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

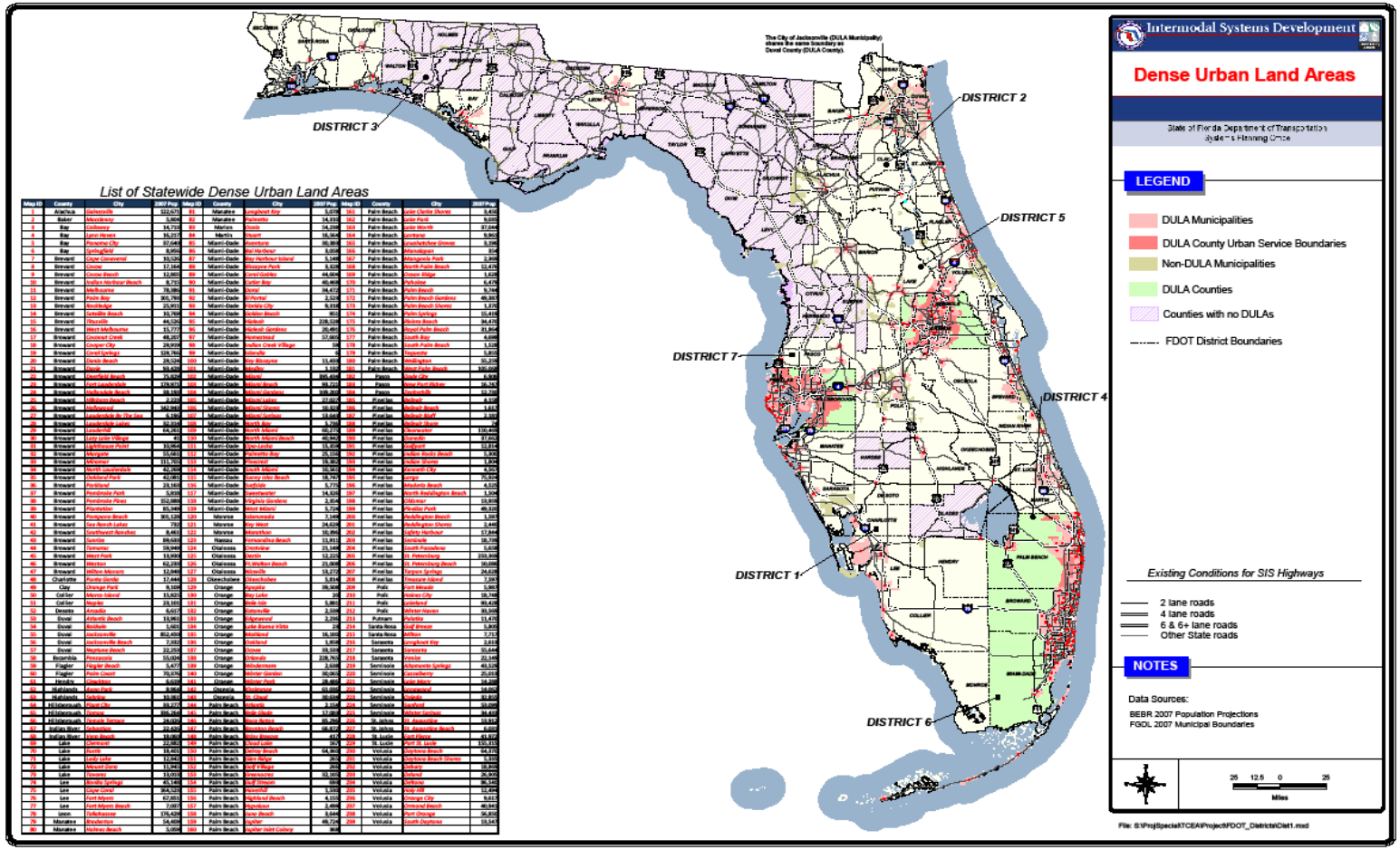
- Planning for and delivering access and mobility with bigger picture and outcomes in mind
  - Moving people <u>and</u> goods within and through jurisdictions
  - Dealing with complexity - multiple levels, players and plans
  - Dealing with evolving landscape - involves addressing challenges, recognizing 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

