Florida Transportation Plan
Implementation Update

presented to
Florida Regional Councils Association

presented by
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Office of Policy Planning

December 7, 2016
Florida Transportation Plan

Vision Element (August 2015)
Trends, uncertainties, and themes that will shape the future of transportation in Florida (50 years)

Policy Element (December 2015)
Goals and objectives to guide the Florida Department of Transportation and partners toward the vision (25 years)

Implementation Element (2016)
Emphasis areas with key actions (5-25 years)
FTP Goals

**Safety and Security** for residents, visitors, businesses

Transportation solutions that support Florida’s global Economic Competitiveness

**Agile, Resilient, and Quality**
Transportation infrastructure

**Efficient and Reliable Mobility**
for people and freight

Transportation solutions that enhance Florida’s Environment and Conserve Energy

**More Transportation Choices**
for people and freight

Quality Places
to live, learn, work, and play
FTP Implementation Update

- Ongoing Partner Engagement
- Plan Alignment
- National Recognition
- FTP Champions
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<tr>
<th>Champions</th>
<th>FTP Implementation Committee Champion</th>
<th>FDOT Champion</th>
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<tr>
<td>Safety</td>
<td>Bruce Grant Enterprise Florida-Florida Defense Alliance</td>
<td>Carmen Monroy Office of Policy Planning</td>
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<td>Infrastructure</td>
<td>Jim Ely Transportation &amp; Expressway Authority Membership of Florida</td>
<td>Courtney Drummond Chief Engineer</td>
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<td>Mobility</td>
<td>Hon. Susan Haynie Metropolitan Planning Organization Advisory Council</td>
<td>Chris Edmonston Systems Planning Office</td>
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<td>Choices</td>
<td>Laura Cantwell AARP Florida</td>
<td>Brenda Young District 5</td>
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<td>Economic Competitiveness</td>
<td>Sally Patrenos Floridians for Better Transportation</td>
<td>Amie Goddeau District 4</td>
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<td>Quality Places</td>
<td>Pat Steed Florida Regional Councils Association</td>
<td>Gail Holley State Engineering &amp; Operations Office</td>
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<td>Environment &amp; Energy</td>
<td>Janet Bowman The Nature Conservancy</td>
<td>Jim Wood Chief Planner</td>
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Alignment with Other Statewide Plans

Policy Plans
- SIS Policy Plan (3/2016)
- Strategic Highway Safety Plan (8/2016)
- Seaport and Waterway System Plan (8/2016)
- Motor Carrier System Plan (Winter 2016)
- Rail System Plan (2017)
- Aviation System Plan (2017)

Handbooks, Guides, Manuals
- Complete Streets Implementation Plan (12/2015)
- Work Program Instructions
- 2016 Performance Report (Spring 2017)
- Complete Streets Handbook (Spring 2017)
SIS Objectives

- Interregional Connectivity
- Intermodal Connectivity
- Economic Development

Continuing Emphasis Areas

- Reaffirm statutory intent for *interregional, interstate, and international* travel
- Continue emphasis on *largest and most strategic facilities*
SIS Policy Implementation

- SIS designation and data review
  - Modal Data
  - Highway Data
- Refine Freight Hub Facilities and Criteria
- Refine Passenger Hub Facilities and Criteria
- MAF Study Initiated
- SIS and Complete Streets
FTP & Complete Streets

FTP GOAL

1. Safety and Security for Residents, Visitors and Businesses
2. Agile, Resilient and Quality Infrastructure
3. Efficient and Reliable Mobility for People and Freight
4. More Transportation Choices for People and Freight

COMPLETE STREETS TENETS

1. Safety Always
2. Support the Context
3. Enhance all modes
4. Enhance System Performance
5. Connect Community Centers
6. Create Quality Places
7. Invest in existing and emerging communities
Complete Streets on State Roads

- **Flexibility in Planning & Design**
  - Put the right road in the right place
  - Safety implications
  - Multimodal support

- **Context Classifications**
  - Common language
  - Not new to many communities

- **Planning & Design Approach**
Context Classifications

C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands, may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas, includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected/sparse roadway network.

C3C-Suburban Commercial
Mix of uses within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor and/or behind the uses fronting the roadway.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a community, town, or city of the civic or economic center.

C5-Urban Center
Areas with the highest densities and with building heights within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

C6-Urban Core
Complete Streets Handbook

Handbook:

» Integrates Complete Streets approach in planning & design of state roads

» Explains importance of collaboration with regional & local partners

» Establishes context classification

External Draft for partner comment - April 2017

Final Complete Streets Handbook for State Roads - June 2017
Discussion