

Stakeholder Summit Summary



As part of the ongoing monitoring and evaluation phase of the I-95 Corridor Mobility Planning Project (“I-95 CMPP” or “project”), the project team reconvened local government and agency stakeholders in a Stakeholder Summit (Summit) on October 24, 2016. The Summit followed seven listening sessions with groups of stakeholders held earlier in October. Participants explored big picture challenges and opportunities, discussed advancing key issues, learned about other stakeholders’ progress on implementation strategies relative to the project’s aspirational future transportation and land use vision and performance measures, and discussed next steps for the project. The Summit agenda and a list of Summit participants are at the end of this summary. The summary documents the key points of discussion for each item on the Summit agenda. The Summit presentation is posted on the I-95 CMPP website at www.myplanspace.com/i95.

Brief Project Overview and Summit Purpose

After covering the catalyst for and components of the project and the Summit purpose, Jessica Dimmick with the project team reviewed the aspirational future transportation and land use vision developed for the project area, which reflects a synthesis of projected population and employment growth and local government comprehensive plans and other stakeholder plans in place in 2013. Jessica showed how updated stakeholder plans still generally reflect the aspirational future vision. Highlighted stakeholder plans included:

- Broward MPO and Palm Beach MPO Long Range Transportation Plans
- Southeast Florida Transportation Council (Miami-Dade, Broward, and Palm Beach MPOs) 2040 Regional Transportation Plan (regional corridor network, regional freight network, regional transit vision with regional destinations, baseline needs network, regional cost feasible projects)
- Southeast Florida express lanes network
- FDOT District Four candidate potential transit projects in Broward and Palm Beach counties for Strategic Intermodal System (SIS) 2045 Multimodal Unfunded Needs Plan
- Broward County Land Use Plan as example for Local Government Comprehensive Plans – changes through BrowardNEXT with emphasis on activity centers
- Local and Regional Transit Agencies’ Transit Development Plans including Tri-Rail Coast Link planned services
- Seven50 SE Florida Prosperity Plan: Region in Motion Preferred Scenario.

To ensure the vision map is an accurate reflection of stakeholders’ current plans, it needs to be reviewed and refined periodically. Stakeholders suggested refinements to the original map during the listening sessions, which were displayed at the Summit. Making decisions regarding refinements will be a topic at a future I-95 CMPP Working Group meeting.

FDOT Opening Remarks

Stacy Miller, Director of Transportation Development District Four, provided further opening remarks on behalf of FDOT:

- FDOT is both a planning agency and a production agency.
- The recently updated SIS Policy Plan reaffirms the original intent of the SIS, which is to focus on interregional, interstate, and international travel on the state's largest and most strategic transportation facilities.
- As one stakeholder, FDOT is doing its part to help achieve the project's aspirational future transportation and land use vision by:
 - making **strategic improvements to I-95** such as express lanes with express bus service and modifications to multiple interchanges to add needed capacity and increase safety
 - engaging with partners on use of an **Integrated Corridor Management** approach to manage the I-95 corridor as a multimodal transportation system
 - undertaking a wide variety of other implementation strategies to help achieve the aspirational future vision
 - exploring how to best use **performance measures** and data across a group of stakeholders to track and report on progress
 - **continuing to invest** in the project's ongoing, collaborative planning process designed to foster coordinated and complementary efforts.
- FDOT has programmed \$1.6 billion in strategic improvements to the project area through 2040. These improvements will increase safety, capacity, and involve collaboration among partners.
- FDOT is only one stakeholder in the I-95 CMPP. Every stakeholder in the project has an important role to play to ensure that the transportation and land use system in the Southeast Florida region functions effectively, that our residents and visitors can access daily destinations without over reliance on I-95, and that freight movement is efficient and reliable.

Big Picture Challenges and Opportunities

Alan Steinbeck with the project team presented on the challenges and opportunities facing the Southeast Florida region based on a high-level analysis of data trends. The lack of auto capacity on roadways and limited right of way available for expanding roadways to add vehicular capacity are two of the challenges facing the region. Traffic congestion is causing quality of life and regional competitiveness to suffer.

