

## Smart Growth / Economic Development / Multimodal Transportation

### Current Situation

*Describe current situation and regional context for the issue area or community at large. Please include a brief explanation why the situation exists in way that it sets up the goal we would like to achieve.*

The Southeast Florida Region consists of a multitude of local community governments with a few regional agencies that have collectively over the last hundred and five years, especially in the last fifty-five years, successfully developed unsustainable road induced suburban sprawl from Vero Beach in the north to Key West in the south. While each city and county thinks it is somehow better than its neighbors in the region, they are in fact depressingly the same - mostly suburban sprawl with a few unique and special public places designed to focus attention away from the sad sameness of the region. No elected leader or community spokesperson has ever credibly stated that the Southeast Florida Region is or can become an internationally significant community in the ranks of New York, Washington, San Francisco, Montreal, London, Paris, Strasbourg, Rome, Berlin, Vienna, Zurich, Barcelona, Prague, Stockholm, St. Petersburg, Tokyo, Beijing, Seoul, Mexico City, Bogota, Istanbul, Alexandria, Cape Town, or Melbourne. No one has yet said the Southeast Florida Region will undertake the work necessary to be one of the most beautiful communities in the world – sharing the international stage with Cambridge, Florence, Venice, Shanghai, Hong Kong, Singapore, Sydney, Vancouver, Toronto, Quebec, Portland, Chicago, or Boston.

While an objective physical and socio-economic statistical analysis would not associate the Southeast Florida Region built environment with any superlative, except for back-to-back national bests for congested and unsafe highways, things can change from bad to worse when a simple “fast forward” reality check is undertaken. Regardless of scientific and political debates around the issues of climate change and the needs of America to develop and continue offshore oil drilling capabilities, how well does the Southeast Florida Region do over the next 100 years if the sea level rise (a 1 foot to 6 feet sea level rise over the next 100 years is predicted to occur) and oil spill pollution (BP, Cuban-based, or other offshore oil drilling or transport efforts gone wrong) continues to impact the State of Florida? The expected long term impacts to the Southeast Florida Region from each of these threats are extremely harsh and combined impacts could be terminal. When you throw in the occasional Category 5 hurricane, you easily get a very unflattering picture of Florida and the Southeast Florida Region. What happens when we do not have the funding to clean up the recurring mess? What happens when cleaning up the mess is not thought to be worth the effort? Would it help if our communities were unique, sustainable, beautiful, connected, productive, and competitive in the world marketplace?

### Goal / Objectives

*The goal we would like to see achieved and the reasons behind the goal (if not clear from the explanation above). Discuss not only what is to be achieved through the grant, but also the longer term impacts.*

The first goal or task is to sit in a room with all the governmental officials and professional staffs of the jurisdictions involved within the Southeast Florida Regional Partnership, especially those responsible for Public Works, and admit we have problems as a region and as a nation. The problems are many, but what needs to be clearly understood is the nature of the problem and basis for a recovery.

Starting with sprawl conditions, we must admit to: excessive road building and fossil fuel use; authorizing land uses that do not put pedestrians first and waterfront development that can not be sustained; spending habits that overextend the citizens ability to pay taxes and new loans that are being stacked upon old loans; and, other crimes and misdemeanors against the next generation who must clean up the mess we create. We must admit that all of us have contributed to the dangerous conditions that we have allowed to exist or directly caused. We must admit our nation, state, region, communities, homes, children, health, wealth, and quality of life are at great risk.

Our second goal is to begin the hard work of doing something about the conditions we have collectively created and the dangers that now exist. We must plan a feasible course of actions that reduce risks and improve conditions, identify a prudent and rational way to pay for and execute the plan, and then go about implementing the efforts to save the State of Florida and the Nation.

In this instance, a fully-integrated, regional, sustainable, and tactical multimodal and intermodal system of transport is proposed that will grow the new American economy in Florida and provide for:

- i) Economic development and job growth across all socio-economic groups.
- ii) Job training and educational opportunities to all citizens.
- iii) Development of equitable and affordable housing within the new urban form that is intermixed with market rate housing.
- iv) Inexpensive and accessible transport to jobs, higher education, job training, and expanded efficient business access to markets.
- v) Revitalization of existing communities associated with advanced transit oriented developments (ATODs) and the building of structures in the spaces between buildings at strategically located urban centers forming the multimodal and intermodal crossroads of the Southeast Florida Region.
- vi) Development of ATODs so that they: include parking structures for adequate shared use by transit customers, local business, and residents; provide for the large scale production of photovoltaic and other energy sources; cause larger than expected modal shifts to transit and passenger rail services at pedestrian-oriented urban centers; and, reduce fossil fuel use, traffic congestion and environmental pollution as every car trip more likely becomes a multimodal trip.
- vii) Comfortable and exciting public spaces within the urban center of ATODs that promote large-scale pedestrian use and reflect on community diversity, enhance unique characteristics of each community, and promote healthy, safe and walkable neighborhoods.
- viii) Development of advanced transit bus systems (ABTS) operating on all limited access highways that, through congestion pricing integrated within an advanced information and model system (AIMS), provide real time communications to travelers and system operators in order to allow the express bus system and other components of the multimodal system (expanded Metrorail, Tri-Rail, and Amtrak systems uses and new high speed rail passenger service, FEC corridor streetcar service, and local trams service to link with larger rail and transit systems) to be optimized when linked to regional ports and airports.
- ix) The integration of landscape architecture to maximize complementary relationship between interior and exterior environments within the ATODs and along the transit greenway corridors that extends to and from the ATODs such that all the urban features (including multimodal improvements) are elevated above the expected seal level rise.

These undertakings will occur consistent with the collective thoughts as to how best to apply smart growth, livable communities, sustainable communities, walkable communities, and similar community design principles to the existing Southeast Florida Region. Selected sources for such information include: [http://portal.hud.gov/portal/page/portal/HUD/program\\_offices/sustainable\\_housing\\_communities/grant\\_program](http://portal.hud.gov/portal/page/portal/HUD/program_offices/sustainable_housing_communities/grant_program); <http://www.dot.gov/affairs/dot3209.htm>; <http://www.epa.gov/dced/partnership/index.html>; <http://www.smartgrowth.org/default.asp>; <http://www.whitehouse.gov/omb/budget/fy2010/assets/hud.pdf>; <http://www.smartgrowthamerica.org/>; <http://www.patternlanguage.com/>; <http://pedestrianfriendly.com/>; <http://www.sierraclub.org/sprawl/community/>; <http://www.sustainable.org/>; <http://www.lgc.org/center/>; <http://www.pps.org/>; <http://www.cnu.org/>; <http://www.vtpi.org/tdm/tdm97.htm>; <http://www.livablecities.org/>; <http://www.sustainablebusiness.com/index.cfm/go/news.display/id/18402>; <http://www.carfree.com/>; <http://www.transitorienteddevelopment.org/>; <http://www.livable.com/>; <http://www.livcomawards.com/>; <http://www.uli.org/sitecore/content/ULI2Home/ResearchAndPublications/Reports/Sustainable%20Development.aspx>; <http://www.americantrails.org/reauth.html>; <http://atfiles.org/files/pdf/livablecomm.pdf>; and, <http://www.reconnectingamerica.org/>;

Also see **Growing the New American Economy (GTNAE)** at: <http://ctr.eng.fiu.edu/whitepapers.htm>.

