- Other cities' experiences in working through land use plan amendments

Appendix B:
Stakeholder Summit Summary

DRAFT

Draft Summit Summary



As part of the monitoring and evaluation phase of the I-95 Corridor Mobility Planning Project (“CMPP” or “project”), the project team reconvened project stakeholders in a Stakeholder Summit (Summit) on October 24th. The Summit followed the seven listening sessions held in October 2016. Participants explored big picture challenges and opportunities, discussed advancing key issues, learned about other stakeholders’ progress on implementation strategies relative to the aspirational future vision and associated performance measures, and discussed the needs and next steps for the project. The Summit participants are listed at the end of this summary. This summit summary documents the key points of discussion for each agenda item.

Synthesis of Stakeholder Plans

After a brief introduction on the purpose of the project, facilitators briefly reviewed the original aspirational future vision and described how it reflects stakeholders’ plans from 2013 when it was first developed, including:

- Broward and Palm Beach MPOs’ LRTPs
- SEFTC 2040 Regional Transportation Plan (regional corridor network, regional freight network, and regional transit vision)
- Tri-Rail Coastal Link planned service
- FDOT SIS 2045 Needs Plan
- Broward County Land Use Plan and Local Government Comprehensive Plans
- Local and Regional Transit Agencies’ Transit Development Plans
- Seven50 SE Florida Prosperity Plan: Region in Motion Preferred Scenario
- Southeast Florida express lanes network

Facilitators showed how the stakeholders’ updated plans still generally reflect the aspirational future vision. To ensure the aspirational vision map is an accurate reflection of stakeholders’ current plans, the map must be updated periodically. Stakeholders suggested edits to the original map during the listening sessions, which were displayed at the Summit. Making these edits will be a topic at a future I-95 CMPP Working Group meeting.

FDOT Opening Remarks

Stacy Miller, Director of Transportation Development District 4, provided further opening remarks on behalf of FDOT. FDOT is both a planning agency and a production agency. The recently updated SIS Policy Plan reaffirms the original intent of the SIS, which is to focus on interregional, interstate, and international travel on the state’s largest and most strategic transportation facilities.

As one stakeholder, FDOT is doing its part to help achieve the project's aspirational future vision by:

- making **strategic improvements to I-95** such as express lanes with express bus service and modifications to multiple interchanges to add needed capacity and increase safety
- engaging with partners on use of an **Integrated Corridor Management** approach to manage the I-95 corridor as a multimodal transportation system
- undertaking a wide variety of other implementation strategies to help achieve the aspirational future vision
- exploring how to best use **performance measures** and data across a group of stakeholders to track and report on progress
- **continuing to invest** in the project's ongoing, collaborative planning process designed to foster coordinated and complementary efforts

FDOT has programmed \$1.6 billion in strategic improvements to the project area through 2040. These improvements will increase safety, capacity, and involve collaboration among partners. FDOT is only one stakeholder in the I-95 CMPP. Every stakeholder in the I-95 CMPP has an important role to play to ensure that the transportation and land use system in the Southeast Florida region functions effectively, that our residents and visitors can access daily destinations without over reliance on I-95, and that freight movement is efficient and reliable.

Big Picture Challenges and Opportunities

Alan Steinbeck presented on the challenges and opportunities facing the region based on a high-level analysis of data trends. The lack of auto capacity on roadways and limited right of way available for expanding roadways to add vehicular capacity are two primary challenges facing the region. Traffic congestion is causing quality of life and regional competitiveness to suffer.

Despite reduced competitiveness, the region is anticipated to experience significant growth. To accommodate this growth, the region needs to evolve into a diverse place with more housing and transportation choices. There is a need for new tools and processes to understand and plan for growth. Decision making at political and institutional levels must support a coordinated approach to land use and transportation planning. The region must evolve into a diverse place with more housing and transportation choices and utilize new information as it becomes available.

I-95 in Perspective

I-95 provides access to opportunity and satisfies our most pressing needs. Congestion issues on I-95 affect quality of life and economic vitality. I-95 connects places of value for a variety of users and facilitates trips with a variety of purposes. For example, I-95 facilitates commutes to work and business-to-business travel, access to specialty shopping and entertainment, travel for seasonal residents and visitors, and access for freight and goods. Since 2000, trips on I-95 in the project area have remained relatively stable, although they have fluctuated over time.

