Implementation Strategies

Broward County I-95 Corridor Mobility Planning Project
Technical Memorandum #4

DRAFT

5/28/2014
FDOT District 4
Office of Modal Development

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Implementation Strategies

Introduction

The Florida Department of Transportation's mission reads, "The department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities." This mission includes improving mobility on Interstate 95 and the surrounding transportation network in eastern Broward and southeastern Palm Beach Counties.

FDOT is not the only agency whose decisions affect mobility. Local governments, Metropolitan Planning Organizations (MPOs), county and regional planning councils, transit agencies, and other entities all make decisions that affect the region's transportation system and its ability to reliably and efficiently move people and goods. All of these planning partners recognize Interstate 95 as a critical asset for the region's economic vitality, and have conducted various initiatives related to mobility on I-95.

> *The department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.*
>
> -- FDOT Mission Statement

The primary goal of the I-95 Corridor Mobility Planning Project is to envision a system of transportation and land use for the South Florida region that functions effectively both today and in the future. The I-95 Corridor Mobility Planning Project is an FDOT-funded project to:

(1) **synthesize the previous studies and existing planning documents** to understand a **broader vision** of the transportation system and the existing and future land uses that rely on the transportation system;

(2) **develop a framework of facility types and place types** that **define the functions** that the various transportation facilities and places serve within this broader system-level vision;

(3) and **identify a set of strategies and performance measures** that the various planning partners can use as a tool in the decision-making process to work toward the future system-level vision.

The I-95 Corridor Mobility Planning Project has focused on establishing a venue for communication and collaboration amongst the various planning partners so that the end products can be useful to all planning partners in their various planning and decision-making processes. In order to achieve a future system of transportation and land use that effectively functions, all planning partners must be on board.

> The primary goal of the I-95 Corridor Mobility Planning Project is to envision a system of transportation and land use for the South Florida region that functions effectively both today and in the future.

This technical memorandum is the fourth in a series of five that compose the final deliverables for this phase of the I-95 Corridor Mobility Planning Project. Previous memorandums have:

(1) provided an **executive summary** of the various elements of the current phase of the I-95 Corridor Mobility Planning Project
(2) outlined the **history** of previous phases of the project, including the impetus for the project and related studies
(3) explained the **framework of facility types and place types** and their functions that together define the system-level vision for the future

This fourth memorandum provides a comprehensive list of more than 100 **strategies** and over 400 examples, packaged as a planning tool, that if undertaken by the appropriate planning partners will bring the future system-level vision to fruition, and explains how this tool was developed, and how planning partners can use it.

The fifth and final memorandum provides a list of **performance measures** that planning partners can use to regularly assess progress towards the future vision, and documents an analysis of these measures today which can serve as a baseline for comparison in the future.

> **Strategies** tell us **how** we can achieve or maintain goals/ objectives and improve how the system, facilities and places function.
>
> Data for **performance measures** tell us **how well** we are doing in maintaining or improving how the system, facilities and places function.

The Implementation Strategies and Implementation Performance Measures memorandums together comprise the Implementation Plan for the I-95 Corridor Mobility Planning Project.

Purpose and Intention of the Implementation Strategies

South Florida's transportation system is influenced by a complex web of governments and governmental agencies, private companies, non-profit and advocacy organizations, and individual travelers, each of whom make decisions that affect the system, and affect the others within the web. To understand how to make the transportation system function more effectively, we must understand how the actions of one entity affect the others, and the unique role that each entity fulfills.

The full list of more than 100 strategies, provided in **Appendix 4-A**, includes visioning initiatives, planning studies, coordination efforts, education programs, policy developments, transportation capital and operations projects, development projects, and many other efforts of a variety of planning partners. Together these strategies demonstrate the vastness of efforts that planning partners are undertaking to "do their part."

The strategies are mostly applicable to local governments and governmental organizations. While private companies and individuals are part of the complex web that influences the transportation system, **the purpose of compiling this list of strategies is to focus on initiatives and projects the various governmental agencies and local governments can**

commit to doing, and understand that these initiatives all tie together and affect the transportation system.

The list of strategies focuses primarily on those that are already in progress or can be easily implemented in the short-term (approximately within the next five years). The following section describes how the strategies were developed, primarily through listening sessions with the various planning partners. The current list should be viewed as a snapshot in time. It can and should be updated over time as initiatives are completed and as new ideas for additional strategies arise.

Developing the Implementation Strategies

In the Fall of 2013, FDOT held a round of 20 meetings with the various planning partners in eastern Broward and southeastern Palm Beach Counties to learn about their individual transportation and land use goals for the future, and the various initiatives, programs, and planning efforts and projects they are undertaking in pursuit of those goals. **Table 1** lists the 20 listening sessions held. The meeting summaries of the listening sessions are available on the I-95 project website at www.myplanspace.com/i95.

Table 1: Listening Sessions with Planning Partners

Meeting Date	Planning Partner
Sep. 19, 2013	City of Hollywood
Sep. 20, 2013	City of Deerfield Beach
Sep. 20, 2013	City of Oakland Park
Sep. 20, 2013	Broward County Transit
Sep. 23, 2013	City of Pompano Beach
Sep. 23, 2013	City of Boca Raton
Sep. 26, 2013	City of Wilton Manors & City of North Lauderdale
Sep. 26, 2013	City of Hallandale Beach & Town of Pembroke Park
Sep. 27, 2013	City of Dania Beach
Sep. 30, 2013	City of Miramar
Sep. 30, 2013	City of Fort Lauderdale
Oct. 15, 2013	South Florida Regional Planning Council
Oct. 28, 2013	Broward County Planning Department
Oct. 30, 2013	Broward County Planning Council
Oct. 30, 2013	Broward Metropolitan Planning Organization
Oct. 31, 2013	South Florida Regional Transportation Authority
Oct. 31, 2013	Port Everglades & Fort Lauderdale-Hollywood International Airport
Nov. 12, 2013	Palm Beach Metropolitan Planning Organization
Nov. 13, 2013	Palm Tran
Nov. 22, 2013	Palm Beach County Planning Department

In these listening sessions, staff members from each partner agency/government explained a variety of strategies they are working on. The I-95 project team compiled these strategies and used them as the foundation for the master list of strategies for the project.

The I-95 project team developed additional strategies and combined them with the strategies from the listening sessions to create a master list of over 100 strategies, each of which contains at least one example. The full list of strategies and examples are listed in **Appendix 4-A**. They are also organized as a database in an Excel worksheet that can be searched and filtered for specific criteria. The Excel file is available on the project website at www.myplanspace.com/i95. The master list of strategies and examples is referred to as the Implementation Strategies Database for the remainder of this memorandum.

The following section describes the organization of strategies and examples within the Implementation Strategies Database. Instructions on how to use filterable and searchable Excel version of the Implementation Strategies Database are provided in **Appendix 4-B**.

Organization of the Strategies Database

The 104 strategies and 400+ examples within the Implementation Strategies Database are organized within five objectives that each contain several categories in a 'horizontal tree structure' as diagrammed in **Figure 1** below.   Figure 1 shows just a few examples of the strategies and examples from the Mobility objective, the first of the five objectives.
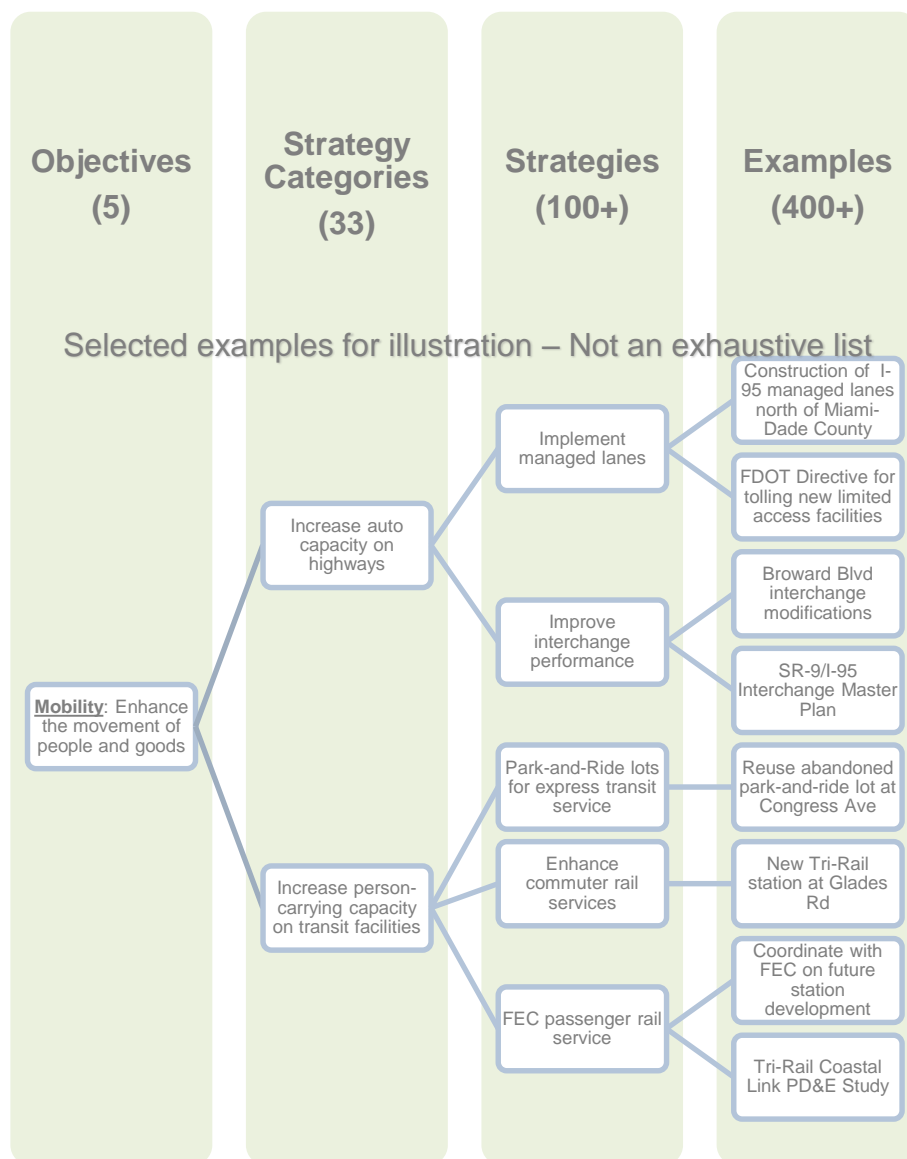

Figure 1: Example of Organization of the Strategies Database. A diagram of the structure of the Strategies Database. The 400+ examples are organized into five objectives. This figure shows an abbreviated version of the structure of the first objective (Mobility). Not all categories, strategies, and examples are shown here.

Goals

Although Goals are not included in Figure 1 as part of the structure of the Strategies Database, they are important to note. Previous phases of the I-95 Corridor Mobility Planning Project established four goals, which have served as an underlying foundation for this phase of the project.

The four overarching goals from previous phases of the I-95 Corridor Mobility Planning Project are:

1. Support Mobility and Safety Solutions
2. Support Community Livability and Planning Initiatives
3. Promote Economic Vitality and Growth
4. Promote Sustainability Initiatives

As discussed in the second memorandum that describes the history of previous project phases, the work on High Asset Use Locations (HAULs) also provided some groundwork for the current project phase. HAULs are areas of heavy demand for multiple transportation modes, and include a combination of modal infrastructure and services such as interstate interchanges, commuter rail service, shuttle and fixed route bus service, bicycle/pedestrian networks, vehicle parking lots, and Park-and-Ride locations.

Goals:

Support Mobility and Safety Solutions

Support Community Livability and Planning Initiatives

Promote Economic Vitality and Growth

Promote Sustainability Initiatives

The HAULs assessments were the first step in the creation of strategies incorporating both transportation and land use elements – to improve the level of service of multiple modes, to improve the interactions between modes, and to reduce VMT through land use strategies.[1]

The original four goals and HAULs assessments are mentioned here because they served as critical steps in the development of the strategies within the Implementation Strategies Database.

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[1] These three items are listed as objectives of the HAULs Assessment Methodology as described in the Cypress Creek HAUL Study (August 2011).

Objectives

Using the four original goals as a starting concept, the I-95 Corridor Mobility Plan Working Group (representatives from FDOT, MPOs, local and regional transit agencies, planning councils, and local governments) brainstormed a list of project objectives that reflected the full range of desired outcomes for this phase of the project. The project team then condensed this list into a set of six project objectives. After the Fall 2013 listening sessions, the project team refined the project objectives into a set of five that form the basic structural frame for the Implementation Strategies Database.

The five objectives for the I-95 Corridor Mobility Planning Project are:

1. **Mobility**: Enhance the movement of people and goods
2. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand
3. **Coordination**: Improve coordination, communication, and collaboration between all partners
4. **Funding**: Increase opportunities for identifying funding sources for transportation improvements
5. **Economic Vitality**: Improve economic vitality

All 104 implementation strategies are organized into these five objectives.

Environmental resiliency was one concept that the Working Group voiced, however it is not included as its own objective for this project. The initiatives and documents from the Southeast Florida Regional Climate Change Compact comprehensively address the issues of environmental resiliency. The strategies of the I-95 Corridor Mobility Planning Project are intended to support the efforts for environmental resiliency. Environmental resiliency is essentially a much broader concept, of which transportation and land use policies are only a part. The objectives and strategies to reduce single-occupancy vehicular demand are complimentary to the broader concept of environmental resiliency.

Objectives

Mobility: Enhance the movement of people and goods

Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand

Coordination: Improve coordination, communication, and collaboration between all partners

Funding: Increase opportunities for identifying funding sources for transportation improvements

Economic Vitality: Improve economic vitality and encourage economic development
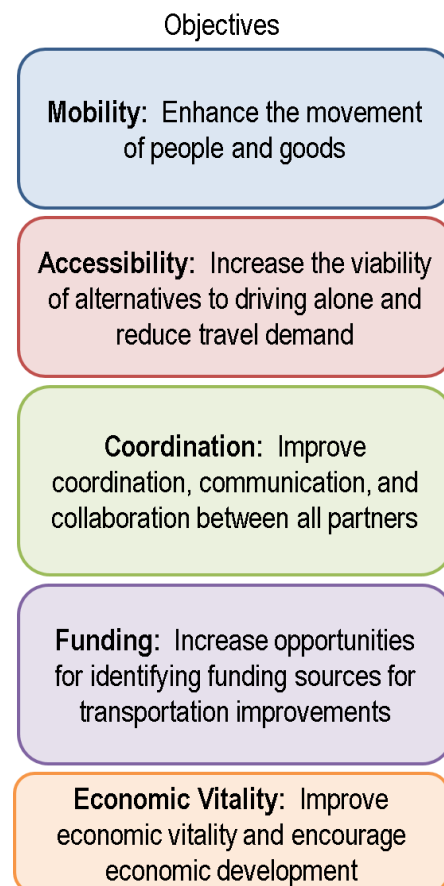
Figure 2: Objectives. The Implementation Strategies Database is organized by five broad objectives that capture the full range of desired outcomes and the various concepts that the strategies address.

Strategy Categories and Strategies

The Implementation Strategies Database contains a total of 104 individual strategies. Strategies are essentially action-oriented statements, which if undertaken will improve the function of the transportation and land use system. Strategies can include adopting or changing policies, constructing infrastructure projects, implementing educational programs, changing funding priorities, collaborating with other partners, and monitoring performance. In short, strategies run the full gamut of initiatives that any of the planning partners can undertake. Planning partners include FDOT District 4, MPOs, local governments, county transit agencies, county and regional planning councils, airports, seaports, freight companies, regional transportation authorities, and any other entity whose decisions affect the transportation and land use system.

> Strategies are action-oriented statements and run the full gamut of initiatives that any of the planning partners can undertake.

The 104 strategies are categorized into the five broad objectives, and further categorized into 33 strategy categories, as shown in Figure 3. The strategy categories help further organize the long list of 104 strategies and demonstrate the wide variety of initiatives that all contribute to preserving and enhancing the functionality of the transportation and land use system.
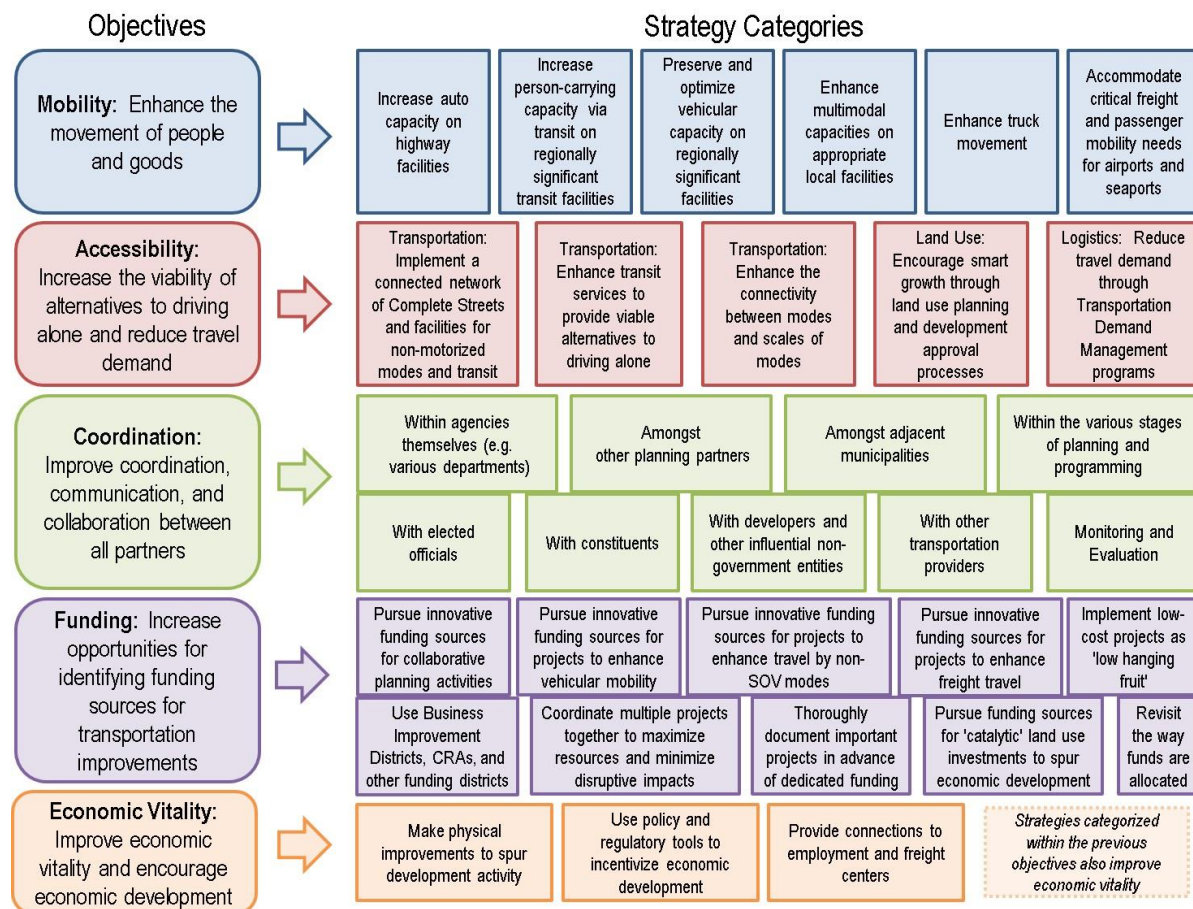

Figure 3: Objectives and Strategy Categories. The Implementation Strategies are organized into five broad objectives, and further into 33 strategy categories which reflect the wide variety of initiatives that will help preserve and enhance the functionality of the transportation and land use system as South Florida continues to grow.

