



Florida Department of Transportation

Transportation and Land Use Strategies to Support and Fund Mobility

**Evaluation and Appraisal Report Workshop
Palm Beach County Local Governments
April 29, 2010**



Overview – Key Themes

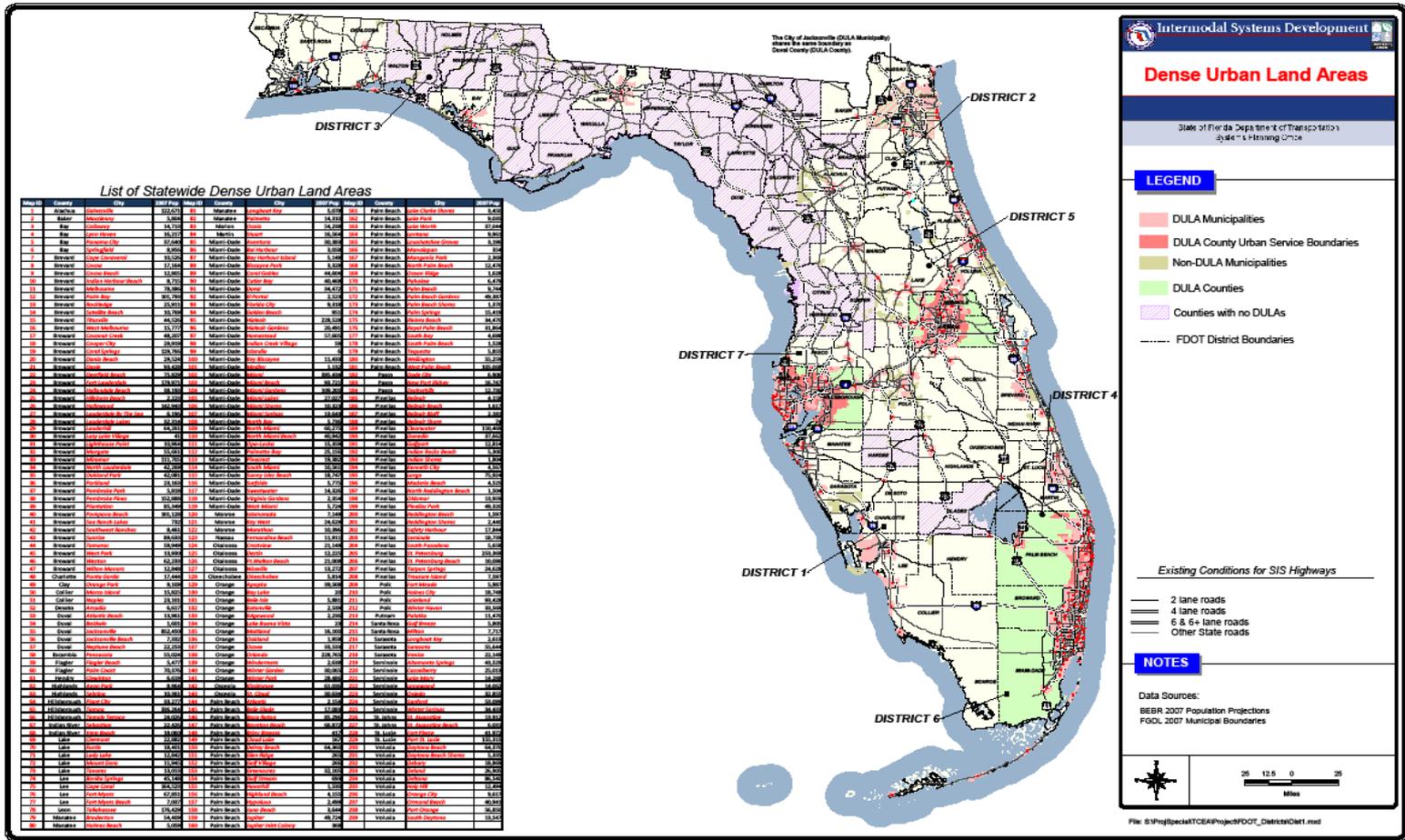
- Planning for and delivering access and mobility with bigger picture and outcomes in mind
 - Moving people and goods within and through jurisdictions
 - Dealing with complexity - multiple levels, players and plans
 - Dealing with evolving landscape - involves addressing challenges, recognizing and pursuing opportunities, finding funding, dealing with transitions, becoming sustainable
 - Performance matters – what is measured has better chance of being achieved
- Terminology, data and analysis, tool availability and development
 - Changing lexicon - access, mobility, proximity, mode-neutral, origins and destinations, operations
 - Best available data and analysis
 - Use of professionally acceptable methodologies/techniques

Senate Bill 360 (2009) and House Bill 697 (2008)

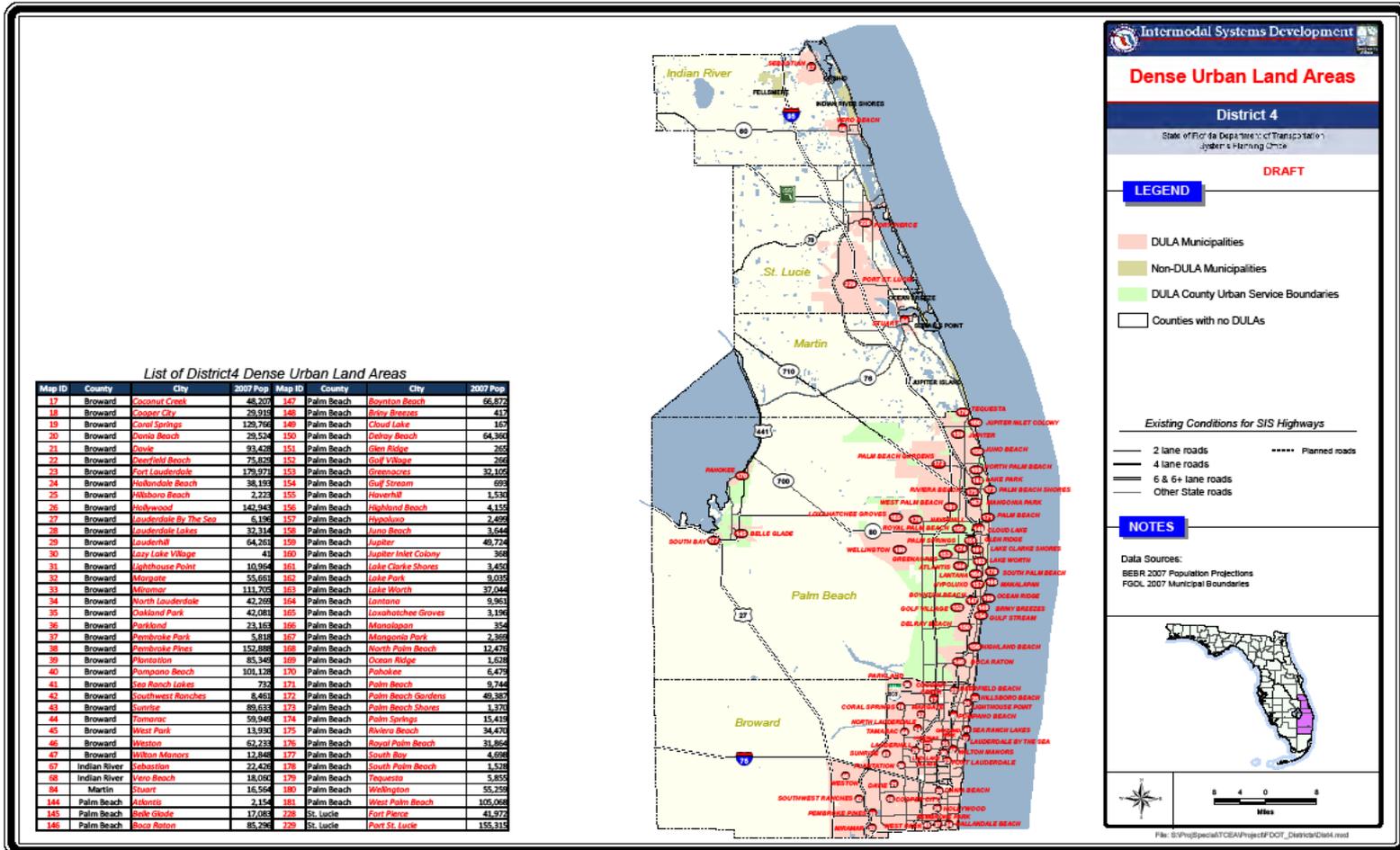
- Resulted in changes to Chapter 163, Florida Statutes, not replacement of chapter
- Multiple elements, internal consistency and financial feasibility requirements remain
- SB 360 emphasis on concurrency, requirements for and across elements are broader
- Mobility strategies in mix for reduction of greenhouse gas emissions
- Changes not self-executing



Dense Urban Land Areas



Dense Urban Land Areas



SB 360 - Dense Urban Land Areas (DULAs)

- 1,000 people per square mile = .64 dwelling unit per acre
- SB 360 eliminated state-mandated concurrency in Transportation Concurrency Exception Areas (TCEAs) in DULAs
- TCEAs in DULAs under SB 360
 - Within two years local governments required to adopt land use and transportation strategies to support and fund mobility within TCEAs, including alternative modes of transportation
 - Local governments encouraged to adopt complementary land use and transportation strategies that reflect the region's shared vision for its future



SB 360 – DULAs, etc.