Despite reduced competitiveness, the region is anticipated to experience significant growth. To accommodate this growth, the region needs to evolve into more diverse places with more housing and transportation choices. In this period of transition, there is a need for new tools and processes to understand and plan for growth and a need to utilize new information as it becomes available. Decision making at political and institutional levels needs to support a coordinated approach to land use and transportation planning.

I-95 in Perspective

I-95 provides access to opportunity and satisfies pressing needs. Congestion issues on I-95 affect quality of life and economic vitality. I-95 connects places of value for a variety of users and facilitates trips with a variety of purposes. For example, I-95 facilitates commutes to work and business-to-business travel, access to specialty shopping and entertainment, travel for seasonal residents and visitors, and access for freight and goods. Since 2000, trips on I-95 in the project area have remained relatively stable, although they have fluctuated over time.

Challenges

I-95 is part of a transportation system where north-south travel is problematic. Congestion issues on I-95 cannot be solved with an interstate-centric solution. The Southeast Florida region was built for cars, which has created a pervasive driving culture. It is critical that stakeholders continue to work together to shift this mindset and create a new culture where driving, walking, bicycling, and transit are all viable options.

Changing the status quo of predominantly single-use, auto-oriented development is difficult. The region has experienced dramatic growth and change over the past several decades. Local governments have experienced this change at different rates and therefore face different challenges. The region's downtown areas experience 'big city' problems of roadway congestion while working to create walkable, transit rich environments. Older suburbs are shifting into more urban areas and newer suburbs are working to modify the traditional suburban community pattern by integrating more non-residential land uses.

Based on 2006-2010 data, 62 percent of renters in Southeast Florida were rent burdened (spent more than 30 percent of their income on housing) - the highest percentage among the largest 150 metropolitan regions in the country. Additionally, 46 percent of homeowners spent more than 30 percent of their income on housing. This housing burden results in less income available for other purposes and a reduced quality of life.

Working to create new multimodal places with the right amount of attainable housing will be difficult. Development and transportation decisions take time and require patience and compromise. Decisions also need to be context sensitive.

Each stakeholder has a role to play in creating multimodal places by supporting context sensitive redevelopment to overcome market challenges and transforming corridors through multimodal infrastructure and service improvements. This transformation takes creativity, coordinated efforts among multiple entities, and a willingness to take some risks.

Opportunities

Despite these challenges, the Southeast Florida region has a rare combination of two key ingredients for success:

1. anticipated rapid growth, and
2. a unique economic circumstance where transit and multimodal investments will add value to economic opportunity and quality of life, as evidenced by data in transportation-related GDP per capita.

These ingredients for success are important to put into perspective. Compared to other regions across the country, Southeast Florida is very high on the list when measuring economic activity per available transportation infrastructure. This pent-up demand for additional transportation capacity means new investments will have high economic and quality of life returns on investment. Given the high level of growth anticipated and the redevelopment opportunities in the region, major transit investments can be used to satisfy some of the pent-up demand for capacity while accommodating compact growth that supports transit.

During the I-95 CMPP listening sessions, stakeholders identified several opportunities in the region:

- Local government and agency staff have the desire to work together
- Many local governments are optimistic about the possibility for change
- Stakeholders have a desire to take risks and move the region forward
- Some existing tools and programs are in place to move in a different direction.

Possible Responses

The first phase of the I-95 CMPP established a policy framework centered on the aspirational future transportation and land use vision, and stakeholders have been implementing a variety of related strategies. Now, stakeholders have the opportunity to collectively refine and build on previous efforts by leveraging their strategic position, getting decision makers to buy-in, committing to coordinated action, and agreeing on specific guidance on how to achieve the aspirational future vision.

Advancing the Vision (Small Group Discussions)

Participants engaged in four small group discussions on how to advance the aspirational future transportation and land use vision. Facilitators posed questions to each small group on four topics:

- Implementing the Aspirational Future Vision in Stakeholder Planning and Decision-Making Processes
- Coordination with Other Stakeholders
- Freight Considerations
- Bicycle, Pedestrian, and Transit Considerations

The four questions facilitators posed for each topic area were:

- What do we need to know to clarify and strengthen the vision as a policy framework?
- What are the gaps between where we are now and successful implementation?
- What do we need to know/consider that is not already part of the project?
- What are the next steps and strategies that we should pursue?

The following sections describe the main points of discussion for each of the four topics.

