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 Broward County on October 12, 2016:

* Nick Sofoul, Broward County Transit (BCT)
* Pete Schwarz, Broward County Planning Council
* Peter Gies, Broward Metropolitan Planning Organization (MPO)
* Rebecca Martinez, Broward County Traffic Engineering
* Vinod Sandanasamy, Broward County Planning and Development
* Vielka Quintero, City of Hollywood (part of the Southern Cities group; participating in this session due to scheduling conflicts)

Facilitators and FDOT District Four staff included:

* Lois Bush, FDOT District Four
* Alan Steinbeck, Renaissance Planning
* 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 organization’s future land use and transportation vision.

###### Multimodal Facility Types, Multimodal Place Types, and Transit Service

The Primary Multimodal facility type and Multimodal District/Nodes place type designations in Coconut Creek and Hollywood make sense. The Primary Multimodal facility type may make sense for south A1A, Atlantic Boulevard, and Dania Beach Boulevard, but there are no current plans for premium transit service along these corridors.

BCT buses serve several existing nodes and terminals with high ridership including the Lauderhill Mall, Broward Central Terminal in Downtown Ft. Lauderdale, Young Circle in Hollywood, and BCT’s Northeast Transit Center in Pompano Beach.

Participants indicated that the areas around the Galleria Mall and Broward Boulevard should be Multimodal Districts because these areas are currently dense.

###### SR 7/US 441

The SR 7 corridor south of Sample Road should be designated as one continuous Multimodal District place type. This corridor has the highest transit ridership in the County. SR 7 could be a reliever facility for I-95, although it is not traditionally thought of as a reliever facility.

The Broward MPO recently completed the SR 7 Multimodal Improvements Corridor Study, which identified and prioritized multimodal investments along the planned premium transit corridor from the Miami-Dade County line to just north of Sample Road. Most of the local governments along this corridor have adopted Transit Oriented Corridor (TOC), Regional Activity Center, and Local Activity Center future land use designations that promote a mix of uses. The City of Hollywood has designated the SR 7 corridor as TOC on both future land use and zoning maps, and is creating a mobility hub at SR 7 and Hollywood Boulevard.

North of Sample Road, SR 7 does not have a clear vision, but multimodal opportunities exist. BCT’s bus route along SR 7 extends into Palm Beach County.

###### Other Discussion

The Sheridan Street Tri-Rail station needs to be added to the vision map.

Land uses that allow higher densities are a key component of fostering premium transit service. It is also important to have jobs along these same transit corridors, so workers can avoid commuting to Downtown areas.

Participants indicated that among the public, the definition and benefits of multimodal transportation are unclear. An example of this was an objection to the BrowardNEXT multimodal vision because a stakeholder had issues with bike paths.

# Performance Assessment

Participants’ only comment related to the performance assessment baseline and update results was confirming that performance measures can serve as the ‘yard stick’ to measure progress within the corridor.

# 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.

## Broward County Transit

BCT indicated that the I-95 and I-595 express bus service to Miami is the most successful thing that has happened since 2013. This service is so successful that aspects of operating have become a challenge. BCT and FDOT are working to establish more park and ride facilities and rerouting buses to meet demand, but realigning service and changing park and ride facilities can create problems for riders who are used to the existing service. Recurring congestion and crashes in the express lanes reduce reliability of the express bus service.

Despite enormous success of the express bus service to Miami, the express bus service to Downtown Fort Lauderdale along I-595 corridor was unsuccessful and eventually discontinued. Potential factors for the lack of success include: existing local BCT routes that serve the same destinations, relatively insignificant travel time savings, relatively inexpensive parking in Downtown Fort Lauderdale. The express bus service to Miami provides more significant savings in both travel time and parking costs.

BCT and the other Broward County level agencies are currently awaiting the results of the sales tax referendum. If the referendum passes, the sales tax will generate funds to provide significant improvements to local fixed routes, and is expected to fund new bus rapid transit and light rail transit service. The website for the referendum is apennyatwork.com.

## Broward County Planning Council

The Broward County Planning Council (BCPC) is completing BrowardNEXT - the update of the Broward County Land Use Plan. During the land use plan update, the County reviewed the existing plan and proposed revisions to ensure that the plan was reflective of the County’s current and anticipated conditions and priorities. The plan update includes a multimodal component that implements multimodal strategies.

The BCPC worked with the City of Fort Lauderdale to amend the downtown Fort Lauderdale Regional Activity Center to add 5,000 dwelling units to the allowable residential density cap. This amendment further concentrates development in the downtown. To evaluate the transportation impacts of the increased density, the BCPC did not limit the transportation analysis to trip projections and roadway level of service; it worked with the City on a multimodal level of service analysis. The County is requiring ongoing monitoring of the transportation impacts of the amendment.

Several years ago, Broward County adopted a ‘Context Sensitive’ designation into the County’s Trafficways Plan to allow Complete Streets improvements such as on-street parking and mid-block crossings. The County has also designated a Complete Streets Team that meets to evaluate Complete Streets applications. This is a paradigm shift in the County that allows Complete Streets projects to move forward more quickly. The team is a good example of interdepartmental coordination.

