

MPOAC Noteworthy Practices Working Group

2021

Broward MPO's Multimodal Priorities List (MMPL)

General Information

Who

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What

Development of a comprehensive List of Priority Projects, known as the Multimodal Priorities List, to provide clear direction to FDOT for programming of MPO priorities, consistent with the adopted Metropolitan Transportation Plan (MTP)

When

Annually Updated

Where

Local or Regional (Template can be provided upon request)

How

TIP team, Microsoft Access, Adobe Creative Cloud, ESRI Arc Map, interagency coordination.

Highlights

Moving projects from an MPO's long range plan to implementation is a complex process involving project scoping and vetting, cost estimating, partner collaboration, and programming. FDOT requires MPO's to develop an annual List of Priority Projects (LOPP) to assist in the programming of projects from the MPO's plans into the FDOT Draft Tentative Work Program. The Broward MPO has built upon this foundation and developed a process to take projects from the Metropolitan Transportation Plan (MTP), prepare them for programming, and incorporate them into the Transportation Improvement Program (TIP) using a consistent and streamlined approach based on in-house program ready criteria. The Broward MPO's Multimodal Priorities List incorporates all of the requirements of the LOPP and includes additional information related to the project's funding (amount and type [state, federal, local]), phases programmed, funding needed (amount and type), and delivery mechanism (State, LAP, or other) to provide clear direction to FDOT for the future programming of projects.

Takeaways/What others can learn

The Broward MPO's Multimodal Priorities List (MMPL) is a core product of the MPO that serves as a bridge between the MPO's Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). This list sets priorities for federal and state funds and meets all the requirements of the List of Priority Projects (LOPP) required by FDOT in their Work Program instructions.

In order to guarantee that the transportation investments are balanced among the transportation modes, percentages agreed upon in the 2045 MTP by the MPO Board were used to distribute revenue among the six programs from the MTP (Complete Streets and other Localized Initiatives Program, Complete Streets Master Plan, Mobility Hubs, Roadway, Systems Planning/Safety, and Transit). To accommodate the six programs, the MPO introduced an innovative new format for the MMPL that emphasizes transparency and program readiness. Utilizing Microsoft Access's report function and the Adobe Creative Cloud, user-friendly reports and graphics are customized to provide Board members, general public, and planning partners with critical and clear information. As a result, it supports decision-makers to make informed decisions and facilitates FDOT to program projects.

In order to increase transparency, project information is categorized under six sections. They are: 1. Priority (Current Priority, Prior Year Priority) 2. Project Characteristics (Project Name with Limits, Type of Work, Description, Project Sponsor, Proposed Study, City, Facility Ownership) 3. Financial (Phase, Year, Amount Funded, Funding Needed, Total Project Cost) 4. Funding Source 5. Program Readiness 6. MTP Reference (MTP Page Number, MTP Timeframe). The MMPL highlights funding sources with different colors representing State, Federal, Local, or any

combination of the three, for each prioritized project. The MMPL reports are generated by Program and then compiled into an overall list. The ability to customize reports allows the MPO to prepare project lists by city for the various committee and Board members.

To facilitate project delivery, the new format emphasizes a “Program Ready” concept. “Program Ready” means that a project includes a clear scope of work, approved resolution, cost estimate, and partner collaboration. Projects that meet all four of these criteria are eligible for funding. “Program Readiness” stands out in the MMPL through the usage of four icons that represent each of the criteria, with a green “Yes” (complies with criteria) or a red “No” (does not comply with criteria) next to each icon. Projects with a green “Yes” in all four criteria indicate that the project is “Program Ready” and is now eligible for funding. Once the overall list is approved by the Board and sent to FDOT for programming, the MMPL gives FDOT clear direction on which projects to apply funds to, what funding source to utilize, what phase to program, and the amount of funding to apply. This feature also helps the MPO to track the status of the project and identify what is needed to make a project “Program Ready”.

Another way the MMPL increases transparency is by providing summaries of project prioritization for each of the MTP Programs. In addition, all resolutions of support were packaged by Program and organized in priority order which are hosted on the MPO website.

These innovative efforts have helped overcome challenges in the programming process and the MMPL has been considered as a best practice by planning partners and FHWA through the federal certification.

Ease in transferring this effort from one MPO to another?

The established queries, and reports can be transferred to other MPOs with ease. If MPO's fill in the required attributes with their own project information, reports can be created very seamlessly.

What could have been done differently to improve this effort?

The better the data is from the beginning, the less work is required to clean up later. The best thing an MPO can receive ahead of time is a proper excel format download of FDOT's Draft Tentative Work Program.

What went wrong? – Lessons learned?

FDOT data is not always received in an editable fashion. Document conversions and data cleanup is necessary.

What went right? – Lessons learned?

Our Program Ready process has helped give clear direction to FDOT to program our priorities more clearly and efficiently. Our data organization allows us to quickly produce reports around specific request and attributes. Our graphics display the information be a more relatable and understandable.

Key parts of the effort

Internal staff skill sets were key. A fundamental knowledge of Microsoft Access database management, Graphic skills with Adobe Creative Cloud, and Mapping capabilities with ESRI.

Level of support needed from Board Members and/or Elected Officials?

These reporting functions were developed to help better inform Board members and Elected officials about projects being planned and programmed in their county and jurisdictional boundaries.

Images

Insert any photos or PDFs of the document produced if available as well as Power Point presentation slides.

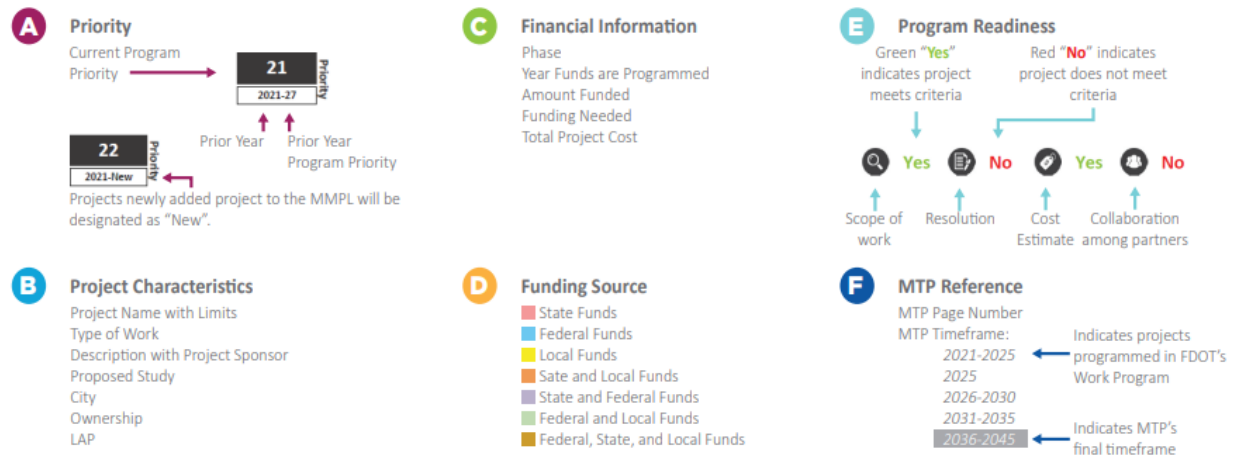
Link to our MMPL:

https://browardmpo.org/images/WhatWeDo/TIP/2022_MMPL/MMPL_6-10-2021.pdf

Link to AMPO 2021 MMPL Presentation:

https://drive.google.com/file/d/1fZ5qHBGVU4SvcT_SR-bVB_8GoxZe7WP1/view

HOW TO READ THE BROWARD MPO PRIORITY LIST



Roadway									
Roadway MPO Adopted Program Funding Goal 20%						Amount	Funding		
Phase	<2022	2022	2023	2024	2025	2026	Funded	Needed	
07 SW 130TH AVE FROM SW 8TH ST TO SR-84 - FM# 4463811									Funding Source: FEDERAL
2021-09 Type of Work: FEASIBILITY STUDY Proposed Study: Feasibility LAP: NO									Yes Yes Yes Yes
2021 MPO HIGHWAY PRIORITY# 9 IS R/W NEEDED									MTP Page # 5-16 MTP Timeframe: 2026-2030
PDE	0	0	0	0	500,000	0	500,000	0	
PE	0	0	0	0	0	0	0	686,680	
CST	0	0	0	0	0	0	0	5,394,800	
Total	0	0	0	0	500,000	0	500,000	6,081,480	
CITY: DAVIE									OWNERSHIP: LOCAL Total Project Cost Estimate: 6,581,480
08 SW 136TH AVE FROM SW 26TH ST TO SW 6TH CT - FM# 4463812									Funding Source: FEDERAL
2021-10 Type of Work: PO&E/EMO STUDY Proposed Study: PO&E LAP: NO									Yes Yes Yes Yes
2021 MPO PRIORITY# 10 WIDEN 2 TO 4 LANES IS R/W NEEDED									MTP Page # 5-16 MTP Timeframe: 2026-2030
PDE	0	0	0	0	500,000	1,750,000	2,250,000	0	
PE	0	0	0	0	0	0	0	2,405,320	
CST	0	0	0	0	0	0	0	13,206,000	
Total	0	0	0	0	500,000	1,750,000	2,250,000	15,611,320	
CITY: DAVIE									OWNERSHIP: LOCAL Total Project Cost Estimate: 17,861,320
09 SR-822/SHERIDAN STREET FROM DIXIE HIGHWAY TO SR-5/LIS 1 - FM# 4479221									Funding Source: STATE
2021-11 Type of Work: PO&E/EMO STUDY Proposed Study: PO&E LAP: NO									Yes Yes Yes Yes
2021 MPO PRIORITY # 11 IS R/W NEEDED									MTP Page # 5-12 MTP Timeframe: 2025
PDE	0	0	0	0	0	505,000	505,000	0	
PE	0	0	0	0	0	0	0	941,147	
ROW	0	0	0	0	0	0	0	38,332,475	
CST	0	0	0	0	0	0	0	4,277,940	
Total	0	0	0	0	0	505,000	505,000	43,551,562	
CITY: DANIA BEACH/HOLLYWOOD									OWNERSHIP: STATE total Project Cost Estimate: 44,056,562

MPOAC Noteworthy Practices Working Group

2021

Broward MPO's Program Evaluation Tool

General Information

Who

Peter Gies, Systems Planning Manager
E: giesp@browardmpo.org, P: (954) 876-0048

What

The Broward MPO's Program Evaluation Tool is an in-house tool programmed and designed in ArcGIS using ArcPy to create an automated application for scoring and ranking local projects submitted through the MPO's Complete Streets and Localized Initiatives Program (CSLIP). The tool utilized readily available data (U.S. Census, Signal Four, FDOT Roadway Data, and other available local data) to create a transparent scoring and ranking methodology for objective evaluation of local projects competing for federal funding.

When

February 2021-December 2021

Where

Local or Regional (the code is open source and can be shared with other agencies)

How

A team of planners familiar with the available Census and transportation datasets available at the regional and local level and a GIS analyst familiar with Python coding.

Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

The Program Evaluation Tool was developed in response to streamlining and simplifying the MPO's evaluation process for its Complete Streets and Other Localized Initiatives Program (CSLIP) to ensure projects submitted by local agency partner could be evaluated objectively to award federal funds (TALT, TALU, SU). Developing the tool in-house provides the MPO flexibility to modify the input data and scoring/ranking methodology for future program cycles and also increases the transparency of project scoring/ranking for MPO member agencies. The in-house tool also avoids reliance on consultant services for future evaluation tool changes and applications – the tool has already been modified to score and rank projects in other MPO funding programs such as the Mobility Hub program,.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another?

What could have been done differently to improve this effort?

What went wrong? – Lessons learned?

What went right? – Lessons learned?

Key parts of the effort

Level of support needed from Board Members and/or Elected Officials?

The Program Evaluation Tool is an open source Python program which can be used by any GIS analyst to build a tailored evaluation tool for project scoring/ranking in GIS. The Broward MPO team can also assist in interpreting the code for any entry level GIS analyst learning Python – the program uses basic Python language to automate the scoring and project ranking process.

At a staff level this effort was handled by two ad-hoc teams – the Data Team (responsible for the development of the evaluation and scoring criteria) and the Technical Team (responsible for the application coding and development to automate the application of the final evaluation criteria). The MPO began this effort by reviewing the existing evaluation criteria for the Complete Streets and Other Localized Initiatives Program (CSLIP) and reviewing the available datasets for inclusion and processing in ArcGIS. The Data team developed a new evaluation criteria framework based on the recently adopted 2045 Metropolitan Transportation Plan (MTP). The criteria used the project prioritization themes from the 2045 MTP (Accessibility, Safety, Equity, Mobility, Economic Vitality, and Environmental Stewardship) to identify measures and a scoring methodology to address each of these themes using readily available data. The Technical Team then began building out the application in ArcGIS using ArcPy to automate the scoring process. Once a draft tool was developed, the Data Team and Technical Team worked

together to test the tool using project submission from past cycles to refine the evaluation criteria scoring and verify real-world results. Throughout this process, the MPO's advisory committees and MPO Board were included in the development process and provided feedback on the evaluation criteria and scoring methodology.

The final evaluation and scoring criteria was adopted by the MPO's advisory committees and MPO Board and was ultimately utilized in the most recent CSLIP cycle to score and rank 16 submitted projects. In addition to CSLIP, the Mobility Hubs Program now uses the Evaluation Tool. The two programs use the same data sets and general evaluation criteria to analyze and rank the applications from local agencies. Each program adjusts the scoring criteria to reflect specific areas of emphasis. For example, the location of transit stops is an important criteria for CSLIP, whereas transit ridership and frequency is of greater importance for the Mobility Hubs Program. The MPO is considering whether the streamlined application and evaluation process can apply to other programs, such as BTactical (the MPO's Tactical Urbanism program) and Planning Technical Assistance Program or PTAP (the MPO's program designed to assist member governments in developing transportation plans and programs for future funding), so that local agencies can more easily apply for projects and understand the process.

Tackling this effort in-house proved to be a difficult task. The Data Team encountered many road blocks when it came to the availability of regionally available transportation data (for example, availability of a countywide sidewalk inventory). The team chose to utilize readily available data from reliable sources, rather than relying on specific datasets that may have been incomplete and/or from unreliable sources. Fortunately, the nature of the tool allows for the incorporation of new datasets and scoring criteria once new data becomes available. The Data Team also experienced challenges in communicating more complex scoring and evaluation concepts to the MPO advisory committees and the MPO Board which necessitated multiple presentations to these groups. While this extended the effort, it did provide for a high degree of transparency and understanding among the members.

Images

Insert any photos or PDFs of the document produced if available as well as Power Point presentation slides.

Link to evaluation criteria matrix:

https://www.browardmpo.org/images/WhatWeDo/CSLIP/Buttons/Eval_Chart_Revised.JPG

MPOAC Noteworthy Practices Working Group

2021

Resiliency Framework

General Information

Who

Contact Person and Contact Information

James Cromar cromarj@browardmpo.org

Levi Stewart-Figueroa stewartl@browardmpo.org

What

Summary of the effort and what need it addressed

FHWA, FTA, and FDOT all recognize the challenges ahead as we adapt to extreme weather events and other disasters caused by the compounding effects of climate change. In 2021, all three entities added resiliency as a Planning Emphasis Areas (PEAs). For several years, the Broward MPO has been working to incorporate resiliency into transportation decision-making. The current effort focuses on the eight priority corridors that the BMPO identified in the 2045 Metropolitan Transportation Plan (MTP). The Transportation Resiliency Framework Study is developing a framework for FDOT and other local partners to take a holistic approach to the inclusion of climate change preparedness and resiliency into project planning, design, and construction in the Broward MPO Planning Area.

When

Timeframe

18 months

Where

Location – regional or localized

Broward County, Florida

How

What was required to accomplish this effort?

The project required a firm understanding of past resiliency work completed by the MPO and our partners, projects conditions for the study corridors, as well as coordination with local partners and municipalities. A technical working group was established to help shepherd the project at key stages.

Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

The resiliency framework enhances and further incorporates resiliency efforts into the MTP process as well as the future planning, design, and construction efforts of our partners. Using the framework, we will have a consistent evaluation method and timeline to focus on key corridors that will be affected by changing climate conditions. As the projects move forward, it will be necessary to consider a variety of factors (land use, environmental conditions, economic development, etc.) in addition to addressing the transportation needs.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another?

The framework should be easy for other MPOs to incorporate, as it is designed to fit into the existing federal process.

What could have been done differently to improve this effort?

Early assumptions were that partner data would be readily available and similarly formatted. However, as the project progressed, it was clear that each municipality had its own way of storing and sharing data.

What went wrong? – Lessons learned?

The most complicated part of the process was the initial data collection. A lesson learned was that establishing a data bank internally could help future project move more quickly.

What went right? – Lessons learned?

Internal bi-weekly coordination meetings allowed for course correction in the project as needed to ensure that the new framework fit into the existing process and expectations from all participants were met.

Key parts of the effort

Data Collection and Background Review, Identify Stressors, Screen Potential Methods of Analysis, Develop a Framework, and Stakeholder Outreach.

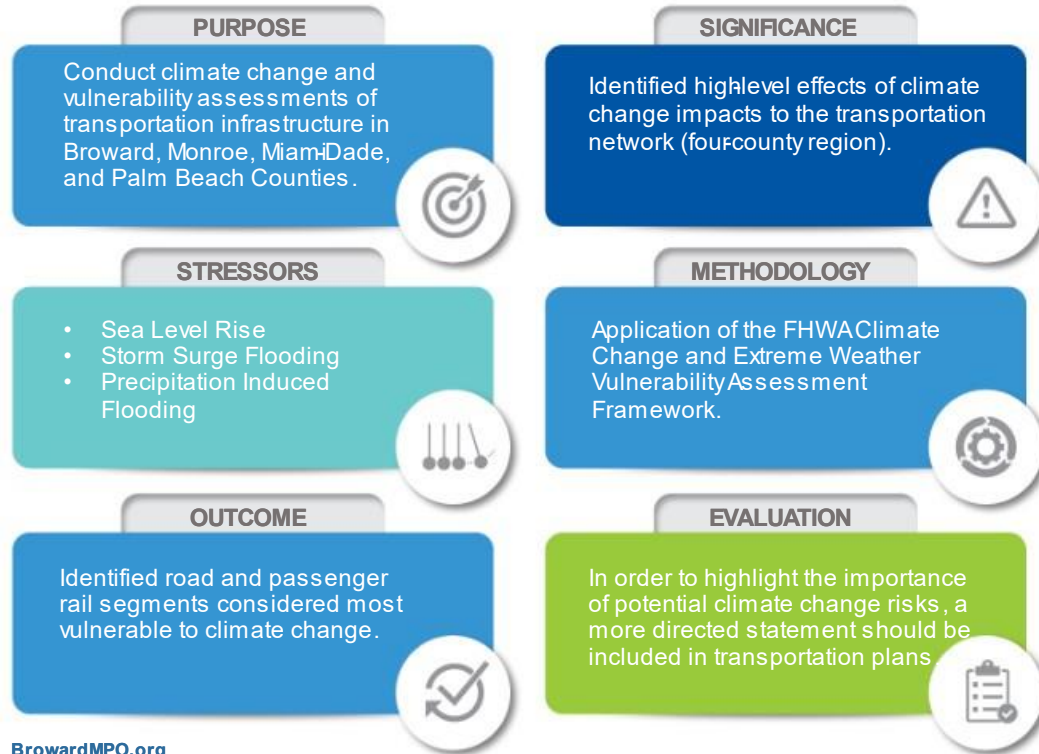
Level of support needed from Board Members and/or Elected Officials?

There will be a high level of support required to further these efforts, from both the MPO Board Members and local Elected Officials. The Framework will include an approach to educate Elected Officials and the public in an effort to facilitate local community support for project implementation.

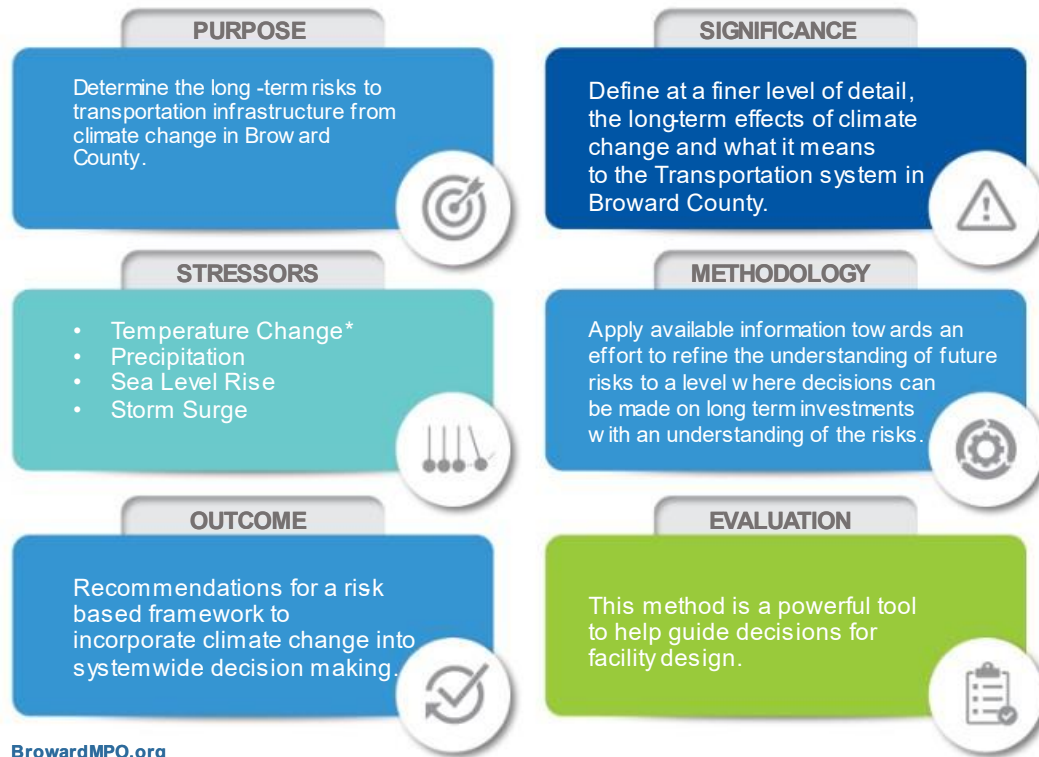
Images

Insert any photos or PDFs of the document produced if available as well as Power Point presentation slides.

South Florida Climate Change Vulnerability & Adaptation Pilot Project (2015)



Extreme Weather & Climate Change Risk to the Transportation System in Broward County (2016)



What is this study?

Study will ...

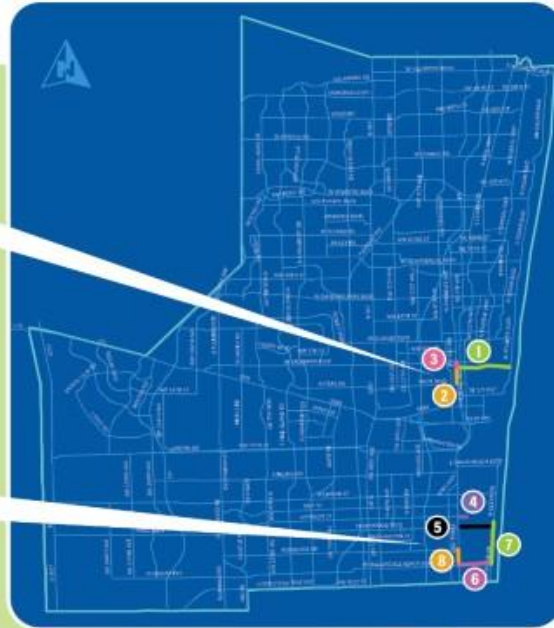
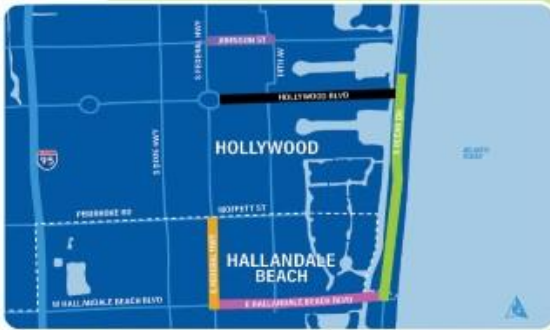
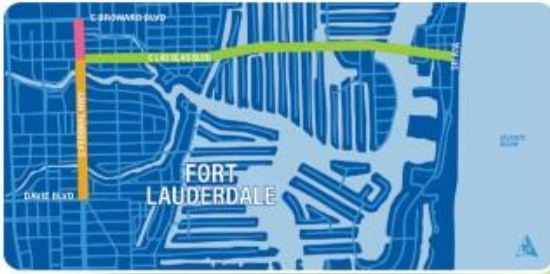
- Develop a programmatic framework to address vulnerabilities in the transportation network
- Create a repeatable process that takes a larger and more holistic approach to resiliency
- Establish a general purpose and need statement for future studies

Study will NOT ...