Implementing the Aspirational Future Transportation and Land Use Vision in Stakeholder Planning and Decision-Making Processes

Participants remarked that the various stakeholder plans all contain concepts and improvements that are similar to the aspirational future vision, but that implementation remains elusive. There are many different stakeholders, and each stakeholder's implementation efforts, their timing, and ways in which they work to achieve planning goals in the region are often unclear. Participants noted there are disconnects between current and long range planning. Many stakeholders, particularly local governments, do not feel a sense of ownership of I-95.

Local governments and FDOT both implement projects that are inconsistent with the region's planning goals. Participants cited the Walmart at SR 7 and Hollywood Boulevard as an example of a project that is inconsistent with long range plans for the region. Participants wondered whether the development's outcome would have been different if the I-95 CMPP were a part of the comprehensive plan. Several local governments are already taking the initiative to develop codes or have developed codes that support alternative (non-auto) transportation modes, including the City of Miramar and the City of Boca Raton.

Some stakeholders doubt the magnitude of future population and employment growth projections. Some stakeholders also doubt whether transit-supportive, multimodal mixed use future land use changes will achieve the desired travel demand outcomes. This stems partially from a general lack of accepted tools within the planning industry to predict these outcomes.

Participants discussed the aspirational future vision. Participants asked whether the map's intention is to direct stakeholders to proactively implement it or simply reflect stakeholders' actions and change in a reactionary fashion. The answer influences the relative "power" of the vision map. The vision map could be used to both guide stakeholder decisions and change with stakeholder decisions.

Stakeholders indicated that the map lacks power because it includes conceptual transit investments. It is unclear if and/or when these investments will occur. Participants wanted more detailed information about transit.

There was discussion of the top down versus bottom up nature of implementing the future aspirational vision as stakeholders work with FDOT. From a top down perspective, some stakeholders want to know if they can rely on the intent of the vision to support design decisions on specific facilities such as lane eliminations and approaches to multimodal facilities. There was some concern that stakeholders may not always emphasize/follow the vision during the project development process. From the bottom up point of view, participants discussed how local transportation issues and needs find their way into FDOT's systems planning and project development process. As FDOT is charged with providing a system for regional travel and travel of statewide significance, it often relies on partners to know when investments will be needed. This is particularly true when land use and place-based evolution is driving the need for tailored, localized strategies.

Stakeholders indicated that the vision map could be improved by better defining and clarifying the place types and facility types. Stakeholders asked if a horizon year would make the vision map more useful.

Coordination with Other Stakeholders

Discussions on this topic focused on how stakeholders can coordinate better to achieve the aspirational future transportation and land use vision. A recurring challenge to achieving it is a lack of political will to support development and redevelopment projects that increase densities in multimodal districts and nodes, also noted in the prior topic's discussions. The public/ residents oppose dense development projects because of the anticipated increases in local traffic, and elected officials are reluctant to support developments because of public opposition. The conversation surrounding development approvals focuses on mitigating localized traffic impacts, not on achieving the broader multimodal vision, accommodating future growth, providing transportation choices, and improving quality of life. The pervasive car culture mentality is difficult to overcome.

Participants suggested ways in which stakeholder coordination and collaboration on public outreach and education efforts could help overcome these challenges and build political support for the I-95 CMPP vision's concepts:

- Public education campaigns could show residents how proposed development projects or multimodal infrastructure improvements (e.g. lane eliminations) will provide a direct benefit, especially when the change could result in increased local traffic.
- Local visioning efforts can generate better citizen involvement in planning decisions and build support for project goals.
- MPO-led coordination efforts between I-95 CMPP stakeholders and elected officials could build political support for the broader vision.
- Lobbying efforts at the national level could also encourage political support.

Participants noted frequent informal meetings between local governments and other agencies like FDOT, MPOs, and transit agencies would aid public education efforts. Participants suggested agencies consider conducting informal one-on-one conversations with individual local governments. In addition to one-on-one meetings, FDOT and MPOs can reach out to groups of local governments along a corridor. Agencies could show support for future land use plan amendments or multimodal infrastructure improvements by advocating for policy changes that are consistent with project goals.

Developers and large employers can also help educate citizens. For example, developers in Sunrise helped build support for a high density, mixed use development by showing nearby residents how the development's amenities could decrease their travel times.