## Purpose and Need

*Explain how the federal investment in this partnership effort can add value to correcting or, if more appropriate, building on, the current situation and achieving the goal. Describe how existing programs and investments will be leveraged.*

Fully-Integrated multimodal systems as described fits hand and glove with the Sustainable Communities Initiative programs and therefore federal funding will allow the Southeast Florida Regional Partnership to plan and arrive at a consensus as to the specific improvements to be undertaken. Federal funding when matched by state and local funds and augmented by private sector capital for those parts of the multimodal system of transport that rightfully should be privately funded will provide to the Nation a

strategy for an American rejuvenation. All transportation funds need to be directed to such multimodal improvements that include traffic calming as you approach ATODs and limited access intersections rebuilt to better access ATODs without use of local roadways. HUD and EPA program funds should be likewise focused towards supporting the ATODs housing and environmental components. Education funding and job training funds need to be focused at ATODs. Remaining infrastructure and governmental operational budgets need to be examined to see how to redirect them to ATOD locations. HUD planning funds will fund those efforts to bring all participants to the table for this joint planning exercise.

## Linkages to Other Issues

*The issue areas are not (and should not be) isolated topics. Provide a brief explanation of how this issue area is related to, interacts with, supports or depends on other issues and the associated linkages.*

Smart growth, economic development, and multimodal transportation are but three legs of the often mentioned rustic stool of a bygone America. All elements of the social, health, safety, infrastructural, and environmental matrix of modern society are linked and achievable through efficient, reliable, and timely multimodal transport—like buildings of ATODs, each of these elements, goals, and issues are mutually dependent with each touching “from one to the next”. Once a commitment to social justice is fully understood as an allegiance to each member of our community within a web of sustainable ATOD communities linked by fully-integrated multimodal systems, the rest is much easier to accomplish.

## Other Information to Provide

## Resources

*Identify resources describing the issue (e.g., plans, reports) that will support the application or the objectives of the application.*

**Smart Growth America** website states transportation costs are the second largest average expense after housing. If a person lives in a walkable area and has transit, he or she spends only 9% of his income on transportation, while the person living in an area that requires driving spends more than 25% of their income each month on transportation. See: <http://www.smartgrowthamerica.org/>. What would happen to an America where 16% of all income was saved and reinvested in the marketplace?

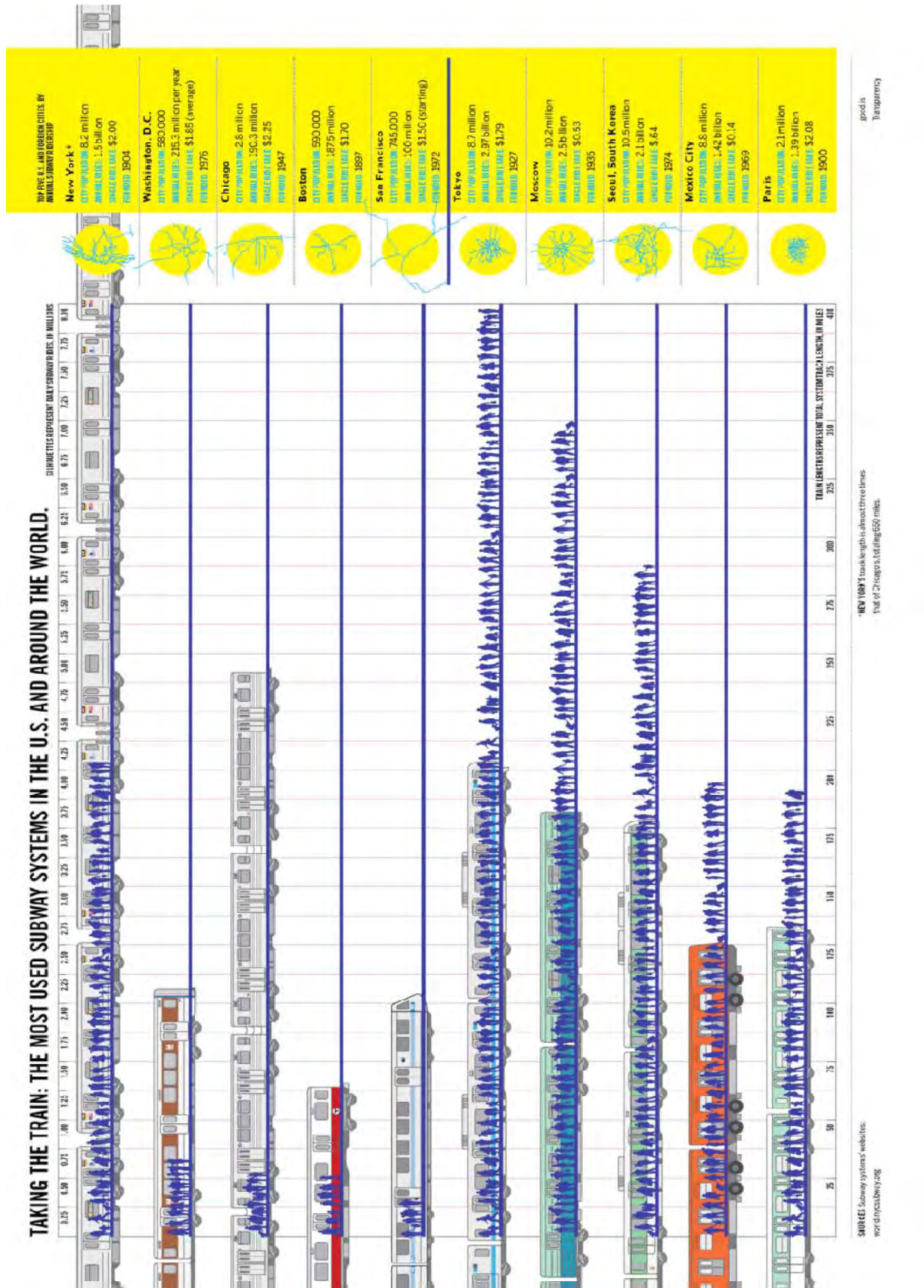
See a April 2010 ULI publication entitled: “Connecting Florida – Transit + Florida’s Economy”: <http://www.uli.org/sitecore/content/ULI2Home/ResearchAndPublications/PolicyPracticePriorityAreas/Infrastructure/Connecting%20Florida.aspx>, and a July 2010 ULR publication entitled: “Transportation for a New Era - Growing More Sustainable Communities”: [http://www.uli.org/sitecore/content/ULI2Home/ResearchAndPublications/Reports/~/\\_media/Documents/ResearchAndPublications/Reports/Infrastructure/Transportation%20for%20a%20New%20Era.ashx](http://www.uli.org/sitecore/content/ULI2Home/ResearchAndPublications/Reports/~/_media/Documents/ResearchAndPublications/Reports/Infrastructure/Transportation%20for%20a%20New%20Era.ashx).