- Solve the climate crisis



- 1 E Las Olas Blvd from US-1/SR-5 to SR-A1A
- 2 US-1/SR-5 from E Las Olas Blvd to SR-736/Davie Blvd
- 3 US-1/SR-5 from SR-842/Broward Blvd to E Las Olas Blvd
- 4 Johnson St from US-1/SR-5 to N 14th Ave
- 5 SR-820/Hollywood Blvd from US-1/SR-5 to SR-A1A
- 6 SR-858/Hallandale Beach Blvd from US-1/SR-5 to SR-A1A
- 7 SR-A1A from S of Arizona St to SR-858/Hallandale Beach Blvd
- 8 US-1/SR-5 from SR-824/Pembroke Rd to SR-858/Hallandale Beach Blvd

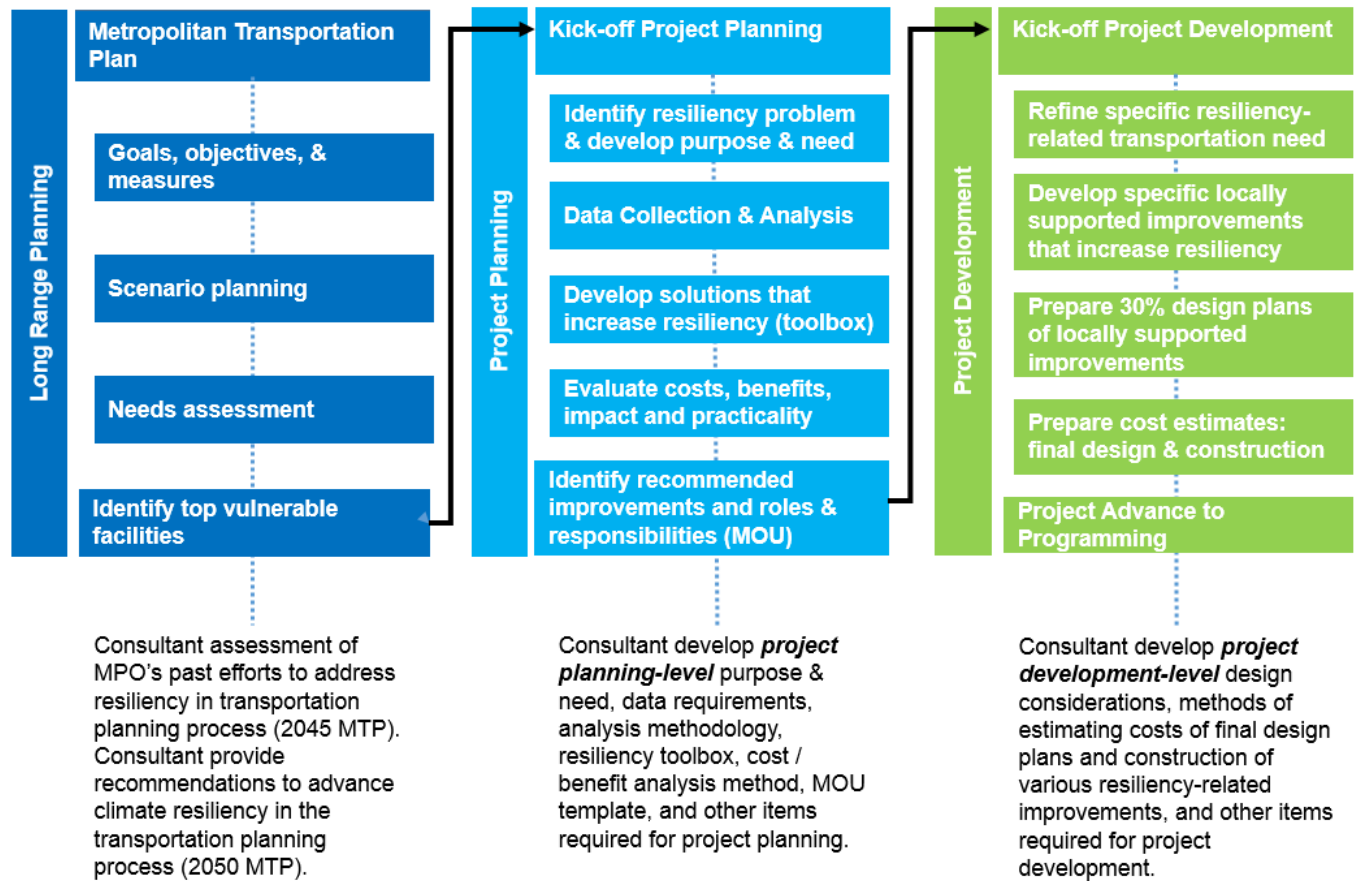


2045 MTP

2.2 - Resiliency Themes (Stressors)



DRAFT Process Map



MPOAC Noteworthy Practices Working Group

2021

FLiP Jr.

General Information

Who

Davida Franklin, franklind@plancom.org, 813.565.9379

What

FLiP Jr. gave children the knowledge and hands-on experience to help them serve as planning and transportation safety advocates in their homes and community. Workshops involved bike and pedestrian safety, city planning, and a beautification project to promote safe/walkable spaces.

When

June – August 2021

Where

Hillsborough County, Florida

How

Partnerships with the Tampa Heights Junior Civic Association and the Florida Institute of Community Studies (FICS), participation by Hillsborough TPO and The Planning Commission staff, and funding support from donors such as the Florida Bicycle Association

Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

FLiP Jr. focuses on connecting youth to the incredible value of city and transportation planning. With workshops designed to be easily customized and mobile, youth as young as 8-years-old can quickly grasp and enjoy learning the importance of planning through hands-on, indoor and outdoor activities.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another?

- Easy

What could have been done differently to improve this effort?

- More partnerships could have extended our reach to more communities
- We could've used video technology to involve more staff or stakeholders (for example: virtual check ins with a planner or legislator)

What went wrong? – Lessons learned?

- Access to small grants was difficult; most were exclusive to tax exempt organizations (we quickly learned to limit our budget to office supplies and in-kind support)

What went right? – Lessons learned?

- The children truly “got it,” learning not only the importance of planning, but they also realized they can choose it as a career or become an advocate for their community
- Having one-hour, hands-on workshops really helped manage short attention spans
- We received a lot of positive feedback from the kids themselves along with their parents and site administrators; most of them asked if we could come again

Key parts of the effort

- Staff volunteers and in-kind or funding support from partner organizations
- A support team for set-up, breakdown, and supplies
- A curriculum that is simple and easy to deliver
- Pop-up City workshops: Using paper cut-outs, students demonstrated planning and transportation concepts by creating their own community

Level of support needed from Board Members and/or Elected Officials?

- Medium support is needed via an in-person visit, virtual call, or connections to in-kind and/or monetary donations

Images

Program guide: https://planhillsborough-my.sharepoint.com/:b:/g/personal/franklind_plancom_org/EYA-OrdMc79BoMuQbJ-wpQUBUknVexNjh3zJBI9SCmfBUQ?e=PvygBa

Presentation: https://planhillsborough-my.sharepoint.com/:b:/g/personal/franklind_plancom_org/ERHJW4ZdlIVMn2OBSs7KqMEBAmSUd61jyDLfrXMhsBTQg?e=YngpTz

Photobook: https://planhillsborough-my.sharepoint.com/:b:/g/personal/franklind_plancom_org/EcXAiy1Ja5NOsjQEzflChPUBrS9gzVTRYDGoX3MM0c2cKg?e=kTt1mO

MPOAC Noteworthy Practices Working Group

2021

Nondiscrimination and Equity Plan

General Information

Who

Joshua Barber, BarberJ@Plancom.org; 813-576-2313

What

Plan Hillsborough Nondiscrimination and Equity Plan. Demonstrates compliance with Nondiscrimination statutes, advances equity, social justice, racial justice, for entire agency.

When

Adopted by Hillsborough TPO August 2021 and heard by Hillsborough City-County Planning Commission September 2021; Plan Development began ~ July 2020.

Where

Hillsborough County, Florida

How

Review of discriminatory planning history, public outreach, coordination with FDOT and FHWA on nondiscrimination law and regulations, review of existing agency work.

Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

The plan provided a history of local, state, and national discriminatory planning practices. Extensive public outreach was conducted to traditionally underrepresented and marginalized groups. Recommendations that advance equity, social justice, racial justice, and other important planning areas were proposed for the entire agency, the TPO, and Planning Commission.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another? – *Moderate difficulty*

What could have been done differently to improve this effort? – *More time, formation of advisory committee*

What went wrong? – Lessons learned? – *Internal discussions often challenging; need for high-level leadership and extensive subject matter expertise; Often heated topic for public; Planning is great – but what will actually be done? **Lessons:** Public often knows more than you; there is general distrust of government; be prepared for challenging discussions, topics, discomfort.*

What went right? – Lessons learned? – *Public happy to hear from us and the way they were reached; History section was well received, appreciation of acknowledgement;*

*Recommendations are comprehensive. **Lessons:** Be bold, advance what is just.*

Key parts of the effort – *History documentation; public involvement; review of existing work; recommendations*

Level of support needed from Board Members and/or Elected Officials? - *High*

Images

Insert any photos or PDFs of the document produced if available as well as Power Point presentation slides.

<https://planhillsborough.org/nondiscrim-plan/>

<https://planhillsborough.org/wp-content/uploads/2021/02/History-of-Racist-Planning.pdf>

[https://planhillsborough.org/wp-](https://planhillsborough.org/wp-content/uploads/2021/08/August2021_Nondiscrimination_Equity_Plan.pdf)

[content/uploads/2021/08/August2021_Nondiscrimination_Equity_Plan.pdf](https://planhillsborough.org/wp-content/uploads/2021/08/August2021_Nondiscrimination_Equity_Plan.pdf)



Leveraging Drone Technology for Bicycle & Pedestrian Master Plan

Charlotte County – Punta Gorda Metropolitan Planning Organization

General Information

What

Beginning in 2017 the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) assisted the Charlotte County Parks and Recreation Division under the Community Services Department with developing their first ever Bicycle & Pedestrian Master Plan. This need was predicated by Charlotte County's 2015 Parks and Recreation Master Plan. A missing component in the



Parks and Recreation Master plan was a comprehensive countywide sidewalk, bike lanes and trails that connect to the county parks. This lack of cohesive multimodal planning, motivated the county's comprehensive planning efforts to develop and implement their first ever Bicycle & Pedestrian Master Plan.

When

The Bicycle & Pedestrian Master Plan was completed in the summer of 2018. MPO Staff with the help of the consultant utilized drones to capture pictures and videos of the project locations. These visuals helped the Steering Committee and the public to prioritize projects in the Bicycle & Pedestrian Master Plan. The projects in the plan were prioritized based on cost, connectivity, and safety. This list of the criteria determined the project rankings. The drone footage was also used to assist the MPO's annual prioritization process for project applications submitted to the Florida Department of Transportation (FDOT) for consideration of funding in FDOT'S Five Year Work Program.

The MPO recently partnered with a Charlotte County staff member with a drone license to capture additional drone footage of potential projects as needed.



Where

All local governmental entities within Charlotte County's boundaries can utilize the MPO as a resource in the planning process of transportation infrastructure.

How

The MPO utilized one of the three General Planning Consultants (Jacobs Engineering Group) to provide planning, public outreach, and conceptual engineering services to identify needed facilities throughout Charlotte County. The analysis utilized drone technology to identify existing and proposed bicycle & pedestrian facilities and address gaps in the system. New facilities such as bike lanes, sidewalks, or shared use paths/trails were proposed to provide access between neighborhoods, parks, and area attractions. The overall goal was to create a connected network in Charlotte County that facilitates biking and walking for transportation and recreation.

Highlights

Below are examples of impressive high resolution drone images captured in Charlotte County:



Charlotte Sports Park 1



Charlotte Sports Park 2



Edgewater Drive 1



Edgewater Drive 2

Takeaways/What Others Can Learn

The leveraging of drone technology as a tool in the planning toolkit to develop the Charlotte County Bicycle & Pedestrian Master Plan provided a “wow” factor that engaged the interests of stakeholders in Charlotte County. The inclusion of drone services was relatively inexpensive to obtain impressive, customized aerial shots. The drone pilot was able to capture unique vantage points, even in hard to access coastal and wooded areas throughout Charlotte County. As drone technology continues to become more prevalent, planning organizations should give serious consideration in utilizing drones to supplement data collection efforts whenever an opportunity presents itself.

For more information

D’Juan L. Harris, MPO Director <mailto:harris@ccmpo.com> (941) 626-7463

Additional Links: | [Bicycle Pedestrian Master Plan](#) | [Charlotte County-Punta Gorda MPO](#)

MPOAC Noteworthy Practices Working Group

2021

Broward MPO Tactical Urbanism Program, BTACTICAL

General Information

Who

Stephanie Garcia, garcias@browardmpo.org

What

Summary of the effort and what need it addressed

The Tactical Urbanism Program, BTactical, is a Broward Complete Streets Initiative effort to quickly implement multimodal safety improvements on the Broward Roadway Network, following the recommendations of the set of priority action items identified in the Bicycle & Pedestrian Safety Action Plan, Walkability Action Institute Plan, and the Broward Complete Streets Master Plan (CSMP).

The Broward MPO is committed to improving transportation safety in partnership with local governments and other transportation agencies. The MPO accomplishes this through long-term complete streets improvement projects while also working on quick-build projects to support partner agencies as they implement pilot projects that test innovative ideas, generate public awareness, and support efforts to increase multimodal safety, accessibility, and connectivity. Quick-Build projects are short-term, temporary projects installed with low-cost materials used to evaluate design alternatives and inform project design prior to making long-term capital investments. By using this methodology, the Broward MPO, and the community will be able to experience a "rendering in real-time" of Complete Streets improvements!

Through Quick-Builds the MPO can implement complete streets projects and evaluate measures that go beyond a focus on vehicles and prioritize walking, bicycling, and riding transit. The program also has a data collection component to evaluate before/after conditions and measure speed, bike and pedestrians counts.

The projects are reversible and adjustable according to the needs of the community. The Broward MPO also encourages the partnering agencies to pursue funding sources to enable permanent improvements on the corridors through the various programs offered by the Broward MPO and other transportation agencies.

The MPO recently completed a project in the City of Deerfield Beach and began coordination with the City of Fort Lauderdale to implement its second pilot project. The MPO plans to open a call for projects every year to offer the opportunity to local governments county-wide.

When

- First Pilot project – December 2021
- Second Pilot project – May 2022

Where

- First Pilot project – City of Deerfield Beach, Broward County, Florida
- Second Pilot project – City of Fort Lauderdale, Broward County, Florida

How

What was required to accomplish this effort?

The Broward MPO established the Tactical Urbanism program as part of the Complete Streets Initiative. This BTactical program was identified previously as a priority action item under the Bicycle and Pedestrian Safety Action Plan 2018, to create safe streets and to improve safety for all roadway users in the Broward region by shifting the transportation focus from moving cars to moving people. The program was established with the support of the MPO Board in December 2020 and kicked off activities in January 2021, offering technical assistance to local governments interested in partnering with the MPO to implement Quick-Build pilot projects.

In 2021, the MPO solicited feedback to local governments to identify projects in Broward region, following criteria based on Vision Zero (High Injury Network), equity and demand analysis (CSMP Bundle areas), feasibility, political and public support, and urban context. Once the project is selected, the MPO requests a letter of commitment to the City Manager, followed by a Memorandum of Understanding to formalize roles and responsibilities.

The MPO kicked off the Program in 2021 by implementing its first pilot project in partnership with the City of Deerfield Beach and AARP Florida. The Broward MPO in collaboration with the City of Deerfield Beach applied to the AARP Community Challenge Grant and were granted \$20,000 dollars to get the materials needed for the installation of improvements along NE 3rd Avenue between NE 44th Street and Sample Road. As part of this effort, the MPO hosted three public meetings, one virtual workshop, two online surveys, door to door outreach, and community-build days event (four days of painting sessions). The project scope included crosswalk enhancements, intersection improvements, a mid-block crossing, protected bike lanes, sidewalk extensions and curb extensions. The project had the support of the Broward County Traffic Engineering department, The City's Public Works Department, Broward Sheriff Office, Broward Health North, Tedder Elementary School, South Florida Commuter Services, AARP, and other stakeholders. Over 80 volunteers among residents of the area and local organizations helped paint 0.7 miles along NE 3rd Avenue.

Thinking about alternative ways to engage the public during COVID-19, the Broward MPO developed a story map, an interactive online tool, for the pilot project. This virtual platform served as an educational tool to engage and inform the community about the volunteering opportunities, project design plans, online surveys, volunteering opportunities, project objectives and ways to get involved.

In December 2021, the MPO selected its second pilot project, to be implemented in 2022 in partnership with the City of Fort Lauderdale.

Highlights

What is the main thing, you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

The nature of a Quick-Build Program gives an MPO the opportunity to connect with the community through a bottom-up planning approach and opens the field to implement and test innovative designs in collaboration with other agencies to program more informed permanent projects.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another?

What could have been done differently to improve this effort?

What went wrong? – Lessons learned?

What went right? – Lessons learned?

Key parts of the effort

Level of support needed from Board Members and/or Elected Officials?

- Elected officials' support is key. The project had City Commissioners as champions of the project. This was important to get the support from the community and staff commitment to conduct activities.
- The criteria established facilitated the prioritization of projects submitted by local governments. Most of the projects are identified in a masterplan, study, or walkability plan, which helps with creating an active transportation network in Broward.
- Empowerment of the community occurred through residents and business owners either attending the workshops, volunteering to paint the streets, or just observing the improvements made to the community.
- The team worked with the Broward Sheriff's Office to conduct an enforcement campaign to direct and educate the community about the posted speed limit of the street and slow down when pedestrians are approaching the road.
- City staff commitment, capability and availability was key to accomplishing this effort.
- Twenty signs were installed throughout the corridor that provided information about the project and its elements so that the community can read about the reason for and benefits of the improvements.
- The project team collected data, Bike/Ped counts, speed and AADT to perform before/after comparisons.
- Due to a pandemic-related materials shortage, we were not able to paint the protected bike lanes in green. The design was slightly changed because of this issue we encountered.
- Regarding volunteers, the team had to produce a shift schedule to provide opportunities to all interested community members to participate in the painting sessions and allow them to spread out.

Images

Insert any photos or PDFs of the document produced if available as well as Power Point presentation slides.

Photos: <https://photos.app.goo.gl/1t99C6VBXavxVabr7>

Video: [Broward MPO: BTactical Deerfield Beach December 11, 2021](#)



Educational signage: in the folder.

Project webpage: <https://arcg.is/0X1Oer>

Program website: <https://www.browardmpo.org/tactical-urbanism>

MPOAC Noteworthy Practices Working Group

2021

Broward MPO's Multimodal Priorities List (MMPL)

General Information

Who

Jihong Chen, Ph.D., Project Programming Manager, chenj@browardmpo.org

Christopher Restrepo, Principal Planner, restrepoc@browardmpo.org

What

Development of a comprehensive List of Priority Projects, known as the Multimodal Priorities List, to provide clear direction to FDOT for programming of MPO priorities, consistent with the adopted Metropolitan Transportation Plan (MTP)

When

Annually Updated

Where

Local or Regional (Template can be provided upon request)

How

TIP team, Microsoft Access, Adobe Creative Cloud, ESRI Arc Map, interagency coordination.

Highlights

Moving projects from an MPO's long range plan to implementation is a complex process involving project scoping and vetting, cost estimating, partner collaboration, and programming. FDOT requires MPO's to develop an annual List of Priority Projects (LOPP) to assist in the programming of projects from the MPO's plans into the FDOT Draft Tentative Work Program. The Broward MPO has built upon this foundation and developed a process to take projects from the Metropolitan Transportation Plan (MTP), prepare them for programming, and incorporate them into the Transportation Improvement Program (TIP) using a consistent and streamlined approach based on in-house program ready criteria. The Broward MPO's Multimodal Priorities List incorporates all of the requirements of the LOPP and includes additional information related to the project's funding (amount and type [state, federal, local]), phases programmed, funding needed (amount and type), and delivery mechanism (State, LAP, or other) to provide clear direction to FDOT for the future programming of projects.

Takeaways/What others can learn

The Broward MPO's Multimodal Priorities List (MMPL) is a core product of the MPO that serves as a bridge between the MPO's Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). This list sets priorities for federal and state funds and meets all the requirements of the List of Priority Projects (LOPP) required by FDOT in their Work Program instructions.

In order to guarantee that the transportation investments are balanced among the transportation modes, percentages agreed upon in the 2045 MTP by the MPO Board were used to distribute revenue among the six programs from the MTP (Complete Streets and other Localized Initiatives Program, Complete Streets Master Plan, Mobility Hubs, Roadway, Systems Planning/Safety, and Transit). To accommodate the six programs, the MPO introduced an innovative new format for the MMPL that emphasizes transparency and program readiness. Utilizing Microsoft Access's report function and the Adobe Creative Cloud, user-friendly reports and graphics are customized to provide Board members, general public, and planning partners with critical and clear information. As a result, it supports decision-makers to make informed decisions and facilitates FDOT to program projects.

In order to increase transparency, project information is categorized under six sections. They are: 1. Priority (Current Priority, Prior Year Priority) 2. Project Characteristics (Project Name with Limits, Type of Work, Description, Project Sponsor, Proposed Study, City, Facility Ownership) 3. Financial (Phase, Year, Amount Funded, Funding Needed, Total Project Cost) 4. Funding Source 5. Program Readiness 6. MTP Reference (MTP Page Number, MTP Timeframe). The MMPL highlights funding sources with different colors representing State, Federal, Local, or any

combination of the three, for each prioritized project. The MMPL reports are generated by Program and then compiled into an overall list. The ability to customize reports allows the MPO to prepare project lists by city for the various committee and Board members.

To facilitate project delivery, the new format emphasizes a "Program Ready" concept. "Program Ready" means that a project includes a clear scope of work, approved resolution, cost estimate, and partner collaboration. Projects that meet all four of these criteria are eligible for funding. "Program Readiness" stands out in the MMPL through the usage of four icons that represent each of the criteria, with a green "Yes" (complies with criteria) or a red "No" (does not comply with criteria) next to each icon. Projects with a green "Yes" in all four criteria indicate that the project is "Program Ready" and is now eligible for funding. Once the overall list is approved by the Board and sent to FDOT for programming, the MMPL gives FDOT clear direction on which projects to apply funds to, what funding source to utilize, what phase to program, and the amount of funding to apply. This feature also helps the MPO to track the status of the project and identify what is needed to make a project "Program Ready".

Another way the MMPL increases transparency is by providing summaries of project prioritization for each of the MTP Programs. In addition, all resolutions of support were packaged by Program and organized in priority order which are hosted on the MPO website.

These innovative efforts have helped overcome challenges in the programming process and the MMPL has been considered as a best practice by planning partners and FHWA through the federal certification.

Ease in transferring this effort from one MPO to another?

The established queries, and reports can be transferred to other MPOs with ease. If MPO's fill in the required attributes with their own project information, reports can be created very seamlessly.

What could have been done differently to improve this effort?

The better the data is from the beginning, the less work is required to clean up later. The best thing an MPO can receive ahead of time is a proper excel format download of FDOT's Draft Tentative Work Program.

What went wrong? – Lessons learned?

FDOT data is not always received in an editable fashion. Document conversions and data cleanup is necessary.

What went right? – Lessons learned?

Our Program Ready process has helped give clear direction to FDOT to program our priorities more clearly and efficiently. Our data organization allows us to quickly produce reports around specific request and attributes. Our graphics display the information be a more relatable and understandable.

Key parts of the effort

Internal staff skill sets were key. A fundamental knowledge of Microsoft Access database management, Graphic skills with Adobe Creative Cloud, and Mapping capabilities with ESRI.

Level of support needed from Board Members and/or Elected Officials?

These reporting functions were developed to help better inform Board members and Elected officials about projects being planned and programmed in their county and jurisdictional boundaries.

Images

Insert any photos or PDFs of the document produced if available as well as Power Point presentation slides.

Link to our MMPL:

https://browardmpo.org/images/WhatWeDo/TIP/2022_MMPL/MMPL_6-10-2021.pdf

Link to AMPO 2021 MMPL Presentation:

https://drive.google.com/file/d/1fZ5qHBGVU4SvcT_SR-bVB_8GoxZe7WP1/view

HOW TO READ THE BROWARD MPO PRIORITY LIST

A Priority

Current Program Priority → **21** 2021-27

↑ ↑

22 2021-New

←

Prior Year Program Priority

Projects newly added project to the MMPL will be designated as "New".

C Financial Information

Phase
Year Funds are Programmed
Amount Funded
Funding Needed
Total Project Cost

E Program Readiness

Green "Yes" indicates project meets criteria
Red "No" indicates project does not meet criteria

Scope of work: Yes
Resolution: No
Cost Estimate: Yes
Collaboration among partners: No

B Project Characteristics

Project Name with Limits
Type of Work
Description with Project Sponsor
Proposed Study
City
Ownership
LAP

D Funding Source

- State Funds
- Federal Funds
- Local Funds
- State and Local Funds
- State and Federal Funds
- Federal and Local Funds
- Federal, State, and Local Funds

F MTP Reference

MTP Page Number
MTP Timeframe:
2021-2025
2025
2026-2030
2031-2035
2036-2045

← Indicates projects programmed in FDOT's Work Program
← Indicates MTP's final timeframe

Roadway									
Phase	<2022	2022	2023	2024	2025	2026	Amount Funded	Funding Needed	
07 SW 130TH AVE FROM SW 8TH ST TO SR-84 - FM# 4463811									Funding Source: FEDERAL
2021-09 Type of Work: FEASIBILITY STUDY Proposed Study: Feasibility LAP: NO									MTP Page # 5-16 MTP Timeframe: 2026-2030
2021 MPO HIGHWAY PRIORITY# 9 IS R/W NEEDED									
PDE	0	0	0	0	500,000	0	500,000	0	
PE	0	0	0	0	0	0	0	686,680	
CST	0	0	0	0	0	0	0	5,394,800	
Total	0	0	0	0	500,000	0	500,000	6,081,480	
CITY: DAVIE OWNERSHIP: LOCAL									Total Project Cost Estimate: 6,581,480
08 SW 136TH AVE FROM SW 26TH ST TO SW 6TH CT - FM# 4463812									Funding Source: FEDERAL
2021-10 Type of Work: PD&E/EMO STUDY Proposed Study: PD&E LAP: NO									MTP Page # 5-16 MTP Timeframe: 2026-2030
2021 MPO PRIORITY# 10 WIDEN 2 TO 4 LANES IS R/W NEEDED									
PDE	0	0	0	0	500,000	1,750,000	2,250,000	0	
PE	0	0	0	0	0	0	0	2,405,320	
CST	0	0	0	0	0	0	0	13,206,000	
Total	0	0	0	0	500,000	1,750,000	2,250,000	15,611,320	
CITY: DAVIE OWNERSHIP: LOCAL									Total Project Cost Estimate: 17,861,320
09 SR-822/SHERIDAN STREET FROM DIXIE HIGHWAY TO SR-5/LIS 1 - FM# 4479221									Funding Source: STATE
2021-11 Type of Work: PD&E/EMO STUDY Proposed Study: PD&E LAP: NO									MTP Page # 5-12 MTP Timeframe: 2025
2021 MPO PRIORITY # 11 IS R/W NEEDED									
PDE	0	0	0	0	0	505,000	505,000	0	
PE	0	0	0	0	0	0	0	941,147	
ROW	0	0	0	0	0	0	0	38,332,475	
CST	0	0	0	0	0	0	0	4,277,940	
Total	0	0	0	0	0	505,000	505,000	43,551,562	
CITY: DANIA BEACH/HOLLYWOOD OWNERSHIP: STATE									Total Project Cost Estimate: 44,056,562

MPOAC Noteworthy Practices Working Group

2021

Broward MPO's Program Evaluation Tool

General Information

Who

Peter Gies, Systems Planning Manager
E: giesp@browardmpo.org, P: (954) 876-0048

What

The Broward MPO's Program Evaluation Tool is an in-house tool programmed and designed in ArcGIS using ArcPy to create an automated application for scoring and ranking local projects submitted through the MPO's Complete Streets and Localized Initiatives Program (CSLIP). The tool utilized readily available data (U.S. Census, Signal Four, FDOT Roadway Data, and other available local data) to create a transparent scoring and ranking methodology for objective evaluation of local projects competing for federal funding.

