

What Do We Do When the Roadway Doesn't Meet “The Standard”?



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Presentation Overview

- Common Practice/Background Issues
- Transit/Multimodal Improvements
- TCEAs and Alternative Concurrency Approaches



Example: Existing 4-Lane Facility

- Development Adding 93 Trips
- Facility Operating Over Designated Service Volume, Failure of Concurrency (CMS)
- Proposed Solution: Widen to 6-Lanes
- Maintaining Agency and Local Government Support Entering into a Proportionate Share Agreement, Necessary Planning is in Place

Example: Existing 4-Lane Facility

$$\left(\frac{\text{Number of Project Trips}}{\text{Change in Peak Hour Max Service Volume}} \right) \times \text{Cost} = \text{Proportionate Share}$$

$$\left(\frac{93 \text{ Project Trips}}{2,790 - 1,860} \right) \times \text{Cost} = \text{Proportionate Share}$$

10% x Project Cost = Prop Share of 4 to 6 Lane Widening

**TABLE 4 - 7
GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S
URBANIZED AREAS***

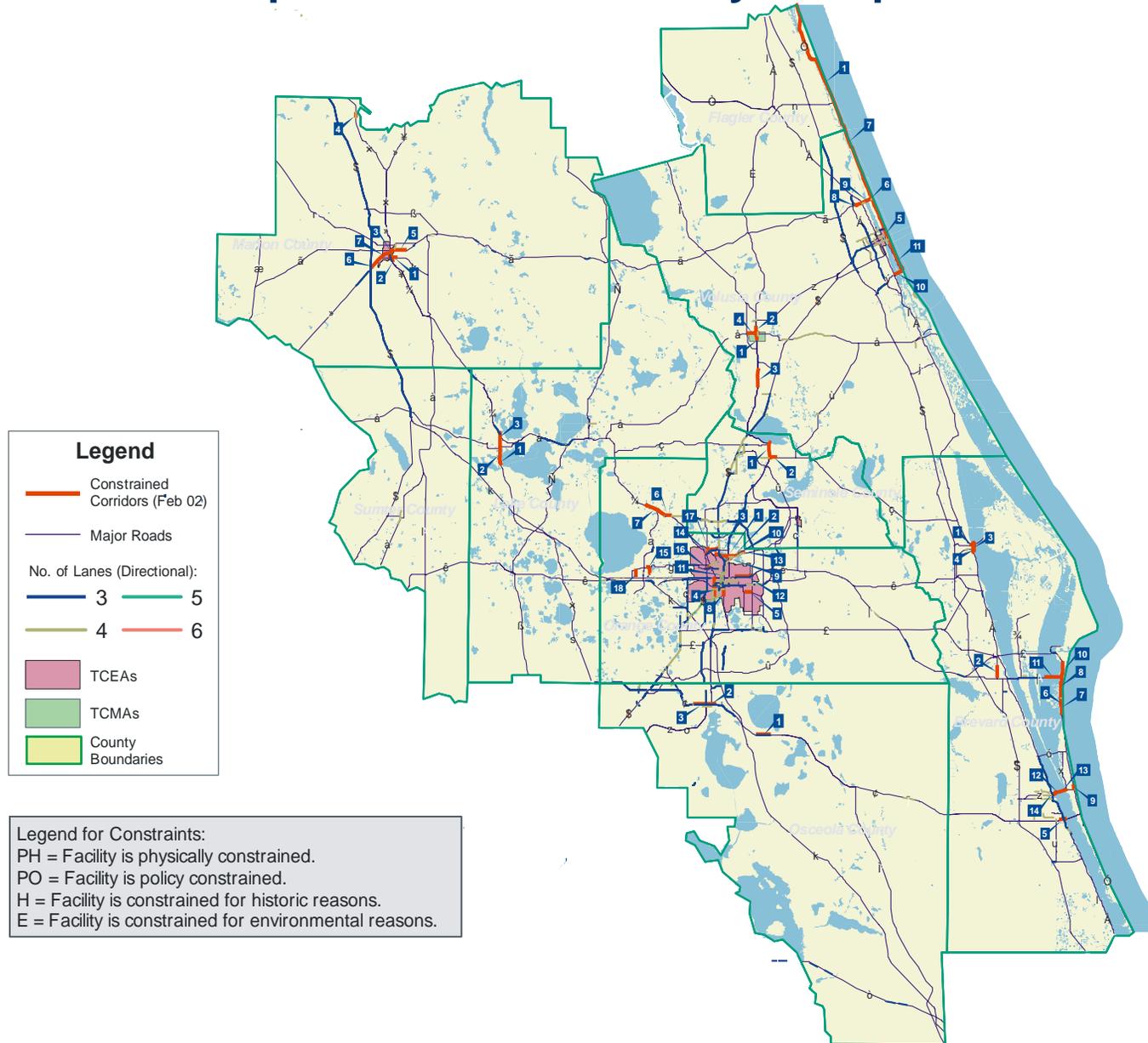
UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS							
		Level of Service							Level of Service				
Lanes Divided		A	B	C	D	E	Interchange spacing ≥ 2 mi. apart	A	B	C	D	E	
1	Undivided	100	340	670	950	1,300	2	1,270	2,110	2,940	3,580	3,980	
2	Divided	1,060	1,720	2,500	3,230	3,670	3	1,970	3,260	4,550	5,530	6,150	
3	Divided	1,600	2,590	3,740	4,840	5,500	4	2,660	4,410	6,150	7,480	8,320	
STATE TWO-WAY ARTERIALS						Interchange spacing < 2 mi. apart							
Class I (>0.00 to 1.99 signalized intersections per mile)						Level of Service							
Lanes Divided		A	B	C	D	E	Lanes	A	B	C	D	E	
1	Undivided	**	220	720	860	890	2	1,130	1,840	2,660	3,440	3,910	
2	Divided	250	1,530	1,810	1,860	***	3	1,780	2,890	4,180	5,410	6,150	
3	Divided	380	2,330	2,720	2,790	***	4	2,340	3,940	5,700	7,380	8,380	
4	Divided	490	3,030	3,460	3,540	***	5	3,080	4,990	7,220	9,340	10,620	
Class II (2.00 to 4.50 signalized intersections per mile)						Level of Service							
Lanes Divided		A	B	C	D	E	6	3,730	6,040	8,740	11,310	12,850	
1	Undivided	**	100	590	810	850	BICYCLE MODE						
2	Divided	**	220	1,360	1,710	1,800	(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of						
3	Divided	**	340	2,110	2,570	2,710							
4	Divided	**	440	2,790	3,330	3,500							