## Graphics

*Please send illustrative photos and other images (maps, tables, flow charts). Include a list of the images you are uploading to the FTP site along with a few lines that can be used as a caption for each image; also please include any required photo or image credits. Indicate in the text above where each graphic applies.*

The following shows a graphic of transit use around the globe (view as a larger image to see details). A good graphic for our planning application would be to show what we have to do to become a world class transportation system. This could be shown by adding to this chart the Tri-Rail, Metrorail, Metromover, Airport Peoplemovers systems as they now exist and see how these passenger rail and transit systems stack up to the subway systems shown and thereafter developing an image that would depict how a fully-integrated, regional, sustainable, tactical multimodal and intermodal system of transport for Southeast Florida Region would compare to such transportation systems at other world centers.

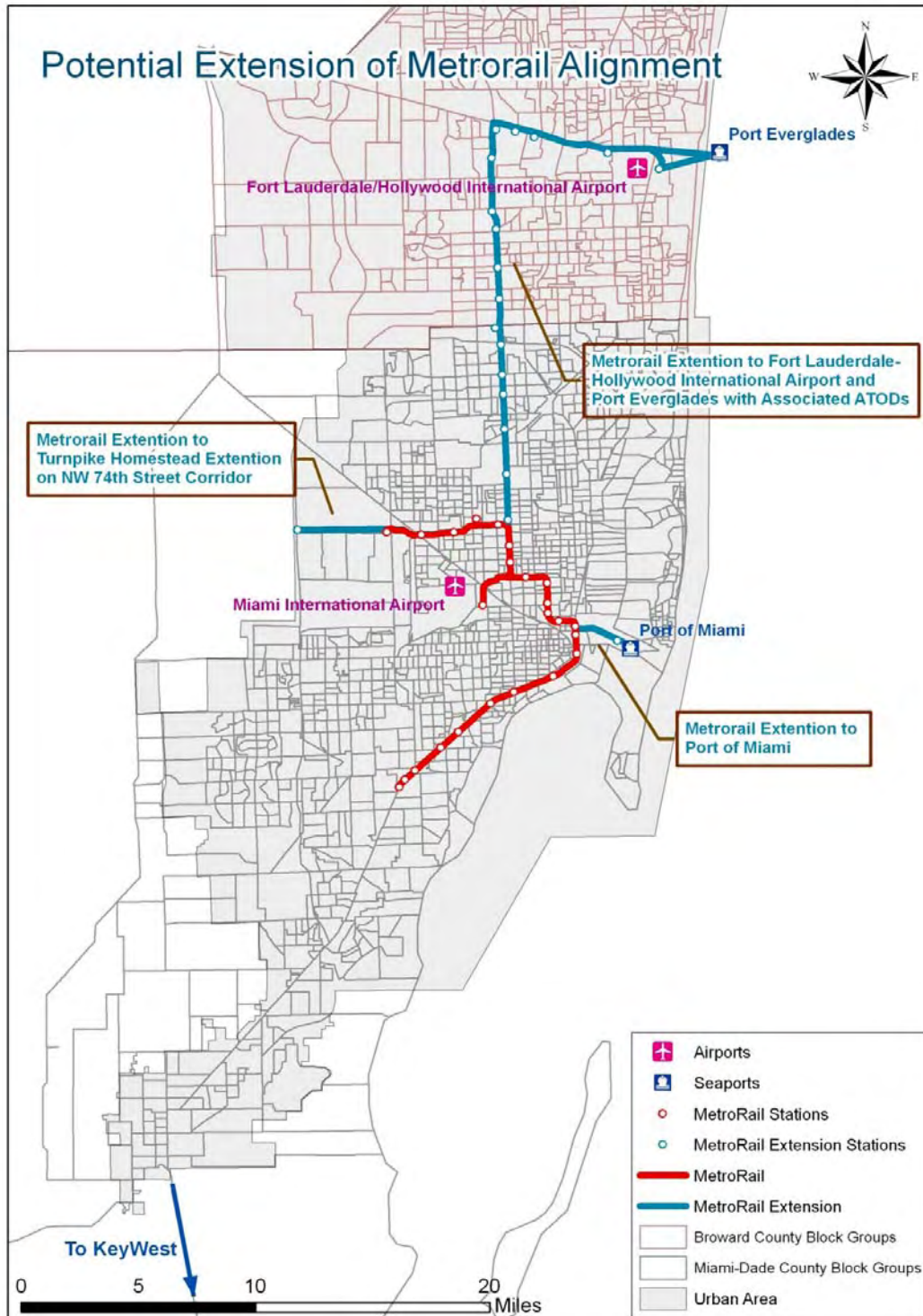






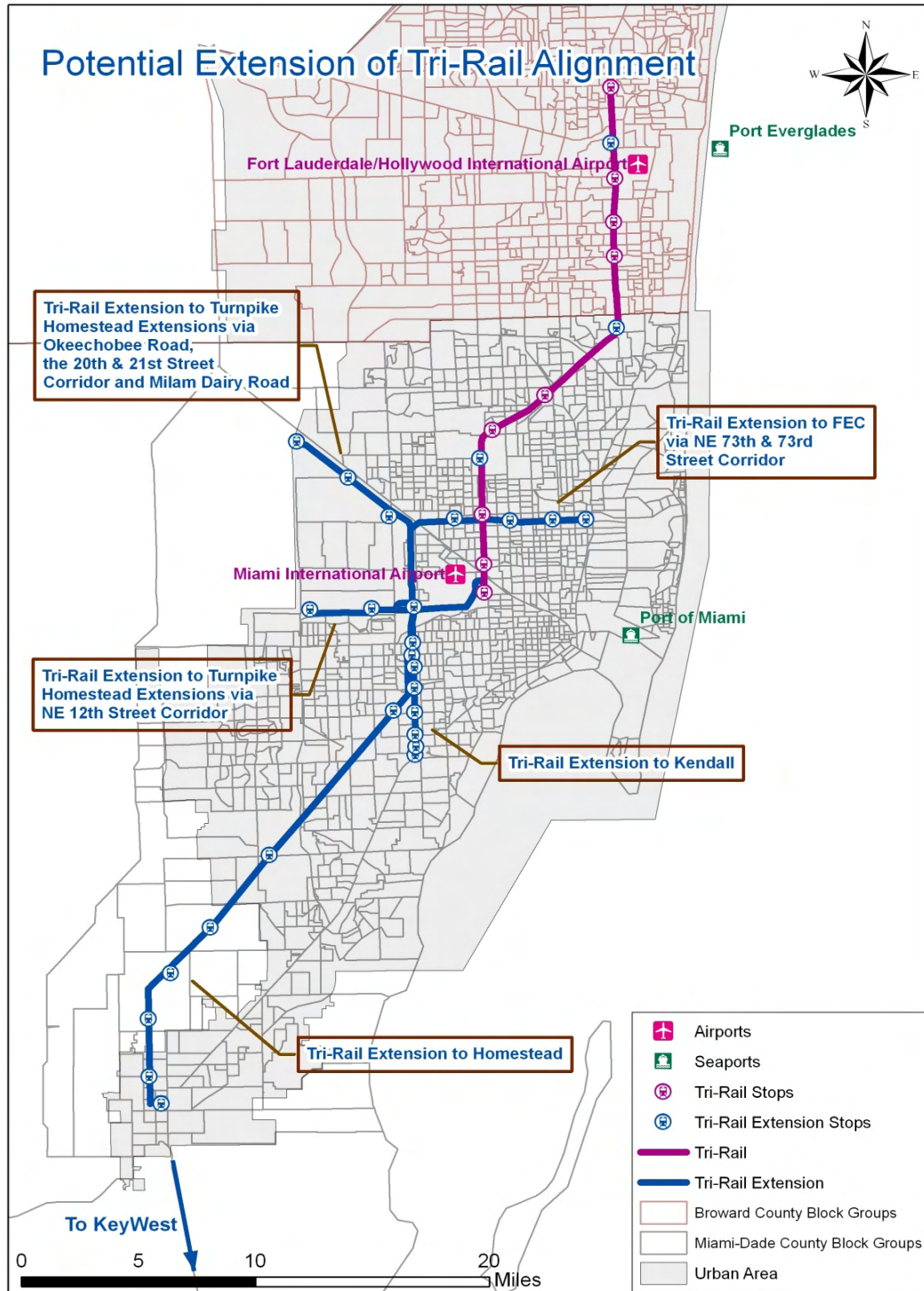


