



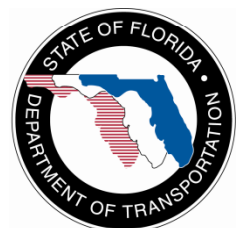
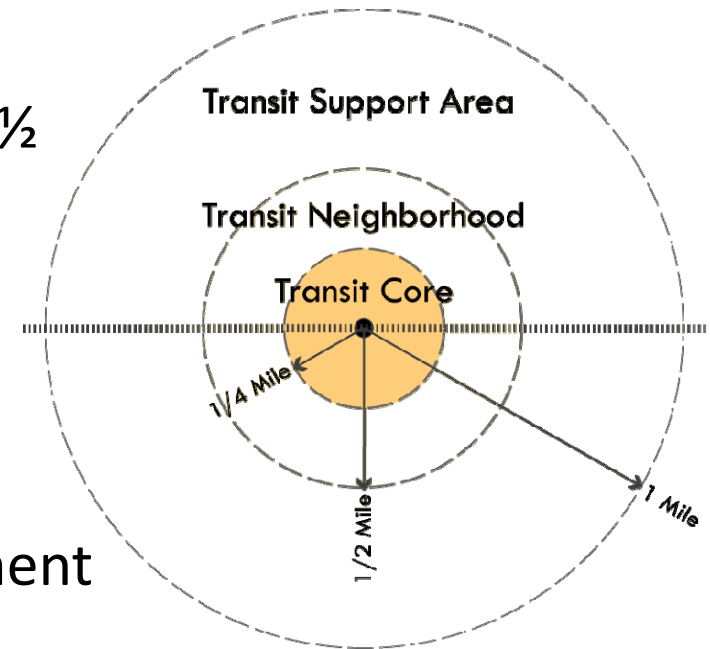
Statewide Transit Oriented Development Studies

Diane Quigley
FDOT Transit Planning Administrator
June 9, 2010



Transit Oriented Development

- Compact, mixed-use area
- Comprises area within a $\frac{1}{4}$ to $\frac{1}{2}$ mile of a transit station
- Maximizes access to public transportation
- Provides a walkable environment
- Supports appropriate transit facilities and services



Transit Oriented Development

- Benefits



- pedestrian friendly
- higher quality of life
- less land consumptive
- environmentally friendly
- increased accessibility
- mix of housing types



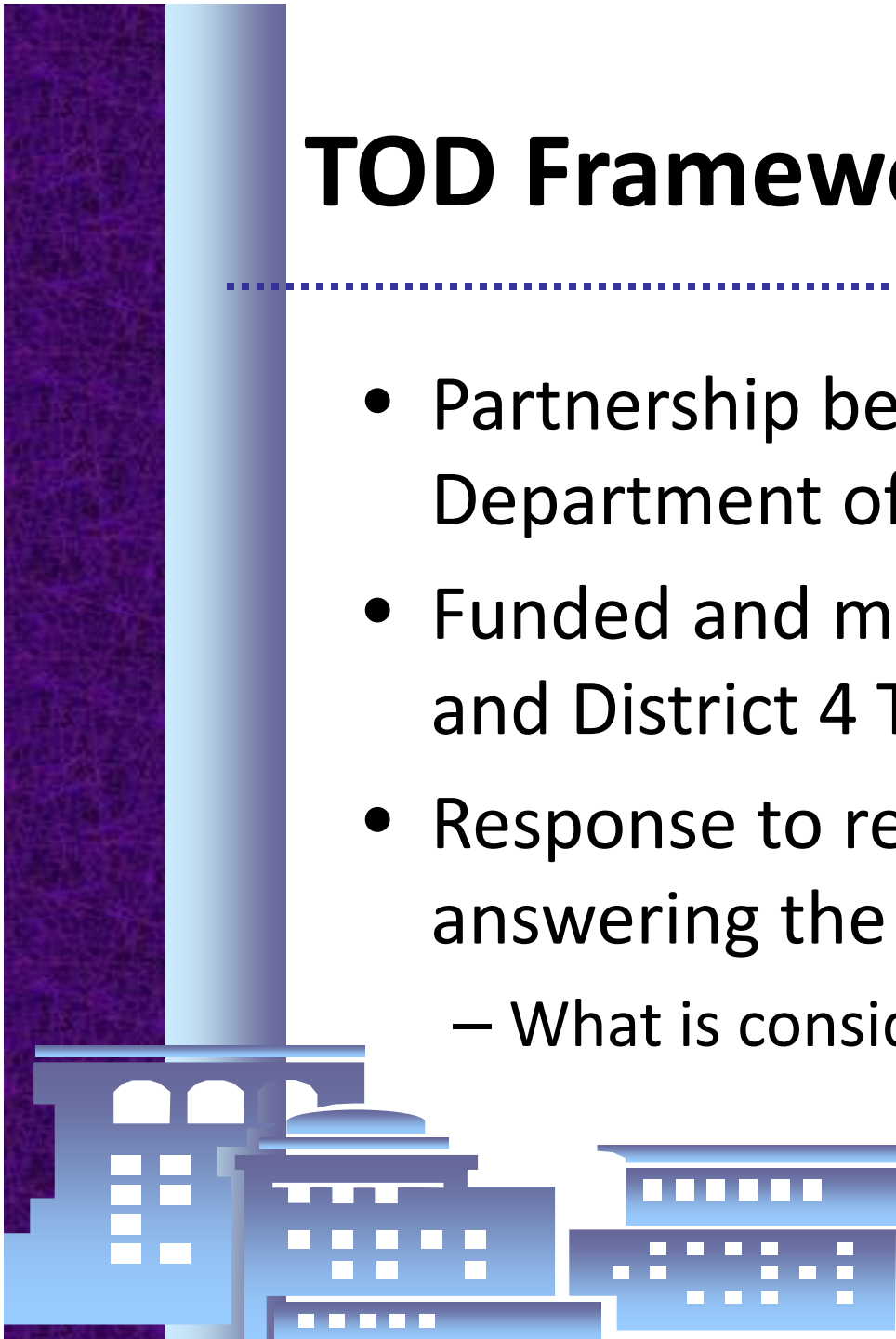
Why is FDOT Interested in TOD ?

- Land use and transit relationship
- Local Comprehensive Plan Amendment and Development of Regional Impact (DRI) reviews
- Responsible for performance of our transit systems



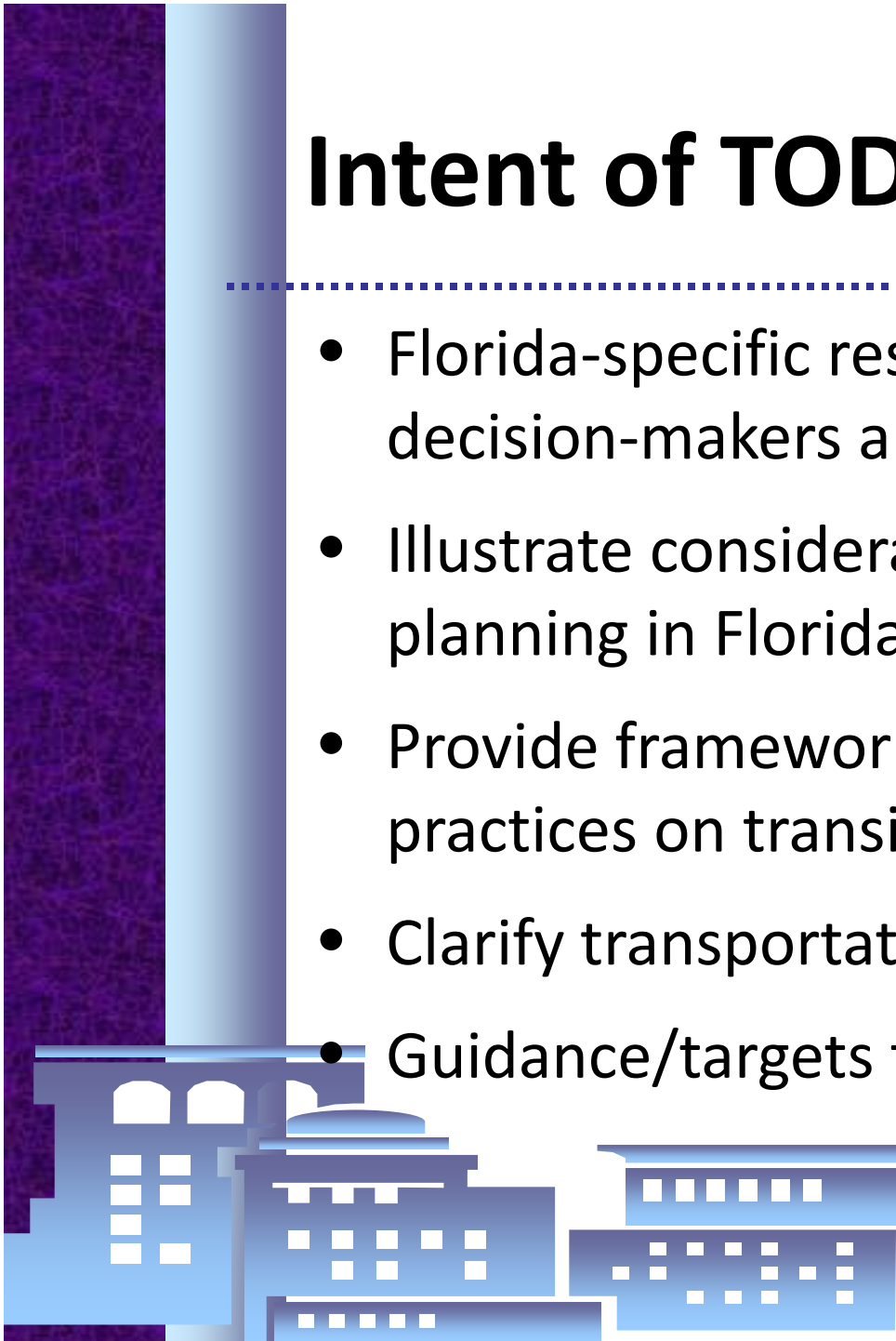
TOD Framework Study

- Partnership between FDOT and Department of Community Affairs
- Funded and managed by FDOT Central and District 4 Transit Offices
- Response to requests from planners answering the question:
 - What is considered TOD (in Florida) ?



