

# M-Cores: In Florida's Future?

18th Annual APA Florida Public Policy Workshop

University Center Club, Tallahassee, Florida

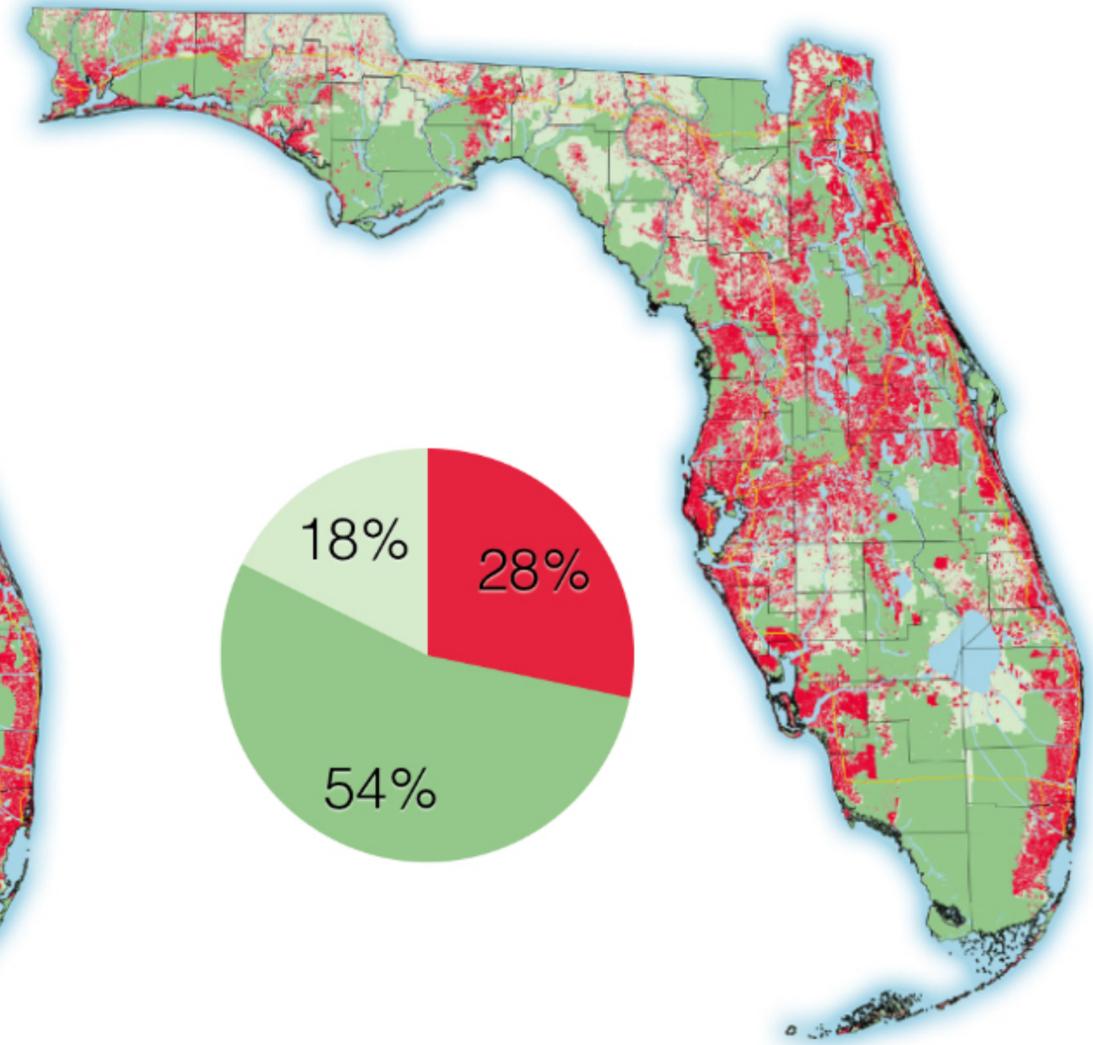
