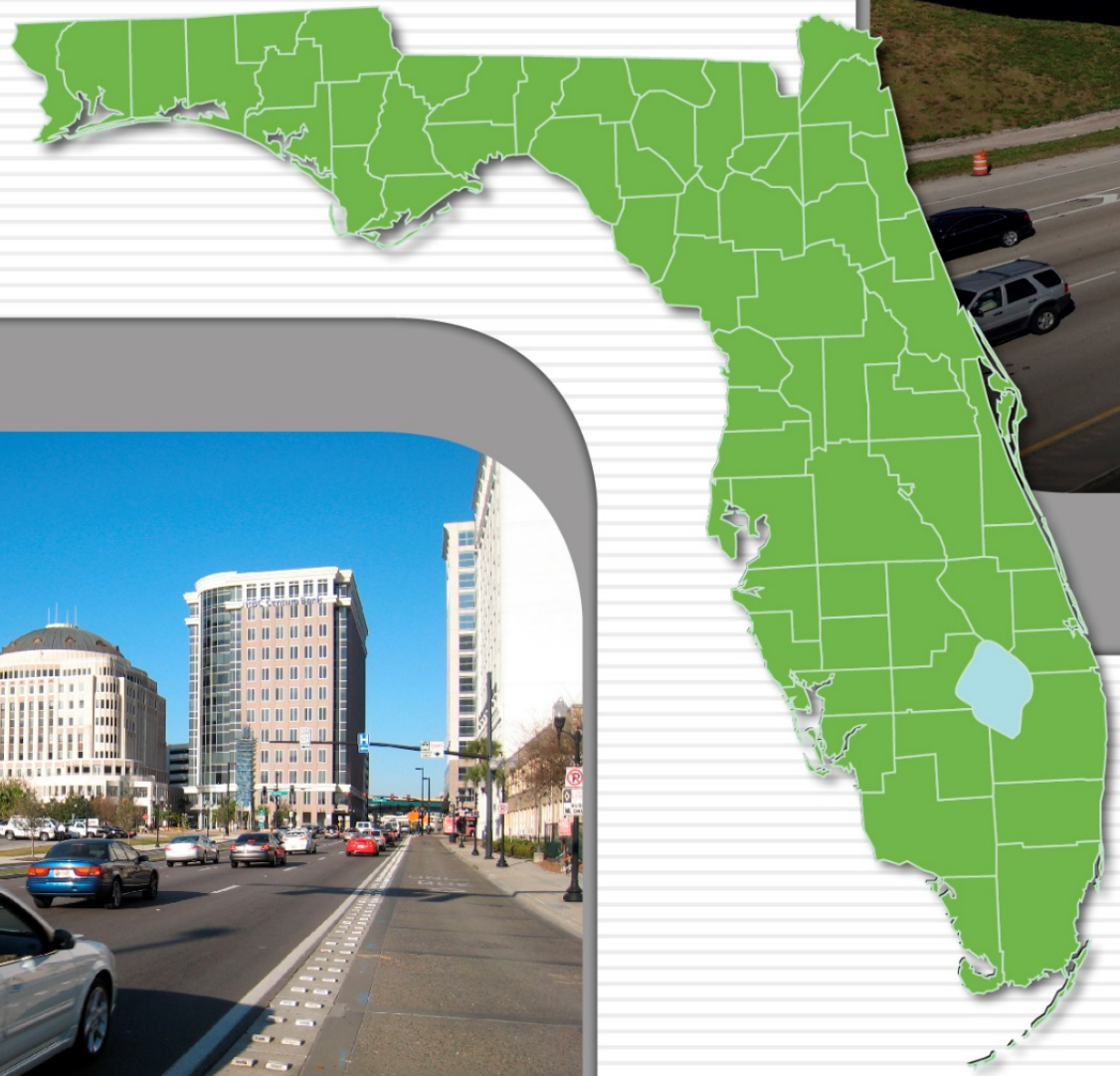
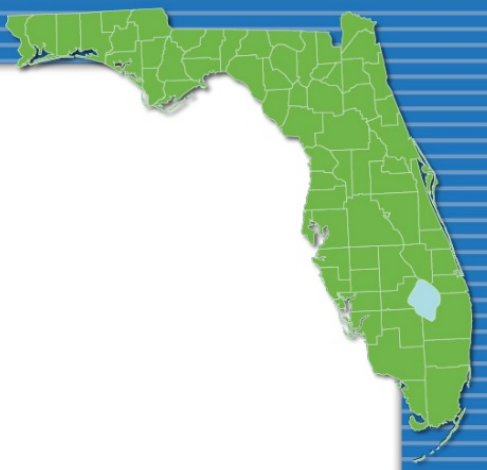
Transportation
PLANNING



