

Map LU-3

FDOT D5 Growth Management Workshop Part 4: Policy Alternatives

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Transportation Concurrency

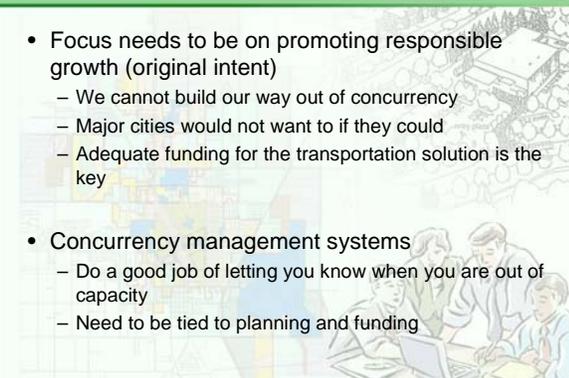
- Intent
 - Responsible growth by requiring local governments to improve roads
- Assumes
 - Local governments have the funds to improve roads

Transportation Concurrency

- Reality
 - Locals don't have adequate funds
 - They lack support to increase funds
 - Cannot stop growth
- Results
 - Urban sprawl
 - Urban "infill sprawl" – using up every last drop of capacity within a CMS

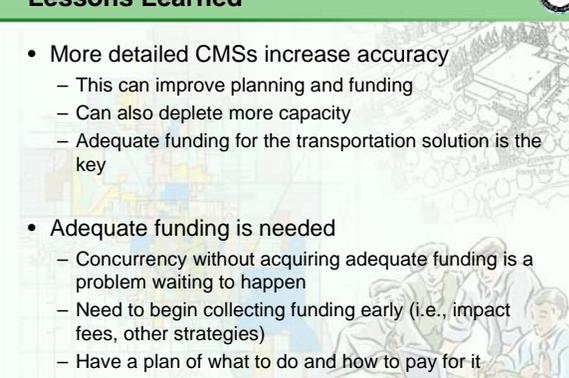
Lessons Learned

- Focus needs to be on promoting responsible growth (original intent)
 - We cannot build our way out of concurrency
 - Major cities would not want to if they could
 - Adequate funding for the transportation solution is the key
- Concurrency management systems
 - Do a good job of letting you know when you are out of capacity
 - Need to be tied to planning and funding



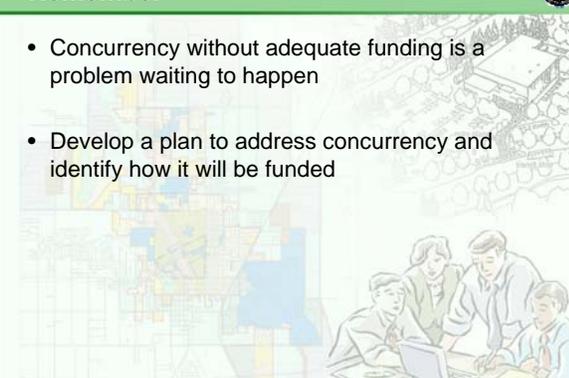
Lessons Learned

- More detailed CMSs increase accuracy
 - This can improve planning and funding
 - Can also deplete more capacity
 - Adequate funding for the transportation solution is the key
- Adequate funding is needed
 - Concurrency without acquiring adequate funding is a problem waiting to happen
 - Need to begin collecting funding early (i.e., impact fees, other strategies)
 - Have a plan of what to do and how to pay for it



Remember

- Concurrency without adequate funding is a problem waiting to happen
- Develop a plan to address concurrency and identify how it will be funded



Concurrency Policy Alternatives

- Long Term Transportation Concurrency Management System (L TTCMS)
- Transportation Concurrency Management Areas (TCMA)
- Transportation Concurrency Exception Area (TCEA)
- Transportation Concurrency Backlog Area (TCBA)
- Multi-modal Transportation District (MMTD)

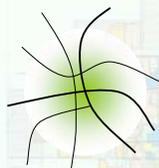
Evolution of Concurrency

The diagram illustrates the evolution of concurrency through three stages. Stage 1 shows a simple four-way intersection with a green glow. Stage 2 shows a more complex intersection with multiple roads and a green glow. Stage 3 shows a highly complex intersection with a red line indicating a specific road or lane, also with a green glow.