- Density/intensity, mix of land uses, design and transportation system management tied to viability of pedestrian, bicycle and transit as mode choices
- Implementation of transit, particularly “premium” transit, requires consideration of points or nodes (centered on stops and stations), placement of points or nodes on corridors and overall system



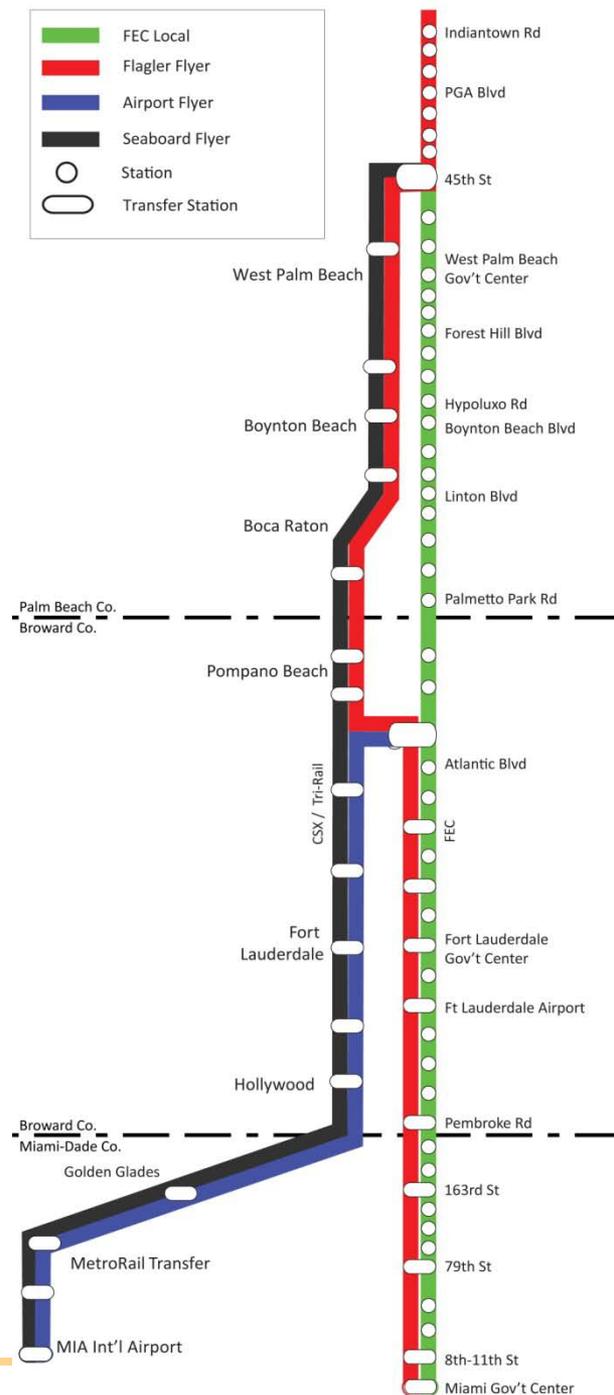
South Florida East Coast Corridor Transit Analysis Study – www.sfeccestudy.com



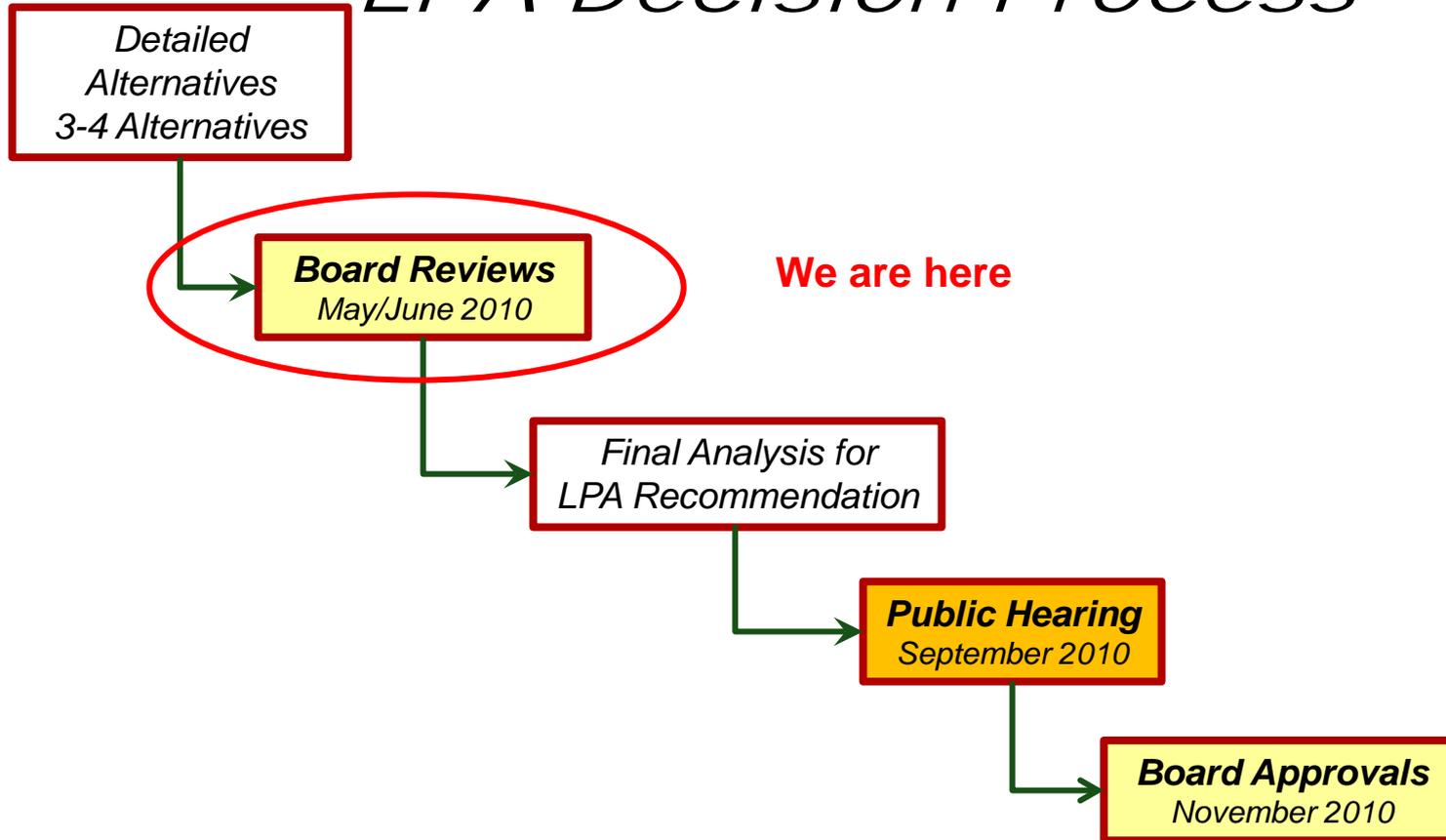
Regional Rail Alternative



- 2 to 4 shared tracks in FEC
- Four services
- Red, green and blue service on 15 minute headways (peak)
- Black service hourly (peak)
- End to end travel time 2 hours

