Evaluation of Current Methodology to Determine Traffic Concurrency

Task Work Order No. 20

Study Purpose

❖ Assess Miami-Dade County's current Transportation Concurrency Program

❖ Identify Amendments to Comply with Legislative Changes

❖ Recommend Alternative Approaches

Study Advisory Committee

❖ County Planning staff

❖ Planners Technical Committee, representing all of the municipalities in Miami-Dade County

❖ Miami Dade Transit

❖ MPO

Concurrency Assessment Inputs

Stakeholder Input

- Improve consistency, equitability, & predictability
- Support multimodal approach
- Fund transit operations
- Consider regional perspective
- Consider Land Use Patterns
- Consider economic development impacts
- Foster Greater Coordination

New Legislation

- HB 7207 "The Community Planning Act of 2011"
  - State role
  - Local control
- Transportation concurrency made optional, if retained:
  - consult FDOT on amendments affecting the SIS
  - Calculation of proportionate share contributions revised

Best Practices

- Cities of Miami, Hialeah, and Jacksonville, FL
- **Cities of Bellingham and Redmond, Washington**
- Alachua, Pasco, and Orange Counties, FL
- Montgomery County, Maryland
- King County, Washington

General Principles for Effective Concurrency

Principle	Miami-Dade	Multimodal Concurrency	Mobility Fees
Comprehensive Plan-based and supportive of anticipated infill	2	3	3
Is multi-modal	2	3	3
Ties revenue generation to planning objectives	1	3	3
Receptive to transportation demand management strategies	2	3	1
County-wide and compatible with municipal governments.	1	2	3
Based on accepted transportation planning and engineering principles and Florida law	2	3	3
Understandable for local development project evaluation	2	1	2
Does not require significant additional data collection	3	2	2
Is equitable	0	3	3
Ease of implementation or update	3	1	2
Readily explainable to elected officials and public	2	1	1
Total	**20**	**25**	**26**

Scale: 0-3, where 0 = Does not meet the principle at all & 3 = Completely meets the principle

Scenario Development – Multimodal Concurrency

❖ Utilizes Multimodal Person-Trips

❖ Concurrency Service Areas (CSAs) are created

❖ CSAs fit within three Land Use Patterns:

- Urban Area

- Transition Area

- Rural Area

❖ Demonstration example for the City of Coral Gables:

- Additional person-trip capacity is available

Scenario Development – Multimodal Concurrency

❖ **Benefits:**

- Basis to award credit for non-auto trips

- Allows more person-trips before the concurrency threshold is tripped

- Adjusts impact fees to reflect actual costs of development

- Utilizes a trip length multiplier to account for land use patterns

- Thorough, innovative and defensible approach

❖ **Challenges:**

- Effort and cost to modify existing procedures

- Reluctance to change

Scenario Development – Mobility Fees
The Changing Landscape

EVALUATION OF THE

MOBILITY FEE CONCEPT

FINAL REPORT

November 2009

Prepared for

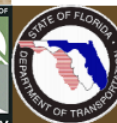**Florida Department of Community Affairs**
Florida Department of Transportation

Prepared by

Karen E. Seggerman, AICP
Kristine M. Williams, AICP
Pei-Sung Lin, PhD, PE, PTOE
Aldo Fabregas
Center for Urban Transportation Research
University of South Florida

JOINT REPORT ON THE
MOBILITY FEE
METHODOLOGY STUDY

Submitted to the President of the Florida
Senate and the Speaker of the Florida House
of Representatives, pursuant to Section 13,
Chapter 2009-96 Laws of Florida, the
Community Renewal Act

Prepared by
Florida Department of Transportation
Florida Department of Community Affairs

December 1, 2009

Scenario Development – Mobility Fees

❖ Promotes compact, mixed-use, and energy-efficient development

❖ All new development subject to fees

❖ "Base cost" established for each housing type

❖ Base cost is linked to Land Use Patterns (Outer Edge, Transition, Urban)

❖ Analysis determines proximity to respective modal networks

❖ Fee is adjusted accordingly

Scenario Development – Mobility Fees

Benefits & Challenges

❖ **Benefits:**

- Serves other public purposes, including:
    - Economic development and tourism
    - Promotion of "smart growth" and reduction of sprawl
- Can be implemented using existing data sources and tools
- Reflects the true transportation costs of all development, regardless of location

❖ **Challenges:**

- Effort and cost to modify existing procedures
- Reluctance to change

MAYORS OFFICE

So you morons just dumped the Mobility Plan in the River without ever trying it? Damn it! This is supposed to be ORGANIZED crime!