Examples

The Implementation Strategies Database provides at least one example for each strategy that shows how a planning partner has undertaken or is planning to undertake the strategy in the future. The Database contains over 400 examples, most of which were brought up by the various planning partners throughout the Fall 2013 listening sessions. The Database is not an exhaustive list of strategies examples; planning partners may be pursuing other strategies that were not mentioned during the listening sessions.

It is important to note the examples showcase initiatives that many of the planning partners have already implemented. Several local governments shared their 'success stories' in the listening sessions. The Database is meant to be a source for information sharing, so that all planning partners can see what others are doing, and perhaps find new ideas for initiatives to undertake in the future or ways to collaborate and piggyback off of initiatives that others are already undertaking.

The strategies and examples include strategies for a wide range of timeframes; most of which are implementable in the **short-term**, labeled as current, ongoing, or future (short-term). The focus on the short-term intentionally showcases strategies and examples that are easy to implement within existing decision-making processes.

Additional Information

The Database includes several other pieces of information for each example, including:

- **Who brought it up** - the planning partner who suggested the example (e.g. FDOT OMD, City of Hollywood, or Broward County Planning Council)
- **Who will implement** – the type of planning partner who would be primarily responsible for implementing the example (e.g. FDOT, Cities, or County Planning Councils)
- **Timeframe** – the timeframe of the example (see definitions in Table 2)

In most instances, the agency or local government who has undertaken the example initiative was the one who suggested it. For example, the City of Hollywood mentioned they proactively prepare designs and engineering plans in advance of identified funding to ease implementation once funding becomes available (see Row 397). Cities are listed as the partners who will be primarily responsible for implementing this strategy, implying that other cities could use this example as a strategy to employ in the future. This particular example demonstrates the information sharing capabilities of the Database.

In a few instances, the agency or local government who suggested the example is not the agency or local government who would be primarily responsible for implementation. For example, the Broward County Planning Council suggested the example of requesting a Context Sensitive Design designation on the Broward County Trafficways Plan (see Row 90), which would be primarily the individual City's responsibility. Another example can be found in Row 18, where the City of Dania Beach suggested that FDOT maintain the interchanges and landscaping along I-95 to improve their appearance.

Table 2: Definitions of Timeframes

Past: This example has been completed and is no longer in effect - applies mainly to planning studies and construction projects that are not ongoing 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 this example. This timeframe implies that there is an endpoint to the example.

Future (timeframe unknown): This example has not yet been implemented, and the timeframe for which it could be implemented is unknown.

Future (short-term): This example could potentially be implemented within five years, and would require either minimal 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 10 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 within the next 10 years.

Ongoing: This example is an effort that is currently underway, and will continue into the foreseeable future with no known end point.

These additional pieces of information can be used to search for specific strategies. The searching and filtering capabilities of the Database are explained in detail in **Appendix 4-B**.

Facility Types, Place Types, and Functions

Different transportation facilities serve different functions; different types of places serve different functions; and transportation and land uses together form a system of mobility and accessibility for South Floridians. This is the foundational concept behind the framework of facility types and place types. The third memorandum (Map Series Methodology) of the I-95 Corridor Mobility Planning Project explains in great detail the different facility types and place types and the functions that they serve.

> Different transportation facilities serve different functions; different types of places serve different functions; and transportation and land uses together form a system of mobility and accessibility for South Floridians.

The functions of the facility types and place types are provided in **Figures 4 and 5**, respectively. A map of the facility types and place types within the I-95 study area can be found in Tech Memo #3, or on the project website at www.myplanspace.com/i95.

The five functions of each facility type and place type are:

A. Primary Function (related to general mobility for facility types and destination accessibility for place types)
B. General Land Use Context
C. Transit
D. Freight
E. Walking & Biking

Facility Types				
		SIS Facilities	**Primary Multimodal**	**Primary Commerce**	**Non-Primary Hybrid**

		SIS Facilities	**Primary Multimodal**	**Primary Commerce**	**Non-Primary Hybrid**
I d e a l F u n c t i o n s	Primary Function	**A** Higher-speed mobility for longer distance regional, commute and freight trips	**A** Primary circulation within and between multimodal districts	**A** Mobility primary for freight and regional trips and employment center access	**A** Lower speed alternative routes with access to local neighborhoods and local land uses. Provides connectivity for non-motorized modes.
	General Land Use Context	**B** Independent of land use context. Special considerations at interchanges.	**B** Mixed use – higher intensity, downtowns, and destination corridors	**B** Industrial, Commercial and Office; Residential if a through function	**B** Serves all land uses. Most common in lower intensity land use types.
	Transit	**C** Commuter express service	**C** Premium service	**C** Fixed route service	**C** Fixed route and community bus service as needed
	Freight	**D** Designed for high-speed regional freight movement	**D** Placemaking focus, but design for transit vehicles accommodates freight movement	**D** Designed for freight & business mobility	**D** Placemaking focus. Balances freight accommodations with bicycle & pedestrian infrastructure.
	Walking & Biking	**E** Typically prohibited	**E** Emphasized with generous facilities for walking & biking	**E** Accommodated; parallel facilities provided	**E** Emphasized with slow auto speeds. Potential for traffic calming.

Figure 4: Facility Types and Functions

Place Types					
		Multimodal Districts & Nodes	**Freight, Goods & Special Use Districts**	**Lower Intensity Residential**	**Lower Intensity Commercial**	**Lower Intensity Mixed Use**
I d e a l F u n c t i o n s	Primary Function	**A** Concentration of activities in transit-oriented setting. Focus area for job and population growth	**A** Large area of freight activity and movement	**A** Lower-density neighborhood. Not a focus area for major growth or redevelopment	**A** Serve existing non-mixed use business, office or commercial destinations	**A** Smaller scale mix of uses along a multimodal corridor. May be in a transitional area
	General Land Use Context	**B** Generally a mix of uses with high population and employment density[1]	**B** Low population and employment density[2], but lots of freight goods or transfer activity	**B** Mainly residential with some neighborhood retail/service uses	**B** Mainly commercial & office along commerce corridors - Residential uses may be present	**B** Lower density mix of retail, office and residential
	Transit	**C** Areas served by premium or frequent fixed route service	**C** Areas served by infrequent fixed route, if warranted	**C** Local circulator service	**C** Local circulator service or fixed route service	**C** Premium, fixed route or circulator service depending on location
	Freight	**D** "Last mile" for freight trips	**D** Freight priority; design for truck movement/access	**D** Very little freight movement	**D** Business access a priority	**D** "Last mile" for freight trips
	Walking & Biking	**E** Right-of-way has balance for walk/bike facilities and transit/auto. Focus on connectivity to transit stations	**E** Auto/freight emphasis. Bike/pedestrian supported.	**E** Low speed neighborhood streets provide connections to multimodal facilities	**E** Vehicular business access is emphasized - Facilities accommodate bikes and peds too	**E** Walk/bike priority with generous facilities for bikes & peds; focus on connectivity to transit stations

[1] High density is generally more than 15 jobs + people per acre (population and employment density combined)

[2] Low density is generally less than 5 jobs + people per acre (population and employment density combined)

Figure 5: Place Types and Functions

Some strategies and examples are applicable to a particular facility type. Others are applicable to a particular place type. Others are applicable at the system-wide level. The strategies and examples within the Implementation Strategies Database are also tagged with these various functions for each facility type and place type. These "tags" reflect the applicability of each individual example to a facility type, to a place type, or to the system as a whole. The "tags" for each example are the function identifiers (A, B, C, D, and E), and identify the function which the individual example fulfills. If a strategy or example is applicable at the system-wide level, it is tagged with an "X."

For example, the example in Row 6 (Construct managed lanes on I-95 from Golden Glades Interchange to Broward Blvd) will maintain or enhance the function of a Strategic Intermodal System (SIS) facility through function A (Primary Function: Higher speed mobility for longer distance regional, commute, and freight trips) and through function C (Transit: Commuter express service). In other words, constructing managed lanes on I-95 at this location will reduce congestion, which in turn preserves the capacity of the Interstate and enhancing mobility for the longer distance trips that use the Interstate (function A), and make the I-95 express bus service faster and more reliable (function C).

It is important to remember that each facility type and each place type fulfill a critical role in the overall system. All of the various planning partners must pursue strategies to maintain and enhance the function of each facility type and each place type. Strategies for the SIS facilities alone cannot solve the problem of congestion on I-95. It takes strategies that address all five objectives for all facility types and place types to make the system work together.

Summary

The strategies and examples provided in the Database represent a comprehensive listing of 400+ current and future transportation and land use initiatives that have positive benefits for the I-95 corridor. It is important to caveat that these 400+ strategies and examples are not thoroughly exhaustive, and will likely quickly become out of date. It is the nature of this type of work – many various planning partners, each have a variety of initiatives. The point is recognizing the connections between the various initiatives, and taking advantage of the opportunities to collaborate through these various initiatives and use them to work towards a common goal. The strategy categories will remain stable over time, but the strategies and examples within the strategy categories will evolve over time, demonstrating the need for monitoring and evaluation of the strategies and updating the database on an annual basis in the future.

Appendix 4-A

Full List of Implementation Strategies

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
		W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
6	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.1. Implement and use a connected and coordinated network of managed lanes - Including express lanes and ramp metering	Construct managed lanes on I-95 from Golden Glades Interchange to Broward Blvd (Phase 2)	FDOT	FDOT	Current		AC								
7	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.1. Implement and use a connected and coordinated network of managed lanes - Including express lanes and ramp metering	Construct managed lanes on I-95 w/ ramp metering from Broward Blvd to Atlantic Blvd (Phase 3A)	FDOT	FDOT	Future: short-term		A							
8	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.1. Implement and use a connected and coordinated network of managed lanes - Including express lanes and ramp metering	Construct managed lanes on I-95 w/ ramp metering from Atlantic Blvd to Linton Blvd (Phase 3B)	FDOT	FDOT	Future: mid-term		A							
9	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.1. Implement and use a connected and coordinated network of managed lanes - Including express lanes and ramp metering	Construct managed lanes interchange at I-95/I-595 interchange (Phase 3C)	FDOT	FDOT	Future: mid-term		AC							
10	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.1. Implement and use a connected and coordinated network of managed lanes - Including express lanes and ramp metering	Create a full network of ITS/Managed Lanes	FDOT	FDOT	Future: long-term	X	AC							
11	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.1. Implement and use a connected and coordinated network of managed lanes - Including express lanes and ramp metering	Inform travelers of the advantages of managed lanes (free for HOV 3+ and hybrids south of Golden Glades Interchange)	FDOT	FDOT	Current	X	A							
12	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.1. Implement and use a connected and coordinated network of managed lanes - Including express lanes and ramp metering	Consider tolling strategies for all new limited access facilities on the SHS, lanes added to existing limited access facilities on the SHS, and new or replacement bridges on the SHS over waterways (FDOT Directive for Tolling)	FDOT	FDOT	Current	X	A							
13	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.2. Improve performance of I-95 interchanges	Conduct a study of I-95 interchanges in Broward County	FDOT	FDOT	Current		A							
14	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.2. Improve performance of I-95 interchanges	I-95 Interchange modifications at Broward Blvd to off-ramps & termini	FDOT	FDOT	Current		AC							
15	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.2. Improve performance of I-95 interchanges	Prepare the SR-9/I-95 Broward County Interchange Master Plan	FDOT	FDOT	Current		A							
16	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.2. Improve performance of I-95 interchanges	I-95 Interchange modification at Broward Blvd	FDOT	FDOT	Future: long-term		A							
17	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.2. Improve performance of I-95 interchanges	I-95 Interchange modification at Hollywood Blvd	FDOT	FDOT	Future: long-term		AC							
18	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.2. Improve performance of I-95 interchanges	I-95 Interchange modification at Sunrise Blvd	FDOT	FDOT	Future: long-term		A							
19	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.2. Improve performance of I-95 interchanges	I-95 Interchange modification at Stirling Rd	FDOT	FDOT	Future: long-term		A							
20	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.2. Improve performance of I-95 interchanges	Maintain interchanges and landscaping along I-95 to improve their appearance	City of Dania Beach	FDOT	Ongoing		A							
21	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.2. Improve performance of I-95 interchanges	Consider transit service enhancements around interchange improvement areas (e.g. a collector-distributor service system at Spanish River Blvd)	Palm Tran	FDOT	Future: short-term		C							
22	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.2. Improve performance of I-95 interchanges	Provide connections for bicyclists and pedestrians through interchanges	FDOT	FDOT	Future: mid-term		E	E	E					
23	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.3. Make strategic investments to relieve congestion at critical bottlenecks.	Minor improvements to ramps at I-95/Glades Road interchange as part of Glades Rd PD&E Study	FDOT	FDOT	Future: long-term		A							
24	I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.3. Make strategic investments to relieve congestion at critical bottlenecks.	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	FLL Airport	FDOT	Future: long-term		AC							

Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.3. Make strategic investments to relieve congestion at critical bottlenecks.	Auxiliary lane improvements for I-95	FDOT	FDOT	Future: mid-term		A								
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.3. Make strategic investments to relieve congestion at critical bottlenecks.	Make providing more north-south connections to business areas a priority in the City's vision	City of Deerfield Beach	Cities	Current		A		ABD						
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.3. Make strategic investments to relieve congestion at critical bottlenecks.	Construct flyover ramp to relieve bottleneck on Dixie Hwy	City of Deerfield Beach	Cities	Past		A								
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.3. Make strategic investments to relieve congestion at critical bottlenecks.	Consider developer fees or contributions for I-95 interchange improvements as part of mitigation for new developments' impacts to I-95	BCPC	Cities	Future: short-term		A								
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.3. Make strategic investments to relieve congestion at critical bottlenecks.	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		A								
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.4. Enhance capacity on parallel roads	Enhance 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	Cities	Current				AD						
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.4. Enhance capacity on parallel roads	Provide alternative routes or bypass roads to congested corridors	City of Dania Beach	FDOT	Future: long-term			A	A	A					
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.4. Enhance capacity on parallel roads	Provide alternative routes to congested corridors via bypasses and elevated interchanges (recommendations within the City's Transportation Master Plan)	City of Hallandale Beach	Cities	Future: long-term			A	A						
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.4. Enhance capacity on parallel roads	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		A	A	A						
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.4. Enhance capacity on parallel roads	Include a policy in the City Comprehensive Plan to facilitate local traffic to use alternatives to the SIS and FIHS to protect their interregional and intrastate functions	City of Wilton Manors	Cities	Current	X	A		A						
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.4. Enhance capacity on parallel roads	Complete the NW 7th Avenue-9th Avenue connector	City of Wilton Manors	City of Fort Lauderdale	Current				A	A					
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.4. Enhance capacity on parallel roads	Implement the Congestion Management Plan recommendations	City of Wilton Manors	MPOs	Current	X									
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.4. Enhance capacity on parallel roads	Maintain and improve the level of service, coordination, and synchronization of the signalization system along County roads that are parallel to SIS/FIHS roads	City of Wilton Manors	Counties	Current				A						
I. **Mobility**: Enhance the movement of people and goods	I.A. Increase **auto** capacity on highway facilities	I.A.4. Enhance capacity on parallel roads	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 FIHS through representation on various technical committees	City of Wilton Manors	Cities	Current	X		AC	C	A					
I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.1. Provide park-and-ride lots with express transit service in managed lanes	Use abandoned former park-and-ride lot at Congress Ave once managed lanes are constructed to Linton Blvd	Palm Beach County	FDOT	Current		AC								
I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.1. Provide park-and-ride lots with express transit service in managed lanes	Find new areas for a park-and-ride lots to maintain and expand express service (e.g. City of Miramar town center at I-95 Express Service)	BCT	Transit Agencies + Cities	Future: mid-term		AC								
I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.2. Enhance existing commuter rail (Tri-Rail) services	Construct a new Tri-Rail station at Glades Rd and Military Trail	Palm Beach MPO	SFRTA	Future: long-term		C								
I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.2. Enhance existing commuter rail (Tri-Rail) services	Make service improvements to Tri-Rail to increase capacity (see also Strategies under II.B)	FDOT	SFRTA	Future: short-term		C								

