

Case Studies for the 2019 Noteworthy Practices Working Group

Administrative

State of the System Report - Space Coast TPO. For the past twenty years the Space Coast TPO has prepared an annual report showing how the transportation system of Brevard County is performing and expressed where improvements were needed. The State of the System (SOS) is a key component of the Space Coast Transportation Planning Organization's (SCTPO) Congestion Management System (CMS). The CMS provides a framework for arriving at decisions for future transportation investments based on:

- Monitoring mobility conditions in the SCTPO planning area (all of Brevard County);
- Evaluating the effectiveness of implemented strategies;
- Identifying areas and segments that have the highest level of need based on current conditions; and
- Identifying appropriate strategies for roadways or intersections where congestion occurs.

Key findings of the SOS are presented annually to advisory committees and the SCTPO Board for consideration. The SOS provides a key link between the Long-Range Transportation Plan (LRTP), the immediate and shorter-term strategies in the Transportation Improvement Program (TIP), and the capital improvement programming (CIP) processes of respective jurisdictions. The SOS provides a benchmark for the SCTPO and decision-makers to identify new and/or confirm existing transportation project priorities within the TIP and various CIPs, and verify if the overall programs are aligned with countywide and LRTP goals and objectives.

This year's SOS took a different approach at identifying roadway segments with the highest level of need. In previous years, a technical ranking system scored each individual roadway segment in the SOS network based on various metrics such as safety, congestion, and future project needs. This would provide one overall list of segments ranked based on the aggregate scoring from each of the metrics reviewed. The technical ranking methodology does not identify more corridor-wide issues nor does it prioritize which metric is driving the high or low ranking. This year's methodology is a corridor based approach. The individual SOS roadway segments were combined into longer corridors, with segmentation occurring where geometry changes (number of travel lanes, median type, etc.), speed limit changes, or functional classification changes. Each of these corridors was then ranked based on the following six metrics:

- Congestion;
- Hurricane Evacuation Route Monitoring;
- Existing Intelligent Transportation System (ITS) Infrastructure;

- Annual Transit Ridership;
- Pedestrian/Bicycle Facilities; and
- Safety (Pedestrian/Bicycle and Vehicular).

In summary, the State of the System report considers usage and performance trends of various transportation modes — highways, transit, seaport, airport and space. Safety, mobility and congestion levels are also monitored. Long term trends and possible problem locations are identified. This report was written to be used by elected officials, even the press, but also to be used by the TPO staff as technical guidance on where and how monies can be programmed to enhance the transportation system. This comprehensive report predates the federal Transportation Performance Measures and was built to provide a local view of TPM.

TIGER Grant Implementation - Lee County MPO. The Lee County MPO TIGER grant project was developed out of the need to fill in gaps in bicycle/pedestrian facilities and provide a safe connected network. As part of the development of our Bicycle Pedestrian Master Plan in 2010, the MPO working with the local advocates identified demonstration projects that turned into the project that was submitted as part of the TIGER grant. The MPO was awarded the TIGER funding for the project in 2013 and following discussions with FDOT and Lee County (about staffing, timing, multiple maintaining jurisdictions etc.), it was determined that the MPO would design and construct the project.

The MPO developed conceptual design plans that were used to complete the environmental analysis requirements and in the advertisement/selection of the design build firm. The MPO also separately advertised and selected a Construction Engineering Inspection firm to assist in the development and construction of the project. The MPO has been a direct recipient with FHWA for this project. The MPO also went through the process to obtain a \$1,000,000 line of credit to bridge the time between paying the bills and getting reimbursed. The MPO received one bid that was under the Engineer's cost estimate for the project and that firm was selected using a Design Build Maximum price selection process. The project is currently nearing completion and is at 97% complete.

Due to the lower bid, the MPO was able to add an additional project to use some of those funds to design, fabricate and install wayfinding signs along the project limits. The MPO did a small separate project to determine the potential add on project(s) that were consistent with the grant agreement. The wayfinding signs ended up being the one that the FHWA could agree on.

Some of the innovative features/activities that have been done through this project include:

- Having an MPO manage a design build project as a direct recipient
- The use of video detection for conducting the bicycle and pedestrian counts as part of the of the performance measure data collection requirements

- Collaborating with the Economic Development office on holding a hackathon with a theme for the teams being ways to collect facility usage data
- Public involvement outreach that included door hanger tags to notify homeowners of the project construction in their area
- Using and assembling prefabricated pedestrian bridges off-site to install at night to minimize traffic disruption
- Conducting a walk to school event on a completed segment to increase safety outreach activities and to increase knowledge of the project

Partnering with multiple maintaining agencies during the development process to get the project completed (approved design plans, permits, resolving punch list items from the walk through etc.).

Changed the Agency Name and Rebranded the Agency - Palm Beach TPA

Through a series of meetings, TPA Governing Board voted to change the name of the agency to the Palm Beach Transportation Planning Agency and adopted a new logo and tagline, Connecting Communities.

Mission: To collaboratively plan, prioritize, and fund the transportation system.

Vision: A safe, efficient, and connected multimodal transportation system.

By developing a Mission and Vision and rebranding to have a name that better explains what the agency does, the Palm Beach TPA hopes to increase awareness and encourage more public participation in its transportation planning process.