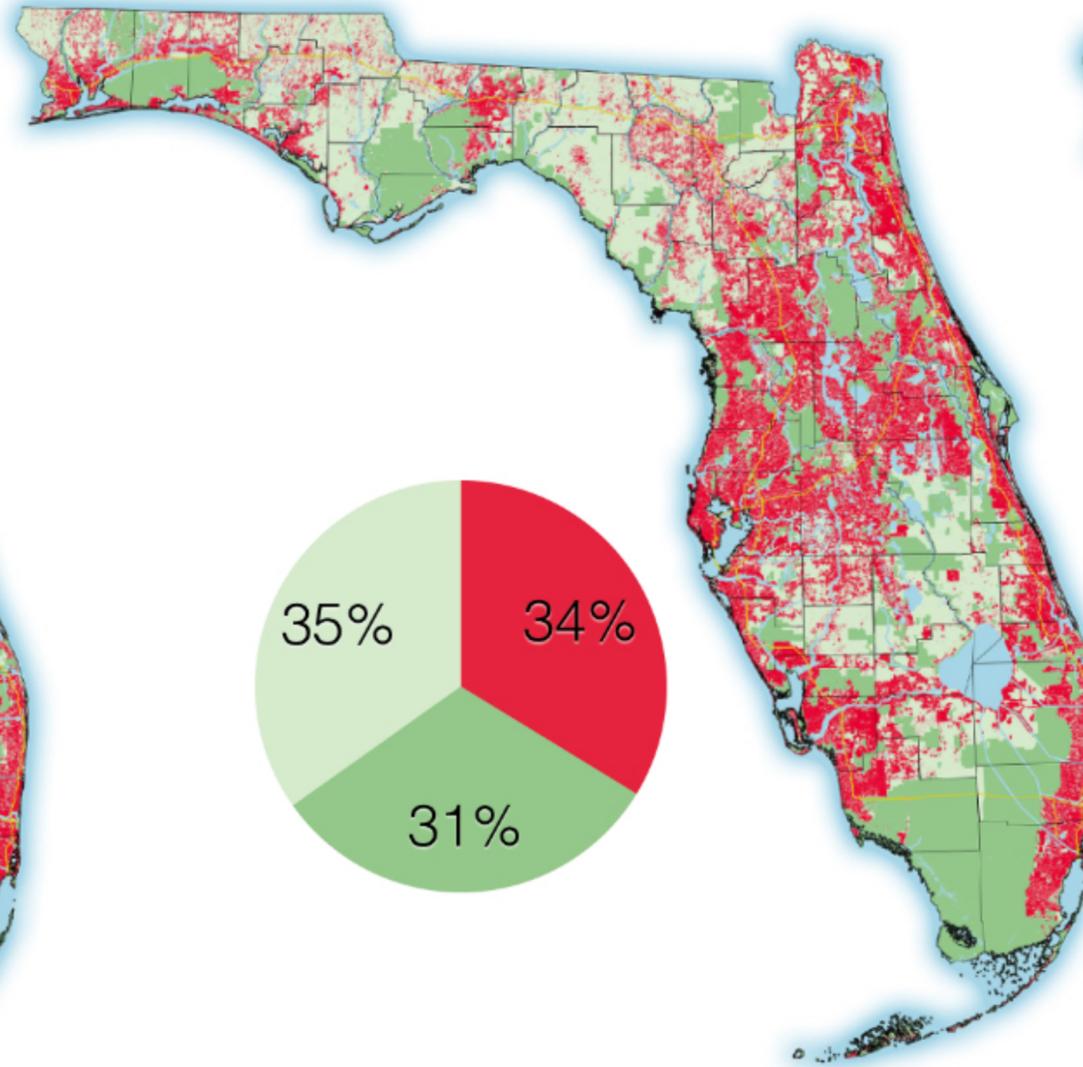
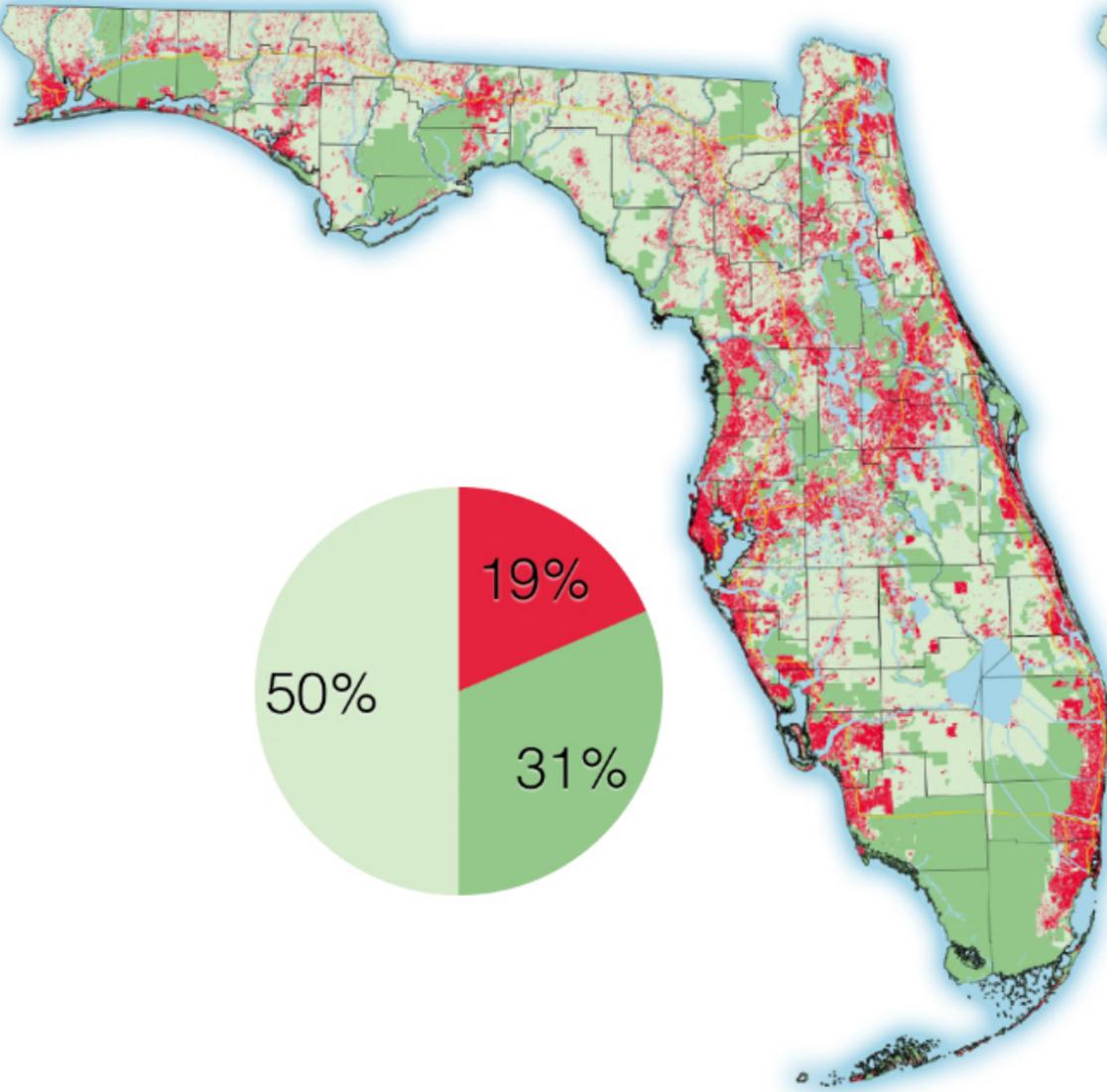
February 5, 2020



