Why Should I Care About Transportation and Land Use?
Today … Welcome to Florida!

Look… We have arrived!

140 Million hours lost per year

2010 Most Congested Regions in US:
Southeast Florida Rankings

#7 in Travel Delay
140 Million hours lost per year

#8 in Congestion Costs
$3.2 Billion wasted per year


Report: I-95 In Fla. Most Dangerous Roadway In Country
662 Fatal Accidents, 765 Total Fatalities
Occurred On I-95 From 2004 To 2008
Congestion or Mobility?

Florida Population: 18.8 Million (2010 est.)

Demography: Population Still Growing

Source: U.S. Census, Bureau of Economic and Business Research (to 2035), FDOT projection (to 2090)
So Why Are The Roads So Crowded?

Comparison of Regional Growth in VMT vs. Population (1990 - 2009)

- Regional Weighted Average Growth in VMT (20-year trend) = 90% (vs. 79% for Florida)
- Regional Weighted Average Growth in Population (20-year trend) = 53% (vs. 45% for Florida)


What’s the Roadway Forecast?

“If I have 25% of the money I need to build 100% of the State’s Intermodal Highway System in District Four”

James Wolfe, FDOT Secretary, District Four
The Big Questions:
How Will We Settle the Next 10 (or 20) Million Floridians?

... And How Will They Move?

A Paradigm Shift
Predictability?

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

Is Green on the Agenda?

Taking Transit to Work is the Best Way to Reduce Household Carbon Footprint  
Science Applications International Corporation (2007)
Why Transit?

For Every $1 Spent on Transit, There is an $8 Return

(in increased productivity, reduction of fuel consumption, increased land values, and reduced road construction)

SOURCE: Cambridge Systematics

Successful (& Sustainable) Economic Regions

Seattle

Research Triangle

Have Successful Transit
Competitive States

Texas
North Carolina
Massachusetts
Maryland

Have Expanding Transit

Global Competitors ~ Lots of Transit

China ~ Rail Map
European Union ~ Rail Map
Japan ~ Rail Map
France ~ Rail Map
Germany ~ Rail Map
What is TOD …

Transit Oriented Development

- Walkable “villages” located at & around transit stations ~ half-mile radius
- Contains broad mix of uses (such as residential, office, retail, entertainment, civic/cultural)
- Tie-into local transit (bus, trolley, etc.)
- Densities appropriate to context
- More compact than surrounding areas
- Built around civic plazas & community spaces
- Appropriate treatment of parking (shared, reduced & structured)

Station Area: ½-mile (approximately 500 acres) around a transit station, composed of the “Transit Core” and “Transit Neighborhood”

Transit Core: first ¼-mile (approximately 125 acres) around a transit station

Transit Neighborhood: second ¼-mile or approximately 375 acres surrounding Transit Core

Transit Supportive Area: one mile around transit station
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

Neighborhood Station

Employment Center Station
TOD “Typology”

Local Park-n-Ride

Regional Park-n-Ride

Airport / Seaport

Special Event Venue

Design Features of a Well-Planned TOD
Design Features Of Well-Planned TODs

**Demographic Suitability**
- Population, households & employment within ½-mile radius around station & in larger transit shed

**Streets and Blocks**
- Primary focus on pedestrians; cars are secondary
- Streets narrow enough to cross easily on foot
- Continuous sidewalks
- Blocks of 400-600 LF
- ADA accessibility

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**Good Mixture of Buildings and Uses**
- Mix of retail, office, restaurants, residential
- Mix of housing types & prices
- Creates 18 hours of daily activity
- “Eyes on the Street” provides natural surveillance
Design Features Of Well-Planned TODs

• **Building Design & Placement**
  - Properly located buildings create walkable streets
  - Active uses along ground floors; residential & office above
  - Continuous “pedestrian itinerary” without large tracts of vacant land or surface parking lots
  - Building fronts face other fronts; transition at rear property lines; windows & doors at street edge

Design Features Of Well-Planned TODs

• **Proper Parking Placement & Treatment**
  - Adequate parking, but not an oversupply
  - Shared & structured parking (design & economics)
  - Located to create pedestrian patrons for businesses

• **Additional Considerations**
  - Tie-in with local transit (bus, trolley, other)
  - Public open space
  - Civic & cultural uses
TOD Presentation ~ Florida Housing Finance Corporation

**TOD**

Winter Park, Florida

**TAD**

Pompano Beach, Florida
Different Transit “Technologies”

- Intercity Passenger Rail (Amtrak)
- Trolley or Streetcar
- High Speed Rail
- Commuter Rail (SunRail; Tri-Rail)
- Local/Regional Bus
- Bus Rapid Transit
- Light Rail

Florida’s Potential Passenger Rail Future
Florida TOD Guidebook

Statewide Training: Fall 2012

www.fltod.com

Research & Bibliography
Florida Place Type Analysis
Model Plans & Regulations (Comprehensive Plans, LDRs)

Statewide Training

SE Florida ~ Passenger Rail Options

LEGEND

- CSX (existing Amtrak route)
- CSX/FEC (proposed new Amtrak route)
- CSX (existing Tri-Rail route)
- CSX/FEC (proposed new commuter rail)
- FEC (proposed "All Aboard Florida" route)
The Tri-Rail System

Tri-Rail TODs
(potentially)

Palm Beach County

Broward County

Miami-Dade County

“Good fortune is what happens when opportunity meets with planning.”
-- Thomas Edison
West Palm Beach Transit Village

- Multi-Agency TOD Charrette (2005-06)
- City -- Updated Plans & Codes (2007-09)
- County – RFP Issued for Phase 1 (2010)
- County – Developer Selected (2012)
- Future Phases Anticipated (2013 & beyond)

The View Today from the Station …
The Future …

Lake Worth Tri-Rail Station
Lake Worth Station – Transit Village

Deerfield Beach Tri-Rail Station
Deerfield Beach Tri-Rail Station

Deerfield Beach – TOD Concept
Boynton Beach Tri-Rail Station
South Florida East Coast Corridor Study

• Integrated Network
  – Tri-Rail
  – County Transit Service
  – MetroRail / MetroMover

• Combination of local & express services

• 52 New Potential Station Locations on the FEC Corridor

SFECC Study ~ Station Planning

JUPITER Town Center Station

LAKESWORTH Town Center Station

PALM BEACH GARDENS Regional Park-and-Ride Station

WEST PALM BEACH City Center Station
TOD - What To Expect in the Future?

- More Transit Planning (state-wide)
- More Transit Project Funding & Construction
- More TOD Planning (state-wide)
- Transit Corridors = Rising Demand for Housing
- Increasing Public / Private Dialogue
- As Fuel Costs Rise => Transit Ridership Skyrockets
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