Challenges/Constraints

- Physical
 - 6 lanes and no R/W for 8 lanes
- Policy
 - Governments/ Citizens Do Not Want Widening
- Environmental
 - Beach Front Roadway
- Historical



FDOT District Five Constrained Corridors & Transportation Concurrency Exception Areas



Potential Solutions

- Proportionate Share of “Imaginary” Roadway Projects
 - “Real” project costs usually very high
 - FDOT generally does not support approach
 - Provide Improvements to Alternative Corridors
 - Corridor must have rational nexus to project
 - Transit/Multimodal Improvements
 - Alternative Concurrency Approaches
 - Policy Considerations
- } To Be Discussed

Transit/Multimodal Improvements



Transit Improvements

- Multimodal solutions consistent with intent of SB 360
- Chapter 163.3180 F.S. (Concurrency) does not exclude transit solutions
- Transit improvements can be considered for proportionate fair-share contributions
 - Local governments can consider transit alternatives in local proportionate fair-share ordinance
 - Many issues and questions exist on how to structure “transit prop share”

Transit Prop Share Big Picture Issues

- Should the current prop share equation be used for transit improvements?

$$\left(\frac{\text{Number of Project Trips}}{\text{Change in Peak Hour Max Service Volume}} \right) \times \text{Cost} = \text{Proportionate Share}$$

Transit Prop Share Big Picture Issues

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Transit Prop Share Big Picture Issues

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- Project trips will come from traffic study
- How can transit improvements be 'equated' to service volume increases?
- Cost of transit improvements has many variables to consider

Transit Prop Share Big Picture Issues

- How do we recognize that transit provides additional person capacity to facility, but that the capacity may be under-utilized?
 - i.e. If services are provided that do not get used, how do we account for capacity?
- When might transit not be the answer?

