Florida’s Bicentennial Corridors: Status Report

Florida Transportation Commission

May 23, 2006
Today’s Objectives

- Review and recommend guiding principles, objectives, and criteria for Bicentennial Corridors
- Review FDOT’s initial work to identify potential statewide corridors
- Discuss policy issues that should guide detailed corridor screening process
- Discuss partner involvement strategy
Agenda

- Desired outcomes
- Schedule and process
- Policy framework
- Potential statewide corridors
- Next steps
**Desired Outcomes**

- Adoption of Bicentennial Corridors Policy by FDOT
- Initial statewide corridors (2-3) ready for detailed feasibility studies by fall 2006, with others to follow
- Network of existing, re-used, and new statewide and regional corridors that
  - Will serve Florida over the next 50 years
  - Support statewide and regional policy objectives
  - Are planned, financed and managed in collaboration with the public and private sectors
2006 Activities

◆ Spring
  ✓ Develop policies and criteria
  ✓ Identify candidate statewide corridors
  ✓ Begin partner involvement

◆ Summer
  ✓ Collaboration with partners on policies, criteria, corridors
  ✓ Technical, financial screening of candidate statewide corridors
  ✓ FDOT adoption of Bicentennial Corridors Policy

◆ Fall
  ✓ Select initial statewide corridors for detailed technical and financial feasibility studies
  ✓ Determine network of potential statewide corridors for further study
  ✓ Coordinate with ongoing plans for existing statewide and existing/planned regional corridors
Bicentennial Corridors Identification to Implementation

Potential Connections

Preliminary Screening

Initial Candidate Corridors

Additional Screening

Selected Candidate Corridors

Corridor Feasibility Studies

Reasonable/Feasible Alternatives

PD&E

Preferred Alternative

Implementation

Public and Partner Involvement

General

Specific
Proposed Guiding Principles

- Florida’s Bicentennial Corridors should:
  - Balance mobility and economic competitiveness with community livability and environmental stewardship
  - Function as part of the Strategic Intermodal System
  - Be developed as a collaborative effort between state, regional, local, and private partners
  - Be financed through user fees and private/public partnerships to the maximum extent possible
Proposed Criteria for Statewide Corridors

◆ Connectivity
  ✓ New connection
  ✓ Re-use of existing connection

◆ Economic competitiveness
  ✓ Statewide industry clusters
  ✓ Trade and visitors
  ✓ Economically distressed areas
Proposed Criteria for Statewide Corridors (Continued)

- Community and environment
  - Local government comprehensive plans
  - Statewide and regional visioning
  - Environmental stewardship
- Financial feasibility
  - Self-financed
  - Attainable right of way
Growth will Continue: Projected 2030 Population Densities

Population Density By Census Tract 2030 (Population Per Square Mile)

- 501 - 1,000
- 1,001 - 2,500
- 2,501 - 5,000
- Above 5,000

Potential Re-Use of Interregional Corridors

- Potential for
  - Major re-use (e.g., truck or express lanes)
  - Modal options (e.g., passenger rail service)
  - Parallel alignments

Population Density By Census Tract 2030
(Population Per Square Mile)

- 501 - 1,000
- 1,001 - 2,500
- 2,501 - 5,000
- Above 5,000

- SIS & Emerging Highways
- Parks/Conservation Lands
Potential New Interregional Connections

- Potential for new multi-use facilities

Population Density By Census Tract 2030 (Population Per Square Mile)

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- SIS & Emerging Highways
- Parks/Conservation Lands
Potential New Connections to Other States
◆ Potential for new multi-use facilities
Looking Toward 2050: Regional Corridors

**Legend**
- Proposed Regional Highway Corridors
- Existing Limited Access Highways
- Existing State Highway System
- Water
- 2005 City Limits
Re-Use of Existing Corridors

LEGEND

- Proposed Regional Highway Corridors
- Proposed Re-use of Existing Corridors
- Existing Limited Access Highways
- Existing State Highway System
- Water
- 2005 City Limits

Bicentennial Corridors, Regional Corridors in Existing Plans, and Planned Intercity Rail

Statewide
State of Florida
Department of Transportation

Looking Toward 2050

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Next Steps

- Public and partner involvement
- Initial technical and financial screening
- Corridor feasibility studies
Public and Partner Involvement Strategy

- Coordinated communications strategy
- Statewide coordination with key groups
  - Growth management and environmental partners
  - Economic development and business partners
  - Modal partners
  - Regional and local government partners
  - Financial community
Initial Screening of Potential Corridors

- Estimate demand for moving people and freight
- Develop screening criteria
  - Assess economic impacts; emphasize economically distressed areas
  - Assess right of way opportunities
  - Coordinate with visions and growth strategies
- Determine potential alignments
- Identify implementation models
Corridor Feasibility Studies

- To begin fall 2006 for 2-3 statewide corridors
- Proactive effort to plan corridor, rather than facility
  - Detailed evaluation of potential alignments including modal and re-use options
  - Early coordination on land use, access management, community and environmental issues
  - Preliminary financial analysis including potential partnerships
Florida’s Bicentennial Corridors

- Discussion
- Recommendations