When

February 2021-December 2021

Where

Local or Regional (the code is open source and can be shared with other agencies)

How

A team of planners familiar with the available Census and transportation datasets available at the regional and local level and a GIS analyst familiar with Python coding.

Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

The Program Evaluation Tool was developed in response to streamlining and simplifying the MPO's evaluation process for its Complete Streets and Other Localized Initiatives Program (CSLIP) to ensure projects submitted by local agency partner could be evaluated objectively to award federal funds (TALT, TALU, SU). Developing the tool in-house provides the MPO flexibility to modify the input data and scoring/ranking methodology for future program cycles and also increases the transparency of project scoring/ranking for MPO member agencies. The in-house tool also avoids reliance on consultant services for future evaluation tool changes and applications – the tool has already been modified to score and rank projects in other MPO funding programs such as the Mobility Hub program,.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another?

What could have been done differently to improve this effort?

What went wrong? – Lessons learned?

What went right? – Lessons learned?

Key parts of the effort

Level of support needed from Board Members and/or Elected Officials?

The Program Evaluation Tool is an open source Python program which can be used by any GIS analyst to build a tailored evaluation tool for project scoring/ranking in GIS. The Broward MPO team can also assist in interpreting the code for any entry level GIS analyst learning Python – the program uses basic Python language to automate the scoring and project ranking process.

At a staff level this effort was handled by two ad-hoc teams – the Data Team (responsible for the development of the evaluation and scoring criteria) and the Technical Team (responsible for the application coding and development to automate the application of the final evaluation criteria). The MPO began this effort by reviewing the existing evaluation criteria for the Complete Streets and Other Localized Initiatives Program (CSLIP) and reviewing the available datasets for inclusion and processing in ArcGIS. The Data team developed a new evaluation criteria framework based on the recently adopted 2045 Metropolitan Transportation Plan (MTP). The criteria used the project prioritization themes from the 2045 MTP (Accessibility, Safety, Equity, Mobility, Economic Vitality, and Environmental Stewardship) to identify measures and a scoring methodology to address each of these themes using readily available data. The Technical Team then began building out the application in ArcGIS using ArcPy to automate the scoring process. Once a draft tool was developed, the Data Team and Technical Team worked

together to test the tool using project submission from past cycles to refine the evaluation criteria scoring and verify real-world results. Throughout this process, the MPO's advisory committees and MPO Board were included in the development process and provided feedback on the evaluation criteria and scoring methodology.

The final evaluation and scoring criteria was adopted by the MPO's advisory committees and MPO Board and was ultimately utilized in the most recent CSLIP cycle to score and rank 16 submitted projects. In addition to CSLIP, the Mobility Hubs Program now uses the Evaluation Tool. The two programs use the same data sets and general evaluation criteria to analyze and rank the applications from local agencies. Each program adjusts the scoring criteria to reflect specific areas of emphasis. For example, the location of transit stops is an important criteria for CSLIP, whereas transit ridership and frequency is of greater importance for the Mobility Hubs Program. The MPO is considering whether the streamlined application and evaluation process can apply to other programs, such as BTactical (the MPO's Tactical Urbanism program) and Planning Technical Assistance Program or PTAP (the MPO's program designed to assist member governments in developing transportation plans and programs for future funding), so that local agencies can more easily apply for projects and understand the process.

Tackling this effort in-house proved to be a difficult task. The Data Team encountered many road blocks when it came to the availability of regionally available transportation data (for example, availability of a countywide sidewalk inventory). The team chose to utilize readily available data from reliable sources, rather than relying on specific datasets that may have been incomplete and/or from unreliable sources. Fortunately, the nature of the tool allows for the incorporation of new datasets and scoring criteria once new data becomes available. The Data Team also experienced challenges in communicating more complex scoring and evaluation concepts to the MPO advisory committees and the MPO Board which necessitated multiple presentations to these groups. While this extended the effort, it did provide for a high degree of transparency and understanding among the members.

Images

Insert any photos or PDFs of the document produced if available as well as Power Point presentation slides.

Link to evaluation criteria matrix:

https://www.browardmpo.org/images/WhatWeDo/CSLIP/Buttons/Eval_Chart_Revised.JPG

MPOAC Noteworthy Practices Working Group

2021

Resiliency Framework

General Information

Who

Contact Person and Contact Information

James Cromar cromarj@browardmpo.org

Levi Stewart-Figueroa stewartl@browardmpo.org

What

Summary of the effort and what need it addressed

FHWA, FTA, and FDOT all recognize the challenges ahead as we adapt to extreme weather events and other disasters caused by the compounding effects of climate change. In 2021, all three entities added resiliency as a Planning Emphasis Areas (PEAs). For several years, the Broward MPO has been working to incorporate resiliency into transportation decision-making. The current effort focuses on the eight priority corridors that the BMPO identified in the 2045 Metropolitan Transportation Plan (MTP). The Transportation Resiliency Framework Study is developing a framework for FDOT and other local partners to take a holistic approach to the inclusion of climate change preparedness and resiliency into project planning, design, and construction in the Broward MPO Planning Area.

When

Timeframe

18 months

Where

Location – regional or localized

Broward County, Florida

How

What was required to accomplish this effort?

The project required a firm understanding of past resiliency work completed by the MPO and our partners, projects conditions for the study corridors, as well as coordination with local partners and municipalities. A technical working group was established to help shepherd the project at key stages.

Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

The resiliency framework enhances and further incorporates resiliency efforts into the MTP process as well as the future planning, design, and construction efforts of our partners. Using the framework, we will have a consistent evaluation method and timeline to focus on key corridors that will be affected by changing climate conditions. As the projects move forward, it will be necessary to consider a variety of factors (land use, environmental conditions, economic development, etc.) in addition to addressing the transportation needs.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another?

The framework should be easy for other MPOs to incorporate, as it is designed to fit into the existing federal process.

What could have been done differently to improve this effort?

Early assumptions were that partner data would be readily available and similarly formatted. However, as the project progressed, it was clear that each municipality had its own way of storing and sharing data.

What went wrong? – Lessons learned?

The most complicated part of the process was the initial data collection. A lesson learned was that establishing a data bank internally could help future project move more quickly.

What went right? – Lessons learned?

Internal bi-weekly coordination meetings allowed for course correction in the project as needed to ensure that the new framework fit into the existing process and expectations from all participants were met.

Key parts of the effort

Data Collection and Background Review, Identify Stressors, Screen Potential Methods of Analysis, Develop a Framework, and Stakeholder Outreach.

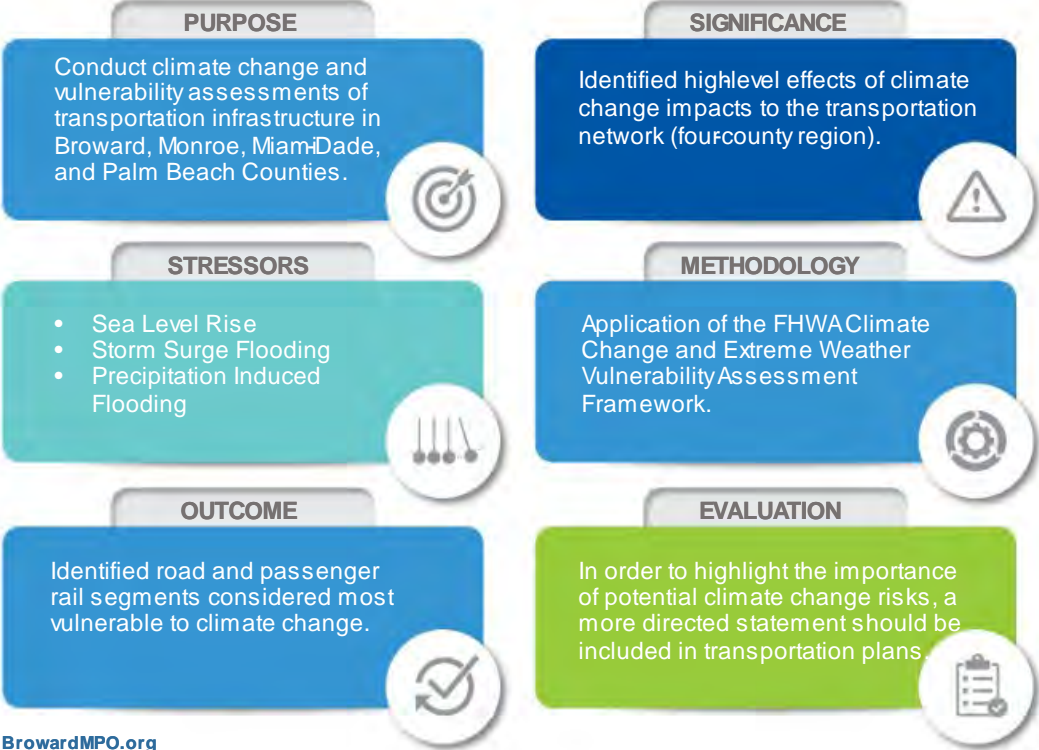
Level of support needed from Board Members and/or Elected Officials?

There will be a high level of support required to further these efforts, from both the MPO Board Members and local Elected Officials. The Framework will include an approach to educate Elected Officials and the public in an effort to facilitate local community support for project implementation.

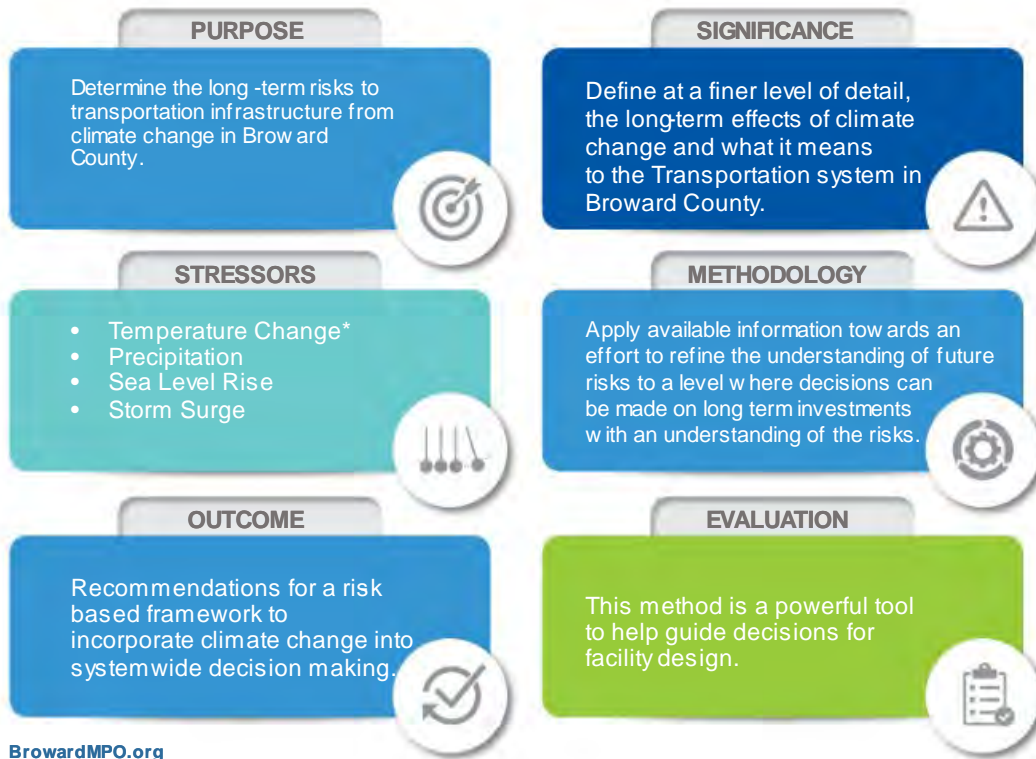
Images

Insert any photos or PDFs of the document produced if available as well as Power Point presentation slides.

South Florida Climate Change Vulnerability & Adaptation Pilot Project (2015)



Extreme Weather & Climate Change Risk to the Transportation System in Broward County (2016)



What is this study?

Study will ...

- Develop a programmatic framework to address vulnerabilities in the transportation network
- Create a repeatable process that takes a larger and more holistic approach to resiliency
- Establish a general purpose and need statement for future studies

Study will NOT ...

- Solve the climate crisis

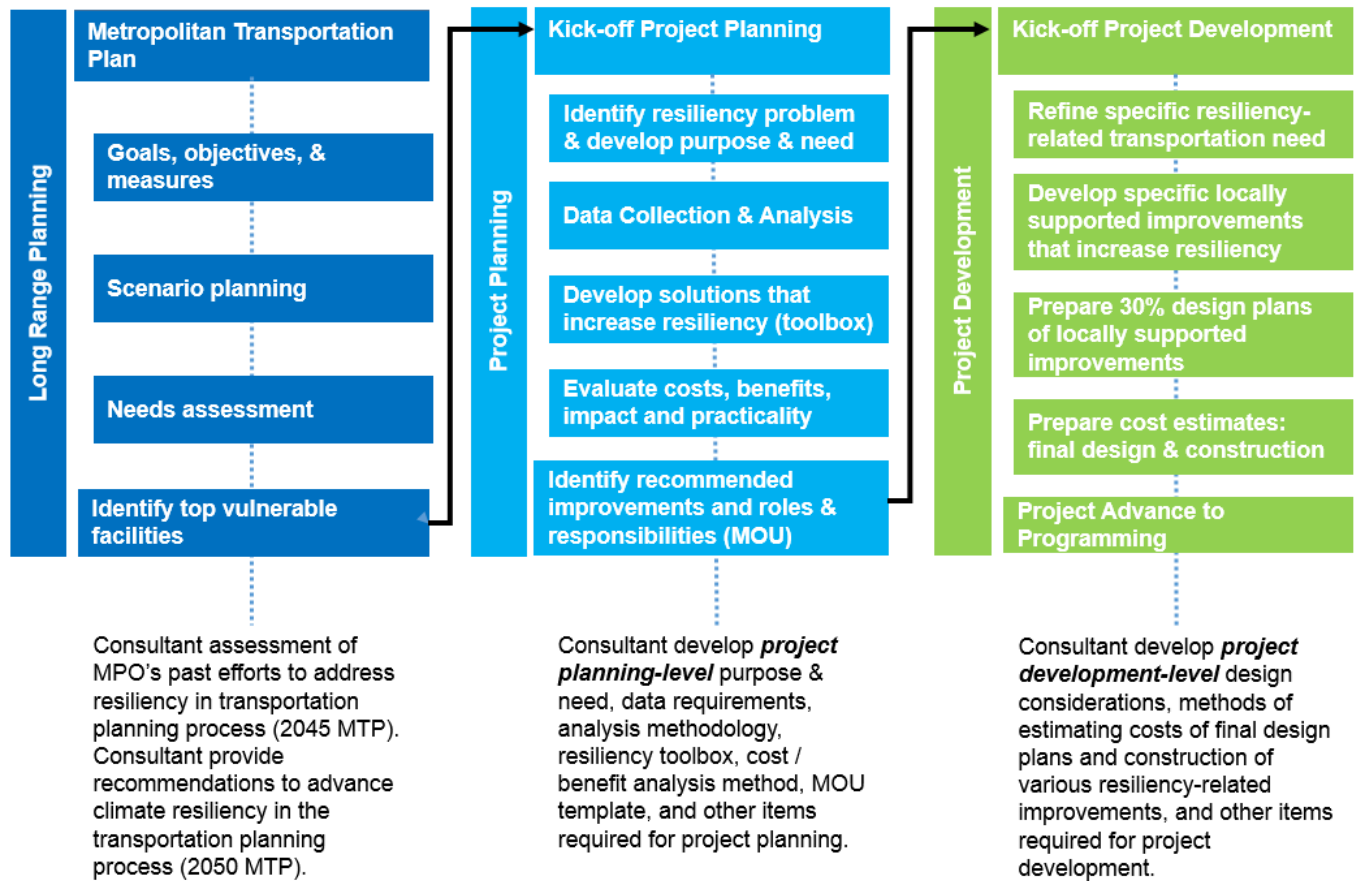




2.2 - Resiliency Themes (Stressors)



DRAFT Process Map



MPOAC Noteworthy Practices Working Group

2021

Palm Beach TPA's Data Hub

General Information

Who

Contact Person and Contact Information

Grég Gabriel, Transportation Planner, Palm Beach TPA

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What

Summary of the effort and what need it addressed

TPA aims to create a Smart Palm Beach website to improve data, add new data, and share data. The TPA's mission is to collaboratively plan, prioritize and fund the transportation system. The ArcGIS Data Hub (Data Hub) focuses on the collaborative part of the agency's mission. The agency used to be hosted by Palm Beach County Government. The Palm Beach County ISS/GIS Section provided geospatial and GIS Enterprise services to the TPA. The agency collaboration efforts had a slow turnaround. TPA improved data management after becoming an independent agency and hosting spatial data internally. Quick access to accurate data is essential to assist partner agencies with their planning efforts. The TPA deployed an Environmental Systems Research Institute (ESRI) tool called ArcGIS Data Hub, which streamlines making data available to all users.

Website: www.palmbeachtpa.org/data

When

Timeframe: 2021 - Ongoing

Where

Location: ArcGIS Online, Cloud base computing on the internet

How

What was required to accomplish this effort?

Staff had to create an inventory of all TPA created and maintained data. Draft metadata for all data. Adopted the FGDC CSDGM Metadata style as the preferred method to explain the agency data. Clean up the agency's local geodatabase, delete, and archive irrelevant data. Lastly, create a Data Management plan detailing policy methods and procedures.

Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

This project saves TPA staff time and increases accessibility to data even outside the agency hours of operation. When a city and a consultant request data, the Palm Beach TPA staff don't need to package the data. Data created and maintained by the TPA is readily available for consumption online and for download. Next, The Data Hub solves the Microsoft Outlook emailing capacity restrictions and enables staff to keep an inventory of data that's being shared. The agency is not using multiple third-party cloud services software such as Dropbox and WeTransfer. Lastly, it increased the agency's network security and minimized possible threats.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another?

Any large or small MPO can easily implement the Data Hub. MPO needs a service account with ESRI and GIS knowledge.

What could have been done differently to improve this effort?

TPA could have maintained a better inventory of its spatial data before this project.
Create metadata to explain the data being shared on the hub before starting this project.

What went wrong? – Lessons learned?

It took more time than originally carved out to deploy the tool. Creating symbols, icons, the agreed-on design was challenging.

What went right? – Lessons learned?

Upon deployment of the Data Hub, productivity went up. Data maintenance increase across the agency. Staff is allocating additional time in complex data structures now.

Key parts of the effort

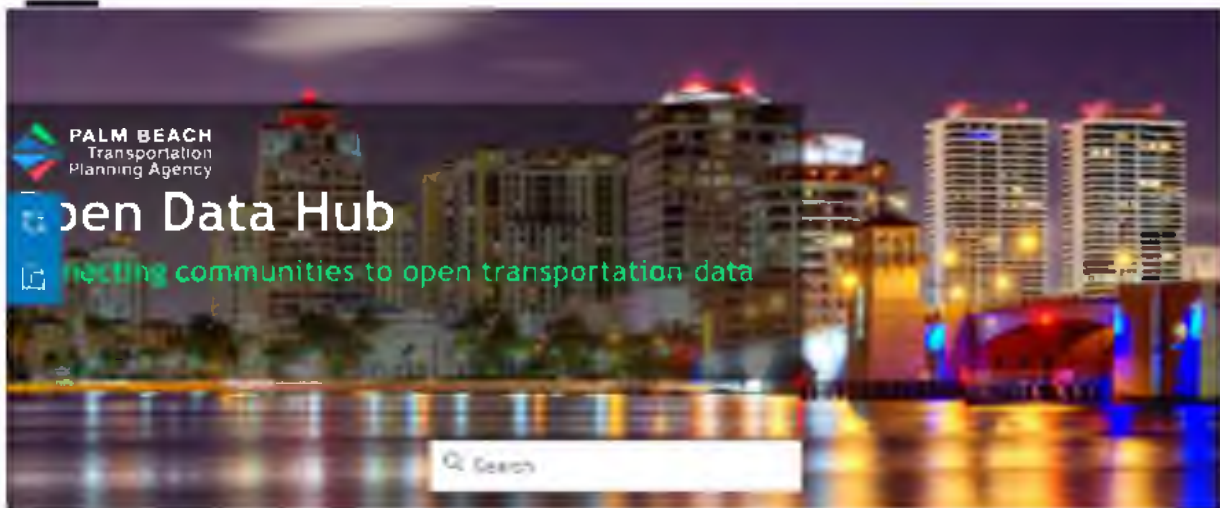
Communicating a consistent message with internal staff. Embracing the value of maintaining accurate data and metadata.

Level of support needed from Board Members and/or Elected Officials?

TPA Board adopted the Data Hub as part of the agency's Strategic Plan

Images

Insert any photos or PDFs of the document produced if available as well as Power Point presentation slides.



Welcome to the Palm Beach TPA's Open Data Hub. We invite you to explore, visualize, and download the data used for transportation planning at the TPA.

Explore Data Categories



Projects



Roads



Ped/Bike



Transit



Performance Measures



Modeling



Studies



Outreach

Visualizing Data



TPA Mapping Application



Public Comment Map



Community Profiles



Performance Measures



Sites

Data

Apps & Maps

1 - 14 of 14 results

Date Created ▾

Data

Pedestrian Facilities

PalmBeachTPA

Type: Feature Layer

Last Updated: December 22, 2021

Rows: 15,390

Tags: Identifies existing and proposed sidewalk...

Data

Traditionally Underserved Index 2019

KPeterson_PalmBeachTPA

The Traditionally Underserved Index (TUI) uses data from the US Census Bureau 2015 Census Block Groups for the State of Florida with selected fields from the...

Type: Feature Layer

Last Updated: September 21, 2021

Rows: 886

Tags: Traditionally Underserved, model, studies...

Pedestrian Facilities

Private Member ●
Private Organization ●

Summary

Identify existing and proposed sidewalks, shared use paths, and greenways in Palm Beach County for future Active Transportation planning efforts.

Map of County

Dataset
Feature Layer

December 22, 2021
Info Updated

December 22, 2021
Data Updated

November 23, 2021
Published Date

15,390 Records
View data table

Public
Anyone can see this content

No License Provided
Request permission to use



Search Settings

General

Home page

Gallery

Map

Items

Groups

Utility services

Member roles

New member defaults

Marketplace

Collaborations

Credits

Security

Open Data

Organization extensions

Open Data

Open Data site

Enhance the sharing workflows of ArcGIS and engage with the public by enabling Open Data for your organization. When you enable this feature, groups can be designated to share Open Data, and content in these groups can be added to custom Open Data sites you create. Once shared, the data is automatically available to be visualized with charts, graphs, maps, or downloaded in a variety of open file formats. [Learn more about Open Data](#)

Enable Open Data



Configure Open Data site: <https://hub.arcgis.com/admin/>

Group

Organization members must be assigned to groups designated as available for use in your Open Data sites. Once assigned membership, members may add content by sharing it with the group.

T	TSM&O	Assign members	Share content
TPA	TPA - Peer Exchange	Assign members	Share content

MPOAC Noteworthy Practices Working Group

2021

Walk Bike Safety Audits

General Information

Who

Alyssa Frank

afrank@palmbeachtpa.org

561-725-0806

What -

The Palm Beach TPA started hosting Walk Bike Safety Audits in April 2021, as a way to understand bicycle and pedestrian concerns at the ground level. Walk Bike Safety Audits are a great opportunity to bring stakeholders together to experience the existing infrastructure concerns and identify recommendations to mitigate them. The purpose of these audits is to identify pedestrian and bicycle issues by being on the ground and experiencing the built environment firsthand. We conduct these audits, in collaboration with the municipality, roadway owners and other stakeholders, like the School District of Palm Beach County or Palm Tran, in order to improve safety and access for people of all ages and abilities. After these audits are conducted, we work collaboratively with the stakeholders to plan, prioritize and fund the identified safety improvements. Audits have been completed at Banyan Creek Elementary School in Delray Beach and Palm Beach Gardens Elementary School. The former led to an application by the City of Delray Beach for Local Initiatives funding for the identified improvements. Audits have also been completed in Jupiter along Indiantown Road as well as in the Town of Juno Beach at the intersection of U.S. 1 and Donald Ross Road. Planning for future audits also began in 2021 for Boca Raton, Pine Gardens Neighborhood South in Jupiter and Limestone Creek neighborhood in Jupiter. TPA planning staff works with TPA Public Relations staff to document these events with photos, videos and StoryMaps. Recently, the TPA started using the Relive app to document feedback and photos during the audits to be able to easily share with stakeholders.

When

Audits started in April 2021 and are ongoing.

Where

- Delray Beach

- Palm Beach Gardens
- Jupiter
- Juno Beach

How

TPA staff use minimal materials to complete these audits. Typically, staff are equipped with a geofenced web-based tool to record findings, a measuring wheel, media release and liability forms, smartphones to capture photos and video and to use the Relive app as well as basic items like water and sunscreen.

Highlights

The TPA's Walk Bike Audits have been a great tool to connect with municipalities and truly learn about issues and concerns on the ground. These experiences have led to same day fixes in some cases, as well as applications for funding for larger issues. The TPA plans to continue these audits to reach more municipalities, neighborhoods, schools and residents to keep safety top of mind.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another?

This practice can easily be transferred from one MPO to another. Many of the Walk Bike Audits the TPA has conducted have been done after outreach from a concerned resident, stakeholder, elected official, etc. As mentioned above, minimal materials and resources are needed.

What could have been done differently to improve this effort?

So far, these efforts have been conducted successfully. These efforts are ongoing and each audit is unique to that area's concerns and issues. See below for lessons learned.

What went wrong? – Lessons learned?

Walk Bike Audits conducted with large groups of people can be challenging. Staff have learned to limit these to ideally 15 people maximum so that walking and observing can be conducted in an efficient manner. It is also important for all participants to have water, sunscreen and snacks, especially during the summer months. Comfortable and visible clothes for walking and being outdoors for several hours are also important.

What went right? – Lessons learned?