One participant stressed the importance of local governments coordinating with property owners, including regional and state agencies when they are land owners, early in the planning process. Public agencies as land owners should be part of visioning and planning processes for sub-area and station area plans to ensure that the plans align with the agencies' long term property plans.

Other ideas for improving coordination between stakeholders included:

- Provide **economic incentives** for local governments to implement policies and projects that are consistent with the I-95 CMPP.
- Create **benchmarks and goals** for stakeholders to collectively work towards.
- Identify the **policies that are easiest to implement** or “low hanging fruit” to build momentum in realizing the vision.
- Coordinate to better **understand the gaps** between where we are now and the future vision (e.g. work together on a smaller corridor plan to identify missing links and areas for improvement).
- Develop on-line tools to track changes (e.g. development approvals, infrastructure improvements, and service enhancement) in the project area.

Freight Considerations

The aspirational future transportation and land use vision shows I-95 as a SIS facility, facilitating high speed freight movement and serving a critical commerce role. Participants asked questions and offered comments regarding freight-related aspects of the I-95 CMPP including the vision map:

- How does the project account for or help improve last mile connections between I-95 and trucks' final destinations?
- What is the interaction between the freight/goods/special use districts and other land use place types?
- Some Lower Intensity Commercial areas on the vision map lack Primary Commerce facility connections to I-95 and other SIS facilities.
- How does the vision help us plan for and accommodate the growth of freight?

When designated freight routes pass through residential and multimodal areas, conflicts can arise. Some freight connections to the Port Everglades and Fort Lauderdale-Hollywood International Airport, both SIS hubs, go through residential areas. When freight trips must travel through residential and multimodal areas, streets should be developed with freight design features. Stakeholders questioned how to best plan for last mile freight connections and how to best plan for interactions between trucks and other modes.

Stakeholders discussed rail and its interaction with residential and multimodal areas. Frequent trains create traffic and are noisy, which affects these areas. Limiting train schedules through downtowns is one option for addressing negative externalities. Grade separated crossings are effective at reducing road/rail conflicts, but local government stakeholders typically prefer different mitigation methods.

Stakeholders recognized that most land uses have freight deliveries, but that freight intensities vary by district. The threshold for freight trips should be higher in certain areas like the port and airport, and lower in other areas, like residential and multimodal areas. The Southeast Florida Regional Freight Plan can help guide updates to the vision map and future freight improvements.

Stakeholders noted that the BrowardNEXT updates to the County's Land Use Plan will collapse industrial and special needs land use categories into a broader Commerce category, which may reduce local governments' ability to control the siting of freight intensive land uses.

Truck operators would benefit from more information, including travel times and the location of parking and rest areas. ITS messaging can be used to help truckers navigate to alternate N-S routes, such as the Turnpike and US 27, during incidents. Stakeholders indicated more truck parking facilities are needed. Participants suggested a mobile phone app that shows the location and availability of rest areas would be valuable.

Stakeholders discussed ways to alleviate traffic on I-95 through alternate routes and truck travel time restrictions. Stakeholders asked what FDOT could do to US 27 to encourage a shift to accommodating more freight traffic, particularly in light of the potential intermodal logistics center at Lake Okeechobee.

Participants remarked on developments in data availability. More data on bottlenecks and freight intensities is needed. Existing available data includes truck counts at I-95 interchanges. Counties may also have existing data that they can share to help illuminate and correct project area issues. Freight data between counties is also needed. FDOT Central Office is collecting data that will help fill data gaps.

Stakeholders questioned how they can help reduce truck turnaround times and how freight will shift in the future.

Stakeholders identified other issues and considerations including:

- Bridges with weight limits that limit freight routes
- Convening of a regional freight forum that can help plan for growth in freight
- Truck utilization of I-95 express lanes
- Emissions from trucks and strategies to reduce emissions
- Strategies for truck restrictions (e.g. restricting trucks from entering an area or using a facility by time of day)
- Truck travel time reliability and dynamic routing

Bicycle, Pedestrian, and Transit Considerations

The aspirational future transportation and land use vision's multimodal districts and nodes facilitate walking, bicycling and transit use. Participants noted the need to continue coordinating to expand and connect existing walking, bicycling and transit links. Local governments need to coordinate with each other and with FDOT, MPOs, transit agencies, and other agencies. Participants recognized most roads cannot be widened and that mode split choices must be made within the confines of existing right of way. Participants suggested reflecting the mode share on the vision map by identifying corridors with expected mode share.