*How do we get **there** from **here**?*



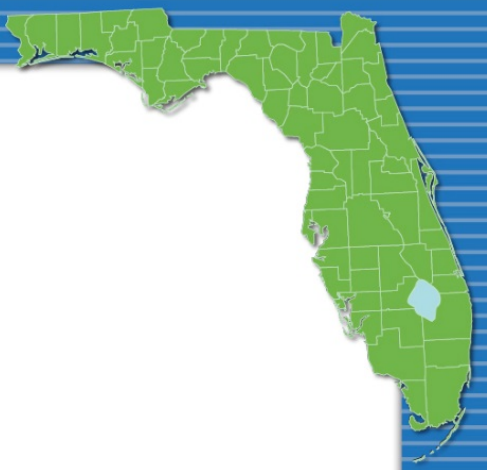
Big Picture

- Business friendly state
- Development pressures are increasing
- First upswing since the legislative changes of 2011
- Alternative ways to increase capacity without adding lanes

Pressures

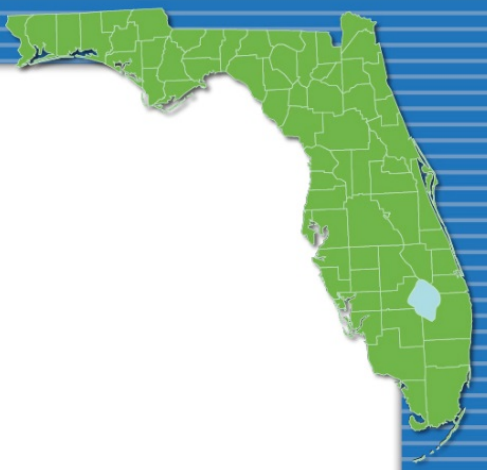
- Increased traffic
- Increased development
- Decreased available capacity
- Fewer capacity improvements
- Less funding
- Buildout extensions expiring

Source: FDOT



Big Picture

- Very little change legislatively
  - Biggest news is no news
  - FDOT's budget is at $10B, up from $6B a decade ago
- Municipalities learning to deal with growth and Legislative changes from 2011



