District 5 Corridor Planning: Implementation-Focused Planning
Complete Streets Initiative

- Serve the transportation needs of transportation system users of all ages and abilities.
- Promotes safety, quality of life, and economic development.
- Context sensitive system of “Complete Streets.”
Introducing Complete Streets concepts during design is too late.
Programming a solution before planning
What is planning? When do we do planning?
STRENGTHEN THE ROLE OF PLANNING
Stronger planning leads to **better results**

**Multi-Modal Planning**

What **projects** do you want?

What **problems** do we have?

What **opportunities** do we have?

How can we **leverage our investments** to make us more sustainable and competitive?
Focus on Planning

Phase 1: Define Problem
1.1 Initial Stakeholder Outreach
1.2 Collect Data
1.3 Synthesize Issues & Opportunities

Phase 2: Define Guiding Principles
2.1 Define Guiding Principles
2.2 Define Purpose & Need
2.3 Define Measures of Success

Phase 3: Define & Select Alternatives
3.1 Define Alternatives
3.2 Compare Alternatives
3.3 Select Alternatives & Determine Next Phase

Stakeholder Outreach
It is ok **not to know the solution!**
It is ok **not to know the problem!**
Multi-Disciplinary Scoping Process

- Review project applications from MPO/TPO
- Identify project needs for all modes
- Review data to be collected and existing infrastructure
- Define study framework
- Review technical components
  - Roadway
  - Drainage
  - Utilities
  - Right of Way
  - Environmental
Multi-Disciplinary Data Collection

**Planning**
- Planning consistency
- LRTP/TIP information
- Funding
- Ongoing/planned projects
- Work Program
- PUDs/DRIs
- Traffic data / growth rates

**Engineering**
- As-builds
- Design plans
- ROW maps
- RRR projects
- LiDAR/topo
- Survey
- Parcel data
- Access class
- Crash data
- Traffic counts
- Drainage calculations/capacity
- Utilities

**Environmental**
- Permits
- GIS data: social, natural, cultural, physical
- Wetlands
- Wildlife
- Contamination
- Parks/Recreation
- Historic/Archaeological
- Community resources and features

**Public Involvement**
- Community demographics
- Local issues/concerns
- HOAs/community groups
- Local government stakeholders
- Special interest groups
- PVT/ PAG members
- Meeting sites
Data-driven understanding of problem

Data helps us understand the problems, opportunities, and points to alternatives that are context-based

- Data to Understand the Transportation Context
- Data to Understand the Land Use Context
- Data to Understand the Policy and Financial Contexts
Information vs Data:
Using the right level of analysis to make the decision at hand
Meaningful Stakeholder Engagement

- Strong community and agency engagement
- Cross functional internal FDOT meetings
- Relevant information sharing
  - Current project
  - Other projects within study area
- Share best practices
- Identified range of alternatives
- Collaborative problem solving
- Cost savings ideas
- Cross functionally supported concepts (design ready)
- Program the “right” projects
TRANSPORTATION
Place to comfortably and safely walk, bicycle, take transit, or drive on

+ LAND USE
Places to conveniently walk to, bicycle to, reach by transit, or drive to
Multi-Disciplinary Approach to Planning

CONTEXT CLASSIFICATION
What place are we serving?
Who are the users?

TRANSPORTATION CHARACTERISTICS
What is the role of the roadway?
Who are the users?

HOW SHOULD ROADWAY BE PLANNED/DESIGNED?
Multi-Disciplinary Approach to Engineering

- Multimodal
  - Bike, Pedestrian, Transit, Freight, Auto

- Traffic Operations
  - Access Management
  - Operational Performance

- Roadway Design
  - Existing Deficiencies
  - Design Standards
  - Roadway Alignments

- Drainage

- Right of Way

- Structures
  - Age, Condition, etc.

- Cost Estimates
Planning has many outcomes

Multimodal Corridor Planning

Land Use Strategies
- Land Use Policies/Regulations
- Detailed Land Use Plans
- Land Use Programs
- Other Land Use Strategies

Transportation Strategies (all modes)
- Capital Improvements
- Transportation Operations
- Maintenance Project
- More Detailed/Area-Specific Transportation Plans and Programs
- Other Transportation Strategies

Other Strategies
- Utility/Infrastructure Improvements
- Organizational Changes
- Do nothing (No-Build)
- Other Strategies
Planning for Implementation

Corridor Planning

- Go
- Type 1 CE
- Type 2 CE+

PD&E

Concept Development

Design
What happens when commitments change throughout the project development process?

- Least cost
- More opportunities to incorporate community goals
- Greater flexibility to evaluate a wide range of options
- More costly
- More community controversy
- More mitigation cost
Implementation-focused Planengineering leads to…

- Clear and publicly supported purpose and needs
- Good multimodal data to support alternatives evaluation
- Understanding of trade-offs
- Public buy-in on trade-offs and commitments
- Design- and implementation-ready concepts!
- Built projects!
District 5 Corridor Planning & Concept Development

- Conducting planning studies prior to all PD&E studies.
- ~50 studies conducted since 2011
- 15% determined no-build or no need for PD&E
- 15% advance to PD&E
- 70% advance to Concept Development
  - CD provides necessary information for technical scopes and estimates for design

Goal: Planning for Implementation!
Thank You!

Heather Garcia
Planning & Corridor Development Manager
Heather.Garcia@dot.state.fl.us

Jane Lim-Yap
jlim-yap@kittelson.com