



# Transportation Mobility & Land Use

EAR WORKSHOP FOR PALM BEACH COUNTY  
LOCAL GOVERNMENTS

*APRIL 2010*

TREASURE COAST REGIONAL PLANNING COUNCIL

# Why Should I Care about Transportation & Land Use?



# Congestion or Mobility

**Pick One!!**



# Congestion or Mobility

**52** extra hours per year are spent stuck in traffic by the average S. Fla. Commuter

(up from 30 hours in 1990)



# Congestion or Mobility

South Florida's congestion costs, based on wasted time and fuel, was approximately **\$3 Billion** in 2007

Texas Trans. Inst., 2007 Urban Mobility Study



# Predictability?

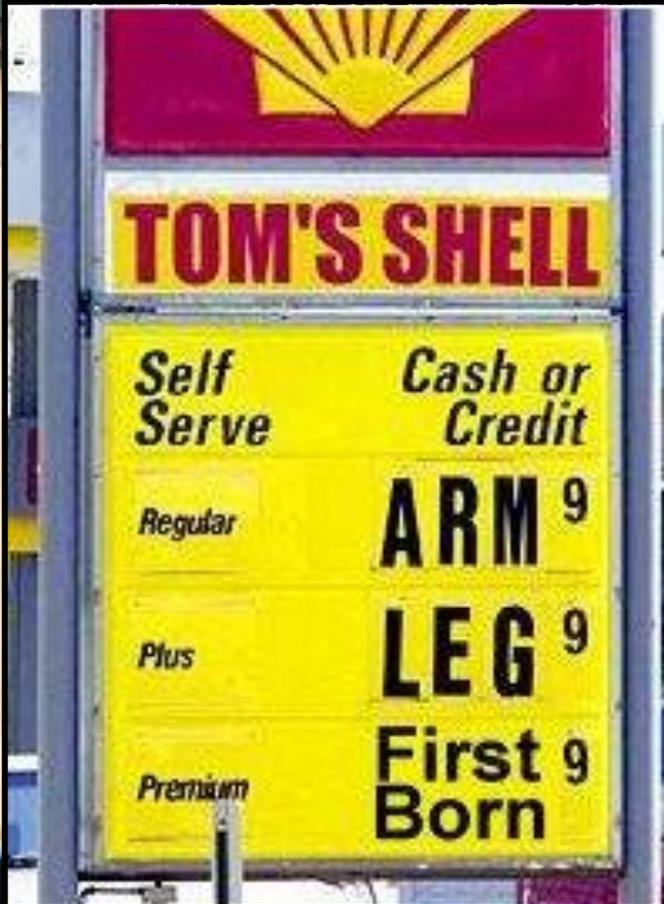
A8 • SCRIPPS TREASURE COAST NEWSPAPERS • WEDNESDAY, JUNE 4, 2008

## High gas prices lead to surge in mass transit

### Region fuming over gas prices

In August, 72 percent of statewide price-gouging complaints to Attorney General Charlie Crist were registered from people on the Treasure Coast.

By Nadia Gergis  
staff writer

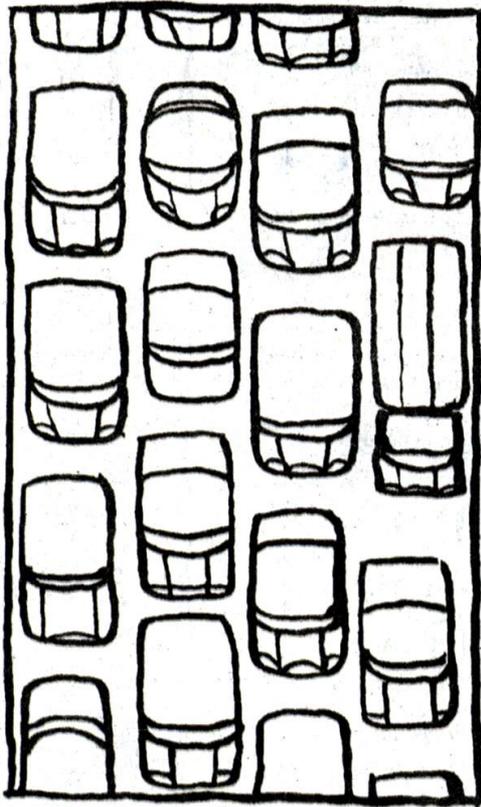


"Let our advance worrying become advance thinking and planning."  
-- Winston Churchill

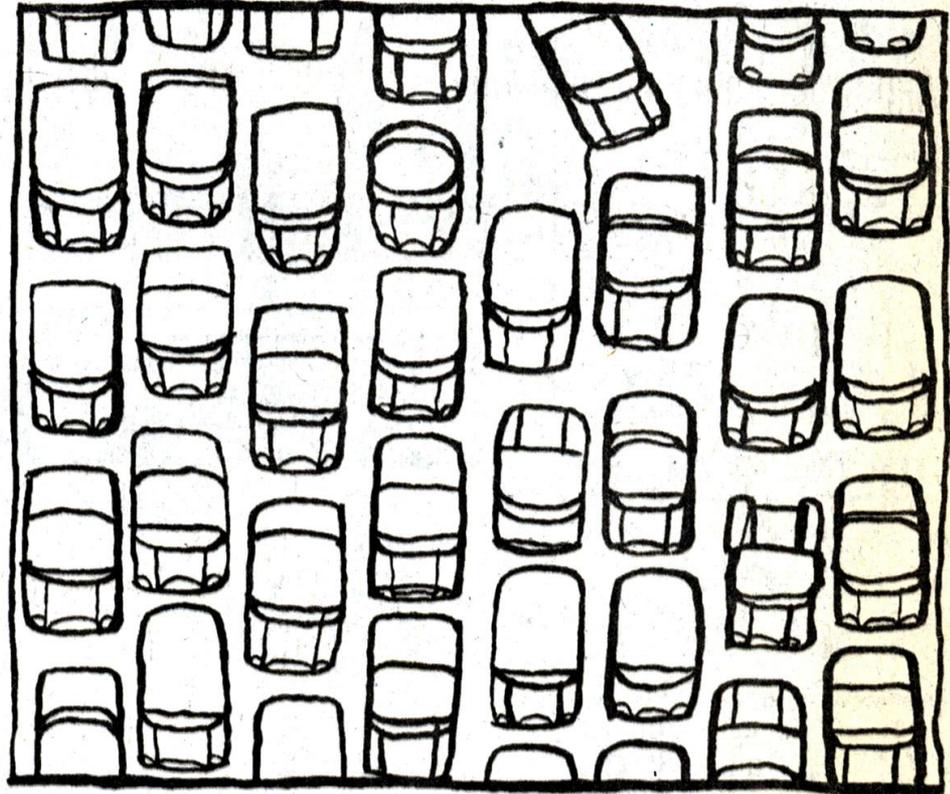
# Congestion or Mobility

## INTERSTATE IMPROVEMENT PLAN...

2003



2030



STAHLER  
©THE CINCINNATI POST  
2003



# A Paradigm Shift



The days where we're just building sprawl forever, those days are over. I think that Republicans, Democrats, everybody... recognizes that's not a smart way to design communities. So we should be using this money to help spur this sort of innovative thinking when it comes to transportation.

*(President Barack Obama, Fort Myers, FL Feb 10, 2009)*

## Awesome Threesome: EPA Joins USDOT and HUD Strengthening Interagency Partnership for Sustainable Communities

**POLITICO**

### Obama plots huge railroad expansion

By DAVID ROGERS | 2/17/09 4:29 AM EST

Text Size: [A](#) [A](#) [A](#)



Railroads made Chicago, and now a Chicago-rich White House wants to return the favor: remaking rail with a huge new federal investment in high-speed passenger trains.

The \$787.2 billion economic recovery bill — to be signed by President Barack Obama on Tuesday — dedicates \$8 billion to high-speed rail, most of which was added in the final closed-door bargaining at the instigation of White House chief of staff Rahm Emanuel.



The International Council of Shopping Centers estimates that chain store closings could exceed 3,100 in just the first half of the year ... as many as 14,000 stores will close in 2009.

