



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



TOM'S SHELL

Self Serve Cash or Credit

Regular	ARM	9
Plus	LEG	9
Premium	First Born	9



Shell logo

At the pump Financing
No Application Refused

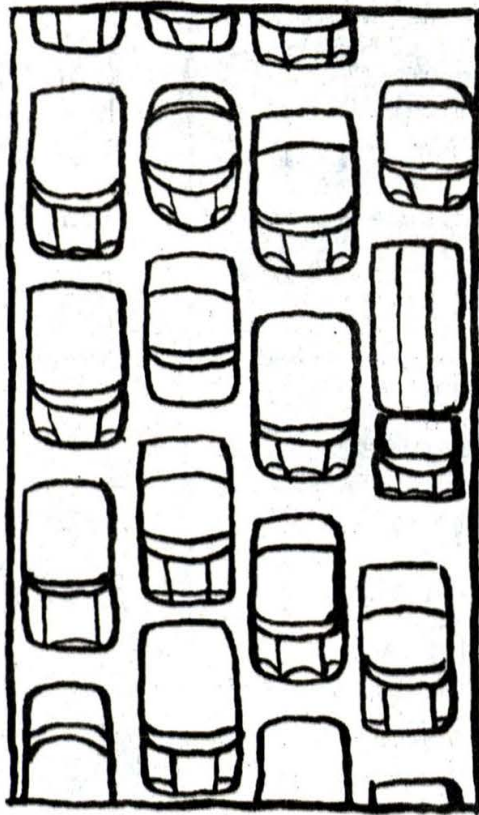
Regular	27	07	⁹ / ₁₀
Plus	32	17	⁹ / ₁₀
V-Power	42	29	⁹ / ₁₀

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

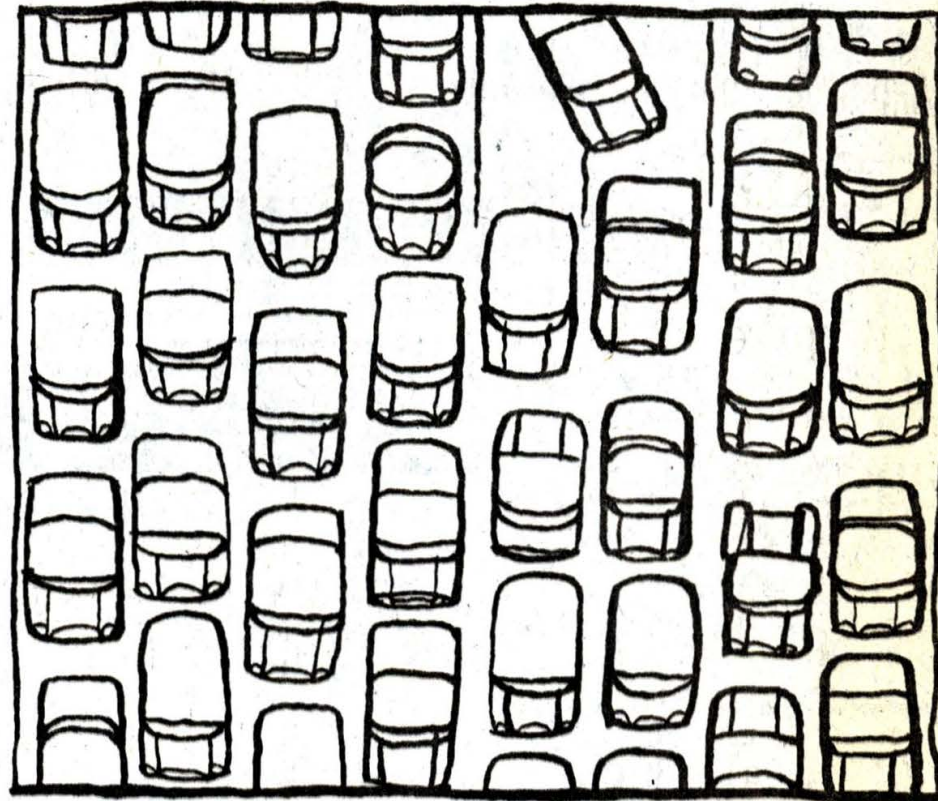
Congestion or Mobility

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.



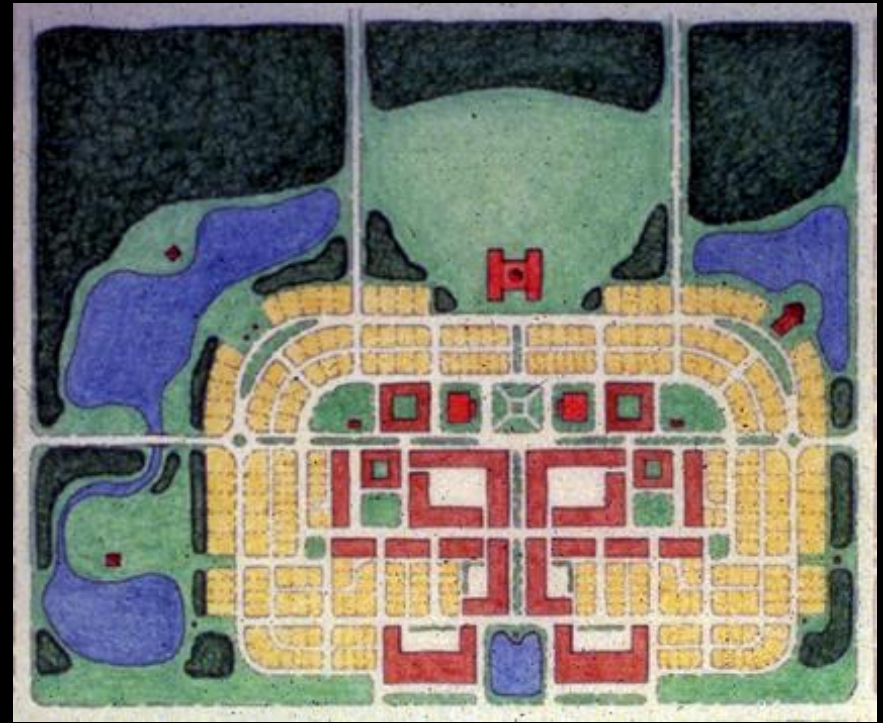
Redeveloping Urban Areas Are Becoming Increasingly Attractive Alternatives