Back to growth

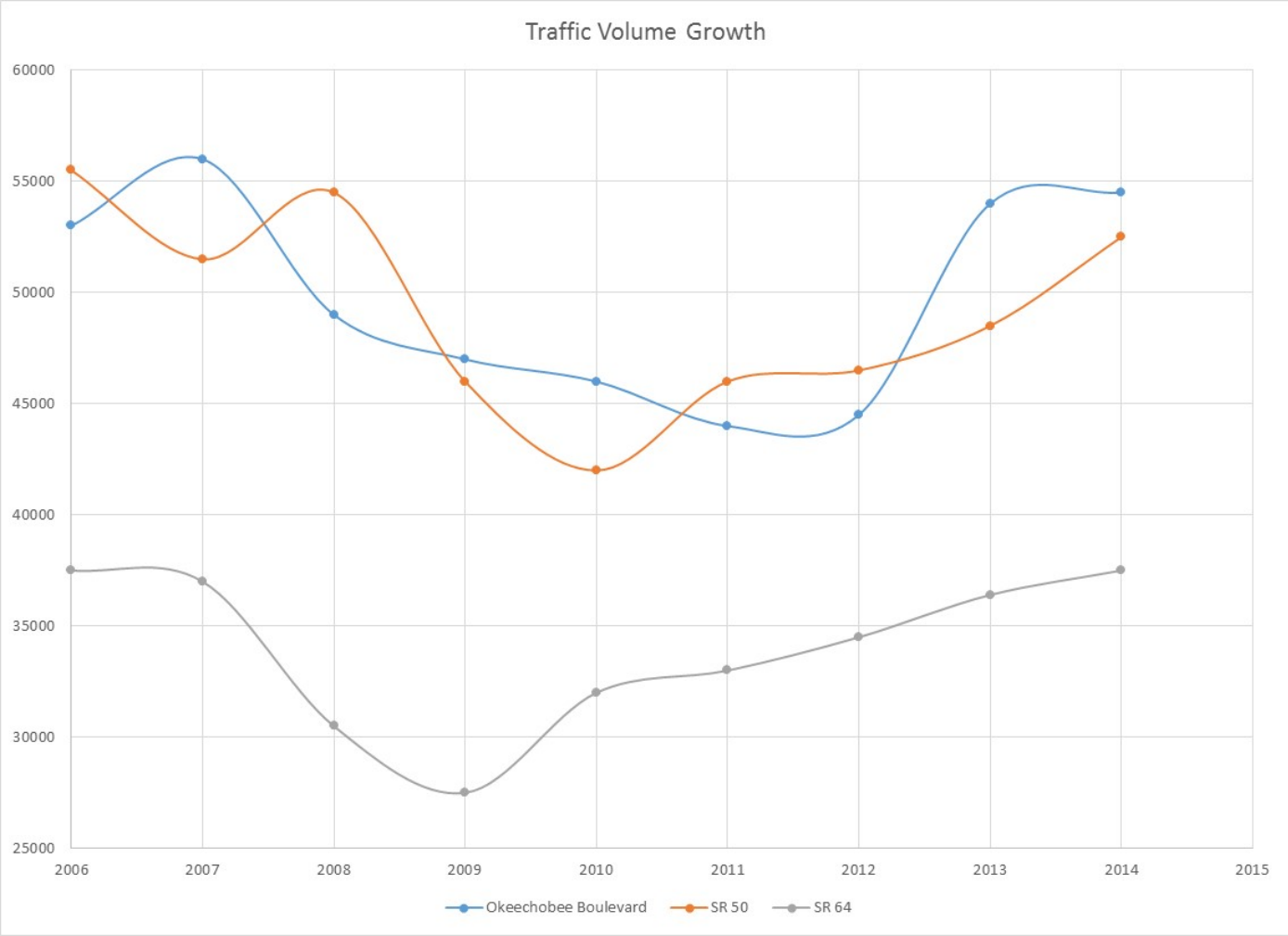
- Florida is back in growth mode
  - Development proposals are increasing
  - Redevelopment is also strong, especially in urban areas
    - Over 20,000 Condo Units under construction in Downtown Miami
  - Out-of-state developers starting to take interest in to Florida

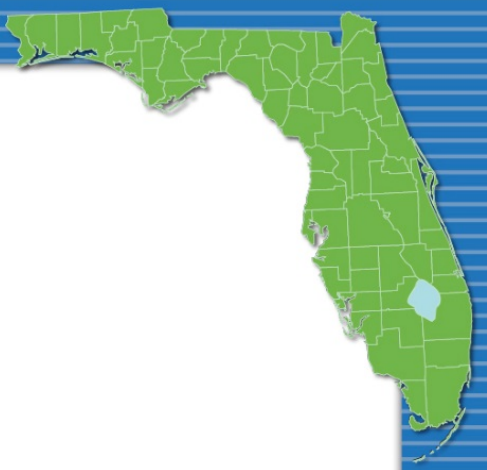
Traffic is also growing

- As employment increases, so does traffic
  - Population growth
  - Employment growth
  - Construction traffic growth
  - Capacity decreasing