Complete Streets

Tactical Urbanism - Palm Beach TPA. TPA staff participated in a tactical urbanism workshop with the City of West Palm Beach to implement an intersection pop-up project adjacent to the West Palm Beach Intermodal Center and downtown Tri-Rail station to promote visibility and safety for multimodal transportation users. The project involved a design contest and participation of high school students of the nearby A.W. Dreyfoos School of the Arts. The winning student group design was implemented by students, city staff and other local volunteers.

The TPA also joined City's Mayor and leadership staff to meet with the Miami Downtown Development Authority and learn about their Biscayne Green pop-up project to implement a similar pop-up project locally. The TPA is currently exploring the possibility of partnering with the City of West Palm Beach to do a pop-up bicycle network project as well as a countywide workshop to educate and train its local municipalities on how to do pop-up projects and use tactical urbanism as a tool to involve the community, gather data, and gain buy-in to ultimately implement permanent facilities in order to create a safe, efficient, and connected multimodal transportation system.

Vision Zero Action Plan - Hillsborough MPO

<http://www.planhillsborough.org/vision-zero-action-plan/>

Hillsborough County has the unfortunate distinction of being one of the highest traffic injury and death locations in the U.S. In 2017, the MPO formed a coalition of state and local agencies and organizations to raise awareness and create the Vision Zero Action Plan focusing on four "tracks":

- 1) "Paint Saves Lives" to identify low-cost engineering strategies;
- 2) "One Message, Many Voices" to educate and inform the public;
- 3) "Consistent and Fair" that focuses on community-oriented law enforcement; and
- 4) "The Future Will Not be Like the Past" to implement context-sensitive roadway design.

These strategies will be applied to specific high-crash corridors in the current and next few fiscal years, using a data-driven approach that focuses on the most severe crashes.

December 2018 will mark the one-year adoption of the Vision Zero Action Plan, with many strategies being implemented and others underway. The effort has been like no other MPO-initiated project; when have you heard of an MPO hosting painting events and marching in the streets? Our staff and the growing number of coalition members from across the spectrum of professions and citizenry have participated in Vision Zero events such as:

- Spray painting 160-feet of bike lane on Bullard Parkway bright green.
- Paint an intersection mural and crosswalk along 15th Street with the help of the bicycle, pedestrian, and transit-dependent community
- Local children painted flower pots to highlight/line a section of missing sidewalk
- Stood with over 80 people on 56th Street waving and holding signs for motorists: Slow Down, Safe Speeds Save Lives, Phones Down, Aggressive Driving Cost Lives...over 11 different messages.
- Three "Walk of Silence" events to honor those who have lost their lives in traffic crashes. One includes painting shoes white and placing the shoes along the Tampa Riverwalk, then hearing from the loved ones of local victims.

The events have been picked up by the media and have led to over 20 neighborhoods and schools asking for presentation on Vision Zero. The MPO-trained Vision Zero Speakers Bureau members are spreading the news. Several groups organized their own sign-holding events, borrowing the MPO signs and reflective vests to address concerns along their neighborhood streets or in front of their schools. Vision Zero Heroes (private businesses) are stepping up to sponsor outreach materials, hosting painting events, and offering other donations.

Three of these events have led to action by public works departments to correct a problem.

The Quarterly Report highlights the recent efforts of the MPO and our local government, agency, and civic and business partners to move forward collaboratively to Vision Zero.

<http://www.planhillsborough.org/vision-zero-quarterly-report/>

East Cervantes Corridor Management Plan - Florida-Alabama TPO The plan, which included a charrette-style meeting format in December of 2016, was adopted by the TPO in July 2017. The plan received numerous reports in local media.

In 2016, Atkins was commissioned by the Florida-Alabama Transportation Planning Organization (TPO) to conduct a corridor management plan (CMP) for East Cervantes Street (SR 10A, US 90) with the study limits consisting of North 9th Avenue at the western terminus to East Gonzalez Street at the eastern terminus - approximately 1.9 miles. The purpose of this CMP is to identify concepts and improvements to support all modes of transportation including vehicular, public transit, and bicycle and pedestrian modes. The intent of the East Cervantes Street CMP is to propose concepts and recommendations that can be implanted primarily within the current city-owned right-of-way (ROW). The East Cervantes Street CMP contains an assessment of existing corridor conditions including: existing traffic patterns, land use characteristics of the corridor, crash types and locations, and roadway access. One of the major components of the East Cervantes Street CMP was the 3 day long corridor design charrette in which the project team engaged the public to determine areas of concern and priority and then produced concepts and recommendations in response.

East Cervantes Street (SR 10A, US 90) within the project study area is an east-west roadway located in Escambia County, FL. It is functionally classified as a principal arterial and is approximately 1.9 miles long with a posted speed limit of 35 mph. The local jurisdiction for the portion of East Cervantes Street within the study area is the City of Pensacola (Figure 1). Public transportation for the study area is provided by Escambia County Area Transit (ECAT) bus route 41.

Historical Background

A large portion of the project study area traverses the East Hill neighborhood. The East Hill neighborhood was established in the late 19th century due in large part to the industrial boom occurring during that time period. It quickly became one of the most desired neighborhoods in Pensacola with its close proximity to the downtown as well as the Port. In recent years, as with many historic neighborhoods throughout the United States, individuals have begun relocating to the East Hill neighborhood, recognizing the neighborhood's unique character as well as the historic architecture and style that older homes provide. Today the neighborhood is home to a diverse population with a wide ranging mix of dwellings.

Corridor Field Review

Prior to the public design charrette, the project team conducted a field review of the entire corridor on the morning of December 6th. This was performed as a walking tour, and design issues were noted. Of particular concern were areas of potential conflict between vehicles and bicyclists.

