

Level of Service and concurrency is the link
between "Planning and Reality"

2-23-09 (Public)
Comment

SIS Level of Service

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- Request that the FDOT provide actual capacity of the facilities shown on the maps for discussion at next meeting.
- The SIS, by definition, is to be a continuous network that moves people and goods in an efficient manner.
- When the capacity changes at "paper boundaries" there are significant, negative consequences.
- Example, I-95 changes from 5530 vehicles per hour to 3110 vehicles then back to 5530 per hour at various points from Palm Beach County through Martin County to St. Lucie County.
- For example: Level of Service B, Rural is just 230 vehicles per hour in a direction. (vs. 1130 urban)
- All two lane highways designates as SIS, must widen when this threshold is reached or request a variance. (Think 250,000 square feet of research and development would trigger the need to widen the road to 4 lanes)
- Local government (local taxpayer) is being asked to pay for the widening of SIS and/ or provide parallel facilities to "protect" the SIS from local trips or go through the lengthy variance process to get relief. Cost and duration make the variance process an inefficient alternative to solving a system-wide problem.
- Local government is passing cost on to land owners.
- Land owners cannot pay impact fees, local impacts and SIS impacts.
- Local government and state government bringing in new target businesses are being faced with inability to move forward or adding significant costs to widen roads when over only one half of the capacity is being used on the roadway.
- Limited dollars should be spent efficiently.

- Environmental impacts are increased by requiring more lanes and wider roads through rural areas to carry the same amount of traffic on fewer lanes through urban areas.
- State road policies are controlling local land use decisions and economic strategies.
- Small rural communities cannot afford to maintain the level of service.
- Transit cannot compete with LOS B.

Looking at the big picture and to the future vision for SIS --

- **Propose Level of Service D throughout the SIS based on design and not area. This level of service is consistent with most agencies' level of service thresholds and represents an efficient use of funding.**

(unless rail transit corridor or variance granting a lower level of service)

Watts, Brian

From: OJ [ojatbeach@hotmail.com]
Sent: Monday, April 06, 2009 10:15 AM
To: Watts, Brian
Subject: SIS Update

Hi Mr. Watts,

My name is Richard Oujevolk or OJ (nickname) and I'd like to bring forth some ideas related to the SIS update plan.

1. The plan should be retooled to encourage more public-private partnerships in regards to development of facilities for the storage, movement and transportation of goods across florida.
2. The plan should consider that with the expansion of the Panama Canal, Florida with its 2 west coast major ports and 5 major east coast ports, 12+ major airports, MIC and road system that Florida could serve as the biggest facility in the world in regards to goods movement.
3. The FDOT and DCA should work cooperatively to promote development within inland roads, railways and waterways to solicit proposals from private enterprise to actively develop major facilities to storage, transport and re-assemble/manufacture goods to be shipped abroad.

If you would like to discuss these ideas further please contact me at your convenience.

Thanks,
OJ