Alternatives

1) **Keep the Current Program**

   ❖ Update to match new legislation

   ❖ Roadway + transit capital funding only

2) **Minimal Changes**

   ❖ Expand impact area

   ❖ Calculate peak-directional capacity

   ❖ Incentivize development near transit

3) **Alternative Approach**

   ❖ Apply multimodal concurrency

   ❖ Use mobility fees in lieu of impact fees

   ❖ Account for land use patterns

Evaluation of Impacts by Alternative
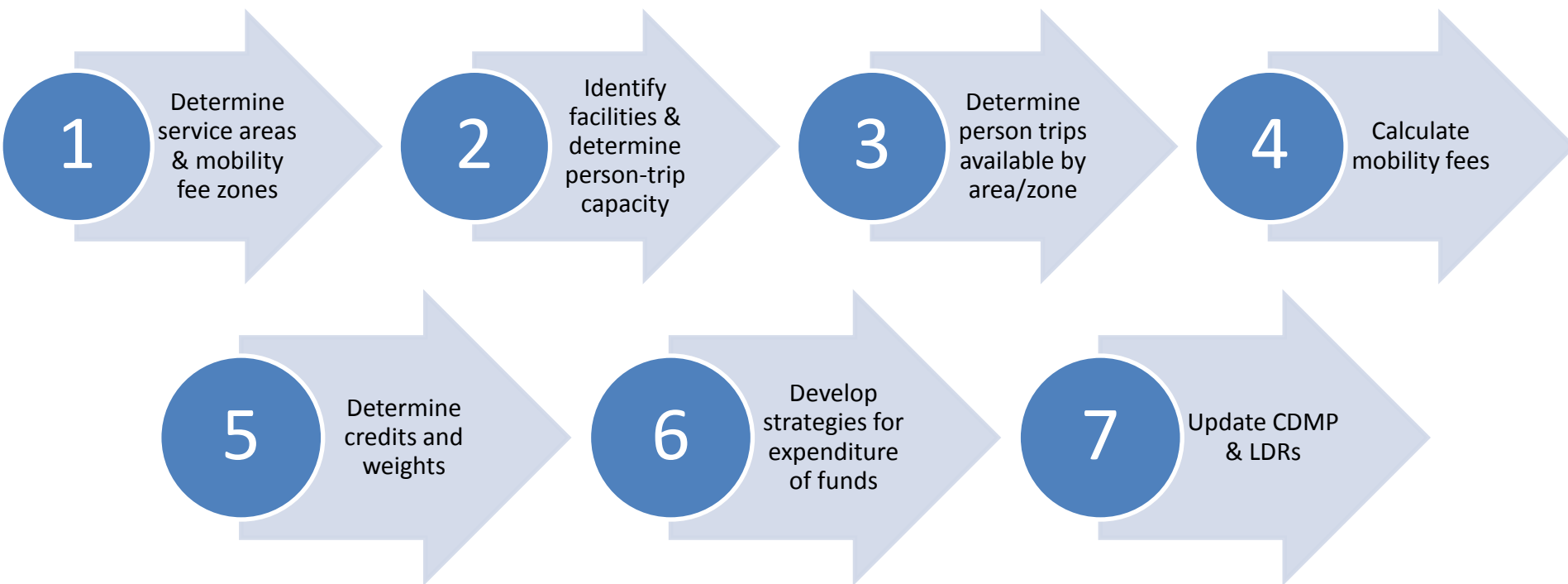
Seven Evaluative Factors:

1. Program implementation and methodology

2. Traffic improvement

3. Transit operations

4. Implementation of bicycle and pedestrian facilities

5. Capital, maintenance and operating costs

6. Jurisdictional boundaries

7. Monitoring

Summary	Average Impact to the Community	Average Impact to the Developer	Average Impact to the Agency	Average Impact by Factor
Score by Stakeholder for Keep Current Program	-1	0	-1	-1
Score by Stakeholder for Minimal Change	0	0	0	0
Score by Stakeholder for Alternative Approach	1	0	1	1

Scoring: -1 = negative impact, 0 = no impact, 1 = positive impact

Recommendations – Plan Amendments

CDMP Component	Keep Current Program	Minimal Change	Alternative Approach
Capital Improvements Element	X	X	X
Introduction			X
CIE-3C Traffic Circulation		X	X
CIE-3C Mass Transit	X	X	X
Concurrency Management Program, item #3	X	X	X
Concurrency Management Program, item #4	X	X	X
Concurrency Management Program, Figures 1 & 2			X
Implementation Schedules of Improvements, Traffic Circulation and Mass Transit			X
Transportation Element	X	X	X
Introduction			X
Objective TC-1 and supporting policies	X	X	X
Future Traffic Circulation Map Series, Figure 5			X
Future Land Use Element	X	X	X
Interpretation of the Land Use Plan Map: Policy of the Land Use Element			X

Recommendations –
Action Plan for Alternative Approach

1 Determine service areas & mobility fee zones

2 Identify facilities & determine person-trip capacity

3 Determine person trips available by area/zone

4 Calculate mobility fees

5 Determine credits and weights

6 Develop strategies for expenditure of funds

7 Update CDMP & LDRs

Next Steps

❖ Use recommended framework for further stakeholder discussion on transportation concurrency

❖ Additional focus on:

  ◆ Institutional issues

  ◆ Costs

  ◆ Effort required to implement the recommended changes