

East Central Florida 2060 Plan

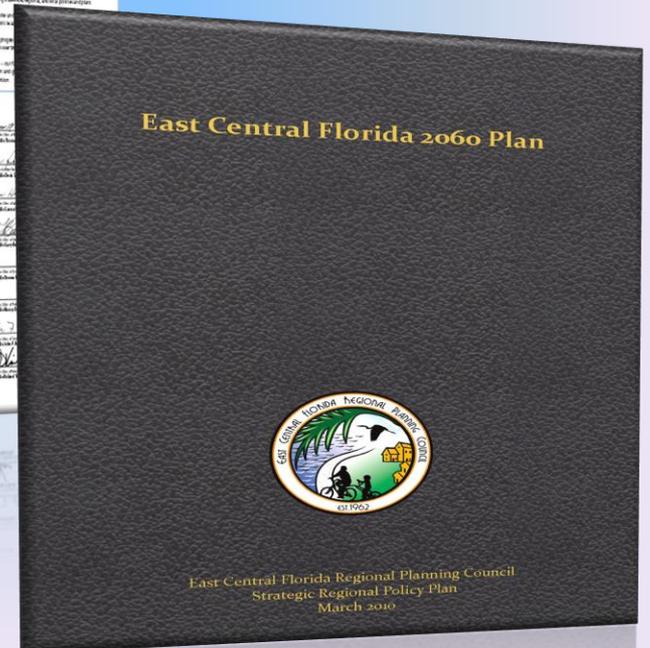
From Vision to Implementation



Regional Vision



Regional Compact



Strategic Regional Policy Plan



East Central Florida 2060 Plan

Q: What is the SRPP (East Central Florida 2060 Plan)

A: It is the East Central Florida Regional Planning Council's policies, which are used to inform local comprehensive plans, DRI's, and major capital improvement projects. The plan recommends broad Regional policy direction that is intended to filter down to local jurisdictions (current edition – 1998).



Statutory Oversight

(Core and Additional Plan Elements)



East Central Florida 2060 Plan

Plan Content and Additions

East Central Florida 2060 Plan



East Central Florida Regional Planning Council
Strategic Regional Policy Plan
March 2010

- Chapters I-12 and one appendix (CD)
- Background, Policies, and Indicators
- Sounding Board Listings (more than 280 members)

East Central Florida 2060 Plan

Plan Content and Additions

East Central Florida 2060 Plan



East Central Florida Regional Planning Council
Strategic Regional Policy Plan
March 2010

- Common themes between Chapters
- Relation to Regional Vision
- Coordination Outline (adoption process)
- Implementing the Plan (Chapter 12)

Chapter Overview

Chapter I: State of the Region - Regional context and current trends

Chapter II: Demographics - Population rates, diversity, unincorporated v. incorporated growth

Chapter III: Natural Resources - Policies address NRORS, coastal resources, wildlife habitat and ecological corridors, wetlands, and floodplains

Chapter IV: Economic Development - Policy supports the implementation of the regional Comprehensive Economic Development Strategy (CEDS)