		W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
		Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
43		I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.3. Implement future FEC rail service - both intercity rail service (All Aboard Florida) and local transit service	Coordinate with FEC railroad for future transit station development	City of Oakland Park	Cities	Ongoing		BC				CE				
44		I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.3. Implement future FEC rail service - both intercity rail service (All Aboard Florida) and local transit service	Coordinate with freight rail companies to shift freight rail to western CSX line so FEC can fully serve transit.	City of Oakland Park	Cities	Future: long-term	X	CD					D			
45		I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.3. Implement future FEC rail service - both intercity rail service (All Aboard Florida) and local transit service	Prepare for transit service on the FEC corridor	SFRTA	SFRTA + others	Ongoing		CD				C				
46		I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.3. Implement future FEC rail service - both intercity rail service (All Aboard Florida) and local transit service	Conduct the Tri-Rail Coastal Link PD&E Study	FDOT	FDOT	Future: short-term	X	C								
47		I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.3. Implement future FEC rail service - both intercity rail service (All Aboard Florida) and local transit service	Increase connections between the FEC and CSX rail lines to increase freight train routing and reduce volume of freight on FEC line in anticipation of passenger rail service.	FDOT	Freight Rail Companies in coord w/ FDOT	Future: short-term	X	D								
48		I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.4. Prepare for future premium transit service (e.g. BRT) on highly traveled Multimodal facilities by building ridership	Purchase land for premium transit stations	City of Oakland Park	Cities	Current			C							
49		I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.4. Prepare for future premium transit service (e.g. BRT) on highly traveled Multimodal facilities by building ridership	Use FDOT's discretionary funding to help transit agencies meet FTA New Starts requirements to achieve premium transit goals	FDOT	FDOT + Transit Agencies	Current			C			C				
50		I. **Mobility**: Enhance the movement of people and goods	I.B. Increase **person**-carrying capacity via transit on regionally significant transit facilities	I.B.4. Prepare for future premium transit service (e.g. BRT) on highly traveled Multimodal facilities by building ridership	Conduct corridor studies to enhance transit service along key corridors (e.g. Hollywood Pines and Oakland Park Blvd)	Broward MPO	FDOT + MPOs	Current			C							
51		I. **Mobility**: Enhance the movement of people and goods	I.C. **Preserve** and optimize vehicular capacity on regionally significant facilities	I.C.1. Utilize information technology to improve network efficiency and provide real-time information to travelers	ATMS installation (traffic control devices) in Central Broward County (Oakland Park Blvd, Broward Blvd, Sunrise Blvd, SR 7, US 1)	FDOT	FDOT	Current			CD	AD						
52		I. **Mobility**: Enhance the movement of people and goods	I.C. **Preserve** and optimize vehicular capacity on regionally significant facilities	I.C.1. Utilize information technology to improve network efficiency and provide real-time information to travelers	ITS deployment for advanced traveler information on I-95 from southern Palm Beach County Line to northern Palm Beach County Line	FDOT	FDOT	Current		ACD								
53		I. **Mobility**: Enhance the movement of people and goods	I.C. **Preserve** and optimize vehicular capacity on regionally significant facilities	I.C.1. Utilize information technology to improve network efficiency and provide real-time information to travelers	ATMS arterial traffic management on University Dr, Griffin Rd, and SR 7	FDOT	FDOT	Current			CD	AD						
54		I. **Mobility**: Enhance the movement of people and goods	I.C. **Preserve** and optimize vehicular capacity on regionally significant facilities	I.C.1. Utilize information technology to improve network efficiency and provide real-time information to travelers	ITS communication system on I-95 from southern Broward County Line to Sheridan Street	FDOT	FDOT	Current		ACD								
55		I. **Mobility**: Enhance the movement of people and goods	I.C. **Preserve** and optimize vehicular capacity on regionally significant facilities	I.C.1. Utilize information technology to improve network efficiency and provide real-time information to travelers	ITS freeway management - ATMS deployment in southern Broward County (Hollywood Blvd, Pines Blvd, W Hallandale Beach Blvd)	FDOT	FDOT	Current			CD	AD						
56		I. **Mobility**: Enhance the movement of people and goods	I.C. **Preserve** and optimize vehicular capacity on regionally significant facilities	I.C.1. Utilize information technology to improve network efficiency and provide real-time information to travelers	ITS communication system on I-95 for full study area corridor	FDOT	FDOT	Future: mid-term	X	ACD								
57		I. **Mobility**: Enhance the movement of people and goods	I.C. **Preserve** and optimize vehicular capacity on regionally significant facilities	I.C.2. Update traffic signal operations	Traffic signal updates on US 441 at Southgate Blvd and at SR-818/Griffin Rd	FDOT	FDOT	Current		AD		AD						
58		I. **Mobility**: Enhance the movement of people and goods	I.C. **Preserve** and optimize vehicular capacity on regionally significant facilities	I.C.2. Update traffic signal operations	Traffic signal update on Dixie Hwy at McNab Rd and 3rd St	FDOT	FDOT	Current		AD		AD						
59		I. **Mobility**: Enhance the movement of people and goods	I.C. **Preserve** and optimize vehicular capacity on regionally significant facilities	I.C.2. Update traffic signal operations	Traffic signals on US 441 from Seminole Way to Lucky Street	FDOT	FDOT	Current		AD		AD						
60		I. **Mobility**: Enhance the movement of people and goods	I.C. **Preserve** and optimize vehicular capacity on regionally significant facilities	I.C.2. Update traffic signal operations	Adjust signal phasing to make corridor more conducive to business (i.e. Adjust Dixie Hwy split phasing)	City of Hallandale Beach	FDOT	Future: short-term			A							
61		I. **Mobility**: Enhance the movement of people and goods	I.C. **Preserve** and optimize vehicular capacity on regionally significant facilities	I.C.3. Provide more resources for incident management	Deploy additional severe incident response vehicles	FDOT	FDOT	Current		AC								

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
62	I. Mobility: Enhance the movement of people and goods	I.C. Preserve and optimize vehicular capacity on regionally significant facilities	I.C.3. Provide more resources for incident management	Deploy additional Arterial Road Rangers for incident management	FDOT	FDOT	Future: short-term		AC	AC	AC						
63	I. Mobility: Enhance the movement of people and goods	I.C. Preserve and optimize vehicular capacity on regionally significant facilities	I.C.4. Implement access management by reducing the number of driveways and curb cuts	Add frontage or rearage roads	FDOT	FDOT + Counties	Future: mid-term			A	AD						
64	I. Mobility: Enhance the movement of people and goods	I.C. Preserve and optimize vehicular capacity on regionally significant facilities	I.C.4. Implement access management by reducing the number of driveways and curb cuts	Work with businesses to reduce the size and number of driveways	FDOT	FDOT + Counties	Future: mid-term			A	AD	AD					
65	I. Mobility: Enhance the movement of people and goods	I.C. Preserve and optimize vehicular capacity on regionally significant facilities	I.C.4. Implement access management by reducing the number of driveways and curb cuts	Incentivize side road access (works well with urban form changes needed to move buildings to back of sidewalk)	FDOT	Cities	Future: short-term			A	AD	AD					
66	I. Mobility: Enhance the movement of people and goods	I.C. Preserve and optimize vehicular capacity on regionally significant facilities	I.C.4. Implement access management by reducing the number of driveways and curb cuts	Coordinate with land owners to reconfigure access points through pavement maintenance	City of Hollywood	Cities	Current			A	A						
67	I. Mobility: Enhance the movement of people and goods	I.D. Enhance multimodal capacities on appropriate local facilities	This category is addressed in the 'accessibility' objective (#2) under the Transportation Side strategies & examples		All	All	All										
68	I. Mobility: Enhance the movement of people and goods	I.E. Enhance truck movement	I.E.1. Develop and implement a Regional Freight Plan	Identify and designate a specific and strategic truck route network	FDOT	FDOT + MPOs	Future: short-term	X									
69	I. Mobility: Enhance the movement of people and goods	I.E. Enhance truck movement	I.E.1. Develop and implement a Regional Freight Plan	Include truck routes in local government Comprehensive Plans	City of Deerfield Beach & Broward County	Cities & Counties	Future: short-term	X			D						
70	I. Mobility: Enhance the movement of people and goods	I.E. Enhance truck movement	I.E.1. Develop and implement a Regional Freight Plan	Identify US 27 as a major freight reliever corridor to decrease freight volumes on I-95	SFRPC +FDOT	SFRPC + FDOT + others	Future: short-term		D		D						
71	I. Mobility: Enhance the movement of people and goods	I.E. Enhance truck movement	I.E.1. Develop and implement a Regional Freight Plan	Increase availability of overnight truck parking	FDOT	Cities	Future: mid-term	X	D		D			D			
72	I. Mobility: Enhance the movement of people and goods	I.E. Enhance truck movement	I.E.2. Make strategic improvements at critical truck problem areas	Construction of Eller Drive overpass	Port Everglades	FDOT	Current		AD								
73	I. Mobility: Enhance the movement of people and goods	I.E. Enhance truck movement	I.E.2. Make strategic improvements at critical truck problem areas	Widen and straighten Andrews Avenue	FDOT	FDOT	Future: long-term				D						
74	I. Mobility: Enhance the movement of people and goods	I.E. Enhance truck movement	I.E.3. Improve mode transfers	Construction of intermodal container transfer center	Port Everglades	FDOT	Current		AD					D			
75	I. Mobility: Enhance the movement of people and goods	I.E. Enhance truck movement	I.E.4. Use technology to provide more real-time information about travel conditions to truck drivers	Develop the Freight Advanced Traveler Information System (FRATIS) South Florida prototype	FDOT	USDOT	Current	X	D		D						
76	I. Mobility: Enhance the movement of people and goods	I.E. Enhance truck movement	I.E.4. Use technology to provide more real-time information about travel conditions to truck drivers	Adopt, implement, and refine FRATIS after the prototype is developed.	FDOT	FDOT + MPOs	Future: mid-term	X	D		D						
77	I. Mobility: Enhance the movement of people and goods	I.F. Accommodate critical freight and passenger mobility needs for airports and seaports	I.F.1. Communicate needs of airport and seaport	Develop a master plan for FLL Airport	FLL Airport	FLL Airport	Current							ABCD			
78	I. Mobility: Enhance the movement of people and goods	I.F. Accommodate critical freight and passenger mobility needs for airports and seaports	I.F.1. Communicate needs of airport and seaport	Develop a master plan for Port Everglades	Port Everglades	Port Everglades	Current							ABCD			
79	I. Mobility: Enhance the movement of people and goods	I.F. Accommodate critical freight and passenger mobility needs for airports and seaports	I.F.2. Explore better opportunities to link internal airport circulation roads to I-95 and other roads.	Improve the function of the airport perimeter road	FLL Airport	FLL Airport	Current		A					ABD			
80	I. Mobility: Enhance the movement of people and goods	I.F. Accommodate critical freight and passenger mobility needs for airports and seaports	I.F.2. Explore better opportunities to link internal airport circulation roads to I-95 and other roads.	Provide better signage on internal roads for visitors	FLL Airport	FLL Airport	Current		A					ABD			
81	I. Mobility: Enhance the movement of people and goods	I.F. Accommodate critical freight and passenger mobility needs for airports and seaports	I.F.2. Explore better opportunities to link internal airport circulation roads to I-95 and other roads.	Provide better road signage to airport and seaport	FDOT	FDOT	Future: short-term		A	A	A			ABD			
82	I. Mobility: Enhance the movement of people and goods	I.F. Accommodate critical freight and passenger mobility needs for airports and seaports	I.F.3. Support expansion efforts for FLL Airport south runway and terminal facilities	Explore usability of airport property west and north of FLL airport for possible redevelopment	FLL Airport	FLL Airport	Future: short-term		A					ABCD			

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
83	I. Mobility: Enhance the movement of people and goods	I.F. Accommodate critical freight and passenger mobility needs for airports and seaports	I.F.3. Support expansion efforts for FLL Airport south runway and terminal facilities	Enhance efficiency of airport security and ticketing procedures with a centralized processing facility that is connected to the FEC with a series of covered moving walkways	FLL Airport	FLL Airport	Future: mid-term		AC					ABCD			
84	I. Mobility: Enhance the movement of people and goods	I.F. Accommodate critical freight and passenger mobility needs for airports and seaports	I.F.4. Invest in a future strategic connection for passenger movement between FLL Airport and Port Everglades	Explore opportunities for a people mover for cruise passengers to link FLL Airport and Port Everglades	Port Everglades	Port Everglades + FLL Airport + FDOT	Future: long-term										
85	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.1. Develop and designate a connected network of facilities for pedestrians and bicyclists	Develop a Multimodal Connectivity Plan to determine the bicycle and pedestrian needs, and use these needs in the development of the LRTP and TIP	City of Fort Lauderdale	Cities	Current	X		E		E					
86	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.1. Develop and designate a connected network of facilities for pedestrians and bicyclists	Explore opportunities to correlate the facility types to Broward County's Complete Street efforts.	Broward MPO	MPOs + FDOT	Future: short-term	X								
87	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.1. Develop and designate a connected network of facilities for pedestrians and bicyclists	Designate an expanded network of bicycle routes that connects with the bicycle facilities of neighboring jurisdictions	City of Dania Beach	Cities	Current	X		E		E				
88	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.1. Develop and designate a connected network of facilities for pedestrians and bicyclists	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	Cities	Current	X		E		E				
89	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.1. Develop and designate a connected network of facilities for pedestrians and bicyclists	Work with local governments to identify corridors to be part of a Complete Streets network for inclusion in the Trafficways Plan	FDOT	County Planning Councils	Future: short-term	X		CE		CE				
90	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.1. Develop and designate a connected network of facilities for pedestrians and bicyclists	Request and include Context Sensitive Design designations on Broward County Trafficways Plan	BCPC + Broward County	Cities + Counties	Future: short-term			BCE		BCE				
91	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.2. Adopt and implement the Broward County Complete Streets Guidelines	Incorporate Complete Streets policies into the Comprehensive Plan	City of Hollywood + City of Deerfield Beach	Cities	Current	X								
92	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.2. Adopt and implement the Broward County Complete Streets Guidelines	Adopt a Complete Streets policy	City of Fort Lauderdale	Cities	Current	X								
93	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.2. Adopt and implement the Broward County Complete Streets Guidelines	Conduct a Complete Streets workshop	City of Deerfield Beach	Cities	Current	X		E		E	E			
94	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.2. Adopt and implement the Broward County Complete Streets Guidelines	Adopt Complete Streets Guidelines	City of Deerfield Beach	Cities	Current	X								
95	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.2. Adopt and implement the Broward County Complete Streets Guidelines	Develop a Complete Streets Implementation Plan	City of Deerfield Beach + City of Dania Beach	Cities	Current	X								
96	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.2. Adopt and implement the Broward County Complete Streets Guidelines	Perform a Complete Streets inventory including neighborhoods, and develop strategies to improve neighborhoods along Complete Streets corridors	City of Hallandale Beach	Cities	Current	X		E		E	E		E	E	E

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
97	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.2. Adopt and implement the Broward County Complete Streets Guidelines	Conduct an audit to document the current status of Complete Streets in the City, identify needed modifications to city code to ease future Complete Streets implementation, and specific projects for inclusion in the list of actions in the Transportation Element of the City Comprehensive Plan	City of North Lauderdale	Cities	Current	X		E		E	E		E	E	E
98	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.2. Adopt and implement the Broward County Complete Streets Guidelines	Develop a Complete Streets Manual	City of Fort Lauderdale	Cities	Current	X								
99	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.2. Adopt and implement the Broward County Complete Streets Guidelines	Include Complete Streets policies in the County Comprehensive Plan and in local governments' Comprehensive Plans.	Broward County	Counties	Current	X								
100	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.2. Adopt and implement the Broward County Complete Streets Guidelines	Update the land development code to include Complete Streets Road Design Guidelines	BCPC	County Planning Councils	Current	X								
101	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.3. Conduct corridor studies for Complete Streets corridors and other multimodal corridors	SR-7/US-441 PD&E Study from Sample Rd to Glades Rd and Hollywood Pines Study	FDOT	FDOT	Current				ABCE					
102	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.3. Conduct corridor studies for Complete Streets corridors and other multimodal corridors	Identify opportunities for restriping center turn lanes into bicycle lanes (e.g. Johnson Street)	City of Hollywood	Cities	Current					AE				
103	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.3. Conduct corridor studies for Complete Streets corridors and other multimodal corridors	Examine current multimodal users of roadways, and design improvements to make it safer and more comfortable for non-motorized users	City of Hollywood	Cities	Current			E	E	E				
104	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.3. Conduct corridor studies for Complete Streets corridors and other multimodal corridors	Conduct corridor studies to better understand the potential for TOD along certain corridors and in certain areas.	City of Oakland Park	Cities	Current			AC			AC			
105	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.3. Conduct corridor studies for Complete Streets corridors and other multimodal corridors	Develop a Transportation Master Plan for Hallandale Beach Blvd and revisit it regularly	City of Hallandale Beach	Cities	Current			ACE						
106	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.3. Conduct corridor studies for Complete Streets corridors and other multimodal corridors	Prepare a 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	Past			ABCE						
107	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	Prioritize investments for bicycle and pedestrian improvements in Multimodal Districts	Broward MPO	MPOs + Cities + Counties	Future: short-term						E			
108	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	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	X		E		E	E			
109	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	Prioritize bicycle and pedestrian improvements providing connections to transit corridors	Broward MPO	MPOs	Current			AE	E	E				
110	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	Prioritize investments for SIS Connector Improvements	FDOT	FDOT	Future: short-term		CE							

	Objectives (W)	Strategy Categories (X)	Strategies (Y)	Examples (Z)	Who brought it up? (AA)	Who Will Implement? (AB)	Timeframe (AC)	System (AD)	SIS (AE)	Pri MM (AF)	Pri Com (AG)	Hybrid (AH)	MM Districts & Nodes (AI)	Special Use Center (AJ)	Low Int Res (AK)	Low Int Com (AL)	Low Int Mxd Use (AM)
111	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	Develop an agreement for expediting lane modification process for designated Complete Streets	Cities (multiple)	FDOT in coord w/ Cities & Counties	Future: short-term			ACE		AE					
112	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	Implement a points-based system to determine prioritization and selection for funding improvements (e.g. in the bike plan)	Palm Beach MPO	MPOs	Future: short-term	X									
113	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	Identify projects for improvements through the Comprehensive Planning process, and require shuttle contributions from developers as a first step for implementation to minimally contribute to better the Multimodal Level of Service score	City of Boca Raton	Cities	Current			ACE		CE					
114	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	Invest in streetscape improvement projects to improve the environment for pedestrians, bicyclists, and transit riders	City of Miramar	Cities	Current			ACE		CE					
115	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	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	Counties	Current	X								
116	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	Waive fees for Trafficways Plan amendments for Complete Streets projects (e.g. MLK/Hammondville Road in Pompano Beach)	BCPC	Broward County Commission	Current			ACE		CE					
117	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	Coordinate with local governments to prioritize bicycle and pedestrian improvements in station areas.	SFRTA	SFRTA + Cities	Future: short-term		E	AE		E	E				
118	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.4. Prioritize investments for pedestrian, bicycle, and transit improvements in Multimodal Districts and along Primary Multimodal facilities	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	Cities	Current			ABE		ABE					
119	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.5. Construct improvements to improve the pedestrian and bicycling environment	Urban corridor improvements along Broward Blvd from Pine Island Rd to US-1	FDOT	FDOT	Current			ACE							
120	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.5. Construct improvements to improve the pedestrian and bicycling environment	Urban corridor improvements along US 441 from Broward/Miami-Dade County Line to Sample Road	FDOT	FDOT	Current			ACE							
121	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.5. Construct improvements to improve the pedestrian and bicycling environment	Widen sidewalks and improve lighting along Dixie Highway from 5-points south to the Wilton Manors city limit, and continue improvements into City of Fort Lauderdale	City of Wilton Manors	Cities	Future: mid-term			E			E				
122	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.5. Construct improvements to improve the pedestrian and bicycling environment	Implement bike lanes on resurfacing and rehabilitation projects	City of Deerfield Beach	FDOT	Current			AE	E	E					
123	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.5. Construct improvements to improve the pedestrian and bicycling environment	Construct street enhancement projects with multimodal elements including Sidewalks, Pedestrian scale lighting, Bike lanes, Roundabouts, Landscaping	City of Oakland Park	Cities	Current			E	E	E					
124	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.5. Construct improvements to improve the pedestrian and bicycling environment	Implement Complete Streets planning and construction projects (Landscaped safety medians, Pedestrian scale lighting, Sidewalks, Bicycle lanes, Bus bays)	City of Hollywood	Cities	Current			ACE		AE					