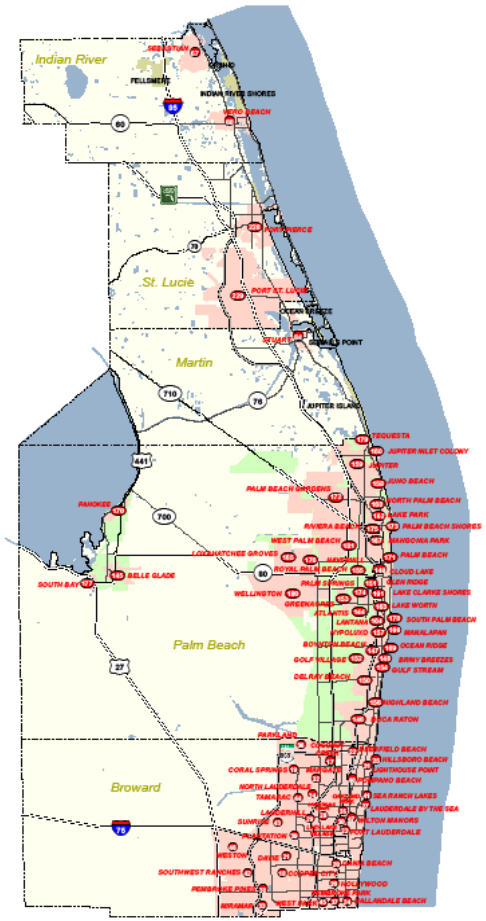
Dense Urban Land Areas

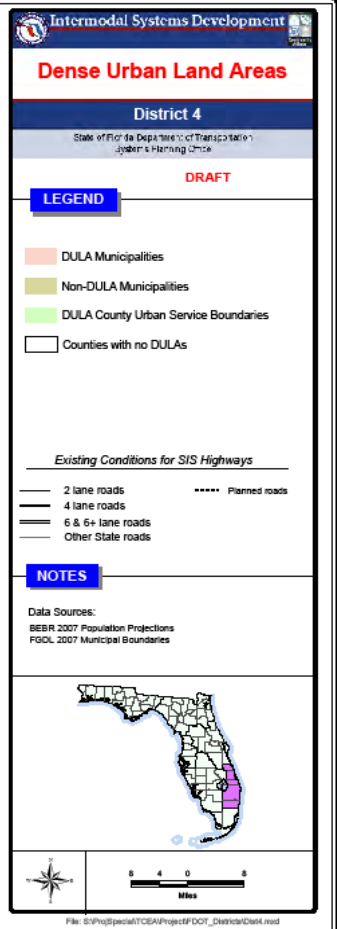


Dense Urban Land Areas

List of District4 Dense Urban Land Areas

Map ID	County	City	2007 Pop	Map ID	County	City	2007 Pop
17	Broward	Coconut Creek	48,207	147	Palm Beach	Boynton Beach	66,872
18	Broward	Cooper City	29,919	148	Palm Beach	Briny Breezes	417
19	Broward	Coral Springs	129,766	149	Palm Beach	Cloud Lake	167
20	Broward	Dania Beach	29,524	150	Palm Beach	Delray Beach	64,360
21	Broward	Davie	93,428	151	Palm Beach	Glen Ridge	265
22	Broward	Deerfield Beach	75,829	152	Palm Beach	Golf Village	266
23	Broward	Fort Lauderdale	179,971	153	Palm Beach	Greenacres	32,105
24	Broward	Hallandale Beach	38,193	154	Palm Beach	Gulf Stream	699
25	Broward	Hillsboro Beach	2,223	155	Palm Beach	Haverhill	1,530
26	Broward	Hollywood	142,943	156	Palm Beach	Highland Beach	4,155
27	Broward	Lauderdale By The Sea	6,196	157	Palm Beach	Hypoluxo	2,499
28	Broward	Lauderdale Lakes	32,314	158	Palm Beach	Juno Beach	3,644
29	Broward	Lauderhill	64,261	159	Palm Beach	Jupiter	49,724
30	Broward	Lazy Lake Village	41	160	Palm Beach	Jupiter Inlet Colony	368
31	Broward	Lighthouse Point	10,964	161	Palm Beach	Lake Clarke Shores	3,451
32	Broward	Margate	55,661	162	Palm Beach	Lake Park	9,035
33	Broward	Miramar	111,705	163	Palm Beach	Lake Worth	37,044
34	Broward	North Lauderdale	42,269	164	Palm Beach	Lantana	9,961
35	Broward	Oakland Park	42,081	165	Palm Beach	Loxahatchee Groves	3,196
36	Broward	Parkland	23,163	166	Palm Beach	Manalapan	354
37	Broward	Pembroke Park	5,818	167	Palm Beach	Mangonia Park	2,369
38	Broward	Pembroke Pines	152,886	168	Palm Beach	North Palm Beach	12,476
39	Broward	Plantation	85,349	169	Palm Beach	Ocean Ridge	1,628
40	Broward	Pompano Beach	101,126	170	Palm Beach	Pahokee	6,479
41	Broward	Sea Ranch Lakes	732	171	Palm Beach	Palm Beach	9,744
42	Broward	Southwest Ranches	8,461	172	Palm Beach	Palm Beach Gardens	49,387
43	Broward	Sunrise	89,633	173	Palm Beach	Palm Beach Shores	1,370
44	Broward	Tamarac	59,949	174	Palm Beach	Palm Springs	15,419
45	Broward	West Park	13,930	175	Palm Beach	Riviera Beach	34,470
46	Broward	Weston	62,233	176	Palm Beach	Royal Palm Beach	31,864
47	Broward	Wilton Manors	12,848	177	Palm Beach	South Bay	4,698
67	Indian River	Sebastian	22,426	178	Palm Beach	South Palm Beach	1,528
68	Indian River	Vero Beach	18,060	179	Palm Beach	Tequesta	5,855
84	Martin	Stuart	16,564	180	Palm Beach	Wellington	55,255
144	Palm Beach	Atlantis	2,154	181	Palm Beach	West Palm Beach	105,068
145	Palm Beach	Belle Glade	17,083	228	St. Lucie	Fort Pierce	41,973
146	Palm Beach	Boca Raton	85,296	229	St. Lucie	Port St. Lucie	155,313





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.

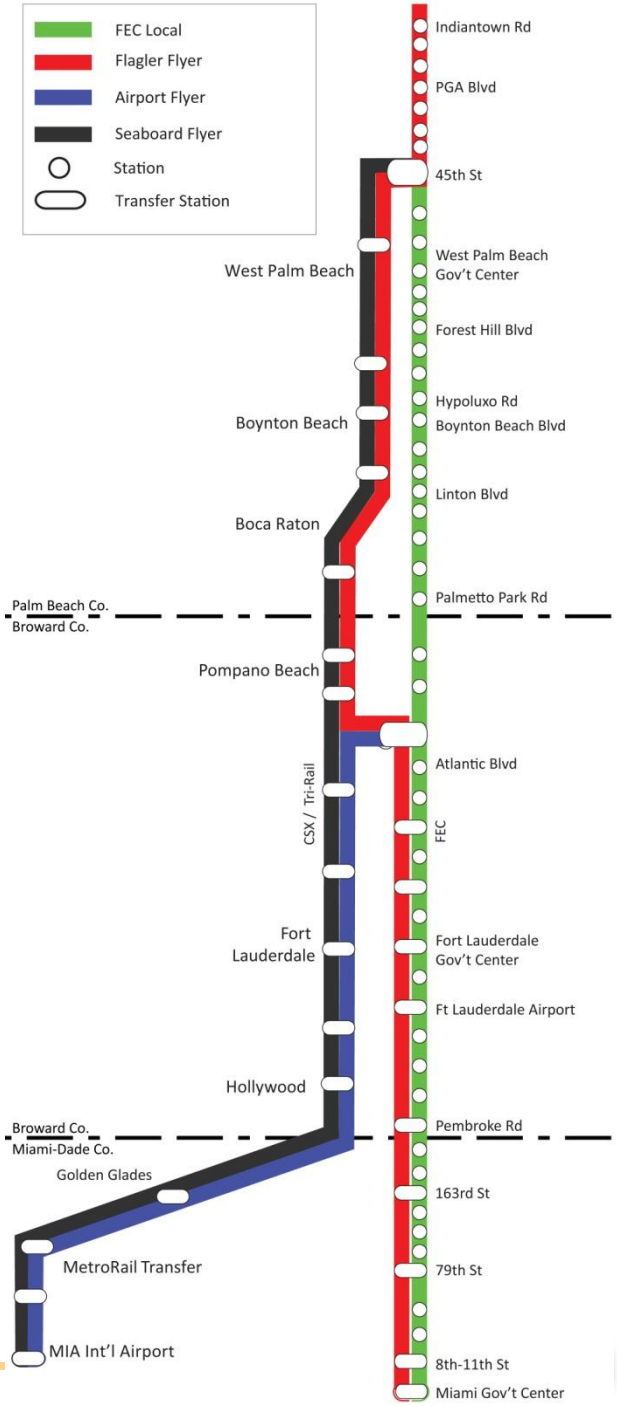
- Density/intensity, mix of land uses, design and transportation system management tied to viability of pedestrian, bicycle and transit as mode choices

- 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

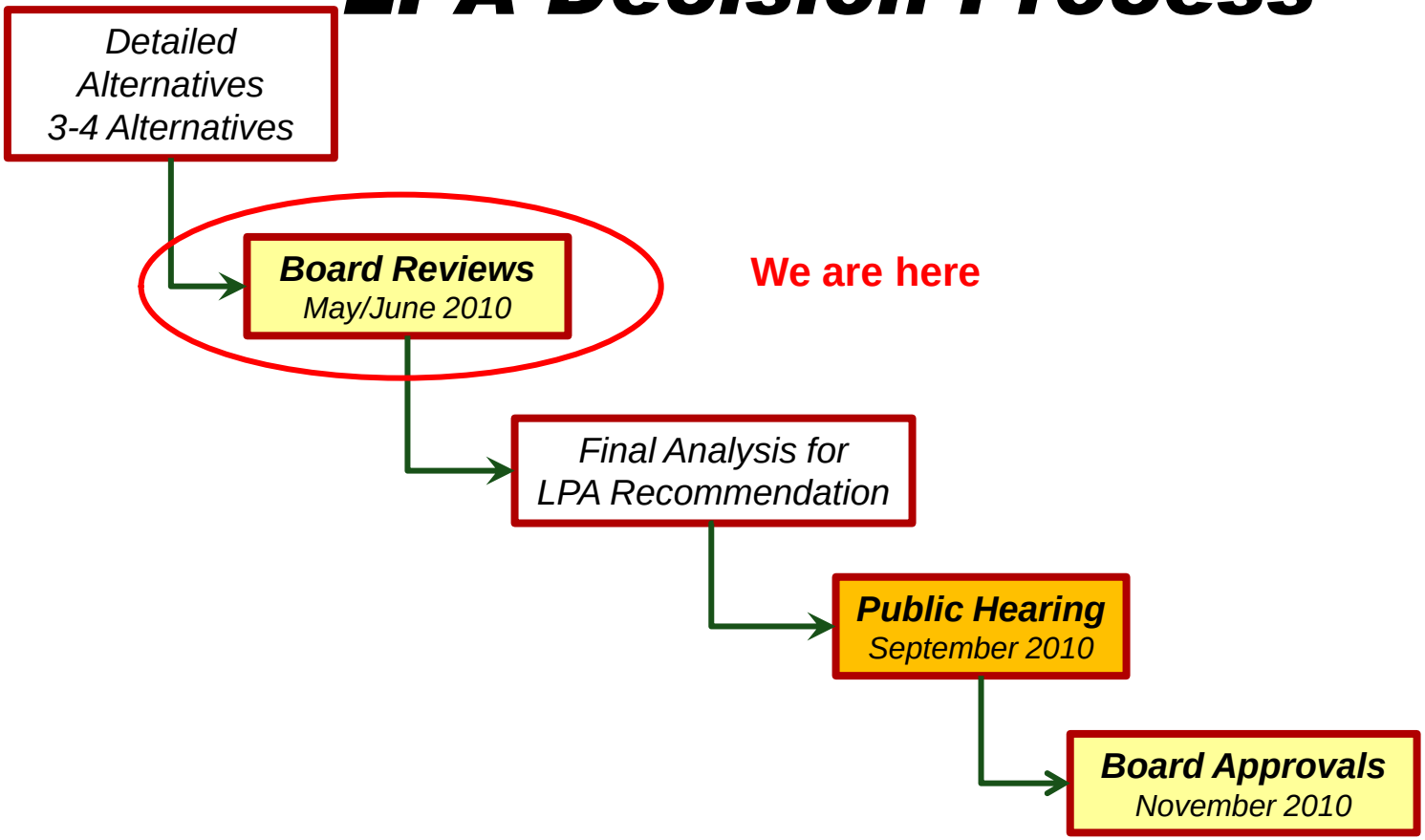
South Florida East Coast Corridor Transit Analysis Study – www.sfeccstudy.com

