

History and Background

Broward County I-95 Corridor Mobility Planning Project
Technical Memorandum #2

DRAFT

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FDOT District 4
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I-95

corridor mobility plan



Table of Contents

Introduction and Project Purpose.....	2
Background and Planning Context.....	3
Laying the Groundwork: Mobility-Related Transportation Projects Prior to 2009	5
HOV, Managed Lanes, and Parallel Transit Service	6
I-95/I-595 Master Plan Study.....	7
Intermodal Connectivity in the Atlantic Commerce Corridor - An Assessment of Seaport, Rail, and Other Mobility Opportunities	7
I-595 PD&E Study	8
I-95 Origin-Destination Study.....	8
Transit Surveys	8
2008 Broward County Comprehensive Plan Amendments and Subsequent Events related to Transportation Concurrency.....	8
Transportation Concurrency Prior to 2008	9
2008 Broward County Comprehensive Plan Amendments to Revise Concurrency	10
Challenges to the 2008 Amendments.....	11
2009 Stipulated Settlement Agreement	11
I-95 Corridor Mobility Planning Project: 2009 to 2011	12
2009: SIS Connector Reports	12
2009: HAULs Identification.....	13
2009: Mobility Hubs.....	13
2010: I-95 Mobility Plan Goals and HAULs Prioritization	13
2011: Cypress Creek HAUL Study Template.....	14
Current and Future Project Phases: 2012 and Beyond	15
Results from the Current Phase.....	15
Future Project Phases	15

History and Background

Introduction and Project Purpose

I-95 is the backbone of South Florida's transportation system. It is a critical resource for the region's economic vitality. Citizens, residents, and businesses depend on this key interstate for daily transportation needs. But congestion, crashes, and unexpected delays are common, disrupting daily routines and resulting in lost productivity and economic impacts. I-95 is already operating at a failing level of service, and as the region continues to grow, conditions will worsen, despite attempts to maximize capacity through technological advancements.

To improve travel conditions on I-95, only a few options remain for optimizing and increasing capacity on the interstate. The rest must be done by influencing the demand on I-95, by **making it easier for people to access jobs, housing, education, goods, and services without driving on I-95 by using different roads, different modes, and making shorter and fewer trips.**

While this overarching goal may seem simple, achieving it is not. Travel patterns are complex. Many different factors influence a person's decisions on where, when, and how to travel. Many factors are outside of an individual's control. The decisions of local governments, transit agencies, Metropolitan Planning Organizations (MPOs), planning councils, and the Florida Department of Transportation (FDOT) all affect travel patterns in a complex interconnected system of transportation and land use. The solution must be as multi-faceted as the problem itself, and the key in addressing the problem rests in viewing it at this broader system level perspective.

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 second in a series of five that compose the final deliverables for this phase of the I-95 Corridor Mobility Planning Project.

- Tech Memo #1 provides an **executive summary** of the various elements of the current phase of the I-95 Corridor Mobility Planning Project
- Tech Memo #2 outlines the **history** of previous phases of the project, including the impetus for the project and related studies
- Tech Memo #3 explains the **framework of facility types and place types** and their functions that together define the system-level vision for the future
- Tech Memo #4 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.
- Tech Memo #5 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.

The I-95 Corridor Mobility Planning Project establishes a common language and set of strategies and measures that will help planning partners evaluate progress and take action towards achieving the vision. It focuses on understanding how the various planning efforts of the Florida Department of Transportation (FDOT), local governments, Metropolitan Planning Organizations (MPOs), planning councils, and transit agencies might fit together under a larger framework to achieve common goals. The project used a bottom up approach, building on a wealth of previous planning studies, implementation tools and mobility initiatives. This technical memorandum provides an overview of these previous studies and the planning and policy context through which this project developed.

Background and Planning Context

Transportation decisions occur within a complex structure of state agencies, local governments, transit agencies, local and regional planning councils, MPOs, regional transit authorities, and other organizations. All of these various planning partners play a specific role that affects South Florida's transportation system. FDOT constructs and maintains the state highway system.