# Florida in 2010

# 2070 Trend

# 2070 Alternative



FLORIDA  
2070

1000  
FRIENDS  
of FLORIDA

UF | GEOPLAN  
CENTER

# 2070 Alternative is...

- Better for state economy
- More efficient use of existing infrastructure
- Better for urban and rural communities
- Better for agriculture
- Better for environment



# Transportation investments for 2070 Alternative

- Alternatives for traveling without an automobile
  - In cities, transit
  - Between cities, rail
- Roadway design that makes adjacent properties more desirable for people
  - Boulevards, not highways
- Increased safety for people traveling without automobiles



**Drivers killed 3,224  
people on Florida  
roads in 2018**





**Florida is first in nation!**

2020

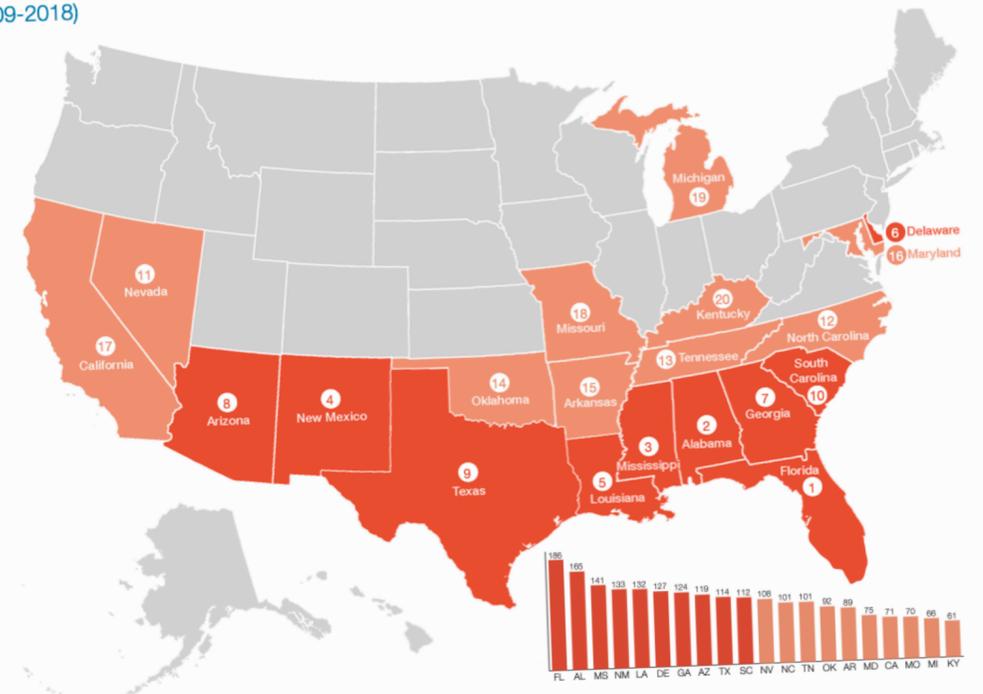
# DANGEROUS BY DESIGN

## Traffic deaths for people walking, biking, and rolling continue to rise

2018 was the deadliest on record for people walking and riding bicycles in nearly three decades. **In 2018, drivers in the United States struck and killed 6,283 people walking, and another 857 people were struck and killed while riding bicycles.** Deaths among these vulnerable users continue to rise nationwide even as overall deaths stagnate or decline. Between 2009 and 2018, traffic deaths among motor vehicle occupants declined by one percent, but over the same decade traffic deaths among people walking increased by 53 percent. Similarly, traffic deaths among people bicycling increased by 36 percent during this time period.

