

## I-95 Corridor Mobility Planning Project Report on Stakeholder Implementation Strategies Update

September 2017

I-95 is the backbone of Southeast Florida's transportation system and a critical resource for the region's economic vitality as a component of Florida's Strategic Intermodal System. I-95 is failing to provide reliable transportation because of daily congestion, crashes, and unexpected delays. Congestion on I-95 is not just a daily challenge; it is a symptom of broader mobility and land use issues.

For Southeast Florida to continue to grow and thrive, its residents, employees, and visitors need reliable access to destinations to meet daily and other needs without overreliance on I-95 and auto travel. Also, freight travel within and through the region needs to be efficient and reliable. A system-oriented, integrated approach to transportation and land use planning is needed to deliver the economic prosperity and connected, livable communities with expanded travel choices desired in the region.

Through a Working Group of local governments and stakeholder agencies, the I-95 Corridor Mobility Planning Project (CMPP) addresses congestion on I-95 and broader mobility and land use issues in eastern Broward and southeastern Palm Beach counties in a holistic way.

Using four goals established early in the project as a starting concept, the I-95 CMPP team, together with the I-95 CMPP Working Group, developed a set of five objectives for the project. The goals and objectives are shown in Figure 1.



Figure 1: I-95 Corridor Mobility Planning Project Goals and Objectives

## Three I-95 CMPP Components

There are three integrated components of the I-95 CMPP, as shown in Figure 2. The aspirational future vision map reflects stakeholders' transportation and land use visions and plans through a framework of facility types and place types. The implementation strategies demonstrate the variety of initiatives stakeholders are undertaking in pursuit of the vision. The performance measures monitor progress towards the vision in comparison with desired trends.

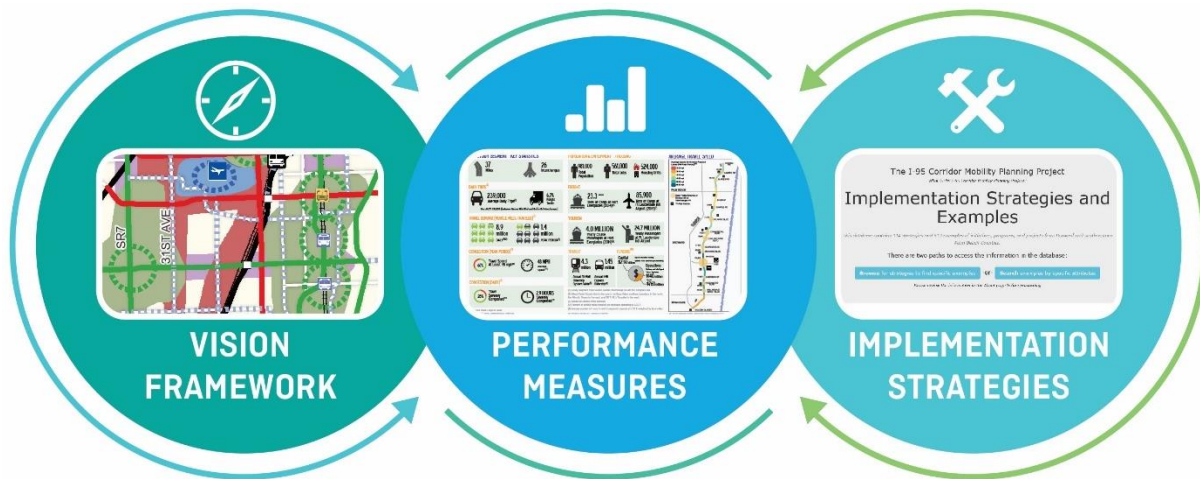


Figure 2: Three Integrated Components of the I-95 Corridor Mobility Planning Project

This report focuses on an update completed of the stakeholders' implementation strategies. Additional information related to other aspects of the I-95 CMPP is available on the project website at [www.i95corridormobility.com](http://www.i95corridormobility.com).

## Implementation Strategies

The I-95 CMPP team first identified and documented implementation strategies through a series of 20 listening sessions held in 2013 with stakeholders including local governments, MPOs, county and regional planning councils, transit agencies, Fort Lauderdale/Hollywood International Airport, and Port Everglades. During these listening sessions, the stakeholders shared their visions and goals for transportation and land use, the strategies they were undertaking in pursuit of their goals, and indicators they were using to track success. Also discussed was how their aspirations and efforts related to achievement of the aspirational future vision for the I-95 CMPP.

Following the listening sessions, the I-95 CMPP team created an Excel database of implementation strategies and examples. This database included visioning initiatives, planning studies, construction projects, design plans, coordination efforts, policy and regulatory updates, education programs, ongoing operations, and other initiatives. It was shared with the I-95 CMPP Working Group in 2014.

The original database contained over 400 examples of implementation strategies. The database is first structured by the five I-95 CMPP objectives shown in Figure 1. Each objective has multiple strategy categories, each strategy category contains one or more strategies, and each strategy contains one or more examples. Figure 3 illustrates the organization of the database.

Among other purposes, the implementation strategies database:

1. Provides a clearinghouse of ideas for all stakeholders to draw from
2. Facilitates communication and collaboration between and among stakeholders on current and future initiatives involving transportation and land use in the area covered by the I-95 CMPP.

To promote use of the database and facilitate information sharing, the I-95 CMPP team developed a web-based tool that houses the implementation strategies and examples. The web-based tool allows for searching and filtering on a number of attributes associated with each example including the implementing local government or agency, the timeframe, and the facility type or place type function. The web-based tool is available at <http://i95.kittelson.com/>.

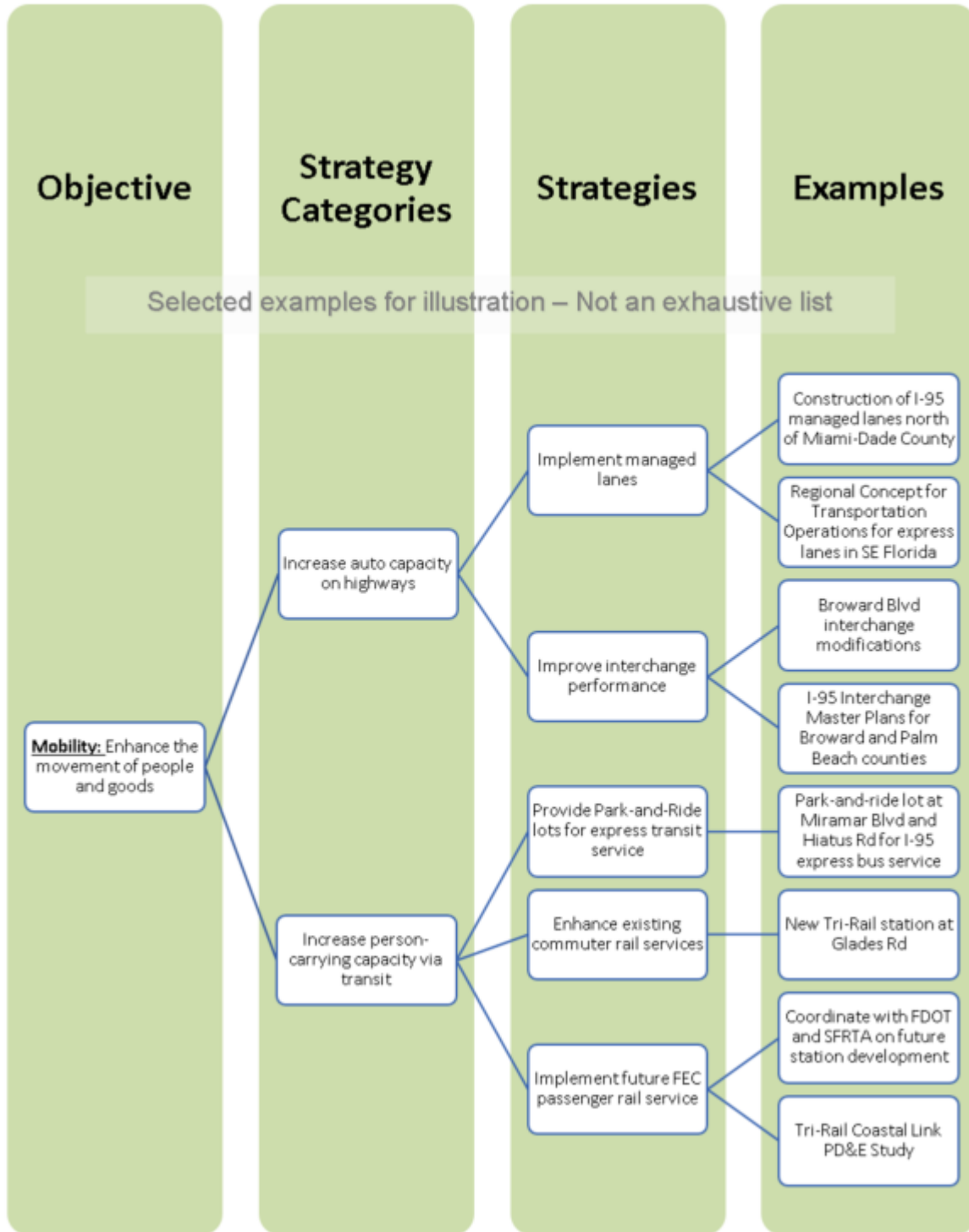


Figure 3: Organization of the Implementation Strategies Database

## **Implementation Strategies Update**

In 2016, FDOT initiated an update of the implementation strategies database as part of ongoing monitoring and evaluation activities of the I-95 CMPP. The update involved:

- Modifying/enhancing the descriptions and/or attributes of existing examples as applicable
- Providing a status update and a contact person for each existing example
- Identifying new strategies and examples of projects, policies and programs that FDOT and other stakeholders have undertaken or plan to undertake in pursuit of the aspirational future vision.

### ***2016 Strategies Update for FDOT***

To lead by example, FDOT first updated the examples that it was identified as being primarily responsible for in the implementation strategies database. The method and results of this effort are documented in a separate memorandum available at [www.i95corridormobility.com](http://www.i95corridormobility.com) under Documents. The new information gathered as part of the update was a valuable addition to the database, which gave very little information about each example prior to the update effort. The additional information enhances the information-sharing capability of the database.

### ***2016/2017 Strategies Update for Other Stakeholders***

In October 2016, the I-95 CMPP team held seven small group listening sessions to continue stakeholder engagement as part of project monitoring and evaluation. Among other topics, the stakeholders provided verbal updates on their implementation examples from 2013 and shared new examples of initiatives they have undertaken or are planning to undertake soon.

The I-95 CMPP team suggested that the stakeholders use the web-based tool to update their implementation examples prior to the October 2016 stakeholder summit. The few stakeholders that attempted to provide updates directly in the tool expressed difficulty in using it (see item #3 under the Recommendations and Next Steps section in this report).

Following the stakeholder summit, the I-95 CMPP team drafted initial updates for the stakeholders' strategies, supplementing the verbal updates from the listening sessions with online research. The project team provided the initial updates to each stakeholder in May 2017, and held individual conversations with stakeholders to review the initial updates. The project team revised the examples again to reflect the feedback received, provided a revised set of examples for each stakeholder to review in July 2017, and asked the stakeholders to provide final edits. In August 2017, the project team updated the examples in the web-based tool and entered in the new examples.

## **Results**

The implementation strategies database now contains 468 examples from 25 stakeholders. The full list of implementation examples is provided in printer-friendly format in Appendix A.

The I-95 CMPP team consolidated several originally separate examples, and added new examples to the database based on stakeholder feedback. The implementation examples continue to span a wide variety of initiatives, including development incentives and approvals, multimodal facility construction projects, grant applications, transportation plan updates, land use plan amendments, studies into potential new funding sources, provision of new and enhanced transit services, and master planning, among many others.

## **Stakeholder Feedback**

Throughout the update process, stakeholders voiced mixed opinions on the usefulness of the implementation strategies and examples:

- It is helpful to know about other stakeholders' efforts, especially the individual cities' initiatives. With the additional information for each example, the database contains a wealth of information on a variety of related efforts.

- The database shows what other stakeholders are interested in, even if it is unclear who should take responsibility for undertaking the effort. For example, in 2013 the City of Wilton Manors voiced a challenge in dealing with proposals for big-box developments, and suggested the MPO or other regional agency host a roundtable on this topic. The creation of a regional taxing authority for transit improvements also came up in 2013 during the listening session with Palm Beach County.
- There are too many examples for each stakeholder, and providing updates for each example is time-consuming. Not all examples are important. Many stakeholders voiced a desire to identify a smaller list of high-priority examples. Some stakeholders suggested the I-95 CMPP team also identify a smaller list of examples that are most effective and/or easiest to implement.
- Stakeholders' priorities change over time. In some cases, a stakeholder's examples from 2013 did not reflect the current priorities. The City of Deerfield Beach's 2013 examples were mostly focused on city-wide complete streets improvements, but currently the City is more focused on revitalizing its downtown with a new town center near the potential future Tri-Rail Coastal Link station. In 2013, SFRPC's examples focused on the outcomes from the State Road 7 Collaborative, and today SFRPC is no longer responsible for carrying forward the individual initiatives outlined in the Collaborative's reports.

During the conversations to review the implementation examples, the I-95 CMPP team also asked the stakeholders how they can use the outcomes from this process, and how the process can help them (e.g. in their day-to-day planning tasks and decision-making processes). Many stakeholders had trouble providing a response. Those that did respond provided several ideas and follow-on questions:

- Perhaps the most useful aspect of the I-95 CMPP is the continued coordination amongst stakeholders in this corridor.
- Multiple cities noted updates of their comprehensive plans are an opportunity to apply the I-95 CMPP themes, through review of the I-95 CMPP documents or by incorporating the strategies into the comprehensive plan.
- Focus the message of the project and bring solutions to participants.
- The City of North Lauderdale is looking at new projects (e.g. greenway park) with a holistic perspective.
- What should a regional working partnership look like, and how should it function?
- The I-95 CMPP team should communicate to participants how the project outcomes could be used.
- Continue providing a forum for communication on concepts such as complete streets and lane reductions.
- More coordination between FDOT and cities on interchange design is needed.
- The I-95 CMPP aspirational future vision map is complicated. It is one of many other 'vision' maps that various planning stakeholders have produced. There is no one vision that all stakeholders are getting behind. How does this vision map differentiate itself from the other various vision maps that also exist?
- One of the original intentions of the I-95 CMPP was to alleviate short trips by looking at opportunities on parallel facilities. The project has seemed to morph away from this original intention.

## Lessons Learned

The implementation strategies and examples update process revealed insights for consideration as the I-95 CMPP continues to evolve:

- Tracking the source of information and context of the examples is important for preserving continuity, especially as local government and agency staff changes over time. Many stakeholders had different staff serving as the primary representative from 2013, and it was important to explain the project purpose, process, and outcomes to new staff.
- Updating the full database of strategies and examples requires the I-95 CMPP team to take the initiative on drafting content. Staff-level planners have limited time to devote to efforts outside of their daily responsibilities, and were most responsive when the project team provided draft updates and asked them to review the drafted content.
- The update also required persistent communication with stakeholders. Multiple attempts to contact staff were often required to finalize the updates.
- Periodic stakeholder communication with strategically crafted facilitation is important for maintaining project momentum. The stakeholders recognize the value of the project, but have expressed feeling overwhelmed at the breadth of the project's intention. The stakeholders responded best to specifically defined discussion questions, and found broader questions difficult to answer (e.g., what else should the I-95 CMPP team be doing with performance measurement?).
- Some stakeholders wanted to remove examples that were more aspirational in nature. In the 2013 listening sessions, some stakeholders brought up lofty ideas that they did not have the intention of pursuing in the near term. When reviewing these examples in 2016, some stakeholders asked that these examples be removed from the database because they did not intend to pursue them. There is a difference between examples that stakeholders are actively or not actively pursuing, but the process should not prohibit more lofty conversations about aspirational initiatives for the future.

## Recommendations and Next Steps

Based on the stakeholder feedback and lessons learned, the I-95 CMPP team recommends the following next steps:

1. Identify priority implementation strategies and examples. The stakeholders universally agreed there are too many examples and no current way to identify which are the most important. There are several ways to think about identifying priority, which could reflect the priorities of the individual stakeholders, or priorities for efficacy in achieving the I-95 CMPP's aspirational future vision and affecting the project's performance measures.
2. Help stakeholders better connect the dots. An enhanced framework with clearer linkages between the aspirational future vision map, performance measures (with targets by facility type and place type) and implementation strategies and examples will allow the stakeholders to understand which implementation strategies and examples are most effective at achieving the desired performance targets and thus making progress toward the vision.
3. Make enhancements to the web-based tool for easier searching and better overall usability. More specific improvements that came out of the update effort could include, among others:
  - a. Restricting editing capabilities so that stakeholders cannot edit each other's examples
  - b. Creating the ability to select more than one strategy for each example
  - c. Showing the objective, strategy category, and strategy pairs more directly

- d. Adding a search bar for key words
  - e. Presenting the search results in an alternate format and exporting the results to a formatted PDF.
4. Develop implementation guidance for stakeholders. Stakeholders, for the most part, see the value in the aspirational future vision map, but are unsure how to apply the facility types and place types on the vision map and the project's performance measures and implementation strategies and examples in their planning and decision-making processes.

Stakeholders agree that the I-95 CMPP is a valuable process, and the recommendations above will add value to the ongoing process of monitoring and evaluation, and aid in project implementation.

# Appendix A

Printer-Friendly Table of Full Implementation Strategies Database



Ex. ID	Strategies	Updated Example	Who brought it up?	Who will implement? (Updated)	Timeframe (Updated)	Facility Type/ Place Type Function	Status and Update (Revised)	Updated Contact Person	Updated Office
001	I.A.1	Construct managed lanes on I-95 from Golden Glades Interchange to Broward Blvd (Phase 2)	FDOT	FDOT	Completed	SIS Facilities: Primary Function SIS Facilities: Transit	Completed in April 2016.  This project added one lane to I-95 in each direction between I-595 in Broward County and the Miami-Dade County Line by reconfiguring the high occupancy vehicle lane and narrowing three of the four general purpose lanes. The existing high occupancy vehicle lane and additional lane were converted to high occupancy toll lanes, separated from the general purpose lanes by plastic poles.  For details, visit the [95 Expressproject website] ( <a href="http://www.95express.com">http://www.95express.com</a> )	Donovan Pessoa	Design
002	I.A.1	Construct managed lanes on I-95 from Broward Blvd to SW 10th St (Phase 3A)	FDOT	FDOT	Future: short-term	SIS Facilities: Primary Function	Letting August 27, 2015, Funded for Construction to Begin in Fall 2016, Scheduled for Completion Late 2019  This project consists of adding two Express (Managed) Lanes in each direction along the center of the existing I-95 corridor. The improvements will be implemented by: o Replacing the existing High Occupancy Vehicle (HOV) lane with two (2) High Occupancy Toll (HOT) lanes, in each direction (NB and SB), by a combination of widening and restriping. o Provide Express Lane access points at selected locations along the corridor to enter and exit the Express Lane system (from and to the General Use Lanes). o The existing direct connects ramps between the I-95 HOV lanes and the Broward Blvd. P&R Lot (to/from both the north and south) will remain. o Maintain the existing number of general purpose lanes, auxiliary lanes.  For more information, see [Link to Express Lanes Phase 3] ( <a href="http://95express.com/pages/related-info/95-express-phase-3">http://95express.com/pages/related-info/95-express-phase-3</a> )  [Link to map of Phase 3 corridor limits] ( <a href="http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf">http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf</a> )	Vanita Saini	Design
003	I.A.1	Construct managed lanes on I-95 from SW 10th St to south of Glades Road (Phase 3B-1)	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Letting April 2017, Planned for Construction to Begin in Mid 2018, Scheduled for Completion Early 2022  This project consists of adding two Express (Managed) Lanes in each direction along the center of the existing I-95 corridor. The improvements will be implemented by: o Replacing the existing High Occupancy Vehicle (HOV) lane with two (2) High Occupancy Toll (HOT) lanes, in each direction (NB and SB), by a combination of widening and restriping. o Provide Express Lane access points at selected locations along the corridor to enter and exit the Express Lane system (from and to the General Use Lanes). o Maintain the existing number of general purpose lanes, auxiliary lanes.  For more information, see [Link to Express Lanes Phase 3] ( <a href="http://95express.com/pages/related-info/95-express-phase-3">http://95express.com/pages/related-info/95-express-phase-3</a> )  [Link to map of Phase 3 corridor limits] ( <a href="http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf">http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf</a> )	Vanita Saini	Design
004	I.A.1	Construct managed lanes interchange at I-95/I-595 interchange (Phase 3C)	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function SIS Facilities: Transit	Advertise Fall 2018, Planned for Construction to Begin in Mid 2020: Scheduled for Completion Mid 2023  Project provides a direct connection between I-595 and I-95 within the median using two bi-directional ramps.  For more information, see [Link to Express Lanes Phase 3] ( <a href="http://95express.com/pages/related-info/95-express-phase-3">http://95express.com/pages/related-info/95-express-phase-3</a> )  [Link to map of Phase 3 corridor limits] ( <a href="http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf">http://95express.com/static/admin/js/ckfinder/userfiles/files/Phase3CorridorLimitsMap14-08-07.pdf</a> )	Vanita Saini	Design
005	I.A.1	Continue planning, PD&E, and design studies to achieve full build-out of the Southeast Florida Express Lanes Network	FDOT	FDOT	Current	System SIS Facilities: Primary Function SIS Facilities: Transit	The [Southeast Florida Express Lanes Network] ( <a href="http://floridaexpresslanes.com/southeastfl">http://floridaexpresslanes.com/southeastfl</a> ) is an emerging network of existing and planned congestion-priced managed lanes that will provide seamless and reliable high speed mobility across the region. The Southeast Florida Express Lanes Network map shows the status of network segments. I-95 express lanes south of Broward Boulevard in Broward County are in operation. I-95 express lanes north of Broward Boulevard in Broward County are currently under construction. I-95 express lanes in southern Palm Beach County are in the planning/design phase.	Lisa Dykstra Vanita Saini	PLEMO Traffic Ops
006	I.A.1	Inform travelers of the advantages of managed lanes (free for HOV 3+ and hybrids south of Golden Glades Interchange)	FDOT	FDOT + South Florida Commuter Services	Current	System SIS Facilities: Primary Function	[Link to FDOT video explaining the benefits and how to use the managed lanes] ( <a href="http://www.95express.com/pages/project-overview/95-express-video">http://www.95express.com/pages/project-overview/95-express-video</a> )  [Link to FDOT Usage Guidelines for the I-95 express lanes] ( <a href="http://www.95express.com/pages/usage-guidelines/guidelines-for-using-express-lanes">http://www.95express.com/pages/usage-guidelines/guidelines-for-using-express-lanes</a> )  South Florida Commuter Services promotes carpooling in several ways including vouchers for emergency taxi rides home, cost savings calculators, a monthly subsidy to lease a van of \$400/month for groups of 5-15 members.	Newton Wilson	OMD (SFCS)

Ex. ID	Strategies	Updated Example	Who brought it up?	Who will implement? (Updated)	Timeframe (Updated)	Facility Type/ Place Type Function	Status and Update (Revised)	Updated Contact Person	Updated Office
007, 387	I.A.1 IV.B.1	Implement tolling across the state, where appropriate	FDOT	FDOT	Current	System SIS Facilities: Primary Function	[FDOT Directive 525-030-020] ( <a href="http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=525-030-020">http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=525-030-020</a> ) states FDOT's intention to use tolling on limited access facilities on the SHS when adding capacity to an existing highway or when constructing a new highway facility. The Directive also states all additional capacity on interstates shall be express lanes. This Directive was approved in August 2013, and remains effective through August 2016. For more information on express lanes, visit the [Florida Express Lanes website] ( <a href="http://floridaexpresslanes.com">http://floridaexpresslanes.com</a> ) or refer to [Florida's Express Lanes Handbook] ( <a href="http://floridaexpresslanes.com/wp-content/uploads/2015/08/FDOT-Express-Lanes-Handbook.pdf">http://floridaexpresslanes.com/wp-content/uploads/2015/08/FDOT-Express-Lanes-Handbook.pdf</a> ).	Lisa Dykstra	PLEMO
008	I.A.2	Conduct a the I-95 Interchange Master Plan Study to identify short-term and long-term needs for the I-95 Interchanges in Broward and Palm Beach Counties through 2040.	FDOT	FDOT	Completed	SIS Facilities: Primary Function	The Broward County I-95 Interchange Master Plan was completed in May 2016. FDOT developed interchange design concepts for 16 interchanges in Broward County to address traffic spillback onto I-95, improve interchange operations, reduce congestion, and enhance safety. The interchange concepts are moving forward into PD&E and Preliminary Engineering.  The Atlantic Blvd interchange is entering the construction phase as part of the I-95 Managed Lanes project.  As of June 2016, FDOT has initiated PD&E studies for the Commercial Blvd & Cypress Creek Rd interchanges (which will be designed and constructed as one effort) and the SW 10th St and Hillsboro Blvd interchanges (also designed and constructed as one effort). The preliminary engineering phase for Copans Rd & Sample Rd (to be designed and constructed together) has begun. FDOT has started preliminary engineering for the western portion of the Sunrise Blvd interchange.  FDOT intends to initiate the PD&E study for the Hallandale Beach Blvd, Pembroke Rd, and Hollywood Blvd (all three will be designed and constructed as one effort) in the first quarter of the State Fiscal Year 2017 (Jul-Sep 2016).  The PD&E studies for the Sheridan St, Stirling Rd, Griffin Rd, Davie Blvd, and Oakland Park Blvd are not yet programmed, but are included in the 10-year SIS Funding Plan.	Scott Seeburger	OMD
009	I.A.2	I-95 Interchange modifications at Broward Blvd to off-ramps & termini	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function SIS Facilities: Transit	Broward Blvd and Park and Ride Direct Connect ramps to I-95 managed lanes.  PD&E is underway under FM# 435513-1-22-01. Construction is anticipated for 2024.	Scott Thurman	Design
012	I.A.2	I-95 Interchange modifications at Hallandale Bch Blvd	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function SIS Facilities: Transit	Add a second right turn lane to the NB off-ramp terminal intersection and widen the SB on-ramp to facilitate the merging of westbound to southbound left turns with the eastbound to southbound right turns. The traffic operational analysis and the concept plan will be prepared by RS&H under TWO #14 of the DW General Services Support Contract FM #424075-2-12-01; Contract No. C9C16. The Consultant will prepare and IOAR and the Concept Development Team will review the report and the concept. The years of analysis for the IOAR are 2020 (opening year), 2030 (interim year) and 2040 (design year).  Interchange Concept Development Report (ICDR) for I-95 at Hallandale Beach Boulevard. The ICDR report is part of the I-95 Broward Interchange Master Plan.  A PD&E study from Hallandale Beach Blvd to Hollywood Blvd is planned for FY 2016 and 2017 under FM# 436903-1.	Cesar Martinez	PLEMO
013	I.A.2	I-95 Interchange modification at Sunrise Blvd	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Planning study (MLOU and IOAR) are expected to be completed in 2016. Bid date is anticipated in early-2024.  The long term project involves adding a right-turn lane and a left turn lane to the I-95 southbound off-ramp. It also includes providing a second right-turn lane on eastbound Sunrise Blvd to southbound I-95 on-ramp. This project study is limited to the west side of the interchange only of I-95 at Sunrise Blvd.  This project resulted from recommendations on the SR-9 (I-95) Broward Interchanges Master Plan to evaluate proposed improvements under a PD&E study. The PD&E study was cancelled for this interchange and the ultimate improvements for the west side of the interchange will be evaluated under a concept development study. In addition, the east side of the interchange will be studied under the Broward Blvd PD&E  The desired outcome would be to implement the ultimate proposed improvements for the west side of the interchange. In addition, a design project to build the improvements has been already programmed for advertisement on July 2016 (FM# 435514-1).  Wetland impacts may be encountered but are not anticipated.	Casey Graham	Design
014	I.A.2	I-95 Interchange modification at Sheridan St. and Griffin Road	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Interchange improvements at Sheridan Street and Griffin Road are funded under FM# 439170-1, though no funds are currently available.	Cesar Martinez	PLEMO

Ex. ID	Strategies	Updated Example	Who brought it up?	Who will implement? (Updated)	Timeframe (Updated)	Facility Type/ Place Type Function	Status and Update (Revised)	Updated Contact Person	Updated Office
015	I.A.2 I.A.3	Consolidate on-ramps as part of interchange modifications to reduce conflicts on the mainline and improve auxiliary lanes on I-95	FDOT	FDOT	Ongoing	SIS Facilities: Primary Function	FDOT considers the feasibility of consolidating on- and off-ramps during every interchange project to move conflicting movements of on- and off-ramp traffic off of the mainline and onto a separate roadway where the turbulence does not affect the mainline traffic. The interchange concepts from the Broward County I-95 Interchange Master Plan involve consolidated ramps and collector-distributor roadways between interchanges. The interchanges concepts from Griffin Road to Hallandale Beach Blvd all have collector-distributor roads. Concepts also include a collector-distributor auxiliary lane on southbound I-95 between Oakland Park Blvd and Sunrise Blvd. Consolidated ramps are planned for Atlantic Blvd, Copans Rd, and Sample Rd.  Continuous auxiliary lanes on I-95 will be constructed between Oakland Park and Commercial Blvd as part of Phase 3A-1 of the I-95 Managed Lanes project.	Scott Seeburger	OMD
016	I.A.2	Maintain interchanges and landscaping along I-95 to improve their appearance	City of Dania Beach	FDOT	Ongoing	SIS Facilities: Primary Function	FDOT is planning a temporary landscaping project at the I-95 and Griffin Rd interchange during 2016 and will be meeting with the City of Dania Beach to come to an agreement on the landscaping and maintenance agreement. FDOT is currently working on overcoming several constraints including on-site billboards and agreements with the FAA. In four to five years, a major landscaping project is planned for I-95.	Elizabeth Hassett	FDOT District Four Landscape Architect
017	I.A.2	Consider enhancing transit service around the new I-95 Spanish River Blvd interchange	PalmTran	PalmTran + City of Boca Raton	Future: short-term	SIS Facilities: Transit	Once FDOT's [I-95 Spanish River Boulevard interchange project] ( <a href="http://www.d4fdot.com/pb/fdot/psc-95_i-95_interchange_spanishriverblvd.asp">http://www.d4fdot.com/pb/fdot/psc-95_i-95_interchange_spanishriverblvd.asp</a> ) is completed, PalmTran anticipates the timing and performance of the routes that serve Florida Atlantic University and the Yamato Tri-Rail station will improve.  The City of Boca Raton has considered providing shuttle service to serve the Yamato Rd Tri-Rail station and future Boca II Tri-Rail station at Glades Rd.	Fred Stubbs; Ingrid Allen	PalmTran; City of Boca Raton
018	I.A.2	Provide connections for bicyclists and pedestrians through interchanges	FDOT	FDOT	Ongoing	SIS Facilities: Walk & Bike Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike	FDOT examines pedestrian and bicyclists connections at interchanges during every interchange projects. All of the I-95 Interchange Master Plan design concepts have assessed the feasibility of providing bicyclists and pedestrian connections, and have used pedestrian and bicycle standards where feasible.	Scott Seeburger	OMD
019	I.A.3	Minor improvements to ramps at I-95/Glades Road interchange as part of Glades Rd PD&E Study	FDOT	FDOT	Future: long-term	SIS Facilities: Primary Function	Transportation System Management (TSM) project consisting of improvements to nine roadway sections. PD&E is complete, transit study is on-going but no funding is currently available.  SR-7 at Glades Road: Add third NB and SB left turn lanes, provide seven-foot wide bicycle lanes, provide a shared use path on the west side, and a sidewalk on the east side. Glad Rd. from west of Airport Rd. to west of W. University Dr.: Construct new six-foot wide concrete sidewalk along new westbound auxiliary lane.	Anson Sonnett	Design
020	I.A.3	Improve traffic flow on US 1 and better connect US 1 to I-595, SR 84, and Griffin Road to improve connections between the airport, I-95, and other roads surrounding the airport	FDOT	FDOT	Future: long-term	SIS Facilities: Primary Function SIS Facilities: Transit	The [Central Broward Transit Phase 1] ( <a href="http://www.centralbrowardtransit.com">http://www.centralbrowardtransit.com</a> ) project will extend the Wave Streetcar to serve Port Everglades and the Fort Lauderdale-Hollywood International Airport. Phase 3 will extend the streetcar to serve Griffin Rd.	Arlene Davis	OMD
022	I.A.3	Make providing more north-south connections to business areas a priority	City of Deerfield Beach	City of Deerfield Beach	Ongoing	SIS Facilities: Primary Function Primary Commerce: Primary Function Primary Commerce: Land Use Primary Commerce: Freight	The City of Deerfield Beach has done some work on Military Trail, and intends to develop a vision and revitalization strategy for the Dixie Highway area with connections to Pioneer Grove. Providing more north-south connections remains an ongoing strategy for the future.	Steve Graham	City of Deerfield Beach Planning and Development Services
023	I.A.3	Construct flyover ramp to relieve bottleneck on Dixie Hwy	City of Deerfield Beach	FDOT	Completed	SIS Facilities: Primary Function	Project completed in July 2012. [FDOT Project Website] ( <a href="http://www.d4fdot.com/bcfdot/Dixie_Highway_Flyover_at_Broward-Palm_Beach_County_line.asp">http://www.d4fdot.com/bcfdot/Dixie_Highway_Flyover_at_Broward-Palm_Beach_County_line.asp</a> )	Steve Graham	City of Deerfield Beach Planning and Development Services
024	I.A.2, I.A.3, VI.B.1	Identify opportunities to establish developer fees or contributions for I-95 interchange improvements with local municipalities as part of mitigation for new developments' impacts to I-95	FDOT	FDOT	Future: long-term	SIS Facilities: Primary Function	Identify opportunities to establish developer fees or contributions for I-95 interchange improvements with local municipalities as part of mitigation for new developments' impacts to I-95	Lois Bush	FDOT D4 PLEMO
025	I.A.3	Increase capacity at Turnpike interchange with Glades Road so that the Turnpike can function as an alternative corridor to I-95	Palm Beach County	FDOT + Turnpike Authority	Future: mid-term	SIS Facilities: Primary Function	Increase capacity at Turnpike interchange with Glades Road so that the Turnpike can function as an alternative corridor to I-95	Victoria Williams	FDOT: Florida's Turnpike
026	I.A.4	Work with FDOT and Broward County to enhance the capacity of parallel roads to I-95 for auto travel as bypasses for catastrophic events or road closures (e.g. Natura Blvd & SE 3rd Ave)	City of Deerfield Beach	City of Deerfield Beach	Ongoing	Primary Commerce: Primary Function Primary Commerce: Freight	FDOT recently contacted the City to discuss possible intersection upgrades / lane additions on NE 3rd Ave / Sample Road. The City is willing to discuss the issue of other north-south improvements as necessary	Steve Graham	City of Deerfield Beach Planning and Development Services
027	I.A.4	Provide alternative routes or bypass roads to congested corridors	City of Dania Beach	FDOT	Future: long-term	Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	Implementation of a turbo lane at SR-84 and Davie Road to improve traffic flow along SR-84, a parallel road to I-595. Planned for letting March 2017 (437941-1)	Alain Jimenez	FDOT D4 PLEMO

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028	I.A.4	Implement the recommendations from the City's Transportation Plan to provide alternative routes to congested corridors	City of Hallandale Beach	City of Hallandale Beach	Inactive	Primary Multimodal: Primary Function Primary Commerce: Primary Function	<p>The City of Hallandale Beach developed its Transportation Master Plan in 2008, which focused on adding roadway capacity. The City's transportation focus has since shifted to providing transportation options via different modes including transit, bicycle routes, and pedestrian paths. The City is currently developing a Multimodal Mobility Plan to complement the 2008 Transportation Master Plan.</p> <p>The City exacts a capacity fee (impact fee) that works together with the transportation master plan to provide alternatives to the congested roads.</p> <p>Some citizens have voiced desires for a new interchange between Hallandale and Aventura (at County Line Rd) to alleviate traffic on Ives Dairy Rd &amp; US 1. FDOT is examining alternatives to Ives Dairy Rd and US 1.</p>	Eric Houston	City of Hallandale Beach
029	I.A.4	Identify alternate corridors to I-95 that can serve as high-capacity north-south roads to facilitate long-distance commuter trips	Palm Beach County	FDOT	Future: long-term	SIS Facilities: Primary Function Primary Multimodal: Primary Function Primary Commerce: Primary Function	<p>The funding of roadways, including serving as potential parallel relievers, is an ongoing item of discussion in long term planning conversations. FDOT responds to lane elimination requests from local governments along north-south corridors that have potential to serve as alternate parallel corridors to I-95. The function of these roads is a topic of conversation in the lane elimination discussions. Tri-Rail is considered to be a parallel reliever to I-95.</p> <p>Alternate corridors to I-95 in Broward County will be identified in the Integrated Corridor Management Plan which will be completed in 2017.</p>	Lisa Dykstra Melissa Ackert	PLEMO Traffic Ops
030	I.A.4	Include a policy in local governments' comprehensive plans to facilitate local traffic to use alternatives to the SIS corridors to protect their interregional and interstate functions	FDOT	Cities + Counties	Future: short-term	System SIS Facilities: Primary Function Primary Commerce: Primary Function	Include a policy in the City Comprehensive Plan to facilitate local traffic to use alternatives to the SIS to protect their interregional and intrastate functions	unknown	unknown
031	I.A.4	Complete the NW 7th Avenue-9th Avenue connector	City of Fort Lauderdale	City of Fort Lauderdale	Inactive	Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	The NW 7th Avenue-9th Avenue connector is being modified. The original proposal, to relocate right-of-way through the industrial park, was not feasible.	Karen Warfel	City of Fort Lauderdale Transportation and Mobility Department
032	I.A.4	Implement the Congestion Management Plan recommendations	Broward MPO	Broward MPO	Ongoing	System	<p>The Federal Highway Administration requires all metropolitan areas whose population exceeds 200,000 to develop and implement a congestion management process - a systematic, objectives-driven, performance-based approach for managing congestion.</p> <p>The Broward MPO combines its congestion management process with livability planning effort to provide comprehensive implementation of its LRTP. Through the congestion management process, the MPO monitors the capacity and traffic levels on major roadways in Broward County.</p> <p>The Congestion Management process deals with current and short-term transportation conditions, while the LRTP looks 20 years into the future. Short-term strategies and congestion management improvements will address safety and mobility issues, transit service, transit access projects such as community shuttles, transit transfer improvements, bicycle and pedestrian projects and land use and development code changes with an emphasis on Mobility Hubs and along premium transit corridors.</p> <p>[Broward MPO Congestion Management Process &amp; Livability Planning webpage] (<a href="http://www.browardmpo.org/index.php/major-functions/congestion-management-process-livability-planning">http://www.browardmpo.org/index.php/major-functions/congestion-management-process-livability-planning</a>)</p>	Peter Gies	Broward MPO
033	I.A.4	Maintain and improve the level of service, coordination, and synchronization of the signalization system along County roads that are parallel to SIS roads	Broward County	Broward County	Current	Primary Commerce: Primary Function	Maintain and improve the level of service, coordination, and synchronization of the signalization system along County roads that are parallel to SIS roads	Scott Brunner	Broward County Traffic Engineering
034, 314	I.A.4, III.B.3	Include a policy in local governments' comprehensive plans to support and coordinate with Broward County's implementation of transit related improvements designed to facilitate local traffic to use alternatives to the SIS FIHS through representation on various technical committees	FDOT	Cities	Future: short-term	System Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Commerce: Transit Non-Primary Hybrid: Primary Function	Include a policy in the City Comprehensive Plan to support and coordinate with Broward County's implementation of transit related improvements designed to facilitate local traffic to use alternatives to the SIS FIHS through representation on various technical committees	unknown	unknown
035	I.B.1	Use abandoned former park and ride lot at Congress Avenue once managed lanes are constructed to Linton Blvd	Palm Beach County	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Transit	The land owner is requesting FDOT to return lot back to them. FDOT is looking at the lot use before OMD makes a decision.	Wibet Hay Scott Seeburger	OMD
037	I.B.2	Construct a new Tri-Rail station in the general vicinity of Glades Rd and Military Trail	Palm Beach MPO	SFRTA	Future: short-term	SIS Facilities: Transit	The Palm Beach MPO has allocated capital funding for the construction of the new Boca II Tri-Rail station in the Fiscal Year 2018 Transportation Improvement Plan. SFRTA will select a consultant for the PD&E in 2017. SFRTA is entering into a local agency program (LAP) agreement with FDOT for the project. The City of Boca Raton is working on a land use plan amendment to create a special district for property around the station. The project is fully-funded and construction is anticipated to begin in FY19.	Kevin Fischer, Natalie Yesbeck	Palm Beach MPO; SFRTA

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038	I.B.2 II.B.4	Make service improvements to Tri-Rail to increase capacity	FDOT	SFRTA	Ongoing	SIS Facilities: Transit	SFRTA makes service improvements to Tri-Rail on an ongoing basis, primarily through improving parking capacity. The Downtown Miami Link is expected to be in service in the first quarter of calendar year 2018, and will introduce a new station with service on the FEC corridor. SFRTA has invested in park-and-ride capacity increases at the Pompano Beach, Sheridan Street, Lake Worth, and Opa-Locka stations.	Vicki Gatanis	SFRTA
039, 365	I.B.3 III.H.2	Coordinate with FDOT and SFRTA on future Tri-Rail Coastal Link station development	City of Oakland Park	City of Oakland Park	Ongoing	SIS Facilities: Land Use SIS Facilities: Transit MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	none provided	Rick Buckeye	City of Oakland Park Planning and Zoning Division
041, 042	I.B.3	Conduct the Tri-Rail Coastal Link PD&E Study in preparation for transit service on the FEC corridor	FDOT and SFRTA	SFRTA + FDOT	Ongoing	SIS Facilities: Transit SIS Facilities: Freight MM Districts & Nodes: Transit	<p>The [Tri-Rail Coast Link project] (<a href="http://tri-railcoastallinkstudy.com">http://tri-railcoastallinkstudy.com</a>) is a multi-agency partnership to establish commuter rail service, connecting 28 coastal communities along the Florida East Coast railroad corridor between Miami and Jupiter. The Project Development phase will evaluate a cost-feasible Build Alternative that may result in enhanced transit service in the tri-county region. TRCL proposes passenger stations spaced 2 to 5 miles apart, consistent with average commuter rail station spacing.</p> <p>Several documents have been prepared to plan for Tri-Rail Coastal Link including a station areas opportunities report, a market and economic analysis, and a station area refinement report. [Tri-Rail Coastal Link Website] (<a href="http://tri-railcoastallink.com">http://tri-railcoastallink.com</a>)</p> <p>The Project Development phase will involve an environmental study and technical evaluation of the Build Alternative(s) in compliance with FTA requirements and all federal, state and local regulations. As part of this analysis, the Build Alternative will be refined to minimize costs and any environmental effects. During Project Development, detailed project costs and a financial plan will be developed. The station locations will be finalized and conceptual station and engineering plans will be developed for public input.</p> <p>At the conclusion of the Project Development phase, a Locally Preferred Alternative (LPA) will be identified, presented for public input and endorsement by the three MPOs. Ultimately, the LPA selected through this study will provide reliable, regional high-capacity transit infrastructure through the highest density areas of the southeast Florida region and support intermodal connectivity with existing and planned transit services to serve other areas of the region including, but not limited to, the western communities in the tri-county area.</p> <p>As of 2016, FDOT has indicated that the project is currently on hold and is pending the resolution of issues including:                      - Identification and commitments of Local Funding and a financial plan                      - Track Access Agreement and Determination of Cost with FECl                      - a regional decision on the project approach (NEPA process for full service or a segmented approach)</p>	Vicki Gatanis; Amie Goddeau	SFRTA; FDOT D4 OMD
043	I.B.3, III.H.2	Shift freight rail from the South Florida Rail Corridor (aka CSX rail line) to the Florida East Coast Railway in anticipation of FEC passenger rail service by increasing rail connections between the two corridors and coordinating with freight rail companies.	FDOT	FDOT + Freight Rail Companies	Current	System SIS Facilities: Freight	<p>FDOT received a 2013 TIGER grant for the [South Florida Freight and Passenger Rail Enhancements Project] (<a href="http://tri-railcoastallinkstudy.com/tiger.php">http://tri-railcoastallinkstudy.com/tiger.php</a>) to allow freight traffic to more easily shift to the industrial South Florida Corridor railway corridor, which will increase capacity for the Tri-Rail Coastal Link and Brightline passenger rail service on the Florida East Coast railway corridor.</p> <p>FDOT is conducting the preliminary design for three connections as part of the South Florida Freight and Passenger Rail Enhancements Project:                      (1) rehabilitating the existing Northwood connection in West Palm Beach (Phase 1A),                      (2) constructing a new IRIS Northeast connection in Hialeah (Phase 1B), and                      (3) constructing a new Northwood connection in West Palm Beach (Phase 2).</p> <p>Installation of new at grade railroad crossing signals at approx. six locations. Modifications of wayside signalization along South Florida Rail Corridor and Florida East Coast corridor.</p>	Marjorie Hilaire	OMD-Rail
044	I.B.4	Purchase land for premium transit stations	City of Oakland Park	City of Oakland Park	Current	Primary Multimodal: Transit MM Districts & Nodes: Transit	<p>Oakland Park sees the future Brightline intercity passenger rail service from Miami to Orlando and potential future Tri-Rail Coastal Link commuter rail service as potential catalysts for its Local Activity Center, and hopes that Oakland Park can be a future station for Tri-Rail Coastal Link service. The City already owns the land within the general station area, and they have designated this area as a mixed use zoning district and have developed design guidelines.</p> <p>The City is pursuing potential additional property acquisitions in the station area, and is unsure exactly where the station would be located. The City was recently selected to receive a planning grant from the South Florida TOD Grant Program, in which TCRPC will help the City develop a form-based code for the station area.</p>	Steven Scott	City of Oakland Park Planning and Zoning Division
045	IV.C.1, IV.C.3	Use FDOT's discretionary funding to help transit agencies meet FTA New Starts requirements to achieve premium transit goals	FDOT	FDOT	Current	Primary Multimodal: Transit MM Districts & Nodes: Transit	FDOT will use discretionary funding to help transit agencies achieve their premium transit goals. Look at FTA New Starts requirements to determine how the funding should be applied. The goal is to help agencies achieve the New Starts requirements so when the time comes to apply for New Starts funding, the agencies will be well placed for receiving FTA funds for their premium transit.	Jayne Pietrowski	OMD