Source: FDOT

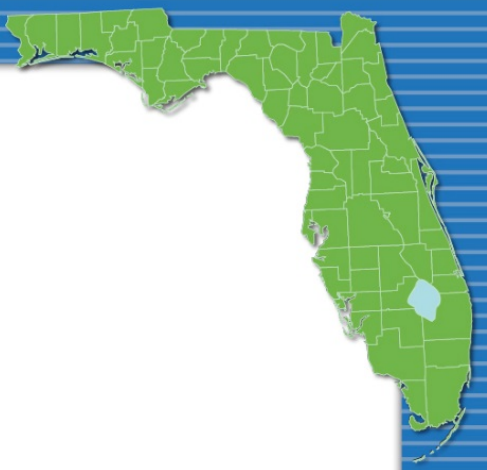
Traffic is also growing





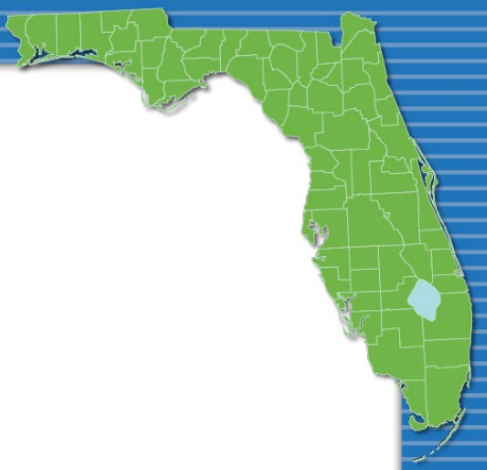
Proportionate Share

- While traffic is increasing, traditional sources of improvement dollars is decreasing
- Municipalities have implemented proportionate share
  - Implemented in 2011
  - Not much development at the time
  - Municipalities are working out the kinks
- Developers are not required to make roadway capacity improvements



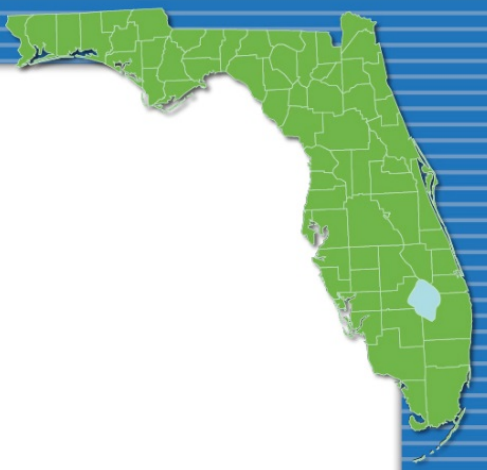
Proportionate Share

- Many municipalities have maintained concurrency-like standards
  - Through comprehensive plans
  - Implement proportionate share language
- Less state-level comprehensive transportation planning; up to local agency
- Implementation of mobility fees



Proportionate Share

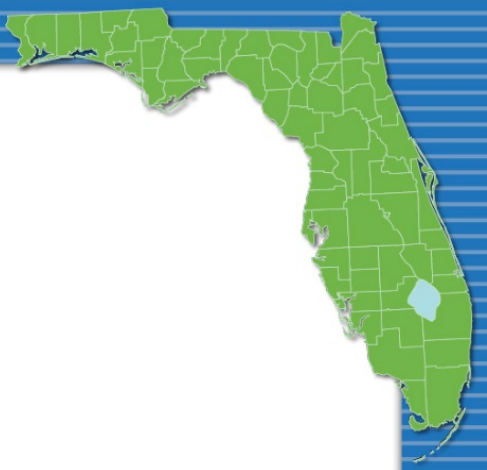
- Opportunities for multiple funding sources
  - FDOT
  - MPO's
  - Joint Developer Agreements



Proportionate Share

- One size doesn't fit all
  - Peak hour, daily, directional
- May be impact fee creditable
- Be cautious of cost estimates
  - More stringent review, including utility relocations, right-of-way
- Coordination with FDOT
- Still required even if long-range project identifies improvement

Proportionate Share



Questions to Ask

- Have roadway improvements been contemplated?
  - Important for multi-phase buildouts
- Are there opportunities to share costs?
- Have other developers posted surety for improvements?
- Any relationships with the MPO? FDOT?

