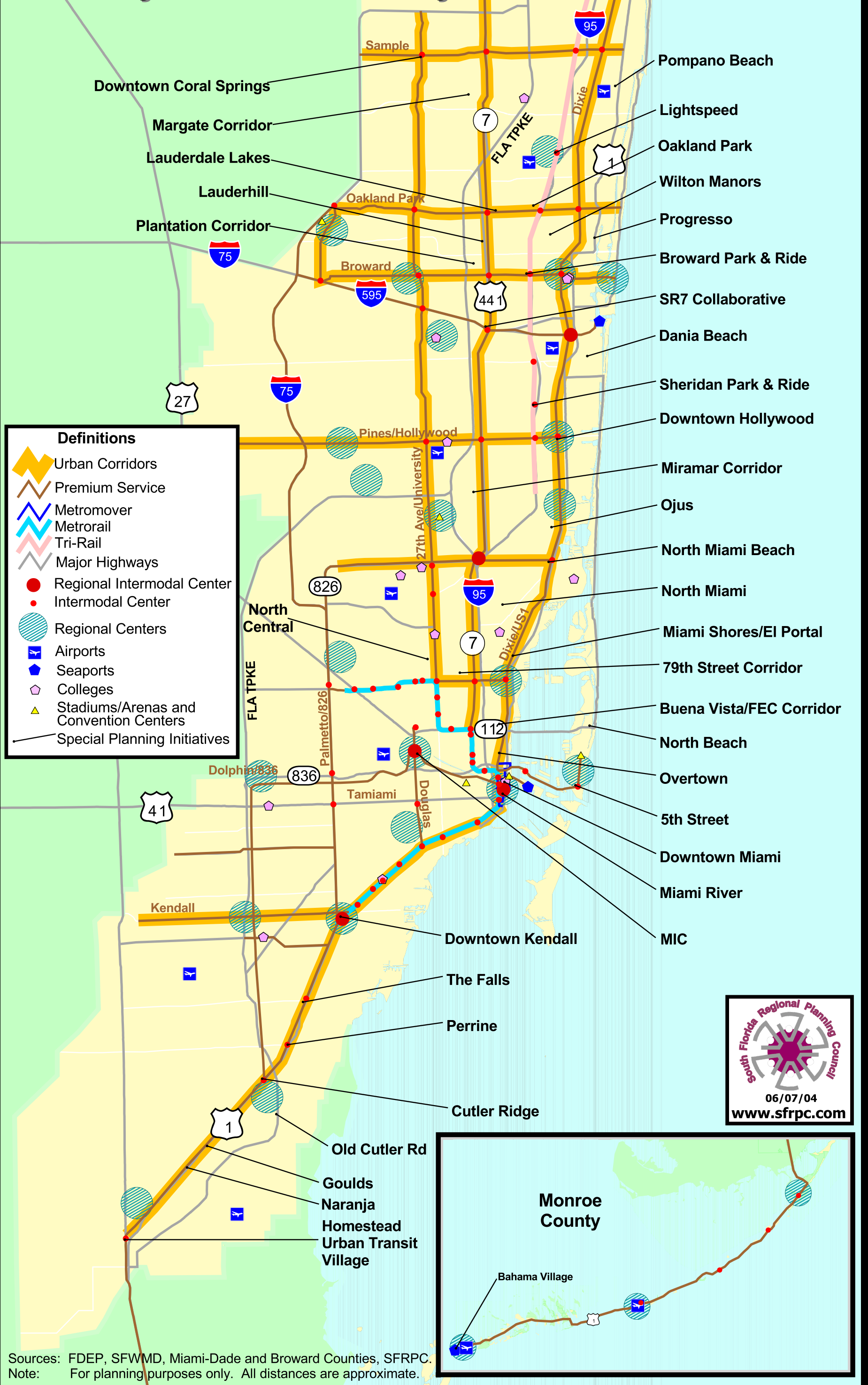


Livability and Connectivity



Sources: FDEP, SFWMD, Miami-Dade and Broward Counties, SFRPC.
Note: For planning purposes only. All distances are approximate.

