NOMINEES

FDOT

EXCELLENCE IN TRANSPORTATION PLANNING

Planning Innovation Of The Year

Planning Innovation of the Year

Nominators from organizations across the State submitted innovations in planning for consideration to the TransPlex Award Committee. This award recognizes an Innovative approach, project, or strategy used by one of multiple people or groups in Florida in calendar year 2020.

Nominators described how the Innovation:

- Made a significant contribution to Transportation Planning in Florida in 2020 or made a continuing commitment to, and significant achievements in, Transportation Planning in Florida over a period of years
- Helped achieve Florida Transportation Plan (FTP) and/or Strategic Highway Safety Plan (SHSP) goals and objectives

Additionally, the nominators were asked to share other considerations such as how the innovation:

- Demonstrated resourcefulness, collaboration and/or partnerships
- Employed cost effective strategies
- Increased safety
- Led to the enhancement of resilience and/or sustainability
- Overcame challenges and utilized opportunities presented by the project
- Reduced congestion
- Supported the integration of new technology

Planning Innovation of the Year Narratives

Narratives supporting these nominees follow in alphabetical order. In the table below, the narratives are also linked to their names.

Nominees	Organization
2020 Bridge Reevaluation Study	Collier County Growth Management
ARTIDA	FDOT District One
Bicycle & Pedestrian Facility Needs Prioritization Tool (BPTool)	FDOT District Six PLEMO
City of Lake Alfred Corridor Vision Plan	City of Lake Alfred/FDOT District One
City of Port St. Lucie Multimodal Plan	City of Port St. Lucie
City of Sarasota US 41 Roundabout Corridor	City of Sarasota
City of St. Petersburg Scooter Share Pilot Program	City of St. Petersburg
District One Regional Planning Model (D1RPM) Connected & Automated Vehicle (CAV) Implementation and Comparative Level of Service (LOS) Evaluations of Future Year Traffic Impacts	FDOT District One
Freight and Goods Movement Plan	Martin MPO
Hillsborough County's Approach to Context Classifications	Hillsborough County's Community & Infrastructure Planning
I-95/Gatlin Boulevard Jobs Express to Context Classifications	St. Lucie TPO
Mayor Castor's Crosswalks to Classrooms Program	City of Tampa
MetroPlan Orlando's 2045 Metropolitan Transportation Plan	MetroPlan Orlando
Miami-Dade TPO "Taste of Transportation" Virtual Outreach Series	Miami-Dade TPO
Mobility Week Virtual Conference Center	FDOT
Mobility Week Virtual Public Engagement Space	FDOT District Four
Piney Point Road Needs Assessment	FDOT District One

FDOT District One Planning Studio	FDOT District One
Port Manatee Capability, Capacity, and Surface Transportation Network Study	FDOT District One
Safe Streets Pinellas	Forward Pinellas
Sarasota Bradenton International Airport Master Drainage Plan	Sarasota Manatee Airport Authority
School Routes Analysis - Pilot Project	Space Coast TPO
Speed Management Action Plan	Hillsborough MPO
SR 405 Economic Impact Analysis	East Central Florida Regional Planning Council
Tallahassee-Leon County's Virtual National Bike Month 2020	Tallahassee-Leon County Planning Department
TDP & TDSP Coordination Guidebook	FDOT and the Florida Commission for the Transportation Disadvantaged (FCTD)
Transportation Planning Equity Assessment	Broward MPO
University Area Multimodal Feasibility Study – Tampa, Florida	FDOT D7 ISD/ Modal & PLEMO
Vision Zero Action Plan & Toolkit	Space Coast TPO
Welaunee Arch Master Plan	Tallahassee-Leon County Planning Department

EXCELLENCE IN TRANSPORTATION PLANNING

2020 Bridge Reevaluation Study

Collier County Growth Management

Improved connectivity and safety have been longtime priorities for Collier County Growth Management - Transportation Planning. In 2008, Collier County completed the East of 951 Horizon Study for Bridges to evaluate missing bridge connections on Golden Gate Estates roadways based on system-wide infrastructure needs. The study ranked 12 bridge locations based on criteria related to emergency response, service efficiency and mobility.

Since that Study, only one bridge was constructed. In 2018, County voters approved a one-cent infrastructure sales surtax and funds were collected starting in 2019. The remaining 11 bridges were designated to receive proceeds from the surtax. In 2020, Bridge #2 was placed in the County's work program for construction.

The County's Transportation Planning Team then began the 2020 Reevaluation Study to confirm the validity of the remaining 10 bridge locations. The team focused on the same criteria in the original study, e.g., reducing travel/response times, improving connectivity, and establishing more evacuation routes in the Golden Gate Estates Area.

The team interviewed all the public service agencies and reconfirmed the continued importance of the bridge locations. To quantify the benefits, a geographic information system (GIS) application was used to identify and measure travel distances with and without the new bridges. Additionally, the existing and proposed residential parcels that could be reasonably expected to benefit from the new bridges were identified and quantified.

The Study found that there were significant benefits to each bridge location for emergency vehicle response times and residents route choice options. While the benefits are easily understood, the Study did consider that there are negative impacts to existing/future residents. Just as the team was ready to bring the analysis to the public, the COVID-19 pandemic shut-down public meetings. Virtual public meetings have now become the new normal, but in the early summer of 2020, they were an innovative approach to public participation.

The team knew the adjacent property owners did not perceive any benefits to the bridges on their dead-end streets. Any benefits in trip length reduction, reduced response times for 1st responders, enhanced access, and connectivity, did not outweigh their perceived negative impacts. The team also understood that statistics and data about the greater community good were not what property owners wanted to hear and could not be easily conveyed virtually.

The team developed and held 7 virtual neighborhood meetings. These meetings were designed to share important project information and provide an opportunity for citizens to share concerns, ask questions and provide comments for the Study record. The team mailed meeting notifications to all affected homeowners and, using COVID-19 precautions, placed door hangers on every home within the project limits. This effort was well received by residents and allowed for the public involvement to continue even through the pandemic. Through the innovative public involvement, the team was able to hear the concerns of all the stakeholders and effectively evaluate all aspects of each location. The team will recommend approval of the Study and the construction of 5 bridges in the early spring of 2021.

ARTIDA

FDOT District One

The ARTIDA study consisted of an analysis of five District 1 airports and the major freight generators, either on-site, or within a five-mile study area. District 1 is home to expanding industrial/warehousing facilities, many of whom are operating within a "just-in-time" business model. As these development sites grow, so too does the strain on local roadway capacity, affecting all system users.

The ARTIDA study incorporated freight-tenant interviews, existing and future traffic analysis, freight throughput volume analysis, and existing conditions analysis.

The study ultimately yielded recommendations for roadway and rail network improvements based on the quantitative factors described above. In addition, a land use analysis identified existing industrial uses as well as future industrial growth opportunities within each airport's study area.

Bicycle & Pedestrian Facility Needs Prioritization Tool (BPTool)

FDOT District Six PLEMO

Innovation is commonly defined as creating new methods and approaches to what has traditionally been done. Tiffany Gehrke, the Bicycle/Pedestrian Coordinator & ADA Coordinator for District Six, exemplifies this trait. One area that notably stands out is her commitment and dedication to changing the status quo for pedestrian and cyclist safety. Evidenced through her leadership in the development of a data-driven Bicycle & Pedestrian Facility Needs Prioritization Tool (BPTool), she proactively seeks ways to support and advance safety initiatives for the most vulnerable users.

