Draft Meeting Summary

Representatives of FDOT District 4 conducted a series of listening sessions with various planning partners in fall 2013 as part of the I-95 Corridor Mobility Plan.

FDOT met with representatives of the South Florida Regional Planning Council (SFRPC) on October 15. The group discussed the various goals and challenges of the County, the strategies and efforts the County is undertaking, potential indicators to measure success of their goals and strategies, and coordination efforts with other planning partners.

# Key Themes and Takeaways

* SFRPC sees its role as mostly to coordinate amongst the various local governments with broader regional planning and visioning efforts.
* SFRPC’s major initiatives include the Seven50 blueprint for economic and environmental resiliency, the State Road 7/US 441 Collaborative, the longer term Strategic Regional Policy Plan (SRPP) and the shorter term Comprehensive Economic Development Strategy (CEDS), and participation in the planning efforts for the Tri-Coastal Link service on the FEC railway.
* SFRPC closely tracks the goals and indicators within the CEDS, while the SRPP is more of a long-term stagnant policy plan.
* SFRPC recognizes the importance of freight movement and the efficiency of the transportation system to serve the intermodal logistics centers, including the airport and seaport. US 27 could be a key parallel reliever for I-95 for freight movement.
* Big picture trends include a growing prominence of freight related activities, growth around universities and hospitals, and a reemerging emphasis on tourism.
* The preferences of aging baby boomers and millennials for better walkability fuels the Complete Streets movement and initiatives to improve livability ultimately for economic development purposes.
* SFRPC can offer incentives through the Seven50 program to encourage local governments to take part in these strategies.
* SFRPC encourages the I-95 project team to look at the Seven50 draft report, the CEDS document, and the SR 7 report for strategies and indicators to include in the I-95 Corridor Mobility Plan.

# Action Items

* FDOT will review the strategies and measures within the Seven50 and CEDS plans, as well as the strategies identified by the SR 7/US 441 Collaborative for incorporation into the I-95 Corridor Mobility Plan.
* FDOT will consider revising the I-95 maps to include the major hospitals and universities as major drivers of the future economy.

# Participants

* Lois Bush, FDOT District 4, Policy Planning Section Leader
* Matthew DeSantis, SFRPC, Intern
* Jessica Dimmick, Renaissance Planning Group, I-95 Corridor Mobility Plan Project Team – by phone
* Larry Hymowitz, FDOT District 4, Mobility Coordinator
* Karen Kiselewski, Renaissance Planning Group, Project Manager
* Jim Murley, SFRPC, Executive Director
* Eric Swanson, SFRPC, Policy Analyst
* Enrique Zelaya, Broward County, Principal Planner

# Discussion

After an initial overview of the I-95 Corridor Mobility Plan project and status update, FDOT representatives engaged the participants from SFRPC in a dialogue on the SFRPC’s ongoing initiatives, indicators they used to measure success, and coordination efforts.

## SFRPC’s Initiatives

### Seven50: “Seven Counties, 50 Years”

SFRPC, together with the Treasure Coast Regional Planning Council and Southeast Florida Regional Partnership, is developing Seven50, a blueprint for economic and environmental resiliency for the seven counties in South Florida and along the Treasure Coast, through a series of summits, workshops, online outreach, and high-impact studies. Seven50 is SFRPC’s top current initiative, and SFRPC will continue refining this plan for the next several months. SFRPC encouraged the I-95 project team to look at the project’s website for the draft report that contains a list of tools and strategies.

### State Road 7/US 441 Collaborative

SFRPC facilitates the State Road 7/US 441 Collaborative, an ongoing partnership of 16 local governments in Miami-Dade and Broward County to promote the economic and aesthetic improvements of the SR 7/ US 441 corridor.

SFRPC representatives discussed this Collaborative as an excellent example of a coordinated visioning and planning process amongst various governmental agencies and other stakeholders. The 13-year process with localities in Broward County is drawing to a close, and the focus is now on Miami-Dade County. SFRPC noted the successes of this Collaborative, including a new roadway designation (Transit Oriented Corridor or TOC) through coordination with the Broward County Planning Council, and the designation of transit-oriented land use along most of the corridor. Local governments were actively involved in this process, and the Collaborative process ensured they reported their redevelopment activities on a quarterly basis. SFRPC encouraged the I-95 project team to look at the strategies that came about from the SR 7 effort as examples for the I-95 Corridor Mobility Plan.

### Intergovernmental Coordination

SFRPC sees its major role as a coordinator amongst the various local governments and planning agencies. Much of the coordination has lately focused on working through the development of Seven50.

