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