This graphic image shows what can be done over the next 10 to 15 years if the Metrorail was extended along the northern corridor (NW 27<sup>th</sup> Street) as previously planned in Miami-Dade County and at the same time extended into Broward County with stops at Fort Lauderdale-Hollywood International Airport and Port Everglades. This image also depicts a Metrorail expansion to the Turnpike Homestead Extension on the NW 74<sup>th</sup> Street Corridor and to Port of Miami on the NE 5<sup>th</sup>/6<sup>th</sup> Street Corridor.



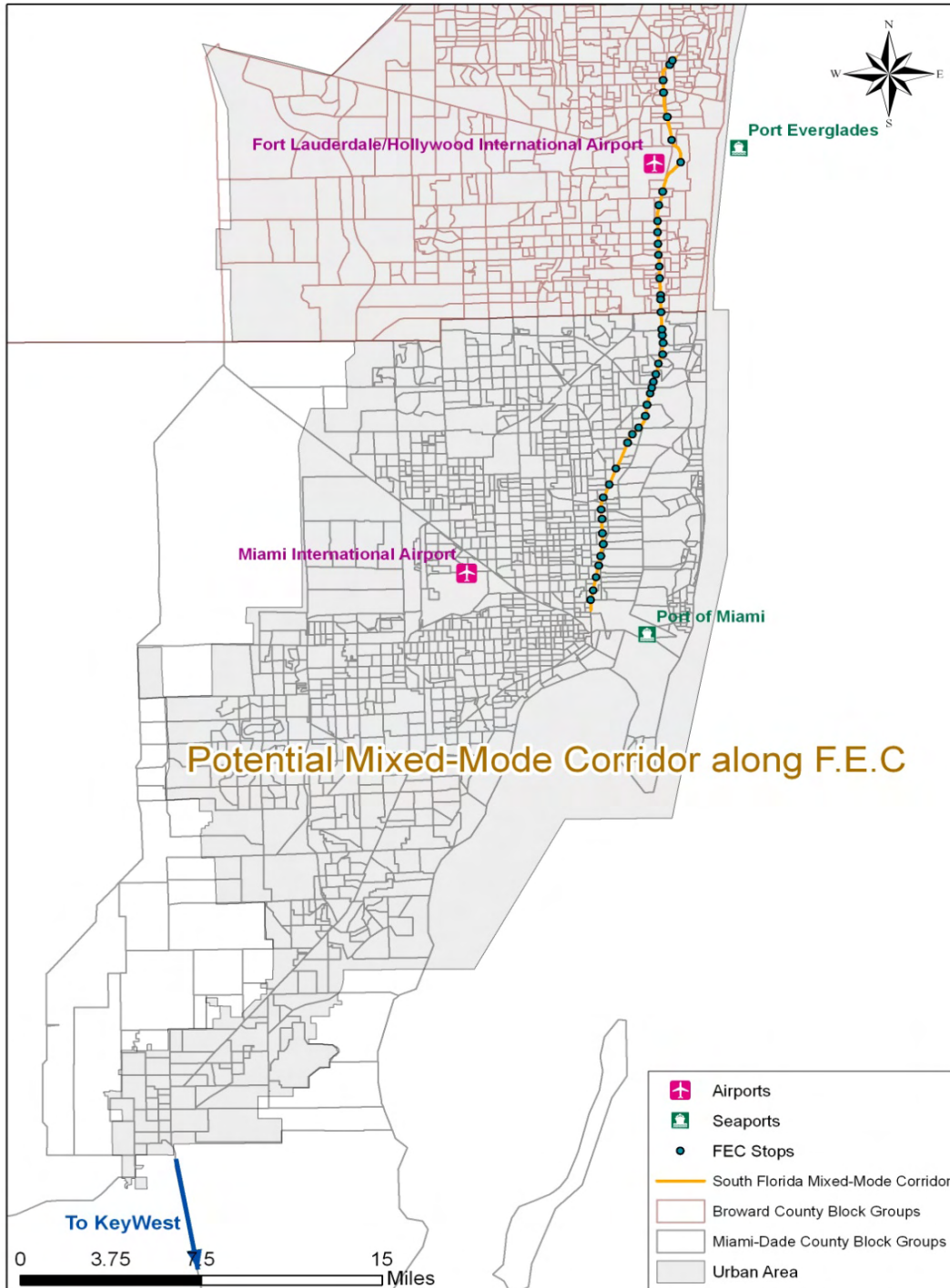
Lehman Center for Transportation Research

This graphic image shows what can be done by using existing rail corridors to quickly extend Tri-Rail service in Miami-Dade County: to the south (with stations at Homestead and Kendall); to the west (with a station at the Turnpike Homestead Extension on the NW 74<sup>th</sup> Street corridor); to the east (with a FEC corridor station at NW 72<sup>nd</sup>/73<sup>rd</sup> Street). By these means, Tri-Rail becomes relevant and supportable by all Miami-Dade County citizens and, with ATOD development at all stations, it becomes financially self-supporting over the next 10 years.



