



MPOAC STAFF DIRECTORS' COMMITTEE MEETING

November 01, 2018
Orlando Rosen Plaza Hotel
9700 International Drive, Orlando, FL



Call to Order
&
Pledge of Allegiance



Approval of Minutes August 02, 2018



Public Comments (non-agenda items)



Executive Director's Report

UPWP Report
MPOAC Weekend Institute Dates

UPWP Report

A decorative graphic consisting of several overlapping, wavy, light blue lines that curve from the top right towards the center of the slide.

Accomplishments are in the meeting packet

MPOAC finished 1st quarter under budget



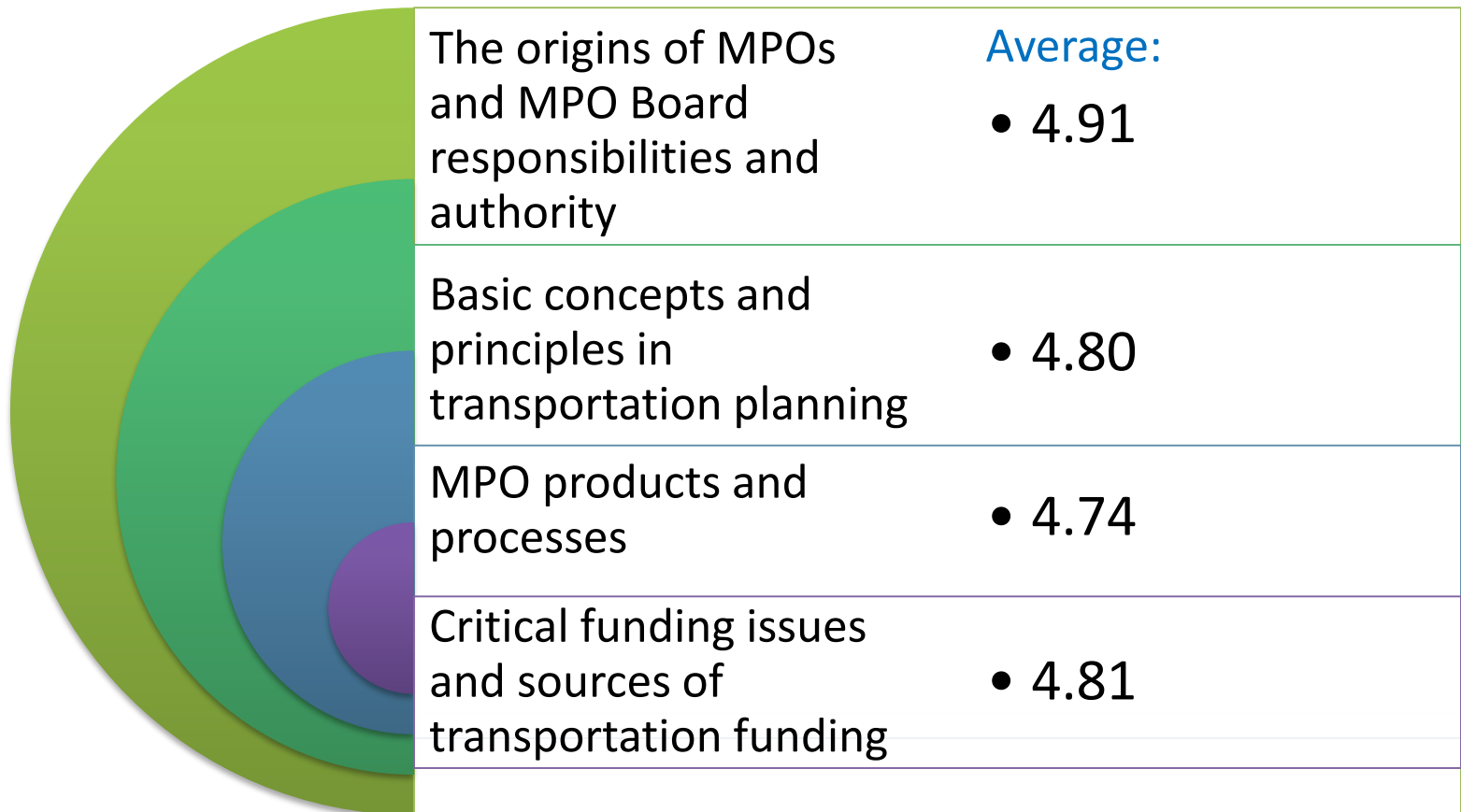
MPOAC Weekend Institute Dates

Orlando
March 29-31, 2019

Tampa
May 31 – June 02, 2019

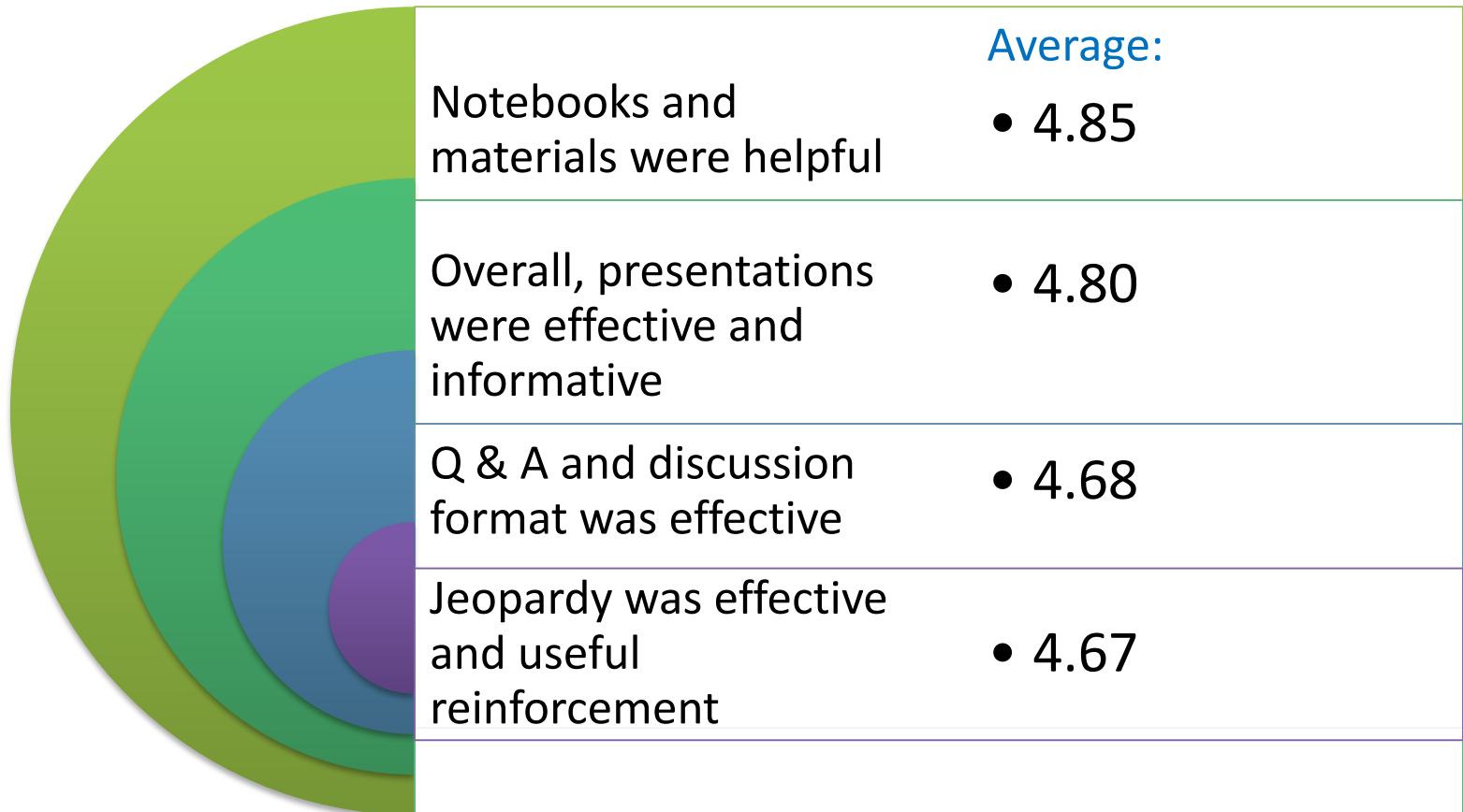
MPOAC Weekend Institute Evaluation Results from 2007 to 2018

Did the Institute effectively inform you on the following topics?