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

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

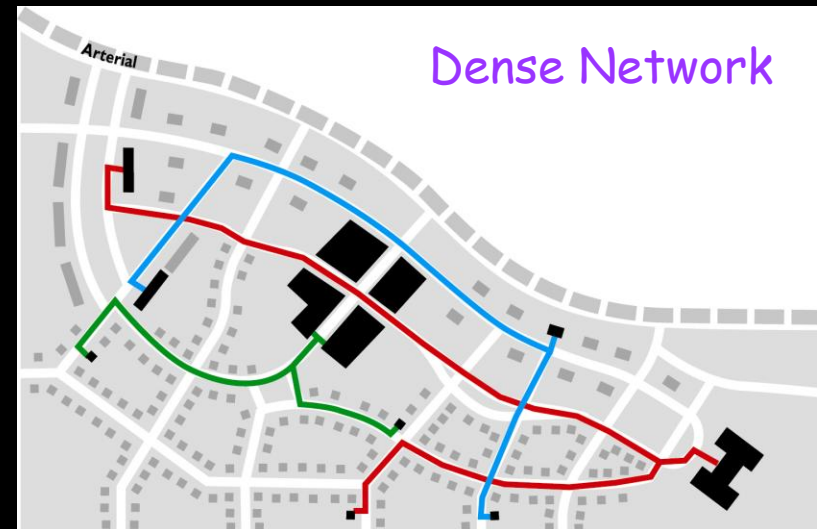
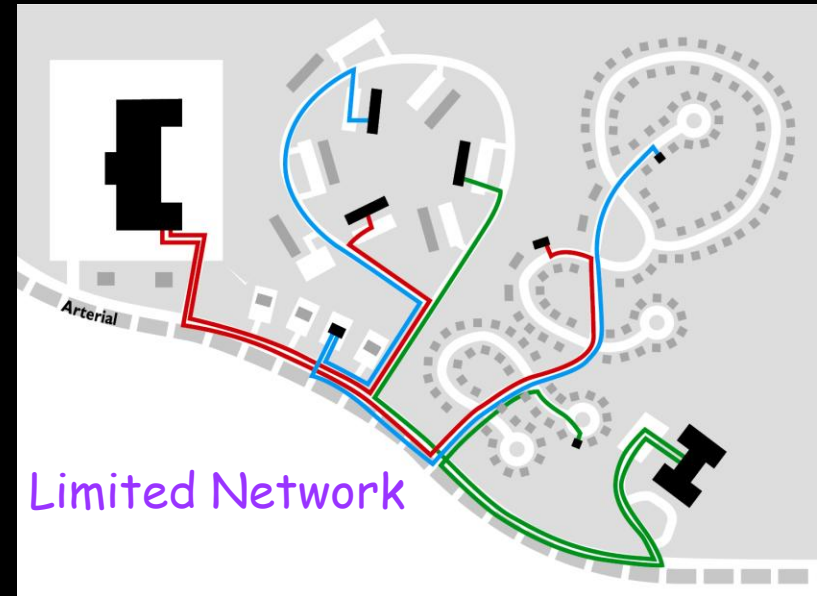
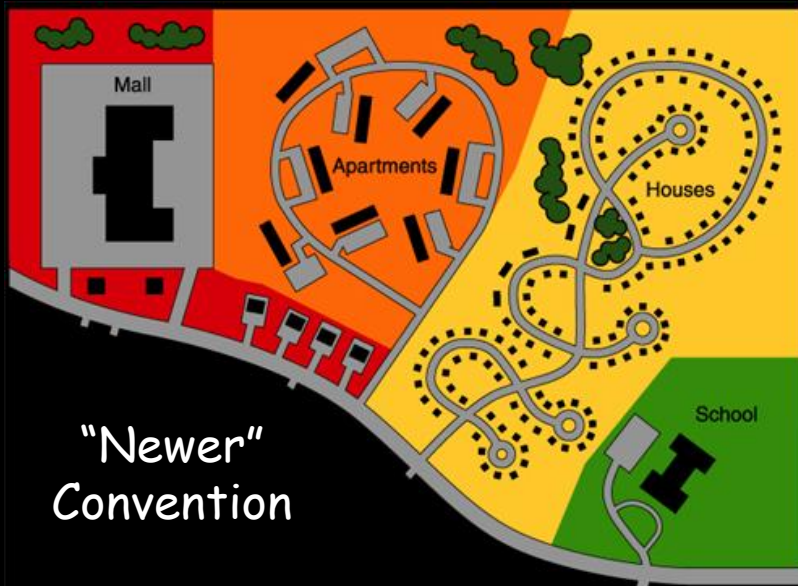
All Development Is Not Created Equal

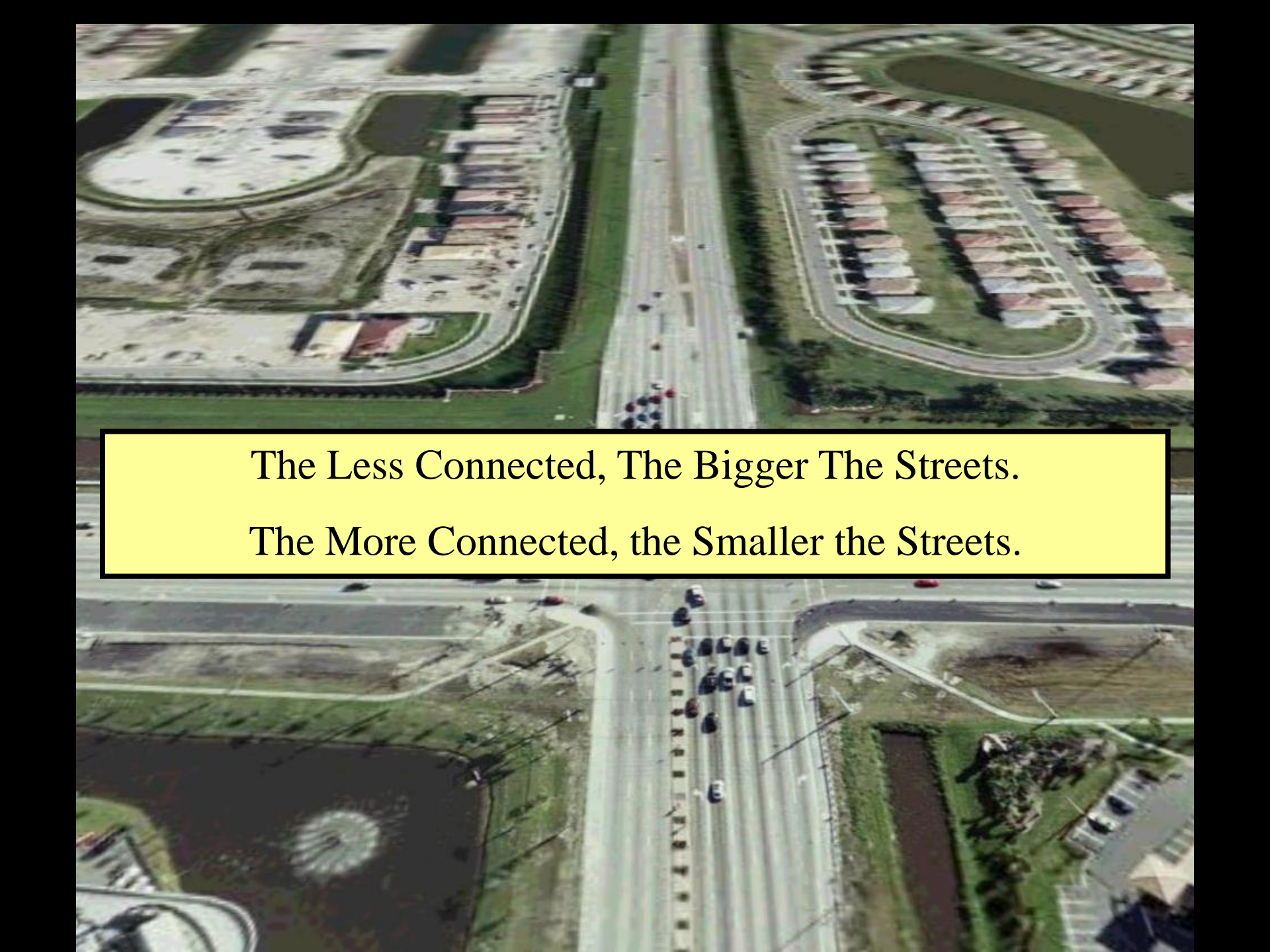


- 30% more energy used
- 2 to 4 times poorer water quality
- 25% to 50 % more time in our cars
- 30% to 40% more land used
- Public transportation is not an option
- 20% to 25% of your income spent on cars
- Kids won't be able to walk to school
- Sprawl housing products under perform comparable New Urbanism 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