Challenges

I-95 is part of a system where north-south travel is problematic. Congestion issues on I-95 cannot be solved with an interstate-centric solution. The Southeast Florida region was built for cars, which has created a pervasive driving culture. It is critical that stakeholders continue to work together to shift this mindset and create a new culture where driving, biking, and transit are all viable options.

Changing the status quo of single-use, auto-oriented development is difficult. Southeast Florida has experienced dramatic growth and change over the past several decades. Local governments have experienced this change at different rates and therefore face different challenges. The region's downtown areas experience 'big city' problems of roadway congestion while working to create walkable, transit rich environments. Older suburbs are shifting to more urban areas and newer suburbs are working to create urban areas in traditional suburban communities.

Since 2010, 62 percent of all households in Southeast Florida were rent burdened - the highest share of rent burdened households among the largest 150 metropolitan regions in the US. Rent burdened households spend more than 30 percent of their income on household costs, and therefore have less expendable income and a reduced quality of life.

Working to create new multimodal places with the right amount of attainable housing will be difficult. Development and transportation decisions take time and require patience and compromise. Decisions also need to be context sensitive.

Each stakeholder has a role to play in creating multimodal places by supporting context sensitive redevelopment to overcome market challenges and transforming corridors through multimodal infrastructure and service improvements. This transformation takes creativity, coordinated efforts among multiple entities, and a willingness to take some risks.

Opportunities

Despite these challenges, Southeast Florida has a rare combination of two key ingredients for success:

1. anticipated rapid growth, and
2. a unique economic circumstance where transit and multimodal investments will add value to economic opportunity and quality of life, as evidenced by data in transportation-related GDP per capita.

These ingredients for success are important to put into perspective. Compared to other regions across the country, this region is very high on the list when measuring economic activity per available transportation infrastructure. This pent-up demand for additional transportation capacity means new investments will have high economic and quality of life returns on investment. Given the high level of growth anticipated and the redevelopment opportunities in the region, major transit investments can be used to satisfy some of the pent-up demand for capacity while accommodating compact growth that supports transit.

During the I-95 CMPP listening sessions, stakeholders identified several opportunities in the region:

- Local government and agency staff have the desire to work together
- Many local governments are optimistic about the possibility for change
- Stakeholders have a desire to take risks and move the region forward
- Some existing tools and programs are in place to move in a different direction

Possible Responses

The first phase of the I-95 CMPP established a policy framework, and stakeholders have identified strategies to implement this framework. Now, stakeholders need to collectively build on previous efforts by leveraging their strategic position, getting decision makers to buy-in, committing to coordinated action, and agreeing on specific guidance on how to implement the vision.

Advancing the Vision (Small Group Discussions)

Participants engaged in four small group discussions on how to advance the aspirational future vision. Facilitators posed questions to each small group on four topics:

- Implementing the Aspirational Future Vision in Stakeholder Planning and Decision-Making Processes
- Coordination with Other Stakeholders
- Freight Considerations
- Bicycle, Pedestrian, and Transit Considerations

The four questions facilitators posed for each topic area were:

- What do we need to know to clarify and strengthen the vision as a policy framework?
- What are the gaps between where we are now and successful implementation?
- What do we need to know/consider that is not already part of the project?
- What are the next steps that we should pursue?

The following sections describe the main points of discussion for each of the four topics.

Implementing the Aspirational Future Vision in Stakeholder Planning and Decision-Making Processes

Participants remarked that the various stakeholder plans all contain concepts and improvements that are similar to the aspirational future vision, but that implementation remains elusive. There are many different stakeholders, and each stakeholder's implementation efforts, their timing, and ways in which they work to achieve the region's planning goals are often unclear. Participants noted there are disconnects between current and long range planning. Many stakeholders, particularly local governments, do not feel a sense of ownership of I-95.

Local governments and FDOT both implement projects that are inconsistent with the region's planning goals. Participants cited the Walmart at SR 7 and Hollywood Blvd as an example project

that is inconsistent with the region's long range plans. Participants wondered whether the development's outcome would have been different if the project were a part of the comprehensive plan. Several local governments are already taking the initiative to develop codes or have developed codes that support alternative transportation modes, including the City of Miramar and the City of Boca Raton.

