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?