Chapter V – Transportation

Regional Transportation Issues

Table 4. Trends—Annual Delay per Traveler, 1982 to 2005

Urban Area	Annual Hours of Delay per Traveler				Long-Term Change 1982 to 2005	
	2005	2004	1995	1982	Hours	Rank
Very Large Average (14 areas)	54	51	43	21	33	
Dallas-Fort Worth-Arlington, TX	58	51	34	10	48	1
Washington, DC-VA-MD	60	60	53	16	44	3
San Francisco-Oakland, CA	60	56	56	24	36	7
Atlanta, GA	60	63	70	26	34	10
Boston, MA-NH-RI	46	45	30	12	34	10
Miami, FL	50	49	35	16	34	10
New York-Newark, NY-NJ-CT	46	42	30	12	34	10
Seattle, WA	45	42	52	13	32	18
Chicago, IL-IN	46	44	33	15	31	19
Detroit, MI	54	56	51	25	29	21
Los Angeles-LBch-Santa Ana, CA	72	70	71	45	27	24
Houston, TX	56	52	32	30	26	27
Philadelphia, PA-NJ-DE-MD	38	37	27	16	22	36
Phoenix, AZ	48	42	33	35	13	57
Large Average (25 areas)	37	36	30	11	26	
San Diego, CA	57	59	35	12	45	2
Riverside-San Bernardino, CA	49	47	28	5	44	3
Minneapolis-St. Paul, MN	43	40	34	6	37	5
Orlando, FL	54	56	54	18	36	7
Denver-Aurora, CO	50	46	37	16	34	10
Baltimore, MD	44	43	33	11	33	15
San Antonio, TX	39	38	19	6	33	15
San Jose, CA	54	51	51	23	31	19
Columbus, OH	33	34	27	4	29	21
Las Vegas, NV	39	39	37	10	29	21
Sacramento, CA	41	40	35	14	27	24
Providence, RI-MA	29	29	12	3	26	27
Portland, OR-WA	38	37	33	13	25	29
Indianapolis, IN	43	46	53	19	24	31
Memphis TN-MS-AR	30	29	23	6	24	31
Cincinnati, OH-KY-IN	27	27	26	5	22	36
St. Louis, MO-IL	33	31	38	12	21	40
Tampa-St. Petersburg, FL	45	46	41	24	21	40
Virginia Beach, VA	30	30	27	14	16	49
Kansas City, MO-KS	17	16	17	3	14	54
Milwaukee, WI	19	20	22	7	12	62
Cleveland, OH	13	14	16	3	10	67
Buffalo, NY	11	11	6	3	8	72
Pittsburgh, PA	16	17	19	11	5	80
New Orleans, LA	18	18	20	16	2	84
85 Area Average	44	42	36	16	28	
Remaining Areas						
51 Urban Areas Over 250,000 Popn	22	25	18	6	16	
301 Urban Areas Under 250,000 Popn	20	19	16	5	15	
All 437 Urban Areas	38	37	31	14	24	

Very Large Urban Areas—over 3 million population.

Large Urban Areas—over 1 million and less than 3 million population.

Annual Delay per Traveler – Extra travel time for peak-period travel during the year divided by the number of travelers who begin a trip during the peak period (6 to 9 a.m. and 4 to 7 p.m.). Free-flow speeds (60 mph on freeways and 35 mph on principal arterials) are used as the comparison threshold.

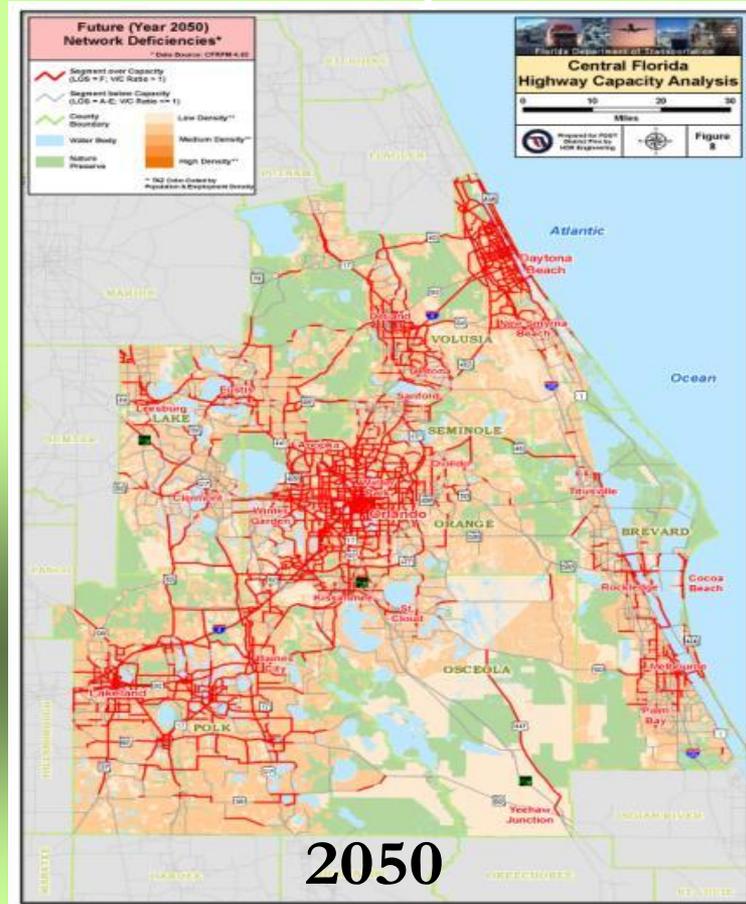
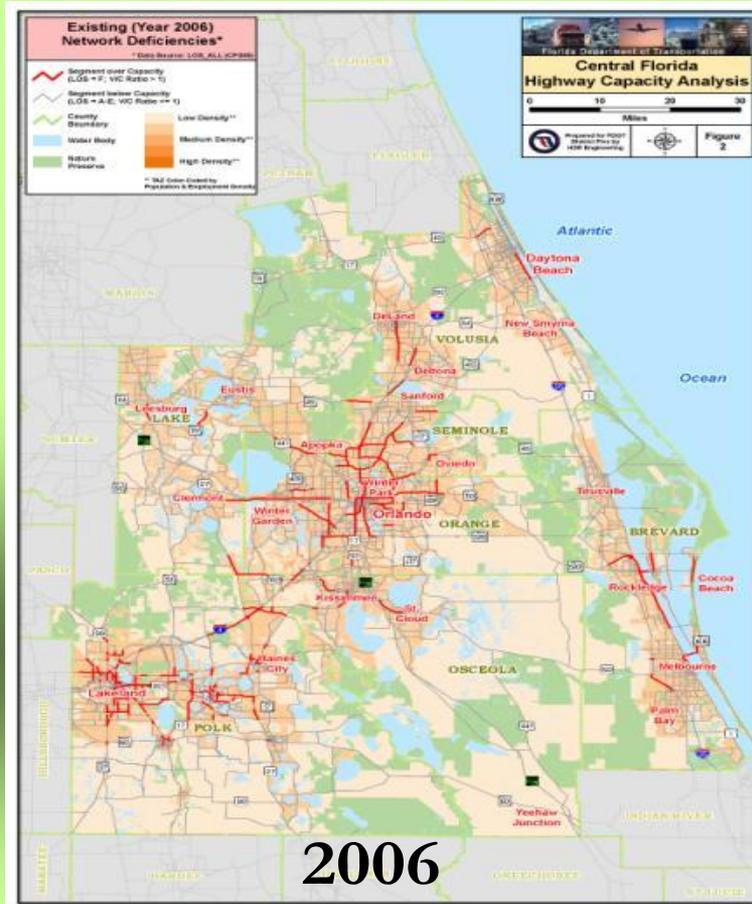
Annual delay per traveler increased by 36 hours between 1982-2005, 7th worst in the nation