### Strategic Regional Policy Plan and Comprehensive Economic Development Strategy

SFRPC representatives referenced the Strategic Regional Policy Plan (SRPP), which was completed in 2004. SFRPC staff said this plan is relatively unchangeable, and is a solid reference for regional planning.

SFRPC completed the latest Comprehensive Economic Development Strategy (CEDS) for South Florida in 2012. SFRTC staff explained that the CEDS has “more meaning” than the SRPP, and they are tracking the CEDS plan much more closely than the SRPP, which is consistent with the other regional planning councils and the economic initiatives of other agencies. The CEDS effort is much more fluid than that of the SRPP, because it is SFRPC’s short term plan. The CEDS plan contains cross-cutting strategies that could be applicable to the I-95 Corridor Mobility Plan.

#### Six Pillars

The CEDS plan is based on the Six Pillars work from the Florida Chamber, and all 11 regional planning councils in Florida have agreed to use the Six Pillars as an organizing framework for their CEDS plans. Other planning stakeholder agencies are also using the Six Pillars as a template. For example, the Greater Fort Lauderdale Alliance is leading a Six Pillars strategic planning process for Broward County, and Palm Beach County prepared a Six Pillars Strategic Community Plan. FDOT representatives noted the need to articulate the common connections between the I-95 Corridor Mobility Plan, the Six Pillars, and the CEDS plans, particularly with a focus on Complete Streets.

### Tri-Rail Coastal Link Service on the FEC Railway

SFRPC’s involvement in the planning processes and studies for the Tri-Rail Coastal Link have “helped the SFRPC board to think more broadly” beyond its traditional near-term development focused tasks. The process for preparing the environmental impact statement (EIS) and the FDOT study have sequentially narrowed down the station possibilities from 60 to 48, and now down to 30. All Aboard Florida is also continuing to define the base stations in Fort Lauderdale and Miami.

### US 27 Freight Reliever

Although there are no known current initiatives regarding US 27, SFRPC staff said that this transportation facility could be a “game changer” for freight movement, by providing an alternate parallel corridor with access to the intermodal logistics centers, and asked the I-95 project team to include it in the list of strategies. During the Seven50 summit in Palm Beach County, seaport directors explained that many companies are exporting their goods to the west coast because South Florida lacks the resources to move freight efficiently, and that South Florida needs to increase its resources for freight movement in order to increase its exporting capacity.

## Big Picture Trends

Participants discussed the need to understand the broader picture, and that all of the pieces that each agency and local government works on contribute to and support a larger system.

### Future Economic Drivers

Participants anticipate freight will continue to grow in importance for the South Florida region, and the “big hubs” – the airports, seaports, and intermodal logistics centers are major pieces around which a well-functioning transportation system must revolve. The systems connecting to these freight hubs must work efficiently for freight movement.

Hospitals and higher education facilities will also be major drivers of the future economy, and the system needs to support access to these facilities. SFRPC staff suggested FDOT show these “eds and meds” facilities on the I-95 maps. SFRPC representatives explained the anecdotal phenomenon of retirement communities “popping up” near universities because they offer amenities including walkability near hospitals and top-notch healthcare.

An emphasis on tourism is reemerging, and the transportation system will be critical to provide access to jobs and to move tourists.

### Demographic Changes and Preferences

SFRPC noted the need to look closely at the region’s diversifying demographics, including the characteristics and preferences of the aging baby boomers and the millennials. Millennials are choosing to live in places where they can walk, and Florida International University’s University City Plan addresses the preferences of people of all ages and the amenities they desire. The diversity of the population in South Florida is an advantage. Access and cost of living are of huge importance to the millennial generation.

Access to the beach is another preference that drives why many people choose to live in this region. Mr. Murley remarked that sometimes planners undervalue the beach as an asset for the community and active recreation.

### Complete Streets and Livability

Complete Streets and livability principles are an area of focus for SFRPC, and the council is trying to better integrate transportation initiatives with economic development. SFRPC staff explained the Six Pillars process can bring local governments on board with transportation initiatives like Complete Streets, as an economic development tool.

The concept of transportation facilities serving different functions resonated with the SFRPC representatives, although they questioned the commerce designation of Johnson Street in Hollywood. SFRPC noted that a lot of the cities are “combing through their codes” looking for consistency between Complete Streets concepts and their policies on development features such as block size. SFRPC recognized that local governments are focusing on individual areas for Complete Streets without looking at broader multimodal connectivity.