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046	I.B.4, II.A.3	Conduct corridor study on Hollywood Blvd & Pines Blvd to enhance transit service and complete streets along key corridors	Broward MPO	Broward MPO	Completed	Primary Multimodal: Transit Primary Multimodal: Walking & Biking Primary Multimodal: Primary Function	The Hollywood/Pines Boulevard Congestion Management Process and Livability Planning Project was completed in 2013. The final report is available at <a href="http://www.hollywoodpinescorridorproject.com">www.hollywoodpinescorridorproject.com</a> ( <a href="http://www.hollywoodpinescorridorproject.com">http://www.hollywoodpinescorridorproject.com</a> )  Bike lane and sidewalk improvements are planned on Hollywood Pines from City Hall Circle to Dixie Highway. Letting is planned for March 2017.  In 2004, the Broward MPO completed an earlier multimodal corridor study for Hollywood/Pines Boulevard to develop a congestion management system plan. [2004 Hollywood/Pines Boulevard Multimodal Corridor Study Final Report] ( <a href="http://www.browardmpo.org/images/WhatWeDo/HollywoodPines_Final.pdf">http://www.browardmpo.org/images/WhatWeDo/HollywoodPines_Final.pdf</a> )	Peter Gies; Casey Graham	Broward MPO; FDOT D4 Design
047	I.B.4 II.B.1 III.A.2	Convene multidisciplinary workshops on corridor premium transit potential	FDOT	FDOT	Current	Primary Multimodal: Primary Function Primary Multimodal: Land Use Primary Multimodal: Transit Primary Multimodal: Walk & Bike	In June 2014, FDOT District Four convened a Sustainability and Public Transportation Workshop for SR 7 and Glades Rd, which examined the unique multimodal services along Glades Road and SR7 corridors with regional impacts. Discussion items included sustainability, market analysis, land use changes, capital planning, service planning, transit hubs, and potential for pilot projects.  The workshop identified: - future needs and innovation for multi-regional entities including BCT, PalmTran, Tri-Rail, municipal and private transit services, institutions and business needs - emerging trends, and how the transit agencies can transition from exiting transit dependent services into premium emerging services - appropriate corridor segments for improved services leading into innovative partnerships on sustainability and transitioning into premium transit services  The Glades Road PD&E and transit study has concluded. The study recommendations from stakeholders including the Palm Beach MPO, Palm Beach County, City of Boca Raton, SFRTA, and Florida Atlantic University was to identify short and long term improvements along the 8 mile corridor. The PD&E study has transitioned into implementation of the roadway components including intersection modifications and TSM&O improvements. The transit component has identified short and long term improvements, include optimizing the transit network to reduce redundancies, route modifications and limited stop service connecting Yamato Rd, SR 7 and Glades Road to provide direct access with premium services to the FEC and CSX corridors. The project team developed, coordinated and transitioned an interchange modification at Glades to the Florida Turnpike. In addition, the project team has developed a conceptual transit bridge at the new Glades Road SFRTA Tri Rail station. The transit bridge is prosed to connect new the Tri Rail station at Glades Road over I-95 to Florida Atlantic University to accommodate pedestrians and transit services.  [Link] ( <a href="http://gladesroadmobility.com/DPandEStudy.html">http://gladesroadmobility.com/DPandEStudy.html</a> )	Gregor Senger	OMD
048, 050, 052	I.C.1	Advanced Transportation Management Systems deployment in Southern and Central Broward County and on University Dr, Griffin Rd, and SR 7.	FDOT	FDOT	Completed	Primary Multimodal: Transit Primary Multimodal: Freight Primary Commerce: Primary Function Primary Commerce: Freight	Southern Broward County: FDOT completed ATMS installation in Southern Broward County, which included fiber optic cable and conduit, traffic monitoring cameras, transit signal priority transmitters and receivers, dynamic message signs, and vehicle data collection devices. ATMS devices were deployed along Hallandale Beach Blvd, Hollywood/Pines Blvd, Pembroke Rd, and US 1/ Federal Hwy. This project was completed in FY 2015.  Central Broward County: FDOT completed ATMS installation in Central Broward County, which included design and deployment of 10 dynamic message signs, 63 traffic monitoring cameras, 33 travel time collection sites, 54 vehicle data collection devices, software to manage the devices, and approximately 18 miles of fiber optic cable and required conduit. ATMS devices were installed along 30 miles of state roads including Broward Blvd, Sunrise Blvd, Oakland Park Blvd, US 1/ Federal Hwy, SR 7, and University Dr. This project was completed in 2014.  University, Griffin, and SR 7: FDOT completed ATMS installation in Central Broward County, which included design and deployment of 10 dynamic message signs, 63 traffic monitoring cameras, 33 travel time collection sites, 54 vehicle data collection devices, software to manage the devices, and approximately 18 miles of fiber optic cable and required conduit. ATMS devices were installed along 30 miles of state roads including Broward Blvd, Sunrise Blvd, Oakland Park Blvd, US 1/ Federal Hwy, SR 7, and University Dr. This project was completed in 2014.	Melissa Ackert	FDOT D4 Traffic Operations
049	I.C.1	ITS deployment for advanced traveler information on I-95 from southern Palm Beach County Line to northern Palm Beach County Line	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Transit SIS Facilities: Freight	The traveler information system has been installed on I-95 in Palm Beach County.	Melissa Ackert	Traffic Operations
051	I.C.1	ITS communication system on I-95 from southern Broward County Line to Sheridan Street	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Transit SIS Facilities: Freight	The communication system is being installed as part of the I-95 Express Lanes project.	Melissa Ackert	Traffic Operations
053	I.C.1	ITS communication system on I-95 for full study area corridor	FDOT	FDOT	Completed	System SIS Facilities: Primary Function SIS Facilities: Transit SIS Facilities: Freight	ITS communications system on I-95 is complete.	Melissa Ackert	Traffic Operations

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054	I.C.2	Traffic signal updates on US 441 at Southgate Blvd and at SR-818/Griffin Rd	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Freight Primary Commerce: Primary Function Primary Commerce: Freight	none provided	Scott Thurman	Design
055	I.C.2	Traffic signal update on Dixie Hwy at McNab Rd and 3rd St	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Freight Primary Commerce: Primary Function Primary Commerce: Freight	This has been completed and this portion of Dixie Highway is currently being transferred to the City of Pompano Beach.	Betsy Jeffers	Design
056	I.C.2	Traffic signals on US 441 from Seminole Way to Lucky Street	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Freight Primary Commerce: Primary Function Primary Commerce: Freight	none provided	Scott Thurman	Design
057	I.C.2	Adjust signal phasing to make Dixie Highway more conducive to local businesses	City of Hallandale Beach	FDOT	Future: short-term	Primary Multimodal: Primary Function	The City of Hallandale Beach cited the split phasing along Dixie Hwy as a challenge to achieving redevelopment along the corridor. The City indicated that the split phasing causes large back-ups on Dixie Highway. The City would like to explore the possibility of altering the signal phasing.	Eric Houston, Melissa Ackert	City of Hallandale Beach, FDOT District Four Traffic Operations
058	I.C.3	Deploy additional severe incident response vehicles	FDOT	FDOT	Current	SIS Facilities: Primary Function SIS Facilities: Transit	SIRV contracts are currently programmed and additional incident management resources needed for the Express Lanes are being evaluated.	Melissa Ackert	Traffic Operations
059	I.C.3	Deploy additional Arterial Road Rangers for incident management	FDOT	FDOT	Inactive	SIS Facilities: Primary Function SIS Facilities: Transit Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Commerce: Primary Function Primary Commerce: Transit	Deploying additional Road Rangers on arterials conflicted with existing agreements cities have with tow companies and this project was removed from the work program. After further discussions and a test, it was determined that road ranger are not required on the arterials at this time.	Melissa Ackert	Traffic Operations
060	I.C.4	Add frontage or rearage roads	FDOT	FDOT + Counties	Future: mid-term	Primary Multimodal: Primary Function Primary Commerce: Primary Function Primary Commerce: Freight	Adding frontage or rearage roads is one way to improve access management, but can require expensive right-of-way acquisition. Longer term access management plans can consider frontage or rearage roads, which requires proactive long term planning to preserve continuous right-of-way for this purpose.	Lisa Dykstra Dalila Fernandez	PLEMO Traffic Ops
061	I.C.4	Work with businesses to reduce the size and number of driveways	FDOT	FDOT + Counties	Future: mid-term	Primary Multimodal: Primary Function Primary Commerce: Primary Function Primary Commerce: Freight Non-Primary Hybrid: Primary Function Non-Primary Hybrid: Freight	Reducing the number of driveways along a corridor reduces conflict points and generally improves traffic flow. This general concept is often difficult to implement on existing arterials, but can be a consideration for a larger access management plan for a particular corridor or subarea plan. The FDOT District Planning office conducts long term planning, for which access management is a topic of consideration. FDOT District Traffic Operations approves immediate access changes. FDOT District Four recently began holding workshops for Planning and Traffic Operations staff to coordinate in approving access changes.	Lisa Dykstra Dalila Fernandez	PLEMO Traffic Ops
062	I.C.4	Incentivize side road access (works well with urban form changes needed to move buildings to back of sidewalk)	FDOT	Cities	Future: short-term	Primary Multimodal: Primary Function Primary Commerce: Primary Function Primary Commerce: Freight Non-Primary Hybrid: Primary Function Non-Primary Hybrid: Freight	For roads on the SIS and State Highway System, FDOT produces access management plans during Planning and PD&E studies. These access management plans are coordinated with Traffic Operations and approved by the Department's Access Management Review Committee. For roads not on the SIS or SHS, FDOT supports the access management activities of local partners as needed.	Lisa Dykstra Dalila Fernandez	PLEMO Traffic Ops
063	I.C.4	Coordinate with land owners to reconfigure access points through pavement maintenance	City of Hollywood	City of Hollywood	Current	Primary Multimodal: Primary Function Primary Commerce: Primary Function	The City of Hollywood annually funds a 50/50 shared cost sidewalk replacement program in partnership with residents to assist residential property owners with their necessary sidewalk repairs abutting their properties. Typical construction costs are approximately \$150.00 for a 5' by 5' sidewalk section of which the homeowner share would be reduced by 50% to \$75.00 per section. Upon request, the City will inspect the sidewalk and provide a firm construction cost estimate for your consideration.  Hollywood homeowners interested in the program they need to call Engineering Services at 954.921.3900.	Clarissa Ip	City of Hollywood Development Services
064	I.C.4	Develop an access management master plan that identifies corridors to emphasize access management (e.g. Primary Commerce facilities)	FDOT	FDOT	Future: long-term	System Primary Commerce: Primary Function Primary Commerce: Freight	FDOT develops access management plans in PD&E studies. For example, FDOT District Four is developing an access management plan for SR 80 as part of the [SR 80 Corridor Action Plan] ( <a href="http://sr80actionplan.com/">http://sr80actionplan.com/</a> ).	Lisa Dykstra	PLEMO
066, 577	I.E.1	Identify and designate a specific and strategic truck route network	FDOT	FDOT + Broward MPO	Future: short-term	System	FDOT District Four developed a district-wide truck route network based on statistical analysis using vehicle classification counts. FDOT Central Office developed a freight facility dataset that is available for District use. FDOT Central Office will lead an effort to designate the State's critical urban and rural freight corridors in accordance with the FAST Act. These designated corridors will be eligible for federal freight funding. FDOT D4 does not have a specific timeline or a definitive list of facilities, but believes it should progress with the Districts and MPOs getting a chance to review and comment.	Jeremy Upchurch; Jaime Arbelaez; Paul Flavian	FDOT D4 OMD Freight; FDOT D4 PLEMO; Broward MPO
067	I.E.1	Coordinate with cities to encourage including truck routes in local government Comprehensive Plans	Broward County	Broward MPO	Future: short-term	System Primary Commerce: Freight	The Broward MPO Freight Committee has been discussing moving freight to rail along the US 27 rail corridor.	Paul Flavian	Broward MPO

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068, 609	I.E.1 I.A.4	Identify US 27 as a major freight reliever corridor to decrease freight volumes on I-95	SFRPC + FDOT	SFRPC + FDOT + Broward MPO + Palm Beach MPO	Ongoing	SIS Facilities: Freight Primary Commerce: Freight	<p>US 27 is a truck route and included in the SEFTC 2040 regional corridor network. The 2040 SIS Unfunded Needs plan identifies widening US 27 from four to six lanes as a mid-term improvement and five new interchanges as long-term improvements.</p> <p>The US 27 corridor has undergone nine planning efforts through FDOT since 2005:</p> <ol style="list-style-type: none"> <li>1) Memorandum for Proposed Truck Stop Facility - 2005 study which identified two potential locations for privately developed truck stops in the median of US27 at SW 36th Street and SW 36th Street.</li> <li>2) South Florida Inland Port Feasibility Study - 2007 study to analyze potential locations for an Intermodal Logistics Center (ILC) near Lake Okeechobee in Palm Beach, Highlands, or Martin Counties.</li> <li>3) SR25/US27 Florida Intrastate Highway System Action Plan - 2008 two-phase study to identify the actions which FDOT and local governments will need to take to protect and enhance the SR25/US27 corridor. The preferred alternative from this study included frontage roads on US27 from Krome Avenue in Miami Dade County to Pines Blvd in Broward County with a Turbo T Intersection at Pines Blvd at a cost of \$76.5 million. Additional recommendations included bicycle/pedestrian improvements, park and ride lots, encouraging carpooling programs, land use and development monitoring, an access management master plan, and a right of way concept plan at a cost of \$1.947 million.</li> <li>4) Multimodal Needs Assessment Report - 2008 study to develop a plan for addressing multimodal needs in the US 27 corridor. This includes coordination with FDOT District 1, 6, and Central Office, working with District 4 Traffic Operations Office to identify short term safety improvements, and incorporate the South Florida Inland Port Feasibility Study.</li> <li>5) SR25/US27 Rail Corridor Feasibility Assessment Study - 2010 study to analyze the feasibility of US27 as a freight and passenger rail corridor. This was a macro level study and did not include cost estimates, funding sources, design, or evaluation of environmental impacts.</li> <li>6) US27 Multimodal Planning and Conceptual Engineering (PACE) Study - 2012 Follow up to the 2010 Rail Corridor Feasibility Study, this study examined the feasibility of a new rail bypass, cost estimates, conceptual design, environmental screening, and coordination with resource agencies and key stakeholders. The proposed alignments would connect Port Miami with intermodal logistic centers around Lake Okeechobee in Palm Beach County. The two proposed alternatives were highway only and multimodal (freight rail and highway) at a cost of \$763 million and \$1.2 billion respectively.</li> <li>7) Interregional Transportation Infrastructure Needs Study - 2012 study analyzing the infrastructure needs in the case of new ILCs opening near Lake Okeechobee. These alternatives included improvements to US27.</li> <li>8) SR25/US27 Transportation Alternative Study - 2013 high level multimodal study on the US27 corridor from Miami Dade County to Marion County.</li> <li>9) SR25/US27 Corridor Safety Study - 2016 study recommending enhancements to reduce crashes on the high accident rate segment between I-75 and South Bay. Short, medium, and long term improvements were proposed with a final cost of \$54.4 million.</li> </ol> <p>These prior planning efforts have identified recommendations to solve safety issues, including grade separation. However, the current demand on US 27 does not yet justify any capacity expansion projects.</p> <p>The Palm Beach MPO identified US 27 as a reliever because it is anticipated that two passenger services will operate on the FEC and there is a need to ensure a plan exists for moving freight in the region. The Palm Beach MPO plans to hold a meeting with MPOs, RPCs, and FDOT to reenergize this concept of freight rail along the corridor.</p> <p>SFRPC and TRRPC are currently hosting a series of stakeholder meetings for the US 27 corridor in Miami-Dade, Broward, and Palm Beach counties to take corridor improvements to the next step. The RPCs are gauging political interest in implementing the improvements from prior studies. A possible outcome of these conversations would be for the MPOs and FDOT to include the improvements in their LRTPs and work program.</p>	Lisa Dykstra; Christina Miskis; Kevin Fischer; Paul Flavian	FDOT D4 PLEMO; SFRPC; Palm Beach MPO; Broward MPO
069	I.E.1	Increase availability of overnight truck parking	FDOT	Cities	Future: mid-term	System SIS Facilities: Freight Primary Commerce: Freight Special Use Center: Freight	Supply and Demand Study for overnight parking throughout the District is on-going with planned completion of Phase 1 in September. After that, the District will start look at site specific studies found in Phase 1 for additional analysis. The District is also analyzing surplus right of way for potential freight uses.	Jeremy Upchurch	OMD Freight
070, 411	I.E.2 IV.C.5	Construction of Eller Drive Overpass	Port Everglades	FDOT	Completed	SIS Facilities: Primary Function SIS Facilities: Freight	<p>Completed early 2015. At the east end of I-595, the Florida Department of Transportation (FDOT) built the Eller Drive Overpass to carry vehicles entering Port Everglades over two new rail tracks that will expand into six working tracks for a new Intermodal Container Transfer Facility rail yard at the Port. Work also included reconstructing several ramps of the I-595/US 1/ Eller Drive interchange, reconstructing the Eller Drive intersections at Northeast 7th Ave., Northeast 14th Ave. and McIntosh Road, installing new railroad tracks, crossing signals, relocating underground utilities, installing a stormwater management system, roadway construction, highway lighting system, landscaping and irrigation. Project cost: \$42.5 million.</p> <p>See also mention under "recently completed" construction projects on Port Everglades' [website] (<a href="http://www.porteverglades.net/expansion/construction-updates/">http://www.porteverglades.net/expansion/construction-updates/</a>).</p> <p>Transfer agreement was executed by both parties in June 2017.</p>	Bing Wang, Arlene Davis, Luis Aguilar	FDOT D4 Design; FDOT D4 OMD; Port Everglades
071	I.E.2	Widen and straighten Andrews Avenue	FDOT	FDOT	Future: long-term	Primary Commerce: Freight	Let date 06/18/2014; production date 04/10/2014. FDOT will reconstruct Andrews Ave. btwn SW 3rd St. and Atlantic Blvd. Other improvements include street lighting, bike lanes, sidewalks and modifications for ADA compliance. ROW phase currently funded for widening (2-4 lanes) for Pompano Park Place to Atlantic Blvd (FM# 230724-1) and NW 18 Street to Copans Road (FM# 230730-1).	Anson Sonnett	Design
072	I.E.3 IV.C.5	Construction of Intermodal Container Transfer Center	Port Everglades	FDOT	Completed	SIS Facilities: Primary Function SIS Facilities: Freight Special Use Center: Freight	<p>Transportation System Management (TSM) project consisting of improvements to nine roadway sections. PD&amp;E is complete, transit study is on-going but no funding is currently available.</p> <p>SR-7 at Glades Road: Add third NB and SB left turn lanes, provide sewer</p>	Lauren Rand, Luis Aguilar	FDOT D4 OMD; Port Everglades
073	I.E.4	Develop the Freight Advanced Traveler Information System (FRATIS) South Florida prototype	FDOT	USDOT	Completed	System SIS Facilities: Freight Primary Commerce: Freight	FDOT finished developing the FRATIS prototype. FDOT would need to partner with trucking companies to begin implementing the prototype. Discussions on implementation have not started. [FRATIS Presentation] ( <a href="http://www.dot.state.fl.us/planning/statistics/symposium2014/RouteOptimization.pdf">http://www.dot.state.fl.us/planning/statistics/symposium2014/RouteOptimization.pdf</a> )	Melissa Ackert	Traffic Operations
074, 578	I.E.4	Adopt, implement, and refine the Freight Advanced Traveler Information System (FRATIS) South Florida prototype	FDOT	FDOT + Broward MPO + Palm Beach MPO	Future: mid-term	System SIS Facilities: Freight Primary Commerce: Freight	<p>FDOT finished developing the FRATIS prototype. FDOT would need to partner with trucking companies to begin implementing the prototype. Discussions on implementation have not started. [FRATIS Presentation] (<a href="http://www.dot.state.fl.us/planning/statistics/symposium2014/RouteOptimization.pdf">http://www.dot.state.fl.us/planning/statistics/symposium2014/RouteOptimization.pdf</a>)</p> <p>The Palm Beach and Broward MPOs continue to work with FDOT on freight planning initiatives.</p>	Melissa Ackert; Paul Flavian	Traffic Operations; Broward MPO



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075	I.F.1	Develop a Master Plan update for FLL Airport	FLL Airport	FLL Airport	Current	SIS Facilities: Primary Function Special Use Center: Primary Function Special Use Center: Transit Special Use Center: Freight	FLL created an airport master plan in 2008. The 2008 Master Plan addresses both the "terminal side" and the "land side" of airport operations. The terminal side concerns the operational logistics of airplane movements, such as runways, gates, and terminals, whereas the land side concerns the movement of people and goods before they interface with the airplanes and includes the parking, circulation roads, ticketing areas, and security.  The Airport kicked off a Master Plan update in 2016, which will take approximately two years. In addition to identifying improvements for terminals and connectors inside, the Airport will be identifying strategies to identify potential improvements to the outside road system used to access the Airport. Short term measures to improve land side operations and internal circulation are being identified as part of the project. The airport is also considering possible redevelopment of areas to the west and north of the Airport as part of the Master Plan process.  [FLL Airport Master Plan] ( <a href="http://www.broward.org/Airport/Community/Pages/MasterPlanUpdate.aspx">http://www.broward.org/Airport/Community/Pages/MasterPlanUpdate.aspx</a> )	William Castillo	FLL
076	I.F.1	Develop a master/vision plan for Port Everglades	Port Everglades	Port Everglades	Current	Special Use Center: Primary Function Special Use Center: Land Use Special Use Center: Transit Special Use Center: Freight	Port Everglades adopted a Master/Vision Plan Update in 2014. The plan has a horizon year of 2033, provides an roadmap for future growth, and identifies \$1.6 billion in capital investments to improve productivity for cargo, cruise and petroleum businesses that operate at the seaport. The Port will commence another update to the Master/Vision Plan starting in Spring 2017. The work will start with a process of facilitated discussion to update the plan and will also identify capacity expansion projects for Port Everglades.  (Port Everglades Master Vision Plan (2014)) ( <a href="http://www.porteverglades.net/expansion/master-vision-plan/">http://www.porteverglades.net/expansion/master-vision-plan/</a> )	Natacha Yacinthe	Port Everglades
077	I.F.2	Improve the function of the airport internal roads and Perimeter Road	FLL Airport	FLL Airport	Current	SIS Facilities: Primary Function Special Use Center: Primary Function Special Use Center: Freight	FLL is conducting an update to the Master Plan (2016-2018). During this update the Airport will be identifying strategies to identify potential improvements to the road system used to access the Airport, including the airport internal roads and perimeter road. The Airport is currently designing the roadway improvements.	William Castillo	FLL
078	I.F.2	Provide better signage on internal airport roads for visitors	FLL Airport	FLL Airport	Current	SIS Facilities: Primary Function Special Use Center: Primary Function Special Use Center: Land Use Special Use Center: Freight	FLL Signage Standard Manual and Master Plan completed. Implementation is ongoing.  FLL is implementing a 2014 signage master plan that affects internal circulation and wayfinding as well as access to the Airport from the surrounding road network. FLL anticipates this effort will be completed in 2018.  [FLL Signage and Wayfinding Master Plan - Note: document may take several minutes to load] ( <a href="https://www.signs.org/pdf2014/FLL_Airport_Wayfinding_Master_Plan_FINAL_small.pdf">https://www.signs.org/pdf2014/FLL_Airport_Wayfinding_Master_Plan_FINAL_small.pdf</a> )	William Castillo	FLL
079	I.F.2	Provide better road signage to airport and seaport	FDOT	FDOT	Future: short-term	SIS Facilities: Primary Function Primary Multimodal: Primary Function Special Use Center: Primary Function Special Use Center: Land Use Special Use Center: Freight Primary Commerce: Primary Function	Fort Lauderdale Airport is currently developing a new project to revise/add signage in and around the airport.	Arlene Davis	OMD
080	I.F.3	Evaluate usability of airport property west and north of FLL airport for possible redevelopment (Master Plan update)	FLL Airport	FLL Airport	Current	SIS Facilities: Primary Function Special Use Center: Primary Function Special Use Center: Transit Special Use Center: Freight	FLL is currently conducting an update to the Master Plan (2016-2018), and is considering possible redevelopment of areas to the west and north of the Airport. FLL is examining the available land and land surplus related to aviation needs in these areas. FLL's main issue is that the airport is land-locked, and FLL is looking at possibilities to address aviation-related needs.	William Castillo	FLL
081	I.F.3	Enhance airport facilities by modernizing and expanding existing terminals	FLL Airport	FLL Airport	Current	SIS Facilities: Primary Function Special Use Center: Primary Function Special Use Center: Transit Special Use Center: Freight Special Use Center: Walk & Bike	FLL is near completion of construction of new Concourse A in Terminal 1, which is set to open in Summer 2017. Redevelopment of terminals T2 and T3 will begin in 2017. New Concourse G east will open in Terminal 4 in 2018.	William Castillo	FLL
082, 179	I.F.4 II.C.6	Explore opportunities for a people mover for cruise passengers to link FLL Airport and Port Everglades	Port Everglades	Port Everglades + FDOT	Future: long-term	SIS Facilities: Transit	A PD&E study of the Sunport People Mover was completed in 2009 under FM# 415481-1 [Project Link] ( <a href="http://www.broward.org/Airport/Community/Documents/prelimengreport.pdf">http://www.broward.org/Airport/Community/Documents/prelimengreport.pdf</a> )  The Central Broward East-West Transit Study includes the WAVE streetcar expansion which will connect the Port and the Airport. [Project Link] ( <a href="http://www.centralbrowardtransit.com/">http://www.centralbrowardtransit.com/</a> )	Khaliah Ffrench, Luis Aguilar	FDOT D4 OMD, Port Everglades
083, 162	II.A.1, II.C.1	Develop a Multimodal Connectivity Program to determine bicycle, pedestrian, and transit needs, and use these needs in the development of the LRTP and TIP	City of Fort Lauderdale	City of Fort Lauderdale	Completed	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	Completed May 2014. The needs list was provided in the development of the LRTP 2040. Final Draft of Fort Lauderdale's Multimodal Connectivity Program (Jan 2014) is available at [Link] ( <a href="http://www.fortlauderdale.gov/home/showdocument?id=3559">http://www.fortlauderdale.gov/home/showdocument?id=3559</a> )	Karen Warfel	City of Fort Lauderdale Transportation and Mobility Department
084	II.A.1	Explore opportunities to use the I-95 CMPP facility types in the Broward MPO's Complete Streets initiatives.	Broward MPO	Broward MPO	Future: short-term	System	The I-95 CMPP facility types define a network of primary multimodal facilities that connect multimodal places, and define pedestrian and bicycle-related functions of other facility types.  The Fort Lauderdale Multimodal Connectivity Program and Deerfield Beach's Complete Streets Plans both designate streets into different types. See page 48 of the Fort Lauderdale program at [Link] ( <a href="http://www.fortlauderdale.gov/home/showdocument?id=3559">http://www.fortlauderdale.gov/home/showdocument?id=3559</a> ) and Chapter 3 of the Deerfield Beach Plan at [Link] ( <a href="http://online.fliphtml5.com/cqefj/mrx/#p=45">http://online.fliphtml5.com/cqefj/mrx/#p=45</a> ) The Broward MPO is developing a stakeholder-driven Complete Streets Master Plan, which will result in a prioritized list of Complete Streets projects to be programmed into the MPO's Transportation Improvement Program. FDOT and other stakeholders participate through the Project Advisory Committee. The Complete Streets Master Plan could be an opportunity to work together, while utilizing further incorporate the I-95 CMPP facility type designations into the MPO's Complete Streets planning efforts.	Michael Ronskavitz; Lisa Maack	Broward MPO; FDOT D4 OMD

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085	II.A.1	Designate an expanded network of bicycle routes that connects with the bicycle facilities of neighboring jurisdictions	City of Dania Beach	City of Dania Beach	Current	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	The City has been trying to coordinate with Hollywood, Hallandale Beach, and Aventura on multimodal mobility improvements on US 1 to connect these cities. The three cities in Broward County asked the Broward MPO to fund a mobility plan. The MPO asked the cities to begin gathering background data and elaborate on the need for this study.  The City has a network of significant bikeways in the Transportation Element Map series of the comprehensive plan. [Link] ( <a href="http://daniabeachfl.gov/DocumentCenter/Home/View/3472">http://daniabeachfl.gov/DocumentCenter/Home/View/3472</a> )	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
086	II.A.1	Implement bicycle improvements with a larger bike network in mind (e.g. Bailey Road bike lane treatment, and C-14 canal bike path)	City of North Lauderdale	City of North Lauderdale	Current	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	The City of North Lauderdale has been implementing bicycle improvements on a project-by project basis.  The Bailey Road project widened the roadway from two to four lanes between State Road 7 and NW 64 Avenue/SW 81 Avenue. The project also included drainage improvements, sidewalks, bike lanes, signalization, lighting, landscape and irrigation. The construction of the project is complete and the improved roadway has been opened to traffic.  The City pursued a bicycle and pedestrian plan for the C-14 canal corridor, but encountered funding issues related to this project. The City applied for the first round of CSLIP funding from the Broward MPO for the C-14 project, but was unsuccessful. The City anticipates reapplying in the next round with matching funds.  The proposed C-14 canal trail is part of the larger Cypress Creek Greenway. [Cypress Creek Greenway Conceptual Master Plan Brochure (outside)] ( <a href="https://www.broward.org/Greenways/Documents/Cypress%20outside.pdf">https://www.broward.org/Greenways/Documents/Cypress%20outside.pdf</a> ) [Cypress Creek Greenway Conceptual Master Plan Brochure (inside)] ( <a href="http://broward.org/Greenways/Documents/Cypressinside.pdf">http://broward.org/Greenways/Documents/Cypressinside.pdf</a> ) [½ Penny Sales tax to fund greenway Greenways – FPL Corridor in North Lauderdale along Rock Island Road from Atlantic Blvd to C-14 Canal. Construct concrete multiple purpose pathway to promote recreation and commuting.] ( <a href="http://miami.cbslocal.com/2016/10/26/a-penny-at-work-for-our-community/">http://miami.cbslocal.com/2016/10/26/a-penny-at-work-for-our-community/</a> ) [Broward MPO SR7 Study to improve bike and ped experience] ( <a href="http://www.browardmpo.org/images/SR_7_Commission_North_Lauderdale_061416.pdf">http://www.browardmpo.org/images/SR_7_Commission_North_Lauderdale_061416.pdf</a> )	Andrew Disbury	City of North Lauderdale Community Development
087	II.A.1	Work with local governments to identify corridors to be part of a Complete Streets network for inclusion in the Trafficways Plan	FDOT	BCPC	Inactive	System Primary Multimodal: Transit Primary Multimodal: Walk & Bike Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	The Broward County Trafficways Plan is a right-of-way preservation plan that identifies the right-of-way requirements for different types of corridors.  In 2009, the Broward County Planning Council adopted a Context Sensitive Corridor designation into its Trafficways Plan. Two County roadway segments have been designated context sensitive corridors: Martin Luther King Boulevard in Pompano Beach, and Dixie Highway in Hollywood.  To promote and incentivize the Context Sensitive Corridor designation, the Planning Council waived the application fee for two years between 2009 and 2011. Since 2011, the County's land development regulations have been amended to allow complete streets treatments on County trafficways. Therefore, it is currently not necessary for trafficways to get a Context Sensitive Corridor designation to apply complete streets treatments.  Because the Trafficways Plan is only a right-of-way preservation plan, it does not establish typical sections, and cannot specify where complete streets treatments are appropriate. The Broward MPO is currently working with local stakeholders to develop a Complete Streets Master Plan which will identify corridors for a Complete Streets network.	Pete Schwarz	BCPC
088, 114, 297	II.A.2, III.B.3	Adopt the Context Sensitive Corridor designation into the Broward County Trafficways Plan	BCPC	BCPC	Completed	Primary Multimodal: Land Use Primary Multimodal: Transit Primary Multimodal: Walk & Bike Non-Primary Hybrid: Land Use Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	Broward County adopted the Context Sensitive Corridor designation into the Trafficways Plan to allow Complete Streets improvements such as on-street parking and mid-block crossings. Trafficways eligible for Context Sensitive Corridor designation must traverse a mixed-use future land use designation (RAC, LAC, TOD, TOC, or MU-R), and local governments must provide appropriate supporting information to identify the design/performance criteria for the subject corridor.  Two trafficways are currently designated as Context Sensitive Corridors: NW 3rd St in Pompano Beach between I-95 and Dixie Hwy; and Dixie Hwy in Hollywood between Pembroke Rd and Sheridan St  The Broward County Trafficways Plan Map and supporting documentation are available on the Broward County Planning Council's website under [Publications Available for Download] ( <a href="http://www.broward.org/PlanningCouncil/Pages/Publications.aspx">http://www.broward.org/PlanningCouncil/Pages/Publications.aspx</a> )	Pete Schwarz	BCPC
089	II.A.2, II.A.5, IV.C.1	Incorporate Complete Streets policies into the Comprehensive Plan	City of Deerfield Beach	City of Deerfield Beach	Completed	System	The City of Deerfield Beach has incorporated complete streets policies into the Comprehensive Plan including: Objective TE 1.4 - implement complete streets principles, Policy TE1.4.3 - support context sensitive implementation consistent with Complete Streets Guidelines, Policy TE1.4.7 - Support BCT using techniques that are consistent with the Complete Streets Guidelines, Policy 1.4.13 - Coordinate Multimodal use of ROW with supporting land uses consistent with Complete Streets Guidelines, Policy 1.4.16 - Draw on all funding sources to implement Complete Streets.  The Deerfield Beach Complete Streets Implementation Guidelines includes policies that address complete streets elements. [Complete Streets Implementation Guidelines, see page 35] ( <a href="http://www.deerfield-beach.com/1079/Complete-Streets">http://www.deerfield-beach.com/1079/Complete-Streets</a> )	Steve Graham	City of Deerfield Beach Planning and Development Services

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090, 096	II.A.2	Adopt a Complete Streets policy and develop a Complete Streets Manual	City of Fort Lauderdale	City of Fort Lauderdale	Current	System	The City adopted a Complete Streets policy in October 2013 with a companion manual and an active Complete Streets Implementation Program. (Link to Complete Streets policy) ( <a href="http://www.fortlauderdale.gov/departments/transportation-and-mobility/transportation-division/policies">http://www.fortlauderdale.gov/departments/transportation-and-mobility/transportation-division/policies</a> )	Karen Warfel	City of Fort Lauderdale Transportation and Mobility Department
091	II.A.2, III.F.1	Conduct a Complete Streets workshop	City of Deerfield Beach	City of Deerfield Beach	Completed	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike MM Districts & Nodes: Walk & Bike	Smart Growth America hosted a complete streets technical assistance workshop on February 16, 2012. The day-long workshop with City staff, local agencies, residents and business owners began the creation of the City's complete streets policy document.  [Link to Deerfield Beach Presentation to the Broward MPO] ( <a href="http://www.browardmpo.org/images/WhoWeAre/2012julydeerfield.pdf">http://www.browardmpo.org/images/WhoWeAre/2012julydeerfield.pdf</a> )	Steve Graham	City of Deerfield Beach Planning and Development Services
092	II.A.2	Adopt Complete Streets Guidelines	City of Deerfield Beach	City of Deerfield Beach	Completed	System	Adopted in August 2013. [Link to Deerfield Beach Complete Streets Guidelines] ( <a href="http://www.deerfield-beach.com/1079/Complete-Streets">http://www.deerfield-beach.com/1079/Complete-Streets</a> )	Steve Graham	Planning and Development Services
093	II.A.2	Develop a Complete Streets Implementation Plan	City of Deerfield Beach	City of Deerfield Beach	Completed	System	[Link to Deerfield Beach Complete Streets Implementation Plan] ( <a href="http://www.deerfield-beach.com/1079/Complete-Streets">http://www.deerfield-beach.com/1079/Complete-Streets</a> )	Steve Graham	City of Deerfield Beach Planning and Development Services
094	II.A.2	Perform a Complete Streets inventory.	City of Hallandale Beach	City of Hallandale Beach	Completed	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike MM Districts & Nodes: Walk & Bike L.I. Residential: Walk & Bike L.I. Commercial: Walk & Bike L.I. Mixed Use: Walk & Bike	The City of Hallandale Beach prepared a Complete Streets inventory, which classifies the City's streets by functional class and multimodal characteristics (parking, bicycle lanes, etc). This inventory served as the basis for the City's Multimodal Mobility Plan.	Eric Houston	City of Hallandale Beach
095	II.A.2	Conduct an audit to document the current status of Complete Streets in the City, identify needed modifications to the city code to ease future Complete Streets implementation, and identify specific projects for inclusion in the list of actions in the Transportation Element of the City Comprehensive Plan	City of North Lauderdale	City of North Lauderdale	Current	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike MM Districts & Nodes: Walk & Bike L.I. Residential: Walk & Bike L.I. Commercial: Walk & Bike L.I. Mixed Use: Walk & Bike	The City has adopted Complete Streets concepts into its comprehensive plan. Though the City's Comprehensive Plan has overlay districts, the Complete Streets concepts need to be more clearly defined in the City's code of ordinances.  The City conducted its first Complete Streets audit in 2013, which revealed several needs: bring commercial buildings and uses closer to the street, especially along the US 441 corridor, provide sidewalks in the planned unit development, develop better parks and open spaces, and provide bus shelters to improve the use of transit and the comfort of transit patrons.  In 2014, the City of North Lauderdale passed a resolution supporting Complete Street and Smart Growth Principles and participated in walking audits to help understand the needs and give recommendations for implementing complete streets. [2014 Broward MPO Complete Streets Fact Sheet] ( <a href="http://www.browardmpo.org/images/WhatWeDo/completestreetsinitiative/factsheet.pdf">http://www.browardmpo.org/images/WhatWeDo/completestreetsinitiative/factsheet.pdf</a> )  The City held a walking audit in October 2014 on Rock Island Rd (SW 71st Ave) from Southgate Blvd to McNab Rd with city staff and residents. The City also held a panel to educate the public on what complete streets means and ask residents what they would like the City's streets to look like. The challenge to implementing improvements on Rock Island Rd are existing FP&L utility lines. The City is having ongoing conversations in attempts to resolve this issue.  City officials, staff, residents, and representatives from the Broward MPO discussed the feasibility of incorporating various elements of complete streets in some of the City's roadways at a workshop.	Andrew Disbury	City of North Lauderdale Community Development
097	II.A.2, III.B.3	Include Complete Streets policies in the County Comprehensive Plan.	Broward County	Broward County	Completed	System	Broward County identified complete streets as a key strategy to address regional transportation issues when developing its comprehensive plan updates. In the list of highlighted regional issues, STRATEGY MM-1 states: Make the best use of the regional transportation network to move people, goods and services safely and efficiently while incorporating and promoting Complete Streets principles where appropriate in a context sensitive manner.  Broward County adopted Complete Streets policies into the Broward County Comprehensive Plan on June 10, 2014. Broward County is currently updating its comprehensive plan, BrowardNEXT, which is anticipated to include several complete streets policies, including the adoption of the Broward Complete Streets Guidelines, or equivalent principles (BrowardNEXT Policy 2.19.1). The County has adopted several other The BrowardNEXT Highlighted Regional Issues in Strategy MM-1. and any other Complete Streets language in other BrowardNEXT documentation. [Link to Complete Streets Semi-Annual Progress Report (December 2015)] ( <a href="http://www.broward.org/Streets/CompleteStreets/Documents/Complete%20Streets%20Semi-Annual%20Progress%20Report%20December%202015.pdf">http://www.broward.org/Streets/CompleteStreets/Documents/Complete%20Streets%20Semi-Annual%20Progress%20Report%20December%202015.pdf</a> )  In Broward County, City comprehensive plans are required to be consistent with the County comprehensive plan.	Nick Sofoul	Broward County Planning & Development Management

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098	II.A.2, II.A.4	Update the Broward County land development code to include road design guidelines for Complete Streets.	BCPC	Broward County	Completed	System	<p>Broward County adopted Complete Streets policies into the Broward County Comprehensive Plan on June 10, 2014. Broward County is currently updating its comprehensive plan, BrowardNEXT, which is anticipated to include complete streets policies, including the adoption of the Broward Complete Streets Guidelines, or equivalent principles (BrowardNEXT Transportation Element Policy 2.19.1).                      [Link to BrowardNEXT proposed Transportation Element policies (2017)]                      (<a href="http://www.broward.org/BrowardNext/Documents/PCT%2016-6%20Policies.pdf">http://www.broward.org/BrowardNext/Documents/PCT%2016-6%20Policies.pdf</a>)                      [Complete Streets Semi-Annual Progress Report (December 2015)]                      (<a href="http://www.broward.org/Streets/CompleteStreets/Documents/Complete%20Streets%20Semi-Annual%20Progress%20Report%20December%202015.pdf">http://www.broward.org/Streets/CompleteStreets/Documents/Complete%20Streets%20Semi-Annual%20Progress%20Report%20December%202015.pdf</a>)</p> <p>Broward County has adopted optional traffic corridor criteria that provide greater flexibility for complete streets elements into the Land Development Code.</p> <p>Below is an excerpt from Sec 5-195 Site Plan Requirements:                      (d) Exceptions for Plats and Unincorporated Area Site Plans Abutting Trafficway or Trafficway Corridors Designated as "Urban Core," "Urban Residential," or "Urban Main Street" on Delineated Trafficways Plan of Broward County. Alternative Roadway Sections and Optional Trafficway Corridor Criteria: Table XII provides optional criteria that reflect the Countywide Community Design Guidebook recommendations. County staff may recommend these optional criteria for plats and site plans abutting trafficway or trafficway corridor segments designated as "Urban Core," "Urban Residential," or "Urban Main Street." The criteria in Table XII shall not be recommended when, in the professional judgment of the County staff, the criteria compromise public safety.</p>	Nick Sofoul	Broward County Planning & Development Management
099	II.A.3	SR-7/US-441 PD&E Study from Sample Rd to Glades Rd	FDOT	FDOT	Inactive	<p>Primary Commerce: Primary Function                      Primary Commerce: Land Use                      Primary Commerce: Transit                      Primary Commerce: Walk &amp; Bike</p>	<p>PD&amp;E Purpose and Needs:                      - Address operational and capacity needs                      - Evaluate premium transit on SR-7/US-441                      - Connect and improve north-south transit services                      - Address gaps in bicycle and pedestrian facilities                      - Improve safety</p> <p>The PD&amp;E study considered several independent alternatives, including:                      - Designating one of the existing lanes in each direction as special use (4+2 Alternative)                      - Adding one special use lane in each direction to existing lanes (6+2 Alternative)                      - Making a combination of smaller improvements (bicycle and pedestrian improvements, transit service improvements and park-and-ride lots, intersection improvements, and other operational improvements) to improve overall transportation system management (TSM Alternative)                      - Doing nothing ("No Project" Alternative)</p> <p>The PD&amp;E Study recommended moving forward with the TSM Alternative. Concepts for improvements include:                      - Adding turn lanes and increasing turn lane storage lengths at select intersections                      - Enhancing bicycle lanes with increased visibility and buffers                      - Providing shared use paths physically separated from vehicular travel lanes                      - Traffic signal improvements                      - Transit service and facility improvements</p> <p>SR-7/US-441 PD&amp;E Study Presentation, 2015] (<a href="https://prezi.com/_6rcxuwrtbz/sr-7-us-441-pde-study/">https://prezi.com/_6rcxuwrtbz/sr-7-us-441-pde-study/</a>)                      SR-7/US-441 PD&amp;E Study Presentation, 2012] (<a href="http://www.sfrpc.com/sr7/7.18.12/5.18.12%20Signature%20Event/5.%20SR7%20PD&amp;E%20Study%20-%20Sample%20to%20Glades.pdf">http://www.sfrpc.com/sr7/7.18.12/5.18.12%20Signature%20Event/5.%20SR7%20PD&amp;E%20Study%20-%20Sample%20to%20Glades.pdf</a>)</p> <p>PD&amp;E study from Sample Road to Glades road is completed, and improvements are funded for construction. Letting in April 2017.</p> <p>Long-term improvements may include light rail or premium bus service.</p> <p>The next step is to examine SR-7/US-441 from Sample Road to the Golden Glades interchange.</p> <p>Studies completed and Sample Road to Glades Road is funded for CST. Sample Road to Golden Glades is the next step. Long-term improvements may include light rail or premium bus service.</p> <p>Buffered bike lanes, wider sidewalks, signal improvements, transit improvements and intersection improvements are planned on US-441 from Sample Road to Glades Road. Letting is planned for April 2017.</p>	Brent Lee Shue Ling Gregor Senger	FDOT OMD
100	II.A.3	Identify opportunities for restriping center turn lanes into bicycle lanes (e.g. Johnson Street)	City of Hollywood	City of Hollywood	Current	<p>Non-Primary Hybrid: Primary Function                      Non-Primary Hybrid: Walk &amp; Bike</p>	<p>Designs for Johnson Street "Complete Streets" Improvement Project will provide bike lanes, which will transition to shared lane markings at intersections. The City hopes these improvements will revolutionize the corridor and provide more room for transit service. Other proposed improvements include new, wider, ADA compliant sidewalks, pedestrian level lighting, new pavement, improved drainage, landscaping, and signal arms. This project is under review for feasibility.</p> <p>The project will cost approximately \$16 million dollars. The Florida Department of Transportation and Broward Metropolitan Planning Organization are seeking federal funds in the amount of \$12 million, with the City of Hollywood committing to approximately \$4.4 million. Project construction is expected to begin in the Summer of 2021 with completion by July 2023. The City held a public workshop on June 29, 2016 to present planned improvements.                      [Johnson Street "Complete Streets" Improvements Project website]                      (<a href="http://www.hollywoodfl.org/926/Johnson-Street-Complete-Streets-Improvem">http://www.hollywoodfl.org/926/Johnson-Street-Complete-Streets-Improvem</a>)</p>	Clarissa Ip	City of Hollywood Development Services

Ex. ID	Strategies	Updated Example	Who brought it up?	Who will implement? (Updated)	Timeframe (Updated)	Facility Type/ Place Type Function	Status and Update (Revised)	Updated Contact Person	Updated Office
101	II.A.3	Examine current multimodal users of roadways, and design improvements to make it safer and more comfortable for non-motorized users	City of Hollywood	City of Hollywood	Ongoing	Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>The City of Hollywood is looking at overall bicycle and pedestrian networks. The City is partnering with the MPO on projects to provide bicycle lanes. The City also continuously works to improve the sidewalk network. The City received funds through Safe Routes To School grant programs to fill in sidewalk gaps near elementary and middle schools, including Avant Garde charter school and Overbridge Middle School. The City conducted a pavement management survey in 2013 which identified the sidewalk gaps, and updates the map as it fills in the gaps.</p> <p>The City continuously looks for opportunities through private development. City staff examine site development proposals to ensure bicyclists and pedestrians are accounted for and transit stops are identified. The City also looks at school locations and the demand for sidewalks.</p>	Clarissa Ip	City of Hollywood Development Services
102	II.A.3	Conduct studies to better understand the potential for TOD along certain corridors and in certain areas.	City of Oakland Park	City of Oakland Park	Completed	Primary Multimodal: Primary Function Primary Multimodal: Transit MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit	<p>The City of Oakland Park desires TOD and densification to support transit. In 2009, FAU, in partnership with the Broward MPO &amp; FDOT, conducted a transit oriented redevelopment study for Oakland Park Boulevard that provides urban design strategies, plans for redevelopment, and recommendations for relocating transit facilities. [Transit   Housing Oriented Redevelopment Study] (<a href="http://www.browardmpo.org/images/WhatWeDo/TransitHousing.pdf">http://www.browardmpo.org/images/WhatWeDo/TransitHousing.pdf</a>)</p> <p>The Oakland Park Boulevard Transit Corridor Study (Alternatives Analysis) examined land use and redevelopment potential for the corridor. [Oakland Park Boulevard Alternatives Analysis Final Report (2014)] (<a href="http://oaklandparkboulevardtransitstudy.com/wp-content/uploads/2014/07/OPB-AA-Final-Report.pdf">http://oaklandparkboulevardtransitstudy.com/wp-content/uploads/2014/07/OPB-AA-Final-Report.pdf</a>)</p> <p>The City conducted a corridor study for Commercial Boulevard at Andrews Avenue and proposed an overlay zoning district and bicycle and pedestrian improvements; however, this effort did not receive the necessary support. The City still hopes that Commercial Blvd east of the FEC rail line may have TOD potential.</p> <p>The Cypress Creek Rd and Commercial Blvd interchange reconstruction projects that FDOT is currently undertaking will affect the TOD potential along Commercial Blvd.</p>	Rick Buckeye	City of Oakland Park Planning and Zoning Division
103	II.A.3	Develop a revitalization plan for Hallandale Beach Blvd.	City of Hallandale Beach	City of Hallandale Beach	Current	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike	<p>The City is developing a Hallandale Beach revitalization plan that is focused on Hallandale Beach Boulevard from I-95 to the Intercoastal Waterway. The revitalization plan effort will include the development of a form-based code with an urban design focus and recommendations for sidewalk widths, street furniture, etc.</p> <p>The form-based code exists along the U.S. 1 Corridor. In June, 2017, the City Commission voted to support expansion of it along the Hallandale Beach corridor, subject to some revisions and approval at a second public hearing, schedule TBD.</p>	Keven Klopp Venessa Leroy	City of Hallandale Beach
104	II.A.3	Prepare a State Road 7 corridor strategic master plan as a first step to identify smart growth principles, planning studies, and implementation strategies for the future	SFRPC - SR 7 Collaborative	SR 7 Collaborative	Completed	Primary Multimodal: Primary Function Primary Multimodal: Land Use Primary Multimodal: Transit Primary Multimodal: Walk & Bike	<p>The SR 7 Collaborative is regarded as a model for collaboration in corridor planning across multiple jurisdictions. The City of Lauderdale Lakes is spearheading the NW 31st Avenue Corridor Planning Collaborative, and is modeling this effort on the SR 7 Collaborative.</p> <p>Information from SFRPC's "10 Years Down The Road" 2011 report on the State Road 7 Collaborative:</p> <p>In 2003, the SR 7 Collaborative received a \$1.9 million grant from the Federal Highway Administration to fund a Corridor Strategic Master Plan that included tasks to promote smart growth principles, planning studies, and implementation strategies for the future.</p> <p>The first task was a market assessment for the entire Corridor that was conducted in partnership with the Urban Land Institute (ULI), and included nearly 54,000 new Corridor residential units by 2030, in addition to a mix of retail, office, hotel, and flex space. Initial projections indicated potential new Corridor development was over \$17 billion.</p> <p>The development of each Corridor community's vision was the next task. The Corridor was divided into 9 distinct planning segments that facilitated seven-day planning charrettes, starting in 2003 and concluding in 2005. Each charrette had a citizen steering committee that engaged local citizens and business sectors in the development and ownership of the plan. The steering committee members were the plan's "champions" and made certain that the plan was followed. The Design Studio of the Treasure Coast Regional Planning Council, a recognized leader in smart growth through community design and active community participation, conducted each of the charrettes.</p> <p>[State Road 7 Collaborative webpage] (<a href="http://www.sfrpc.com/sr7.htm">http://www.sfrpc.com/sr7.htm</a>)</p>	???	FDOT
105	II.A.4, IV.E.1	Prioritize investments for bicycle and pedestrian improvements in Multimodal Districts	Broward MPO	Broward MPO	Future: short-term	MM Districts & Nodes: Walk & Bike	<p>Multimodal Districts on the I-95 Corridor Mobility Planning Project (I-95 CMPP)'s Aspirational Future Vision Map represent areas with moderate densities and/or a mix of uses where walking and bicycling are viable forms of transportation.</p> <p>Local governments who are interested in making pedestrian and bicycle infrastructure improvements in these areas can submit applications for these projects through the Broward MPO's Complete Streets and Other Localized Initiatives Program (CSLIP). CSLIP funding is not only specific to the I-95 CMPP Multimodal Districts - it is available for projects anywhere in Broward County. CSLIP provides funding for small local transportation projects that improve the safety and mobility for all transportation users. In addition to CSLIP funding, the Project Advisory Committee for the Broward MPO's Complete Streets Master Plan (CSMP) will identify projects to include in the CSMP's list of recommendations.</p> <p>The CSLIP and CSMP projects will be included in the Broward MPO's Transportation Improvement Program multimodal priorities list.</p>	Michael Ronskavitz	Broward MPO