CNN Money.com December 31, 2008



# What will happen to these settings?



*They will have to change.*



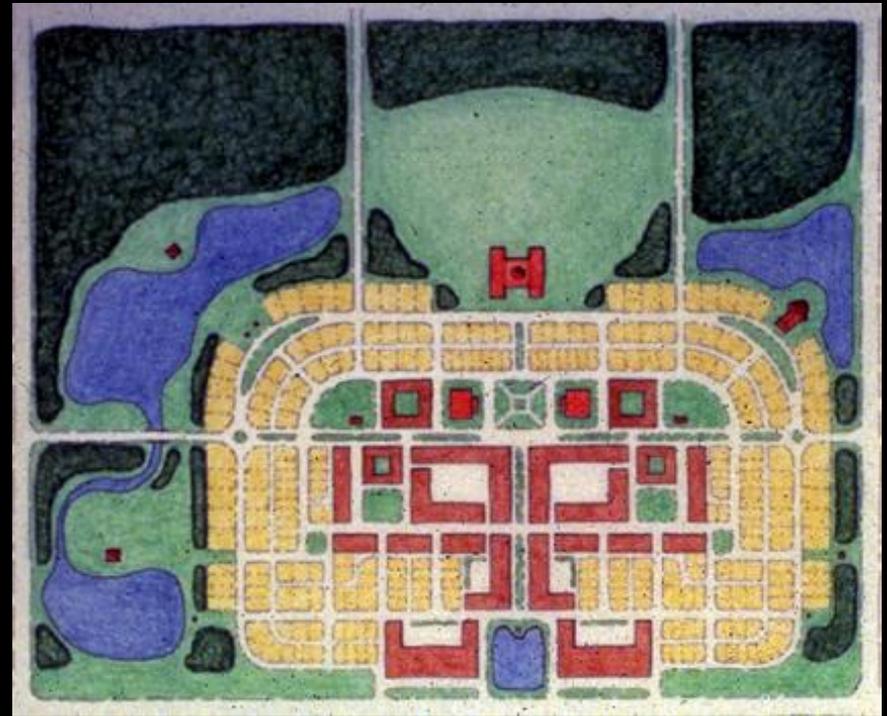
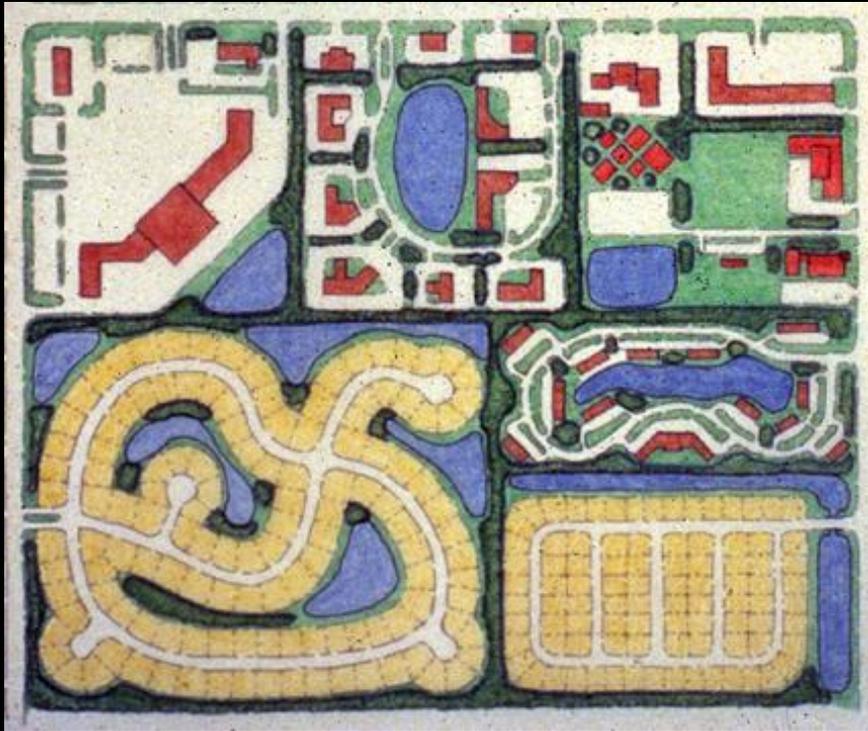
# Redeveloping Urban Areas Are Becoming Increasingly Attractive Alternatives



Many Cities See **15%-25%** Higher Premiums Paid for Retail and Residential Space “In Town”

So ... How Does This  
Relate to Land Use?

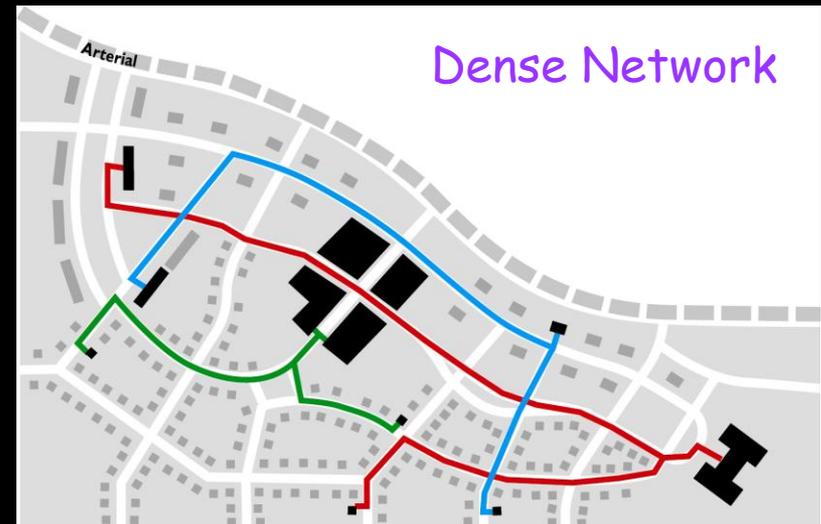
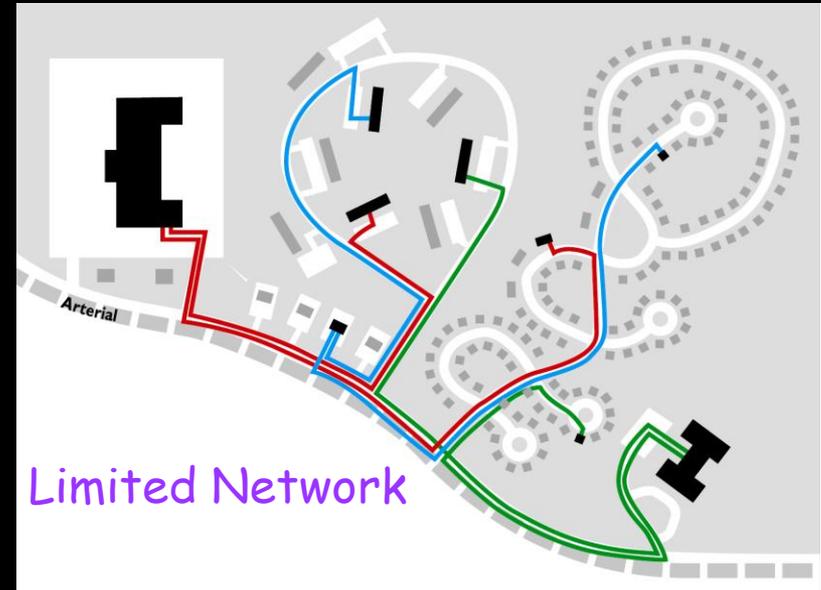
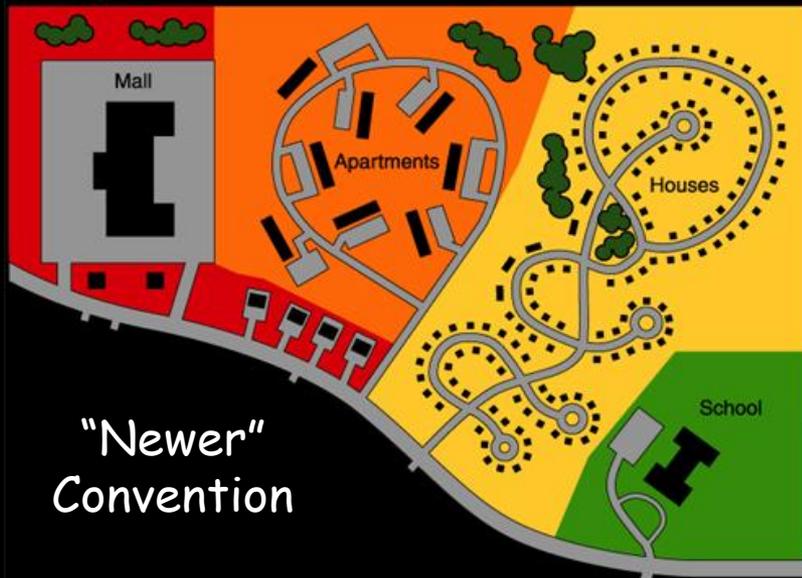
# All Development Is Not Created Equal

