

Southeast Florida TOD Working Group

Meeting Summary

April 1, 2014 (2:00PM – 4:00PM); SFRTA – Training Room

People Invited - Participants with a ✓ were in attendance:
(Group is open to all interested)

✓	Larry Hymowitz	Florida Department of Transportation, D4
✓	Lois Bush	Florida Department of Transportation, D4
✓	Scott Seeburger	Florida Department of Transportation, D4
	Jayne Pietrowski	Florida Department of Transportation, D4
	Curlene Thomas	Florida Department of Transportation, D4
✓	Lisa Colmenares	Florida Department of Transportation, D6
	Kim Delaney	Treasure Coast Regional Planning Council
	Karen Hamilton	South Florida Regional Planning Council
✓	James Murley	South Florida Regional Planning Council
✓	Lynda Westin	South Florida Regional Transit Agency
	Wilson Fernandez	Miami Dade MPO
	Bret Baronak	Palm Beach MPO
✓	Nick Uhren	Palm Beach MPO
✓	James Cromar	Broward MPO
✓	Peter Gies	Broward MPO
	Pete Schwarz	Broward County Planning Council
	Deanne Von Stetina	Broward County Planning Council
	Nilia Cartaya	Miami-Dade Transit
	Judy Emerson	Miami-Dade Transit
	Froilan Baez	Miami-Dade Transit
✓	John Ramos	Broward County Transit
✓	Fred Stubbs	Palm Tran
	Chuck Cohen	Palm Tran
✓	Eric Dumbaugh	FAU
✓	Marianne Winfield	Smart Growth Partnership
	Marcela Cambor	Seven 50 – Sustainable Communities Initiative
	Carla Coleman	Urban Land Institute (ULI)
✓	Jessica Josselyn	Kittleson Associates
✓	Jason King	Dover, Kohl & Partners
	David Orshefsky	OHZ
✓	Karen Kiselewski	Renaissance Planning Group
✓	Rob Piatkowski	Renaissance Planning Group

AGENDA

- Introductions
- Regional Transit Visions & TOD
 - Seven50*
 - Regional Transit System Master Plan*
- Can you OD without the T?*
- Models from Other Regions
 - Models of Collaboration (deferred to next meeting)
 - Roles & Responsibilities Questionnaire
- Resource Sharing
 - Plans and Stations Inventories, MAP
 - Website
- Roundtable - Attendee's Reports
- Next Meeting

** Information attached to this summary. A portion of the Seven50 attachment was presented.*

NEXT STEPS

- Present Models of Collaboration Report to the TOD Working Group
- Compile results from the Roles and Responsibilities Questionnaire
- Continue updating the stations and plans inventories and map
- Provide information sharing opportunities

KEY DISCUSSIONS

1. Seven50

As defined by the project contract, the Seven50 process is complete (the report is available online at www.Seven50Report.org). The planning process included three potential future growth scenarios, with the preferred "Region in Motion" scenario selected by vote. While the main planning portion of Seven50 is over, moving forward, the Seven50 effort will continue with a number of implementation projects. This includes the creation of new coalitions to carry forward the results of the Seven50 project. One such coalition consists of the region's three biggest economic groups.

Transit-Oriented Development was a large part of the Seven50 planning effort. Locations where TOD might or should occur have been mapped within the seven counties. Several examples of TOD were fleshed out using existing plans for the sites. To further the TOD element of the Plan, a TOD coalition will head demonstration TOD implementation initiatives, with the Cypress Creek station being a first study area. The large volume of information gathered for the planning process has been incorporated into a data warehouse, available online, and is accessible to the general public.

The role of affordable housing in TOD was briefly discussed with emphasis on its prevalence in many of Miami-Dade County's existing TODs.

2. Cypress Creek Tri-Rail Station

There are many efforts underway to implement TOD at the Cypress Creek Tri-Rail station.