MPOAC Weekend Institute Evaluation Results from 2007 to 2018

Was the Institute format effective?





Florida DOT Presentation



FHWA Florida Division Presentation

- Announcements
- Transportation Performance Measures Updates

Transportation Performance Measurement

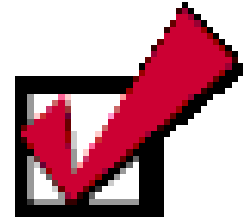
Updates

November 2018



U.S. Department of Transportation
Federal Highway Administration

Recent Milestones



- Aug 31: FDOT Set Safety 2019 Targets
- Oct 1:
 - S/TIP with Safety Targets Addressed
 - FDOT request for Using FDOT/MPO equivalent data sources (PM3)
 - FDOT Reported BR/Pvmt/Sys Perf Targets to FHWA
 - Baseline Reports for BR/Pvmt/Sys Perf (Interstate only)
- After Oct 1: S/TIP Amendments Include TAM (Transit Asset Management) Targets, TAM Plans and Transit Related PBPP metrics



What's New for FL?

- Provided Feedback on MPO Consensus Document (Aug)
- Provided Feedback on FDOT TPM language for STIP (Sept)
- Reviewing draft TIP Templates for PM2 and PM3
- Reviewing draft System Performance Report Framework



Probe Data Analytics(PDA)/NPMRDS Suite

- NPMRDS: National Performance Management Research Data Set
- Purpose:
 - Help Establishing Baseline Data
 - Help Set Targets
 - Help Determine Performance
- Designed to Simplify and Support PM3 Reporting Requirements for FDOT and MPOs
- Conduct Deep-Dive Analytics for Planning and for Operations



New Analysis Tool for FDOT and MPOs

- Pre-set Geographic Area pull-downs for each Florida MPA, UZA, and Statewide
- Advanced data analytics tool to conduct planning and traffic operational analyses
- FDOT already procured directly through RITIS
 - Access includes FDOT, MPOs, researchers, and consultants working on behalf of FDOT
- Request user account: <https://www.ritis.org/register>
- Access PDA Suite at <https://pda.ritis.org>

The image shows two screenshots of the RITIS website. The top screenshot is the RITIS homepage, featuring the RITIS logo, navigation links (INTRODUCTION, TOOL CATALOG, USE CASES, GET ACCESS, LOGIN), and a 'WELCOME TO RITIS' message. Below the welcome message, it states 'This website is for public safety and transportation agency use only. Enter your contact information below to receive access.' and a 'New User Registration' button. The bottom screenshot is the Probe Data Analytics Suite login page, showing the title 'PROBE DATA ANALYTICS SUITE', a row of colored squares, and a sign-in form with fields for 'Email address...' and 'Password...', a 'SIGN IN' button, and a 'Forgot your password?' link. At the bottom of the login page, it says 'PROBE DATA ANALYTICS SUITE' and provides instructions on how to request access if the user does not have a RITIS account.



Probe Data Analytics Suite

Data Downloader

Deep-Dive Data Analytic Tools

Dashboard Creator


Tutorials

MAP-21 Tool for PM3 Monitoring

The screenshot shows the Probe Data Analytics Suite interface. At the top, there is a navigation bar with the title "Probe Data Analytics Suite" and a "Welcome" message with links for "My History", "Help", "Tutorials", and "Logout". Below the navigation bar is a grid of tool cards. A red dashed box highlights a group of cards: "REGION EXPLORER", "CONGESTION SCAN", "PERFORMANCE CHARTS", "BOTTLENECK RANKING", "DASHBOARD", "MASSIVE DATA DOWNLOADER", "TREND MAP", "PERFORMANCE SUMMARIES", "USER DELAY COST ANALYSIS", and "TUTORIALS". Red arrows from the left-side labels point to these cards: "Data Downloader" points to "MASSIVE DATA DOWNLOADER"; "Deep-Dive Data Analytic Tools" points to the "REGION EXPLORER" card; "Dashboard Creator" points to the "DASHBOARD" card; "Tutorials" points to the "TUTORIALS" card; and "MAP-21 Tool for PM3 Monitoring" points to the "MAP-21" card located below the "DASHBOARD" card. The "MAP-21" card description reads: "Create a dashboard widget to monitor states', MPOs', and Urbanized Areas' performances against the new MAP-21 ruling." At the bottom of the interface, there is a "SPONSORED BY" section with logos for SHA (State Highway Administration), MDOT (Michigan Department of Transportation), and CATT (Center for Advanced Transportation Technology).

Prepopulated Areas

MAP-21

 Our MAP-21 tools are fully up to date with the final MAP-21 ruling. Learn about them in our [tutorials](#).

1. Select geography:

- State
- MPAs
- UZAs


2. Select measure:

- Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Interstate Travel Time Reliability measure)
 - State
 - MPAs
 - UZAs
- Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Non-Interstate NHS Travel Time Reliability measure)
 - State
 - MPAs
 - UZAs
- Truck Travel Time Reliability Index
 - State
 - MPAs
 - UZAs

Set target to less than

Pre-set Florida Metropolitan Planning Areas

MAP-21

 Our MAP-21 tools are fully up to date with the final MAP-21 ruling. Learn about them in our [tutorials](#).

1. Select geography:

- State
- MPAs
- UZAs

2. Select measure:

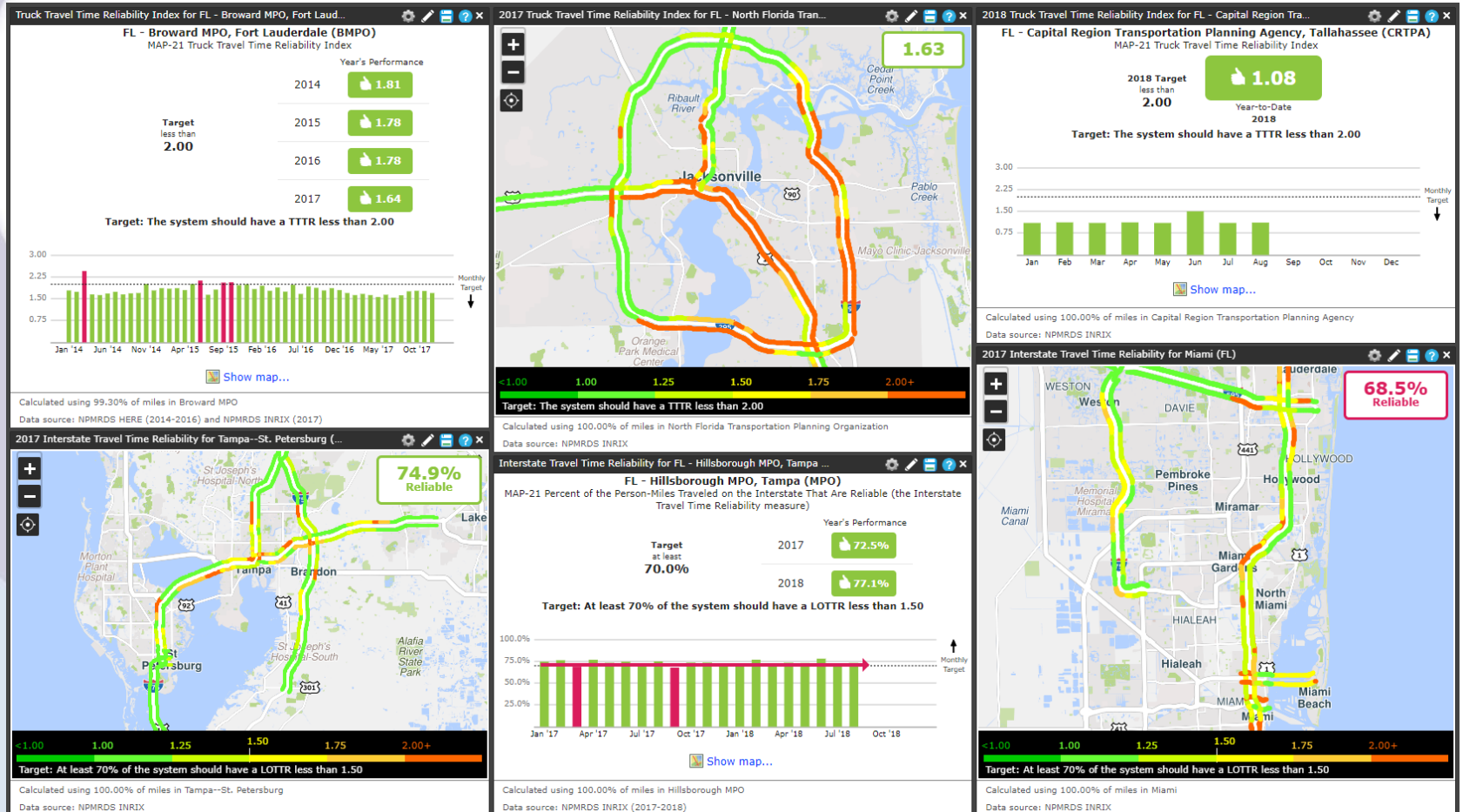
- Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Interstate Travel Time Reliability measure)
 - State
 - MPAs
 - UZAs
- Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Non-Interstate NHS Travel Time Reliability measure)
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Set target to less than