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106	II.A.4	Shift the focus of Complete Street implementation from corridors to networks branching out from future Mobility Hubs, especially sidewalks and bike lanes branching out from future FEC stations	FDOT	All	Future: short-term	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike MM Districts & Nodes: Walk & Bike	During FY 2017, FDOT District Four Office of Modal Development will be working on a Districtwide Bike/Ped/Trail Master Plan for the District.	Lisa Maack	OMD
107	II.A.4	Prioritize bicycle and pedestrian improvements providing connections to transit corridors	Broward MPO	Broward MPO	Current	Primary Multimodal: Primary Function Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike	The Broward MPO 2035 LRTP identified premium rapid bus and premium high capacity transit corridors. Proximity to these transit corridors was one criterion for prioritizing the pedestrian and bikeway facilities in the MPO's 2035 Needs Plan.  The Broward MPO 2035 LRTP is archived on the MPO's [LRTP webpage.] ( <a href="http://www.browardmpo.org/index.php/core-products/long-range-transportation-plan-lrtp">http://www.browardmpo.org/index.php/core-products/long-range-transportation-plan-lrtp</a> )  The Broward MPO has programmed all of the 2035 LRTP projects and is currently using Commitment 2040 (2040 LRTP), the Complete Streets Master Plan, and the CSLIP program to plan for and prioritize bicycle and pedestrian projects.	Michael Ronskavitz	Broward MPO
108	II.A.4	Prioritize investments for SIS Connector Improvements	FDOT	FDOT	Future: short-term	SIS Facilities: Transit SIS Facilities: Walk & Bike	The FDOT District 4 Office of Modal Development Bicycle/Pedestrian and Multimodal Coordinators are included in discussions and review of planning studies for SIS study projects.	Lisa Maack	OMD
109	II.A.4	Develop an agreement for expediting lane modification process for designated Complete Streets	Cities (multiple)	FDOT	Completed	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike Non-Primary Hybrid: Primary Function Non-Primary Hybrid: Walk & Bike	FDOT has a lane elimination process in place that must be followed for all State roads. If a roadway is owned by the local government, this process does not need to be followed but FDOT encourages a systematic process be followed. There are no formal agreements governing all lane eliminations and each lane elimination proposal is handled on a case-by-case basis.  Page 32 of the Statewide guidance found in Part 2 below contains some options for streamlining the example review process.  Links: [FDOT Statewide Lane Elimination Guidance Part 1] ( <a href="http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part1.pdf">http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part1.pdf</a> )  [FDOT Statewide Lane Elimination Guidance Part 2] ( <a href="http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part2.pdf">http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part2.pdf</a> )	Chon Wong	PLEMO, Level of Service Coordinator
110, 288	II.A.4, III.A.3	Develop a points-based system for ranking local bicycle and pedestrian projects in the LRTP process to determine prioritization and selection for funding	Palm Beach MPO	Palm Beach MPO	Current	System	Through its Local Initiatives and Transportation Alternatives Programs, the Palm Beach MPO solicits project applications from local governments. In 2017, the TAP awards were \$1 million and the LIP awards were approximately \$3.5 million. The MPO holds meetings with local governments on request to talk about potential projects to help them prepare more competitive applications.  The Palm Beach MPO developed a scoring system for evaluating local projects in the development of the 2040 LRTP.  The MPO adopted a [Bike Suitability Map] ( <a href="http://www.palmbeachmpo.org/static/sitefiles/BikePalmBeach/Bike_Suitability_Map.pdf">http://www.palmbeachmpo.org/static/sitefiles/BikePalmBeach/Bike_Suitability_Map.pdf</a> ) in November 2016 and a Bike/Pedestrian Pedestrian and Bicycle Safety Study in February 2017. The Safety Study contains hot spots for crashes, which the MPO uses as a criterion for evaluating Transportation Alternatives Program funds for local projects.  Through the development of the 2045 LRTP, the MPO intends to re-evaluate the scoring system for major projects, and develop a process for incorporating projects into the Transportation Improvement Program.	Kevin Fischer	Palm Beach MPO
112	II.A.4	Invest in streetscape improvement projects to improve the environment for pedestrians, bicyclists, and transit riders	City of Miramar	City of Miramar	Current	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	FDOT constructed landscaping, signage, and lighting, along Miramar Parkway from SR 7 to 64th Avenue. The City continued this project to Palm Avenue and implemented new striping, a new median, new sidewalks, and will add bike lanes. The City's 2016 capital improvement program contains planned funding for future improvements along Miramar Parkway from 64th to SW 68th.	Matthue Goldstein	City of Miramar
113, 286, 424	II.A.4 III.A.3 IV.H.1	Incorporate future right-of-way needs for multimodal improvements into the Broward County Trafficways Plan as a way to document the future multimodal vision for these corridors.	Broward County	BCPC	Inactive	System	The Broward County Trafficways Plan is a right-of-way preservation plan that identifies the right-of-way requirements for different types of corridors.  In 2009, the Broward County Planning Council adopted a Context Sensitive Corridor designation into its Trafficways Plan. Two County roadway segments have been designated context sensitive corridors: Martin Luther King Boulevard in Pompano Beach, and Dixie Highway in Hollywood.  Because the Trafficways Plan is only a right-of-way preservation plan, it does not establish typical sections, and cannot specify where complete streets treatments are appropriate. The Broward MPO is currently working with local stakeholders to develop a Complete Streets Master Plan which will identify corridors for a Complete Streets network.	Pete Schwarz	BCPC

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115	II.A.4, II.C.4	Develop a pedestrian access plan to identify improvements for access to Tri-Rail stations and coordinate with local governments to prioritize pedestrian improvements in station areas.	SFRTA	SFRTA	Completed	SIS Facilities: Walk & Bike Primary Multimodal: Primary Function Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike MM Districts & Nodes: Walk & Bike	In May 2016, SFRTA completed a pedestrian access plan for its stations. Some of these projects have been implemented. [SFRTA Pedestrian Access Plan 2016] ( <a href="http://www.sfirta.fl.gov/docs/planning/FINAL-Ped-Access-Plan-PDF-5-25-16.pdf">http://www.sfirta.fl.gov/docs/planning/FINAL-Ped-Access-Plan-PDF-5-25-16.pdf</a> ) Completed projects include sidewalks and drainage improvements on the west side of Andrews Ave, pedestrian access along Sample Rd, and a new sidewalk along NW 8th Street. FDOT is conducting a PD&E study for the Fort Lauderdale station, and is taking SFRTA's recommendations under consideration. SFRTA is working with the Broward MPO to determine other improvements that can be funded.  The Treasure Coast Regional Planning Council created the 2010 Palm Beach County Pedestrian and Bicycle Access plan for the SFRTA. This document identified projects in station areas, but left implementation to local governments.	Vicki Gatanis	SFRTA
116	II.A.4	Apply for FDOT's TDLC designation on US-1 (Federal Highway) and other corridors (e.g. Dania Beach Blvd) to enable streetscape and Complete Street improvements	City of Dania Beach	City of Dania Beach	Current	Primary Multimodal: Primary Function Primary Multimodal: Land Use Primary Multimodal: Walk & Bike Non-Primary Hybrid: Primary Function Non-Primary Hybrid: Land Use Non-Primary Hybrid: Walk & Bike	The City of Dania Beach and the CRA are looking into other potential corridors for Complete Streets improvements to make the corridors safer and more walkable. The City is using the Broward MPO's toolkit and Complete Streets guidelines.	Ronnie Navarjo; Rachel Bach	City of Dania Beach Civil Engineer; Dania Beach CRA
117	II.A.5	Urban corridor improvements along Broward Blvd from Pine Island Rd to US-1	FDOT	FDOT	Current	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike	Breeze seed service on Broward Blvd is planned for 2018 based on Broward Blvd Study.	Khalilah Ffrench	OMD
118	II.A.5	Urban corridor improvements along US 441 from Broward/Miami-Dade County Line to Sample Road	FDOT	FDOT	Current	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike	The 28 mile SR 7 corridor along State Road 7 (US 441) from the Miami Dade Golden Glades Interchange to Glades Road in Palm Beach was divided into two studies. The first segment between the Golden Glades Interchange to Sample Road is managed by the Broward MPO through an FDOT joint participating agreement (JPA). The planning study includes short and long term improvements along the corridor. Short term improvements include recommendations for operational transit service improvements, bus shelter improvements and sidewalk and bicycle facilities. Long term improvements may considering transit hubs, bus islands and queue jumpers.  The SR 7 segment between Sample Road and Glades Road identified recommendations for buffered bike lanes and TSM&O improvements. The study identifies minor improvements at Sample Road and SR 7 intersection (Interchange) to improve walkability.  [Link to Broward MPO Study] ( <a href="http://www.browardmpo.org/index.php/current-projects-studies/sr7-multimodal-improvements-corridor-study">http://www.browardmpo.org/index.php/current-projects-studies/sr7-multimodal-improvements-corridor-study</a> )  [Link to SEFTC Project Site] ( <a href="http://seftc.org/sr7/docs/SR7_Multimodal_Mobility_Strategy_Assessment.pdf">http://seftc.org/sr7/docs/SR7_Multimodal_Mobility_Strategy_Assessment.pdf</a> )	Gregor Senger	OMD
119, 547	II.A.5, III.C.2	Widen sidewalks and improve lighting along Dixie Highway from Five Points south to the Wilton Manors city limit, and continue improvements into City of Fort Lauderdale	City of Wilton Manors	City of Wilton Manors	Completed	Primary Multimodal: Walk & Bike MM Districts & Nodes: Walk & Bike	In 2013, City of Wilton Manors staff expressed interest in widening sidewalks and improving lighting along Dixie Hwy from Five Points (NE 26th Street) south to the City limits at the south fork of the Middle River; and potentially funding these improvements through FDOT's Local Agency Program.  A Request for Proposals was issued in 2015 in order to begin the Dixie Highway Streetscape Enhancement Project [Dixie Highway Streetscape Enhancement Project RFP] ( <a href="http://www.wiltonmanors.com/DocumentCenter/View/1410">http://www.wiltonmanors.com/DocumentCenter/View/1410</a> )  Improvement project has been completed.	Roberta Moore	Director of Community Development Services
120	II.A.5	Implement bike lanes on resurfacing and rehabilitation projects	City of Deerfield Beach	FDOT	Ongoing	Primary Multimodal: Primary Function Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike	FHWA published a report titled Incorporating On-Road Bicycle Networks into Resurfacing Projects in March 2016 as guidance for state and local governments. FDOT District Four Office of Modal Development investigates opportunities using a Multimodal Scoping Checklist.  The designs for SW 10th Street in Deerfield Beach incorporate bicycle facilities. FDOT and the City of Deerfield Beach worked together on a streetscape project on A1A and incorporated bicycle lanes in 2016.	Steve Graham	City of Deerfield Beach Planning and Development Services

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121, 391, 407, 434	II.A.5, IV.C.2, IV.C.4, V.A.2	Construct street enhancement projects with multimodal elements to draw private investment for development, using grant opportunities and combining funds from multiple sources.	City of Oakland Park	City of Oakland Park	Current	Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>Examples of the City of Oakland Park's street enhancement projects include:</p> <ul style="list-style-type: none"> <li>- Full reconstruction of 38th Street to make it more pedestrian and bicycle friendly by adding lighting, roundabouts, and bike lanes. The project was the result of a CRA plan recommendation. The City received TAP and Broward County funds for this project.</li> <li>- Street improvements to 5th Avenue</li> <li>- Corridor enhancements at 34th Street and the Art Park at Dixie Hwy</li> <li>- Street enhancements on Andrews Avenue and Powerline Road</li> </ul> <p>The City is planning to reconstruct Powerline Road between Commercial Blvd and Oakland Park Blvd from six lanes to four lanes and converting the outer lanes to bicycle lanes and planting areas for landscape improvements. This project is funded by the Broward MPO's 2016 TIGER grant award for its Complete Streets initiative, with a local match from the City. In December 2016, the City hosted a second community meeting to discuss the proposed project. This project will extend the four-lane configuration of Powerline Rd from the south in the City of Fort Lauderdale (which extends to Sunrise Blvd). [Powerline Road Lane Reduction Project community meeting flyer] (<a href="http://www.oaklandparkfl.gov/DocumentCenter/View/3433">http://www.oaklandparkfl.gov/DocumentCenter/View/3433</a>) [Broward MPO Complete Streets 2016 TIGER Grant webpage] (<a href="http://www.browardmpo.org/index.php/current-projects-studies/tiger-grant-2016">http://www.browardmpo.org/index.php/current-projects-studies/tiger-grant-2016</a>)</p> <p>Prospect Road is also currently undergoing reconstruction as part of a Complete Streets project.</p> <p>In 2017, the City completed its Urban Tree Canopy Planting Project, which planted 146 trees on six key corridors. Funding for the project came from several sources: the USDA Forest Service through the Florida Forest Service's Urban and Community Forestry grant program, the Broward County Tree Preservation Trust Fund, and a local match from the City. The City has initiated Phase 2 of the Urban Tree Canopy project. [Grant Funding Awarded for Enhancement of Oakland Park's Tree Canopy] (<a href="http://oaklandparkfl.gov/CivicAlerts.aspx?AID=97">http://oaklandparkfl.gov/CivicAlerts.aspx?AID=97</a>)</p>	Jennifer Frastai	City of Oakland Park, Capital Improvement Program
122	II.A.5	Implement Complete Streets planning and construction projects (Landscaped safety medians, Pedestrian scale lighting, Sidewalks, Bicycle lanes, Bus bays)	City of Hollywood	City of Hollywood	Current	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike Non-Primary Hybrid: Primary Function Non-Primary Hybrid: Walk & Bike	<p>In the City of Hollywood, several Complete Streets projects are underway or completed including:</p> <ul style="list-style-type: none"> <li>- Johnson Street, from C10 Canal to US1</li> <li>- Johnson Street, from 56th Ave to 64th Avenue</li> <li>- US-441/Slate Road 7 south of Pembroke Road to Stirling Road</li> </ul> <p>Planned complete streets improvements include:</p> <ul style="list-style-type: none"> <li>- Hollywood Boulevard from Dixie Highway to City Hall</li> <li>- The FEC Corridor Greenway (Dixie Highway and 21st Avenue) from Pembroke Road to Sheridan Street</li> <li>- Tyler Street from Young Circle to Dixie Highway</li> <li>- A1A from Hollywood Boulevard to Sheridan Street</li> <li>- Federal Highway from Pembroke Road to Sheridan Street</li> <li>- Slate Road 7 from Pembroke Road to Allanta Street</li> </ul> <p>[City of Hollywood Complete Streets Projects] (<a href="http://www.hollywoodfl.org/924/Complete-Streets-Improvement-Projects">H186http://www.hollywoodfl.org/924/Complete-Streets-Improvement-Projects</a>)</p>	Vielka Quintero	City of Hollywood Economic Development
124	II.A.5	Construct Complete Streets and more pedestrian friendly streets to encourage redevelopment	City of Hallandale Beach	City of Hallandale Beach + FDOT	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike MM Districts & Nodes: Walk & Bike	<p>The City of Hallandale Beach will construct sidewalks and painted sharrows on several roads using Safe Routes to School funds. The City is planning to apply for Broward MPO CSLIP funding for Complete Streets improvements on three of the City's roadways (roadway list may change):</p> <ul style="list-style-type: none"> <li>- Diana Drive</li> <li>- 3rd Street from NW 8th Ave to US 1</li> <li>- 1st Avenue</li> </ul> <p>The City developed a priority list of improvements through the development of its Multimodal Mobility Plan.</p> <p>Local governments apply for Complete Streets improvement projects through the Broward MPO's grant program, and FDOT assists with implementation of the selected projects.</p>	Eric Houston, Lisa Maack, Ricardo Gutierrez	City of Hallandale Beach, FDOT District Four OMD, Broward MPO
125	II.A.5	Provide design assistance to local governments for Complete Streets projects	FDOT	FDOT	Future: short-term	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>FDOT District Four Office of Modal Development investigates opportunities using a Multimodal Scoping Checklist and will facilitate assistance to local governments for design of Complete Streets. FDOT also provides guidance on the design of Complete Streets on the FDOT Complete Streets Policy website [Link] (<a href="http://www.flcompletestreets.com/">http://www.flcompletestreets.com/</a>).</p>	Lisa Maack	OMD



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126	II.A.6	Use lane elimination to increase pedestrian safety	City of Fort Lauderdale	City of Fort Lauderdale	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>Several Lane Elimination projects are being completed within the City of Fort Lauderdale.</p> <p>The first were on A1A north of Sunrise and north of Oakland Park Blvd. The project north of Sunrise Blvd has been completed and the project north of Oakland Park Blvd went through a pilot of paint only and is now having the hardscape being constructed.</p> <p>The City also partnered with Wilton Manors on a Lane Elimination application for Powerline Road and NE 4th Avenue north of Sunrise Blvd to NW 26th St. This Powerline Road road lane elimination is complete.</p> <p>The City is implementing a lane elimination project on NE 13th Street. The City is also proposing to eliminate lanes on SW 27th Avenue as part of the Wave Street Car project being funded with the TIGER grant.</p> <p>The City partnered with Broward County, the MPO, and FDOT on a possible lane elimination on NW 19th Street for a portion of the project that runs from SR7 to Powerline Road and SE 3rd Avenue between SE 17th Street and SE 6th Street. However, this project is not moving forward due to resident disapproval.</p>	Karen Warfel	City of Fort Lauderdale Transportation and Mobility Department
127	II.A.6	Reduce number of travel lanes on Wilton Drive to add on-street parking, bike lanes, and pedestrian improvements	City of Wilton Manors	FDOT	Current	Primary Multimodal: Primary Function Primary Multimodal: Walk & Bike	<p>The Wilton Manors City Commission has adopted the Complete Streets philosophy.</p> <p>The SR811/ NE 4th Avenue/ Wilton Drive Lane Elimination Project is cosponsored by the Florida Department of Transportation, the City of Fort Lauderdale and the City of Wilton Manors. The road construction portion of the project funded by a grant from the Broward County Metropolitan Planning Organization. The project is in the design phase with construction expected in early 2018. [Wilton Drive Lane Elimination Project webpage] (<a href="http://wiltonmanors.com/575/Lane-Elimination-Project">http://wiltonmanors.com/575/Lane-Elimination-Project</a>)</p>	Humberto Arrieta	FDOT District Four Design
128	II.A.6	Consider transfer of roadway ownership from state to local for lane elimination projects	City of Wilton Manors	FDOT + City of Wilton Manors	Future: long-term	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>The first step in the lane elimination process is to discuss a potential transfer of ownership from State to local government. A process is in place for this and is handled through the District Statistics Office. A recent example of this transfer of ownership is Dixie Highway to the City of Pompano Beach</p>	Chon Wong Roberta Moore	PLEMO, Level of Service Coordinator, Director of Community Development Services
129	II.A.6	Adopt a lane elimination process to evaluate capacity effects of potential Complete Streets projects	Palm Beach County	FDOT	Future: mid-term	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>Capacity effects of a lane elimination are considered as part of FDOT's lane elimination process which includes a detailed multi-disciplinary review of the proposed lane elimination.</p> <p>Links: [FDOT Statewide Lane Elimination Guidance Part 1] (<a href="http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part1.pdf">http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part1.pdf</a>) [FDOT Statewide Lane Elimination Guidance Part 2] (<a href="http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part2.pdf">http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part2.pdf</a>)</p>	Chon Wong	PLEMO, Level of Service Coordinator
130	II.A.7	Expedite review of B-cycle applications	City of Fort Lauderdale	City of Fort Lauderdale	Current	MM Districts & Nodes: Walk & Bike L.I. Mixed Use: Walk & Bike	<p>none provided</p>	Karen Warfel	City of Fort Lauderdale Transportation and Mobility Department
131	II.A.8	Conduct a citywide traffic calming study that focuses on circulation rather than capacity.	City of Oakland Park	City of Oakland Park	Completed	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>In the early 2000s, the City of Oakland Park conducted a citywide traffic calming study.</p> <p>In order to provide for a safe, convenient, and efficient motorized and non-motorized transportation system, the continued implementation of the citywide neighborhood planning program will take place including conducting appropriate traffic calming studies (City of Oakland Park Comprehensive Plan] (<a href="http://www.oaklandparkfl.gov/documentcenter/view/2486">http://www.oaklandparkfl.gov/documentcenter/view/2486</a>)</p> <p>A traffic calming report was required for the NE 34 Ct: NE 12 Tr to NE 16 Ave project, and has been completed. Recommendations will be programmed as part of the Broward MPO TIP. FDOT's FY 2018 Work Program includes preliminary engineering for the recommendations, and the improvements are included in the City's CIP. [Oakland Park Capital Improvement Projects] (<a href="http://www.oaklandparkfl.gov/documentcenter/view/309">http://www.oaklandparkfl.gov/documentcenter/view/309</a>)</p>	Dincer Ozaydin	City of Oakland Park, Traffic Calming Coordinator
132	II.A.8	Convert parking spaces into parklets to slow down traffic speeds	City of Fort Lauderdale	City of Fort Lauderdale	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>The City adopted a Parklet Program to allow for the conversion of parking spaces. Gran Forno has taken advantage of the Program for additional outdoor seating.</p>	Ella Parker	City of Fort Lauderdale Department of Sustainable Development
133	II.A.8	Reduce vehicle speeds and lane widths on Federal Highway to create a more pedestrian friendly environment and vibrant streetscape	City of Dania Beach	City of Dania Beach + FDOT	Future: short-term	Primary Multimodal: Land Use Primary Multimodal: Walk & Bike Non-Primary Hybrid: Land Use Non-Primary Hybrid: Walk & Bike	<p>A proposed reduction of speed on State facilities must be coordinated through the Traffic Operations Office at FDOT and must go through a travel speed reduction process. If a reduction of travel lane widths is part of a lane elimination then it must go through the FDOT lane elimination process and will be evaluated by Traffic Operations and Design Offices. For all other travel lane width reductions, the proposed reduction must be coordinated with the Traffic Operations and Design Offices separately.</p> <p>In 2011, the City conducted a traffic calming study for SE 5th Avenue. [Draft SE 5th Ave Traffic Calming Study] (<a href="https://www.slideshare.net/jhusosky/city-of-dania-beach-se-5thavenue-traffic-calming-study-draft">https://www.slideshare.net/jhusosky/city-of-dania-beach-se-5thavenue-traffic-calming-study-draft</a>)</p>	Chon Wong; Corinne Lajoie	FDOT D4 PLEMO Level of Service Coordinator; City of Dania Beach Planning and Zoning Division

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135	II.A.8	Weigh priorities for traffic flow and livable streets	City of Dania Beach	City of Dania Beach + FDOT	Future: short-term	Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	<p>Traffic flow and livability are both evaluated during the lane elimination process and are weighed on a case by case basis while taking into account the context of the surrounding land uses and parallel facilities.</p> <p>The City of Dania Beach is exploring complete streets improvements to Dania Beach Boulevard, which includes a lane elimination. Concept animations and renderings are available on the MPO website. [Link to MPO renderings] (<a href="http://www.browardmpo.org/index.php/mobility-program">http://www.browardmpo.org/index.php/mobility-program</a>).</p> <p>A December 2015 staff report from the City for approving consulting services is also available. [Link to staff report] (<a href="http://www.browardmpo.org/index.php/mobility-program">http://www.browardmpo.org/index.php/mobility-program</a>)</p>	Chon Wong;  Corinne Lajoie	FDOT D4 PLEMO Level of Service Coordinator;  City of Dania Beach Planning and Zoning Division
136	II.B.1	Develop a TDP and implement the needs therein	BCT	BCT	Current	System	<p>The following outlines BCT's transit service and transit capital development project implementation program for the upcoming fiscal year (2017) and for the new tenth year (2026). BCT's updated service and capital plans are sorted into two categories: Status Quo Plan and Vision Plan. The projects in the Status Quo Plan are necessary to keeping the system operational through the 10-year period of the plan (2017-26). The Vision Plan projects are those that go beyond basic necessities and move the BCT system toward more completely meeting the needs identified in the BCT Connected Major TDP effort completed for 2014-23. Improvements identified in the Status Quo and Vision plans are need-based and therefore funding may not necessarily be identified for them.</p> <p>[2016 TDP update] (<a href="http://www.broward.org/BCT/Reports/Pages/TransitDevelopmentPlan.aspx">http://www.broward.org/BCT/Reports/Pages/TransitDevelopmentPlan.aspx</a>)</p> <p>Upon the completion of our annual minor (end of 2017) and major (beginning 2018) updates to the TDP and discussion of a potential sales tax plan, any rail or bus services are subject to change.</p>	Mabelle Mittelberg	BCT Service and Capital Planning
138, 582	II.B.2	Provide limited stop service with transit signal priority on Lake Worth Road and Okeechobee Blvd	PalmTran	PalmTran + FDOT	Current	System Primary Multimodal: Primary Function Primary Multimodal: Transit	<p>PalmTran is partnering with FDOT and Palm Beach County Traffic Engineering to introduce limited stop service with transit signal priority (TSP) along Lake Worth Road and Okeechobee Blvd. The feasibility assessment for the project has been completed. The County is currently preparing the technical engineering specifications. Once the specifications are completed, PalmTran will issue an RFP to construct the TSP, and anticipates the system could be fully integrated within 12 months of issuing the contract.</p>	Khalilah Ffrench, Fred Stubbs, Tiri Jheerdenta??	FDOT OMD; PalmTran; Palm Beach County Traffic Engineering
140, 572	II.B.3 II.D.8 V.A.1	Enhance shuttle service between Tri-Rail stations and major employment areas	Palm Beach MPO	SFRTA	Ongoing	System	<p>SFRTA partners with cities to provide shuttle service for many of its stations. [Link to SFRTA Shuttle website] (<a href="http://www.tri-rail.com/shuttles/">http://www.tri-rail.com/shuttles/</a>)</p> <p>SFRTA's entire Commuter Bus fleet was replaced and upgraded with 28 vehicles and two refurbished vehicles, wrapped in Tri-Rail's iconic color scheme:</p> <ul style="list-style-type: none"> <li>o Four heavy-duty 35-foot and 26 medium-duty 35-foot buses, each with 50- passenger capacity</li> <li>o All buses accommodate two wheelchairs and have a three-space bike rack. An Americans with Disabilities Act (ADA) ramp can be automatically lowered/raised for wheelchair access or rolling luggage on-board</li> <li>o Airport buses have enhanced seating, standing room and luggage capacity with 108-inch luggage rack for additional storage space</li> <li>o Fixed-route connectors have dual entry and exit doors with a push-button open-and-close system. Cameras monitor passenger and driver activities and external conditions</li> <li>o Real-time bus tracking and Wi-Fi capability</li> </ul> <p>The Palm Beach MPO's adopted Transportation Improvement Program includes funds for shuttle service for West Palm Beach and Boca Raton</p>	Kevin Fischer;  Vicki Gatani	Palm Beach MPO;  SFRTA
141	II.B.3	Fund a shuttle to Broward Boulevard and Dixie Highway	City of Hollywood	City of Hollywood	Inactive	Primary Multimodal: Transit Primary Multimodal: Walk & Bike	<p>Dania Beach residents have voiced a need for an east-west shuttle during City Commission meetings. The City desires to provide an east-west shuttle, but would need to examine the need, available funding, and other components before moving forward.</p> <p>The City of Dania Beach's current shuttle system consists of the trolley and train-to-trolley service. More information is available on the City's website.</p>	Clarissa Ip	City of Hollywood Development Services
142	II.B.3	Have a mini-bus system	City of Hallandale Beach	City of Hallandale Beach	Completed	System	<p>The City of Hallandale Beach minibus service operates four routes for quick, easy and convenient transportation. The four routes cover all four sections of the City. Since 2013, the City added a route to its mini-buses and now has an app for real time tracking. City staff anticipates additional mini-bus changes may be coming. [Hallandale Beach Mini-Bus Website] (<a href="http://www.cohb.org/357/Community-Mini-Bus-Service">http://www.cohb.org/357/Community-Mini-Bus-Service</a>)</p>	Eric Houston	City of Hallandale Beach
143	II.B.3	Identify multimodal districts and centers, and implement a shuttle service to provide connections between these centers and surrounding areas, including major employers, to supplement the local fixed route bus service	City of Boca Raton	City of Boca Raton	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit L.I. Residential: Transit L.I. Commercial: Transit L.I. Mixed Use: Transit	<p>The City has designated several Planned Mobility areas in the Comprehensive Plan. Shuttle service connects these areas to the Tri-Rail station. [Link to Comprehensive Plan Future Land Use Map] (<a href="https://www.myboca.us/DocumentCenter/View/1065">https://www.myboca.us/DocumentCenter/View/1065</a>) [Link to Boca Raton's Tri-Rail Shuttle Buses] (<a href="http://www.tri-rail.com/shuttles/">http://www.tri-rail.com/shuttles/</a>)</p>	Ingrid Allen	City of Boca Raton Planning & Zoning

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144	II.B.4	Increase service hours, reduce headways, and add stops on productive routes.	BCT	BCT	Current	System	<p>Broward County Transit is working on or has completed service improvements to productive routes such as I-95 and I-595 express bus routes.</p> <p>The BCT 2014-2023 Major TDP update indicated nine routes will receive reliability and capacity adjustments. These routes are identified in the service plans in Appendix L of the TDP. Improvements will include running time adjustments to improve on time performance, headway improvements, service span improvements, and route realignments on two different routes. One example is the I-95 express route (106), whose weekday peak service headways will be improved to 20 minutes.</p> <p>Additionally, in 2013 BCT identified increased service hours on the 441 Breeze limited stop service, which runs all day to supplement the local service on this corridor. BCT increased service hours, reduced headways, and added stops along the 18 Breeze route.</p> <p>[2016 TDP update] (<a href="http://www.broward.org/BCT/Reports/Pages/TransitDevelopmentPlan.aspx">http://www.broward.org/BCT/Reports/Pages/TransitDevelopmentPlan.aspx</a>)</p> <p>Upon the completion of our annual minor (end of 2017) and major (beginning 2018) updates to the TDP and discussion of a potential sales tax plan, any rail or bus services are subject to change.</p>	Mabelle Mittelberg	BCT Service and Capital Planning
145	II.B.4	Improve span of service and improve frequency of routes	PalmTran	PalmTran	Current	System	<p>PalmTran completed the 2016-2026 Transit Development Plan Major Update in 2016, which outlines improvements for the span of service and frequency of service of several routes. Increasing system efficiency and improving ridership remain PalmTran's main priorities.</p> <p>PalmTran is undergoing a Route Performance Maximization initiative to improve bus routes throughout the County, and is considering the use of technology to improve performance.</p>	Fred Stubbs	FDOT OMD; PalmTran; Palm Beach County Traffic Engineering
146, 532	II.B.4, III.A.2	Install queue jumpers and transit signal priority to reduce transit travel time	BCT	FDOT + BCT + Broward County Traffic Engineering	Current	Primary Multimodal: Transit	<p>FDOT, County Traffic Engineering and Transit staff coordinate together to identify locations for and implement queue jumpers and transit signal priority at certain intersections.</p>	Marjorie Hilaire; Mabelle Mittelberg; Scott Brunner	FDOT OMD-Rail; BCT Service and Capital Planning; Broward County Traffic Engineering
147	II.B.4	Implement dedicated bus-only lanes during peak hours	BCT	FDOT + BCT + Broward County Traffic Engineering	Future: short-term	Primary Multimodal: Transit	<p>The Oakland Park Boulevard Alternatives Analysis considered several alternatives with exclusive and/or repurposed lanes for bus service, including grade-separated bus rapid transit, exclusive bus-only lanes, and business access and transit (BAT) lanes, which allow buses, emergency vehicles, and right-turning vehicles only. The BAT lane is approved as the long term solution.</p> <p>[Oakland Park Boulevard Alternatives Analysis Final Report] (<a href="http://www.oaklandparkboulevardtransitstudy.com/documents/OPB-AA-Final-Report.pdf">http://www.oaklandparkboulevardtransitstudy.com/documents/OPB-AA-Final-Report.pdf</a>)</p>	Mabelle Mittelberg; Scott Brunner	BCT Service and Capital Planning ; Broward County Traffic Engineering
148	II.B.4	Begin planning for premium transit connections on east-west corridors	Broward County	Broward MPO + BCT + FDOT + Broward County	Current	Primary Multimodal: Transit	<p>The Broward MPO, Broward County Transit, FDOT, and Broward County are all planning for premium transit (including rail and premium bus solutions) on east-west corridors, including Oakland Park Blvd, and Hollywood/Pines Blvd, in addition to other premium transit systems like the Wave Streetcar.</p> <p>The current Broward County Comprehensive Plan includes support for the Central Broward East-West Transit Corridor to alleviate traffic on I-595 (Transportation Element Policy 3.4.18). The County is updating its Comprehensive Plan as part of BrowardNEXT.</p> <p>[Link to Transportation Element] (<a href="http://www.broward.org/Planning/Forms/Publications/Documents/Transportation-Element.pdf">http://www.broward.org/Planning/Forms/Publications/Documents/Transportation-Element.pdf</a>)</p> <p>In its annual update, Broward County Transit listed the rapid bus corridors and included the vision rail transit network map that includes east-west alignments.</p> <p>[Link to BCT TDP 2017-2026 Annual Update] (<a href="http://www.broward.org/BCT/Reports/Documents/FY2017-26_TDPAnnualUpdate.pdf">http://www.broward.org/BCT/Reports/Documents/FY2017-26_TDPAnnualUpdate.pdf</a>)</p>	Peter Gies; Mabelle Mittelberg; Khalilah Ffrench; Nick Sofoul	Broward MPO; BCT; FDOT OMD; Broward County Planning & Development Management
149, 332	II.B.4 III.C.4	Invest in regional and inter-county transit routes	FDOT	FDOT	Ongoing	System Primary Multimodal: Transit	<p>Several Broward County Transit routes cross the Palm Beach and Miami-Dade County lines including: I-95 Express routes, I-595 Express Routes, US 441 Breeze, SR-7 Breeze, Route 28, Route 1, US-1 Breeze, Route 2, Route 19, and Route 10.</p> <p>FDOT District Four tries to make intercounty connections as robust as possible. Examples of intercounty routes funded by the Transit Corridor Grant Program outside of the I-95 Corridor Mobility study area include the new Marty Route 20 Express linking Martin Hospital South and Indian River State College in Martin County to the Palm Beach Gardens Mall in Palm Beach County.</p>	Jayne Pietrowski	OMD
150	II.B.4	Adopt a maximum transit headway of 60 minutes for all transit routes	PalmTran	PalmTran	Completed	System	<p>PalmTran has adopted a policy of 60 minute maximum headways in its Transit Development Plan.</p>	Fred Stubbs	PalmTran
151	II.B.4	Pursue decreasing the maximum headway to 30 minutes in the future, and implement by increasing frequency on high ridership routes first	PalmTran	PalmTran	Current	System Primary Multimodal: Transit	<p>PalmTran adopted a goal of reducing maximum headways to 30 minutes in the future in the Transit Development Plan. PalmTran's Transit Development Plan outlines the agency's approach for concentrating on increasing frequencies on its spine routes.</p>	Fred Stubbs	PalmTran

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152	II.B.4, II.C.3	Deploy Mobile Ticketing Technology and Easy Card in pilot projects across Broward and Palm Beach Counties. If they are successful, fully deploy these technologies to the entire fleet.	FDOT + SFRTA	BCT + PalmTran + SFRTA	Future: short-term	System SIS Facilities: Transit Primary Multimodal: Transit	Palm Tran Easy Card Update: PalmTran plans to review mobile ticketing options, including the easy card and other options. PalmTran also plans to investigate a universal card reader system that may have an option to accept easy cards, debit cards, and other forms of payment. PalmTran put out a Request for Proposal in 2017 for a consultant to conduct this work. PalmTran is not participating in the Pilot Project with Broward County.  BCT Easy Card + Mobile Ticketing Update: Selected vendor/under contract negotiations.	Mabelle Mittelberg; Fred Stubbs; Vicki Gatanis	BCT Service and Capital Planning; PalmTran; SFRTA
153, 274, 576, 578	II.B.4 II.E.5	Make real-time information available at stations and through smart phone apps	FDOT	BCT, Palm Tran, SFRTA	Current	System SIS Facilities: Transit Primary Multimodal: Transit	Smart phone apps for Tri-Rail, Palm Tran, and the Fort Lauderdale Sun Trolley are currently available. A new Tri-Rail mobile app was officially launched in Spring, 2016.  BCT is conducting ongoing testing for providing real-time information through BCT's website, mobile application, passenger advisory signs and IVR. BCT is also working out issues out on the mobile application. The app is still in beta until issues are fixed.  Integrating separate applications from transit agencies in Broward and Palm Beach counties into one app for transit across the region is a desired next step.	Mabelle Mittelberg; Fred Stubbs; Vicki Gatanis	BCT Service and Capital Planning; PalmTran; SFRTA
154	II.B.5	Implement BCT's Shelters and Amenities Program	BCT	BCT	Current	MM Districts & Nodes: Transit Special Use Center: Transit L.I. Residential: Transit L.I. Commercial: Transit L.I. Mixed Use: Transit	In 2017, BCT will add 81 bus shelters to the overall BCT system. Shelters are planned for installation in the following communities: Davie, Deerfield Beach, Fort Lauderdale, Hallandale Beach, Lauderdale-by-the-Sea, Lauderdale Lakes, Lauderhill, Miramar, North Lauderdale, Pembroke Pines, Plantation, Pompano Beach, Sunrise and Unincorporated Broward County Currently, BCT has 4,572 bus stops throughout the system. 497 of these stops had bus shelters before BCT started the current program.  [Link to BCT TDP 2017-2026 Annual Update] ( <a href="http://www.broward.org/BCT/Reports/Documents/FY2017-26_TDPAnnualUpdate.pdf">http://www.broward.org/BCT/Reports/Documents/FY2017-26_TDPAnnualUpdate.pdf</a> )  As of August 2017, BCT will have added 681 new shelters throughout the system, bringing the total to 1,178 shelters system-wide.	Mabelle Mittelberg	BCT Service and Capital Planning
155	II.B.5	Undertake a program to make all Sun Trolley stops ADA compliant and replace bus shelters where needed	City of Fort Lauderdale	City of Fort Lauderdale	Current	MM Districts & Nodes: Transit Special Use Center: Transit L.I. Residential: Transit L.I. Commercial: Transit L.I. Mixed Use: Transit	The City of Fort Lauderdale is developing a plan to install new bus shelters and ensure bus stops meet ADA standards for the Sun Trolley System, and is making the necessary improvements at preferred spots following the completion of the Transit Master Plan.	Kevin Walford	City of Fort Lauderdale Transportation & Mobility
156	II.B.5	Provide bus shelters to improve the comfort of transit patrons and encourage more riders	City of North Lauderdale	City of North Lauderdale + BCT	Ongoing	System MM Districts & Nodes: Transit Special Use Center: Transit L.I. Residential: Transit L.I. Commercial: Transit L.I. Mixed Use: Transit	Update from the City of North Lauderdale: The City of North Lauderdale's first Complete Streets audit revealed (among other findings) a need to improve the comfort of transit patrons by providing bus shelters. The City is working with BCT to request a bus shelter at a bus stop to serve a new Wal-Mart at Avon Lane and McNab Rd.  Update from BCT: In 2016, BCT installed 52 new bus shelters and bike racks through its shelter expansion program, including one in North Lauderdale, which was part of a resurfacing project on Kimberly Blvd. At the end of the program in 2017, 668 new shelter will have been added. [Broward County 2017-2026 Transit Development Plan] ( <a href="http://www.broward.org/BCT/Reports/Documents/FY2017-26_TDPAnnualUpdate.pdf">http://www.broward.org/BCT/Reports/Documents/FY2017-26_TDPAnnualUpdate.pdf</a> )	Andrew Disbury; Mabelle Mittelberg	City of North Lauderdale Community Development; BCT
157, 165	II.B.6, II.C.2	Explore integrated solutions like managed lanes with park-and-ride facilities, express transit service, and shared revenue for transit improvements to further incentivize transit use and maximize the benefit of infrastructure investments.	PalmTran	PalmTran	Current	System SIS Facilities: Transit	PalmTran has discussed the transit aspects of managed lanes with the Palm Beach MPO Technical Advisory Committee, particularly how collected funds would be spent. PalmTran has advocated for using collected funds for express transit service on the managed lanes or other transit as needed.	Fred Stubbs	PalmTran
158	II.B.7	Provide a convenient, comfortable transit system that is competitive to the automobile for Port Everglades and FLL Airport passengers and employees.	FLL Airport	BCT + SFRTA	Ongoing	System Special Use Center: Transit	Seaport and airport representatives acknowledge the need for a competitive transit system to cruise and airport passengers and port and airport employees can access these facilities without a car.  According to FLL, the connection between the Airport and the Port is very important. There are currently a number of strategies that currently connect travelers between the port and airport including rental cars, taxis and charter buses/shuttles. There is enough demand to support a coordinated, public transit connection or circulator between the two facilities.  SFRTA currently provides a shuttle between Tri-Rail and the FLL airport.  The Wave Streetcar, and connections to it, might be a possible solution to intra-Port/Airport connections as well as to broader connections to surrounding neighborhoods and the region. The Airport, Port and others will need to coordinate to identify the right strategy to planning a transit strategy. The concurrent Master Plan updates (2016-2018) of the Airport and Port would provide the right context to do this.	Mabelle Mittelberg; Vicki Gatanis	BCT + SFRTA

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159	II.B.7	Increase travel options along multimodal corridors' while trying to maintain vehicular mobility.	Broward County	Broward County	Current	Primary Multimodal: Primary Function Primary Multimodal: Transit	<p>The Broward County Comprehensive Plan includes support for the Central Broward East-West Transit Corridor to alleviate traffic on I-595 and for use of the FEC Railroad as an urban transit corridor (Transportation Element Policy 3.4.18). The Comprehensive Plan also requires that the County work toward establishing transit-oriented corridor overlay zoning districts along high-capacity transit corridors (Policy 3.5.8) and requires the County to establish measures to acquire and preserve transit right-of-way and exclusive public transit corridors (Policy 3.7.3). [Link to Transportation Element] (<a href="http://www.broward.org/Planning/FormsPublications/Documents/Transportation-Element.pdf">http://www.broward.org/Planning/FormsPublications/Documents/Transportation-Element.pdf</a>)</p> <p>Broward County adopted Complete Streets policies into the Broward County Comprehensive Plan on June 10, 2014. Broward County has updated its comprehensive plan, BrowardNEXT, which includes complete streets policies, including the adoption of the Broward Complete Streets Guidelines, or equivalent principles (BrowardNEXT Policy 2.19.1). These policies address regional issues highlighted by the county, including targeted redevelopment. Broward County proposed Strategy TR-1: Prioritize new development and redevelopment to existing and planned downtowns and major transit corridors and transit hubs, to address this regional issue. [Highlighted Regional Issues] (<a href="http://www.broward.org/BrowardNext/Documents/HighlightedRegionalIssues.pdf">http://www.broward.org/BrowardNext/Documents/HighlightedRegionalIssues.pdf</a>) [Link to Complete Streets Semi-Annual Progress Report (December 2015)] (<a href="http://www.broward.org/Streets/CompleteStreets/Documents/Complete%20Streets%20Semi-Annual%20Progress%20Report%20December%202015.pdf">http://www.broward.org/Streets/CompleteStreets/Documents/Complete%20Streets%20Semi-Annual%20Progress%20Report%20December%202015.pdf</a>) [Link to Broward County Existing Transit coverage map] (<a href="http://gis.broward.org/maps/webPDFs/CompPlan/Map3-17TransitExisting.pdf">http://gis.broward.org/maps/webPDFs/CompPlan/Map3-17TransitExisting.pdf</a>) [Link to Broward County Future Public Transit coverage map] (<a href="http://gis.broward.org/maps/webPDFs/CompPlan/FutureTransitRRIntermodalFacilities.pdf">http://gis.broward.org/maps/webPDFs/CompPlan/FutureTransitRRIntermodalFacilities.pdf</a>) [Link to BCT TDP 2017-2026 Annual Update with vision rail network and transit system maps] (<a href="http://www.broward.org/BCT/Reports/Documents/FY2017-26_TDPAnnualUpdate.pdf">http://www.broward.org/BCT/Reports/Documents/FY2017-26_TDPAnnualUpdate.pdf</a>)</p>	Nick Sofoul	Broward County Planning & Development Management
160	II.B.7	Elevate visibility of SFRTA beyond just Tri-Rail operations	SFRTA	SFRTA	Current	System	<p>SFRTA conducted surveys in 2016, and some questions gauged how aware the public is that SFRTA is the authority that owns and operates Tri-Rail. The survey results showed improvement over the last survey. SFRTA is trying to grow its mission beyond just the operations of Tri-Rail into a truly regional transit authority. SFRTA has held a number of public outreach events that have been very well attended.</p>	Vicki Gatanis	SFRTA
161	II.C.1	Develop a Transportation Network Needs Assessment as part of a three-step mobility action plan	SFRPC - SR 7 Collaborative	FDOT	Completed	System	<p>The SR 7 Collaborative is regarded as a model for collaboration in corridor planning across multiple jurisdictions. The City of Lauderdale Lakes is spearheading the NW 31st Avenue Corridor Planning Collaborative, and is modeling this effort on the SR 7 Collaborative.</p> <p>Information from SFRPC's "10 Years Down The Road" 2011 report on the State Road 7 Collaborative: The importance of SR 7 as a major north-south regional connection was increased when the University Drive connection between Broward and Palm Beach counties was removed from local thoroughfare plans. The area is bounded by Sample Road in Broward County, Glades Road in Palm Beach County, Florida's Turnpike, and the Everglades. FDOT, along with a multi-jurisdictional working group, developed a Transportation Network Needs Assessment, part of a three-step mobility action plan that was framed during a meeting of all interested parties convened by the secretaries of the Florida Department of Community Affairs (DCA) and FDOT in November 2007. [State Road 7 Collaborative webpage] (<a href="http://www.sfrpc.com/sr7.htm">http://www.sfrpc.com/sr7.htm</a>)</p>	Lois Bush	FDOT D4 PLEMO
163, 369	II.C.1, III.1.2	Develop a strategic plan with goals, objectives, initiatives, and performance indicators to achieve a vision that includes multimodal connectivity (Fast Forward)	City of Fort Lauderdale	City of Fort Lauderdale	Current	System	<p>Press Play was completed as the Strategic Plan of the Fast Forward Fort Lauderdale 2035 Vision. The City of Fort Lauderdale's Strategic Plan, called 'Press Play,' was completed and builds on the City's 2035 Vision called 'Fast Forward.'</p>	Karen Warfel	City of Fort Lauderdale Transportation and Mobility Department
164	II.C.2	Enhance the connectivity of the transit system, with connections between regional transit systems (Tri-Rail) and local circulators with bus feeders and bike racks on buses	Broward County	BCT	Future: short-term	System	<p>All elements of the 2017-26 Service Plan remain beyond current funding availability and therefore fall into BCT's Vision Plan.</p> <p>FY 2019 Broward Breeze service connects to Broward Blvd. Tri-Rail Station.</p> <p>FY 2021 New Griffin Rd. route that connects to Griffin Tri-Rail Station.</p> <p>FY 2022 Extend Route 20 to Sample Rd. Tri-Rail Station.</p> <p>[2016 TDP update] (<a href="http://www.broward.org/BCT/Reports/Pages/TransitDevelopmentPlan.aspx">http://www.broward.org/BCT/Reports/Pages/TransitDevelopmentPlan.aspx</a>)</p>	Mabelle Mittelberg	BCT Service and Capital Planning
166	II.C.2	Enhance feeder service around transit stations and time feeder buses to arrive with passenger rail	PalmTran	PalmTran	Future: mid-term	Primary Multimodal: Transit Primary Commerce: Transit MM Districts & Nodes: Transit	<p>PalmTran currently runs fixed route buses on a fixed schedule and coordinates these route schedules with SFRTA train schedules. These routes operate on 30 minute intervals at each of the six existing stations. SFRTA provides its own feeder service at the West Palm Beach Tri-Rail station.</p>	Fred Stubbs	PalmTran
167	II.C.2	Make transit connections a priority	City of Deerfield Beach	City of Deerfield Beach	Current	System MM Districts & Nodes: Transit	<p>The City of Deerfield Beach desires better connections to transit facilities for the Pioneer Grove area. The City will work with BCT as Pioneer Grove develops to determine possibilities for BCT to realign its transit routes.</p>	Steve Graham	City of Deerfield Beach Planning and Development Services