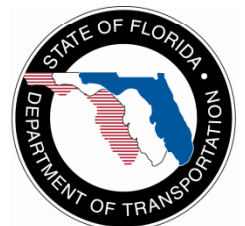
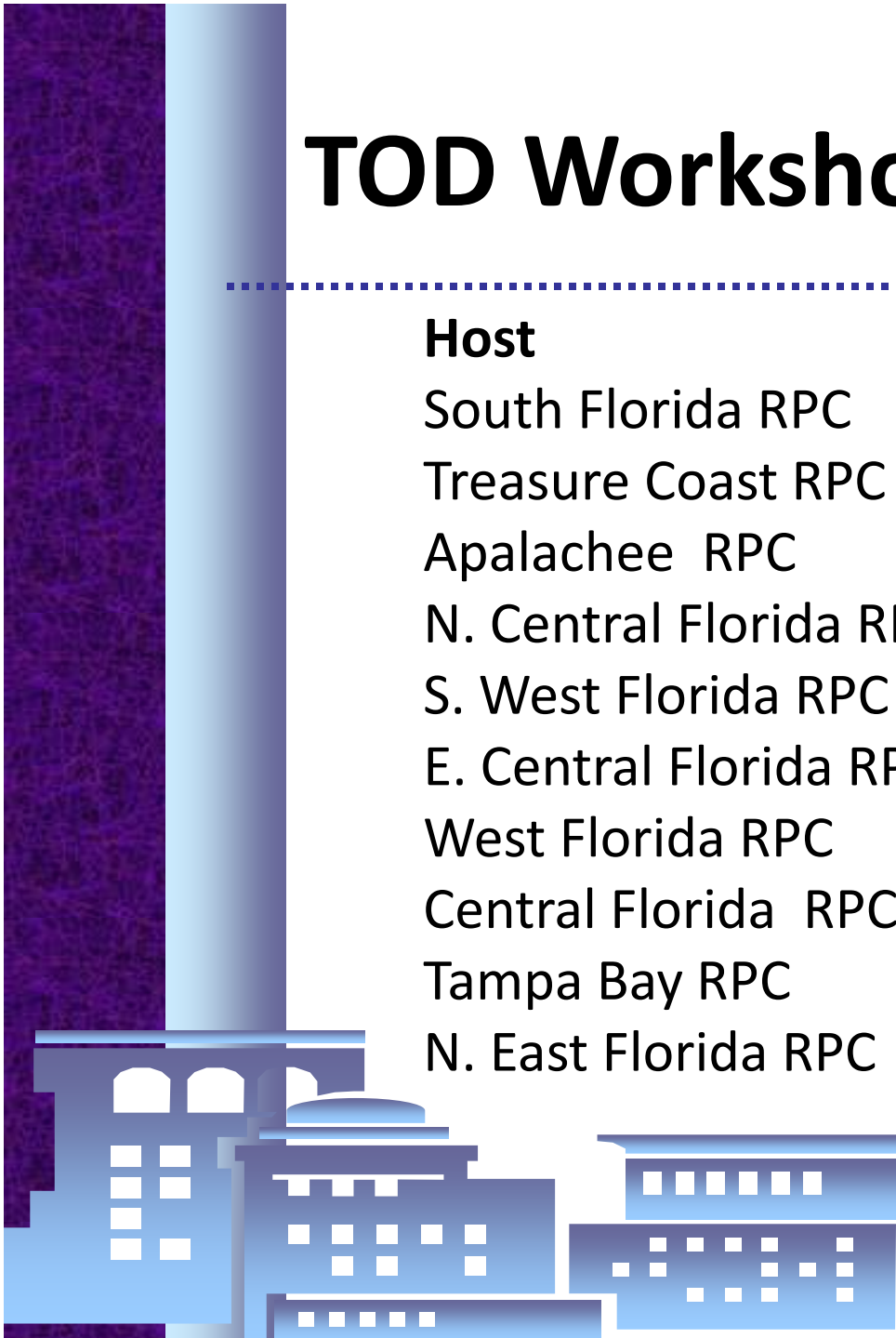
Intent of TOD Framework

- Florida-specific resource for planners, agencies, decision-makers and public
- Illustrate considerations for TOD and transit planning in Florida context
- Provide framework for analysis and best practices on transit planning
- Clarify transportation and land use relationship
- Guidance/targets for transit-ready development



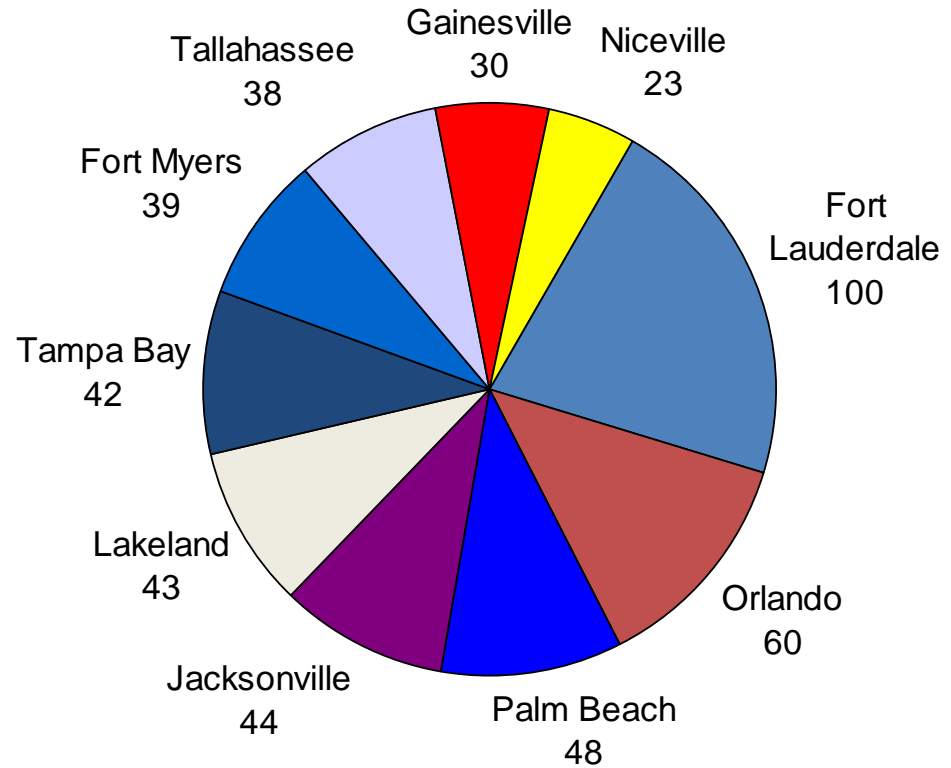
TOD Workshops

Host	City	Date
South Florida RPC	Ft Lauderdale	March 28, 2008
Treasure Coast RPC	Palm Beach	June 5, 2008
Apalachee RPC	Tallahassee	Nov 20, 2008
N. Central Florida RPC	Gainesville	March 18, 2009
S. West Florida RPC	Fort Myers	April 9, 2009
E. Central Florida RPC	Orlando	April 16, 2009
West Florida RPC	Niceville	May 7, 2009
Central Florida RPC	Lakeland	May 28, 2009
Tampa Bay RPC	Tampa	May 29, 2009
N. East Florida RPC	Jacksonville	July 14, 2009



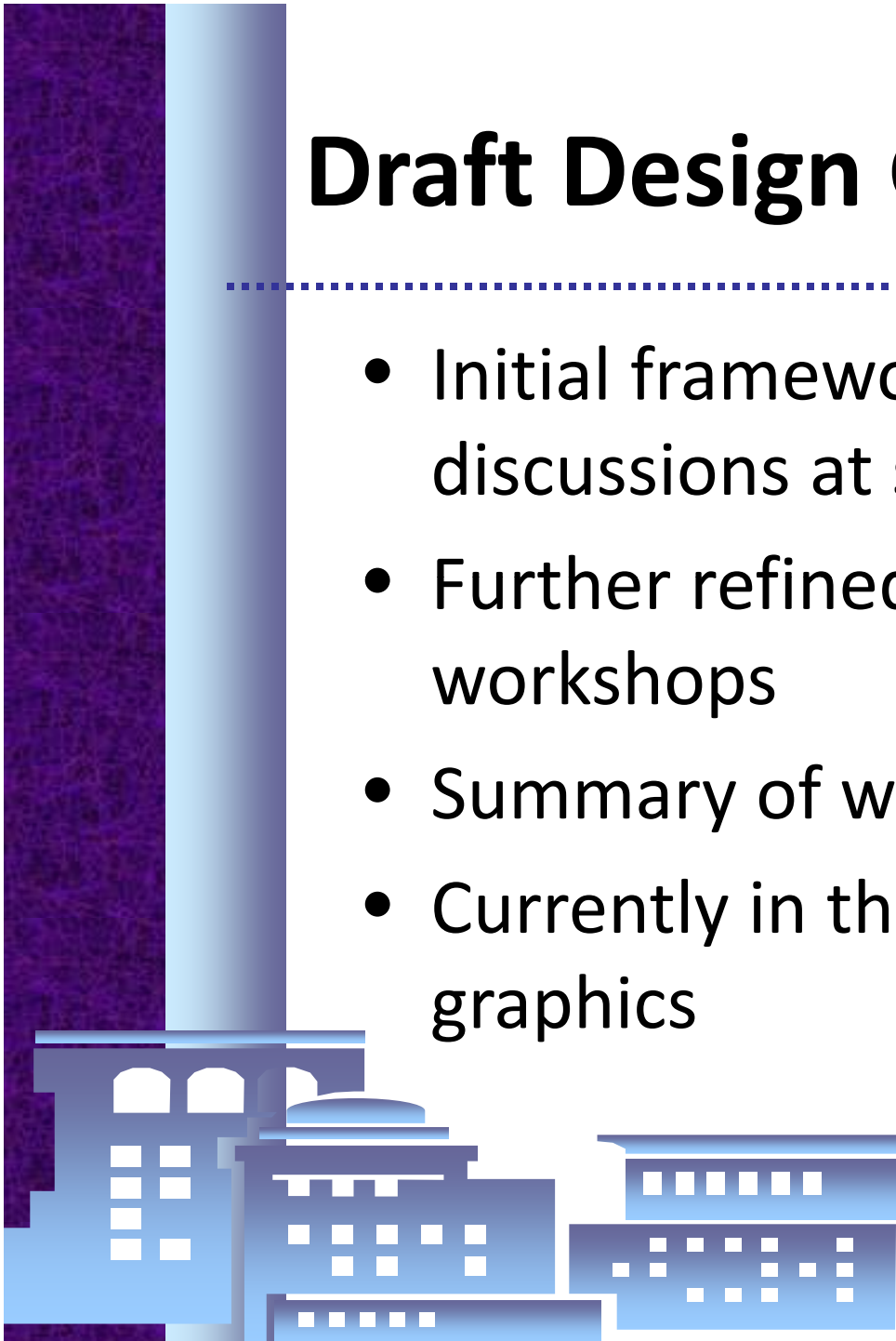
TOD Workshops

- 467 total attendance
- Evenly distributed
- Highest participation in Fort Lauderdale

