

EFFECTIVE STRATEGIES FOR COMPREHENSIVE CORRIDOR MANAGEMENT

PROBLEM STATEMENT

The Florida Transportation Plan directs the Florida Department of Transportation (FDOT) to maintain the efficiency, capacity, and safety of the state highway system. In 2003, the Florida Legislature formally established the Florida Strategic Intermodal System (SIS) and provided for its development and implementation. The SIS is composed of facilities of statewide and interregional significance and is intended to efficiently serve the mobility needs of Florida's citizens, businesses, and visitors, and to help Florida become a worldwide economic leader. As the backbone of the state's interregional transportation system, the SIS will provide the primary means for long-distance movement of residents, tourists, and goods. FDOT has also adopted a systems management goal for the Florida transportation system aimed at applying corridor management strategies to extend the life and improve the operation of the existing system. Such strategies are of particular importance in light of constrained budgets and escalating transportation improvement costs.

In recognition of the safety and operational benefits of access management, several corridor access management plans have been or are currently being prepared by FDOT Districts in coordination with local governments and metropolitan planning organizations (e.g., US Highway 19 in Citrus County, FDOT District 7 and US Highway 98 in Polk County, FDOT District 1). These plans address median openings and auxiliary lanes, and they typically call for the provision of alternative access via service roads, supporting street networks, shared driveways, and inter-parcel connections.

Despite the increasing importance of comprehensive corridor management at the state and local government levels, questions remain regarding effective methods for developing and implementing corridor management plans. Of particular importance is the need for further insight into how best to coordinate FDOT and local government policies and procedures to accomplish alternative access and other important corridor management objectives. Obtaining answers to these questions is important to managing land development and access on the SIS as well as the remainder of Florida's State Highway System (SHS).

OBJECTIVES

This study documents success stories in implementing comprehensive corridor management and identifies best practices that can be applied by FDOT, Metropolitan Planning Organizations (MPOs), and local governments throughout the state. The emphasis is on policy, regulatory, and funding strategies for comprehensive corridor management that can be directly applied by communities alone, or in coordination with state transportation agencies and MPOs. The study

also addresses policy issues in comprehensive corridor management and recommends changes in current practice that will assist the FDOT, MPOs, and local governments in managing access to the SIS and other important state highways.

FINDINGS AND CONCLUSIONS

A major barrier to effective corridor management is the often-cited disconnect between land use and transportation planning. Yet, through intergovernmental agreements, joint planning, and coordinated review and permitting, FDOT, Florida Department Community Affairs (DCA), MPOs, regional planning councils, and local governments are accomplishing lasting solutions to seemingly insurmountable transportation and land use problems.

The case studies reviewed for this research reveal that significant steps have been made in Florida and in other states toward more comprehensive approaches to corridor management. They also offer numerous lessons. Key among these is the importance of proactive planning and state and local coordination in accomplishing alternative access and other corridor management objectives. Comprehensive corridor management clearly cannot be achieved without transportation *and* land use solutions and, therefore, requires both state and local government involvement.

BENEFITS

Corridor management is being practiced effectively on specific corridors within the State of Florida. Corridor management will be increasingly important for the Strategic Intermodal System (SIS) and other important highways in Florida, particularly in light of funding constraints and rapid growth. Effective strategies for comprehensive corridor management are also critical for non-SIS arterials, which, although important to local and regional transportation, are of less priority for state funding. The FDOT, DCA, MPOs, regional planning councils, and local governments in Florida would benefit greatly from (1) the development of corridor access management plans for SIS/FIHS roadways and other important arterials, and (2) specific guidance for developing effective corridor management plans.

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