The BPTool is an interactive web-based tool that communicates and highlights State Highway System (SHS) bicycle and pedestrian priority segments in an objective, data-driven manner using safety, equity, demand, and connectivity measures. The tool will help the District and the State in achieving the goals set forth by Secretary Thibault's focus on the Vital Few, which among others include improving safety, enhancing mobility, and inspiring innovation. This tool creates transparency, consistency, encourages collaboration, and provides immediate opportunities to improve pedestrian and bicycle facilities in an organized, prioritized manner. Specifically, this data-driven tool and resulting list of objectively prioritized SHS segments provides value within three FDOT functions:

Project Development: Districtwide, project managers can view a SHS facility/segment priority level for bicyclist and pedestrian needs within a study area and related data.

Work Program Support: The tool includes the Work Program, automatically linking upcoming projects with the prioritized SHS segments providing a quick and easy way to identify opportunities to integrate bicyclist and pedestrian needs. Ideally these opportunities are identified in advance of scoping phases. The tool can be used to identify standalone projects for consideration in the Work Program cycle.

Performance Management: The tool may be used to develop a baseline for the District. The data should be updated routinely to then track progress and assess if changes are needed to achieve Vision Zero.

Ms. Gehrke’s dedication to innovation goes beyond its development. Since completion, she has presented the tool to offices within the District to inform her colleagues on its usefulness while also using it as an opportunity to gather feedback to ensure its synergy with other ongoing activities. Ms. Gehrke also presented the tool to the District’s Management Counsel and the Executive Committee, where she received high praise. She has hosted several group virtual sessions with municipalities throughout the District to inform our transportation partners of the District’s ongoing efforts to plan for and improve the bicycle and pedestrian network. Her goal is to seek innovative solutions, to effectively change how we plan for, prioritize, and implement pedestrian and bicycle facilities, as well as, to provide a safer more connected system. In a little more than 2 years she has become an ambassador for District 6. We are grateful for her dedication and passion and look forward to seeing how she uses innovation to create positive change for years to come. Tiffany is a true public servant and takes pride in the communities she represents.

City of Lake Alfred Corridor Vision Plan

City of Lake Alfred

The City of Lake Alfred approached District One's Planning Studio for assistance with speed management through town along the US 17/92 corridor. They desired a more walkable community that allowed for business revitalization. The planners and engineers involved asked stakeholders, the public, and elected officials to be open and bold in thinking through possible solutions to address their long-term goals and present-day need. This study utilized opportunities presented by the study to assist the City in drafting a plan that transforms the six-lane one-way pair state roadway that bifurcates the town to a corridor that better supports the goals of Lake Alfred's 2013 Downtown Master Plan to see a revitalized, vibrant, and connected downtown.

The short-term recommendations focused on enhancing east – west mobility by removing the continuous right turn lanes on the corridor while adding a westbound left-turn lane on Pomelo Street at Shinn Boulevard. This can be achieved without impacting drainage and allows for the inclusion of landscaping and possible bioswales that can vary in with to provide horizontal deflection of the travel lanes. This deflection is a design feature that assists in reinforcing the desired target speeds, which is 25mph in this case. The addition of the left turn lanes on Pomelo St at Shinn Boulevard can be achieved with restriping. This would reduce delays in the short-term and give time for the County and FDOT to develop long-term options.

The mid and long term recommendations aim to rebuild US 17/92 to support the future vision for the City as a pedestrian-friendly destination centered on a sustainable and prosperous urban Downtown Core. Mid-term recommendations are for the City to invest in infrastructure that support higher density development and multimodal travel. For example, the City was recommended to enforce the land development regulations and implement pedestrian supportive private development in the downtown core as well as an evaluation of current land development codes and overlays to address parking requirements, low impact design treatments, and bicycle infrastructure and facilities. The long term recommendation is to program a PD&E to evaluate different lane configurations such as taking the one-way pair to a two way function.

This collaborative effort to transform the state roadway through the City of Lake Alfred is innovative in its aggressiveness to identify proven roadway solutions that address the various needs of corridor users, outlining of cost-feasible steps to transform the corridor, and development of recommendation for elements inside and adjacent to the roadway. This holistic study with a focus on implementation sets the standard for FDOT planning studies.

City of Sarasota US 41 Roundabout Corridor

City of Sarasota

The City of Sarasota adopted the Bayfront Connectivity Plan in 2007, with the objective to reconnect Downtown to the Bayfront with an emphasis on pedestrian comfort, and to changes the current relatively high-speed, pedestrian-unfriendly character of US 41 while maintaining the high traffic volumes on the corridor. The plan calls for the implementation of modern roundabouts along the entire US 41 corridor to meet the project objectives. This year, the City completed three (3) of these roundabout projects in partnership with the FDOT: the intersection of US 41 at Fruitville Rd, US 41 at 10th St and US 41 at 14th St. The roundabouts have already improved traffic flow and safety for all modes of transportation along the corridor, as well as reducing vehicle emissions and enhancing the resiliency of this important corridor. There are five (5) additional roundabouts on US 41 in the City in various stages of planning and construction in the current FDOT Work Program at the intersections of US 41 and Gulfstream, US 41 and Myrtle St, US 41 and Martin Luther King Jr. Way, US 41 and Main St, and US 41 and Ringling Blvd.

City of Port St. Lucie Multimodal Plan

City of Port St. Lucie

The City of Port St. Lucie is proud to be the hometown where 201,846 residents live, learn, work, play, and celebrate all of life's opportunities. Located on the Atlantic coast, Port St. Lucie is the 7th largest city in the state.

On an annual basis the City of Port St. Lucie participates in The National Community Survey™, conducted by the National Research Center. When asked what the top three priorities were, they would like the City to focus on in the next year, approximately 62% of respondents cited issues that had to do with mobility. In the COVID-19 era, using accurate surveys such as the National Community Survey provides valuable feedback without risking safety; proving to be an innovative approach to public engagement.

To address citizen concerns on mobility, the City Planning Staff acted as a leader in the future of transportation planning by implementing a multimodal plan to improve mobility goals:

- Incorporate all users
- Address mobility challenges
- Reduce congestion
- Increase safety
- Promote the pedestrian environment
- Provide traffic calming strategies
- Integrate transportation technology innovation
- Program Micromobility and Microtransit options
- Provide for multimodal infrastructure improvements

Throughout the development of this plan, city leadership was highly involved in the analysis and recommendations of this plan. One-on-one meetings with key city officials and representatives, including the Office of the Mayor and City Council. In addition, the Multimodal Plan was developed through extensive collaborations with the Parks and Recreation Department to ensure consistency in planning and vision, particularly as it refers to creating a network of active travel corridors. Other stakeholders involved included Public Works, Planning, and the Police Departments.

This plan was developed in close coordination with the St. Lucie Transportation Planning Organization (TPO) and the Treasure Coast Connector (TCC) staff. Therein, the Plan aligns with county and regional mobility.

The Multimodal Plan did not strive to replace guiding documents which transportation planning relies upon. Rather, the Plan took the approach of reviewing these guiding documents and providing recommendations on how to better align with their principals. Some such documents include FDOT Complete Streets Implementation Plan (2015), FDOT Design Manual (2019), Florida Greenbook (2018), Manual on Uniform Traffic Control Devices, Florida Transit Oriented Development Guidebook (2012), and the Long Range Transportation Plan (LRTP) just to name a few.

Planning for the Future of Mobility. The Multimodal Plan incorporated all these governing documents and assessed best practices for mobility. Some such topics include TOD planning, Transit-Based Walkability, Equitable Mobility, Safe Speeds, Shared Mobility, Micromobility, ACES (Autonomous, Connected, Electric, Shared), and Microtransit.