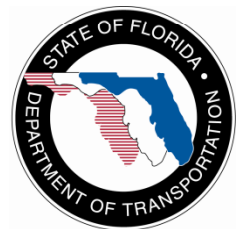
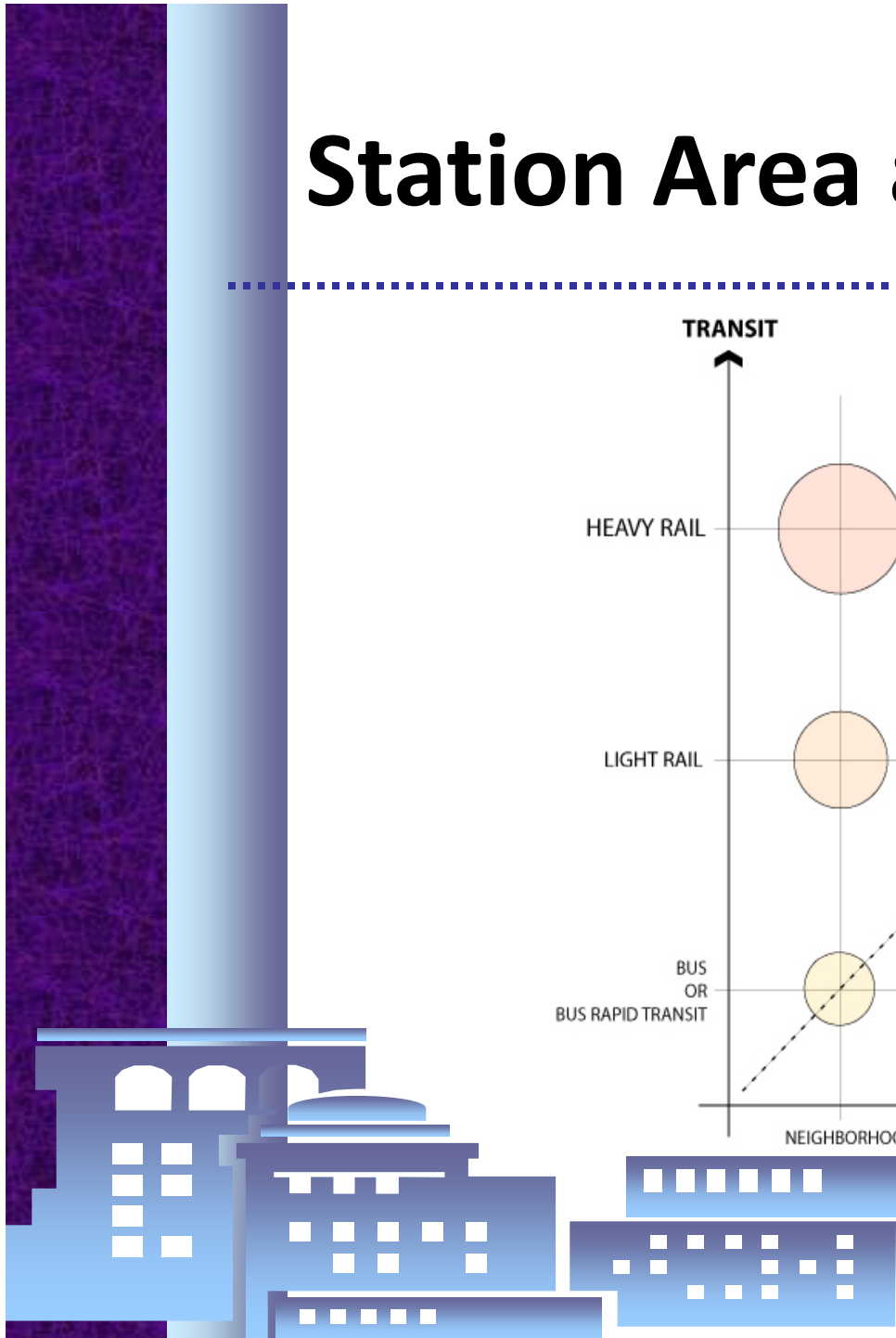
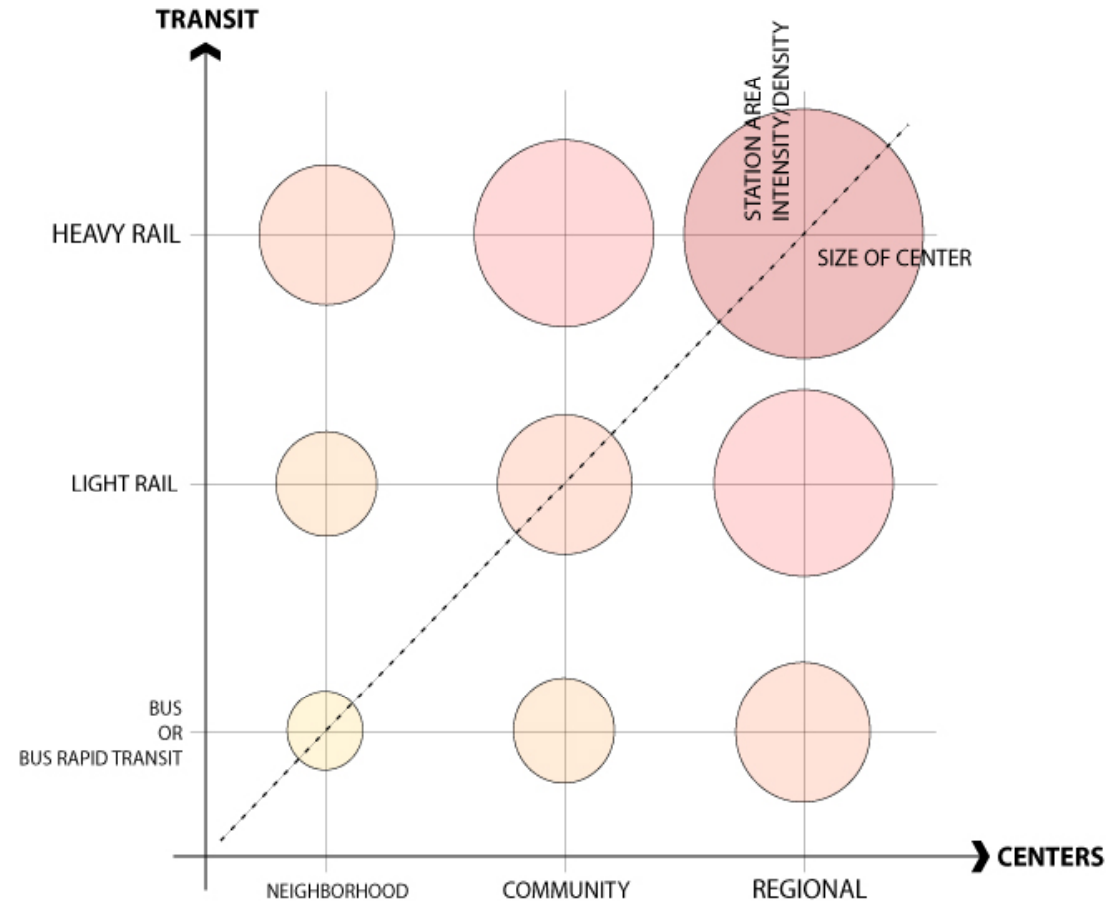


Draft Design Guidelines

- Initial framework designed to facilitate discussions at statewide workshops
- Further refined based on input from workshops
- Summary of workshop comments
- Currently in the form of tables and graphics

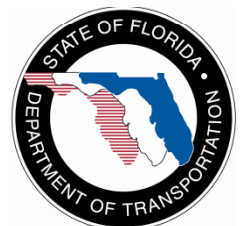
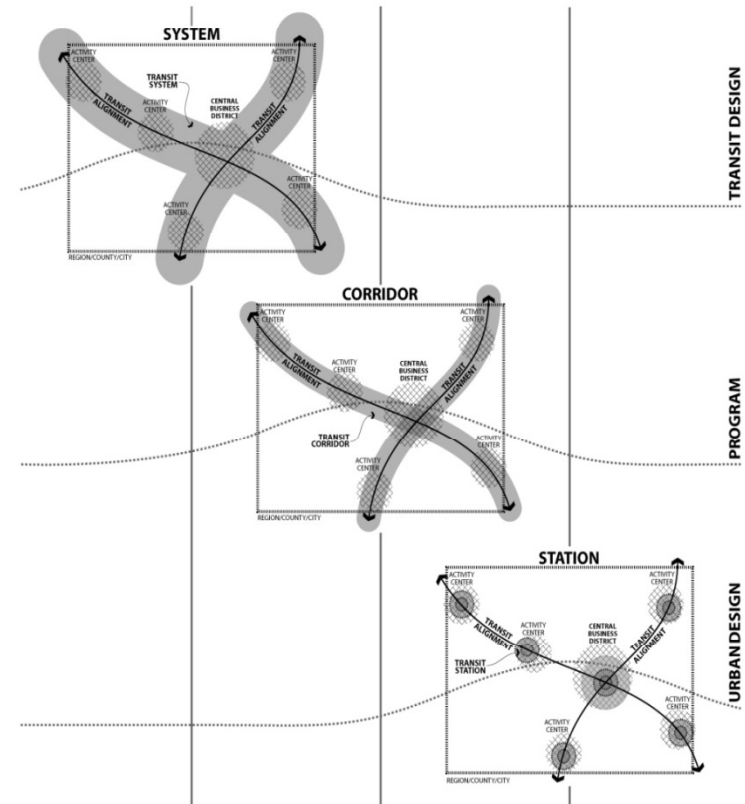


Station Area and Transit Service



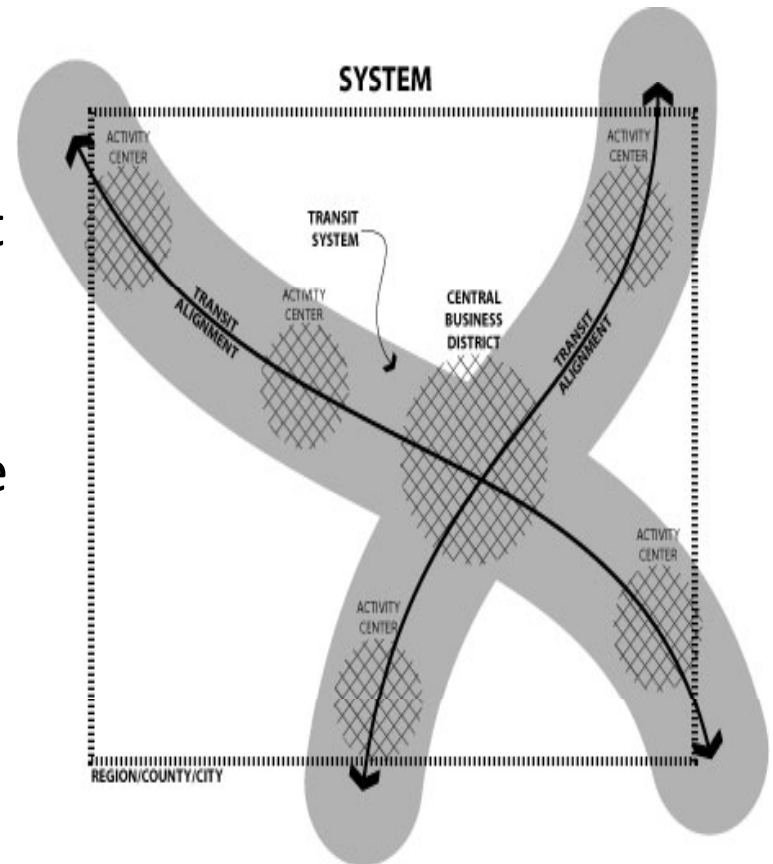
System, Corridor and Station Area Linkage