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172	II.C.3	Maintain and improve transfer service at high activity centers, including hospitals and universities	PalmTran	PalmTran	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	PalmTran is working to maintain and improve transfer windows where warranted.	Fred Stubbs	PalmTran
174	II.C.4	Require developments adjacent to transit routes to build a shelter and provide an easement for transit	City of Boca Raton	City of Boca Raton	Current	Primary Multimodal: Transit Primary Commerce: Transit Non-Primary Hybrid: Walk & Bike MM Districts & Nodes: Transit L.I. Mixed Use: Transit	The City's bus shelter regulations require that all new development or redevelopment projects that require planning and zoning board, city council, or community redevelopment agency approval shall construct a bus shelter. [Link to bus shelter regulations] ( <a href="https://www.municode.com/library/fl/boca_raton/codes/code_of_ordinances?nodeId=VOI_CH23PLDE_ARTIVDERE_DIV5DROREPAFAACCOET_S23-192BUSHBUPULA">https://www.municode.com/library/fl/boca_raton/codes/code_of_ordinances?nodeId=VOI_CH23PLDE_ARTIVDERE_DIV5DROREPAFAACCOET_S23-192BUSHBUPULA</a> )  The City's Transportation Demand Management Ordinance requires that, when applicable, a property owner shall provide a bus shelter or transit/bus pickup facility if the development has frontage on any transit route, unless the developer can demonstrate that a suitable facility is already available within 600 feet of the property on which the development is located. [Link to TDM section of the Land Development Regulations] ( <a href="https://www.municode.com/library/fl/boca_raton/codes/code_of_ordinances?nodeId=VOI_CH23PLDE_ARTIVDERE_DIV8TRDEMA_S23-245TRDEMARE">https://www.municode.com/library/fl/boca_raton/codes/code_of_ordinances?nodeId=VOI_CH23PLDE_ARTIVDERE_DIV8TRDEMA_S23-245TRDEMARE</a> )	Ingrid Allen	City of Boca Raton Planning & Zoning
175	II.C.4	Require developments along key bicycling corridors to contribute to the bike share program.	City of Dania Beach	City of Dania Beach	Current	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike MM Districts & Nodes: Walk & Bike	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
176	I.B.1, II.C.5	Purchase land for park-and-ride facilities	BCT	FDOT	Future: long-term	SIS Facilities: Transit Primary Multimodal: Transit	FDOT Update: This is an ongoing process. FDOT is currently looking at a site located at Pines Blvd and I-75 to be utilized for the I-75 express service. FDOT is also looking at a parcel at Flamingo and I-595 to support I-595 express bus service. FDOT is still in the vesting process and have not requested funding for these projects.  FDOT will take over all land acquisitions for park and ride facilities.	Wibet Hay	FDOT Design
177	II.C.5	Implement managed lanes with park-and-ride facilities and express transit service	Palm Beach County	PalmTran + FDOT	Future (timeframe unknown)	SIS Facilities: Transit Primary Multimodal: Transit	PalmTran, the Palm Beach MPO, and FDOT have held meetings to discuss managed lanes and express bus service. PalmTran and FDOT's Transportation, Safety, Maintenance and Operations (TSM&O) team are coordinating on this effort. FDOT would be the responsible party for designing and constructing the managed lanes, and PalmTran would operate the express bus service.	Fred Stubbs, Melissa Ackert	PalmTran, FDOT
178	II.C.5, II.D.7	Make enhancing Tri-Rail access a priority	City of Deerfield Beach	City of Deerfield Beach	Current	SIS Facilities: Transit Primary Multimodal: Transit	The City of Deerfield Beach is actively involved in planning around the existing Tri-Rail station. The City has implemented Complete Streets improvements along Hillsboro Boulevard, and is trying to encourage higher densities at a TOD site.  The City applied for the South Florida TOD grant to develop a master plan for a future Tri-Rail Coastal Link station area, but was unsuccessful.	Steve Graham	City of Deerfield Beach Planning and Development Services
180, 209, 228	II.D.1, II.D.7	Collapse the five mixed-use future land use designations in the Broward County Land Use Plan into one Activity Center designation to expand the focus of multimodal transportation beyond transit and TOD for mixed use areas, and encourage infill development in these areas.	BCPC	BCPC	Completed	MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike L.I. Mixed Use: Primary Function L.I. Mixed Use: Transit L.I. Mixed Use: Walk & Bike	The BrowardNEXT comprehensive plan revisions combine the existing RAC, LAC, Mixed-Use, TOD, and TOC into a proposed Activity Center designation. This designation supports pedestrian mobility (BrowardNEXT Policy 2.4.2). BrowardNEXT also requires local land use elements to require design guidelines that incorporate pedestrian and bicycle paths and greenways to accomplish fully-connected routes to all destinations within the Activity Center (BrowardNEXT Policy 2.4.9). See also BrowardNEXT Policies 2.4.15-18. The plan also includes utilizing the Institute of Transportation Engineers' "urban infill area - person trip methodology" in Activity Centers and certain redevelopment areas to facilitate higher densities and intensities in mixed use, urban areas. These BrowardNEXT policies became effective in May 2017.	Pete Schwarz	BCPC
181	II.D.1	Create a new Transit Oriented Corridor future land use category through collaboration with the Broward County Planning Council	SFRPC - SR 7 Collaborative	SR 7 Collaborative + BCPC	Completed	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	The SR 7 community visioning charrettes, from 2003 to 2005 as part of the SR 7 Collaborative effort, identified implementation issues that included the need for new land use category. The Collaborative worked with the Broward County Planning Council to create the Transit Oriented Corridor, which was adopted in 2005 to accommodate "The People's Plan." It allowed each corridor community to amend its Future Land Use Plan to conform to its vision. The County also waived the \$7,200 amendment application fees, resulting in a combined savings of \$100,800. - Information from SFRPC's "10 Years Down The Road" 2011 report on the State Road 7 Collaborative. [State Road 7 Collaborative webpage] ( <a href="http://www.sfrpc.com/sr7.htm">http://www.sfrpc.com/sr7.htm</a> )  Several cities have adopted the TOC future land use designation, which can be found on the Broward County Planning Council's website at [Link] ( <a href="http://gis.broward.org/BC_Maps/Maps.aspx">http://gis.broward.org/BC_Maps/Maps.aspx</a> ). Cities that have adopted the TOC FLU designation include Margate, Pompano Beach, Lauderhill, Davie, Hollywood, and Miramar.  Margate is an example of a city that not only adopted the TOC FLU designation, but also updated its land development code regulations at the same time.	Pete Schwarz	BCPC
182	II.D.1	Designate places using the TOC, TOD, RAC, and LAC future land use designations to communicate future vision	Cities (multiple)	Cities	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use			
183	II.D.1	Utilize RAC and LAC designations	City of Dania Beach	City of Dania Beach	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use	A large portion of the City is designated Regional Activity Center on the Future Land Use Map. [Link to Future Land Use Map] ( <a href="http://daniabeachfl.gov/DocumentCenter/Home/View/563">http://daniabeachfl.gov/DocumentCenter/Home/View/563</a> )	Corinne Lajoie	City of Dania Beach Planning and Zoning Division

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184, 590	II.D.1, II.D.7	Prepare for Tri-Rail Coastal Link transit service by designating the station area as a Regional Activity Center and expanding zoning to promote a mix of residential and non-residential uses	City of Hollywood	City of Hollywood	Current	MM Districts & Nodes: Land Use LI Mixed Use: Land Use	<p>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.</p> <p>Several zoning districts in the City of Hollywood allow a mix of residential and non-residential uses. One example is the Downtown Community Redevelopment district which is part of the Regional Activity Center and allows residential, office, commercial/retail, hotel, restaurant, and entertainment/recreation uses. One of the City's initiatives is to promote mixed use within the RAC.</p> <p>Areas along SR 7 are designated as Transit Oriented Corridor future land use. The City is working on rezoning this area to promote mixed use. The City is working with FDOT on this area, as FDOT desires to make the road wider in this area. The City intends to finish the rezoning process in Summer 2017. More information about the SR 7 rezoning is available on the City's website.</p>	Vielka Quintero	City of Hollywood
185	II.D.1	Expand RAC definition and collapse flexibility zones to shift density	City of Hollywood	City of Hollywood	Current	System	none provided	Vielka Quintero	City of Hollywood Economic Development
186	II.D.1	Increase allowable densities in Regional Activity Centers	City of Dania Beach	City of Dania Beach	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	<p>In 2013, the City of Dania Beach took major steps to revise its local zoning, land use, and development regulations to better reflect the City's vision as a destination with higher densities and a mix of uses. The City rewrote its land development code and upzoned its Regional Activity Center (RAC), which is the Community Redevelopment Area (CRA). The CRA's master plan details how the site should be built (e.g. with sidewalks, etc), and the City refers developers to this plan. This Master Plan is available on the City's website. The Local Activity Center is located along Federal Highway inside the RAC.</p> <p>The City has incentives to attract developers. The City allows higher densities if developers provide parks or other community projects.</p>	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
187	II.D.1	Include TOD and TOC designations in Comprehensive Plan and Zoning Code	City of Deerfield Beach	City of Deerfield Beach	Completed	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	<p>In the City of Deerfield Beach's Comprehensive Plan, Objective FLU 1.5 and supporting policies establish the TOD land use category and Objective FLU 1.6 and supporting policies establish the TOC future land use category. The TOD designation is applied to the one area, east of the existing Tri-Rail Station on the Future Land Use Map.</p> <p>The City of Deerfield Beach's Transportation Element Data and Analysis Section 3.6.1 indicates that the City has received a land plan amendment to change an 8.07-acre parcel adjacent to the Tri-Rail station from Commercial to Transit Oriented Development. This proposal includes the construction of 226 residential units and 10,000 square feet of non-residential use. While this proposal is less intense than the original proposal, the development still involves some elements of TOD, including common access points between residential and commercial uses, and reduced parking requirements. The implementation and adoption of transit oriented land use categories support the regional efforts to encourage infill and redevelopment.</p> <p>The City's Transportation Element Data and Analysis Section 3.6.5.3 also suggests that "transit villages" be developed at the Tri-Rail stations to promote intermodal transportation opportunities. The City has added the land use category, Transit Oriented Development (TOD) to the Future Land Use Plan which supports the transit village concept.</p> <p>[Link to Deerfield Beach Comprehensive Plan Future Land Use Element and Future Land Use Map] (<a href="http://www.deerfield-beach.com/1080/Planning-Zoning">http://www.deerfield-beach.com/1080/Planning-Zoning</a>)</p> <p>The City has also incorporated TOD into the zoning code in Section 98-63.</p> <p>[Link to the TOD regulations in the Deerfield Beach Zoning Code] (<a href="https://www.municode.com/library/il/deerfield_beach/codes/land_development_code?nodeId=SPBLADERE_CH98LADERE_ARTIIIIZODIRE_S98-63TOTORDE">https://www.municode.com/library/il/deerfield_beach/codes/land_development_code?nodeId=SPBLADERE_CH98LADERE_ARTIIIIZODIRE_S98-63TOTORDE</a>)</p>	Steve Graham	City of Deerfield Beach Planning and Development Services
188	II.D.1	Rezone parts of the City to TOC	City of Wilton Manors	City of Wilton Manors	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	<p>The City of Wilton Manors is working to designate the area of Andrews Avenue and Oakland Park Blvd as a Transit-Oriented Corridor. The City is currently working on a land use plan amendment to change the underlying land use to TOC for specific parcels. The City posted an Invitation to Bid for the land use amendment was published 5/19/16. [Invitation to Bid] (<a href="http://www.wiltonmanors.com/bids.aspx?bidID=35">http://www.wiltonmanors.com/bids.aspx?bidID=35</a>)</p> <p>The City will move forward with transit oriented projects, and has buy-in from developers and movement in anticipation of new regulations.</p> <p>The City has contracted with The Mellgren Planning Group for the Land Use Plan project for Andrews Avenue and Oakland Park Boulevard Corridors.</p> <p>The City of Wilton Manors has also designated the area of Wilton Dr, Dixie Hwy, and NE 26th Street as TOC.</p>	Roberta Moore	Director of Community Development Services
189	II.D.1	Encourage densification in specific areas to support transit	City of Oakland Park	City of Oakland Park	Ongoing	MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	<p>The City of Oakland Park allows high densities in the area surrounding the potential future Tri-Rail Coastal Link station. This area, called the Downtown Mixed-Use Development (DMUD), is designated as a Local Activity Center (LAC), and could provide transit supportive densities if redeveloped. The LAC has a maximum cap for densities, but the City could pursue flex units to provide additional density.</p>	Rick Buckeye	City of Oakland Park Planning and Zoning Division

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190, 212, 213, 404	II.D.5, IV.C.3	Adopt and implement a Planned Mobility Ordinance with requirements for pedestrian- and transit-friendly design through a points-based system to promote and incentivize new development.	City of Boca Raton	City of Boca Raton	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Walk & Bike	<p>The City adopted design standards and mobility/accessibility requirements for Planned Mobility Developments (PMDs) into Section 28-1850 of the land development regulations. All developments within Planned Mobility districts are required to either implement and maintain a shuttle service operating between the PMD and the Tri-Rail station, or pay an annual fee to the City in lieu thereof. The land development regulations for the Planned Mobility districts specify density and intensity and include design elements such as: buffered sidewalks, covered walkways, pedestrian scale lighting, height requirements, parking requirements, and open space requirements (Link to the City's land development regulations that outline the requirements for PMDs) (<a href="https://www.municode.com/library/fl/boca_raton/codes/code_of_ordinances?nodeId=VOII_CH28ZO_ARTXVIIPLDE_DIV8PLMODE">https://www.municode.com/library/fl/boca_raton/codes/code_of_ordinances?nodeId=VOII_CH28ZO_ARTXVIIPLDE_DIV8PLMODE</a>)</p> <p>The City designated areas around Yamato Road as Planned Mobility Areas and is working to increase residential uses into the area. The City has approved five Planned Mobility Developments in this area as of October 2016.</p> <p>The City is developing additional land development regulations that will address the area around the planned Boca II Tri-Rail Station.</p>	Ingrid Allen	City of Boca Raton Planning & Zoning
191	II.D.1	Adopt a LIRP Conversion Ordinance to allow insertion of housing into areas originally planned as major employment centers	City of Boca Raton	City of Boca Raton	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use	<p>The City of Boca Raton allows residential development in the Light Industrial Research Park (LIRP) zoning district in Planned Mobility Developments (PMDs). (Link to the City's land development regulations that allows PMD in LIRP zoning districts) (<a href="https://www.municode.com/library/fl/boca_raton/codes/code_of_ordinances?nodeId=VOII_CH28ZO_ARTXIIIINDI_DIV2LIII_NREPADI_S28-986PLMODEPM">https://www.municode.com/library/fl/boca_raton/codes/code_of_ordinances?nodeId=VOII_CH28ZO_ARTXIIIINDI_DIV2LIII_NREPADI_S28-986PLMODEPM</a>)</p>	Ingrid Allen	City of Boca Raton Planning & Zoning
192	II.D.1	Bring the "inward" development of casinos "outward" to connect with surrounding city by adding hotel and residential uses to the entertainment/casino districts	City of Hallandale Beach	City of Hallandale Beach	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	<p>The Gulfstream Park casino has undergone a lot of internal development. Possibilities for further development include adding residential and hotel space to the development. Retrofitting the Gulfstream site to become more connected with the rest of the City would be challenging as it goes against the casino development style to retain guests on site, and the City does not have any way to encourage the development to orient outward.</p> <p>In 2016, the City reviewed a proposal to redevelop the outer parcel surface parking lot at the Atlantic Shores casino for a mixed office and retail development.</p>	Christy Dominguez	City of Hallandale Beach
193, 231, 378	II.D.1, II.D.7, III.1.3	Provide incentives (or "credits") for infill or redevelopment projects within Activity Center future land use areas, which coincide with the I-95 CMPP Multimodal Districts. Incorporate development credits and Multimodal Level of Service concepts in Activity Centers.	BCPC	BCPC	Ongoing	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	<p>The BrowardNEXT plan Section 1: Highlighted Regional Issues includes a Multi-Modal Vision with a strategy to "identify and implement a multi-modal level of service standard for redevelopment proposals. ... Broward County shall develop and utilize a multi-modal capacity and impact measure to analyze and evaluate (re)development proposals, including those that require a Broward County Land Use Plan Amendment."</p> <p>Section 2: Policies includes two policies related to transportation multi-modal levels of service: Policy 2.18.1: For Land Use Plan amendments, transportation impacts from development within designated or proposed and eligible "Activity Centers," or municipal and county approved community redevelopment areas, may be analyzed utilizing the Institute of Transportation Engineers' "urban infill area - person trip methodology." Policy 2.18.2: By 2018, Broward County and the Broward County Planning Council shall study and recommend integrated levels of service standards for bicycle, transit, and pedestrian facilities and services within, at a minimum, designated or proposed and eligible "Activity Centers," or municipal and county approved community redevelopment areas. If a proposed development fails to meet levels of service standards for automobile roadway capacity in such areas, the proposed development may be recommended for approval if levels of service for bicycle, transit, and pedestrian facilities are acceptable after considering effects from the proposed development.</p> <p>Additionally, density bonuses are available in the Broward County comprehensive plan. The Broward County Planning Council has changed the policies within the Broward County Land Use Plan to reconsider the methodology for assessing transportation impacts of development to consider multimodal trips instead of just automobiles. The Planning Council has also considered changing the way residential developments are permitted by employing an automatic process for adding new dwelling units in regional activity centers every five years.</p>	Pete Schwarz	BCPC
194	II.D.1	Use overlay zoning to streamline the development process for multimodal districts	City of Fort Lauderdale	City of Fort Lauderdale	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Primary Function L.I. Mixed Use: Land Use	A Transit Oriented Development Overall was developed within the Downtown Master Plan.	Ella Parker	City of Fort Lauderdale Department of Sustainable Development
195	II.D.1	Incentivize workforce housing, including near major employers and rail stations	City of Boca Raton	City of Boca Raton	Future: short-term	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Primary Function L.I. Mixed Use: Land Use	The City of Boca Raton's Comprehensive Plan includes policies related to workforce housing.	Ingrid Allen	City of Boca Raton Planning & Zoning
196	II.D.1	Develop master plans for multimodal districts	City of Fort Lauderdale	City of Fort Lauderdale	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Primary Function L.I. Mixed Use: Land Use	none provided	Ella Parker	City of Fort Lauderdale Department of Sustainable Development



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198	II.D.1	Create a Citywide Master Plan and use the plan as a blueprint for the City's vision and to update development regulations and zoning codes.	City of Hallandale Beach	City of Hallandale Beach	Inactive	System MM Districts & Nodes: Land Use MM Districts & Nodes: Walk & Bike	Hallandale Beach created a citywide Master Plan in 2009/2010, which designates a town center, proposes design guidelines, and addresses heavily trafficked corridors such as Hallandale Beach Boulevard. The impetus behind creating the citywide master plan was the flood of development applications received during the 'boom years', which led the City to talk about its vision and future at a more comprehensive level instead of project-by-project. This master plan is based on the City's vision and is being implemented over time.  The implementation of this plan includes a Regional Activity Center (RAC), a review of the zoning, and removing overlapping zoning. The plan focuses on districts such as the gateway and the RAC and combines the flex zones. The plan also includes pedestrian friendly elements like siting buildings close to the street and creating a mini-bus system.	Keven Klopp	City of Hallandale Beach
199	II.D.1	Develop TOD guidelines for multimodal nodes	City of Fort Lauderdale	City of Fort Lauderdale	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use	On February 4, 2014, the City of Fort Lauderdale adopted an amendment to the City's Downtown Master Plan to incorporate transit oriented development (TOD) guidelines. The purpose of the TOD guidelines is to guide and encourage future development within proximity to premium transit stations, while aligning the current Downtown Master Plan design guidelines with current and planned transit initiatives. The guidelines aim to create pedestrian-friendly, vibrant station areas to support the continued growth of the Downtown as a live, work, and play environment. They address design, land use, mobility and parking standards in order to create a more compact development pattern that supports transit, walking, and biking. The TOD guidelines are a vital component to supporting the City's vision to enhance the quality of life through connecting communities, creating walkable streets and offering easy access to mass transit services.  Read the [Downtown Master Plan TOD Guidelines](http://www.fortlauderdale.gov/home/showdocument?id=9939)	Ella Parker	City of Fort Lauderdale Department of Sustainable Development
200	II.D.1	Establish Transportation Concurrence Exception Areas (TCEAs)	Palm Beach County	Palm Beach County	Completed	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	Palm Beach County has established TCEAs in parts of Boynton Beach, Riviera Beach, West Palm Beach, and Delray Beach. They have been effective in promoting mixed use development and hence potentially internalizing trips but still generating additional impacts on I-95  [Palm Beach County Comprehensive Plan] (http://discover.pbcgov.org/pzb/planning/PDF/ComprehensivePlan/ComprehensivePlan.pdf)	Jorge Perez	Palm Beach County
201	II.D.1	Create an Urban Redevelopment Area to promote redevelopment and increase densities	Palm Beach County	Palm Beach County	Completed	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	The Urban Redevelopment Area (URA) is an 11,467-acre portion of Central Palm Beach County that is the focus of revitalization and redevelopment activities. The URA allows greater development intensity (more efficient in terms of transportation) with fewer parking requirements. The designation was the result of the Infill and Redevelopment Study presented to the Board of County Commissioners in 2004.  2009 map of URA. [Future Annexation Areas] (http://discover.pbcgov.org/pzb/planning/PDF/Projects/URA/URA_Overview.pdf)	Jorge Perez	Palm Beach County
202	II.D.2	Examine redevelopment opportunities along Powerline Rd and Oakland Park Blvd	City of Wilton Manors	City of Wilton Manors	Current	MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use	Redevelopment opportunities are being examined as part of the Land Use Plan project for this corridor.	Roberta Moore	Director of Community Development Services
203	II.D.2	Conduct an affordable housing study to determine the best policies for including affordable housing in new developments	City of Fort Lauderdale	City of Fort Lauderdale	Current	MM Districts & Nodes: Land Use L.I. Residential: Land Use L.I. Mixed Use: Land Use	none provided	Ella Parker	City of Fort Lauderdale Department of Sustainable Development
204	II.D.2	Conduct a market assessment for the entire corridor to gauge the potential for new development	SFRPC - SR 7 Collaborative	SR 7 Collaborative	Completed	Primary Multimodal: Land Use MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use	In 2003, the SR 7 Collaborative conducted a market assessment for the entire SR7 Corridor in partnership with the Urban Land Institute (ULI). This assessment projected nearly 54,000 new Corridor residential units by 2030, in addition to a mix of retail, office, hotel, and flex space. Initial projections indicated potential new Corridor development was over \$17 billion. This effort was part of a \$1.9 million grant from the Federal Highway Administration to fund a Corridor Strategic Master Plan that included tasks to promote smart growth principles, planning studies, and implementation strategies for the future. - Information from SFRPC's "10 Years Down The Road" 2011 report on the State Road 7 Collaborative.	Christina Miskis	SFRPC

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205	II.D.2	Develop a sketch planning tool to evaluate the effects of proposed transportation and land use strategies on the transportation network. Local govts would use this tool to establish MMQOS standards.	SFRPC - SR 7 Collaborative	FDOT	Ongoing	System	<p>Information from SFRPC's "10 Years Down The Road" 2011 report on the State Road 7 Collaborative: The importance of SR 7 as a major north-south regional connection was increased when the University Drive connection between Broward and Palm Beach counties was removed from local thoroughfare plans. The area is bounded by Sample Road in Broward County, Glades Road in Palm Beach County, Florida's Turnpike, and the Everglades. FDOT, along with a multi-jurisdictional working group, developed a Transportation Network Needs Assessment, part of a three-step mobility action plan that was framed during a meeting of all interested parties convened by the secretaries of the Florida Department of Community Affairs (DCA) and FDOT in November 2007.</p> <p>FDOT is providing technical support for the third part of the plan, and the development of an Implementation Strategy of realistic multimodal transportation solutions. A Multimodal Quality of Service (MMQOS) Assessment was completed for existing bicycle, pedestrian and transit infrastructure and services in roughly the same area covered by the Transportation Network Needs Assessment. A sketch planning tool is being used to evaluate the effects of proposed transportation and land use strategies on the transportation network. The results are being used by local governments in Palm Beach and Broward counties to establish MMQOS standards.</p> <p>[State Road 7 Collaborative webpage] (<a href="http://www.sfrpc.com/sr7.htm">http://www.sfrpc.com/sr7.htm</a>)</p> <p>Since the 2011 report: CorMAP, a sketch planning tool based on the ArcGIS platform was developed for FDOT District 4 for the SR-7 Corridor study. CorMAP uses input and output files from the travel demand model to calculate VMT and capacity for involving increase transit or walk mode shares, lane reductions, and other scenarios.</p> <p>Central Office provides guidance on Multimodal Level of Service and provides LOSPLAN software for segment level multimodal level of service analysis.</p> <p>[FDOT OLOS Link] (<a href="http://www.dot.state.fl.us/planning/systems/programs/sm/los/">http://www.dot.state.fl.us/planning/systems/programs/sm/los/</a>)</p>	Chon Wong	PLEMO, Level of Service Coordinator
206	II.D.2	Conduct a Transit and Housing Oriented Redevelopment initiative	SFRPC - SR 7 Collaborative	Broward County	Completed	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	<p>Broward County conducted a Transit and Housing Oriented Redevelopment (THOR) initiative in 2008, which relied on information gathered during a Corridor Charrette to plan and direct redevelopment along the SR7 transportation corridor. THOR's goal was to protect existing residential neighborhoods while addressing livability issues such as walkability and affordable housing. Input was gathered through a series of public meetings. The initiative's geographic boundaries include areas a quarter mile east and west of SR7, between Peters Road/ Davie Boulevard and I-595. - Information from SFRPC's "10 Years Down The Road" 2011 report on the State Road 7 Collaborative</p> <p>[State Road 7 Collaborative webpage] (<a href="http://www.sfrpc.com/sr7.htm">http://www.sfrpc.com/sr7.htm</a>)</p>	Nick Sofoul	Broward County
207	II.D.3	Conduct audit of development and planning related laws at municipal, county, and state level	City of Dania Beach	City of Dania Beach	Current	System	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
208	II.D.3	Update the City's code of ordinances and zoning designations to create a more welcoming environment for pedestrians and better achieve the City's multimodal transportation goals.	City of North Lauderdale	City of North Lauderdale	Current	System	<p>In 2013, City of North Lauderdale community development staff reviewed its code of ordinances to identify changes needed for providing multimodal transportation. City staff identified the SR 7/US 441 corridor as a major concern. The City's land development regulations require large setbacks, which create an unwelcoming environment for pedestrians.</p> <p>The City has done positive work on Bailey Rd and US 441.</p> <p>The City will update its comprehensive plan in 2018, and plans to update the land development regulations, especially to strengthen the overlay districts.</p>	Andrew Disbury	City of North Lauderdale Community Development
210, 238, 442	II.D.5, II.D.7, V.B.2	Designate future premium transit station areas (e.g. Downtown Mixed Use District) as Activity Centers, and increase the allowable densities therein to entice redevelopment and economic development. Develop design guidelines to enhance the environment for pedestrians and bicyclists.	City of Oakland Park	City of Oakland Park	Completed	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	<p>The City of Oakland Park designated its Downtown Mixed Use District (150 acres along Dixie Hwy near the potential future Tri Rail Coastal Link station at 38th Street) as a Local Activity Center. This area can support high density and intensity.</p> <p>[Oakland Park Future Land Use Map] (<a href="http://fl-oaklandpark.civicplus.com/DocumentCenter/Home/View/203">http://fl-oaklandpark.civicplus.com/DocumentCenter/Home/View/203</a>)</p> <p>The City has established design guidelines for the Downtown Mixed-Use District.</p> <p>[DMUD Design Guidelines] (<a href="http://www.oaklandparkfl.gov/DocumentCenter/Home/View/343">http://www.oaklandparkfl.gov/DocumentCenter/Home/View/343</a>)</p>	Rick Buckeye	City of Oakland Park Planning and Zoning Division
211	II.D.5	Incorporate TOC into zoning code with development regulations for mix of uses, building height, building setbacks, structured parking, public transit service and amenities, wide sidewalks, and street trees	City of Miramar	City of Miramar	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Walk & Bike	<p>The City of Miramar designated the area along SR 7 from Pembroke Road to County Line Road as a TOC on its future land use map in 2009, and designated the area as TOC in its zoning code in 2012.</p> <p>The City is undertaking a major effort to update its comprehensive plan, zoning, and land development code in tandem with the development of a multimodal transportation plan. This coordinated effort includes reviewing city goals and the policies and guidelines that implement those goals, including developing and refining mixed use and transit-oriented development regulations. The City is making the code more consistent and streamlined, adjusting the building heights, and updating the parking requirements in areas designated TOC so that mixed use development can receive parking reductions.</p> <p>The City is undertaking the zoning code updates first, which are anticipated to be completed by late 2017 or early 2018. The City will begin a major update of its comprehensive plan in Summer 2017.</p>	Matthue Goldstein	City of Miramar

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214	II.D.5	Develop a form based code for Complete Streets corridors to address confusion and overlaps in zoning code - started RAC between Federal Hwy & Dixie Hwy, and will expand to others	City of Dania Beach	City of Dania Beach	Completed	Primary Multimodal: Land Use Non-Primary Hybrid: Land Use MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use	The City developed a Form-Based Code in 2010, and projects approved with the code are now being developed. The form-based code has a street furniture component, incorporates heights, utilizes incentives and requires public parks and sustainable development. The parking requirements in the form-based code are less restrictive, and the code required less separation between buildings. The goal of the code is to achieve an urban core with denser mixed-use developments.	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
215	II.D.5	Develop a form based code for the City's main corridors and the residential areas between them	City of Wilton Manors	City of Wilton Manors	Future: mid-term	Primary Multimodal: Land Use Non-Primary Hybrid: Land Use MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use	none provided	Roberta Moore	Director of Community Development Services
216	II.D.5	Devise a methodology to evaluate multimodal impacts associated with a proposed development application, including a mechanism to "give credit" for multimodal improvements (e.g. bike lanes) in development concurrency review	Broward County	Broward County	Ongoing	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Walk & Bike	In 2008, Broward County modified its transportation concurrency program to focus on transit and multimodal solutions. The County's current transportation concurrency program allows credits between 10% to 50% for project features that promote transit, such as: * Within 1/4 mile of BCT bus route or within 1/2 mile of an existing regional transit center, major transit hub, or rail station * Provision of 3 years of BCT monthly passes based on GFA * Building orientation requirements * Provide only minimum parking required by local regulation * On site transit access, or provides feeder service * Density of development * Bicycle parking  Additionally, waivers are provided for "low" and "very low" affordable housing and for governmental uses which promote the health and safety of the public. Under certain circumstances, a developer may opt not to implement or participate in implementing an alternative transit improvement in lieu of paying some or all of the Transit Concurrency Assessment. This alternative improvement must be intended to enhance transit ridership, and cannot focus predominantly on the occupants or users of the applicant's property. [Link to Broward County Transportation Concurrency Guide] ( <a href="http://www.broward.org/Planning/FormsPublications/Documents/TransportationConcurrencyGuide.pdf">http://www.broward.org/Planning/FormsPublications/Documents/TransportationConcurrencyGuide.pdf</a> )  The County is currently considering ways to update its transportation concurrency fee program.	Nick Sofoul	Broward County Planning & Development Management
217	II.D.5	Be creative in stormwater design and access management (e.g. meandering park atmosphere at SR7)	City of Hollywood	City of Hollywood	Completed	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Walk & Bike L.I. Residential: Walk & Bike L.I. Mixed Use: Walk & Bike	FDOT is conducting a comprehensive roadway improvement project along the US-441/State Road 7 corridor. In Hollywood, the focus of this improvement project is from south of Pembroke Road to Stirling Road. Construction work is being carried out in segments, the first began in the spring of 2014 in the area of Southwest 25 Street north to Fillmore Street. The second segment involves construction work from Fillmore Street north to Stirling Road which began in the winter of 2015. Construction work on US-441/State Road 7 in Hollywood is scheduled to be completed by 2018.  The City of Hollywood Department of Public Works is worked with FDOT to develop the planned dry retention areas into linear parks that make US-441/State Road 7 much more visually appealing and safer for pedestrians, residents, businesses, and motorists. This part of the project has been completed. [City of Hollywood's US-441/State Road 7 Roadway Project] ( <a href="http://www.hollywoodfl.org/684/US-441State-Road-7-Roadway-Project">http://www.hollywoodfl.org/684/US-441State-Road-7-Roadway-Project</a> )	Vielka Quintero	City of Hollywood
218	II.D.5	Envision and incorporate community elements into public space (e.g. Art Park at Dixie Hwy)	City of Oakland Park	City of Oakland Park	Current	System	The City recently completed the Grand Plaza with archways, lights, and music at Jaco Pastorius Park through a fast track project. This project is in the City's Downtown Mixed-Use District, next to the potential future train station.  [Art Park in Oakland Park] ( <a href="http://oaklandparkfl.gov/Facilities/Facility/Details/Art-Park-20">http://oaklandparkfl.gov/Facilities/Facility/Details/Art-Park-20</a> ) [Urban Tree Canopy Planting Project] ( <a href="http://oaklandparkfl.gov/CivicAlerts.aspx?AID=97">http://oaklandparkfl.gov/CivicAlerts.aspx?AID=97</a> )	Rick Buckeye	City of Oakland Park Planning & Zoning Division
219	II.D.5	Promote "active building" design to avoid empty space and blank walls by encouraging interesting and engaging building facades	City of Fort Lauderdale	City of Fort Lauderdale	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Walk & Bike L.I. Mixed Use: Walk & Bike	none provided	Ella Parker	City of Fort Lauderdale Department of Sustainable Development
220	II.D.5, II.D.7	Update development regulations and zoning code to allow for more urban style higher density development	City of Dania Beach	City of Dania Beach	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
221	II.D.5	Bring commercial buildings and uses closer to the street along the SR 7/US 441 corridor	City of North Lauderdale	City of North Lauderdale	Future: mid-term	Primary Multimodal: Land Use MM Districts & Nodes: Land Use	The City of North Lauderdale's first Complete Streets audit revealed (among other findings) the need to reduce setbacks, especially along SR 7/US 441 to create a more welcoming pedestrian environment. The code changes that will be a part of the City's 2018 comprehensive plan updates will address this issue.  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.	Andrew Disbury	City of North Lauderdale Community Development

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222	II.D.5	Provide sidewalks in Planned Unit Developments	City of North Lauderdale	City of North Lauderdale	Future: mid-term	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike L.I. Mixed Use: Primary Function L.I. Mixed Use: Land Use L.I. Mixed Use: Transit L.I. Mixed Use: Walk & Bike	The City of North Lauderdale's first Complete Streets audit revealed (among other findings) a need to provide sidewalks to enhance the pedestrian environment, especially in the City's planned unit development areas. The City has been working on completing gaps in the sidewalk network as they are able. The City filled a big sidewalk gap on Rock Island Rd, which was identified during the walking audit, and this project has been completed.	Andrew Disbury	City of North Lauderdale Community Development
223	II.D.5, II.D.10	Develop better parks and open spaces	City of North Lauderdale	City of North Lauderdale	Future: mid-term	System	The City of North Lauderdale's first Complete Streets audit revealed (among other findings) a need to develop better parks and open spaces.  The City has worked to enhance its existing parks and open spaces. Accomplishments include adding a boat deck to the marina, repairing asphalt walking trails, and adding a green restroom facility to reduce water use.	Andrew Disbury	City of North Lauderdale Community Development
224	II.A.1, II.A.5, II.D.5	Incorporate ADA and pedestrian improvements into commercial developments	Town of Pembroke Park	Town of Pembroke Park	Current	MM Districts & Nodes: Walk & Bike Special Use Center: Walk & Bike L.I. Residential: Walk & Bike L.I. Commercial: Walk & Bike L.I. Mixed Use: Walk & Bike	Most of the land in Pembroke Park is industrial and employment center. The Town is looking to further expand upon its commercial base. The Town offers various incentives to attract new businesses and monitors its revenue base to track the retention and addition of businesses. New commercial developments must incorporate ADA and pedestrian improvements, and must build walkways as part of their development projects.  As of 2016, the Town's walkway is nearly complete, due in part to this policy. The town's bikeway system is also relatively complete.	Michael Miller	Town of Pembroke Park
225	II.D.5	Develop a Common Vision for the SR 7 corridor across county lines through land use and transit supportive design studies.	SFRPC - SR 7 Collaborative	FDOT	Completed	System Primary Multimodal: Primary Function Primary Multimodal: Land Use Primary Multimodal: Transit Primary Multimodal: Walk & Bike MM Districts & Nodes: Primary Function L.I. Mixed Use: Primary Function	Information from SFRPC's "10 Years Down The Road" 2011 report on the State Road 7 Collaborative: The importance of SR 7 as a major north-south regional connection was increased when the University Drive connection between Broward and Palm Beach counties was removed from local thoroughfare plans. The area is bounded by Sample Road in Broward County, Glades Road in Palm Beach County, Florida's Turnpike, and the Everglades. FDOT, along with a multi-jurisdictional working group, developed a Transportation Network Needs Assessment, part of a three-step mobility action plan that was framed during a meeting of all interested parties convened. The second part of the plan is development of a Common Vision for SR 7 across county lines. The Palm Beach and Broward Metropolitan Planning Organizations have undertaken land-use and transit-supportive design studies to identify the common vision, and FDOT has provided coordination support. The SR 7 Coordinating Committee, composed of land use, transportation and regional planning agencies, studied the function of the Corridor in the framework of the larger development pattern and the associated transportation network. [State Road 7 Collaborative webpage] ( <a href="http://www.sfrpc.com/sr7.htm">http://www.sfrpc.com/sr7.htm</a> )  Since the 2011 report: FDOT has worked with local partners including MPO's, transit agencies, and municipal governments to create an Aspirational Future Vision Map for the I-95 corridor. Along with this map, FDOT has developed a database of Objectives, Strategies, and Examples to further the goal of working towards a common vision in the corridor.	Lois Bush	FDOT D4 OMD
226	II.D.6	Reduce parking requirements for mixed use developments and encourage shared parking agreements	City of Miramar	City of Miramar	Ongoing	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike L.I. Residential: Land Use L.I. Commercial: Land Use L.I. Mixed Use: Primary Function L.I. Mixed Use: Land Use L.I. Mixed Use: Transit L.I. Mixed Use: Walk & Bike	The required amount of parking in the zoning code is reduced for all mixed use developments and shared parking is allowed. The City is currently updating the parking requirements in areas designated TOC.	Matthue Goldstein	City of Miramar
227	II.D.6, IV.B.1	Establish a revolving parking trust fund to create more parking	City of Wilton Manors	City of Wilton Manors	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	The City created Parking Enterprise Fund and recently purchased a parcel with fund monies. The City anticipates that it will be build a parking structure on the property.  In Oct. 2015, parking fees were increased to fun current operations and future expansion. [Parking Fee Increase Now in Effect] ( <a href="http://www.wiltonmanors.com/117/Parking">http://www.wiltonmanors.com/117/Parking</a> )	Roberta Moore	Director of Community Development Services
229	II.D.7	Use administrative provisions for development in the zoning code as an incentive in special districts to reduce uncertainty in the development process.	City of Miramar	City of Miramar	Ongoing	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike L.I. Mixed Use: Primary Function L.I. Mixed Use: Transit L.I. Mixed Use: Walk & Bike	Miramar staff enforces the zoning code administratively, which eliminates the need for Council approval of developments. City staff see this as an incentive for developers because it reduces risk in the development process. Particularly, the City has tried to incentivize special districts by allowing by-right developments to bypass city commission review as long as no variances are needed. The City has offered density and intensity bonuses in certain districts, but no developers have taken advantage of them.	Matthue Goldstein	City of Miramar

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230	II.D.7	Offer density and intensity bonuses to encourage land assembly	City of Miramar	City of Miramar	Ongoing	System Primary Multimodal: Land Use Primary Multimodal: Transit MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use	In 2013, the City of Miramar wanted to encourage land assembly, and introduced density and intensity bonuses. No developers to date have taken advantage of the density and intensity bonuses. The City is considering removing these bonuses in its land development code update, but this is just an initial consideration.	Matthue Goldstein	City of Miramar
232	II.D.7, II.D.11	Incentivize development into mobility hubs (and Multimodal Nodes) to preserve rural areas.	Broward MPO	Broward MPO	Ongoing	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	<p>Mobility Hubs are transit access points with frequent transit service, high development potential and a critical point for trip generation or transfers within the transit system. The 2035 LRTP introduced the 'mobility hub' concept.</p> <p>The Hub concept has evolved as the Broward MPO has worked with partner agencies and local governments to design and implement the Hubs. There has been a greater focus on pedestrian and bicycle connections, secure and comfortable places to wait for transit, and safe and easy transfers between routes. These investments in public spaces provide the framework for private investment in places where people live, work and play.</p> <p>The Broward MPO is currently in the process of updating the Mobility Hubs Program. The market analysis for Mobility Hubs, approach to defining locations and typologies of Hubs, and implementation program will be reexamined in order to better define locations for future Hubs.</p> <p>[Link to the Broward MPO Mobility Hub website] (<a href="http://www.browardmpo.org/index.php/current-projects-studies/mobility-hubs">http://www.browardmpo.org/index.php/current-projects-studies/mobility-hubs</a>)</p> <p>The Downtown Fort Lauderdale Mobility Hub is the first Hub that the Broward MPO has programmed for infrastructure improvements. This Mobility Hub is centrally located in an area that is actively redeveloping because of its close proximity to the downtown business district and government centers. [Fl. Lauderdale Mobility Hub website] (<a href="http://www.browardmpo.org/index.php/downtown-fort-lauderdale-mobility-hub">http://www.browardmpo.org/index.php/downtown-fort-lauderdale-mobility-hub</a>)</p> <p>The Cypress Creek Mobility Hub is the second largest commercial district in Broward County. The Broward MPO and SFRTA studied the Cypress Creek Mobility Hub in 2015, and identified infrastructure improvements, site plan concepts, and joint development strategies through the Cypress Creek Mobility Hub Master Plan effort. Recommendations include further evaluating site plan concepts for hotel and office uses on the SFRTA-owned land, pursuing an area-wide amendment to the Broward County Land Use Plan to maximize land value, updating building height and parking requirements, utility improvements, pursuing road diets and streetscape improvements along Cypress Creek Rd and Andrews Ave, and engaging in the upcoming FDOT PD&amp;E study for the I-95 interchange. [Cypress Creek Mobility Hub website] (<a href="http://www.browardmpo.org/index.php/cypress-creek-mobility-hub">http://www.browardmpo.org/index.php/cypress-creek-mobility-hub</a>)</p>	James Cromar	Broward MPO
233	II.D.7	Revise land development codes and zoning ordinances to support the recommended densities, intensities, mix of uses, street network, building design, and parking metrics in FDOT's Framework for Transit Oriented Development (2011)	FDOT	Cities	Future: short-term	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit L.I. Mixed Use: Land Use L.I. Mixed Use: Transit	TOD Framework and TOD Guidebook documents can be found at [Link] ( <a href="http://www.ftod.com/">http://www.ftod.com/</a> )	Larry Hymowitz Lois Bush	PLEMO
234	II.D.7	Implement TOD zoning and other TOD components in the RAC and creating a pedestrian friendly environment near the proposed Tri-Rail Coastal Link station location	City of Hallandale Beach	City of Hallandale Beach	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	As part of the effort of preparing for a potential passenger rail station, the City designated area around the potential future Tri-Rail Coastal Link station as RAC. This area will contain a transit-oriented development (TOD) component. The City has committed funds from developers in the potential station area, but as of 2017, the City seeks to encourage a specific redevelopment proposal for the area which will implement the existing TOD zoning.	Eric Houston	City of Hallandale Beach
235	II.D.7	Allow exceptions to concurrency mitigation requirements for TODs, and for projects that promote public transportation	Palm Beach County	Palm Beach County	Completed	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	Palm Beach County's Traffic Performance Standards (Land Development Code Article 12, Chapter L) allow local governments to grant exception from transportation concurrency requirements for projects that promote public transportation, including mixed use development around rail transit stations. [Palm Beach County Comprehensive Plan] ( <a href="http://discover.pbcgov.org/pzb/planning/PDF/ComprehensivePlan/ComprehensivePlan.pdf">http://discover.pbcgov.org/pzb/planning/PDF/ComprehensivePlan/ComprehensivePlan.pdf</a> )	George Webb	Palm Beach County Traffic Engineering

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236, 333	II.D.7 III.D.1	Support TOD in future passenger rail station areas through coordination with local governments and developers on future land use policies and zoning codes	SFRTA	SFRTA	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit	At its April 2017 meeting, the SFRTA Board adopted a Transit Oriented Development policy that describes SFRTA's guiding interest in encouraging station-area TOD and the basic elements needed to create successful TODs. The SFRTA Board also adopted an approach for local government outreach with SFRPC and TCRPC. SFRTA and RPC staff will meet with local governments that have Tri-Rail stations located on the South Florida Rail Corridor. The purpose of these meetings will be to familiarize the local governments with SFRTA's TOD Policy and the many mutual benefits of TOD. SFRTA will also gather information on local governments' current and planned TOD-supportive land development regulations.  SFRTA adopted a TOD Policy and Outreach Strategy in April 2017, and has contracted with the RPCs to conduct outreach to meet w/local governments along the SFRC rail corridor for the purpose of introducing/discussing the new policy and local gov LDRs relative to TOD.  SFRTA also received an FTA grant to conduct TOD planning activities along the Tri-Rail Coastal Link (TRCL) FEC corridor; together with the RPCs, 4 charrettes and several local gov workshops will be held over the next 12 months for public input on station location, design, and TOD development elements.	Lorraine Cargill	SFRTA Planning & Capital Development
237	II.D.7	Promote both employment and residential density around Tri-Rail (and other high capacity transit) stations	City of Deerfield Beach	City of Deerfield Beach	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	The City of Deerfield Beach's Transportation Element Data and Analysis Section 3.6.1 indicates that the City has received a land plan amendment to change an 8.07-acre parcel adjacent to the Tri-Rail station from Commercial to Transit Oriented Development. This proposal includes the construction of 226 residential units, and 10,000 square feet non-residential use. The implementation and adoption of transit oriented land use categories support the regional efforts to encourage infill and redevelopment.  The City's Transportation Element Data and Analysis Section 3.6.5.3 also suggests that "transit villages" be developed at the Tri-Rail stations to promote intermodal transportation opportunities. The City has added the land use category, Transit Oriented Development (TOD) to the Future Land Use Plan which supports the transit village concept.	Steve Graham	City of Deerfield Beach Planning and Development Services
241	II.D.7	Increase allowable densities with land development regulations for multimodal districts	City of Fort Lauderdale	City of Fort Lauderdale	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	none provided	Ella Parker	City of Fort Lauderdale Department of Sustainable Development
243	II.D.7	Amend Land Development Regulations to require minimum intensities and densities needed to support priority mass transit routes including commuter rail corridors	FDOT	Cities + Counties	Future: short-term	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	none provided	unknown	unknown
244	II.D.7	Provide technical assistance to local governments to update land use regulations and development codes to be supportive of TOD within Multimodal Nodes	FDOT	FDOT	Future: short-term	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	none provided	Larry Hymowitz Lois Bush	FDOT D4 PLEMO
245	II.D.7	Collaborate with the local business community to garner private sector support for transit projects and TOD	SFRTA	SFRTA	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	SFRTA is working with All Aboard Florida and the business community in Miami-Dade County. SFRTA has business community and resident support for the Downtown Miami Link project. In Broward, SFRTA is working with ULI on a recent TOD summit.  Another example of SFRTA's collaboration with the Business community is the implementation of the Wave Streetcar, where the business community, through the Downtown Development Authority of Fort Lauderdale, helped drive the project into reality.	Vicki Gatanis	SFRTA
246	II.D.7	Identify opportunities for small-scale projects to improve transit-friendliness along major corridors (e.g. Glades Road), instead of adding more vehicle travel lanes.	Palm Beach MPO	Palm Beach MPO	Ongoing	System Primary Multimodal: Transit Primary Commerce: Transit	The Palm Beach MPO often identifies opportunities for enhanced bus stop facilities within existing right-of-way as part of plans review. While the MPO does not have a formal program for this effort, staff examines opportunities as they arise, especially along roads where two or more PalmTran routes converge.  The MPO is currently leading the US 1 Multimodal Corridor Study which includes a transit-readiness component. The Annual Priority List of Projects, adopted in July 2017, includes Okeechobee Boulevard as the next multimodal corridor study to commence.	Kevin Fischer	Palm Beach MPO