These audits are a great way to connect with elected officials and other stakeholders in a very personal way. Law enforcement typically participates, and they offer a very important and unique perspective about the conditions being observed. Walking these corridors allows people to see issues, concerns and other things they may not otherwise have noticed. Additionally, this has led to applications for funding and same day fixes of issues at bus stops.

Key parts of the effort

The collaboration among all individuals invited is great. They each offer a unique perspective – whether that is a concern from a constituent according to an elected official, data related to crime according to law enforcement, solution options from the TPA or transit perspective from Palm Tran. TPA staff also created a user-friendly online dashboard and interactive map that shows the findings from each audit. A summary report is also created.

Level of support needed from Board Members and/or Elected Officials?

Ideally, a Board Member or elected official would be invited and encouraged to participate in a walking audit that is in their area. If they are unable to attend, the information gathered would be shared with them for their review and consideration.

Images

Photos and PDFs for all Walk Bike Audits can be found here:

<https://www.palmbeachtpa.org/WalkBikeAudits>

MPOAC Noteworthy Practices Working Group

2021

Field Audits Enhanced by Survey123 & ArcGIS Enterprise

General Information

Who

Jad Salloum, Broward MPO (954) 876-0059 Salloumj@browardmpo.org

What

Data collection is a major component in developing a plan. The MPO created a walk audit checklist as a way to collect data out in the field. However, these paper audit checklists required a substantial amount of manual data entry into a spreadsheet for GIS post-processing. To enhance efficiency, these paper checklists were migrated to Survey123 mobile app, part of the Esri Geospatial Cloud, to provide a user-friendly environment for MPO staff to record observations and take geo-located pictures and submit data remotely while in the field. These data are then processed within the ArcGIS Enterprise environment to make visual representations through maps, spatial analysis and to guide recommendations and improvements for the plan.

When

Beginning July 2021 through the present

Where

The survey and GIS technology was utilized in multiple City Services projects throughout Broward County.

How

To achieve this effort staff utilized the ESRI Geospatial Cloud environment, leveraging both Survey 123 to create and distribute the forms and submit them in the field, and ArcGIS Online to compile, analyze and create maps and interactive web apps using the collected data.

Highlights

A main takeaway from this new practice within Broward MPO is the power of technology and collaboration. Initiated by a new entry level hire who was tasked with analyzing field audit data focusing on transit stops for a member government, Jad saw opportunity for improvement using GIS technology. The improved field audit process not only allowed for eased data collection and increased organization but provided for whole new possibilities of backend analysis and map making as a result of the digitization and geo-spatial format of the data from point of observation.

Takeaways/What others can learn

- Ease in transferring this effort from one MPO to another?
 - With an ArcGIS Online license and a trained staff member, other MPOs can easily adopt this practice within a few weeks.
- What could have been done differently to improve this effort?
 - Ideally, multiple members of the team would be trained on ArcGIS Online/Enterprise software to improve collaboration and increase capacity for survey creation, analysis, and map making.
- Key parts of the effort
 - Team members volunteering their time and patience to collect data in the field and submit feedback to the project manager on how to improve the survey technology.
 - Purchase of an additional ArcGIS creator license.
- Level of support needed from Board Members and/or Elected Officials?
 - As this practice is part of the Planning and Technical Assistance Program, a grant program administered by the Broward MPO for the benefit of member governments, the analysis phase is greatly improved with adequate supply of pre-existing data from the member government. That includes demographics, traffic counts, facilities locations, and any other relevant data.

Images

Insert any photos or PDFs of the document produced if available as well as Power Point presentation slides.


14:51

Intersection Field Report

Location *

Please provide the precise location of the item you'd wish to report.

26°6'N 80°10'W ± 12.2 m



What type of intersection is present? *

☐ Four way

☐ T-intersection

☐ Private driveway (commercial, parking lot, etc)

What kind of traffic control devices are present? *

☐ Signalized

☐ Stop sign (at driveway/cross street only)

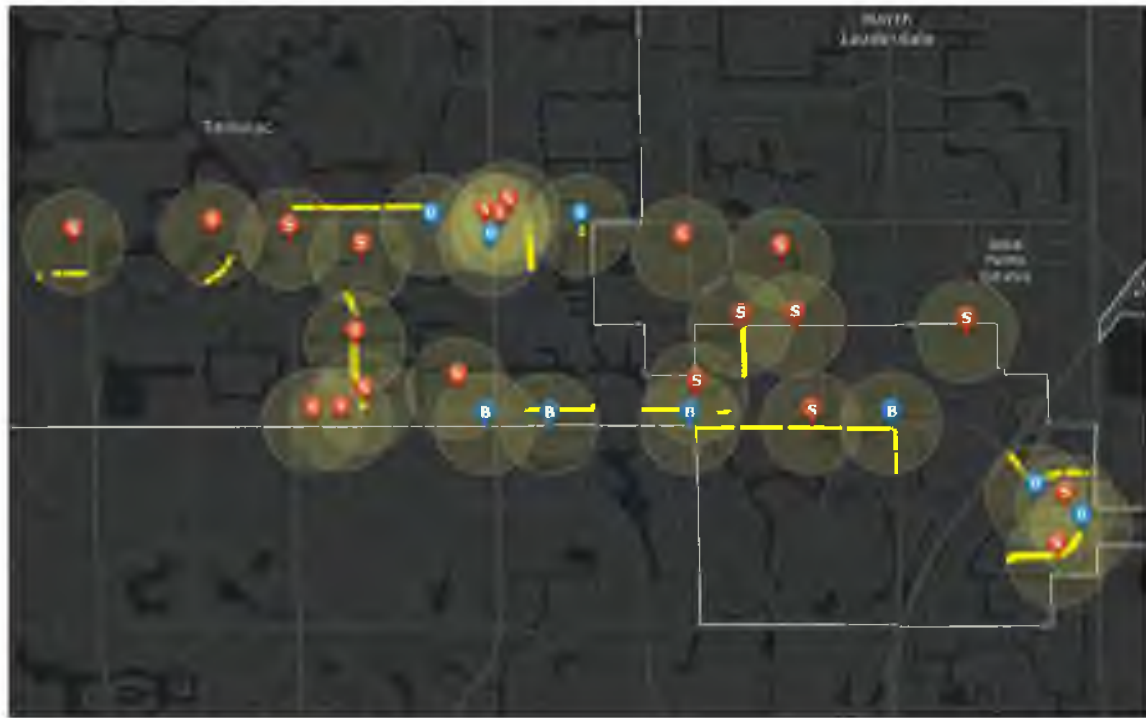
☐ All-way stop

☐ Roundabout

☐ Other

1 of 2

Tamarac Sidewalk Gaps and Transit Stops (All)



8/18/2021



Tamarac Shuttle Stops



BCT Stops



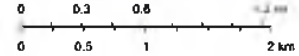
1/4 mi. Radius around Stops



Tamarac Sidewalk Gaps

Broward County Cities

1:40,000



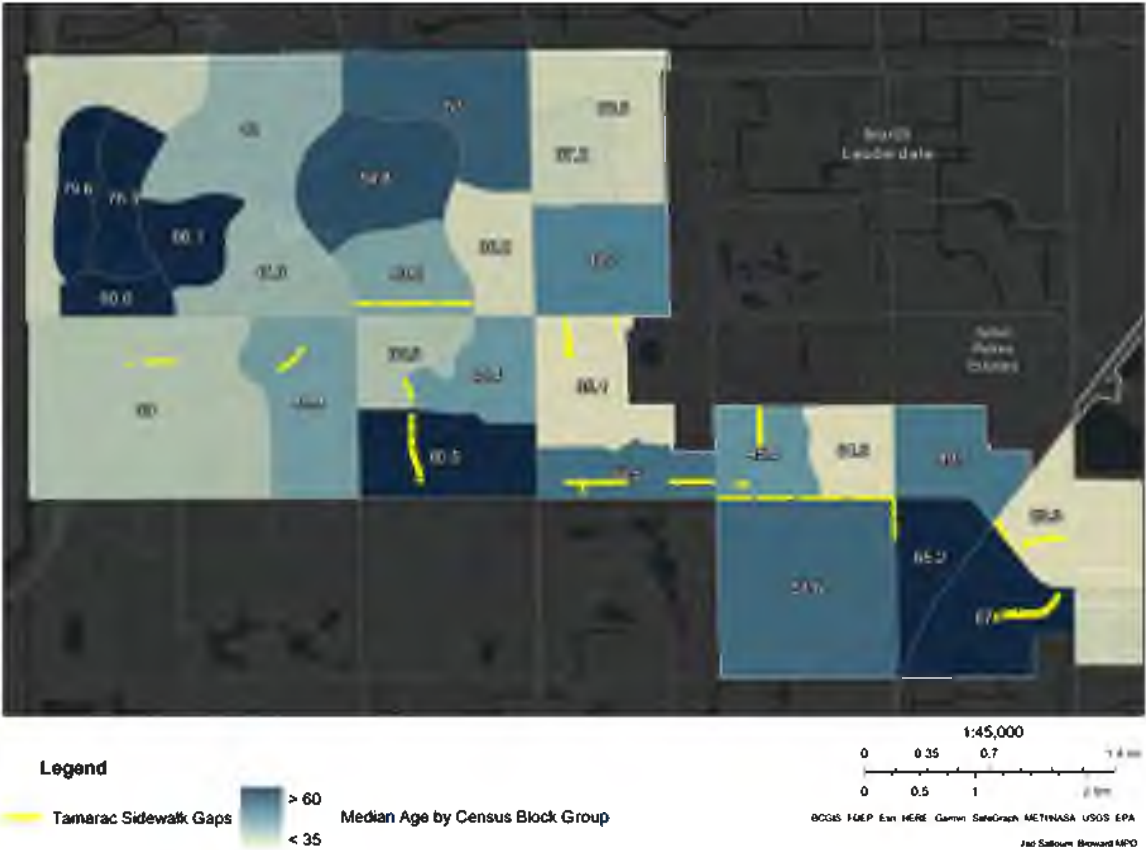
BCGIS PD&P, Esri, HERE, DeLorme, SafeGraph, METI/USA, USGS, EPA

Legend

- Tamarac Sidewalk Gaps
- Median Age by Census Block Group
 - > 60
 - < 35

Scale: 1:45,000
0 0.35 0.7 1.4 km
0 0.5 1 2 km

Source: Esri HERE, Garmin, SwireGraph, METNUSA, USGS, EPA
Jed Sabin, Benward MP



MPOAC Noteworthy Practices Working Group

2021

L RTP Update Public Engagement

General Information

Who

David Hutchinson, dave@mympo.org, (941) 359-5772

What

As part of the quadrennial Federal Certification Process, the Sarasota/Manatee MPO was recognized for its extensive *public engagement strategy* during the Transform 2045 L RTP update and development process.

When

2019 - 2020

Where

Sarasota/Manatee urbanized area

How

First, by identifying special populations in the urbanized area to understand the scope of our outreach efforts. Second, by articulating our goals, objectives, and strategies in engaging MPO communities and soliciting input. Third, by engaging in an iterative engagement process wherein successive rounds of public input are used to inform rounds of planning.

Highlights

The Sarasota/Manatee MPO's public outreach element was structured by clearly articulated and aligned goals, objectives, and strategies. In addition to engaging traditional outreach measures, the Sarasota/Manatee MPO brainstormed and implemented innovative new outreach measures to meet and reach people where they are. These innovative measures included: four (4) staggered surveys and an interactive

mapping element; seven (7) TransForums hosted across the region including a “Town Tours” presentation to elected officials; a “Young Professional Advisory Group” comprised of young people under 45 years of age; and a coordinated release of draft chapters for public input with a biweekly podcast called “Tuesday Traffic Jam”.

Takeaways/What others can learn

Public Engagement included:

1. Identifying special populations in the MPO area
 - Applying techniques to engage persons with Limited English Proficiency (LEP)
 - ✓ Translating online advertisements and surveys
 - ✓ Outreach events with people who are LEP
 - ✓ Connecting with local leaders to help distribute LRTP surveys
2. Identifying all relevant stakeholders
 - ☐ Government entities (30)
 - ☐ Community organizations, neighborhood associations (46)
 - ☐ Business/development and tourism associations (16)
 - ☐ Media, including television, radio, and print (32)
 - ☐ MPO Board, committees, and advisory groups (12)
3. Branding, communication strategies, and project website development
4. “E-blasts” of e-newsletters and special notices
5. Surveys
 - ☐ General Survey
 - ☐ Scenario Survey
 - ☐ Vision Survey
 - ☐ Transportation Investment Survey
 - ☐ Interactive Mapping
6. Steering Committees
 - ☐ LRTP Steering Committee, aka “The Dream Team”
 - ☐ Young Professional Advisory Group
7. TransForums
 - ☐ Southwest Florida 2045
 - ☐ Neighborhoods
 - ☐ 2045 LRTP
 - ☐ Intelligent Transportation Systems (ITS)
 - ☐ Scenarios
 - ☐ Vision
 - ☐ Needs List & Cost Feasible Plan “Town Tours”
8. Coordinated publication, distribution, and solicitation of feedback
 - ☐ LRTP Chapter drafts posted to MPO website, PublicInput
 - ☐ Tuesday Traffic Jam biweekly podcast
9. Communications
 - ☐ Social media (Facebook, Twitter, Instagram)
 - ☐ Facebook and Google Display Ads (general & targeted)
 - ☐ Media outreach
 - ✓ Press releases

- ✓ Inviting press at events
- ✓ Newspaper and television interviews
- ✓ Press conference with MPO Board


10. An additional 30-day public comment period on final draft


Images

See attached PDF: “1.1 2020 Public Involvement Summary”

PDF is also available online on the Sarasota/Manatee MPO “Transform 2045” website:
<https://www.mympo.org/m/mandates/lrtp>


Public Involvement






The MPO is a citizen-driven organization. The MPO's plans for the region must reflect the desires of the public, so public involvement is crucial to the planning process. This means coordinated and continuous opportunities for the public to express views on transportation issues, keeping the public as active participants. The MPO's public involvement strategy can be found in Chapter 10 of the Long Range Transportation Plan.


Social Media



@transform.tomorrow
218 posts, 118 followers





@transform2045
514 posts, 152 followers



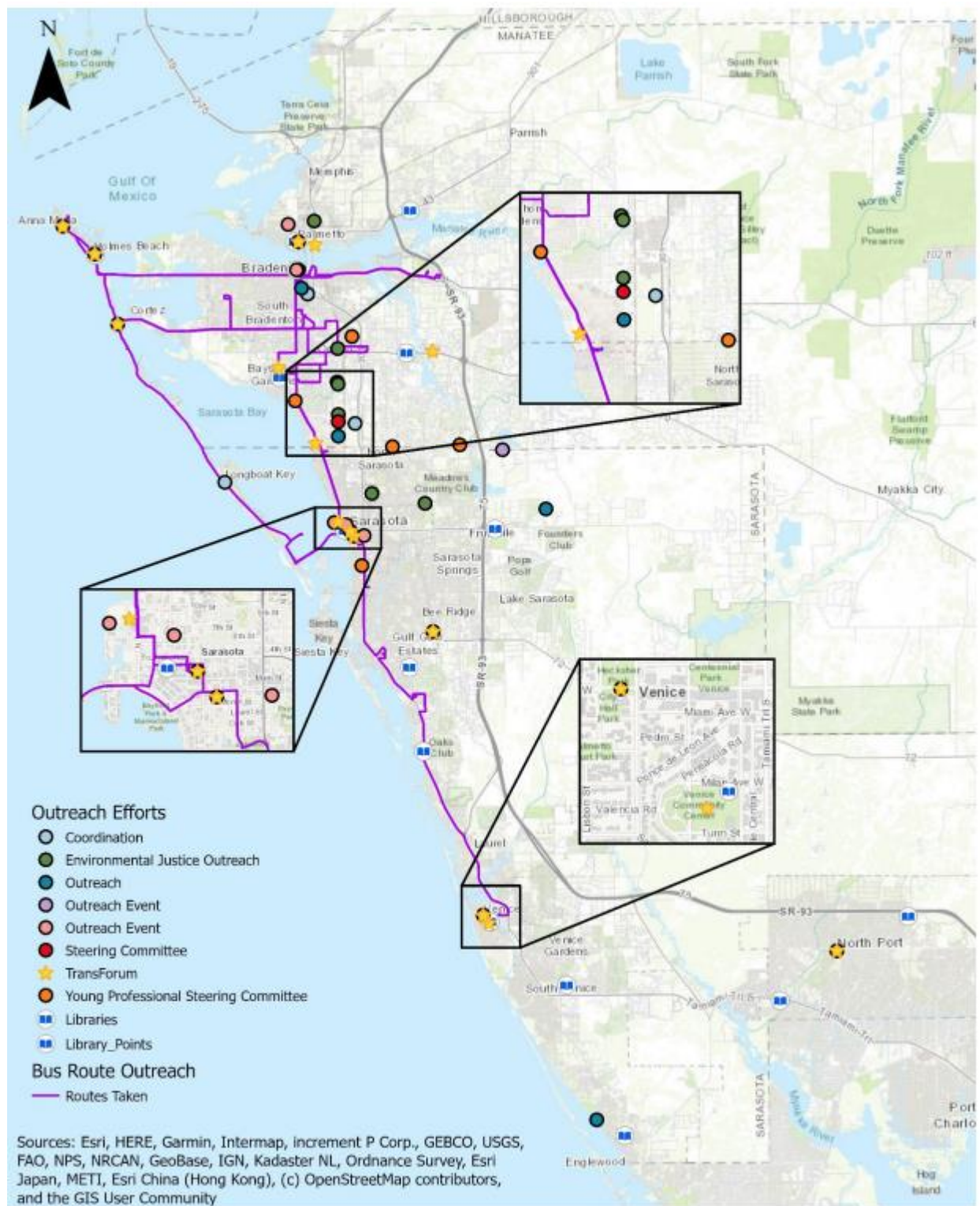
@saramanampo
325 tweets, 645 followers

Involvement Techniques

Media Outreach	<ul style="list-style-type: none"> Special Notices Logo & Branding Media Releases TV, Radio, and Newspaper Interviews
Social Media	<ul style="list-style-type: none"> Website Social Media Tuesday Traffic Jam Podcast
Direct Citizen Outreach	<ul style="list-style-type: none"> Online, Print, and In-Person Surveys In-person and Virtual Board Meetings Young Professional Meetups Transportation Forums Working Groups

“Transform 2045” Public Outreach Efforts



MPOAC Noteworthy Practices Working Group

2021

L RTP Evaluative Work and Strategic Prioritization

General Information

Who

David Hutchinson, dave@mympo.org, (941) 359-5772

What

As part of the quadrennial Federal Certification Process, the Sarasota/Manatee MPO was commended for its evaluative work in *identifying regional transportation needs* and *strategic prioritization of future investment* to meet performance targets in the Transform 2045 LRTP.

When

2019-2020

Where

Sarasota/Manatee urbanized area

How

- This process relied on data collection, analysis, and interpretation to understand the historic and current context of the area.
- The MPO conducted a thematic analysis of all member jurisdiction comprehensive plans to: 1) identify shared and localized areas of concern, and 2) make connections to the LRTP and MPO Plans.
- Drawing on public input, four potential growth scenarios were modeled and then re-integrated into the engagement process to get feedback and articulate a vision statement.
- The MPO solicited public input by way of an Investment Area Priorities Survey that asked participants to allocate a fixed dollar amount to different investment areas.
- A matrix was developed to sync national goals and planning factors, state planning emphasis areas, and MPO LRTP goals and objectives.

Highlights

The strength of this process in updating the LRTP to identify regional transportation needs and strategically guide future investments in transportation projects relied on data and analysis, scenario planning, and public input. Most importantly, these elements were layered so that iterative rounds of data and analysis, planning, and public input each contributed to a crafting of our LRTP vision and long-range objectives. Coupled with a robust public engagement strategy, this process produces an in-depth understanding of regional transportation needs, public perceptions, and priority investment areas that makes it easier to articulate a vision, long range objectives, and investment strategy.

Takeaways/What others can learn

The development of the scenarios significantly enhanced our public outreach effort for the 2045 LRTP.

This process could easily be replicated by other MPOs.

Additional time and resources would allow more consultant activity in the process.

For an overview of the key parts to the effort, please see the attached documents.

This process requires a high level of support from MPO Board Members and/or Elected Officials.

Images

See attached PDF: “2.1 Background Research Report”

See attached PDF: “2.2 Comprehensive Plan Review”

See attached PDF: “2.3 Scenarios Planning and Vision Summary”

See attached PDF: “2.4 Matrix of Goals and Factors”

PDFs are also available online on the Sarasota/Manatee MPO “Transform 2045” website:
<https://www.mympo.org/m/mandates/lrtp>

2021

Performance Measure “At-a-Glance” Dashboard

General Information

Who

David Hutchinson, dave@mympo.org, (941) 359-5772

What

The Federal Review Team noted the MPO’s *Performance Measures Dashboard* as an accessible and intelligible web page for publicly sharing the LRTP’s eight (8) performance measures ‘at-a-glance’.

When

January – March 2021

Where

Sarasota/Manatee urbanized area

How

The Performance Measure ‘At-a-Glance’ Dashboard consists of infographics that correspond to each of the eight LRTP Performance Measures. The infographics are designed to conform with the LRTP branding and summarize key data points and information relating to the LRTP, the MPOs long range objectives, and progress to meeting target benchmarks.

Highlights

The goal of the Performance Measure ‘At-a-Glance’ Dashboard is to emphasize the MPO’s commitment to performance-based planning while offering snippets of the LRTP’s long-range objectives, relevant data points, and performance measure progress in an easily digestible format for the public’s consumption. In addition to the dashboard, each performance measure

also has a committed webpage. Utilizing the public outreach management software, PublicInput, more comprehensive data, interactive GIS WebApps, and information is made available in a streamlined fashion for the public to explore.

Takeaways/What others can learn

Consultant support and specialized software and programs are required.

This effort requires ongoing maintenance and updating to assure continued relevance to the MPO region.

The Dashboard has been well received and we plan to continue its use.

Internal staff capabilities and access to specialized graphics programs are key to implementing this program.

As with most of our public outreach efforts, a high level of support is needed from Board Members and/or Elected Officials.

Images

The Performance Measure Dashboard can be accessed on the Sarasota/Manatee MPO website: <https://www.mympo.org/p/performance-measures>

**Performance Measure 'At-a-Glance' Dashboard Infographics:
(Total of 8)**



As part of the Sarasota / Manatee MPO's long term vision, technology and autonomy keep the region a moving forward. Chapter 5 of Transform2045, the long range transportation plan, outlines all of the objectives, plans, and data for technology and autonomy. The next 25 years of improvements and changes are outlined in Chapter 5 in great detail. In case you don't want to read all the fine print, this infographic gives you the broad strokes of the goals, ranking, and performance.

Long Range Objectives

Operate efficiently using intelligent transportation systems



Infrastructure needed for Autonomous / Connected / Electric / Shared-Use technology



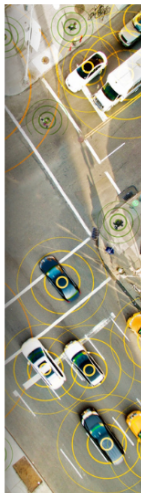
AV

Autonomous Vehicles

CV

Connected Vehicles

Today's Trajectories Towards CV/AV Advancement



Enhanced Driving Experience

Managed Autonomous Lane Network

AV Lane Networks: AV travel is considered to a large-scale lane network with significant consumer adoption

Ultimate Driver Assist

Ultra-Connectivity: AV adoption stalls, CV becomes pervasive

Slow Roll

Slow Roll

Minimal Plausible Damage, accounts for advances in safety technology, TSM&O, and mobility services

Driver Becomes Mobility Consumer

Niche Service Growth

High AV/CV in certain cases. Niche applications for CV/AV dominate the landscape.

Competing Fleets

Automated TNC fleets compete. Level-4 AV is safe for most trips but are dominated by competing fleets.

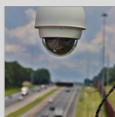
RoboTransit

Automated mobility-as-service. Strong public-private partnership for system optimization.

Sarasota/Manatee Intelligent Traffic System (ITS) Devices

Closed Circuit TV (CCTV) Cameras

287



Signals

520



Arterial Dynamic Message Signs (AMDS)

4



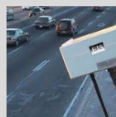
Bluetooth Readers

127



Microwave Vehicle Detection Systems (MVDS)

68





As part of the Sarasota/Manatee MPO's long term vision, safety is key. Chapter 2 of Transform2045, the long range transportation plan, outlines all of the objectives, plans, and data for safety and security. The next 25 years of improvements and changes are outlined in Chapter 2 in great detail. In case you don't want to read all the fine print, we made this infographic to give you the broad strokes of the goals, ranking, and performance.



The region can reach zero traffic-related deaths by 2045 if fatalities are reduced by 4 each year

Long Range Objectives

Reduce crashes and conflicts between all users and modes



Decrease vehicle crashes at hazardous intersections



Improve safety for vulnerable users



Improve system for evacuation and recovery



Provide education to increase safety and security



Crash Safety



Pedestrian / Bicyclist



Aging Road Users



Impaired Driving



Teen Drivers



Work Zones

The Florida Department of Transportation (FDOT) collects crash data from all 67 counties in Florida. Counties are separated into 3 tiers based on total population. Manatee and Sarasota Counties are in Tier I.

Each crash is assigned a cause characteristic, like aggressive driving or impaired driving. Based on the number of incidents in each category, FDOT ranks the counties on their safety performance for that year. Based on those rankings, these are five are the safety focus for Manatee and Sarasota.

Every year, the Sarasota/Manatee MPO sets safety goals for the following year. These goals are set in our Long Range Transportation Plan for 2045. Some of those goals are based on the previous year and some are based on rolling five-year averages. Rates are based on Vehicle Miles Travelled (VMT), which is planner jargon for the total number of miles travelled by all vehicles in the two counties.

We weren't able to meet all our goals for 2020, but we are proud to say that non-motorized fatalities and injuries decreased.

Safety Scorecard

	Goal	Actual
Manatee & Sarasota Counties		
Fatalities <small>Five Year Avg. (2015-2020)</small>	109	115
Fatality Rate <small>per 100 million VMT</small>	1.46	1.49
Serious Injuries <small>Five Year Avg. (2015-2020)</small>	1,438	1,440
Serious Injury Rate <small>per 100 million VMT</small>	19.59	20.58
Non-Motorized Fatalities & Injuries <small>Five Year Avg. (2015-2020)</small>	170	163



As part of the Sarasota / Manatee MPO's long term vision, projects and deliveries ensure the region improves efficiently and cost effectively. Chapter 9 of Transform2045, the long range transportation plan, outlines all of the objectives, plans, and data for projects and delivery. The Transportation Improvement Program (TIP) explains this in great detail as well. In case you don't want to read all the fine print, this infographic gives you the broad strokes of the goals, ranking, and performance.