Design Charrette

The project team utilized a design charrette to solicit comments and ideas from the public as well as to create a dialog with the community about what they would like the corridor to become. A charrette is defined as an intense period of design and planning activity. This process was the guide and vision for the development of the corridor concepts. Attendees of the charrette were encouraged to discuss their issues related to all modes of transportation on East Cervantes Street including vehicular travel, walking, biking, and transit.

The East Cervantes Street design charrette occurred on December 6-8, 2016 at the Gadsden Street United Methodist Church. Over 800 fliers were mailed out to the residences and businesses along the corridor. A newspaper ad was also placed in the Pensacola News-Journal advertising the charrette. Additionally WFRPC staff hand delivered fliers to local businesses along the corridor. The charrette began on the evening of December 6 with a presentation outlining the goals of the corridor management plan and providing background information and data related to the corridor itself. The presentation also included interactive audience voting in which a series of questions were asked of the audience, and responses were recorded in real time via keypads provided to all attendees. The following images show the responses to the questions asked during the presentation. One of the questions asked the audience what their top priority for the East Cervantes Street corridor was. The breakdown of responses to that question was:

- Better bicycle and pedestrian facilities - 45%
- Beautification - 40%
- New development/redevelopment - 10%
- Better bus service and amenities - 5%
- Additional turn lanes - 0%

Building Your Own Corridor Exercise

After the presentation, attendees were divided into two groups and given the opportunity to participate in a "Build your own corridor" activity. In this activity, participants were given various components of a roadway and were able to place them within the right of way limits of the corridor. Components included travel lanes, bike lanes, sidewalks, and many others. The activity highlighted the challenges of how to lay out a facility within a constrained right of way.

Corridor Enhancement Worksheet

Other individual activities were also available to charrette attendees. These included a corridor enhancements worksheet in which individuals used stickers to vote on categories of improvements to the corridor that they preferred. These worksheets were made available to attendees over the course of the three day charrette and a running tally was kept on a large board in the room. The image below summarizes the results of the enhancements worksheet received throughout the duration of the charrette.



Thought Wall

The final activity available for attendees of the design charrette was a “Thought Wall” that allowed attendees to post their ideas, concerns, or desires regarding the East Cervantes Street corridor. The Thought Wall was open throughout the design charrette and provided an outlet for attendees to post specific comments, or thoughts, about the corridor.

Thought Wall

Beautify the Δ & area around it at the curve of Conaltec/Artesia.

Create a median from bridge to curve with native grasses & no crepe myrtles.

Express original brick road on sidewalk & Jackson between 17th & 19th. No other cars from avoiding light at 17th.

Replace the East Benecole Heights sign.

Landscape & maintain both ends of the bridge.

Repaint railing & lamps on Bayou Texas Bridge.

Add street trees.

SPEEDING

Through EPH: lovely sidewalks, decorative lighting, trees & trash recept. & lovely plantings to encourage business owners to remove some concrete & beautify.

Encourage city to change road setbacks (from 10m) to encourage 15m to curb through EPH. For better sidewalk planting.

Garcon Point Bridge Toll Lowered!

SCHOOL ZONE
@ Ar. Super

Add sign on corner approaching 17th Ave. to warn truck drivers of low clearance at 4th intersection with 4th street on 17th & signal 17th.

TRAFFIC CALMING

CROSWICKS
w/ **WARNING**
LIGHTS

LONGER
TURN LINES

NO LEFT TURN
From 19th into Cervantes

Traffic calming - one of most important elements for making street walkable / bikeable

Also a better sign, planting improvements after sidewalk and a landscaped median. Better sign that people can see at night. Better sign that people can see at night. Better sign that people can see at night.

Add roadside rain gardens or other EPH designs for stormwater retention treatment

Create multi-use sidewalks w/ signs - one side for bikes & one side for walking

LRTP & Performance Measures

Performance Measures in the Long Range Transportation Plan (LRTP) - Sarasota-Manatee MPO The Federal Review Team commends the Sarasota/Manatee MPO for proactively integrating MPO developed performance measures into the LRTP. The MPO's performance measures are based on the federal planning factors. The MPO created a performance measures implementation document that links their performance measures with the 2040 LRTP Goals, and defines specific project prioritization criteria to support the goals and measures. The MPO also created fact sheets for each of their six performance measures (safety and security; infrastructure condition; mobility/congestion/reliability; freight and economic vitality; environment and livability; and project delivery). The fact sheets provide information, statistics, and projects in the Sarasota/Manatee region that support each performance measure.

[Please see the next two pages](#)

Sarasota/Manatee MPO Noteworthy Practice

The Sarasota/Manatee MPO included development of transportation performance measures in its 2040 LRTP in anticipation of federal requirements which had not yet been finalized, and as a key step in the MPO's major shift towards incorporating performance-based planning and Transportation Performance Management strategies in the MPO process. Since the new federal rules related to Planning, Highway Safety, Pavement and Bridge Condition, System Performance, Asset Management and Transit Asset Management were issued, the MPO had refined its performance measures for consistency with national goals and federal requirements.