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247	II.D.7	Conduct land use studies around potential future Tri-Rail Coastal Link station areas to encourage TOD.	Palm Beach County	SFRTA	Completed	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	SFRTA conducted a market and economic analysis of proposed Tri-Rail Coastal Link stations to outline the positive impacts that each municipality proposed for a Coastal Link station could potentially realize in terms of real estate development and resulting fiscal benefits. SFRTA also prepared a Station Area Opportunities report, which summarizes the station area visions many communities have created, and a Station Refinement Report, which summarizes the planning analysis conducted to identify recommended station locations to be analyzed during the Project Development phase.  [Station Area Market and Economic Analysis Report (May 2013)] ( <a href="http://tri-railcoastallink.com/downloads/Station_Area_Market_Analysis.pdf">http://tri-railcoastallink.com/downloads/Station_Area_Market_Analysis.pdf</a> )  [Tri-Rail Coastal Link Website] ( <a href="http://tri-railcoastallink.com/">http://tri-railcoastallink.com/</a> )  SFRTA adopted a TOD Policy and Outreach Strategy in April 2017, and has contracted with the RPCs to conduct outreach to meet w/local governments along the SFRC rail corridor for the purpose of introducing/discussing the new policy and local gov LDRs relative to TOD.  SFRTA also received an FTA grant to conduct TOD planning activities along the Tri-Rail Coastal Link (TRCL) FEC corridor; together with the RPCs, 4 charrettes and several local gov workshops will be held over the next 12 months for public input on station location, design, and TOD development elements.	Vicki Gatanis	SFRTA
249	II.D.8	Build a larger parking garage than necessary for current demand to support future commuter rail station	City of Dania Beach	City of Dania Beach	Completed	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	The City of Dania Beach is investing in making improvements to increase safety at railroad crossings. The CRA is currently looking into this.	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
250, 407, 432	II.D.8, IV.C.4, V.A.2	Prioritize infrastructure projects to fix drainage issues, especially those that will support more intense future development, and combine funds from multiple sources.	City of Oakland Park	City of Oakland Park	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	The City of Oakland Park has been working on an ambitious set of infrastructure improvements, including approximately \$140 million of capital improvements on drainage, park acquisition, and Complete Streets improvements.  Drainage is a big challenge in Oakland Park because the City's topography and location makes it particularly flood-prone. The need to address drainage was incorporated into the Strategic Plan. The City spent \$70 million over 70 months to fix drainage, water, and wastewater problems. These funds were a combination of federal, MPO, and County funds, and 30 percent was grant money. The City has invested a lot of public funds, and they are waiting for the private sector to respond with private investments.  Between 2001 and 2002, the City undertook a landscaping enhancement project along the FEC corridor, and the City is replumbing the neighborhoods.	Rick Buckeye & Jennifer Frastal	City of Oakland Park Planning and Zoning Division
252	II.D.9	Take advantage and build off of locational advantages and geographic attributes (i.e. proximity to seaport or airport)	City of Dania Beach	City of Dania Beach	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use Special Use Center: Primary Function Special Use Center: Land Use Special Use Center: Freight	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
253	II.D.9	Preserve opportunities for industrial and logistics land uses near major transportation corridors	FDOT	Cities	Ongoing	System Special Use Center: Primary Function Special Use Center: Land Use Special Use Center: Freight	FDOT typically tries to surplus land that is not needed, which is coordinated through the District Freight Coordinator and the Right of Way Office.	Lisa Dykstra Jeremy Upchurch Susan Day	PLEMO OMD Freight Right of Way
255	II.D.11	Provide affordable housing density bonuses	FDOT	BCPC	Ongoing	System MM Districts & Nodes: Land Use L.I. Residential: Land Use L.I. Mixed Use: Land Use	The Broward County Land Use plan allows programs and policies that create affordable housing density bonus provisions (Policy 2.16.2).	Pete Schwarz	BCPC
256	II.D.11	Conduct an affordable housing study to assess needs and options for maintaining and improving affordable housing	FDOT	BCPC	Completed	System MM Districts & Nodes: Land Use L.I. Residential: Land Use L.I. Mixed Use: Land Use	In 2011 and 2014, Florida International University conducted affordable housing needs assessments for the Broward Housing Council. [2011 Broward County Affordable Housing Needs Assessment] ( <a href="https://www.broward.org/BrowardHousingCouncil/ResearchDemographics/Documents/2011BCHousingNeedsAssess.pdf">https://www.broward.org/BrowardHousingCouncil/ResearchDemographics/Documents/2011BCHousingNeedsAssess.pdf</a> ) [2014 Broward County Affordable Housing Needs Assessment] ( <a href="https://metropolitan.fiu.edu/research/services/economic-and-housing-market-analysis/2014_browardneedsstudy.pdf">https://metropolitan.fiu.edu/research/services/economic-and-housing-market-analysis/2014_browardneedsstudy.pdf</a> )  In 2015, the Broward County Environmental Protection and Growth Management Department prepared a document entitled ["Policy Issues Regarding a Potential "Non-Residential" Affordable Housing Linkage Fee Program for Broward County"] ( <a href="https://metropolitan.fiu.edu/research/services/economic-and-housing-market-analysis/2015-bowardworkshoplinkfeeissues112415.pdf">https://metropolitan.fiu.edu/research/services/economic-and-housing-market-analysis/2015-bowardworkshoplinkfeeissues112415.pdf</a> ) which contains recommendations for establishing rates per square foot and waivers for certain development types.  The BrowardNEXT Land Use Plan, which became effective in May 2017, contains a standardized methodology for supplying and analyzing affordable housing data that is based on the 2014 affordable housing study from FIU. Local governments in Broward County must use this methodology when applying for land use plan amendments as a minimum, and are permitted to supplement the methodology with their own studies for a point of comparison.	Pete Schwarz	BCPC

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257	II.D.7, II.D.11	Incentivize affordable housing in locations served by transit (either currently or in the future), particularly along Primary Multimodal facilities and in Multimodal Nodes	FDOT	BCPC	Ongoing	System Primary Multimodal: Land Use MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use	Broward County adopted policies connecting affordable housing and transportation in the BrowardNEXT comprehensive plan amendment.	Pete Schwarz	BCPC
258	II.E.1	Retain the Commuter Services Program, and produce regular TDM/Commuter Services monitoring reports	Cities (multiple)	SFCS	Current	System	none provided	Newton Wilson	OMD (SFCS)
259	II.E.1	Conduct a study to determine the best method to reach out to the public about available commuter services and programs	FDOT	SFCS	Future: short-term	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit	none provided	Newton Wilson	OMD (SFCS)
260	II.E.1	Update Commuter Services website to include costs, park-and-ride locations, and how to use them	FDOT	SFCS	Future: short-term	System	none provided	Newton Wilson	OMD (SFCS)
261	II.E.1	Focus the commuter services employer and employee outreach efforts to employment and activity centers (within Multimodal Districts and Nodes)	FDOT	SFCS	Future: short-term	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit	none provided	Newton Wilson	OMD (SFCS)
262	II.E.1	Provide information on travel choices through a variety of outlets, including marketing and advertisements, outreach, and real-time info sources	FDOT	SFCS	Current	System MM Districts & Nodes: Transit	none provided	Newton Wilson	OMD (SFCS)
263, 264	II.E.1	Develop TDM Programs at key employers (e.g. JM Family, HP Partners, Sawgrass Mall, Sawgrass Corporate Park, Office Depot, and Town Center in Boca Raton) and universities (e.g. NSU, Broward College, and FAU) and collect data through staff and student surveys for further program development	SFCS	SFCS	Ongoing	System MM Districts & Nodes: Transit	none provided	Newton Wilson	OMD (SFCS)
265	II.E.1	Promote School Pool Programs to encourage elementary, middle, and high school students to use alternative travel modes.	SFCS	SFCS	Ongoing	System MM Districts & Nodes: Walk & Bike L.I. Residential: Walk & Bike L.I. Mixed Use: Walk & Bike	none provided	Newton Wilson	OMD (SFCS)
266, 315	II.E.1 III.B.3	Support the Broward MPO's TDM initiatives with Broward County, including developing a bike ride for March bicycle month, collaborating with Stranahan High School on TracRides (transportation planning tool) for students, conducting transportation focus group for university students, and developing short video on how the MPO impacts the community	SFCS	SFCS	Ongoing	System	none provided	Newton Wilson	OMD (SFCS)
267	II.E.2	Require TDM programs and continual monitoring for office developments and other developments over a certain size	City of Boca Raton	City of Boca Raton	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike L.I. Commercial: Primary Function L.I. Commercial: Land Use L.I. Mixed Use: Primary Function L.I. Mixed Use: Land Use	The City of Boca Raton's Transportation Demand Mangement (TDM) Ordinance requires developments that meet a certain size threshold or include multiple uses implement TDM strategies and provide an annual monitoring report. [Link to the City's TDM Ordinance] ( <a href="https://www.municode.com/library/fl/boca_raton/codes/code_of_ordinances?nodeId=VOII_CH23PLDE_ARTIVDERE_DIV8TRDEMA">https://www.municode.com/library/fl/boca_raton/codes/code_of_ordinances?nodeId=VOII_CH23PLDE_ARTIVDERE_DIV8TRDEMA</a> )  As part of the City's alternative traffic concurrency standard for constrained roadways that exceed the adopted roadway LOS standard (as outlined in the City's Comprehensive Plan Transportation Element), development approved pursuant to ATMS must include a TDM program.	Ingrid Allen	City of Boca Raton Planning & Zoning



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268, 316	II.E.2, III.B.4	Partner with South Florida Commuter Services to increase marketing of employer bus pass program	PalmTran	PalmTran; BCT	Future: Short-term	System MM Districts & Nodes: Transit L.I. Mixed Use: Transit	<p>South Florida Commuter Services promotes Broward County Transit Services and other South Florida transit services on their website. [Link to South Florida Commuter Services] (<a href="http://www.1800234ride.com/">http://www.1800234ride.com/</a>)</p> <p>While PalmTran does not currently have an employer bus pass program, this is an aspirational goal for the future.</p> <p>BCT's Ride-and-Save provides the following commuter benefit options to assist with transit expenses:</p> <ul style="list-style-type: none"> <li>- Option #1 - Employer Paid Benefit: Employers can pay for their employees to commute on BCT by purchasing a 31-Day bus pass. Employers get a tax deduction for the expense.</li> <li>- Option #2 - Employee Paid Benefit: Employees pay for a BCT-31 Day bus pass with their existing gross income when their employer provides a pre-tax deduction program for their transit costs.</li> <li>- Option #3 - Fare Share Benefit: Employers can provide a portion of the cost of a BCT 31-Day bus pass. The employee also pays a portion using pre-tax income when the employer offers a pre-tax deduction program.</li> </ul> <p>Employers who are participating in BCT's Ride-and-Save have found the program to be beneficial, not only to attract new employees, but also to retain them, develop a stronger workforce, and assist those employees with transportation challenges.</p> <p>[BCT's Pre-Tax Program] (<a href="http://www.broward.org/BCT/Fares/Pages/RideAndSave.aspx">http://www.broward.org/BCT/Fares/Pages/RideAndSave.aspx</a>)</p>	Fred Stubbs; Mabelle Mittelberg	PalmTran; BCT
269	II.E.3	Institute Commute Plan Reductions and Trip Reduction Ordinances for local governments (e.g. Boca Raton)	FDOT	Cities	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike L.I. Commercial: Primary Function L.I. Commercial: Land Use L.I. Commercial: Transit L.I. Commercial: Walk & Bike L.I. Mixed Use: Primary Function L.I. Mixed Use: Land Use L.I. Mixed Use: Transit L.I. Mixed Use: Walk & Bike	<p>Cities are the primary implementer for this example. FDOT can provide research and technical support if requested by local agencies.</p>	Lisa Dykstra	PLEMO
271	II.E.4	Offer employee discounts or tax breaks for carpooling	FDOT	Employers + Cities + SFCS	Future: short-term	System	none provided	Newton Wilson	OMD (SFCS)
272	II.E.4	Offer priority parking for carpool/vanpool vehicles in parking lots and parking garages for all commercial land uses and at park-and-ride transit stations	FDOT	FDOT + SFRTA + BCT	Ongoing	System SIS Facilities: Transit Primary Multimodal: Transit MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit L.I. Commercial: Primary Function L.I. Commercial: Land Use L.I. Mixed Use: Primary Function L.I. Mixed Use: Land Use L.I. Mixed Use: Transit	<p>FDOT maintains park-and-ride facilities and is responsible for establishing parking priorities on these facilities. SFRTA maintains park-and-ride facilities around Tri-Rail stations. These facilities have prioritized carpool and vanpool spaces.</p>	Newton Wilson; Mabelle Mittelberg, Vicki Gatani	FDOT OMD (SFCS); BCT Service and Capital Planning, SFRTA
273	II.E.5	Provide real-time travel information at airport access roads	FDOT + FLL Airport	FDOT	Future: mid-term	System SIS Facilities: Primary Function Special Use Center: Primary Function	none provided	Arlene Davis	FDOT D4 OMD
275	II.E.5	Implement a virtual freight network for ITS	FDOT	FDOT	Future: mid-term	System SIS Facilities: Freight Primary Commerce: Freight Special Use Center: Freight	<p>FDOT finished developing the FRATIS prototype. FDOT would need to partner with trucking companies to begin implementing the prototype. Discussions on implementation have not started.</p> <p>[FRATIS Presentation] (<a href="http://www.dot.state.fl.us/planning/statistics/symposium/2014/RouteOptimization.pdf">http://www.dot.state.fl.us/planning/statistics/symposium/2014/RouteOptimization.pdf</a>)</p>	Melissa Ackert	Traffic Operations
276	II.E.6	Develop a regional TDM Action Plan as part of the Regional Long Range Transportation Plan that is linked to the MPOs' Long Range Transportation Plans	FDOT	SEFTC	Future: long-term	System	<p>The Puget Sound Regional Council included a TDM Action Plan as a part of their 2040 Regional Transportation Plan. A strong regional TDM Action Plan that is linked to the Regional Long Range Transportation Plan and the MPOs' Long Range Transportation Plans is a potential desired outcome for the region.</p>	Larry Hymowitz	PLEMO - Systems and Policy Planning
277	III.A.1	Begin the annual budgeting process with a workshop on goals and objectives	City of Wilton Manors	City of Wilton Manors	Current	System	<p>A goals and objectives workshop was held with the City Commission prior to the budgeting process.</p>	Roberta Moore	Director of Community Development Services

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278	III.A.2	Implement a collaborative staffing strategy for the Transportation Management Centers, in which agencies share staff and resources in TMC/ITS/ATMS to effectively manage traffic	FDOT	FDOT	Current	System	FDOT and partner agencies are developing a Regional Concept for Transportation Operations for Express Lanes in Southeast Florida. See example under Strategy I.A.1. See also the Broward I-95 ICM example under Strategy IV.B.1.	Melissa Ackert	Traffic Operations
279	III.A.2	Craft a strong, clear vision for the community that planning staff can carry through changes in administrations	City of Miramar	City of Miramar	Current	System	The City is undertaking a major effort to update its comprehensive plan, zoning, and land development code in tandem with the development of a multimodal transportation plan. These plans will convey a clear message that will be used by subsequent administrations.	Matthue Goldstein	City of Miramar
280	III.E.1	Communicate often with planning commissioners to maintain focus on community vision	City of Miramar	City of Miramar	Ongoing	System	City leadership allows staff to communicate with planning officials, which increases the flow of information. Staff communicate with planning officials through formal meetings to discuss upcoming agenda items and informal means.	Matthue Goldstein	City of Miramar
282, 420	III.A.3, IV.H.1	Take a proactive approach to planning and project development to seize funding opportunities as they arise	City of Hollywood	City of Hollywood	Ongoing	System	<p>City staff proactively prepare plans and projects, and "have them ready to go" and ready to "put something in front of the Board." They prepare designs and plans in the engineering department that are ready to "pull off the shelf." This approach gives them confidence that their plans will be successful in the future because staff has put so much thought into them up front.</p> <p>The City is working with other departments to plan for TOD along Dixie Highway in preparation for passenger rail service. The City examined the potential for a road diet and Complete Streets along Dixie Highway, and development preliminary typical sections. The City CRA applied for and received a grant to study the justification for a train station, and rezoned the land uses along the Dixie Highway corridor.</p> <p>The US 1 Complete Streets project is another example of a "shelf-ready" project that the City had tried multiple attempts to fund through various sources before receiving funding through the MPO's CSLIP program for two segments.</p>	Clarissa Ip	City of Hollywood Development Services
283, 421	III.A.3 IV.H.1	Maintain a list of projects that are "ready to go" that are compiled from various planning documents	City of Dania Beach	City of Dania Beach	Current	System	The City maintains a list of development projects that are in the planning or construction phase, or are completed. [Link to development projects webpage] ( <a href="http://daniabeachfl.gov/2409/Development-Projects">http://daniabeachfl.gov/2409/Development-Projects</a> )	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
284, 422	III.A.3 IV.H.1	Begin development review as early as possible, and conduct a thorough review to reduce unintended consequences	City of Hollywood	City of Hollywood	Current	System	One example of this approach is the City's pre-application conference. Before going into any technical components, City staff from all disciplines will meet with an interested developers at no cost. The City asks the developers to bring their ideas. Staff communicate the City's vision and provide recommendations for the developers.	Vielka Quintero	City of Hollywood Economic Development
285, 423	III.A.3 IV.H.1	Be prepared for funding opportunities that may arise by planning for and documenting projects for implementation even before funding is identified	City of Miramar	City of Miramar	Ongoing	System	<p>The City of Miramar keeps documentation of the projects they desire to implement. As funding opportunities arise, City staff have documents ready to package to take full advantage. The City's Engineering Department has plans that are ready for inclusion in the MPO's TIP.</p> <p>The City recently upgraded the priority status of a project to construct a four-lane extension of Pembroke Road and Miramar Parkway to US 27 through a joint resolution with the City of Pembroke Pines. This project is now included in the 2026-2040 funding cycle of the MPO's L RTP.</p>	Matthue Goldstein	City of Miramar
287, 427	III.A.3 IV.J.1	Use the next L RTP update to continue to better balance traditional road capacity projects with multimodal projects to enhance quality of life and economic vitality	Palm Beach MPO	Palm Beach MPO	Current	System	<p>The Palm Beach MPO is creating a scope for the 2045 L RTP and seeks to emphasize all modes equally.</p> <p>The 2045 L RTP scope of services identified the creation of a Modal Travel Demand Forecast in order to analyze roadway, bicycle, pedestrian and transit forecast travel demand by each mode.</p>	Kevin Fischer	Palm Beach MPO
289	III.A.4	Stripe bike lanes when repaving roads	City of Hallandale Beach	FDOT	Future: short-term	Primary Multimodal: Walk & Bike Primary Commercial: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>The road repaving on Pembroke Road in Hallandale Beach is an example of restriping bike lanes during a road repaving project.</p> <p>FDOT's Roadway Design Bulletin 14-17 modified the FDOT Plans Preparations Manual to require buffered bike lanes, bicycle lanes, wide curb lane, or shared lane with markings for all resurfacing, restoration, or rehabilitation projects within one mile of an urban area or in any area with an existing curb and gutter. Green color bicycle lanes have been added to the PPM under Chapter 8 as a traffic control device to be used at conflict areas where road users should yield to bicyclists. A conflict area can be any one of the following: bike lane crosses a right turn lane, traffic in a channelized right turn lane crosses a bike lane, or the bike lane is adjacent to a dedicated bus bay. The need for this treatment must be demonstrated by either a history of three or more motor vehicle-bicycle crashes at or adjacent to the conflict area during the most recent three year period, or a government agency has observed and documented conflicts between cyclists and motor vehicles at an average rate of two per peak hour during two separate data collection periods in a one month period.</p>	Alex Barr	FDOT D4 OMD
290	III.A.4	Make stormwater and other utility upgrades to support increased densities in tandem with road resurfacing and reconstruction projects	Cities (multiple)	Cities + FDOT	Ongoing	System	Drainage issues are classified and fixed if needed during reconstruction. It is difficult to try to look forward and not overbuild which ends up costing more money.	James Poole	Drainage
291, 382, 455	III.A.5 IV.A.1 V.B.6	Hire competent, capable staff willing to try innovative techniques	City of Dania Beach	City of Dania Beach	Current	System	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division

Ex. ID	Strategies	Updated Example	Who brought it up?	Who will implement? (Updated)	Timeframe (Updated)	Facility Type/ Place Type Function	Status and Update (Revised)	Updated Contact Person	Updated Office
292	III.B.1	Reinstate the Commuter Connections webpage	Cities (multiple)	SFCS	Future: short-term	System	none provided	Newton Wilson	OMD (SFCS)
293	III.B.1	Host a roundtable for municipalities on how to proceed with big-box development requests	City of Wilton Manors	unknown	Future: short-term	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Primary Function L.I. Mixed Use: Land Use		unknown	unknown
294	III.B.1	Improve coordination between FDOT, MPOs, and local governments, especially for Complete Streets projects	FDOT	All	Ongoing	System Primary Multimodal: Walk & Bike	FDOT District Four Office of Modal Development brings a quarterly project list to the BPAC and reaches out to MPO and local governments with the Multimodal Scoping Checklist prior to design for comments.	Lisa Maack	OMD
295	III.B.2	Maintain a map of Activity Centers and the future premium transit to serve these areas, and use this map in dialogue with local governments to communicate a broader system-level vision.	BCPC	BCPC	Ongoing	System Primary Multimodal: Primary Function Primary Multimodal: Transit MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit L.I. Mixed Use: Primary Function L.I. Mixed Use: Transit	The Broward County Planning Council intends to provide a working map that shows the designated activity centers and potential future premium transit to serve these areas for public consumption in the future.  In its annual update, Broward County Transit included a vision rail transit network map. (BCT TDP 2017-2026 Annual Update) [ <a href="http://www.broward.org/BCT/Reports/Documents/FY2017-26_TDPAnnualUpdate.pdf">http://www.broward.org/BCT/Reports/Documents/FY2017-26_TDPAnnualUpdate.pdf</a> ]	Pete Schwarz	BCPC
296	III.B.2	Use the end products from the I-95 Corridor Mobility Planning Projects (Aspiration Future Vision Map and Tool of Strategies & Performance Measures) in agency and local government decision-making processes.	FDOT	All	Future: short-term	System	FDOT will encourage local partners to include the Aspiration Future Vision Map and Strategies Database when prioritizing future projects. FDOT will be meeting with these local partners in 2016 to work towards an update to the Strategies Database	Lois Bush	FDOT D4 PLEMO
298	III.B.3	Communicate future vision to project partners and be persistent (e.g. park with covered bridges and kiddie playground)	City of Hollywood	City of Hollywood	Current	System	The City of Hollywood worked with FDOT during the SR7 road widening project. As part of the road widening, FDOT purchased a strip of commercial for right-of-way and planned to construct four drainage ponds with a rural cross-section. The City seized on the opportunity to improve this property further, and the City's engineers and architects worked with FDOT to turn this space into a park with covered bridges, low level pedestrian lighting, bike paths, and a kiddie playground that will link the retail uses and transit service with park space, and could eventually provide a pedestrian connection to the residential neighborhoods in the future if they desire it. Renderings of the improvements are available on the City's website.	Vielka Quintero	City of Hollywood Economic Development
299	III.B.3	Request restriping for bike/ped improvements be incorporated into regular pavement maintenance activities	FDOT	Cities + Counties in coord w/ FDOT	Future: short-term	Primary Multimodal: Land Use Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Land Use Non-Primary Hybrid: Walk & Bike	FDOT reports bicycle and pedestrian level of service on state roads as part of the state's Multimodal Mobility Performance Measures. FDOT is conducting various efforts related to multimodal transportation performance measurement.  FDOT has purchased STRAVA data, which collects bicycle and pedestrian data from volunteers who download a free smartphone app that tracks routes, times, and GPS location anonymously.  Franchesca Taylor with the Palm Beach MPO is leading a bicycle and pedestrian data collection effort through a \$20,000 FHWA grant.  At the end of this year, FDOT will begin work on a Bicycle and Pedestrian Data Collection Plan which will include pilot studies for trail, urban, and suburban areas. District 4 will request to perform one of these data collections.	Alex Barr	OMD
300	III.B.3	Proactively approach FDOT with requests for "quick fix" smaller projects of which FDOT may not be aware	FDOT	Cities + Counties	Future: short-term	System	FDOT District Four encourages local governments to raise these types of requests during the District's listening session with local partners (see example under Strategy III.B.1). The listening session provide a venue for partners to discuss issues and raise suggestions for potential projects. A listening session is anticipated to be held in Fall 2016.	Arlene Tanis Cesar Martinez	OMD PLEMO - Concept Development

Ex. ID	Strategies	Updated Example	Who brought it up?	Who will implement? (Updated)	Timeframe (Updated)	Facility Type/ Place Type Function	Status and Update (Revised)	Updated Contact Person	Updated Office
301	III.B.3	Coordinate the developments of the Broward MPO LRTP with transit agencies' TDPs so that each inform the other	BCT	BCT + Broward MPO	Future: short-term	System SIS Facilities: Transit Primary Multimodal: Transit Non-Primary Hybrid: Transit	<p>Broward County Transit's Transit Development Plan was integral to the creation of Broward MPO's Commitment 2040 Long Range Transportation Plan (LRTP). 8 of 10 affordable transit projects in the LRTP are upgrades to support enhanced bus service.</p> <p>[Link to Broward MPO 2040 LRTP] (<a href="http://archive.browardmpo.org/userfiles/files/LRTP-FinalReport-instructions-March2015.pdf">http://archive.browardmpo.org/userfiles/files/LRTP-FinalReport-instructions-March2015.pdf</a>)</p> <p>The Broward MPO 2045 LRTP Scope includes the development and analysis of scenarios such as the continuation of existing development trends, new funding for regional transit, and focused development in downtowns and along premium transit corridors.</p> <p>BCT Connected is consistent with the requirements for the State of Florida Public Transit Block Grant (PTBG) program, a program enacted by the Florida Legislature to provide a stable source of funding for public transit. The PTBG program requires public transit service providers to develop and adopt a 10-Year TDP using the requirements formally adopted by the Florida Department of Transportation (FDOT) on February 20, 2007 (Rule 14-73.001 – Public Transit). Chief requirements of the rule include the following:</p> <ul style="list-style-type: none"> <li>- Major updates must be completed every five years, covering a 10-year planning horizon.</li> <li>- A public involvement plan must be developed and approved by FDOT or be consistent with the approved Metropolitan Planning Organization (MPO) public involvement plan.</li> <li>- FDOT, the Regional Workforce Development Board, and the MPO must be advised of all public meetings where the TDP is presented and discussed, and these entities must be given the opportunity to review and comment on the TDP during the development of the mission, goals, objectives, alternatives, and 10-year implementation program.</li> <li>- Estimation of the community's demand for transit service (10-year annual projections) must be made using the planning tools provided by FDOT or a demand estimation technique approved by FDOT.</li> <li>- Consistency with the approved local government comprehensive plans and the MPO's Long Range Transportation Plans (LRTP) is required.</li> </ul>	Mabelle Mittelberg	BCT Service and Capital Planning
302	III.B.3	Identify common interests with local governments and developers, such as transit connectivity and park-and-ride facility planning, and associated land acquisition and development.	BCT	BCT	Current	Primary Multimodal: Transit Primary Commerce: Transit MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike L.I. Residential: Walk & Bike L.I. Commercial: Walk & Bike L.I. Mixed Use: Transit L.I. Mixed Use: Walk & Bike	<p>In 2016, BCT engaged in a number of local and regional strategies and partnerships that highlighted BCT's overall goals and objectives in improving and expanding public transportation services and accessibility in BCT's service area. Table 2-6 highlights the subcommittees and/or studies from 2016. Many of these studies/projects/committees continue into 2017.</p> <p>[2016 TDP update] (<a href="http://www.broward.org/BCT/Reports/Pages/TransitDevelopmentPlan.aspx">http://www.broward.org/BCT/Reports/Pages/TransitDevelopmentPlan.aspx</a>)</p>	Mabelle Mittelberg	BCT Service and Capital Planning
303	III.B.3, III.C.1	Maintain continual coordination and communication through in-person meetings between FDOT, MPOs, and local governments to ensure understanding of planning processes on all levels	City of Deerfield Beach	FDOT	Ongoing	System	<p>FDOT District Four hosts several regularly occurring meetings to convene partners, including annual 'best practices' workshops with the MPOs/TPOs (mentioned under Strategy III.B.1), and listening sessions with local governments (mentioned under Strategy III.B.1). In addition, every MPO Board and TAC meeting involves communication between FDOT and the MPO. This includes presentations, such as the presentation to the Broward MPO Board on concepts for SW 10th St as an informational item and to facilitate discussions on a future PD&amp;E.</p> <p>City of Deerfield Beach staff attend the FDOT meetings, and a City Commissioner is a part of the SW 10th Street Committee Oversight Advisory Team.</p>	Steve Graham	City of Deerfield Beach Planning and Development Services
304	III.B.3	Conduct consensus building effort on SW10th Street to find a workable solution.	City of Deerfield Beach	Broward MPO	Current	SIS Facilities: Primary Function Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	<p>The Broward MPO conducted a consensus building effort for SW 10th Street to determine what can and should be done through public involvement. The MPO Board approved the consensus-building effort's recommendations, and FDOT has included a PD&amp;E study for this project in its 2018 work program.</p> <p>[Link] (<a href="http://browardmpo.org/index.php/current-projects-studies/sw-10th-street-what-is-your-vision">http://browardmpo.org/index.php/current-projects-studies/sw-10th-street-what-is-your-vision</a>).</p> <p>The City of Deerfield Beach's engineering department has been involved in this effort.</p>	Paul Calvaresi	Broward MPO
305	III.B.3	Enhance ongoing communications between FDOT, the MPO, and local governments through the MPO's Technical Advisory Committee and Citizens' Advisory Committee	Broward MPO	Broward MPO	Ongoing	System	<p>The Technical Advisory Committee consists of engineers, planners, and other professional staff from local governments and transportation agencies. The TAC meets once a month to provide expertise, review studies, plans, and programs, and provide advisory recommendations to the MPO Board. [TAC webpage] (<a href="http://www.browardmpo.org/index.php/our-committees/technical-advisory-committee">http://www.browardmpo.org/index.php/our-committees/technical-advisory-committee</a>)</p> <p>Members of the public and community organizations comprise the Citizen's Advisory Committee, which meets monthly. The CAC provides insight into local communities, acts as a voice for public opinion on transportation issues, reviews transportation plans and programs, and provides advisory recommendations to the MPO Board. [CAC webpage] (<a href="http://www.browardmpo.org/index.php/our-committees/citizen-s-advisory-committee-cac">http://www.browardmpo.org/index.php/our-committees/citizen-s-advisory-committee-cac</a>)</p> <p>FDOT sends at least one management level person to every MPO Board meeting and TAC meeting. FDOT or a representative will also provide information on on-going projects to the CAC when applicable.</p>	Peter Gies; Arlene Tanis	Broward MPO: FDOT D4 OMD
306	III.B.3	Lead coordination amongst MPOs, RPCs, transit agencies, and local governments for a regional transportation system through SFRTA's Planning Technical Advisory Committee	SFRTA	SFRTA	Ongoing	System	<p>One of the most important secondary goals is leading coordination for the regional transportation system and implementing regional transit service (beyond just the operations of regional rail). SFRTA's PTAC meets every other month.</p>	Vicki Gatanis	SFRTA
307	III.B.3	Participate in all MPOs' regional transit advisory committees	SFRTA	SFRTA	Ongoing	System	<p>SFRTA actively participates in the MPOs' technical advisory committees.</p>	Vicki Gatanis	SFRTA

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308	III.B.3	Participate in meetings led by other agencies and monitor the meeting agendas for partnering and neighboring agencies	City of Dania Beach	City of Dania Beach	Current	System	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
309	III.B.3	Convene quarterly subarea meetings (e.g. Northwest Broward Planners Group)	FDOT	Broward MPO	Ongoing	System	none provided	Lois Bush; Paul Calvaresi	PLEMO; Broward MPO
310	III.B.3	Engage in early and frequent communication with FDOT and MPOs on all multimodal initiatives	City of Dania Beach	City of Dania Beach	Future: short-term	System Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike Non-Primary Hybrid: Primary Function Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	The City of Dania Beach is exploring complete streets improvements to Dania Beach Boulevard, which includes a lane elimination. Concept animations and renderings are available on the MPO website. [Link to MPO renderings] ( <a href="http://www.browardmpo.org/index.php/mobility-program">http://www.browardmpo.org/index.php/mobility-program</a> ).  A December 2015 staff report from the City for approving consulting services is also available. [Link to staff report] ( <a href="http://www.browardmpo.org/index.php/mobility-program">http://www.browardmpo.org/index.php/mobility-program</a> )	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
311	III.B.3	Incorporate elements of the City's vision into State/FDOT projects	City of Dania Beach	FDOT	Future: short-term	System	FDOT District Four will host a listening session with local partners in Broward County to provide an opportunity for discussion on topics like this. The listening session is anticipated to be held in Fall 2016.	Arlene Tanis	FDOT D4 OMD
312	III.B.3	Share the list of action items from the City Comprehensive Plan Transportation Element with FDOT so they are aware of the City's plans for landscaping and shade provision for pedestrians	City of North Lauderdale	City of North Lauderdale	Completed	System Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	The transportation element of City of North Lauderdale's comprehensive plan contains a list of actions the City intends to pursue. The City intends to add the results from its first Complete Streets audit, which include landscaping and providing shade for pedestrians, to this list and share this list with FDOT.  The City sent a copy of its walking audits to FDOT, and works with FDOT on landscaping and complete streets improvements.	Andrew Disbury	City of North Lauderdale Community Development
313	III.B.3	Maintain involvement in MPO TAC, SFRTA PTAC, and SEFTC RTTAC for interagency coordination	PalmTran	All	Current	System	Palm Tran attends each of these on-going meetings to ensure interagency coordination.	Fred Stubbs	PalmTran
318	III.B.4	Coordinate with regional planning agencies in visioning processes and regional partnerships (e.g. Greenway Plan and FEC passenger rail service)	City of Boca Raton	City of Boca Raton	Current	System	As of October 2016, the City is working with the Treasure Coast Regional Planning Council on a corridor study for 20th Street. This effort aligns with the Tri-Rail Coastal Link planning efforts.	Ingrid Allen	City of Boca Raton Planning & Zoning
320	III.B.4	Develop community visions for nine distinct planning segments of the corridor through facilitated planning charrettes, and identify issues for implementation	SFRPC - SR 7 Collaborative	TCRPC	Completed	Primary Multimodal: Land Use MM Districts & Nodes: Land Use L.I. Residential: Land Use L.I. Mixed Use: Land Use	TCRPC and SFRPC partnered to provide services to communities along the SR 7 corridor in Broward and Palm Beach counties. TCRPC was brought in to help citizens' plan and articulate their visions for their community. Communities along the corridor are working together to promote increased economic development, aesthetics, and public safety along this aging commercial roadway.  [TCRPC SR 7 Collaborative Charrettes website] ( <a href="http://tcrpc.org/departments/studio/sr_7_collaborative/sr7_home.htm0">http://tcrpc.org/departments/studio/sr_7_collaborative/sr7_home.htm0</a> )	Kim DeLaney	TCRPC
321, 585	III.B.4	Coordinate with FDOT on programs to collect bicycle and pedestrian counts	Palm Beach MPO	Palm Beach MPO; FDOT	Current	System Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike MM Districts & Nodes: Walk & Bike L.I. Mixed Use: Walk & Bike	FDOT Central Office (under Trenda McPherson) is currently studying bike/ped data collection with the goal of recommending a statewide counting program.  The Palm Beach 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 Palm Beach MPO completed a bicycle and pedestrian safety study. The Palm Beach MPO Governing Board approved this study in February 2017. (Link to Bike/Ped safety study) ( <a href="http://www.palmbeachmpo.org/plans/ped-bike-safety-study/">http://www.palmbeachmpo.org/plans/ped-bike-safety-study/</a> )	Bike/Ped Senior Planner (TBD)	Palm Beach MPO
322	III.B.4	Consider partnerships with local governments for community bus service to supplement County fixed route service	PalmTran	PalmTran	Current	System MM Districts & Nodes: Transit L.I. Residential: Transit L.I. Commercial: Transit L.I. Mixed Use: Transit	Palm Tran coordinates with the City of Boca Raton on PalmTran Route 94 that connects FAU and the Yamato Rd Tri-Rail station and provides a subsidy for increased frequency on this route. Several agencies and local governments provide independent shuttle service to Tri-Rail stations including SFRTA, Boca Raton, Delray Beach, and West Palm Beach.	Fred Stubbs	PalmTran
323	III.B.4	SFCS supports local transit agencies to conduct preference surveys for new service locations, assist with outreach efforts, and promote new IGO applications	SFCS	SFCS	Ongoing	System MM Districts & Nodes: Transit	none provided	Newton Wilson	OMD (SFCS)

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324	III.C.1	Maintain close professional relationships with staff of other cities	City of North Lauderdale + City of Wilton Manors	City of North Lauderdale + City of Wilton Manors	Current	System	<p>Maintaining close professional relationships with staff of other cities is one way the City of North Lauderdale and the City of Wilton Manors coordinate with neighboring municipalities.</p> <p>The City of North Lauderdale coordinated with the City of Margate on the Rock Island Rd sidewalk network. The Cities are developing an interlocal agreement to complete the network. The City of North Lauderdale is also coordinating with the City of Tamarac on the implementation of bicycle lanes on Bailey Road and SW 81st Ave.</p> <p>The City of Wilton Manors coordinates with staff from the City of Oakland Park and the City of Fort Lauderdale on projects that affect the municipalities.</p>	Andrew Disbury; Roberta Moore; Todd DeJesus	City of North Lauderdale Community Development; City of Wilton Manors Director of Community Development Services; City of Wilton Manors Capital Projects and Grants Manager
325	III.C.1	Contact adjoining municipalities when applying for grants that would affect an area along a border	City of North Lauderdale + City of Wilton Manors	City of North Lauderdale + City of Wilton Manors	Current	System	<p>Contacting adjoining municipalities when City staff are applying for grants that would affect other areas is one way City of North Lauderdale and the City of Wilton Manors coordinate with neighboring municipalities.</p> <p>The City of North Lauderdale attempted to apply for a grant for a bike lane project on 81st Avenue with the City of Tamarac. Tamarac found a quicker funding source, so North Lauderdale applied for CSLIP funding alone. The City of North Lauderdale is still working with the City of Margate on the Rock Island Rd sidewalk project, and with the City of Tamarac on the C-14 canal project.</p>	Andrew Disbury; Roberta Moore; Todd DeJesus	City of North Lauderdale Community Development; City of Wilton Manors Director of Community Development Services; City of Wilton Manors Capital Projects and Grants Manager
326	III.C.2	Engage adjacent municipalities in a conversation about the vision for a corridor to address conflicting expectations and contexts, and acknowledge needs of different users (e.g. freight needs vs. potential for Complete Streets improvements).	Broward County	Broward MPO	Future: short-term	Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function MM Districts & Nodes: Primary Function Special Use Center: Primary Function L.I. Residential: Primary Function L.I. Commercial: Primary Function L.I. Mixed Use: Primary Function	<p>The Broward MPO has a several corridor studies in progress including 95 Express, Broward Boulevard Corridor Transit Study, Central Broward East-West Transit Study, Hollywood/Pines Livability and Congestion Management Study, Oakland Park Boulevard Transit Corridor Study, South US1 Bus Rapid Transit Improvement Study, and Tri-Rail Coastal Link among others.</p> <p>[Link to MPO Corridor Studies in Progress] (<a href="http://www.browardmpo.org/index.php/what-s-in-the-works/corridor-studies-in-progress">http://www.browardmpo.org/index.php/what-s-in-the-works/corridor-studies-in-progress</a>)</p>	Peter Gies	Broward MPO
327	III.C.2	Partner with neighboring cities and towns to join corridor visions through streetscaping and lane elimination projects	City of Wilton Manors	City of Wilton Manors	Future: short-term	System Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	<p>The Powerline Rd/NE 9th Ave lane elimination project is an example of the City of Wilton Manors partnering with Fort Lauderdale on an improvement project that crosses jurisdictional boundaries.</p>	Roberta Moore	Director of Community Development Services
328	III.C.2	Increase coordination and cooperation in projects that cross or are near County boundaries	City of Hallandale Beach	FDOT + Broward MPO	Future: short-term	System SIS Facilities: Primary Function Primary Multimodal: Primary Function Primary Commerce: Primary Function	<p>The NE 203rd St and NE 215th St Intersection Improvements Study between US 1 and West Dixie Hwy proposed grade separation concepts to eliminate vehicle conflicts with trains on the FEC rail line. This is an example of a project near the edge of FDOT District and MPO boundaries, where proactive frequent coordination with cities in the adjacent District and MPO jurisdiction is critical.</p> <p>The Planning groups in FDOT Districts Four and Six hold monthly coordination calls to coordinate ongoing cross-District plans and studies. The Broward MPO participates in intercounty coordination as needed.</p>	Lisa Dykstra; Richard Creed	FDOT D4 PLEMO; FDOT D4 Design
330	III.C.3	Identify issues around which local governments can come together to support.	Palm Beach County	TCRPC + SFRPC	Ongoing	System	<p>One example of an issue around which local governments can come together to support is passenger rail service on the Florida East Coast rail corridor (e.g. Brightline and Tri-Rail Coastal Link). The SFRTA and regional planning councils were awarded an FTA grant and are conducting TOD outreach efforts along the FEC corridor to prepare for Tri-Rail Coastal Link.</p>	Christina Miskis; Kim DeLaney	SFRPC; TCRPC

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331	III.C.3	Convene 16 local government jurisdictions and other agencies and organizations through the State Road 7/ US 441 Collaborative to promote economic vitality and aesthetic improvement of the corridor.	SFRPC - SR 7 Collaborative	SR 7 Collaborative	Completed	System Primary Multimodal: Primary Function Primary Multimodal: Land Use Primary Multimodal: Transit Primary Multimodal: Freight Primary Multimodal: Walk & Bike	Information from SFRPC's "10 Years Down The Road" 2011 report on the State Road 7 Collaborative: At its inception in 2001, the Collaborative was formed as a regional partnership to address the economic and aesthetic conditions of Broward County's deteriorating State Road 7/U.S. 441 Corridor and its impact on abutting cities. The original group and their representatives included: City of Lauderdale Commissioner Leanna "Lee" Mirsky; Plantation Mayor Rae Carol Armstrong; Miramar Mayor Lori Mosely; Lauderdale Lakes Commissioner Hazzelle Rogers; and Hollywood Mayor Giulianti. It wasn't long before they invited the remaining 11 area jurisdictions to join the effort.  The communities conducted regular monthly meetings, rotating locations among the jurisdictions, and shared the common goal of improving the Corridor. The group asked the South Florida Regional Planning Council for assistance, and the Council responded with funding from the Florida Department of Community Affairs and the Florida Department of Community Affairs. The group was then able to organize and establish the Partnership Agreement, Mission Statement, Organizational Structure, and long-term plan. Thus, the State Road 7/U.S. 441 Collaborative was official.  The Partnership Agreement created a Steering Committee comprised of one representative from each of the Corridor jurisdictions, and extended ex-officio membership to the Broward County Metropolitan Planning Organization, Broward County School Board, Broward County Planning Council, Florida Department of Transportation, South Florida Water Management District, Florida Department of Community Affairs, and South Florida Regional Planning Council. A portion of State Road 7/U.S. 441 also includes the Seminole Nation.  [State Road 7 Collaborative webpage] ( <a href="http://www.sfrpc.com/sr7.htm">http://www.sfrpc.com/sr7.htm</a> )	Christina Miskis	SFRPC
334	III.D.1	Develop a long range vision for the City to guide in developing plans and projects	City of Dania Beach	City of Dania Beach	Current	System	In 2008, the City's conducted a charrette to envision the future of the CRA. As part of this charrette process, the City incorporated city-wide visioning to identify core values. [Link to the City of Dania Beach CRA Charrette PowerPoint Presentation] ( <a href="http://ci.dania-beach.fl.us/DocumentCenter/Home/View/1248">http://ci.dania-beach.fl.us/DocumentCenter/Home/View/1248</a> )  The City's Comprehensive Plan includes a 20-30 year vision to brand the City as a destination.	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
335	II.A.4 III.D.1	Coordinate economic development and Complete Streets initiatives.	City of North Lauderdale	City of North Lauderdale	Future: short-term	System Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike	The City of North Lauderdale desires to spur more economic development and coordinate economic development with the City's Complete Streets initiatives. This is a priority for the City.  The City successfully worked with the developer of the Wal-Mart on Avon to construct a bus stop and re-time the traffic signals, due to strong policies.  A challenge in moving the Complete Streets initiatives forward is the lack of a champion, and the perception that these initiatives are not "urgent."	Andrew Disbury	City of North Lauderdale Community Development
336	I.C.1, III.B.4, IV.B.1	Develop a concept of operations for integrated corridor management (ICM) for the I-95 corridor.	FDOT	Broward MPO + FDOT	Current	SIS Facilities: Primary Function Primary Multimodal: Freight Primary Commerce: Primary Function Primary Commerce: Freight	In February 2015, the Broward MPO was awarded a grant by Federal Highway Administration (FHWA) in the amount of \$180,000 for a planning study to advance the I-95 ICM Concept of Operations in Broward County in achieving consensus among the stakeholders: develop high-level system requirements; and develop an implementation plan. FDOT is a partner in this effort.  ICM will leverage the evolving Transportation Systems Management & Operations (TSM&O) program, and emerging regional managed lanes network, to provide a higher level of operational integration among the multimodal transportation assets within Broward County. This integration will enhance the ability to reroute traffic to alternative arterials or modes when there are congestion events (e.g., crashes, railroad grade crossings, special events etc.).  The Broward MPO is expected to complete all tasks related to this grant in 2017. [Link to Broward MPO's I-95 ICM Management website] ( <a href="http://www.browardmpo.org/index.php/current-projects-studies/integrated-corridor-management">http://www.browardmpo.org/index.php/current-projects-studies/integrated-corridor-management</a> )	Buffy Sanders; Melissa Ackert	Broward MPO; FDOT D4 Traffic Operations
337	III.D.3	Increase outreach to local governments during planning, PD&E, and design phases of state road improvement projects to proactively address local concerns	City of Hallandale Beach	FDOT	Ongoing	System Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	FDOT District Four Office of Modal Development provides a Multimodal Scoping Checklist to local government engineering departments, CRAs, school boards, and H9MPOs to request comments prior to design.  FDOT policies require coordination with local partners. FDOT District Four Office of Modal Development staff provide quarterly lists of projects with bicycle and/or pedestrian elements to the Broward County Bicycle and Pedestrian Advisory Committee. FDOT staff will continue to coordinate with cities on specific projects. FDOT encourages cities to approach FDOT with ideas for opportunities, especially through listening sessions. The first listening session in District Four is anticipated to be held in Summer or Fall 2016.  The City of Hallandale Beach suggested that FDOT participate in public hearings and give updates to the city commission as ways to improve coordination.	Lisa Maack	FDOT District Four OMD
338	III.D.4	Coordinate with FDOT and developers on site design to link transit, commercial, recreational space, and potentially residential at the Super Wal-Mart development	City of Hollywood	City of Hollywood	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike Special Use Center: Primary Function Special Use Center: Freight	The development of the Super-Walmart at the corner of SR7 and Hollywood Boulevard was an opportunity to link transportation and land use. The area is a modal hub – a future major bus transfer station for Broward County and future Gateway Mobility Hub according to the 2035 Broward Long Range Transportation Plan. The City worked with FDOT, the Broward MPO, Wal-Mart, and residents on this project.	Vielka Quintero	City of Hollywood Economic Development