Local governments manage the local road system and approve developments which increase demand on the transportation system. Transit agencies provide public transportation services for residents and commuters who cannot or choose not to drive a car. MPOs decide which transportation improvements will be funded with federal transportation dollars. Counties determine future right-of-way needs in the Trafficways Plan, and are usually responsible for traffic operations on non-freeway state and local roads. Planning councils coordinate between cities and maintain future land use plans, which regulate the densities at which land can be developed. The decisions of one partner inevitably affect the decisions of the others and affect the transportation and land use system as a whole.

All partners recognize that I-95 is a critical asset, and that the health of the region depends on the ability for the region to continue to grow in population and jobs, and that new growth must be accommodated without sacrificing the quality of the transportation system. People and goods still need to be able to move and be moved through the system in a reliable fashion. All of the planning partners recognize the importance of maintaining mobility throughout the region while accommodating population and employment growth and an increase in goods movement and freight activity for the region.

The partners have all undertaken a variety of studies, projects, and planning efforts to understand and achieve the best system of transportation and land use. FDOT has undertaken several studies that are focused on the I-95 corridor, in addition to a multitude of other related efforts, and other partners have conducted studies, plans, and other initiatives related to transportation improvements, land use and growth management policies, freight activity, public engagement and education, and other related topics. While FDOT has focused on preserving and strategically enhancing the capacity along I-95 for long distance regional trips, many of the partners have embraced policies to accommodate growth in ways that minimize the additional vehicular trips on I-95 and other regionally significant highway facilities that these new developments will generate. These policies focus new development, including both residential and non-residential uses, in areas that are currently served by transit or will be in the future and design the new development with a mix of uses and features that make walking, bicycling, and taking transit easy, safe, and convenient for daily trips. The partners have implemented these policies in a wide variety of ways, including Complete Streets initiatives, mixed use and transit oriented future land use designations, and many other strategies that are more fully discussed in Tech Memo #4. One of the goals of the I-95 Corridor Mobility Planning Project was to pull together all of the various initiatives that are already going on and see how they fit within the broader umbrella of mobility for the study area.

Within the past two years, FDOT and other planning partners have developed the I-95 Corridor Mobility Planning Project, focusing on passenger and goods mobility in eastern Broward and southeastern Palm Beach counties. This recent effort culminated in the development of five technical memos, which are described in the previous section, and of which this memo is the second. Yet the I-95 Corridor Mobility Planning Project is a product of many previous initiatives related to mobility in the I-95 corridor, some of which began many years ago.

The purpose of this technical memo is to document the relevant plans, studies, and efforts that preceded the most recent efforts of this phase of I-95 Corridor Mobility Planning Project, which began in 2012. Looking backward at these previous efforts provides a lens through which the complex nature of the project becomes clear, and provides the foundation for understanding the circumstances from which this most recent effort arose. The I-95 Corridor Mobility Planning Project is one piece in a larger planning shift toward demand-side strategies as the primary means of enhancing mobility while supporting economic growth and development.

Laying the Groundwork: Mobility-Related Transportation Projects Prior to 2009

Broward County's population remained relatively small in the first part of the 20th century, with only 84,000 residents in 1950. In ten years, the County's population quadrupled to 334,000 people in 1960 and continued growing. Interstate 95 construction began in the late 1960s and was completed in the late 1970s. By 1980, Broward County's population exceeded 1 million. Traffic volumes on I-95 increased with the population and job growth. FDOT widened I-95 from Miami to Delray Beach in the early 1990s, in what was considered the biggest interstate reconstruction project in state history. Despite the temporary relief of the additional capacity, congestion returned quickly to I-95, and by the end of the 20th century, the interstate was operating over capacity. It was becoming apparent that **the problems of congestion could not be solved solely by adding more lanes on the interstate.**

As Broward County continued to grow, FDOT and the other planning partners were undertaking numerous efforts to maintain passenger and freight mobility. These efforts, as described below, increasingly focused on promoting higher-occupancy travel modes, maximizing existing capacity, and providing more travel options as alternatives to driving alone on I-95 for everyday trips – approaches to decrease additional vehicular demand on I-95 without sacrificing the ability for people and goods to travel where they need to go.