- Transit technology
- Spacing and phasing of station areas
- Existing community context
- Transit ridership goals



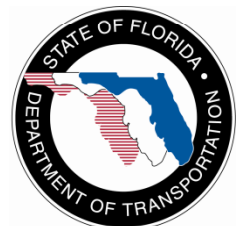
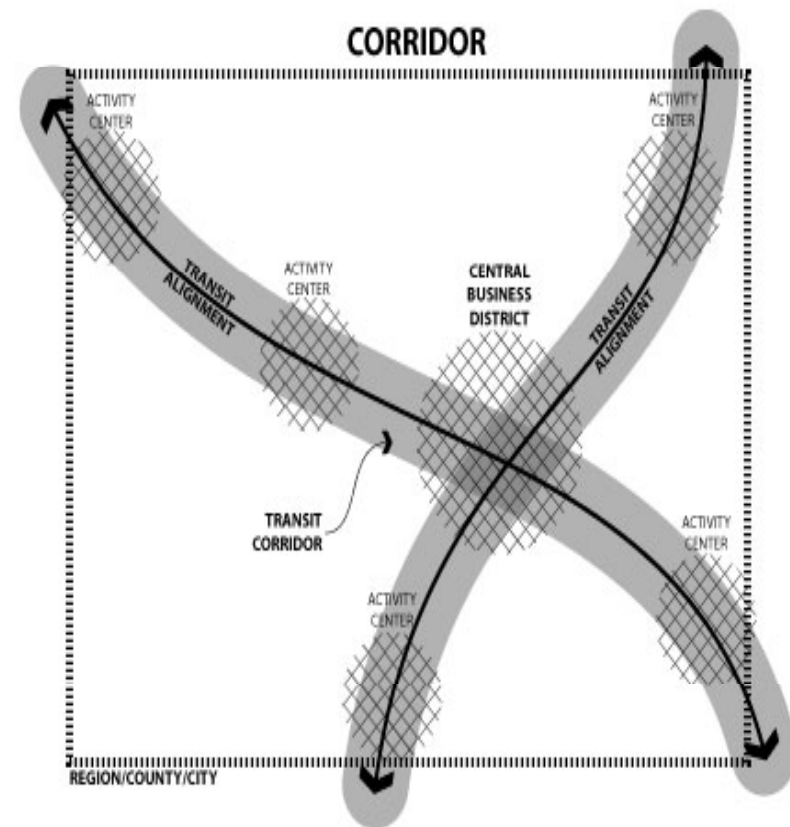
Systems Level Considerations

- Existing and future development patterns
- Community development goals or vision
- Transit supportiveness of existing policies for viable transit investment
- Character of potential transit routes
- Transit technology



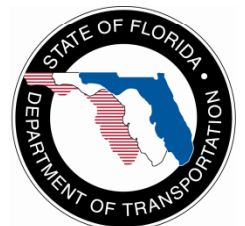
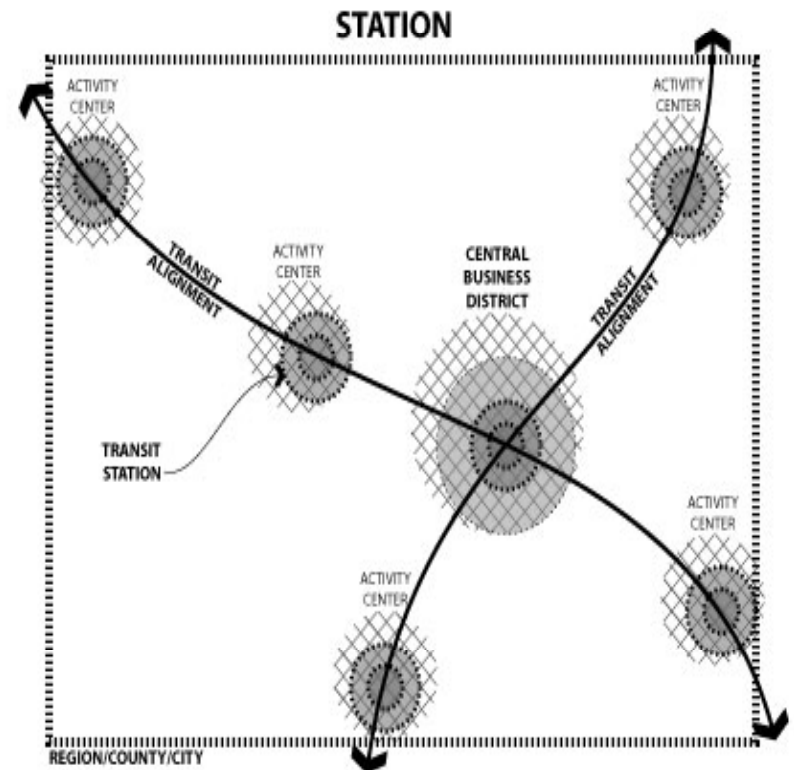
Corridor Level Considerations

- Major productions and attractions
- Primary trip purposes
- Land development potential
- Transit technology and level of service
- Number and spacing of stations
- Ridership targets and potential
- Costs

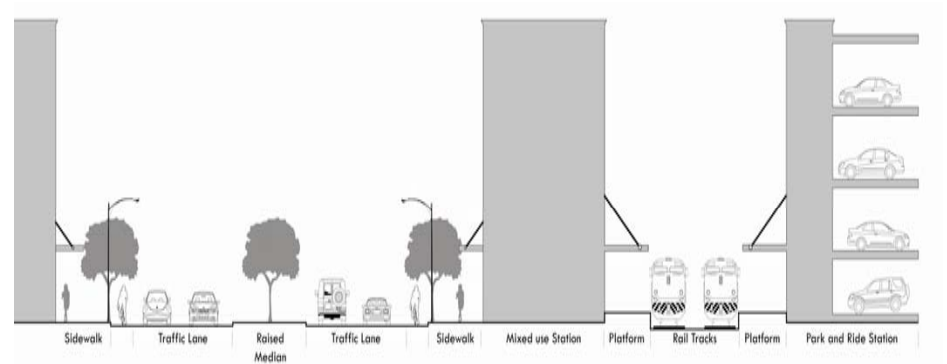
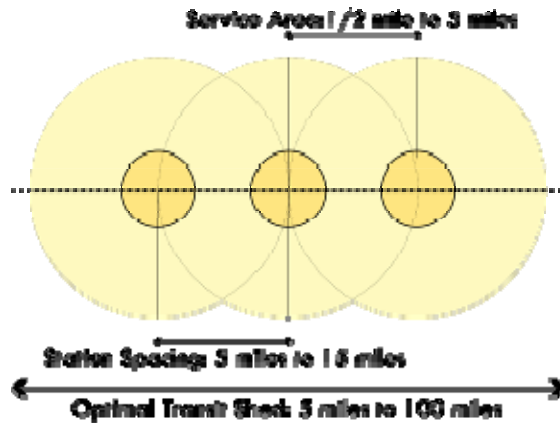
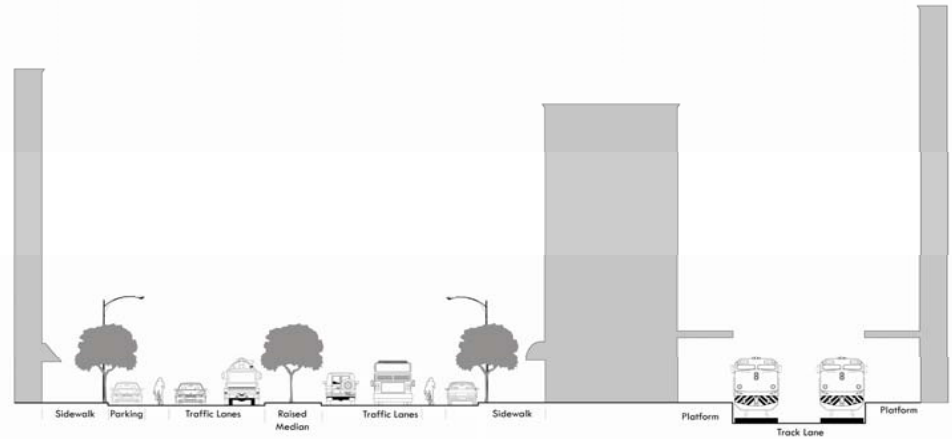


Station Area Considerations

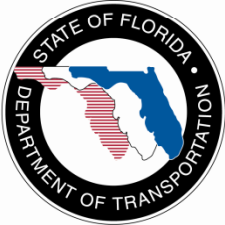
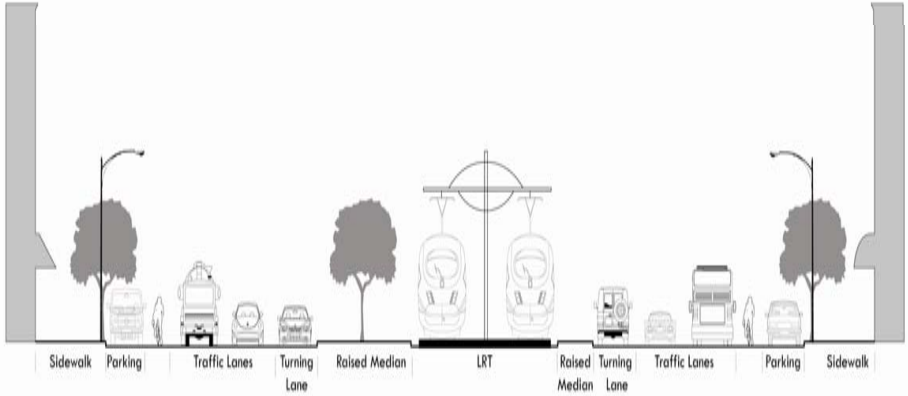
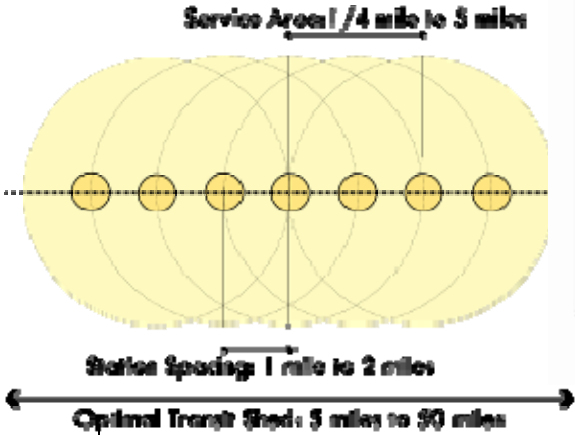
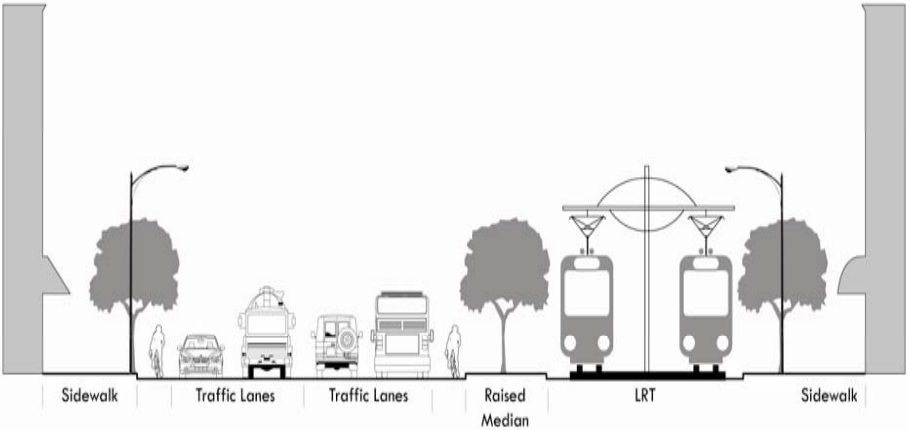
- Development and redevelopment potential
- Street network
- Pedestrian accessibility
- Density and intensity given existing community context
- Mixture of uses
- Parking capacity
- Station area type given the larger transit system