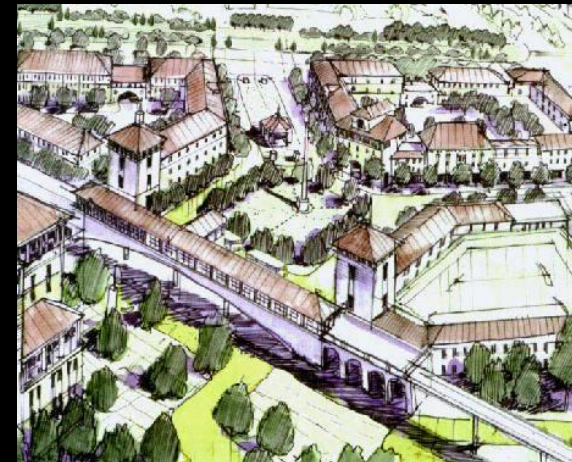
An aerial photograph showing a wide, multi-lane highway running vertically through the center. To the left of the highway is a large, modern commercial or institutional building complex with a curved facade and several parking lots. To the right is a residential development with a curved street and many houses. 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



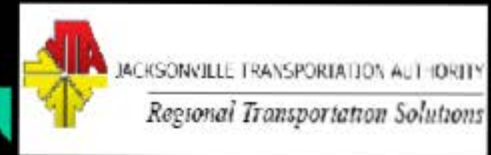
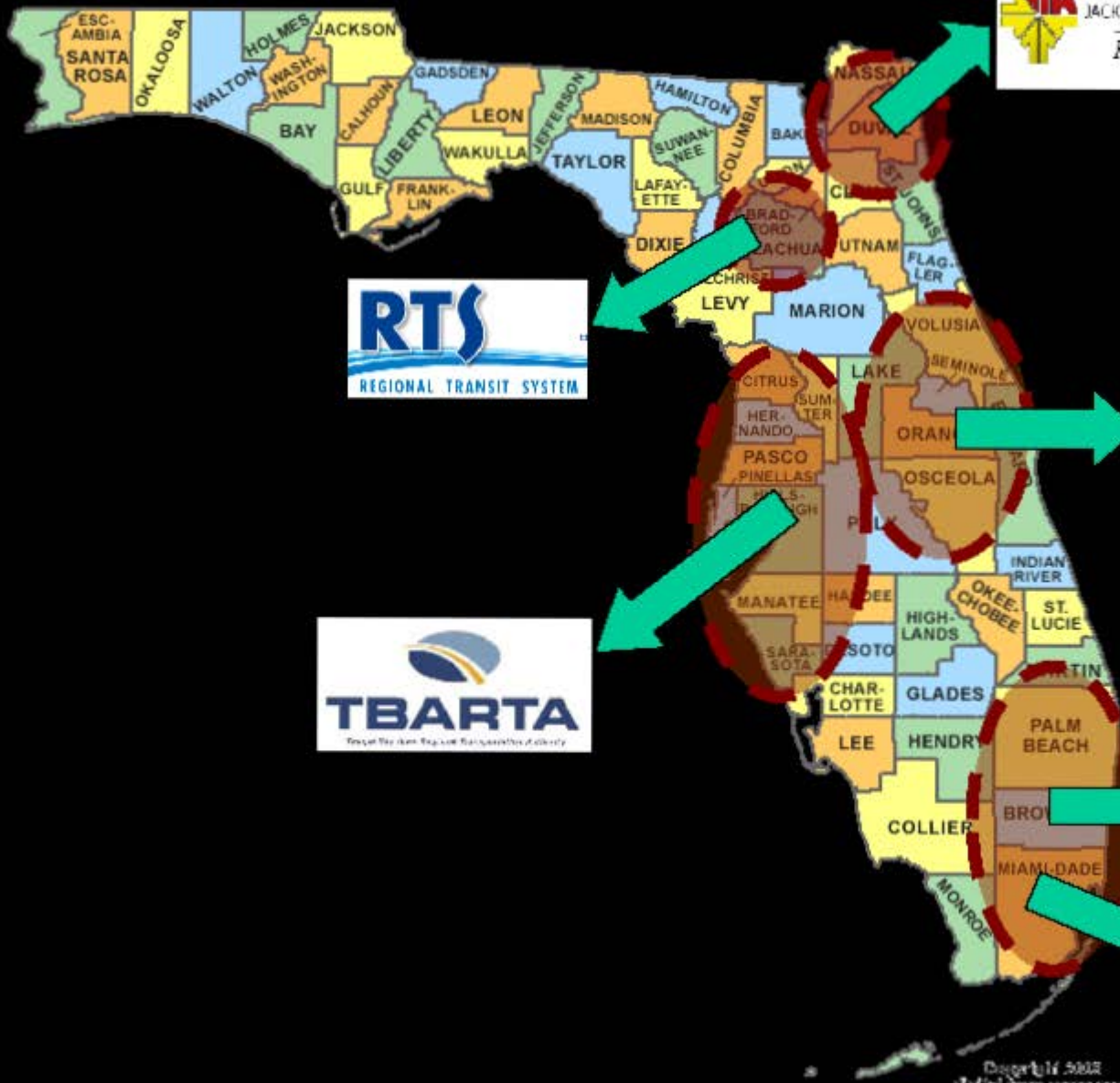
Airport / Seaport