Excerpt from the MPO's U.S. Department of Transportation 2017 Certification Report:

Performance Measures in the Long Range Transportation Plan (LRTP) --

"The Federal Review Team commends the Sarasota/Manatee MPO for proactively integrating MPO developed performance measures into the LRTP. The MPO's performance measures are based on the federal planning factors. The MPO created a performance measures implementation document that links their performance measures with the 2040 LRTP Goals, and defines specific project prioritization criteria to support the goals and measures. The MPO also created fact sheets for each of their six performance measures (safety and security; infrastructure condition; mobility/congestion/reliability; freight and economic vitality; environment and livability; and project delivery). The fact sheets provide information, statistics, and projects in the Sarasota/Manatee region that support each performance measure."



**Performance based
planning
provided a
culture change
that has moved
our community to
objective,
data-driven
decision making.**

TOP TEN

Ways to Succeed with Performance Measures

1. It's the law so we have to.
2. Make it about the money.
3. It's a chance to change for the better.
4. Take your time and tell the story.
5. Be the broken record. Be the broken record.
6. Borrow from the best.
7. Digging for data is a must do.
8. Seek out new stakeholders to set the stage.
9. Committees are key to technical analysis.
10. The experts are always from out of town.



David Hutchinson, Executive Director
Leigh Holt, Strategic Planning Manager

941-359-5772 | www.mympo.org | @saramanampo

Prepared by Corinne Tucker



Measuring Performance Objectives

New federal legislation mandates measuring transportation performance.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

- Signed into law on July 6, 2012
- A streamlined and performance-based surface transportation program that builds on preexisting highway, transit, bike, and pedestrian programs and policies established in 1991
- Mandates that states set performance targets in support of the **performance measures** within one year of the USDOT final rule on performance measures

Fixing America's Surface Transportation (FAST) Act

- Signed into law on December 4, 2015
- Federal transportation legislation emphasizing performance based metrics
- Establishment of **targets** to guide future transportation investments
- Additional emphasis on freight, tourism, and resiliency

Invest resources in projects to achieve individual targets that collectively will make progress toward national goals.

Each Metropolitan Planning Organization (MPO) is required to implement the following



Following the FDOT's designation of targets for the performance measures, the Sarasota/Manatee MPO will have 180 days to develop targets for the two-county planning area.

Source: Florida Department of Transportation [2016 Performance Measures Report](#)



Sarasota/Manatee 2040 Long Range Transportation Plan

To develop a future transportation plan, through cooperation with our member governments and the public, for a safe, efficient, financially feasible, environmentally sensitive, regional, integrated multi-modal transportation system that supports sustainable, livable communities and economic development.

Public Involvement

Engagement Techniques for the Silent Citizen - St. Lucie TPO The TPO was selected to present a noteworthy practice in public involvement at the Florida APA and TRB National Tools of the Trade Conferences. Engagement Techniques for the Silent Citizen presented the TPO's use of performance metrics to quantify the results of public outreach efforts in the development of a plan or program and adjust those efforts as the plan or program is being developed based on the results to maximize the public input.

New Strategies for Student Outreach – MetroPlan Orlando In December 2017, MetroPlan Orlando piloted a new, high tech outreach strategy for engaging students in the transportation planning process. The test took place at the 2017 Central Florida Scouting Jamboree put on by the Central Florida Council of Boy Scouts of America. This event welcomed more than 2,000 Boy Scouts and their families from throughout the region to Osceola Heritage Park in Kissimmee for a variety of recreation and learning activities. MetroPlan Orlando set up a table in the Indoor STEM area of the Jamboree, where we offered the kids and their parents a chance to experiment with StreetMix, an online tool used by professional transportation planners. Using iPads with the StreetMix website, we challenged participants to start with an empty street and add features that they thought would help drivers, cyclists and pedestrians have safer and more enjoyable trips on the street. During the day, we coached about 50 kids through a 10-minute process of street planning. We also had prepared sheets on how to use StreetMix and basics of Complete Street planning. Kids who ran out of time, didn't want to make a full stop at the table, or wanted to experiment more were told how to use the tool at home. Overall, this was a very successful strategy with school-aged children, which we will definitely use again. Photos from this event will be seen here: https://www.facebook.com/pg/MetroPlanOrlando/photos/?tab=album&album_id=1510842778964647

Think Like a Planner - Broward MPO

The Broward MPO continues its commitment to mentor the future generation and raise awareness about careers in transportation, engineering, and related fields. To mentor Broward's youth, we created the Think Like A Planner Education Initiative. This signature workshop program features three sessions with Broward high school students. During the first session, the MPO introduces students to transportation planning, civics and the role of the MPO. The second session is an interactive learning lab conducted in the classroom using a traffic design program (StreetMix) to create complete streets in actual right-of-way on their local roads. Students are exposed to the challenges faced by transportation planners when retrofitting an existing road.

Finally, the program culminates with a half-day workshop at the Broward MPO office where they are immersed in a career environment. Students tour our facility and explore our Boardroom before walking the area nearby, which encompasses the Cypress Creek

Mobility Hub. When students return from the walking audit, they brainstorm ways to make the area safer and more accessible for all modes of transportation, especially for those who walk, bike, and take transit. After coming up with ideas, the students present their findings in short group presentations to a panel composed of Broward MPO Board Members, other elected officials and local transportation professionals.

Currently entering its fourth year, the Think Like a Planner Workshop is scheduled with three schools and plans to expand in the future. Understanding that students are typically not included in the transportation conversation, these innovative and dynamic sessions expose the Broward MPO's mission to a new group of community members.