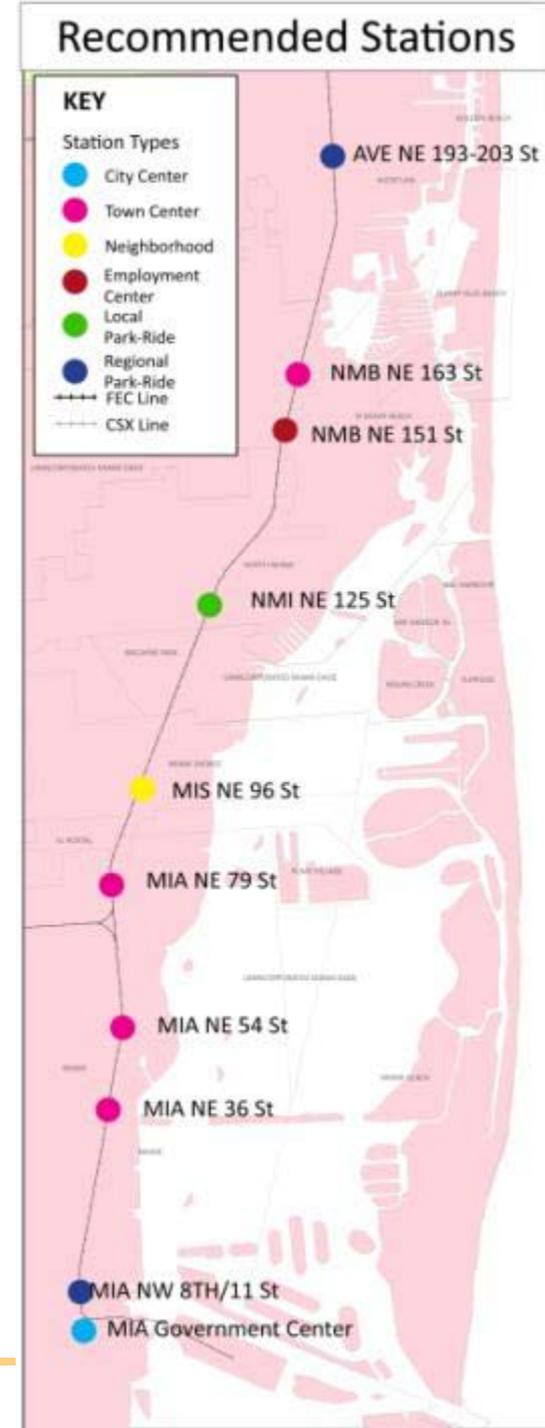


LPA Decision Process



Miami-Dade County Station Locations

- 10 recommended stations in Miami-Dade County
- NE 151st and NE 96th are recommended for long-term implementation



Broward County Station Locations

- 17 recommended stations in Broward County

Recommended Stations



Palm Beach County Station Locations

- 25 recommended stations in Palm Beach County

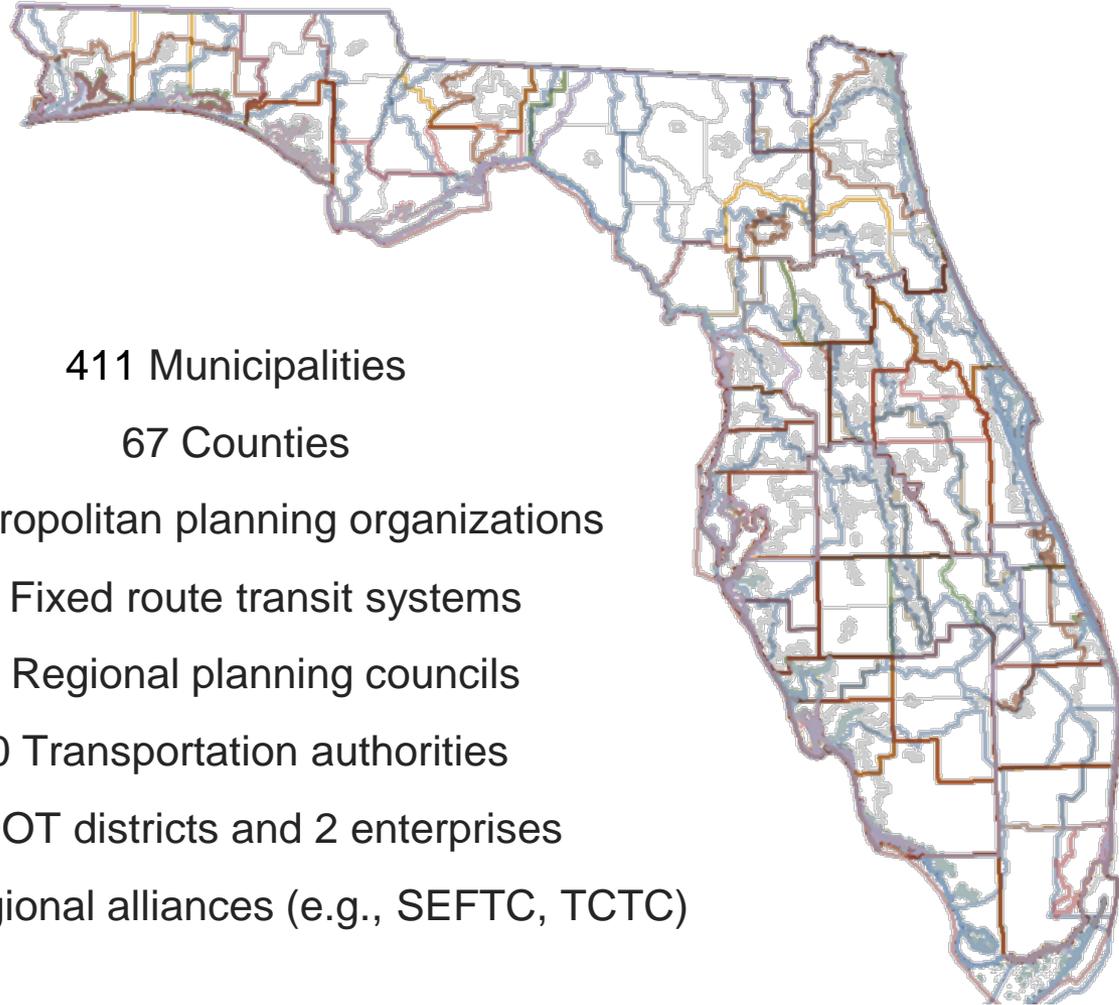


Dealing with Complexity – Multiple Levels, Players and Plans

- Florida in league of its own – number and variety of players with transportation planning and decision making responsibilities
 - Florida DOT
 - Other state agencies
 - Federal regulatory agencies
 - Modal partners
 - space, air, sea, rail, transit, highways, bicycle, pedestrian
 - Metropolitan planning organizations
 - Regional transportation authorities
 - Local governments
 - Regional planning councils and other regional partners
 - Community, environmental, economic development interests
 - Other states



Entities – Statewide View



411 Municipalities

67 Counties

26 Metropolitan planning organizations

28 Fixed route transit systems

11 Regional planning councils

10 Transportation authorities

7 FDOT districts and 2 enterprises

Multiple regional alliances (e.g., SEFTC, TCTC)

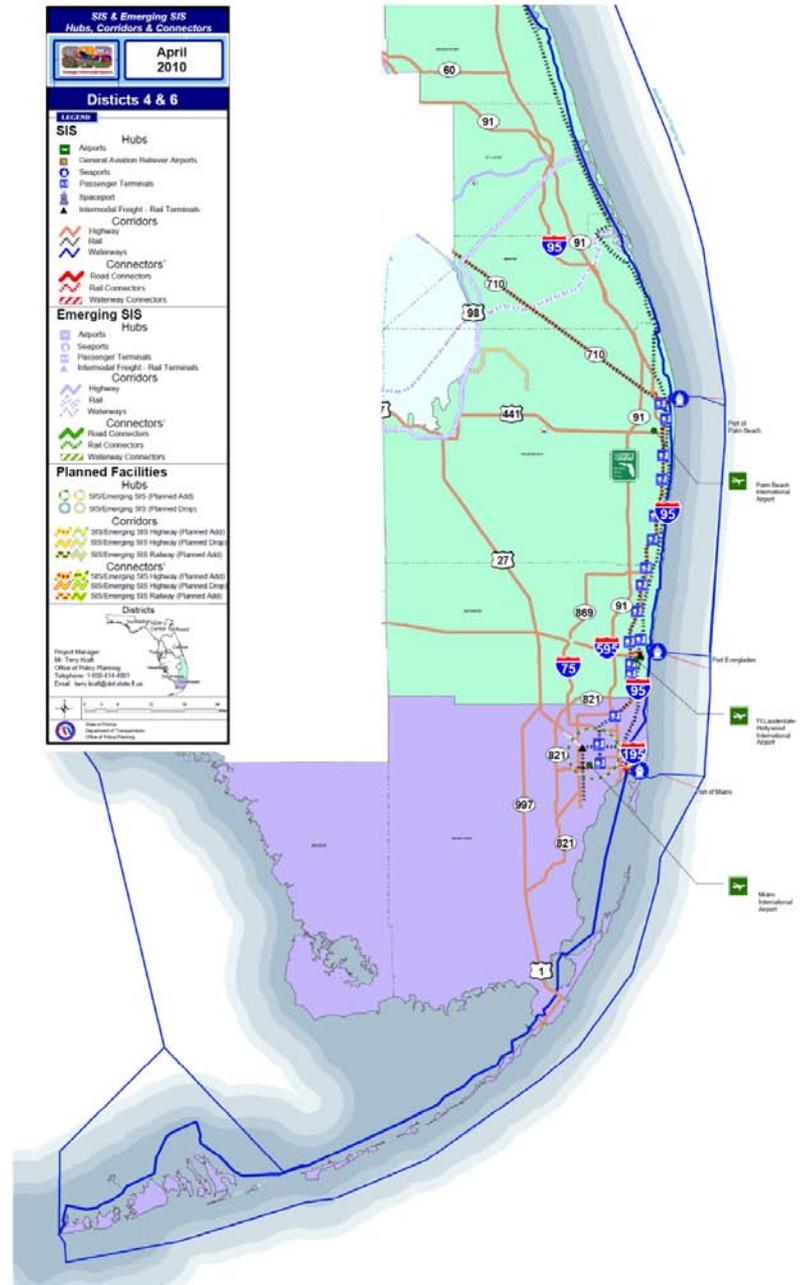
Dealing with Complexity – Multiple Levels, Players and Plans