Potential Transit Improvements

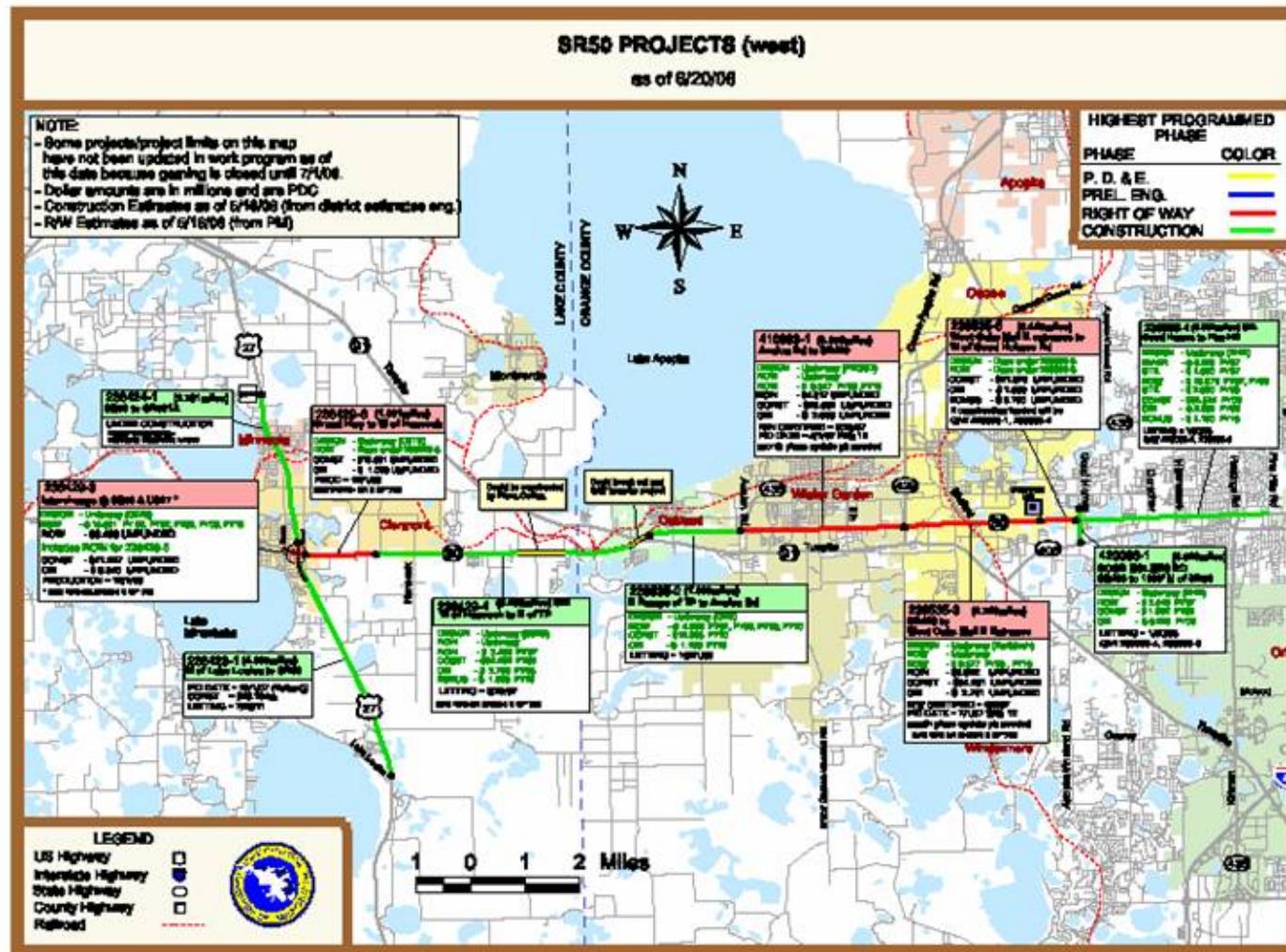
- Bus Rapid Transit (BRT) corridors
- Capital investments
 - New buses, queue jump lanes, superstops, bus bays, on-street passenger amenities, shared parking, intermodal facilities
- Technology implementation
 - Transit signal priority, automated vehicle location, trip planning software, kiosks
- Increased frequency

How do we 'assign' service volume 'value' to various transit improvements?

“Cost” Issues For Transit Prop Share

- Assuming O&M can be included as costs, how long should O&M be funded for (i.e. 1, 5, 10 years)?
 - Including only capital costs has limited value to transit agencies
- How should the limits of a transit route that is either being proposed (new route) or being improved (existing route) be defined?
 - For a roadway, an improvement can be isolated over the “significantly” impacted sections

Example of Project Limits



Coordinated Planning Process

- Comprehensive Plan (Comp Plan)
- Congestion Management System (CMS)
- Capitol Improvement Element (CIE)
- MPO Transportation Improvement Plan (TIP)
- Transit Development Plan (TDP)
- Many others...

Comprehensive Plan

5-Year Capitol Improvement Element
9J-5.016

Transportation Element
9J-5.019

Concurrency
9J-5.0055
163 F.S.