Regional Coordination

Annual Transportation Symposium - Bay County TPO The Emerald Coast Transportation Symposium is an annual event that fosters cross-organization collaboration; lasting local and regional partnerships; and best practices through the provision of a unique, topic-specific, and relevant forum designed specifically for leaders and innovators in the broad field of transportation. Now in its fifth year, the Transportation Symposium has included dignitaries from across the region and state, and nationally recognized speakers.

The West Florida Regional Planning Council plans, coordinates and implements all facets of the annual event, including: research, securing, set-up, and oversight of the venue; solicitation and acquisition of sponsors; obtaining speakers, presenters, panelists, and guest dignitaries; creation and dissemination of promotional campaign and collaterals, both print and digital; and provision of follow-up assistance and materials. Additionally, West Florida Regional Planning Council staff members host the event and tend to the needs of attendees.

Through the presentation of cutting-edge transportation developments and education regarding current status of regulations, funding, and the like, the Emerald Coast Transportation Symposium has fostered many new public-private relationships, nurturing previously unformed partnerships by introducing municipalities and agencies to transportation subsets including alternative energy sources and unique funding opportunities. Presenting previously disconnected attributes, while providing a forum for those in attendance to examine, brainstorm, and spontaneously collaborate, has allowed the development of infrastructure improvements and innovative design projects resulting in positive economic development in the West Florida Regional Planning Council's seven-county region.

The staff of the agency passionately seeks to achieve the agency mission of preserving and enhancing the quality of life in northwest Florida in all endeavors, and the Emerald Coast Transportation Symposium is an ideal platform to realize this quest on a regional scale. By providing presenters and attendees from both public and private sectors the opportunity to interface with local, state, and federal officials, the event serves as a

unique opportunity to fuel the synergy necessary to make a regional impact on the quality of life in northwest Florida by positively affecting transportation and the economy.

By introducing a vibrant, relevant, and unique group of public, private, and government professionals to a platform of regional, national, and international transportation-specific best practice and innovation lectures and workshops, previously untapped dialog and ingenuity is sparked and able to be realized in cities and counties throughout the region. The event grows in popularity because of the invaluable opportunity it affords its attendees to learn from, and collaborate with, a uniquely diverse pool of industry experts. No other local or regional opportunity exists of this magnitude. The resulting successes benefit the smallest of our municipalities and positively impact the region as a whole. The combination of expertise, attendees, and opportunity to collaborate is unique and highly successful, examining the relationship between transportation and economy, as well as infrastructure impact and health.

Topics such as aviation, ports, roadways and alternative fuels, have launched northwest Florida exponentially forward in the state, gaining momentum in the region's transportation planning initiatives by fostering regional efforts instead of more traditional, limited, localized planning.



Hillsborough + Polk Freight Logistics Zone Strategic Plan

Summary:

In 2016, the Hillsborough MPO sponsored, and collaborated with the Polk TPO, to develop a Freight Logistics Zone (FLZ) Strategic Plan in compliance with requirements outlined in Chapter 2015-106, Section 311.103, Florida Statutes. The Strategic Plan, developed as part of a multijurisdictional collaborative process, identified the FLZ to include freight facilities and logistics clusters within Hillsborough and Polk counties. The FLZ consists of freight facilities and infrastructure and an interconnected network of logistics-related businesses with ties to the Winter Haven Intermodal Logistics Center (ILC), Port Tampa Bay, and CSX Intermodal facility in East Tampa, generally along the I-4 corridor. The plan was adopted by the Hillsborough and Polk County Commissions in October 2017, thereby officially designating the FLZ. This, plus the Hillsborough MPO's action in 2016 to designate US 41 as a Critical Urban Freight Corridor, assisted the State in securing funds to grade-separate a major intersection bottleneck at US 41 and the CSX tracks near Causeway Blvd, greatly improving both truck and commuter movements on the east side of Port Tampa Bay. The project is now moving forward into a PD&E phase, and construction is anticipated in six years.

More Background:

The first Freight Logistics Zone adopted in the state of Florida was the Hillsborough + Polk [Freight Logistics Zone Strategic Plan \(FLZ\)](#). It is located in one of the most economically productive centers of freight activity in Florida, featuring the largest seaport in the State in terms of cargo tonnage and area; a major international airport; an ILC; and a Foreign Trade Zone. It includes 12 logistics clusters with a variety of manufacturing, warehousing, intermodal operations, and distribution centers. The transportation infrastructure needed to provide quality access to these freight generators is critical to the continued economic prosperity of the region and the State as a whole.

The MPO team collected relevant freight-related data, convened a working group, proposed the boundary of a Freight Logistics Zone (FLZ) and prepared a strategic plan document consistent with the legislative requirements for a FLZ. The working group members not only had members with a background in transportation and land use planning but also a strong economic development focus. The working group members included representatives of the HC MPO, Polk TPO, FDOT Districts Seven and One, Tampa International Airport, Port Tampa Bay, CSX, the Planning Commission staff of both counties and the cities of Winter Haven, Tampa, Lakeland and Plant City.

While the FLZ does not represent a land-use overlay or future land use designation in the local comprehensive plans, county and municipal staff were consulted throughout the FLZ development process to ensure consistency with their respective land use plans and economic development policies and strategies. The Hillsborough County City-County Planning Commission issued a finding of consistency for the FLZ Strategic

Plan, as it pertains to the Hillsborough County and City of Tampa Comprehensive Plans on September 12, 2016 and recommended adoption of the Freight Logistics Zone by Hillsborough and Polk Counties. The Plan was approved by the Polk TPO and Hillsborough MPO in August and October 2016, and the Zone was officially designated by the Hillsborough and Polk Boards of County Commissioners in October 2017.