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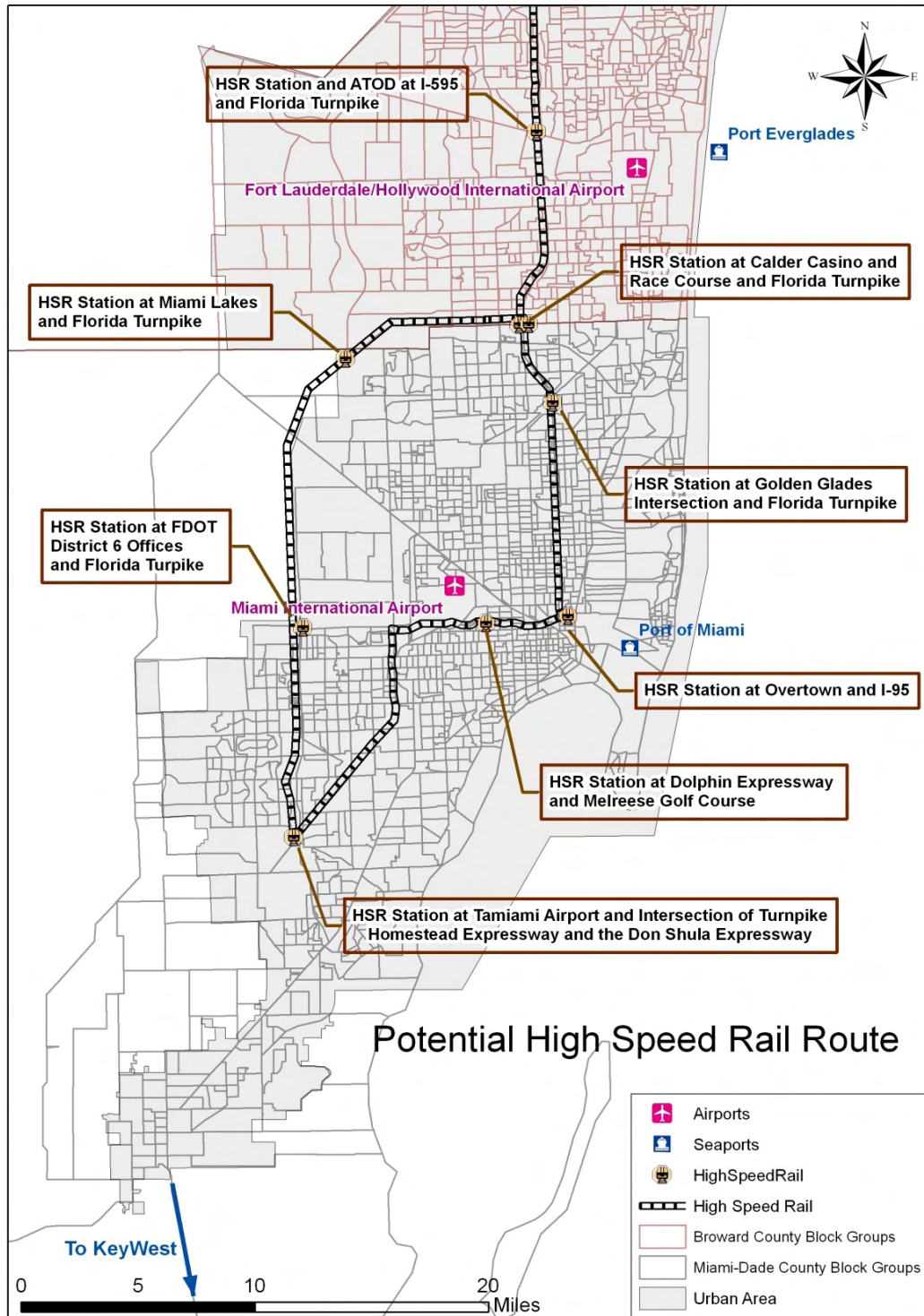
This graphic image shows what can be done over the next 10 to 15 years to establish a streetcar system on a newly developed FEC mixed-mode corridor that provides for large scale walking as in Barcelona along the Ramblas from Miami to Riviera Beach (see images of Barcelona and Amsterdam). Freight train movements on the FEC corridor will need to be newly realigned along a freight corridor established on Krome Avenue, US 27 and, as to points north of Lake Okeechobee, the Turnpike corridor. East-west freight rail corridors will need to be established to service seaports and such other freight rail related sites.



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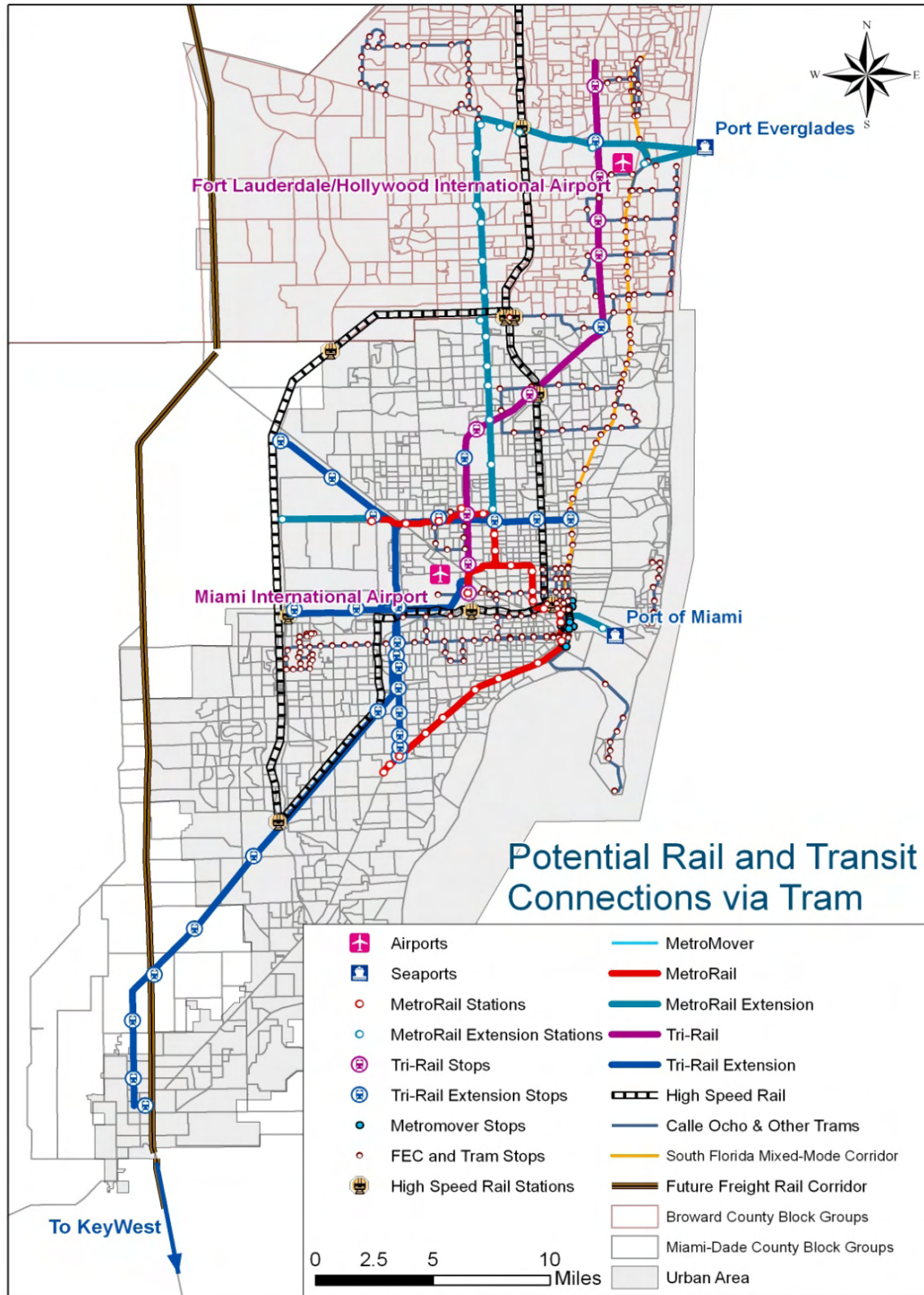


This graphic image shows what can be done over the next 10 to 15 years if the Florida High Speed Rail (HSR) System route is established around the perimeter of Miami-Dade County (like HSR in Barcelona) so that it can interconnect as a outer beltway to the expanded Metrorail, Tri-Rail, and FEC passenger rail service via joint stations positioned in ATODs and tram services between ABTS, Metrorail, Tri-Rail, FEC and HSR routes in order to maximize multimodal interconnections and customers related revenues.