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

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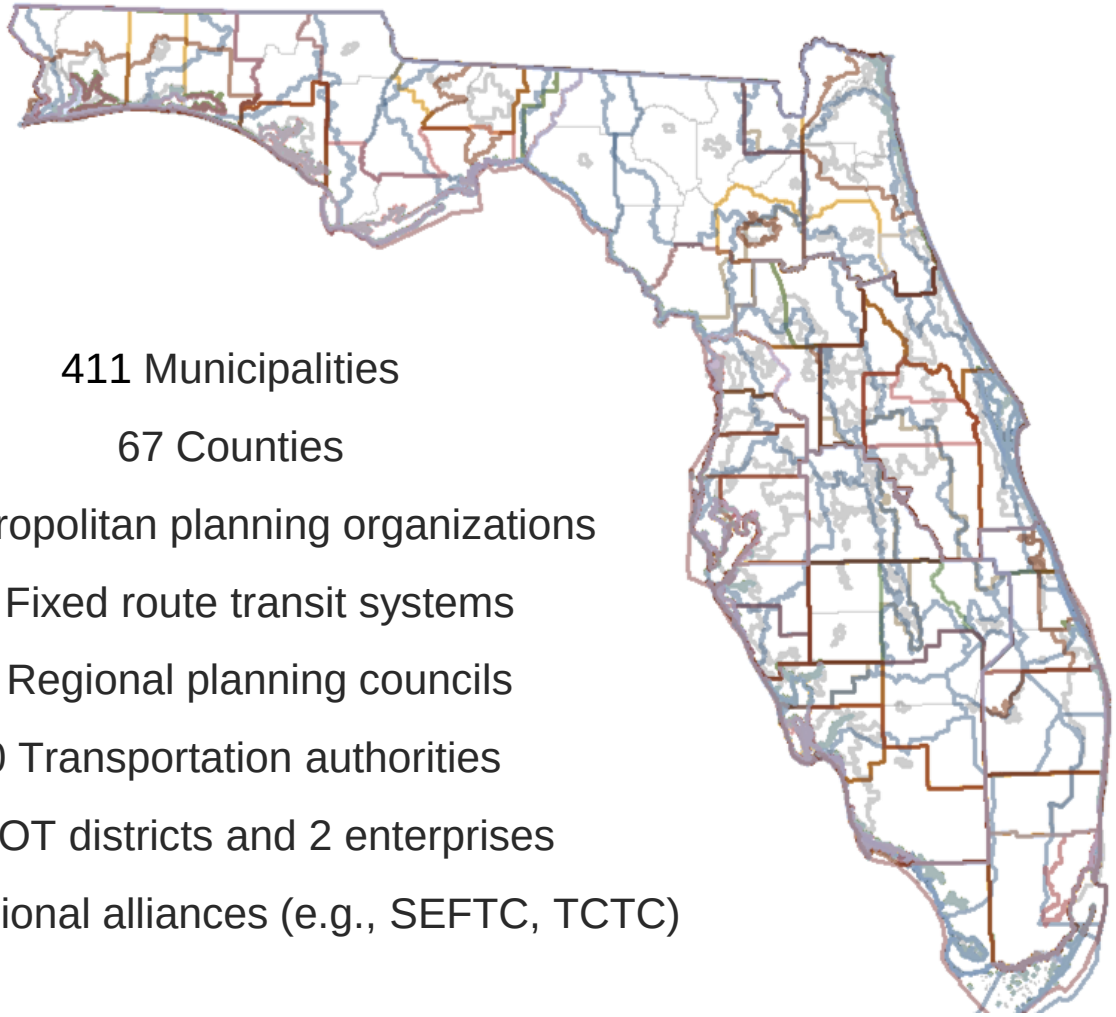
Palm Beach County Station Locations

- 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)

County and Municipal, Census Metropolitan Statistical Areas, Regional Planning Councils, FDEP Ecosystem Management Districts, Water Management Districts, FDOT Districts, Statutorily created transportation authorities, Regional Visioning Initiatives

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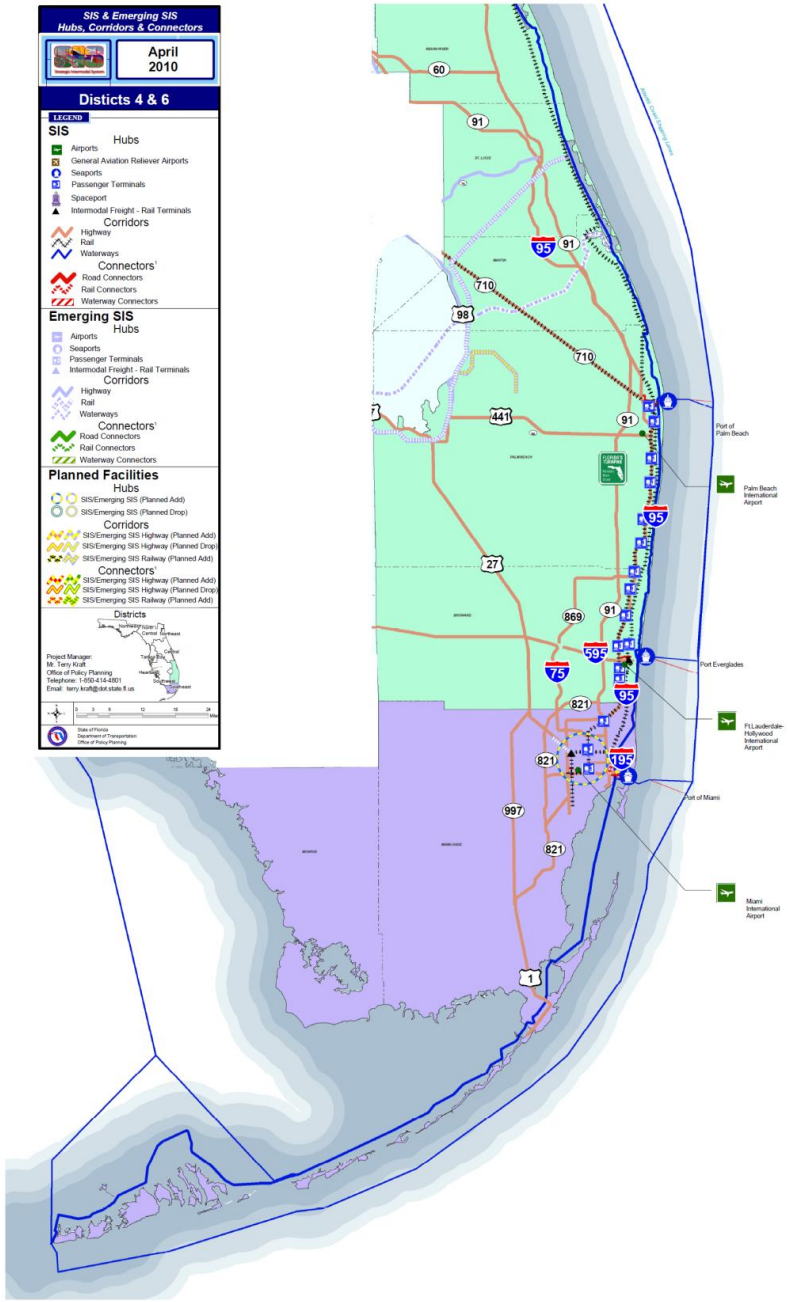
Dealing with Complexity – Multiple Levels, Players and Plans