Pre-set Florida Urbanized Areas

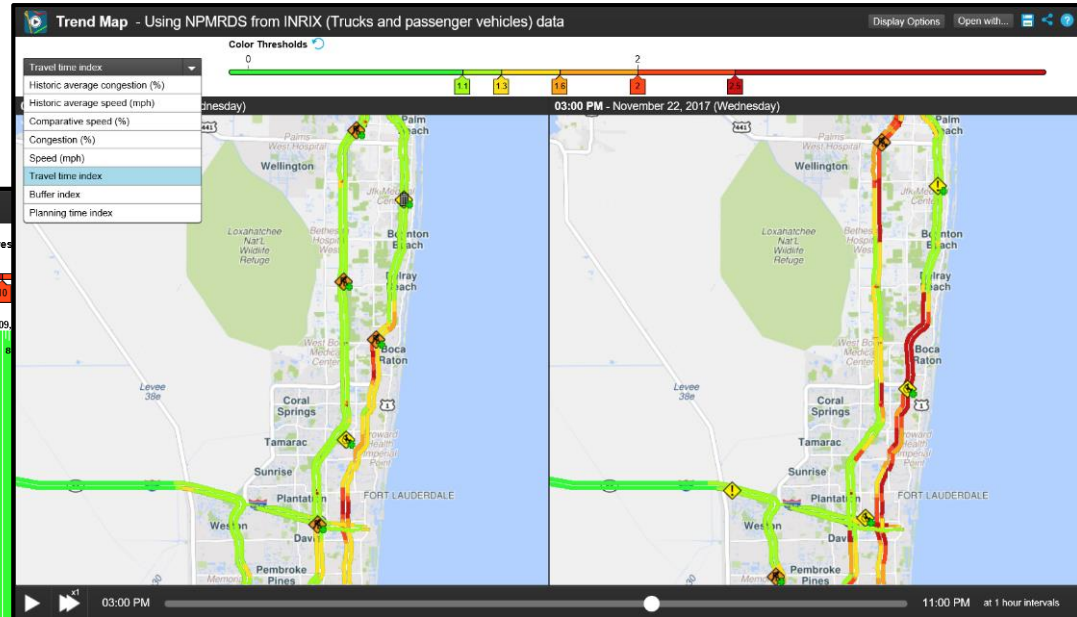


Examples of Tool Outputs



Examples of Deep Dive Analytics

I-75 2017 Hurricane Irma Evacuation (FL Tpke. - GA)

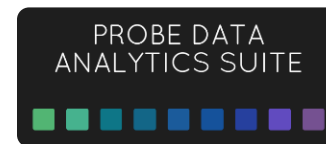
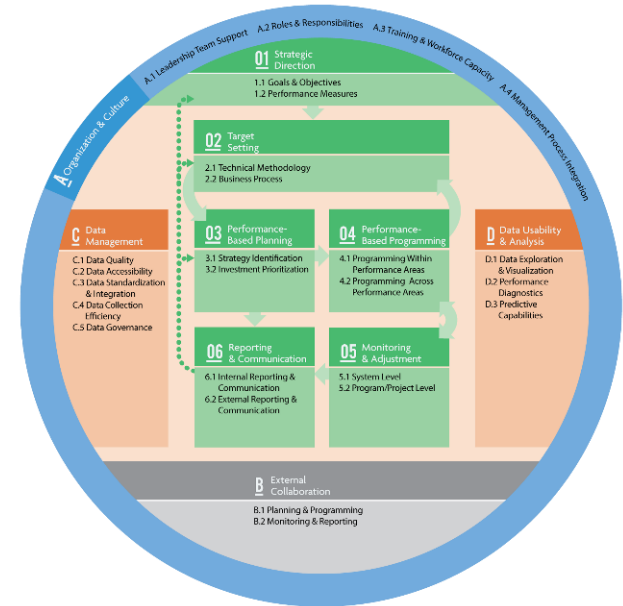


Trend Maps



FHWA Florida Division Support

- Will Host Florida Specific Introductory webinar
- Work through your Division Planner
- Assist in getting started
- Contacts for Tool User Support
- Support to FDOT Planners and TSMO Groups
- Support to MPO Planners



What's New in Guidance?

- TPM Implementation Plan – June 2018
 - To help determine levels of Stewardship needed
 - Identifies broad goals to be achieved through successful TPM implementation and specific activities aimed at achieving those goals

<https://www.fhwa.dot.gov/tpm/plan.pdf>

<https://www.fhwa.dot.gov/tpm/guidance/>



On the Horizon



- ~~Nov 16~~ **Nov 14**: MPO Sets Bridge, Pavement and System Performance Targets
- Feb 27: MPO Sets Safety Target
- May 20, 2019: Any S/TIP Amendments After May 20th Address Bridge, Pavement and System Performance Targets



For Additional Information



- Cathy Kendall – Districts 1, 3 – cathy.kendall@dot.gov
- Teresa Parker – Districts 2, 5, 7 - teresa.parker@dot.gov
- Stacie Blizzard – Districts 4, 6 – stacie.blizzard@dot.gov
- FHWA FL Division Website: www.fhwa.dot.gov/fldiv/tpm.cfm





MPOAC STAFF DIRECTORS' BUSINESS ITEMS & PRESENTATIONS



UPWP Amendment

- Adds national association dues for both NARC & AMPO
- Florida has been members of both for several years
- Were previously in the Florida DOT planning document
- Beneficiaries of membership is primarily the MPOs

Fiscal Years 2019 – 2020 Unified Planning Work Program

Florida Metropolitan Planning Organization Advisory Council

Prepared By:
Florida Metropolitan Planning
Organization Advisory Council
605 Suwannee Street, MS 288
Tallahassee, FL 32399-0450
Telephone: (850) 414-4037
www.mposc.org



Federal Aid Project Number: D0AC-056-M
FM Numbers: 439339-2-11-01 & 439339-2-12-01 & 439339-2-12-02





MPOAC Complete Streets Working Group

MPOAC Strategic Directions Plan

- Adopted April of 2016
- Recommended a Complete Streets Working Group
- Chaired by Palm Beach TPA
- Established a Work Plan
- Completed the Work Plan