Implementation Strategies Tool

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
125	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.5. Construct improvements to improve the pedestrian and bicycling environment	Continue to implement Complete Streets projects with local governments as opportunities arise.	Broward MPO	MPOs	Current			ACE		AE					
126	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.5. Construct improvements to improve the pedestrian and bicycling environment	Construct Complete Streets and more pedestrian friendly streets to encourage redevelopment	City of Hallandale Beach	Cities + FDOT	Current			E		E	E				
127	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.5. Construct improvements to improve the pedestrian and bicycling environment	Provide design assistance to local governments for Complete Streets projects	FDOT	FDOT	Future: short-term			E		E					
128	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.6. Improve the process for more direct communication between FDOT and local governments in the lane elimination process.	Use lane elimination to increase pedestrian safety	City of Fort Lauderdale	Cities	Current			E		E					
129	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.6. Improve the process for more direct communication between FDOT and local governments in the lane elimination process.	Reduce number of travel lanes on Wilton Drive to add on-street parking, bike lanes, and pedestrian improvements	City of Wilton Manors	Cities	Future: mid-term			AE							
130	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.6. Improve the process for more direct communication between FDOT and local governments in the lane elimination process.	Consider transfer of roadway ownership from state to local for lane elimination projects	City of Wilton Manors	FDOT + Cities	Future: long-term			E		E					
131	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.6. Improve the process for more direct communication between FDOT and local governments in the lane elimination process.	Adopt a lane elimination process to evaluate capacity effects of potential Complete Streets projects	Palm Beach County	Counties + FDOT	Future: mid-term			E		E					
132	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.7. Encourage B-cycle expansions.	Expedite review of B-cycle applications	City of Fort Lauderdale	Cities	Current						E				E
133	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.8. Use traffic calming techniques to slow down traffic speeds on appropriate facilities.	Conduct traffic circulation and traffic calming studies	City of Oakland Park	Cities	Current			E		E					
134	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.8. Use traffic calming techniques to slow down traffic speeds on appropriate facilities.	Convert parking spaces into parklets to slow down traffic speeds	City of Fort Lauderdale	Cities	Current			E		E					
135	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.8. Use traffic calming techniques to slow down traffic speeds on appropriate facilities.	Reduce travel speed on retail streets (e.g. Federal Highway) to create a more pedestrian friendly environment and vibrant streetscape	City of Dania Beach	Cities + FDOT	Future: short-term			BE		BE					
136	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.8. Use traffic calming techniques to slow down traffic speeds on appropriate facilities.	Reduce travel lane widths (esp. on Federal Hwy)	City of Dania Beach	Cities + FDOT	Future: mid-term			E							
137	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.A. Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	II.A.8. Use traffic calming techniques to slow down traffic speeds on appropriate facilities.	Weigh priorities for traffic flow and livable streets	City of Dania Beach	Cities + FDOT	Future: short-term			A	A	A					
138	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.1. Conduct planning studies to understand transit needs	Develop a TDP and implement the needs therein	BCT	Transit Agencies	Current	X									
139	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.2. Implement premium limited stop service with high frequency on major east-west corridors	Partner with FDOT to provide limited stop service with transit signal priority on Lake Worth Road	Palm Tran	Transit Agencies + FDOT	Current	X		AC							

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
140	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.3. Use local circulators and shuttle services to fill in fixed route service gaps	Implement trolley service and circulator projects through transit corridor grant funds	FDOT	FDOT + Transit Agencies	Current			C		C	AC				C
141	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.3. Use local circulators and shuttle services to fill in fixed route service gaps	Enhance shuttle service between Tri-Rail stations and major employment areas	Palm Beach MPO	MPOs + Transit Agencies	Future: short-term	X									
142	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.3. Use local circulators and shuttle services to fill in fixed route service gaps	Fund a shuttle to Broward Boulevard and Dixie Highway	City of Hollywood	Cities	Current			CE							
143	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.3. Use local circulators and shuttle services to fill in fixed route service gaps	Have a mini-bus system	City of Hallandale Beach	Cities	Current	X									
144	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.3. Use local circulators and shuttle services to fill in fixed route service gaps	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	Cities	Current						AC		C	C	C
145	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.4. Make transit investments to improve reliability and convenience.	Increase service hours, reduce headways, and add stops on productive routes.	BCT	Transit Agencies	Current	X									
146	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.4. Make transit investments to improve reliability and convenience.	Improve span of service and improve frequency of routes	Palm Tran	Transit Agencies	Current	X									
147	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.4. Make transit investments to improve reliability and convenience.	Install queue jumpers to reduce transit travel time	BCT	FDOT + Counties	Current			C							
148	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.4. Make transit investments to improve reliability and convenience.	Implement dedicated bus-only lanes during peak hours	BCT	Counties	Future: short-term			C							
149	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.4. Make transit investments to improve reliability and convenience.	Improve transit connections on east-west roads	Broward County	Transit Agencies	Current			C							
150	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.4. Make transit investments to improve reliability and convenience.	Promote inter-county transit routes (such as has been done in Palm Beach, Martin, and St. Lucie counties)	FDOT	Transit Agencies + FDOT	Future: short-term	X		C							
151	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.4. Make transit investments to improve reliability and convenience.	Adopt a maximum transit headway of 60 minutes for all transit routes	Palm Tran	Transit Agencies	Current	X									
152	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.4. Make transit investments to improve reliability and convenience.	Pursue decreasing the maximum headway to 30 minutes in the future, and implement by increasing frequency on high ridership routes first	Palm Tran	Transit Agencies	Current	X		C							
153	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.4. Make transit investments to improve reliability and convenience.	Implement mobile ticketing for smartphones	FDOT	Transit Agencies	Future: short-term	X	C	C							

	Objectives (W)	Strategy Categories (X)	Strategies (Y)	Examples (Z)	Who brought it up? (AA)	Who Will Implement? (AB)	Timeframe (AC)	System (AD)	SIS (AE)	Pri MM (AF)	Pri Com (AG)	Hybrid (AH)	MM Districts & Nodes (AI)	Special Use Center (AJ)	Low Int Res (AK)	Low Int Com (AL)	Low Int Mxd Use (AM)
154	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.4. Make transit investments to improve reliability and convenience.	Make real-time information available at stations and through smart phone apps	FDOT	Transit Agencies	Future: short-term	X	C	C							
155	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.5. Make transit investments to increase passenger comfort and safety	Implement BCT's Shelters and Amenities Program	BCT	Transit Agencies	Current						C	C	C	C	C
156	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.5. Make transit investments to increase passenger comfort and safety	Undertake a program to make all bus stops ADA compliant and replace bus shelters where needed	City of Fort Lauderdale	Transit Agencies	Current						C	C	C	C	C
157	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.5. Make transit investments to increase passenger comfort and safety	Provide bus shelters to improve the comfort of transit patrons and encourage more riders	City of North Lauderdale	Cities	Future: mid-term	X					C	C	C	C	C
158	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.6. Coordinate transit investments with other infrastructure investments to maximize the benefits of the investments	Explore integrated solutions like managed lanes with park-and-ride facilities, express transit service, and shared revenue for transit improvements to further incentive transit use and maximize benefit of infrastructure investments	Palm Tran	Transit Agencies + others	Future: long-term	X	C								
159	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.7. Make transit investments a priority	Provide a convenient, comfortable transit system that is competitive to the automobile for seaport and airport passengers	FLL Airport & Port Everglades	Transit Agencies	Ongoing	X						C			
160	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.7. Make transit investments a priority	Increase travel options along 'transit corridors' without significantly degrading auto LOS	Broward County	Counties	Current			AC							
161	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.B. Transportation: Enhance transit services to provide viable alternatives to driving alone.	II.B.7. Make transit investments a priority	Elevate visibility of SFRTA beyond just Tri-Rail operations	SFRTA	SFRTA	Current	X									
162	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.1. Examine multimodal connectivity at a systems perspective	Develop a Transportation Network Needs Assessment as part of a three-step mobility action plan	SFRPC - SR 7 Collaborative	FDOT	Past	X									
163	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.1. Examine multimodal connectivity at a systems perspective	Develop a Multimodal Connectivity Plan to determine the bicycle and pedestrian needs, and use these needs in the development of the LRTP and TIP	City of Fort Lauderdale	Cities	Current	X									
164	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.1. Examine multimodal connectivity at a systems perspective	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	Cities	Current	X									
165	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.2. Enhance connections from regional transit to local transit	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	Transit Agencies	Future: short-term	X									
166	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.2. Enhance connections from regional transit to local transit	Explore integrated solutions like managed lanes with park-and-ride facilities, express transit service, and shared revenue for transit improvements to further incentive transit use and maximize benefit of infrastructure investments (e.g. Miami-Dade and Broward Counties)	Palm Tran	Transit Agencies	Future: mid-term	X									
167	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.2. Enhance connections from regional transit to local transit	Enhance feeder service around transit stations and time feeder buses to arrive with passenger rail	Palm Tran	Transit Agencies	Future: mid-term			C	C		C				

	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
5	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
168	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.2. Enhance connections from regional transit to local transit	Make transit connections a priority in the City's vision	City of Deerfield Beach	Cities	Current	X					C				
169	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.3. Ensure seamless transfers between transit systems	Deployment of Easy Card pilot at Broward County Transit and Palm Tran for seamless travel across the four Transit Agencies in South Florida.	FDOT + SFRTA	SFCS + Transit Agencies	Future: short-term	X									
170	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.3. Ensure seamless transfers between transit systems	Deployment of Mobile Ticketing Technology pilot across Broward County Transit and Palm Tran.	FDOT + SFRTA	SFCS + Transit Agencies	Future: short-term	X									
171	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.3. Ensure seamless transfers between transit systems	Full deployment of the Easy Card e-purse/cash functions on BCT's and Palm Tran's entire fleet	FDOT + SFRTA	SFCS + Transit Agencies	Future: mid-term	X									
172	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.3. Ensure seamless transfers between transit systems	Full deployment of Mobile Ticketing to the entire BCT and Palm Tran fleets	FDOT + SFRTA	SFCS + Transit Agencies	Future: mid-term	X									
173	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.3. Ensure seamless transfers between transit systems	Maintain and improve transfer service at high activity centers, including hospitals and universities	Palm Tran	Transit Agencies	Current						ABC				
174	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.4. Enhance connections for bicyclists and pedestrians to transit stations	Develop a bicycle and pedestrian access plan to identify improvements for access to Tri-Rail stations	SFRTA	SFRTA	Current	X	CE								
175	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.4. Enhance connections for bicyclists and pedestrians to transit stations	Require developments adjacent to transit routes to build a shelter and provide an easement for transit	City of Boca Raton	Cities	Current			C	C	C	C				C
176	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.4. Enhance connections for bicyclists and pedestrians to transit stations	Require developments along key bicycling corridors to contribute to the bike share program.	City of Dania Beach	Cities	Current	X		E		E	E				
177	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.5. Enhance connections for autos to transit via park-and-ride and kiss-and-ride facilities.	Purchase land for park-and-ride facilities	BCT	Transit Agencies	Future: long-term		C	C							
178	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.5. Enhance connections for autos to transit via park-and-ride and kiss-and-ride facilities.	Implement managed lanes with park-and-ride facilities and express transit service	Palm Beach County	Transit Agencies	Future (timeframe unknown)		C	C							
179	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.5. Enhance connections for autos to transit via park-and-ride and kiss-and-ride facilities.	Make enhancing Tri-Rail access a priority	City of Deerfield Beach	Cities	Current		C	C							
180	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.C. Transportation: Enhance the connectivity between modes and scales of modes	II.C.6. Enhance connections for freight and passenger transport to and within Freight/ Goods/ Special Use Districts	Explore opportunities for a people mover for cruise passengers to link FLL Airport and Port Everglades	Port Everglades	Port Everglades + FLL Airport + FDOT	Future: long-term	X			AD			AD			
181	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Revisit future land use designations to promote compact mixed use infill development	BCPC	BCPC + Cities	Future: short-term	X					ABC				AB
182	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	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	Past	X					ABC				

Implementation Strategies Tool

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
183	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Designate places using the TOC, TOD, RAC, and LAC future land use designations to communicate future vision	Cities (multiple)	Cities	Current						AB				B
184	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Utilize RAC and LAC designations	City of Dania Beach	Cities	Current	X					AB				B
185	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Expand zoning for residential and/or non-residential to promote mixed use	City of Hollywood	Cities	Current						B				B
186	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Expand RAC definition and collapse flexibility zones to shift density	City of Hollywood	Cities	Current	X									
187	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Increase allowable densities in Regional Activity Centers	City of Dania Beach	Cities	Current						AB				
188	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Include TOD and TOC designations in Comprehensive Plan and Zoning Code	City of Deerfield Beach	Cities	Current						ABC				
189	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Rezone parts of the City to TOC	City of Wilton Manors	Cities	Current						AB				
190	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Encourage densification in specific areas to support transit	City of Oakland Park	Cities	Current						BC				
191	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Designate areas as Planned Mobility nodes.	City of Boca Raton	Cities	Current						AB				
192	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Adopt LIRP Conversion Ordinance to allow insertion of housing into areas originally planned as major employment centers (for those cities outside of Broward County)	City of Boca Raton	Cities	Current						AB				B
193	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	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	Cities	Current						AB				
194	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Introduce Multimodal Level of Service into planning process through developer 'credit' in certain land use designations	BCPC	County Planning Councils + FDOT + SFRPC	Future: short-term						BCE				
195	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Use overlay zoning to streamline the development process for multimodal districts	City of Fort Lauderdale	Cities	Current						AB				AB
196	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Incentivize workforce housing near major employers (e.g. hospitals and universities) and rail stations	City of Boca Raton	Cities	Future: short-term						AB				AB
197	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Develop master plans for multimodal districts	City of Fort Lauderdale	Cities	Current						AB				AB

Implementation Strategies Tool

	Objectives (W)	Strategy Categories (X)	Strategies (Y)	Examples (Z)	Who brought it up? (AA)	Who Will Implement? (AB)	Timeframe (AC)	System (AD)	SIS (AE)	Pri MM (AF)	Pri Com (AG)	Hybrid (AH)	MM Districts & Nodes (AI)	Special Use Center (AJ)	Low Int Res (AK)	Low Int Com (AL)	Low Int Mxd Use (AM)
198	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Develop a Citywide Master Plan to establish an overall vision for the cities, designate a town center, and provide design guidelines to enhance pedestrian environment on heavily traveled corridors. The Master Plan was in response to a flood of development applications.	City of Hallandale Beach	Cities	Current	X									
199	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Use the Citywide Master Plan as a blueprint for the City's vision, and update development regulations and zoning codes accordingly	City of Hallandale Beach	Cities	Current	X					BE				
200	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Develop TOD guidelines for multimodal nodes	City of Fort Lauderdale	Cities	Current						AB				B
201	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Establish Traffic Concurrency Exception Areas (TCEAs) (parts of Boynton Beach, Riviera Beach, West Palm Beach, and Delray Beach)	Palm Beach County	Cities + Counties	Current						ABCE				
202	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.01. Encourage a mix of uses to make destinations closer and within walking distance, especially within Multimodal Districts	Create an Urban Redevelopment Area to promote redevelopment and increase densities	Palm Beach County	Counties	Current						ABCE				
203	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.02. Conduct targeted studies to determine specific actions for priorities	Perform a quick zoning study to determine how to make Powerline Rd and Oakland Park Blvd more small business friendly	City of Wilton Manors	Cities	Current						B				B
204	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.02. Conduct targeted studies to determine specific actions for priorities	Conduct an affordable housing study to determine the best policies for including affordable housing in new developments	City of Fort Lauderdale	Cities	Current						B		B		B
205	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.02. Conduct targeted studies to determine specific actions for priorities	Conduct a market assessment for the entire corridor to gauge the potential for new development	SFRPC - SR 7 Collaborative	SR 7 Collaborative	Past			B			B				B
206	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.02. Conduct targeted studies to determine specific actions for priorities	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	X									
207	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.02. Conduct targeted studies to determine specific actions for priorities	Conduct a Transit and Housing Oriented Redevelopment initiative	SFRPC - SR 7 Collaborative	Counties	Past	X					ABC				
208	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.03. Audit existing policies, legislation, and codes to determine compatibility with multimodal vision	Conduct audit of development and planning related laws at municipal, county, and state level	City of Dania Beach	Cities	Current	X									
209	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.03. Audit existing policies, legislation, and codes to determine compatibility with multimodal vision	Review ordinances to determine needed changes to achieve City's vision	City of North Lauderdale	Cities	Current	X									
210	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.04. Monitor the implementation of mixed use designations, and adjust policies accordingly.	Add a new future land use category (Multimodal) to better incorporate pedestrians and bicyclists in the planning for mixed use areas.	BCPC	County Planning Councils	Future: short-term						ACE				ACE
211	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Develop design guidelines for mixed-use/TOD/TOC/LAC/RAC areas that incorporate features to enhance the environment for pedestrians and bicyclists.	City of Oakland Park	Cities	Current						AB				

Implementation Strategies Tool

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
212	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	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, street trees	City of Miramar	Cities	Current						ABE				
213	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Adopt Planned Mobility Ordinance with requirements for pedestrian- and transit-friendly design or similar points system to promote and incentivize new development	City of Boca Raton	Cities	Current						ABE				
214	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Develop land development regulations for each Multimodal Node (or Planned Mobility node) that specify density and intensity and include design elements such as: Buffered sidewalks, Covered walkways, Pedestrian scale lighting, Height requirements, Parking requirements, Open space requirements	City of Boca Raton	Cities	Current						ABE				
215	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	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	Cities	Current			B		B	AB				B
216	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Develop a form based code for the City's main corridors and the residential areas between them	City of Wilton Manors	Cities	Future: mid-term			B		B	AB				B
217	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	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	Cities + Counties	Future (timeframe unknown)	X					ABE				
218	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Be creative in stormwater design and access management (e.g. meandering park atmosphere at SR7)	City of Hollywood	Cities	Current						ABE		E		E
219	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Envision and incorporate community elements into public space (e.g. Art Park at Dixie Hwy)	City of Oakland Park	Cities	Current	X									
220	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Promote "active building" design to avoid empty space and blank walls by encouraging interesting and engaging building facades	City of Fort Lauderdale	Cities	Current						ABE				E
221	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Update development regulations to allow for more urban style higher density development	City of Dania Beach	Cities	Current						AB				
222	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Bring commercial buildings and uses closer to the street along the State Road 7 (SR 7) US 441 corridor	City of North Lauderdale	Cities	Future: mid-term			B			B				
223	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Provide sidewalks in the Planned Unit Development (PUD)	City of North Lauderdale	Cities	Future: mid-term	X					ABCE				ABCE
224	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use**: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Develop better parks and open spaces	City of North Lauderdale	Cities	Future: mid-term	X									