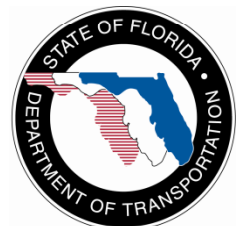
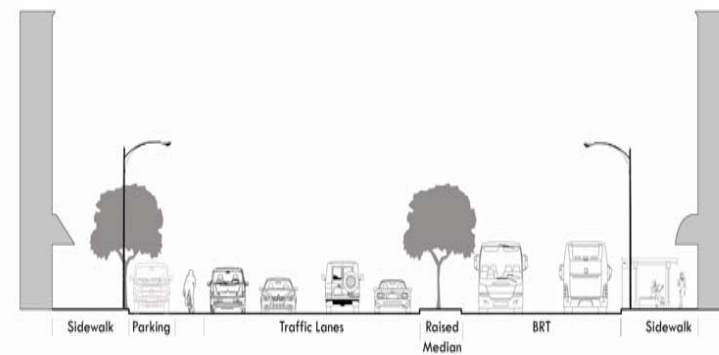
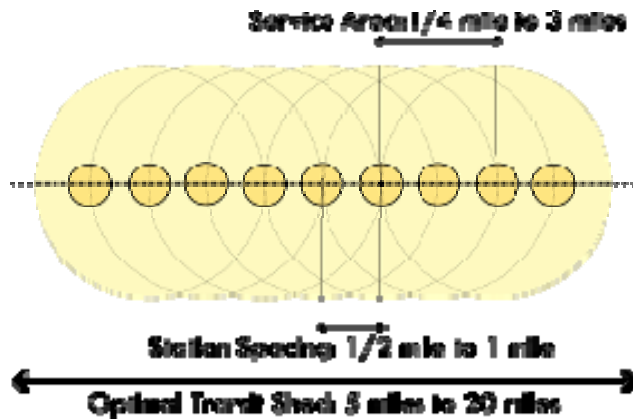
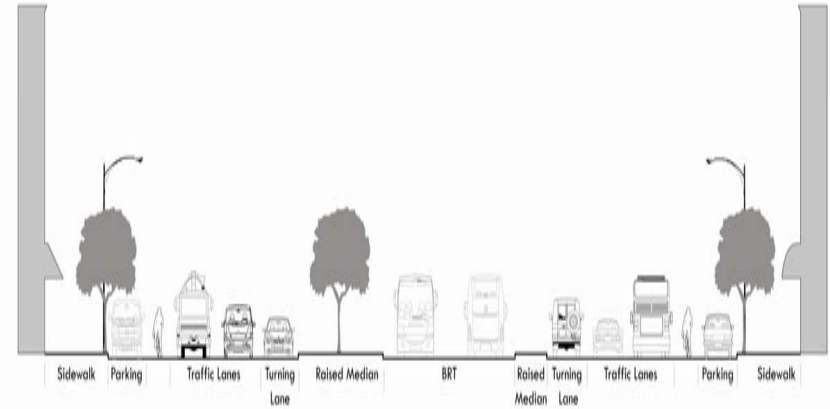
Transit Modes – Commuter Rail



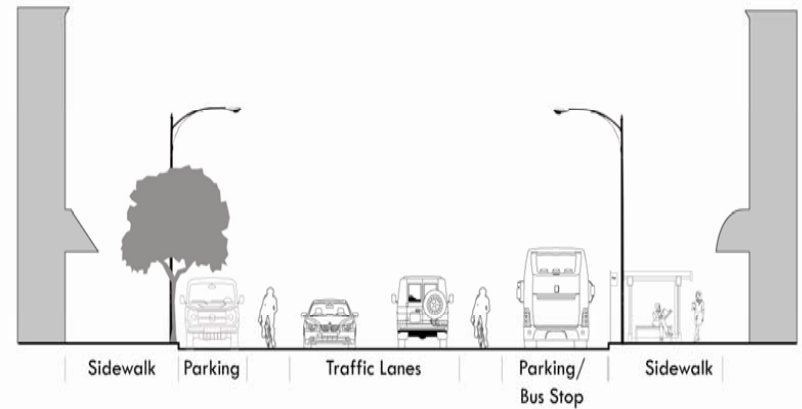
Transit Modes – Light Rail



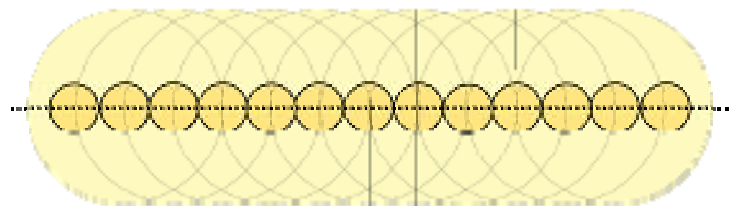
Transit Modes – Bus Rapid Transit



Transit Modes – Bus

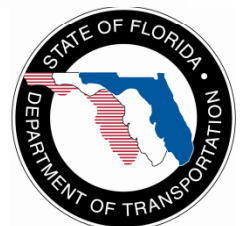
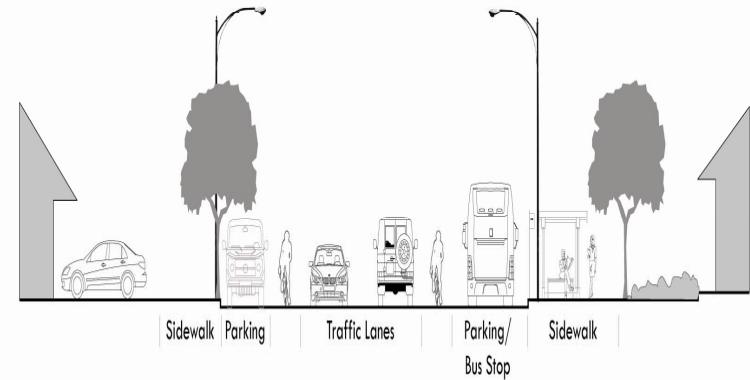


