

# Meeting Summary



The Working Group for the I-95 Corridor Mobility Plan met on December 17, 2012, to re-engage on this project. Over 30 representatives from local governments, transit agencies, Metropolitan Planning Organizations, planning councils, and FDOT attended. Most attendees had not engaged in previous efforts of the I-95 plan.

The purpose of this meeting was to reintroduce the project, understand local planning efforts related to I-95, and present a potential framework for the I-95 Corridor Mobility Plan. Meeting materials including handouts, the PowerPoint presentation, and sign-in sheets are available on the project website at <http://www.myplanspace.com/i95>.

## Project Purpose

The meeting began with a review of previous planning efforts and reasons why a mobility plan for I-95 is needed. Participants reviewed the project purpose and objectives, and shared their perspectives on how I-95 relates to local planning initiatives and the importance of I-95 to their constituents.

## Local Planning Efforts

Participants identified a wide variety of numerous local planning efforts that are relevant to the I-95 mobility plan.

Participants recognized the need to maintain mobility on I-95 with Transportation System Management and Operations (TSM&O) improvements and extensions of the managed lanes into Broward County and acknowledged that

general traffic congestion on I-95 has negative effects for their communities and often produces congestion within the local street network. Local initiatives to maintain mobility on parallel routes like State Route 7 were discussed, as well as initiatives to move more people on east-west roads like Oakland Park Boulevard and Broward Boulevard. Improving the connection between the Sawgrass Expressway and I-95 will also help mobility within the corridor.

### Project Purpose

South Florida needs a safe, reliable and efficient multimodal transportation network to maintain economic competitiveness and provide a high quality of life for residents. I-95 is a critical component of that transportation network, and is experiencing demand over capacity that threatens the viability of the transportation network as a whole. The I-95 Corridor Mobility Plan will identify a variety of transportation and land use strategies for FDOT, Broward County and southern Palm Beach County, and the various localities to implement to provide a transportation network that can effectively function today and in the future.

**The I-95 Mobility Plan will develop strategies to make it easier for people to travel without getting on I-95 by using different roads, different modes, and making shorter and fewer trips.**

Many of the participants discussed initiatives to improve conditions for walking and biking, and making transit more convenient and accessible. The I-95 interchanges are particularly challenging for pedestrians and cyclists, and local government representatives voiced desires for better access and improve safety for pedestrians and bicyclists. I-95 bisects cities like Dania Beach creating challenges for connecting communities. In some communities, hotels are located close to the I-95 interchange, and hotel guests may desire to walk to nearby restaurants. Participants expressed desires to continue initiatives for complete streets and provide a finer grain network for bike travel.

Many localities are hopeful that passenger rail service along the Florida East Coast (FEC) Railway will happen and are planning for future growth within walking distance of the potential future FEC stations. Many participants discussed land use policies and guidance to implement “24/7” transit-oriented communities with housing near workplaces and recreation. Some participants noted the need to look at the transportation system as a whole.

Overall participants recognized a need for balance in the transportation system, in terms of mobility for autos and for multimodal transportation. Representatives voiced uncertainty about taking auto trips off of I-95 and putting them on local streets, although in small groups expressed the need for parallel relievers. The I-95 Mobility Plan is intended to address shifting local trips off of I-95 and onto parallel facilities. Meeting participants also recognized the need to shift to different modes of travel. Representatives were most vocal about creating a better network for pedestrians and bicyclists, and they consider I-95 to be a gateway for cars into the cities.

## **I-95 Corridor Mobility Plan Framework**

The project team presented a framework for understanding the functions of transportation facilities and places within Broward County and southern Palm Beach County. The overall goal of the framework is to provide a common language and understanding of how the transportation systems and land uses can effectively work together. The result will be strategies for facilities and places to reduce demand on I-95 and improve access and mobility within and through the plan’s study area.

This framework begins with a vision map of generalized future land use, and defines five facility types and seven place types. The project team presented these facility types and place types as an initial step in developing the framework. The team provided handouts that explained the function, context, and use of each facility type and place type, along with maps showing the facilities and places within the study area. The presentation and handouts are available on the project website at <http://www.myplanspace.com/I95>.