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”**



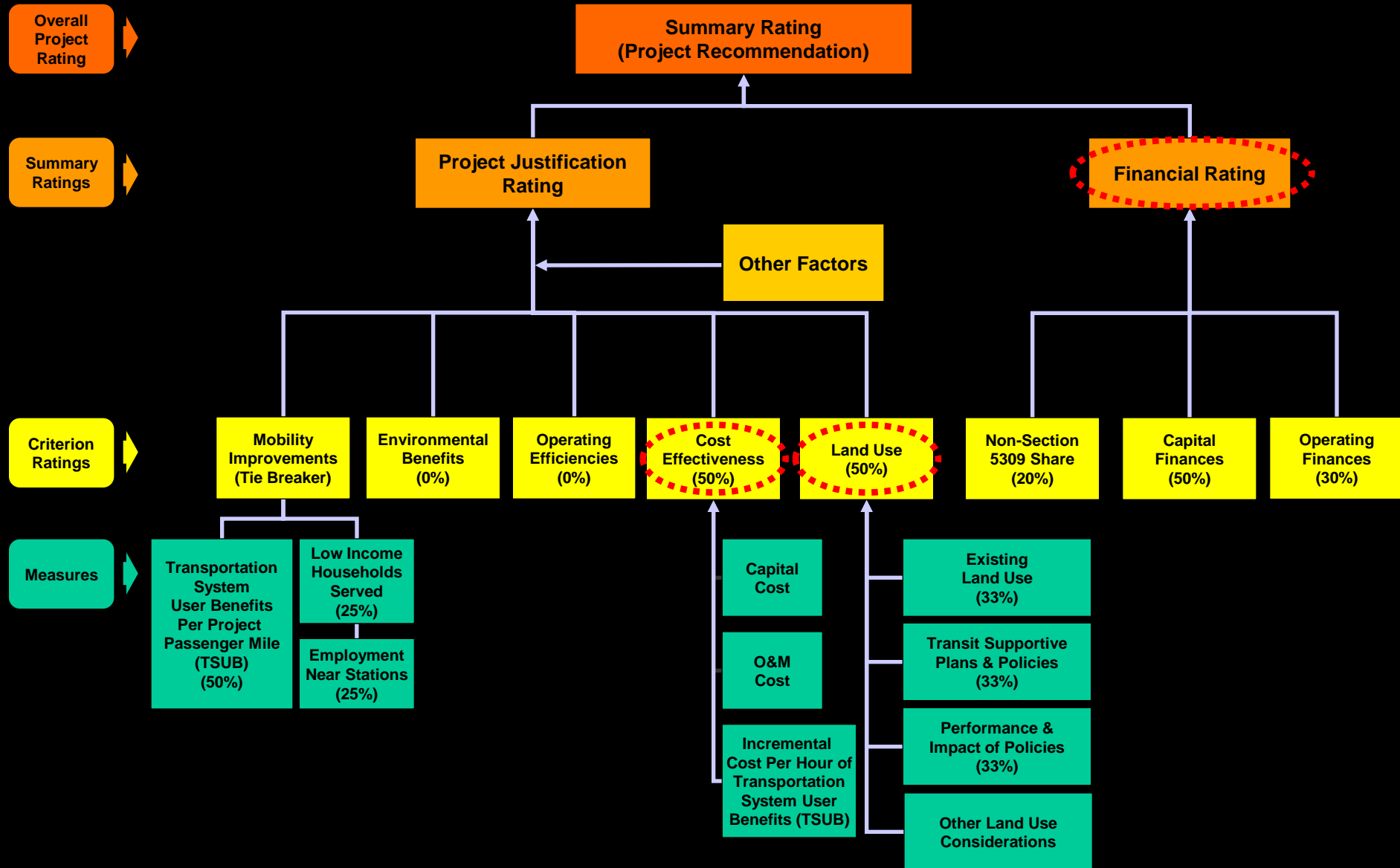
Money & FTA Ratings

- **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



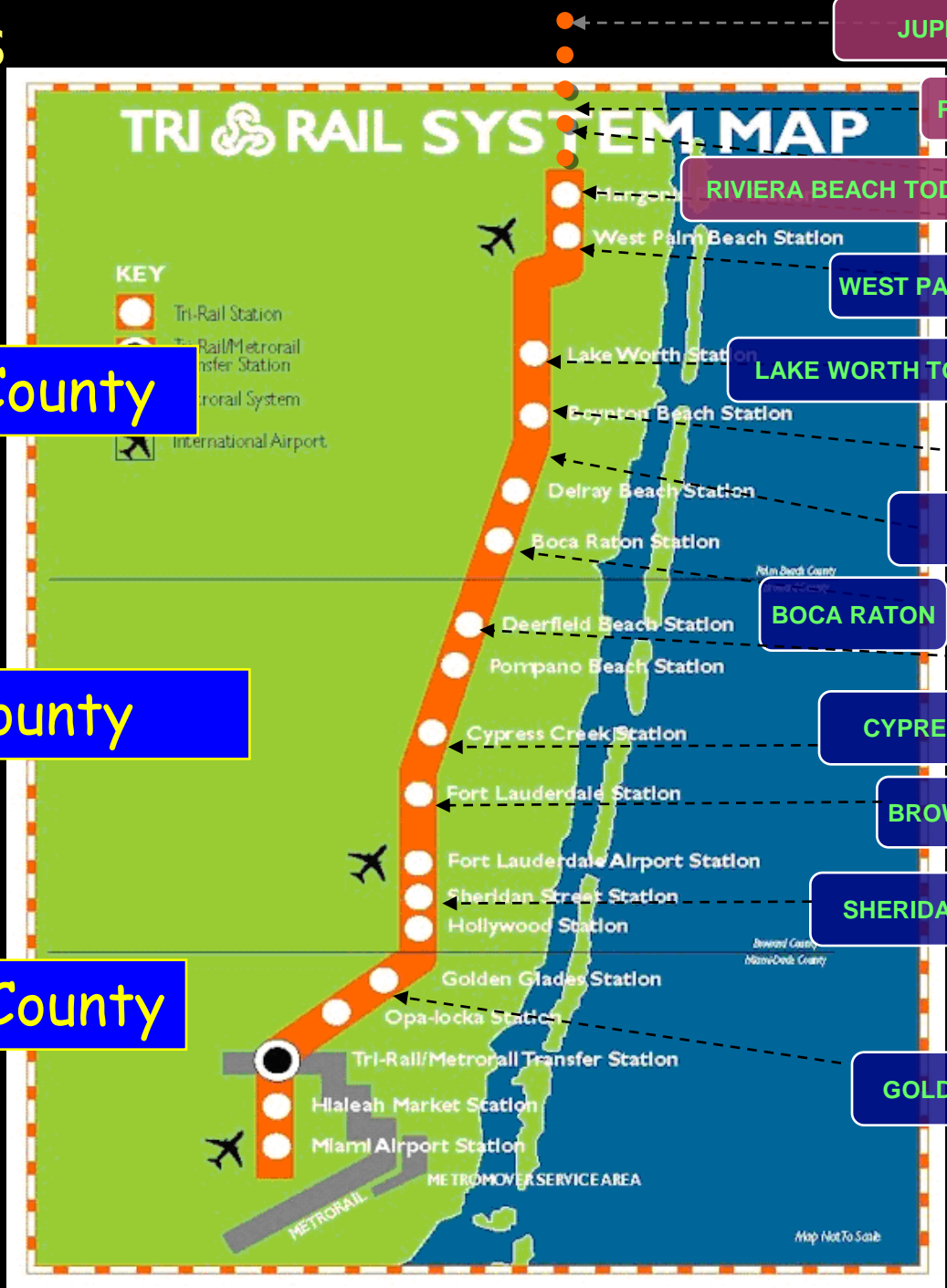


Southeast Florida

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

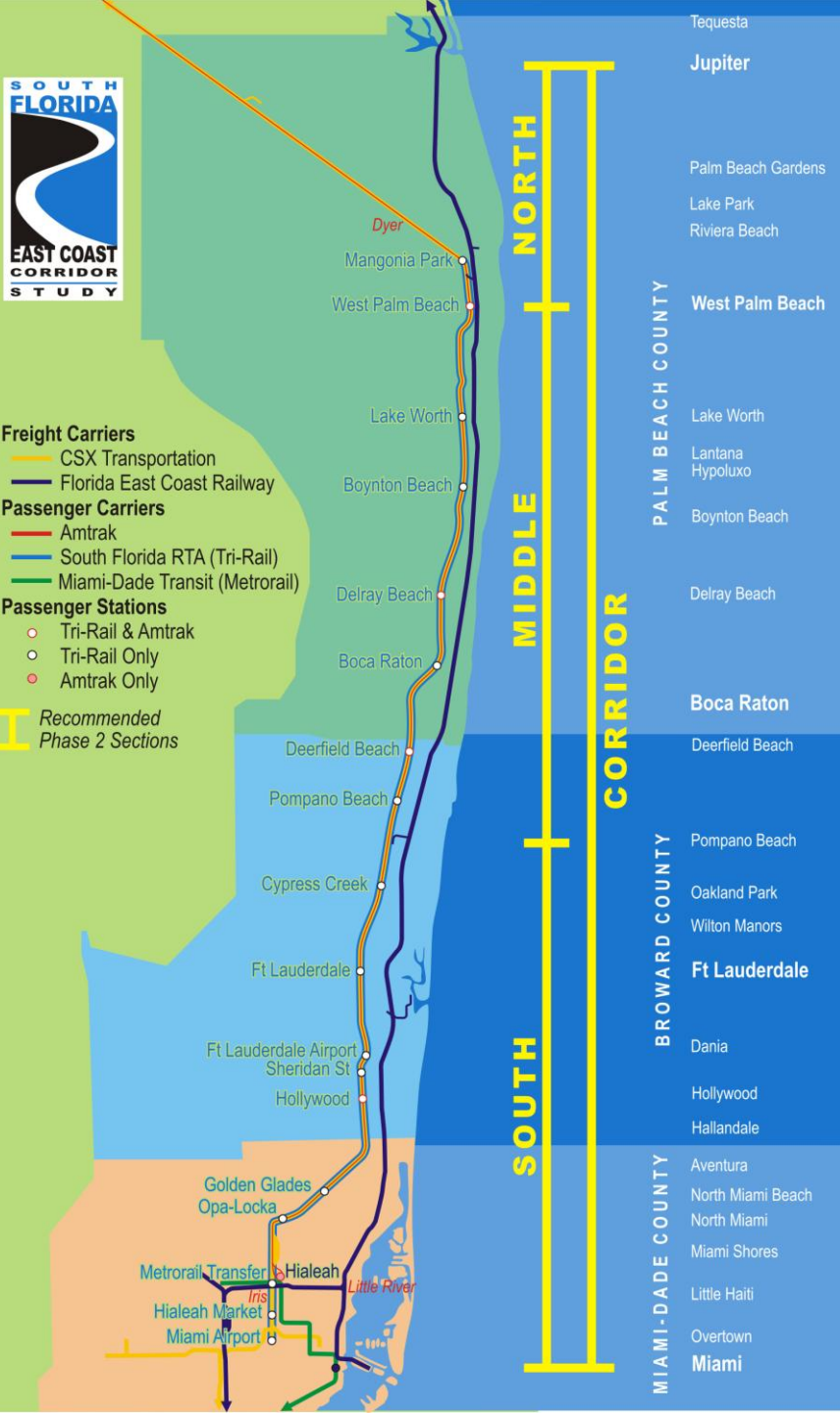
"Good fortune is what happens when opportunity meets with planning."