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339	III.D.4	Involve elected officials and other departments early in the development review process	City of Hollywood	City of Hollywood	Current	System	The City's pre-application conference sessions are an example of this approach. Before going into any technical components, City staff from all disciplines will meet with an interested developers at no cost. The City asks the developers to bring their ideas. Staff communicate the City's vision and provide recommendations for the developers. Sometimes City Commissioners will attend the pre-application conferences. While the Commissioners do not contribute to the conference, they will listen, and sometimes meet directly with the developers separately.	Vielka Quintero	City of Hollywood Economic Development
340	III.D.4	Engage in active three way conversation with local governments and developers and communicate the benefits of incorporating transit into developments early in the process	BCT	BCT	Future: short-term	System Primary Multimodal: Transit MM Districts & Nodes: Transit L.I. Mixed Use: Transit	Land Use Plan Amendments (LUPAs) allow this already but there could be potential for better communication via contact with the cities.	Mabelle Mittelberg	BCT Service and Capital Planning
341	III.D.4	Adopt an interlocal agreement between City and County for County engineering department review of projects to result in better coordination	City of Oakland Park	City of Oakland Park	Current	System	The City requires traffic impact studies for new development and redevelopment. Broward County is the transportation service provider in charge of concurrency. The County collects traffic impact fees and uses them for projects. The County approves all sign placements, and the City of Oakland Park has an interlocal agreement with the Broward County engineering department for review of projects.	Rick Buckeye	City of Oakland Park Planning and Zoning Division
342	III.D.4	Encourage developers to incorporate traffic studies and/or small improvements to benefit the public within their projects	City of Dania Beach	City of Dania Beach	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Walk & Bike	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
343	III.D.4	Work with Palm Beach County on transit infrastructure through the development review process (formal process/resolution)	PalmTran	PalmTran	Ongoing	System	PalmTran reviews Palm Beach County development applications and applies transit related conditions when appropriate. Examples of conditions include requiring easements for bus pads and ensuring a bus bay is installed every one-half mile for larger developments of regional impact.	Fred Stubbs	PalmTran
344	III.D.5	Identify critical decision points throughout project development and design processes at which point collaboration with stakeholders will help achieve consensus and avoid later opposition	Palm Beach MPO	Palm Beach MPO	Ongoing	System	The Palm Beach MPO preemptively meets with and FDOT throughout the project development phase to discuss potential issues that could affect FDOT's analysis of alternatives and project design, particularly on issues related to bicycle and pedestrian mobility. The MPO often stresses the need to provide bicycle and pedestrian facilities on corridors across I-95.	Kevin Fischer	Palm Beach MPO
345	III.D.5	Bring local governments into early discussions on resurfacing projects to explore potential for Complete Street treatments	FDOT	FDOT in coord w/ Cities + Counties	Ongoing	System Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike	FDOT District Four Office of Modal Development provides a Multimodal Scoping Checklist to local government engineering departments, CRAs, school boards, MPOs to request comments prior to design.	Lisa Maack	OMD
346	III.E.1	Maintain transparency with the City Commission, other City departments, and other agencies including the MPO through continual communication	City of Hollywood	City of Hollywood	Current	System	The chair of the Broward MPO is a City of Hollywood Commissioner, and he keeps other commissioners informed of the MPO's activities. Another example of transparency is the City's pre-application conferences. Before going into any technical components, City staff from all disciplines will meet with an interested developers at no cost. The City asks the developers to bring their ideas. Staff communicate the City's vision and provide recommendations for the developers.	Vielka Quintero	City of Hollywood Economic Development
348	III.E.1	Encourage a forward-thinking mindset in staff and elected officials	City of Dania Beach	City of Dania Beach	Current	System	The City has discussed the potential for transit service enhancements to serve the proposed Dania Pointe development, including a new bus stop at this area with Broward County, although it has been a challenge. The Dania Pointe development area is currently served by a community bus.	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
349	III.E.1	Maintain discussion and coordination between departments and City Commission	City of Hallandale Beach	City of Hallandale Beach	Current	System	City of Hallandale Beach staff participate in quarterly capital improvement meetings to discuss ongoing projects.	Eric Houston	City of Hallandale Beach
350	III.F.1	Conduct a study to determine the best method to reach out to the public to disseminate commuter services information	FDOT	SFCS	Future: short-term	System	none provided	Newton Wilson	OMD (SFCS)



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351	III.F.1	Engage communities members through Speak Up Broward and Street Teams	Broward MPO	Broward MPO	Current	System	<p>Speak Up Broward is the MPO's interactive and creative approach to public engagement through which the public voices opinions on the transportation system. In 2014, the MPO hosted "Let's Talk Transportation" - a series of four televised eTownHall meetings. Through the Program for Empowering People, the MPO worked with community based organizations to further the MPO's reach to engage traditionally under-represented communities in a conversation about Broward's transportation future. The MPO hosted five meetings of the Broward Partners Group, and organized dozens of Speakers Bureau events to raise awareness of the eTownHall meetings and transportation funding issues. The first phase of Speak Up Broward concluded in early 2015.</p> <p>[Link to the Broward MPO's Speak-up Broward Website] (<a href="http://www.browardmpo.org/index.php/major-functions/speak-up-broward">http://www.browardmpo.org/index.php/major-functions/speak-up-broward</a>)</p> <p>Speak Up Broward continues as the MPO's interactive and creative approach to public engagement through which the public voices opinions on the transportation system. Speak Up Broward is currently focusing on educating the public on what the MPO is and does and continues to encourage participation. Resources available include videos and fact sheets about the MPO's core products. The videos are available at the following [link] (<a href="http://browardmpo.org/index.php/carousel-articles/227-broward-mpo-is-getting-started">http://browardmpo.org/index.php/carousel-articles/227-broward-mpo-is-getting-started</a>)</p> <p>The core products fact sheet can be found in english at the following [link] (<a href="http://browardmpo.org/images/20170501-BMPO-SpeakUp-CoreProductsOnePager.pdf">http://browardmpo.org/images/20170501-BMPO-SpeakUp-CoreProductsOnePager.pdf</a>) and in Spanish at the following [link] (<a href="http://browardmpo.org/images/20170501-BMPO-SpeakUp-CoreProductsOnePager-Spanish.pdf">http://browardmpo.org/images/20170501-BMPO-SpeakUp-CoreProductsOnePager-Spanish.pdf</a>)</p> <p>Through Speak Up Broward the MPO has an active social media presence.</p>	Christopher Ryan	Broward MPO
352	III.F.1	Broward League of Cities provided venues for community dialogue and education on quality of life (e.g. Speakers Bureau).	BCPC	BCPC	Inactive	System	<p>Several years ago, the Broward League of Cities held a monthly forum for city planners, developers, and other interested parties, where participants discussed a variety of issues. This monthly forum no longer convenes.</p>	Pete Schwarz	BCPC
353	III.F.1	Form neighborhood associations and involve them and other citizen volunteers in city planning and economic development opportunities	City of Wilton Manors	City of Wilton Manors	Current	System	<p>The City has three distinct, healthy neighborhood associations which work together with the Economic Development Task Force and the Planning and Zoning Board. Public engagement also is carried out via a large, voluntary weekly Email list with over 800 members. Volunteer groups in Wilton Manors participate in City government and provide feedback to the City Commission.</p>	Roberta Moore	Director of Community Development Services
354	III.F.1	Work with large employers such as hospitals to anticipate employment growth and realize potential for TOD	City of Oakland Park	City of Oakland Park	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit	<p>There is potential for employment growth at the Holy Cross satellite hospital on Dixie Highway at Commercial Blvd, which could support a TOD. This area is a potential future station location for the Tri-Rail Coastal Link rail service.</p>	Rick Buckeye	City of Oakland Park Planning and Zoning Division
355	III.F.1	Promote education on transportation and land use issues through the Local Government Academy class	City of Oakland Park	City of Oakland Park	Current	System	<p>The City of Oakland Park offers an annual free 10-week Local Government Academy class to engage citizens and teach them about the City departments' responsibilities and opportunities for community service. Participants learn about the City's capital improvements projects, redevelopment progress, and City ordinances, policies, and procedures. The City's 2011 Strategic Plan lists a goal of filling each annual Local Government Academy class by 95 percent.</p>	Rick Buckeye	City of Oakland Park Planning and Zoning Division
356	III.F.1	Survey citizens and business owners on several issues on a regular basis (i.e. yearly or biannually), and use survey results in the development of project lists for transportation improvements	City of Hallandale Beach	City of Hallandale Beach	Inactive	System	<p>Hallandale Beach had conducted a biannual survey that alternated between residents and businesses as one means of measuring success and getting feedback from the community. The surveys pertained to a comprehensive list of services and concerns, including transportation. Both residential and business surveys reported traffic as the number one issue. Recently, the contract for the annual surveys was cancelled and the funds cut from the city budget.</p>	Keven Klopp	City of Hallandale Beach
357	III.F.1	Target outreach activities to specifically include commuter and non-recreational bicyclists.	Broward MPO	Broward MPO	Future: short-term	System	<p>The Broward MPO provides outreach to all bicyclists during its ongoing outreach for complete streets initiatives. The MPO also targets all bicyclists during its Let's Go Biking community outreach events.</p>	Peter Gies	Broward MPO
358, 361	III.F.1 III.G.2	Maintain connections with business community through outreach activities and business representation on decision-making boards	PalmTran	PalmTran	Current	System	<p>PalmTran is coordinating with community stakeholders and agency partners to update the Transit Development Plan. These stakeholders include the business community, the League of Cities, and the Workforce Alliance during the update process. PalmTran 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. There is a business representative on the PalmTran Service Board.</p>	Fred Stubbs	PalmTran
359	III.G.1	Coordinate with developers to anticipate positive and negative consequences of potential developments	City of Oakland Park	City of Oakland Park	Current	System	<p>A large golf course in the City of Oakland Park has potential for redevelopment. City staff is unsure whether redevelopment would have positive or negative consequences. The golf course is privately owned, but acts as open space.</p>	Rick Buckeye	City of Oakland Park Planning and Zoning Division

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360, 545	III.C.2, III.A.4, III.B.4, III.G.2	Engage major players (e.g. universities and hospitals) in visioning processes to understand their expectations and desires for expansion or change. Examples include the 20th Street/University District Visioning Summit (City of Boca Raton) and US-1 Multimodal Corridor Study (Palm Beach MPO).	City of Boca Raton	City of Boca Raton	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	<p>The City of Boca Raton has prioritized the 20th Street Corridor area for a special planning effort. In December 2016, the City commissioned TCRPC to facilitate the 20th Street Corridor Visioning Summit to review land use trends and projections along the 20th Street Corridor, including long-range campus priorities for Florida Atlantic University and planning considerations of the City of Boca Raton. TCRPC produced a final draft of the [University District Visioning Summit Report] (<a href="https://www.myboca.us/DocumentCenter/View/5918">https://www.myboca.us/DocumentCenter/View/5918</a>) in February 2017.</p> <p>The City is currently working with the Palm Beach MPO on the [US-1 Multimodal Corridor Study] (<a href="http://www.us1pbcorridorstudy.com">http://www.us1pbcorridorstudy.com</a>) to connect pedestrian and bicycle facilities as well as upgrade and expand existing transit service along US-1 in Palm Beach County from Camino Real in Boca Raton to Indiantown Road in Jupiter.</p> <p>Both efforts align with the Tri-Rail Coastal Link planning efforts.</p> <p>The City of Boca Raton engaged in a Waterfront Visioning Charrette in September 2016. [Waterfront Visioning Charrette article] (<a href="http://bocawatch.org/waterfront-visioning-charrette-september-19th/">http://bocawatch.org/waterfront-visioning-charrette-september-19th/</a>)</p>	Ingrid Allen	City of Boca Raton Planning & Zoning
364	III.H.2	Negotiate with FEC rail for safety and quiet zone improvements or funds	City of Hollywood	Broward MPO	Completed	SIS Facilities: Primary Function SIS Facilities: Land Use	<p>Broward County will have one contiguous Quiet Zone along the Florida East Coast (FEC) railroad corridor. Within Broward County there are 65 at-grade crossings along the FEC corridor. These crossings are located in eight municipalities: Deerfield Beach, Pompano Beach, Oakland Park, Wilton Manors, Fort Lauderdale, Dania Beach, Hollywood, and Hallandale Beach. [Broward MPO Quiet Zones] (<a href="http://www.browardmpo.org/index.php/current-projects-studies/quiet-zones">http://www.browardmpo.org/index.php/current-projects-studies/quiet-zones</a>)</p>	Peter Gies	Broward MPO
366, 535	III.H.2	Coordinate with FEC railroad to plan a greenway and multi-use trail along the FEC corridor and acquire an easement.	Broward County	Broward County; City of Pompano Beach	Inactive	SIS Facilities: Walk & Bike Primary Multimodal: Walk & Bike	<p>Broward County developed a Greenways Master Plan and conducted planning and design activities for a Dixie Highway Greenway. Conversations with Florida East Coast Railways were unsuccessful, and the Dixie Highway Greenway was determined to be infeasible.</p>	Nick Sofoul; Maggie Barszewski	Broward County; City of Pompano Beach Planning & Development Management
367	III.I.1	Use the goals, objectives, and policies within Broward County's adopted comprehensive plan in preparing recommendations for Planning Council decisions.	BCPC	BCPC	Ongoing	System	<p>Preparing recommendations consistent with the comprehensive plan is the core responsibility of the Broward County planning Council.</p>	Pete Schwarz	BCPC
368	III.I.1	Track progress on measures in the Transit Development Plan through annual updates	SFRTA	SFRTA	Current	System	<p>SFRTA tracks progress on measures in the TDP. In addition to ridership and other performance measures, the SFRTA tracks improvements and milestones since the previous TDP update. Between 2015 and 2016, SFRTA made numerous achievements including:</p> <ul style="list-style-type: none"> <li>- Real-Time Train Tracking: A new Tri-Rail mobile app was officially launched in Spring, 2016.</li> <li>- Tri-Rail's First Bike Car was added to the regular fleet on July 24, 2015.</li> <li>- Commuter Bus Service to Palm Beach International Airport commenced October, 2015.</li> <li>- New Tri-Rail Station Planning: A study to assess feasibility of a second Boca Raton Tri-Rail station was initiated in February, 2016.</li> </ul> <p>SFRTA anticipates incorporating more performance measures in future annual updates. [SFRTA TDPs] (<a href="http://www.sfirta.fl.gov/transit-development-plan.aspx">http://www.sfirta.fl.gov/transit-development-plan.aspx</a>)</p> <p>SFRTA will produce a major TDP update in 2018, which will include an on-board survey.</p>	Vicki Gatanis	SFRTA
370	III.I.2	Monitor transit ridership and expand transit where necessary	City of Fort Lauderdale	City of Fort Lauderdale	Current	System	<p>The City of Fort Lauderdale continually monitors transit ridership for the Sun Trolley community bus system, which allows the City to make changes to the system routes and timing to improve the service. The City recently completed a Transit Master Plan in compliance with the Mobility Master Plan requirements of FTA, which analyzed a significant amount of data regarding the transit system and makes recommendations which include route recommendations.</p>	Karen Warfel	City of Fort Lauderdale Transportation & Mobility Department
371	III.I.2	Monitor transit on-time performance, overcrowding, and productivity, and reallocate resources to maximize system efficiency	BCT	BCT	Current	System Primary Multimodal: Transit	<p>All elements of the 2017-26 Service Plan remain beyond current funding availability and therefore fall into BCT's Vision Plan. Overall, the 2017-26 Service Plan includes additional headway improvements, running time enhancements, service span increases, restored route service, route realignments &amp; extensions, new local routes, a new Limited Stop route and rapid bus routes. For 2017-26, five (5) new local routes will be implemented in order to provide optimal connectivity to other existing and planned services. In addition, BCT estimates that by 2026, many of its lowest headway routes (15, 16, 23, 56, and 88) will require service improvements. In total, 131 additional buses would need to be added to the BCT system by 2026 in order to deliver this service plan.</p> <p>[2016 TDP update] (<a href="http://www.broward.org/BCT/Reports/Pages/TransitDevelopmentPlan.aspx">http://www.broward.org/BCT/Reports/Pages/TransitDevelopmentPlan.aspx</a>)</p>	Mabelle Mittelberg	BCT Service and Capital Planning

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372	III.1.2	Develop performance measures for Commuter Services	FDOT	CUTR	Current	System	<p>FDOT Procedure 725-030-008 outlines the Commuter Assistance Program. FDOT requires commuter assistance agencies to submit annual reports with required performance/evaluation measures, which are outlined in Attachment A of FDOT Procedure 725-030-008. Evaluation measures include number of commuters requesting assistance, number of commuters switching modes, number of vans in services, etc. The 2001 CUTR report provides additional performance measures that Commuter Assistance agencies can use.</p> <p>[Link to CUTR performance measures] (<a href="http://www3.cutr.usf.edu/dm/pdf/performanceasures.pdf">http://www3.cutr.usf.edu/dm/pdf/performanceasures.pdf</a>)</p> <p>[Link to CUTR SFCS 2004 Report] (<a href="http://www3.cutr.usf.edu/dm/pdf/SFCS2004FinalReport.pdf">http://www3.cutr.usf.edu/dm/pdf/SFCS2004FinalReport.pdf</a>)</p>	Newton Wilson	OMD (SFCS)
373	III.1.2	Conduct before-and-after studies to assess pedestrian & bicycle crashes and safety for lane reduction projects	FDOT	FDOT	Future: short-term	Primary Multimodal: Walk & Bike Primary Commere: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>There are currently no before and after studies to specifically assess bicycle and pedestrian crashes for lane elimination projects. There have been before and after studies to assess vehicular crashes for lane elimination projects (e.g. US-1 in Delray Beach).</p> <p>During the 2009 FDOT evaluation of a lane elimination on US-1 in the City of Delray Beach a before and after crash study was performed and found a 75% reduction in crashes when comparing the three years after the lane elimination to the three years prior to the lane elimination.</p>	Chon Wong	PLEMO, Level of Service Coordinator
374	III.1.3	Collect bicycle and pedestrian data	FDOT	FDOT	Future: short-term	System Primary Multimodal: Walk & Bike Primary Commere: Walk & Bike Non-Primary Hybrid: Walk & Bike MM Districts & Nodes: Walk & Bike	<p>FDOT District Four is planning to initiate a data collection effort to count travelers by mode at select locations at regular intervals (e.g. annually) using a screenline approach. The goal of this effort is to start measuring mode shift. The District is investigating the potential methods for data collection and ways to best track progress over time. The focus of this effort is primarily on bicyclist and pedestrian counts.</p> <p>As of December 2015, FDOT District Four was narrowing down the site locations, and was considering downtown Hollywood, downtown Fort Lauderdale, SR 7 at Oakland Park Blvd, and University Dr. at Oakland Park Blvd. The District is continuing to coordinate with the Palm Beach MPO regarding data collection of bicyclists and pedestrians. As of December 2015, the District was planning to initiate a pilot screen-line data collection effort in Spring 2016.</p>	Lisa Maack	OMD
375	III.1.3	Adopt Multimodal Level/Quality of Service standards for walking, bicycling, and transit (e.g. as part of Complete Streets policies within the County Comprehensive Plan)	Broward County	Broward County	Future: short-term	System SIS Facilities: Transit Primary Multimodal: Transit Primary Multimodal: Walk & Bike Primary Commere: Walk & Bike Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	<p>As part of BrowardNEXT Phase 2, Broward County is examining ways to incorporate multimodal metrics into the transportation concurrency analysis required in the development review and approval process.</p> <p>Through BrowardNEXT Phase 1, the Broward County Planning Council updated the Broward County Land Use Plan, which includes two policies that address multimodal level of service (Policies 2.18.1 and 2.18.2). These policies allow the use of the Institute of Transportation Engineers (ITE) "urban infill area - person trip methodology" in Activity Centers and certain redevelopment areas and require an assessment of integrated levels of service standards for bicycle, transit, and pedestrian facilities and services within Activity Centers and certain redevelopment areas by 2018.</p> <p>[Link to Draft BrowardNEXT plan amendments] (<a href="http://www.broward.org/BrowardNext/Documents/PCT%2016-6%20Policies.pdf">http://www.broward.org/BrowardNext/Documents/PCT%2016-6%20Policies.pdf</a>)</p> <p>BrowardNEXT's Highlighted Regional Issues includes a section on multimodal vision. This section includes STRATEGY MM-4: Identify and implement a multi-modal level of service standard for redevelopment proposals.</p>	Nick Sofoul	Broward County Planning & Development Management
376, 537	III.1.3	Provide technical assistance to local governments for the development and adoption of Multimodal Q/LOS standards.	FDOT	FDOT	Future: mid-term	System SIS Facilities: Transit Primary Multimodal: Transit Primary Multimodal: Walk & Bike Primary Commere: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>FDOT District Four provided a workshop for Broward County staff (including the County Planning Council, BCT, and the City of Fort Lauderdale) on multimodal level of service and performance measures, concepts, and evaluation methods April 2015.</p>	Larry Hymowitz Lois Bush	FDOT D4 PLEMO
377, 380	III.1.3	Coordinate with FDOT and Broward County on multimodal quality/level of service performance measures, especially for application on Complete Streets.	Broward MPO	Broward MPO	Ongoing	System	<p>In 2013, the Broward MPO evaluated various methodologies for measuring level-of-service for all roadway users to identify an alternative to the conventional vehicular LOS method for the Broward County Complete Streets Initiative's use. The MPO determined FDOT's LOSPLAN 2012 is most appropriate for the Broward environment. The MPO used LOSPLAN to compare the multimodal level of service of existing and proposed future conditions for two Complete Streets demonstration projects: Hollywood Blvd in the City of Hollywood, and Sunset Strip in the City of Sunrise. The application of the analysis revealed an improvement in bicycle LOS, and nuances in the formulas of the LOSPLAN methodologies for calculating pedestrian LOS for road diets.</p> <p>The Broward MPO's Complete Streets Multimodal Level of Service Tool and Worksheets are available on the MPO's [Complete Streets Implementation Materials webpage] (<a href="http://www.browardmpo.org/index.php/technical-resources">http://www.browardmpo.org/index.php/technical-resources</a>).</p> <p>FDOT reports bicycle and pedestrian level of service on state roads as part of the state's Multimodal Mobility Performance Measures. FDOT is conducting various efforts related to multimodal transportation performance measurement.</p>	Peter Gies; Lois Bush; Alex Barr	Broward MPO; FDOT D4 PLEMO; FDOT D4 OMD

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379	III.I.3	Conduct a Multimodal Quality of Service Assessment for the SR 7 corridor.	SFRPC - SR 7 Collaborative	FDOT	Completed	System Primary Multimodal: Transit Primary Multimodal: Walk & Bike Primary Commerce: Transit Primary Commerce: Walk & Bike Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	Information from SFRPC's "10 Years Down The Road" 2011 report on the State Road 7 Collaborative: The importance of SR 7 as a major north-south regional connection was increased when the University Drive connection between Broward and Palm Beach counties was removed from local thoroughfare plans. The area is bounded by Sample Road in Broward County, Glades Road in Palm Beach County, Florida's Turnpike, and the Everglades. FDOT, along with a multi-jurisdictional working group, developed a Transportation Network Needs Assessment, part of a three-step mobility action plan that was framed during a meeting of all interested parties convened by the secretaries of the Florida Department of Community Affairs (DCA) and FDOT in November 2007. FDOT is providing technical support for the third part of the plan, and the development of an Implementation Strategy of realistic multimodal transportation solutions. A Multimodal Quality of Service (MMQOS) Assessment was completed for existing bicycle, pedestrian and transit infrastructure and services in roughly the same area covered by the Transportation Network Needs Assessment. [State Road 7 Collaborative webpage] ( <a href="http://www.sfrpc.com/sr7.htm">http://www.sfrpc.com/sr7.htm</a> )  Since the 2011 report: A Multimodal Quality Level of Service Assessment was performed, as part of the SR-7 Collaborative Effort between Broward MPO and Palm Beach MPO. This assessment included ARTPLAN analysis on all segments in the study area for both the existing year and the LRTP year which LRTP improvements. This assessment was performed in conjunction with the SR-7 PD&E study from the Miami-Dade County Line to Glades Road.	Lois Bush	FDOT D4 PLEMO
381	IV.A.1	Prepare a \$1 million Transportation and Community System Preservation grant for State Road 7 corridor master planning and redevelopment efforts	SFRPC - SR 7 Collaborative	Broward MPO	Completed	System	In the 10 Years Down the Road: The State Road 7/ U.S. 441 Collaborative report (SFRPC, 2011), the Broward MPO indicated it had helped prepare a \$1 million Transportation and Community System Preservation grant for corridor master planning and redevelopment efforts along State Road 7. [State Road 7 Collaborative webpage] ( <a href="http://www.sfrpc.com/sr7.htm">http://www.sfrpc.com/sr7.htm</a> )  More recently, the Broward MPO conducted and completed the [SR 7 planning Multimodal Improvements Corridor Study] ( <a href="http://www.browardmpo.org/index.php/current-projects-studies/sr7-multimodal-improvements-corridor-study">http://www.browardmpo.org/index.php/current-projects-studies/sr7-multimodal-improvements-corridor-study</a> ) in 2016. Projects identified in this study are being scoped for preliminary design.	Roxana Ene	Broward MPO
385	IV.B.1	Coordinate with County on concurrency and traffic impact fees, and use these fees for corridor enhancement projects	City of Oakland Park	City of Oakland Park	Current	System	none provided	Rick Buckeye	City of Oakland Park Planning and Zoning Division
386, 390, 625	IV.B.1 IV.C.2	Develop a mobility fee to fund multimodal transportation improvements.	City of Hallandale Beach	City of Hallandale Beach	Ongoing	System	Currently the City of Hallandale Beach exacts a capacity impact fee during the development review process that works together with the transportation master plan to provide alternatives to the congested roads. The impact fee has been successful in generating funds for improvements identified in the transportation master plan.  As part of the Multimodal Mobility Plan, the City is currently developing a mobility fee to replace its capacity impact fee.	Marianna Pitiriciu, City Engineer	City of Hallandale Beach
388	IV.C.1	Apply for a TIGER grant for the WAVE Streetcar	FDOT	SFRTA	Completed	Primary Multimodal: Primary Function Primary Multimodal: Transit MM Districts & Nodes: Transit	SFRTA sponsored the TIGER grant application for the WAVE streetcar, which won an \$18 million TIGER IV grant in 2012. This project also received a Small Starts Grant. [Wave Streetcar TIGER Grant Application] ( <a href="http://www.sfirta.fl.gov/docs/planning/WAVE_TIGER_IV_FINAL.PDF">http://www.sfirta.fl.gov/docs/planning/WAVE_TIGER_IV_FINAL.PDF</a> )  The Broward MPO had significant support and funding for the project.  FDOT has now taken over responsibility for design and construction.	Vicki Gataniis, James Cromar, Khalilah Ffrench	SFRTA, Broward MPO, FDOT D4 OMD
389, 413	IV.C.2 IV.D.1	Apply for a TIGER grant for freight and passenger rail enhancements to shift freight traffic from the FEC rail corridor to the South Florida Corridor and create operational efficiencies for CSX, FEC, Tri-Rail, and All-Aboard Florida Intercity Rail	FDOT	FDOT	Completed	SIS Facilities: Primary Function SIS Facilities: Transit SIS Facilities: Freight	FDOT, in partnership with SFRTA, FEC, and CSX, applied for and received a \$13.8 million TIGER grant in 2013 for the [South Florida Freight and Passenger Rail Enhancements Project] ( <a href="http://tri-railcoastallinkstudy.com/tiger.php">http://tri-railcoastallinkstudy.com/tiger.php</a> ), which has a total project cost of \$47.3 million.	Marjorie Hilaire	OMD-Rail
392	IV.C.1	Apply for federal, state, and regional (MPO) grants for Complete Streets improvements	City of Hollywood	City of Hollywood	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	The City has obtained MPO grant funding for two Complete Streets projects on Hollywood Boulevard and Johnson Street. The City has several other proposed complete streets projects including: - Hollywood Boulevard from Dixie Highway to City Hall - The FEC Corridor Greenway (Dixie Highway and 21st Avenue) from Pembroke Road to Sheridan Street - Tyler Street from Young Circle to Dixie Highway - A1A from Hollywood Boulevard to Sheridan Street - Federal Highway from Pembroke Road to Sheridan Street - State Road 7 from Pembroke Road to Atlanta Street - Johnson Street from the C10 canal to US-1 - Johnson Street from 56th Avenue to 64th Avenue [City of Hollywood Complete Streets Projects] ( <a href="http://www.hollywoodfl.org/924/Complete-Streets-Improvement-Projects">H186http://www.hollywoodfl.org/924/Complete-Streets-Improvement-Projects</a> )	Vielka Quintero	City of Hollywood Economic Development
394	IV.C.1	Consider using concurrency funds for bicycle and pedestrian improvements	City of Deerfield Beach	Broward County	Current	System MM Districts & Nodes: Walk & Bike L.I. Residential: Walk & Bike L.I. Commercial: Walk & Bike L.I. Mixed Use: Walk & Bike	Broward County's transportation concurrency funds are primarily used to fund transit improvements. BCT uses these funds to construct sidewalk connections, landing pads, shelters, and bicycle racks at bus stops throughout the County. Broward County is interested in expanding the use of concurrency funds for bicycle and pedestrian projects.	Nick Sofoul	Broward County Planning & Development Management

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395	IV.C.1	Apply for TIGER, LAP, CSLIP, and other grants for Complete Streets projects	City of Deerfield Beach	City of Deerfield Beach	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>The City of Deerfield Beach met with the Broward MPO in November 2016 on the scope for the design and construction of Complete Streets projects. The MPO is funding projects on SW 3rd Ave, SE 2nd Ave, and NE 48th/49th Street.</p> <p>The City of Deerfield Beach applied for Transportation Alternatives Program funding for Military Trail improvements in 2014 for the 2017/2018 Work Program Cycle. The Broward MPO approved funding in September 2014. [FDOT District 4 - Broward County - TAP 2017/2018 Work Program Cycle] (<a href="http://www.browardmpo.org/images/WhatWeDo/FDOTDistrict4-BrowardCounty-TransportationAlternativesProgram20172018WorkProgramCycle.pdf">http://www.browardmpo.org/images/WhatWeDo/FDOTDistrict4-BrowardCounty-TransportationAlternativesProgram20172018WorkProgramCycle.pdf</a>)</p> <p>The Broward MPO's new Complete Streets and Other Localized Initiatives Program (CSLIP) merges TAP funding with additional MPO funding for mobility projects including complete streets projects, traffic calming, intersection improvements, ADA upgrades, mobility hubs, bus shelters, bike racks, and technology advancements such as transit signal priority and traffic control devices. For more information on CSLIP, visit Broward MPO's [CSLIP webpage] (<a href="http://browardmpo.org/index.php/major-functions/complete-streets-localized-initiatives-program">http://browardmpo.org/index.php/major-functions/complete-streets-localized-initiatives-program</a>)</p>	Steve Graham	City of Deerfield Beach Planning and Development Services
397	IV.C.1	Use the MPO's mobility funds for Complete Streets projects	City of Deerfield Beach	City of Deerfield Beach	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	<p>The Broward MPO's Mobility Projects 2016-2021 Map includes projects in Phase I (portion of SW 10th St.) and Phase III (SW 10th St., NW 48th St., Federal Hwy)</p> <p>[Link to map] (<a href="http://www.browardmpo.org/images/WhatWeDo/completestreetsinitiative/Mobility_Projects_Updated_Jan_2017_24x36_Opt.pdf">http://www.browardmpo.org/images/WhatWeDo/completestreetsinitiative/Mobility_Projects_Updated_Jan_2017_24x36_Opt.pdf</a>)</p> <p>The City of Deerfield Beach applied for TAP funding for Military Trail improvements in 2014 for the 2017/2018 Work Program Cycle. [Link to grant award] (<a href="http://www.browardmpo.org/images/WhatWeDo/FDOTDistrict4-BrowardCounty-TransportationAlternativesProgram20172018WorkProgramCycle.pdf">http://www.browardmpo.org/images/WhatWeDo/FDOTDistrict4-BrowardCounty-TransportationAlternativesProgram20172018WorkProgramCycle.pdf</a>)</p>	Steve Graham	City of Deerfield Beach Planning and Development Services
398	IV.C.1	Prioritize projects for the 2040 LRTP financially feasible plan by emphasizing people-based forms of mobility and alignment with LRTP goals and objectives.	Broward MPO	Broward MPO	Completed	System	<p>The Broward MPO developed a new method for prioritizing projects for possible funding in Commitment 2040 (Broward MPO's 2040 LRTP). Instead of emphasizing automobile centric projects as in past approaches, Commitment 2040 prioritizes improvements emphasizing people-based forms of mobility - bicycle, pedestrian, and transit projects. [Commitment 2040] (<a href="http://www.browardmpo.org/index.php/lrtp-overview">http://www.browardmpo.org/index.php/lrtp-overview</a>)</p> <p>The upcoming 2045 LRTP will maintain the same multimodal mobility focus and will update the 2040 LRTP project list.</p>	Paul Calvaresi	Broward MPO
399	IV.C.1	Create a Mobility Program Fund and require developers to contribute	City of Dania Beach	City of Dania Beach	Current	System	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
400	IV.C.1	Allocate MPO planning and engineering funds toward design/build of transit facilities, landscaping, and pedestrian-safety improvements along the SR 7 corridor, among others.	SFRPC - SR 7 Collaborative	Broward MPO	Ongoing	System SIS Facilities: Transit SIS Facilities: Walk & Bike Primary Multimodal: Transit Primary Multimodal: Walk & Bike Primary Commerce: Transit Primary Commerce: Walk & Bike Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	<p>Information from SFRPC's "10 Years Down The Road" 2011 report on the State Road 7 Collaborative: Along with Corridor master planning, the MPO provides funding for the betterment of the area. In the past year alone, the MPO allocated \$685,000 planning and engineering funds toward the design/build of transit facilities along the Corridor, as well as \$2.8 million for the design/build phase (construction). Broward County Transit and the Florida Department of Transportation (FDOT) partnered to make transit bus shelters and amenities a reality. The MPO has also provided \$6.145 million for landscaping and other Corridor enhancements, plus \$700,000 for pedestrian-safety improvements. [State Road 7 Collaborative webpage] (<a href="http://www.sfrpc.com/sr7.htm">http://www.sfrpc.com/sr7.htm</a>)</p> <p>Since the 2011 report: The Broward MPO has allocated funds to several transit projects in the 2040 LRTP, including the Wave streetcar and trolleys. The Broward MPO Complete Streets and Other Localized Initiatives Program (CSLIP) program provides funding for complete streets improvements, which include pedestrian safety and landscaping.</p>	Peter Gies	Broward MPO
401	IV.C.2	Pursue potential new revenue source for ongoing transit operating costs from rental car fees (or other sources)	PalmTran	SFRTA	Future (timeframe unknown)	System	Prior attempts for legislation to use rental car surcharges to support a regional transportation authority or expand and enhance transit services have been narrowly unsuccessful, and are worth pursuing again. PalmTran is supportive of efforts to pursue additional funding for transit, especially for operating funds.	Vicki Gatanis, Fred Stubbs	SFRTA, PalmTran
402	IV.C.2	Create a regional taxing authority for transit improvements	Palm Beach County	Unknown	Future (timeframe unknown)	System SIS Facilities: Primary Function SIS Facilities: Transit Primary Multimodal: Primary Function Primary Multimodal: Transit	Many regions that have been successful in implementing TOD have a regional taxing authority to fund premium transit service. Stakeholders have noted the lack of a regional taxing authority is a challenge for Southeast Florida.		
403	IV.C.2	Set aside money for future transit projects to demonstrate commitment for transit through a transit improvement fund	City of Dania Beach	City of Dania Beach	Current	System Primary Multimodal: Transit Non-Primary Hybrid: Transit MM Districts & Nodes: Transit	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division

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405	II.B.3 IV.C.2	Use Transit Corridor Grant Program money to fund trolley service and circulator projects	FDOT	FDOT	Current	System Primary Multimodal: Transit Non-Primary Hybrid: Transit MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit L.I. Mixed Use: Transit	FDOT District Four provides Transit Corridor Grant Program funds to fund circulator service that provides a corridor support network and develop regional commuter transit patterns. The District provided seed money to the City of Hollywood for a Tri-Rail shuttle circulator that was so successful the City now operates the service with Transportation Disadvantaged program funds. The District provided funds for the City of Delray Beach's Tri-Rail to the beach circulator, which is now operated by the City. The District is providing funds for the Downtown Link of the City of Fort Lauderdale's Sun Trolley, which will continue to be funded until the Wave streetcar is operational.	Jayne Pietrowski	OMD
406	IV.C.3	Leverage resources by partnering with FDOT on 3R projects and other roadway improvement projects to include streetscape and multimodal improvements (e.g. resurfacing on Oakland Park Blvd and Dixie Hwy)	City of Oakland Park	City of Oakland Park	Current	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike Primary Commerce: Walk & Bike	Resurfacing along Oakland Park Boulevard from I-95-NW 31st Ave was completed in Jan '17 (Oakland Park Boulevard Roadway Improvements Project from east of I-95 to NW 31st Avenue) ( <a href="http://www.d4fdot.com/bcfdot/OaklandPark.asp">http://www.d4fdot.com/bcfdot/OaklandPark.asp</a> )	Rick Buckeye	City of Oakland Park Planning and Zoning Division
408	IV.C.3	Pursue shuttle bus funding partnerships to connect Tri-Rail with local destinations.	Broward County	SFRTA + BCT	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit	SFRTA provides shuttle service to and from select Tri-Rail stations. Broward County Transit provides bus service to all Tri-Rail stations. Broward County also funds community bus services, which serve Tri-Rail stations.	Mabelle Mittelberg; Vicki Gatanis	BCT; SFRTA
410	IV.C.3	Reward creative funding strategies and partnerships by adding funding as a criteria during the project selection process	Palm Beach MPO	Palm Beach MPO	Future: short-term	System	In its applications for Local Initiatives Program and Transportation Alternative Program funding, the Palm Beach MPO awards extra points for local implementation (i.e. managing projects in-house), which reduces the need for FDOT and MPO resources.	Kevin Fischer	Palm Beach MPO
414	IV.E.1	Conduct a walkability study to determine the short-term low-budget improvements for improving the pedestrian and bicycling environment	City of Fort Lauderdale	City of Fort Lauderdale	Completed	Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Walk & Bike	A Downtown Walkability Study was completed by Jeff Speck which included the downtown core of Fort Lauderdale. Those recommendations are being completed through a dedicated funding source provided annually through the City's CIP. A Walk Audit was also done on NE 3rd Avenue north of the Downtown Walkability Study to expand the area of improvements.	Elizabeth VanZandt	City of Fort Lauderdale Transportation and Mobility Department
415	IV.E.1	Identify the strategic small steps that can be implemented in the short term that work towards the longer term vision as a transition (TOD vision plan)	City of Fort Lauderdale	City of Fort Lauderdale	Current	System MM Districts & Nodes: Primary Function	none provided	Ella Parker	City of Fort Lauderdale Department of Sustainable Development
416, 567	IV.F.1	Adopt a Wilton Drive Business Improvement District	City of Wilton Manors	City of Wilton Manors	Completed	System	The City Commission adopted a Business Improvement District for Wilton Drive, with a goal of using revenue to fund capital improvements projects. In preparation for the vote to adopt the BID, the City interviewed property owners and tenants who would be impacted by the BIDs and found that the Wilton Drive corridor is receptive to the idea.  About the Wilton Drive Improvement District (Wilton Drive Improvement District) ( <a href="http://www.wiltonmanors.com/502/Wilton-Drive-Improvement-District">http://www.wiltonmanors.com/502/Wilton-Drive-Improvement-District</a> )  The [Wilton Manors Ordinance 2014-0011] ( <a href="http://www.wiltonmanors.com/DocumentCenter/View/1834">http://www.wiltonmanors.com/DocumentCenter/View/1834</a> ) passed in 2014 creating the Wilton Drive Improvement District	Roberta Moore	Director of Community Development Services
417	IV.F.1	Use Downtown Development Authority funds to finance Wave streetcar construction and operations	FDOT	FDOT	Future: short-term	MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	The Wave Streetcar project website includes a breakdown of funding sources, which include DDA funds. [Project Link] ( <a href="http://wavestreetcar.com/funding-sources">http://wavestreetcar.com/funding-sources</a> )	Khalilah Ffrench	FDOT D4 OMD
418	IV.F.1	Use CRA and/or municipal revenue to support construction and operations of Tri-Rail Coastal Link	SFRTA + FDOT	FDOT + SFRTA	Future: short-term	MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	In conjunction with local partners, FDOT and SFRTA will continue to evaluate various funding strategies to identify the best combination of approaches and sources for funding the project. Capital funding may be a combination of federal, state and local monies. The funding mechanisms for operation and maintenance costs are anticipated to be generated locally. Because of the unique location of the corridor in dense urban areas, it is anticipated that planned and future development at stations will generate revenue opportunities to help offset O&M costs. [Tri-Rail Coastal Link] ( <a href="http://www.tri-rail-coastallinkstudy.com/faq.php">http://www.tri-rail-coastallinkstudy.com/faq.php</a> )  SFRTA's Downtown Miami Link project included multiple funding partners including a major CRA. No state or federal funds were used; all funding is from local sources.	Amie Goddeau; Vicki Gatanis	FDOT D4 Modal Development Administrator; SFRTA
419	II.D.8, IV.G.1	Prioritize infrastructure projects to fix drainage issues through a partnership between City, County, and FDOT	Town of Pembroke Park	Town of Pembroke Park + Broward County + FDOT	Completed	System	Pembroke Park is looking to further develop its commercial base. First, however, the flooding near I-95 must be reduced as the commercial developments depend heavily on the interstate. The Town in coordination with the County and FDOT is in the process of addressing the issue through infrastructure improvements and are improving the roadways during the process as well.  One road project in the Town of Pembroke Park to reduce flooding is at Park Road and 31st Avenue. The project is a joint effort between FDOT, Broward County, and the Town, with the various project elements divided between the partners. The roadway in the area will be raised and all of the infrastructure will be upgraded. This project is included in the Town's CIP and has matching funding from the County.  Drainage continues to be the Town's biggest problem. FDOT built a big pump station several years ago, which has helped.	Michael Miller; Nick Sofoul	Town of Pembroke Park; Broward County

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425, 450	IV.I.1 V.B.4	Seek grant funding for catalyst development (e.g. amphitheater)	City of Miramar	City of Miramar	Ongoing	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	The City envisions Miramar Parkway east of the Turnpike as a vibrant mixed use community with a small community center. Miramar recently received a grant for \$1.5 million to develop an amphitheater in this area.  Construction on another amphitheatre in a regional park has commenced, and this amphitheater is expected to open in Summer 2017.	Matthue Goldstein	City of Miramar
426	IV.J.1	Consider revisiting how projects are selected, prioritized, and funded to account for impacts of regional concern, as opposed to just population size.	City of Dania Beach	Broward MPO + FDOT	Future: mid-term	System MM Districts & Nodes: Primary Function Special Use Center: Primary Function	The Broward MPO offers a variety of funding programs available for local governments that are based on factors besides population size.  Local governments can submit applications for small transportation projects through the Complete Streets and Other Localized Initiatives Program.  The MPO's [Mobility Program] ( <a href="http://www.browardmpo.org/index.php/mobility-program">http://www.browardmpo.org/index.php/mobility-program</a> ) serves as the implementation arm of the Complete Streets Initiative and focuses on implementing projects and improvements that provide additional transportation options other than the automobile. These projects fill vital gaps in Broward's bicycle and pedestrian network.  The MPO's Complete Streets Master Plan will identify bicycle and pedestrian facility improvements to be included in the MPO's mobility program.	Michael Ronskavitz	Broward MPO
428	III.D.1, IV.J.2	Develop longer range plans for coordinating and funding infrastructure improvements to accommodate organized future growth.	City of North Lauderdale	City of North Lauderdale	Current	System	The City of North Lauderdale tends to fund projects on an as needed basis to maintain and repair infrastructure instead of developing longer range plans for coordinated improvements. There has been a push for more road improvements and for staff and financial resources to be put towards longer range plans, projects, and infrastructure improvements. This would allow the City to accommodate future growth while avoiding the problems which may arise from disorganized rapid development. The City would benefit from a "champion" to push for this type of project funding.  The City is developing a road atlas to aid in maintaining the roadways and an associated bond proposal. The infrastructure located under the roads would be improved first, followed by the roads themselves.  The City undertook a coordinated effort to construct road improvements and repair underground pipes.	George Krawczyk	City of North Lauderdale Public Works
429	IV.J.3	Prioritize multimodal infrastructure investments on Primary Multimodal and Hybrid facilities, and commuter transit service on SIS road and rail facilities	FDOT	All	Future: mid-term	System SIS Facilities: Primary Function SIS Facilities: Transit Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike Non-Primary Hybrid: Primary Function Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	none provided	Lois Bush	FDOT D4 PLEMO
430	IV.J.3	Prioritize ITS and corridor management investments on Primary Commerce and SIS facilities	FDOT	All	Future: mid-term	System SIS Facilities: Primary Function SIS Facilities: Freight Primary Commerce: Primary Function Primary Commerce: Freight	FDOT has invested in ITS and ATMS to improve operations on SIS and Primary Commerce facilities. See examples under Strategy I.C.1.  Examples of ITS and corridor management investments can be found in the Broward County MPO's Integrated Corridor Management (ICM) Concept of Operations. Advanced Traveler Management System (ATMS) have been implemented throughout Broward County.	Melissa Ackert	Traffic Operations
433	V.A.2	Complete major sewage lift station	City of Wilton Manors	City of Wilton Manors	Completed	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	Master Lift Stion #11 was completed in May 2014.	Roberta Moore	Director of Community Development Services
435	V.A.2	Upgrade utilities to support higher densities	City of Dania Beach	City of Dania Beach	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
436	V.B.1	Create a branded district (Culinary Arts District) with anchors (Broward College and breweries) to encourage mixed use and residential development	City of Oakland Park	City of Oakland Park	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	Since 2005, the City of Oakland Park has renewed its dedication to Downtown Oakland Park. The City developed its CRA Plan in 2005. In 2011, the City developed a 5-year strategic plan, vision for Downtown, and the Culinary Arts District theme to enhance the downtown's inviting sense of place, attract new businesses, encourage more housing developments, and increase green space. Investments include an Urban Farm Park and 34th Court Plaza. (Downtown Oakland Park Culinary Arts District website) ( <a href="http://opc Culinaryarts.com/">http://opc Culinaryarts.com/</a> )  The City of Oakland Park has installed streetscaping and gateway signage into the culinary district and is currently revising their DMUD regulations to support further redevelopment in the downtown culinary district.	Rick Buckeye	City of Oakland Park Planning and Zoning Division
437	V.B.1	Designate areas for redevelopment and use redevelopment funding from Broward County as a replacement for tax increment financing	City of Oakland Park	City of Oakland Park	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	The City of Oakland Park is actively working to redevelop property within the Local Activity Center, which is the downtown Culinary District. This area is part of the Community Redevelopment Agency (CRA), and is getting redevelopment funding from Broward County, as a replacement for tax increment financing. The City is currently updating the Downtown Mixed Use land development regulations to support this redevelopment effort.	Rick Buckeye	City of Oakland Park Planning and Zoning Division