This framework is simply an initial draft that was presented for the working group to review and comment on. The intent of this meeting was to ask the working group if they thought the framework was a reasonable way of looking at the interaction between land use and transportation functions, and whether it accurately portrayed the relationships between transportation and land use decisions.

The project team focused on asking questions like:

- Does the overall framework, facility types, places types, and generalized future land use map make sense?
- Is this a useful framework for understanding connections between transportation and land use, and for making planning and investment decisions?
- What would you change? Why?

### **Initial Feedback**

The working group inquired about the connection between this framework and the adopted long range transportation plans (LRTPs), and the project team affirmed that the LRTPs were used as a base for the designation of the facility types and generalized future land uses.

Participants asked how greenways and parks could be incorporated into the generalized future land use map, and noted that a commercial land use designation does not by itself accurately portray how jobs-heavy an area is.

Participants also debated the meaning of the word “accommodating” in reference to bicyclists and pedestrians and the priority of these modes on commerce facilities.

### **Summary of Group Discussions**

The working group broke out into three smaller groups by geography to discuss the framework in more detail and provide more geographically specific feedback on the facilities and places.

#### **Group 1 - Northern Section (Atlantic Blvd & North)**

Representatives from localities including Boca Raton, Pompano Beach and Deerfield Beach pointed to the future FEC rail stations as the backbone of their localities’ multimodal planning efforts, and suggested incorporating the FEC station areas in the I-95 framework. These participants would like to see how the proposed multimodal districts align with the FEC station areas, which they suggest would function as multimodal nodes or districts.

Participants in this group noted that much of the activity within this northern section is linked to areas in Boca Raton that are north of Glades Rd, the northern study area boundary, and asked whether the study area could be expanded to the north.

The group discussed the difficulty of east-west connections, and asked that traffic signals and access points be included in the strategies, as well as emerging technologies.

#### **Group 2 – Middle Section (Between Atlantic Blvd & I-95)**

Representatives from Wilton Manors, Oakland Park, Fort Lauderdale, and North Lauderdale suggested a tag line for this plan: “Different modes for different roads.” This group noted that I-95 functions as a gateway to many cities and recognized the need for major north-south roads to serve as relievers for I-95. This group suggested examining the east-west roads that go over or under I-95 in further detail, and noted a need for improved safety and comfort for bicyclists and pedestrians at Broward Boulevard and SR 84.

This group discussed the effects of the managed lanes extensions on the localities, notably that even more trips will bypass these communities. Participants questioned what an appropriate trip length for I-95 would be. This group noted several items were missing from the maps and framework including the FEC stations, bus terminals, RAC and LAC boundaries, WAVE streetcar, greenway network, freight plan, and Central Broward East-West transit study.

This group noted that the Broward County Complete Streets Guidelines were recently completed and will likely become a model for other Complete Streets documents in the area, and suggested that the language of the I-95 framework be consistent with these Guidelines.

### **Group 3 – Southern Section (I-595 & South)**

Representatives from Hallandale Beach, West Park, Dania Beach, and Pembroke Park remarked on the activity centers that are isolated and not connected to other centers and the need to fill missing links for pedestrian and bicycle travel. This group discussed the FEC passenger rail service and many aspects of transit service including the need to extend Tri-Rail shuttle bus hours, improve accessibility to bus stops, and improve the overall quality of bus stops. The need for improving interconnectivity between travel modes was a main theme.

This group discussed interchange improvements and suggested examining the Ives Dairy Road interchange for improvements. The group also voiced the need for County Line Road to connect.

Regarding land use, this group pointed out the location of an industrial park in Pembroke Park. These localities expect the area along Griffin Road between US 1 and SR 7 to redevelop in the future.

### **Wrap Up and Next Steps**

Overall, the meeting participants endorsed the overall framework. Participants questioned how FDOT will use this framework. It should be noted that this mobility plan is intended more to facilitate a discussion amongst the localities on how the transportation network and land uses can best work together with a common language. This study is meant to be used as technical support services, to better enhance coordination between the localities, regional planning bodies, and state agencies.

The project team anticipates a few smaller follow up meetings with the localities may be beneficial to further vet the overall framework of facility types, place types and functions.

The project team will continue to develop the framework and potential strategies and performance measures. The next Working Group meeting will be held on February 25, 2013.