Long Range Objectives

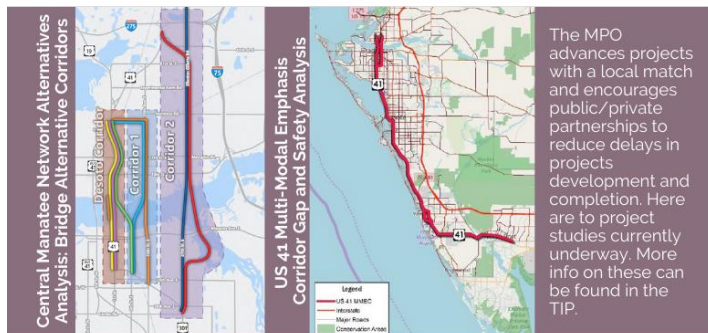
Analyze project readiness and monitor progress to reduce delay



Prioritize projects with local match and/or public/private partnership



Implement projects recommended from plans, studies, and LRTP



The Transportation Improvement Program (TIP) contains a detailed list of prioritized projects to be implemented by the MPO over the next 5 years. All of these projects are consistent with Transform2045 (the LRTP). This is an overview of project funding listed in the TIP, broken down by performance measure.

TIP Projects Segment Info

	Project Count	Number of Segments	Approx. Total Funding 2021-2026
Safety Security	34	72	\$125,420,485
Infrastructure Resiliency	71	191	\$1,450,007,796
Mobility Reliability	64	57	\$1,585,219,200
Technology Autonomy	19	37	\$45,056,356
Equity Livability	25	34	\$428,432,956
Projects Delivery	6	50	\$27,041,805
Environment Conservation	25	15	\$428,432,956
Economy Tourism	13	-	\$83,511,973
Total*	257*	456*	\$2,376,986,932*

*Projects that address multiple performance measures have been counted more than once.



As part of the Sarasota / Manatee MPO's long term vision, mobility and reliability are what keep the region moving. Chapter 4 of Transform2045, the long range transportation plan, outlines all of the objectives, plans, and data for mobility and reliability. The next 25 years of improvements and changes are outlined in Chapter 4 in great detail. In case you don't want to read all the fine print, this infographic gives you the broad strokes of the goals, ranking, and performance.

Long Range Objectives

Promote projects that reduce travel time



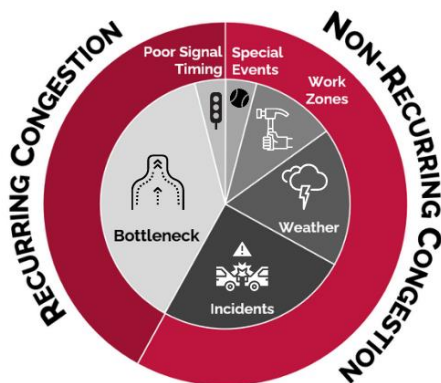
Expand transportation options to reduce auto use



Identify & expand connectivity in the regional network



Use best practices to reduce congestion



Causes of Congestion:
Congestion can have many causes, but the Federal Highway Administration (FHWA) separates congestion into two categories.

Recurring congestion happens more frequently and is more predictable, depending on the roadway network design.

Non-recurring congestion is harder to study. Temporary or spontaneous incidents cause non-recurring congestion, making it harder to predict.

Reliability Scorecard

	Sarasota/ Manatee Index 2014	Sarasota/ Manatee Index 2016	Sarasota/ Manatee Index 2018	2-Year Statewide Target* 1/1/18- 12/31/19	4-Year Statewide Target* 1/1/18- 12/31/21
% of person-miles* traveled on the Interstate that are reliable	100%	93%	89%	75%	70%
% of person-miles* traveled on the non-Interstate NHS that are reliable	76%	60%	84%	N/A	50%

*Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.
Note: LOTTR performance measures assesses the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable.



Variable
Speed
Limits



Incident
Response



Roadside
Assistance
Programs



Special Event
Strategies



Traveler
Information

Strategies to Alleviate Congestion

Advanced Traffic
Management
Systems (ATMS)



Alternative
Lane Use



Managed
Lanes



Transportation
Systems Management
& Operation



Ramp
Metering



Infrastructure and resiliency make up the foundation of the Sarasota/Manatee MPO long term vision. Chapter 3 of Transform2045, the long range transportation plan, outlines all of the objectives, plans, and data for infrastructure and resiliency. The next 25 years of improvements and changes are outlined in Chapter 3 in great detail. In case you don't want to read all the fine print, this infographic gives you the broad strokes of the goals, ranking, and performance.

Long Range Objectives

Preserve and maintain the existing transportation system



Retrofit and replace aging bridges to include multimodal options



Identify and mitigate the effect of extreme weather events on the system



479

Bridges in the region



92%

Bridges in good condition



0







Bridges in poor condition

Thankfully, the data shows the most critical infrastructure in the region is in good condition. This is good for infrastructure objectives as well as resiliency.

With most of the infrastructure in good condition, it will be easier to maintain existing critical infrastructure. This allows resources to be shifted toward addressing the impacts of storm surge, sunny day flooding, intense weather, and climate change.

In the table below, you can see the statewide and local targets for infrastructure and resiliency. Most of Sarasota's and Manatee's present conditions are in-line with statewide current conditions. All of the region's current conditions meet the statewide targets.

Infrastructure / Resiliency Targets

		Florida 2-year Targets 1/1/18- 12/31/19	Florida 4-year Targets 1/1/18- 12/31/21	Florida 2017 Conditions	Sarasota/ Manatee 2017 Conditions
Interstate Pavement Condition	Good	Not Required	≥60%	66%	95% 
	Poor	Not Required	≤5%	<1%	0% 
Non-Interstate NHS Pavement Condition	Good	≥40%	≥40%	45%	40% 
	Poor	≤5%	≤5%	<1%	1% 
NHS Bridges Condition (by deck area)	Good	≥50%	≥50%	72%	92% 
	Poor	≤10%	≤10%	1%	0% 

NHS = National Highway System



As part of the Sarasota / Manatee MPO's long term vision, equity and livability are what keep the region a good place to live. Chapter 8 of Transform2045, the long range transportation plan, outlines all of the objectives, plans, and data for equity and livability. The next 25 years of improvements and changes are outlined in Chapter 8 in great detail. In case you don't want to read all the fine print, this infographic gives you the broad strokes of the goals, ranking, and performance.

Long Range Objectives

Increase access to bus stops and transfer stations; and availability of park and rides



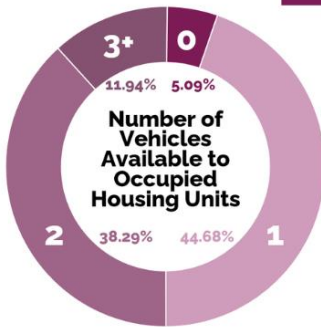
Expand access to essential services and affordable housing



Improve access for persons with disabilities



Ensure equity in all transportation decisions



Half of households in the Sarasota / Manatee region have access to one or fewer vehicles. These households often rely on public transit, walking, or bicycles to get to work, the grocery store, daycare, and other destinations.

14%

of people living in Sarasota / Manatee County region have limited English proficiency. Reaching persons with limited English proficiency is an important part of equity.

Bicycle User Profiles

Different people bike in different ways. The MPO aims to plan for all types of bike users, from advanced marathoners to those in training wheels. Bicycle User Profiles help categorize different levels of bicyclists using the bike facilities.



Interested but Concerned

51-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided. Prefer off-street or separate bicycle facilities or quiet, traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.

Graphics: Kittelson & Associates

Locations with High Percentage of Commuters Using Transit (20%-40% or more)

Downtown Bradenton

North Port, near Tamiami Trail

Barrier Islands

Venice, near the Municipal Airport

Downtown Sarasota





As part of the Sarasota / Manatee MPO's long term vision, environmentalism and conservation are what sustain the region. Chapter 7 of Transform2045, the long range transportation plan, outlines all of the objectives, plans, and data for the conservation and the environment. The next 25 years of improvements and changes are outlined in Chapter 7 in great detail. In case you don't want to read all the fine print, this infographic gives you the broad strokes of the goals, ranking, and performance.

409

Mega-watts of clean energy generated by the world's largest solar battery plant, located in Manatee County

Long Range Objectives

Reduce vehicle miles traveled



Safeguard critical habitat, wetlands, and endangered species



Support green infrastructure, energy conservation, and natural development



Achieve climate appropriate tree cover, community-wide








Promote environmental and public health



Increase infill development and reduce urban sprawl



Health Outcomes

	Air Pollution*	Access to Exercise Opportunities	Long Commute, Driving Alone	Driving Alone to Work	Alcohol-Impaired Driving Deaths
Florida	8.2	89%	42%	79%	23%
Sarasota / Manatee Region	8.0 	91.5% 	35% 	81% 	27% 

*Particulate matter as measured by average daily density of fine particulate matter in micrograms per cubic meter

Green Infrastructure Alternatives





As part of the Sarasota / Manatee MPO's long term vision, economy and tourism keep the region moving forward. Chapter 6 of Transform2045, the long range transportation plan, outlines all of the economic and tourism objectives, plans, and data. The next 25 years of improvements and changes are outlined in Chapter 6 in great detail. In case you don't want to read all the fine print, this infographic gives you the broad strokes of the goals, ranking, and performance.

Long Range Objectives

Maintain the regional freight network



Stimulate economy in enterprise or economic development zones and opportunity zones



Improve access to major tourist destinations



Sea

- Port Manatee
- Major Imports: gas, food, granite
- Major Exports: juice, fertilizer, scrap metal



Truck

- I-75
- US 301
- University Parkway
- I-275
- US 41



Air

- Sarasota-Bradenton International Airport
- Over 1.2 million passengers in 2015
- 200,000 pounds of cargo annually






Rail

- CSX Railway
- Seminole-Gulf Railway
- Connects Port Manatee to rail network



Freight moves through the region in a variety of different modes: sea, truck, air, and rail. Here are some major freight routes and facts about each mode.

Freight Stats

	Annual Average Daily Trips (AADT)	Freight Truck Volume	% of AADT that is trucks
Piney Point Road (West of US 41)	4,700	1,692	36% 
US 41 (North of Port Manatee)	11,400	1,220	11% 
US 41 (South of Port Manatee)	13,000	1,573	12% 
US 301 (South of SR-70)	42,000	3,528	8%
US 41/301 (at DeSoto Bridge)	64,500	3,999	6%



Tourism is the leading economic driver in the Sarasota / Manatee region. Barrier island beaches account for a huge portion of visitor traffic and traffic within the region. Local museums and spring training baseball also account for a large portion of tourist activity. Transportation to and from these tourist destinations is vitally important to keeping the industry successful.

Performance Measures Dashboard

44

Performance Measures Dashboard

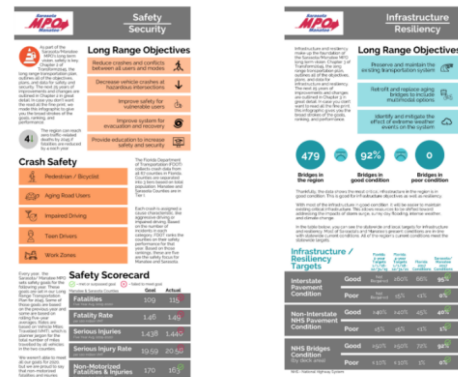
- Emphasis on performance-based planning
- Found on the website
 - <https://www.mympo.org/p/performance-measures>
- PublicInput and Canva

Performance Measures At-a-Glance

The Long Range Transportation Plan (Transform2045 LRTP) is centered around performance-based planning. The MPO uses Performance Measures to set goals and objectives in the LRTP and the performance measures help gauge how the region is implementing programs and policies in each category. There are 8 performance measures outlined in the LRTP, each with numerous long range objectives and benchmarks. The eight performance measures are:

- Safety | Security
- Infrastructure | Resiliency
- Mobility | Reliability
- Technology | Autonomy
- Economy | Tourism
- Environment | Conservation
- Equity | Livability
- Projects | Delivery

Each performance measure has a page on this website with more comprehensive data, maps, and information. The At-a-Glance page exists to give an overview of the performance measures. Scroll down to take a glance at the MPO's progress on these measures.



45

PM Dashboard

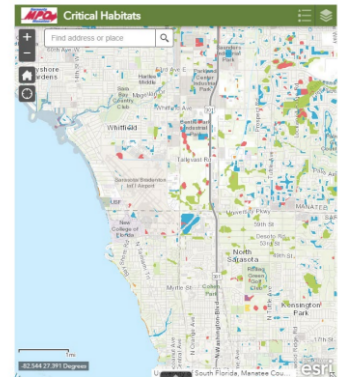


PM Dashboard

- Infographics
- Relevant performance measure data
- Interactive GIS WebApps

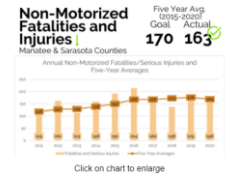
Conservation Data

Protected species are often found in critical habitats. There are many critical habitat zones throughout the Sarasota / Manatee region. The MPO aims to prioritize transportation projects that minimize impacts on these environmentally important areas.

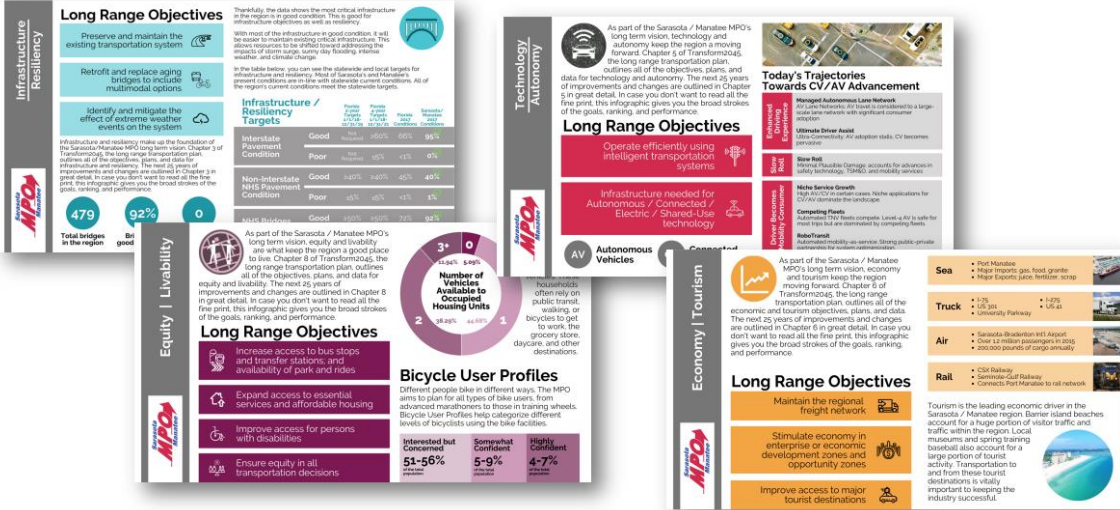


Safety Data

Any fatalities or serious injuries involving pedestrians, bicyclists, or people in non-motorized vehicles (foot scooters, hoverboards, etc.) are included in this section. Five-year averages have been slowly increasing, but 2020 successfully met its calculated goal.



PM Dashboard



MPOAC Noteworthy Practices Working Group

2021

Project Priorities Webtool

General Information

Who

David Hutchinson, dave@mympo.org, (941) 359-5772

What

The Federal Review Team recognized our innovative use of the *Project Priorities Webtool*, a self-scoring pre-screening project prioritization tool for local jurisdictions submitting applications to the MPO for consideration in the TIP.

When

Ongoing.

Where

Sarasota/Manatee urbanized area

How

The Sarasota/Manatee MPO developed a GIS web application by compiling a database of 31 relevant data layers related to the LRTP Performance Measures. The web tool includes pre-screening questions to help jurisdictions determine project viability and consistency with the LRTP. The web tool is hosted on the MPO “Project Priorities” webpage and is clearly linked in the call-for-proposals instructions.

Highlights

The Project Priorities Webtool allows jurisdictions to determine whether the proposed project is eligible and how their projects might score before they make a submission to the MPO. The interactive tool also allows jurisdictions to identify project location relative to the LRTP and demonstrate how projects address performance measure objectives. This tool streamlines the

project prioritization process and provides jurisdictions with useful data layers to make a case for their proposed projects.

Takeaways/What others can learn

This web tool could be transferred to another MPO but does require geographic information system (GIS), web-based knowledge and skills, specialized programs, and consultant support.

The tool was developed over multiple years with improvements being added each year.

The tool is used mainly by technical staff from local jurisdictions, but support for the overall prioritization criteria and methodology is needed from Board Members and Elected Officials.

Support for the overall prioritization criteria, based on data science, is needed from board members.

Images

Screenshot of ‘Call for Projects’ webpage indicating site location of the *Project Priorities Webtool* in yellow highlighter.

Sarasota MPO Manatee M P O TITLE VI CONTACT LIBRARY BLOG ACCESSIBILITY Select Language

CALL FOR PROJECTS

The Sarasota/Manatee MPO is issuing the 2022 Call for Projects for the FDOT Transportation Improvement Program (TIP). Projects representing all modes of transportation are requested to include roadway, bike and pedestrian, transit, and other eligible activities. Projects included in the TIP will be funded through various sources at the local, state, and federal levels based on established priorities and funding availability. All submittals must be received by:

Completed applications are due no later than **Friday, December 17th at 5:00 p.m.**

- Submit projects to: Ryan Brown, ryan@mympo.org

INSTRUCTIONS

[How to Apply](#)

[Pre-Screening](#)

- Verify project eligibility using [2045 Long Range Transportation Plan Cost Feasible Projects/Funding Categories](#) document.
- Determine project viability using the Project Priorities Webtool, <https://bit.ly/318Defi>

2021-2022 Schedule

OCTOBER	October 25, 2021
DECEMBER	Official Call for Projects
DECEMBER	
JANUARY	
FEBRUARY	
MARCH	

Screenshot of Project Prioritization Webtool:

Project Prioritization

Step 1. Is your project part of the 2045 LRTP and in your Local CIP?

Project is included in 2045 LRTP?

☐ Yes ☐ No

and one of the following...

Capital Improvement Program?

☐ Yes ☐ No

CIP Page # or reference number:

or

Other Approved System Master Plan?

☐ Yes ☐ No

Plan Name:

Adoption Date:

Page # or URL:

Select (only one) Cost Feasible Funding Category

Select One

*NOTE: Include Priority Project Checklist (Attachment G) in Step 6.

Submit

Step 2. Enter your Project Information

Step 3. Create your Project

Step 4. Select Type of Network

Step 5. Pre-Application questions

Step 6. Review and Submission

Map View: Street Earth

Measure

0 5 10 mi

Map Layers

Safety/Security

☐ All Crashes Heat Map

☐ Bike Ped Crashes Heat Map

☐ Evacuation Route

Infrastructure/Resiliency

☐ Bridge Condition

☐ Poor Pavement Condition

☐ Fair Pavement Condition

☐ Special Flood Hazard Area

☐ Storm Surge Zones

Mobility/Reliability and Technology

☐ 2015 Congestion

☐ 2045 Congestion

☐ On Transit Route

☐ Quarter Mile Proximity Rout

☐ Regional Network

☐ Unreliable Segments

Economy/Tourism

☐ Economic Development Are

☐ Freight Network

☐ Freight Activity Area

☐ Daily Truck Volume

☐ Tourist Destinations

Environment/Conservation and Equ

☐ Critical Habitat

☐ Wetlands

☐ Endangered Species

☐ Affordable Housing

☐ Minority Half Mile

☐ Low Income Half Mile

☐ Jobs Accessible by Bike 30

MPOAC Noteworthy Practices Working Group

2021

Miami-Dade TPO SMART STEP (Street Transportation Enhancement Program)

General Information

Who

- Aileen Bouclé, AICP, Miami-Dade TPO Executive Director
305-375-4507, aileen.boucle@mdtpo.org
- Maria Teresita Vilches-Landa, P.E., Deputy Administrator – Mobility Management & Implementation
305-375-2069, maria.vilches@mdtpo.org

What

The Miami-Dade Transportation Planning Organization (TPO) Urban Mobility and Non-Urban Core Task Forces were created to focus on addressing bicycle and pedestrian mobility challenges, both within and outside of the urban core, in Miami-Dade County. As a result, the SMART Street Transportation Enhancement Program (STEP) was created to facilitate interagency coordination, innovation, and accelerated implementation of pedestrian and bicycle improvements that increase connectivity and enhance safety.

When

The Task Forces and SMART STEP were created spring 2021.

Where

Since its inception, eleven projects have been identified countywide, and are at various phases of implementation. The following is the list of projects:

- **Urban Mobility Task Force Projects:**
 - **SE 8th Street and Brickell Avenue (Miami)**
 - Lead Agency: FDOT/DTPW/TPO
 - Prototype: Scramble Crosswalk
 - Project Goal: Enhance and prioritize pedestrian mobility at this location
 - **SW 6th Street and SW 8th Avenue (Miami)**
 - Lead Agency: FDOT/DTPW/TPO

- Prototype: Smartphone Application for the Visually Impaired
- Project Goal: Allows visually impaired to increase the volume of signal via smartphone
- **SW 72 Street and SW 57 Avenue (South Miami)**
 - Lead Agencies: DTPW/TPO
 - Prototype: pedestrian scramble
 - Project Goal: Enhance and prioritize pedestrian mobility at this location
- **NW 74th Street and NW 107th Avenue (Doral)**
 - Lead Agency: DTPW/TPO/Doral
 - Prototype: Bicycle/Pedestrian Crossing
 - Project Goal: Enhance Bicycle/Pedestrian movement as part of connection to a dedicated path
- **West 74th Place and West 3rd Court (Hialeah)**
 - Lead Agency: DTPW/PROS/TPO
 - Prototype: Age Friendly Pedestrian Enhancement and Crosswalks
 - Project Goal: Enhance and prioritize pedestrian mobility at this location; improve hazardous conditions with illegal dumping
- **Non-Urban Core Task Force Projects:**
 - **NW 22nd Avenue and NW 157th Street**
 - Lead agency: DTPW/TPO/Miami Gardens
 - Prototype: Pedestrian Crossing and Green Bikes Lanes
 - Project Goal: Enhance and prioritize pedestrian mobility at this location
 - **Palmetto Metrorail Station**
 - Lead Agency: DTPW/TPO/Medley
 - Prototype: Pedestrian Transit Connection
 - Project Goal: Provide pedestrian connectivity
 - **SW 122nd Avenue and SW 92nd Street**
 - Lead agency: DTPW/TPO
 - Prototype: Pedestrian Crossing
 - Project Goal: Enhance and prioritize pedestrian mobility at this location
 - **SW 142 Avenue from SW 160 Street to SW 168 Street & SW 160 Street from SW 147 Court to SW 137 Avenue**
 - Lead Agency: DTPW/TPO
 - Prototype: Green Bicycle Lanes (at conflict points)
 - Project Goal: Enhance and prioritize pedestrian/bicycle mobility at this location
 - **SR 9336/Palm Drive/SW 344th St. & South Dade Transitway**
 - Lead Agency: FDOT/TPO
 - Prototype: Full intersection upgrade
 - Project Goal: Enhance and prioritize pedestrian and bicycle mobility at this location

How

To initiate this effort, identification of site locations and project scopes are addressed by the respective Task Forces which lead to the implementation of the identified SMART STEP. The Miami-Dade TPO works closely and collaboratively with the Miami-Dade County Department of Transportation and Public Works (DTPW), Florida Department of Transportation (FDOT) District Six, Miami-Dade County Parks, Recreation and Open Spaces (PROS), and municipalities to implement the SMART STEP projects in an expedited manner. Funding to implement the projects have been a mix of federal, state, and local funds provided by the transportation agencies.

The proposed improvements advance immediate low-cost projects which support complete streets concepts and first/last mile connections in Miami-Dade County. Projects range from implementing high emphasis crosswalks to enhance safety at intersections, using green paint to identify conflict points and keyholes along bicycle lanes, to the installation of scramble pedestrian crosswalks. For the scramble pedestrian crosswalks, a streamlined process was developed in coordination with DTPW and FDOT District Six to implement and evaluate the new signal operating plan.

Also, the Miami-Dade TPO has developed an evaluation plan to monitor and measure project success. The project team has identified both qualitative and quantitative metrics by which to evaluate each project. Quantitative data will include numbers and hard data about how the project functions, whereas qualitative data will bring details and context that may be more nuanced.

A community feedback form was developed which will be distributed via the communications channels identified in the Public Information Plan. Upon completion of each project, a uniform feedback form will be developed in English, Spanish, and Creole to collect and analyze data about how the public uses and perceives the corridor. These may be conducted through grass-roots efforts and through the TPO's website, Weekly e-Newsletters, and social media channels.

Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

The advancement of safe and efficient multimodal connections has been made possible through the implementation of the SMART STEP. Identifying a Team to work advancing these projects has been critical. Projects identified through the task forces have been able to move through the process much more rapidly.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another?

The STEP projects format can be easily adopted by any agency.

What could have been done differently to improve this effort?

An evaluation of the STEP efforts will be completed fall 2022 summarizing lessons learned and improvements to the program.

What went wrong? – Lessons learned?

See previous response.

What went right? – Lessons learned?

The SMART STEP efforts are still in progress and an evaluation of the program will be completed in fall 2022 summarizing any lessons learned.

Key parts of the effort

Close collaboration among the agencies working on each project.

Level of support needed from Board Members and/or Elected Officials?

The Miami-Dade TPO Urban Mobility and Non-Urban Core Task Forces were established by the Honorable Oliver G. Gilbert III, Miami-Dade TPO Chairman. TPO Board Members are engaged and supportive of each project within the program.

Image



The Miami-Dade Transportation Planning Organization (TPO) Urban Mobility Task Force & Non-Urban Core Task Force were created to focus on addressing bicycle and pedestrian mobility challenges in Miami-Dade County. As a result, the SMART STEP was created to facilitate interagency coordination, innovation, and accelerated implementation of pedestrian and bicycle improvement projects that increase connectivity and enhance safety. The Miami-Dade TPO is working collaboratively with the Miami-Dade County Department of Transportation and Public Works (DTPW), Florida Department of Transportation District Six (FDOT D6), Miami-Dade County Parks, Recreation and Open Spaces (PROS), and municipalities to implement these SMART STEP projects countywide.