Service Area: 1/4 mile to 1 mile



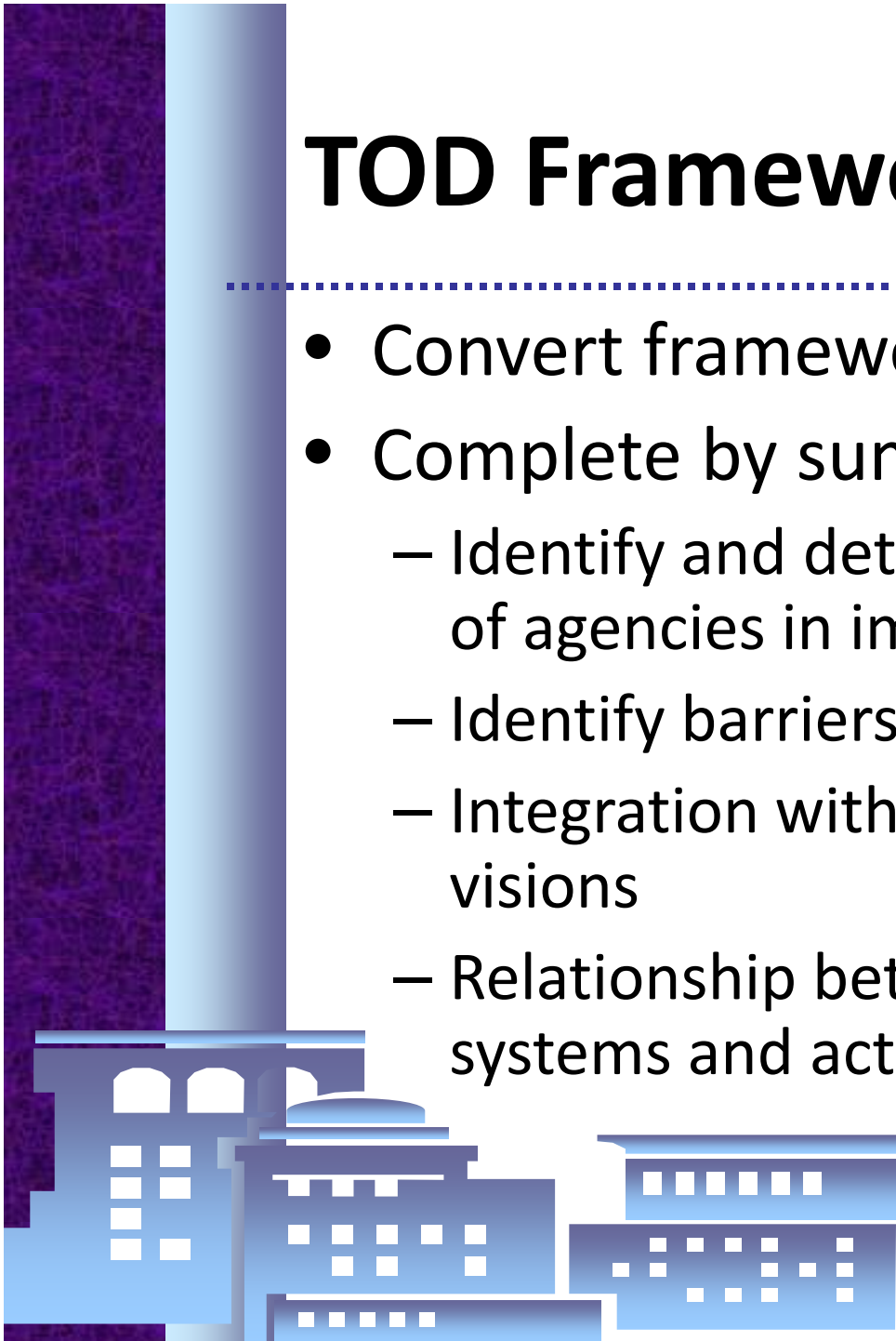
Station Spacing: 1/8 mile to 1/4 mile

Optimal Transit Street: 5 miles to 10 miles



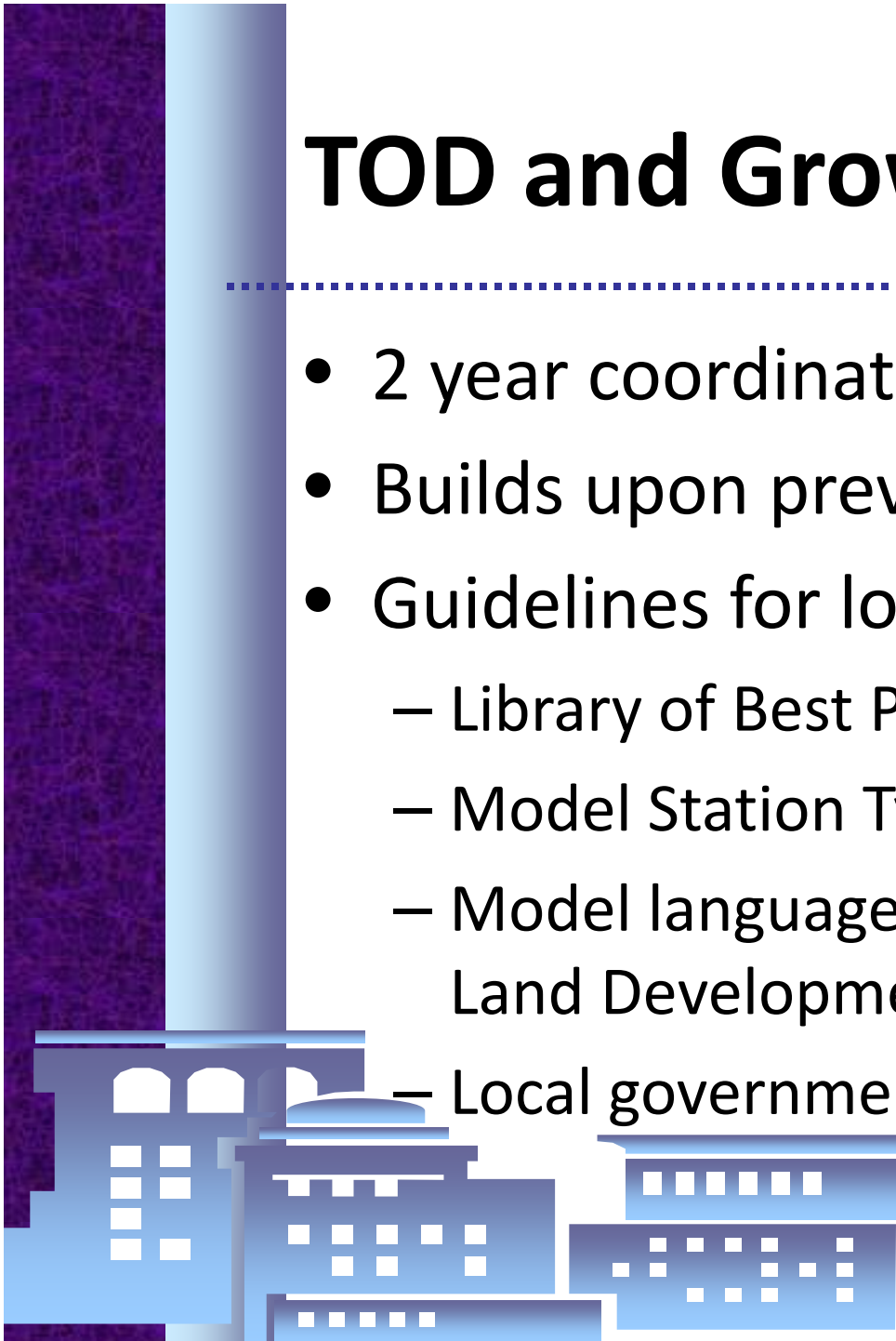
TOD Framework Revisions

- Convert framework into Guidebook
- Complete by summer 2010
 - Identify and detail roles and responsibilities of agencies in implementing TOD
 - Identify barriers to effective implementation
 - Integration with community and regional visions
 - Relationship between scale of transit systems and activity centers



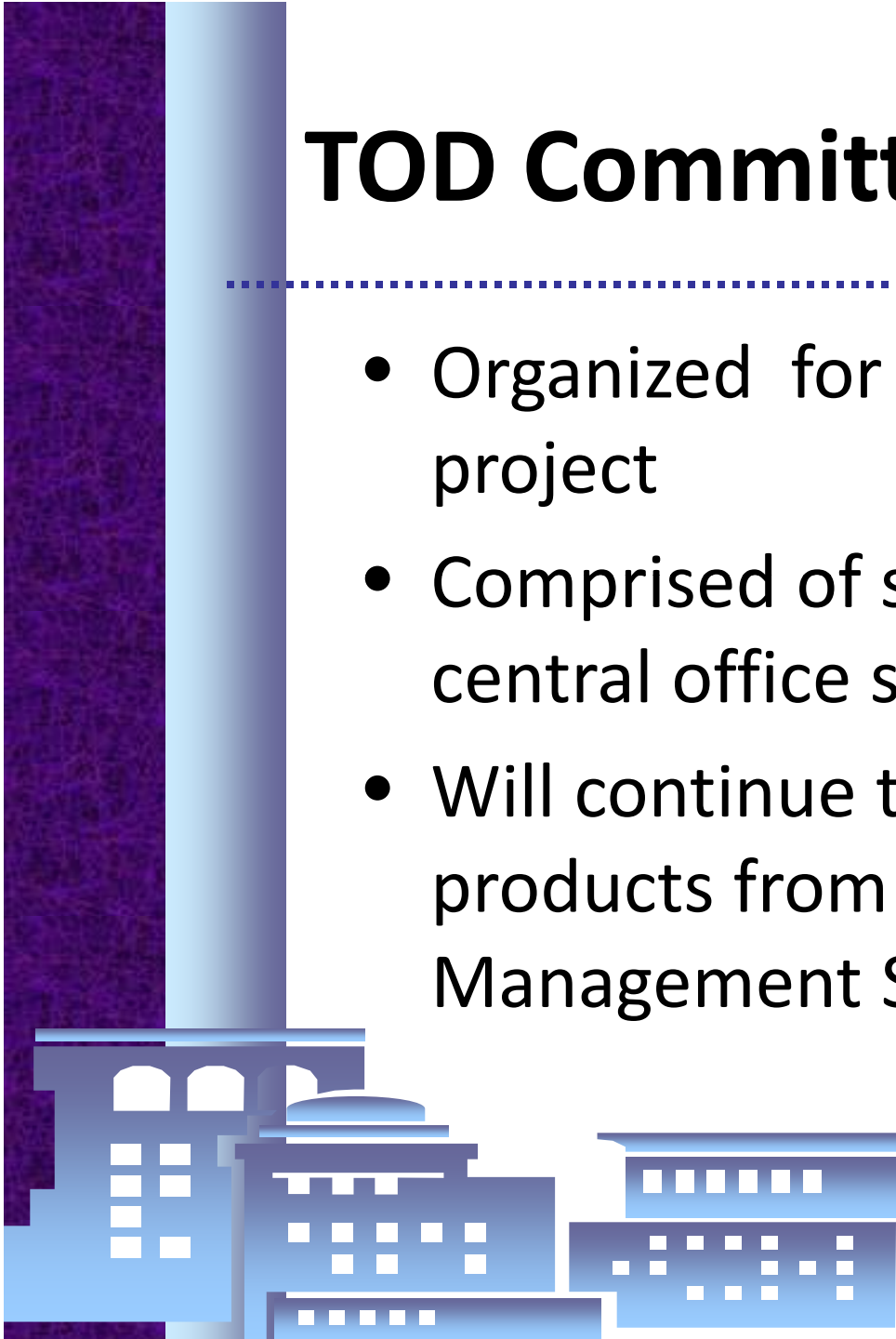
TOD and Growth Management

- 2 year coordinated effort led by DCA
- Builds upon previous efforts
- Guidelines for local agencies including:
 - Library of Best Practices
 - Model Station Typologies
 - Model language for Comprehensive Plans and Land Development Codes
 - Local government and transit agency training



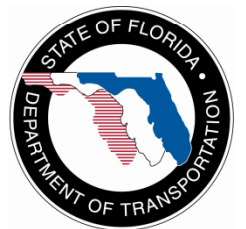
TOD Committee

- Organized for TOD Design Guidelines project
- Comprised of several district and central office staff, as well as DCA
- Will continue to meet and review products from Transit and Growth Management Study





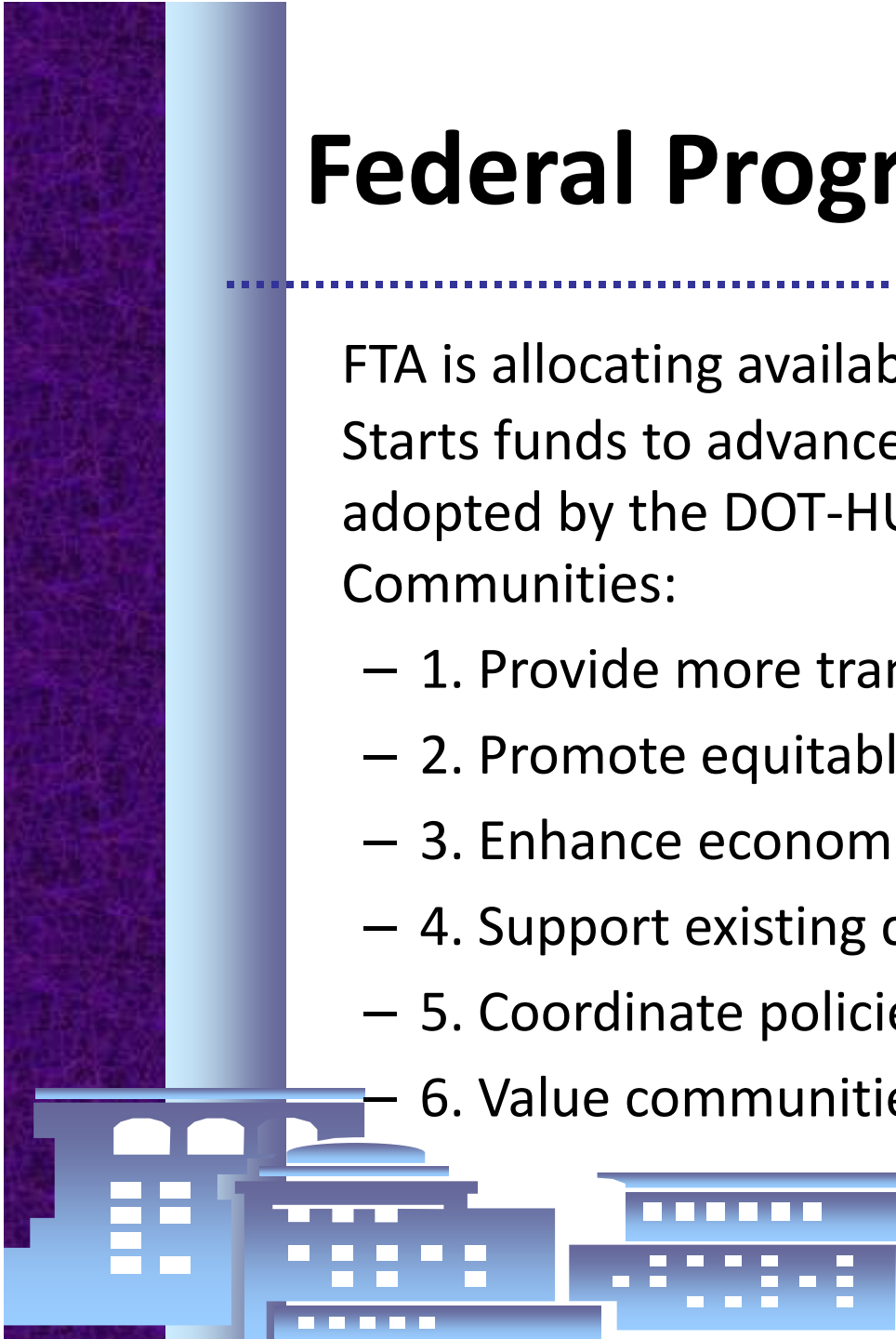
Consistent with National TOD Related Efforts