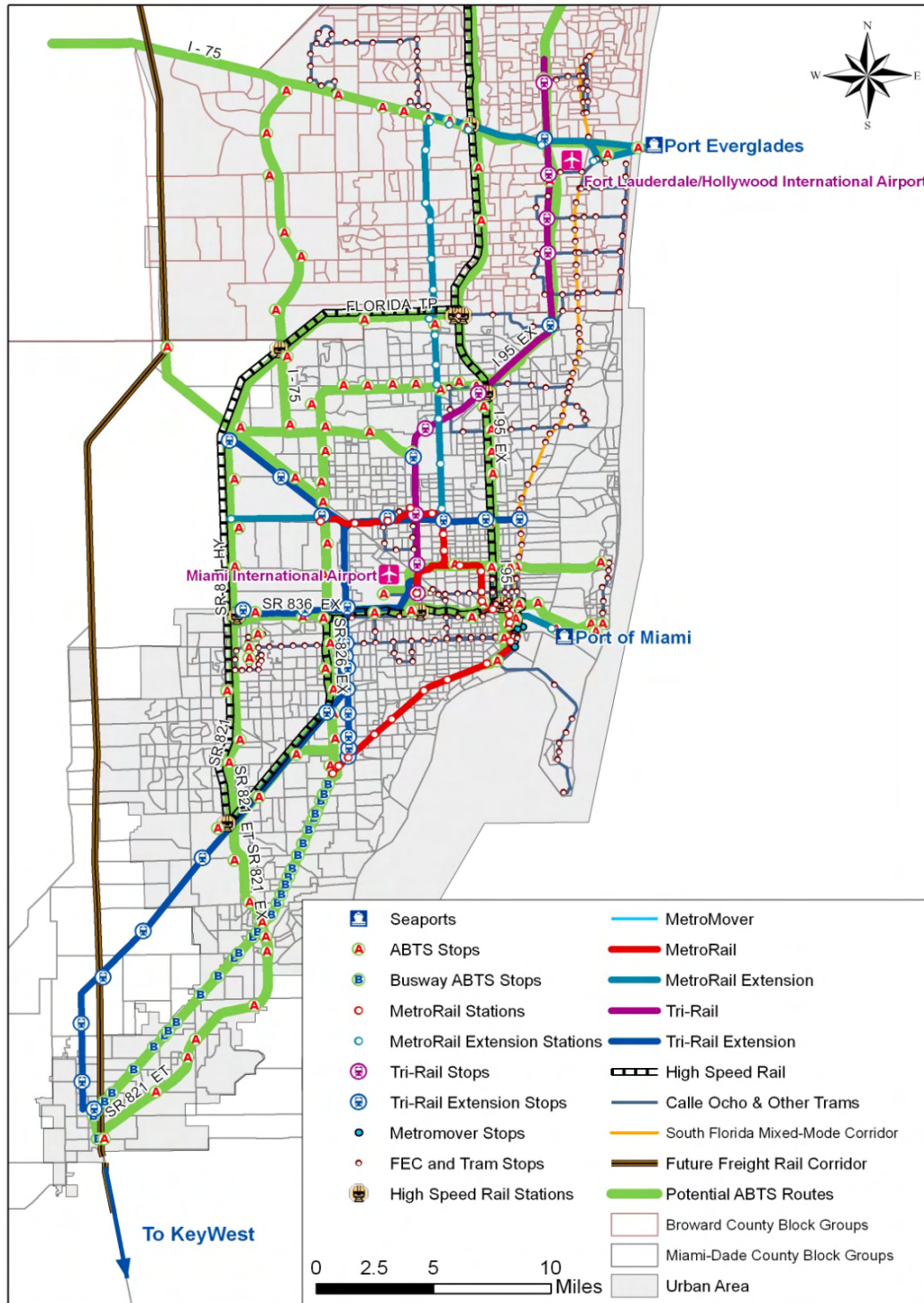
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This graphic image shows what can be done over the next 5 to 15 years if a narrow gauge tram or similar streetcar systems was established to connect the FEC, South Florida Rail Corridor (where Tri-Rail operates commuter rails services), the Metrorail system, and the high speed rail corridors on traffic calmed streets (narrowed traffic lanes, wider sidewalks, and improved landscaping and hardscaping) using wide bicycle lanes (approximately 7 feet wide) for tram operations or nearby 30-50 foot transit greenway corridors. The western freight rail corridor along Krome Avenue and US 27 is shown.



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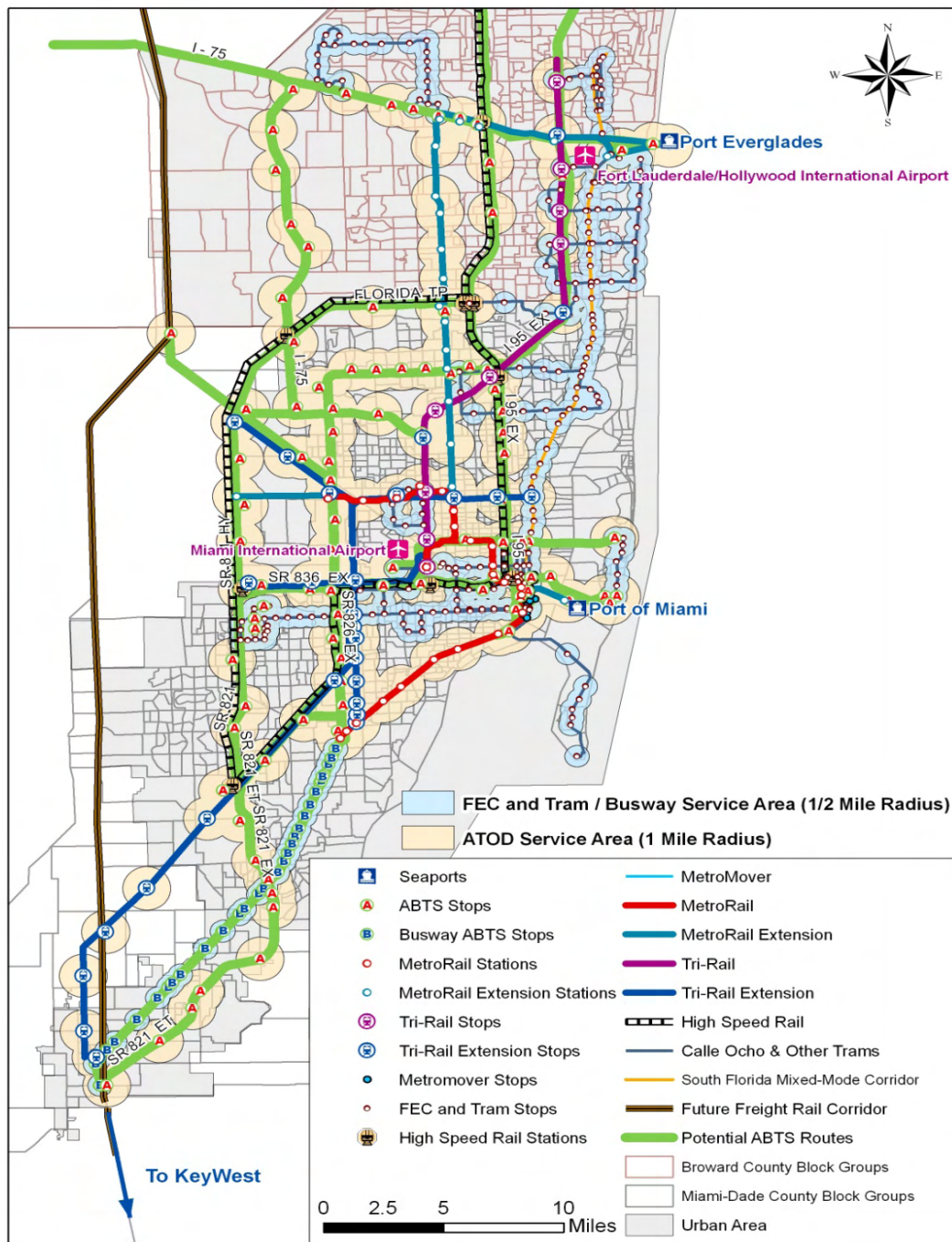
This graphic image shows what a section of the fully-integrated, regional, sustainable, and tactical multimodal and intermodal system of transport might look like in Miami-Dade County/southern Broward County in 15 to 20 years when a Florida HSR System route around the perimeter of Miami-Dade County interconnects as a outer beltway to the expanded Metrorail and Tri-Rail routes, the newly established ABTS service operating on all limited access highways, and passenger rail service on the FEC via joint stations positioned in ATODs and tram services between ABTS, Metrorail, Tri-Rail, FEC and HSR routes.