■ Federal/State Level

- Florida Transportation Plan (FTP)
 - State Long Range Transportation Plan
 - ◆ At least 20-year planning horizon
 - ◆ Considers entire state transportation system needs, all modes
 - Plan for all of Florida, not just FDOT
 - Goal areas 2025 FTP: safety and security, preservation and maintenance, mobility, economic competitiveness, quality of life and environmental stewardship
 - Update to 2060 is under way, goal area addressing governance and coordination may be added
- Strategic Intermodal System (SIS) Strategic Plan - FDOT
- FDOT Five-Year Work Program - FDOT
- State Comprehensive Plan - Chapter 187, Florida Statutes



Strategic Intermodal System: Corridors, Hubs and Connectors



<http://www.dot.state.fl.us/planning/systems/mspi/default.shtm>



Dealing with Complexity – Multiple Levels, Players and Plans

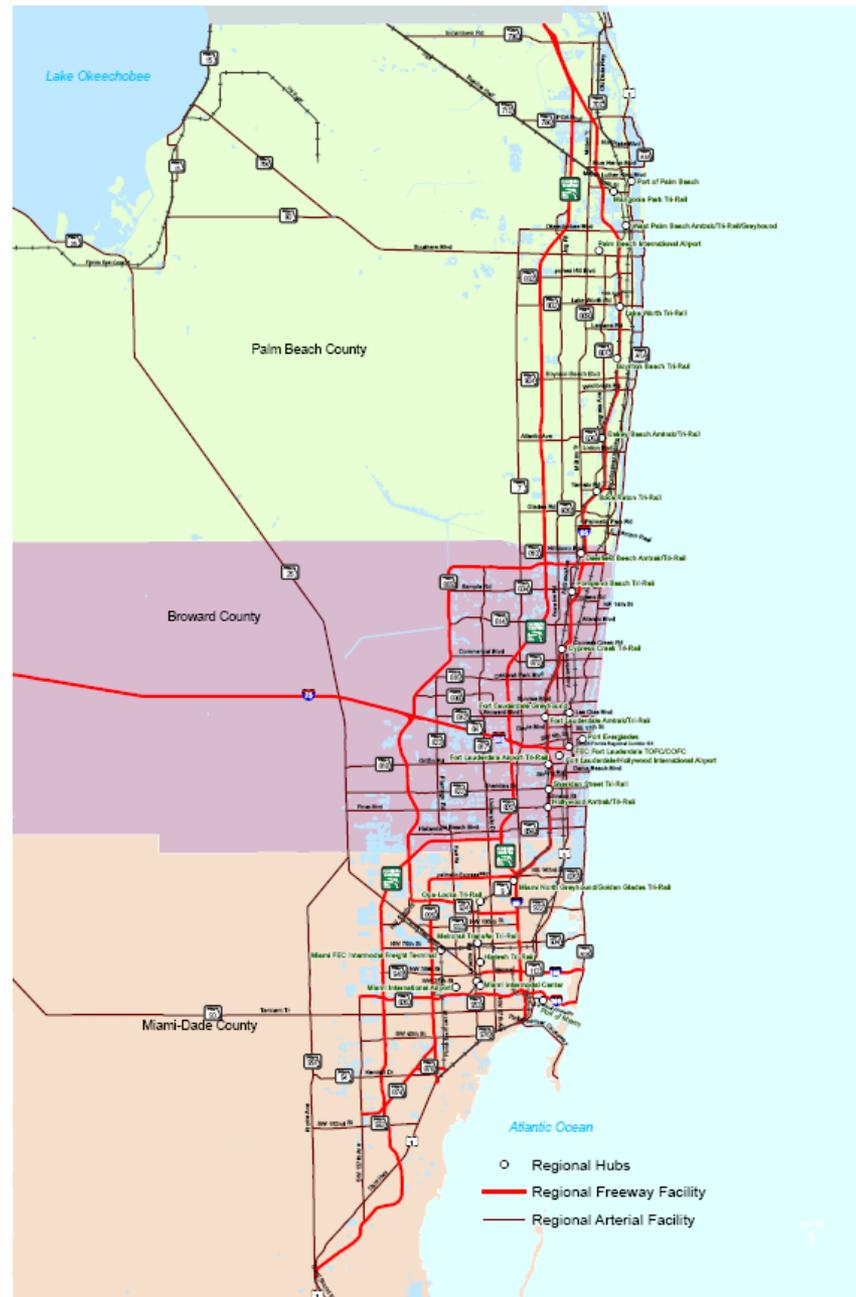
- Regional/Metropolitan Level
 - Strategic Regional Policy Plans – RPCs
 - Regional Long Range Transportation Plan – Southeast Florida Transportation Council (SEFTC)
 - Matches MPO Long Range Transportation Plan Horizon (2035)
 - Regional Five-Year Transportation Improvement Program - SEFTC
 - Transit Development Plan – South Florida RTA
 - 10-year planning horizon
 - Heartland Rural Mobility Plan – Florida Heartland Rural Economic Development Initiative and FDOT
 - Regional Climate Change Action Plan – Southeast Florida Regional Climate Change Compact