- 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

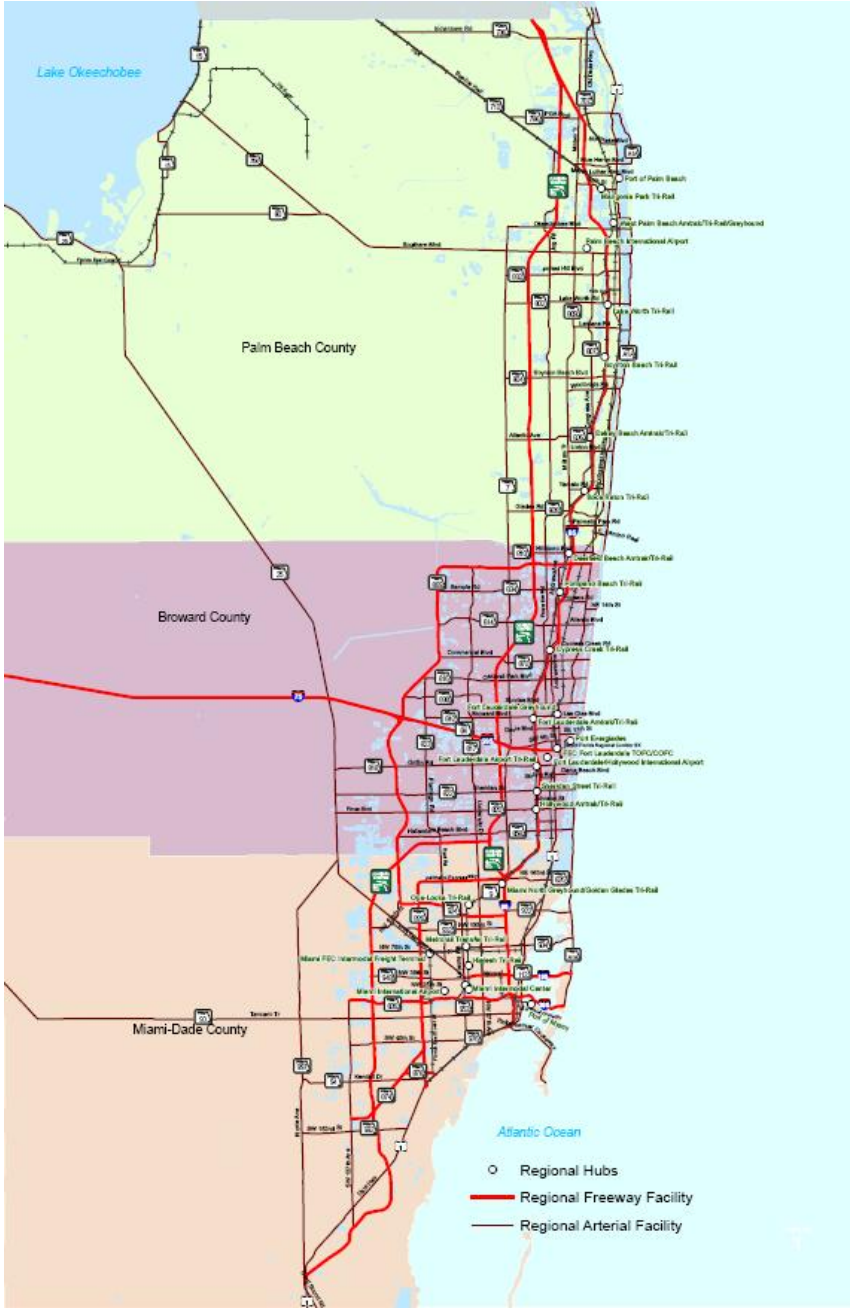
Dealing with Complexity – Multiple Levels, Players and Plans