Implementing Multimodal Changes. The conclusions of the Plan include key goals targeting improvements in Infrastructure and Neighborhoods, Sustainable Growth, and Regional Connectivity. Additionally, the Plan includes an "Active Travel Network Vision Plan" map to guide improvements and a priorities multimodal project list to ensure mobility improvements are given preference.

In the short time since the October 2020 adoption, the City has begun implementing several projects and planning efforts. Some such projects include area-wide speed limit reduction on local streets, Bicycle Friendly Communities designation, targeted corridor planning studies to provide land uses compatible for walkability, design of new trails to connect neighborhood "gaps," and a BEEP autonomous vehicle route.

Ongoing efforts include a city-wide pedestrian safety campaign, implementation of a micromobility electric scooter pilot program (Bird), and TSM&O expansion.

Port St. Lucie is excited to make the mobility shift from a sleepy bedroom community to a vibrant multimodal city. We appreciate your time in review of our request for consideration.

City of St. Petersburg Scooter Share Pilot Program

In 2020, a year that demanded innovation and demonstrated a need for outdoor recreation options, the City of St. Petersburg implemented an 18-month E-Scooter Pilot Program. Serviced by two operators, Razor Scooters and Veo, the approximately 13 square mile service area has 725 devices in operation. E-Scooters have been a micromobility industry disrupter for a few years, however they City chose to exercise caution in the development of its program. Through extensive research in markets, both in Florida and nationwide, and through ample public outreach, the City crafted a program that stands out from other communities; most notably is the City-managed parking corral system. With the program service area being mostly in the downtown core and abiding by City Ordinance that the devices are not operated on the sidewalks, space for device parking was extremely limited. The City opted to utilize unused pavement within the ROW to convert and use for established parking corrals of devices that is used jointly by the operators, with several located immediately adjacent to the City's established bike share creating micromobility hubs. Users are required to begin and end their rides within these corrals or experience penalties. With these requirements in place the number of abandoned devices has been extremely low in comparison to other cities, even within our region.

Along with the innovative way of managing corrals, St. Petersburg has also implemented an Equity Zone for deployment of devices to better serve lower income communities while simultaneously providing Veo and Razor a mechanism to lower the cost of their operations. Overall, the program is a net-zero cost to the City as it's funded with ROW Usage fee from the operators of $1/device/day. Those funds cover the costs to maintain the parking corrals with any remaining funds invested in additional bicycle and pedestrian infrastructure. However, the equity zone incentivizes deployment of devices within the predetermined zone by waiving this fee, in turn providing access to riders in lower income areas and lower the ROW Usage fee assessed to the operators. The Equity Zone was determined by the City after evaluating indicators such as median income and percentage of households without a vehicle within the census tracts located in and around the E-Scooter service area. Roughly 15% of the parking corrals are located within the Equity Zone while almost 20% of scooters are deployed in those corrals.

Overall, the approach taken by the City led to approximately 55,000 rides in the first two months of operations with few incidents and the ability to reach many unique users. The program itself has helped to enhance the City's transportation options and economic development by providing additional access to businesses, especially those located within Downtown St. Petersburg and in the adjoining business districts. Further it has served as a model for scooter programs in other Florida cities as St. Petersburg has shared both its scooter regulatory framework and solicitation documents upon request.

District One Regional Planning Model (D1RPM) Connected & Automated Vehicle (CAV) Implementation and Comparative Level of Service (LOS) Evaluations of Future Year Traffic Impacts

Today's new vehicles become increasingly equipped with Advanced Driver-Assistance Systems (ADAS) with Level 1-2 or even higher automation capabilities. It is predicted that half of the vehicles sold and 40% of vehicles on the road will be equipped with ADAS by the 2040s. It is expected ADAS vehicles will likely have connectivity in the near future, making them connected & automated vehicles (CAVs). Florida HB 7027 recommends MPOs consider advances in vehicle technology when developing long-range transportation plans and requires FDOT to accommodate vehicle technology advances when updating the Strategic Intermodal System Plan. However, the effects of CAV on roadway performance (e.g., capacity) remain unclear.

Thus, it is important to begin assessing the impact and the potential changes that multi-modal CAV technology could bring. Otherwise, it would be difficult for relevant agencies (e.g., MPOs and state DOTs) to make appropriate and cost-effective long-term planning decisions in the coming decades when the ongoing developments in CAV technology may rapidly progress and fundamentally change the characteristics of transportation facilities. For instance, in an optimistic scenario, CAV technology could increase roadway capacity and reduce the need for future additional infrastructure spending.

To address this need, District One has implemented methods to enable the existing 2045 transportation planning model to incorporate the impacts of mixed multi-modal traffic with CAVs. While most existing studies made various assumptions on mixed traffic characteristics, we use field experiments and real-world data to calibrate and verify the model. Indeed, preliminary work by Professor Xiaoping Li, PhD, at the Center for Urban Transportation Research (CUTR) at USF, indicates that his testing of autonomous vehicles, provides a conservative estimate of the effects of platooning on roadway capacity. There has been ongoing collaboration with CUTR, FDOT Forecasting and Trends Office, Office of Policy Planning and Florida Model Task Force.

The D1RPM includes the model network currently used for the 2045 LRTP (which includes Managed Lanes; No Tolls on Managed Lanes, open to all traffic and provides ramps to/from General Use lanes). In the model there are three trip purposes to determine traffic splits by vehicle type: CAV, non-CAV and Heavy Trucks. These volumes are combined to determine the link saturation rate during each assignment step. Initial Capacity is factored by a lookup table of rates based on facility type and AV saturation rate to yield a new link capacity for the next assignment iteration during the model run (not as a post process procedure).

As implemented in the 2045 LRTP update, each MPO was given an analysis of level-of-service (based upon Q/LOS tables level-of-service D, for urban arterials (not model capacity) at the 30% and 70% CAV saturation rate. By comparing roadway projects which are no longer expected exceed capacity at the 70% level, roadway improvements may be identified and moved down in priority or be eliminated.

Capacity increases significantly once exclusive CAV lanes are modeled and as the CAV saturation rate increases. Potential future model refinements may include exclusive CAV; Tolls; Alternate Ramp Locations; and adjustment to the CAV capacity table.

Freight and Goods Movement Plan

The Martin MPO nominates its Freight and Goods Movement Plan for the Planning Innovation of the Year Award. In 2020, this Innovation had a profound impact on the understanding of goods movement in the community, the role that trucking plays in our daily lives, and how transportation freight mobility is critical to the economic success of all communities – large and small. Martin County does not have a cargo airport, seaport or a major intermodal facility but they experience a significant amount of pass through truck and railroad traffic on the major transportation facilities. Even in the quaintest of communities, stores and restaurants need to be stocked appropriately, small manufacturers need to get the raw materials and local businesses need to receive packages, office supplies, and other goods. The effort resulted in a comprehensive planning document with a program of short, medium, and long-range freight related projects. Stakeholders agreed it is beneficial to the community, and industry-at-large, to continue coordinating on freight priorities, safety and security, emerging technologies and educating the public on the importance of goods movement.

During the development, this innovation demonstrated resourcefulness, collaboration and partnership to obtain input on the nexus between goods movement, quality of life, and community development. A Stakeholder Advisory Committee (SAC) was developed including governing agencies and freight stakeholders to provide a forum for essential input and feedback. The freight stakeholders provided in depth testimonials on the issues that they face every day: poor roadway conditions on rural highways with narrow to no shoulders, high speeds and a lack of passing zones; very little, if any, truck parking available; lack of security for truckers; cargo theft, stolen trailers; long crash clearance times on rural roads; lack of support from local land use policies for parking; and the need for a public educational campaign to understand the role the industry plays in our communities.