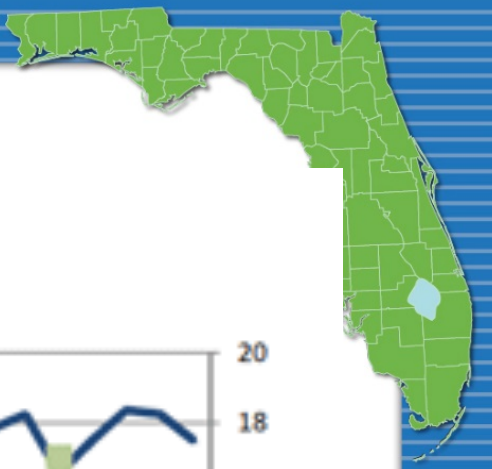
New trends

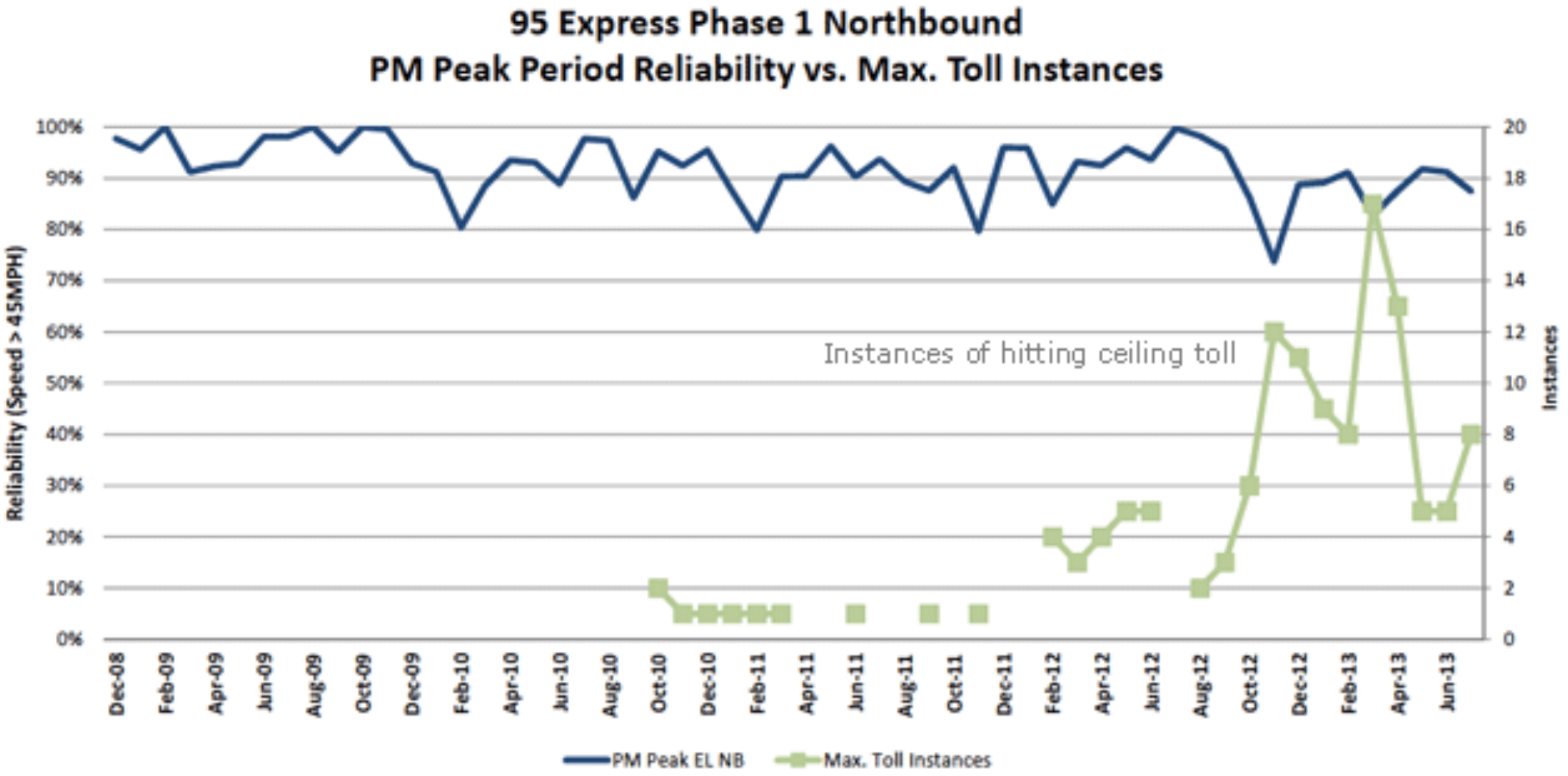
- Other ways to increase capacity
  - Innovative Signal Systems
  - Real-time adjustment of signals based on Bluetooth technology
  - Managed lanes
  - Innovate lane configurations
    - Diverging Diamond Interchanges – I-75 & University Drive
  - Transit Priority
    - Bus Rapid Tranisy
    - Signal Priority

