



October 31, 2010

BikeWalkLee Comments on Draft 2060 Florida Transportation Plan

BikeWalkLee, a coalition working to complete Lee County's streets, supports a bold vision for a 21st century transportation system—at the national, state and local level--that is a balanced, multi-modal system that invests in public transportation, safe places to walk and bicycle, and land use policies that reduce travel demand by locating more affordable housing near jobs and services. A transportation system for the 21st century should reduce our oil dependency, slow climate change, improve social equity, enhance public health, and support a globally competitive economy. We reviewed the draft 2060 Florida Transportation Plan (FTP) from the perspective of this vision and found that the 2060 Plan falls short. The following are our specific comments:

1. While the plan's vision for Florida is an improvement over the existing system, most of the suggested changes are things that should be achievable in the next 5-10 years, not 50 years.
2. The plan treats transportation as a utility to move goods and people—this is not 21st century thinking. For too long, transportation policy has driven the patterns of development rather than the other way around. We need to plan for the cities and communities that we want to live in and the transportation system should enable this-- compact, walkable, energy-efficient, and affordable development.
3. In the executive summary (p. 1-2), public transportation is included, but the language needs to be strengthened. It's not just providing "more travel options". Our transportation system must be balanced, not just multi-modal.
4. While walking is mentioned several times, bicycling as a viable transportation mode seems to be overlooked. It needs to be mentioned everywhere the report mentions walking. Transit only works if people can walk or bike to the transit stop.
5. In several places the report talks about the Strategic Intermodal System (SIS). Unfortunately, FL's SIS is biased almost exclusively towards roads. If there's truly going to be a balanced multi-modal system, the SIS system, which gets 80% of all the federal funds coming into FL, must be radically altered to shift a large portion of these funds to transit, rail, and bike and ped. On line 26-27 of p. 22, delete the words "reinforce and..."...it should be Transform the SIS system...and provide a balanced and multi-modal system.
6. On p. 22, the plan seems to assume that Florida can "build its way out" of a congestion problem. The increased population projections mean that the only way to deal with that growth is for FL to have a robust public transit system, and that the state and localities implement policies (land use, etc.) that reduce the demand for trips.
7. On p. 22, lines 28-29, should add walkable/bikeable communities.

8. On p. 22, line 30, light rail should be mentioned. Also in this section on long range objectives, there needs to be something about more compact, transit-oriented development.
9. On p. 23, there are “progress indicators” but these are inadequate. What is needed are performance targets. These kinds of performance targets would be reflected on p. 28, lines 19-21:
 - a. reduce per capita vehicle miles traveled by x%
 - b. Increase walking, biking, and public transportation usage X times more than current levels.
 - c. Reduce transportation-generated carbon dioxide levels by x%
 - d. Reduce delay per capita by x %
 - e. Increase proportion of freight transportation provided by railroad and intermodal services by x%
 - f. Improve public safety and lower congestion costs by reducing traffic crashes by x %
 - g. Increase share of major highways, regional transit fleets and facilities, and bicycling/pedestrian infrastructure in good state of condition by x %
 - h. Reduce average household combined housing + transportation costs by x %
 - i. Increase by x% essential destinations accessible within 30 minutes by public transit, or 15 minutes walk
10. The Community Livability, Environmental Stewardship, and Mobility Advisory Group included the important concept of complete streets in the plan. Yet, there is no mention of complete streets in the plan. It should be added on p. 24.
11. The discussion of 21st century governance model (p. 24) addresses an important issue. The plan should focus on giving more decision-making authority to the local/MPO-level.
12. P. 26 under Process Changes, reinventing public participation, transparency, and communication needed to be added. Major changes are needed in how FDOT communicates to and engages the public. Florida needs to have a 21st century website that is user friendly, transparent, and accessible, and outreach efforts to make use of new technologies and approaches.

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