Technology

Use of Mobile Device Tracking Data for informed decision making - MetroPlan Orlando

MetroPlan Orlando purchased two months (April 2014 and April 2015) of mobile device tracking data (MDTD) for all the Traffic Analysis Zones (TAZs) within the region from AirSage. This dataset was then made accessible to the MetroPlan staff and partners through the business intelligence tool, Tableau. This effort enabled us to assist several of our partners by providing valuable insight on travel patterns within our region at the TAZ level. Examples –

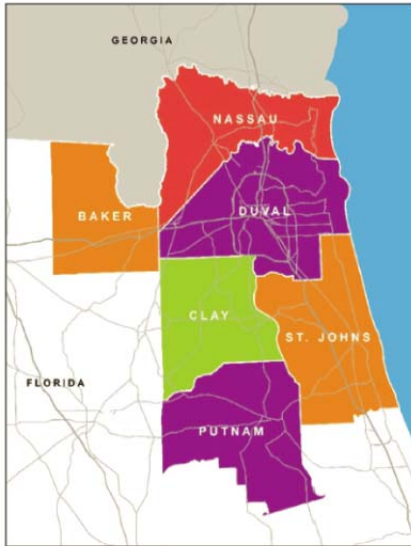
- a. LYNX used this data in their ongoing SR 436 transit study by helping decipher the trip interactions within the corridor from Orlando International Airport. The analysis also provided more insight into which TAZs along the corridor were more likely to produce potential riders.
- b. We provided Florida's Turnpike Enterprise with a sub-regional trip matrix in order to help them determine the major travel sheds for their agency. They also used this data to determine different O-D pair exchanges and to cross check the trip matrices produced by Bluetooth data on some of their corridors.

Travel Study/Origin – Destination Survey - North Florida TPO In the Fall of 2017 both the North Florida Travel Survey and an Origin Destination Survey were conducted in preparation for the 2045 Long Range Transportation Plan update. Over 3900 households participated in the household survey. BlueToad/bluetooth technology was utilized for the origin-destination survey. The budgets were \$600K for the Household Survey (FDOT District 2 provided 50% and the North Florida TPO paid 50%) and the budget for the Origin/Destination Study was \$100K. [See the PDF from North Florida on the next two pages.](#)

NORTH FLORIDA TRAVEL SURVEY HIGHLIGHTS



Baker, Clay, Duval, Nassau
Putnam and St. Johns Counties



The North Florida Travel Survey

The fall 2017 North Florida Travel Survey studied household demographics, daily travel activities, and typical travel patterns throughout the six-county North Florida region of Baker, Clay, Duval, Nassau, Putnam, and St. Johns counties. This information is vital for regional and local planning agencies to understand the impact of growth, development and other changes in the area's communities on the transportation system. Reliable transportation and viable travel options contribute to the region's quality of life and economic vitality, and this study will help agencies prioritize transportation improvements to best fit the region's needs.

Who conducted the survey?

The North Florida Transportation Planning Organization (North Florida TPO) sponsored the study with support from the Florida Department of Transportation. The North Florida TPO Board comprised of elected officials and regional transportation agency representatives, the Technical Coordinating Committee, and the Citizens Advisory Committee were informed about survey progress throughout the project lifecycle.

Who participated in the survey?

Over 3,850 households in the six county North Florida region participated. Most households were randomly selected from residential addresses in the study area, and every invited household received mailed invitations with information on how to participate either online or by phone. Other households chose to participate after hearing about the survey through the news (e.g., television, radio and print media), public events and social media (e.g., Facebook).

What did the survey involve?

The survey included questions about the trips that the participating household took over a pre-assigned 24-hour period, as well as other questions regarding typical travel behavior and opinions on future transportation in the region. Demographic details for the household and each household member were also obtained to ensure the sample represents local populations as compared with the Census. Examples of the data collected include:

- Year, make and model of vehicles in the household
- The purpose, travel mode (e.g. car, bus, walking), and travel times for each trip
- Commuting behaviors including telecommute frequency and usual commute mode
- Typical travel behavior for transit, biking and walking
- Opinions on automated vehicles (e.g., interests, benefits and concerns)

The information gathered from this survey is crucial to better understand how growth and other changes impact the region's transportation system.

Snapshot of Study Results



3,874 Households participated in the study

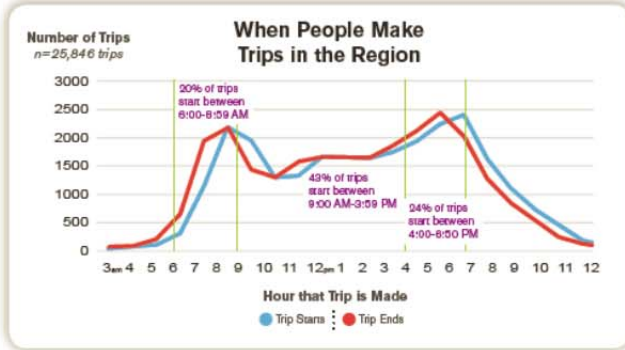


8,163 total people took part

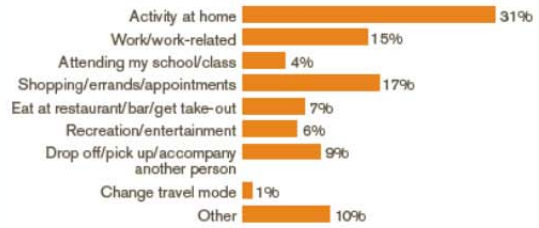


25,846 trips reported as part of the study

Typical Travel in the Region



Destinations for Daily Trips Made

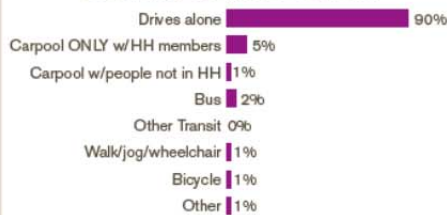


▲ For area residents, traveling to work (primary or other location) and going home account for 46 percent of trips. Additionally, trips to shopping, errands and appointments account for 17 percent of all trips.