Concurrency Management System Ordinance

Proportionate Fair-Share Ordinance

Long Term CMS
9J-5.0JJ(4)

TCMA
9J-5.0JJ(5)

TCEA
9J-5.0JJ(6)

MMTD
163.3180(15)

Transit Development Plan (TDP)

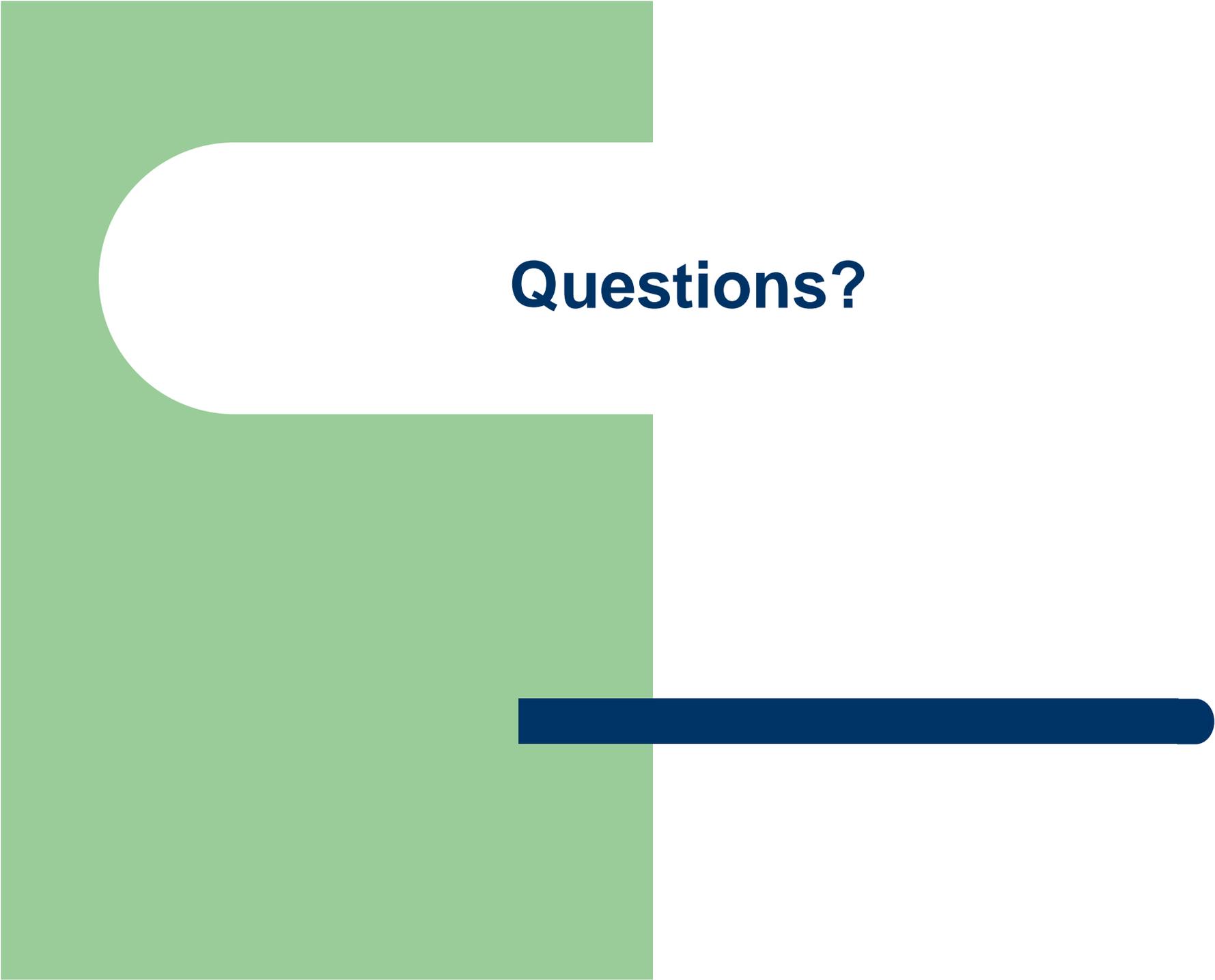
Long Range Plan of MPO

Issues to Consider

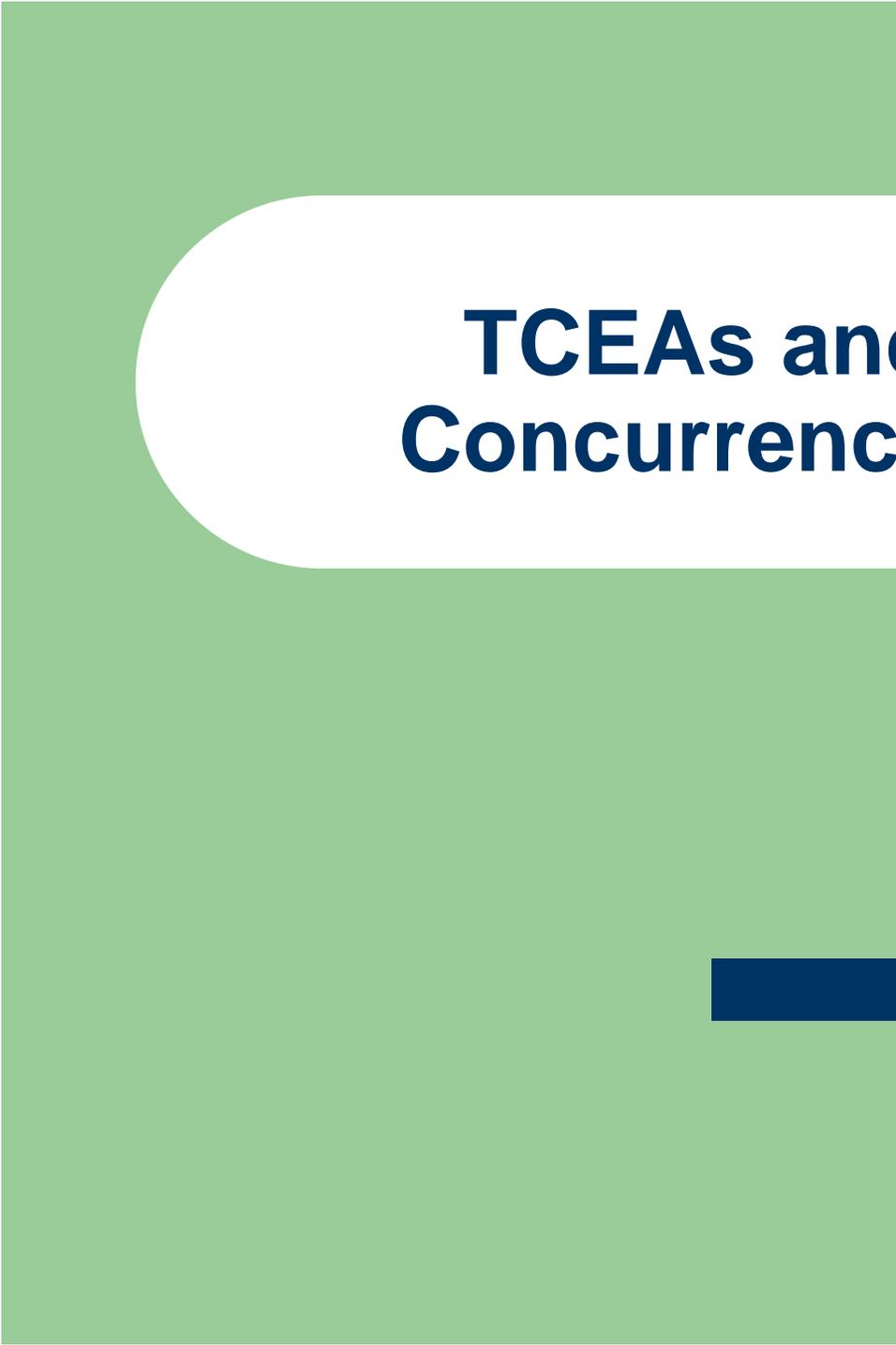
- Can capital costs and/or O&M costs be included in proportionate share agreement?
 - 9J-2.045 : Specifically identifies “roadway improvements” in prop share definitions and discussions
 - Transit improvements are not addressed
 - Does statute/administrative code need to be updated?
- What projects should be considered for transit prop share? Who makes the decision?
 - All projects, only projects on constrained facilities, decided on a case-by-case basis?

Next Steps

- FDOT Central Office funding study to develop potential methodologies for transit prop share
- FDOT District 5 will host future workshop focusing on issue if interest exists
 - Telephone surveys will be conducted
 - Incorporate feedback from Roundtable Discussion later today



Questions?