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
225	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Incorporate ADA and pedestrian improvements into commercial developments	Town of Pembroke Park	Cities	Current						E	E	E	E	E
226	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.05. Implement design principles for compact development and pedestrian-oriented community form	Develop a Common Vision for the corridor across county lines through land use and transit supportive design studies.	SFRPC - SR 7 Collaborative	MPOs + FDOT	Past	X		ABCE			A				A
227	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.06. Implement innovative and flexible approaches to parking to encourage walk-to-transit options and "park once" layouts	Reduce parking requirements for mixed use developments and encourage shared parking agreements	City of Miramar	Cities	Current						ABCE		B	B	ABCE
228	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.06. Implement innovative and flexible approaches to parking to encourage walk-to-transit options and "park once" layouts	Establish a Parking Trust Fund	City of Wilton Manors	Cities	Current	X					ACE				
229	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Revisit future land use designations to promote compact mixed use infill development	BCPC	BCPC + Cities	Future: short-term	X					ABC				AB
230	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Use administrative zoning code enforcement as an incentive in special districts (Developers do not need to obtain approval from the City Planning Commission)	City of Miramar	Cities	Current	X					ACE				ACE
231	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Offer density and intensity bonuses to encourage land assembly	City of Miramar	Cities	Current	X		BC			AB				B
232	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Provide incentives (or "credits") to developers for developing through infill or redevelopment within multimodal districts.	BCPC	Cities	Future: short-term						AB				
233	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Incentivize development into mobility hubs (and Multimodal Nodes) to preserve rural areas.	Broward MPO	MPOs + Cities	Future: short-term	X					ABC				
234	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	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	X					ABC				BC
235	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Aim for the FEC station designation by implementing TOD zoning and creating a pedestrian friendly environment near the proposed FEC station location	City of Hallandale Beach	Cities	Current						ABC				
236	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Allow exceptions to concurrency mitigation requirements for TODs	Palm Beach County	Cities	Future (timeframe unknown)						ABC				
237	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Support TOD in future passenger rail station areas through coordination with local governments on future land use policies and zoning codes	SFRTA	SFRTA	Current	X					AC				
238	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Promote both employment and residential density around Tri-Rail (and other high capacity transit) stations	City of Deerfield Beach	Cities	Current						ABC				

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
239	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Designate places using the TOC, TOD, and LAC future land use designations in coordination with initiatives for future premium transit service, and increase the allowable densities within these future land use designations	City of Oakland Park	Cities	Current						ABC				
240	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Include TOD component in RAC	City of Hallandale Beach	Cities	Current						ABC				BC
241	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Incorporate high intensity land use into zoning code and development regulations	City of Dania Beach	Cities	Current	X					ABC				
242	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Increase allowable densities with land development regulations for multimodal districts	City of Fort Lauderdale	Cities	Current						AB				
243	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Revise land development regulations to better support infill and redevelopment	Palm Beach County	Counties + Cities	Current	X					AB				B
244	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Amend Land Development Regulations to require minimum intensities and densities needed to support priority mass transit routes including commuter rail corridors	City of Wilton Manors	Cities	Current						ABC				
245	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	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										
246	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Collaborate with the local business community to garner private sector support for transit projects and TOD	SFRTA	SFRTA	Current	X					ABC				
247	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Identify small-scale projects along major corridors to improve transit-friendliness (e.g. Glades Road PD&E).	Palm Beach MPO	MPOs	Current	X		C	C						
248	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Conduct land uses studies around FEC station areas to determine the appropriate type of transit to serve future densities.	Palm Beach County	Counties	Current						ABC				
249	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.07. Encourage development to focus growth in transit-supportive nodal patterns including future premium transit station areas	Create an agricultural reserve to prevent development in rural areas	Palm Beach County	Counties	Current	X									
250	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.08. Invest in infrastructure to support future transit.	Build a larger parking garage than necessary for current demand to support future commuter rail station	City of Dania Beach	Cities	Current						ABC				
251	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.08. Invest in infrastructure to support future transit.	Prioritize infrastructure projects to fix drainage issues that will support more intense future development	City of Oakland Park & Town of Pembroke Park	Cities	Current						ABC				
252	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. Land Use: Encourage smart growth through land use planning and development approval processes	II.D.08. Invest in infrastructure to support future transit.	*See other examples under Strategy Category V.A: "Make phsyical improvements to spur development activity" under the Economic Vitality objective*	Cities (multiple)	Cities + MPOs + Transit Agencies	All										

Implementation Strategies Tool

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
253	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use:** Encourage smart growth through land use planning and development approval processes	II.D.09. Recognize benefits from proximity to major transportation assets like airport and seaport and incorporate into planning process	Take advantage and build off of locational advantages and geographic attributes (i.e. proximity to seaport or airport)	City of Dania Beach	Cities	Current	X					AB	ABD			
254	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use:** Encourage smart growth through land use planning and development approval processes	II.D.09. Recognize benefits from proximity to major transportation assets like airport and seaport and incorporate into planning process	Preserve opportunities for industial and logistics land uses near major transportation corridors.	FDOT	Cities	Ongoing	X						ABD			
255	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use:** Encourage smart growth through land use planning and development approval processes	II.D.10. Maintain aesthetically pleasing public spaces	Maintain medians and parks	City of North Lauderdale	Cities	Current	X		AB		B	AE				AE
256	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use:** Encourage smart growth through land use planning and development approval processes	II.D.11. Provide and maintain affordable housing options near jobs and transit stations to improve location efficiency.	Implement affordable housing density bonuses	FDOT	County Planning Councils	Current	X					B		B		B
257	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use:** Encourage smart growth through land use planning and development approval processes	II.D.11. Provide and maintain affordable housing options near jobs and transit stations to improve location efficiency.	Conduct an affordable housing study to assess needs and options for maintaining and improving affordable housing	FDOT	County Planning Councils	Current	X					B		B		B
258	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.D. **Land Use:** Encourage smart growth through land use planning and development approval processes	II.D.11. Provide and maintain affordable housing options near jobs and transit stations to improve location efficiency.	Incentivize affordable housing in locations served by transit (either currently or in the future), particularly along Primary Multimodal facilities and in Multimodal Nodes	FDOT	County Planning Councils	Future: short-term	X		B			B				B
259	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. **Logistics:** Reduce travel demand through TDM programs	II.E.1. Enhance the Commuter Services Program	Retain the Commuter Services Program, and produce regular TDM/Commuter Services monitoring reports	Cities (multiple)	SFCS	Current	X									
260	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. **Logistics:** Reduce travel demand through TDM programs	II.E.1. Enhance the Commuter Services Program	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	X					AC				
261	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. **Logistics:** Reduce travel demand through TDM programs	II.E.1. Enhance the Commuter Services Program	Update Commuter Services website to include costs, park-and-ride locations and how to use them	FDOT	SFCS	Future: short-term	X									
262	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. **Logistics:** Reduce travel demand through TDM programs	II.E.1. Enhance the Commuter Services Program	Focus the commuter services employer and employee outreach efforts to employment and activity centers (within Multimodal Districts and Nodes)	FDOT	SFCS	Future: short-term	X					AC				
263	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. **Logistics:** Reduce travel demand through TDM programs	II.E.1. Enhance the Commuter Services Program	Provide information on travel choices through a variety of outlets, including marketing and advertisements, outreach, and real-time info sources	FDOT	SFCS	Current	X					C				
264	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. **Logistics:** Reduce travel demand through TDM programs	II.E.1. Enhance the Commuter Services Program	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)	SFCS	SFCS	Ongoing	X					C				
265	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. **Logistics:** Reduce travel demand through TDM programs	II.E.1. Enhance the Commuter Services Program	Develop TDM Programs at universities (e.g. NSU, Broward College, and FAU) and collect data through staff and student surveys for further program development	SFCS	SFCS	Ongoing	X					C				
266	II. **Accessibility**: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. **Logistics:** Reduce travel demand through TDM programs	II.E.1. Enhance the Commuter Services Program	Promote School Pool Programs to encourage elementary, middle, and high school students to use alternative travel modes.	SFCS	SFCS	Ongoing	X					E		E		E

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
267	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. Logistics: Reduce travel demand through TDM programs	II.E.1. Enhance the Commuter Services Program	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	MPOs + Counties + SFCS	Ongoing	X									
268	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. Logistics: Reduce travel demand through TDM programs	II.E.2. Implement TDM programs for new developments	Require TDM programs and continual monitoring for office developments and other developments over a certain size	City of Boca Raton	Cities	Current						ABCE			AB	AB
269	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. Logistics: Reduce travel demand through TDM programs	II.E.2. Implement TDM programs for new developments	Partner with South Florida Commuter Services to increase marketing of employer bus pass program	Palm Tran	Transit Agencies	Future: short-term	X					C				C
270	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. Logistics: Reduce travel demand through TDM programs	II.E.3. Extend commuter services to a local level	Institute Commute Plan Reductions and Trip Reduction Ordinances for local governments (e.g. Boca Raton)	FDOT	Cities	Current	X					ABCE			ABCE	ABCE
271	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. Logistics: Reduce travel demand through TDM programs	II.E.3. Extend commuter services to a local level	Request technical support from South Florida Commuter Services for progam implementation	FDOT	Cities + Transit Agencies	Current	X									
272	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. Logistics: Reduce travel demand through TDM programs	II.E.4. Create economic incentives for carpooling	Offer employee discounts or tax breaks for carpooling	FDOT	Employers + Cities + SFCS	Future: short-term	X									
273	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. Logistics: Reduce travel demand through TDM programs	II.E.4. Create economic incentives for carpooling	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	Transit Agencies + Counties + Cities	Future: short-term	X	C	C			ABC			AB	ABC
274	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. Logistics: Reduce travel demand through TDM programs	II.E.5. Implement ITS programs to provide more information to travelers	Provide real-time travel information at airport baggage claims	FDOT	FDOT + FLL Airport	Future: mid-term	X									
275	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. Logistics: Reduce travel demand through TDM programs	II.E.5. Implement ITS programs to provide more information to travelers	Make real-time information available at stations and through smart phone apps	FDOT	Transit Agencies	Future: short-term	X	C	C			C				C
276	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. Logistics: Reduce travel demand through TDM programs	II.E.5. Implement ITS programs to provide more information to travelers	Implement a virtual freight network for ITS	FDOT	FDOT	Future: mid-term	X	D		D			D			
277	II. Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand.	II.E. Logistics: Reduce travel demand through TDM programs	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.	Develop a regional TDM Action Plan as part of the Regional Long Range Transportation Plan that is linked to the MP's Long Range Transportation Plans (e.g. Puget Sound Regional Council)	FDOT	SFRPC + MPOs	Future: long-term	X									
278	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.1. Use existing decision-making processes as venues for enhanced communication and coordination amongst various departments	Begin the annual budgeting process with a workshop on goals and objectives	City of Wilton Manors	Cities	Current	X									
279	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.2. Collaborate and share resources (information, funding, and staff) between departments	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	X									

Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.2. Collaborate and share resources (information, funding, and staff) between departments	Craft a strong, clear vision for the community that planning staff can carry through changes in administrations	City of Miramar	Cities	Current	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.2. Collaborate and share resources (information, funding, and staff) between departments	Communicate often with planning commissioners to maintain focus on community vision	City of Miramar	Cities	Current	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.3. Take advantage of opportunities for projects by clarifying and documenting priorities	Take a proactive approach to planning and project development to seize funding opportunities as they arise	City of Hollywood	Cities	Current	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.3. Take advantage of opportunities for projects by clarifying and documenting priorities	Maintain a list of projects that are "ready to go" that are compiled from various planning documents	City of Dania Beach	Cities	Current	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.3. Take advantage of opportunities for projects by clarifying and documenting priorities	Begin development review as early as possible, and conduct a thorough review to reduce unintended consequences	City of Hollywood	Cities	Current	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.3. Take advantage of opportunities for projects by clarifying and documenting priorities	Be prepared for funding opportunities that may arise by planning for and document projects for implementation even before funding is identified	City of Miramar	Cities	Current	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.3. Take advantage of opportunities for projects by clarifying and documenting priorities	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	Counties	Current	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.3. Take advantage of opportunities for projects by clarifying and documenting priorities	Use the development of the 2040 LRTP as a turning point to better balance traditional road capacity projects with multimodal projects to enhance quality of life and economic vitality	Palm Beach MPO	MPOs	Current	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.3. Take advantage of opportunities for projects by clarifying and documenting priorities	Through LRTP development, coordinate with municipalities to identify bicycle and pedestrian projects, and implement a new points-based project prioritization methodology	Palm Beach MPO	MPOs	Current	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.4. Coordinate infrastructure improvement projects to take advantage of opportunities when they arrive	Stripe bike lanes when repaving a road	City of Hallandale Beach	FDOT	Future: short-term			E	E	E					
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.4. Coordinate infrastructure improvement projects to take advantage of opportunities when they arrive	Make stormwater and other utility upgrades to support increased densities in tandem with road resurfacing and reconstruction projects	Cities (multiple)	Cities + FDOT	Ongoing	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.A. Coordination within agencies themselves (e.g. various departments)	III.A.5. Invest in internal staff	Hire competent, capable staff willing to try innovative techniques	City of Dania Beach	All	Current	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.1. Create a common communication venue for FDOT, Planning Councils, transit agencies, localities, and other planning partners to share information	Reinstate the Commuter Connections webpage	Cities (multiple)	SFCS	Future: short-term	X									
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.1. Create a common communication venue for FDOT, Planning Councils, transit agencies, localities, and other planning partners to share information	Host a roundtable for municipalities on how to proceed with big-box development requests	City of Wilton Manors	MPOs	Future: short-term	X					AB				AB
III. **Coordination**: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.1. Create a common communication venue for FDOT, Planning Councils, transit agencies, localities, and other planning partners to share information	Improve coordination between FDOT, MPOs, and local governments, especially for Complete Streets projects	FDOT	All	Future: short-term	X		E							

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
295	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.2. Maintain tools to remind partners of the broader system-level vision	Maintain a map of multimodal or mixed use districts 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	County Planning Councils	Current	X		AC			AC				AC
296	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.2. Maintain tools to remind partners of the broader system-level vision	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	X									
297	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Request a Context Sensitive Design designation on Broward County Trafficways Plan	BCPC	Cities + Counties	Future: short-term			BCE		BCE					
298	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Communicate future vision to project partners and be persistent (e.g. park with covered bridges and kiddie playground)	City of Hollywood	Cities	Current	X									
299	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Request restriping for bike/ped improvements be incorporated into regular pavement maintenance activities	FDOT	Cities + Counties in coord w/ FDOT	Future: short-term			BE	E	BE					
300	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Proactively approach FDOT with requests for "quick fix" smaller projects of which FDOT may not be aware	FDOT	Cities + Counties in coord w/ FDOT	Future: short-term	X									
301	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Coordinate the developments of the MPO LRTP with transit agencies' TDPs so that each inform the other	BCT	Transit Agencies in coord w/ MPOs	Future: short-term	X	C	C		C					
302	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Identify common interests with local governments and developers, such as connectivity	BCT	Transit Agencies in coord w/ Cities	Current			C	C		CE		E	E	CE
303	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	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 in coord w/ MPOs & Cities	Future: short-term	X									
304	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Communicate and collaborate to find workable solutions for arterials with conflicting functions (e.g. SW 10th Street)	City of Deerfield Beach	Cities in coord w/ FDOT	Future: short-term		A	A	A	A					
305	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Enhance ongoing communications between FDOT, the MPO, and local governments through the MPO's Technical Coordinating Committee and Community Involvement Roundtable	Broward MPO	MPO in coord w/ FDOT & cities	Current	X									
306	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Lead coordination amongst MPOs, RPCs, transit agencies, and local governments for a regional transportation system through SFRTA's Planning Technical Advisory	SFRTA	SFRTA	Current	X									
307	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Participate in all MPOs' regional transit advisory committees	SFRTA	SFRTA	Current	X									
308	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Participate in meetings led by other agencies and monitor the meeting agendas for partnering and neighboring agencies	City of Dania Beach	Cities + others	Current	X									

Implementation Strategies Tool

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
309	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Convene quarterly subarea meetings (e.g. Northwest Broward Planners Group)	FDOT	MPOs + others	Current	X									
310	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Engage in early and frequent communication with FDOT and MPOs on all multimodal initiatives	City of Dania Beach	Cities + MPOs + FDOT	Future: short-term	X		ACE		ACE					
311	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Incorporate elements of the City's vision into State/FDOT projects	City of Dania Beach	Cities + FDOT	Future: short-term	X									
312	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	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	Cities	Current	X		A	A	A					
313	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	Maintain involvement in MPO TAC, SFRTA PTAC, and SEFTC RTTAC for interagency coordination	Palm Tran	All	Current	X									
314	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	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 through representation on various technical committees	City of Wilton Manors	Cities	Current	X		AC	A	AC					
315	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.3. Utilize existing processes for communication	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	MPOs + Counties + SFCS	Ongoing	X									
316	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.4. Form new partnerships for specific initiatives	Partner with South Florida Commuter Services to help with marketing for transit service and park-and-ride facilities.	BCT	Transit Agencies	Current	X					A				
317	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.4. Form new partnerships for specific initiatives	Coordinate with cities in the provision of community bus service, and work towards a transformation to circulator service	BCT	Transit Agencies in coord w/ Cities	Current				C	C					C
318	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.4. Form new partnerships for specific initiatives	Coordinate with regional planning agencies in visioning processes and regional partnerships (e.g. Greenway Plan and FEC passenger rail service)	City of Boca Raton	Cities	Current	X									
319	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.4. Form new partnerships for specific initiatives	Establish a Memorandum of Understanding to guide the process and outcomes of a corridor-based collaborative initiative	SFRPC - SR 7 Collaborative	SFRPC	Past	X	C	A	A	A					
320	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.4. Form new partnerships for specific initiatives	Develop community visions for nine distinct planning segments of the corridor through facilitated planning charrettes, and identify issues for implementation	SFRPC - SR 7 Collaborative	SR 7 Collaborative	Past			B			B		B		B
321	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.4. Form new partnerships for specific initiatives	Coordinate with FDOT on programs to collect bicycle and pedestrian counts	Palm Beach MPO	MPOs + FDOT	Future: short-term	X		E	E	E	E				E