Stage 1: CMS

- All local governments required to have CMS
- Stage 1 is appropriate for city or county with lower density and minimal development activity
- Basic CMS is policy with individual traffic studies of proposed development
- More advanced CMS includes formal trip tracking process

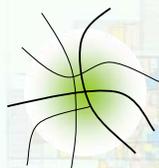
Stage 2: LTCMS



Stage 2

- Appropriate for any city or county with significant development or redevelopment activity
- Effective at addressing the financial feasibility of meeting concurrency requirement.
- May identify need to raise additional revenues to address transportation needs

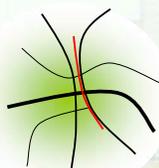
Stage 2, Option: TCMA



Stage 2

- Uses areawide LOS
- May be appropriate for more densely developed area with minimal development or redevelopment activity
- May not effectively address financial feasibility of addressing concurrency in future years

Stage 3, Option: TCEA



Stage 3

- May be appropriate for city or county with significant infill or redevelopment activity
- Impact to surrounding areas needs to be addressed
- May be combined with a LTCMS to address financial feasibility of meeting concurrency requirement

Stage 3, Option: MMTD



- Appropriate for areas where lower priority is given to vehicle mobility
- May be appropriate for more densely developed areas
- Requires integrated multimodal transportation system
- Impact to surrounding areas needs to be addressed
- May be combined with a LTCMS

Concurrency Options Summary

- LTTCMS – Exception until improved within 10 or potentially 15 years
- TCMA – Averaging of conditions to support infill & redevelopment
- TCEA – Infill & redevelopment
- TCBA – LTTCMS with tax increment financing
- MMTD – Non-auto mobility focus

Common Requirements

- Amendment to the comprehensive plan
- Evaluate impacts to surrounding areas
 - Be careful about solving one problem but creating other problems
- Financial feasibility
 - Funding strategy to accomplish goals
- Monitoring
 - Minimum is part of Evaluation and Appraisal Report (EAR)

LTTCMS – Exception until Improved



- Application – Improvement Needed
 - There must be an improvement which can solve the concurrency (LOS) problem
- Requirements – Funding
 - Long term schedule of capital improvements
- Monitoring
 - May include interim LOS standards
 - Annual CIP
 - During EAR



TCMA – Averaging Conditions



- Application – Infill and Redevelopment
 - Compact area
 - Existing road network with multiple viable alternative travel paths or modes.
- Requirements – Areawide Mobility
 - Promote infill and redevelopment
 - Provide mobility
- Monitoring
 - May include areawide LOS standard
 - During EAR



TCEA – Infill & Redevelopment



- Application – Land Use
 - Less than 10% developable vacant land
 - Residential > 60%, then at least 5 DUs/acre
 - Non-residential >60%, then FAR at least 1.0
 - Designated urban redevelopment area
 - Designated downtown revitalization area
- Requirements – Mobility, Funding
 - Adopt, fund and implement mobility strategies
 - Address urban design, appropriate land use mixes, network connectivity
- Monitoring
 - During EAR



TCBA – Tax Increment Funding



- Application – Improvement Needed
 - There must be an improvement which can solve the concurrency problem
- Requirements - Funding
 - Eliminate backlog within 10 years using tax increment financing
- Monitoring
 - During EAR



MMTD – Non-Auto Mobility Focus



- Application – Priorities
 - Primary priority is safe, comfortable, and attractive pedestrian environment, convenient interconnection to transit
 - Secondary priority is vehicle mobility
- Requirements – Mobility, Funding
 - Adopt, fund and implement mobility strategies
 - Address urban design, appropriate land use mixes, network connectivity
- Monitoring
 - May establish multimodal LOS standards
 - During EAR