TCEAs and Alternative Concurrency Approaches



Transportation Concurrency Exemption Area (TCEA) Basics

- What is a TCEA?
 - Concurrency option to allow urban infill and redevelopment
 - Provide exemption from concurrency to reduce unintended adverse impacts on community
- How is a TCEA established?
 - A lot of planning, a lot of coordination, a lot of analysis, a lot of review, and a lot of time!
 - Limited circumstances
 - Example: Delineated urban infill development area that contains not more than 10 percent developable vacant land

Current D5 TCEAs

Municipality	Size (Acres)	Justification for TCEA	SIS Facility Impacted
Daytona Beach	310	Downtown Revitalization	I-95, I-4
Ocala	2,381	Urban Infill, Urban Redevelopment	US 27, I-75
Orlando	26,132	Urban Redevelopment, Urban Infill, Downtown Revitalization	I-4, FL Turnpike, SR 408
Oviedo	500	Urban Redevelopment, Downtown Revitalization	None
Sanford	357	Urban Redevelopment	SR 46

Changes to TCEAs

- FDOT must be consulted by local government to assess the impact that the TCEA is expected to have on the adopted LOS for SIS facilities
- Local governments should adopt and implement strategies to support and fund mobility within TCEAs
 - Proportionate fair-share ordinances should be designed to allow contributions to support and fund mobility within TCEA
 - Multimodal improvements, system improvements

Transportation Concurrency Management Areas (TCMA) Basics

- What is a TCMA?
 - Concurrency option to allow infill and redevelopment within select portions of urban areas
 - Provision of more efficient mobility, including transit
 - Concept of an areawide level of service standard
- How is a TCMA established?
 - A lot of planning, a lot of coordination, a lot of analysis, a lot of review, and a lot of time!
 - Limited circumstances
 - Example: Demonstrate that an integrated and connected network of roads exist and that multiple, viable alternative travel paths or modes for common trips are provided

Changes to TCMAAs

- No significant ‘written’ changes
 - Includes analysis of FIHS/SIS facilities
- Local governments adopt and implement strategies to support and fund mobility alternatives in TCMAA
 - Proportionate fair-share contributions can support and fund mobility alternatives within TCMAA
 - Multimodal improvements, system improvements

Long-Term Transportation Concurrency Management System (CMS)

- What is a Long-Term CMS?
 - Plan to correct existing deficiencies and to set priorities to reduce backlog of projects
 - Planning period up to 10 years, can be extended to 15 years under certain conditions
 - Financially feasible plan with adopted schedule of capital improvements
 - Schedule includes estimated date of project commencement and estimated date of project completion
- How is a Long-Term CMS established?
 - A lot of planning, a lot of coordination, a lot of analysis, a lot of review, and a lot of time!

Changes to Long Term CMS

- No significant 'written' changes
 - Includes analysis of FIHS/SIS facilities
- Proportionate fair-share viable option to assist in the funding of mobility improvements

Multimodal Transportation District (MMTD)

- What is a MMTD?
 - Area where “primary priority is assigned to assuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit”
 - Secondary priority is assigned to vehicle mobility
 - Area that “incorporates community design features that will reduce the number of automobile trips or vehicle miles of travel and will support an integrated, multimodal transportation system”
 - Mix of land uses
 - May establish multimodal level of service standards
- How is a MMTD established?

Changes to MMTDs

- FDOT must be consulted by local government to assess the impact that that the MMTD is expected to have on the adopted LOS for SIS facilities
- Proportionate fair-share viable option to assist in the funding of mobility improvements

Summary of Alternative Concurrency Options

- Must be coordinated with comprehensive plan
- Must address impacts to SIS facilities
- Compatible with proportionate fair-share
- Do **not** provide a “quick fix” for concurrency issues
- Do provide planning flexibility to address concurrency
- Require a lot of a lots...
 - Planning, coordination, analysis, review, and time

