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?

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

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
Congestion or Mobility

INTERSTATE IMPROVEMENT PLAN...

2003

2030

© THE CINCINNATI POST 2003

STAHLER
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)
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

“Newer” Convention

“Older” Convention

Limited Network

Dense Network
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

Science Applications International Corporation (2007)
Florida Department of Transportation
transit oriented development

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.

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
Southeast Florida
The Tri-Rail System
“Good fortune is what happens when opportunity meets with planning.”

-- Thomas Edison
South Florida East Coast Corridor Study
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
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
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

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