 -- Thomas Edison

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
- I Recommended Phase 2 Sections**



SFECC Overview

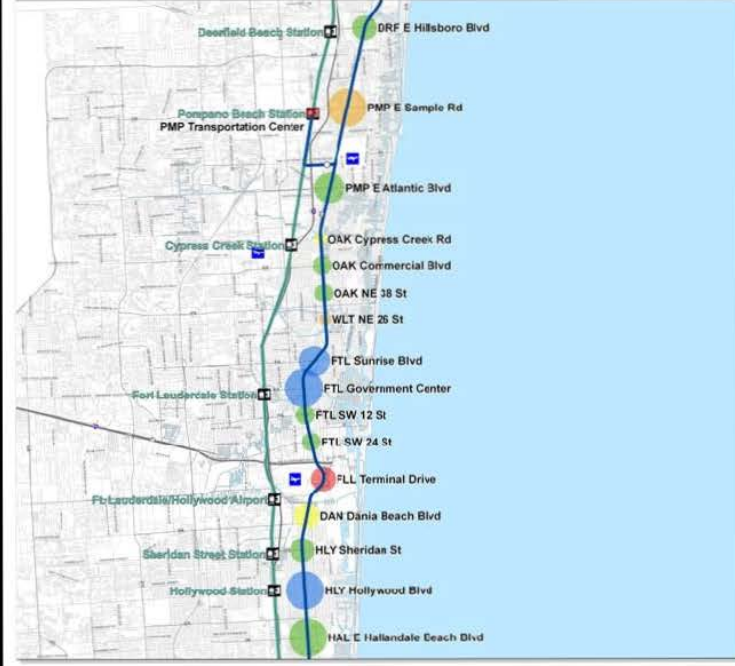
- Focus on **NORTH-SOUTH** mobility issues
- 85-mile study area centered on the FEC Alignment
 - Encompasses Tri-Rail and future FEC alternatives
 - Addresses EAST-WEST and other feeder connections
 - An integrated network