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
322	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.4. Form new partnerships for specific initiatives	Consider partnerships with local governments for community bus service to supplement County fixed route service	Palm Tran	Transit Agencies + Cities	Current	X					C		C	C	C
323	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.B. Coordination amongst other planning partners	III.B.4. Form new partnerships for specific initiatives	SFCS supports local transit agencies to conduct preference surveys for new service locations, assist with outreach efforts, and promote new IGO applications	SFCS	SFCS + Transit Agencies	Ongoing	X					C				
324	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.C. Coordination amongst adjacent municipalities	III.C.1. Maintain regular communication with adjacent localities	Maintain close professional relationships with staff of other cities	City of North Lauderdale + City of Wilton Manors	Cities	Current	X									
325	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.C. Coordination amongst adjacent municipalities	III.C.1. Maintain regular communication with adjacent localities	Contact adjoining municipalities when applying for grants that would affect an area along a border	City of North Lauderdale + City of Wilton Manors	Cities	Current	X									
326	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.C. Coordination amongst adjacent municipalities	III.C.2. Engage adjacent municipalities in a conversation about corridor visions	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	Counties + Cities	Future: short-term			A	A	A	A	A	A	A	A
327	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.C. Coordination amongst adjacent municipalities	III.C.2. Engage adjacent municipalities in a conversation about corridor visions	Partner with neighboring cities and towns to join corridor visions through streetscaping projects	City of Hallandale Beach + City of North Lauderdale + City of Wilton Manors	Cities + FDOT	Future: short-term	X		A	A	A					
328	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.C. Coordination amongst adjacent municipalities	III.C.2. Engage adjacent municipalities in a conversation about corridor visions	Increase coordination and cooperation in projects that cross or are near County boundaries (e.g. Dixie RR corridor at 11th St - poor communication between FDOT Districts 4 & 6, adjacent cities, and MPOs)	City of Hallandale Beach	Cities + MPOs + FDOT	Future: short-term	X	A	A	A						
329	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.C. Coordination amongst adjacent municipalities	III.C.2. Engage adjacent municipalities in a conversation about corridor visions	Widen sidewalks and improve lighting along Dixie Highways from 5-points south to the Wilton Manors city limit, and continue improvements into City of Fort Lauderdale	City of Wilton Manors + City of Fort Lauderdale	Cities	Future: mid-term			E							
330	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.C. Coordination amongst adjacent municipalities	III.C.3. Identify common issues that can be a catalytic reason for coordination	Identify issues around which local governments can come together to support (e.g. Tri-Rail Coastal Link and All Aboard Florida service on FEC railway)	Palm Beach County	County Planning Councils + SFRPC	Future: short-term	X									
331	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.C. Coordination amongst adjacent municipalities	III.C.3. Identify common issues that can be a catalytic reason for coordination	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	Ongoing	X		ABC DE							
332	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.C. Coordination amongst adjacent municipalities	III.C.4. Coordinate with adjacent transit service providers to offer inter-county transit service	Promote inter-county transit routes (such as has been done in Palm Beach, Martin, and St. Lucie counties)	FDOT	Transit Agencies + FDOT	Future: short-term		C	C							
333	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.1. Long Range Planning (conceiving the idea of a project)	Support TOD in future passenger rail station areas through coordination with local governments on future land use policies and zoning codes	SFRTA	SFRTA	Current						ABC				
334	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.1. Long Range Planning (conceiving the idea of a project)	Develop a long range vision for the City to guide in developing plans and projects	City of Dania Beach	Cities	Current	X									

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
335	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.1. Long Range Planning (conceiving the idea of a project)	Identify champions for Complete Streets initiatives and longer range planning investments	City of North Lauderdale	Cities	Future: short-term	X		E	E	E					
336	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.2. Programming & Budgeting (to identify opportunities for cost sharing)	Broward MPO is seeking a planning grant for an Integrated Corridor Management project focused on I-95 which would include integration of arterial management. FDOT is a partner.	FDOT	MPOs	Current		A	D	AD						
337	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.3. Project Design (to discuss local and state perspectives and needs)	Increase outreach to local governments for state road improvements to address local concerns (e.g. A1A designed without bike lane)	City of Hallandale Beach	FDOT	Future: short-term	X		A	A	A					
338	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.4. Development Review (to ensure project fulfills potential for multiple objectives for various partners)	Coordinate with FDOT and developers on site design to link transit, commercial, recreational space, and potentially residential (e.g. Super Wal-Mart development)	City of Hollywood	Cities	Current						ACE	AD			
339	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.4. Development Review (to ensure project fulfills potential for multiple objectives for various partners)	Involve elected officials and other departments early in the development review process	City of Hollywood	Cities	Current	X									
340	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.4. Development Review (to ensure project fulfills potential for multiple objectives for various partners)	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	Transit Agencies in coord w/ cities	Future: short-term	X		C			C				C
341	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.4. Development Review (to ensure project fulfills potential for multiple objectives for various partners)	Adopt an interlocal agreement between City and County for County engineering department review of projects to result in better coordination	City of Oakland Park	Cities in coord w/ Counties	Current	X									
342	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.4. Development Review (to ensure project fulfills potential for multiple objectives for various partners)	Encourage developers to incorporate traffic studies and/or small improvements to benefit the public within their projects	City of Dania Beach	Cities	Current						AE				
343	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.4. Development Review (to ensure project fulfills potential for multiple objectives for various partners)	Work with Palm Beach County on transit infrastructure through the development review process (formal process/resolution)	Palm Tran	Transit Agencies + counties	Current	X									
344	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.5. At "critical decision points"	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	All	Future: short-term	X									
345	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.D. Coordination within the various stages of planning and programming	III.D.5. At "critical decision points"	Bring local governments into early discussions on resurfacing projects to explore potential for Complete Street treatments	FDOT	FDOT in coord w/ Cities + Counties	Future: short-term	X		E	E	E					
346	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.E. Coordination with elected officials	III.E.1. Engage in regular meetings with elected officials to keep them in-the-loop on planning decisions and developments	Maintain transparency with the City Commission, other City departments, and other agencies including the MPO through continual communication	City of Hollywood	Cities	Current	X									
347	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.E. Coordination with elected officials	III.E.1. Engage in regular meetings with elected officials to keep them in-the-loop on planning decisions and developments	Engage in educational outreach with elected officials and public citizens.	BCT	Transit Agencies	Current	X									
348	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.E. Coordination with elected officials	III.E.1. Engage in regular meetings with elected officials to keep them in-the-loop on planning decisions and developments	Encourage a forward-thinking mindset in staff and elected officials	City of Dania Beach	Cities	Current	X									
349	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.E. Coordination with elected officials	III.E.1. Engage in regular meetings with elected officials to keep them in-the-loop on planning decisions and developments	Maintain discussion and coordination between departments and City Council	City of Hallandale Beach	Cities	Current	X									

Implementation Strategies Tool

	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
5	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
350	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.F. Coordination with constituents	III.F.1. Create opportunities for dialogue with citizens and businesses	Conduct a study to determine the best method to reach out to the public to disseminate commuter services information	FDOT	SFCS	Future: short-term	X									
351	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.F. Coordination with constituents	III.F.1. Create opportunities for dialogue with citizens and businesses	Engage communities members through Speak Up Broward: Broward Partners Group, Speakers Bureau, Program for Empowering People, and Street Teams	Broward MPO	MPOs	Current	X									
352	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.F. Coordination with constituents	III.F.1. Create opportunities for dialogue with citizens and businesses	Provide venues for community dialogue and education on quality of life (e.g. Speakers Bureau).	BCPC	County Planning Councils	Current	X									
353	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.F. Coordination with constituents	III.F.1. Create opportunities for dialogue with citizens and businesses	Form neighborhood associations and involve them and other citizen volunteers in city planning and economic development opportunities	City of Wilton Manors	Cities	Current	X									
354	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.F. Coordination with constituents	III.F.1. Create opportunities for dialogue with citizens and businesses	Work with large employers such as hospitals to anticipate employment growth and realize potential for TOD	City of Oakland Park	Cities	Current							ABC			
355	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.F. Coordination with constituents	III.F.1. Create opportunities for dialogue with citizens and businesses	Promote education on transportation and land use issues through the Local Government Academy class	City of Oakland Park	Cities	Current	X									
356	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.F. Coordination with constituents	III.F.1. Create opportunities for dialogue with citizens and businesses	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	Cities	Current	X									
357	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.F. Coordination with constituents	III.F.1. Create opportunities for dialogue with citizens and businesses	Target outreach activities to specifically include commuter and non-recreational bicyclists.	Broward MPO	MPOs	Future: short-term	X									
358	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.F. Coordination with constituents	III.F.1. Create opportunities for dialogue with citizens and businesses	Maintain connections with business community through outreach activities and business representation on decision-making boards	Palm Tran	Transit Agencies + others	Current	X									
359	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.G. Coordination with developers and other influential non-government entities	III.G.1. Encourage developers to proactively communicate on development projects throughout the various stages	Coordinate with developers to anticipate positive and negative consequences of potential developments (e.g. golf course development)	City of Oakland Park	Cities	Current	X									
360	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.G. Coordination with developers and other influential non-government entities	III.G.2. Create a venue for communication with major players to anticipate future expansion needs.	Engage major players (e.g. universities and hospitals) in visioning processes to understand their expectations and desires for expansion or change	City of Boca Raton	Cities	Current	X									
361	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.G. Coordination with developers and other influential non-government entities	III.G.2. Create a venue for communication with major players to anticipate future expansion needs.	Maintain connections with business community through outreach activities and business representation on decision-making boards	Palm Tran	Transit Agencies + others	Current	X									
362	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.H. Coordination with other transportation providers	III.H.1. Use Master Plans as opportunities to communicate visions of various transportation providers	Coordinate with transit providers and railroad companies on master planning efforts	FLL Airport & Port Everglades	FLL Airport + Port Everglades	Current		CD					BCD			
363	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.H. Coordination with other transportation providers	III.H.2. Coordinate with freight rail companies	Coordinate with freight rail companies to shift freight rail to western CSX line so FEC can fully serve passenger transit	City of Oakland Park	Cities	Current		CD								

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
364	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.H. Coordination with other transportation providers	III.H.2. Coordinate with freight rail companies	Negotiate with FEC rail for safety and quiet zone improvements or funds	City of Hollywood	Cities	Current		AB								
365	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.H. Coordination with other transportation providers	III.H.2. Coordinate with freight rail companies	Coordinate with FEC railroad for future transit station development	City of Oakland Park	Cities	Current			AC							
366	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.H. Coordination with other transportation providers	III.H.2. Coordinate with freight rail companies	Coordinate with FEC railroad to plan a greenway and multi-use trail along the FEC corridor and acquire an easement.	City of Pompano Beach + Broward County	Cities + Counties	Future: short-term		E	E							
367	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.1. Regularly assess the effectiveness of the policy framework in decision-making	Evaluate decisions against the goals, objectives, and policies within adopted comprehensive plans	BCPC	All	Current	X									
368	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.1. Regularly assess the effectiveness of the policy framework in decision-making	Track progress on measures in the Transit Development Plan through annual updates	SFRTA	SFRTA + Transit Agencies	Current	X									
369	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.2. Monitor multimodal networks on an ongoing basis	Develop a strategic plan with goals, objectives, initiatives, and performance indicators to achieve the vision (Fast Forward)	City of Fort Lauderdale	Cities	Current	X									
370	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.2. Monitor multimodal networks on an ongoing basis	Monitor transit ridership and expand transit where necessary	City of Fort Lauderdale	Transit Agencies + Cities	Current	X									
371	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.2. Monitor multimodal networks on an ongoing basis	Monitor transit on-time performance, overcrowding, and productivity, and reallocate resources to maximize system efficiency	BCT	Transit Agencies	Current	X		C							
372	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.2. Monitor multimodal networks on an ongoing basis	Develop performance measures for Commuter Services	FDOT	CUTR	Current	X									
373	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.2. Monitor multimodal networks on an ongoing basis	Conduct before-and-after studies to assess pedestrian & bicycle crashes and safety for lane reduction projects	FDOT	FDOT	Future: short-term			E	E	E					
374	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.3. Adopt Multimodal Q/LOS standards and regularly assess them	Collect bicycle and pedestrian data	FDOT	FDOT	Future: short-term	X		E	E	E	E				
375	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.3. Adopt Multimodal Q/LOS standards and regularly assess them	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 + City of Boca Raton	Counties + Cities	Future: mid-term	X	C	CE	E	CE					
376	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.3. Adopt Multimodal Q/LOS standards and regularly assess them	Provide technical assistance to local governments for the development and adoption of Multimodal Q/LOS standards.	Broward County + FDOT	FDOT	Future: mid-term	X	C	CE	E	E					
377	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.3. Adopt Multimodal Q/LOS standards and regularly assess them	Coordinate on Multimodal Quality of Service performance measures between FDOT and MPO	Broward MPO	MPOs + FDOT	Future: short-term	X									

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
378	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.3. Adopt Multimodal Q/LOS standards and regularly assess them	Introduce Multimodal Level of Service into planning process through developer 'credit' in certain land use designations	BCPC	County Planning Councils + FDOT + SFRPC	Future: short-term	X					CE		E	E	CE
379	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.3. Adopt Multimodal Q/LOS standards and regularly assess them	Conduct a Multimodal Quality of Service Assessment	SFRPC - SR 7 Collaborative	FDOT	Past	X		CE	CE	CE					
380	III. Coordination: Improve coordination, communication, and collaboration between all partners	III.I. Monitoring and Evaluation	III.I.3. Adopt Multimodal Q/LOS standards and regularly assess them	Undertake a pilot Multimodal Q/LOS study as part of the Complete Streets steering committee in partnership with Urban Health Partnership	Broward County	Counties	Current	X		CE	CE	CE					
381	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.A. Pursue innovative funding sources for collaborative planning activities	IV.A.1. Pursue innovative funding sources for collaborative planning activities	Prepare a $1 million Transportation and Community System Preservation grant for corridor master planning and redevelopment efforts	SFRPC - SR 7 Collaborative	MPOs	Past	X									
382	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.A. Pursue innovative funding sources for collaborative planning activities	IV.A.1. Pursue innovative funding sources for collaborative planning activities	Hire competent, capable staff willing to try innovative techniques	City of Dania Beach	All	Current	X									
383	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.B. Pursue innovative funding sources for projects to enhance vehicular mobility	IV.B.1. Pursue innovative funding sources for projects to enhance vehicular mobility	Broward MPO is seeking a planning grant for an ICM project focused on I-95 which would include integration of arterial management. FDOT is a partner.	FDOT	MPOs + FDOT	Current		A		AD						
384	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.B. Pursue innovative funding sources for projects to enhance vehicular mobility	IV.B.1. Pursue innovative funding sources for projects to enhance vehicular mobility	Establish a revolving parking trust fund to create more parking	City of Wilton Manors	Cities	Current	X									
385	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.B. Pursue innovative funding sources for projects to enhance vehicular mobility	IV.B.1. Pursue innovative funding sources for projects to enhance vehicular mobility	Coordinate with County on concurrency and traffic impact fees, and use these fees for corridor enhancement projects	City of Oakland Park	Cities in coord w/ Counties	Current	X									
386	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.B. Pursue innovative funding sources for projects to enhance vehicular mobility	IV.B.1. Pursue innovative funding sources for projects to enhance vehicular mobility	Consider developing a transportation capacity impact fee during the development review process to fund improvements within the city transportation master plan	City of Hallandale Beach	Cities	Current	X									
387	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.B. Pursue innovative funding sources for projects to enhance vehicular mobility	IV.B.1. Pursue innovative funding sources for projects to enhance vehicular mobility	Consider tolling strategies for all new limited access facilities on the SHS, lanes added to existing limited access facilities on the SHS, and new or replacement bridges on the SHS over waterways (FDOT Directive for Tolling)	FDOT	FDOT	Current	X	A		A						
388	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance passenger travel by non-SOV modes	Apply for a TIGER grant for the WAVE Streetcar	FDOT	SFRTA + Transit Agencies	Current			AC				C			
389	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	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	Current		ACD								
390	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	Consider developing a transportation capacity impact fee during the development review process to fund improvements within the city transportation master plan	City of Hallandale Beach	Cities	Current	X									
391	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	Utilize TAP grants for reconstruction to make streets more bicycle- and pedestrian-friendly	City of Oakland Park	Cities	Current			E		E					

	Objectives (W)	Strategy Categories (X)	Strategies (Y)	Examples (Z)	Who brought it up? (AA)	Who Will Implement? (AB)	Timeframe (AC)	System (AD)	SIS (AE)	Pri MM (AF)	Pri Com (AG)	Hybrid (AH)	MM Districts & Nodes (AI)	Special Use Center (AJ)	Low Int Res (AK)	Low Int Com (AL)	Low Int Mxd Use (AM)
392	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	Apply for federal, state, and regional (MPO) grants for Complete Streets improvements	City of Hollywood	Cities	Current			E		E					
393	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	Identify a dedicated funding source to help fund TDP projects	BCT	Transit Agencies	Future: mid-term	X	C	C	C	C				
394	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	Consider using concurrency funds for bicycle and pedestrian improvements	City of Deerfield Beach	Cities	Current	X					E		E	E	E
395	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	Apply for TIGER, LAP, and TAP grants for Complete Streets projects	City of Deerfield Beach	Cities	Current			E		E					
396	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	Approach FDOT to partially fund sidewalk and pedestrian lighting construction along Dixie Hwy through FDOT Local Agency Program (LAP)	City of Wilton Manors	Cities	Future: short-term			E							
397	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	Use the MPO's mobility funds for Complete Streets projects (e.g. SW 10th St)	City of Deerfield Beach	Cities	Current			E		E					
398	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	Define a methodology to identify and prioritize the use of funds that is aligned with the MPO's vision.	Broward MPO	MPOs	Current	X									
399	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	Create a Mobility Program Fund and require developers to contribute	City of Dania Beach	Cities	Current	X									
400	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.1. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	Allocate MPO planning and engineering funds toward design/build of transit facilities, landscaping, and pedestrian-safety improvements	SFRPC - SR 7 Collaborative	MPOs	Ongoing	X	CE	CE	CE	CE					
401	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.2. Identify new revenue sources for ongoing transit operating costs and new transit improvements	Pursue potential new revenue source for ongoing transit operating costs with SFRTA from rental car fees (or other sources)	Palm Tran	Transit Agencies + SFRTA	Future (timeframe unknown)	X									
402	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.2. Identify new revenue sources for ongoing transit operating costs and new transit improvements	Create a regional taxing authority for transit improvements	Palm Beach County	MPOs + Transit Agencies	Future (timeframe unknown)	X	AC	AC							
403	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.2. Identify new revenue sources for ongoing transit operating costs and new transit improvements	Set aside money for future transit projects to demonstrate commitment for transit through a transit improvement fund	City of Dania Beach	Cities	Current	X		C		C	C				
404	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.2. Identify new revenue sources for ongoing transit operating costs and new transit improvements	Require developers to financially contribute to local shuttle bus service via annual or flat fees	City of Boca Raton	Cities	Current	X		C		C	C				
405	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.2. Identify new revenue sources for ongoing transit operating costs and new transit improvements	Use transit corridor grant money to fund trolley service and circulator projects (such as has been done in Boca Raton, Delray Beach, Hollywood, and Fort Lauderdale)	FDOT	FDOT	Current	X		C		C	C				C