Some stakeholders doubt the magnitude of future population and employment growth projections. Some stakeholders also doubt whether transit-supportive multimodal mixed use land use changes will achieve the desired travel demand outcomes, which stems partially from a general lack of accepted tools within the planning industry to predict these outcomes.

Participants discussed the aspirational future vision. Participants asked whether the map's intention is to direct stakeholders to proactively implement it or simply reflect stakeholders' actions and change in a reactionary fashion. The answer influences the relative "power" of the map. The map could be used to both guide stakeholder decisions and change with stakeholder decisions.

Stakeholders indicated that the map lacks power because it includes conceptual transit investments. It is unclear if and/or when these investments will occur. Participants wanted more detailed information about transit.

There was discussion of the top down versus bottom up nature of implementing the vision as stakeholders work with FDOT. From a top down perspective, some stakeholders want to know if they can rely on the intent of the vision to support design decisions on specific facilities such as lane eliminations and approaches to multimodal facilities. There was some concern that stakeholders may not always emphasize/follow the vision during the project development process. From the bottom up point of view, participants discussed how local transportation issues and needs find their way into FDOT's systems planning and project development process. As FDOT is charged with providing a system for regional travel and travel of statewide significance, they often rely on partner stakeholders to know when investments will be needed. This is particularly true when land use and place-based evolution is driving the need for tailored, localized strategies.

Stakeholders indicated that the map could be improved by better defining and clarifying the place types and facility types. Stakeholders asked if a horizon year would make the aspirational map more useful.

Coordination with Other Stakeholders

Discussions on this topic focused on how stakeholders can coordinate better to achieve the aspirational future vision. A recurring challenge to implementing the future vision is a lack of political will to support development and redevelopment projects that increase densities in multimodal districts and nodes, also noted in the prior topic's discussions. Public citizens oppose dense development projects because of the anticipated increases in local traffic, and elected officials are reticent to support developments because of public opposition. The conversation surrounding development approvals focuses on mitigating localized traffic impacts, not on

achieving the broader multimodal vision, accommodating future growth, providing transportation choices, and improving quality of life. The pervasive car culture mentality is difficult to overcome.

Participants suggested ways in which stakeholder coordination and collaboration on public outreach and education efforts could help overcome these challenges and build political support for the I-95 CMPP vision's concepts:

- Public education campaigns could show residents how proposed development projects or multimodal infrastructure improvements (e.g. lane eliminations) will provide a direct benefit, especially when the change could result in increased local traffic.
- Local visioning efforts can generate better citizen involvement in planning decisions and build support for project goals.
- MPO-led coordination efforts between I-95 CMPP stakeholders and elected officials could build political support for the broader vision.
- Lobbying efforts at the national level could also encourage political support.

Participants noted frequent informal meetings between local governments and other agencies like FDOT, MPOs, and transit agencies would aid public education efforts. Participants suggested agencies consider conducting informal one-on-one conversations with individual local governments. In addition to one-on-one meetings, FDOT and MPOs can reach out to groups of local governments along a corridor. Agencies could show support for land use plan amendments or multimodal infrastructure improvements by advocating for policy changes that are consistent with project goals.

Developers and large employers can also help educate citizens. For example, developers in Sunrise helped build support for a high density, mixed use development by showing nearby residents how the development's amenities could decrease their travel times.

One participant stressed the importance of local governments coordinating with property owners, including regional and state agencies when they are land owners, early in the planning process. Public agencies as land owners should be part of visioning and planning processes for sub-area and station area plans to ensure that the plans align with the agencies' long term property plans.

Other ideas for improving coordination between stakeholders included:

- Provide **economic incentives** for local governments to implement policies and projects that are consistent with the I-95 CMPP
- Create **benchmarks and goals** for stakeholders to collectively work towards
- Identify the **policies that are easiest to implement** or "low hanging fruit" to build momentum in realizing the vision
- Coordinate to better **understand the gaps** between where we are now and the future vision (e.g. work together on a smaller corridor plan to identify missing links and areas for improvement)
- Develop on-line tools to track changes (e.g. development approvals, infrastructure improvements, and service enhancement) in the project area Freight Considerations

The aspirational future vision shows I-95 as a SIS facility, facilitating high speed freight movement and serving a critical commerce role. Participants asked questions and offered comments regarding freight-related aspects of the aspirational vision map and the I-95 CMPP:

- How does the project account for or help improve last mile connections between I-95 and trucks' final destinations?
- What is the interaction between the Freight/Goods/Special Use districts and other land use place types?
- Some Lower Intensity Commercial areas lack Primary Commerce facility connections to I-95 and other SIS facilities.
- How does the vision help us plan for and accommodate the growth of freight?