Source: FDOT

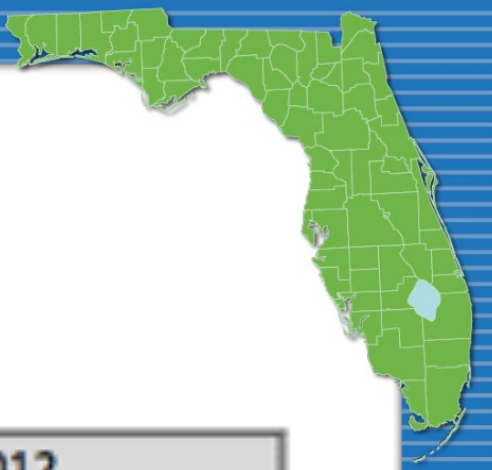
REGISTERED
CARPOOLS FREE
SUNPASS
ONLY
TO
112
$1.00
TO
395
836
CASH NOT ACCEPTED
Opa-locka Blvd
NW 135th St
3/4 MILE

Source: FDOT




95 Express Phase 1 Northbound
PM Peak Period Reliability vs. Max. Toll Instances
Reliability (Speed > 45MPH)
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
20
18
16
14
12
10
8
6
4
2
0
Instances
Instances of hitting ceiling toll
Dec-08
Feb-09
Apr-09
Jun-09
Aug-09
Oct-09
Dec-09
Feb-10
Apr-10
Jun-10
Aug-10
Oct-10
Dec-10
Feb-11
Apr-11
Jun-11
Aug-11
Oct-11
Dec-11
Feb-12
Apr-12
Jun-12
Aug-12
Oct-12
Dec-12
Feb-13
Apr-13
Jun-13
PM Peak EL NB
Max. Toll Instances

Source: FDOT



from 95 Express Annual Report for year to 2012-06-30 dated 2013-04-19

Average Speed (MPH)

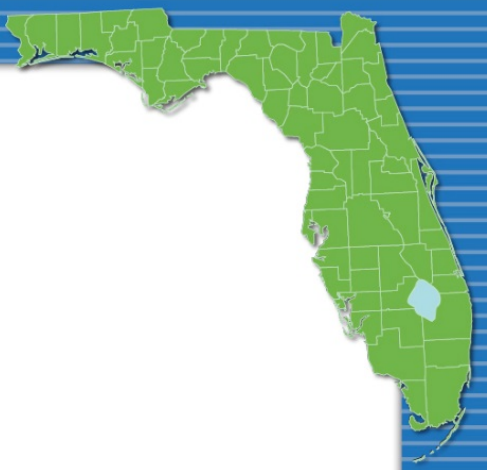
	2008 HOV Study[1]				FY 2011[3]				FY 2012			
	SB		NB		SB		NB		SB		NB	
	HOV	GPL	HOV	GPL	EL	GPL	EL	GPL	EL	GPL	EL	GPL
AM Peak Period[2]	20.3	15.3			62.4	49.5			62.0	48.8		
PM Peak Period[2]			18.1	18.8			55.7	41.2			56.8	42.6
Overall	--	--	--	--	64.1	57.1	62.8	56.3	64.5	57.4	65.6	57.8

[1]AM Peak Period for 2008 HOV Study was 7:00-9:00am; PM Peak Period was 4:00-6:00pm; HOV was one lane in each direction
[2]AM Peak Period for 95 Express Project is 6:00-9:00am; PM Peak Period is 4:00-7:00pm
[3]First full year of Operations in both directions.