53% of residents walk at least once a week
15% of residents bike at least once a week

Commuting Behavior

Usual Way Commutes to Work



▲ Almost 95 percent of residents commute to work by driving a household vehicle alone or with another household member.

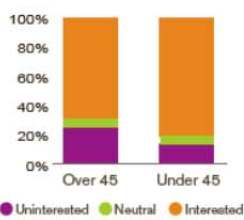
▶ 13 percent of residents telecommute five or more days a week. Additionally, over 32 percent telecommute at least a few times a month.

Telecommute Frequency



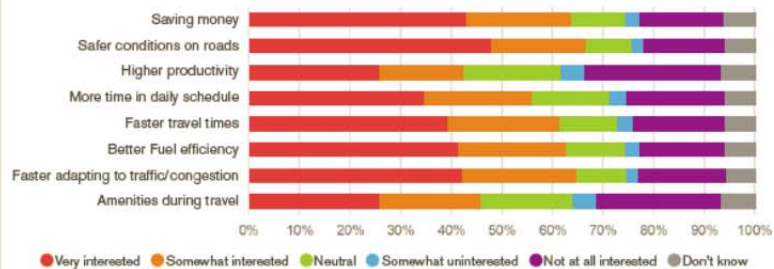
Autonomous Vehicle Interest

Age by Interest in AVs

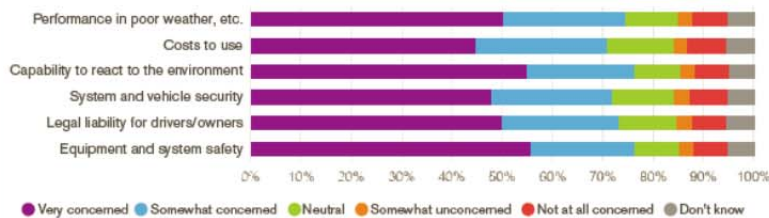


▲ Overall, nearly 70 percent of people are both concerned with and interested in one or more features of AV.

Attitudinal Responses: Interest in Benefits of AVs



Attitudinal Responses: Concern with Aspects of AVs



How can I learn more?

To learn more about the study and results, please contact:

Marci Larson, Public Affairs Manager
Phone: (904) 306-7513
Email: mlarson@northfloridatpo.com



TIP

Complete Streets Roll-Out – Forward Pinellas. The roll-out of the MPO's Complete Streets program was well received by the municipalities. Several program applications were submitted for review. One construction, and two concept design projects were selected to receive the funding assistance offered by the program.

As a planning agency, Forward Pinellas has limited ability to implement Complete Streets projects on our own. However, we do have the ability to provide incentives and funding for such projects. With a need for redevelopment and multimodal transportation solutions in our dense urban county, we decided that our most appropriate role was to develop a Complete Streets Program that provided financial incentives for local governments to link roadway redesign for people with desired community redevelopment activities that fit within the framework of our adopted countywide land use plan.

We released the first call for projects in the fall of 2016, with local governments receiving the application materials via email and through announcements on our agency's blog, email and social media. Application criteria were not point-based, but intentionally organized around broad objectives so that the local government applicants could demonstrate how they were best suited to link complete streets treatments with economic and community revitalization. Forward Pinellas offered up to \$100,000 for concept planning projects and up to \$1 million for construction projects (to be added to our priority list for FDOT consideration in development of the work program). Local governments were encouraged, but not required, to demonstrate a local match of dollars or other community resources.

A subcommittee of local government staff (from our MPO Technical Coordinating Committee and land use Planners Advisory Committee) and Forward Pinellas staff reviewed six applications and made a recommendation of award. As a result, our board approved two concept planning projects (\$50,000 each) and one construction project for funding in that initial cycle. Following this decision, we distributed a short survey to all 25 local governments seeking their feedback on the process and asking for guidance on how to improve the program and increase the number of project applications.

In the fall of 2017, we released another call for projects with the same funding commitment. We received four applications, with only one repeat project, and we followed a similar decision process. In this round of funding, the board saw value in both of the construction applications received, so ultimately, \$2 million was allocated for construction projects and \$100,000 for a single concept planning project. Based on the discussions that occurred during the 17/18 funding cycle, Forward Pinellas has adjusted the application criteria slightly to ensure that those reviewing the applications had the best information available to them to ensure that those recommended for funding were those best able to bring about transformative redevelopment or land use changes.

The program has been very well received by our local government partners. The ability to keep the criteria broad has been helpful to ensure geographic equity while also making sure that applications best able to link land use and transportation receive funding. However, the lack of a point-based scoring approach has also presented some challenges. When one local government feels their project is better than another, the lack of an exact scoring system or weighted criteria has caused some discussion about the ultimate intent of the program and what the agency is looking for when it comes to funding projects. To attempt to clarify this situation, the criteria were adjusted slightly and further clarified in 2018 so that applicants can have a better sense of what will make the most successful applications for funding.