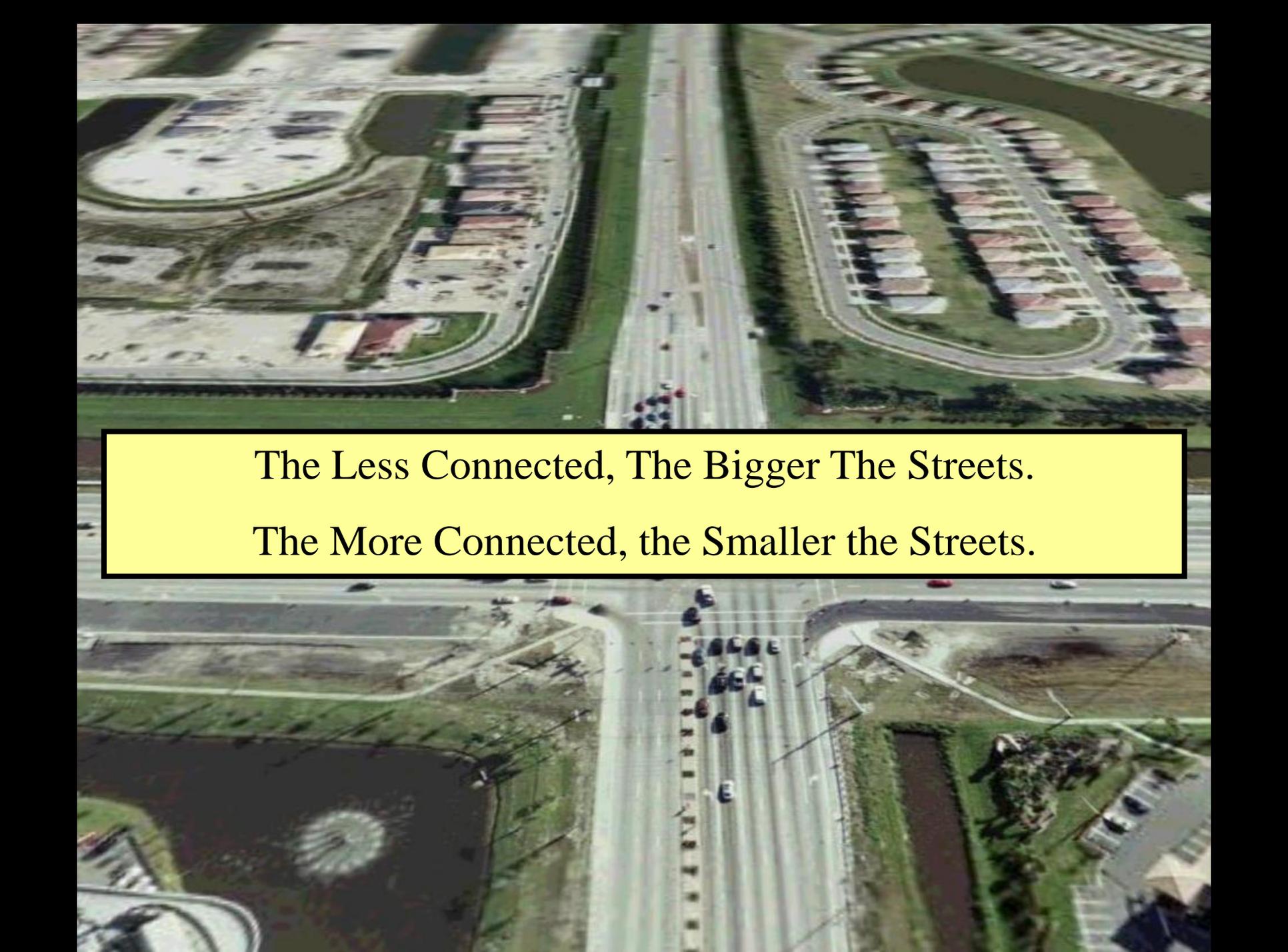


- 30% more energy used
- 2 to 4 times poorer water quality
- 25% to 50 % more time in our cars
- 30% to 40% more land used
- Public transportation is not an option
- 20% to 25% of your income spent on cars
- Kids won't be able to walk to school
- Sprawl housing products under perform comparable New Urbanism products on sales price and absorption
- Road building will take priority over the arts, culture, care of the elderly, water quality and education of your children
- Additional fiscal impacts of \$606 million through 2025
- Additional capital costs of \$4.19 billion through 2025

# Land Use and Connectivity

## Trip Assignments in Two Patterns of Development



An aerial photograph showing a wide, multi-lane highway running vertically through the center. To the left of the highway is a large, modern commercial or institutional building complex with a curved facade and several parking lots. To the right is a residential development with rows of houses and a winding road. In the foreground, a large intersection with multiple lanes is visible, with several cars stopped at a traffic light. The surrounding area includes green spaces, parking lots, and other buildings.

The Less Connected, The Bigger The Streets.  
The More Connected, the Smaller the Streets.

# What is TOD ...

## *Transit Oriented Development*

- Walkable “villages” located at & around transit stations in a ¼ to ½ mile ring
- Contains broad mix of uses (such as residential, office, retail, entertainment, civic/cultural)
- Tie-into local transit (Palm-Tran, trolleys)
- Densities appropriate to context
- More compact than surrounding areas
- Built around civic plazas & community spaces
- Appropriate treatment of parking (shared, reduced & structured)



# TOD vs. TAD



- Transit Oriented Development

vs.

- Transit Adjacent Development

- Auto-oriented uses
- Large surface parking lots
- Suburban office campuses
- Big-box format retail
- Pedestrian unfriendly