- 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

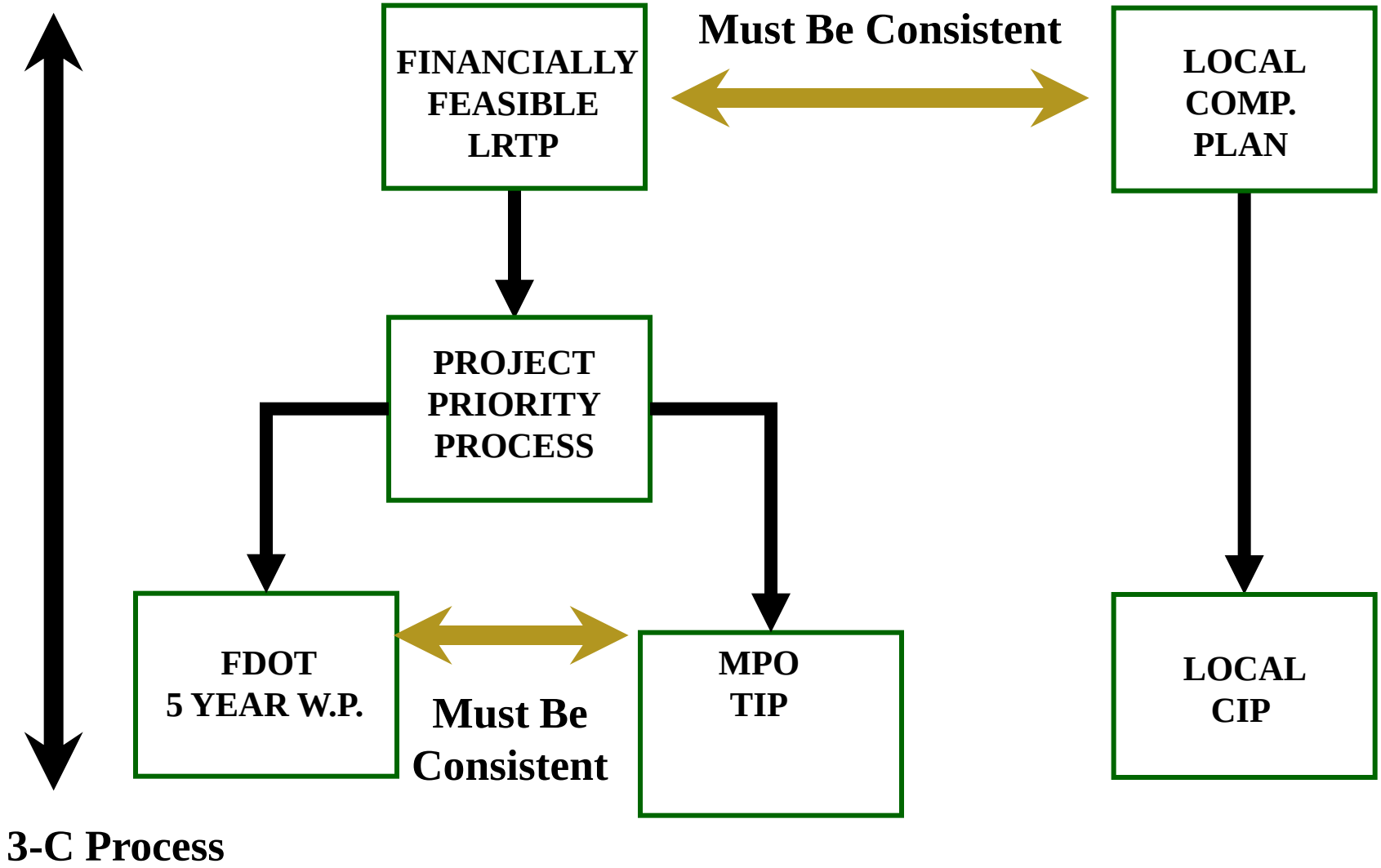
www.seftc.org



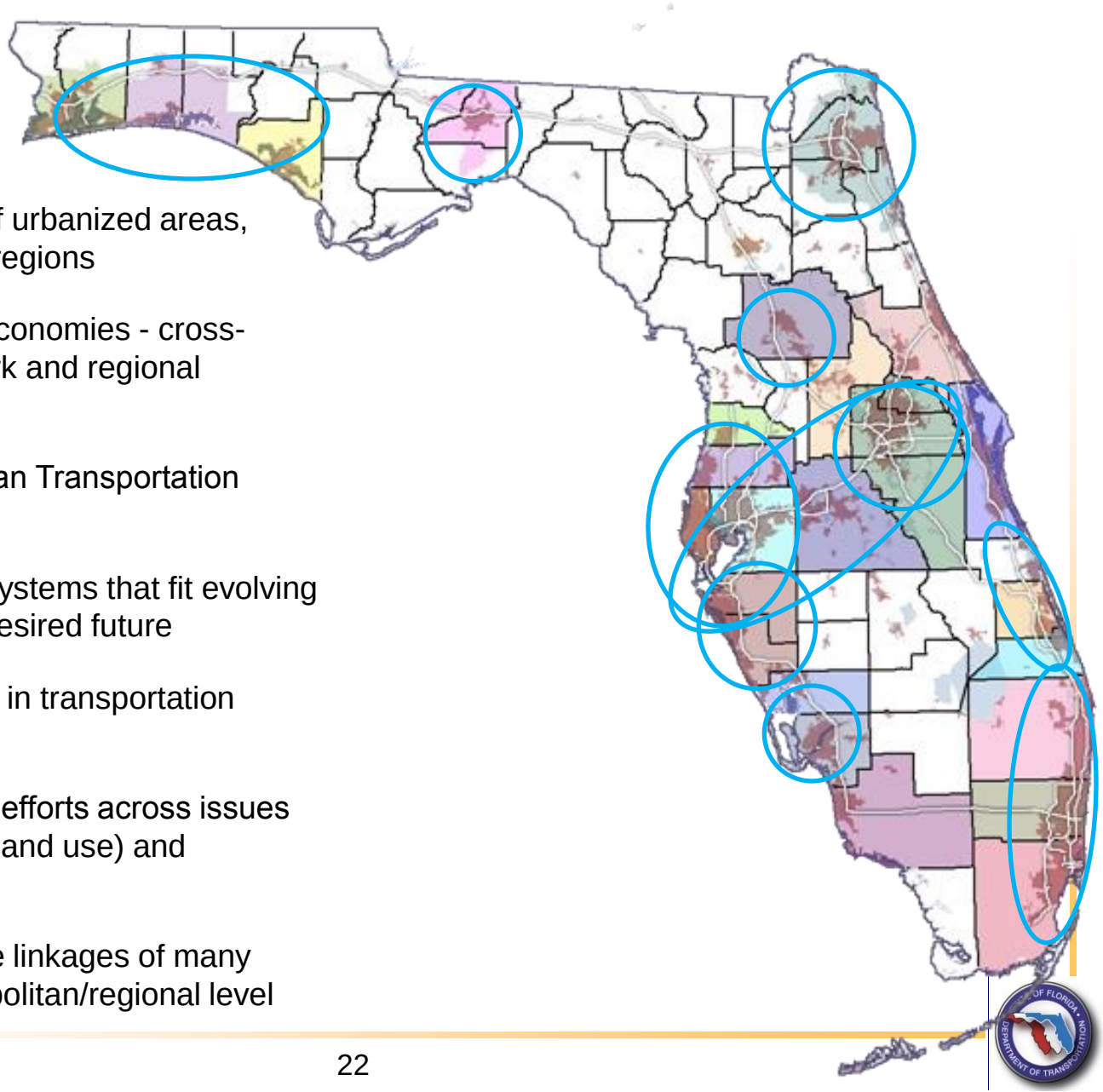
Dealing with Complexity – Multiple Levels, Players and Plans

- 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.

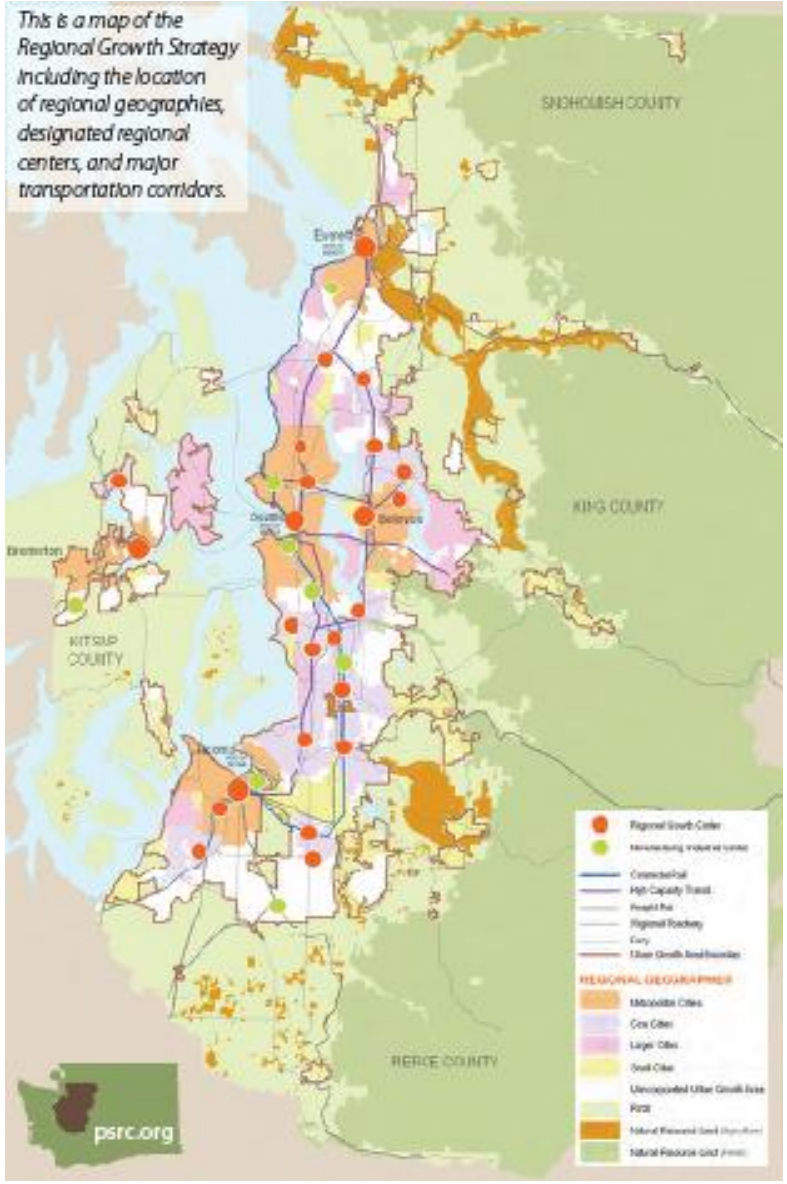
It's only at the metro level, notes Smart Growth Leadership Institute chairman Parris Glendening, that there can be truly effective links of transportation with housing, economic competitiveness, carbon reduction, reducing vehicle miles traveled and promoting national security by reducing energy consumption.

Puget Sound Regional Council

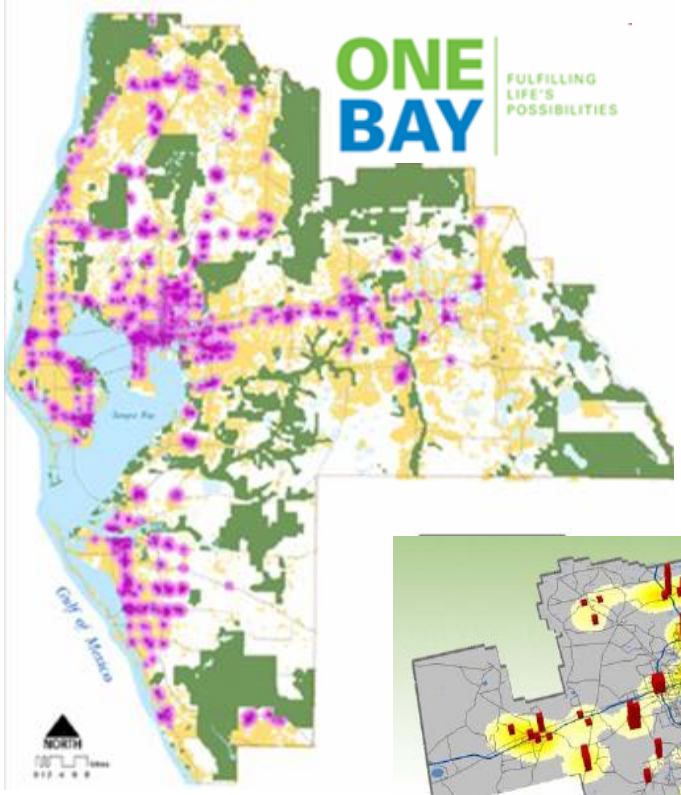
Four counties, two urbanized areas, 90 member agencies/ organizations