Road congestion resulting from:

- ✓ Lack of connectivity
- ✓ Limited access management
- ✓ Emphasis on vehicles over bicyclists and pedestrians

Road Congestion and Delay

The Trend- the Path We're On . . . In Transportation



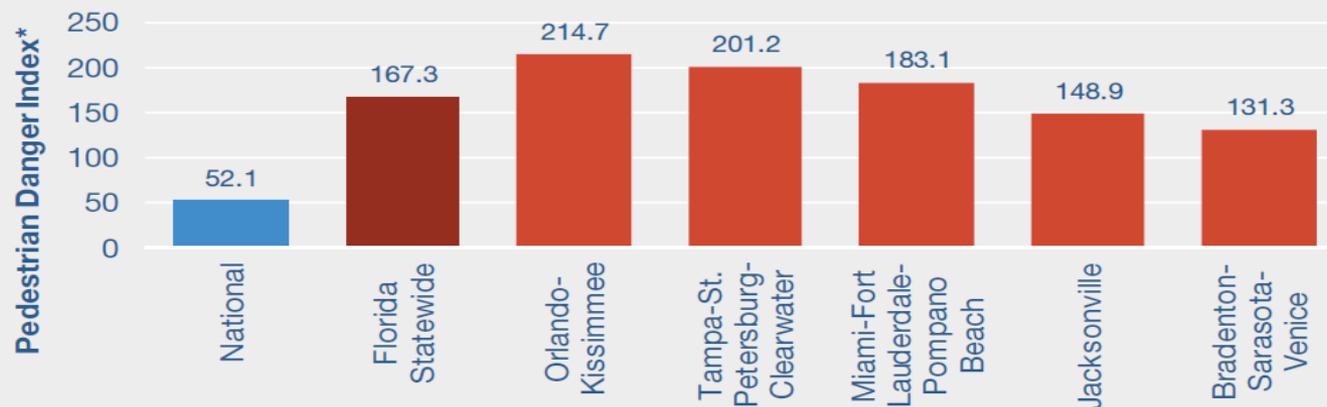
Chapter V – Transportation

Regional Transportation Issues

Pedestrian Fatalities - 2009 report “Dangerous by Design”

- ✓ Orlando metro area “the most dangerous large city in America for pedestrians”
- ✓ 214 fatalities in 2007-2008
- ✓ 4 times the national average

The Risk of Walking in Selected Florida Metro Areas



*The Pedestrian Danger Index is a measure of the relative risk of walking, adjusted for exposure. It is calculated by dividing the average pedestrian fatality rate (2007-2008), by the percentage of residents walking to work (2000).