When designated freight routes pass through residential and multimodal areas, conflicts arise. Some freight connections to the port and airport go through residential areas. When freight trips must travel through residential and multimodal areas, streets should be developed with freight design features, such as wider turning radii. Stakeholders questioned how to best plan for last mile freight connections and how to best plan for interactions between trucks and other modes.

Stakeholders discussed rail and its interaction with multimodal and residential districts. Frequent trains create traffic and are noisy, which affects multimodal areas. Limiting train schedules through downtowns is one option for addressing negative externalities. Grade separated crossings are effective at reducing road/rail conflicts, but local government stakeholders typically prefer different mitigation methods.

Stakeholders recognized that most land uses have freight deliveries, but that freight intensities vary by district. The threshold for freight trips should be higher in certain areas like the port and airport, and lower in other areas, like residential areas and multimodal districts. The Southeast Florida Regional Freight Plan can help guide updates to the aspirational vision map and future freight improvements.

Stakeholders noted that the BrowardNEXT updates to the County's Future Land Use element will collapse industrial and special needs land use categories into a broader commerce Category, which may reduce local governments' ability to control the siting of freight intensive land uses.

Truck operators would benefit from more information, including travel times and the location of parking and rest areas. ITS messaging can be used to help truckers navigate to alternate N-S routes, such as the Turnpike and US 27, during incidents. Stakeholders indicated more truck parking facilities are needed. Participants suggested a mobile phone app that shows the location and availability of rest areas would be valuable.

Stakeholders discussed ways to alleviate traffic on I-95 through alternate routes and truck travel time restrictions. Stakeholders asked what FDOT could do to US 27 to encourage a shift to accommodating more freight traffic, particularly in light of the potential intermodal logistics center at Lake Okeechobee.

Participants remarked on developments in data availability. More data on bottlenecks and freight intensities is needed. Existing available data includes truck counts at I-95 interchanges. Counties may also have existing data that they can share to help illuminate and correct project area issues. Freight data between counties is also needed. FDOT Central Office is collecting data that will help fill data gaps.

Stakeholders questioned how we can help reduce truck turnaround times and how freight will shift in the future.

Stakeholders identifies other issues and considerations including:

- Some bridges have weight limits that limit freight routes
- A regional freight forum is being convened that can help plan for growth in freight
- Truck utilization of I-95 express lanes
- Emissions from trucks and strategies restrictions
- Truck travel time reliability and dynamic routing

Bicycle, Pedestrian, and Transit Considerations

The aspirational vision map's Multimodal districts and nodes facilitate walking, biking and transit use. Participants noted the need to continue coordinating to expand and connect existing walking, bicycling and transit links. Local governments need to coordinate with each other and with FDOT, MPOs, transit agencies, and other agencies too. Participants recognized most roads cannot be widened and that mode split choices must be made within the confines of existing right of way. Participants suggested reflecting the mode share on the vision map by identifying corridors with expected mode share.

Cities can independently contribute to multimodal mobility by establishing policies and procedures for improving bicycle, pedestrian and transit networks. Multimodal mobility policies can encourage developers to create needed infrastructure, such as park and ride lots or bus shelters, and ensure that new development fills in gaps in existing infrastructure like bicycle lanes and sidewalks. Participants suggested that local governments consider requiring all projects to have a Complete Streets component.

Transit agencies need to understand the needs and wants of riders, which they do with surveys. Transit agencies may want to learn more about densities and concentrations of riders and more information about potential riders, like cost to park and travel times.

Participants emphasized the need to make riding transit attractive with cleaner vehicles, more comfortable covered stations, increased frequencies, and increased route coverage, especially for east-west commuters. Improvements could also include reducing the need for connections and ensuring rider safety with more law enforcement presence. Other transit related suggestions included:

- Shifting focus from transit dependent populations to choice riders by updating routes to those that can accommodate other last mile connections like Uber and Lyft
- Providing a premium transit service on the turnpike with dedicated transit lanes

- Implement an interoperable, single-fare system, so transit riders can use all regional services easily and cost effectively.