# TOD Typology



*City Center*



*Town Center*



*Local Park-n-Ride*



*Regional Park-n-Ride*

# TOD Typology



*Special Event Venue*



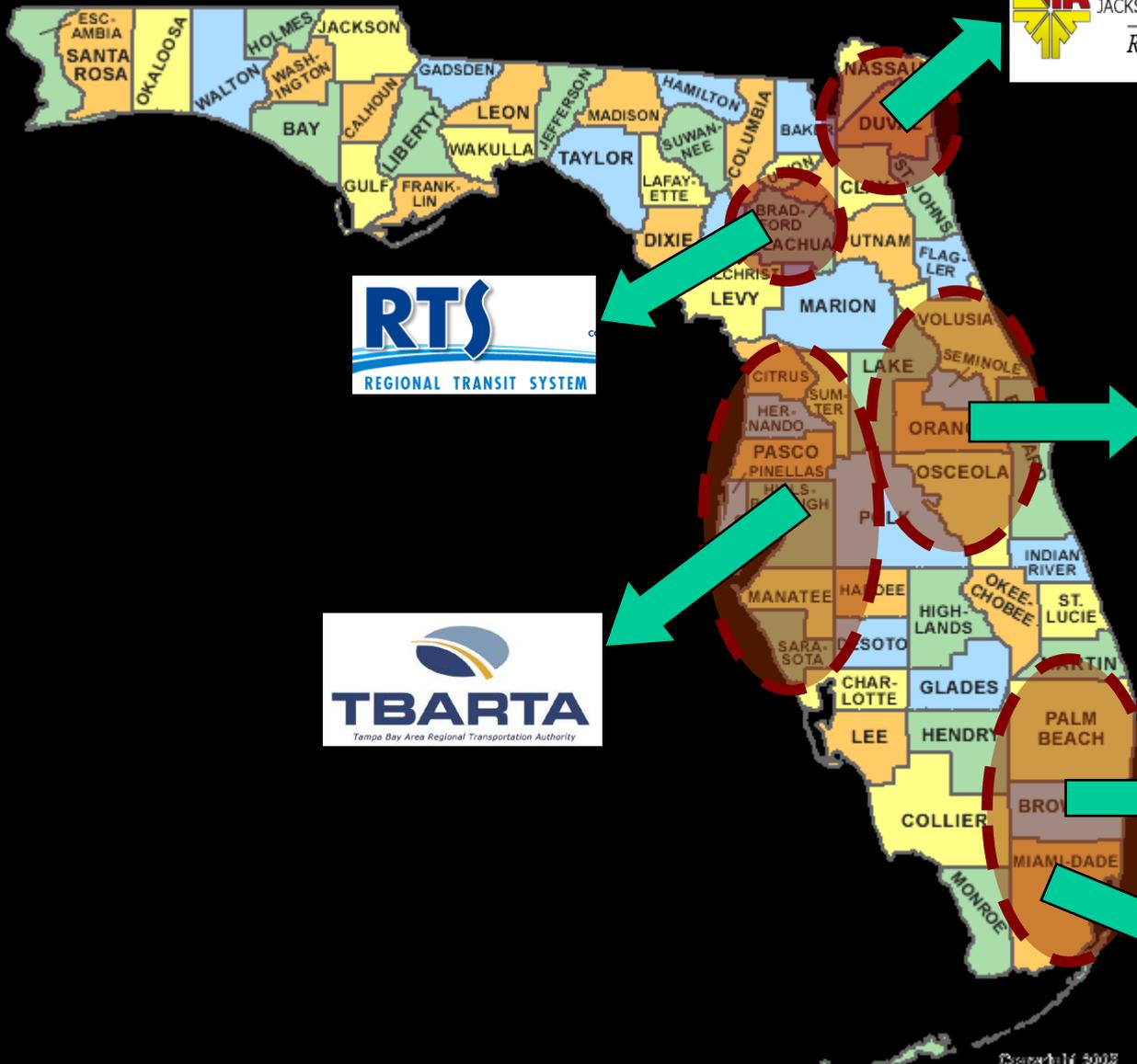
*Airport / Seaport*



*Employment Center Station*



*Neighborhood Station*



# A Sampling of Pending Transit/TOD ...

# Is Green on the Agenda?



**400 cars = 8 Buses = 1 Commuter Rail**

**Taking Transit to Work is the Best Way  
to Reduce Household Carbon Footprint**

# Florida Department of Transportation transit oriented development

DOCUMENTATION

WORKSHOPS



## WELCOME

The Florida Department of Transportation (FDOT), in partnership with the Florida Department of Community Affairs (DCA), is developing Transit Oriented Development (TOD) Design Guidelines to promote and implement 'transit ready' development patterns in Florida. TODs are moderate to high density, mixed-use, and walkable developments designed to facilitate transit and accommodate multiple modes of transportation.

Benefits of TOD go beyond maximizing transit ridership potential. TODs by design are pedestrian friendly, less land consumptive and increase accessibility through proximity.



DESIGN GUIDELINES



AND



<http://www.floridatod.com/>

Why is TOD  
Important for  
Florida?

# Ridership & System Viability

- **Increases potential riders – especially “choice riders” around stations**
- **Allows transit to replace auto trips**
- **System becomes safer & more attractive with “natural surveillance”**



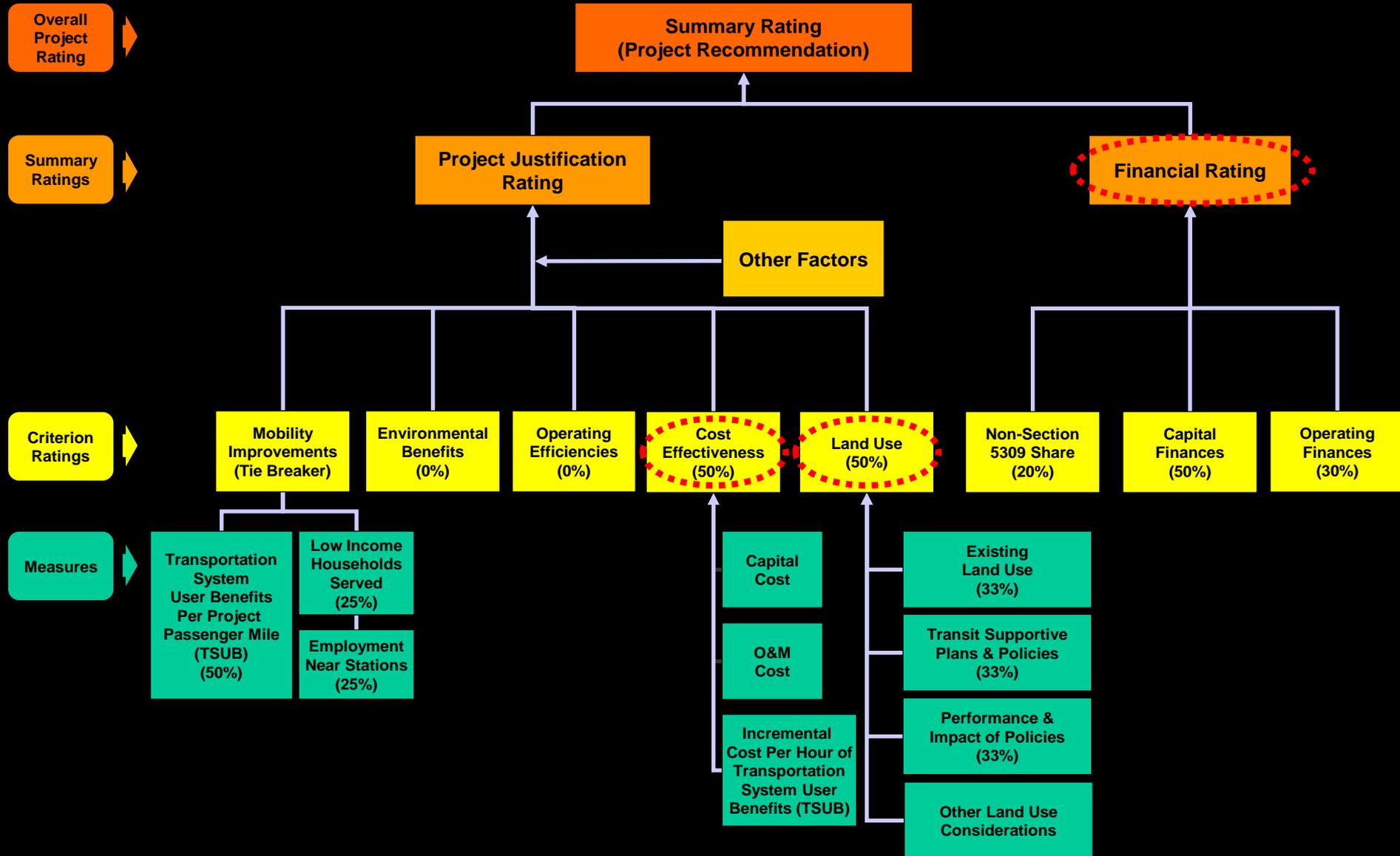
# Money & FTA Ratings

- **Increases potential (FTA\* rating points) for funding system expansion**
- **Increases FTA land use rating**
  - Since 1997, the FTA has reviewed land use when evaluating new funding applications.
  - Regions compete with each other for funding.

