

Map LU-3

FDOT D5 Growth Management Workshop Part 4: Policy Alternatives MMTDs

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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”
 - Includes mix of complementary land uses and design elements encouraging alternative mode use
 - May establish multimodal LOS standards

MMTD Formal Designation

- 163.3180(15)(a), F.S.:
 - “MMTDs may be established under a local government comprehensive plan in areas delineated on the future land use map for which the local comprehensive plan assigns secondary priority to vehicle mobility and primary priority to assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit. Such districts must incorporate community design features that will reduce the number of automobile trips or vehicle miles of travel and will support an integrated, multimodal transportation system.”

FDOT Resources

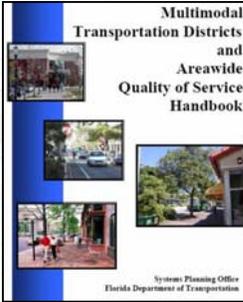


TABLE OF CONTENTS	
Executive Summary	4
Chapter 1: Introduction and Background	7
1.1 Land Management in Florida	7
1.2 Purpose of Handbook	7
Chapter 2: Basic Criteria and Procedures for the Designation of a Multimodal Transportation District	11
2.1 Basic Criteria for Multimodal Transportation District	11
2.2 Steps in the Designation Process	11
Chapter 3: Complimentary Mix of Land Uses	17
3.1 Basic Criteria for Complimentary Mix of Land Uses	17
3.2 Summary	17
Chapter 4: Appropriate Density and Intensity of Land Uses	20
4.1 Appropriate Density and Intensity of Land Uses	20
4.2 Organization of Land Use Planning & Control Code	20
4.3 Encouraging Organization of Land Use Using Corridors	20
4.4 Summary	20
Chapter 5: Network Connectivity	20
5.1 Major Pattern of Routes	20
5.2 Corridor Study	20
5.3 Connective Connections Between Modes	20
5.4 Connections to Regional Transportation	20
Chapter 6: Quality Level of Service in Multimodal Transportation Districts	32
6.1 Levels of Service Standards	32
6.2 Level of Service Techniques for Pedestrians, Bicycles, Transit and	32
6.3 Determining the Required Qualification of Service	32
6.4 Summary	32
Chapter 7: Final Evaluation of Multimodal Transportation Districts	32
Chapter 8: Application of Analysis of Multimodal Transportation Districts	32

MMTD Criteria

- Land use
 - Inclusion of complimentary land uses which promote alternative mode usage
 - Appropriate densities and intensities to support transit
- Interconnected Street System
 - Adequate LOS for all modes
 - Appropriate numbers of connections within the street network
 - Connected pedestrian and bicycle network
 - Convenient connections to regional transportation
- Design
 - Adequate access for pedestrians and cyclists to transit
 - Transit oriented development within area

MMTD Criteria

- Additional Considerations
 - Special considerations given to schools and their multimodal needs
 - Reduction in vehicle miles of travel within district
 - Determination of impacts on SIS/FIHS facilities
- Implementation and Monitoring
 - Designation occurs through DCA approval with technical assistance by FDOT
 - Appropriate changes made to local comprehensive plan and any needed amendments to local ordinances and codes
 - Monitoring to ensure proposed development occurs as planned

Assessing Potential MMTDs



- Assess scale of development
- Analyze land use mix and organization
- Analyze network connectivity
- Define modal network
- Areawide Quality/Level of Service analysis
 - LOS standards must be developed for all modes using QLOS
 - LOS must be achieved and maintained for all modes of travel
- Final evaluation of proposed multimodal transportation district

Changes to MMTDs with 2005 GMA



- 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 and TRIP facilities
- Proportionate fair-share viable option to assist in the funding of mobility improvements

How Is Development Different In MMTD?

- Higher densities and intensities allowed in exchange for:
 - Transportation concurrency which focuses on Level of Service for Pedestrians, Bicycles and Transit
 - Land use organization which encourages people to use these modes instead of driving
 - Development which improves connectivity for All transportation modes

Implementing MMTDs



- Destin
 - Adopted in January 2006
 - Addressing implementation issues
- City of Kissimmee
 - Most of the studies complete
 - Working on funding/financial feasibility/CIE commitments
- Orange County
 - Under consideration for “Innovation Way” area