Some participants tempered expectations by reinforcing the need to be realistic on prioritizing transit investments. The need for dedicated operations and maintenance funding was reiterated.

Another challenge is the perception that bicycling is unsafe. To change this perception, participants suggested creating dedicated bike lanes that separate bicycles from auto traffic. In corridors with high walk and bike volumes, eliminating right-on-red for automobiles could increase safety further. Adding canopy trees and other shade can also promote walking and biking. Participants identified a need to expand bicycle lanes to the west and better connect existing bike lanes. Many stakeholders have an existing policy framework that supports walking and biking, but procedures can be improved to ensure that responsible parties construct bike and pedestrian improvements. Participants also indicated that bicycle and pedestrian improvements are often an afterthought and that we need to make these modes a priority in the right areas.

Finally, participants indicated that the business community can help reduce trips by promoting telecommuting.

Achieving Desired Trends: Performance Measures and Implementation Strategies

The aspirational future vision, implementation strategies, and performance measures are the three interconnected elements of the I-95 CMPP. Stakeholders implement the aspirational future vision through the implementation strategies and the periodic assessment of performance measures evaluates the collective effectiveness of the implementation strategies.

Five stakeholders briefly presented example strategies they are undertaking in pursuit of the Aspirational future vision. These strategies help move different performance measures in the direction of the desired trend. PowerPoint presentations will be made available on the I-95 CMPP website at www.myplanspace.com/i95.

I-95 Integrated Corridor Management presentation by Melissa Ackert, FDOT D4

The I-95 corridor encompasses multiple modes of transportation, and several agencies are responsible for system operation. FDOT's Transportation System Management and Operations (TSM&O) program aims to manage transportation systems (i.e. freeway system, arterial system, and rail system) as an integrated system. FDOT was awarded a grant to implement an integrated corridor management (ICM) for the I-95 corridor in the TSM&O program. ICM can increase reliability while reducing travel time and delay. FDOT has identified six goals of the planning grant:

1. Improve accessibility for corridor travelers through a multimodal approach
2. Provide travelers with informational tools to make smart travel choices
3. Manage the corridor to improve the network to move goods along a virtual freight network

4. Improve the corridor's safety record through a multimodal approach
5. Help partners employ an integrated approach and corridor-wide perspective
6. Manage the corridor holistically under all conditions (normal, incident, and emergency conditions)

FDOT finalized its concept of operations in September 2016. The concept of operations is structured around a decision support system that help operators coordinate and evaluate traffic interactions and response strategies. FDOT plans to finalize the ICM System Requirements in May 2017 and finalize plan implementation in December 2017.

The ICM Program is relevant to the following performance measures:

- SIS Road Corridors, Primary Commerce & Primary Multimodal Facilities
- Measures of Vehicle Congestion and Reliability

Complete Streets Initiatives by Paul Flavian, Broward MPO

Paul Flavian of the Broward MPO talked about the MPO's Complete Streets Local Initiatives Program (CSLIP). The MPO developed the CSLIP program while creating the 2040 LRTP to prioritize and implement complete streets projects. The MPO Board set aside \$571 million for the CSLIP through 2040 to fund bicycle and pedestrian improvements and complete streets projects. MPO staff developed a process for allocating the funds. In this process, municipalities apply for funding for a specific project. With their application, Cities must submit a resolution indicating that the community supports the project. The MPO does not require cities to be Local Agency Program certified to win a grant award. MPO Staff reviews, ranks and selects the highest-ranking projects. The MPO provides funding and FDOT programs and builds the selected projects.

The CSLIP program is relevant to:

- Primary Multimodal, Hybrid, and Primary Commerce Facilities
- Multimodal Districts/Nodes and Lower Intensity Mixed Use Places
- Measures for Walking & Bicycling Facilities, Transportation Funding by Mode, and Mode Share

Fort Lauderdale Comprehensive Plan Amendment by Pete Schwarz, Broward County Planning Council

Pete Schwarz of the Broward County Planning Council talked about Broward County's involvement with the comprehensive plan amendment that added 5,000 dwelling units in Fort Lauderdale's Downtown Regional Activity Center. The Broward County Planning Council worked with the City of Fort Lauderdale to approve the amendment. The City of Fort Lauderdale suggested that the increase in units could facilitate more travel by walking, biking and transit and decrease trips because of their proximity to employment and retail. Because tools were not available to accurately estimate the transportation impacts of the increased density, a transportation monitoring component was added to the amendment's approval.