\*FTA = Federal Transit Administration



# FTA New Starts Evaluation & Rating Framework



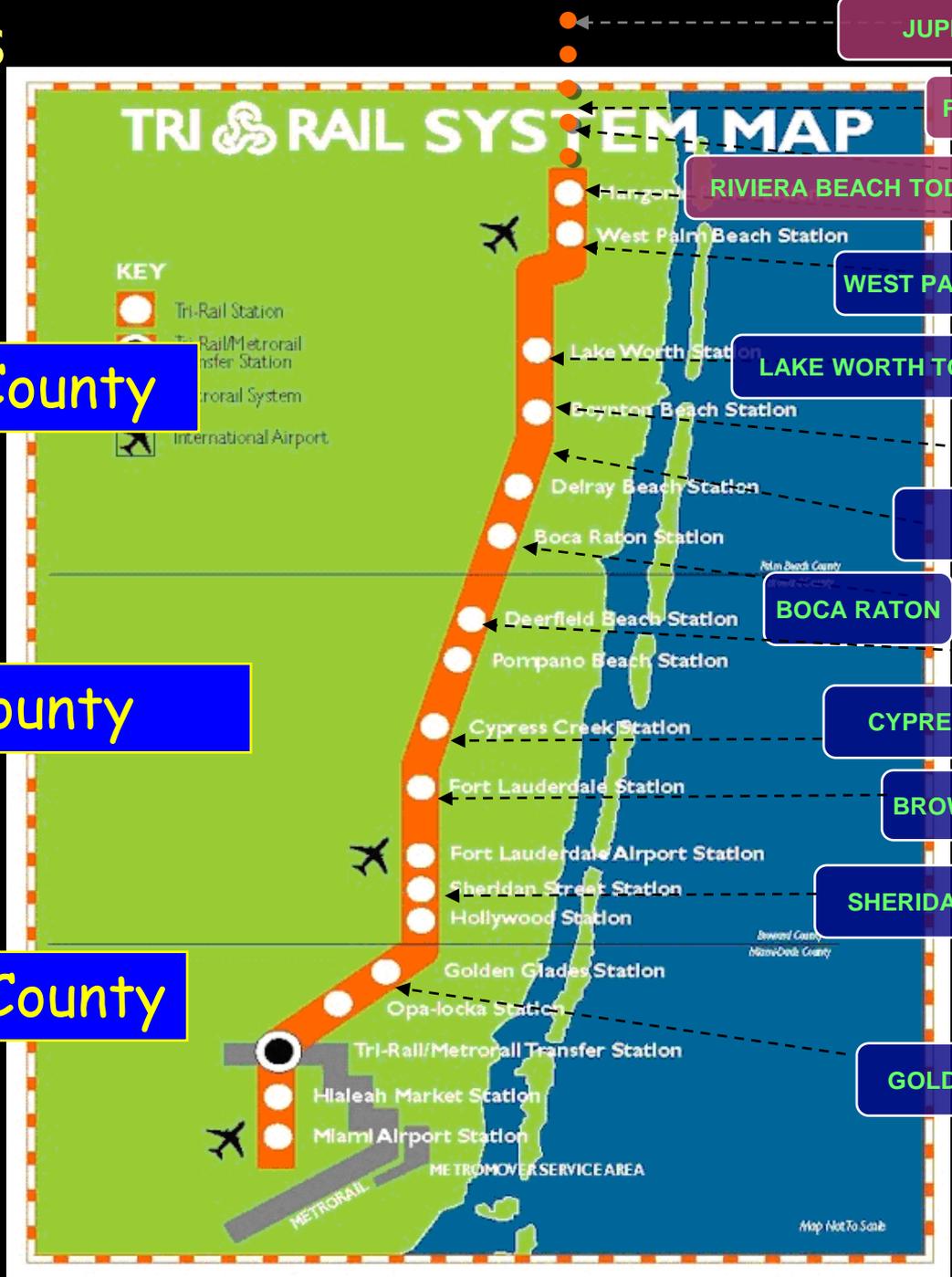


**Southeast Florida**

# The Tri-Rail System



# Tri-Rail TODs (potentially)



Palm Beach County

Broward County

Miami-Dade County

JUPITER TODs

PALM BEACH GARDENS TOD

RIVIERA BEACH TOD

NORTH PALM BEACH TOD

WEST PALM BEACH TRANSIT VILLAGE

LAKE WORTH TOD

BOYNTON BEACH TOD

CONGRESS AVE PARK-N-RIDE

BOCA RATON

DEERFIELD BEACH TOD

CYPRESS CREEK

BROWARD BLVD INTERMODAL

SHERIDAN STREET

GOLDEN GLADES

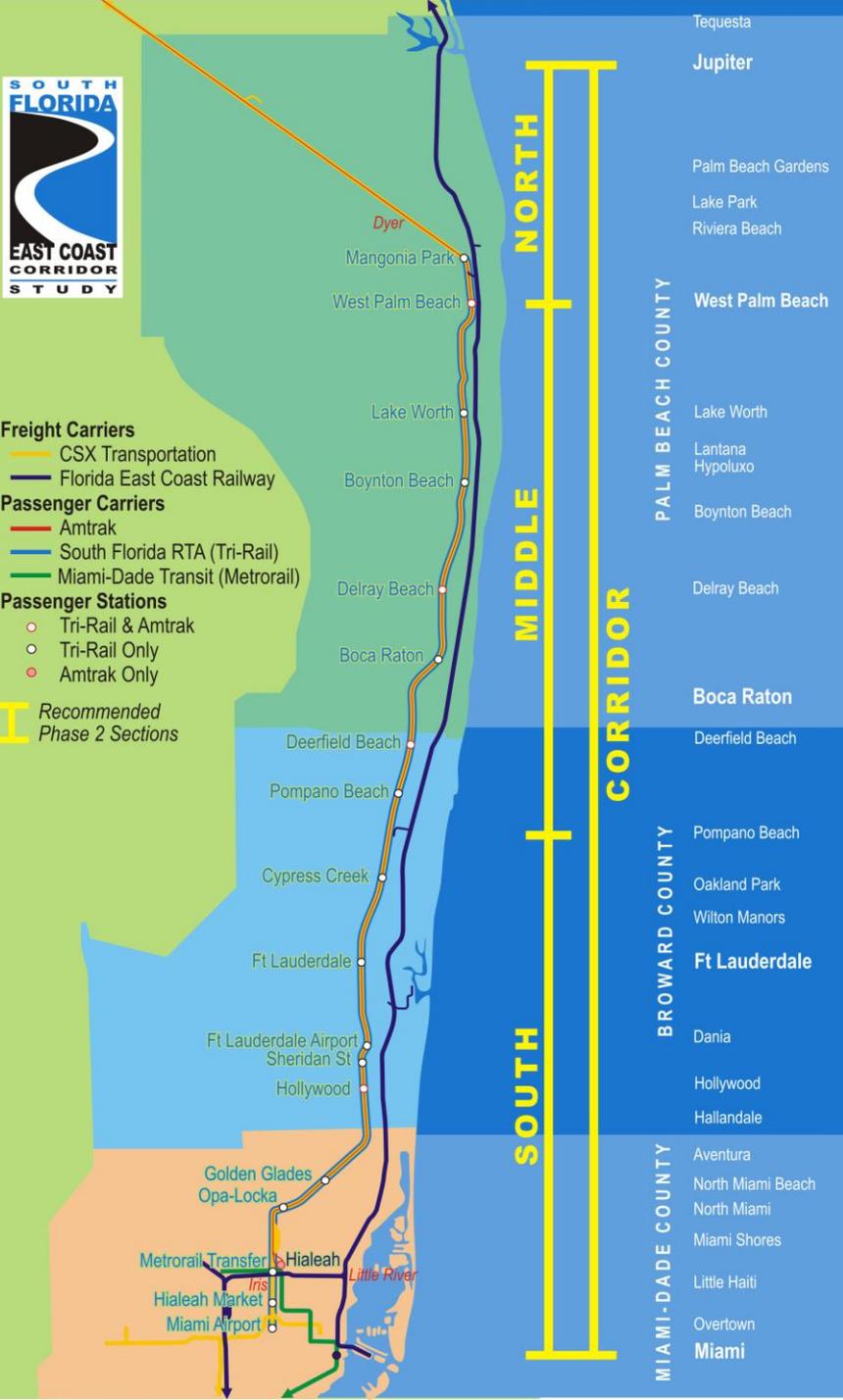
"Good fortune is what happens when opportunity meets with planning."  
 -- Thomas Edison

# South Florida East Coast Corridor Study





- Freight Carriers**
- CSX Transportation
  - Florida East Coast Railway
- Passenger Carriers**
- Amtrak
  - South Florida RTA (Tri-Rail)
  - Miami-Dade Transit (Metrorail)
- Passenger Stations**
- Tri-Rail & Amtrak
  - Tri-Rail Only
  - Amtrak Only
- Recommended Phase 2 Sections**



# SFECC Overview

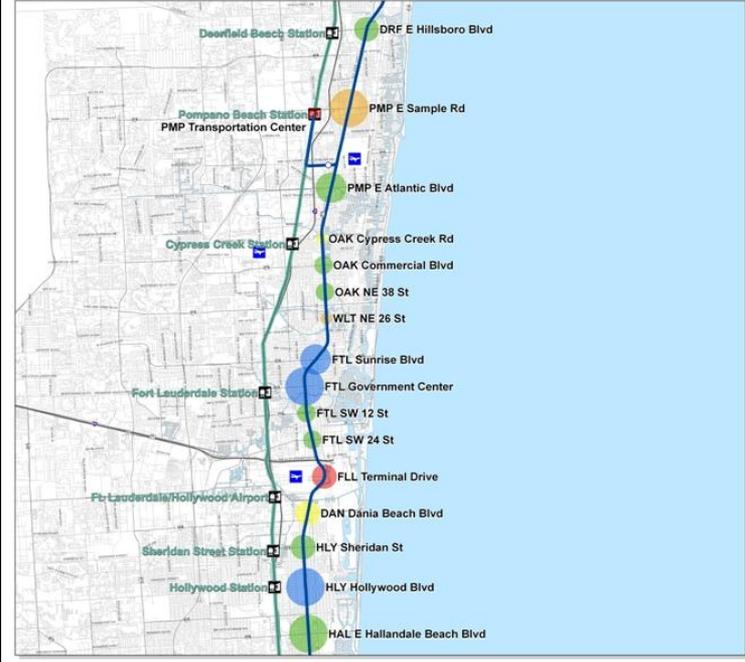
- Focus on **NORTH-SOUTH** mobility issues
- 85-mile study area centered on the FEC Alignment
  - Encompasses Tri-Rail and future FEC alternatives
  - Addresses EAST-WEST and other feeder connections
  - An integrated network