Cypress Creek Road and Andrews Avenue in 1963 (top), 1976 just after initial construction of I-95 (middle), and 1995 after the widening project (bottom).

Source: Broward County.

HOV, Managed Lanes, and Parallel Transit Service

The 1990s widening included high-occupancy vehicle (HOV) lanes to reduce vehicular demand on I-95 by encouraging travelers to carpool during peak travel periods. In 1989, the South Florida Regional Transit Authority introduced Tri-Rail service, which continues to provide commuter transit parallel to I-95 during weekdays and weekends.

FDOT reported operations of the HOV facilities in Miami-Dade, Broward and Palm Beach Counties in the 1996, 1998, 2000, 2002, 2004, and 2006 HOV Lane Monitoring Reports.

In 2007, the Federal Highway Administration selected Miami to receive a federal discretionary grant under the Urban Partnership Agreement Program to build the I-95 managed lanes pilot project. The Urban Partnership Agreement included converting the existing HOV lanes (one in each direction) between I-395 in Miami and I-595 in Fort Lauderdale into variably-priced high-occupancy toll (HOT) lanes (two in each direction) and implementing new bus rapid transit

(BRT) service within the HOT lanes, as well as transit enhancements on Hollywood/Pines Boulevard, US 441/SR 7, and SR 817 (University Drive). The original 21-mile managed lane facility is the first step in creating a larger network of managed lanes throughout the region (see **Figure 1**) and will serve as the backbone of the BRT system which will be subsidized through the toll revenue.



Figure 1: Long Term Express Lanes Network in South Florida. For a higher resolution image, visit <http://www.95express.com/pages/related-info/south-florida-express-lanes-network>

In December 2008, Phase 1A (the northbound segment of from I-195 to the Golden Glades interchange) opened. By January 2010, both directions from I-395 to the Golden Glades Interchange (Phase 1B) were open. Phase 2 (from the Golden Glades Interchange to Broward Boulevard) is currently under construction, with completion scheduled for 2015. The PD&E Studies for Phases 3A (from Broward Boulevard to Atlantic Boulevard in Broward County),

3B (Atlantic Boulevard to Linton Boulevard), and 3C (managed lanes interchange at the I-95/I-595 interchange) were completed in 2014. Construction for Phase 3A is scheduled to begin in 2016.

The I-95 Express transit route began service in 2010, and the I-595 Express transit route began in 2012.

I-95/I-595 Master Plan Study

In September 2003, FDOT finalized a master planning study for the I-95 / I-595 corridors and the South Florida Rail Corridor (SFRC) which evaluated the existing deficiencies and recommended possible future improvements along these corridors within the following limits:

- I-95 from the Miami-Dade / Broward County Line to Indiantown Road (SR 706) in Palm Beach County.
- I-595 from SW 136th Avenue to US 1 in Broward County.
- SFRC from the Miami-Dade / Broward County Line to the Palm Beach / Martin County Line.

The I-95/I-595 Master Plan Study focused on the importance of master planning for major public facilities, which is essential for ensuring the availability of capacity within the transportation network to support and sustain regional growth.

Intermodal Connectivity in the Atlantic Commerce Corridor - An Assessment of Seaport, Rail, and Other Mobility Opportunities

The Atlantic Commerce Corridor (see **Figure 2**), which consists of South Florida's international airports, deepwater seaports, and the interstate and primary highways and railroads that connect them to other regions in the nation, is the region's lifeline for international trade and economic vitality. This 2003 study identified regional intermodal connectivity issues for passenger and freight mobility, particularly the multimodal needs of the seaports, and proposed several recommendations, including the Eller Drive overpass, Phase I of the people mover between the airport and seaport, and on port circulation improvements in Port Everglades. The most notable aspect of this study is that it recognized the need for more complex planning to address the connectivity issues for both passenger and freight mobility between the seaports, airports, and railroads.



Figure 2: The Atlantic Commerce Corridor. Source: SEFTC South Florida Regional Freight Plan.

