

March 15, 2010



AGENDA ITEM 5 C 2

**REGIONAL MOBILITY PLAN
SCENARIO PLANNING**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Presentation/Discussion

STATEMENT OF ISSUE

One of the major steps of the Regional Mobility Plan (RMP) is the identification of a Growth “Scenario”. The use of scenario analysis in long range transportation planning efforts gives citizens and decision-makers an opportunity to assess the transportation implications of alternative possible “future growth patterns” for their community or region. The Project Team has been working closely with regional agencies and local governments to define, describe and assess transportation scenarios in an effort to form a solid foundation for the (RMP).

RECOMMENDED ACTION

Option 1: Provide direction to the Project Team pertaining to the selection of an Environmental and Community Resource Overlay that will be utilized for the Scenario Planning process.

CRTPA SUBCOMMITTEE ACTIONS

The CRTPA’s three (3) subcommittees (Citizens Advisory Committee, Multimodal Advisory Committee and Technical Advisory Committee) met on March 2, 2010 to discuss the Environmental and Community Resource Overlay in the Scenario Planning Process. All of the committee’s recommended approval to present the Environmental and Community Resource Overlays to the CRTPA Board.

HISTORY AND ANALYSIS

One of the major tasks on the Regional Mobility Plan (RMP) is the identification of a Growth Scenario to utilize for the project. This “Preferred Alternative” will be used for the remainder of the project as it relates to the population and employment growth in the community based on the Goals and Objectives, Smart Growth Policies and the Local Government Comprehensive Plans.

With past Long Range Transportation Plans (LRTPs) the MPO or CRTPA relied on a growth pattern that was established in 1995 for the Year 2020 LRTP. The introduction of the RMP and the multi-modal approach to providing solutions to transportation issues made the use of the former growth scenario obsolete since the Year 2020 Plan had a singular mode approach.

The difficulty in the multimodal approach is that the process covers many professional disciplines not only in planning but also at the governmental level, and the CRTPA is only responsible for the transportation component. Nonetheless, the Scenario Planning process attempts to tie those efforts together to produce a Preferred Alternative that can be utilized by all of the CRTPA partners.

I. Prior RMP Steps

It is important to briefly cover the steps that have led to this point because the Scenario Planning Process is built on previous decisions.

A. Goals and Objectives

The Goals of the RMP are based on:

1. **Access** – Provide residents and visitors with access to a multi-modal transportation system and to goods and services throughout the region.
2. **Connectivity** – Enhance local and regional connectivity to effectively and safely move people and goods using multiple modes of transportation.
3. **Coordination** - To promote efficient and thorough implementation of the regional mobility plan by ensuring broad buy-in and stakeholder
4. **Economic Development** - Create and maintain a transportation infrastructure that provides energy- and time-efficient intermodal movement of goods, services, and labor to and within urban areas in the region.
5. **Financial Feasibility** - To ensure that the funding for desired regional mobility projects is met and that necessary revenues are made available timely for the successful implementation of priority projects that promote sustainability, more efficient use of resources, and regional connectivity.
6. **Land Use** - Coordinate transportation and land use systems to foster vibrant communities with compact urban forms throughout the region.
7. **Multimodalism** - There are many forms of transportation in the region, some untapped and to be utilized in the future. The Regional Mobility Plan must create and maintain opportunities to facilitate the movement of and connections among people, jobs, goods and services.
8. **Natural Resource Protection/Conservation** - A transportation system that provides access and mobility, supports compact growth and protects the region's natural environment.
9. **Public Participation** - The Regional Mobility Plan must have a strong Public Involvement Plan to ensure that all citizens of the regional have the opportunity to provide input in the transportation planning process.

10. Safety and Public Health - Improve public health by increasing choice, safety, and access of transportation facilities for all segments of the population.

11. Security - Promote and implement transportation system improvements for all modes maximizing security of the transportation system.

B. Smart Growth Principles

The underlying theme of the Goals and Objectives was based on Smart Growth Principles. These include:

- Create Range of Housing Opportunities and Choices
- Create Walkable Neighborhoods
- Encourage Community and Stakeholder Collaboration
- Foster Distinctive, Attractive Communities with a Strong Sense of Place
- Make Development Decisions Predictable, Fair and Cost Effective
- Mix Land Uses
- Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
- Provide a Variety of Transportation Choices
- Strengthen and Direct Development Towards Existing Communities
- Take Advantage of Compact Building Design

C. Soul of the Community

What we learned from the Knight Foundation was that we needed to create a sense of place to keep residents here in the region. Those residents are looking for multimodal approaches to assist in the provision of mobility.