## Broward County

Broward County recognizes that the County has very little undeveloped land and that there are few opportunities to increase roadway capacity. Therefore, they are making a serious effort to promote multimodal transportation options. Broward County staff reiterated the value of the Complete Streets Team, which is in its second year. The Complete Streets team reviews projects to reduce the number of travel lanes and add bike lanes and sidewalks. The County through its Complete Streets Team works proactively with cities to coordinate and collaborate on desired Complete Streets projects from the beginning stages in the planning and design process.

The County is coordinating with BCT to discuss Transit Signal Priority at certain intersections. The County is extending the fiber optic networks of its traffic signal systems to more intersections to ensure better coordination between intersections. FDOT is working with the County to monitor the connected intersections.

###### Challenges

When implementing Complete Street projects, limited right-of-way makes it difficult to accommodate all desired elements (e.g. widened sidewalks and buffered bicycle lanes without decreasing the number of vehicle lanes). Stakeholders need to balance improvements with maintaining vehicular level of service.

## City of Hollywood

The City of Hollywood has developed a Complete Streets program. The City worked with the MPO for one project, along Johnson Street, which will be redesigned in 2021. Residents have indicated that they would prefer the improvements sooner. The City has also partnered with the MPO to construct sidewalks on the West Side of Hollywood Gardens, which will take place next year. In May 2013, the City of Hollywood received a grant to implement Complete Streets improvements on Hollywood Boulevard from City Hall to Dixie Highway, and construction is anticipated to begin next year. The City is also reviewing options for façade improvements along Hollywood Boulevard.

The City of Hollywood has a designated Regional Activity Center (RAC) on approximately 1,450 acres in the downtown. The City hopes to be selected for a stop along the Tri-Rail Coastal Link corridor. If the City is selected, the train station will be in the RAC and the City anticipates converting the RAC area into a TOD. The City is currently working on rezoning efforts to advance this vision for the area.

## Broward MPO

Since the 2013 I-95 Corridor Mobility Planning Project activities, the MPO has updated its Long-Range Transportation Plan (LRTP). The 2040 LRTP has the same multimodal spirit as the 2035 plan. The new LRTP also establishes a Complete Streets and other Localized Initiatives Program (CSLIP). Cities apply for CSLIP funding for projects of their choice. This program has been successful because the cities determine the projects for which they apply for funding, rather than the MPO developing a list of projects without their input. When a project is selected, the MPO provides the funds for construction and FDOT constructs the project.

The MPO is revisiting the Mobility Hubs concept with the assistance of HNTB. Some mobility hubs are more successful than others at achieving Mobility Hub program goals such as maximizing transit ridership, promoting new development and redevelopment, and ensuring equitable transportation costs and benefits. The review of Broward’s Mobility Hubs will include a market assessment of the Mobility Hubs. The 2035 LRTP designated over 100 mobility hubs in the County, which is too many.

The MPO has continued the ‘Speak-up Broward’ public engagement initiative.

The MPO is engaged in an Integrated Corridor Management initiative, which is funded through a grant from the Federal Highway Administration.

The Broward MPO plans to develop a Complete Streets Master Plan and continues to evaluate where lane eliminations make sense. To that end, the MPO is modelling the impacts of potential lane eliminations to identify the best combination of lane eliminations to prioritize. The MPO is also collecting bicycle and pedestrian traffic counts annually at locations throughout Broward County. These counts, which are sited around areas slated for future bike and pedestrian improvements, will continue over 5 to 7 years.

###### Challenges

The Broward MPO identified the following challenges:

1. Some citizens and local governments only want multimodal improvements if those improvements do not inhibit vehicular travel.
2. Local governments request lane reductions, but do not understand the traffic implications, and then request assistance from the MPO to alleviate traffic once the lane reductions have been implemented.

## Other Comments Related to Implementation Strategies

Participants noted the importance of planning actions being context sensitive. For example, the Margaritaville Resort on A1A Hollywood Beach will require different actions than A1A in Hillsboro Beach. Some planning actions, particularly along multimodal facilities, will create drawbacks as well as benefits. Planners need to spend time clearly articulating the pros and cons of an action.

It would be helpful to have a better system that indicates where congestion on I-95 exists, such as putting information billboards along arterials that feed I-95. Facilitators noted that Melissa Ackert is slated to speak about Integrated Corridor Management at the Summit, which will likely address increasing information to drivers.

# Stakeholder Summit

Potential topics for the stakeholder summit could include:

* Include information on Integrated Corridor Management.
* Evaluate whether all stakeholders support a shared vision for the I-95 project corridor. Cities can have different ideas of what “multimodal” means.
* Consider showing how the Aspirational Vision Map aligns with local governments plans to help stakeholders understand how the vision map aligns with local priorities.
* Provide an update on the County Land Use Plan Amendment that added 5,000 dwelling units to the downtown Fort Lauderdale RAC. Explain how the County evaluated the transportation component of the amendment and how one condition of the amendment is a monitoring component.
* Discuss the role and impact of freight, especially in relation to corridors designated as multimodal placetypes.