Federal Program Integration

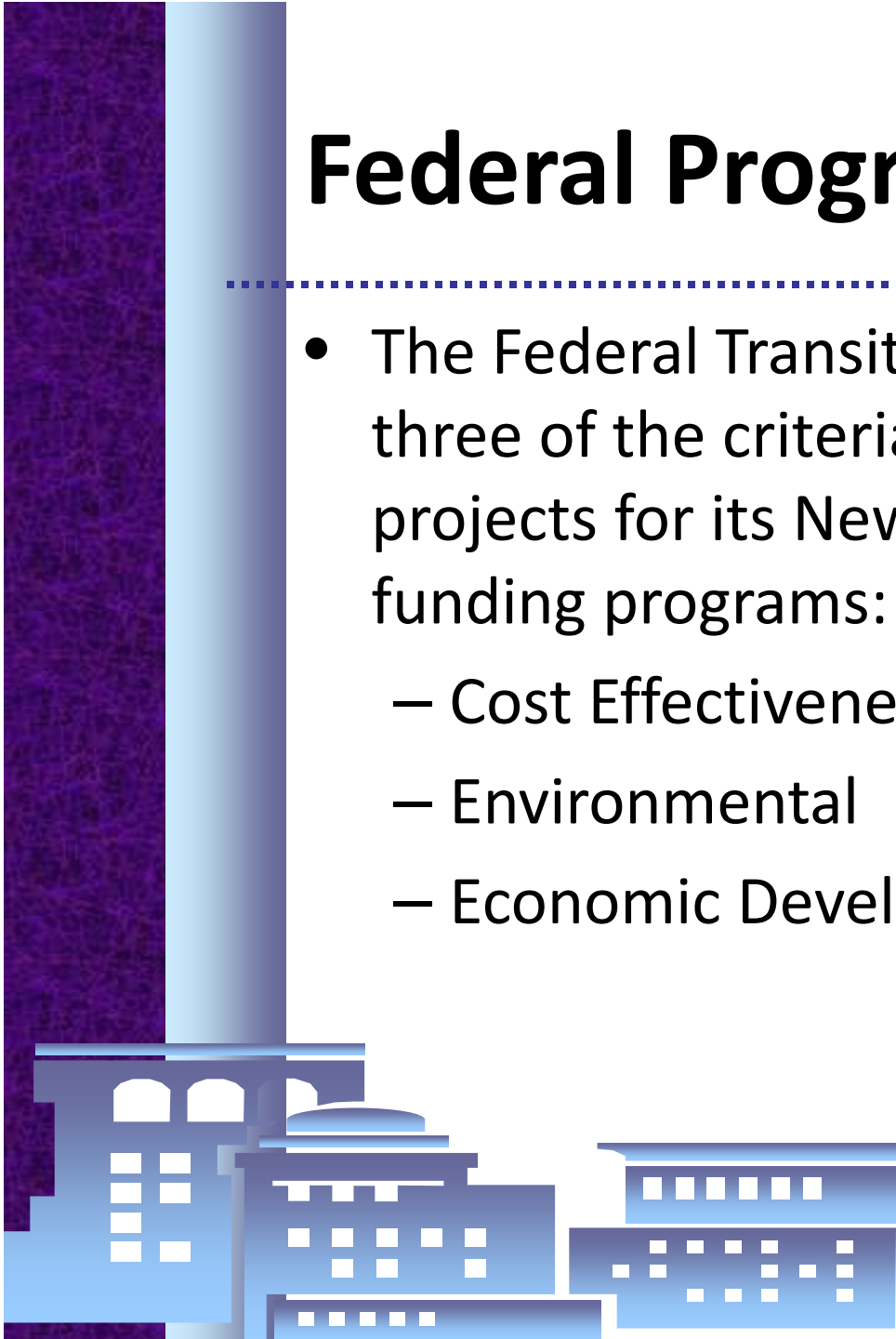
FTA is allocating available Section 5309 Bus and New Starts funds to advance the six livability principles adopted by the DOT-HUD-EPA Partnership for Sustainable Communities:

- 1. Provide more transportation choices.
- 2. Promote equitable, affordable housing.
- 3. Enhance economic competitiveness.
- 4. Support existing communities.
- 5. Coordinate policies and leverage investment
- 6. Value communities and neighborhoods.



Federal Program Integration

- The Federal Transit Administration is revising three of the criteria it uses when evaluating projects for its New Starts and Small Starts funding programs:
 - Cost Effectiveness
 - Environmental
 - Economic Development



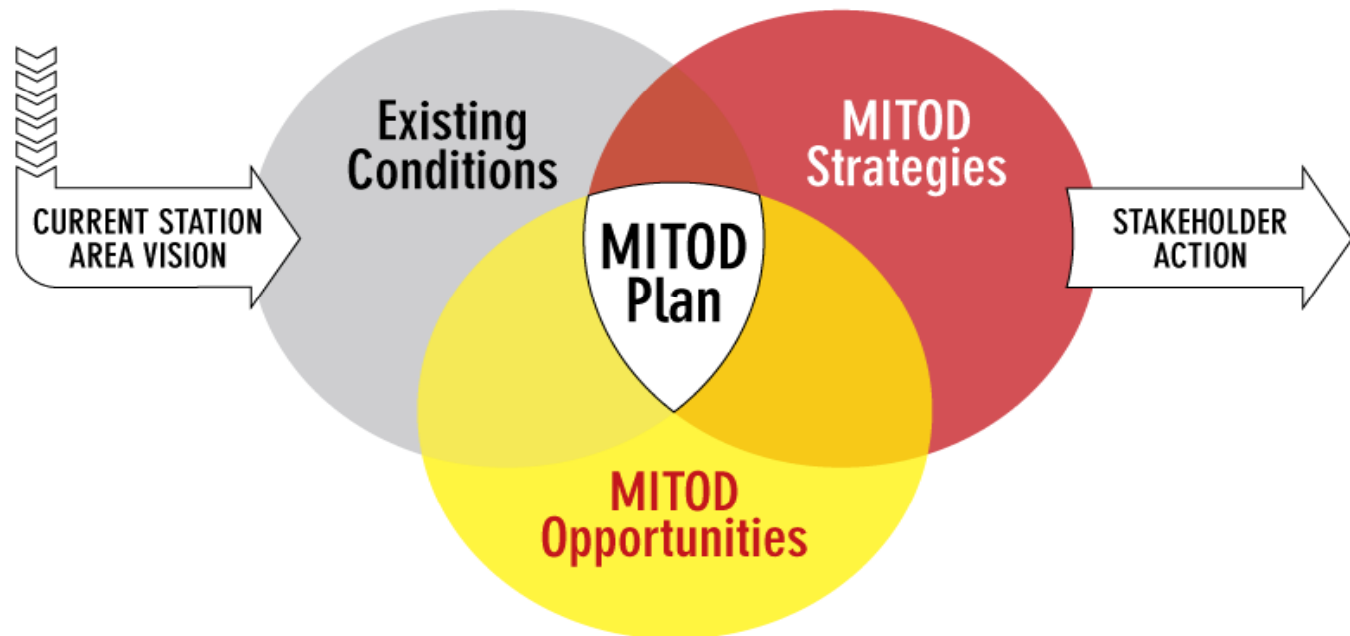
Federal Program Integration

- Economic Development
 - quantitative models and using “integrated transportation/land-use models to predict changes in land-use patterns that might result from transit projects and the various benefits associated with those changes.”
 - FTA conducting outreach sessions
 - http://www.fta.dot.gov/news/news_events_11721.html