Overcoming challenges due to the COVID 19 Pandemic, SAC meetings were held virtually and were dynamic, engaging and productive as discussions led to immediate, and specific actions. Some notable results included:

1. Need for truck parking as a safety and industry issue
2. Widen paved shoulders of upcoming resurfacing projects on US-98 and US-1 to address safety issue of narrow shoulders
3. Develop safety criteria to address the severity and reliability of impacts of crashes on rural highways
4. Reach out to the community to share FDOT updates on Roosevelt Bridge restoration project
5. Coordination to set up staging areas to hand out Personal Protective Equipment to drivers, and
6. Designate a Freight Transportation Advisory Committee that supports MPO freight related project priorities, increased safety and security, emerging technologies and educating the public on the importance of freight and goods movement.

This Innovation established positive relationships between government agencies and freight stakeholders to identify freight transportation needs, develop strategies for improved and safer freight movement, and educate the community about the role that trucking plays in their daily lives.

Hillsborough County's Approach to Context Classifications

Hillsborough County's Community & Infrastructure Planning Department has developed an innovative Context Based Classifications system for their arterial and collector roadways within the unincorporated County. A Complete Streets Manual and Design Manual are being developed as part of that system. This Context Based system gives Hillsborough County powerful tools to combat high crash rates within the road right-of-way and establishes comfort levels for all modes of transportation.

The County's Context Based Classification system classifies roadways based upon the ultimate planned development for the areas they are located in. This will guide the County's investments in their transportation network while creating an innovative multimodal transportation system needed to support sustainable growth and development. Doing so furthers the Strategic Highway Safety Plan goals and objectives of eliminating fatalities and reducing serious injuries on County roads.

The methodology for assigning context designations is derived from the Florida Department of Transportation's (FDOT) context classification system. FDOT's context classifications are based on the existing built environment. Beyond FDOT's methodology, the County focused on specific community plans and visions, future land uses, planned development patterns and multi-modal needs. Given the difference between the existing built environment and the localized future and planned environments, variations and innovations were made to FDOT's context classification system.

The following Context Classifications were established for Hillsborough County:

- FDOT's C1 (Natural) and C2 (Rural) categories were combined. This is due to the consistent and prevalent rural areas and fewer all-natural parcels.
- FDOT's rural town category was redefined to Suburban Town (C3T). "Towns" within the County serve suburban communities, some with small well-defined town centers.
- FDOT's categories of Suburban Residential (C3R) and Suburban Commercial (C3C) remained.
- FDOT's urban general category (C4) was used where existing and future pockets of dense urban development are identified. FDOT's C5 (Urban Center) and C6 (Urban Core) were more appropriate for areas with higher density and building heights associated with downtown or regional activity centers, so they were not used in the County's Context Based Classification.

As part of the Context Based Classification System development, the County prepared a Complete Street Manual. Through identification of the types of users within a roadway right-of-way, it refines the context classifications and provides a decision resource that guides transportation planners and engineers toward implementing the communities vision for the corridor. The Manual establishes roadway typologies with elements prioritized and target speeds identified as appropriate for the ultimate roadway users.

The County's Public Works department is concurrently developing a new Design Manual. The Design Manual will provide enhanced design guidance for safety, multi-modal and context-sensitive design applications for each established Context. Context Based Typical Sections are being prepared to guide Context elements and design of street improvements.

Throughout this process, partnerships were established between Hillsborough County's MPO, FDOT, Transit Agency (HART), and departments within the County including: Community and Infrastructure Planning, Development Services, Public Works, Public Utilities, Environmental Management, and Fire and Rescue. Public workshops will take place to engage the community and the planning/engineering professional industry.

I-95/Gatlin Boulevard Jobs Express to Context Classifications

The I-95/Gatlin Boulevard Jobs Express Terminal Project located in Port St. Lucie which is currently under construction represents the ultimate in planning innovation and collaboration. The project was conceived almost a decade ago by the St. Lucie Transportation Planning Organization (St. Lucie TPO) to address the need to provide mobility options for the more than 15,000 commuters a day from the Treasure Coast Region to jobs in the three South Florida Counties of Palm Beach, Broward, and Miami-Dade.

Since its conception, the project evolved to a multimodal transportation hub that not only supports the regional commuter trips but provides Connected, Efficient, and Reliable Mobility. In addition to the express regional and local bus routes and the park and ride sharing that reduce congestion, the Transportation Choices that Improve Equity and Accessibility include bike racks and lockers and multi-use trails to and from the project.

Requiring a true multiple partnership to overcome the challenges, the project is located beneath FPL High-Voltage transmission lines and repurposes fallow land for public use. This preserves other nearby properties for business use and revenue and tax generation along the high-volume commercial corridor which reinforces the cost effectiveness of the project. With half of the property owned by FPL and the other half owned by the City of Port St. Lucie, the properties were unified with the acquisition of the FPL portion by FDOT. FPL agreed to accelerate the raising and hardening of the transmission lines at their cost to facilitate the project and further enhance its sustainability. FDOT District 4 designed and constructed the project. St. Lucie County will be operating the bus services with the City of Port St. Lucie owning and maintaining the property requiring the execution of access, easement, and O&M agreements among the multiple partners.

With the start of construction approaching, the regional planning collaboration continued with the completion of an Origin and Destination Study using “Big Data” with the support of FDOT District 4 to design express bus routes emanating from the Project that take people to where they want to go. To further utilize the opportunity, the local planning also continued with a Transportation Connectivity Study completed by the TPO to examine multimodal connectivity to and from the Jobs Express Terminal to increase safety and ensure successful access to and use of the terminal while providing safety and security for residents and visitors.

As the construction was started, the collaboration with FPL persisted with the Agile, Resilient, and Quality Infrastructure of the project including the installation of vehicle charging stations by FPL and infrastructure to support future bus charging and automated and connected vehicle technology.

From Feasibility Study though construction, the project will be completed at a total cost of $5.27 million. The I-95/Gatlin Boulevard Jobs Express Terminal is a Transportation Solution that Strengthens Florida’s Economy and Enhances Florida’s Communities and Environment. The project is a significant achievement in transportation planning in Florida that truly demonstrates resourcefulness, collaboration, and partnership.

Mayor Castor's Crosswalks to Classrooms Program

In 2020, Tampa Mayor Jane Castor launched “Crosswalks to Classrooms,” an initiative of the City’s ART on the Block program aimed to engage school children in public art and roadway safety. The program involved introducing art and color into roadway crossings near schools, by incorporating children’s book imagery and contrasting colors to draw attention to pedestrian crossings and instill a sense of pride and community ownership in public streets. Partnerships were formed between the City, the School District, PTAs, local engineering firms, artists, teachers, and students. The program was wildly successful and generated national headlines due to the innovative nature of combining traffic engineering treatments with public art and school safety. Nearly a dozen crosswalks were painted over the course of 2020, with materials donated by sponsor organizations and painted by volunteers. On National Mural Day last summer, the City installed 6 intersection murals across the City, each designed by local artists representing a theme or issue of unity that reflected the values of the surrounding neighborhood.

https://www.fhwa.dot.gov/publications/rtnow/20sept_oct_rtnow.cfm#safety-evaluation
https://www.tampa.gov/news/mayor-castor%E2%80%99s-crosswalks-classrooms-painted-crosswalk-program
https://www.facebook.com/watch/?v=2549611895352860
https://www.tampabay.com/photos/2020/07/21/painting-the-town-during-tampas-art-on-the-block-mural-day/

MetroPlan Orlando's 2045 Metropolitan Transportation Plan

Innovation in transportation planning requires commitment to try new, creative approaches and the courage to dismiss "this is how we've always done it" thinking. MetroPlan Orlando embodied innovation with our 2045 Metropolitan Transportation Plan, which was delivered on time, on budget and with excellent public participation. Planning for the future during a pandemic presented many challenges, but we let nothing stop our planning efforts.