SFECC Station Suitability Analysis Palm Beach County



SFECC Station Suitability Analysis Broward County



SFECC Station Suitability Analysis Miami Dade County

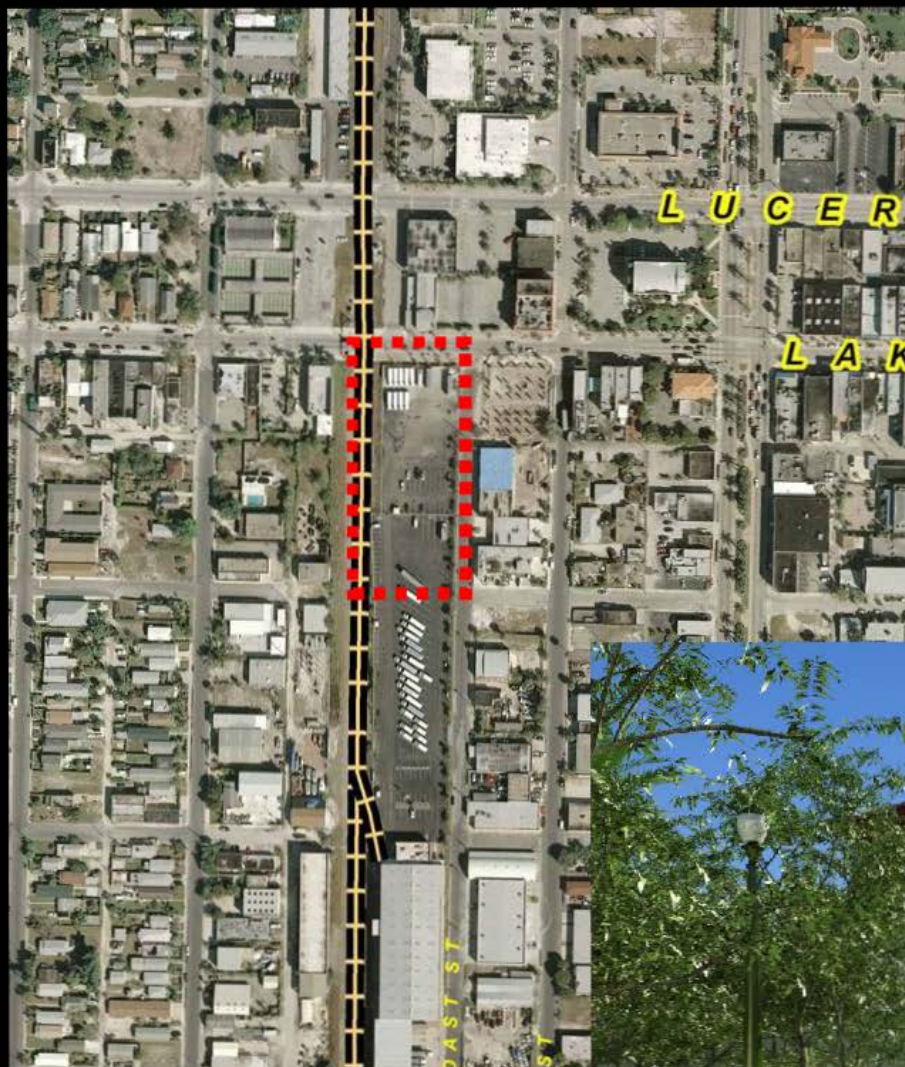


Lake Worth TOD Charrette

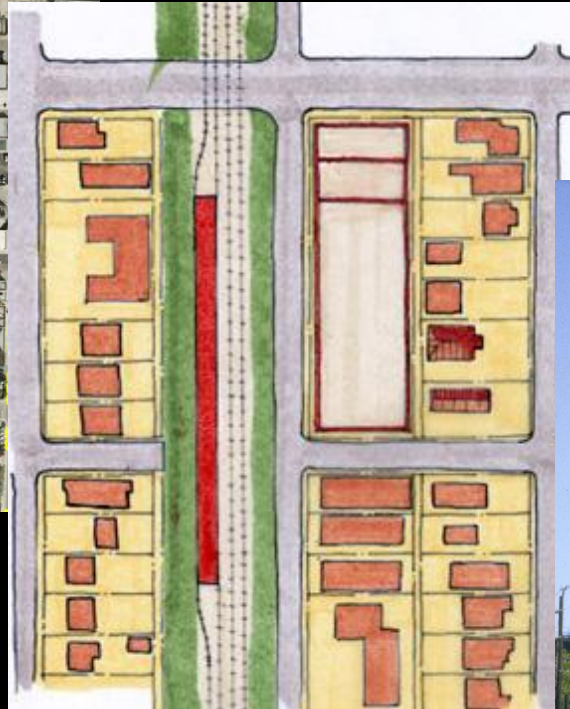
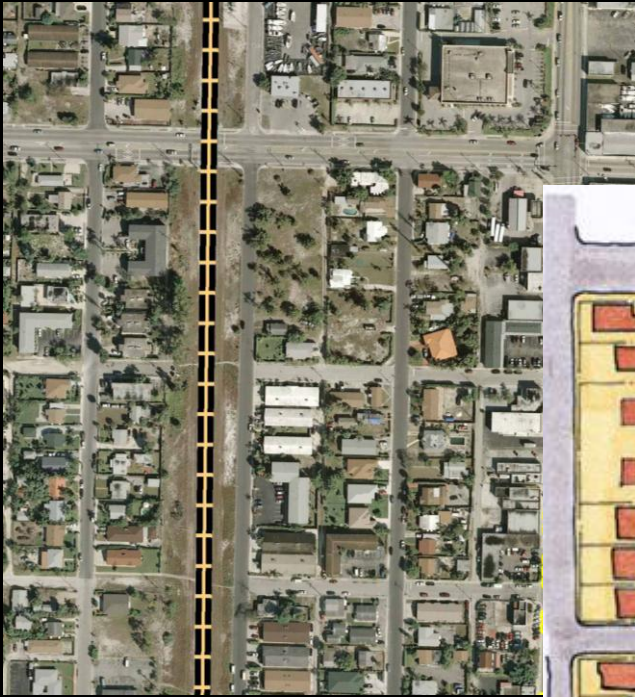
- Collaborative Inter-Agency Effort (June 2008)
- Evaluated Tri-Rail Station for infill TOD
- Recommended 2 (of 4) Future FEC Station Locations



Town Center Station



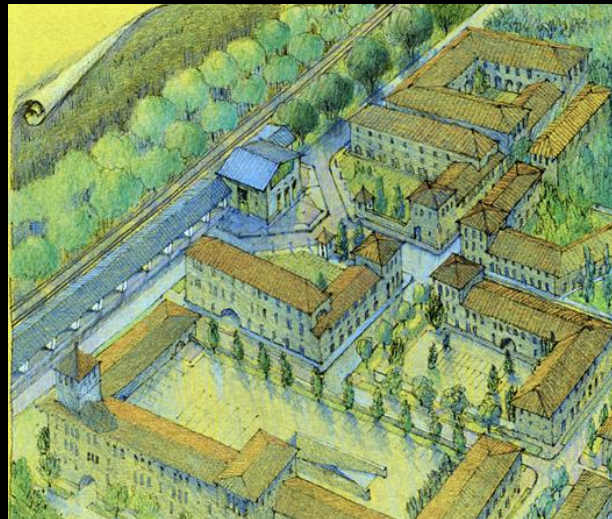
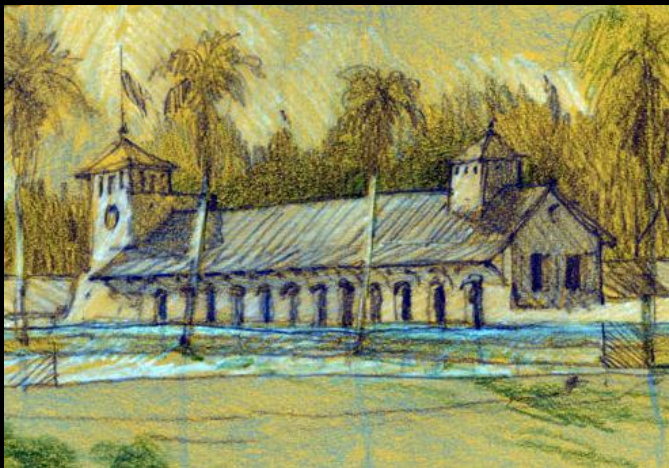
Local Park and Ride



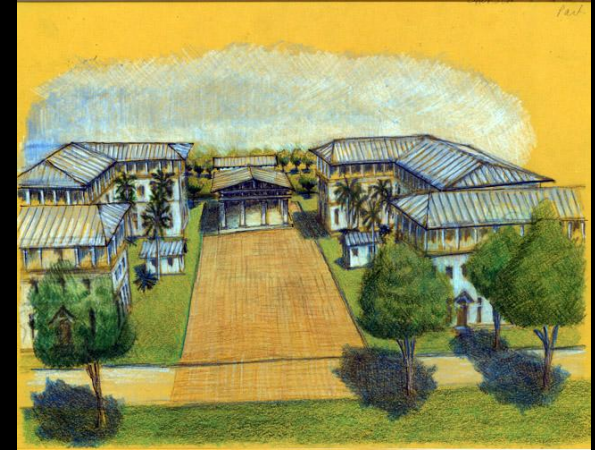
Parking Structure with Ground-Floor Liner