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438	V.B.1	Encourage and work with community members and property owners to create a future vision	City of Miramar	City of Miramar	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	The City of Miramar has been working on a vision for a Town Center in the central part of the City, with higher density mixed uses, including a mass transit hub, library, city hall, and retail.  The City envisions a TOD development pattern along the SR7 corridor and has designated this land Transit Oriented Corridor (TOC) on the future land use map.  The City envisions Miramar Parkway east of the Turnpike as a vibrant mixed use community. Miramar recently received a grant for \$1.5 million to develop an amphitheater in this area. The City will incorporate elements of Complete Streets along this portion of Miramar Parkway.	Matthue Goldstein	City of Miramar
439	V.B.1	Use the tools available to CRAs to spur redevelopment	City of Dania Beach	City of Dania Beach	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	The City has been collecting a relatively small (\$21.26 per PM peak trip) traffic mitigation fee in its CRA.	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
440	V.B.1	Develop a branding style unique to the City that identifies it as a destination as a way to implement the vision.	City of Dania Beach	City of Dania Beach	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	The City of Dania Beach held several a branding work sessions between January and March 2011.	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
441	V.B.1	Use CRA to develop and implement transportation projects	City of Hallandale Beach	City of Hallandale Beach	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	The Hallandale Beach CRA has several transportation projects in the works including Atlantic Shores Boulevard (not complete) and NW 3rd Street (in early stages). These projects have not been completed but the CRA has/ or will contribute funds.	Eric Houston	City of Hallandale Beach
443	V.B.2	Increase allowable densities on vacant properties where increased growth would fit in with the overall vision to encourage redevelopment	City of Oakland Park	City of Oakland Park	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use	The City is amended its Land Use Plan to allow for increased employment densities where a vacant veterans' hospital now stands.	Rick Buckeye	City of Oakland Park Planning and Zoning Division
444	V.B.3	Incentivize redevelopment through FEMA's national flood insurance program's premium discounts	City of Oakland Park	City of Oakland Park	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	The City revised its FEMA flood insurance maps so that 51 percent of the City's properties are no longer within the flood insurance areas.  As of 2016, FEMA is helping the City to build a water management system.	Rick Buckeye	City of Oakland Park Planning and Zoning Division
445	V.B.3	Increase allowable densities for certain land use categories (e.g. Planned Mobility areas)	City of Boca Raton	City of Boca Raton	Current	System MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	Developers have expressed interested in using the new Boca II Tri-Rail station at Glades Rd to justify allowing higher densities, and Downtown Boca Raton may be approaching the limits of converting office to residential uses.  The City of Boca Raton's planning staff are working on new land development regulations for the Boca II Tri-Rail station area, which will use higher densities as incentives for multimodal improvements to increase Tri-Rail ridership.	Ingrid Allen	City of Boca Raton Planning & Zoning
447	V.B.3	Require specific land development regulations for each Planned Mobility District, and allow developers to write land development regulations for a specific node in which they want to develop/redevelop as a way to move forward	City of Boca Raton	City of Boca Raton	Inactive	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	This is no longer an active strategy. The City of Boca Raton had allowed developers to write land development regulations in the Planned Mobility districts with assistance from City staff.  The City is planning for the future Glades Rd Tri-Rail station area by creating TOD regulations that include higher densities around the Boca Town Center Mall.	Jim Bell	City of Boca Raton Planning & Zoning
448	V.B.3	Offer incentives to attract and retain businesses, which produce revenue for local governments	Town of Pembroke Park	Town of Pembroke Park	Current	MM Districts & Nodes: Land Use L.I. Commercial: Land Use L.I. Mixed Use: Land Use	Pembroke Park is looking to further expand upon its commercial base. The Town offers various incentives to attract new businesses and monitors its revenue base to track the retention and addition of businesses. Much of the commercial development occurring is located around the Coca Cola property. Pembroke Park tracks the retention and addition of businesses by monitoring its revenue base.	Michael Miller	Town of Pembroke Park
449	V.B.3	Create an efficient and effective land assembly process to remove procedural barriers for development along key corridors	SFRPC - SR 7 Collaborative	SR 7 Collaborative	Future (timeframe unknown)	System Primary Multimodal: Land Use Primary Multimodal: Transit MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use L.I. Mixed Use: Land Use	In its "State Road 7/ U.S. 441 Corridor Advisory Services Panel Report" (2004), the Urban Land Institute recommended the creation of an efficient and effective land assembly process as one of several other specific implementation recommendations. [State Road 7 Collaborative webpage] ( <a href="http://www.sfrpc.com/sr7.htm">http://www.sfrpc.com/sr7.htm</a> )	Christina Miskis	SFRPC
451	V.B.4	Wherever possible, take advantage of low market conditions and purchase land for city uses (public/private partnerships)	City of Miramar	City of Miramar	Inactive	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	The City bought 57 acres during a low point in the market, and sold off all but 14 acres for the Town Center to a partner developer that essentially paid off the price of the initial purchase. The partner developed the land as residential. The City sees this as an example of the efficiency of public-private partnerships. Miramar is hoping to see a similar circumstance for the TOC.  Since 2013, the City has not purchased any land for the parking garage or other uses.	Michael Alpert	City of Miramar
452	V.B.4	Encourage more hotel and residential development as redevelopment	City of Dania Beach	City of Dania Beach	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division



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453	V.B.4	Use publicly-owned land as catalysts for redevelopment (e.g. county parcel at US 1 & Griffin Rd)	City of Dania Beach	City of Dania Beach	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
454	V.B.5	Develop plans and revisit policies and regulations during economic downturns to prepare for resurgence	City of Dania Beach	City of Dania Beach	Current	System	none provided	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
459, 465	I.A.4 I.C.2 II.A.5 II.B.5 IV.G.1 V.A.1	SR 7 / US 441 Improvements Project in West Park, Miramar, and Hollywood	FDOT	FDOT	Current	Primary Commerce: Primary Function Primary Commerce: Freight	SR 7 / US 441 from SW 25th Street to Fillmore Street  Project improvements include adding one through lane in each direction for a total of six lanes with left turn lanes separated by raised medians. These raised medians will reduce vehicle conflicts and add a pedestrian refuge. The two through lanes were reduced to 11 feet wide to make room for a buffered bike lane. Other improvements include constructing new storm sewer system and retention ponds, installing new water and sewer lines, constructing bus bays at current bus stop locations, constructing curbs and gutters, adding or replacing sidewalks with ADA compliant ramps on both sides of the road, upgrading existing signalized intersections with mast arms and adding pedestrian countdown timers at Pembroke Road, Washington Street, and Hollywood Boulevard. Safety is improved through improved street lighting along the corridor through new lighting system along the west side of SR 7 / US 441. Intelligent Transportation System components including digital message signs and traffic monitoring cameras were added.  Proposed: 6-lane divided urban facility consisting of 19.5 foot landscaped raised median, six-12 foot travel lanes, 4 foot bike lanes on each side, curb and gutter, 6 foot sidewalks, and 2.25 foot utility strip.  Pembroke Road: Resurfacing 6-lane divided urban facility consisting of traffic separator, six-11' travel lanes, curb and gutter, 6' sidewalks.  Washington Street: Resurfacing 4-lane undivided urban facility consisting of 4-11 foot travel lanes, curb, and 6 foot sidewalks.  Hollywood Boulevard: Resurface and reconstruct 6-lane divided urban facility consisting of traffic separator, six-11 foot travel lanes, curb and gutter, 6 foot sidewalks.  Letting date: 5/21/2014. Expected completion: Spring 2018  [Link to Project Website] ( <a href="http://www.d4fdot.com/bcfdot/SR7_US441%20ImprovementsProjectWest%20ParkMiramarHollywood.asp">http://www.d4fdot.com/bcfdot/SR7_US441%20ImprovementsProjectWest%20ParkMiramarHollywood.asp</a> )	James Ford	Design
462, 473, 477, 479	I.B.5 II.A.4 II.B.5 II.C.2	Bus stop improvements at Cypress Creek park-and-ride lot	FDOT	FDOT	Completed	MM Districts & Nodes: Transit	FDOT is replacing four existing bus shelters with two new solar-powered bus shelters, upgrading benches, bicycle racks, and trash receptacles. (FM #433974-1-52-01). Completed April 2016. [Project Link] ( <a href="http://www.d4fdot.com/bcfdot/SheridanStreetParkRide.asp">http://www.d4fdot.com/bcfdot/SheridanStreetParkRide.asp</a> )	Wibet Hay Brent Lee Shue Ling	Design
463, 480, 506	I.B.5 II.C.2, II.C.5	Broward Boulevard Park and Ride Lot including SW 1st Street, NW 22nd Avenue, SW 22nd Avenue, and the access road from northbound I-95 in Fort Lauderdale.	FDOT	FDOT	Completed	SIS Facilities: Transit MM Districts & Nodes: Transit	[Broward Blvd Park and Ride Access Roads Improvements Project] ( <a href="http://d4fdot.com/bcfdot/BrowardBoulevardParkRideAccessRoadsImprovementsProject.asp">http://d4fdot.com/bcfdot/BrowardBoulevardParkRideAccessRoadsImprovementsProject.asp</a> ) [Project Info Sheet] ( <a href="http://www.fortlauderdale.gov/home/showdocument?id=8883">http://www.fortlauderdale.gov/home/showdocument?id=8883</a> )  Roadway improvements include adding turn lanes and widening access roads to improve access between I-95, Broward Blvd, and the Tri-Rail park-and-ride lots. FM #228229-9-52-01. This project also had a signalization component under FPID No. 228259-7-52-01 for the installation of two mast arm traffic signals on SR-842 and inside the lot (south portion).  Project improvements include adding a second right turn lane from NW 22nd Avenue to westbound Broward Boulevard, adding a second right turn lane from SW 22nd Avenue to eastbound Broward Boulevard, widening SW 1st Street between SW 22nd Avenue and the access road from northbound I-95 to add a second westbound lane on SW 1st Street, adding a second left turn lane from the access road from northbound I-95 to SW 1st Street, adding a bus bay on the access road from northbound I-95 north of SW 1st Street, removing old asphalt and resurfacing the roadway within the project limits, relocating drainage structures and lighting on SW 1st Street and the access road from northbound I-95, and upgrading existing signs and installing new signs within the project limits.	Wibet Hay, Khaliyah Ffrench, Jose Guerrero	FDOT D4 OMD, FDOT D4 OMD, FDOT D4 Traffic Operations
470, 484	II.A.4 IV.G.1	US 1 Improvements Project from Broward Blvd to NE 17th Way in Fort Lauderdale	FDOT	FDOT	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	Resurfacing project coupled with upgrading sidewalks and curb ramps, repairing drainage structures, upgrading traffic signals to mast arms with pedestrian countdown signals, installing new pedestrian crossings, painting sharrows, and creating alternative bike routes along parallel local streets (FM #428726-1-52-01)  Context sensitive solutions: To assist the department in helping to meet stakeholders expectations regarding misc aesthetics and decorative features, as well as pedestrian, bicyclist and transit friendly options. This process will emphasize and encourage discussions among interdisciplinary professions, local government officials, homeowners and business associations and other local interest groups regarding but not limited to: misc aesthetics, decorative features, and pedestrian friendly options.	Fausto Gomez	Design

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471, 485	II.A.4 IV.G.1	A1A Improvements Project from East of the Mercedes River Bridge to Sunrise Blvd in Fort Lauderdale	FDOT	FDOT	Current	Non-Primary Hybrid: Walk & Bike	<p>Resurfacing project on SRA1A from east of Mercedes River Bridge to Sunrise Blvd., about 4 miles. Coupled with upgrading curb ramps for ADA compliance, upgrading traffic signals to pedestrian countdown timers, installing bike lanes, and adding in-pavement roadway lighting at crosswalks (FM #30601-1-52-01). Started April 2016. Estimated Completion: Spring 2017.</p> <p>Context Sensitive Solutions: To assist the department in helping to meet stakeholders expectations regarding misc aesthetics and decorative features, as well as pedestrian, bicyclist and transit friendly options. This process will emphasize and encourage discussions among interdisciplinary professions, local government officials, homeowners and business associations and other local interest groups regarding but not limited to: misc aesthetics, decorative features, and pedestrian friendly options.</p>	Anson Sonnett	Design
472, 486	II.A.4 II.A.5	Complete Streets Demonstration Projects: Hollywood Blvd from City Hall to Dixie Highway and Sunset Strip in the City of Sunrise from NW 72nd Ave to NW 19th St.	FDOT	FDOT + Broward MPO	Current	<p>Primary Multimodal: Primary Function                      Primary Multimodal: Transit                      Primary Multimodal: Walk &amp; Bike                      MM Districts &amp; Nodes: Primary Function</p>	<p>In 2013, the Broward MPO awarded \$6.8 million for a half-mile Complete Streets demonstration project on Hollywood Blvd from City Hall to Dixie Highway. Full reconstruction of the existing roadway will provide wider sidewalks, buffered bicycle lanes, buffers with native landscaping, and medians on a portion of the street that has historically been neglected. FDOT is designing and constructing the project. Construction began in June 2017. [Hollywood Blvd Complete Streets Project webpage on the City of Hollywood's website] (<a href="http://hollywoodfl.org/756/Hollywood-Boulevard-Complete-Streets-Pro">http://hollywoodfl.org/756/Hollywood-Boulevard-Complete-Streets-Pro</a>)</p> <p>Transportation for America featured the Broward MPO's Complete Streets Initiative, partnership with FDOT and the Broward Regional Health Planning Council, and the Hollywood Blvd Demonstration Project in a [2016 case study] (<a href="http://t4america.org/wp-content/uploads/2016/09/Broward-Case-Study.pdf">http://t4america.org/wp-content/uploads/2016/09/Broward-Case-Study.pdf</a>)</p> <p>Although outside of the I-95 Corridor Mobility project area, the Sunset Strip demonstration project is another example of the MPO &amp; FDOT partnership to implement complete streets improvements. This lane elimination project will add 9-foot buffered bike lanes and two roundabouts between Nob Hill Rd and Sunrise Blvd. Construction is anticipated to begin in Summer 2018 and be complete by late 2018. [Sunset Strip Complete Streets - FDOT Project Webpage] (<a href="http://www.d4fdot.com/bcfdot/Sunset_Strip_Complete_Streets_Sunrise.asp">http://www.d4fdot.com/bcfdot/Sunset_Strip_Complete_Streets_Sunrise.asp</a>) [Sunset Strip Enhancements - City of Sunrise webpage] (<a href="https://www.sunrisefl.gov/index.aspx?page=649">https://www.sunrisefl.gov/index.aspx?page=649</a>)</p>	Lisa Maack; Ricardo Gutierrez	FDOT D4 OMD; Broward MPO
474, 476	II.A.5 II.A.6	SR 845/Powerline Road from SR 838/Sunrise to NW 29th St lane elimination and restriping for buffered bike lane.	FDOT + City of Wilton Manors + City of Fort Lauderdale	FDOT	Completed	Primary Commerce: Primary Function	<p>The City of Fort Lauderdale partnered with Wilton Manors on a Lane Elimination application for Powerline Road/NE 9th Ave(SR 845) north of Sunrise Blvd to NW 29th St. This project will convert Powerline Rd from six to four lanes by removing old asphalt, resurfacing the roadway, constructing new sidewalks, upgrading crosswalk ramps to meet ADA requirements, upgrading drainage structures, upgrading existing pedestrian signals to countdown timers, and upgrading signs and pavement markings to reflect the new roadway configuration which includes two 11-foot wide travel lanes and a 6-foot wide bike lane separated by a 3.5-foot wide buffer in each direction. Construction began in January 2017. (FDOT FM #s 428741-1 and 430604-1) [FDOT Construction Project Website] (<a href="http://www.d4fdot.com/bcfdot/Powerline_Road_Improvements_Project_in_Fort_Lauderdale_and_Wilton_Manors.asp">http://www.d4fdot.com/bcfdot/Powerline_Road_Improvements_Project_in_Fort_Lauderdale_and_Wilton_Manors.asp</a>)</p> <p>FDOT is conducting this project in accordance with context sensitive solutions: To assist the department in helping to meet stakeholders expectations regarding misc aesthetics and decorative features, as well as pedestrian, bicyclist and transit friendly options. This process will emphasize and encourage discussions among interdisciplinary professions, local government officials, homeowners and business associations and other local interest groups regarding but not limited to: misc aesthetics, decorative features, and pedestrian friendly options.</p>	Thuc Le; Roberta Moore; Karen Warfel	FDOT D4 Design; City of Wilton Manors Director of Community Development Services; City of Fort Lauderdale Transportation & Mobility Division
490, 491, 549	I.B.4 II.A.5	Design multimodal improvement recommendations from context sensitive corridor and other corridor studies including US-1 South, Oakland Park Blvd, and Hollywood Blvd	FDOT	FDOT	Current	<p>Primary Multimodal: Transit                      MM Districts &amp; Nodes: Transit</p>	<p>Oakland Park Boulevard: Several short and long term improvements were proposed. A Business Access and Transit (BAT) lane was approved as the long term solution. This corridor is currently a MPO priority as a Rapid Bus Transit Corridor.</p> <p>SR 820/Pines/Hollywood Blvd. corridor improvement projects. Several locations are involved along the corridor.</p> <p>Lighting upgrades and pedestrian related signal improvements proposed at certain locations. Typical sections of several roadways within project limits will be modified to accommodate bike lanes and shared use lanes (sharrows) as needed. Milling and resurfacing will be done to address any restriping needed to install proposed improvements. Widening will be done in certain location to accommodate installation of bike lanes and turn lane modifications as needed. [Hollywood Pines Project link (Broward MPO)] (<a href="http://www.hollywoodpinescorridorproject.com">http://www.hollywoodpinescorridorproject.com</a>)</p> <p>Bike lane and sidewalk improvements are planned on Hollywood Boulevard from City Hall Circle to Dixie Highway. These improvements include pedestrian and roadway lighting, pedestrian flashers on five proposed mid-block crossings, a 12-foot sidewalk constructed with colors and patterns, parallel parking, planters, and a 6-foot buffered bike lane. Letting for this project occurred in March 2017.</p> <p>These improvements resulted from the Broward MPO's Hollywood/Pines Boulevard Congestion Management Process and Livability Planning Project.</p>	Khalilah Ffrench Lola Benitez	FDOT D4 OMD, FDOT D4 Design

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492	I.A.1	Develop a Regional Concept for Transportation Operations for Express Lanes in Southeast Florida	FDOT	FDOT	Current	System SIS Facilities: Primary Function SIS Facilities: Transit	A Regional Concept for Transportation Operations (RCTO) defines the operating guidelines and goals for Express Lanes regionally and how to achieve mutually agreed upon objectives. An RCTO is a "living" document that contains operational, maintenance and technical guidance, including best practices, to inform the development of specific Express Lanes projects. As of August 2017, the Southeast Florida RCTO is in draft, and is anticipated to be finalized in late summer or early fall 2017. The RCTO will likely be available on the <a href="http://floridaexpresslanes.com">http://floridaexpresslanes.com</a> website once finalized.  [Southeast Florida Express Lanes RCTO Kick-Off Meeting Presentation (May 2012)] ( <a href="http://sunguide.info/sunguide/images/uploads/contact/RCTO_Kick-Off_Meeting_Presentation_-_FINAL.pdf">http://sunguide.info/sunguide/images/uploads/contact/RCTO_Kick-Off_Meeting_Presentation_-_FINAL.pdf</a> )  [Southeast Florida Express Lanes RCTO Presentation (June 2013)] ( <a href="http://planfortransit.com/wp-content/PDW%202013/PDW_2013_RCTO.pdf">http://planfortransit.com/wp-content/PDW%202013/PDW_2013_RCTO.pdf</a> )  [Regional Concept for Transportation Operations: The Blueprint for Action - A Primer (FHWA, 2007)] ( <a href="http://www.ops.fhwa.dot.gov/publications/rctoprimer/rcto_primer.pdf">http://www.ops.fhwa.dot.gov/publications/rctoprimer/rcto_primer.pdf</a> )	Daniel Smith	ITS Operations Manager
493	I.A.1, III.1.2	Collect data to monitor the performance of I-95 Managed Lanes	FDOT	FDOT	Ongoing	SIS Facilities: Primary Function SIS Facilities: Transit	Every two years, FDOT collects data on I-95 managed lanes. The biannual I-95 Managed Lanes Monitoring Report, which provides operational performance measures for the managed lanes and general purpose lanes on I-95 from Northlake Blvd in Palm Beach County to NW 65th St in Miami-Dade County.	Scott Seeburger, Newton Wilson	OMD
494	I.A.2	I-95 Interchange modification at Stirling Rd	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Interchange improvements are funded as part of the I-95/I-595 Direct Connect project from Stirling to Broward Blvd as part of FM# 409354-2. Design is expected to begin in 2020. More information can be found at [Project Link] ( <a href="http://www.95express.com/pages/related-info/95-express-phase-3">http://www.95express.com/pages/related-info/95-express-phase-3</a> )	Cesar Martinez	PLEMO
495	I.A.5	Ramp metering is under consideration on the I-95 Express Lanes Phase 3.	FDOT	FDOT	Future: short-term	SIS Facilities: Primary Function	Still in consideration when presented to FTBA Construction Conference by FDOT on February 11-12, 2014.  I-95/SR 9 from south of Broward Blvd (MP 9.011) to N of Commercial Blvd (MP 15.537): This project consists of adding two Express (Managed) Lanes in each direction along the center of the existing I-95 corridor. One of the Express Lanes will result from conversion of the existing HOV lanes, and the second Express Lane will be accounted for via roadway widening. The existing General Use Lanes and Auxiliary Lanes will remain. Project length: 6.526 mi.  I-95/SR 9 from N of Commercial Blvd (MP 15.537) to SW 10th Street (MP 23.710): This project consists of adding two Express (Managed) Lanes in each direction along the center of the existing I-95 corridor. One of the Express Lanes will result from conversion of the existing HOV lanes, and the second Express Lane will be accounted for via roadway widening. The existing General Use Lanes and Auxiliary Lanes will remain. Project length: 8.173 mi.  <a href="http://web.ftba.com/external/wcpages/wcmedia/documents/I95ExpressPhase3-MajorProjects-AntonioCastro.pdf">http://web.ftba.com/external/wcpages/wcmedia/documents/I95ExpressPhase3-MajorProjects-AntonioCastro.pdf</a>	Robert Bostian	Design
496	I.B.1, II.C.5	Develop a long range region-wide park-and-ride system plan	FDOT	FDOT	Future: short-term	System SIS Facilities: Transit	FDOT District Four is considering developing a long range park-and-ride system plan. FDOT has examined origin-destination pairs at interchanges, and will be considering other factors of park-and-ride demand to determine where additional park-and-ride capacity is most needed.	Scott Seeburger	OMD
497	I.B.4	Conduct a corridor study on Oakland Park Blvd to enhance transit service.	FDOT + Broward MPO	FDOT + Broward MPO	Completed	Primary Multimodal: Primary Function Primary Multimodal: Transit Primary Multimodal: Walk & Bike	Oakland Park Blvd Corridor Study (2009, joint effort between FDOT D4, Broward MPO, and FAU) - livability study to promote development of transit access infrastructure (rapid bus transit corridor) and develop a strategy to implement a vision for transit- and housing-oriented redevelopment of the corridor. Recommendations include review and revisions of land development policies and municipal regulations, updating county transit facility guidelines, reducing parking minimums, and providing amenities at transit stops. [Link] ( <a href="http://www.browardmpo.org/images/WhatWeDo/FINALOPCorridorPilotStudyReportandAppendices_09Nov09.pdf">http://www.browardmpo.org/images/WhatWeDo/FINALOPCorridorPilotStudyReportandAppendices_09Nov09.pdf</a> )  Transit / Housing Oriented Redevelopment Study (2009, FAU in partnership w/ Broward MPO & FDOT D4) - Provides urban design strategies and plans for redevelopment and transit facility relocation. [Link] ( <a href="http://www.browardmpo.org/images/WhatWeDo/TransitHousing.pdf">http://www.browardmpo.org/images/WhatWeDo/TransitHousing.pdf</a> )  Oakland Park Blvd Alternatives Analysis (Final Report dated 2014) [Link] ( <a href="http://oaklandparkboulevardtransitstudy.com/wp-content/uploads/2014/07/OPB-AA-Final-Report.pdf">http://oaklandparkboulevardtransitstudy.com/wp-content/uploads/2014/07/OPB-AA-Final-Report.pdf</a> ). This project is moving into the design phase in 2017 and awards for feasible projects are anticipated for 2018.	Peter Gies; Khalilah Ffrench	Broward MPO; FDOT D4 Design
498	I.A.4	Develop an Integrated Corridor Management (ICM) Concept of Operations for I-95 in Palm Beach County to identify alternate corridors to I-95 for long-distance commuter trips.	FDOT	FDOT + Palm Beach MPO	Future: long-term	SIS Facilities: Primary Function Primary Multimodal: Primary Function Primary Commerce: Primary Function	The Broward MPO and FDOT are working together to develop a concept of operations for Integrated Corridor Management for the I-95 corridor in Broward County. A similar effort in Palm Beach County would be beneficial. While the Palm Beach MPO and FDOT are mutually supportive of the idea to develop an ICM concept of operations, neither agency has near term plans to undertake the effort.	Melissa Ackert	Traffic Operations
499	I.C.1 I.C.5	SR 7/US 441 from Commercial Blvd to Sample Road Fiberoptic Connection	FDOT	FDOT	Current	Primary Multimodal: Primary Function	Project will be let April 2017 with construction expected in 2017 (FM# 427937-2).	Melissa Ackert Brent Lee Shue Linq	Traffic Operations Design
500	I.E.2	Add WB turn lane along SR-84 at SW 15th Avenue.	FDOT	FDOT	Future: short-term	SIS Facilities: Primary Function	Freight related SIS connector project. Letting is planned for February 2017 (437865-1)	Lola Benitez	Design
501	I.E.2	Signalize intersection at SW 4th Avenue and SW 28th Street	FDOT	FDOT	Future: short-term	SIS Facilities: Primary Function	Freight related SIS connector project. Letting is planned for March 2017 (437866-1)	Lola Benitez	Design

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502	II.A.1	Study and establish operations targets by time of day that the Traffic Management Center can try to achieve as it relates to ped/bike/transit goals. Certain times of day, we will need to favor motorized traffic but other times the targets can favor the sometimes competing targets associated with ped/bike users.	FDOT	FDOT	Future: mid-term	System	Real time data collection system projects would allow the Traffic Management Center to monitor pedestrian, bicycle, and transit users and improve their mobility. These real-time data collection projects should be prioritized.	Melissa Ackert	Traffic Operations
503	II.A.5	FDOT's Broward Mobility Project	FDOT	FDOT	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	FDOT is contributing \$15 million for construction of sidewalks, multi-use pedestrian paths, and bicycle lanes along 46 roadways in Broward County, as part of a larger \$100 million investment from the Broward MPO. Improvements will be constructed on 21 miles of roads within Hollywood, Pembroke Pines, Davie, Plantation, Deerfield Beach, Pompano Beach, Lauderdale, Oakland Park, Lauderdale Lakes, and Fort Lauderdale. Construction began in February 2015 and will be completed by Summer 2018. [Broward County Mobility Project website] ( <a href="http://d4fdot.com/bcfdot/BrowardCountyMobilityProject.asp">http://d4fdot.com/bcfdot/BrowardCountyMobilityProject.asp</a> )	Lola Benitez	Design
504	II.B.1	Collect transit ridership data to enhance travel demand model	FDOT	FDOT	Ongoing	System	FDOT has been collecting transit ridership data as part of corridor studies since 2011 to make the travel demand model more accurate on transit ridership results. As part of corridor studies, FDOT will collect on-board survey information and develop a corridor model, the results of which are then incorporated into the regional travel demand model. FTA has recognized the value of this model due to the data-backed calibration for transit within this region and because it produces reasonable results as compared to the STOPS model.	Scott Seeburger	OMD
505	II.C.1	Last mile service to enhance mobility and multi-modal connectivity - Example from Finland.	FDOT	FDOT	Future: Long-term	MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	MaaS Finland intends to serve as an operator between transport services providers, users and third parties. It will combine all the existing transport services into a single mobile application on the 'single-ticket principle' and offer personalised transport plans tailored to customer needs. Hietanen stresses that far from trying to destroy any existing businesses, the company seeks to generate more sales for them. The service promise is to deliver better transport services for consumers in mutual collaboration. "If the MaaS ecosystem fails to contribute to the business of all the companies and parties involved, the concept won't work," Hietanen says. Currently, there are three mobile service options available to consumers: one that combines several modes of transportation for a single trip; one that combines private car use with an extensive range of public transport services; and one that offers a comprehensive service for all transportation needs at a monthly rate. "You should ask yourself: 'What would happen if I gave up my car?' For one hundred euros, you could have unlimited access to public transport services plus limited access to taxi rides and a rented car for a given number of kilometres. A wide range of services at different rates would be available, for example for families and businesses," explains Hietanen. He maintains that transportation must be an experience for people: "On average, people use 90 minutes per day to move from one place to another. We want to give this time back to them." ITS Finland estimates that by 2020, the new transport services could give work to 20,000 people in Finland.	Melissa Ackert	Traffic Operations
507, 581	II.E.3	PalmTran created a "First Mile Last Mile Coordinator" pilot position to coordinate amongst agencies on issues related to the first and last mile of transit service.	FDOT	PalmTran	Current	System	FDOT District 4 hired a "First Mile/Last Mile Coordinator" with Commuter Assistance funds to improve transit connections. This pilot position is housed within PalmTran. This position is looking at access issues.	Jayne Pietrowski; Fred Stubbs	FDOT OMD; PalmTran
508	III.A.2	The FDOT District Integrated Transit/Traffic Operations (DITTO) Group regularly convenes for coordination purposes.	FDOT	FDOT	Ongoing	System	The DITTO group roles and responsibilities are as follows: - Set goals, objectives and performance measures for transit ITS implementation - Identify preferred transit ITS operating scenarios - Ensure compatibility of transit ITS components/equipment - Endorse ITS elements in individual project design/implementation - Identify funding opportunities.	Khalilah Ffrench	OMD
509	III.B.1	FDOT District Four hosts 'best practices' workshops with the five MPOs/TPOs (Broward to Indian River) to convene, coordinate, and share information	FDOT	FDOT	Ongoing	System	These workshops typically occur once a year. This meeting has inspired other similar types of meetings, including the Pilot Partnership Exchange with Broward anticipated in Fall 2016.	Arlene Tanis	OMD
510	III.B.1	FDOT District Four is planning to conduct a listening session with local partners to understand issues and potential projects.	FDOT	FDOT	Ongoing	System	Inspired by the FDOT/MPO Best Practices Workshop, this pilot partnership exchange anticipated for Fall 2016 of this year is similar to D6 listening sessions and is meant to improve relations between the District, MPOs, and partner agencies. Starting with Broward first, invite TAC members and others from cities and transit agencies. This will facilitate discussion with smaller partners and highlight what FDOT can do to help.	Arlene Tanis	OMD
511	I.A.2	I-95 Interchange modifications at Pembroke Rd.	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Design of additional turn lanes at the Pembroke Road interchange is underway with letting planner for summer 2019 and construction anticipated in 2020 (FMR 436303-1).  Context sensitive solutions will be employed to help meet stakeholder expectations regarding landscaping/aesthetics as well as pedestrian, bicycle and transit-friendly options.	Cesar Martinez	PLEMO
512	I.A.2	I-95 Interchange modifications at Hollywood Blvd	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	PD&E study for SR-9/1-95 from South of Hallandale Beach Blvd. to North of Hollywood Blvd. The study will evaluate the concept alternative from the Interchange Concept Development Report (ICDR), and develop two build alternatives consistent with the I-95 express lane project.  The objectives of the build alternatives are to improve capacity, safety and mobility at the Hallandale Beach Blvd, Pembroke Road, and Hollywood Blvd. interchanges.	Kenzot Jasmin	Design

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513	I.A.2	I-95 Interchange modification at Atlantic Blvd as part of I-95 express lanes.	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	Part of Express Lanes Phase 3A. Interchange Justification/Modification is funded under FM# 436959-1 in 2017. Anticipated bid date of summer 2020.  The proposed typical section for Atlantic Blvd. remains the same as the existing, except for geometric modifications required for the ramp terminals, the intersection at NW 6th Ave. and to introduce designated bike lanes.	Cesar Martinez	PLEMO
514	I.A.2	I-95 interchange at Copans Road	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	FM# 436962-1, Interchange Justification/Modification funded in 2017. Anticipated bid date of summer 2020.	Cesar Martinez	PLEMO
515	I.A.2	I-95 interchange at Sample Road	FDOT	FDOT	Future: mid-term	SIS Facilities: Primary Function	FM# 436958-1, Interchange Justification/Modification funded in 2017. Anticipated bid date of winter 2021.	Cesar Martinez	PLEMO
516	I.A.2	I-95 interchange at SW 10th Street and Hillsboro Blvd	FDOT	FDOT	Current	SIS Facilities: Primary Function	FM# 430932-1, I-95 from the Hillsboro Boulevard entrance ramp to SW 10th Street. Expected completion date of Summer 2017.  This is 1 of 5 interchange improvements throughout Broward and Palm Beach Counties. Work at this location includes the widening of southbound I-95 to add an auxiliary lane from the Hillsboro Boulevard entrance ramp to the SW 10th Street exit ramp, widening of the existing southbound I-95 exit ramp, addition of a free flow right turn to westbound SW 10th Street, widening of westbound SW 10th Street to add an acceleration lane, utility relocation, milling and resurfacing of existing pavement, bridge widening, and installation of barrier walls, curbs, sidewalks, guardrail, drainage, overhead signs, signing and pavement marking, signals, lighting and retaining walls.  [Link] ( <a href="http://www.d4fdot.com/bcfdot/I-95InterchangeImprovementsfromHillsboroBoulevardSW10thStreet.asp">http://www.d4fdot.com/bcfdot/I-95InterchangeImprovementsfromHillsboroBoulevardSW10thStreet.asp</a> )	Cesar Martinez	PLEMO
517	I.B.5	Improve I-95 Express Bus Service Park and Ride Lots	BCT	FDOT	Ongoing	SIS Facilities: Transit	There are currently park and ride lots at Broward Boulevard and Sheridan Street serving Miami-Dade County's I-95 Express Bus Service and BCT's Route 12.  Improvements were completed May 2016 at the Sheridan Street Park and Ride lot including removing old asphalt and resurfacing, installing new signage and pavement markings, installing new curb stops, constructing soil stabilization by Column Supported Embankment (CSE), and replacing 4 Broward County Transit bus shelters with amenities. (FM# 434001-1) [Project Link] ( <a href="http://www.d4fdot.com/bcfdot/SheridanStreetParkRide.asp">http://www.d4fdot.com/bcfdot/SheridanStreetParkRide.asp</a> )	Wibet Hay; Brent Lee Shue Ling	FDOT Design; FDOT Design
518	II.A.5	Conduct a corridor study on Sunrise Blvd to enhance transit service and complete streets along key corridors	Broward MPO + FDOT	Broward MPO + FDOT	Current	Primary Multimodal: Transit Primary Multimodal: Walking & Biking Primary Multimodal: Primary Function	The Broward MPO completed the [Sunrise Boulevard Multimodal Corridor Study] ( <a href="http://www.browardmpo.org/images/WhatWeDo/Sunrise_Summary.pdf">http://www.browardmpo.org/images/WhatWeDo/Sunrise_Summary.pdf</a> ) in 2003.  FDOT is currently performing a smaller scale study that will focus on transit and transit access.	Peter Gies; Khalilah Ffrench	Broward MPO; FDOT D4 OMD
519	III.B.4	Develop an electric car charging network to support future growth in the electric car market.	FDOT	FDOT + Broward MPO + Broward County	Current	System	FDOT is a participant of the Broward MPO Implementation and Peer Exchange Group, chaired by the Executive Director of the Broward MPO. This group has begun to form a conceptual pilot project to develop the implementation of level 2 electric car chargers in Broward County and a statewide fast chargers network. The Peer exchange is a collaboration of local and county government organizations.  Broward County, the Broward MPO and FDOT submitted an application for infrastructure grant funds through the Volkswagen Mitigation Fund, which is being administered by the Federal Government, to equip heavy traffic destinations throughout the County with a comprehensive charging station network, including fast chargers for our Interstate 95 Multimodal Park and Ride facilities. The applications has been submitted. As of July 2017, award announcements have not been made.	Gregor Senger, Maribel Feliciano	FDOT D4 OMD, Broward County
520	II.A.4., II.B.6.	Plan for future Deerfield Beach Tri-Rail Coastal Link Station	City of Deerfield Beach	City of Deerfield Beach	Future: short-term	MM Districts & Nodes: Transit	There is no defined Tri-Rail Coastal Link station location yet. In order to determine the location, the City needs feedback from local land owners, developers and SFRTA.	Steve Graham	City of Deerfield Beach Planning and Development Services
521	II.A.2	Develop a Complete Streets Implementation Plan	City of Dania Beach	City of Dania Beach	Future: short-term	System	The City has several projects that incorporate complete streets components including some projects associated with the City's Oasis project for crime prevention and other projects identified on the City's website. [Link to development projects webpage] ( <a href="http://daniabeachfl.gov/2409/Development-Projects">http://daniabeachfl.gov/2409/Development-Projects</a> ) [Link to Oasis Project website] ( <a href="http://daniabeachfl.gov/2307/Oasis-Rebuilding-Neighborhoods">http://daniabeachfl.gov/2307/Oasis-Rebuilding-Neighborhoods</a> )	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
522	II.A.2, II.A.5, IV.C.1	Adopt a resolution to make a commitment to implementing the policies and practices of the Broward County Complete Streets Guidelines	City of Hollywood	City of Hollywood	Completed	System	In September 2013, the City of Hollywood City Commission adopted a resolution to make a commitment to implementing the policies and practices of the Broward County Complete Streets Guidelines.	Vielka Quintero	City of Hollywood Economic Development
523	III.H.1, III.D.1	Update the comprehensive plan with a multimodal component that implements multimodal strategies	BCPC	BCPC	Ongoing	MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	The [BrowardNEXT 2017 Broward County Land Use Plan] ( <a href="http://www.broward.org/PlanningCouncil/Documents/LandUsePlan/Broward%20County%20Land%20Use%20Plan.pdf">http://www.broward.org/PlanningCouncil/Documents/LandUsePlan/Broward%20County%20Land%20Use%20Plan.pdf</a> ) contains a Multi-Modal with four strategies, each with its own set of implementation strategies. Other parts of the land use plan include specific policies on transportation concurrency and impact fees, transportation multi-modal levels of service, Complete Streets, and greenways and trails; implementation regulations and procedures; and recommended practices.  The [Transportation Element] ( <a href="http://www.broward.org/PlanningFormsPublications/Documents/Transportation-Element.pdf">http://www.broward.org/PlanningFormsPublications/Documents/Transportation-Element.pdf</a> ) of the current Broward County Comprehensive Plan also includes goals, objectives, and policies related to multi-modal transportation. The County will be updating the Comprehensive Plan in Phase 2 of the BrowardNEXT effort.	Pete Schwarz	BCPC

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524, 525	III.D.1, III.I.2, III.I.3	Downtown Fort Lauderdale RAC Land Use Plan Amendment: Approved a land use plan amendment that increased the residential dwelling unit cap in the City of Ft. Lauderdale's Downtown RAC by 5,000 dwelling units, worked with city staff to apply a multimodal level of service analysis the traffic impacts, and introduced requirements for on-going monitoring and evaluation of the transportation impacts.	BCPC + City of Fort Lauderdale	BCPC + City of Fort Lauderdale	Completed	MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike Primary Multimodal: Primary Function Primary Multimodal: General Land Use Context Primary Multimodal: Transit Primary Multimodal: Walking and Biking	The Broward County Planning Council worked with the City of Fort Lauderdale to add 5,000 dwelling units to the allowable residential density cap in the Downtown Fort Lauderdale Regional Activity Center (RAC). 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. The City provided extensive information about projected ridership on the Wave Streetcar and made assumptions about the internal trip capture in the Downtown RAC, to demonstrate the transportation impacts would be lower than the results of a traditional traffic impact analysis. While the initially proposed 70% trip reduction rate was considered to be too high, the City and County Planning Council worked together to agree upon an alternative method of analysis and reasonable trip reduction rate. The City agreed to monitor the trips and traffic impacts within the RAC as the additional 5,000 units are constructed to evaluate the accuracy of the assumptions. The City also agreed on a 15% set aside for affordable housing, and the City may not allocate more than half of the 5,000 units before the affordable units are constructed.  The increased allowable residential density cap went into effect in 2015. As of July 2017, the new units have not been constructed.  [Link to Downtown Fort Lauderdale amendment package] ( <a href="https://papers.deo.myflorida.com/FloridaPapers/FlashAug16/Model/documentView.cfm?UserID=6239&amp;AreaID=11&amp;DocumntID=468192">https://papers.deo.myflorida.com/FloridaPapers/FlashAug16/Model/documentView.cfm?UserID=6239&amp;AreaID=11&amp;DocumntID=468192</a> )  If the link does not work, please use the internet explorer web browser.	Pete Schwarz, Karen Warfel	BCPC, City of Fort Lauderdale Transportation & Mobility Department
531	II.A.2, III.A.2, III.D.4, III.F.1, III.G.1	Create an interdisciplinary 'Complete Streets Team' to evaluate complete streets applications quickly	Broward County	Broward County	Ongoing	MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike Primary Multimodal: Primary Function Primary Multimodal: General Land Use Context Primary Multimodal: Transit Primary Multimodal: Walking and Biking	The Complete Streets Team is an interdisciplinary team of County Employees that work with applicants to advance complete streets projects. The team includes the following departments and divisions: Environmental Protection and Growth Management Department, Planning and Development Management Division, Environmental Planning and Community Resilience Division, County Administration, Human Services Department, Public Works Department, Highway Construction and Engineering Division, Highway and Bridge Maintenance Division, Traffic Engineering Division, Transportation Department, Broward County Transit Division, and Parks and Recreation Division. [Broward County Complete Streets Webpage] ( <a href="http://www.broward.org/Streets/CompleteStreets/Pages/default.aspx">http://www.broward.org/Streets/CompleteStreets/Pages/default.aspx</a> ) The Complete Streets Team provides Semi-Annual reports on their website.	Nick Sofoul	Broward County Planning & Development Management
533	I.A.3	Install fiber optic networks at intersections to create a more coordinated traffic signal system	Broward County	Broward County	Ongoing	Primary Multimodal: Primary Function	Over the last ten years, Broward County has upgraded the traffic signal communication network with fiber optic cables along certain key corridors under its jurisdiction. At the same time, the Florida Department of Transportation (FDOT) has also been installing fiber optic cables in its roadways. In many instances, Broward County and FDOT share in the use of each other's cables to minimize construction cost. [Link to agenda item with information about the fiber optic network and data tracking software agreement] ( <a href="http://205.166.161.204/agenda_publish.cfm?id=&amp;mt=ALL&amp;get_month=12&amp;get_year=2016&amp;dsp=agm&amp;seq=23196&amp;rev=0&amp;g=524&amp;ln=91099&amp;nseq=23197&amp;nrev=0&amp;pseq=23079&amp;prev=0#ReturnTo91099">http://205.166.161.204/agenda_publish.cfm?id=&amp;mt=ALL&amp;get_month=12&amp;get_year=2016&amp;dsp=agm&amp;seq=23196&amp;rev=0&amp;g=524&amp;ln=91099&amp;nseq=23197&amp;nrev=0&amp;pseq=23079&amp;prev=0#ReturnTo91099</a> )	Scott Brunner	Broward County Traffic Engineering
534	I.A.3	Monitor connected intersections	Broward County	Broward County	Future: short-term	Primary Multimodal: Primary Function	none provided	Scott Brunner	Broward County Traffic Engineering
536	III.I.3	Adopt and monitor Multimodal Level/Quality of Service standards for walking, bicycling, and transit	City of Boca Raton	City of Boca Raton	Ongoing	System SIS Facilities: Transit Primary Multimodal: Transit Primary Multimodal: Walk & Bike Primary Commerce: Walk & Bike Non-Primary Hybrid: Transit Non-Primary Hybrid: Walk & Bike	The City of Boca Raton's comprehensive plan, establishes Quality of Service (QOS) goals for pedestrian, bicycle, transit, and street connectivity (see Objective TRAN.1.2 and subsequent policies). Policy 1.2.2 requires the City to adopt bicycle, pedestrian, transit, and road projects into its Capital Improvements Program such that QOS performance measure goals are achieved by 2035 in each planning area. [Link to the City's Transportation Element] ( <a href="https://myboca.us/DocumentCenter/Home/View/658">https://myboca.us/DocumentCenter/Home/View/658</a> )	Ingrid Allen	City of Boca Raton Planning & Zoning
539	II.A.4, II.A.5, III.B.4, IV.C.1	Create and implement a Complete Streets and other Localized Initiatives Program (CSLIP) to fund design and construction of local government complete streets projects based on needs identified by local governments.	Broward MPO	Broward MPO	Ongoing	System Primary Multimodal: Primary Function Primary Multimodal: Walk & Bike MM Districts and Notes: Walk & Bike	The 2040 LRTP establishes the CSLIP program, which funds small local transportation projects that improve the safety and mobility for all transportation users in Broward County. Local governments and other eligible recipients submit applications for projects they have identified. This competitive grant program can fund projects such as (but not limited to): complete streets projects, traffic calming and intersection improvements, ADA upgrades, mobility hubs, bus shelters, bike racks and technology advancements such as transit signal priority and traffic control devices. Selected projects receive MPO funding, and FDOT performs the design and construction. As of July 2017, the first cycle of CSLIP projects have been funded for design and are included in the FDOT's work program. The MPO anticipates continuing the program annually. [Link to Broward MPO CSLIP website] ( <a href="http://www.browardmpo.org/index.php/major-functions/complete-streets-localized-initiatives-program">http://www.browardmpo.org/index.php/major-functions/complete-streets-localized-initiatives-program</a> )	Michael Ronskavitz	Broward MPO
542	III.B.4, IV.B.1, V.B.4	Apply for a Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant to fund critical freight and highway projects.	Broward MPO	Broward MPO + Port Everglades	Future: Short-term	Special Use Center: Freight	The Intermodal Freight Connector Project calls for the extension of an existing turning notch to add up to five additional berths at the Port, the purchase of super post-Panamax container gantry cranes, the renovation of dock infrastructure (including a switchgear building), and state-of-the-art environmentally friendly bulkheads. These activities will complement the recent Florida East Coast Railway investment in a near-port Intermodal Container Transfer Facility, the Florida Department of Transportation Eller Drive Grade Separation Project, which separates truck and rail traffic serving Port Everglades' Southport container complex, and the larger deepening and widening project, which will help the port to continue to accommodate post-Panamax cargo vessels, which call at the port today. [Link to Broward MPO's 2017 FASTLANE Grant application website] ( <a href="http://www.browardmpo.org/index.php/current-projects-studies/freight">http://www.browardmpo.org/index.php/current-projects-studies/freight</a> )	Paul Flavian	Broward MPO

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543	II.A.2	Utilize Broward Complete Street Guidelines to improve complete streets projects.	Broward MPO	Broward MPO	Ongoing	System	In July 2012, the MPO Board approved the Broward Complete Streets Guidelines. The Broward Complete Streets Guidelines manual is based on complete streets principles that aim to design streets for people of all ages and physical abilities and accommodate all travel modes. The MPO is working with a consultant to update the guidelines. This update is anticipated to be completed by the end of 2017. (Link to the Broward Complete Streets Guidelines) [http://www.browardmpo.org/index.php/broward-complete-streets-guidelines]	Ricardo Gutierrez	Broward MPO
544	IV.C.2	Investigate a taxing district and other funding opportunities to fund the City's shuttle system	City of Boca Raton	City of Boca Raton	Current	System Primary Multimodal: Transit Primary Commerce: Transit Non-Primary Hybrid: Transit L.I. Residential: Transit L.I. Commercial: Transit L.I. Mixed Use: Transit	The City of Boca Raton's funding agreement with SFRTA recently ended. Under this agreement, SFRTA helped pay for the shuttle service. Developer contributions pay for a portion of operations.  The City is currently studying potential mechanisms for funding its shuttle system, including updating and expanding its developer contribution fee policies with a taxing district to make sure that all developments in the fee area financially contribute to the shuttle service.	Ingrid Allen	City of Boca Raton Planning & Zoning
546	II.E.5	Utilize a real-time app to manage shuttle operations	City of Boca Raton	City of Boca Raton	Ongoing	System Primary Multimodal: Transit Primary Commerce: Transit L.I. Residential: Transit L.I. Commercial: Transit L.I. Mixed Use: Transit	The City's real-time shuttle tracking app is available at the following [link] (https://publictransportation.isomobile.com/boca.htm)	Ingrid Allen	City of Boca Raton Planning & Zoning
550	II.A.5	Conduct corridor study on Sunrise Blvd to enhance transit service and complete streets along key corridors	FDOT	FDOT	Current	Primary Multimodal: Transit Primary Multimodal: Walking & Biking Primary Multimodal: Primary Function	The Broward MPO completed the [Sunrise Boulevard Multimodal Corridor Study] (http://www.browardmpo.org/images/WhatWeDo/Sunrise_Summary.pdf) in 2003.  FDOT is currently performing a smaller scale study that will focus on transit and transit access.	Khaliah Ffrench	OMD
551	III.B.1	Facilitate a Complete Streets Advisory Committee to help guide the Broward MPO complete streets initiative	Broward MPO	Broward MPO	Ongoing	Primary Multimodal: Primary Function Primary Multimodal: Walk & Bike Primary Multimodal: Transit MM Districts and Notes: Walk & Bike	The Broward MPO formed the Complete Streets Advisory Committee (CSAC) as a holistic approach to address the bicycle/pedestrian needs of the region. This multidisciplinary group (comprised of municipal and partner agency staff, representatives of non-profit groups, and advocacy groups) developed the Complete Streets Guidelines to facilitate and assist local governments in the implementation of Complete Streets. The CSAC also serves as a forum for exchanging new ideas and projects, allowing members to showcase their individual Complete Streets efforts. More importantly, it is responsible for providing and guiding the Broward MPO Complete Streets initiative. (Link to the CSAC Website) (http://www.browardmpo.org/index.php/our-committees/complete-streets-advisory-committee)	Ricardo Gutierrez	Broward MPO
552	III.C.2	Partner with neighboring cities and towns to join corridor visions and to advocate for fixed route transit service	City of Hallandale Beach	City of Hallandale Beach	Future: short-term	System Primary Multimodal: Primary Function Primary Commerce: Primary Function Non-Primary Hybrid: Primary Function	The City of Hallandale Beach would like to partner with the Town of West Park and the City of Miramar to implement improvements on Hallandale Beach Boulevard, including transit service from the beach to Miramar, and potentially extending to the future American Dream Mall development. The City would like to partner with Hollywood and Pembroke Park for improvements on Pembroke Road.  The City has met with Hollywood and Dania Beach on several north-south initiatives, including Tri-Rail Coastal Link, streetcar, and bicycle and pedestrian improvements.  The City of Hallandale Beach would also like to partner with the City of Aventura, and City Managers of each City have conceptually discussed.	Eric Houston	City of Hallandale Beach
556	II.B.4, III.B.4, III.D.1	Communicate with BCT to provide bus service where transit service is lacking.	City of North Lauderdale	City of North Lauderdale	Current	System	The City of North Lauderdale communicated with BCT on the potential for providing bus service to the Wal-Mart plaza at McNab Rd and Rock Island Rd. A developer is redeveloping this property for new retailers. Bus service in this area does not currently exist.	Andrew Disbury	City of North Lauderdale Community Development
557	II.D.05	Identify roads for potential narrowing, and identify missing sidewalk links.	City of North Lauderdale	City of North Lauderdale	Ongoing	System	Prospect Road is an example of a road that is currently wider than necessary. The City of North Lauderdale identified missing sidewalk links along this road and demonstrated to the County this was a safety issue. Broward County constructed a sidewalk in response.	Andrew Disbury	City of North Lauderdale Community Development
559	IV.C.4	Leverage resources by partnering with FDOT on 3R projects and other roadway improvement projects to include streetscape and multimodal improvements	City of Miramar	City of Miramar	Current	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike Primary Commerce: Walk & Bike	The City is partnering with FDOT on a streetscape improvement project. FDOT has constructed landscaping, signage, and lighting, along Miramar Parkway from SR 7 to 64th Avenue. The City will continue this project to Palm Avenue and implement new striping, a new median, new sidewalks, and will add bike lanes.	Bissy Vempala	City of Miramar
560	II.D.01	Adopt downtown mixed use district with incentives to promote higher density	City of Oakland Park	City of Oakland Park	Current	System	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.	Rick Buckeye	City of Oakland Park Planning and Zoning Division
561	II.D.06	Identify current and future parking needs	City of Oakland Park	City of Oakland Park	Future: Timeframe Unknown	System	The City is considering the need for a parking garage downtown to address current and future parking needs.	Rick Buckeye	City of Oakland Park Planning and Zoning Division
563	V.B.1	Use cultural initiatives to help with redevelopment processes	City of Oakland Park	City of Oakland Park	Future: long-term	System Non-Primary Hybrid Facilities: Walking and Biking MM Districts and Nodes: Walking and Biking	The City is focusing on Dixie Highway redevelopment and is using cultural initiatives to help with the process, including a culinary arts theme and holding annual Octoberfest and Polynesian festivals.	Rick Buckeye	City of Oakland Park Planning and Zoning Division

