

Florida's Strategic Intermodal System

SIS Military Access Facility Study

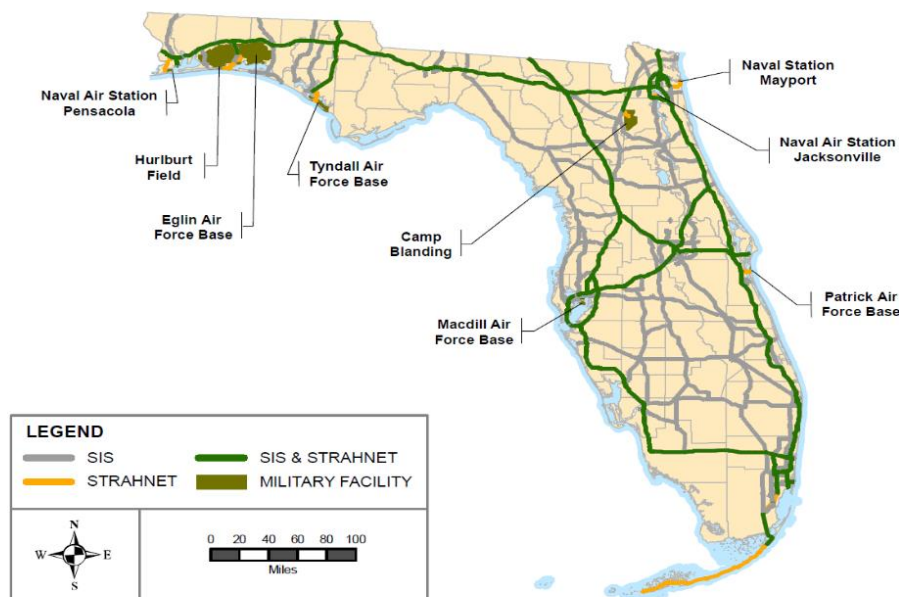
Executive Summary

Section 339.64(e), Florida Statutes require an assessment of impacts of proposed improvements to SIS corridors on military installations that are either located directly on the SIS or located on the Department of Defense Strategic Highway Network (STRAHNET) or Strategic Rail Corridor Network (STRACNET).

The 2016 Strategic Intermodal System (SIS) Policy Plan update continues the provisions for designating as SIS the facilities connecting Florida's largest and most strategic military installations to the SIS Highway and Rail corridor network. SIS designations over the last few years have added approximately 90 miles of designated Military Access Facilities (MAF) to the SIS highway network.

This Study assess the effectiveness of SIS roadway connections to and from SIS-designated military installations and identifies issues needing policy considerations or criteria adjustments. This Study also identifies pedestrian and bicyclist accommodation and safety.

Transportation planners from each of the SIS-designated military installations and their respective regional Transportation Planning Organizations were interviewed with a series



Florida's SIS Designated Military Access Facilities
Source: FDOT Systems Implementation Office

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of questions asked to evaluate the effectiveness of their MAFs and to guide discussions. These questions also provided a framework for gathering additional information about their installation's mission, operations, connectivity needs, and roadway characteristics.

SIS Criteria Analysis

New SIS criteria and thresholds were created for MAFs and adopted by FDOT in January 2010. The purpose of these connectors is to link Florida's strategic military installations to SIS corridors. The MAF is distinct from other SIS connectors because they serve military installations without the installations themselves being designated as SIS hubs. Several key findings have led to recommendations for the FDOT to consider in making facility designation criteria and threshold changes:

Key Recommendation

It is recommended that the FDOT remove the current SIS criteria requiring STRAHNET designation for roadways serving the main entrance of military installations designated as the Governor's Continuity of Government Site.

The current roadway connector to Camp Blanding does not currently meet the STRAHNET designation for personnel numbers nor is it expected to in the near future. The DOD may de-designate the Camp Blanding MAF as a STRAHNET connector. Because of this, the MAF would be de-designated as SIS. Regardless of its STRAHNET designation Camp Blanding continues to be strategic to the state serving as a central command center in times of statewide emergencies.

Key Recommendation

It is recommended that consideration be made to change from "percent national total" to "percent Florida total" in determining which military installation MAFs are statewide essential. A suggested threshold is "4% of Florida Total."

The current personnel criteria measurement remains adequate in determining which military installations (and their connections) are statewide essential from an infrastructure support perspective. It has been recognized that measuring the strategic nature of Florida's military installations from a national perspective does not fully reflect the importance of these installations to Florida's economy or the need for statewide support for the infrastructure surrounding these installations. Considerations such as mission shifts, re-deployments and operational changes in other parts of the country should not be a significant factor in determining the strategic nature of military installations within Florida.

Changing the personnel criteria measurement from "percent national total" to "percent Florida total" would have no significant impact on current or future designations.

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Key Recommendation

It is recommended that the Defense Manpower Data Center database continues to be the official source for determining SIS facility designation criteria. The Defense Manpower Data Center is the official source for determining military installation personnel criteria.

Installation/Community Infrastructure

It's desirable for local governments and military installations work together to encourage compatible land use and development to help prevent incompatible encroachment and facilitate the continued presence of the major military installations in their region.

Good communication and coordination was found with each of the eight military installation planning staff and the region's Transportation Planning Organization (TPO). There was clear indication that the military installation is engaged with their respective TPO and the transportation and project planning process.

Transportation planners from each of the SIS-designated military installations and their respective regional Transportation Planning Organizations were interviewed and asked to evaluate the effectiveness of their MAFs. Information from these interviews and from additional data yielded key findings and a recommendation.

Transportation Choice

There is an increasing demand for multimodal and transportation choices from transportation agencies that represent the regional and local communities. Specifically there was an interest in mobility choices to better serve bicyclists, pedestrians, transit riders and freight handlers.

Safety

Safety is a concern on several MAFs with a high number of crashes occurring mostly at intersections along the MAF roadway. These intersection points are key to improving crashes, especially bicyclists and pedestrians sharing the MAF route.

Freight Access

Freight access and throughput is a concern at several military installations. With the required truck security screening process and the number of trucks accessing these military bases, better truck queuing was noted as a concern by installation planners.

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FDOT Data, Mapping and Documentation

Some inconsistencies have been found in documentation and maps supporting SIS designations. FDOT Roadway Characteristics Inventory Database should be evaluated and reconciled with databases such as the FDOT *eSIS GIS database*, the Systems Implementation Office *SIS Atlas* and other mapping applications.

Key Recommendation

It is recommended that FDOT consider extending the SIS designated MAF to the main gate (East Gate) of Patrick AFB. It currently ends/begins from the South Gate of the military base; not the main gate. Entry for all personnel and visitors is now through the main gate located approximately 2.7 miles north of Pineda Causeway on A1A.