Implementation Strategies Tool

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
406	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.3. Use partnerships to maximize funding sources	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 Miramar	Cities	Current	X		E	E	E					
407	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.3. Use partnerships to maximize funding sources	Combine funds from federal, MPO, and County sources to implement projects	City of Oakland Park	Cities	Current	X									
408	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.3. Use partnerships to maximize funding sources	Pursue shuttle bus funding partnerships to connect Tri-Rail with local destinations.	Broward County	Counties	Current	X						AC			
409	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.3. Use partnerships to maximize funding sources	Partner with Broward County Transit and FDOT for implementation of transit bus shelters and amenities	SFRPC - SR 7 Collaborative	MPOs + Transit Agencies + FDOT	Past			C	C	C					
410	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.3. Use partnerships to maximize funding sources	Reward creative funding strategies by including a criterion for funding in the project selection process	Palm Beach MPO	MPOs	Future: short-term	X									
411	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.4. Explore opportunities for public-private funding partnerships and leverage resources from a variety of funds.	Eller Drive Overpass	Port Everglades	FDOT + Port Everglades	Current		AD								
412	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.C. Pursue innovative funding sources for projects to enhance travel by non-SOV modes	IV.C.4. Explore opportunities for public-private funding partnerships and leverage resources from a variety of funds.	Intermodal Transfer Center Facility	Port Everglades	FDOT + Port Everglades	Current							ABD			
413	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.D. Pursue innovative funding sources for projects to enhance freight travel	IV.D.1. Pursue grant funds to shift freight rail to the South Florida Corridor	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	Current		ACD								
414	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.E. Implement low-cost projects as 'low hanging fruit'	IV.E.1. Identify short-term low-budget projects that can use available money to work towards the longer term vision	Conduct a walkability study to determine the short-term low-budget improvements for improving the pedestrian and bicycling environment	City of Fort Lauderdale	Cities	Current			E	E	E					
415	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.E. Implement low-cost projects as 'low hanging fruit'	IV.E.1. Identify short-term low-budget projects that can use available money to work towards the longer term vision	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	Cities	Current	X						A			
416	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.F. Use Business Improvements Districts, CRAs, and other funding districts	IV.F.1. Use CRAs and BIDs to provide funding for infrastructure improvements	Interview property owners and tenants (along Wilton Drive) to gauge interest in establishing a BID to raise money for roadway capital improvements and entice business activity	City of Wilton Manors	Cities	Future: short-term							ACE			
417	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.F. Use Business Improvements Districts, CRAs, and other funding districts	IV.F.1. Use CRAs and BIDs to provide funding for infrastructure improvements	Use Downtown Development Authority funds to finance Wave streetcar construction and operations	FDOT	SFRTA + Cities + DDA + FDOT	Future: short-term										
418	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.F. Use Business Improvements Districts, CRAs, and other funding districts	IV.F.1. Use CRAs and BIDs to provide funding for infrastructure improvements	Use CRA and/or municipal revenue to support construction and operations of Tri-Rail Coastal Link	SFRTA + FDOT	Cities	Future: short-term										
419	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.G. Coordinate multiple projects together to maximize resources and minimize disruptive impacts	IV.G.1. Coordinate roadway, utility and other infrastructure projects to reduce costs and construction related road closures	Reconstruct roads to fix drainage issues through partnership between City, County, and FDOT	Town of Pembroke Park	Cities + Counties + FDOT	Current	X									

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
420	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.H. Thoroughly document important projects in advance of dedicated funding	IV.H.1. Thoroughly document important projects in advance of dedicated funding to improve chances of taking advantage of new funding sources	Prepare designs and engineering plans in advance of funding so that when funding comes, the project can be implemented quickly	City of Hollywood	Cities	Current	X									
421	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.H. Thoroughly document important projects in advance of dedicated funding	IV.H.1. Thoroughly document important projects in advance of dedicated funding to improve chances of taking advantage of new funding sources	Maintain a list of projects that are "ready to go" that are compiled from various planning documents	City of Dania Beach	Cities	Current	X									
422	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.H. Thoroughly document important projects in advance of dedicated funding	IV.H.1. Thoroughly document important projects in advance of dedicated funding to improve chances of taking advantage of new funding sources	Begin development review as early as possible, and conduct a thorough review to reduce unintended consequences	City of Hollywood	Cities	Current	X									
423	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.H. Thoroughly document important projects in advance of dedicated funding	IV.H.1. Thoroughly document important projects in advance of dedicated funding to improve chances of taking advantage of new funding sources	Be prepared for funding opportunities that may arise by planning for and document projects for implementation even before funding is identified	City of Miramar	Cities	Current	X									
424	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.H. Thoroughly document important projects in advance of dedicated funding	IV.H.1. Thoroughly document important projects in advance of dedicated funding to improve chances of taking advantage of new funding sources	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	Counties	Current	X									
425	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.I. Pursue funding sources for 'catalytic' land use investments to spur economic development	IV.I.1. Pursue funding sources for 'catalytic' land use investments to spur economic development	Seek grant funding for catalyst development (e.g. amphitheater)	City of Miramar	Cities	Current	X					AB				
426	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.J. Revisit the way funds are allocated	IV.J.1. Revisit funding formulas to distribute funds in more efficient ways	Distribute funds according to other factors besides just population to help speed up plan implementation	City of Dania Beach	MPOs	Future: mid-term	X					A	A			
427	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.J. Revisit the way funds are allocated	IV.J.1. Revisit funding formulas to distribute funds in more efficient ways	Use the development of the 2040 LRTP as a turning point to better balance traditional road capacity projects with multimodal projects to enhance quality of life and economic vitality	Palm Beach MPO	MPOs	Current	X									
428	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.J. Revisit the way funds are allocated	IV.J.2. Refocus priorities and reallocate funding away from "reactionary planning" to longer range plans, projects, and infrastructure	Develop a road atlas to prioritize road improvements and maintenance activities in a strategic manner.	City of North Lauderdale	Cities	Current	X									
429	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.J. Revisit the way funds are allocated	IV.J.3. Prioritize infrastructure improvements projects according to I-95 Corridor Mobility Planning Project vision map	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	X	AC	ACE		ACE					
430	IV. Funding: Increase opportunities for identifying funding sources for transportation improvements.	IV.J. Revisit the way funds are allocated	IV.J.3. Prioritize infrastructure improvements projects according to I-95 Corridor Mobility Planning Project vision map	Prioritize ITS and corridor management investments on Primary Commerce and SIS facilities	FDOT	All	Future: mid-term	X	AD		AD						
431	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.A. Make physical improvements to spur development activity	V.A.1. Improve transportation infrastructure and services to increase access to jobs	Enhance shuttle service between Tri-Rail stations and major employment areas	Palm Beach MPO	MPOs + Transit Agencies	Future: short-term	X					AC	AC		AC	
432	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.A. Make physical improvements to spur development activity	V.A.2. Improve infrastructure to support more intense future development	Prioritize infrastructure projects to fix drainage issues	City of Oakland Park & Town of Pembroke Park	Cities	Current						AB				
433	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.A. Make physical improvements to spur development activity	V.A.2. Improve infrastructure to support more intense future development	Complete major sewage lift station	City of Wilton Manors	Cities	Current	X					AB				
434	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.A. Make physical improvements to spur development activity	V.A.2. Improve infrastructure to support more intense future development	Make public investments through streetscape improvements to draw private investment for redevelopment	City of Oakland Park	Cities	Current						AB				

	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
435	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.A. Make physical improvements to spur development activity	V.A.2. Improve infrastructure to support more intense future development	Upgrade utilities to support higher densities	City of Dania Beach	Cities	Current						AB				
436	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.1. Utilize CRA or other branding techniques to promote economic development	Create a branded district (e.g. the Culinary District in Oakland Park) with anchors (Broward College and breweries) to encourage mixed use and residential development	City of Oakland Park	Cities	Current						AB				
437	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.1. Utilize CRA or other branding techniques to promote economic development	Designate areas for redevelopment and use redevelopment funding from Broward County as a replacement for tax increment financing	City of Oakland Park	Cities	Current						AB				
438	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.1. Utilize CRA or other branding techniques to promote economic development	Encourage and work with community members and property owners to create a future vision (e.g. special arts district)	City of Miramar	Cities	Current						AB				
439	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.1. Utilize CRA or other branding techniques to promote economic development	Use the tools available to CRAs to spur redevelopment	City of Dania Beach	Cities	Current	X					ABCE				
440	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.1. Utilize CRA or other branding techniques to promote economic development	Develop a branding style unique to the City that identifies it as a destination	City of Dania Beach	Cities	Current	X					AB				
441	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.1. Utilize CRA or other branding techniques to promote economic development	Use CRA to develop and implement master plans within their jurisdiction	City of Hallandale Beach	Cities	Current	X					AB				
442	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.2. Use land use planning tools to communicate land development goals to developers	Designate places using the TOC, TOD, and LAC future land use designations, and increase the allowable densities therein to entice redevelopment and economic development	City of Oakland Park	Cities	Current						ABCE				
443	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.2. Use land use planning tools to communicate land development goals to developers	Increase allowable densities on vacant properties where increased growth would fit in with the overall vision to encourage redevelopment	City of Oakland Park	Cities	Current						AB				B
444	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.3. Use other policy tools to incentivize redevelopment	Incentivize redevelopment through FEMA's national flood insurance program's premium discounts	City of Oakland Park	Cities	Current	X					AB				
445	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.3. Use other policy tools to incentivize redevelopment	Increase allowable densities for certain land use categories (e.g. Planned Mobility areas)	City of Boca Raton	Cities	Current	X					ABCE				
446	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.3. Use other policy tools to incentivize redevelopment	Reduce development fees for developments with significant internal capture or pass-by trip reductions	City of Boca Raton	Cities	Current						ABCE				
447	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.3. Use other policy tools to incentivize redevelopment	Require specific land development regulations for each multimodal node, 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	Cities	Current						ABCE				
448	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.3. Use other policy tools to incentivize redevelopment	Offer incentives to attract and retain businesses, which produce revenue for local governments	Town of Pembroke Park	Cities	Current						B			B	B
449	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.3. Use other policy tools to incentivize redevelopment	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)	X		BC			AB				B
450	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.4. Pursue funding sources for 'catalytic' land use investments to spur economic development	Seek grant funding for catalyst development (e.g. amphitheater)	City of Miramar	Cities	Current	X					AB				
451	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.4. Pursue funding sources for 'catalytic' land use investments to spur economic development	Wherever possible, take advantage of low market conditions and purchase land for city uses (public/private partnerships)	City of Miramar	Cities	Current						AB				B
452	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.4. Pursue funding sources for 'catalytic' land use investments to spur economic development	Encourage more hotel and residential development as redevelopment	City of Dania Beach	Cities	Current						AB				B

	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
5	Objectives	Strategy Categories	Strategies	Examples	Who brought it up?	Who Will Implement?	Timeframe	System	SIS	Pri MM	Pri Com	Hybrid	MM Districts & Nodes	Special Use Center	Low Int Res	Low Int Com	Low Int Mxd Use
453	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.4. Pursue funding sources for 'catalytic' land use investments to spur economic development	Use publicly-owned land as catalysts for redevelopment (e.g. county parcel at US 1 & Griffin Rd)	City of Dania Beach	Cities	Current						AB				B
454	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.5. Utilize economic "down times" to prepare for resurgence	Develop plans and revisit policies and regulations during economic downturns to prepare for resurgence	City of Dania Beach	Cities	Current	X									
455	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.B. Use policy and regulatory tools to incentivize economic development	V.B.6. Invest in internal staff	Hire competent, capable staff willing to try innovative techniques	City of Dania Beach	All	Current	X									
456	V. Economic Vitality: Improve economic vitality and encourage economic development.	V.C. Provide connections to employment and freight, goods, and special us centers	Strategies in Objectives I (Mobility) and II (Accessibility) address this category to provide connections to employment. Strategies in Category I.F "Accommodate critical freight and passenger mobility needs for airports and seaports" are particularly relevant for connections to freight, goods, and special use centers.		All	All	All	D			D			D			
457																	
458																	

Appendix 4-B

How to Use the Implementation Strategies Database

How-To Guide for the Implementation Strategies Tool

Contents

Introduction and Project Background

The Implementation Strategies Tool is a comprehensive listing of over 100 various strategies, with more than 400 examples, that each partner can undertake to work towards the future vision for mobility in the I-95 corridor.

The I-95 Corridor Mobility Planning Project is a collaborative effort between FDOT, Broward and Palm Beach Counties, MPOs, transit agencies and authorities, planning councils, and local governments to envision a system of transportation and land use for eastern Broward County and southeastern Palm Beach County that functions effectively both today and in the future. The Implementation Strategies Tool one of the final products of the I-95 Corridor Mobility Planning Project. The project is documented through a series of five technical memoranda, available on the project website at www.myplanspace.com/i95.

The five tech memos provide:

1) an executive summary of the project,
2) a brief history of previous phases of the project,
3) a framework of facility types and place types that define the system-level vision for the future,
4) a more detailed explanation of the implementation strategies, and
5) a baseline performance assessment to measure progress toward the future vision.

The 100+ strategies and 400+ examples in the Strategies Tool were compiled through a series of listening sessions between FDOT and all of the planning partners in Fall 2013.   The simple task of compiling all of these strategies into one master list shows the complexity and interconnectedness of transportation and land use decisions. The strategies and examples in the Tool outline the steps that each partner is taking and will take in the future to work towards the future vision for transportation and land use in the I-95 corridor.

While not all of the strategies of all of the various planning partners may be documented here, this initial list represents a starting point for compiling all of the strategies in one place. It is intended to serve as a "living document." Each year, through the annual process outlined in the Monitoring and Evaluation Plan (found in Tech Memo #1: Executive Summary), FDOT will convene an annual summit where the planning partners will provide an update on their strategies and priority actions, and FDOT will revise this tool accordingly. The "How to Edit the Tool" section provides instructions on how agencies can make revisions to the tool in preparation for the annual summit.

Getting Started

To view the implementation strategies and use the filter functions to search through the list of 400+ examples, open the STRATEGIES_TOOL.xlsx Microsoft Excel file, and click on the STRATEGIES TOOL tab at the bottom.

The 100+ strategies and 400+ examples are organized into five objectives, each of which contain several strategy categories. The rows are colored according to the five objectives: blue for mobility, red for accessibility, green for coordination, purple for funding, and orange for economic vitality.

Objectives   Strategy Categories

Mobility: Enhance the movement of people and goods	Increase auto capacity on highway facilities	Increase person-carrying capacity via transit on regionally significant transit facilities	Preserve and optimize vehicular capacity on regionally significant facilities	Enhance multimodal capacities on appropriate local facilities	Enhance truck movement	Accommodate critical freight and passenger mobility needs for airports and seaports

Accessibility: Increase the viability of alternatives to driving alone and reduce travel demand	Transportation: Implement a connected network of Complete Streets and facilities for non-motorized modes and transit	Transportation: Enhance transit services to provide viable alternatives to driving alone	Transportation: Enhance the connectivity between modes and scales of modes	Land Use: Encourage smart growth through land use planning and development approval processes	Logistics: Reduce travel demand through Transportation Demand Management programs

Coordination: Improve coordination, communication, and collaboration between all partners

- Within agencies themselves (e.g. various departments)
- Amongst other planning partners
- Amongst adjacent municipalities
- Within the various stages of planning and programming
- With elected officials
- With constituents
- With developers and other influential non-government entities
- With other transportation providers
- Monitoring and Evaluation

Funding: Increase opportunities for identifying funding sources for transportation improvements

- Pursue innovative funding sources for collaborative planning activities
- Pursue innovative funding sources for projects to enhance vehicular mobility
- Pursue innovative funding sources for projects to enhance travel by non-SOV modes
- Pursue innovative funding sources for projects to enhance freight travel
- Implement low-cost projects as 'low hanging fruit'
- Use Business Improvement Districts, CRAs, and other funding districts
- Coordinate multiple projects together to maximize resources and minimize disruptive impacts
- Thoroughly document important projects in advance of dedicated funding
- Pursue funding sources for 'catalytic' land use investments to spur economic development
- Revisit the way funds are allocated

Economic Vitality: Improve economic vitality and encourage economic development

- Make physical improvements to spur development activity
- Use policy and regulatory tools to incentivize economic development
- Provide connections to employment and freight centers
- *Strategies categorized within the previous objectives also improve economic vitality*

The five objectives are listed in Column W, and are repeated for each row. Column X shows the strategy categories, each of which contain a listing of individual strategies (Column Y). Each strategy has one or more examples (Column Z). Light grey text indicates the text within the cell is repeated above. When viewing the tool in its entirety, the grey text helps the user to easily see when the objectives, strategy categories, and strategies change. However, the color of the text remains the same when filtering. As you begin to filter the strategies and examples, please disregard the difference between the black and grey text. Some of the original black text will become hidden, and it is important for the user to read the strategy categories and the strategies for all rows of the filtered results.

The examples each contain information about which partner spoke of the example (Column AA), the agency who has or will implement the example of the strategy (Column AB), the timeline of the example (Column AC), and one or more 'tags' that indicates if the example

applies to the system as a whole, a particular facility type, or a particular place type (Columns AD – AM). The 'tags' indicate which function (A, B, C, D, E, or X) the example fulfills.

How to Search and Filter Strategies within the Tool

The full list of 400+ examples may be too long and complex for most users. The Tool is designed to allow the user to filter and query the list of strategies and examples in several ways. The following sections explain the various ways in which users can search for and filter the strategies and examples.

Experienced Microsoft Excel users should note that the filtering function is already applied to Columns D through Z. It is recommended that users refrain from changing the Sort & Filter settings, as this can cause changes to the organization of the tool which you may be unable to undo. If you decide to navigate the tool using the sort functions, it is recommended that you first save the tool as a different file to preserve the original formatting and organization. Instructions on how to edit the tool are provided later in this document.

1. Filter by Objective, Strategy Category, and Strategy

Columns W, X, and Y have down arrows in the lower right corner of the column headers – these are the filter buttons.

Click on the filter button for the objectives. A menu will appear that lists the five objectives with check boxes next to them, with an additional option for (Select All) at the top. Notice that all six check boxes are checked.

Uncheck the (Select All) check box, and notice that the other boxes are automatically unchecked. You can now select which of the objectives you would like to view in the Tool. Only the strategies and examples that correspond to the objectives you have checked will appear. The status bar on the bottom of the window will indicate how many records you are showing from the original 451 (e.g. 79 of 451 records found).

You can filter the Strategy Categories and Strategies columns in the same way. Filter the Objectives column first, then the Strategy Categories column to narrow down the list of strategies and examples accordingly.

To remove the filter, simply click on the filter button and check the box for (Select All) on all columns where you previously applied a filter.

2.   Filter by Facility Type/Place Type, Implementing Agency, Timeframe, and Example Agency

To use the filters described in this section, *unhide Columns J through V*. Please note that Column B is a reference column for the drop down menus in cells U1, U2, U3, and U4, and should not be changed. It is recommended that users keep Column B hidden while working with the Tool. Columns D through I are explained later in Section 3: Filter by Function regardless of Facility Type and Place Type.

