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 middle portion of the study area (north of I-595 and south of Atlantic Blvd). The local governments were joined by representatives of the Fort Lauderdale Executive (FXE) Airport. The meeting took place at the FXE Airport on October 11, 2016:

* Karen Mendrala, City of Fort Lauderdale
* Christine Fanchi, City of Fort Lauderdale
* Andrew Disbury, City of North Lauderdale
* Peter Dokuchitz, City of Plantation
* Rick Buckeye, City of Oakland Park
* Roberta Moore, City of Wilton Manors
* Rufus James, FXE Airport
* Carlton Harrison, FXE Airport

Facilitators and FDOT District Four staff included:

* Lois Bush, FDOT District Four
* Jessica Dimmick, Renaissance Planning
* Shane Laakso, Renaissance Planning
* Alan Steinbeck, 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. There were several points made about the vision map. Some of the comments were about the physical elements of the map, the designated transportation network, and the land use typologies:

* In general, participants suggested revisiting some of the corridor and context designations to better match land use typologies with roadway typologies, to better reflect existing conditions, and to consider new policy initiatives for land use and development. Participants drew suggested changes on the vision maps. For example, areas north of Sunrise Blvd and along Oakland Park Blvd have mixed uses that are not accounted for in the vision map.
* The Primary Multimodal facility designation for Sunrise Blvd needs to extend to the east to include the Gateway intersection and continue all the way to the beach.
* The Cypress Creek mobility hub may not be represented in the best way. The Multimodal District should encompass the area between Powerline Rd and I-95, including the interchange with I-95 and the SFRTA property.
* The City of Oakland Park has adopted a special redevelopment district on Federal Highway north of Oakland Park Blvd. This area is currently shown as Lower Intensity Residential, but Federal Highway north of Oakland Park Blvd is designated as a Primary Multimodal facility.
* The area south of SR 84, north of I-595, and east of I-95 currently designated as Other Industrial is not industrial. The vision map should be updated to more accurately depict the neighborhood character of the area.
* 17th Street should be designated as a Primary Multimodal facility, as it is a heavy pedestrian area due to tourists. 17th Street should be lower intensity residential between the bridge and Harbor Drive.
* There is a lot of higher intensity activity at Central Beach, which should probably be designated as a Multimodal District.

Other comments were about trends and operational issues for the facilities on the map:

* Since we are not building more roads in the region, this project should focus on building more trains, connections to transit, and ways to improve the efficiency of our transit system.
* Transit circulator service can and should play a greater role as a corridor management strategy. The City of Oakland Park plans to put more emphasis on circulators to connect downtown to other mobility hubs. Most people are unaware of the existing circulator from the Tri-Rail station to downtown Fort Lauderdale.
* Improvements on Atlantic Blvd have resulted in increased traffic on Andrews Ave.
* 31st Avenue could be considered a reliever to I-95.
* The Wave streetcar and its extensions should play a significant role in managing demand on I-95.

The vision map discussion also produced discussion on implementation and coordination issues:

* Hybrid facilities may be more suitable for multimodal improvements because they have lower volumes and capacities.
* The Broward MPO’s Complete Streets projects that will be funded through the TIGER grant should be considered and tested for consistency with the vision map.
* Primary Multimodal facilities need to be “sorted out” when it comes to modal emphasis in implementation. US 1 and Broward Blvd are two examples of Primary Multimodal facilities where lowering the emphasis of cars seems difficult to accomplish. The Sunrise Blvd example was also mentioned, where it is a designated Primary Multimodal facility, but final project design did not include bicycle lanes.
* It would be good to emphasize multimodal trails in the rights-of-way of limited access facilities. The Broward MPO’s Technical Advisory Committee recently discussed a pilot project for bicycle and pedestrian facilities on the Sawgrass Expressway and I-595. Caltrans is as an example agency in this type of project development.
* Los Angeles has a mobile application that tells you how to use all available modes and technologies – e.g. bike share, transit, car share – to satisfy trip purposes. Something similar could be developed for this region.
* The Cities of Coconut Creek and Margate are discussing the function of the intersection of Sample Road and SR 7/US 441 and exploring new techniques to decrease congestion that should be highlighted as best practices.

# Performance Assessment

Regarding the performance assessment, participants suggested adding safety measures including crashes and delay-causing incidents to the list of measures. These incidents significantly impact reliability of I-95 and travel time on I-95 and parallel facilities.

# 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.

## Fort Lauderdale Executive Airport

* FXE is commencing its Master Plan with a kickoff meeting in the next few weeks. The process will be 18 months long.
* There are some land use issues in and around FXE to consider:
  + Changes are planned for the airport property and surrounding land uses. Most uses tend to be long term leases. There is the opportunity to expand industry and other types of uses in and around the airport property.
  + The Uptown district now has more restaurants around Cypress Creek Road and Andrews Avenue, filling a gap that existed for offices in the area.
  + The Schlitterbahn Water Park project is still moving forward, but not all of the development rights and current planning issues have been resolved.

## City of North Lauderdale

* The City is trying to enhance the existing transit system by adding bus service where it currently does not exist. The redevelopment of the Wal-Mart Plaza spurred a good conversation with Broward County Transit on additional bus service for the area.
* The City encountered funding issues in pursuing a park plan to use the corridor by the C-14 canal for pedestrians and cyclists. The cost of a mast arm alone is $300,000 dollars.
* The City is trying to manage trips and traffic generation in the SR 7/US 441 corridor, and is carefully considering the traffic impacts of current planning decisions, including a recent application from an online retailer.
* The City has adopted Complete Streets concepts. The City’s Comprehensive Plan has overlay districts, but the Complete Streets concepts are not well defined in the City’s code of ordinances.
* Prospect Road is an example of an emerging multimodal corridor, where the road does not need to be as wide as it currently is. The City has identified missing links of sidewalks along this road.

