Welcome to the Webinar Series

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Webinar Series Agenda

Day 1: Introduction to Multimodal Planning
- Florida Multimodal Planning Requirements
- Key Concepts and Multimodal Environment
- Vision and Coordination
- Setting GOPs, Measures, and Priorities

Day 2: Thoroughfare and Mobility Plans
- Mobility Plans and Fees
- Complete Streets and Context Sensitive Solutions
- Access Management

Day 3: Planning for Non-Auto Modes
- Public Transportation and Land Use
- Pedestrian and Bicycle Modes
- Ports, Airports, and Intermodal Facilities

Day 4: Multimodal Planning in Small Towns and Rural Areas

Learning Objectives

- Provide an introduction to multimodal planning concepts and requirements in Florida
- Familiarize planners with two FDOT multimodal planning resources: the Model Element and Mobility Review Guide
- Discuss key factors of multimodal environments
- Emphasize the importance of visioning and coordination in the multimodal planning process
- Outline how to set goals, objectives, and policies that support multimodal planning goals
Multimodal Transportation Best Practices and Model Element

Table 1-1. Model Elements Legend

- **Best Practices (BP)**
- **Information, Tools, & Resources (ITR)**
- **Goals, Objectives, and Policies (GOP)**

*Important “Practice Notes” are denoted in italicized, green text*

References are cited by a number in parentheses

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Mobility Review Guide and Checklist
Categories for Review

- Multimodal Environment
- Network Improvement
- Operations and Safety
- Implementation
- Supporting Plans and Guidelines

MULTIMODAL PLANNING REQUIREMENTS
Evolution of Florida Planning

Provide roads

Manage congestion

Improve mobility

2011 Community Planning Act

“...plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible.”

-Chapter 163, F.S.
2011 Community Planning Act

“The element shall provide for a safe, convenient multimodal transportation system, – coordinated with the future land use map or map series, and designed to support all elements of the comprehensive plan.”

- §163.3177(6)(b) F.S.

Community Planning Act

• Each local government is to address mobility issues “... in relationship to the size and character of the local government.”

§163.3177(6)(b) F.S.

See Appendix A of the Model Element for details.
KEY CONCEPTS

Mobility and Accessibility

<table>
<thead>
<tr>
<th>Mobility</th>
<th>Accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>• The ability of people to make trips to satisfy their needs or desires by any combination of modes of transportation.</td>
<td>• An area-wide measure of the ease of travel between locations within a defined geographic area.</td>
</tr>
</tbody>
</table>
Figure 1-3. Relating land use and network capability through accessibility.


The Sprawl Cycle
Major Roadway Projects Needed

Cost estimate: $15 billion

Source: Hillsborough County MPO

This is not the future we want...

Still-Congested Roads 2035

Volume to Capacity Ratio

- 0.00 - 0.90
- 0.91 - 1.00
- 1.01 - 1.20
- 1.21 - 1.50
- > 1.50

Source: Hillsborough County MPO
"On urban commuter expressways, peak-hour traffic congestion rises to meet maximum capacity."


**Think mobility versus capacity**

- Look beyond level of service
- Priority on expanding mode choice
- Lower priority on preventing future congestion

*Photos courtesy of seefloridago.com*
Land Use Planning
Activity Center Strategies

- Create multimodal destinations
- Support internal circulation and consolidates access
- Help counter urban sprawl

Land Use & Accessibility
Best Practices

Promote a mix of land uses in centers
Focus major generators:
- in urban cores
- in district centers
- near major public transportation stops

Locate day-to-day facilities in local centers so they are accessible by walking and cycling
Accommodate housing in existing urban areas

Put retail and entertainment in the urban core first, then edge of core, then fringe
Innovative and flexible approaches to parking
The Costs of Sprawl

Municipal Property Tax Yield, Per Acre in Raleigh, NC 2011

<table>
<thead>
<tr>
<th>Type</th>
<th>Tax Yield Outside Central Business District</th>
<th>Tax Yield Within Central Business District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walmart</td>
<td>$2,078</td>
<td>$22,175</td>
</tr>
<tr>
<td>Single-family residential</td>
<td>$2,837</td>
<td>$28,096</td>
</tr>
<tr>
<td>Crabtree Valley Mall</td>
<td>$30,067</td>
<td></td>
</tr>
<tr>
<td>3-4 story residential</td>
<td>$30,067</td>
<td></td>
</tr>
<tr>
<td>3 story office</td>
<td>$30,067</td>
<td></td>
</tr>
<tr>
<td>6 story mixed-use</td>
<td>$110,461</td>
<td></td>
</tr>
</tbody>
</table>

Impact of Parking
Parking Management Strategies

Limit parking in urban cores and centers

- short-term over long-term parking (e.g., duration and time-of-day limits, restricted parking zones)
- parking maximums vs. minimums
- shared-use parking
- remote parking with shuttle
- pricing

Unbundle Parking Costs

- Parking spaces are sold or leased separately from residence (“unbundled”)
- Reduces cost of housing and commercial space

Source: http://www.houstontomorrow.org/livability/story/the-future-of-parking/
Findings on the Effects of Multimodal Strategies

The 5 “Ds” matter

- Density
- Diversity
- Design
- Destination accessibility
- Distance to transit


Determinants of Change in Travel Behavior

**Auto**
- Accessibility to destinations
- Street network

**Walking**
- Land use diversity
- Intersection density
- Number of land uses within walking distance

**Bus and train**
- Proximity to transit
- Street network
- Land use diversity

Multimodal Environment

Transportation and Land Use Interactions

http://vimeo.com/28464164
“Before proposing transportation solutions it’s important to know what kind of city we want, how we want to live, and what makes us happy. Then it’s not really about transportation planning anymore. Solutions are not technological—they’re political and ideological.”