I-595 PD&E Study

The 2003 I-95/I-595 Master Plan Study resulted in an approved Locally Preferred Alternative (LPA) for the I-595 corridor, which focused on improvements between I-75 and I-95. Between 2004 and 2006, FDOT used the LPA from the 2003 Master Plan as the base alternative for the I-595 Project Development and Environment (PD&E) Study, developed in 2005. This effort further outlined improvements to the I-595 corridor, which consisted of reconstruction, operation and maintenance of the I-595 mainline, express lanes and all associated improvements to adjacent cross-roads, frontage roads, and ramps from the I-75/Sawgrass Expressway interchange to the I-595/I-95 interchange.

I-95 Origin-Destination Study

In 2008, FDOT conducted a large scale origin-destination study by distributing mail-back questionnaires at all 46 interchanges in Broward and Palm Beach counties. Over 12,000 survey responses (a 14 percent return rate) provided data on trip characteristics and knowledge of alternatives to driving. Selected survey findings include:

- Roughly 80 percent of trips on I-95 are work- or business-related.
- 78 percent of respondents traveled in single occupancy vehicles (SOVs).
- The average trip length on I-95 was 13.3 miles, see Figure 3.
- Only 21 percent of respondents were aware of alternatives to using an automobile, but curiously 36 percent of respondents had ridden Tri-Rail at least once.

This extensive data collection effort provided valuable information in understanding travel profiles and the likelihood of success for strategies to promote non-SOV travel modes.

Transit Surveys

Between 2008 and 2010, five separate on-board transit surveys were conducted in Palm Beach, Broward, and Miami-Dade counties, together representing “the most comprehensive collection of transit travel data ever assembled in the region.” The surveys included Tri-Rail (2008), Metrorail (2009), Palm Tran (2010), Broward County Transit (2010), and the I-95 Express bus (2010). FDOT used these results to improve the transit model validation and incorporated the results into an updated version of the Southeast Florida Regional Planning Model (SERPM), which is used for New Starts and transit corridor studies. These studies demonstrate a growing interest in understanding traveler preferences and increasing transit ridership.

2008 Broward County Comprehensive Plan Amendments and Subsequent Events related to Transportation Concurrency

The previously described efforts illustrate a growing interest to maintain passenger and freight mobility in South Florida without building more roads and adding highway lanes. One of the major milestones in this shift occurred in 2008 when Broward County adopted Comprehensive Plan amendments to modify the policies for transportation concurrency, as described in the following paragraphs in more detail. Essentially, the amendments allowed certain designated

areas to meet concurrency requirements through transit enhancement projects, whereas other areas were subject to roadway level of service (LOS) standards that required vehicular capacity enhancement projects. The Florida Department of Community Affairs (DCA) challenged these amendments, and the process resulted in a stipulated settlement agreement in 2009.

The amendments, the challenge, and the resulting agreement are important for two reasons. First, they demonstrate Broward County's part in continuing the overall planning and policy shift from building new roads and adding highway lanes as the catch-all solution for mobility problems to enhancing other modes like transit, walking, and bicycling. Second, the 2008 amendments sparked a chain of events that resulted in specific policy direction to conduct a multi-agency mobility planning effort for the I-95 corridor. In short, the amendments served as a catalyst for the I-95 Corridor Mobility Planning Project, and were instrumental in bringing together the various partners to work through the challenges of bringing these changes into reality.

This section describes policies and events that led to this major milestone, and the processes and agreements that resulted from it.

Transportation Concurrency Prior to 2008

In 1985, the Florida Legislature enacted concurrency requirements as part of an amendment to the statewide Growth Management Act. Concurrency requires local governments and the appropriate government agencies to provide adequate infrastructure and services (e.g. water and sewer systems, public schools, transportation infrastructure, etc.) at the same time as new developments are constructed. Transportation concurrency requirements compelled FDOT to set level of service (LOS) standards for state roads and local governments to set their own standards for local roads. If a new development were to generate enough new vehicle trips on the road network to cause operating conditions to worsen beyond the LOS standard, the local government and FDOT would negotiate with the developer to provide mitigation improvements that offset the impacts of the new development to the transportation network, either through construction projects or payments in lieu of physical improvements.