- FDOT previously released an RFP for development at a FDOT property located at the Tri-Rail station. However, it has generated little interest from developers. The Seven50 TOD Coalition will design a sample TOD based on the RFP to demonstrate the site's potential development with the goal of increasing interest in the site.
- ULI, through a Kresge Foundation grant, will undertake a Technical Assistance Panel (TAP) at Cypress Creek to study Fort Lauderdale's adaptation potential for climate change.
- The northern section of Fort Lauderdale is part of Fort Lauderdale's Envision Uptown. The effort is looking to work with the Broward MPO and other organizations.
- The Broward MPO has \$8 million in funding allocated for northern Fort Lauderdale, including the Cypress Creek Tri-Rail Station. The MPO aims to develop plans for the area this year and to begin funding improvements in the next several years.
- BCT is seeking access on the private road to provide bus service to the west side of the Cypress Creek Tri-Rail Station.

Due the large number of planning efforts underway by various agencies and organizations, it was suggested that the South Florida Regional Planning Council monitor and coordinate the plans and initiatives.

3. Regional Transportation Plan

The Regional Transit Vision is an element of the larger Regional Transportation Plan to be adopted by the three MPOs (Miami-Dade, Broward and Palm Beach). The document is a higher level plan of regional facilities without delving into technologies. A bicycle/pedestrian plan is another element of the Regional Transportation Plan and of particular importance to the transit vision as it outlines last-mile connectivity for the transit system. As part of the effort to create a more regional transit identity, the Vision introduces a common set of definitions, such as for premium transit and hubs. It also has prepared a regional transit map that each MPO can embrace and adopt into the local plans.

The Regional Transit Vision is just that, a vision - there is no date associated with the proposed future transit network for the region. The Vision has built off of Broward MPO's hub concept although there are key differences. The Vision's HUBs are not stations, but are centers that have a regional draw - destinations and economic centers. With this function, the HUBs served as the points to be connected by transit in the future. Similarly, major transfer centers were not necessarily considered as HUBs for the purpose of developing the Regional Transit Vision. While major transfer centers are likely worthwhile locations for investing in infrastructure and development, they were not viewed as HUBs as a transfer station is not a destination in and of itself.

4. Presentation Proposal - Can You OD Without the T

Can you have TOD without transit? The Broward MPO has proposed this topic for potential presentation at Rail~Volution. There are many transit planning efforts underway, however most are not funded and uncertainty over their future remains. The discussion covered numerous potential means of addressing the issue:

- Economic Development: Encourage the continual improvement of pedestrian and bicycle facilities and economic development of downtowns. If transit service arrives, then a city is prepared. If transit service is not provided, the efforts still result in the creation of a good place.
- Patience: Even in extraordinarily successful TOD examples (Rosslyn-Ballston Corridor), the entire process from planning to a successful TOD took decades.
- Broward County Penny Sales Tax: Would fund transit in Broward County.
- Join forces: Use the TOD Working Group to present a united front to developers or other groups in advocating for transit and TOD.
- Parking: Financiers will not lend money if they believe a project does not have adequate parking. If transit is guaranteed to be provided in the near term (~5 years), financiers are more likely to fund developments with less parking near the stations.
- Block Network/Connectivity: TOD depends on a connected street network or relatively small blocks. More often than not, developers avoid having to provide such infrastructure.
- Land Use and Development Regulations: Establishing regulations requiring pedestrian friendly development focusing on the boundary between the public and private realms (i.e., urban form) is just as important for successful TOD as density and mix of uses.
- Implementation: Our region is very good at planning for transit, yet struggles with implementation.

5. Plans and Stations Inventories / Map

An updated version of TOD related plans and stations inventories, along with a Google Map conveying the data, were presented to the Working Group for feedback. A number of suggestions and comments were provided:

- Change the name from "stations" as not all of the locations listed may qualify as stations
- Possibly add: Ridership and Transit Activity, a Market Component, and Implementation Status (has the plan already been completed and implemented?)
- Ensure all plans along the South Dade Busway and from Miami-Dade Community Planning are included
- Potential Pitfall - Regional facilities versus local facilities
- What was the criteria for including a location in the inventories?
- Where should the inventories and map be housed?
 - FAU, SFRPC and SFRTA have expressed a willingness to host the data.