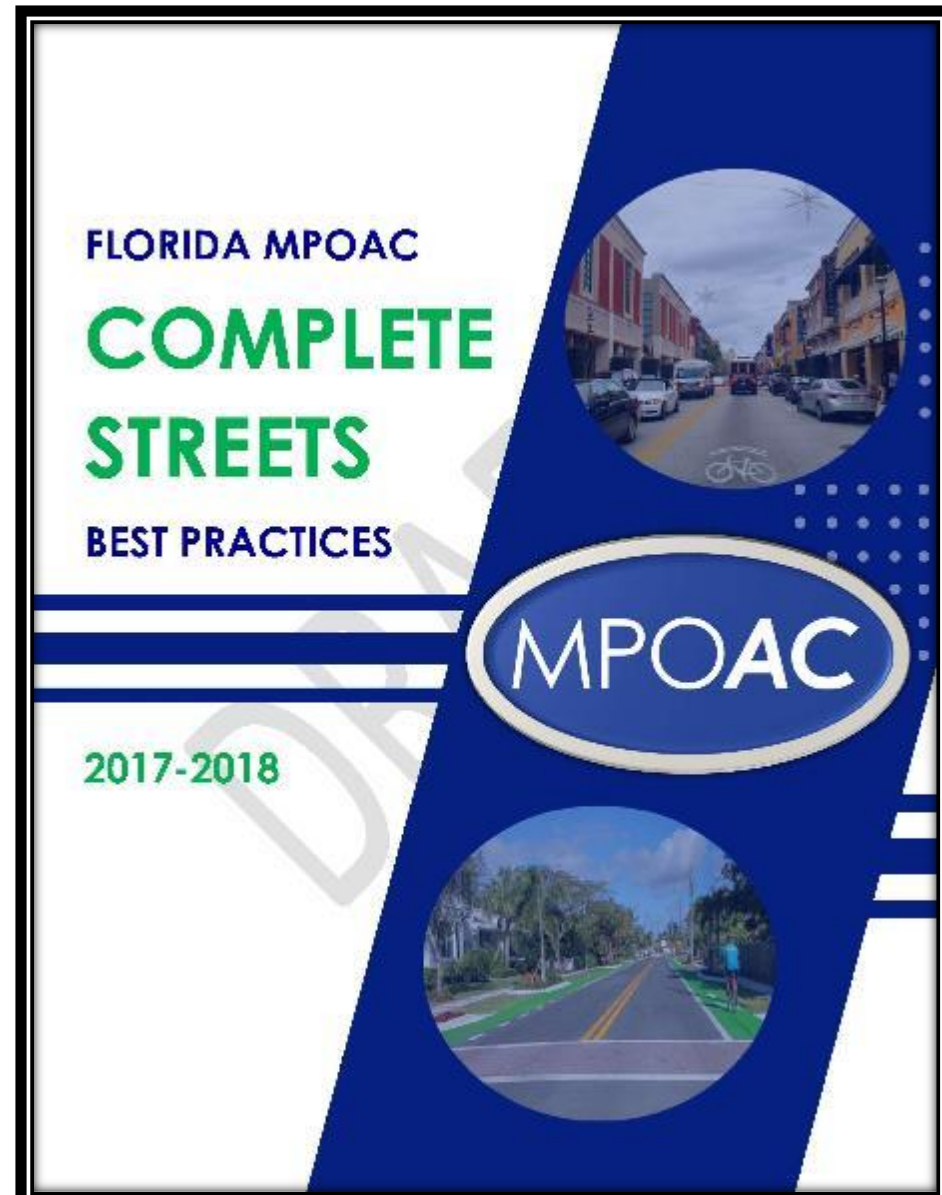


MPOAC Strategic Directions Plan



Complete Streets Final Report

Presentation by
Ms. Valerie Neilson,
Palm Beach TPA



The logo for MPOAC (Metropolitan Planning Organization of Alachua County) features the acronym "MPOAC" in white, bold, sans-serif capital letters centered within a dark blue oval. This oval is positioned on a horizontal line composed of two parallel dark blue lines. To the right of the oval, the line continues and is partially obscured by a blue trapezoidal graphic element containing two circular inset images: the top one shows a street view with buildings and cars, and the bottom one shows a road with a yellow center line and greenery.

MPOAC

Complete Streets Best Practices in Florida

Valerie Neilson

November 1, 2018

Overview



- **21** Working Group Members
- **5** Meetings (March 2017 - July 2018)
- **8** Best Practice Topics
- **91** Surveys Collected
- **36** Best Practices Selected

1. Creating Policies and Building Support

Best Practices in Policy Creation and Building Support

Forward Pinellas

Has an annual competitive funding program and provides technical and funding support to implement Complete Streets projects that include both a transportation and land use component.

FDOT

Created a Complete Streets Policy and Handbook to provide guidance and advance the implementation of Complete Streets throughout the state.

Palm Beach TPA

Built local support for Complete Streets by bringing together stakeholders for a Smart Growth America Workshop and forming a Complete Streets ad hoc working group to provide input in the creation of a Complete Streets Policy that prioritizes funding for Complete Streets Projects through the TPA's annual competitive funding programs.

Space Coast TPO

Uses a Complete Streets Evaluation process to prioritize annual project funding. This motivates municipalities to apply for funding and implement Complete Streets projects. Project municipalities must have a Complete Streets Policy.

Hillsborough MPO

Uses their Complete Streets policy and guidelines to review projects and encourage accommodation of all modes. Public engagement and involvement of citizen champions, elected officials, the Vision Zero initiative and the Department of Health have helped build support for Complete Streets.



2. Measuring Activity Levels

Best Practices in Measuring Activity Levels

Charlotte County-Punta Gorda MPO & Hillsborough MPO

Collects and maintains counts over a period of time to identify trends in usage. Practices collecting data at the same time of year to minimize changes that could be caused by seasonal usage factors or by events taking place.

Collier MPO, Hillsborough MPO, & River to Sea TPO

Packages data into concise and graphical displays to help the public, partners and elected officials understand what is occurring in the region.

FDOT

Used aggregate data from Strava to quickly identify locations and corridors with high non-motorized activity to study in more detail and focus pedestrian and bicycle safety improvements.

Hillsborough MPO

Collects before and after count data to demonstrate the impact and benefit of projects implemented. This is done with manual counts, automated equipment or a combination of both and helps make the case for the funding of future projects.

Palm Beach TPA & River to Sea TPO

Engaged local partners to assist in identifying count locations and partnered with County Engineering to deploy count equipment.



3. Network Planning

Best Practices in Network Planning

City of Bonita Springs

Adopted a complete streets policy resolution and began implementation of a Complete Streets improvements plan that resulted in the development of a bicycle, pedestrian and transit friendly corridor that accommodated all transportation modes.

Space Coast TPO

Developed a Complete Streets Evaluation Methodology Development and Project Screening Report to help program funding by identifying high priority Complete Streets projects. This included a three step screening process that looked holistically at the county to identify, develop and prioritize opportunity corridors for project funding:

1. Identify Locally Supported Priority Corridors
2. Feasibility Analysis
3. Cost/Benefit Analysis

Town of Fort Myers Beach

Completed the North Estero Boulevard Drainage Improvement Project, which accommodated all modes of transportation, while taking the context and community character into consideration. This was one of the very first complete streets projects in Florida and led to additional network connectivity projects in the county, followed by the adoption of a Complete Streets Policy by the Lee MPO.



4. Documenting Performance

Best Practices in Documenting Performance of Implementation Projects

Forward Pinellas

Created a Complete Streets competitive funding program to fund concept planning and construction projects submitted by the local governments. The most competitive projects tie land use to Complete Streets opportunities. The intent is to monitor implemented projects to ensure goals are being achieved.