Source: FDOT

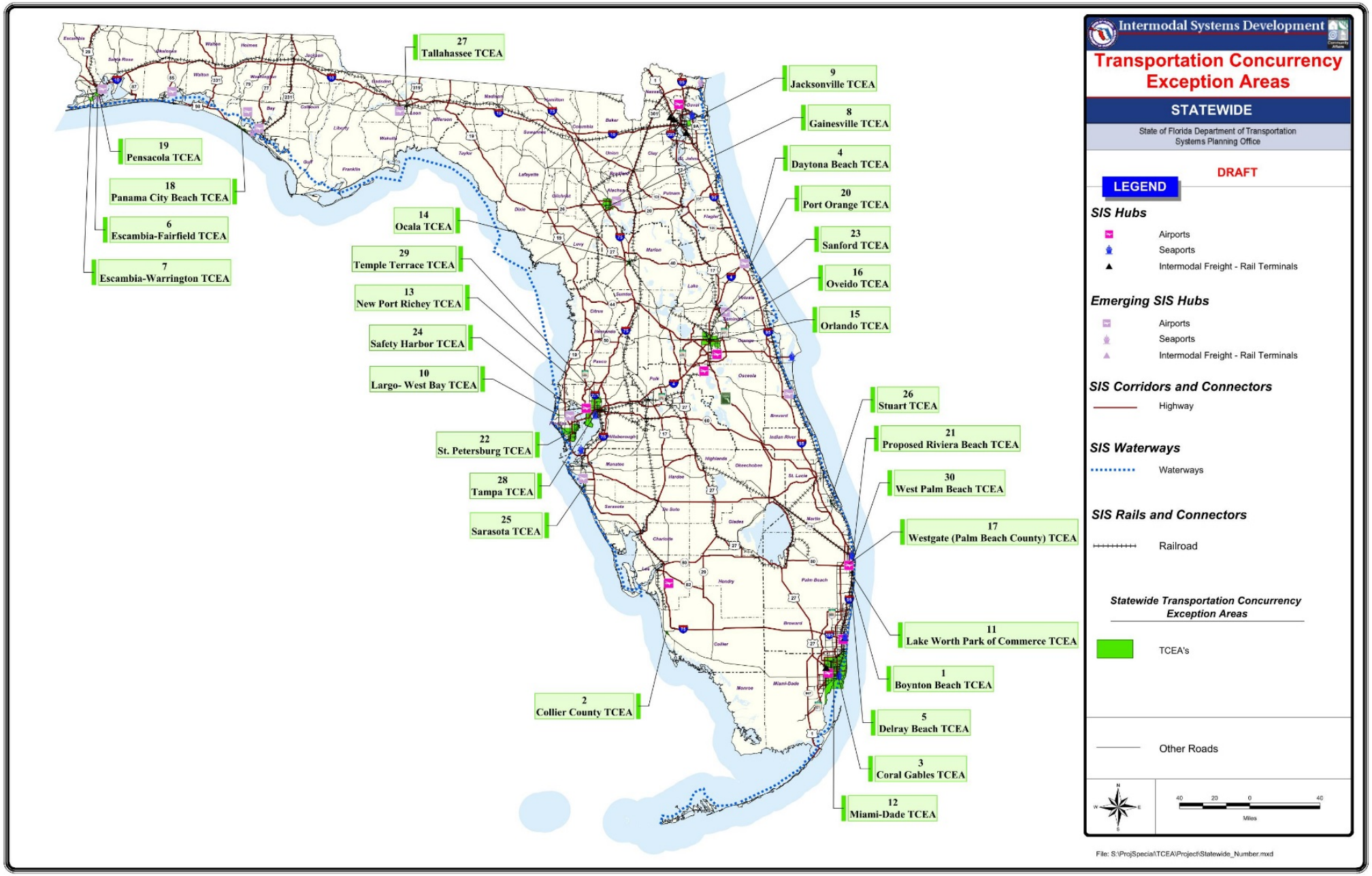
Source: FDOT

Source: HART



Focus Away From Capacity

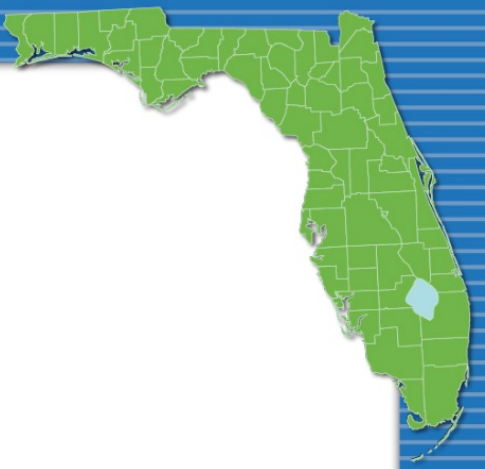
- Redevelopment and Infill in urban areas
  - Cost differential between urban redevelopment and suburban retrofitting getting closer
  - Fewer off-site improvements/prop share
  - TCEA's
  - Millennials driving less (~23% less)


27 Tallahassee TCEA
9 Jacksonville TCEA
8 Gainesville TCEA
4 Daytona Beach TCEA
20 Port Orange TCEA
23 Sanford TCEA
16 Oveido TCEA
15 Orlando TCEA
19 Pensacola TCEA
18 Panama City Beach TCEA
6 Escambia-Fairfield TCEA
7 Escambia-Warrington TCEA
14 Ocala TCEA
29 Temple Terrace TCEA
13 New Port Richey TCEA
24 Safety Harbor TCEA
10 Largo- West Bay TCEA
22 St. Petersburg TCEA
28 Tampa TCEA
25 Sarasota TCEA
26 Stuart TCEA
21 Proposed Riviera Beach TCEA
30 West Palm Beach TCEA
17 Westgate (Palm Beach County) TCEA
11 Lake Worth Park of Commerce TCEA
1 Boynton Beach TCEA
5 Delray Beach TCEA
3 Coral Gables TCEA
12 Miami-Dade TCEA
2 Collier County TCEA
Intermodal Systems Development
Transportation Concurrency Exception Areas
STATEWIDE
State of Florida Department of Transportation
Systems Planning Office