Cities can independently contribute to multimodal mobility by establishing policies and procedures for improving bicycle, pedestrian and transit networks. Multimodal mobility policies can encourage developers to create needed infrastructure, such as park and ride lots or bus shelters, and ensure

that new development fills in gaps in existing infrastructure like bicycle lanes and sidewalks. Participants suggested that local governments consider requiring all projects to have a Complete Streets component.

Transit agencies need to understand the needs and wants of existing riders, which they do with surveys. They may want to learn more about densities and concentrations of riders and obtain more information on subjects of interest to potential riders, such as cost to park and travel times.

Participants emphasized the need to make riding transit attractive with cleaner vehicles, more comfortable covered stations/stops, increased service frequencies, and increased route coverage, especially for east-west commuters. Improvements could also include reducing the need for connections and ensuring rider safety with more law enforcement presence. Other transit related suggestions included:

- Shifting focus from transit dependent populations to choice riders by updating routes to those that can accommodate other last mile connections like Uber and Lyft
- Providing a premium transit service on the Turnpike with dedicated transit lanes
- Implementing an interoperable, single-fare system, so transit riders can use all regional services easily and cost effectively.

Some participants tempered expectations by reinforcing the need to be realistic on prioritizing transit investments. The need for dedicated operations and maintenance funding was reiterated.

Another challenge is the perception that bicycling is unsafe. To change this perception, participants suggested creating dedicated bike lanes that separate bicycles from auto traffic. In corridors with high walk and bicycle volumes, eliminating right-on-red for automobiles could increase safety further. Adding canopy trees and other shade can also promote walking and bicycling. Participants identified a need to expand bicycle lanes to the west and better connect existing bicycle lanes. Many stakeholders have an existing policy framework that supports walking and bicycling, but procedures can be improved to ensure that responsible parties construct bike and pedestrian improvements. Participants also indicated that bicycle and pedestrian improvements are often an afterthought and that these modes need to be made a priority in the right areas.

Finally, participants indicated that the business community can help reduce trips by promoting telecommuting.

Achieving Desired Trends: Performance Measures and Implementation Strategy Examples

The aspirational future transportation and land use vision, implementation strategies, and performance measures with desired trends are the three interconnected elements of the I-95 CMPP. Stakeholders collectively implement strategies to help achieve the aspirational future vision and performance measures are periodically assessed to determine if progress toward achievement of the future aspirational future vision is being made.

Five stakeholders briefly presented strategy examples they are undertaking in pursuit of the aspirational future vision. These examples help move different performance measures in the direction of the desired trend.

I-95 Integrated Corridor Management, Melissa Ackert, FDOT District Four

Melissa Ackert with FDOT District Four explained the I-95 corridor encompasses multiple modes of transportation, and several agencies are responsible for system operation. FDOT's Transportation System Management and Operations (TSM&O) program aims to manage transportation systems (i.e. freeway system, arterial system, and rail system) as an integrated system. The Broward MPO was awarded an FHWA grant to implement integrated corridor management (ICM) for the I-95 corridor. FDOT is co-managing the grant with the MPO. ICM can increase reliability while reducing travel time and delay. FDOT has identified six goals of the planning grant:

1. Improve accessibility for corridor travelers through a multimodal approach.
2. Provide travelers with informational tools to make smart travel choices.
3. Manage the corridor to improve the network to move goods along a virtual freight network.
4. Improve the corridor's safety record through a multimodal approach.
5. Help partners employ an integrated approach and corridor-wide perspective.
6. Manage the corridor holistically under all conditions (normal, incident, and emergency conditions).

The Broward MPO and FDOT will finalize the concept of operations in January 2017. The concept of operations is structured around a decision support system that help operators coordinate and evaluate traffic interactions and response strategies. FDOT plans to finalize the ICM System Requirements in March 2017.