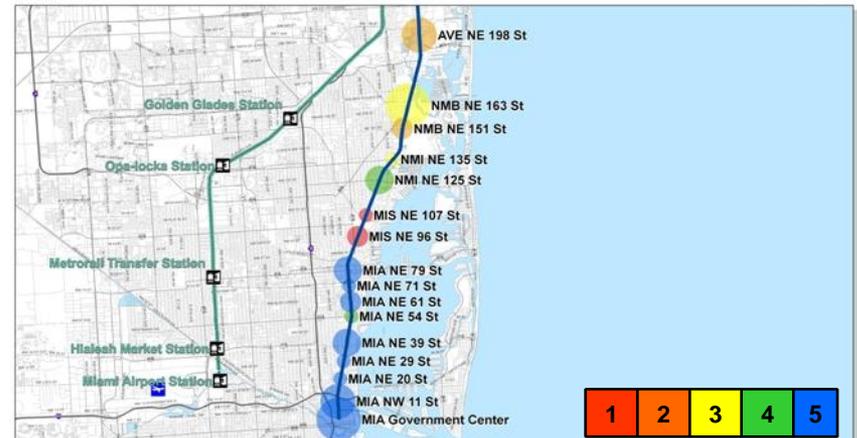
## SFECC Station Suitability Analysis Palm Beach County



## SFECC Station Suitability Analysis Broward County



## SFECC Station Suitability Analysis Miami Dade County

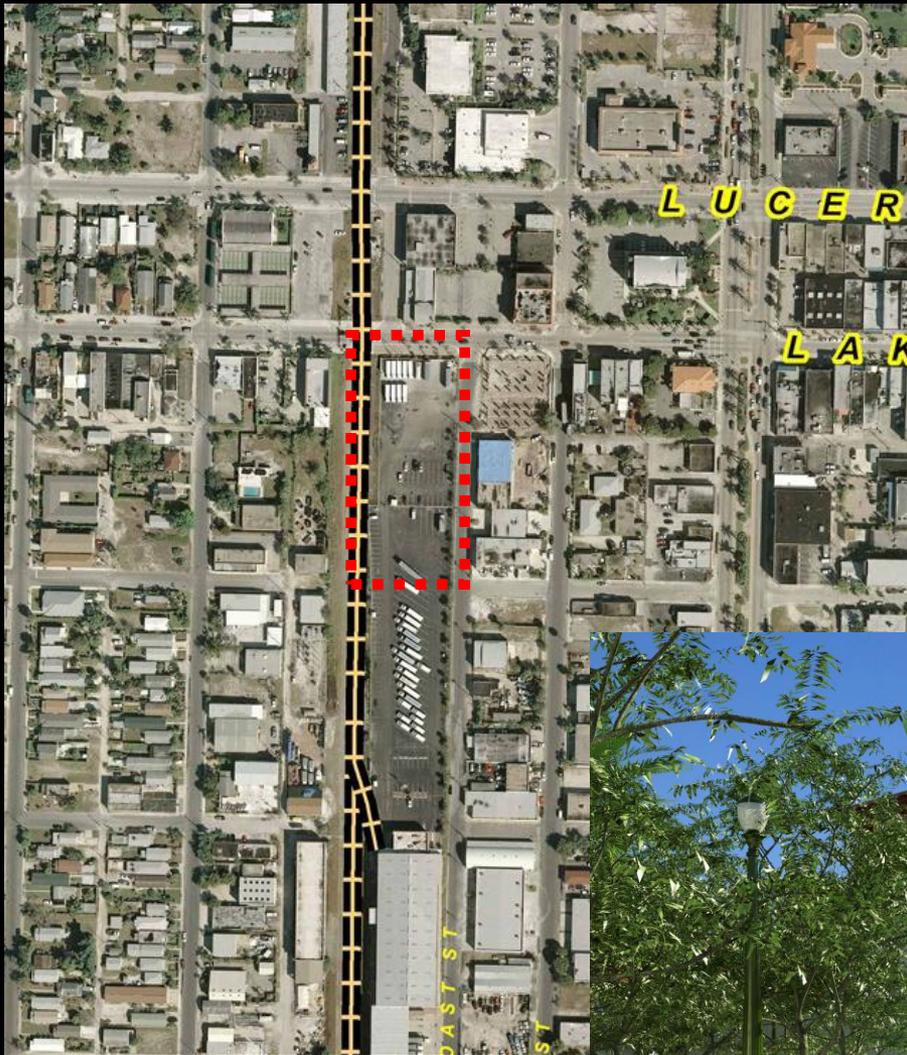


# Lake Worth TOD Charrette

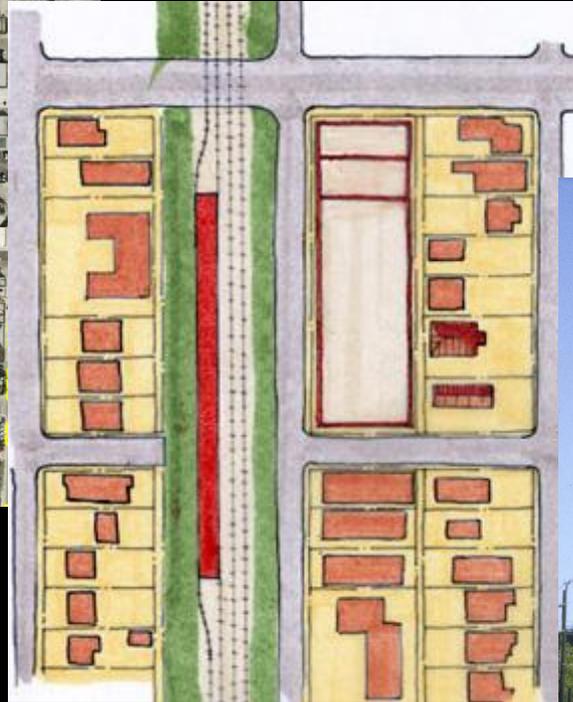
- Collaborative Inter-Agency Effort (June 2008)
- Evaluated Tri-Rail Station for infill TOD
- Recommended 2 (of 4) Future FEC Station Locations



# Town Center Station



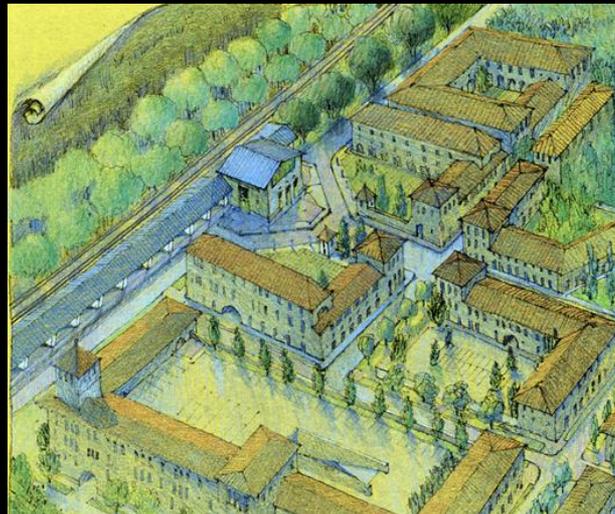
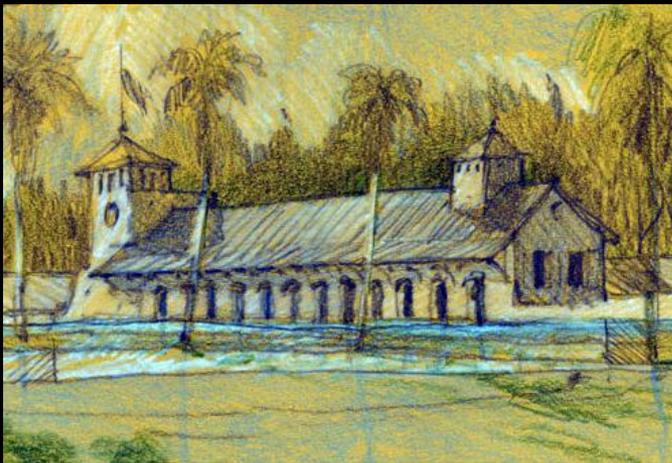
# Local Park and Ride