Broward County has also completed a complete rewrite of the Broward Land Use plan. The new plan, called BrowardNEXT, replaces the previous plan that was adopted in 1989. The BrowardNEXT plan addresses regional issues in several ways:

- Prioritizes redevelopment in Downtown's and Transit Hubs
- Consolidates multimodal districts. Regional Activity Center, Local Activity Center, Transit Oriented Corridor, Transit Oriented District, and mixed use district designations are now all included in one activity center designation
- Recognizes cost of housing and transportation
- Promotes sustainable funding
- Creates a countywide multimodal level of service

The BrowardNEXT Future Land Use Plan and the 5,000-unit comprehensive plan amendment are relevant to:

- Primary Multimodal, Hybrid, and Primary Commerce Facilities
- Multimodal Districts/Nodes and Lower Intensity Mixed Use Places
- Measures for Walking & Bicycling Facilities, Transportation Funding by Mode, and Mode Share
- Population density in Multimodal Districts and Nodes

Tri-Rail Shuttle Buses by Vicki Gatanis, SFRTA

Vicki Gatanis with SFRTA provided an overview of SFRTA's Shuttle Bus system. SFRTA operates a free commuter bus program that provides first and last mile connections to and from select Tri-Rail Stations. The shuttle system is comprised of 14 routes, with three routes in Palm Beach County and 11 routes in Broward County. The system has connections to the regions three international airports (Miami International, Fort Lauderdale/Hollywood International, and Palm Beach International).

The system provides over one-million riders per year, which is approximately 25 percent of the train ridership. The routes with the highest ridership are:

- Fort Lauderdale station to the Fort Lauderdale/Hollywood International Airport
- Fort Lauderdale station to Downtown Fort Lauderdale and hospitals
- Boca Raton station to Boca Town Center
- The Cypress Creek route
- The Deerfield route

The shuttle service is funded with the SFRTA operating budget. All existing routes will be upgraded with new buses by January 2017. There is high demand for additional routes, but SFRTA does not have funding to add additional routes.

Tri-Rail Shuttle Buses are relevant to:

- Measures for Transportation Funding by Mode and Mode Share
- Measures for Tri-Rail Ridership

Freight Planning by Jeremy Upchurch, FDOT D4

Jeremy Upchurch with FDOT District 4 talked about FDOT D4's freight planning efforts. Freight throughput at Port Everglades is expected to increase based on the expected arrival of post-panamax cargo ships and increases regional population. The Panama Canal has been widened to accommodate the post-panamax class cargo ships, which have greater cargo capacities than existing ships. Port Everglades is working to expand and dredge the port to accommodate these larger ships.

To accommodate the increased cargo from these larger ships and to reduce the impacts of existing freight traffic, FDOT built the Eller Drive Overpass, which is an elevated roadway that connects Port Everglades with I-595 and is constructed over the railroad tracks. The overpass provides a direct connection between the port and I-595, I-75, and I-95 without a stoplight.

The port has also been expanding the railroad tracks to create a new Intermodal Container Transfer Facility (ICTF) rail yard. The ICTF allows the seamless transition of containers from ship to rail or truck to rail.

The Eller Drive Overpass and ICTF are relevant to:

- Measures related to Freight Traffic and Quantity of Freight
- Measures for Reducing Congestion

Tutorial: Inputting Strategies into the Online Strategies Tool

Jessica Dimmick provided an overview of the I-95 CMPP Implementation Strategies Online Tool. The online tool is a database of all implementation strategies and currently provides 511 examples of initiatives, programs, and projects categorized into 114 strategies. Stakeholders can use the tool to get ideas about how to advance the aspirational vision. Stakeholders are encouraged to keep their strategies updated.

Next Steps for the I-95 Corridor Mobility Planning Project

Karen Friedman, City of Pompano Beach, provided an overview of challenges that the city faces when trying to implement amendments that advance the aspirational future vision. Public opposition to future land use amendments that propose an increase in density near future premium transit stations, including Tri-Rail Coastal Link is a big challenge. There is a need to help educate the public and elected officials about the benefits of increases in density. There is also a need for tools and advocacy to address fears about increases in traffic. Keven Klopp, City of Hallandale Beach, indicated that FDOT will give presentations to local governments, but focused attention at the local level is typically only available when there is an issue or problem. If asked, it is likely FDOT would give a presentation.