Regional Transportation Network

Southeast Florida Transportation Council

www.seftc.org

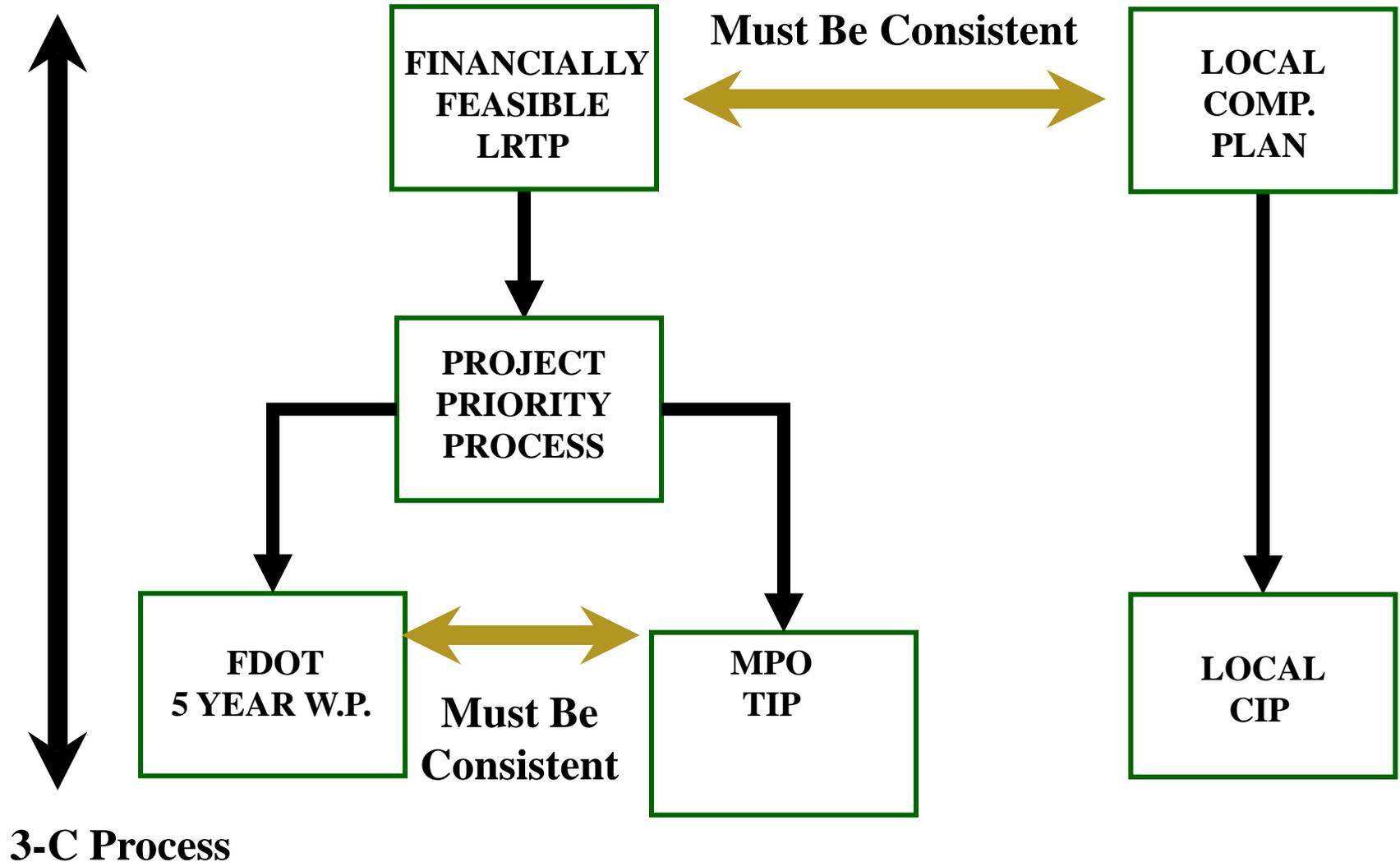


Dealing with Complexity – Multiple Levels, Players and Plans

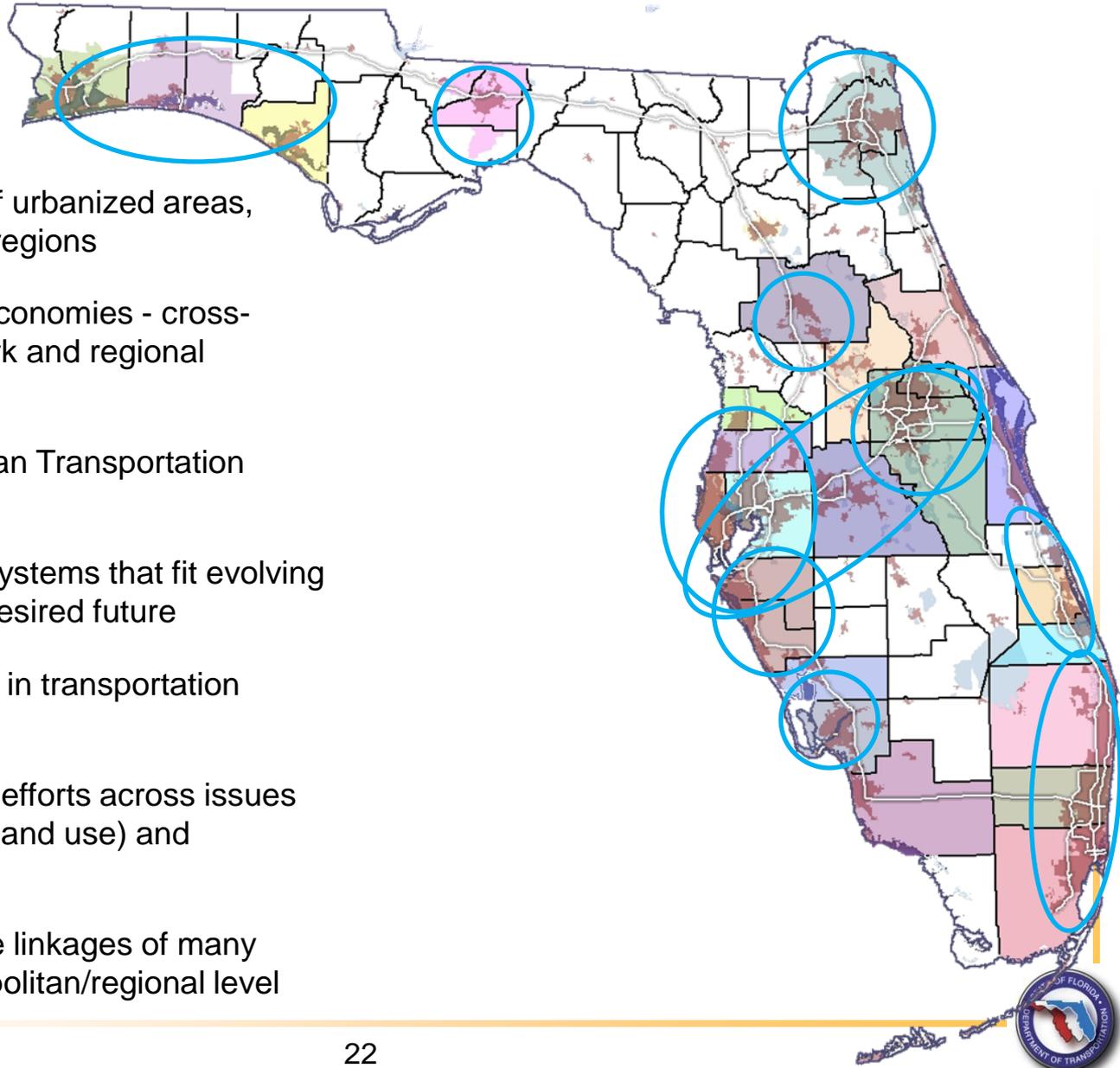
■ Local Level

- Long Range Transportation Plans – Palm Beach MPO
 - At least 20-year planning horizon (2035)
 - Encouraged to consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions (s. 339.175(7), Florida Statutes)
 - Mutual consistency requirements between LRTPs and comprehensive plans
- Five-Year Transportation Improvement Program – Palm Beach MPO
- Comprehensive Plans – Local Governments
 - Short-range planning horizon (five years) and long-range planning horizon (at least 10 years)
- Transit Development Plan – Palm Tran
- Climate Change Action Plan – e.g., Broward County Climate Change Action Plan

Fitting It All Together



Dealing with Complexity – Evolving Landscape



- Expansion and merger of urbanized areas, super regions and megaregions
- Emergence of regional economies - cross-county commuting to work and regional business strategies
- Creation of Florida's Urban Transportation Coalition in 2008
- Need for transportation systems that fit evolving landscape and support desired future
- Challenges and changes in transportation funding picture
- Increase in "silo" busting efforts across issues (e.g., transportation and land use) and institutions
- Recognition that effective linkages of many issues are only at metropolitan/regional level



Example of Commentary on Subject

Transportation Quandary: ‘Anyone Listening Out There?’

Neal Pierce, Citiwire.net, January 16, 2010

And for the future, in this overwhelmingly metropolitan nation, we need explicit, clear transportation choices made in and for our city regions. The existing MPO (metropolitan planning organization) model for transportation choices needs a serious shakeup—starting with fair apportionment and demanding only one MPO in each metro region, not the splintered structures some regions now exhibit.

It’s only at the metro level, notes [Smart Growth Leadership Institute](#) chairman Parris Glendening, that there can be truly effective links of transportation with housing, economic competitiveness, carbon reduction, reducing vehicle miles traveled and promoting national security by reducing energy consumption.