**TPO URBAN MOBILITY
TASK FORCE PROJECTS**

**TPO NON-URBAN CORE
TASK FORCE PROJECTS**

Miami-Dade **TPO** Task Force

SMART Street Transportation Enhancements Program

SMART STEP

SW 72ND STREET & SW 57TH AVENUE – CORAL GABLES & SOUTH MIAMI, FL



TPO TASK FORCE MISSION

The Miami-Dade Transportation Planning Organization (TPO) Urban & Non-Urban Mobility Task Forces were created to focus on addressing bicycle and pedestrian mobility challenges in Miami-Dade County. As a result, the SMART Street Transportation Enhancements Program (STEP) was created to facilitate interagency coordination, innovation, and accelerated implementation of pedestrian and bicycle improvement projects that increase connectivity and enhance safety. The Miami-Dade TPO is working collaboratively with the Miami-Dade County Department of Transportation and Public Works (DTPW), Florida Department of Transportation District Six (FDOT D6), Miami-Dade County Parks, Recreation and Open Spaces (PROS), and municipalities to implement these SMART STEP projects countywide.



PROJECT LOCATION

SW 72nd Street
and SW 57th
Avenue – Coral
Gables and South
Miami, FL



PROJECT OVERVIEW



The objective at this Urban Task Force project location is to enhance and prioritize pedestrian mobility.

ESTIMATED PROJECT COST

\$216,000



SMART STEP

SW 72ND STREET AND SW 57TH AVENUE PEDESTRIAN ENHANCEMENTS

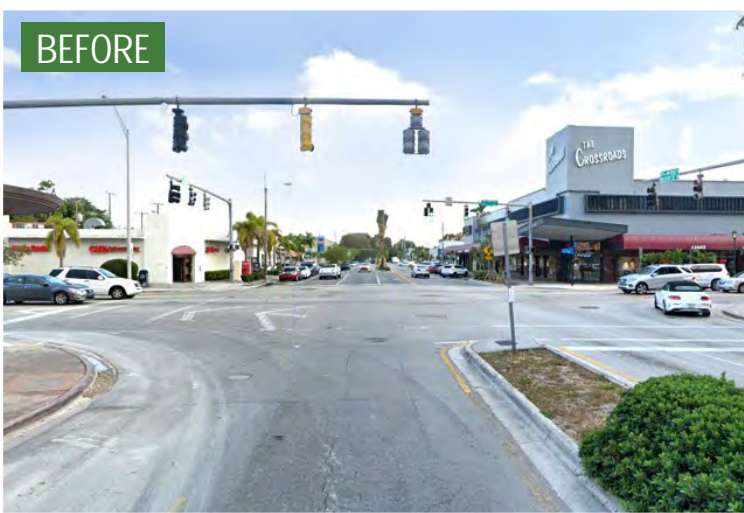


SUMMARY OF IMPROVEMENTS

- Implementation of Pedestrian Scramble Crosswalk



BEFORE



AFTER



FOR MORE INFORMATION, PLEASE CONTACT:

Kevin Walford – Project Manager
Kevin.Walford@mdtpo.org

305-375-2642

PLEASE VISIT OUR PROJECT WEBSITE FOR ADDITIONAL INFORMATION
AND PROJECT UPDATES www.miamidadetpo.org/website_goeshere



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[Miami-Dade TPO](https://www.youtube.com/Miami-Dade TPO)



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[Miami-Dade Transportation
Planning Organization](https://www.linkedin.com/company/Miami-Dade Transportation Planning Organization)

Miami-Dade **TPO** Task Force

SMART Street Transportation Enhancements Program

SMART STEP

NW 74TH STREET & NW 107TH AVENUE – DORAL, FL



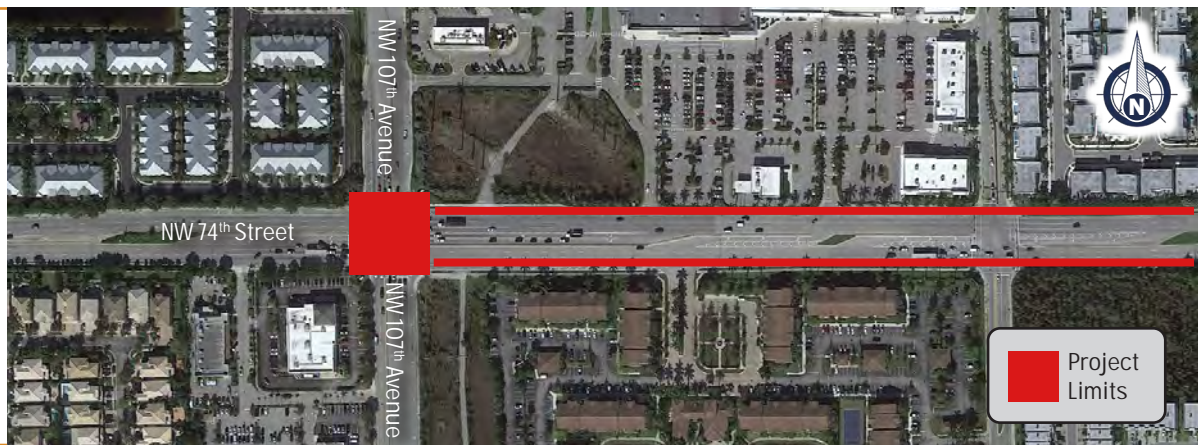
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PROJECT LOCATION

NW 74th Street
and NW 107th
Avenue –
Doral, FL



PROJECT OVERVIEW



The objective at this Urban Task Force project location is to enhance bicycle/pedestrian movement as part of the connection to a dedicated path.

ESTIMATED PROJECT COST

\$49,860



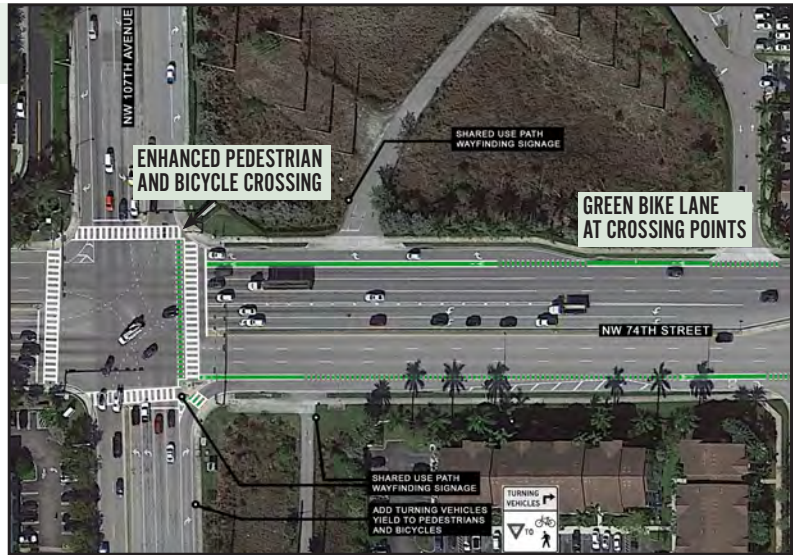
SMART STEP

NW 74TH STREET & NW 107TH AVENUE
PROJECT ENHANCEMENTS



SUMMARY OF IMPROVEMENTS

- Improvements to the bicycle/pedestrian crossing
- Adding green colored bike lanes to the east leg of the intersection on both sides of the roadway



BEFORE



AFTER



FOR MORE INFORMATION, PLEASE CONTACT:

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Kevin.Walford@mdtpo.org

305-375-2642

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Miami-Dade TPO



Miami-Dade TPO



Miami-Dade Transportation
Planning Organization

Miami-Dade **TPO** Task Force

SMART Street Transportation Enhancements Program

SMART STEP

W 74TH PLACE AT W 3RD COURT & AMELIA EARHART PARK ENTRANCE - HIALEAH, FL



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PROJECT LOCATION

W 74th Place at
W 3rd Court &
Amelia Earhart
Park Entrance –
Hialeah, FL



PROJECT OVERVIEW



The objective at this project location was to enhance and prioritize pedestrian mobility. Improvements were made to the main crosswalk at the intersection near the bus stop. In addition, hazardous conditions caused by illegal dumping were also addressed. Enhancements to the entrance of the park will also be addressed as part of this project.

ESTIMATED PROJECT COST

\$267,000



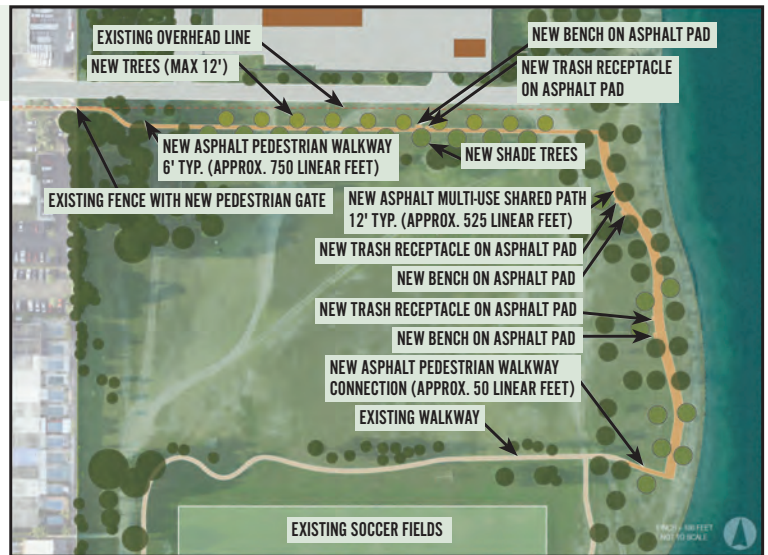
SMART STEP

AMELIA EARHART PARK WEST
PEDESTRIAN CONNECTIVITY | Preliminary Concept
Parks, Recreation and Open Spaces Department



SUMMARY OF IMPROVEMENTS

- Age-friendly pedestrian enhancements
- Crosswalk pavement marking improvements
- Pedestrian access to Amelia Earhart Park



W 3rd COURT - BEFORE



W 3rd COURT - AFTER



FOR MORE INFORMATION, PLEASE CONTACT:

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Miami-Dade TPO



Miami-Dade TPO



Miami-Dade Transportation
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Miami-Dade **TPO** Task Force

SMART Street Transportation Enhancements Program

SMART STEP

SE 8TH STREET & BRICKELL AVENUE INTERSECTION – MIAMI, FL



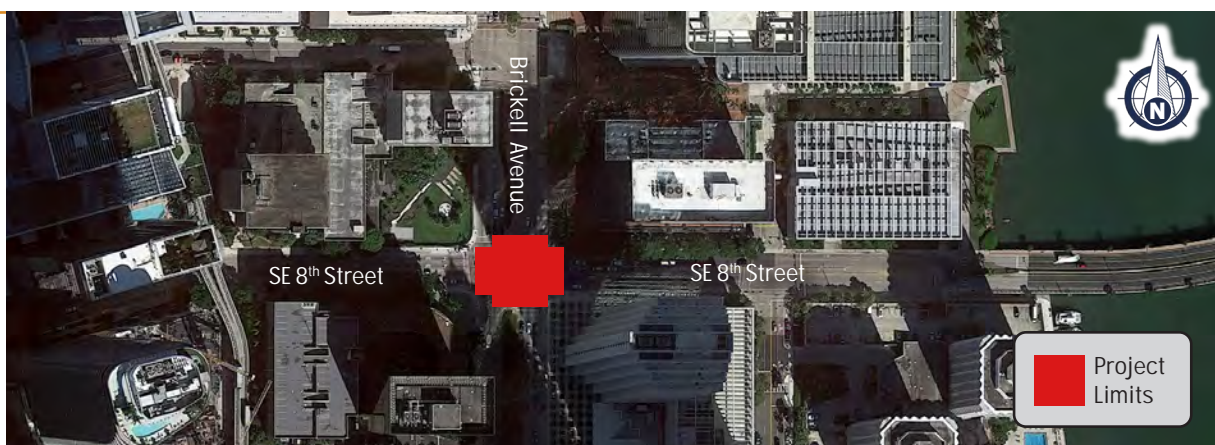
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PROJECT LOCATION

SE 8th Street
and Brickell
Avenue
Intersection
– Miami, FL



PROJECT OVERVIEW



The objective at this Urban Task Force project location is to enhance and prioritize pedestrian mobility.

ESTIMATED PROJECT COST

\$84,860
FDOT



SMART STEP

SE 8TH STREET AND BRICKELL AVENUE PEDESTRIAN ENHANCEMENTS

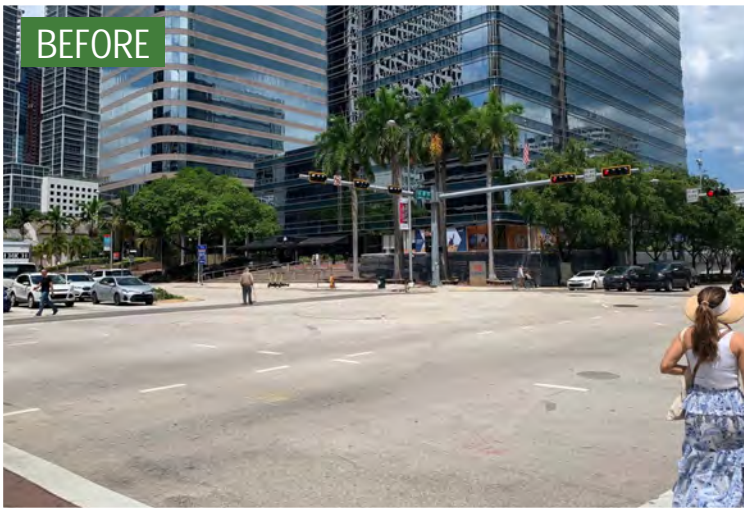


SUMMARY OF IMPROVEMENTS

- Implementation of Pedestrian Scramble Crosswalk



BEFORE



AFTER



FOR MORE INFORMATION, PLEASE CONTACT:

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[Miami-Dade Transportation
Planning Organization](https://www.linkedin.com/company/Miami-Dade Transportation Planning Organization)

Miami-Dade **TPO** Task Force

SMART Street Transportation Enhancements Program

SMART STEP

SW 6TH STREET & SW 8TH AVENUE (LIGHTHOUSE FOR THE BLIND) – MIAMI, FL



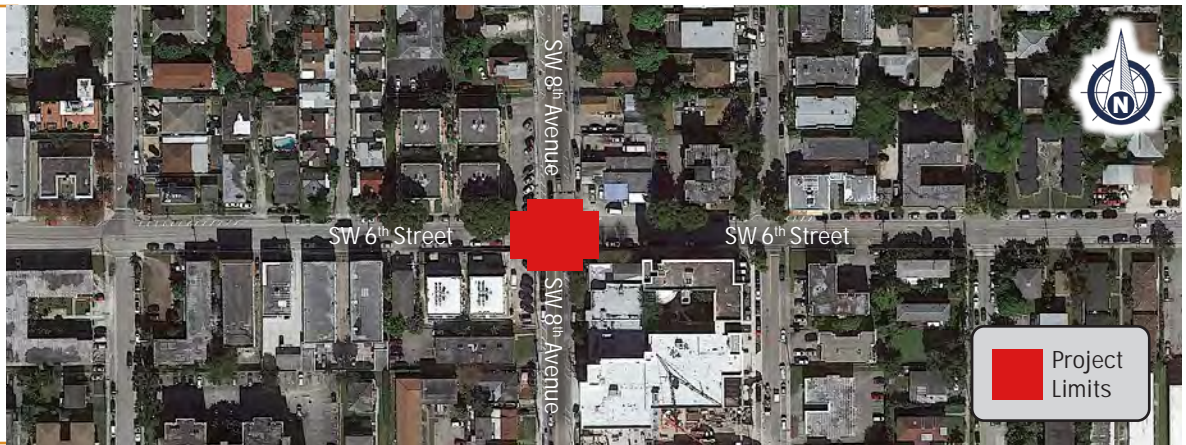
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PROJECT LOCATION

SW 6th Street and
SW 8th Avenue
(Lighthouse
for the Blind) –
Miami, FL



PROJECT OVERVIEW



The objective at this Urban Task Force project location is to increase resources for the visually and hearing impaired. Through the implementation of the Polara PedApp smartphone application, the enhancements proposed at this location will grant these stakeholders the opportunity to use their smartphones to assist them with crossing the intersection. The app includes several benefits that will make it easier for them to navigate through the corridor.

ESTIMATED PROJECT COST

\$40,145
FDOT



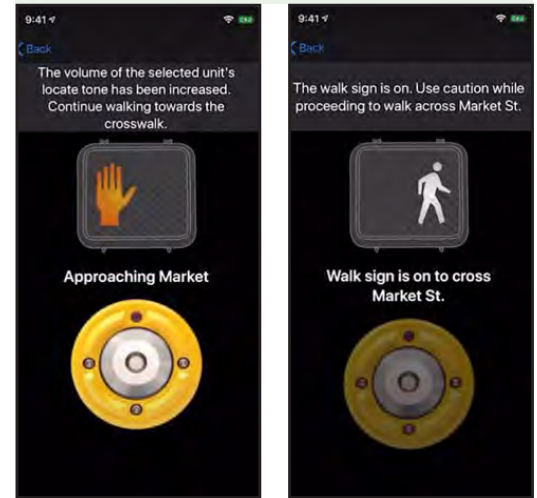
SMART STEP



SUMMARY OF IMPROVEMENTS

- Adding the Polara PedApp smartphone application for the visually impaired that will provide the following benefits:
 - Assist with identifying upcoming crossings
 - Make it possible to select the direction of crossing through app as they approach it
 - Visually sounds and vibrates on personal device to alert of walk sign
 - Offers a contactless option to activating a pedestrian signal
 - Allows those with both visual and hearing impairments to more easily navigate the intersection

POLARA PEDAPP SMARTPHONE APPLICATION



BEFORE



AFTER



FOR MORE INFORMATION, PLEASE CONTACT:

Kevin Walford – Project Manager
Kevin.Walford@mdtpo.org

305-375-2642

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Miami-Dade TPO



Miami-Dade TPO



Miami-Dade Transportation
Planning Organization

Miami-Dade **TP** Task Force

SMART Street Transportation Enhancements Program

SMART STEP

PALM DRIVE/SW 344TH STREET & SOUTH DADE TRANSITWAY – FLORIDA CITY, FL



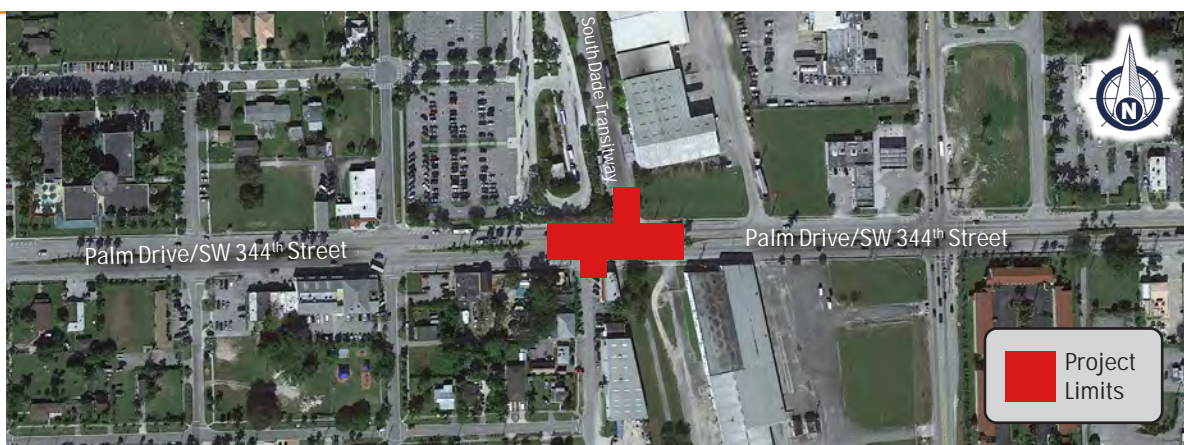
TPO TASK FORCE MISSION

The Miami-Dade Transportation Planning Organization (TPO) Urban & Non-Urban Mobility Task Forces were created to focus on addressing bicycle and pedestrian mobility challenges in Miami-Dade County. As a result, the SMART Street Transportation Enhancements Program (STEP) was created to facilitate interagency coordination, innovation, and accelerated implementation of pedestrian and bicycle improvement projects that increase connectivity and enhance safety. The Miami-Dade TPO is working collaboratively with the Miami-Dade County Department of Transportation and Public Works (DTPW), Florida Department of Transportation District Six (FDOT D6), Miami-Dade County Parks, Recreation and Open Spaces (PROS), and municipalities to implement these SMART STEP projects countywide.



PROJECT LOCATION

Palm Drive/
SW 344th
Street and
South Dade
TransitWay –
Florida City, FL



PROJECT OVERVIEW



The objective at this Non-Urban Task Force project location is to enhance and prioritize bicycle/pedestrian mobility.

ESTIMATED PROJECT COST

\$391,000



SMART STEP

PALM DRIVE/SW 344TH STREET & SOUTH DADE
TRANSITWAY PEDESTRIAN ENHANCEMENTS

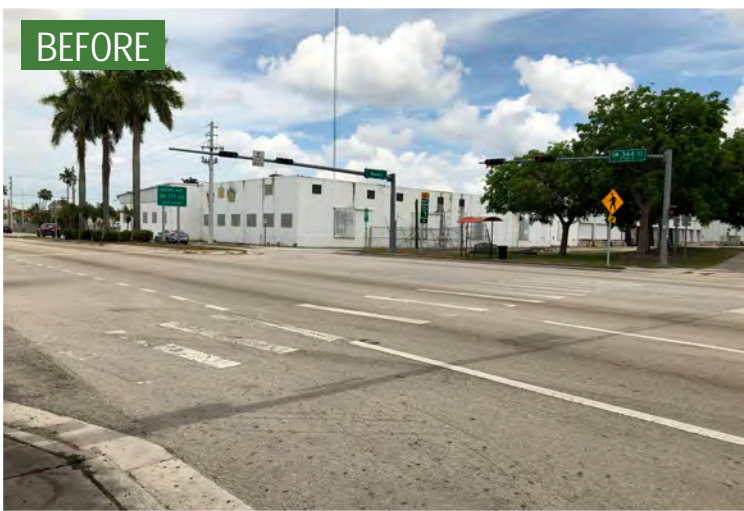


SUMMARY OF IMPROVEMENTS

- Full intersection upgrade
- Implementing high emphasis pedestrian crosswalk pavement markings and green-colored bicycle crossings and lanes



BEFORE



AFTER



FOR MORE INFORMATION, PLEASE CONTACT:

Kevin Walford – Project Manager
Kevin.Walford@mdtpo.org

305-375-2642

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[Miami-Dade TPO](https://plus.google.com/Miami-Dade_TPO)



[Miami-Dade Transportation
Planning Organization](https://www.linkedin.com/company/Miami-Dade Transportation Planning Organization)

Miami-Dade **TPO** Task Force

SMART Street Transportation Enhancements Program

SMART STEP

PALMETTO METRORAIL STATION (NORTH SIDE TOWARDS NW 79TH AVENUE) – MEDLEY, FL



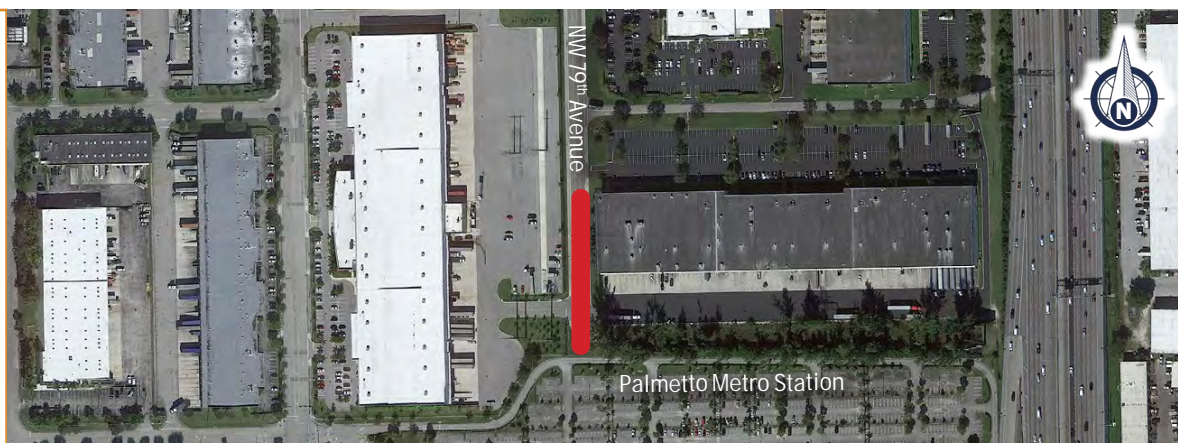
TPO TASK FORCE MISSION

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PROJECT LOCATION

Palmetto Metrorail Station
(North side
towards NW
79th Avenue) –
Medley, FL



PROJECT OVERVIEW



The objective at this Non-Urban Task Force project location is to provide pedestrian safety connectivity. Improvements will be made from the Metrorail station to the industrial park, in an effort to create those enhancements.