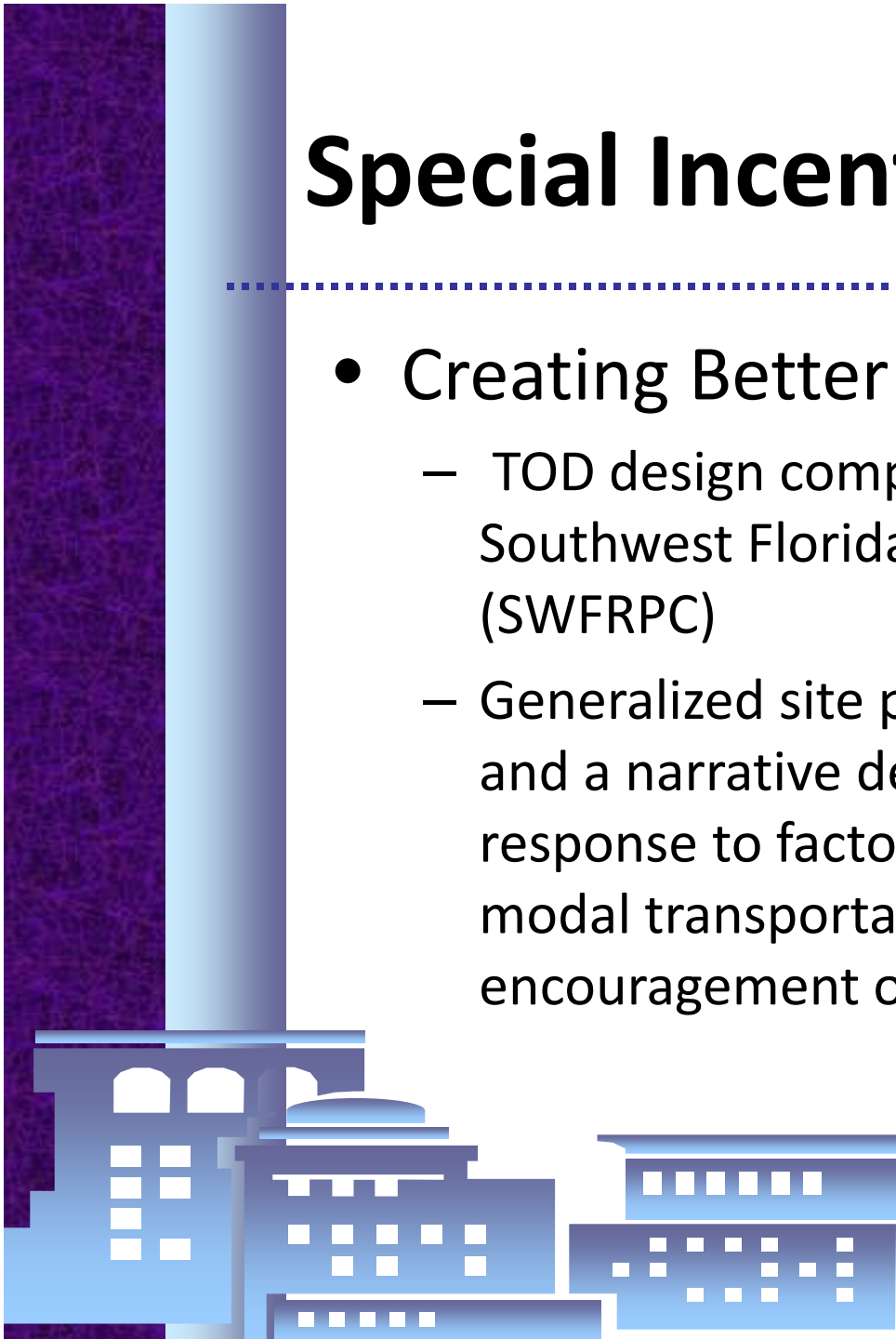
Mixed Income TOD (MITOD) Action Plan

- <http://www.mitod.org/analysis.php#>



Special Incentives

- Creating Better Places
 - TOD design competition, conducted by the Southwest Florida Regional Planning Council (SWFRPC)
 - Generalized site plan, buildings arrangements, and a narrative describing the proposal's response to factors such as place-making, multi-modal transportation opportunities and the encouragement of mixed-use development



Special Incentives

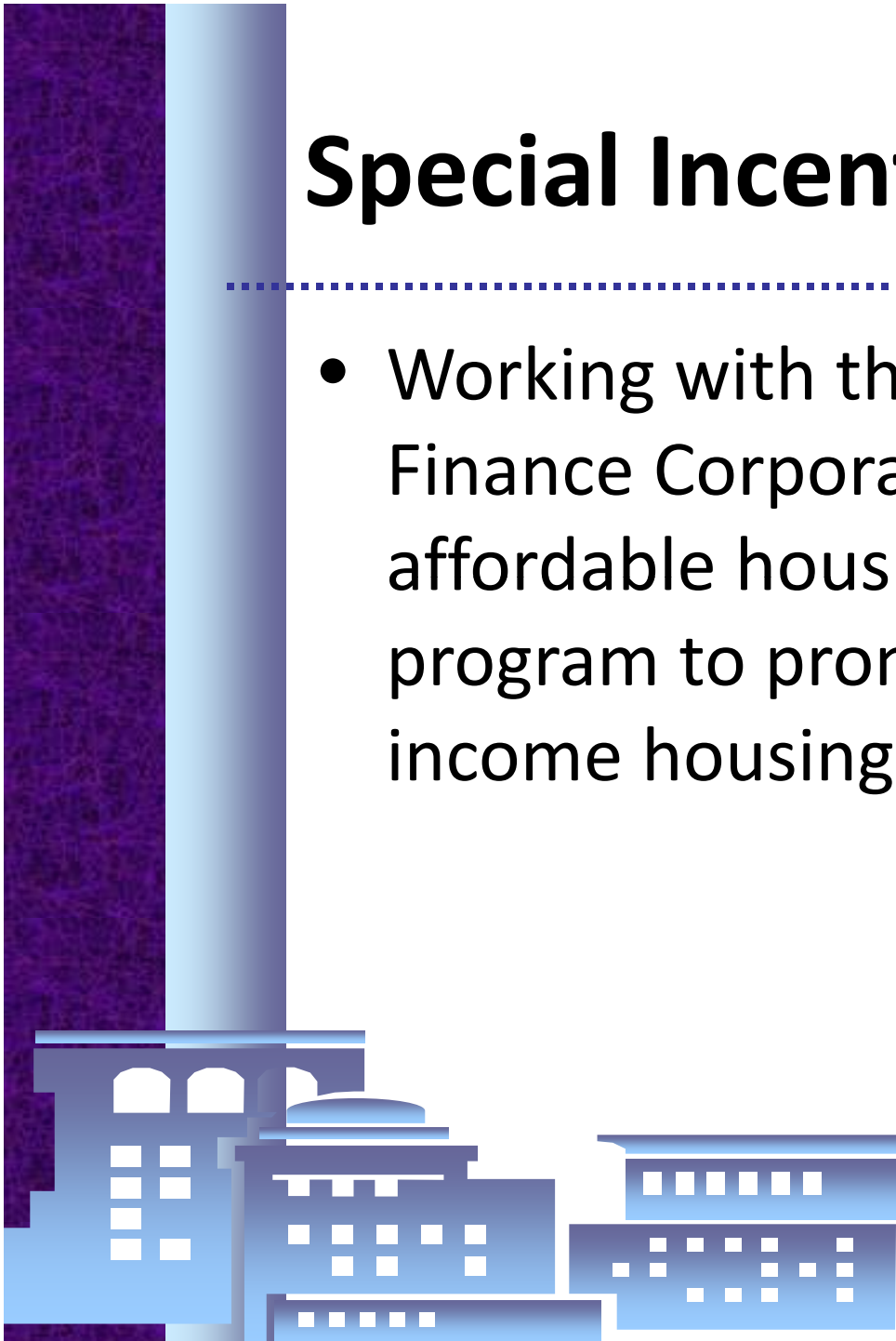


- Eight teams and individuals submitted design-based entries for a specific site in the City of Fort Myers with access to potential light rail service, as well proximity to downtown and the Caloosahatchee River
 - 1st place - Ensite Inc., Architecture Inc., and Element 3 Designworks
 - 2nd place - Barraco & Associates, Inc
 - 3rd place- Mitchell Austin, AICP.



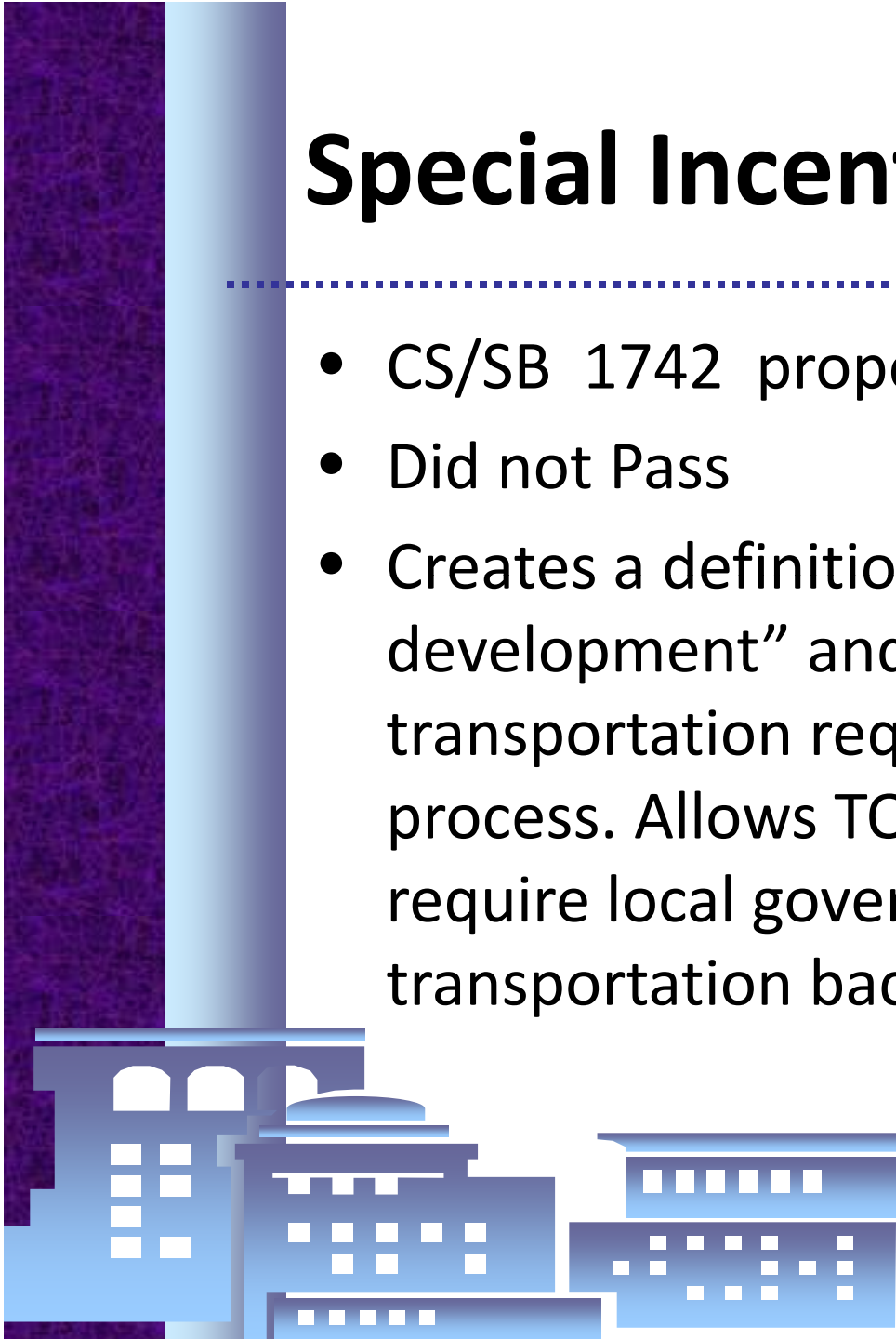
Special Incentives

- Working with the Florida Housing Finance Corporation to develop an affordable housing tax incentive program to promote more mixed income housing in TODs



Special Incentives

- CS/SB 1742 proposed by Senator Bennett
- Did not Pass
- Creates a definition of “transit oriented development” and exempts TOD from the transportation requirements of the DRI process. Allows TODs and large land owners to require local governments to designate transportation backlog areas.



Project Information

- Status of both on-going projects at:
<http://www.floridatod.com/>
- Questions?