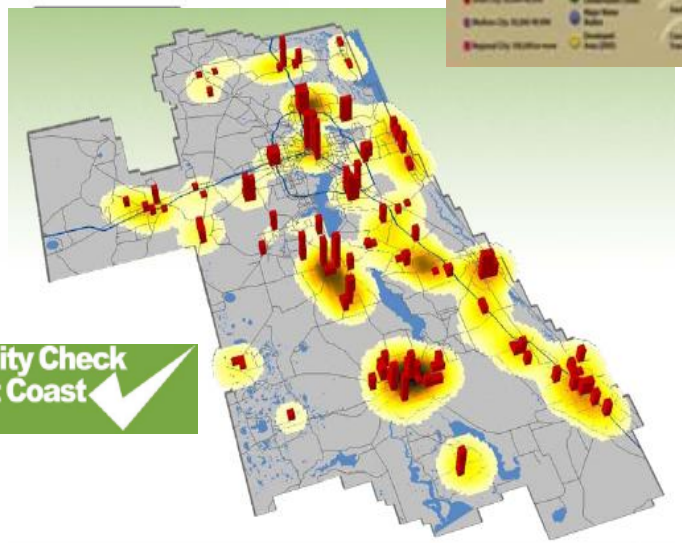
Integrated Transportation, Growth Management, Economic Planning

- 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

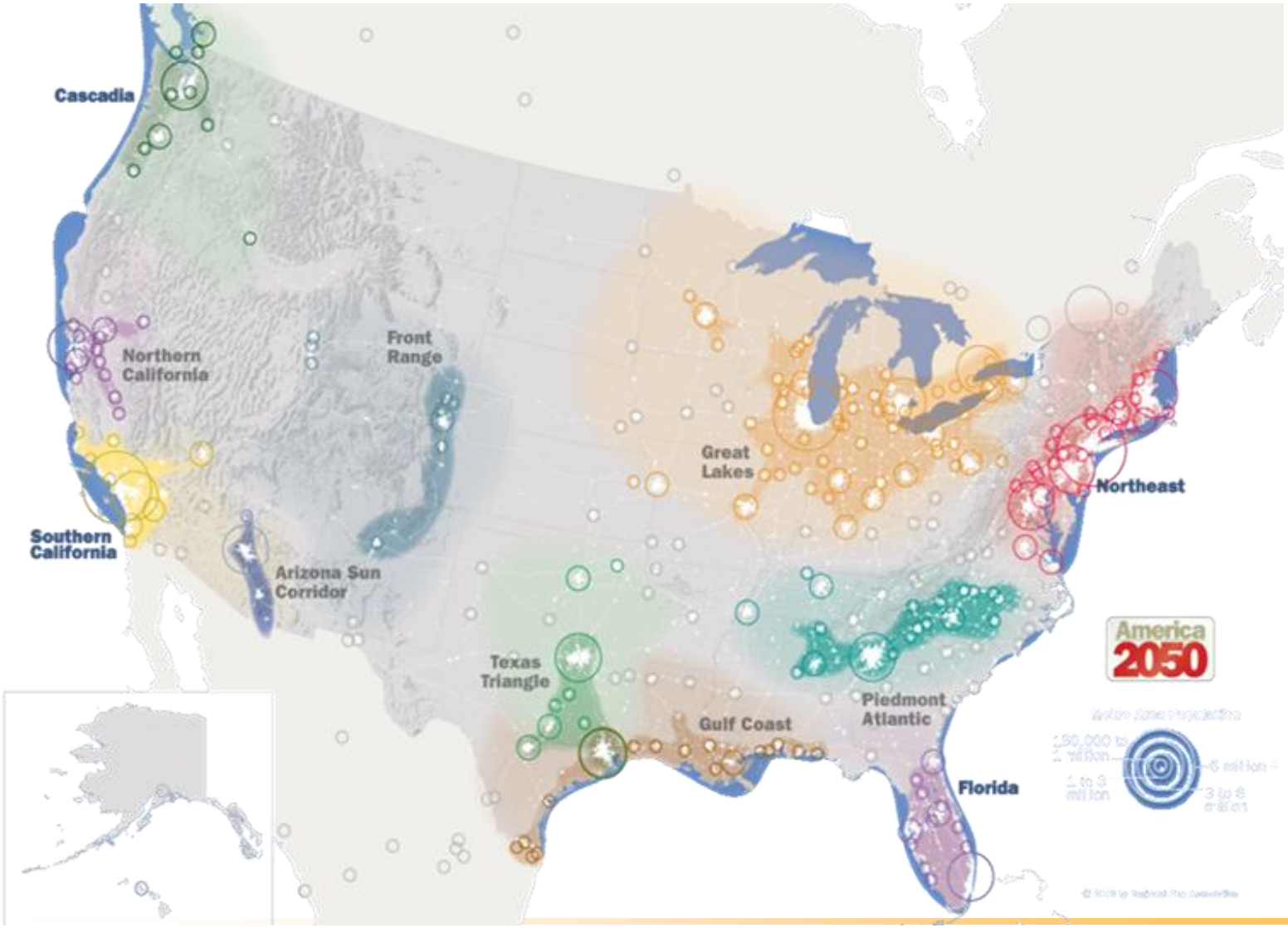


Development: Where Could We Go?