ESTIMATED PROJECT COST

\$39,000 - \$62,000



Miami-Dade Transportation
Planning Organization



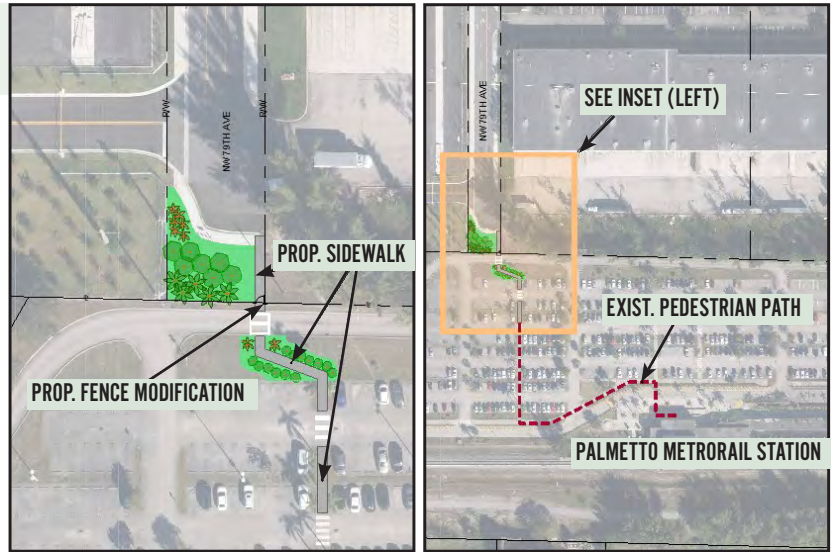
SMART STEP

PROPOSED ENHANCEMENT CONDITIONS – PALMETTO METRORAIL STATION (NORTH SIDE TOWARDS NW 79TH AVENUE)



SUMMARY OF IMPROVEMENTS

- Provide a pedestrian transit connection from the Palmetto Metrorail station to the industrial park located north of the station



FOR MORE INFORMATION, PLEASE CONTACT:

Kevin Walford – Project Manager
Kevin.Walford@mdtpo.org

305-375-2642

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Miami-Dade TPO



Miami-Dade TPO



Miami-Dade Transportation
Planning Organization

Miami-Dade **TPO** Task Force

SMART Street Transportation Enhancements Program

SMART STEP

NW 157TH STREET & NW 22ND AVENUE – MIAMI GARDENS, FL



TPO TASK FORCE MISSION

The Miami-Dade Transportation Planning Organization (TPO) Urban & Non-Urban Mobility Task Forces were created to focus on addressing bicycle and pedestrian mobility challenges in Miami-Dade County. As a result, the SMART Street Transportation Enhancements Program (STEP) was created to facilitate interagency coordination, innovation, and accelerated implementation of pedestrian and bicycle improvement projects that increase connectivity and enhance safety. The Miami-Dade TPO is working collaboratively with the Miami-Dade County Department of Transportation and Public Works (DTPW), Florida Department of Transportation District Six (FDOT D6), Miami-Dade County Parks, Recreation and Open Spaces (PROS), and municipalities to implement these SMART STEP projects countywide.



PROJECT LOCATION

NW 157th Street
(Bunche Park Drive) and NW
22nd Avenue –
Miami Gardens, FL



PROJECT OVERVIEW



The objective at this Non-Urban Task Force project location is to enhance and prioritize bicycle/pedestrian mobility.

ESTIMATED PROJECT COST

\$40,000



SMART STEP

NW 157TH STREET AND NW 22ND AVENUE
BICYCLE AND PEDESTRIAN ENHANCEMENTS



SUMMARY OF IMPROVEMENTS

- Improvements for pedestrian crossing
- Implement green colored bicycle lanes at the intersection



BEFORE



AFTER



FOR MORE INFORMATION, PLEASE CONTACT:

Kevin Walford – Project Manager
Kevin.Walford@mdtpo.org

305-375-2642

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[Miami-Dade Transportation
Planning Organization](https://www.linkedin.com/company/Miami-Dade Transportation Planning Organization)

Miami-Dade **TPO** Task Force

SMART Street Transportation Enhancements Program

SMART STEP

SW 92ND STREET & SW 122ND AVENUE – UMSA, FL



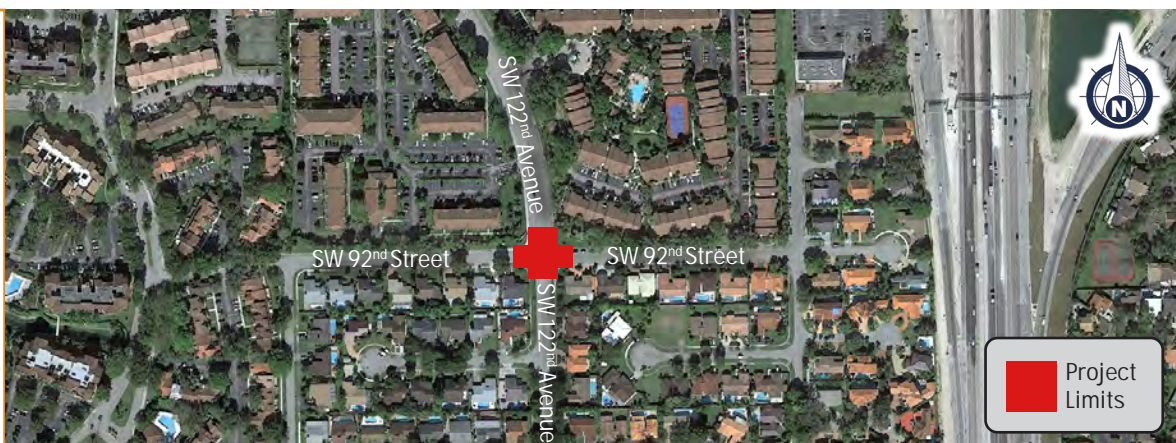
TPO TASK FORCE MISSION

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PROJECT LOCATION

SW 92nd Street
& SW 122nd
Avenue –
UMSA, FL



PROJECT OVERVIEW



The objective at this Non-Urban Task Force project location is to enhance and prioritize pedestrian mobility.

FINAL PROJECT COST

\$23,177



SMART STEP

SW 92ND STREET &
SW 122ND AVENUE – UMSA, FL



SUMMARY OF IMPROVEMENTS

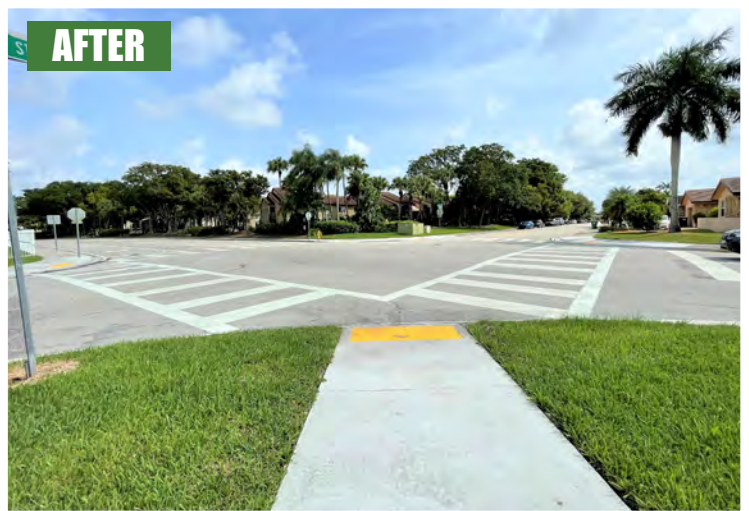
- Improvement for pedestrian crossing
- New installation/upgrade of existing ramps at all corners of the intersection



BEFORE



AFTER



FOR MORE INFORMATION, PLEASE CONTACT:

Kevin Walford – Project Manager
Kevin.Walford@mdtpo.org

305-375-2642

PLEASE VISIT OUR PROJECT WEBSITE FOR ADDITIONAL INFORMATION
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Planning Organization](https://www.linkedin.com/company/Miami-Dade Transportation Planning Organization)

Miami-Dade **TPO** Task Force

SMART Street Transportation Enhancements Program

SMART STEP

SW 142ND AVENUE FROM SW 160TH STREET TO SW 168TH STREET – UMSA, FL



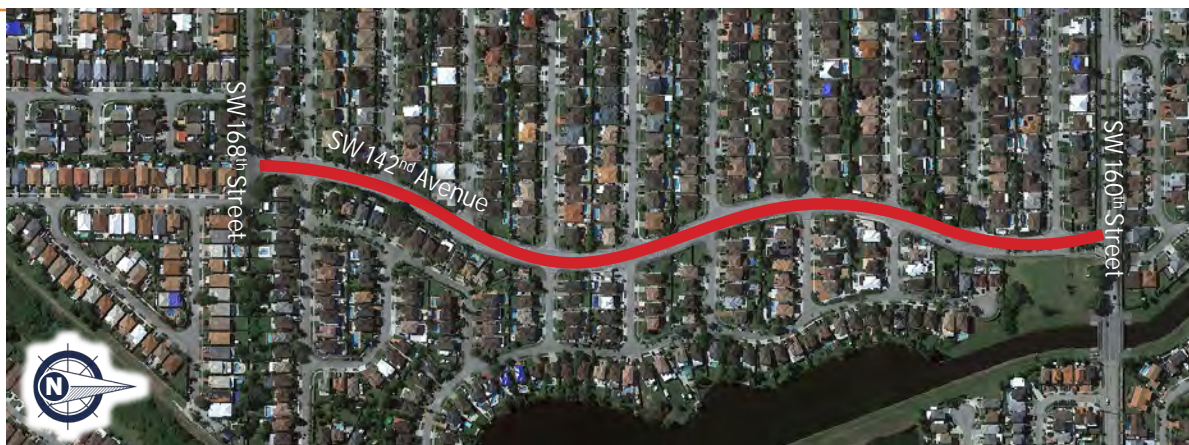
TPO TASK FORCE MISSION

The Miami-Dade Transportation Planning Organization (TPO) Urban & Non-Urban Mobility Task Forces were created to focus on addressing bicycle and pedestrian mobility challenges in Miami-Dade County. As a result, the SMART Street Transportation Enhancements Program (STEP) was created to facilitate interagency coordination, innovation, and accelerated implementation of pedestrian and bicycle improvement projects that increase connectivity and enhance safety. The Miami-Dade TPO is working collaboratively with the Miami-Dade County Department of Transportation and Public Works (DTPW), Florida Department of Transportation District Six (FDOT D6), Miami-Dade County Parks, Recreation and Open Spaces (PROS), and municipalities to implement these SMART STEP projects countywide.



PROJECT LOCATION

SW 142ND
Avenue from
SW 160TH
Street to SW
168TH Street –
UMSA, FL



PROJECT OVERVIEW



The objective at these Non-Urban Task Force project locations are to enhance and prioritize bicycle mobility.

ESTIMATED PROJECT COST

\$250,000



Miami-Dade Transportation
Planning Organization



SMART STEP

SW 142ND AVENUE FROM SW 160TH STREET
TO SW 168TH STREET- **CONFLICT POINTS**



SUMMARY OF IMPROVEMENTS

- Implement green-colored bicycle lanes at traffic conflict points along the corridor



BEFORE



AFTER



FOR MORE INFORMATION, PLEASE CONTACT:

Kevin Walford – Project Manager
Kevin.Walford@mdtpo.org

305-375-2642

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Miami-Dade TPO



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Miami-Dade Transportation
Planning Organization

Miami-Dade **TPO** Task Force

SMART Street Transportation Enhancements Program

SMART STEP

SW 160TH STREET FROM SW 147TH COURT TO SW 137TH AVENUE - UMSA, FL



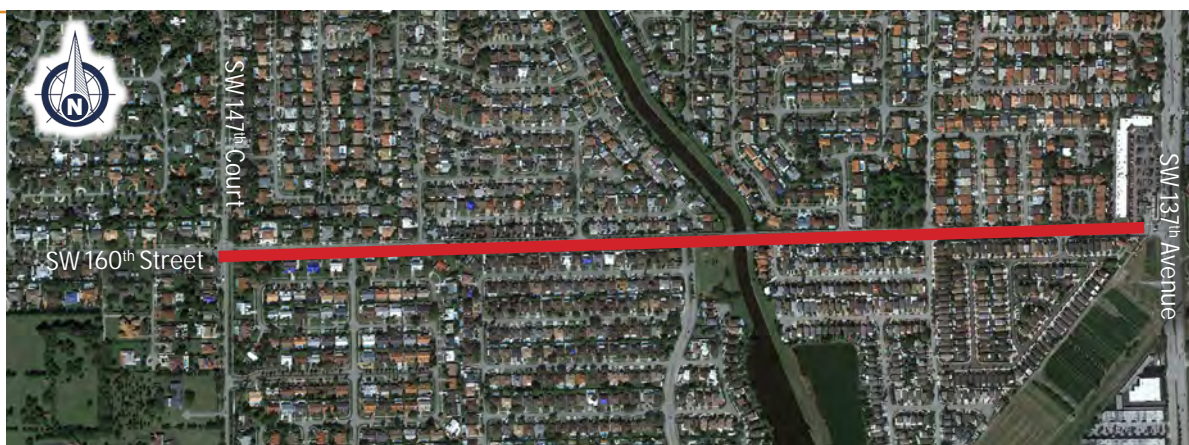
TPO TASK FORCE MISSION

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PROJECT LOCATION

SW 160th Street
from SW 147th
Court to SW
137th Avenue



PROJECT OVERVIEW



The objective at these Non-Urban Task Force project locations are to enhance and prioritize bicycle mobility.

ESTIMATED PROJECT COST

\$180,000



Miami-Dade Transportation
Planning Organization



SMART STEP

SW 160TH STREET FROM SW 147TH COURT
TO SW 137TH AVENUE – **CONFLICT POINTS**

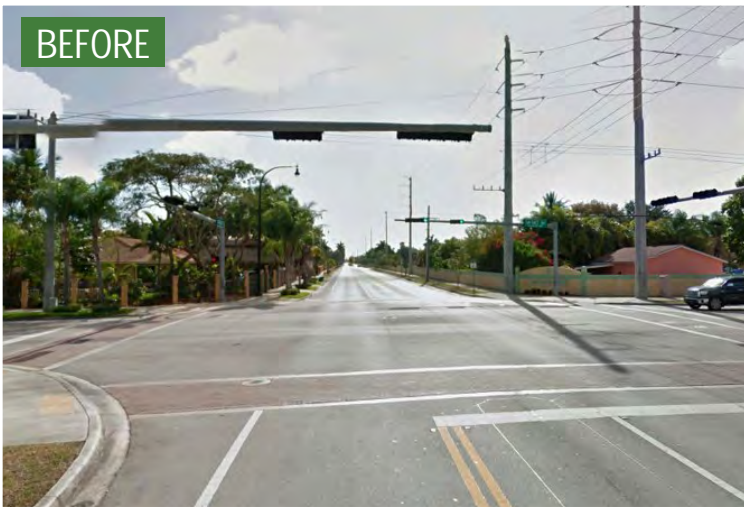


SUMMARY OF IMPROVEMENTS

- Implement green-colored bicycle lanes at traffic conflict points along the corridor



BEFORE



AFTER



FOR MORE INFORMATION, PLEASE CONTACT:

Kevin Walford – Project Manager
Kevin.Walford@mdtpo.org

305-375-2642

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Miami-Dade TPO



Miami-Dade TPO



Miami-Dade Transportation
Planning Organization

MPOAC Noteworthy Practices Working Group

2021

Miami-Dade TPO

“Taste of Transportation” Virtual Outreach Events

General Information

Who

- Aileen Bouclé, AICP, Miami-Dade TPO Executive Director
305-375-4507, aileen.boucle@mdtpo.org
- Elizabeth Rockwell, Miami-Dade TPO Chief Communications Officer
305-375-1881, elizabeth.rockwell@mdtpo.org

What

Summary of the effort and what need it addressed

A major role of the Miami-Dade TPO transportation planning process is to ensure participation includes all transportation partners, stakeholders, and members of the public. Pre-pandemic, the Miami-Dade County Public Involvement Management Team (PIMT), comprised of all the transportation agencies within Miami-Dade County, collaborated on a regular basis to go out into the community hosting “SMART Transportation Fairs” and interacting with citizens. However, due to the pandemic in 2020, in lieu of in-person outreach events, the Miami-Dade TPO began hosting a fast-paced, virtual outreach events (VOE) with the PIMT in fall 2020 titled “Taste of Transportation: TPA Lunch Series.” The Taste of Transportation (ToT) series were based on the 2045 LRTP’s Transportation Planning Areas (TPA) and were led by Host Chance, the TPO Master Chef, and the Transportation Chefs from each transportation partner agency. Each transportation partner provided a brief, two to three minute presentation regarding a project(s) that was followed with an opportunity for citizens to ask appropriate questions or make comments. The presenter either responded on the spot or followed up with an email, if additional research was required.

The ToT is an example of how transportation agencies throughout Miami-Dade County work together through a virtual platform experience to provide citizens and stakeholders the opportunity to stay involved with the transportation planning process during a pandemic.

When

Timeframe:

Seven ToTs were held from September 2020 until May 2021 as follows:

- 09/22/2020 TPA 1 "Beach" (22 sq. miles)
- 10/28/2020 TPA 2 "Central" (53 sq. miles)
- 12/08/2020 TPA 3 "North" (75 sq. miles)
- 01/12/2021 TPA 4 "Northwest" (130 sq. miles)
- 02/12/2021 TPA 5 "South" (233 sq. miles)
- 04/13/2021 TPA 6 "West" (94 sq. miles)
- 05/11/2021 TPA 7 "CDB" (19 sq. miles)

Where

The GoToWebinar virtual platform was utilized

How

What was required to accomplish this effort?

This effort was initiated by the Miami-Dade TPO in coordination with eleven local transportation agencies throughout Miami-Dade County as the PIMT. The PIMT collaborated to develop a theme and keep the ToTs lite and engaging for the audience (Taste Testers). All presenters, aka Transportation Chefs, provided quick, 3-minute updates regarding their respective transportation-related activities within the designated TPA. Miami-Dade TPO staff developed scripts and held test runs prior to the live events. To promote the ToTs, e-flyers were developed that were distributed through e-blasts, social media channels, and the TO's Weekly e-Newsletters to residents, community members, and stakeholders. After the completion of each ToT recordings were edited with tailored opening and closing sequences. They were then posted on the TPO's YouTube channel and disseminated to the general public through the TPO's Weekly e-Newsletters and social media channels. The Miami-Dade TPO has found great success with the ToT series because it combines entertainment with education regarding current local transportation activities and events.

Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

This VOE showcases how local government agencies can work together to provide a fresh and new virtual alternative to delivering essential outreach to keep citizens and stakeholders connected, informed, involved, and educated about the transportation planning process.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another?

This effort can be easily implemented by other MPOs who have strong relationships with their local transportation partners.

What could have been done differently to improve this effort?

See below Lessons Learned

What went wrong? – Lessons learned?

- There were some presenters that had technical issues with sound and/or video during the test run, but Miami-Dade TPO technical support was able to assist.
- While going through a session we recognized GoToWebinar does not provide a background selection for presenters, so a third-party virtual background company had to be purchased.
- There was a presenter that conducted the presentation in her bedroom which was deemed inappropriate. We learned to brief all the presenters with an on-camera etiquette outline sheet. (i.e., do not walk around while on camera, bedroom background is not appropriate, etc.)
- Scheduling 11 transportation agency presenters for one test run was difficult. Staff addressed this by scheduling several test runs.

What went right? – Lessons learned?

The ability to save travel time and costs by engaging citizens from all over Miami-Dade County in a virtual environment, as well as creating videos to be watched over time.

Key parts of the effort

The ToT has become a VOE tool that has assisted in keeping the public engaged in the overall transportation planning process. This tool was an opportunity to demonstrate how a seamless collaboration with transportation partners is key to keeping the community informed, involved, and engaged. This VOE effort ensured that citizens still had a seat at the table for transportation related topics during the pandemic.

Level of support needed from Board Members and/or Elected Officials?

On April 23, 2020, under the guidance from the Federal Highway Administration (FHWA), the Miami-Dade TPO Governing Board adopted resolution #13-2020 temporarily rescinding certain public involvement outreach strategies under the Miami-Dade TPO Public Participation Plan (PPP) in accordance with Novel Coronavirus (COVID-19) related federal, state, and local emergency orders. This action temporarily suspended in-person outreach efforts thereby encouraging online, virtual public participation to be explored and utilized to continue reaching

out to the general public. This resolution enabled the staff to continue required activities to develop and administer VOEs to ensure public participation in the transportation planning process.

Images

Insert any photos or PDFs of the document produced if available as well as Power Point presentation slides.



Cast & Crew

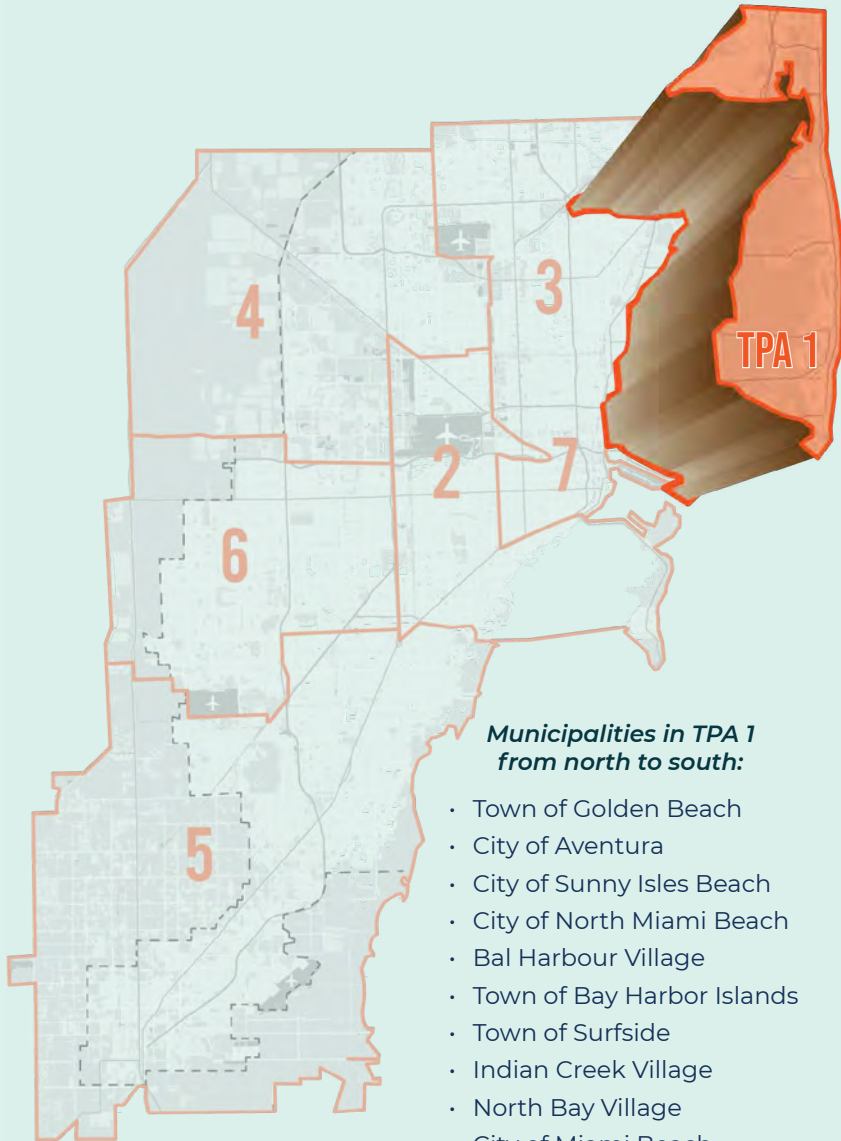
- ✓ Host Chance
- ✓ Behind the Scenes
- ✓ The Master Chef
- ✓ Transportation Partner Chefs
- ✓ Taste Testers



Miami-Dade TPO & Partners'

Taste OF Transportation

Virtual Lunch Series: Transportation Planning Area* (TPA) 1



Map of Miami-Dade County

*Municipalities in TPA 1
from north to south:*

- Town of Golden Beach
- City of Aventura
- City of Sunny Isles Beach
- City of North Miami Beach
- Bal Harbour Village
- Town of Bay Harbor Islands
- Town of Surfside
- Indian Creek Village
- North Bay Village
- City of Miami Beach



Do you Live,
Work, or Play
in **TPA 1**?



*Please join this virtual event to
hear from the Miami-Dade TPO's
partner agencies about
transportation projects in TPA 1.*

**TUESDAY,
SEPTEMBER 22, 2020**
11:30 am - 12:30 pm EST

Register online at:
bit.ly/TPOTOT1



SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY

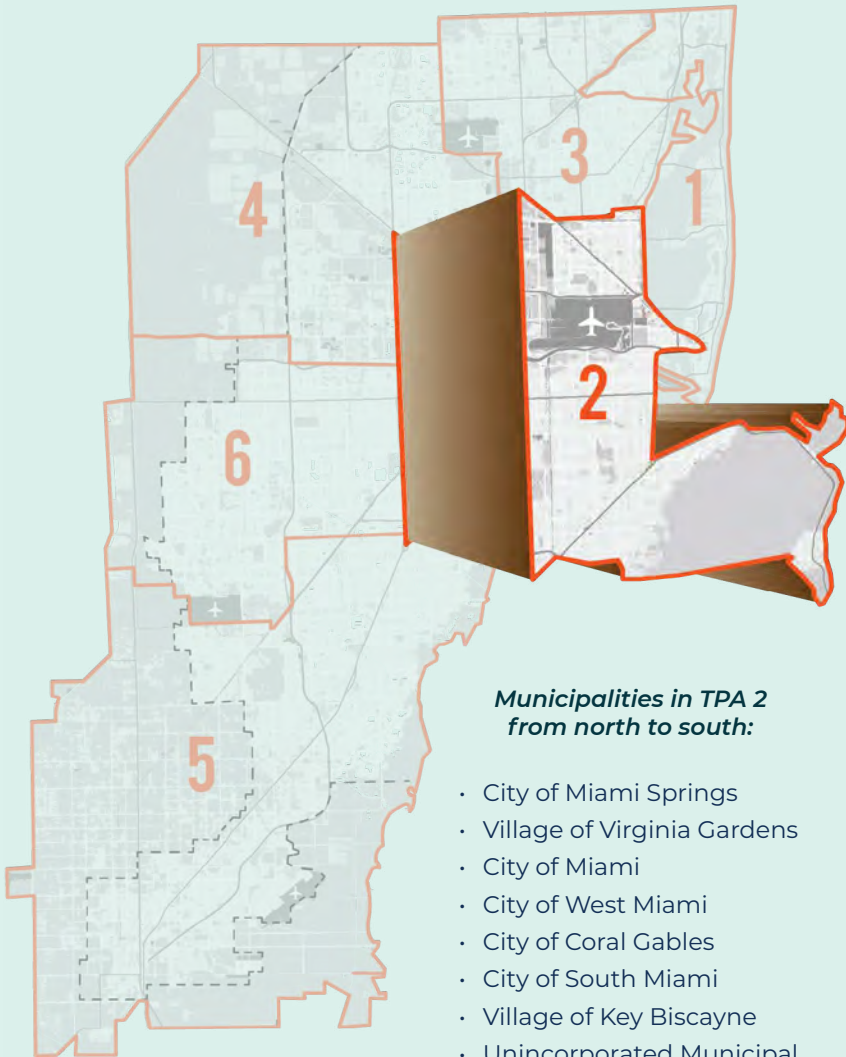


*TPAs are listed in the 2045 Long Range Transportation Plan (L RTP) located at: miamidade2045lrtp.com/the-plan

Miami-Dade TPO & Partners'

Taste OF Transportation

Virtual Lunch Series: Transportation Planning Area* (TPA) 2



Map of Miami-Dade County

*Municipalities in TPA 2
from north to south:*

- City of Miami Springs
- Village of Virginia Gardens
- City of Miami
- City of West Miami
- City of Coral Gables
- City of South Miami
- Village of Key Biscayne
- Unincorporated Municipal Service Area



Do you Live,
Work, or Play
in **TPA 2**?