Chapter V – Transportation

Regional Transportation Issues

Potential solutions include:

- ✓ Traffic calming and street design
- ✓ Complete streets
- ✓ Safe routes to school
- ✓ Walkable neighborhoods
- ✓ Multi-modal transportation alternatives
- ✓ Mix of uses and compact development



Chapter V – Transportation

Balanced Transportation System

San Francisco Metro Area uses a broad based scale of indicators to evaluate the benefit of new transportation investments

Measure what matters

Why not Consider...

- Economic Development
 - Job creation
 - Real estate value increase
 - Retail sales
- Quality of Life
 - Access to jobs
 - Access to shopping
 - Residential property value impact
- Social Justice
 - Do benefits accrue equitably?
 - Are investments spread equitably?
- Ecological Sustainability
 - VMT per capita (=CO₂, NO_x, runoff, etc.)
 - Land use/transportation connection

Chapter V – Transportation

Transportation and Land Use Relationship

Reducing vehicle miles traveled – interconnected street network

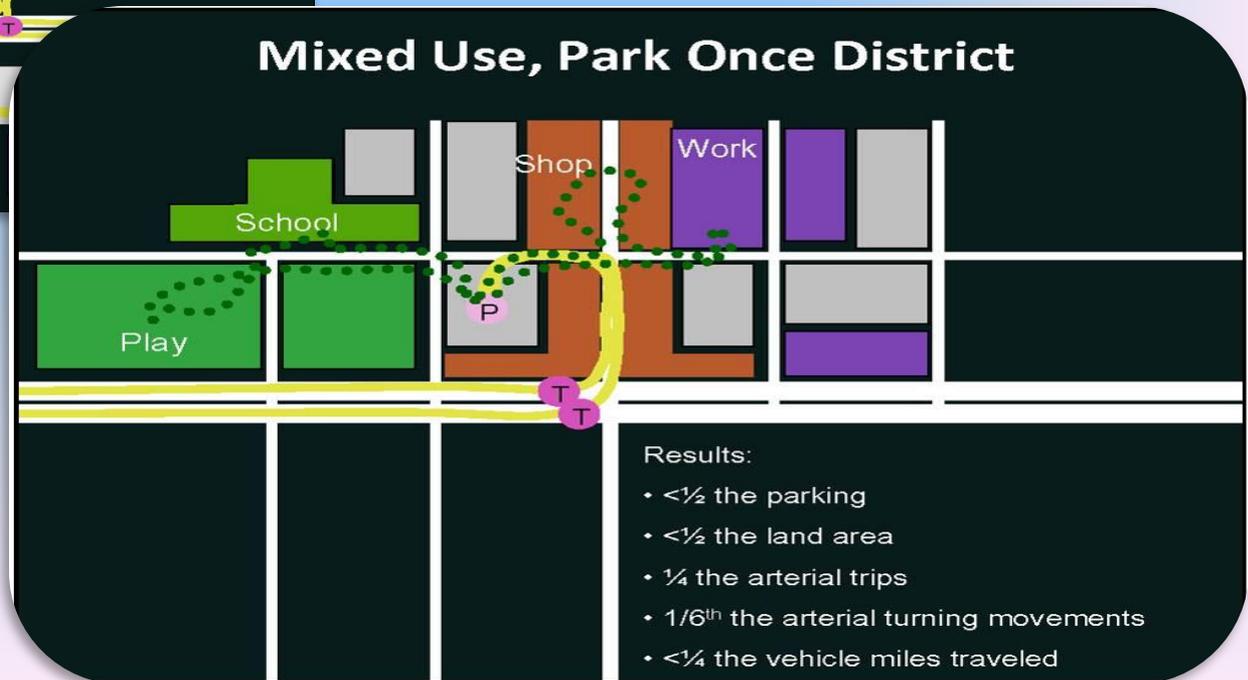
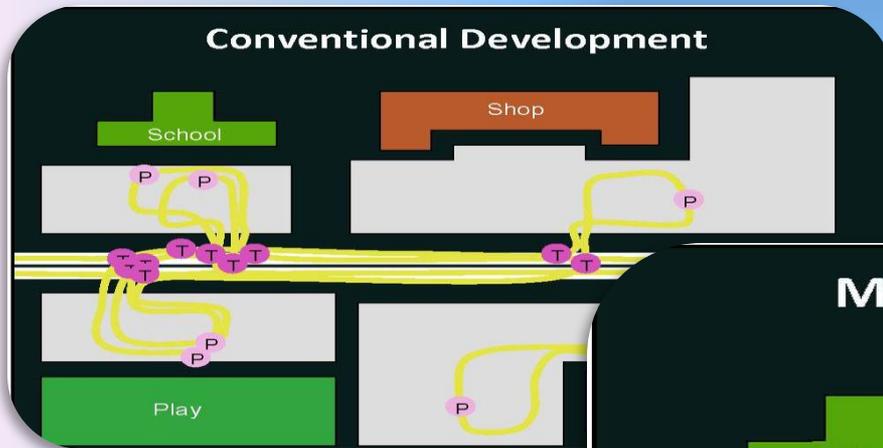
Vancouver: High Connectivity