Unanimously adopted by the MetroPlan Orlando Board on Dec. 9, 2020, the 2045 Plan for Orange, Osceola, and Seminole Counties forges a new path for the coming decades, differing from previous long-range plans in several notable ways:

- It focuses on moving people, not cars – giving Central Florida the most multimodal long range plan the region has ever had. Previous plans were primarily focused on capacity-building.
- It puts our money where our mouth is by aligning $27.9 billion in long-term investment directly with the plan's goals and objectives. Where eligible, we established flexible funding programs to achieve regional objectives.
- It considers alternative futures to futureproof the plan, giving our region a toolbox of strategies to work toward futures we want and avoid undesirable outcomes.
- It used creative public participation strategies. Though our approach completely changed during the pandemic from an in-person engagement focus to all digital, our successful pivot allowed a total of 15,973 people to engage with MetroPlan Orlando on the 2045 Plan.

Our 2045 Plan helps FDOT achieve goals and objectives for the FTP and SHSP because it uses the state's goals as a foundation and builds upon it to customize our plan to Central Florida. The result is a comprehensive plan that encourages public health, access for all, and economic prosperity. Highlights on how our 2045 Plan supports FTP & SHSP goals include:

- Safety: Safety is our top goal for all transportation users and was incorporated into both the needs assessment and project prioritization with Vision Zero safety targets.
- Accessibility & Equity: Our plan aims to increase transit frequency and improve access to essential services across all modes of transportation. Performance measures include equity by considering project proximity to underserved areas and cost-burdened households.
- Environment & Resiliency: We used a new Healthy Mobility Tool to measure public health in the transportation system. We assessed vulnerabilities and strategies to help the system be more resilient using a programmatic approach.
- Communities: Input from the public, stakeholders, and decision-makers directly shaped technical decisions in the 2045 Plan to ensure it reflected community values. Additionally, a cross-sectoral working group was convened, including community leaders, subject matter experts, and transportation planning and engineering staff.
- Infrastructure & Technology: Our plan maintains current infrastructure in good repair and supports the integration of new technologies. We identified specific funding programs to help demonstrate ACES technology in the region and to add Smart City solutions on the NHS. Scenario planning helped us further understand what we need to do to prepare the region for new technologies.

For its commitment and courage, we submit the 2045 Plan for the Planning Innovation Award.

Miami-Dade TPO "Taste of Transportation" Virtual Outreach Series

The Miami-Dade TPO is active in engaging the Miami-Dade County community in the transportation planning process. Before the COVID-19 pandemic, staff consistently went out into the community with their transportation partners to various organizations hosting transportation events and engaging with participants. Due to the COVID-19 pandemic, the Miami-Dade TPO temporarily suspended all in-person outreach activities and special events in mid-March, and as a result, the "Taste of Transportation Virtual Lunch Series" was implemented. This fast-paced, strategy included reaching out in a focused manner by implementing the virtual outreach events (VOE) based on the 2045 Long Range Transportation Plan's designated Transportation Planning Areas (TPA). The TPO administered each VOE with Host Chance, the TPO Master Chef, and the main Chefs from each transportation partner agency. To keep it lite and engaging for the audience (Taste Testers), all presenters provided quick, 3-minute updates regarding their transportation-related activities within the respective TPA. To promote the VOEs, the TPO developed flyers that were distributed through virtual e-blasts, social media channels, and Weekly e-Newsletters to residents and community members and partners. Following the VOEs, the recordings, with tailored opening and closing sequences, were posted to the TPO's YouTube channel, and disseminated to the general public through Weekly e-Newsletters and social media channels. In 2020, the TPO conducted the first three of seven TPA virtual outreach locations:

- TPA 1 "Beach" on September 22nd (22 sq. miles)
- TPA 2 "Central" on October 28th (53 sq. miles)
- TPA 3 "North" on December 8th (75 sq. miles)

This virtual outreach series, which will continue throughout 2021, also provided an opportunity for residents to ask questions directly of the participating transportation partner agencies: Miami-Dade Aviation Department (MDAD), Citizens' Independent Transportation Trust (CITT), Florida Department of Transportation (FDOT) District Six, Florida's Turnpike Enterprise (FTE), Miami-Dade County Parks, Recreation and Open Spaces Department (PROS), Miami-Dade Department of Transportation and Public Works (DTPW), South Florida's Regional Transportation Authority (SFRTA)/Tri-Rail, and South Florida Commuter Services (SFCS). The Miami-Dade TPO has historically emphasized the importance of networking with partner/sister agencies and community organizations. Whether it is for the purpose of technical assistance or just to form a new relationship, there is so much that can be accomplished through strong partnerships and pooled resources. The TPO has found great success in this VOE series because it combines entertainment with education regarding current local transportation activities and events.

Mobility Week Virtual Conference Center

Mobility Week is a statewide celebration of week-long activities each year promoting smart, efficient, and safe transportation choices. In previous years, a series of in-person events are held to reach kids, adults, and seniors with messages about safety and multimodal options. For 2020, Mobility Week demonstrated resilience by providing a virtual platform for statewide partners and creating greater synergy and visibility.

Planning for the Mobility Week campaign began in early 2020, just as it was becoming clear that a public health crisis was going to impact the entire United States. Whereas many organizations found their public involvement and outreach efforts suddenly "on hold" due to the global pandemic, the Mobility Week team demonstrated resourcefulness and integrated new technology to create a Mobility Week Virtual Conference Center (https://vmr.vhb.com/v/OAzAVDaajQp). The Virtual Conference Center showcased innovative programs and projects from across the state, developed in partnership with each District office, M/TPOs, transit agencies, and non-profit organizations. The FDOT Secretary Kevin J. Thibault, P.E. welcomed virtual visitors to the main hall, where they could learn about Alert Today Florida, the Love to Ride Florida challenge, Safe Mobility for Life, the Florida Transportation Plan, and more. From this main hall, a virtual elevator transported visitors to a "floor" for each District that included information about projects specific to their area of the state. Notably, each District Secretary was featured in their virtual room, inviting virtual guests to explore the information and learn more about local multimodal projects.

District One emphasized bike/ped safety, Dynamic Envelope Railroad Crossings, their Commuter Assistance Program, and transit agencies. District Two used their virtual room to host their 2020 Bike Lane Design Contest, featuring last year's winning designs as an inspiration. District Three provided information about their commuter services, and each of their transit agencies and regional planning councils. District Four celebrated their South Florida Commuter Services program, highlighted innovative projects, and featured their transit agencies. District Five partnered with Bike/Walk Central Florida and each of the M/TPOs to provide information on their programs, highlighted the reThink Your Commute program, and provided portals to view the Multimodal Transportation Workshop series. District Six emphasized bike ped projects from across the region and incorporated South Florida Commuter Services. District Seven worked closely with Bike/Walk Tampa Bay to provide safety information, highlighted the Commute Tampa Bay program, and featured their transit agencies and partners.

By implementing this series of virtual rooms, the team was able to overcome challenges and made the most of new opportunities. This was also a cost-effective strategy to provide educational materials and outreach across the state. There were 11,770 visits to the Virtual Conference Center, allowing the 164 partners to make the most of their Mobility Week efforts during the pandemic.