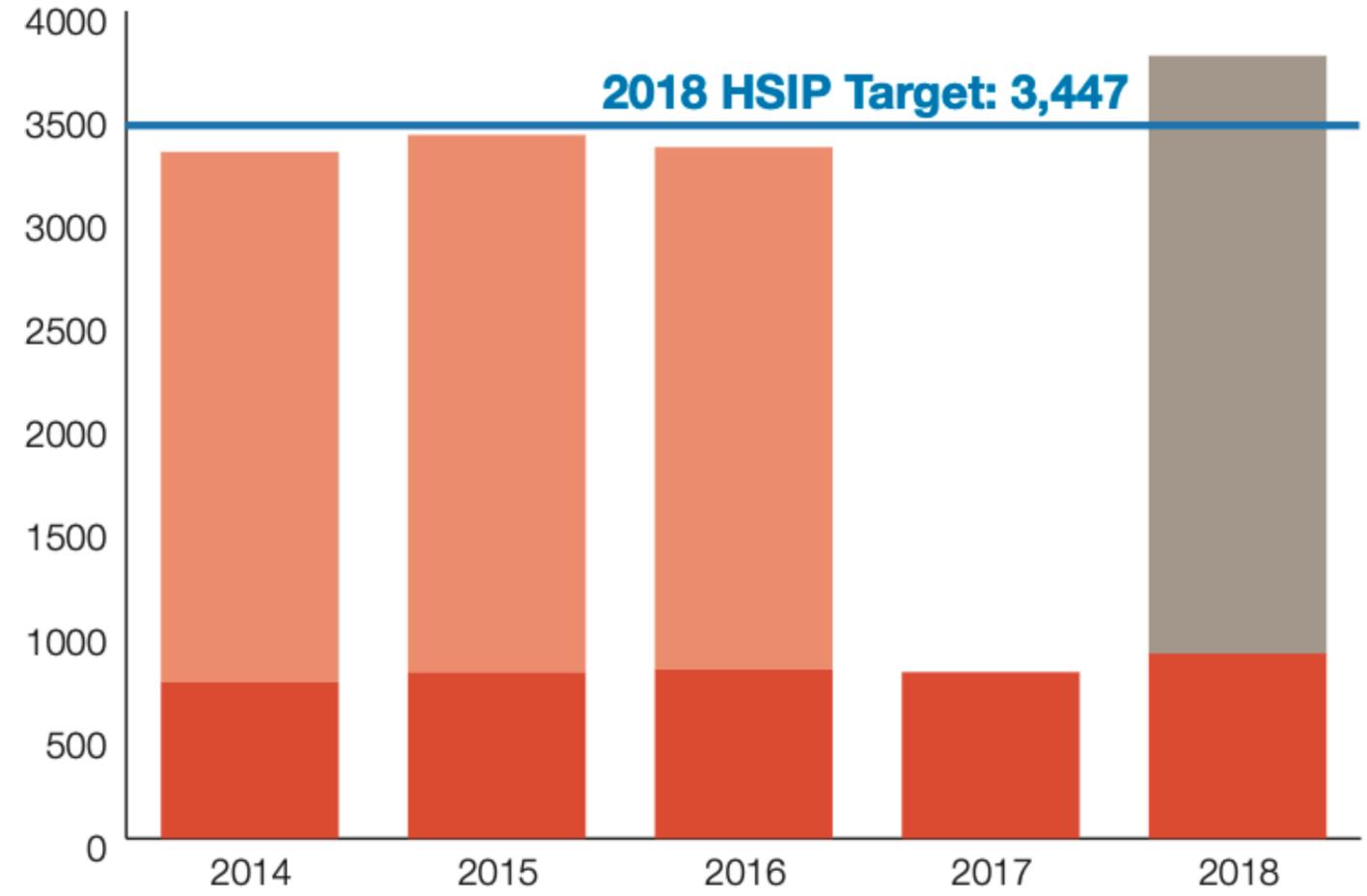
Every two years, Smart Growth America releases *Dangerous by Design*, a national report that explores the pedestrian safety crisis. In this interim update, we reexamined the top 20 most dangerous states for people walking over the past decade based on our Pedestrian Danger Index, a metric that measures deadliness for people walking, controlling for the size of the population and the share of people who walk to work. Although rankings within the top 20 states shifted slightly, in 2020 the same states comprise the top 10 and top 20 most dangerous places for people walking compared to our *Dangerous by Design 2019* report.

### The top 20 most dangerous states for pedestrians (2009-2018)



## Florida

- Aimed to **increase** non-motorized deaths and injuries
- Exceeded** "safety" target for non-motorized users



Note: Injury data not reported for 2017

## Two pedestrians seriously injured in separate crashes

By Cindy Swirko

Posted Jan 28, 2020 at 6:53 PM

Two pedestrians were hospitalized with serious injuries Monday when they were hit by cars in separate crashes, reported the Gainesville Police Department.

The first incident happened about 4 p.m. in the 4100 block of Southwest 20th Avenue. A 16-year-old boy was walking west on 20th when he was hit by a car traveling in the same direction, GPD Chief Inspector Jorge Campos said.

Injuries were life-threatening and the boy was in critical condition at UF Health Shands Hospital.

The second crash happened about 8:30 p.m. when a University of Florida student was crossing East University Avenue at 25th Street and was struck by a motorist.