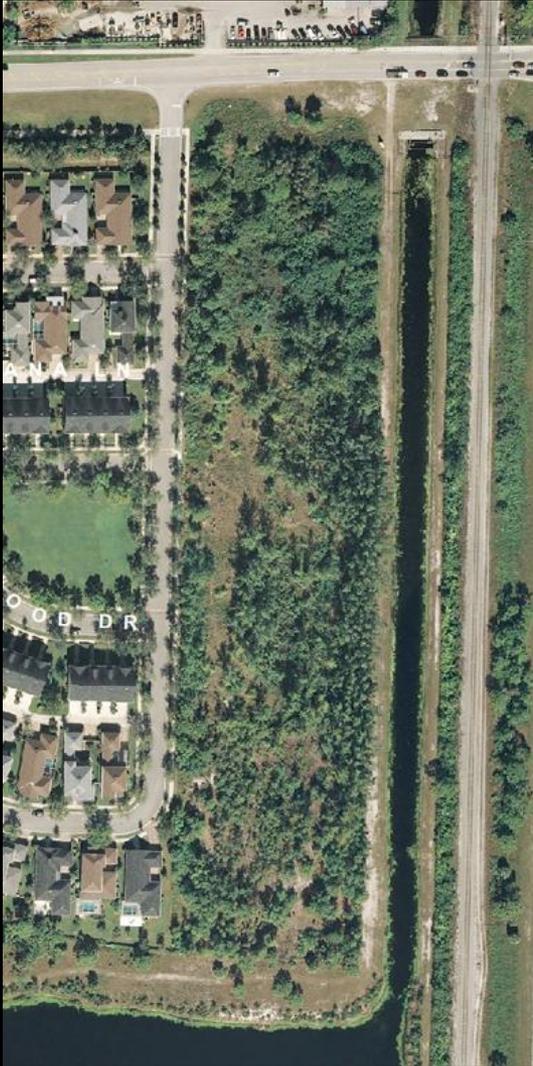
*Parking Structure with Ground-Floor Liner*

# Town of Jupiter TOD Charrette

- Inter-Agency Collaborative Effort (Jan 2008)
- Evaluated 5 Station Area Locations
- Recommended 3 (of 5) for Future Stations



# Neighborhood Station/Employment Center



New Haven (adjacent  
Abacoa neighborhood)  
~ 70 Townhouse Units  
~ 3-5,000 SF  
Community Commercial

*Hybrid Station Type given Land Use Context*

# Town Center Station



*Toney Penna Drive / Redevelopment District*

# Toney Penna Drive ~ Central Station

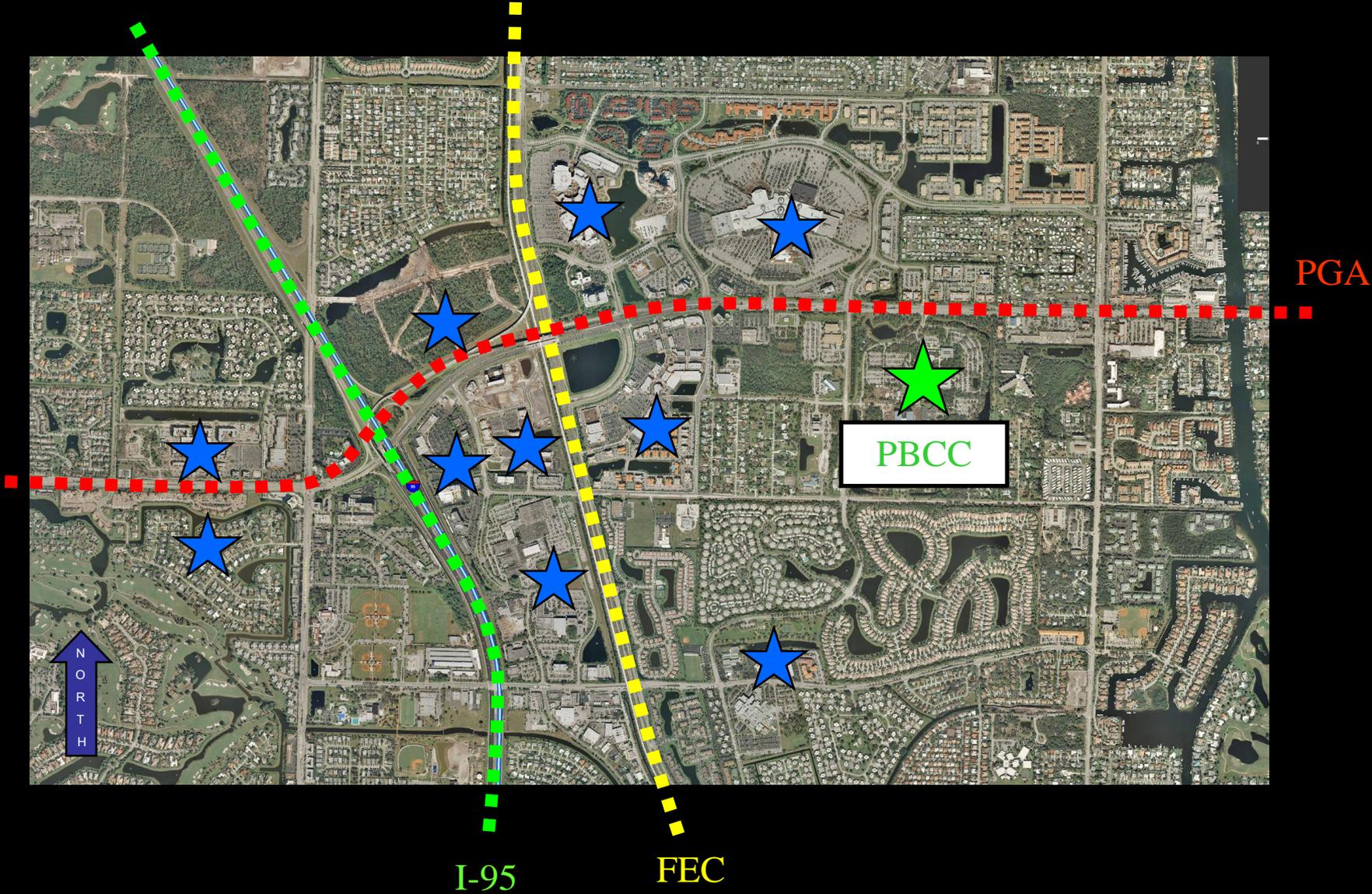


# Palm Beach Gardens TOD Charrette

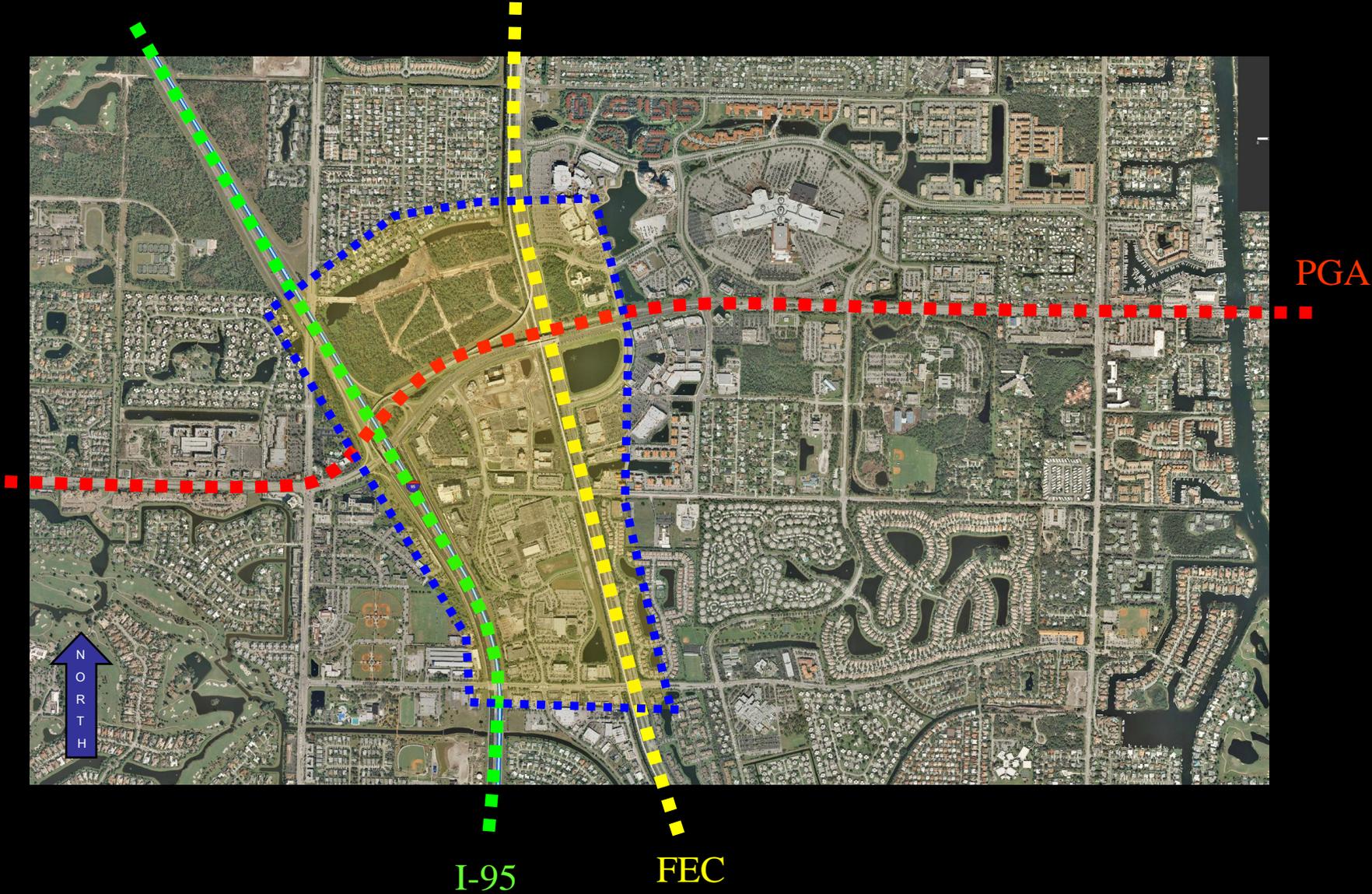
- Inter-Agency Collaborative Effort (Mar 2008)
- Evaluated 5 Station Area Locations
- Recommended 1 as Regional Park-and-Ride with Intermodal Transfer
- Developed Infill Plan for PGA Corridor