As Broward County's population continued to grow, the concurrency requirements posed three key issues. First, the concurrency requirements and LOS standards only apply to roads where the trips that a new development would generate represent a certain percentage of trips on that particular roadway (generally between three and five percent of the existing volume). Daily volumes on I-95 reach upwards of 300,000 vehicles per day. Therefore, concurrency requirements would not likely require developers to provide mitigation improvements for impacts to I-95, despite the fact that all approved developments east of the Everglades would inevitably add new trips to I-95.

Second, concurrency requirements were initially intended to provide capacity improvements to the roadways that were affected, usually through roadway widening and other infrastructure projects within the right-of-way. Building new roads and adding lanes provided no improvements for transit, bicycling, or walking. These investments only encouraged people to

drive more, and they were becoming increasingly expensive to construct as undeveloped land disappeared and right-of-way acquisition became more difficult.

Third, once a roadway exceeded its LOS standards, any development large enough to add three to five percent of the existing volume in new trips could not move forward.

Recognizing that these issues were stymieing development in compact urban areas and actually contributing to sprawl, the Florida Legislature amended concurrency requirements to allow Transportation Concurrency Exception Areas (TCEAs), which Broward County adopted in 1994. Within the TCEA, Broward County can modify the roadway LOS standards and use transportation related impact fees for transit improvements. The adoption of the TCEA was one of the first steps in the shift towards using multimodal enhancements to support mobility, and at least partially addressed the second and third issues as noted above.

Ten years later, Broward County prepared the 2004 Evaluation and Appraisal Report (EAR) – a detailed evaluation of all of the County’s Comprehensive Plan policies required every seven years. The 2004 EAR recognized that the TCEA alone was insufficient to address issues of mobility, and proposed several options to address the anticipated decline in roadway LOS. These options included proposing a transit oriented LOS standard, expanding the TCEA boundary, and changing the roadway LOS standards to make it easier to achieve a lower (better) LOS score. The 2004 EAR also established the guiding principle to encourage mixed use development in concentrated transit-supportive nodes to accommodate the anticipated future population growth most efficiently. Specifically, the 2004 EAR recommended utilizing existing mixed use land use categories and creating new transit oriented development categories, and applying these categories to existing and planned transit corridors and hub.

The 2004 EAR provided the Broward County Commission the recommendations they needed to initiate a set of amendments to the County Comprehensive Plan to revise the concurrency system.

2008 Broward County Comprehensive Plan Amendments to Revise Concurrency

Over the next four years, Broward County developed policy language to revise its concurrency system, adopting and implementing a transit oriented concurrency system that allowed developers to make improvements for public transit or contribute funds for similar improvements, thus implementing the recommendations of the 2004 EAR. In 2008, the County adopted amendments to the Comprehensive Plan to further evolve the transit oriented concurrency system as the inner workings of the system were becoming clear.

The 2008 amendments included adopting area-wide LOS standards in Transportation Concurrency Management Areas and Multi-Modal Transportation Districts. These area-wide LOS standards eliminated the former letter grade LOS standards (based on vehicular volume-to-capacity ratios) and replacing them with specific improvement projects, such as installing video detection and technological operations improvements, upgrading bus stops, and maintaining an average bus fleet age. These changes were intended to allow the concurrency

system to recognize the mobility benefits of transit oriented development, access to better transit services, and a variety of travel mode choices.

Challenges to the 2008 Amendments

FDOT supported the development and evolution of Broward County's transit oriented concurrency system as a creative mechanism to address mobility in a redeveloping urban landscape where the roadway network is nearing completion. However, FDOT together with the Florida Department of Community Affairs (DCA) challenged the 2008 Comprehensive Plan amendments on the basis that the changes: (1) did not meet state code for establishing statewide levels of service for concurrency, and (2) did not include a plan for mitigating impacts to the Strategic Intermodal System (SIS) and regionally significant roadway facilities funded by the Transportation Regional Incentive Program (TRIP), among other objections.