Mobility Week furthers the Florida Transportation Plan goals of reducing pedestrian and bicycle fatalities and serious injuries and providing transportation choices. It also supports the Strategic Highway Safety Plan's pedestrian and bicycle emphasis area and furthers the Vital Few objectives of enhancing mobility, improving safety, and inspiring innovation.

Mobility Week Virtual Public Engagement Space

Wibet Hay is a professional with the Florida Department of Transportation, District 4. Prior to joining the District March 2007, she worked with the Department of Revenue and Fort Lauderdale Hospital. In her capacity as Multi-Modal Coordinator Wibet shines as a leader in transportation planning in Florida now and even in during 2020 – a particularly difficult year. When it comes to in-person collaborations which went virtual and maneuvering work schedules to achieve milestones, her team made it possible to continue to engage the public at record levels.

Our data shows 11,770 individual visits with 35,328 link visits to the statewide virtual rooms and a total of 291 individual visits with 1,462 link visits to the District 4 room alone.

Ms. Hay made a significant contribution to Transportation Planning in Florida in 2020 by collaborating with central office, other districts, and consultants to create a series of virtual rooms for Mobility Week. Her stellar presentation to share the innovation at a District 4 Town Hall shows a continuing commitment to engaging the public and making significant achievements in Transportation Planning in Florida.

This first-year virtual event highlighted community and land use connection with transportation planning, as well as our numerous travel choices in Southeast Florida. This included partnerships with our six County Transit Agencies, Tri-Rail Commuter Rail, and pulling all these choices together through our District 4 and 6 Regional Commuter Services Program.

This virtual room tool may be viewed at this link for more information: https://vmr.vhb.com/v/40zdeb58jDR.

One of the cornerstones of the FDOT is keeping the citizens of Florida informed and show that we are good stewards of the resources we manage. Ms. Hay and the rest of the Mobility Week work team helped achieve Florida Transportation Plan (FTP) and/or Strategic Highway Safety Plan (SHSP) goals and objectives of public engagement. They demonstrated resourcefulness, collaboration strong partnerships by working alongside Newton Wilson and Larry Merritt and employed cost effective strategies by using the recently launched tool, MS Teams to its fullest potential. By keeping the week's events 100% virtual, traffic to the traditional location was at a minimum and by virtue of lower traffic volumes, they increased safety and simultaneously reduced congestion. By supporting the integration of new technology, the team's efforts have led to the enhancement of the Department's resilience to overcome challenges and utilize opportunities presented by the project.

Piney Point Road Needs Assessment

The Piney Point Road Needs Assessment was undertaken by Keith Robbins at FDOT District 1. This study recognized the potential need for improvements to the SIS connector roadway.

Piney Point Road is the primary entry/exit route for trucks and vehicles at Port Manatee. Piney Point Road connects Port Manatee's North Gate to US 41. The roadway is a critical link, acting as the departure and arrival point for freight bound for various locations throughout the region and state. There are also two at-grade rail crossings over Piney Point Road.

At the time of the report, Piney Point Road was experiencing several structural issues and in need of maintenance and repair. This study evaluated existing conditions on the roadway and forecasted future traffic conditions based on AADT and gate counts from Port Manatee's North Gate.

Stakeholder coordination and collaboration was also vital for this project, producing important feedback from the Sarasota/Manatee MPO, Manatee County, and Port Manatee. Collaboration with the MPO was critical as they provided Streetlight travel data to better analyze the origin and destination of freight and vehicles using the roadway.

This report ultimately produced several recommendations for further study and improvements of the roadway. It also painted a clear picture of the importance of Piney Point Road to the movement of goods to-and-from Port Manatee. It is the intent of the recommendations from this report to serve as a foundation for future projects that will increase safety, reduce congestion, and enhance resilience.

FDOT District One Planning Studio

Planning Studio is an innovative approach to project planning, developed by Florida Department of Transportation District 1, to identify and implement safe multimodal transportation strategies that are supportive of community goals throughout the District, particularly along its state roadways. It achieves the vision and interrelated goals of the Florida Transportation Plan that aim to strengthen Florida's communities, economy, and natural environment through safe, resilient, and quality transportation infrastructure for people and freight. Planning Studio's primary goal is ensuring that transportation projects and strategies align closely with communities' visions and values. It builds broad acceptance of transportation strategies through collaborative and informed decision making.

Planning Studio strongly links planning and project development, building efficiencies into project schedules and implementation, and providing the technical evidence needed for integrated transportation and land use strategies. It is a catalyst for interagency coordination, context supportive strategies, improved multimodal safety, economic development, and community revitalization. The Planning Studio approach generates foundational and contextual information needed to identify and implement mutually supportive transportation and land use strategies, moving communities toward their desired futures.

The approach consists of two phases, "Context Setting & Corridor Vision" and development of a "Corridor Action Plan." The first phase focuses on two key questions: "Where are we now?" and "Where do we want to be in the future?" During this phase, the project is launched, data is collected, existing conditions are assessed, and a corridor vision is developed in a partnership with diverse stakeholders and the public. During the second phase, land use and transportation policies and strategies supporting the community vision are identified, and an implementation plan is created. This phase focuses on answering the questions: "What options do we have to achieve our vision?" "What is our preferred way forward?" and "What actions are needed to realize our vision?" Robust community engagement occurs throughout all phases.
Since 2019, the Planning Studio approach has been successfully applied to three District 1 corridors: US 17 in Winter Haven; US 17-92 through Haines City and Davenport; and SR 70 traversing the state. This integrated planning approach has been well-received by communities and stakeholders as a proactive approach to achieve broad community objectives including multimodal safety, livability, economic development, environmental preservation. Notable components of vision and action plans include:

- Conceptual design of a pedestrian plaza on an under-utilized street, physically and visually connecting a public dock to the downtown commercial core, supporting improved multimodal connections and economic development in Winter Haven.
- Alternate and parallel routes to the US 17/92 corridor, providing variety in travel paths for both regional and local users, reducing congestion on US 17/92 and providing a network that better balances mobility and accessibility needs, enhances multimodal connections, and promotes safe and convenient movement for all users.
- Conceptual design of a 'River to Ridge Parkway' integrated into the SR 70 corridor with multimodal provisions and scenic overlooks and implementing strategies within the cities of Arcadia and Okeechobee's downtown fabric to calm traffic, improve multimodal safety and accessibility, and strengthen the downtown character.

Port Manatee Capability, Capacity, and Surface Transportation Network Study

This Port Manatee capacity study was undertaken by Keith Robbins at FDOT District 1. The purpose of the study was to research and identify future capability and capacity improvements utilizing current and potential future Port Manatee properties, existing infrastructure, and identification of new infrastructure and facilities. This study is a result of the continued growth at the Port, and subsequent demands on its infrastructure.

This process also identified forecasted growth to include specific projects on and off port that improve cargo and traffic flow on the existing roadways and port connectors.

The study involved extensive coordination with Port Manatee staff and their tenants to acquire a comprehensive understanding of commodities and throughput volumes at the Port.

The end goal of the study was to produce recommendations and research that helped to maximize Port Manatee's freight movement and handling capabilities.

Safe Streets Pinellas

Sarah Caper is a principal planner with Forward Pinellas and she manages a new, innovative Safe Streets Pinellas, which is a collaborative effort to create a transportation system that is safe for pedestrians, bicyclists and vehicles. The goal is for no one to be killed or seriously injured using the roadways in Pinellas County.