Broward County Transit Oriented Concurrency - Big Picture

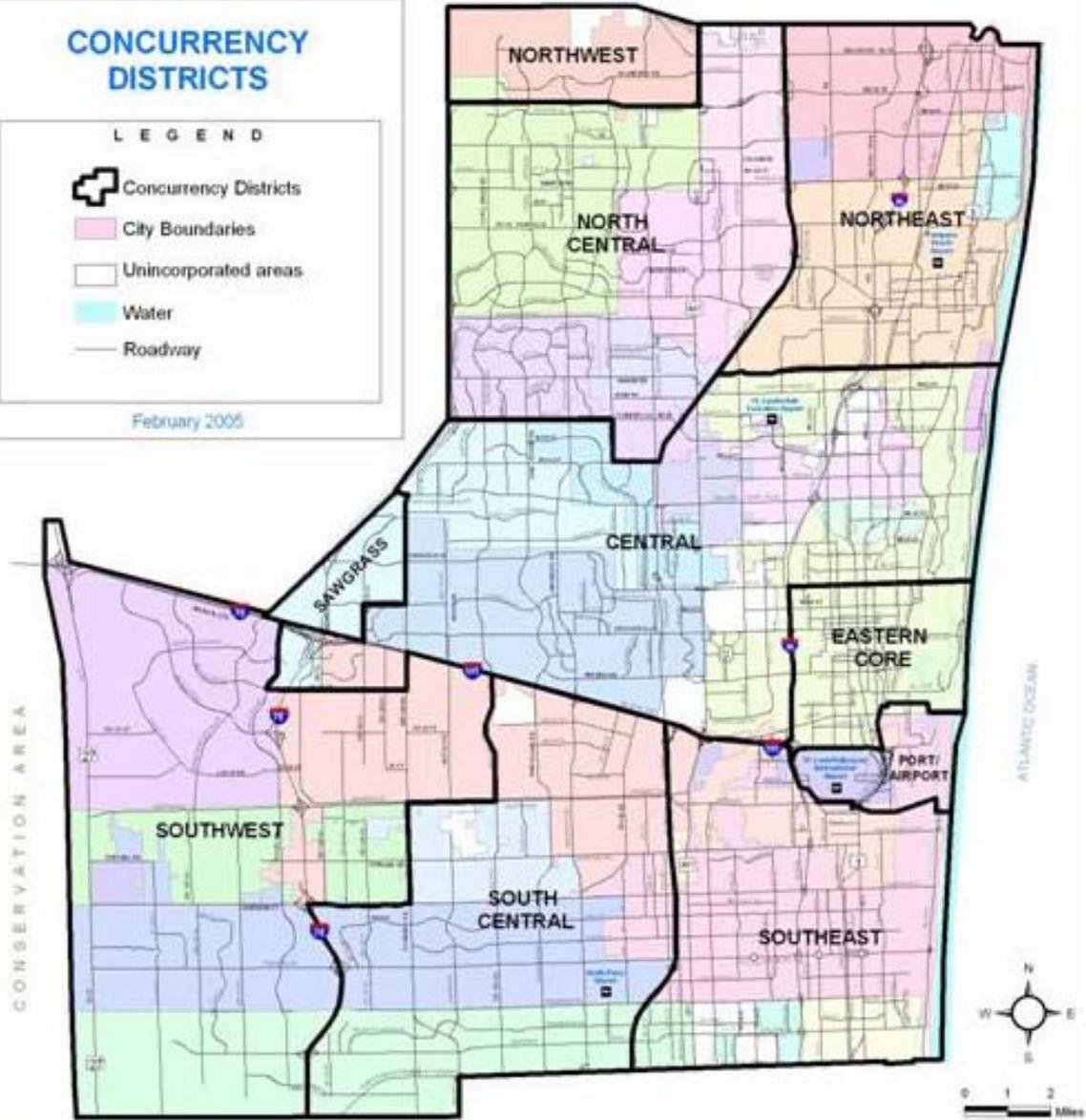
- Most areas of Broward County are ‘built out’, many areas within TCEA
- Creation of eight Transit Oriented Concurrency (TOC) Districts
 - Two districts apply ‘roadway’ concurrency system
- Mitigation in the form of a proportionate share payment towards programmed transit improvements within defined District
- Fees based on County Transit Program
 - Fees change as County Transit Program changes

CONCURRENCY DISTRICTS

LEGEND

-  Concurrency Districts
-  City Boundaries
-  Unincorporated areas
-  Water
-  Roadway

February 2005



Prepared by:
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(S) - Concurrency_Districts.mxd