Chapter V – Transportation

Transportation and Land Use Relationship

Reducing vehicle miles traveled – compact mix of uses



Chapter V – Transportation

Recommended Minimum Densities in Transit-Planned Corridors

Commuter Rail

Low	16 du/acre
Medium	30 du/acre
High	60 du/acre
Regional	100 du/acre

Station Density Radius: 1/4 mile

Light Rail/Trolley

Low	12 du/acre
Medium	24 du/acre
High	48 du/acre

Station Density Radius: 1/3 mile
Line Density Radius: 1/6 mile

Bus Rapid Transit (BRT)

Low	12 du/acre
Medium	20 du/acre
High	40 du/acre

Line Density Radius: 1/4 mile



Transit Corridors for Central Florida

Identified Corridors and Stations: ECFRPC, Metroplan, and Lake/Sumter MPO



Chapter V – Transportation

Using Transit to Stimulate Economy (case studies)

Transit Impacts in Rosslyn Ballston corridor since 1980

- Corridor now valued at \$9 billion, contains 7.6% of county land area, but produces 33% of all county property taxes.
- 73,000 jobs within 1/3 mile walking distance of the transit line
- 18,000 housing units
- 35,000 residents
- 1.5 million sq. ft. commercial space
- 14 million sq. ft. office
- 20% residents do not own a car; 50% of residents use transit to get to work.

Transit has reduced VMT

Source: 2003 New Urban News; Washington Business Journal

Chapter V – Transportation

Transportation Goal

Develop a balanced multi-modal transportation network that connects compact centers with mixed use transit-served corridors

Some key policies include:

- Require interconnected street network and development of complete streets
- Support rail transit efforts and TOD proximate to stations
- Incorporate Safe Routes to School guidelines
- Establish a goal-based measurement system for new transportation options
- Direct more funding to transit and existing infrastructure in lieu of new capacity



Chapter Overview

Chapter VI: Emergency Preparedness - Policies address hazardous materials, homeland and domestic security, smart growth, shelters and evacuation routes, and intergovernmental coordination

Chapter VII: Affordable Housing - Assure an adequate supply of safe, sanitary, and affordable housing is equitably distributed throughout the region

Chapter VIII: Energy and Climate Change - Reduce the consumption of energy and prepare the region for the impacts of climate change



Chapter Overview

Chapter IX: Water - Protect, conserve, and enhance the quality of the region's water sources

Chapter X: Community Design - Improve the regions development character by assuring a high standard of development design