## City of Plantation

* The City has had an influx of multifamily apartment buildings, which has created more traffic issues, particularly on University Drive.
* The City completed a study to analyze the development prospects of large vacant parcels in the Gateway 7 District.
* Plantation Hospital is moving out and the City is determining how best to respond.
* The City has updated its Midtown plan. Roadway connectivity is difficult to achieve in some areas because of private roads, and the Broward Mall is in the middle of the plan area. The City Council recently adopted the plan, and the City is moving on to implementation, which will focus on circulation within the District.
* The City completed the conversion of 84th Avenue connecting Broward Blvd to American Expressway into a 2-lane road with a center turn lane.
* The City is implementing its MURT (multi-use recreational trails) program.
* The projects within the City’s capital improvements program for transportation are mostly for resurfacing. Little budget is available for other types of projects.
* The creation of the Local Activity Center at SR 7 is mostly complete.
* The City no longer has community shuttle buses. The City also had a trolley circulator system, but it was deemed premature and is no longer running.
* In the longer term, the City would like to have a connector between University Drive and Pine Island.

## City of Oakland Park

* The City has been working on an ambitious set of infrastructure improvements. This includes approximately $140 million of capital improvements on drainage, park acquisition, and Complete Streets improvements. FEMA is helping the City to build a water management system.
* The City is focusing on Dixie Highway redevelopment and is using cultural initiatives to help with the process, including a culinary arts theme and Octoberfest and Polynesian festivals.
* The City has adopted a Downtown Mixed Use District with incentives to promote more density in the district, and the City is working on a mobility plan for this area.
* The City is now starting to see private sector development (including five development proposals in last few months) in areas “you wouldn’t have expected in the past.”
* The City is considering the need for a parking garage downtown to address current and future parking needs.
* Prospect Road is currently undergoing reconstruction as part of a Complete Streets project. Powerline Road is another corridor for Complete Streets improvements – the MPO’s Complete Streets TIGER grant will fund a lane reduction on this road.
* Better and more housing is needed and is a focus area for the City.

## City of Wilton Manors

* The City Commission has adopted the Complete Streets philosophy. Wilton Drive is going through a lane repurposing process. The City’s residents are concerned traffic will worsen - a consistent theme on transportation projects.
* The City has designated the area of Andrews Avenue and Oakland Park Blvd as a Transit-Oriented Corridor. The City will move forward with transit oriented projects, and has buy-in from developers and movement in anticipation of new regulations.
* The City has a full-time grants coordinator on staff and the strategy has been successful in bringing money in.
* The City Commission adopted a Business Improvement District for Wilton Drive, with a goal of using revenue to fund capital improvements projects.
* The City has a Parking Trust Fund. The City just purchased a parcel and will be building a parking structure.
* The City is completing a city-wide strategic plan that will be presented to the Commission soon.

## City of Fort Lauderdale

* The City adopted a Complete Streets policy in November 2013 with a companion manual and an active Complete Streets implementation program.
* The City completed its Fast Forward 5-Year Strategic Plan.
* The City has completed several Complete Streets projects to increase pedestrian safety and promote multimodal transportation, some of which involved lane elimination. Completed Complete Streets projects include Oakland Park Blvd and Sunrise Blvd. Upcoming projects include Powerline Road lane repurposing and other projects to install hardscaping to replace temporary features.
* The City is working on ADA compliant bus shelters, but is struggling with the cost of implementation.
* The City has adopted a TOD overlay district in its downtown around its main transit station, and has design guidelines. This City is now looking to expand the guidelines beyond just downtown.
* The City is working on master plans for its Regional Activity Centers.
* Affordable housing continues to be an issue in the City, especially in downtown.
* The City discussed the challenges that exist in widening sidewalks. Right-of-way availability and cost were mentioned as impediments.
* The City continues to implement the recommendations from its walkability study with approximately $500 million from its Capital Improvement Program. Examples include mid-block crossings and traffic calming measures. The City is also completing signal studies downtown to make it easier for pedestrians to cross.
* The chosen route for the 7th/9th connector project had environmental issues. Despite the chosen route’s infeasibility, the City has not given up on a future connector for the area in an alternate route.
* The City discussed several issues related to transportation modeling and assessing transportation trends:
  + The regional travel demand forecasting model does not effectively address mode share and assumes significant growth rates in automobile travel. Volumes have gone down on many Fort Lauderdale roads, so recent trends are running counter to the assumptions of the model.
  + There have been challenges in modeling the Wave streetcar and coming up with a commonly-perceived reliable number for anticipated ridership.
  + Assessing the impact of automated vehicles needs to be better understood.
  + The City would like to have better parking demand models and better ways of managing parking access (so people can avoid having to drive around looking for parking).
  + Innovation in mobile applications is needed to let users know about the full range of transportation choices that are available.
* The City is evolving its development review and transportation mitigation practices, and sees potential for the private sector to help invest in multimodal infrastructure.
* The City is conducting a community bus system study on origins and destinations.

# Stakeholder Summit

Potential topics for the stakeholder summit could include:

* Ways to more effectively coordinate. There are a lot of different stakeholders and the need for better coordination among multiple jurisdictions exists.
  + One example of coordination efforts amongst municipalities is between North Lauderdale and Tamarac.
  + Within jurisdictions there are often plans for specific strategies that align with this project, but staff responsible for infrastructure projects have not seen the plans.
* With respect to the concept of a Memorandum of Understanding, it was noted that some discussion would be needed to clarify the goals and roles of the participants. It is unclear, in concept, how this strategy would be specifically employed.