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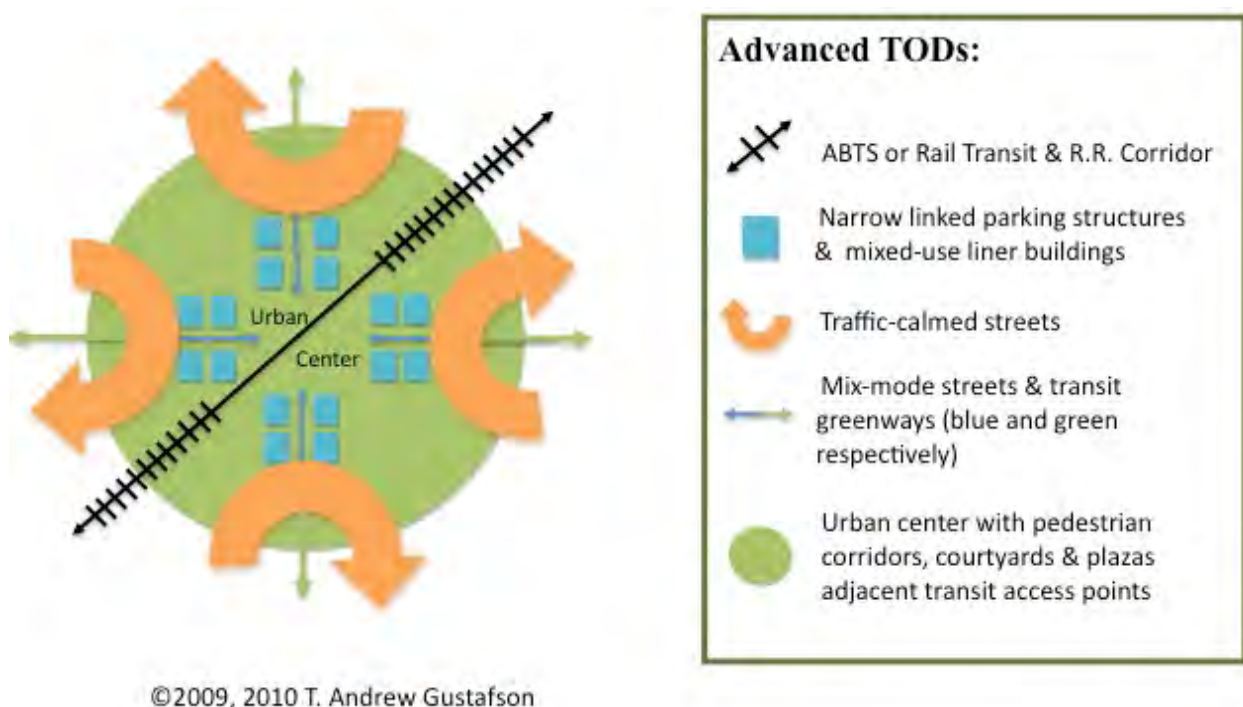


This graphic image shows what a fully-integrated, regional, sustainable, tactical multimodal and intermodal system of transport might look like when ATODs, with a walkable radius of at least one mile, provide for sustainable intermodal communities at all multimodal crossroads. By these means, the highway system interconnects with the Florida HSR System, the expanded Metrorail and Tri-Rail routes, the newly established ABTS, and FEC passenger rail service. This image and strategy, when expanded from Key West to Vero Beach (and just north to the Melbourne International Airport), represents but a first draft proposal of the multimodal system for the sustainable communities in the Southeast Florida Region based upon emerging smart growth strategies and rational basis for economic growth as provided in GTNAE.



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This graphic image shows how ATODs functionally works to bring people into the urban center from a mile radius or so outwardly from the ATODs using transit greenways and mixed-mode streets (see transit greenway depiction and Amsterdam mixed-mode street picture below). With adequate structured parking for local and transit customer needs and mixed-use liner buildings that wrap the perimeter of the parking structures, large scale pedestrian urban activities tend to aggregate near the carfree plazas and multimodal stops located within the properly arranged ATODs. Transit customers and revenue increase such that they pay for operating and maintenance costs and sustainable multimodal systems are established.



Amsterdam Mixed-Mode Street



The Ramblas pedestrian street in Barcelona

Extensions of transit and passenger rail systems to Vero Beach (and just north to the Melbourne International Airport) and associated ATODs can be envisioned based upon use of logical HSR and Tri-Rail service extensions on I-95 and the Florida Turnpike, ABTS service on limited access highways, and Amtrak service between Jacksonville to Miami as depicted by the following figures (Florida High Speed Rail System, Florida East Coast Amtrak Service, and Regional Multimodal Systems). While it may be counterintuitive, Florida may be best served by a federal rail and multimodal program that requires: i) a 50/50 federal match; ii) a 25% capital commitment from the state; iii) a 25% of capital commitment by the local governments/private sector partners; and, iv) a local government/private sector commitment as to operating and maintenance costs that are expected to be paid for through passenger and other revenues.