The ICM Program is relevant to the following facility/place types and performance measures:

- SIS Highway Corridors, Primary Commerce & Primary Multimodal Facilities
- Measures of Vehicle Congestion and Reliability

Complete Streets Initiatives, Paul Flavien, Broward MPO

Paul Flavien with the Broward MPO talked about the MPO's Complete Streets and Other Local Initiatives Program (CSLIP). The MPO created the CSLIP program while developing its 2040 Long Range Transportation Plan to prioritize and implement complete streets projects. The MPO Board set aside \$571 million for the CSLIP through 2040 to fund, bicycle and pedestrian improvements, traffic calming, mobility hubs, greenways, and ITS projects, among others. MPO staff developed a process for allocating the funds. In this process, municipalities apply for funding for a specific project. With their application, they must submit a resolution indicating that the community supports the project. The MPO does not require municipalities to be Local Agency Program certified to win a grant award. MPO staff reviews, ranks and selects the highest-ranking projects. The MPO provides funding and FDOT programs and builds the selected projects.

The CSLIP program is relevant to the following facility/place types and performance measures:

- Primary Multimodal, Hybrid, and Primary Commerce Facilities
- Multimodal Districts/Nodes and Lower Intensity Mixed Use Places
- Measures for Walking & Bicycling Facilities, Transportation Funding by Mode, and Mode Share

Fort Lauderdale Comprehensive Plan Amendment, Pete Schwarz, Broward County Planning Council

Pete Schwarz with the Broward County Planning Council talked about Broward County's involvement with the comprehensive plan amendment that added 5,000 dwelling units in Fort Lauderdale's Downtown Regional Activity Center. The Council worked with the City of Fort Lauderdale to approve the amendment. The City suggested that the increase in dwelling units could facilitate more travel by walking, bicycling and transit and decrease auto trips because of their proximity to employment and retail. Because tools were not available to accurately estimate the transportation impacts of the increased density, a transportation monitoring component was added to the amendment's approval.

Also, Broward County has completed a complete rewrite of the Broward County Land Use Plan. The new plan, called BrowardNEXT, replaces the previous plan that was adopted in 1989. The BrowardNEXT plan addresses regional issues in several ways:

- Prioritizes redevelopment in downtowns and transit hubs
- Consolidates multimodal districts with Regional Activity Center, Local Activity Center, Transit Oriented Corridor, Transit Oriented District, and mixed use district designations now in one Activity Center designation
- Recognizes the combined cost of housing and transportation
- Promotes sustainable funding
- Creates a countywide multimodal level of service.

The 5,000-dwelling unit comprehensive plan amendment is relevant to the following facility/place types and performance measure:

- Multimodal Districts and Nodes
- Population Density

The BrowardNEXT effort to update the Broward County Land Use Plan is relevant to the following facility/place types and performance measures:

- All place types in the Aspirational Future Vision Map
- Measures for Population and Employment Density, Road Miles Meeting Level of Service Criteria, and Mode Share

Tri-Rail Shuttle Buses, Vicki Gatanis, South Florida Regional Transportation Authority

Vicki Gatanis with the SFRTA provided an overview of SFRTA's shuttle bus system. SFRTA operates a shuttle bus program free to commuters that provides first and last mile connections to and from select Tri-Rail Stations. The shuttle bus system is comprised of 14 routes, with three routes in Palm Beach County and 11 routes in Broward County. The system has connections to the region's three international airports (Miami International, Fort Lauderdale/Hollywood International, and Palm Beach International).

The system provides over one-million rides per year, which is approximately 25 percent of the train ridership. The routes with the highest ridership are:

- Fort Lauderdale station to the Fort Lauderdale/Hollywood International Airport
- Fort Lauderdale station to downtown Fort Lauderdale and hospitals
- Boca Raton station to Boca Town Center
- Cypress Creek route
- Deerfield Beach route

The shuttle service is funded with the SFRTA operating budget. All existing routes will be upgraded with new buses by January 2017. There is high demand for additional routes, but SFRTA does not have funding to add additional routes.

Tri-Rail shuttle buses are relevant to the following facility/place types and performance measure:

- Multimodal Districts and Nodes
- Measures for Transit Ridership and Mode Share

Freight Planning, Jeremy Upchurch, FDOT District Four

Jeremy Upchurch with FDOT District Four talked about the district's freight planning efforts. Freight at Port Everglades is expected to increase based on the expected arrival of post-panamax cargo ships and increases in regional population. The Panama Canal has been widened to accommodate the post-panamax class cargo ships, which have greater cargo capacities than existing ships. Port Everglades is working to expand and dredge the port to accommodate these larger ships.