The Complete Streets Program provides an ability to help advance public dialogue about community design, safety, mobility and accessibility, economic opportunity, and public health. It provides an avenue for Forward Pinellas and our partners to mold consensus around solutions that work for a given community and the county as a whole. We intend to continue the program for the foreseeable future.

Provision for Implementation of the SMART Plan – Miami-Dade TPO. In order to support the implementation of the SMART Plan, the TPO created sections within the Unified Planning Work Program (UPWP) and the transportation Improvement Program (TIP) to identify all necessary activities to advance the plan, including the PD&E and Implementation Plan development along the six (6) rapid transit corridors included in the Plan. These activities are directed to the following areas among others: economic development alternatives, financial options and funding profiles, transportation and land-use visioning, sustainable land-use, ridership, first and last mile plans, complete streets strategies, etc.

Strategic Miami Area Rapid Transit (SMART) Plan Update

The Miami-Dade Transportation Planning Organization (TPO) continues its efforts for the implementation of the Strategic Miami Area Rapid Transit (SMART) Plan. The Plan has two (2) components:

1. Six (6) rapid transit corridors
 - Beach Corridor: Highest tourist demand in region with major employment centers.
 - East-West Corridor: Heaviest commuter travel for international, state and local businesses.
 - Kendall Corridor: One of the most congested arterial roadways with the highest demand.
 - North Corridor: Key regional mobility linkage for access to jobs, stadium and educational facilities.
 - Northeast Corridor: High transit demand and part of a critical regional corridor stretching to Palm Beach County.
 - South Corridor: Experiencing the fastest population growth in Miami-Dade County.
2. Six (6) Bus Express Rapid Transit (BERT) network
 - Flagler Corridor
 - South Miami-Dade Express

- North West Miami-Dade Express
- South West Miami-Dade Express
- Florida’s Turnpike Express
 - ✓ North
 - ✓ South
- Beach Express
 - ✓ North
 - ✓ Central
 - ✓ South

The TPO Governing Board already established the North and South Corridors, as the top priorities of the SMART Plan. Following is a brief description of the ongoing work to accomplish our goal.

| Project Development & Environment (PD&Es) | | | | |
|---|-----------|---|-----------|--|
| # | Corridor | Lead Agency | Status | Comments |
| 1 | Beach | DTPW | Ongoing | Local Preferred Alternative (LPA) Recommendation scheduled for August 2019 TPO Board Meeting |
| 2 | East-West | DTPW | Ongoing | LPA Recommendation scheduled for June 2019 TPO Board Meeting |
| 3 | Kendall | FDOT-6 | Ongoing | LPA Recommendation scheduled for April 2019 TPO Board Meeting |
| 4 | North | FDOT-6 | Ongoing | LPA Recommendation scheduled for December 2018 TPO Board Meeting |
| 5 | Northeast | FDOT-4 | Ongoing | Ongoing |
| 6 | South | DTPW | Completed | Bus Rapid Transit (BRT) selected as the Local Preferred Alternative (LPA) |
| | DTPW | Department of Transportation and Public Works | | |
| | FDOT | Florida Department of Transportation | | |

| Studies | |
|--|-----------------------------------|
| # | Description |
| Ongoing Studies by SMART Corridor | |
| 1 | Land Use Scenario & Visioning |
| 2 | Economic Mobility & Accessibility |
| 3 | Flyover Videos |
| 4 | Financial Scenarios |
| System-wide Ongoing Studies for the SMART Plan | |
| 1 | Forecasting Support |
| 2 | SMART Trails Master Plan |
| A total of 17 ongoing studies at a cost of over \$5.0M | |

| TPO Demonstration Projects | | |
|---|---------------------------|---|
| # | Entity | Project Description |
| 1 | City of Doral | Doral - FIU Trolley Service |
| 2 | City of Miami | Flagami Trolley Service |
| 3 | City of Coral Gables | Flex Service via Electric Vehicles |
| 4 | Village of Pinecrest | Transitway Circulator (FY 2019) |
| 5 | City of North Bay Village | North Bay Village Connector (FY 2019) |
| 6 | Miami-Dade County | SMART Plan Northeast Corridor Midtown/Design District Platform for Local and Regional Commuter Rail Station |
| 7 | Village of Miami Shores | SMART Shuttle Service |
| 8 | Town of Medley | Central Commuter Service |
| 9 | Town Cutler Bay | Cutler Bay Express |
| 10 | Village Palmetto Bay | New Transit Service and New Temporary Facility |
| A total of \$4.0M in projects to support the SMART Plan | | |
| # | BERT Network | Route Description |
| 1 | City of Miami Beach | SMART Plan BERT Route- Beach Express North Miami-Dade Express |
| 2 | Miami-Dade County | SMART Plan BERT Route- Beach Express NW Miami-Dade Express |
| A total of \$8.8M in projects to support the SMART Plan | | |
| # | Other | Project Description |
| 1 | City of Miami Gardens | Golden Glades Bicycle and Pedestrian Connector |
| Over \$17M including design ROW and construction | | |

SMART PLAN STRATEGIC MIAMI AREA RAPID TRANSIT

The SMART Plan proposes to advance six Rapid Transit Corridors, along with a system of Bus Express Rapid Transit (BERT) service to provide mobility choices for Miami-Dade County residents.