When COVID put a damper on their in-person Kick-Off Summit, the Safe Streets Pinellas team under the direction of Sarah Caper, quickly revamped the program launch as a virtual, eight-week event utilizing a social media campaign that included:

- Website with interactive maps where citizens can "pin" locations of concern
- Fun, transportation, and safety related trivia questions
- Virtual art contest where artist of all ages and media expressed their vision of "safe streets"
- Online Pledges for citizens to "Pledge Towards Zero" indicating one safety action step they could take in their own lives.

Each week through the MPO's website, blogs, and email blasts, the team provided new, creative opportunities for the public to engage with the MPO. Over the eight-week period, over 1,700 citizens participated in the virtual events.

The information gathered was then used to develop the recently completed Safe Streets Action Plan. The Action Plan is a data driven analysis that identifies high injury network and hot spot locations. It includes a toolbox of engineering countermeasures and has low-cost countermeasures, like education and technology. The Action Plan can be found at www.forwardpinellas/safestreets.

Sarah Caper and her team are also taking action by setting up Safety Demonstration Projects throughout the county to show the importance of using a range of tools and their effectiveness to promote safety for all modes of travel.

The first Safety Demonstration Project was in Clearwater and demonstrated safety benefits of the recently installed Rectangular Rapid Flashing Beacon (RRFB) on the Duke Energy Trail crossing off Nursery. This was a free, educational event which staff was on hand to demonstrate how RRFBs can be used to make streets and intersections safer for people who travel in Pinellas County every day.

Other planned Safety Demonstration Projects include:

- Elements of a Protected Intersection: This educational event is being conducted with the City of St. Petersburg at the intersection of 1st Ave S at 2nd St and provide information to citizens on the elements of a protected intersection.

- Elements of an Innovative Safe Pedestrian Crossings: This educational event is being conducted with the City of Indian Rocks Beach to demonstrate effective pedestrian safety mitigation strategies as raised crosswalks, signage plans, and "green paint" bike lanes.

- Commitment to Excellence: As you can see, Sarah's passion for safety, transportation, and ability to bring creative ideas to reality have all been utilized in Forward Pinellas' innovative Safe Streets Pinellas project.

Sarasota Bradenton International Airport Master Drainage Plan

Water management and environmental planning are often secondary considerations for airport and transportation planning. However, the increasing need to protect Florida's water resources and environment, airport safety issues related to wildlife attraction to some water management features, and the ability to permit planned projects make this a primary planning concern. The Florida Department of Transportation funded a master drainage plan project at the Sarasota Bradenton International Airport to address these concerns and issues. The project uses state-of-the-art modeling techniques and the data from the FDOT Florida Statewide Airport Stormwater Study to meet the dual objectives of "Clean Water-Safe Airports". The planning project led directly to an FAA grant to construct all the major planned elements recommended in the master drainage plan update.

The existing water management system at the Sarasota Bradenton International Airport had pond features which were incompatible with FAA and USDA guidance on avoiding or limiting attraction of wildlife, such as birds, hazardous to aircraft operations. Development planned at the airport would require the expansion of the north quadrant water management pond from the existing 5 acres to a total of 23 acres using the presumptive design criteria. This expansion would accommodate a maximum of 55 planned acres of new impervious area but would increase potential wildlife attraction and safety concerns. Further, off-site flooding in areas north and upstream of the airport led the County jurisdictional to that area to impose a 50% post project flow reduction.

Using Computational Fluid Dynamics (CFD), water quality data from the FDOT Statewide Airport Stormwater Study, and continuous simulation models (full year rainfall, evapotranspiration, surface-groundwater interaction), a new master drainage plan was developed for the airport. The master drainage plan uses pond design features recommended by USDA/FAA and shown by the FDOT Statewide Airport Stormwater Study to reduce water and wading bird attraction. It reduced an existing 5-acre pond to a 3-acre pond with those features. It also modifies without enlarging other ponds on the airport. It re-grades and dries out four smaller wet ponds. Further, the master drainage plan improves water quality discharged from the site in the existing and planned future condition by at least 50% over the improvements that could be expected from a presumptively designed system 10 times larger. It allows for a total of 111 acres of new impervious area or approximately double the original maximum that the system could accommodate. It also reduces flood flows to the north by over 50%, improving flooding conditions off-site from the airport. To do this, the system separates some flood flows from the average annual flows that control water quality. It also uses gabion wall crenellations in the ponds to improve water quality as demonstrated in the FDOT Statewide Airport Stormwater Study. The system was permitted by Southwest Florida Water Management District. FDOT, Manatee County, and a consultant team conducted the plan.

These master drainage plan improvements are substantially completed, and the project is scheduled to be closed out by the second quarter of this year.

School Routes Analysis - Pilot Project

In 2020, the Space Coast Transportation Planning Organization (SCTPO) finalized a pilot project that conducted a School Routes Analysis at nine local schools. The purpose of the project was to analyze elementary schools for potential Safe Routes to School projects that could improve the conditions of walking and biking to school and encourage more students to walk or bike to school. The project was born out of a request from two municipalities, following several fatal crashes involving students walking or biking to school. Each municipality prioritized using a tool from National Safe Routes to School and submitted which schools were to be analyzed.

Utilizing GIS data and a technical committee of relevant stakeholders and experts, a study area was defined for each school. Within the study areas, crash data, school surveys, existing conditions, and planned facilities were analyzed, summarized, and mapped. Following the data collection and analysis, the study team held two-day work sessions at each school. The first day involved meeting and coordinating with school officials, law enforcement, technical committee members, and other relevant stakeholders to review the data, discuss problems and solutions, and develop a plan for a field review. The second day consisted of conducting a field review where we observed student arrival and dismissal, interviewed crossing guards and confirmed existing conditions. The observations, data, and discussions with stakeholders were summarized and utilized to develop recommendations and cost estimates for each school.

After review by the technical committee and school representatives, the final recommendations were presented to the local city councils that the schools were located in. The project resulted in two Safe Routes to School applications in 2020. Due to the success of the pilot project, the SCTPO feels it is a noteworthy practice and plans to fund and manage analyses at more schools within Brevard County.

The project would not have been possible without the innovative fostering of collaborations and partnerships that took place. The two days spent at the schools focused on collaborative conversations, building partnerships, experiencing the transportation conditions, and providing school officials, crossing guards, law enforcement, and others a platform to voice their transportation concerns within the study areas. It was invaluable to the recommendations and helped the study produce feasible, supported suggested projects.

Speed Management Action Plan

When it comes to Innovation of the Year, I am proud to say that the Speed Management Action Plan by the Hillsborough MPO is one of the best accomplishments of 2020.

We have a crisis in Hillsborough County. Our streets are some of the deadliest in the country. Each day, Hillsborough County residents travel roads with the highest traffic fatality rate per capita among large counties in the United States.

Traditional safety programs have been reactive, focusing on hot spots where crashes have occurred previously. It is important to look at historical crash trends, but it's also important to be proactive, identifying systemic improvements to prevent future crashes even in locations where there is no crash history. This is often referred to as taking a systems approach to road safety instead of just addressing the hot spots.

Hillsborough MPO's Vision Zero Action Plan for Hillsborough County and its three cities, one of the first MPO-led Vision Zero plans in the country, pointed to the systemic problem of speed and its contribution to our high rate of severe crashes. Small increases in speed have an exponential effect on making crashes more damaging and deadly. Our MPO could not deny the alarming high injury and fatality rate in Hillsborough County and knew the good work being done locally to gradually retrofit crash hot spots was not enough.