Notice that cells U1, U2, U3, and U4 are various colors. These four colors correspond to the headings for Columns J through V. You will start with these cells to filter the Tool.

a. Filter by Facility Type, Place Type, or System

You can filter the Tool to show the strategies and examples that are applicable to the system as a whole, to a particular facility type, or a particular place type. For example, you can search all strategies that are applicable to lower intensity mixed use areas.

To search for all strategies and examples that are applicable for a facility type or place type, regardless of the function, make sure cell U1 is set to All.

Click the filter button on the facility type or place type for which you would like to search (any of cells K5 through S5). Uncheck the box next to 0. This will filter out all strategies and examples that are not applicable to that particular facility type or place type.
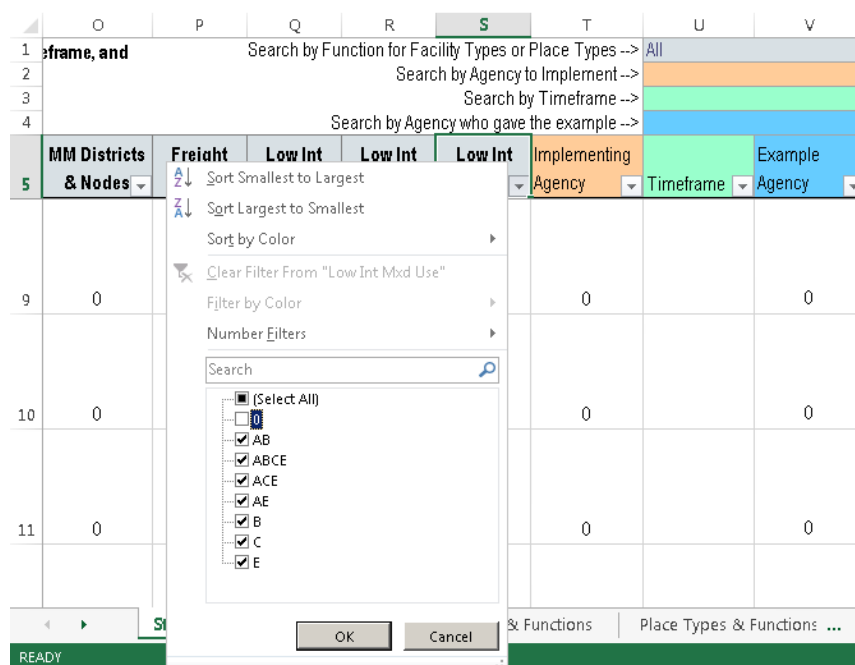
You can use this method to search for strategies and examples that are applicable to the system as a whole. Simply repeat this method for Column J.

To remove the filter, simply click on the filter button and check the box for (Select All) on the columns where you applied a filter.

b. Filter by Function for Facility Types or Place Types

You can filter the strategies and examples to see strategies for a particular place type or facility type that are related to a particular function. The five functions (A, B, C, D, and E) for each facility type and place type are defined in the other tabs of the spreadsheet. A function value of X is reserved for the system as a whole.

Click on cell U1, click on the drop down button, and select a function (X, A, B, C, D, or E). This will populate the cells in Columns D – O, according to whether the example in a row is applicable to the selected function.

To see all strategies and examples for which this function is applicable, regardless of facility type or place type, see Section 3 later in this document.

To see the strategies and example for which this function is applicable for a particular facility type or place type, click the filter button on the header cell for that particular column, and uncheck the box for (Blanks). For example, to see the strategies and examples that are applicable to Hybrid facilities by way of function A, click the filter button on cell N5.

To clear out this filter, simply click the filter button and check the box for (Select All), then click in cell U1 and hit delete.

c. Filter by Implementing Agency

You can search the Tool by the type of agency who would be primarily responsible for implementing each strategy.

To search by implementing agency, click in cell U2. Note that a drop down arrow appears to the right of the cell. Click on the drop down arrow. You will see a list of types of agencies from which you can select one.
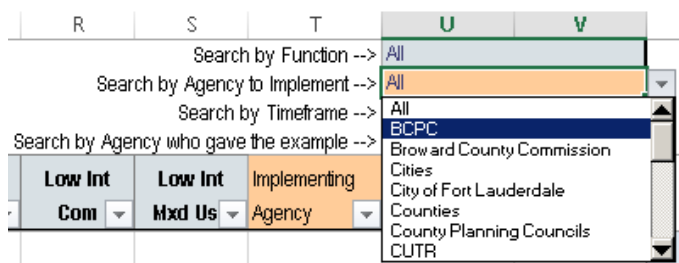
Once you have selected a type of agency, some of the cells in Column T will populate with the agency type you have selected, depending on whether or not the agency you selected is the implementing agency for that example. Click on the filter button next to the Implementing Agency column header in cell T5, and uncheck (Blanks). This will show only the strategies and examples for which the selected agency type is responsible for implementing, as shown in Column AB.

To remove this filter and see all the strategies and examples in full, click the filter button in cell T5 and recheck (Select All). Then click in cell U2 and press Delete.

d. Filter by Timeframe

You can also filter the strategies and examples in the Tool by timeframe using the same process described in previous section 2c (Filter by Implementing Agency).

Click in cell U3, and a drop down arrow will appear. Click the drop down arrow, and you will see a list of possible timeframes. Select the one for which you are interested in. Then click the filter button (down arrow) in cell U5 and uncheck (Blanks).

The timeframes in the Tool are defined as follows:

- **Past**: This example has been completed and is no longer in effect - applies mainly to planning studies and construction projects that are not ongoing 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 this example. This timeframe implies that there is an endpoint to the example.

- **Future (timeframe unknown)**: This example has not yet been implemented, and the timeframe for which it could be implemented is unknown.

- **Future (short-term)**: This example could potentially be implemented within five years, and would require either minimal funding or already has finding 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 10 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 within the next 10 years.

- **Ongoing**: This example is an effort that is currently underway, and will continue into the foreseeable future with no known end point.

To remove this filter and see all the strategies and examples in full, click the filter button in cell U5 and recheck (Select All). Then click in cell U3 and press Delete.

e. Filter by Example Agency

You can filter the Tool to show the strategies and examples that a specific local government or agency suggested. Follow the same steps as in Section 2c (Filter by Implementing Agency) or Section 2d (Filter by Timeframe) above.

You will first select the agency or city in cell U4. Then unselect the blank cells from the filter button in cell V5.

To remove this filter and see all the strategies and examples in full, click the filter button in cell V5 and recheck (Select All). Then click in cell U4 and press Delete.

3. Filter by Function regardless of Facility Type or Place Type

You may want to filter the Tool by a particular function, such as Walking & Biking (Function E) or General Land Use Context (Function B), without worrying about which particular facility types or place types a strategy applies. In other words, you want to filter the Tool to show the strategies and examples that are applicable for a function regardless of the facility types and place types.

To use this filter feature, unhide Columns D through I. You do not need to have Columns J through V visible. It is recommended that you also keep Column B hidden at all times to avoid accidentally making changes to it.

Columns D through I each represent a function of the facility types and place types:

- Column D represents Function X, which is not really a function per se, but rather an acknowledgement that this strategy is applicable to the entire system as a whole.

- Column E represents Function A: the Primary Function, which is more or less related to automobile mobility

- Column F represents Function B: the General Land Use Context

- Column G represents Function C: Transit

- Column H represents Function D: Freight

- Column I represents Function E: Walking & Biking

The individual functions for each facility type and place type are defined in the *Facility Types & Functions* and *Place Types & Functions* tabs in the Excel file.

To filter by a function, simply click on the filter button (down arrow) in the cell in Row 5 that contains the function you are interested in, uncheck the box for (Blanks), and click on OK.

To clear the filter, click on the filter button and check (Select All).

4.   Using Multiple Filters

You may find that using a combination of these filters will help to identify particular strategies that meet multiple criteria. If you have familiarity with Excel's filtering capabilities, you can set up additional filters for other criteria, such as timeline and agency who brought up the idea. Users are encouraged to use the flexibility that the filters provide to query the strategies and examples that would be most useful to them.

An Example of Using Multiple Filters

Let's search for the strategies and examples that are relevant to transit (Function C) in special use districts (e.g. the port and airport).

- First, search for Function C by selecting C from the drop down menu in cell U1.
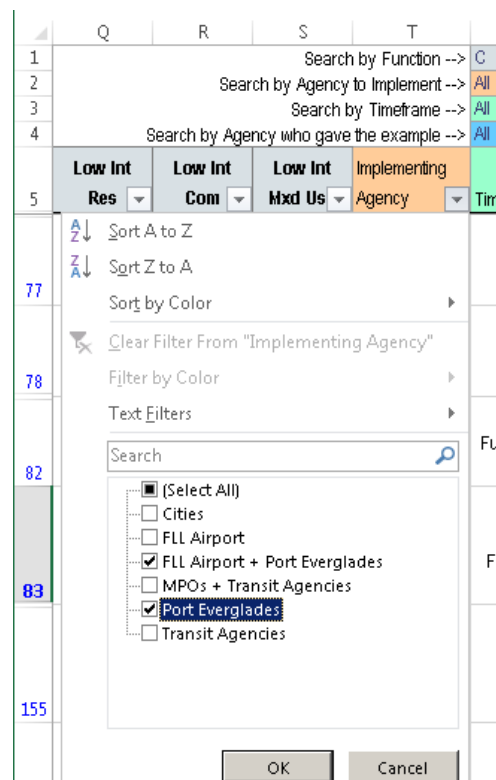- Then click on the filter button in cell P5 (Special Use District), and uncheck the box for (Blanks).

Ten records are found: four under the mobility objective, three under the accessibility objective, one under coordination, and one under economic vitality.

You can click through the filter buttons in cells T5, U5, and V5 to see the range of implementing agencies, timeframes, and example agencies, respectively, that are associated with these ten examples.

By looking in the filter button for cell T5, you can see the various combinations of implementing agencies that are associated with each example. Notice that Port Everglades is mentioned by itself, as well as with FLL Airport.

To further filter for those examples for which Port Everglades is an implementing agency, there are two options.

1. You can select all of the options using the filter button for cell T5 that include Port Everglades. In this example, you would uncheck the box for (Select All), and check the box for FLL Airport + Port Everglades (4th box) **and** the box for Port Everglades (6th box). However, if there are many options, it may be difficult to discern all of the options that contain the implementing agency you are interested in.

2. Alternatively, you can select Port Everglades from the drop down menu in cell U2, click on the filter button in cell T5, and uncheck the box for (Blanks). This will ensure that all examples with Port Everglades will be shown.

You can view various timeframes and example agencies similarly.
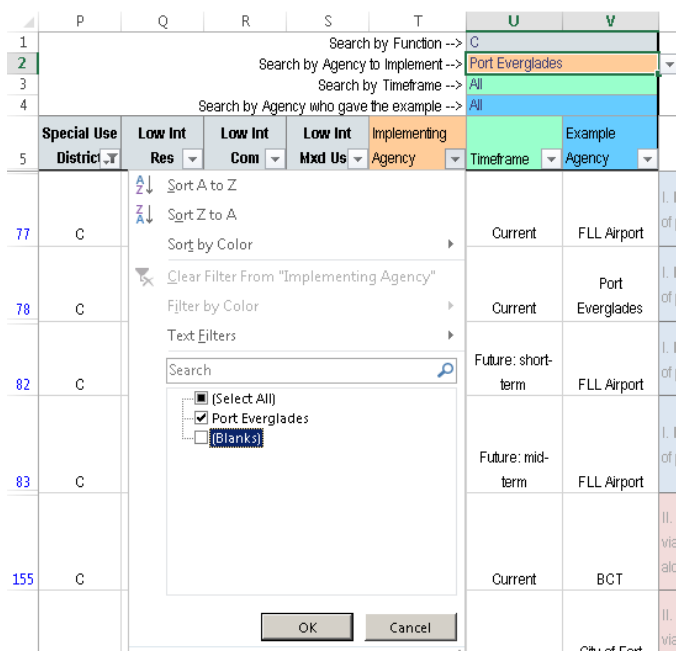
How to Print

The tool is set up to print on 11"x17" paper, and is printer-ready. Columns A – V are outside of the print area and will not print even if they are shown on screen.

To print the entire document on 11"x17" paper, simply select Print from the File menu.

The document can be printed on 8.5"x11" paper, but the font may be difficult to read. You can hide Columns AD – AM. In the Print settings, change the page size to Letter (8.5"x11"), and change the scaling to "Fit All Columns on One Page". Please note by hiding Columns AD – AM, you will not print the tags associated with the facility type and place type functions.

You can also print the document to show only the results you have filtered. To turn all of the grey text to black, you will need to edit the Conditional Formatting settings. Before editing the conditional formatting settings, save the document as a new file. You should be able to undo the changes to the Conditional Formatting after you print the document, but once you save and close the file, you will be unable to undo the changes.

- Open the Conditional Formatting Rules Manager: Under the Home menu, click on Conditional Formatting, and select Manage Rules…
- Scroll to the Rule with a format that has a white background and grey text. This Rule will show Formula in the first column. *Other Rules will show Cell Value in the first column. Do not select these Rules, as they govern the formatting of the tags in Columns AD – AM.*
- Select the Formula Rule to highlight it.
- Click Delete Rule
- Scroll through the remaining Rules to see if this Rule is repeated anywhere, and delete as necessary.
- Click OK.
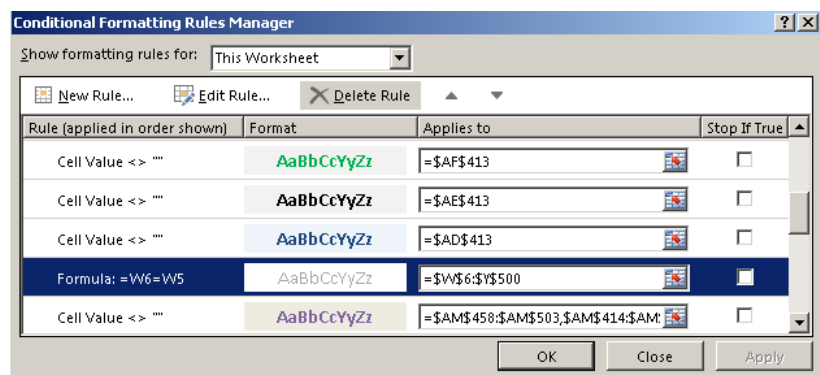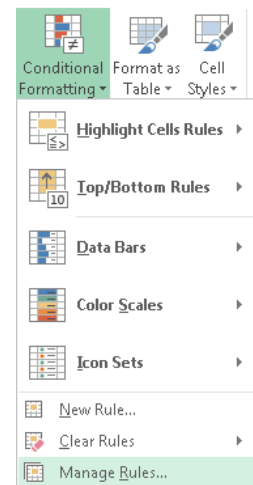
These steps will turn all of the grey text to black. To undo these changes, simply click the Undo button or type Ctrl + Z.

How to Edit the Tool

The I-95 Corridor Mobility Planning Project will continue as an ongoing process with an annual summit where the planning partners convene and provide updates on the progress they have made throughout the past year. Each planning partner will provide a status report on the strategies they have undertaken in the past year and identify the strategies and priority actions they will pursue in the coming year. As part of this status report, each planning partner should

update the strategies within the Implementation Strategies Tool to reflect which examples have been completed and to add any new strategies and examples to the Tool. Each partner should provide a revised version of the Tool to FDOT, who will then compile all of the revisions from the various partners and update the master list on the I-95 project website.

The instructions below outline how to make changes to the tool electronically and return the file to FDOT. Alternatively, you can inform FDOT of the desired changes through other means, such as printing out the file and marking changes, or through email/phone communication.

The Track Changes function should be enabled so that any edits to the file will be noted. Please keep the Track Changes function active when making edits – this will help the person compiling the edits from all of the planning partners keep track of what has changed.

When making edits to the Tool, please keep in mind the organizational structure of the tool, and fold edits into the existing structure of the five objectives, 33 strategy categories, and the strategies and examples therein.

To add a new example that falls under an existing strategy:

1. Insert a new row between the last example in the existing strategy and the strategy below it:
   a. Hover the mouse over the row number (on the left side of the screen) of the first example of the strategy below the strategy of your new example. For example, let's say your new example falls under Strategy II.B.3.: Use local circulators and shuttle services to fill in fixed route service gaps. This strategy has five examples already in the tool in Rows 140 - 144. You will hover the mouse over the row number on the left side of the screen of the first row of the next strategy, Row 145, which is the first row of Strategy II.B.4.).
   b. Right click on the row number.
   c. Click on Insert. This will insert a new row between the last row of the above strategy and the first row of the next strategy.
   d. Make sure that the row insertion has been marked through the "Track Changes" function. If not, undo the insertion, turn on Track Changes, and repeat this step. Keep Track Changes on for the entirety of your edits.
2. Copy and paste the text from the Objective, Strategy Category, and Strategy (Columns W, X, and Y) from the row above into the new row.
3. Enter the new example under Column Z.
4. Enter the appropriate information under Columns AA – AC (Who brought it up?, Who will implement?, and Timeframe).
   a. It is important that the text entered these cells matches the items in Column B to ensure the filtering functions will operate properly. To view the items in Column B, unhide columns B, and view the lists therein.
   b. You can use plus signs (+) to combine multiple agencies. The formulas will still find and return the results for the entered agencies.

      c. It is recommended that you refrain from changing the text in Column B. Please contact the FDOT representative who maintains the master list to discuss additions to this column for filtering purposes.

5. Enter the appropriate tags under Columns AD – AM for the applicability of the example to the system and to the various functions of the facility types and place types. This will ensure that the new example will appear in the results of filtering by function.

6. Unhide Columns D – V:
   a. Hover the mouse over column letter C.
   b. Hold down the mouse over column letter C, and while keeping the mouse button pressed, move the mouse over to column letter W.
   c. Release the mouse button over column letter W.
   d. Right-click and select Unhide.

7. Copy and paste the formulas from the cells in the row above the new row under Columns D – W into the cells in the new row. This will ensure the filtering results will include the new example.

8. Repeat the above seven steps if the example applies to more than one strategy. For example, an example could apply to both Accessibility and Funding objectives.

To add a new strategy that is not already included in the tool, follow the steps above, first identifying under which strategy category the new strategy will fit best. Be sure to include at least one example under the new strategy.

To revise an existing example, make sure Track Changes is turned on, and edit the text within the Example column (Column Z) if the example itself has changed, edit the text within Column AB to change the partners who are responsible for implementing the example, and edit the text within the Column AC to change the timeframe. Please refer to the options for timeframe as specified previously in Section 2.d. Filter by Timeframe. Feel free to revise the tags in Columns AD – AM appropriately. *Please refrain from making changes to the formulas in Columns D – V.*

Additionally, you may want to edit the headers and footers to revise the date of the last update.

For more information on how to edit the tool, please visit the I-95 project website for the current contact person.