Hillsborough County Public Works & Center for Urban Transportation, USF

Developed a methodology to document Complete Streets performance along a high pedestrian crash corridor that was converted into a Complete Street. Pedestrians and bicyclists in the corridor are interviewed, surveyed and documented annually. Behavioral changes will be reviewed over a 5 year period.

MetroPlan Orlando

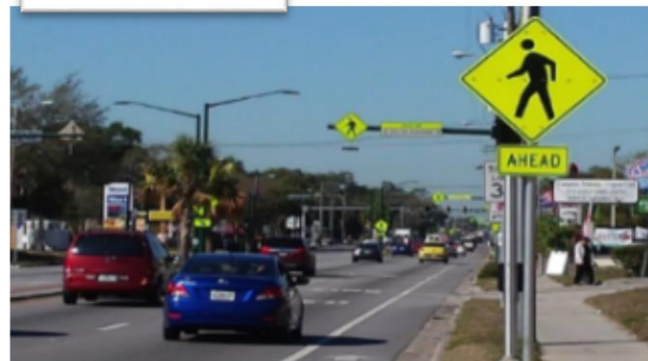
Incorporated data informed decision-making and evaluation into a Complete Streets Study Scope for Corrine Drive. Phase 1 of the study consisted of a comprehensive existing conditions analysis that included, but was not limited to:

- Community Input Survey (1,700+ responses)
- Health data, including Air Quality testing
- Bluetooth sensors for sampling Origin-Destination pairs

Additionally, the existing conditions established baseline metrics for any future evaluation efforts. Due to the cross-jurisdictional conditions of the corridor, the MPO was well suited to lead this effort and provide an objective third-party perspective.

University of Florida Signal 4 Database

Allows for detailed pre- and post-project safety metrics and behavioral analysis of pedestrian and bicyclist crashes with on-going data dating back to 2007. Measuring safety effectiveness of complete streets entails understanding the behavioral contributions to crashes and tying those behaviors logically to countermeasures.



5. Design Guidelines

Best Practices in Design Guidelines

Broward MPO

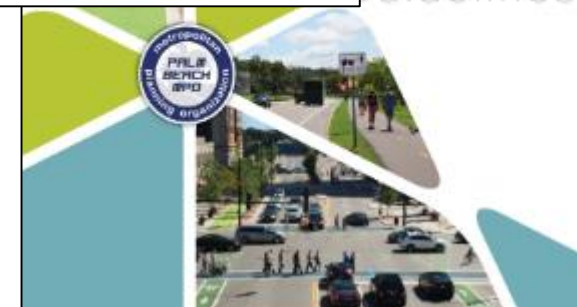
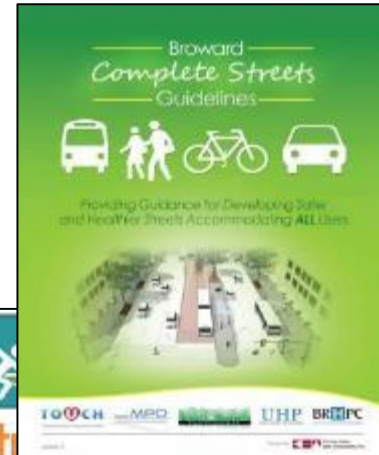
Developed Complete Streets Design Guidelines through a partnership with the Broward Regional Health Planning Council (BRHPC), Smart Growth Partnership and the Broward MPO. A Center for Disease Control and Prevention (CDC) grant, awarded to BRHPC, was utilized to fund the initial development of the Guidelines. A Technical Advisory Committee was formed to assist with the effort, including representatives from Municipal, County and State agencies, as well as non-traditional partners such as non-profit groups, advocacy groups and health industry. The Guidelines include typologies, cross-sections and recommendations based on roadway classifications and the built environment. The Guidelines are meant to serve as a template and can be adopted, modified, customized and expanded.

Miami-Dade County

Developed Complete Streets Design Guidelines through a CDC Grant and local partnerships, including the Florida Department of Health and Miami-Dade County as well as a Local Action Team appointed by the County Mayor and Chairman of Neat Streets Miami Commissioner. The Design Guidelines provide guidance consistent with Federal and State practices and won a U.S. Department of Transportation Safer People, Safer Streets Award.

Palm Beach TPA

Developed Local Complete Streets Design Guidelines with the participation and input of a Complete Streets ad hoc workgroup with representatives of local municipalities, transportation agencies, Department of Health, School District and local Complete Streets advocates. The workgroup reviewed national examples of Design Guidelines and identified best practices to include and tailor to fit local needs within the County's typical sections. Created Land Use context and street type maps with guidance consistent with federal and state practices. Also created Complete Streets Opportunities Maps identifying potential lane elimination candidates and flexible Right of Way corridors.



6. Project Prioritization and Funding

Best Practices in Project Prioritization and Funding

Martin MPO

Adds walking and bicycling facilities to roadway maintenance and capacity projects. Includes cost estimates for these improvements in roadway capacity projects in the Long Range Transportation Plan (LRTP) Multimodal Cost Feasible Plan.

Palm Beach TPA

Prioritizes annual funding for Complete Streets projects using an objective scoring criteria based on its LRTP Goals & Objectives. Also, proactively evaluates upcoming resurfacing projects to incorporate Complete Streets improvements and works with the County, FDOT and local municipalities to fund and implement.

Forward Pinellas

Provides funding for concept planning and construction projects through an annual, competitive program intended to implement projects that are most likely to bring about transformative redevelopment that is consistent with and advances key objectives established in the agency's adopted Countywide Land Use Plan.

Polk TPO

Sets aside a majority of the federally sub-allocated Transportation Management Area (TMA) Surface Transportation (SU) funds for candidate Complete Streets projects in the Lakeland and Winter Haven TMAs.

Sarasota/Manatee MPO

Uses project prioritization criteria to fund transportation projects that is consistent with guidance from MAP-21 and the FAST Act relating to performance-based planning in the transportation planning process.

West Florida Regional Planning Council

Prioritizes Complete Streets projects based on adopted Multimodal Masterplans.

MTPO for the Gainesville Urbanized Area

Prioritizes Complete Streets projects based on adopted Multimodal Masterplans



7. Innovative Projects & Implementation

Best Practices in Project Innovation, Partnerships and Implementation

Forward Pinellas

Leverages federal dollars to fund local priorities using a qualitative process to select Complete Streets projects that links land use and transportation. Local governments must demonstrate how their Complete Streets project will serve as a catalyst for private sector redevelopment that is consistent with Countywide Land Use Plans.

MTPO for the Gainesville Urbanized Area

Leveraged a resurfacing project to incorporate multimodal facilities, working with the City, County, and MPO on the project design and implementation, which ultimately led to a Road Diet project with Complete Streets improvements.

Hillsborough MPO

Worked with the Department of Health to conduct a Health Impact Assessment for a roadway Complete Streets Implementation Plan to analyze quality of life metrics that supported the ultimate design and funding of the project.

Polk TPO

Developed a guide for local governments on how to apply for project funding and submit projects that are supportive of the TPO's plans and programs. This encourages local buy-in for projects identified in the TPO's plans and programs.



8. Health and Equity

Best Practices in Incorporating Health and Equity

MetroPlan Orlando

Incorporated health data into the Existing Conditions Analysis for the Corrine Dr. Complete Streets Study. This provided a more holistic view of who the project was being planned for and increased stakeholder involvement as well as support for a wider range of transportation improvements that enhance livability. FHWA's *Health in Transportation Corridor Planning Framework* and ULI's *Building Healthy Corridors Audit Tool* served as guidance documents.

Palm Beach TPA

Performed a Health Impact Assessment (HIA) and established a HIA Working Group with local health partners to evaluate health and equity impacts and guide proposed improvements for the US-1 Multimodal Corridor Study.

Polk TPO

Performed Neighborhood Mobility Audits (NMAs) in 15 Polk County underserved neighborhoods to evaluate transportation needs to access jobs and essential services. The NMAs focused on Complete Streets features and were a significant component of the TPO's 2040 LRTP and candidate projects were considered in the TPO's annual prioritization of projects and many were programmed for funding.