Broward County Transit Oriented Concurrency Program - Overview

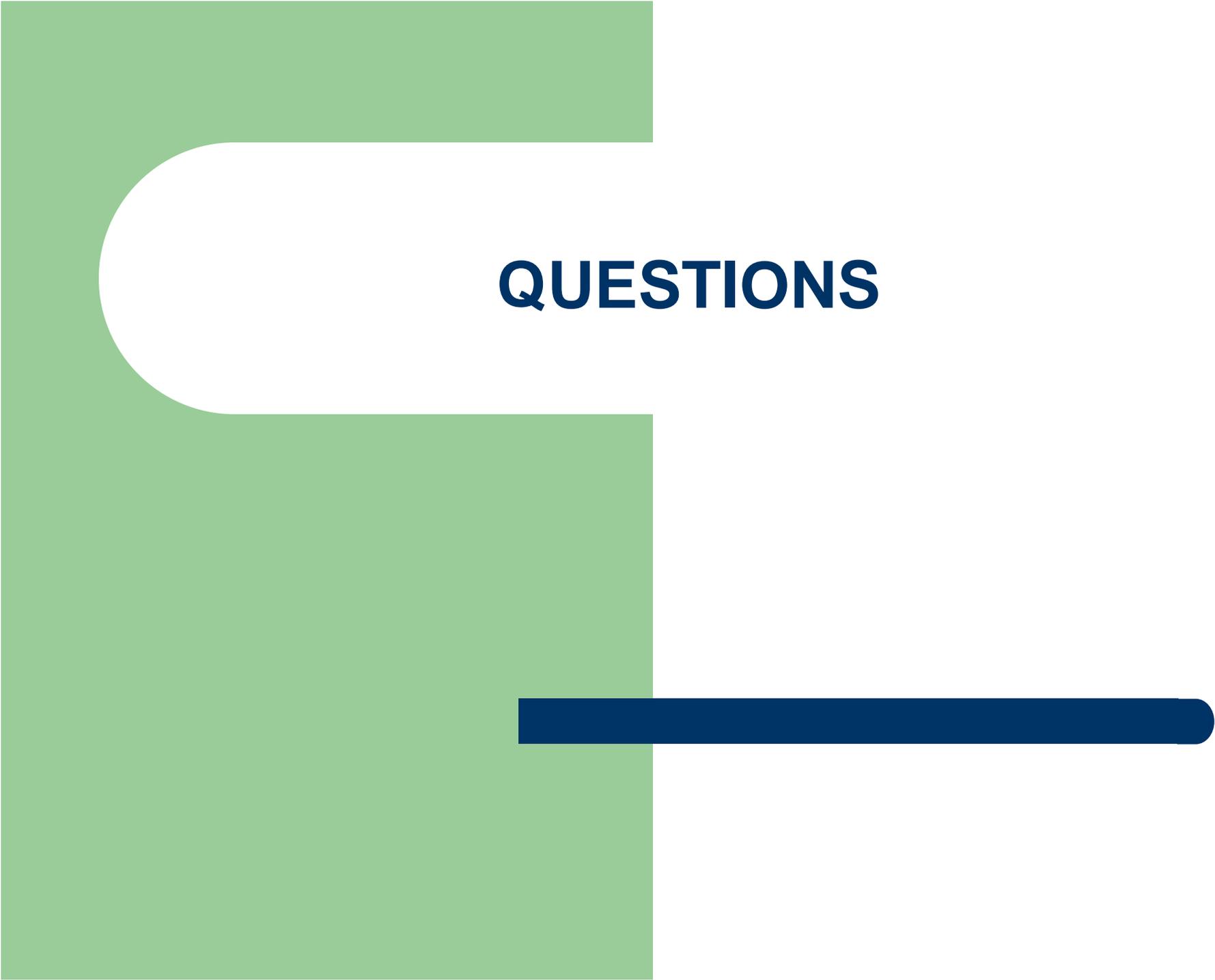
- Transit Concurrency Districts DO NOT also collect roadway impact fees
 - ‘Traditional’ roadway based system assesses concurrency for specific segments AND collects impact fees to account for system wide impacts
- TCEA areas not exempt
- Creates LOS Standards based on transit availability and roadway service volumes
- Monies deposited for Transit Concurrency Assessments are not ‘restricted’

Broward County Transit Oriented Concurrency - Overview

- Applicants receive credits for features intended to significantly encourage transit usage
 - Must meet all features to receive credit
 - Level 1 credit = 10% through Level 4 = 40%
- Different review procedures and requirements for different levels of credit
 - The higher the level of credit desired, the more detailed the review process
- Fee per peak hour trip and trip length factors defined
 - “Pay and go” type system

Next Steps

- FDOT District 5 will host future workshop focusing on issue of alternative concurrency options if interest exists
 - Telephone surveys will be conducted
 - Incorporate feedback from Roundtable Discussion later today



QUESTIONS

Additional Information or Questions

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Discussion Topics

- Have you conducted ‘research’ on how to include transit in proportionate share calculations?
- Has transit been used in place of roadway projects to mitigate “failing” roadway conditions?
- Has transit been discussed/included in your model proportionate share ordinance?
- Have you considered alternative concurrency options such as a TCEA, TCMA, or MMTD?
- Have you received improvements/funding from developers to improve transit?