To accommodate the increased cargo from these larger ships and to reduce the impacts of existing freight traffic, FDOT built the Eller Drive Overpass, which is an elevated roadway that connects Port Everglades with I-595 and is constructed over the railroad tracks. The overpass provides a direct connection between the port and I-595, I-75, and I-95 without a stoplight.

The port has also been expanding the railroad tracks to create a new Intermodal Container Transfer Facility (ICTF) rail yard. The ICTF allows the seamless transition of containers from ship to rail or truck to rail.

The Eller Drive Overpass and ICTF are relevant to the following facility/place types and performance measures:

- SIS Highway and Rail Corridors and SIS Hub (Port Everglades)
- Primary Commerce Facilities
- Freight/Goods/Special Use Districts and Centers
- Measures for Freight/Truck Delay and Reliability
- Cargo Moved by Port Everglades and FLL Airport

Tutorial: Inputting Strategies into the Online Strategies Tool

Jessica Dimmick provided an overview of the I-95 CMPP Implementation Strategies Online Tool. The online tool is a database of all implementation strategies and currently provides 511 examples of initiatives, programs, and projects categorized under 114 strategies. Stakeholders can use the tool to get ideas about how to advance the aspirational future transportation and land use vision. Stakeholders are encouraged to keep their strategies updated.

Next Steps for the I-95 Corridor Mobility Planning Project

Karen Friedman with the City of Pompano Beach provided an overview of challenges that her city faces when trying to implement comprehensive plan amendments that advance the aspirational future transportation and land use vision. Public opposition to future land use amendments that propose an increase in density near future premium transit stations, including Tri-Rail Coastal Link, is a big challenge. There is a need to help educate the public and elected officials about the benefits of increases in density. There is also a need for tools and advocacy to address fears about increases in traffic. Keven Klopp, City of Hallandale Beach, indicated that FDOT will give presentations to local governments, but focused attention at the local level is typically only available when there is an issue or problem. If asked, it is likely FDOT would give a presentation.

Closing the Gaps

To improve mobility in the project area, stakeholders need to begin closing the gaps between the existing conditions and the aspirational future transportation and land use vision. Stakeholders reiterated the need for more and better quality tools. Christine Fanchi, City of Fort Lauderdale, spoke about the need for new transportation models that can better determine the outcomes in urban areas with a variety of modes.

Andrew Disbury, City of North Lauderdale, indicated that local governments need guidance on how to implement road diets and the tradeoffs of different choices. For example, it would be helpful to understand in which circumstances a sharrow is more appropriate than a wide sidewalk or when a bus pull out is appropriate. FDOT is releasing a Complete Streets handbook in 2017 which will provide further guidance.

Communicating the Message

Eric Houston, City of Hallandale Beach, suggested a renewed focus on quality of life and placemaking to communicate the benefits of the aspirational future transportation and land use

vision. Creating multimodal places will create new options for meeting daily needs and can influence demand to get trips off I-95. Karen Mendrala, City of Fort Lauderdale, indicated that proper messaging is critical when we tell the story of moving traffic off I-95 and onto local streets. Scott Seeburger, FDOT District Four, suggested the message should be that we do not want less traffic on I-95 than projections indicate and the way to reduce traffic is by shifting to other modes.

Formalized Coordination and Adoption

Stakeholders can better coordinate and collaborate by embracing the I-95 CMPP, but some participants indicated there is either no desire or no need for stakeholders to formally adopt materials from the project. There is a need to reach out to elected officials to keep them informed. The outreach process that BrowardNEXT used to keep local officials informed during the development of the new county land use plan may be a good model for the I-95 CMPP. Participants suggested that FDOT could undertake this outreach and work with communities in the project area. One way stakeholders can continue to coordinate is through an annual update.

Next Steps for the Working Group

The I-95 CMPP process is evolving, and participants recommended stakeholders have continuing input on how to achieve the aspirational future transportation and land use vision and make improvements to the project.