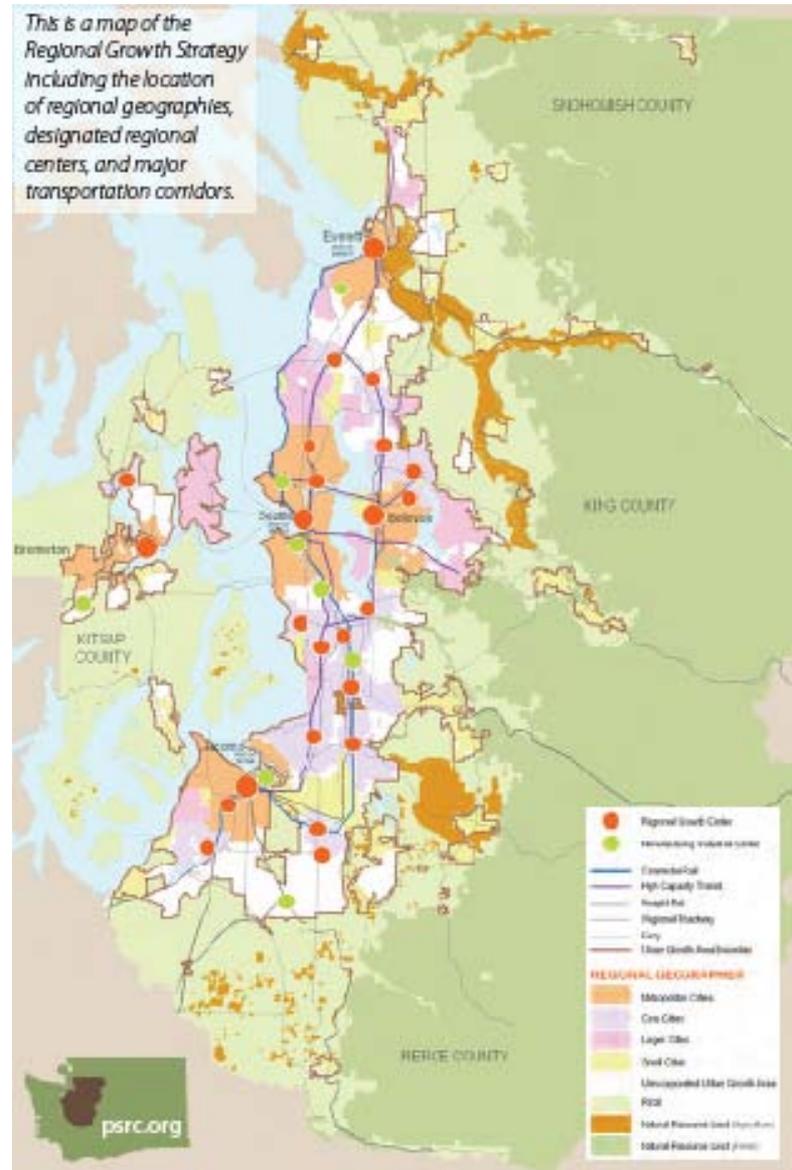


Puget Sound Regional Council

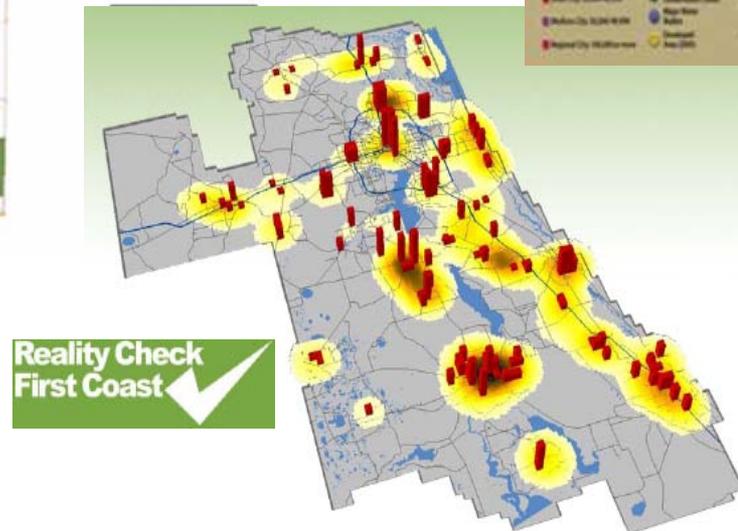
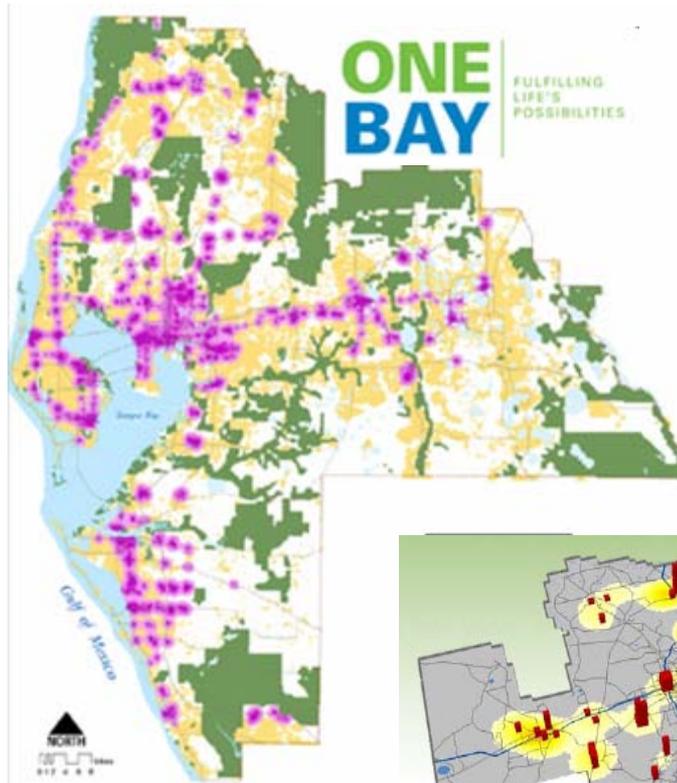
Four counties, two urbanized areas, 90 member agencies/organizations

Integrated Transportation, Growth Management, Economic Planning

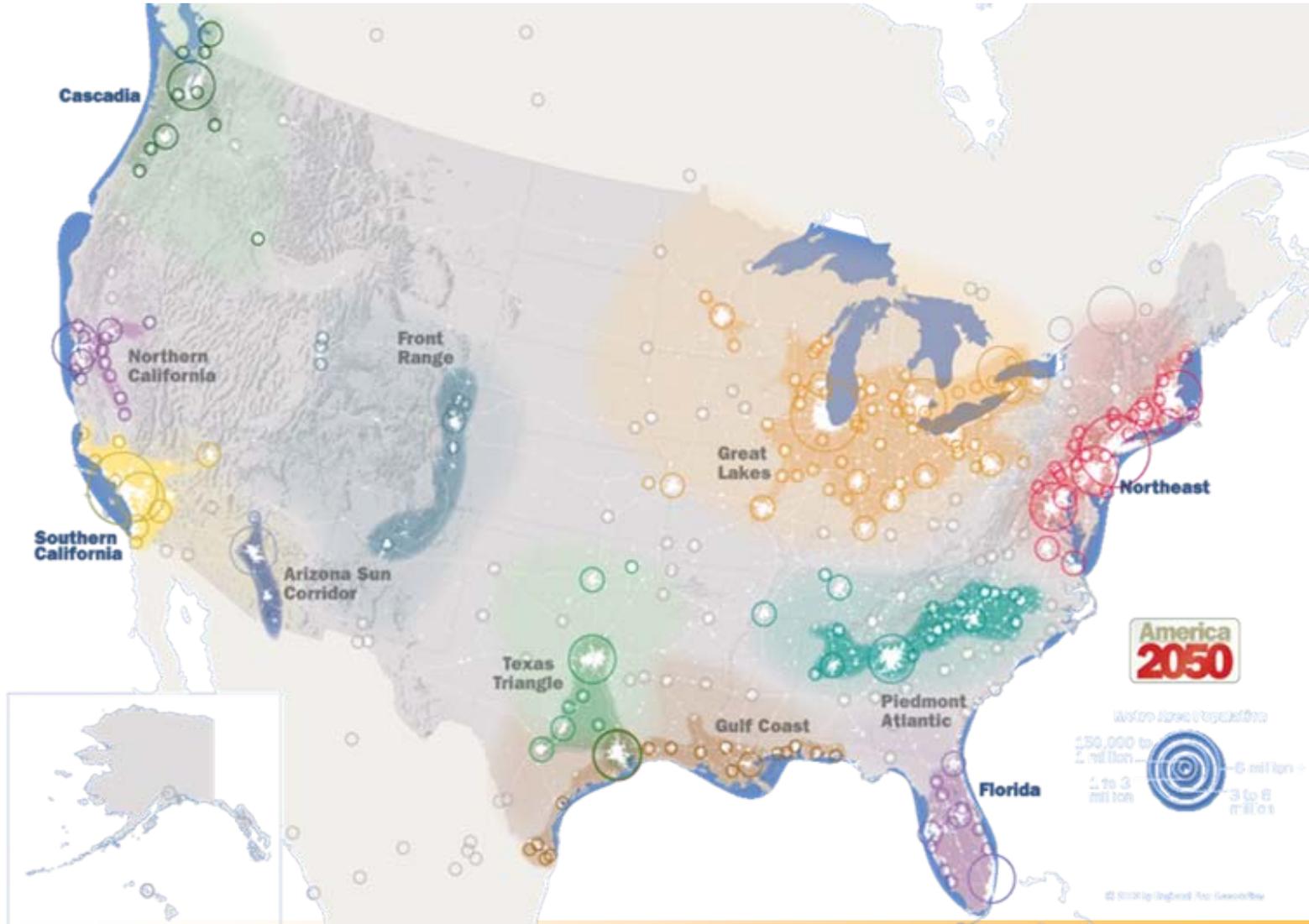
- VISION 2040 – regional growth, transportation and economic strategy, incorporated climate change
- Transportation 2040 – Long Range Transportation Plan
- Prosperity Partnership – coalition of government, business, labor and community organizations to develop and implement regional economic strategy



Development: Where Could We Go?



Economy: Emerging Megaregions



Florida Megaregion

- The Florida Megaregion is one of the fastest growing in the nation and possesses a wealth of diversity, with six of every 10 new residents in the last decade coming from foreign countries. It is both dense and populous, with the major international city of Miami acting as a gateway to Latin America. Regional strategies to protect the Everglades have preserved the natural heritage of the state.