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

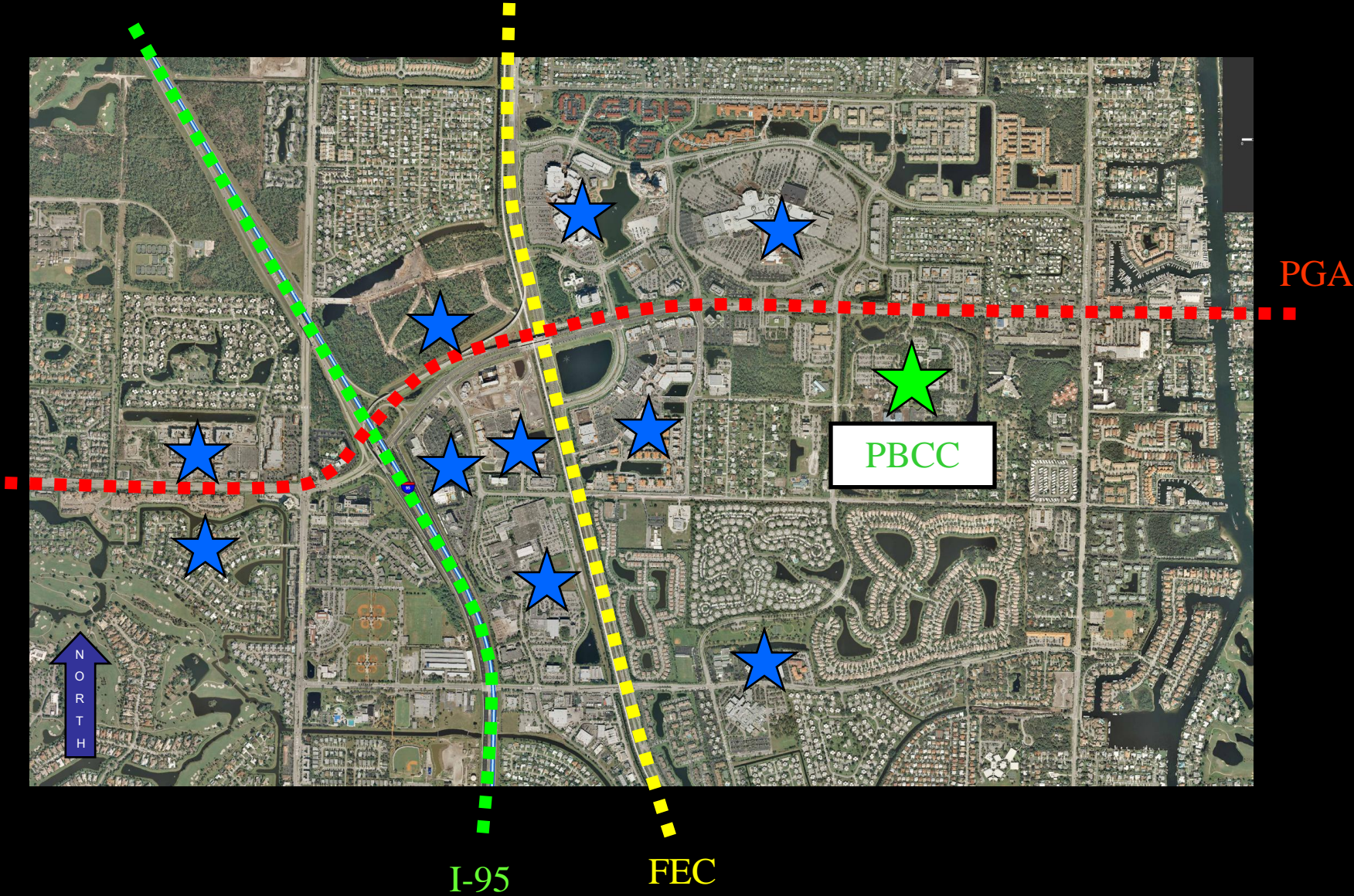


Palm Beach Gardens TOD Charrette

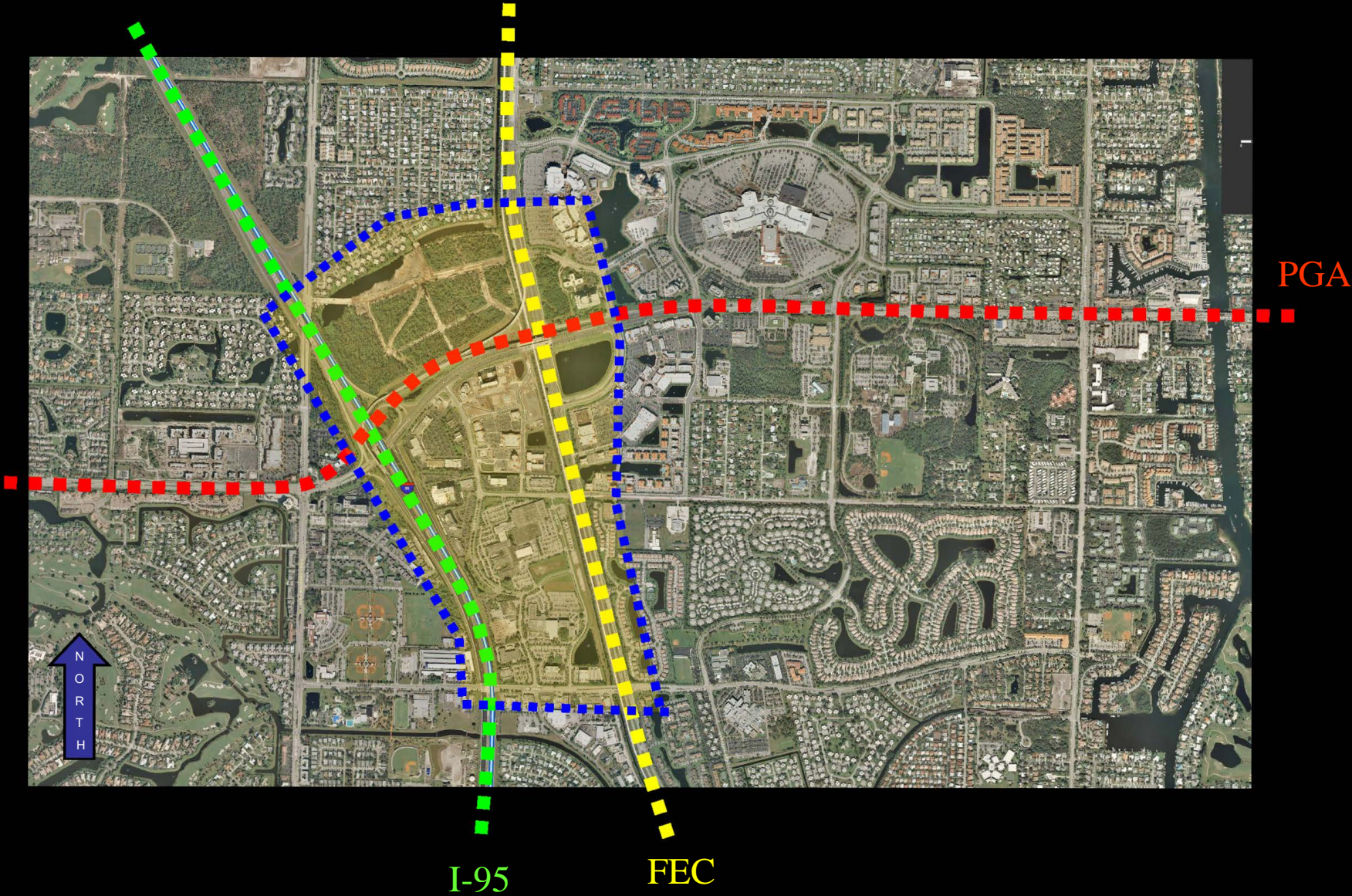
- Inter-Agency Collaborative Effort (Mar 2008)
- Evaluated 5 Station Area Locations
- Recommended 1 as Regional Park-and-Ride with Intermodal Transfer
- Developed Infill Plan for PGA Corridor