FDOT plans to reconvene the I-95 CMPP Working Group to make progress on advancing the project, including refinements to the vision map. The Working Group will vet the vision refinements and update strategies. The Working Group should also meet to hone the message of the project. Stakeholders suggested convening annually or biannually to discuss problems and determine next steps. Participants also suggested hosting a webinar to show people how to update their strategies in the online tool. Finally, participants suggested the Working Group agree on a simplified approach to reporting on and documenting strategies, which would make updates easier.



STAKEHOLDER SUMMIT

Monday, October 24, 2016
1:00 p.m. – 5:00 p.m.

FDOT District Four Auditorium

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| 1:00 – 1:15 | Brief Project Overview, Summit Purpose, and Introductions |
| 1:15 – 1:30 | Opening Remarks by Stacy Miller, FDOT District Four Director of Transportation Development |
| 1:30 – 2:00 | The Big Picture: Challenges and Opportunities Review of stakeholder plans as reflected in the Aspirational Future Vision Map Presentation on big picture travel trends, land use dynamics, economic and demographic changes, and resulting challenges and opportunities. |
| 2:00 – 3:05 | Round-Robin Small Group Discussions: Advancing the Vision Stakeholders will discuss how to advance key issues related to: <ul style="list-style-type: none">• Implementing the Aspirational Future Vision in Stakeholder Planning and Decision-Making Processes• Freight Considerations• Bicycle, Pedestrian and Transit Considerations• Coordination with Other Stakeholders |
| 3:05 – 3:15 | Short Break |
| 3:15 – 4:15 | Achieving Desired Trends: Performance Measures and Implementation Strategy Examples Five stakeholders will share examples of strategies they are implementing to improve performance. Examples will illustrate a diverse range of strategies and performance measures. Session will conclude with a live demonstration of the online strategies tool. |
| 4:15 – 5:00 | Next Steps: We're All In It Together Explore ways in which stakeholders can use the I-95 Corridor Mobility Planning Project outcomes to assist in their planning, decision-making, and coordination processes. Discuss the next steps for the I-95 Corridor Mobility Planning Project and potential future Working Group agenda items. |

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Stakeholder Summit Participants

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| Alex Barr | FDOT |
| Andrew Disbury | City of North Lauderdale |
| Arlene Davis | FDOT (formerly with Port Everglades) |
| Christine Fanchi | City of Fort Lauderdale |
| Eric Houston | City of Hallandale Beach |
| Fred Stubbs | Palm Tran |
| Ingrid Allen | City of Boca Raton |
| Jeremy Upchurch | FDOT |
| Jill Capelli | Fort Lauderdale-Hollywood International Airport |
| Karen Friedman | City of Pompano Beach |
| Karen Mendrala | City of Fort Lauderdale |
| Kendrick Jackson | FDOT |
| Keven Klopp | City of Hallandale Beach |
| Kevin Fischer | Palm Beach MPO |
| Khurshid Mohoyudin | Palm Beach County |
| Larry Hymowitz | FDOT |
| Larry Merritt | FDOT |
| Linda Trujillo | Palm Tran |
| Lisa Dykstra | FDOT |
| Lisa Maack | FDOT |
| Lois Bush | FDOT |
| Mary Ellen Milford | FDOT |
| Matthue Goldstein | City of Miramar |
| Melissa Ackert | FDOT |
| Michael Miller | Town of Pembroke Park |
| Michael Williamson | Cambridge Systematics, Inc. |
| Min-Tang Li | FDOT |
| Monica Cappelluto | Fort Lauderdale-Hollywood International Airport |
| Natacha Yacinthe | Port Everglades |
| Nick Sofoul | Broward County Transit |
| Paul Flavian | Broward MPO |
| Pete Schwarz | Broward County Planning Council |
| Peter Dokuchitz | City of Plantation |
| Peter Haliburton | Cambridge Systematics, Inc. |
| Rick Buckeye | City of Oakland Park |
| Scott Clark | FDOT |
| Scott Peterson | FDOT |
| Scott Seeburger | FDOT |
| Shandra Davis | FDOT |
| Shi-Chiang Li | FDOT |
| Steve Braun | FDOT |
| Steve Graham | City of Deerfield Beach |
| Tammy Campbell | FDOT |
| Vicki Gatanis | SFRTA |
| Victoria Williams | Florida's Turnpike |
| Vinod Sandanasamy | Broward County |
| Wibet Hay | FDOT |