Location: The east and west coast, central and south Florida

Principal Cities: Miami, Orlando, Tampa, Jacksonville

Population 2000: 14,686,285

Percent of U.S. Population: 5%

Population 2025: 21,358,829

Projected Growth: 45%

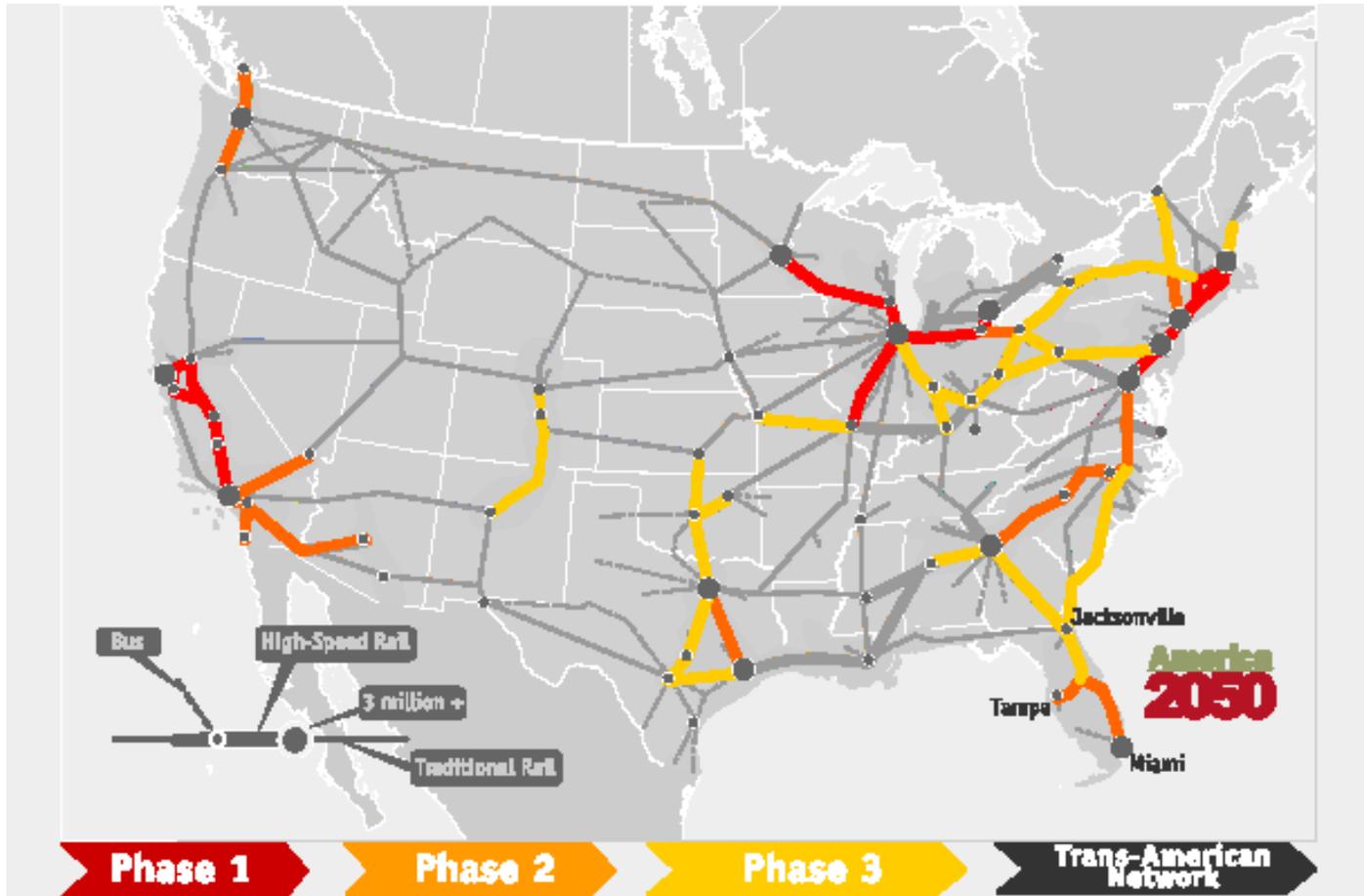
2005 GDP: \$608,082,000,000

Percent of US GDP: 5%

www.america2050.org



Megaregions – High Speed Rail



A Phasing Plan for High-Speed Rail

When complete, this high-speed intercity passenger rail network will be an important part of a larger comprehensive passenger network, which includes air travel, intercity rail and bus services. An emphasis on coordinating these services and enhancing links between intercity, regional, and local networks will leverage the government's investments, maximize ridership, and enhance mobility options for the 440 million Americans that will inhabit the country by mid century.

Florida	
Population	
2000	14.7 million
2025	21.4
2050	31.1 m

Total GDP in 2005
\$608 billion



Sustainable Communities Initiative

- HUD-USDOT-EPA Sustainable Communities Partnership
 - Integration across issues and agencies
 - HUD Sustainable Communities Planning Grants
 - Southeast Florida Regional Partnership - application to support development of regional plan for sustainable development
 - Regional plans to be used by HUD, USDOT and EPA to guide where federal investments go in the future



Performance Matters

■ Federal Level

- Example – next federal surface transportation act
 - Emphasis on performance expected
 - Funding – sources, areas of emphasis, federal approach to investment
 - US DOT - Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program
 - ◆ Rewarded innovation, collaboration, multimodalism
 - ◆ Competitive, mode-neutral, performance-based criteria used

■ State Level

- Performance standards for transportation still required
- Mutual cooperation or mutual annihilation

■ Local Level

- Quality of life, jobs, etc.



Terminology, Data and Analysis, Tool Availability and Development

- Terminology – revisiting and adding new terms to fit the times
 - Mobility - movement of people and goods
 - Accessibility - ability to obtain desired goods, services and activities
 - Proximity - nearness to desired goods, services and activities

- Best available data and analysis

- Professionally accepted methodologies/techniques

- Technical assistance
 - Northern Broward/Southwest Palm Beach mobility studies – FDOT has served convening and technical assistance role
 - With DCA – Florida Framework for Transit Oriented Development



Northern Broward/Southwest Palm Beach Mobility Studies

- Palm Beach County Remedial Amendments – Removal of University Drive Cross-County Connection
 - Future Land Use Element Policy 4.4.9-a designates SR 7 a Transit Oriented Corridor from Broward County line to Glades Road, corridor to be further defined and implemented considering recommendations of SR 7 transit-land use study. Completion of study encouraged by end of March 2010.
 - Transportation Element Policy 1-1-p provides for establishment of multimodal LOS standards for the SR 7 Transit Oriented Corridor upon completion SR 7 transit-land use study no later than first amendment cycle after completion of study.
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Multimodal Quality of Service

- Multimodal - incorporating all modes of travel
 - Vehicular (automobile, truck, motorcycle)
 - Transit (bus, train, streetcar, light rail, trolley)
 - Cycling (bicycle)
 - Pedestrian (walking, wheelchair)

- Quality of Service - traveler-based perception of how well a transportation service or facility operates (typically graded A to F)