## Florida High Speed Rail System Options

Assume Phase 1 and 2 (both Option 1 and 2) occur over a fifteen year term



FDOT website: [http://www.floridahighspeedrail.org/Rail\\_Corridors.html](http://www.floridahighspeedrail.org/Rail_Corridors.html)



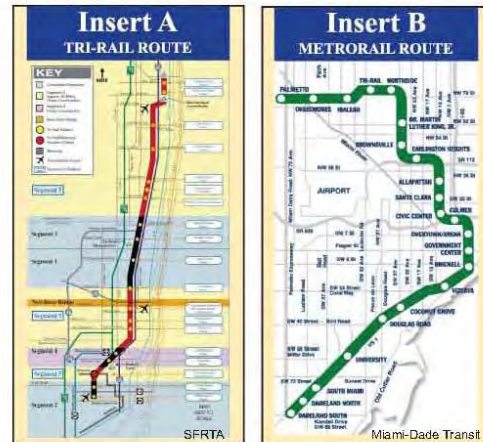
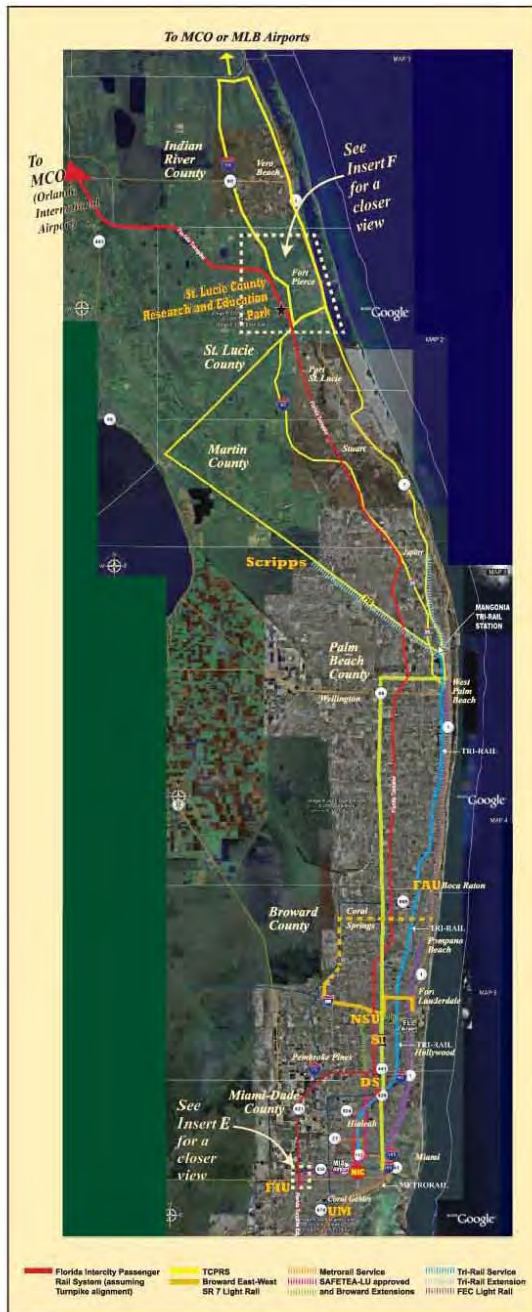
## Amtrak/Florida East Coast Service

After the FEC Mixed-Mode Corridor improvements are completed, it could be assumed that Amtrak service will terminate at Riviera Beach/West Palm Beach Intermodal Transfer Station or that it will continue south via the South Florida Rail Corridor



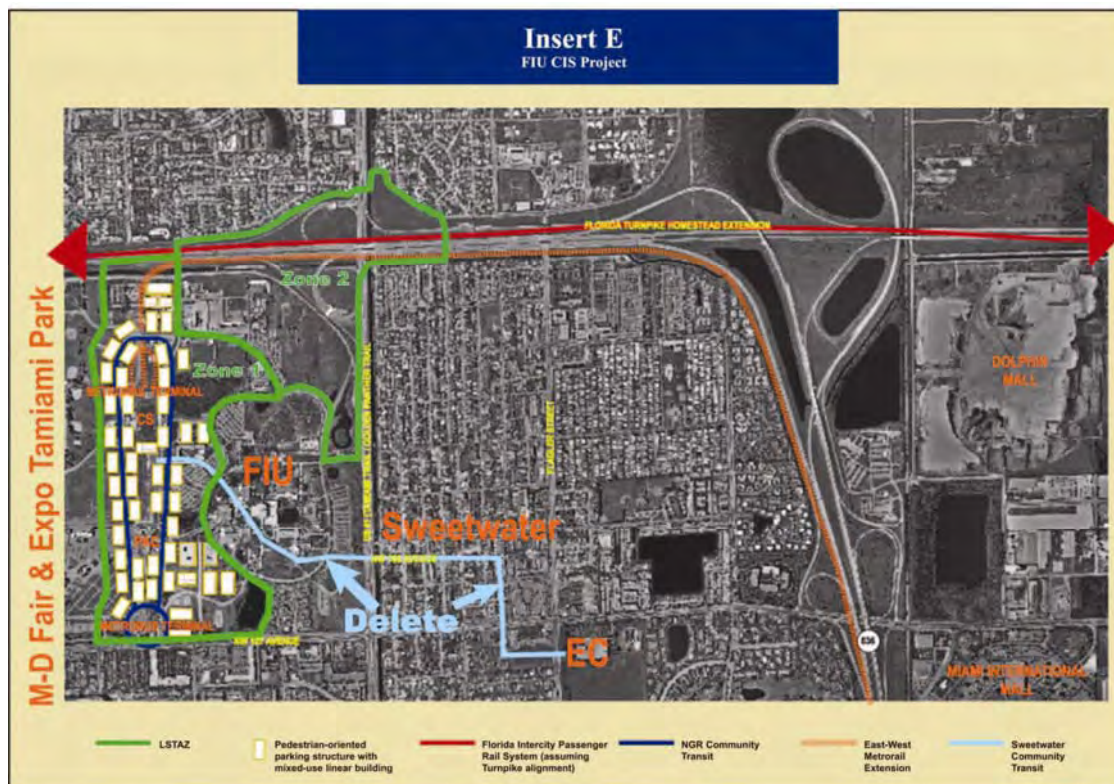
FDOT website: <http://www.dot.state.fl.us/planning/economicstimulus/rail/Amtrak-FEC-application.pdf>

# Regional Multimodal Systems for Indian River, St. Lucie, Martin, Palm Beach, Broward, and Miami-Dade Counties

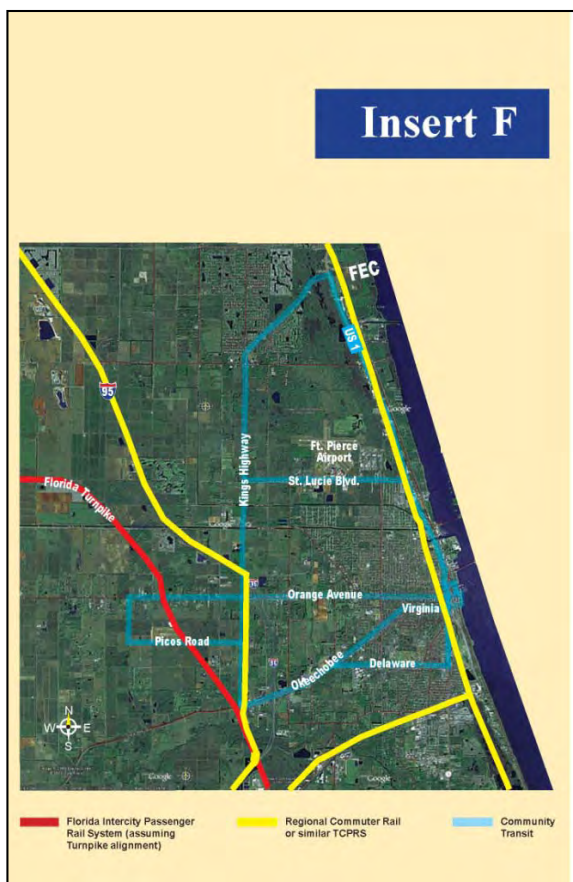


NSU IGPP/Background image ©Google Earth





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## Transit Greenway Components Image