## I-95 Corridor Mobility Plan

Mr. Zelaya pointed out potential short- and mid-term benefits of the I-95 Corridor Mobility Plan could include identifying funding sources such as the Transit Research Inspection Procurement Services (TRIPS) program, and identifying a series of pragmatic multimodal solutions that the various partners can move forward in the medium term. FDOT mentioned that it may be helpful to specify the plans from which each of the strategies originated.

## Future Opportunities

### Incentives

Ms. Kiselewski asked for suggestions on how to motivate the local governments and other planning partners to move forward with the strategies and indicators from the I-95 Corridor Mobility Plan. SFRPC representatives replied that SFRPC can offer incentives. They are thinking similarly about how to operationalize the recommendations from the Seven50 plan. Much of this will be happen through continued coordination.

## Indicators of Success

SFRPC staff noted that some of the local governments have worked with the Urban Health Partnership to develop indicators as documented in the Broward Complete Streets Guidelines.

SFRPC representatives encouraged the I-95 project team to review the indicators from the Seven50 draft report and the CEDS document, both of which are available on SFRPC’s website.

SFRPC is looking for indicators on freight containers and the movement of passengers, but did not have any measures to share. They would like to better understand the effects of the major transportation hubs on global trade and on the transportation sector more broadly.

Participants remarked that the presence of construction cranes in downtown Miami and downtown Fort Lauderdale is an anecdotal indicator of the growing preference for people to live without cars.

# Strategies and Indicators

The following tables list the strategies and indicators that representatives from SFRPC mentioned throughout the listening session. SFRPC staff asked the project team to review documents from the Seven50, CEDS, and SR 7 efforts for examples of strategies and indicators.

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| Strategies |
| System-Wide* Develop a blueprint for economic and environmental resiliency for the seven county region (Seven50).
* Form a corridor-based collaborative to coordinate transportation and land use visions and decisions.
* Prepare long-term (SRPP) and short-term (CEDS) plans to tie transportation policies and needs to economic development interests.
* Use the Six Pillars framework to show the common interests in planning initiatives.
* Be involved in the planning for future passenger rail service (Tri-Rail Coastal Link).
* Engage in intergovernmental coordination, recognizing all of the pieces that each agency and local government works in, contribute to and supports a larger system.

Facilities* Consider US 27 as a major reliever for freight movement on I-95.

*From the SR 7 Collaborative SFRPC “Ten Years Down the Road” Report (2011):** Prepare a corridor strategic master plan as a first step to identify smart growth principles, planning studies, and implementation strategies for the future (2003).
* Conduct a market assessment for the entire corridor to gauge the potential for new development (2003).
* Develop community visions for nine distinct planning segments of the corridor through facilitated planning charrettes, and identify issues for implementation (2003-2005).
* Create a new Transit Oriented Corridor future land use category through collaboration with the Broward County Planning Council (2005).
* Develop a Transportation Network Needs Assessment as part of a three-step mobility action plan (2007).
* Develop a Common Vision for the corridor across county lines through land use and transit supportive design studies. The Broward and Palm Beach MPOs undertook these studies, and FDOT provided coordination support.
* Conduct a Multimodal Quality of Service Assessment (FDOT).
* Develop a sketch planning tool to evaluate the effects of proposed transportation and land use strategies on the transportation network (FDOT). Local governments can use the results of this tool to establish MMQOS standards.
* Conduct a Transit and Housing Oriented Redevelopment initiative (Broward County, 2006-2008).
* Prepare a $1 million Transportation and Community System Preservation grant for corridor master planning and redevelopment efforts (Broward MPO).
* Allocate MPO planning and engineering funds toward design/build of transit facilities, landscaping, and pedestrian-safety improvements (Broward MPO).
* Partner with Broward County Transit and FDOT for implementation of transit bus shelters and amenities (Broward MPO).

*From the SR 7 Corridor ULI Advisory Services Panel Report on Strategies for Redevelopment and Revitalization (2004):*Development Strategies* Planning and Development
	+ Accelerate right-of-way and related infrastructure improvements along the corridor to meet current and anticipated future needs and encourage new private investment.
	+ Acquire sufficient right-of-way along the corridor to correct existing inefficiencies and safety issues, such as angled parking that fronts directly on the roadway.
	+ Plan for development centers at locations where bus stops and stations have been planned and bus routes intersect.
	+ Rezone the land around planned development centers for mixed-use development.
	+ Build on the strengths of the east/west corridors at the development centers.
* Workforce Housing
	+ Develop a plan for workforce housing in the corridor.
	+ Where possible, assemble sites that are suitable for workforce housing.
* Regulatory and Policy Environment
	+ Clarify the rules for a mixed-use zoning designation and rezone land within development centers for mixed-use development.
	+ Create a lead agency for acquiring key parcels in planned development centers in which the market is slow to respond.
	+ Support community redevelopment agencies.
	+ Encourage community redevelopment agencies to purchase delinquent, low-cost, or obsolete properties, where possible.
	+ Beef up code enforcement.