2009 Stipulated Settlement Agreement

In 2009, FDOT, DCA, and Broward County negotiated the language and agreements within these amendments. The three parties reached a stipulated settlement agreement, part of which addresses how to maintain adequate levels of service on I-95. Broward County adopted the language of the settlement agreement into their Comprehensive Plan. The agreement formally recognizes the following issues:

- Traffic from development occurring along the I-95 corridor in eastern Broward County is increasing congestion on I-95, a Strategic Intermodal System (SIS) facility, and a statewide transportation resource.
- SIS facilities are intended to provide safe and reliable inter-regional travel.
- Local traffic on I-95 increases congestion and impedes the intended function of the roadway.
- Broward County's concurrency management system, which is intended to mitigate the impacts of traffic generated by new development, does not mitigate the impact of local traffic on I-95.
- Partnerships will be needed among transportation agencies for collaborative plans, policies, and investment strategies to achieve mobility.

The settlement agreement stipulates that:

- FDOT is to conduct a multi-county multimodal study of the I-95 corridor and its parallel transit facility (Tri-Rail) with counties, municipalities, metropolitan planning organizations (MPOs), South Florida Regional Transportation Authority (SFRTA), and other partners to address future mobility needs.
- The study is to identify a course of action for addressing existing and projected LOS issues for the facility.
- Bicycle and pedestrian modes must be considered, and LOS standards for these modes must be established.

2009: HAULs Identification

FDOT identified High Asset Use Locations (HAULs) as part of the initial I-95 Mobility Plan in 2009. The HAULs represent areas where the transportation system is most heavily used by multiple modes (including local and express bus service, Tri-Rail service, and road traffic), and can be used to approximate the areas where multimodal transportation systems and assets are best integrated.

The HAULs synthesized a variety of data and information for all modes, and identified 28 improvement locations. This effort also identified the areas of impact and influence of the I-95 corridor.

2009: Mobility Hubs

The Broward MPO developed their 2035 Long Range Transportation Plan (LRTP), which introduced the concept of Mobility Hubs - places with multimodal connections between travel modes and to land use activities.

Mobility hubs are transit access points with frequent transit service and high development potential. They are critical points for trip generation or transfers within the transit system. Mobility Hubs are places of connection for walking, biking, park-n-ride, transit, and carpooling, and may provide direct connections to housing, commercial, office, and entertainment activities.

The Mobility Hubs concept recognizes the importance of understanding transportation and land use as an integrated system, and presents an incremental approach to improving both transportation and land use components in a manageable and focused way.

2010: I-95 Mobility Plan Goals and HAULs Prioritization

FDOT developed an organizational structure for the agencies and local governments to participate in the I-95 Mobility Plan: (1) an Internal Group of FDOT representatives, (2) a

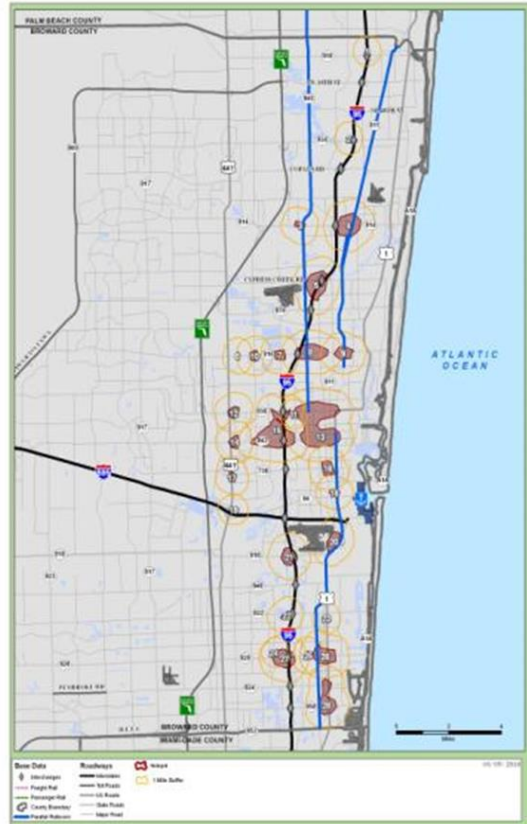


Figure 4: HAULs within the Broward County I-95 corridor.