Sarasota/Manatee MPO

Held a "Transportation for Communities" workshop / training with Transportation for America and developed health and equity performance measures for project prioritization as well as a multimodal accessibility analysis to identify multimodal target areas for Complete Streets investments. The workshop provided a venue for the public and stakeholders from the health and social service sector to engage in the transportation planning process and influence the way MPO projects are prioritized. The transportation performance measures will guide the MPO in investment decisions and set system targets.



CORRINE DRIVE

COMPLETE STREETS STUDY



PUBLIC OUTREACH
NEIGHBORHOOD MOBILITY AUDITS

379 people surveyed
26% returned mail
34% needed 3 trials or more for postal mail



RECOMMENDATIONS



1. More Lights: 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th

2. More Transit: 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th

3. More Safety: 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th



Report & Appendix

FLORIDA MPOAC

COMPLETE STREETS

BEST PRACTICES

MPOAC

2017-2018



Summary of Best Practices Selected

(16 pages)

FLORIDA MPOAC

COMPLETE STREETS

BEST PRACTICES

MPOAC

2017-2018
Appendix A



All Surveys Collected

(84 pages)



Next Steps



Distribute Report to Florida MPOs & FDOT Districts

- Present at Conferences and Events

FDOT: create statewide ped/bike count database

Continue Working Group?

- Statewide list of Complete Streets Priority Corridors
- Complete Streets Policy Template for Local Govt.

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MPOAC

Thank you!



Transportation Performance Measures

Florida DOT Coordination with MPOs

Presentation by
Ms. Carmen Monroy,
Florida DOT, Office of
Policy Planning

Date	Meeting/Document	Brief Description	Link to Document
1/22/2015	Staff Directors	Karen Brunelle discussed the Planning Process Bundle which includes performance measures and Lee Ann Jacobs discussed performance measures for pavement and bridges.	Meeting Minutes
1/22/2015	VPOAC Governing Board	Karen Brunelle discussed the Planning Process Bundle which includes performance measures and Lee Ann Jacobs discussed performance measures for pavement and bridges.	Meeting Minutes
1/30/2015	FTP Steering Committee meeting	Presentation on FTP update process, including expectation that the FTP is consistent with federal legislation regarding performance-based planning.	Meeting Minutes
2/20/2015	FTP Steering Committee meeting	Update on current performance reporting related to the FTP and 5.5.	Meeting Minutes
4/29/2015	Joint Meeting of Staff Directors and VPOAC Governing Board	Former Secretary Sizold discussed the status of federal transportation reauthorization legislation and the Department's request that any reauthorization provide more time to focus and complete the performance management goals of MAP 21. Karen Brunelle discussed the comment period for pavement and bridges performance measures.	Meeting Minutes
4/14/2015	2015 FMPP	No meeting minutes exist, however the agenda outlined time for a performance measures workshop.	Agenda
5/29/2015	FTP Steering Committee meeting	The committee worked on vision and goals and discussed the need to identify performance measures when implementing the FTP.	Meeting Minutes
7/21/2015	FTP Steering Committee meeting	The Committee discussed setting goals/objectives and the performance measures. Existing objectives for freight goals have been tracked based on performance measures. Funding should be connected to performance implementation issues.	Meeting Minutes
7/23/2015	Staff Directors	Cork M'Nyaka discussed performance target setting for the proposed GROW America Act.	Meeting Minutes
7/28/2015	VPOAC Governing Board	Cork M'Nyaka discussed performance target setting for the proposed GROW America Act.	Meeting Minutes
8/1/2015	Transportation Data Symposium	Doug McLeod presented on performance measures and VAPM as well as the role of FDOT, the MPOs, and the VPOAC in performance measures.	Data Symposium Presentation
9/30/2015	FTP Steering Committee	Presentation and discussion on performance measures.	Meeting Minutes
10/1/2015	VPM Outreach 01	Doug updated the MPOs in District 1 of the progress of VPMs and educated them on what they are.	D1 Presentation
10/1/2015	VPM Outreach 05	Doug updated the MPOs in District 5 of the progress of VPMs and educated them on what they are.	D5 Presentation
10/1/2015	VPM Outreach 07	Doug updated the MPOs in District 7 of the progress of VPMs and educated them on what they are.	D7 Presentation
10/29/2015	Staff Directors	Karen Brunelle discussed the proposed re-making for performance measures will be published soon. Doug McLeod discussed the importance of performance measures.	Meeting Minutes



STIC and TRB Resources

Khoa Nguyen and Kevin Burgess,
FHWA – Florida Division

Carmen Monroy, Florida DOT, Office
of Policy Planning



FLORIDA STATE TRANSPORTATION INNOVATION COUNCIL (STIC)

November 1st 2018



Florida State Transportation Innovation Council (STIC)

Intent:

“... taking **effective, proven and market-ready** technologies and getting them into **widespread use**”

- State DOT CEO
- FHWA Division Administrator
- FDOT & FHWA Personnel
- FTTTC
- MPO
- FACERS
- Florida Trans. Builders Assn.
- Florida Institute of Consulting Engineers
- APWA



FATALITY DATA

2017 - 37,133/ 3,112

75		62	
23		226	
200		30	
41		71	
37		64	
50		106	
184		100	
21		34	
201		56	
109		115	
87		153	
25		66	
274		61	
38			

**Data is based on 2012-2016 five year rolling average

COUNTERMEASURES



HIGH FRICTION SURFACE TREATMENT **SAFETY EDGE**



HIGH FRICTION SURFACE TREATMENT (HFST)

Installed at 67 locations in Florida

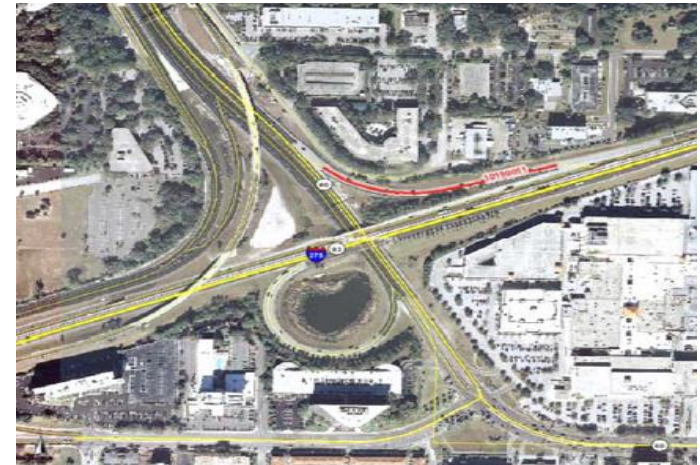
Ramp @ SR 60 ~ Tampa

- Crashes from 25 to 4
- B/C: 15

Reduce 80% in Crashes

I275 - Ramp @ SR 93 ~ Tampa

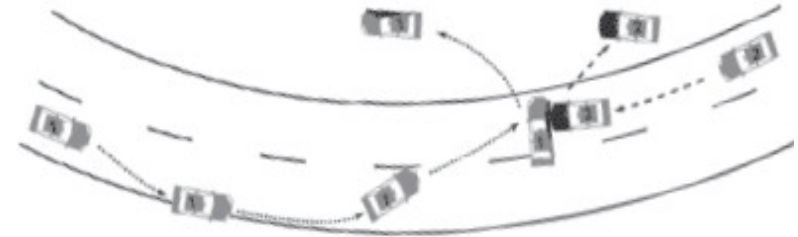
- 1st Installation: Crashes from 56 to 26
- B/C: 48
- 2nd Installation: Crashes from 26 to 8
- B/C: 22



SAFETY EDGE

SR 674 @ Wimauma

- 3 Runoff Fatalities
- 6 Runoff Injuries/Damage
- Treatment: B/C = 6
 - ✓ Super-elevation
 - ✓ Rumble Strip
 - ✓ Safety Edge