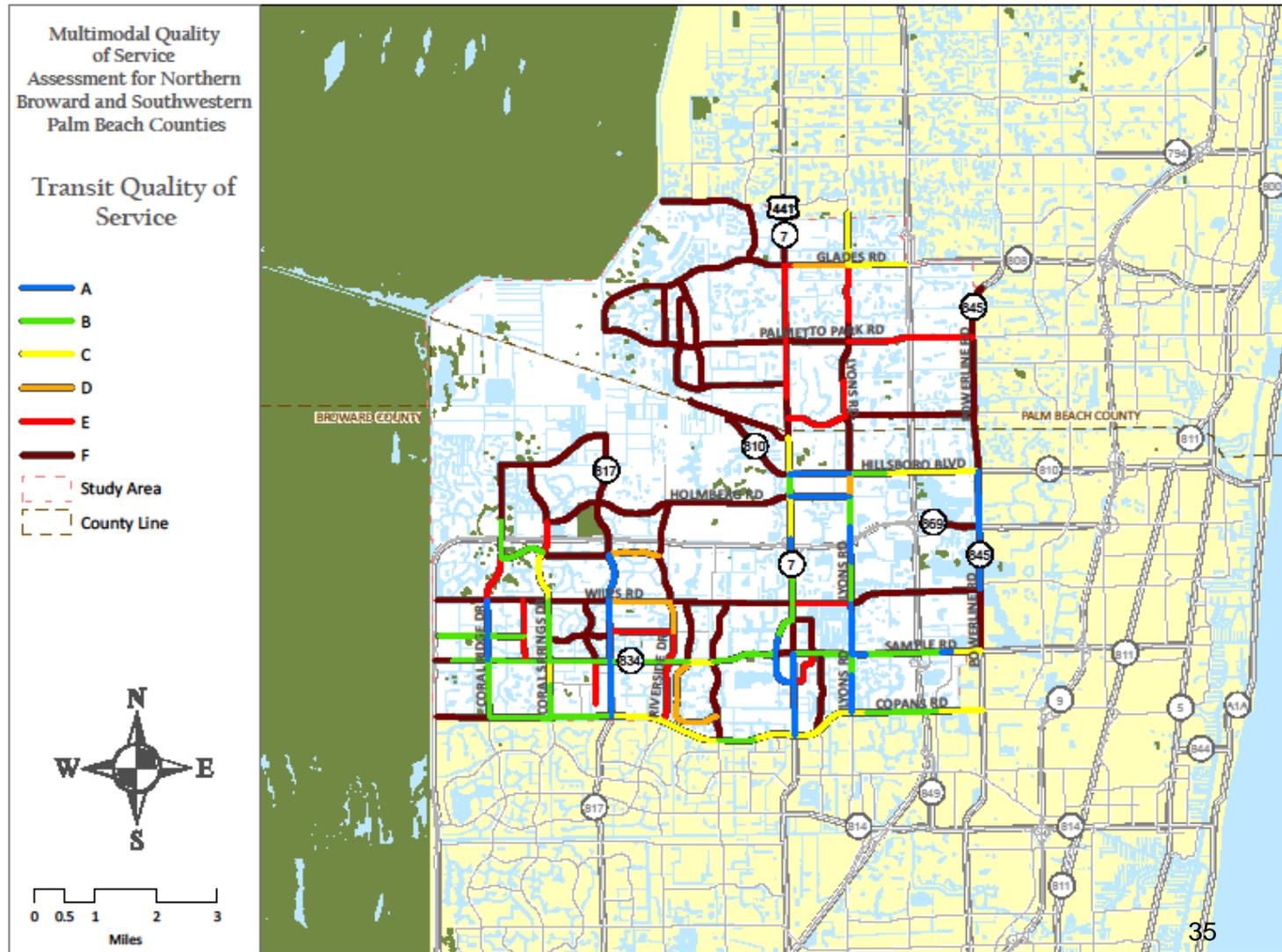


Multimodal Quality of Service

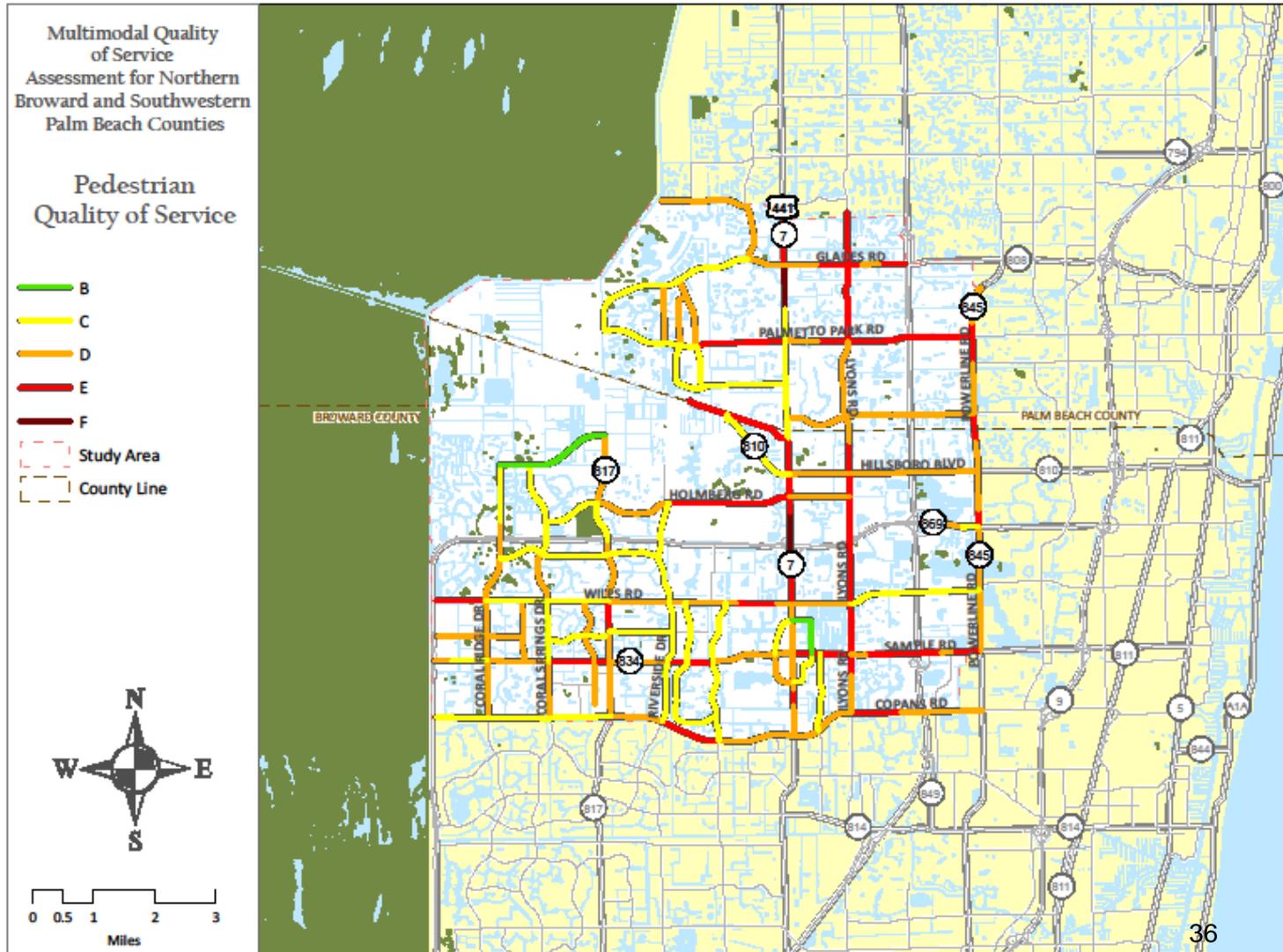
Level of Service	Automobile	Bicycle	Pedestrian	Bus
A/B	  			 <p>>4 buses/hour</p>
C/D	  			 <p>2 to 4 buses/hour</p>
E/F	  			 <p>≤ 1 bus/hour</p>

Source: 2009 FDOT Quality/Level of Service Handbook

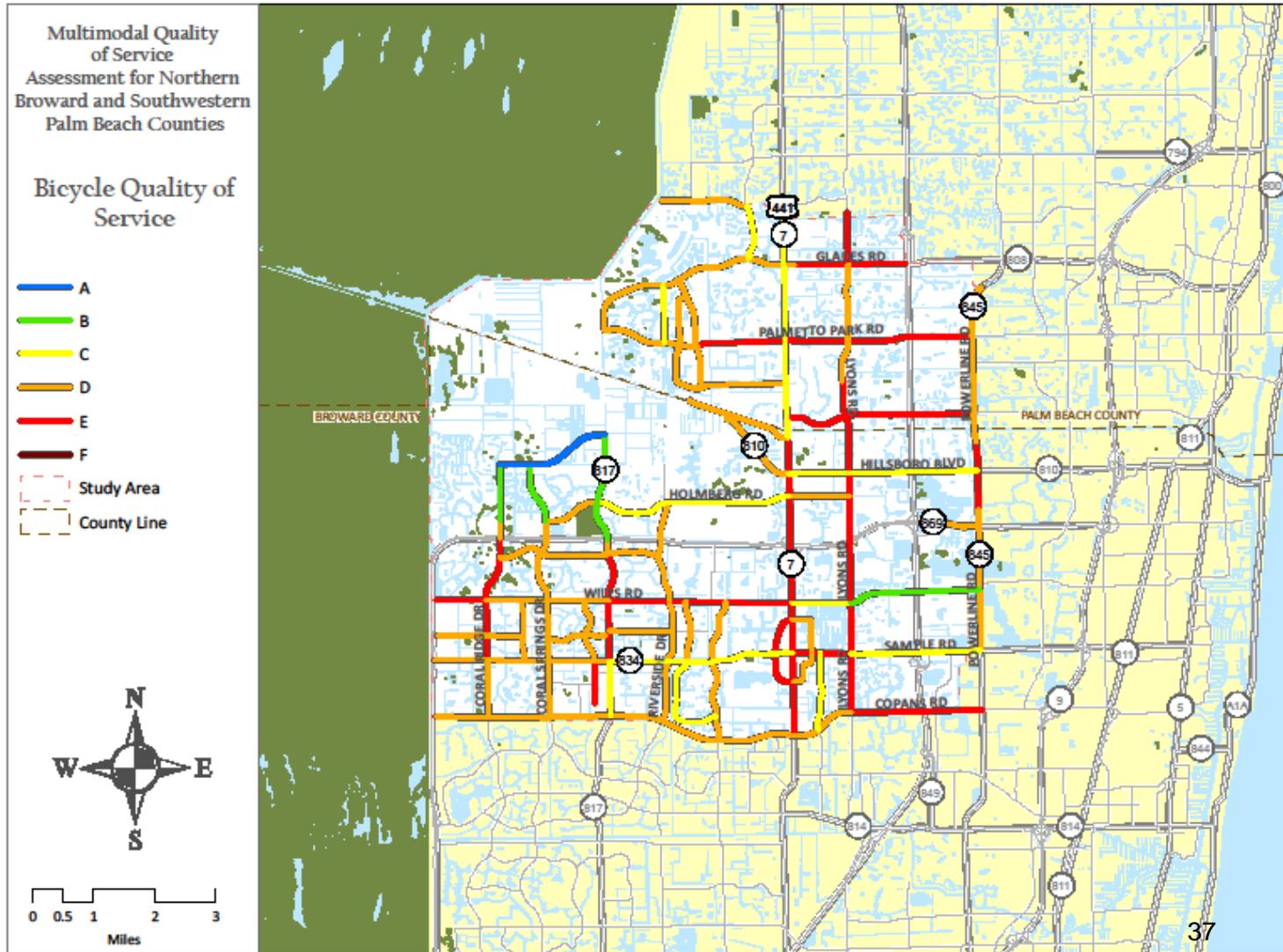
Transit Quality of Service



Pedestrian Quality of Service



Bicycle Quality of Service



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