**Please join this virtual event to
hear from the Miami-Dade TPO's
partner agencies about
transportation projects in TPA 2.**

**WEDNESDAY,
OCTOBER 28, 2020**

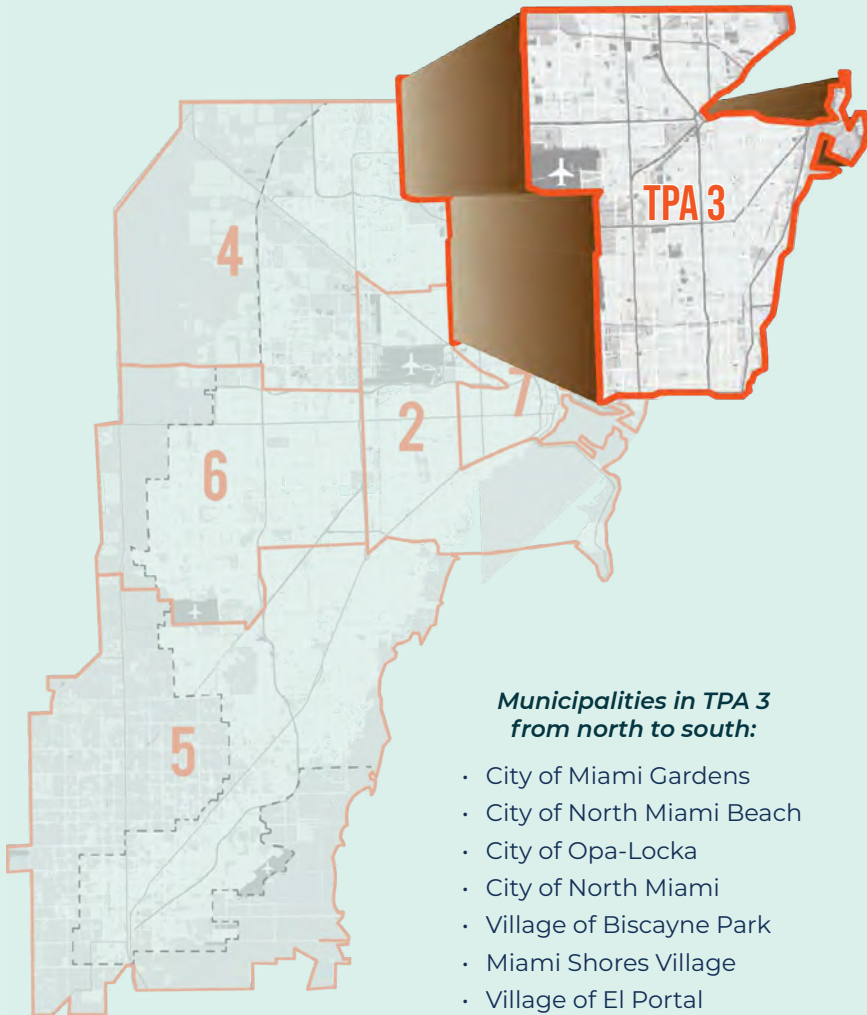
11:30 am - 12:30 pm EST

**Register online at:
bit.ly/TPOTOT2**

Miami-Dade TPO & Partners'

Taste OF Transportation

Virtual Lunch Series: Transportation Planning Area* (TPA) 3



Map of Miami-Dade County

**Municipalities in TPA 3
from north to south:**

- City of Miami Gardens
- City of North Miami Beach
- City of Opa-Locka
- City of North Miami
- Village of Biscayne Park
- Miami Shores Village
- Village of El Portal
- City of Miami
- Unincorporated Municipal Service Area



Do you Live,
Work, or Play
in **TPA 3**?



**Please join this virtual event to
hear from the Miami-Dade TPO's
partner agencies about
transportation projects in TPA 3.**

**TUESDAY,
DECEMBER 8, 2020**

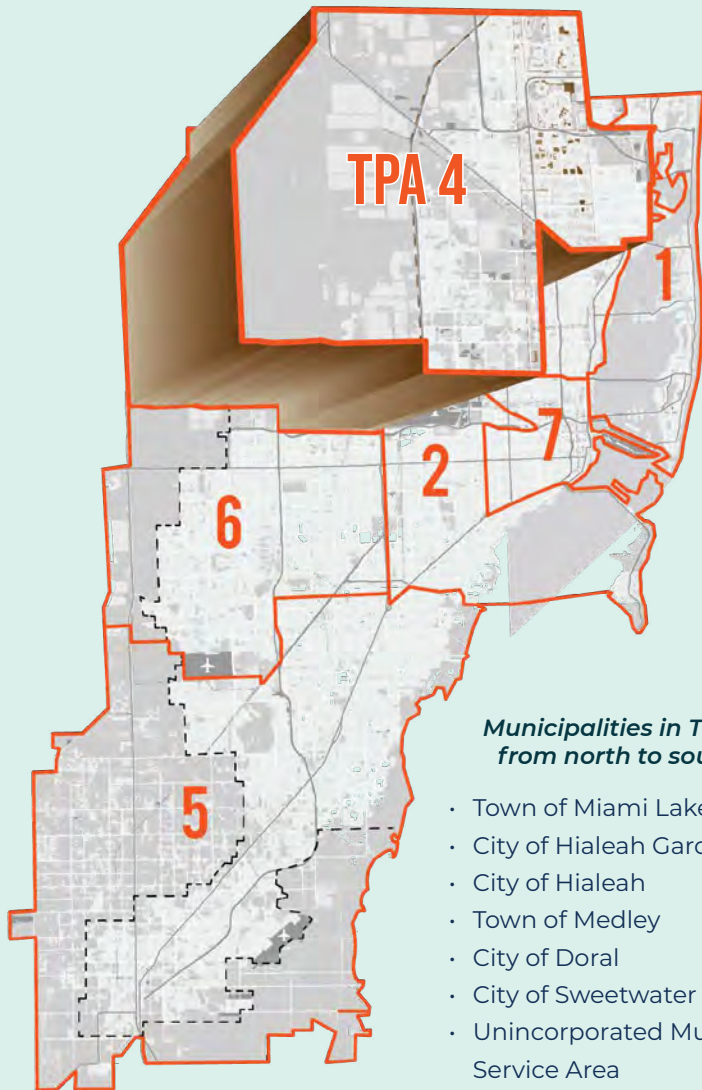
11:30 am - 12:30 pm EST

**Register online at:
bit.ly/TPOTOT3**

Miami-Dade TPO & Partners'

Taste OF Transportation

Virtual Lunch Series: Transportation Planning Area* (TPA) 4



Map of Miami-Dade County

*Municipalities in TPA 4
from north to south:*

- Town of Miami Lakes
- City of Hialeah Gardens
- City of Hialeah
- Town of Medley
- City of Doral
- City of Sweetwater
- Unincorporated Municipal Service Area



Do you Live,
Work, or Play
in **TPA 4**?



**Please join this virtual event to
hear from the Miami-Dade TPO's
partner agencies about
transportation projects in TPA 4.**

**TUESDAY,
JANUARY 12, 2021**

11:30 am - 12:30 pm EST

Register online at:
bit.ly/TPOTOT4

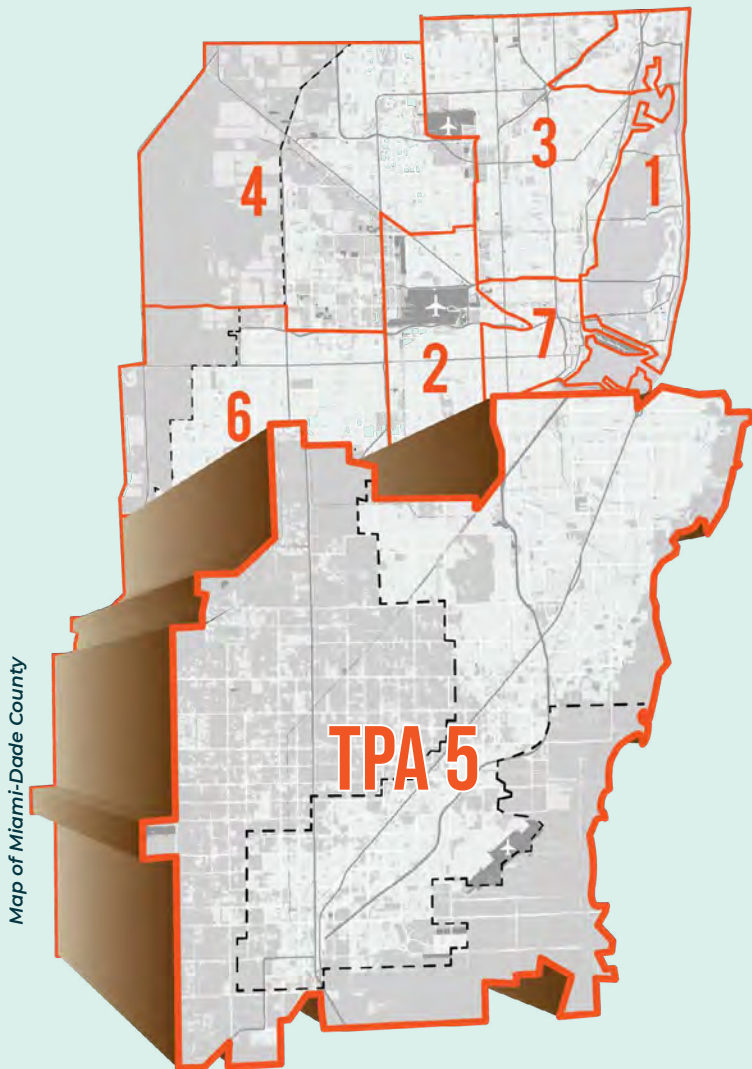


*TPAs are listed in the 2045 Long Range Transportation Plan (L RTP) located at: miamidade2045lrtp.com/the-plan

Miami-Dade TPO & Partners'

Taste OF Transportation

Virtual Lunch Series: Transportation Planning Area* (TPA) 5



Do you Live,
Work, or Play
in **TPA 5**?



Please join this virtual event to hear from the Miami-Dade TPO's partner agencies about transportation projects in TPA 5.

**TUESDAY,
FEBRUARY 9, 2021**

11:30 am - 12:30 pm EST

Municipalities in TPA 5 from north to south:

- Village of Pinecrest
- Village of Palmetto Bay
- Town of Cutler Bay
- City of Homestead
- City of Florida City
- Unincorporated Municipal Service Area

**Register online at:
bit.ly/TPOTOT5**

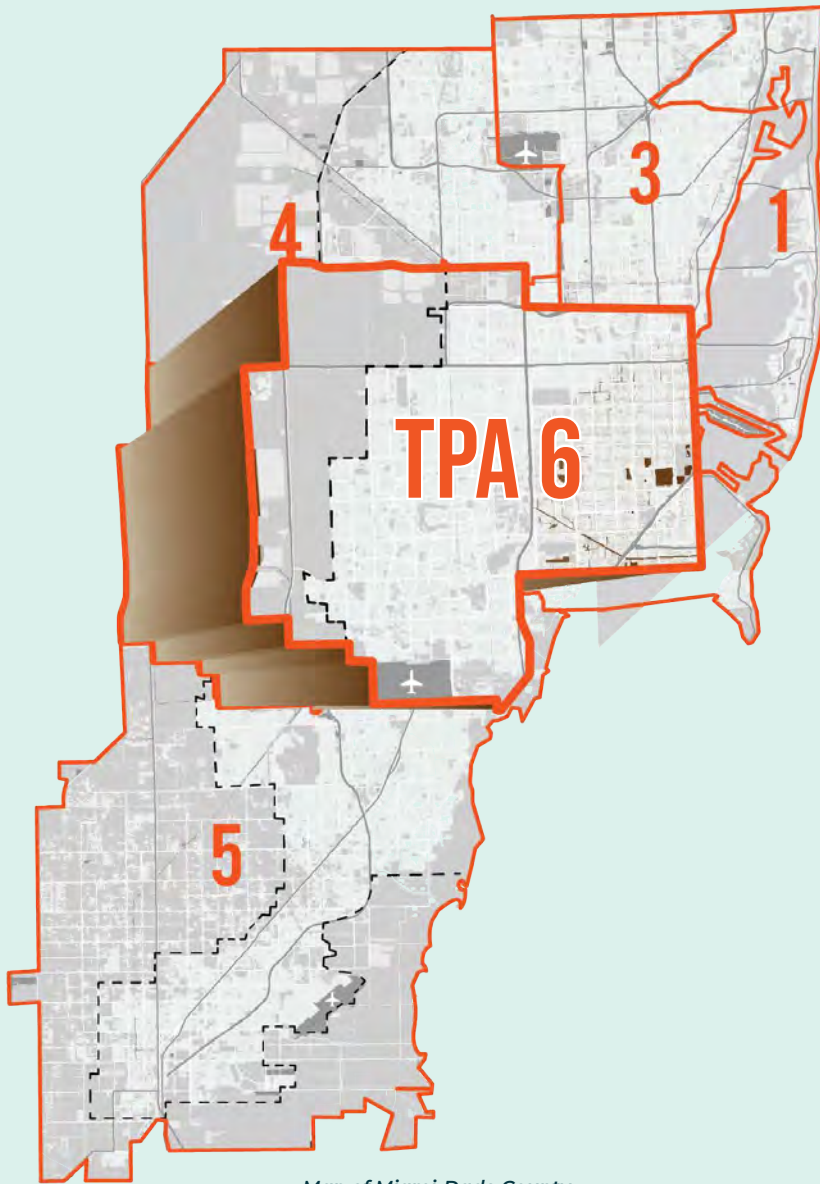


*TPAs are listed in the 2045 Long Range Transportation Plan (L RTP) located at: miamidade2045lrtp.com/the-plan

Miami-Dade TPO & Partners'

Taste OF Transportation

Virtual Lunch Series: Transportation Planning Area* (TPA) 6



Map of Miami-Dade County



Do you Live,
Work, or Play
in **TPA 6**?



***Please join this virtual event to
hear from the Miami-Dade TPO's
partner agencies about
transportation projects in TPA 6.***

**TUESDAY,
APRIL 13, 2021**

11:30 am - 12:30 pm EST

Register online at:
bit.ly/TPOTOT6

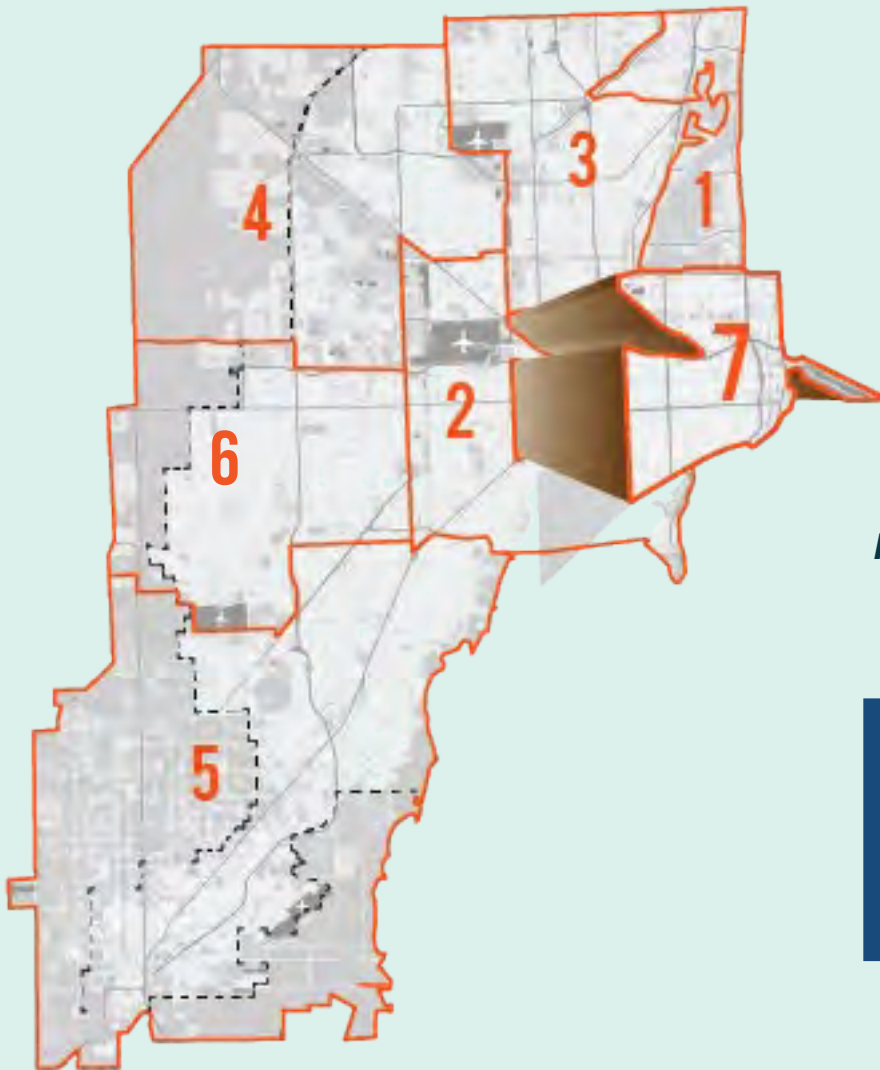


*TPAs are listed in the 2045 Long Range Transportation Plan (LRTP) located at: miamidade2045lrtp.com/the-plan

Miami-Dade TPO & Partners'

Taste OF Transportation

Virtual Lunch Series: Transportation Planning Area* (TPA) 7



Map of Miami-Dade County



Do you Live,
Work, or Play
in **TPA 7**?



*Please join this virtual event to
hear from the Miami-Dade TPO's
partner agencies about
transportation projects in TPA 7.*

**TUESDAY,
MAY 11, 2021**

11:30 am - 12:30 pm EST

Register online at:
tinyurl.com/TPOTOT7



*TPAs are listed in the 2045 Long Range Transportation Plan (LRTP) located at: miamidade2045lrtp.com/the-plan

MPOAC Noteworthy Practices Working Group

2021

Miami-Dade TPO Telecommute Study and Pilot

General Information

Who

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What

Summary of the effort and what need it addressed

The Miami-Dade Transportation Planning Organization (TPO) embarked on an effort to understand telecommuting trends and the possibility that telecommuting can be used as a sustained traffic mitigation strategy to “flatten the congestion curve”. As part of the effort, the Miami-Dade TPO in coordination with Florida Department of Transportation (FDOT) District Six and Florida International University (FIU), developed a survey investigating telecommuting experiences. The Team also relied on feedback from a project working group and an executive roundtable held with the participation of the Greater Miami Chamber of Commerce’s (GMCC) business and government leaders in Miami-Dade County.

The study examines the benefits and challenges of telecommuting from the perspective of three (3) distinct groups of commuters: Employers, Employees, and college aged Students. Using the North American Industry Classification System (NAICS), various employment sectors were surveyed to maintain equity and obtain a holistic perspective among various employment categories.

The study resulted in telecommuting policy recommendations adopted by the Miami-Dade TPO Governing Board, most important of which is a Telecommuting Pilot Program being implemented by the South Florida Commuter Services (SFCS). The Pilot is aimed at increasing the number of telecommuters in the Southeast Florida region. Efforts will be focused on identifying sectors with low telecommuting usage to increase inclusivity. An outreach campaign has been developed to promote and define telecommuting as its own mode while identifying resources that helps promote telecommuting across all industry sectors. (*Link to the study can be found here:* <http://www.miamidadetpo.org/library/studies/mdtpo-telecommute-study-final-report-2021-01.pdf>)

When

Timeframe:

The study was completed in January of 2021 and the Pilot Program began November 2021 and will end December 2022.

Where

The Pilot Program is a regional effort spearheaded by the Miami-Dade TPO.

How

What was required to accomplish this effort?

The Miami-Dade TPO worked collaboratively with FDOT District Six to secure funding for the survey effort, FIU to develop a statistically significant survey given our regional demographics, and the SFCS to market and implement the Pilot Program.

Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

The objective of this effort is to formalize telecommuting as a long-term congestion mitigation strategy, and designate telecommuters as recognized commuter group in transportation and land use plans. Collaboration with our regional partners which have a common goal of reducing congestion on our roadways enabled the Miami-Dade TPO to leverage funding for an effort beneficial to the entire Southeast Florida region.

Takeaways/What others can learn

Ease in transferring this effort from one MPO to another?

This effort can be easily implemented by other MPOs who have strong relationships with their local and regional transportation partners.

What could have been done differently to improve this effort?

It would be beneficial to have more collaboration from the major employers within the region.

What went wrong? – Lessons learned?

Please see above

What went right? – Lessons learned?

Working collaboratively with our regional partners garnered support for policy recommendations.

This effort highlights the possibility of using telecommuting as another strategy in the congestion management toolbox utilized by MPOs. By using data obtained from a statistically significant survey, the Miami-Dade TPO Governing Board adopted policies directly related to promoting telecommuting as a regional congestion mitigation strategy.

Key parts of the effort

A key part of the effort was to collaborate with our regional partners to leverage funds and achieve a common goal.

Level of support needed from Board Members and/or Elected Officials?

As this was a TPO led effort, a resolution of support from the Miami-Dade TPO Governing Board was necessary to move forward with policy recommendations and the pilot program.

Image

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION TELECOMMUTE STUDY AND PILOT PROGRAM



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Overview

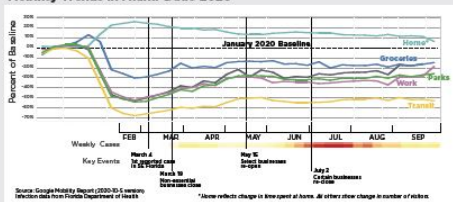
In July 2020, the TPO Governing Board adopted Resolution #21-2020 to study the concept of telecommuting as an overall strategy to "flatten the congestion curve" in Miami-Dade County. The study was designed to collect and analyze data on the telecommuting trends before, during, and after the COVID-19 pandemic. As a result of this study, a series of policy actions were developed to promote telecommuting as a mobility strategy.

- Objectives**
 - How are people commuting now vs. before COVID-19?
 - What are people's telecommuting experiences?
 - What are the observed benefits and challenges of telecommuting?

Miami-Dade Freeway Traffic in 2019 - 2020



Mobility Trends in Miami-Dade 2020



Business Roundtable

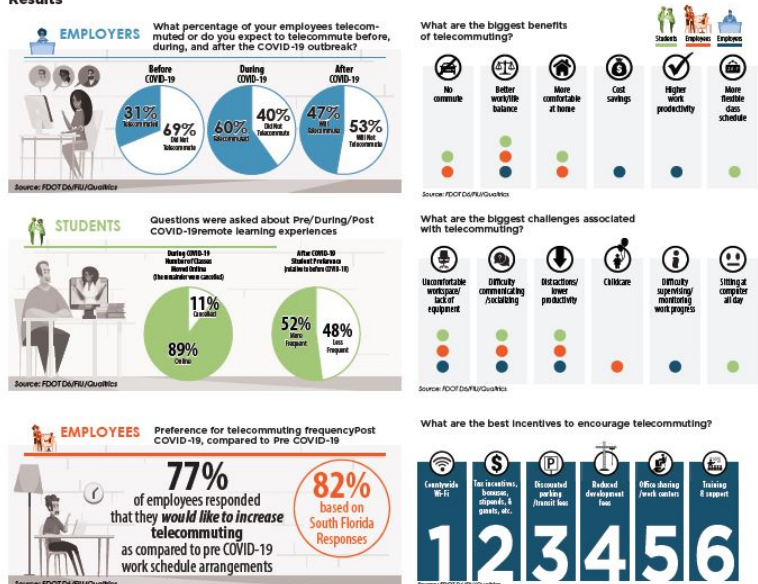
- Together with the Greater Miami Chamber of Commerce, the TPO held a virtual roundtable discussion with business leaders in Miami-Dade County. Feedback included:
- Maintaining a Secure Virtual Environment
 - Digital Divide
 - Demographic and Infrastructure Needs
 - Small Business Impacts
 - Equipment Deployment & Maintenance Costs
 - Maintaining a Secure Virtual Environment
 - Adjusting Digital Trends in Telehealth



Survey

The Miami-Dade Transportation Planning Organization, in partnership with the Florida Department of Transportation, and Florida International University, conducted a statewide survey in August 2020. The survey questionnaire was stratified to ask general questions to all respondents as well as sub-group specific questions to employees, employers, and college-level students. A key purpose of isolating upper management respondents from employees was to gauge the anticipation of post-pandemic telecommuting from an employer policy perspective. The survey questions were geared to collect information about telecommuting before and during the pandemic, as well as expected telecommuting patterns after the pandemic.

Results



Policy Recommendations

- Adopt telecommuting as long-term policy to "flatten the congestion curve" in Southeast Florida
- Plan and Advance Broadband Infrastructure
- Designate telecommuters as recognized commuter group in transportation and land use plans
- Deploy Regional Telecommuting Program



Pilot Telecommuting Program

The Miami Dade Transportation Planning Organization and the South Florida Commuter Services (SFCS) have partnered to develop a regional initiative to study telecommuting habits over a one-year period. The pilot program will identify best practices for work from home, as well as encouraging and promoting telecommuting as a way to reduce single occupancy vehicles and vehicle miles traveled. The SFCS has allocated funds to the effort which will also be used to provide educational and technical assistance to businesses and local agencies who participate in the pilot program. The pilot also includes a voluntary telecommuting monitoring system to track progress.

Initial Pilot Actions

- \$50,000 in funding for pilot in first 12 months
- Campaign focused on promoting telecommuting
- Identify resources needed to breakdown telecommuting barriers

Pilot Progress Status Includes:

- 125 registered participants: 85% private/ 15% public sector
- Finalized monthly telecommuting questionnaire
- Developed survey instrument
- Program launched in November 2021