Ave. B/C 4 to 63

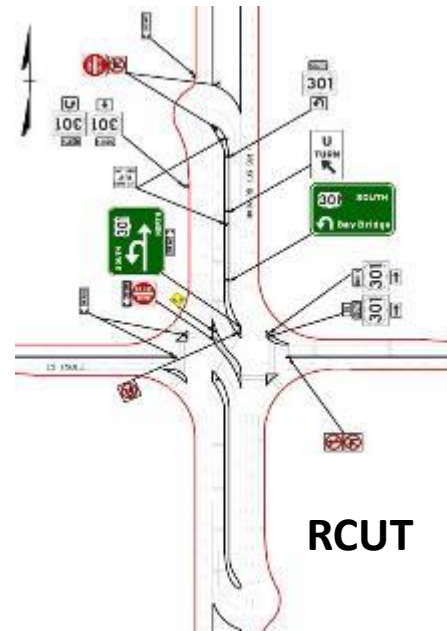
Reduce 10% to 35% in Crashes



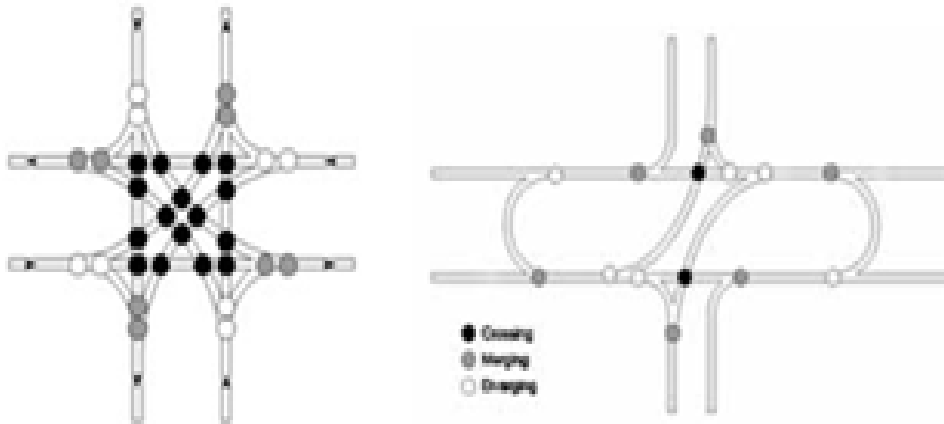
INTERSECTION CONTROL EVALUATION (ICE)

FDOT is Fully Implemented:

- Consider all available Intersection Controls **beyond Traditional Controls**
- Select an **optimal & effective solution** for a specific site and problem.



RESTRICTED CROSSING U-TURN INTERSECTION (RCUT)



Florida:

- Early Phase of the implementation
- 1 signalized RCUT in Port St. Lucie
- 8 signalized RCUTs currently in development throughout Florida



Benefits

- Reduce conflict points : 32 to 18
- **Reduce Serious Injuries crashes by 42% to 70%**
- 30% increase in throughput and 40% reduction travel time

ROUNDBABOUT

Constructed 25 on the State System with 20 at various stages

Gaines St. ~ Tallahassee



Yukon Ave. ~ Tampa



Locations	Before Crashes	After Crashes	% Crash Reduction
	Ave. (2005 - 2009)	Ave. (20012 - 2014)	
40th St at Hanna Ave	26.6	11.3	57%
40th St at Yukon St	6	3.3	47%
40th St at E. River hills Dr.	12.2	3.3	73%
Average	15	6	59%



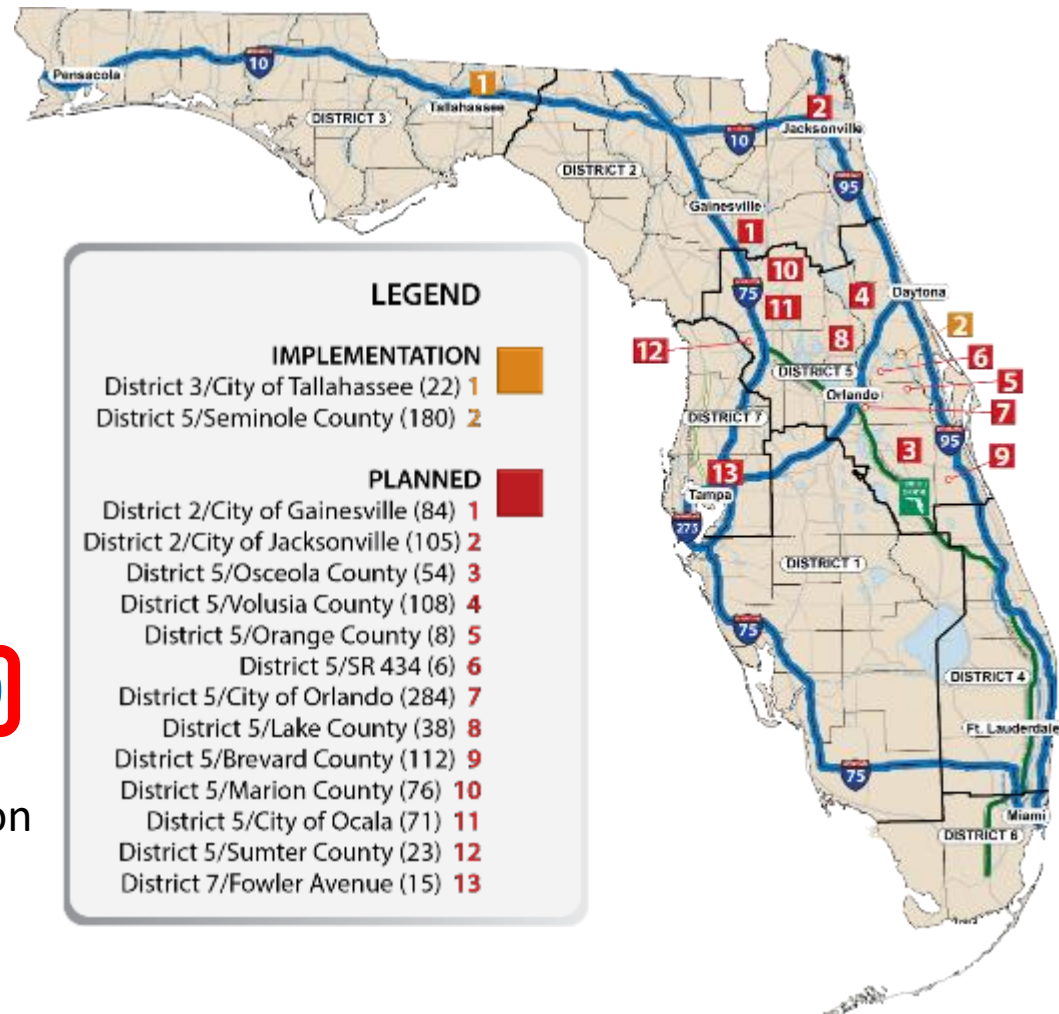
AUTOMATED TRAFFIC SIGNAL PERFORMANCE MEASURES (ATSPM)

Florida:

- Early Phase of the implementation
- 15 Locations

Benefits

- Timely Signal Retiming: **B/C = 40**
- Reduce intersection crashes
- Increase in throughput and reduction travel time
- Data for Planning





SAFETY FOR EVERY PEDESTRIAN (STEP)

Pedestrian Hybrid Beacons **69%**↓



Provide positive stop control for higher-speed, multilane roadways with high vehicular volumes.

Crosswalk Visibility Enhancements **23-48%**↓



Includes crosswalk lighting and enhanced signage and markings to help drivers detect pedestrians—particularly at night.

Leading Pedestrian Interval **60%**↓



Gives pedestrians a 3+ second head start to enter the crosswalk at an intersection.

Pedestrian Refuge Islands **56%**↓



Allow pedestrians a safer place to stop at the midpoint of the roadway.