Closing the Gaps

To improve mobility in the project area, stakeholders need to begin closing the gaps between the existing conditions and the aspirational future vision. Stakeholders reiterated the need for more

and better quality tools. Christine Fanchi, City of Fort Lauderdale, spoke about the need for new transportation models that can better determine the outcomes in urban areas with a variety of modes.

Andrew Disbury, City of North Lauderdale, indicated that local governments need guidance on how to implement road diets and the tradeoffs of different choices. For example, it would be helpful to understand in which circumstances a sharrow is more appropriate than a wide sidewalk or when a bus pull out is appropriate. FDOT is releasing a Complete Streets guidebook in January, which will provide further guidance.

Communicating the Message

Eric Houston, City of Hallandale Beach, suggested a renewed focus on quality of life and placemaking to communicate the benefits of the aspirational vision. Creating multimodal places will create new options for meeting daily needs and can influence demand to get trips off I-95. Karen Mendrala, City of Fort Lauderdale, indicated that proper messaging is critical when we tell the story of moving traffic off I-95 and on to local streets. Scott Seeburger, FDOT, suggested that the message should be that we do not want less traffic on I-95 than predictions indicate and the way we can reduce traffic by shifting to other modes.

Formalized Coordination and Adoption

Stakeholders can better coordinate and collaborate by embracing the I-95 CMPP, but some participants indicated that there is either no desire or no need for stakeholders to formally adopt materials from the project. There is a need to reach out to elected officials to keep them informed. The outreach process that BrowardNEXT used to keep local officials informed during the development of the land use plan may be a good model for the I-95 CMPP. Participants suggested that FDOT could undertake this outreach and work with communities in the project area. One way stakeholders can continue to coordinate is through an annual update.

Next Steps for the Working Group

The I-95 CMPP process is evolving, and participants recommended stakeholders have continuing input on how to realize the vision and make improvements to the project. FDOT plans to reconvene the Working Group to make progress on advancing the I-95 CMPP and to help make necessary updates to the vision map. The Working Group will vet the vision and update strategies. The Working Group should also meet to hone the message of the I-95 CMPP. Stakeholders suggested convening annually or biannually to discuss problems and determine next steps. Participants also suggested hosting a webinar to show people how to update their strategies in the online tool. Finally, participants suggested the Working Group agree on a simplified approach to reporting and documenting strategies, which would make updates easier.

Stakeholder Summit Participants

Alex Barr	FDOT
Andrew Disbury	City of North Lauderdale
Arlene Davis	FDOT (Port Everglades)
Christine Fanchi	City of Fort Lauderdale
Eric Houston	City of Hallandale Beach
Fred Stubbs	Palm Tran
Ingrid Allen	City of Boca Raton
Jeremy Upchurch	FDOT
Jill Capelli	FLL Airport
Karen Friedman	City of Pompano Beach
Karen Mendrala	City of Fort Lauderdale
Kendrick Jackson	FDOT
Keven Klopp	City of Hallandale Beach
Kevin Fischer	Palm Beach MPO
Khurshid Mohoyudin	Palm Beach County
Larry Hymowitz	FDOT
Larry Merritt	FDOT
Linda Trujillo	Palm Tran
Lisa Dykstra	FDOT
Lisa Maack	FDOT
Lois Bush	FDOT
Mary Ellen Milford	FDOT
Mathue Goldstein	City of Miramar
Melissa Ackert	FDOT
Michael Miller	Town of Pembroke Park
Michael Williamson	FDOT
Min-Tang Li	FDOT
Monica Cappelluto	FLL Airport
Natacha Yacinthe	Port Everglades
Nick Sofoul	Broward County Transit
Paul Flavian	Broward MPO
Pete Schwarz	Broward County Planning Council
Peter Dokuchitz	Plantation
Peter Haliburton	FDOT
Rick Buckeye	City of Oakland Park
Scott Clark	FDOT
Scott Peterson	FDOT
Scott Seeburger	FDOT
Shandra Davis	FDOT
Shi-Chiang Li	FDOT
Steve Braun	FDOT
Steve Graham	City of Deerfield Beach
Tammy Campbell	FDOT
Vicki Gatanis	SFRTA
Victoria Williams	FDOT
Vinod Sandanasamy	Broward County
Wibet Hay	Express Bus