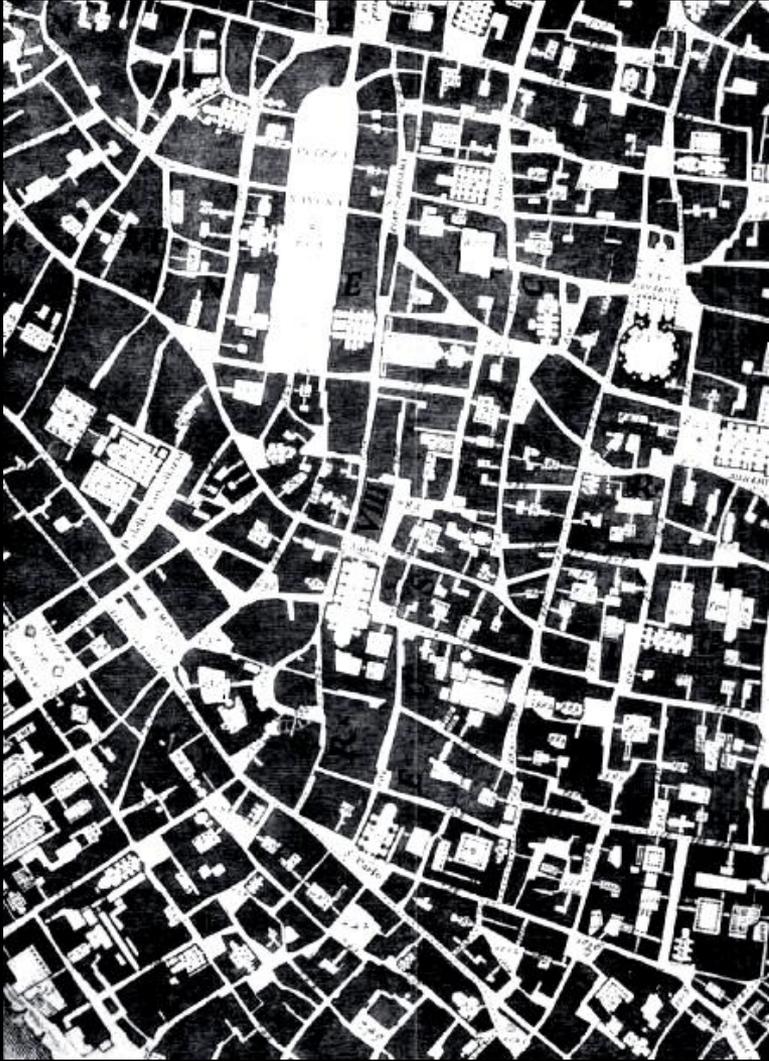
# Study Area



# Study Area



# Area Assessment



Rome

The *Nolli* Plan



Giambattista Nolli  
1701-1756

Urban Fabric

# Area Assessment



Barcelona



Paris

Urban Fabric

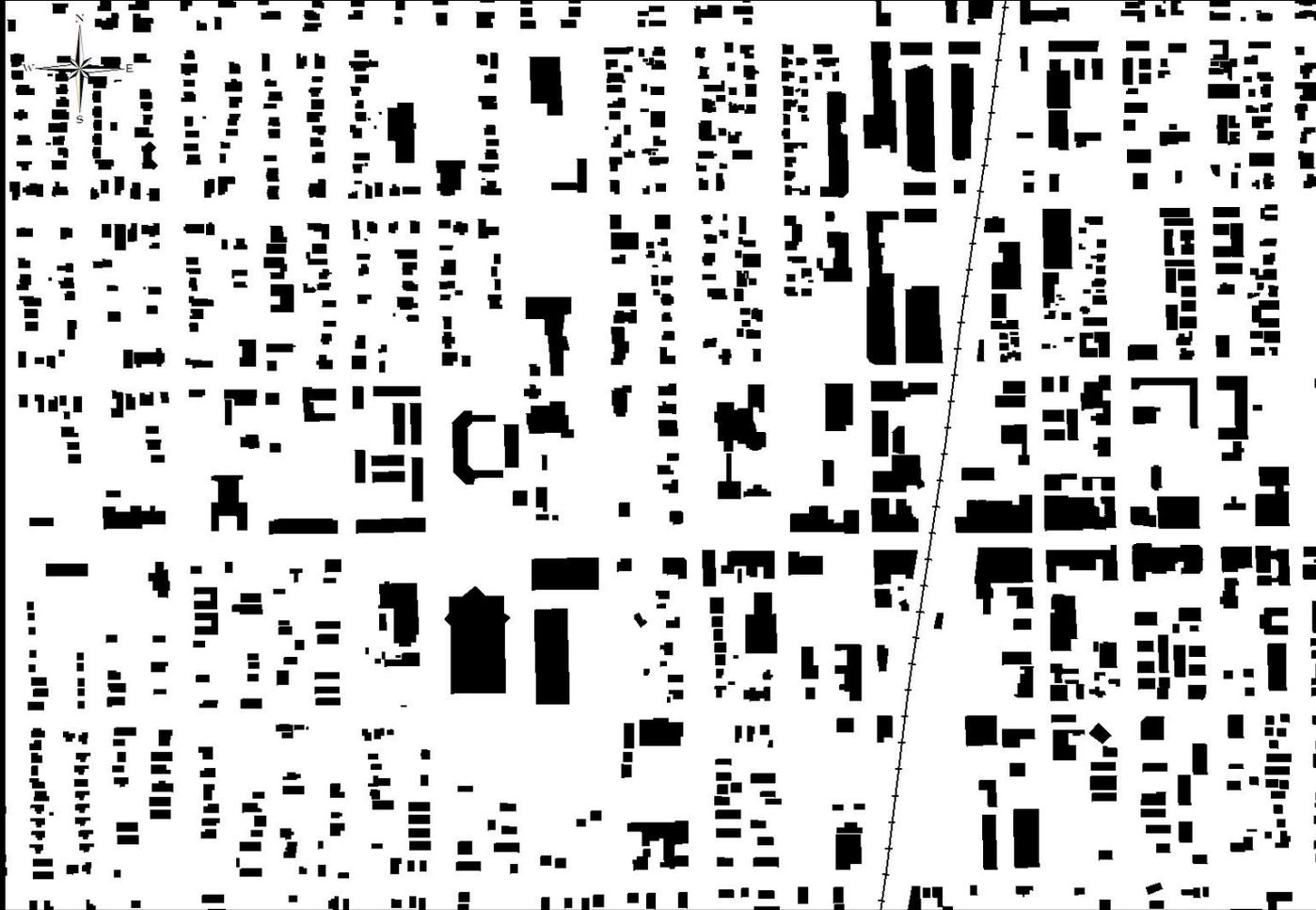
# Area Assessment



West Palm Beach

Urban Fabric

# Area Assessment



Delray Beach

Urban Fabric

# Area Assessment



Palm Beach Gardens

Urban Fabric

# Palm Beach Gardens TOD Master Plan



*Improved Mobility over Time*

Palm Beach Gardens  
Regional Park & Ride  
Station  
Central Site  
(The Wedge & A1A)





**KIM DELANEY, PH.D.**

**GROWTH MANAGEMENT  
COORDINATOR**

**TREASURE COAST REGIONAL  
PLANNING COUNCIL**

**[WWW.TCRPC.ORG](http://WWW.TCRPC.ORG)**