DRAFT
LEGEND
SIS Hubs
Airports
Seaports
Intermodal Freight - Rail Terminals
Emerging SIS Hubs
Airports
Seaports
Intermodal Freight - Rail Terminals
SIS Corridors and Connectors
Highway
SIS Waterways
Waterways
SIS Rails and Connectors
Railroad
Statewide Transportation Concurrency Exception Areas
TCEA's
Other Roads
40 20 0 40
Miles
File: S:\ProjSpecial\TCEA\Project\Statewide_Number.mxd

Focus Away from Capacity

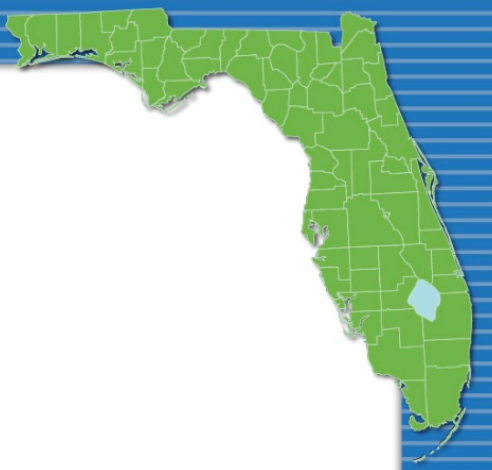
- FDOT allowing more lane reductions in urbanized areas
  - Promotes pedestrian activity
  - Increase business opportunities through pedestrian activity
  - Initiation by/support from CRA's

Source: City of Delray Beach



Focus Away from Capacity

- FDOT adopted Complete Streets Policy



FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This ***Complete Streets Policy*** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

Ananth Prasad, P.E.
Secretary

Conclusion

- Development and traffic is up
- Capacity improvements are funded less and less by development
- Innovative ways to increase capacity
- Redevelopment continues to increase in urban areas
- FDOT recognizes unique infrastructure challenges of urban areas