Road Diets **19-47%**↓



Can reduce vehicle speeds and the number of lanes pedestrians cross, and create space to add new facilities such as crossings & refuge islands.

Raised Crosswalks **45%**↓



Can serve as a traffic calming measure and reduce vehicle speeds.

Rectangular Rapid Flashing Beacon **47%**↓



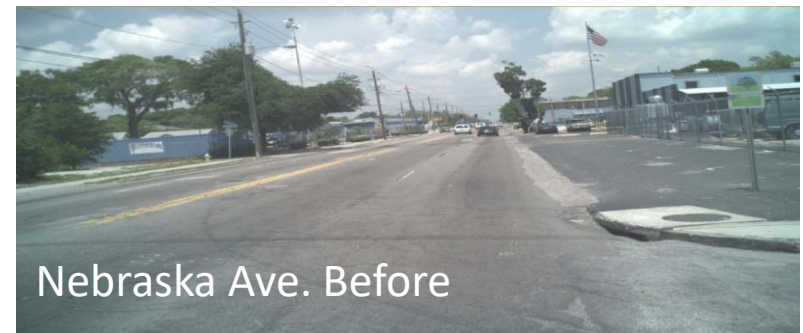
RRFBs are active or passive amber LEDs that use an irregular flash pattern at mid-block or uncontrolled crossing locations.

ROAD DIET

Constructed 9 on the State System with 15 at various stages
 Constructed 3 on the Local System with 4 at various stages

Reduce 68% in Crashes & 45% Fatal/Injuries

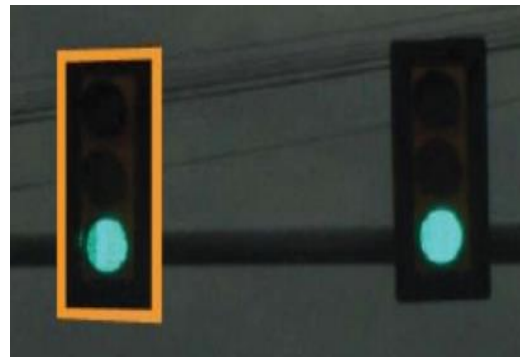
Crash Type	Before (January 2004 thru December 2006)		After (January 2009 thru December 2011)		% Reduction
	Total	Crashes/Year	Total	Crashes/Year	
Total Crashes	523	174.33	169	56.33	68%
Fatal/Incapacitating Injury Crashes	38	12.67	21	7.00	45%
Pedestrian Crashes	21	7.00	8	2.67	62%
Bicycle Crashes	15	5.00	8	2.67	47%
Sideswipe Crashes	47	15.67	4	1.33	91%
Angle & Left Turn Crashes	215	71.67	64	21.33	70%
Head-On Crashes	14	4.67	7	2.33	50%
Rear-End Crashes	73	24.33	44	14.67	40%



SYSTEMIC APPROACH

Systemic Approach:

- Severe crash locations are random
- High-risk features remain consistent
- Identify high-risk features across a network
- Low-cost treatment across network.



Florida Projects

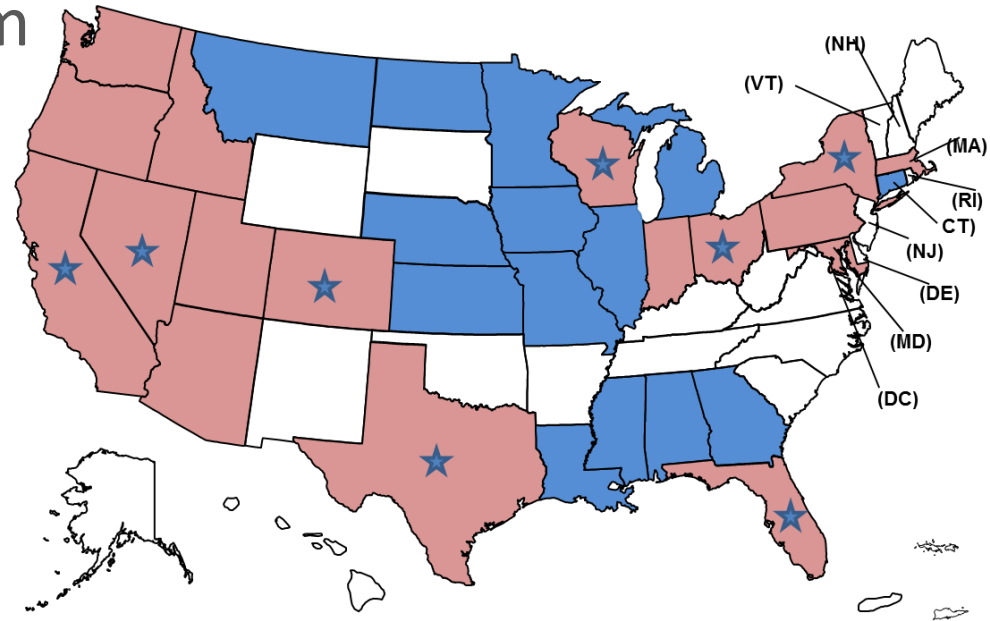
- Pedestrian Lighting
- Bright Stick
- Backplates with Retroreflective Borders
- Wrong-way Driver
- RRFBs in School Zones



LOCAL ROAD SAFETY PLANS

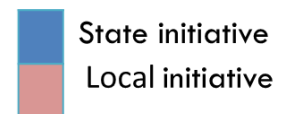
- ✓ Developing an LRSP is an effective strategy to improve local road safety
- ✓ Local roads experience 3X the fatality rate of the Interstate Highway System

In 2015 there were 1127 fatalities off the state system in Florida or approximately 38% of all fatalities



Source: FHWA Division

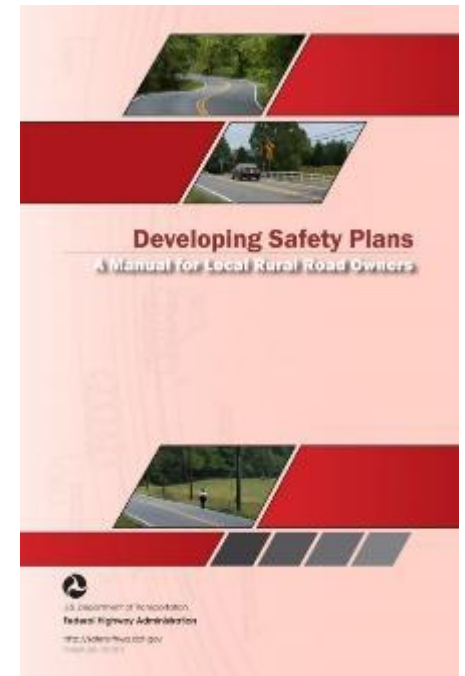
Preliminary Status of LRSP





LOCAL ROAD SAFETY PLANS

- An LRSP is a coordinated plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on local roads within a specific jurisdiction.
- An LRSP is flexible and utilizes the 4 E's as appropriate to establish and gain support for an agency's local safety goals, objectives, and key emphasis areas.
- Complements the State's Strategic Highway Safety Plan (SHSP)
- An SHSP can assist local practitioners but a locally-focused plan (LRSP) is often needed to address the unique conditions on local and rural roads.



Why develop a LRSP?

Benefits from developing an LRSP:

- Safety Awareness
- Establish partnerships
- Collaboration
- Leverage Safety Funds
- Informed Safety Priorities

✓ FHWA Initiatives:

- Developing LRSPs for 7 Counties with Contractor Assistance

Palm Beach County

- Joint initiative with NACE – LRSP Pilot

- 25 Counties in 6 States including *Lake & Alachua* counties
- Develop LRSP
- Webinars, Technical Assistance and Hands-on Workshop – Blended Learning





POLL RESULTS





TSM&O on the I-4 Corridor

Eric Hill, Director of Transportation System Management
& Operations, MetroPlan Orlando



Communications



Member Comments



Adjournment

Next Meeting – January 30, 2019
Orlando, FL