

Facility Types & Place Types

Place Types

- Multimodal
- District
 - Nodes
- Freight/Goods
- District
 - Center

- Areas Outside of Districts
- Lower Intensity Residential
 - Lower Intensity Commercial
 - Other Industrial
 - Lower Intensity Mixed Use
 - Other
 - Miami-Dade

Facility Types

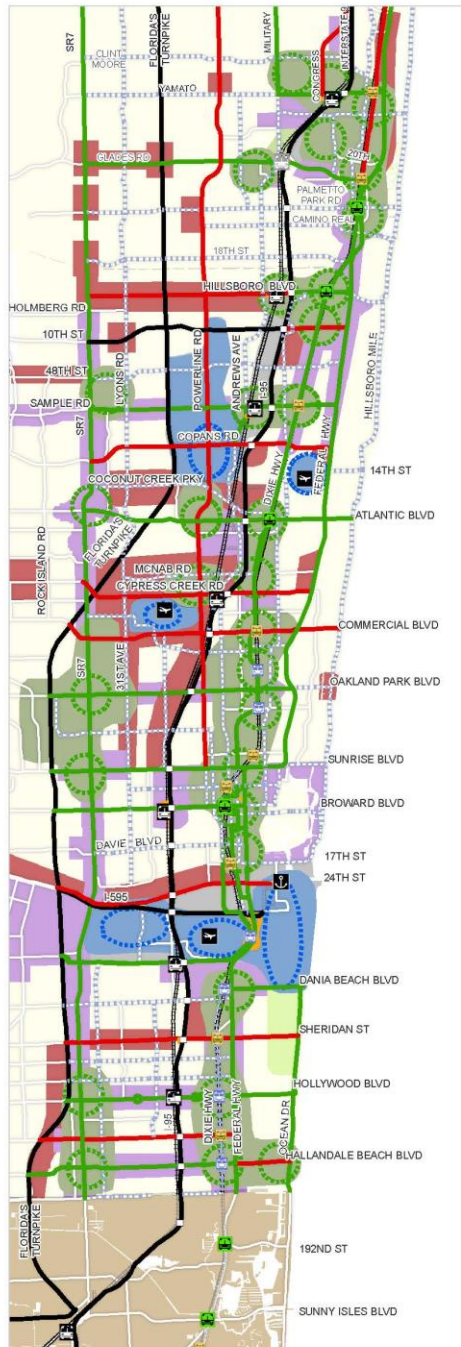
- SIS Road Corridor
- SIS Rail Corridor
- Primary Commerce
- Primary Multimodal
- Hybrid
- SIS Connectors

Tri-Rail station

- Existing
- Future

FEC Rail

- Recommended
- Further Evaluation
- Future Infill
- Airport (SIS Hub)
- Seaport (SIS Hub)



A vision for the future

		Facility Types			
		SIS Facilities	Primary Multimodal	Primary Commerce	Non-Primary Hybrid
F u n c t i o n s	Primary Function	A Higher-speed mobility for longer distance regional, commute and freight trips	A Primary circulation within and between multimodal districts	A Mobility primary for freight and regional trips	A Lower speed alternative routes with access to local neighborhoods and local land uses. Provides connectivity for non-motorized modes.
	General Land Use Context	B Independent of land use context. Special considerations at interchanges.	B Mixed use – higher intensity, downtowns, and destination corridors	B Industrial, Commercial and Office; Residential if a through function	B Serves all land uses. Most common in lower intensity land use types.
	Transit	C Commuter express service	C Premium service	C Fixed route service	C Community bus service as needed
	Freight	D Designed for high-speed regional freight movement	D Placemaking focus, but design for transit vehicles makes freight movement convenient	D Designed for freight & business mobility	D Placemaking focus. Balances freight accommodations with bicycle & pedestrian infrastructure.
	Walking & Biking	E Typically prohibited	E Emphasized with generous facilities for walking & biking	E Accommodated; parallel facilities provided	E Emphasized with slow auto speeds. Potential for traffic calming.

		Place Types				
		Multimodal Districts & Nodes	Freight/Goods Districts	Lower Intensity Residential	Lower Intensity Commercial	Lower Intensity Mixed Use
F u n c t i o n s	Primary Function	A Concentration of activities in transit-oriented setting. Focus area for job and population growth	A Large area of freight activity and movement	A Lower-density neighborhood. Not a focus area for major growth or redevelopment	A Serve existing non-mixed use business, office or commercial destinations	A Smaller scale mix of uses along a multimodal corridor. May be in a transitional area
	General Land Use Context	B Generally a mix of uses with more than 10 persons + jobs per acre	B Low jobs & population density, but lots of freight goods or transfer activity	B Mainly residential with some neighborhood retail/service uses	B Mainly commercial & office along commerce corridors. Residential uses may be present	B Lower density mix of retail, office and residential
	Transit	C Areas served by premium or frequent fixed route service	C Areas served by infrequent fixed route, if warranted	C Local circulator service	C Local circulator service or fixed route service	C Premium, fixed route or circulator service depending on location
	Freight	D "Last mile" for freight trips	D Freight priority; design for truck movement/access	D Very little freight movement	D Business access a priority	D "Last mile" for freight trips
	Walking & Biking	E Right-of-way has balance for walk/bike facilities and auto. Focus on connectivity to transit stations	E Auto/freight emphasis. Bike/pedestrian supported.	E Low speed neighborhood streets provide connections to multimodal facilities	E Vehicular business access is emphasized. Facilities accommodate bikes and peds too	E Walk/bike priority with generous facilities for bikes & peds; focus on connectivity to transit stations

SOURCE: FDOT, PALM BEACH METROPOLITAN PLANNING ORGANIZATION & BROWARD COUNTY

For Planning Purposes Only



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