She also had life-threatening injuries and was taken to Shands, Campos said.

No citations or charges were filed but the crashes are under investigation.

“We are still analyzing to determine fault and the degree of fault.” Campos said

What positive impact can  
collaboration have on  
**M-CORES** planning?



## CHAPTER 2019-43

### Committee Substitute for Senate Bill No. 7068

An act relating to transportation; creating s. 338.2278, F.S.; creating the Multi-use Corridors of Regional Economic Significance Program within the Department of Transportation; providing the purpose of the program; specifying the corridors included in the program; specifying that projects undertaken in the corridors are tolled facilities and certain approved turnpike projects, and are considered as Strategic Intermodal System facilities; requiring the department to identify certain opportunities to accommodate or colocate multiple types of infrastructure-addressing issues during the project development phase; requiring the department to utilize an inclusive, consensus-building mechanism for each proposed multi-use corridor identified during the project development phase; requiring the department to convene a corridor task force composed of certain representatives for each multi-use corridor; requiring the secretary of the department to appoint the members of the respective corridor task forces by a specified date; providing requirements for the corridor task forces; requiring the department to adhere to certain recommendations of the task force created for each corridor; authorizing the task force for each corridor to consider and recommend certain innovative concepts; authorizing the department, in consultation with the Department of Environmental Protection, to incorporate certain features into each corridor during the project development phase; requiring each corridor task force to submit a certain report to the Governor and the Legislature by a specified date; requiring the department to provide affected local governments with a copy of the applicable task force report and project alignments; requiring a local government that has an interchange within its jurisdiction to review the applicable task force report and its local comprehensive plan by a specified date; providing requirements for the

# What's in the law?

The intended benefits of the program include ... Broadband, ... freight and passenger rail, ...Protection or enhancement of wildlife corridors or environmentally sensitive areas[, and] ... Protection or enhancement of primary springs protection zones and farmland preservation areas ... .

Florida Statutes § 338.2278(1).

The Southwest-Central Florida Connector corridor task force shall:  
Address the impacts of the construction of a project within the corridor  
on panther and other critical wildlife habitat ... .

Florida Statutes § 338.2278(3)(c)7 (internal paragraph numbering omitted).

The Suncoast Connector corridor task force and the Northern Turnpike Connector corridor task force shall evaluate design features and the need for acquisition of state conservation lands that mitigate the impact of project construction within the respective corridors on: The water quality and quantity of springs, rivers, and aquifer recharge areas; Agricultural land uses; and Wildlife habitat.

Florida Statutes § 338.2278(3)(c)8 (internal paragraph numbering omitted).

# Supporting FDOT process

Project description

Purpose

Need

# Project description

Defines the scope of the project

Includes guiding principles

Think “what” “where”

# Purpose

Identifies primary goals of project

Guides selection amongst alternatives developed to address need

Think “why”

# Need

Factual, objective description of the specific problem

Supported by data and analysis

Think “We’re planners and engineers. So, how will we measure the ‘why’?”

# Project description?

Proposed improvements include connecting civic buildings—including public libraries, public schools, and city and county administration buildings— with state-owned broadband internet infrastructure.

# Project description?

A proposed improvement is conserving land to create continuous swaths of public lands or waters so that wildlife, including the Florida Black Bear and the Florida Panther, may travel to or access different habitats for parts of their life cycle.

# Project description?

A proposed improvement is connecting existing rail corridors in Taylor County, Levy County, and Citrus County with state-owned rail corridors. Right-of-way acquisition for this proposed improvement will be sufficient to accommodate future passenger-rail service.

# Purpose?

The purpose of the improvements is to provide residents, businesses, and governments with access to broadband internet infrastructure to allow easy and instant access to communication, information, and entertainment.

The purpose of the improvements is to protect and enhance water quality and quantity of springs, rivers, and aquifer recharge areas; agricultural land uses; and wildlife habitat.

The purpose of the improvements is to allow movement of people and freight between regions of Florida by means other than automobile.

# Need?

Work with FDOT staff to develop data and analysis that specifically identifies needs for

- broadband;
- land conservation including for farmland preservation, springs and aquifer protection, and habitat conservation; and
- travel by means other than automobile.



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