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.