Economy: Emerging Megaregions



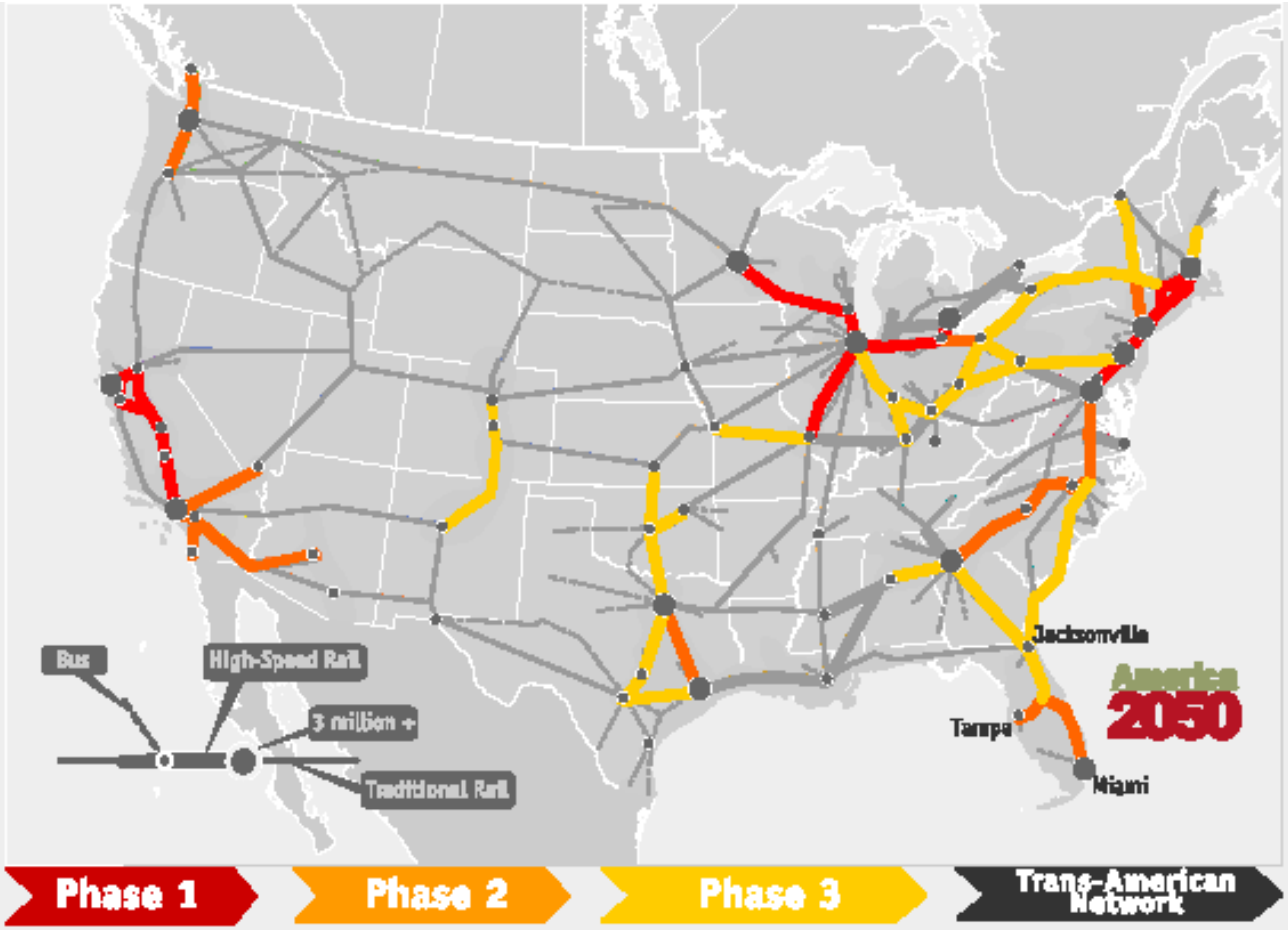
Florida Megaregion

- 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

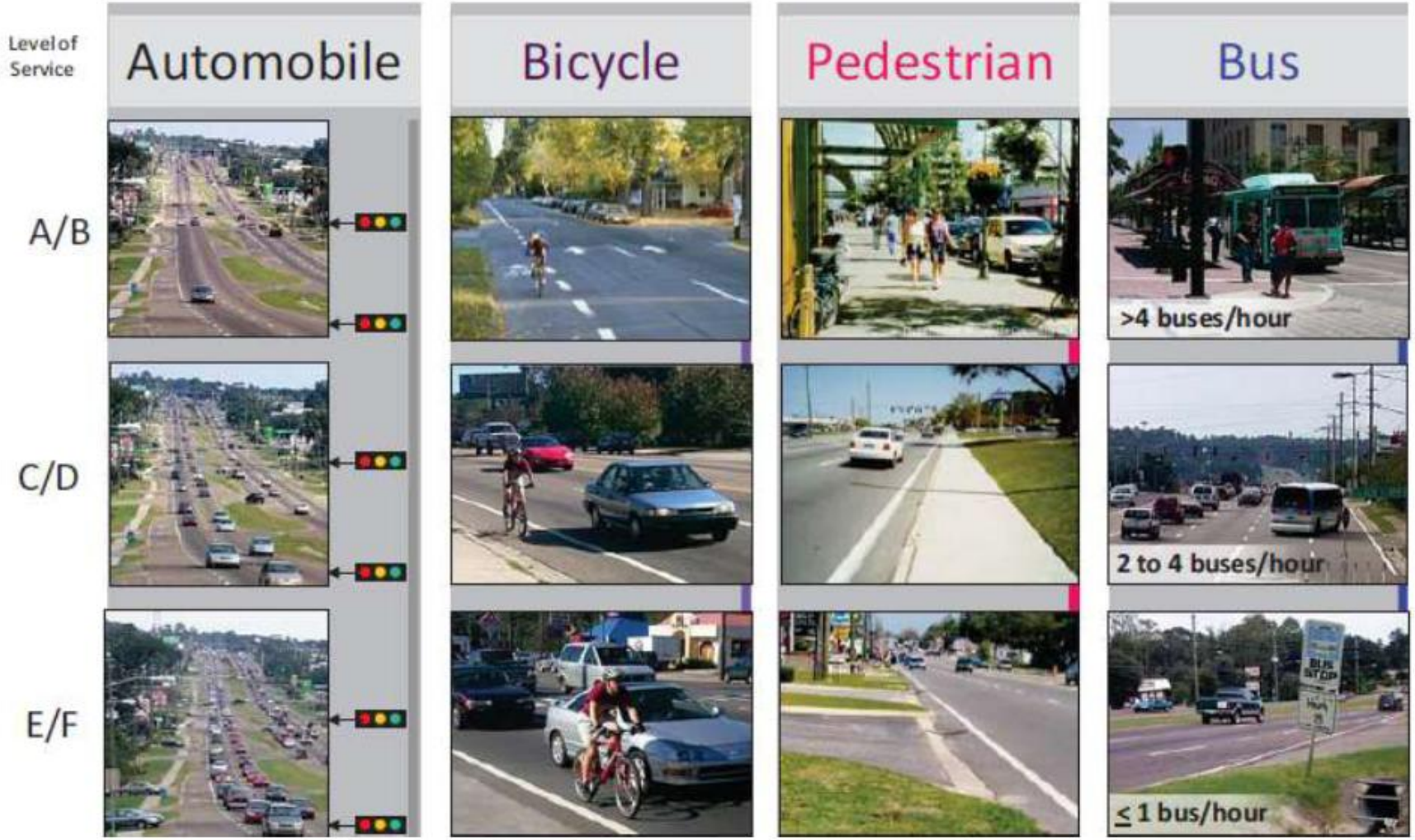
- Palm Beach County Remedial Amendments – Removal of University Drive Cross-County Connection
  - Future Land Use Element Policy 4.4.9-a designates SR 7 a Transit Oriented Corridor from Broward County line to Glades Road, corridor to be further defined and implemented considering recommendations of SR 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.

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)

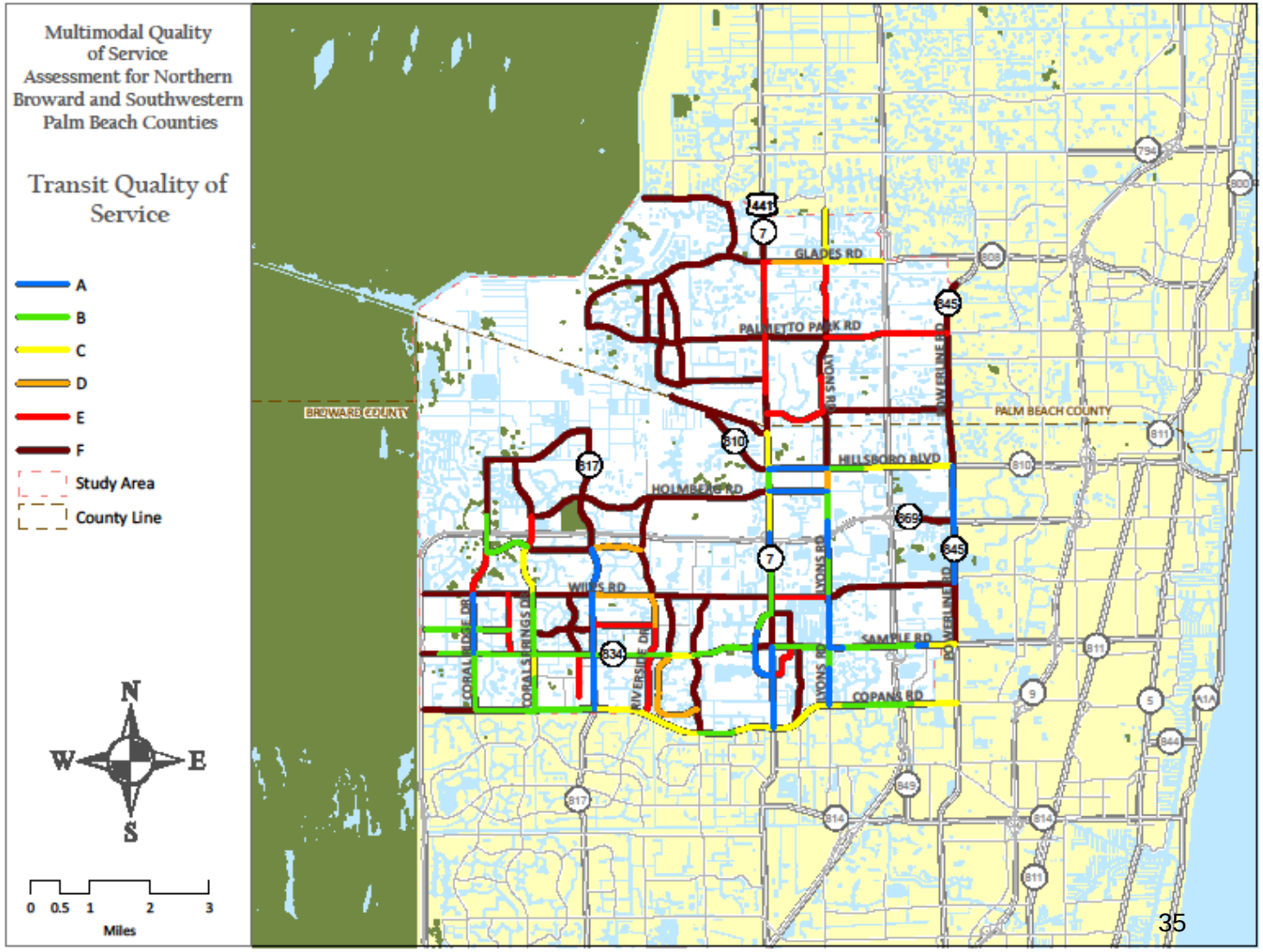
- Quality of Service - traveler-based perception of how well a transportation service or facility operates (typically graded A to F)