- Enrique Penalosa
  former mayor of Bogotá, Colombia
Coordination and Consistency

“The local transportation element should be consistent with and integrate the future plans and visions of a number of transportation planning entities.”

Foundation for Coordination

A • Establish a future vision for planning purposes
B • Synthesize strategic areas of importance to the community and region
C • Organize the plan around these strategic areas and include strategies and GOPs to address them
D • Link these issues to performance measures and monitor progress
Vision Statements

• Define the desired future state
• Provide guidance and inspiration
• Should be succinct and memorable

To use transportation improvements as a catalyst to create quality “people places,” to promote the downtown experience and to make Orlando a great place to live, work, and play.”

Downtown Orlando Transportation Plan

Transportation and Land Use Vision

• Include a map series relating the transportation and land use elements
GOPs, MEASURES, AND PRIORITIES
Set Goals, Objectives, & Policies

**Goal** - the long-term end toward which programs or activities are ultimately directed

**Objective** - a specific, measurable, intermediate end that is achievable and makes progress toward a goal

**Policy** - the way in which programs and activities are conducted to achieve an identified goal

Relating Measures to Public Input

<table>
<thead>
<tr>
<th>Citizen Input</th>
<th>Goals &amp; Policies</th>
<th>Inventory Baseline</th>
<th>Implementation Step</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>I want to feel safe when I go out for a bicycle ride</td>
<td>Increase the safety of bicycling in the community.</td>
<td>Inventory of bicycle crashes, facilities and routes.</td>
<td>New bicycle lanes and other facilities on key routes.</td>
<td>Number of key destinations or areas of the city that can be reached using designated bicycling facilities.</td>
</tr>
<tr>
<td>The bus should go where I need to go.</td>
<td>Fixed route bus service should go to major activity and employment centers.</td>
<td>Examine the relationship of existing bus routes to activity and employment centers.</td>
<td>Redesign bus routes or add new routes as necessary.</td>
<td>Number of routes and frequency of service to activity and employment centers.</td>
</tr>
<tr>
<td>I want a grocery store within walking distance of my home.</td>
<td>Provide for compatible food, education, retail and service uses on a neighborhood level within or in close proximity to residential areas. Ensure adequate pedestrian facilities.</td>
<td>Inventory existing pedestrian facilities.</td>
<td>Adjust LSDs to allow for activity centers in close proximity to residential areas. Fill gaps in the pedestrian network.</td>
<td>Number of residential units within walking distance of urban core areas or activity centers.</td>
</tr>
</tbody>
</table>
**Objective Language**

<table>
<thead>
<tr>
<th>Biased</th>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvement or improve</td>
<td>Project, modification, change, modify</td>
</tr>
<tr>
<td>Enhance or deteriorate</td>
<td>Change, decrease, increase</td>
</tr>
<tr>
<td>Upgrade</td>
<td>Expand, reconstruct, widen, change</td>
</tr>
<tr>
<td>Traffic demand</td>
<td>Motor vehicle use, travel demand</td>
</tr>
<tr>
<td>Accident</td>
<td>Crash, collision</td>
</tr>
<tr>
<td>Alternative modes of transportation</td>
<td>Non-automobile or non-motorized modes</td>
</tr>
</tbody>
</table>

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**Set Future Q/LOS Standards, Performance Measures, and Benchmarks**

- bicycle and pedestrian quality of service or performance standards
- public transportation quality of service
- roadway level of service
Multimodal Quality/Level of Service

- **Policy 1.1.4.** Within the Urban Cluster, Alachua County adopts multi-modal level of service (LOS) standards for the following:

<table>
<thead>
<tr>
<th>LOS</th>
<th>Standard of Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>Based on presence of a pedestrian facility</td>
</tr>
<tr>
<td>B</td>
<td>Based on presence of bike lanes / paved shoulders</td>
</tr>
<tr>
<td>B</td>
<td>Based on peak hour frequency of 15 minutes or less</td>
</tr>
<tr>
<td>D</td>
<td>Professionally accepted traffic analysis</td>
</tr>
<tr>
<td>C</td>
<td>Professionally accepted traffic analysis in consultation with FDOT</td>
</tr>
</tbody>
</table>
Prioritize Projects and Strategies

- Level of Service
- Pedestrian Needs
- Community Resource Connectivity
- Transit Connectivity
- Bicycle Needs
- Safety
- Public Support
- Supports Local Plans

Identified Top Ranked City Projects

Source: City of Largo Multimodal Plan

Please let us know if you use the model element or mobility review guide.

Thank you!

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