Figure 5: Mobility Hubs – a concept from the Broward MPO 2035 Long Range Transportation Plan

Core Group of FDOT and other regional and county level representatives, and (3) a Working Group of representatives from the city governments in addition to the county, regional, and state level representatives.

In these initial stages, the partners developed **four goals for the I-95 Mobility Plan**:

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

In 2010, FDOT evaluated and prioritized the 28 HAULs according to how critical each HAUL was to the four I-95 Mobility Plan goals. Table 1 shows the evaluation criteria for the HAULs prioritization. Eight HAULs, including the Cypress Creek Station HAUL, were rated as having critical priority.

2011: Cypress Creek HAUL Study Template

FDOT developed the Cypress Creek HAUL Study, intended to serve as a template for future HAUL assessments. The Cypress Creek HAUL Study conducted an in depth assessment of the bicycle and pedestrian facilities, transit services, land use, and road network, and developed specific strategies for improving the land use and a host of projects for improving each travel mode.

The recommended transportation improvements are intended to work with the land use strategies to prepare the HAUL for transformation into a true transit oriented development.

Table 1: HAULs Prioritization Criteria

Goal 1: Support Mobility and Safety Solution
<ul style="list-style-type: none"> • Multiple Asset Improvement Location • Safety – One or More Fatalities near Location • Safety – Significant Number of Crashes but No Fatalities • Emergency Evacuation Route • Ramp Queue Congestion
Goal 2: Support Community Quality Places & Planning Initiatives
<ul style="list-style-type: none"> • Local Government Policies in Support of TOD and Joint Development • Support Local Planning Initiatives or Corridor Studies • Support of FEC Corridor Amendment or SFECC Study • LRTP
Goal 3: Promote Economic Vitality & Growth
<ul style="list-style-type: none"> • Side Street to any SIS Hub • Mobility Hub Development and Access • Anticipated TOD Development within Half Mile of Station • DRI Commitment • Proximity to Planned or Developed CRA Projects
Goal 4: Promote Sustainability Initiatives
<ul style="list-style-type: none"> • Support Greenhouse Gas Reduction or Energy Conservation • Support VMT Reduction and TDM/TSM Strategies • Congestion Mitigation

Current and Future Project Phases: 2012 and Beyond

In Fall 2012, the current phase of the I-95 Corridor Mobility Planning Project began. This effort focuses on understanding how the various planning efforts of FDOT, local governments, MPOs, planning councils, and transit agencies might fit together under a larger framework to achieve the common goals. The I-95 Corridor Mobility Planning Project establishes a common language and set of strategies and indicators that will help planning partners evaluate progress and take action towards achieving the vision.

Results from the Current Phase

Representatives from local governments, transit agencies, MPOs, planning councils, and FDOT, who together form the project's Working Group, have identified a common set of objectives for the I-95 Corridor Plan that build on the goals identified in previous project phases.

The partners developed a framework of facility types and place types that establishes a common vision for transportation and land use in the future, and affirmed a visioning map that represents a desired future scenario and synthesis all of the related planning documents and previous efforts. The future vision map shows the transportation network and the places it serves with facility types and place types, each with a unique function that all work together as a system. The framework of facility types and place types and the map series is documented in further detail in Tech Memo #3: Map Methodology.

Tech Memos #4 and #5 outline the implementation pieces of the I-95 Corridor Mobility Planning Project: a tool of strategies and examples the various partners can implement to work towards the future vision, and the performance measures that assess the progress towards that vision.

Future Project Phases

The I-95 Corridor Mobility Plan is intended to create an ongoing process for communication within agencies' and local governments' existing planning processes. The framework of facility types and place types will serve as a common language within which FDOT, local governments, and agency partners can coordinate on transportation and land use decisions and issues. The maps and designations will change over time, and the strategies and indicators will evolve as new technologies and data become available. Yet it is through the common language and process of communication, coordination, and monitoring, that all of the planning partners can work together to pursue the vision for future mobility.



Future Vision Map of a Multimodal Transportation Network and Mutually Supportive Land Uses
Affirmed by the Working Group in Feb. 2013