Multimodal Quality of Service

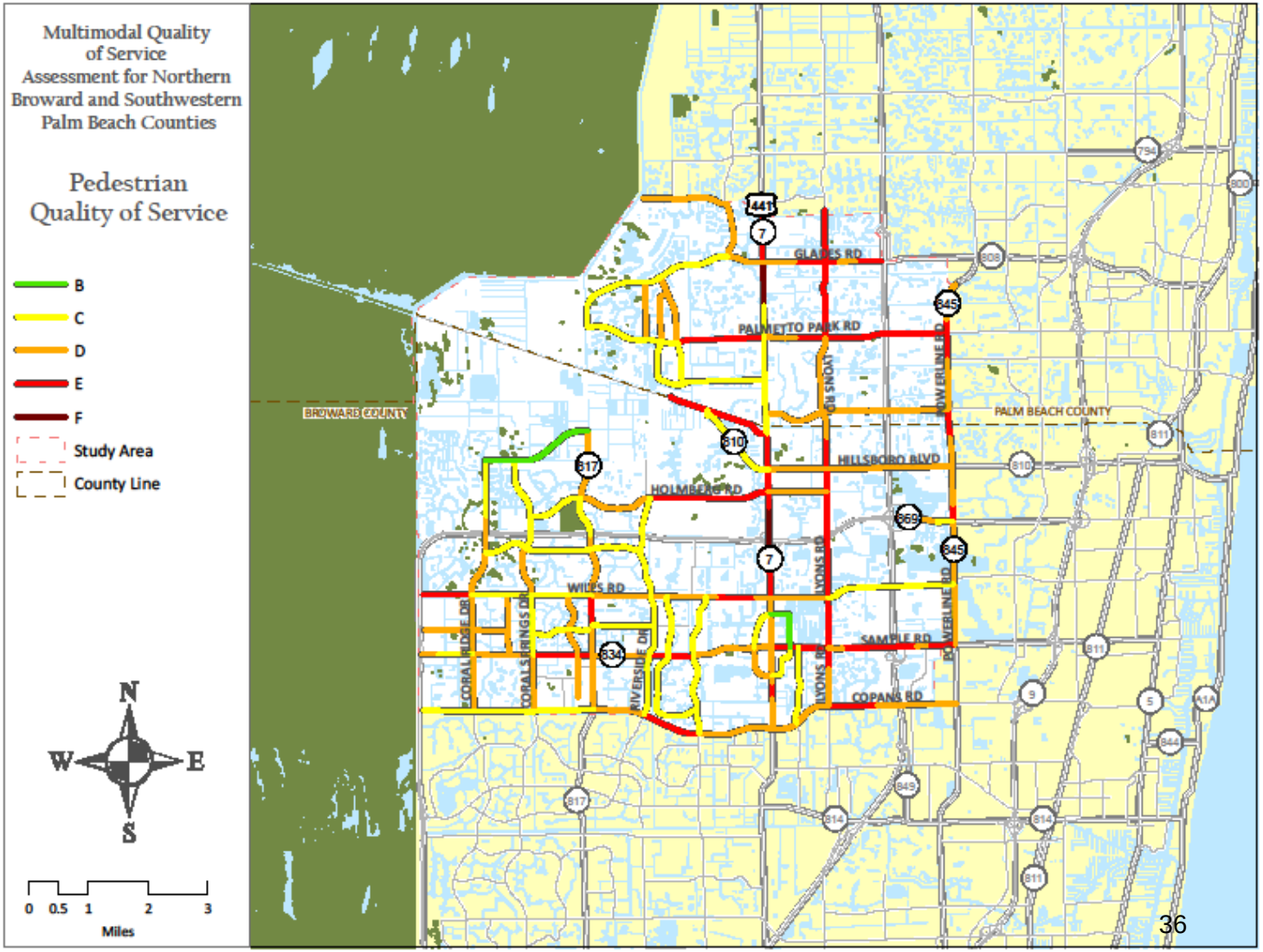


Source: 2009 FDOT Quality/Level of Service Handbook

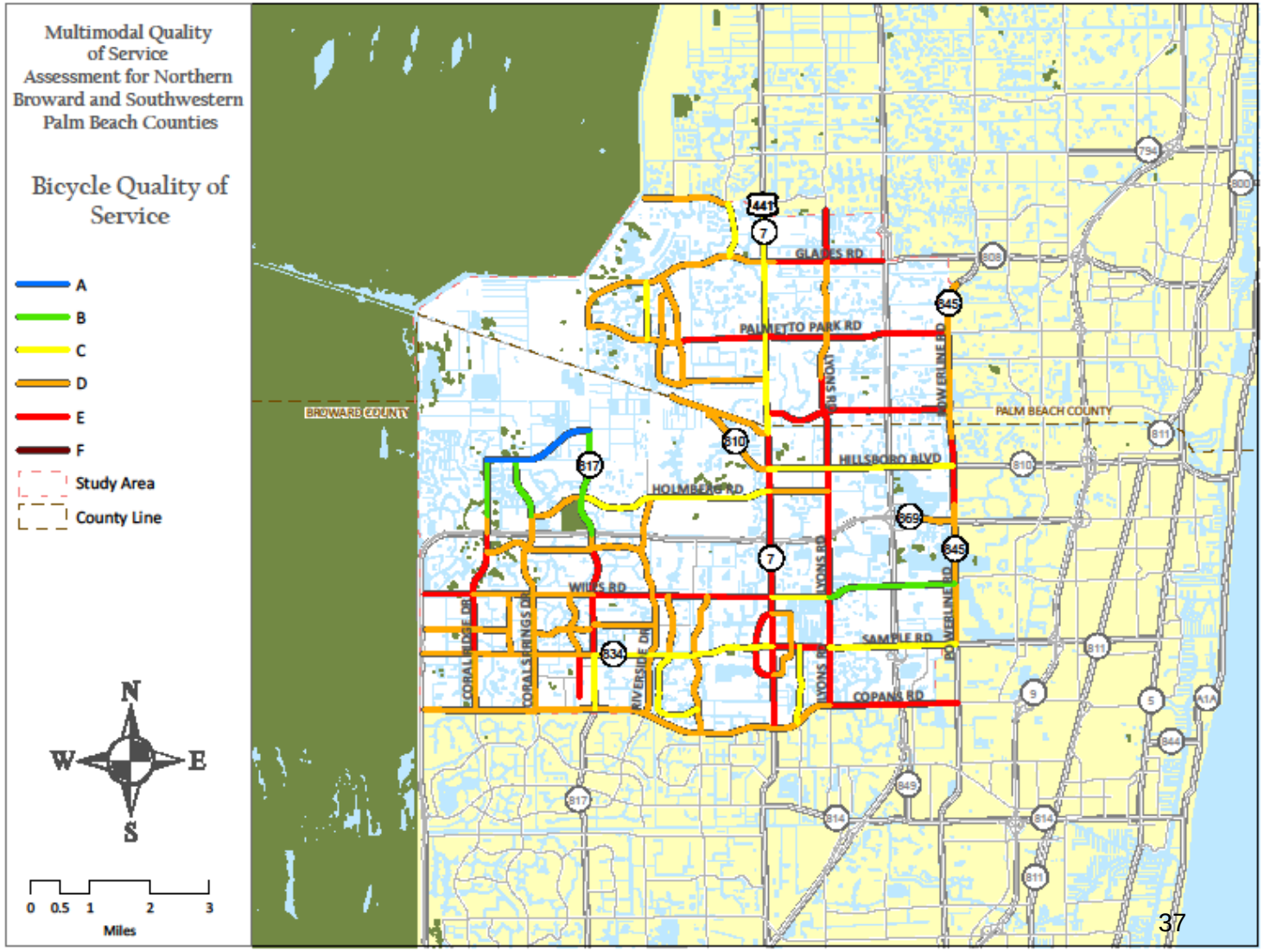
Transit Quality of Service



Pedestrian Quality of Service



Bicycle Quality of Service



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