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 difficultly 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.