Livability and Connectivity:

Identifying Opportunities for Mutually Supportive Decision-Making In Land Use and Transit

Increasingly, regions nationwide are expressing the need for increased connectivity and livability in their communities. Efforts have begun to better integrate land use and transportation planning and decision-making. However, translating those discussions and ideas into a visual form has proven challenging.

The South Florida Regional Planning Council has crafted this graphic illustration to enhance further discussion on these issues within the region. Staff has interpreted several existing planning documents to draft an image that links transit and supportive land use. The elements in this graphic include urban corridors, premium service transit, and regional centers. These are included in a generalized manner in order to express the need for connectivity and how transit and land use decisions can be mutually beneficial.

The basic concept of the illustration is that in the future a network of premium service transit should serve the region. Premium service refers to high-quality transit, whether rail or bus, that enhances regional connectivity. Land uses within the urban corridors along these premium service transit routes should be supportive of this concept of connectivity, providing areas of increased activity that would benefit from improved regional transit. These urban corridors, particularly where multiple transit routes converge, would include a mixture of land uses and levels of population and/or activity that could best utilize and support premium service transit.

The South Florida Regional Planning Council acknowledges that these elements are not the only means necessary to achieve a more livable region. Additional efforts are needed to encourage mixed land use development and redevelopment within neighborhoods outside of the premium transit service oriented urban corridors. These neighborhood areas should include a mixture of residential and non-residential land uses structured to encourage pedestrian activities and greater utilization of local transit nodes. Such neighborhood level activities, combined with enhancements in regional connectivity and supportive land use decision-making, will help achieve greater livability within South Florida.

Definition of Terms

Urban Corridors:

- Are composed of transit villages along premium transit service routes
- Transit Villages:
 - Are centered upon public spaces in which trolleys, buses or trains stop
 - Include a dedicated transit access facility with covered seating
 - Are spaced no more frequently along premium transit service routes than every 1/2 mile
 - Require easy pedestrian access to surrounding neighborhoods
 - Are located within or adjacent to the greatest potential trip generator nearby, such as a community, shopping, or recreational center
 - Require an ultimate density of development great enough to support transit
 - Are approximately ¼ mile (5 minute walk) in radius
 - Contain a balanced mix of jobs, housing and services
 - Contain large urban parks (@ 7+ acres) and an elementary school
 - Are oriented more towards pedestrian and transit rather than automobile trips
 - Are opportunities to focus new development
- Allow for shared community facilities and services among two or more transit villages
- Facilitate the density to support premium transit service routes
- Focus new development away from vulnerable or environmentally sensitive areas
- Provide a regional pedestrian and transit lifestyle choice rather than an automobile-oriented one
- Will be needed to support regional population by 2025

Premium Transit Service:

- Provide a high-quality transit experience with frequent headways
- Are utilized by both local service and express service
- Local service stops at all transit villages
- Include express service stops only at intermodal centers
- Allow express buses to change traffic signals from red to green
- Provide an opportunity to link regional centers with a seamless transit network
- Complement rather than compete with Tri-Rail
- The Dixie Highway Corridor may or may not utilize existing FEC tracks or rights-of-way

Intermodal Centers:

- Facilities in which two or more premium transit service routes meet
- Allow passengers of one mode to transfer to another without leaving the center
- Require easy pedestrian access between modes of transportation
- Are near suitable locations for the greatest potential regional trip generators
- May contain access to airports or seaports from the facility
- Regional Intermodal Centers:
 - Are where three or more premium service routes or modes of transportation meet

Regional Centers:

- Are areas that contain high levels of employment and activity
- Are often hubs for future development intensification
- Usually accommodate a concentration and variety of uses and activities which attract both residents and visitors
- Should support and encourage pedestrian and transit lifestyles
- Usually occur along or near urban corridors
- When not adjacent to identified urban corridors, may require additional premium service transit routes and urban corridors in the future
- When located on barrier islands, associated urban corridors are not suggested due to coastal high hazard concerns

Planning Initiatives:

- Are the locations of proposed or conducted plans, studies, or charettes in regards to urban/transit-oriented design
- Are located within or proximate to urban corridors
- Provide visual examples of existing or proposed development activities supportive of the transit village/urban corridor concept