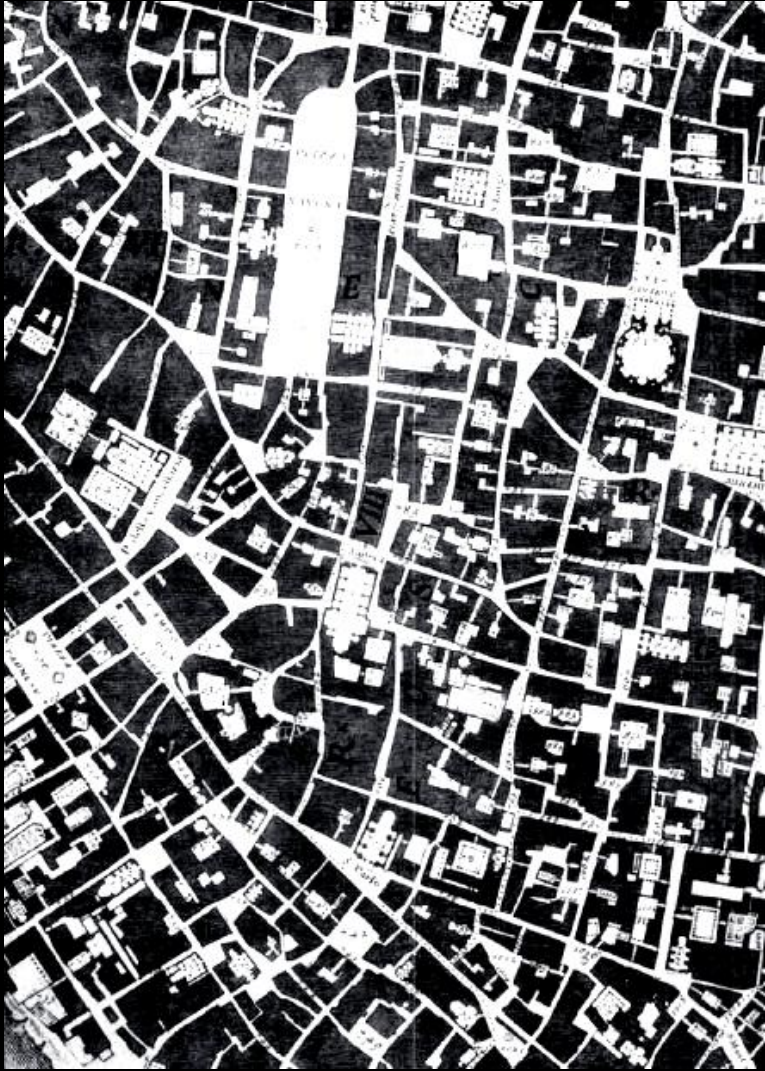
Study Area



Study Area



Area Assessment



Rome

The *Nolli* Plan



Giambattista Nolli
1701-1756

Urban Fabric

Area Assessment



Barcelona



Paris

Urban Fabric

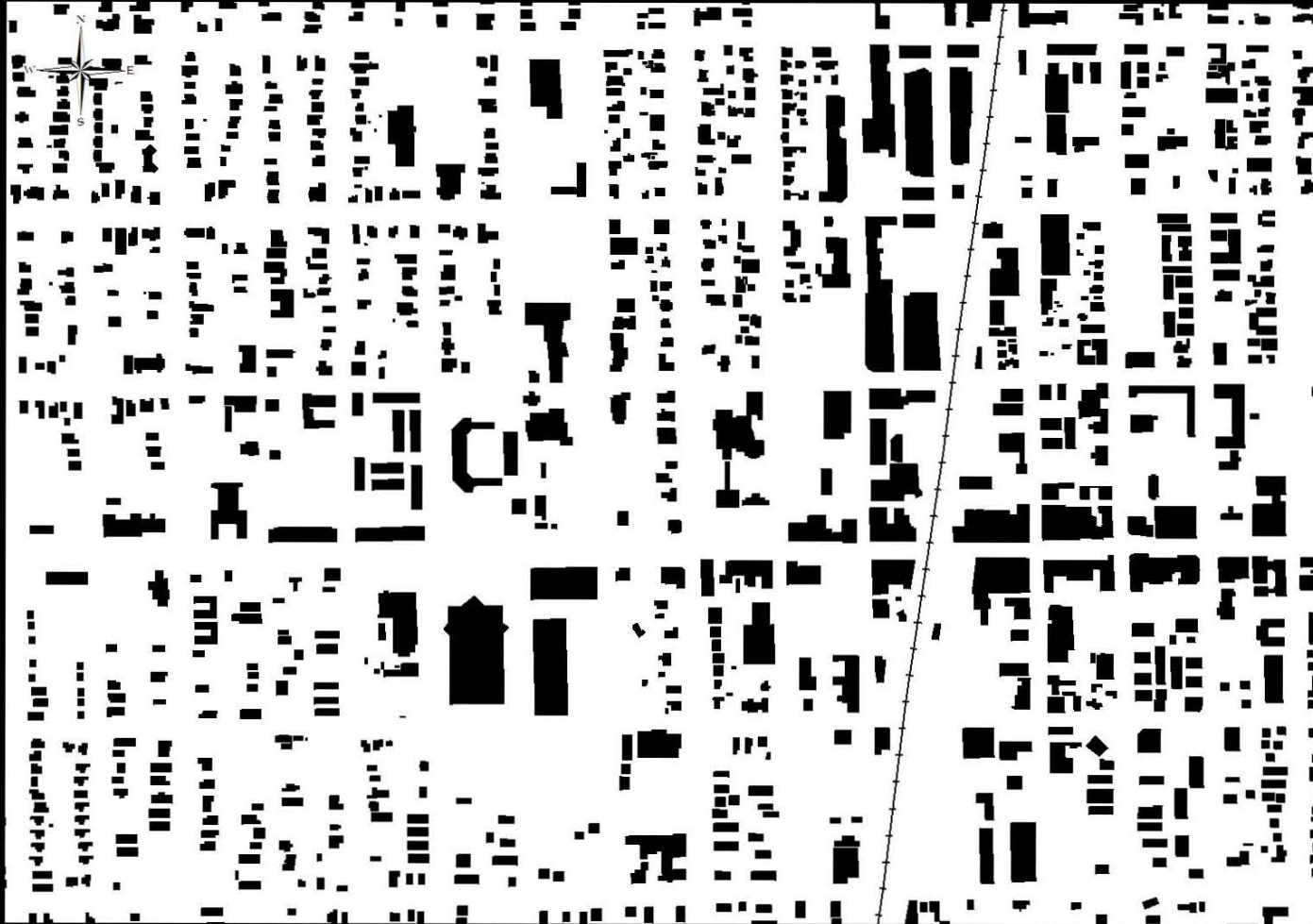
Area Assessment



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