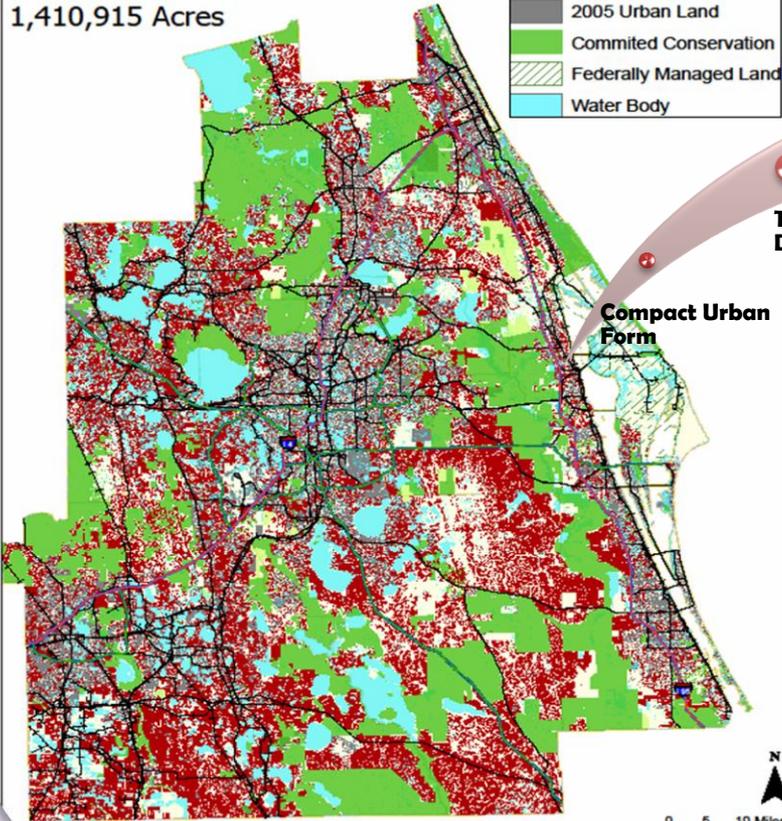
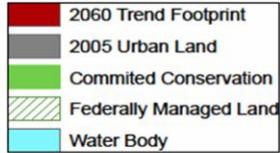
Chapter XI: Agriculture - Promote a regional agricultural system that results in gains to the local economy, greater food security, preservation and rural heritage, and improved land stewardship

Chapter XII: Executive Summary and Implementation - Chapter summaries, coordination and partnerships, local community implementation, policy listing



2060 Trend

2005 - 2060 Added Land Urbanized:
1,410,915 Acres

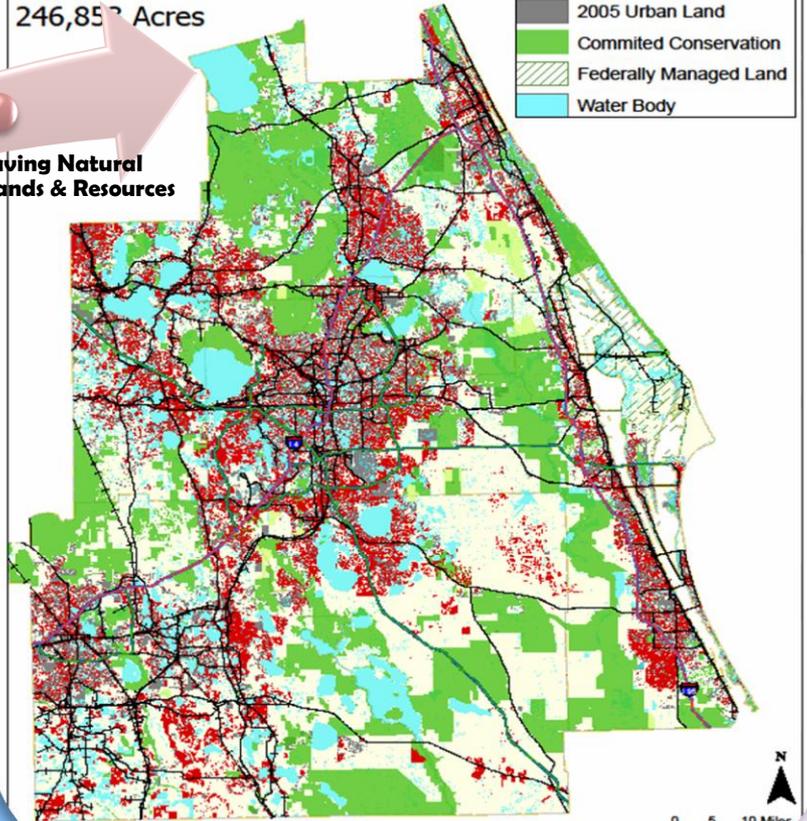


Compact Urban Form

Transit & Densities

ECFRPC 2060 Plan

2005 - 2060 Added Land Urbanized:
246,853 Acres



Saving Natural Lands & Resources

Trend 2060 Urbanized
Additional - 1,410,915 Acres (2,205 sq. miles)
Total - 3,086,435 Acres (4,822 sq. miles)

ECFRPC 2060 Plan Urbanized
Additional - 246,853 Acres (386 sq. miles)
Total - 1,922,373 Acres (3,003 sq. miles)

East Central Florida 2060 Plan

- Anticipated Plan adoption in Fall 2010

- Draft available at:

<http://www.ecfrpc.org/Document-Library/SRPP/East-Central-Florida-2060-Plan.aspx>