II. Scenario Planning

These previous efforts and discussion fed into the development of the scenarios that are now being presented to the CRTPA Board. This is very much an iterative process that has brought the Project Team to the March meeting. The details of the Scenario Planning Process are outlined in *Attachment 1*.

At this point in the project it is imperative that the Project Team have direction from the Board to finalize a scenario since the remainder of the RMP is based on this decision. The Project Team is seeking direction regarding the level of Environmental and Community Resources that the CRTPA Board wishes to pursue relating to one of the three Scenarios.

As outlined in *Attachment 1*, and restated, here are the three scenarios that are being presented:

A. Scenario 1: Business as Usual

This scenario will assess what the region would look like in the future if development continues with current development patterns and policies.

B. Scenario 2: Quality Growth

Incorporate Smart Growth principles and the Goals and Objectives developed for the RMP. Includes development patterns which focuses on more compact, dense development identified through the public involvement process, coordination with local planning staff and enhanced consideration of community resources (environmental, cultural, historic).

C. Scenario 3: Quality Growth Plus

Scenario identified by CRTPA at October Retreat that incorporates more intensive and exceptional growth management strategies than Scenario 2 (*i.e.*, much higher densities in compact areas, and significant additional emphasis on preservation of community resources).

III. Changes between the CRTPA Subcommittee Meetings and the CRTPA Meeting

After the Project Team reviewed what changes needed to be made to refine the presentation and make the process clearer to help the CRTPA Board a few changes were made. The major change was the alteration of the name of the process from “**Environmental Overlay**” to “**Environmental and Community Resources Overlay**”. This was due to the fact that not all of the information being presented was environmental. It is something that would have to be considered as part of a detailed corridor study for locating a transportation facility whether it is a sidewalk or roadway widening, but is not necessarily an environmental issue such as historic properties, cultural resources, or university property.

IV. CRTPA Subcommittee Meetings

The following was the main question that was asked at the CRTPA subcommittee meetings regarding this process.

1. What are the impacts of this process on land use?

The Project Team does not feel that this effort will impact any land use since the process was developed in conjunction with the comprehensive plans of the four counties.

The Team met with the planning staff from all four Counties to discuss the Scenario Planning Process, and what it was and wasn't intended to do. The impact from this effort is not to change any of the land uses in the comprehensive plans, but to work within the confines of the direction of the comprehensive plans while applying smart growth principles to the transportation side of planning. This process utilized Activity Centers and Growth Areas to address the need to understand where the public, planning staff, and CRTPA Board felt that growth was going in the

region and individual counties. Adjustments were made to these efforts as a direct result of these discussions based on the guidance from the local government comprehensive plans.

2. What are the next steps in the process?

As outlined in *Attachment 1*, the next steps in the process would be to take the preferred overlay and develop future populations and employment projections. These projections would in turn be allocated to the preferred overlay and analyzed as to where there are impacts that would require mitigation. A multi-modal solution would be developed to address the impacts. Depending on which scenario is selected will determine the multimodal level that is required to address the impacts.

In addition to assessing the impacts to the transportation system, the selected overlay will be used in conjunction with the sector plans being performed for Crawfordville, Quincy, Midway, Monticello, and the Multimodal Transportation District in Tallahassee/Leon. These Sector Plans will focus on transportation solutions within these areas at a more focused level.

Other efforts that this will impact include the Complete Corridor Task, which looks at the transportation needs of the regional corridors to determine what pieces are missing to provide a complete corridor solution. This is not just at the twenty (20) year horizon but at the fifty (50) year (2060) horizon as well.

Lastly, this process impacts one of the more unique features of the project that will be completed by Sprinkle Engineering, which is the “Cost of Development” analysis. This was presented in a cursory manner to the CRTPA Board in November. With a more focused scenario, more specific recommendations and efforts can be made to provide detailed information regarding this effort. It is anticipated that this effort can be provided in a draft form, based on the selected scenario, at the April Regional Mobility Plan Retreat.

NEXT STEPS

After the direction from the CRTPA Board, the Project Team will begin the development of materials for the April Regional Mobility Plan Retreat.

OPTIONS

Option 1: Provide direction to the Project Team pertaining to the selection of an Environmental and Community Resource Overlay that will be utilized for the Scenario Planning process.

Option 2: Provide Direction.

RECOMMENDED ACTION

Option 1: Provide direction to the Project Team pertaining to the selection of an Environmental and Community Resource Overlay that will be utilized for the Scenario Planning process.

ATTACHMENTS

Attachment 1 - Scenario Planning Process