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564	II.D.2	Create corridor master plans that address transportation and land use and set a framework for redevelopment and revitalization.	City of Pompano Beach	City of Pompano Beach	Current	System MM Districts & Nodes: Walk & Bike MM Districts & Nodes: Land Use MM Districts & Nodes: Primary MM Districts & Nodes: Transit L.I. Commercial: Land Use L.I. Commercial: Transit L.I. Commercial: Walk & Bike	In 2013, the City of Pompano Beach developed corridor visioning studies for the Dixie Hwy, Federal Hwy, and Atlantic Blvd. Corridor visioning studies for A1A and Riverside Drive were compiled in 2016. 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 Pompano Beach Transportation Corridor Studies report] ( <a href="http://pompanobeachfl.gov/assets/docs/pages/planning_zoning/DixieHwy_FederalHwy_AtlanticBlvd_EXISTING%20CONDITIONS.pdf">http://pompanobeachfl.gov/assets/docs/pages/planning_zoning/DixieHwy_FederalHwy_AtlanticBlvd_EXISTING%20CONDITIONS.pdf</a> ) completed in May 2013, identifies major corridors within the City of Pompano Beach as Atlantic Blvd, Dixie Hwy, and Federal Hwy/US 1. Economic, transportation, land use, and infrastructure assessments were conducted to identify needs and assets to improve and expand upon in order to achieve the communities vision for the future.	Maggie Barszewski	City of Pompano Beach Planning & Development Management
565	II.D.1	Create a functional Transit-Oriented District along east Atlantic Boulevard, and encourage density and jobs/housing balance to support transit.	City of Pompano Beach	City of Pompano Beach	Ongoing	System	The City adopted a Transit Oriented Corridor future land use designation for the area near Atlantic Boulevard and Dr. Martin Luther King Jr. Boulevard/Hammondville Road east of I-95 and beyond Dixie Highway in anticipation of future Tri-Rail Coastal Link service. The City of Pompano Beach is in the process to amend the future land use plan and zoning code to create a form-based code for Atlantic Blvd. The Land Use Plan Amendment has successfully gone through the County Planning Council. The City is currently working on the zoning code.  The City has invested in a new cultural center next to city hall as a catalyst for redevelopment. The City acquired another property in this area and is looking to redevelop soon.	Maggie Barszewski	City of Pompano Beach Planning & Development Management
566	III.A.4 III.E.1	Coordinate with FDOT and other surrounding transit agencies to implement higher density mixed-use projects that support walking, biking, and transit	City of Pompano Beach	City of Pompano Beach	Future: Timeframe Unknown	System MM Districts & Nodes: Walk & Bike MM Districts & Nodes: Land Use MM Districts & Nodes: Primary L.I. Mixed Use: Primary L.I. Mixed Use: Land Use L.I. Mixed Use: Walk & Bike	Improved coordination could help convey the purpose and benefits of mixed-use compact transit-supportive development to the public and elected officials during the development review process, especially if FDOT could be available for public meetings. FDOT and other agency staff attendance at city commission and planning and zoning board meetings could help demonstrate support for these types of projects and amendments.	Maggie Barszewski	City of Pompano Beach Planning & Development Management
568	III.D.1	Create a city-wide strategic plan	City of Wilton Manors	City of Wilton Manors	Current	System	The City is completing a city-wide strategic plan that will be presented to the Commission. City of Wilton Manors [2015-2020 Strategic Plan] ( <a href="http://www.wiltonmanors.com/DocumentCenter/View/1458">http://www.wiltonmanors.com/DocumentCenter/View/1458</a> )  The Wilton Manors Master Economic Development Strategic Plan was completed in December 2016, and the city is implementing the recommended strategies to achieve the state goals and objectives [Strategic Economic Development Plan] ( <a href="http://www.wiltonmanors.com/235/Economic-Development">http://www.wiltonmanors.com/235/Economic-Development</a> )	Roberta Moore	Director of Community Development Services
574	II.A.1, III.B.2	Develop a Complete Streets Master Plan.	Broward MPO	Broward MPO	Current	Primary Multimodal: Primary Function Primary Multimodal: Walk & Bike Primary Multimodal: Transit MM Districts and Nodes: Walk & Bike	The Broward MPO is developing a Complete Streets Master Plan. The purpose of this effort is to prepare a Master Plan that will guide the Broward MPO's future investment in Complete Streets improvements by developing a prioritized list of projects based on technical, data-driven analysis and stakeholder input. The MPO is establishing a Project Advisory Committee (PAC) that will guide the development of the Master Plan. The PAC is envisioned to be multi-disciplinary working group of CSAC members who are committed to supporting the project team throughout the entire development process (12 to 18 months) and will be responsible for reviewing all project documentation. The PAC first met in May 2017 and is anticipated to meet two additional times to facilitate stakeholder input. The MPO anticipates a draft of the plan will be complete by the end of 2017, and that the final plan will be complete by early 2018.	Ricardo Gutierrez	Broward MPO
580	II.B.1	Conduct a transit system redesign to maximize system performance	PalmTran	PalmTran	Current	System Primary Multimodal: Transit MM Districts & Nodes: Transit L.I. Residential: Transit L.I. Commercial: Transit L.I. Mixed Use: Transit	As of October 2016, PalmTran is engaged in a system redesign called Route Performance Maximization, that will investigate how to expand the span of service and the frequency of routes. PalmTran 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.  It is anticipated that the redesigned PalmTran system will be integrated with the Brightline station in West Palm Beach.	Fred Stubbs	PalmTran
584	II.B.1	Conduct corridor studies to evaluate the potential for premium transit	PalmTran	PalmTran	Future: short-term	System Primary Multimodal: Transit MM Districts & Nodes: Transit	PalmTran 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. PalmTran may also evaluate other corridors to implement premium transit in the future.	Fred Stubbs	PalmTran
588	III.A.1, III.D.1, III.D.4	Update the comprehensive plan, land development regulations, and multimodal transportation plan to better coordinate and streamline these documents	City of Miramar	City of Miramar	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike L.I. Residential: Land Use L.I. Commercial: Land Use L.I. Mixed Use: Primary Function L.I. Mixed Use: Land Use L.I. Mixed Use: Transit L.I. Mixed Use: Walk & Bike	The City of Miramar is undertaking a major effort to update its comprehensive plan, zoning, and land development code in tandem with the development of a multimodal transportation plan. This coordinated effort includes reviewing city goals and the policies and guidelines that implement those goals, including developing and refining mixed use and transit-oriented development regulations. The City is making the code more consistent and streamlined, adjusting the building heights, and updating the parking requirements in areas designated TOC so that mixed use development can receive parking reductions.	Matthue Goldstein	City of Miramar



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589	II.D.10	Support façade improvements in walkable areas.	City of Hollywood	City of Hollywood	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	The City of Hollywood received a grant for Complete Streets improvements on Hollywood Blvd through CDBG funds. Construction is anticipated to start in 2017. The City will offer façade improvements to businesses as part of the improvements. The City has included this effort in its Capital Improvement element.	Vielka Quintero	City of Hollywood Economic Development
591	II.A.1, II.A.5	Undertake Complete Streets projects	Town of Pembroke Park	Town of Pembroke Park	Current	Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike	The Town's Complete Streets efforts include improvements on 56th Ave and 40th Ave.	Michael Miller	Town of Pembroke Park
593	II.A.1	Develop a multimodal mobility plan	City of Hallandale Beach	City of Hallandale Beach	Ongoing	System	The City of Hallandale Beach is undertaking a visionary and strategic multimodal mobility plan to complement the 2030 Transportation Master Plan. The multimodal mobility plan will balance the community aspirations within the physical and fiscal constraints of Hallandale Beach. The plan will integrate existing bicycle, pedestrian and transit infrastructure to identify and recommend improvements to pedestrian and bicycle infrastructure to develop interconnectivity to public transit. [Hallandale Beach Transportation and Mobility Planning webpage] ( <a href="http://hallandalebeachfl.gov/972/Transportation-Mobility">http://hallandalebeachfl.gov/972/Transportation-Mobility</a> )  The City of Hallandale Beach's 2030 Transportation Master Plan analyzes the City's roadway network and traffic issues; quantifies the transportation impacts of anticipated future development activity; identifies facility improvements, mitigation strategies, and costs; and proposes an trip cost allocation method for exacting fees during development project approval. The City adopted the 2030 Transportation Master Plan in June 2009. [Hallandale Beach 2030 Transportation Master Plan] ( <a href="http://www.cohb.org/DocumentCenter/Home/View/1159">http://www.cohb.org/DocumentCenter/Home/View/1159</a> ) The City is currently undertaking a multimodal mobility plan to complement the transportation master plan.  These projects have not been completed but the CRA has/ or will contribute funds	Eric Houston	City of Hallandale Beach
594	II.A.3	Develop a corridor master plan to support complete streets and multimodal improvements	City of Hallandale Beach	TCRPC	Current	System	TCRPC is developing a corridor master plan for Hallandale Beach Blvd including street sections, furniture, and signage. The City of Hallandale Beach received draft language for the plan, and anticipates the effort will be completed by the end of 2017 with implementation expected around September 2017.	Eric Houston	City of Hallandale Beach
595	II.B.4, II.B.5	Purchase 'Bike Cars' for Tri-Rail to improve multimodal connectivity	SFRTA	SFRTA	Completed	System SIS Facilities: Transit SIS Facilities: Walk & Bike Primary Multimodal: Transit MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	SFRTA added two bike cars in 2017 for a total of 12, to accommodate passengers boarding the train with bicycles. The new bike cars have 14 racks, providing more room to maneuver bicycles on and off the train. Forty bike lockers were added at the newly reconstructed Pompano Beach Station. Bike lockers system-wide are in high demand and near capacity. Tri-Rail has bicycle lockers and racks available at all stations except at the Miami Airport station where lockers will be install when construction work there allows.  Tri-Rail's First Bike Car was added to the regular fleet on July 24, 2015. SFRTA currently has 12 bike cars, which are used on the trains with highest ridership. SFRTA's goal is to have bike cars on every train.	Vicki Gatanis	SFRTA
596	II.D.2, II.D.8	Conduct infrastructure and station area planning along premium transit corridors.	SFRPC	SFRPC + SFRTA + TCRPC	Current	System Primary Multimodal: Land Use Primary Multimodal: Transit	SFRTA, SFRPC, and TCRPC applied for and received FTA funding for a new South Florida Regional Transit Oriented Development (SFTOD) Pilot Program. The SFTOD pilot program will fund TOD planning activities around potential Tri-Rail Coastal Link station areas and build on the Seven50 "Region in Motion" visioning effort.  In April 2017, TCRPC approved the expenditure of \$860,000 to fund TOD planning activities for seven local governments: 1) City of Miami TOD Zoning Overlay Typology (Model Typology Utilizing Three Station Areas within City) 2) City of Palm Beach Gardens Station Area Master Planning (New Plan) 3) City of Hollywood Station Area Master Plan (Full Charrette) 4) City of Aventura Station Area Master Plan (New Plan) 5) City of North Miami Beach Station Area Master Plan (New Plan) 6) City of Oakland Park TOD Zoning Overlay (One Station Area) 7) City of Delray Beach Station Area Master Plan (Full Charrette)  [TCRPC Staff Report Recommending Approval of SFTOD Pilot Program Grant Awards, April 2017] ( <a href="http://tcrpc.org/council_meetings/2017/Apr2017/Final_Reports/10_SFTOD_Selection.pdf">http://tcrpc.org/council_meetings/2017/Apr2017/Final_Reports/10_SFTOD_Selection.pdf</a> )  In addition to the TOD planning activities, the remaining FTA funds are anticipated to be used for an affordable housing study; station area bicycle and pedestrian planning; corridor wide water and wastewater analysis; and a regional Transportation-Oriented Development fund business plan. To ensure active engagement of relevant stakeholders, there will also be an outreach, community engagement, and equity plan.	Kim Delaney; Christina Miskis	TCRPC; SFRPC
597	I.F.1	Develop a master plan for FXE airport	FXE Airport	FXE Airport	Current	Special Use Center: Primary Function Special Use Center: Land Use Special Use Center: Transit Special Use Center: Freight	Fort Lauderdale Executive Airport initiated a master planning effort in 2016 that is expected to take 18 months to complete. This plan has a 20 year horizon and addresses a variety of issues including development on airport property, access to the airport and signage.	Rufus James	FXE
598	II.D.2	Investigate applying a mix of uses on properties surrounding the airport.	FXE Airport	FXE Airport	Ongoing	Special Use Center: Primary Function Special Use Center: Land Use Special Use Center: Transit Special Use Center: Freight	FXE identified the opportunity to expand industry and other types of uses in and around the airport property. Most uses tend to be long term leases (30-50 years). The zoning designations on the airport property are GAA and AIP, which allow light industrial, office, and entertainment uses, but not residential.	Rufus James	FXE

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599	II.D.1	Continue to diversify the land uses in uptown Fort Lauderdale	FXE Airport	City of Fort Lauderdale	Ongoing	Primary Multimodal: Land Use MM Districts & Nodes: Land Use	The Uptown district has been diversifying and has more restaurants, filling a gap that existed for offices in the area. FXE Airport is now considering more restaurants in the buildings it owns.	Rufus James, Ella Parker	FXE Airport, City of Fort Lauderdale Transportation & Mobility Department
600	III.H.1	Coordinate with transit providers and railroad companies on master planning and vision planning efforts	Port Everglades	Port Everglades	Current	SIS Facilities: Transit SIS Facilities: Freight Special Use Center: Land Use Special Use Center: Transit Special Use Center: Freight	The Port coordinates with other transportation stakeholders on several projects and initiatives, including transit planning and the Integrated Corridor Management project.	Natacha Yacinthe	Port Everglades
601	II.A.5	Implement Complete Streets projects	City of Pompano Beach	City of Pompano Beach	Current	System Primary Multimodal: Walk & Bike Non-Primary Hybrid: Walk & Bike MM Districts & Nodes: Walk & Bike	<p>The City finished a Complete Streets project along Atlantic Blvd in 2015, and designated warm weather King St Blvd as a Context Sensitive Corridor in the Broward County trafficways plan. In 2013, the City had plans prepared for Complete Streets projects along Riverside Dr, Briny Ave, and MLK Blvd. The City was also examining lane repurposing projects along Dixie Hwy and East Copans Rd.</p> <p>Complete Streets Priority List:</p> <p>1. Dixie Hwy - SW 2nd St. to NW 10th St. Description: \$8.5 million (complete streetscape, road resurfacing, new wider sidewalks, landscape, irrigation, lighting); (Complete Street Components Strat. Category IIA) Local Funding Availability: 6/2018*</p> <p>2. Dixie Hwy - McNab Rd. to SW 2nd St. Description: Resurfacing plus lane removal - \$6 million (complete streetscape, road resurfacing, new wider sidewalks, landscape, irrigation, lighting); (Complete Street Components Strat. Category IIA) Local Funding Availability: 6/2020*</p> <p>3. Dixie Hwy NW 10 to Copans Description: \$8.5 million (complete streetscape, road resurfacing, new wider sidewalks, landscape, irrigation, lighting); (Complete Street Components Strat. Category IIA) Local Funding Availability: 6/2022*</p> <p>4. A1A (partner with State and/or other municipalities) Entire City length Description: Bike/ped., Landscaping, Overhead Conversion improvements (design of Overhead Conversion almost complete); (Complete Street Components Strat. Category IIA) Local Funding Availability: 6/2019* * Subject to passage of the 2018 General Obligation Bond Referendum.</p> <p>5. NE 33 Street N. Dixie Hwy to N. Federal Hwy. Description: Install lighting, safety crossings &amp; traffic calming; (Complete Street Components Strat. Category IIA) Local Funding Availability: 6/2022 \$2 million</p> <p>6. Riverside Dr. Atlantic Blvd. to NE 1st St. Description: Install sidewalks, resurface, resurface rd.; (Complete Street Components Strat. Category IIA)</p>	Maggie Barszewski	City of Pompano Beach Planning & Development Management
602	II.A.8	Adopt a Traffic Calming Policy allowing residents to apply for traffic calming on their neighborhoods	City of Boca Raton	City of Boca Raton	Current	System	Traffic calming has been implemented in several neighborhoods	Mike Righetti	City of Boca Raton Traffic Division
603	II.B.3	Implement Downtown Circulator Shuttle Service	City of Boca Raton	City of Boca Raton	Future: short-term	System MM Districts & Nodes: Transit	The City is preparing an RFP to get operators to provide downtown shuttle service. The service is expected within a year	Andrew Meyer	City of Boca Raton Traffic Division
604	I.C.2	Implement Adaptive Traffic Signal System	City of Boca Raton	City of Boca Raton	Current	System	Adaptive traffic signal systems have been implemented along Military Trail and Glades Rd. In 2018 it will be implemented along Spanish Rive Blvd.	Rasem Awwad	City of Boca Raton Traffic Division
605	I.C.3	Active Arterial Management to include incident management working with signal operations	City of Boca Raton	City of Boca Raton	Current	System	Within the next year the City will have an Active Traffic Management center	Rasem Awwad	City of Boca Raton Traffic Division
608	IV.C.1	Create a Mobility Fee program	Palm Beach County	Palm Beach MPO	Future: short-term	System	<p>The Palm Beach MPO is facilitating a Road Impact Fee Alternatives work group. In March 2017, MPO staff presented a recommended alternative to the MPO Board:</p> <ol style="list-style-type: none"> <li>1. Identify planned road capacity projects using the MPO's LRTP</li> <li>2. Redraw the Road Impact Fee Zones based on location of planned projects (County continues to administer road fee projects)</li> <li>3. Stop collecting road fees where there are no projects.</li> </ol> <p>The MPO Board instructed MPO staff to hold a workshop to review the recommended alternative and ask the Attorney General whether a charter amendment is necessary to establish flexibility to use road impact fee revenue for multimodal projects.</p> <p>[Recommended Alternative to Countywide Road Impact Fee System] (<a href="http://www.palmbeachmpo.org/static/sitefiles/meeting/2017_MAR_16_MPO_Road_Impact_Fee_Alternatives.pdf">http://www.palmbeachmpo.org/static/sitefiles/meeting/2017_MAR_16_MPO_Road_Impact_Fee_Alternatives.pdf</a>)</p>	Kevin Fischer	Palm Beach MPO

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610	II.D.01, II.D.04, II.D.7	Complete BrowardNEXT Phase 2 to update the Broward County Comprehensive Plan	Broward County	Broward County	Current	System	Broward County is currently undertaking Phase 2 of BrowardNEXT, which will update the Broward County Comprehensive Plan. The effort will streamline the comprehensive plan to make it more user friendly and place greater emphasis on multimodal transportation goals, objectives and policies.	Nick Sofoul	Broward County
611	II.D.11	Examine the connection between affordable housing and transportation.	Broward County	Broward County	Current	System	Affordable housing is a key issue in Broward County, and continues to be a priority of the County Commission and County staff.  The Coordinating Council of Broward and the Broward Housing Council hosted the 2017 Broward Housing Summit to engage the community in addressing Broward's workforce housing crisis. [2017 Broward Housing Summit Press Release] ( <a href="https://webapps.broward.org/newsrelease/AdminDisplayMessages.aspx?intMessageId=10364">https://webapps.broward.org/newsrelease/AdminDisplayMessages.aspx?intMessageId=10364</a> )	Nick Sofoul	Broward County Planning & Development Management
612	II.B.3	Provide trolley services through the CRA to connect destinations across the City	City of Hollywood	City of Hollywood	Ongoing	MM Districts & Nodes: Transit	The Hollywood CRA runs two services, the Hollywood Trolley and the Train to Trolley Shuttle. The Trolley connects destinations downtown and on the beach, allowing visitors and residents alike to easily access all the amenities of these two areas. The Train to Trolley Shuttle connects the trolley routes to Western Hollywood and other communities. Travelling between 35th Ave and Arts Park, the Shuttle is a great way for visitors or employees to get downtown or to the beach from the Tri-Rail and a great opportunity for residents in our western neighborhoods to get to the beach. The CRA runs a Trolley Tracker app. [Hollywood Transit and Mobility Options] ( <a href="http://www.hollywoodfl.org/1079/Hollywood-Transit-and-Mobility-Options">http://www.hollywoodfl.org/1079/Hollywood-Transit-and-Mobility-Options</a> )	Clarissa Ip	City of Hollywood Development Services
613	II.D.1, II.D.7	Local Government Comprehensive Plan Review	SFRPC	SFRPC	Ongoing	System	An important part of the South Florida Regional Planning Council's work program is the Local Government Comprehensive Plan Review Process. Activities involve review of newly adopted comp plans, plan amendments, and Evaluation and Appraisal Reports on comp plan performance. The activities of the Local Comprehensive Planning Program are governed by the conditions of the agreement between SFRPC and the Florida Department of Community Affairs (DCA) which establishes the scope of work and the base funding for the SFRPC. These activities include provision of all reports and correspondence related to review and amendments to local comprehensive plans to assess their consistency with the Strategic Regional Policy Plan for South Florida (SRPP) which was adopted in August, 1995. The specific criteria and time frames allowed for the various types of review are called out in the SFRPC/DCA agreement. [SFRPC Local Government Comprehensive Plan Review webpage] ( <a href="http://sfregionalcouncil.org/portfolio-item/local-government-comprehensive-plan-review/">http://sfregionalcouncil.org/portfolio-item/local-government-comprehensive-plan-review/</a> )	Christina Miskis	SFRPC
614	II.D.7, V.B.3	Provide low interest rate loans to meet the credit needs of businesses that are not entirely served by conventional lenders.	SFRPC	SFRPC	Ongoing	System	The South Florida Regional Planning Council is working with the U.S. Department of Commerce, Economic Development Administration to provide low interest rate loans to small and medium-sized businesses within Miami-Dade, Broward, and Monroe counties. The Council's Revolving Loan Program is designed to meet the credit needs of businesses in our region that are not entirely served by conventional lenders. [SFRPC Revolving Loan Fund webpage] ( <a href="http://sfregionalcouncil.org/portfolio-item/revolving-loan-fund/">http://sfregionalcouncil.org/portfolio-item/revolving-loan-fund/</a> )  SFRPC is considering developing a loan fund program for TOD. The Council is currently working on a business plan for the TOD loan fund, and expects it may be ready to launch in mid to late 2018. The objective of this program would be to help fund TOD projects where traditional financing has a gap.	Christina Miskis	SFRPC
615	IV.A.1	SFRPC Brownfields Economic Redevelopment Initiative	SFRPC	SFRPC	Ongoing	System	The South Florida Regional Planning Council Brownfields Economic Redevelopment Initiative (BERI) recognizes Brownfields as an important community redevelopment tool and promotes the designation of sites with real or perceived contamination. The BERI portfolio includes loans for Brownfield remediation and supports the planning, assessment, cleanup and sustainable redevelopment of Brownfields by providing technical assistance and bringing municipal, private, and community stakeholders together to redress related issues. [SFRPC Brownfields Partnership webpage] ( <a href="http://sfregionalcouncil.org/portfolio-item/brownfields-partnership/">http://sfregionalcouncil.org/portfolio-item/brownfields-partnership/</a> )	Karen Hamilton	SFRPC
616	III.B.4	Conduct an economic and demographic analysis for the Fort Lauderdale Downtown Development Authority	SFRPC	SFRPC	Current	MM Districts & Nodes: Land Use	SFRPC is conducting an economic and demographic analysis for the Fort Lauderdale Downtown Development Authority for economic development that can facilitate better mobility.	Christina Miskis	SFRPC
617	III.B.1	Launch the Southeast Florida DataCommon	SFRPC	SFRPC	Current	System	The Southeast Florida DataCommon is a unique tool that can be used to promote better communication, more informed policymaking, and broad-based collaboration around issues of shared importance. It is a resource for grant writers; providing data and analyses of relevant community and regional trends. Information provided in the context of larger issues can further community participation and engagement to bring about positive community change. It provides a portal through which users can easily access and visualize data about Southeast Florida's communities. [Southeast Florida DataCommon website] ( <a href="http://sfregionalcouncil.org/portfolio-item/data-common/">http://sfregionalcouncil.org/portfolio-item/data-common/</a> )	Christina Miskis	SFRPC
621	II.C.1	Develop a transportation mobility plan.	City of Miramar	City of Miramar	Current	System	The City of Miramar is developing its first transportation mobility plan, which will guide the City through construction and design of transportation projects. The City also intends to use the plan to pursue grant opportunities.	Matthue Goldstein	City of Miramar
623	I.B.1	Provide a park-and-ride lot for I-95 Express Bus service at Hiatus Rd and Miramar Blvd	City of Miramar	City of Miramar + FDOT	Current	SIS Facilities: Transit	City is coordinating with FDOT to provide a park and ride facility for the Miramar I-95 Express Bus service bus parking lot at the northeast corner of Miramar Blvd and Hiatus Rd.	Matthue Goldstein	City of Miramar
624	II.B.3	Provide community bus service.	City of Miramar	City of Miramar	Ongoing	System	The City of Miramar Public Works Department Transit Operations in cooperation with Broward County Transit provides four Community Bus routes, making it is possible to travel from the eastern end of Miramar to the western end as far as Southwest 196 Avenue. The Community Bus Service receives funding from the City of Miramar and Broward County Transit. All buses are wheelchair accessible and bike rack equipped. [City of Miramar Transit Operations webpage] ( <a href="http://miramarfl.gov/392/Transit-Operations">http://miramarfl.gov/392/Transit-Operations</a> )	Matthue Goldstein	City of Miramar
628	II.A.2, III.B.3	Encourage local governments to adopt Complete Streets policies in their Comprehensive Plans.	Broward County	Broward MPO	Ongoing	System		Ricardo Gutierrez	Broward MPO

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629	II.A.1, II.B.7, IV.C.1	Consider the feasibility of implementing a mobility fee.	City of Boca Raton	City of Boca Raton	Current	MM Districts & Nodes: Primary Function MM Districts & Nodes: Land Use MM Districts & Nodes: Transit MM Districts & Nodes: Walk & Bike	The City is considering the development of a mobility fee as part of its Comprehensive Plan update.	Ingrid Allen	City of Boca Raton Planning & Zoning
630	II.D.1, II.D.5	Revitalize the Pioneer Grove area of Deerfield Beach	City of Deerfield Beach	City of Deerfield Beach	Current	MM Districts & Nodes: Land Use	In recognition of the tremendous potential for revitalization in the old "heart" of Deerfield Beach and that a shared community vision is crucial to achieving a successful and sustainable outcome, the City of Deerfield Beach Planning and Development Services Department submitted an application to the American Planning Association's (APA) CPAT program in June 2014 for planning assistance for a newly revitalized town center just east of the Florida East Coast Railroad and Dixie Highway corridor. The CPAT team prepared a land use and urban design plan. [Pioneer Grove CPAT Study Final Report] ( <a href="http://online.fliphtml5.com/cqef/fikd/">http://online.fliphtml5.com/cqef/fikd/</a> ) [Pioneer Grove website] ( <a href="http://www.pioneergrove.wordpress.com">http://www.pioneergrove.wordpress.com</a> ) In June/July 2017 the Future Land Use and Zoning designations of the approx 120 acre area known as Pioneer Grove was changed to Local Activity Center, allowing up to 2,150 dwelling units and 215,000 sf of commercial use.	Steve Graham	City of Deerfield Beach Planning and Development Services
631	I.E.1	The City of Deerfield Beach approved a large industrial development on Hillsborough Blvd just east of I-95	City of Deerfield Beach	City of Deerfield Beach	Completed	SIS Facilities: Land Use	In 2014, the City of Deerfield Beach approved a large industrial development on the north side of Hillsboro Blvd just east of I-95, and is currently under construction. The development will be a significant employment generator, and will have implications for I-95. A traffic analysis was conducted during the comprehensive plan amendment process.	Steve Graham	City of Deerfield Beach Planning and Development Services
632	II.A.8	Improve the safety and connectivity of Fort Lauderdale's multimodal transportation network through Vision Zero	City of Fort Lauderdale	City of Fort Lauderdale	Ongoing	System	Vision Zero Fort Lauderdale is a response to citizens' concerns about safety for the traveling public, whether walking, biking, riding a bus or train, or driving a car. Neighbors prioritized a connected multimodal transportation network where the pedestrian is first in the City's Fast Forward Fort Lauderdale 2035 Vision Plan, which was completed in 2013. Since that time, our neighbors have placed a priority on improving safety and connectivity of the transportation network. [City of Fort Lauderdale's Vision Zero website] ( <a href="http://www.fortlauderdale.gov/departments/transportation-and-mobility/transportation-division/building-community-today/vision-zero-fort-lauderdale">http://www.fortlauderdale.gov/departments/transportation-and-mobility/transportation-division/building-community-today/vision-zero-fort-lauderdale</a> )	Karen Warfel	City of Fort Lauderdale Transportation & Mobility Department
633	II.D.1, II.D.5	Work with developers on the Dania Pointe development.	City of Dania Beach	City of Dania Beach	Current	MM Districts & Nodes: Land Use	[Dania Pointe] ( <a href="http://www.daniapointe.com">http://www.daniapointe.com</a> ) is a 102-acre mixed use development along I-95 with almost 1 million square feet of retail and restaurants in addition to Class A offices, hotels, luxury apartments, and public event space. The development is within the City's Regional Activity Center. The City has discussed the potential for transit service enhancements to serve the proposed Dania Pointe development, including a new bus stop at this area with Broward County, although it has been a challenge. The Dania Pointe development area is currently served by a community bus. The City is working with the developers to improve all of the roads and intersections within the site.	Corinne Lajoie	City of Dania Beach Planning and Zoning Division
634	II.D.01	Establish East Transit Oriented Corridor to connect NWCRA Downtown Innovation District to Pompano Beach	City of Pompano Beach	City of Pompano Beach	Current	Multimodal Districts & Nodes: Primary Function Multimodal Districts & Nodes: Transit	City Commission second reading of Land Use Plan Amendment, zoning, and adoption is scheduled for November 28, 2017 For details, visit the [Powerpoint Explanation for the project] ( <a href="http://pompanobeachfl.gov/ETOC">http://pompanobeachfl.gov/ETOC</a> )	Maggie Barszewski	City of Pompano Beach Planning & Development Management

# Appendix B

Full Descriptions of Objectives, Strategy Categories, and Strategies

## Implementation Strategies Tool Background Material

<b>Objective</b>	I. <b>Mobility</b> : Enhance the movement of people and goods
<b>Strategy Category</b>	I.A. Increase <b>auto</b> capacity on highway facilities
<b>Strategy</b>	I.A.1. Implement and use a connected and coordinated network of managed lanes - Including express lanes and ramp metering
<b>Strategy</b>	I.A.2. Improve performance of I-95 interchanges
<b>Strategy</b>	I.A.3. Make strategic investments to relieve congestion at critical bottlenecks.
<b>Strategy</b>	I.A.4. Enhance capacity on parallel roads
<b>Strategy</b>	I.A.5 Implement ramp metering in Broward and Palm Beach Counties
<b>Strategy Category</b>	I.B. Increase <b>person</b> -carrying capacity via transit on regionally significant transit facilities
<b>Strategy</b>	I.B.1. Provide park-and-ride lots with express transit service in managed lanes
<b>Strategy</b>	I.B.2. Enhance existing commuter rail (Tri-Rail) services
<b>Strategy</b>	I.B.3. Implement future FEC rail service - both intercity rail service (All Aboard Florida) and local transit service
<b>Strategy</b>	I.B.4. Prepare for future premium transit service (e.g. BRT) on highly traveled Multimodal facilities by building ridership
<b>Strategy</b>	I.B.5. Park and Ride lots near I-95 interchanges
<b>Strategy Category</b>	I.C. <b>Preserve</b> and optimize vehicular capacity on regionally significant facilities
<b>Strategy</b>	I.C.1. Utilize information technology to improve network efficiency and provide real-time information to travelers
<b>Strategy</b>	I.C.2. Update traffic signal operations
<b>Strategy</b>	I.C.3. Provide more resources for incident management
<b>Strategy</b>	I.C.4. Implement access management by reducing the number of driveways and curb cuts
<b>Strategy</b>	I.C.5 The implementation of access management and ATM/ITS infrastructure could be prioritized for routes parallel to I-95 and the connecting east-west corridors.
<b>Strategy Category</b>	I.E. Enhance <b>truck</b> movement
<b>Strategy</b>	I.E.1. Develop and implement a Regional Freight Plan
<b>Strategy</b>	I.E.2. Make strategic improvements at critical truck problem areas
<b>Strategy</b>	I.E.3. Improve mode transfers
<b>Strategy</b>	I.E.4. Use technology to provide more real-time information about travel conditions to truck drivers
<b>Strategy Category</b>	I.F. Accommodate critical freight and passenger mobility needs for airports and seaports
<b>Strategy</b>	I.F.1. Communicate needs of airport and seaport
<b>Strategy</b>	I.F.2. Explore better opportunities to link internal airport circulation roads to I-95 and other roads.
<b>Strategy</b>	I.F.3. Support expansion efforts for FLL Airport south runway and terminal facilities
<b>Strategy</b>	I.F.4. Invest in a future strategic connection for passenger movement between FLL Airport and Port Everglades

## Implementation Strategies Tool Background Material

<b>Objective</b>	II. <b>Accessibility:</b> Increase the viability of alternatives to driving alone and reduce travel demand.
<b>Strategy Category</b>	II.A. <b>Transportation:</b> Implement a connected network of <b>Complete Streets</b> and facilities for non-motorized modes and transit
<b>Strategy</b>	II.A.1. <b>Develop and designate a connected network</b> of facilities for pedestrians and bicyclists
<b>Strategy</b>	II.A.2. Adopt and <b>implement</b> the Broward County Complete Streets Guidelines
<b>Strategy</b>	II.A.3. <b>Conduct</b> corridor <b>studies</b> for Complete Streets corridors and other multimodal corridors
<b>Strategy</b>	II.A.4. <b>Prioritize</b> investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities
<b>Strategy</b>	II.A.5. <b>Construct</b> improvements to improve the pedestrian and bicycling environment
<b>Strategy</b>	II.A.6. Improve the process for more direct communication between FDOT and local governments in the <b>lane elimination</b> process.
<b>Strategy</b>	II.A.7. Encourage B-cycle expansions.
<b>Strategy</b>	II.A.8. Use <b>traffic calming</b> techniques to slow down traffic speeds on appropriate facilities.
<b>Strategy Category</b>	II.B. <b>Transportation:</b> Enhance <b>transit</b> services to provide viable alternatives to driving alone.
<b>Strategy</b>	II.B.1. Conduct planning studies to understand transit needs
<b>Strategy</b>	II.B.2. Implement premium limited stop service with high frequency on major east-west corridors
<b>Strategy</b>	II.B.3. Use local circulators and shuttle services to fill in fixed route service gaps
<b>Strategy</b>	II.B.4. Make transit investments to improve <b>reliability</b> and <b>convenience</b> .
<b>Strategy</b>	II.B.5. Make transit investments to increase passenger <b>comfort</b> and <b>safety</b>
<b>Strategy</b>	II.B.6. Coordinate transit investments with other infrastructure investments to maximize the benefits of the investments
<b>Strategy</b>	II.B.7. Make transit investments a priority
<b>Strategy Category</b>	II.C. <b>Transportation:</b> Enhance the <b>connectivity</b> between modes and scales of modes
<b>Strategy</b>	II.C.1. Examine multimodal connectivity at a systems perspective
<b>Strategy</b>	II.C.2. Enhance connections from regional transit to local transit
<b>Strategy</b>	II.C.3. Ensure seamless <b>transfers</b> between transit systems
<b>Strategy</b>	II.C.4. Enhance connections for bicyclists and pedestrians to transit stations
<b>Strategy</b>	II.C.5. Enhance connections for autos to transit via park-and-ride and kiss-and-ride facilities.
<b>Strategy</b>	II.C.6. Enhance connections for freight and passenger transport to and within Freight/ Goods/ Special Use Districts

## Implementation Strategies Tool Background Material

<b>Strategy Category</b>	II.D. <b>Land Use:</b> Encourage smart growth through land use planning and development approval processes
<b>Strategy</b>	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts
<b>Strategy</b>	II.D.02. Conduct targeted studies to determine specific actions for priorities
<b>Strategy</b>	II.D.03. Audit existing policies, legislation, and codes to determine compatibility with multimodal vision
<b>Strategy</b>	II.D.04. Monitor the implementation of mixed use designations, and adjust policies accordingly.
<b>Strategy</b>	II.D.05. Implement design principles for compact development and pedestrian-oriented community form
<b>Strategy</b>	II.D.06. Implement innovative and flexible approaches to parking to encourage walk-to-transit options and "park once" layouts
<b>Strategy</b>	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas
<b>Strategy</b>	II.D.08. Invest in infrastructure to support future transit.
<b>Strategy</b>	II.D.09. Recognize benefits from proximity to major transportation assets like airport and seaport and incorporate into planning process
<b>Strategy</b>	II.D.10. Maintain aesthetically pleasing public spaces
<b>Strategy</b>	II.D.11. Provide and maintain affordable housing options near jobs and transit stations to improve location efficiency.
<b>Strategy Category</b>	II.E. <b>Logistics:</b> Reduce travel demand through TDM programs
<b>Strategy</b>	II.E.1. Enhance the Commuter Services Program
<b>Strategy</b>	II.E.2. Implement TDM programs for new developments
<b>Strategy</b>	II.E.3. Extend commuter services to a local level
<b>Strategy</b>	II.E.4. Create economic incentives for carpooling
<b>Strategy</b>	II.E.5. Implement ITS programs to provide more information to travelers
<b>Strategy</b>	II.E.6. Develop a regional TDM Action Plan that is linked to the Regional Long Range Transportation Plan and MPO's Long Range Transportation Plans.



## Implementation Strategies Tool Background Material

<b>Objective</b>	III. <b>Coordination:</b> Improve coordination, communication, and collaboration between all partners
<b>Strategy Category</b>	III.A. Coordination within agencies themselves (e.g. various departments)
<b>Strategy</b>	III.A.1. Use existing decision-making processes as venues for enhanced communication and coordination amongst various departments
<b>Strategy</b>	III.A.2. Collaborate and share resources (information, funding, and staff) between departments
<b>Strategy</b>	III.A.3. Take advantage of opportunities for projects by clarifying and documenting priorities
<b>Strategy</b>	III.A.4. Coordinate infrastructure improvement projects to take advantage of opportunities when they arrive
<b>Strategy</b>	III.A.5. Invest in internal staff
<b>Strategy Category</b>	III.B. Coordination amongst other planning partners
<b>Strategy</b>	III.B.1. Create a common communication venue for FDOT, Planning Councils, transit agencies, localities, and other planning partners to share information
<b>Strategy</b>	III.B.2. Maintain tools to remind partners of the broader system-level vision
<b>Strategy</b>	III.B.3. Utilize existing processes for communication
<b>Strategy</b>	III.B.4. Form new partnerships for specific initiatives
<b>Strategy Category</b>	III.C. Coordination amongst adjacent municipalities
<b>Strategy</b>	III.C.1. Maintain regular communication with adjacent localities
<b>Strategy</b>	III.C.2. Engage adjacent municipalities in a conversation about corridor visions
<b>Strategy</b>	III.C.3. Identify common issues that can be a catalytic reason for coordination
<b>Strategy</b>	III.C.4. Coordinate with adjacent transit service providers to offer inter-county transit service
<b>Strategy Category</b>	III.D. Coordination within the various stages of planning and programming
<b>Strategy</b>	III.D.1. Long Range Planning (conceiving the idea of a project)
<b>Strategy</b>	III.D.2. Programming & Budgeting (to identify opportunities for cost sharing)
<b>Strategy</b>	III.D.3. Project Design (to discuss local and state perspectives and needs)
<b>Strategy</b>	III.D.4. Development Review (to ensure project fulfills potential for multiple objectives for various partners)
<b>Strategy</b>	III.D.5. At "critical decision points"
<b>Strategy Category</b>	III.E. Coordination with elected officials
<b>Strategy</b>	III.E.1. Engage in regular meetings with elected officials to keep them in-the-loop on planning decisions and developments
<b>Strategy Category</b>	III.F. Coordination with constituents
<b>Strategy</b>	III.F.1. Create opportunities for dialogue with citizens and businesses
<b>Strategy Category</b>	III.G. Coordination with developers and other influential non-government entities
<b>Strategy</b>	III.G.1. Encourage developers to proactively communicate on development projects throughout the various stages
<b>Strategy</b>	III.G.2. Create a venue for communication with major players to anticipate future expansion needs.
<b>Strategy Category</b>	III.H. Coordination with other transportation providers
<b>Strategy</b>	III.H.1. Use Master Plans as opportunities to communicate visions of various transportation providers
<b>Strategy</b>	III.H.2. Coordinate with freight rail companies
<b>Strategy Category</b>	III.I. Monitoring and Evaluation
<b>Strategy</b>	III.I.1. Regularly assess the effectiveness of the policy framework in decision-making
<b>Strategy</b>	III.I.2. Monitor multimodal networks on an ongoing basis
<b>Strategy</b>	III.I.3. Adopt Multimodal Q/LOS standards and regularly assess them

## Implementation Strategies Tool Background Material

<b>Objective</b>	IV. <b>Funding:</b> Increase opportunities for identifying funding sources for transportation improvements.
<b>Strategy Category</b>	IV.A. Pursue innovative funding sources for collaborative planning activities
<b>Strategy</b>	IV.A.1. Pursue innovative funding sources for collaborative planning activities
<b>Strategy Category</b>	IV.B. Pursue innovative funding sources for projects to enhance vehicular mobility
<b>Strategy</b>	IV.B.1. Pursue innovative funding sources for projects to enhance vehicular mobility
<b>Strategy Category</b>	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes
<b>Strategy</b>	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes
<b>Strategy</b>	IV.C.2. Identify new revenue sources for ongoing transit operating costs and new transit improvements
<b>Strategy</b>	IV.C.3. Use partnerships to maximize funding sources
<b>Strategy</b>	IV.C.4. Explore opportunities for public-private funding partnerships and leverage resources from a variety of funds.
<b>Strategy Category</b>	IV.D. Pursue innovative funding sources for projects to enhance freight travel
<b>Strategy</b>	IV.D.1. Pursue grant funds to shift freight rail to the South Florida Corridor
<b>Strategy Category</b>	IV.E. Implement low-cost projects as 'low hanging fruit'
<b>Strategy</b>	IV.E.1. Identify short-term low-budget projects that can use available money to work towards the longer term vision
<b>Strategy Category</b>	IV.F. Use Business Improvements Districts, CRAs, and other funding districts
<b>Strategy</b>	IV.F.1. Use CRAs and BIDs to provide funding for infrastructure improvements
<b>Strategy Category</b>	IV.G. Coordinate multiple projects together to maximize resources and minimize disruptive impacts
<b>Strategy</b>	IV.G.1. Coordinate roadway, utility and other infrastructure projects to reduce costs and construction related road closures
<b>Strategy Category</b>	IV.H. Thoroughly document important projects in advance of dedicated funding
<b>Strategy</b>	IV.H.1. Thoroughly document important projects in advance of dedicated funding to improve chances of taking advantage of new funding sources
<b>Strategy Category</b>	IV.I. Pursue funding sources for 'catalytic' land use investments to spur economic development
<b>Strategy</b>	IV.I.1. Pursue funding sources for 'catalytic' land use investments to spur economic development
<b>Strategy Category</b>	IV.J. Revisit the way funds are allocated
<b>Strategy</b>	IV.J.1. Revisit funding formulas to distribute funds in more efficient ways
<b>Strategy</b>	IV.J.2. Refocus priorities and reallocate funding away from "reactionary planning" to longer range plans, projects, and infrastructure
<b>Strategy</b>	IV.J.3. Prioritize infrastructure improvements projects according to I-95 Corridor Mobility Planning Project vision map

## Implementation Strategies Tool Background Material

<b>Objective</b>	V. <b>Economic Vitality:</b> Improve economic vitality and encourage economic development.
<b>Strategy Category</b>	V.A. Make physical improvements to spur development activity
<b>Strategy</b>	V.A.1. Improve transportation infrastructure and services to increase <b>access to jobs</b>
<b>Strategy</b>	V.A.2. Improve infrastructure to support more intense future development
<b>Strategy Category</b>	V.B. Use policy and regulatory tools to incentivize economic development
<b>Strategy</b>	V.B.1. Utilize CRA or other branding techniques to promote economic development
<b>Strategy</b>	V.B.2. Use land use planning tools to communicate land development goals to developers
<b>Strategy</b>	V.B.3. Use other policy tools to incentivize redevelopment
<b>Strategy</b>	V.B.4. Pursue funding sources for 'catalytic' land use investments to spur economic development
<b>Strategy</b>	V.B.5. Utilize economic "down times" to prepare for resurgence
<b>Strategy</b>	V.B.6. Invest in internal staff

## Implementation Strategies Tool Background Material

Timeframes:

Inactive	Project no longer in progress
Past	This example has been completed and is no longer in effect - applies mainly to planning studies and construction projects that are not on-going efforts.
Current	The implementing agency has already implemented this example, and is currently employing it. Where the implementing agency is cities, at least one city has begun to implement the example. This timeframe implies that there is an endpoint to the example
Ongoing	This example is an effort that is currently underway, and will continue into the foreseeable future with no known end point.
Future: short-term	This example could potentially be implemented within five years, and would require either minimal funding or already has funding or already has funding allocated for implementation.
Future: mid-term	This example may not have a dedicated funding source, and may not be implemented within the next five years. Yet, this example would likely require no significant policy changes and/or enabling legislation, and could be feasibly implemented within the next five to ten years.
Future: long-term	This example may require significant planning and environmental study, could require significant policy changes and/or enabling legislation, may lack a dedicated funding source, and is unlikely to be implemented in the next 10 years.