Planning and Design* Image
	+ Agree on overarching design standards for the entire corridor.
	+ Define an identity for the corridor.
	+ Agree on a basic design framework for the corridor, while encouraging each constituent community to adopt a framework that emphasizes its unique characteristics.
	+ Eliminate visual clutter.
	+ Use high-quality materials.
	+ Make use of banners and seasonal elements to emphasize specific places within the whole corridor.
* Infrastructure
	+ Control access to SR 7/U.S. 441 by limiting curb cuts and crossroads.
	+ Provide bus rapid-transit (BRT) service along the corridor.
	+ Design and schedule BRT to high standards.
	+ Encourage transit-related development, and work to develop other uses in a more transit-friendly manner.
	+ Take advantage of the FDOT’s financial commitment to the corridor.
	+ Provide greenways and other open space along the corridor.
	+ Incorporate stormwater management into open space requirements.
	+ Develop strategies for mediating deficiencies in water and sewer services.
* Community Building
	+ Plan for the creation of vibrant, sustainable, and dynamic multiuse neighborhoods.
	+ Locate schools and other community facilities to maximize their “community building” impact.
* Density
	+ Increase the density of new development at development centers located at transit intersections.
	+ Design spaces between development centers to provide links between them and to existing neighborhoods.

Implementation* Organizational Structure
	+ Create a special regional district (SRD).
	+ Use the SRD status to engage in comprehensive actions.
* Entitlement Process
	+ Apply for an areawide Development of Regional Impact (DRI) development order for the entire corridor.
	+ Alternatively, apply for a comprehensive plan exemption.
* Land Assembly
	+ Create an efficient and effective land assembly process.
	+ Facilitate land assembly through specific programs.
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| Indicators |
| Quantitative* *SFRPC encouraged the project team to review the Seven50 draft report, the CEDS document, and the SR 7 report for indicators and strategies.*

Qualitative or Anecdotal* Cranes in downtown areas as anecdotal indicators of preferences for living without cars

*From the Seven50 Prosperity Plan Final Report (2014):** Additional farmland developed/saved
* Air and sea cargo trade
* Value of imports and exports
* Trade and tourism statistics (air cargo tonnage, port cruise passengers, international visitors, etc.)
* Transportation mode split
* Households within one mile of transit, schools, and parks
* Multifamily homes
* Regional migration toward urban counties
* Creative class in workforce
* Investment in climate resilience
* Artists in workplace
* Health/Obesity rate
* Household income spent on housing and transportation
* Pollution/emissions
* Number of trips
* Infrastructure (transportation, water, sewer, utilities) cost savings

*From the South Florida Comprehensive Economic Development Strategy Report (2012):** Jobs Created
* Public Sector Investments
* Jobs Retained
* Private Sector Investment
* Economic Environment Changes
* Average Annual Wage
* High School Graduation Rates
* 8th Grade Math Performance
* Higher Education Attainment
* Gross Domestic Product
* Bed Tax Collections
* Trade Exports and Imports
* Population Counts, Estimates and Projections
* Building Permits
* Daily VMT
* Average Annual Unemployment Rates
* Employment by Industry
* Wages by Industry
* Millage Rates
* Registered Nonprofit Organizations
* Voter Participation
* Per Capita Income
* House Purchase Price and Cost Index
* Persons Living in Poverty

*From the Broward Complete Streets Guidelines (2013):** Benchmarks:
	+ Every street and neighborhood is comfortable for walking and bicycling.
	+ Every child can walk or bike to school safely.
	+ Seniors, children, and individuals with disabilities can cross all streets safely and comfortably.
	+ An active way of life is available to all.
	+ There are zero traffic fatalities.
	+ No unfiltered streetwater flows into local waterways or the ocean.
	+ Retail streets become one of the most popular destinations for tourists in the country.
* Performance Measures:
	+ Street fatalities and injuries decrease for all age groups.
	+ The number and percentage of trips by walking, bicycling, and transit increases.
	+ Motor vehicle travel is reduced.
	+ Prevailing speeds of motor vehicles on urban streets decrease.
	+ Streetwater runoff is reduced.
	+ Water quality in rivers, canals, and the ocean improves.
	+ Retail sales and tourism increase.
	+ Resident satisfaction increases.
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