Speed is the number one factor in whether a person will survive a traffic crash or be involved in one. With the concerning number of people being hurt and killed on roadways in Hillsborough County, several approaches are needed to reduce injuries and deaths. Therefore, the Hillsborough MPO sponsored a study of speed management and safety, with recommendations like adding midblock crossings, coordinating signals that optimize an appropriate speed, installing roundabouts, and many other tools that help make roadways safe for people driving, walking, catching the bus, or bicycling.

The Action Plan identifies corridors that would benefit from speed reduction and includes recommendations for treatments to reduce driver's tendencies to speed. It is also a call to action for setting safe speed limits, combined with education and enforcement, policy, and legislation. The MPO Board approved the plan in July 2020.

Wasting no time, the FDOT District 7 cut the ribbon on four new, red-light-protected crosswalks on Busch Blvd in East Tampa and the City of Temple Terrace in Hillsborough County later in 2020.

The Hillsborough MPO and its partners are committed to the continued support of the Vision Zero effort to reduce fatalities and serious injuries on Hillsborough roadways. The Speed Management Action plan is an incredible next step to address these public safety issues in collaboration with other agencies.

SR 405 Economic Impact Analysis

The NASA Causeway (SR 405) is the most direct connection between the Kennedy Space Center Launch Complex and the City of Titusville, which is home to most of Brevard County's aerospace suppliers. This road serves thousands of military and civilian personnel working at the Cape Canaveral Spaceport, and is also the only route to the KSC Visitor Complex. The bridge's integrity has been compromised due to the impact of natural disasters like Hurricane Irma and sea level rise and will need to be replaced soon. To this effect, the East Central Florida Regional Planning Council (ECFRPC) partnered with the North Brevard Economic Development Zone and other regional stakeholders to apply for a U.S. Economic Development Administration (EDA) grant to fund an economic valuation analysis project that could help attract the appropriate investment to replace the ailing road. After being awarded the EDA grant, ECFRPC staff worked to develop a methodology for this project. This innovative analysis used the REMI Policy Insight (PI+) model, to develop four economic simulation scenarios to estimate the value of SR 405 to Brevard County and Florida's economies. The first economic simulation estimated the value of SR 405 based on aerospace company sales and visitor expenditures. The second scenario is a land use capacity analysis that estimates the loss of new economic activity due to the relocation of aerospace businesses because of the bridge's closure. A third scenario examines the long-term effects of losing aerospace and tourism activity because of the causeway's derating. Finally, the last simulation compares the economic impact of building the new bridge based on using state or local funds. All these analyses confirmed the economic importance of SR 405 to the region's aerospace industry and supported the eventual bridge replacement.

There are several reasons why this project deserves the Planning Innovation of the Year award. First, it is an example of effective collaboration between various stakeholders (economic development officials, planners, and transportation engineers, etc.…) to enhance the resiliency of an important transportation asset. The project used a non-traditional methodology to compare the benefit cost ratio of making a transportation investment. For example, the ECFRPC identified over 100 aerospace and supplier companies that work with NASA or Patrick Air Force base and then used the companies' sales to estimate the potential economic loss to Brevard and Florida counties' economies if the bridge were to close. Finally, this is also one of the first projects in the nation to use the REMI PI+ model to estimate the economic value of a transportation asset. This is an approach that could be used to estimate the economic value of other roadways in the State of Florida.

Tallahassee-Leon County's Virtual National Bike Month 2020

Each May, the Tallahassee-Leon County Planning Department (TLCPD) plans and implements a slate of activities and shares information for National Bike Month. Things looked different in May of 2020, but the Tallahassee-Leon County Planning Department was ready to innovate and continue the tradition of a robust National Bike Month by creatively sharing cycling-related information and resources. This was especially important in 2020 given the national trend of people riding bikes more, many for the first time.

Our local National Bike Month Campaign brings awareness of cycling opportunities not only for cyclists, but also for others in the community. It helps further several FTP objectives and strategies, including to increase alternatives to single occupancy vehicles and to create safer communities. For the 2020 bike month, we continued our commitment to honor cycling in the community and went virtual.

The overarching theme was "Tips for Bicycling in Difficult Times," and our goal was to help people find a way to get out and about on their bicycles during the pandemic. We provided graphics of how cyclists could safely use the miles of trails and both on and off-street facilities in our community and encouraged the use of cycling for transportation. We promoted safe cycling through our "Social Distancing on Two Wheels" infographic and provided tips for etiquette for sharing riding space in the time of a pandemic. We shared informational videos on how cyclists could make sure their helmets fit correctly and their bikes were properly tuned, instead of providing the usual in-person helmet fitting and tune ups in coordination with our local bike shops and non-profits. We pivoted from leading rides to educate users about new infrastructure, such as protected bike lanes and bike boxes, to providing robust online resources, maps, and infographics that cyclists could use on their own. We collaborated with other online resources, helped users explore local trails through Trailahassee.com, and linked with TLH2GO.com, which provided a list of all restaurants offering take out in a time when dining in was not allowed.

We noted that local bike shops and non-profits were facing both incredibly difficult times and unprecedented demand, so we did an interview series, "Insights from Behind the Bench," to share information with the community about how things were going in this time – what was really happening behind the bench. We leveraged Bike Month 2020 to help bring attention to a problem seen both nationally and locally, the shortage of bikes for purchase, and how shops were adjusting to the pandemic both for sales and tune ups.

Overall, the 2020 Virtual Bike Month required more resourcefulness, collaboration, and partnership than any bike month before to keep people engaged and pedaling throughout the pandemic. We've seen that the more cyclists on the road and the more information we can provide so that people expect cyclists to be out and about, the safer they they'll be. We were happy to meet the challenge of keeping cycling in the forefront in 2020 in a new and innovate way.

TDP & TDSP Coordination Guidebook

In an effort to move towards becoming true mobility managers, many transit systems in Florida have taken on the additional role of the Community Transportation Coordinator (CTC) and must prepare and submit both Transit Development Plans (TDP) and Transportation Disadvantaged Service Plans (TDSP) to the State. However, even with the merging of roles, the two plans are typically completed separately. The TDP & TDSP Coordination Guidebook effort was initiated by the Florida Department of Transportation (FDOT) and the Florida Commission for the Transportation Disadvantaged (FCTD) to investigate ways to improve and encourage more TDP and TDSP coordination, introduce ways to streamline effort and costs, promote better use of planning resources, suggest best practices for improving mobility planning, and foster more regional and joint transportation options.

Through this effort it was found that TDPs and TDSPs have many overlapping components. At a minimum, a transit agency can share components of a TDP that a TDSP also requires, whether or not the transit agency and the CTC are the same entity. Additionally, it was determined that the TDSP lacks certain elements found in TDPs that prevent it from being more of a planning document rather than a policy document. These elements were identified and proposed as TDSP best practices.

The resulting guidebook was created with all Florida transit agencies in mind, both urban and rural, and achieves what FDOT and FCTD set out to accomplish. It shows current opportunities for better coordinating certain elements of the TDSP with the TDP, which will ultimately save transit agencies and CTCs time and money and provides guidance for how to implement potential TDSP best practices identified through this effort. The guidebook also promotes collaboration between transit agencies, CTCs, MPOs/TPOs, and state agencies, and leveraging these relationships to help enhance mobility options for all Floridians.

Transportation Planning Equity Assessment

For the last 3 years, the Broward MPO has been working on a project to address the need for a standardized method that examines and assess equity and ensures meaningful and thoughtful consideration and inclusion of underserved and underrepresented populations. This resource is the first of its kind and streamlines what has been a confusing process. We have worked to create a user-friendly and accessible resource that can help to make decisions through a data-driven process. The equity assessment process the BMPO developed provides a methodology and dataset to identify equity areas in your community.

Simply put, our Transportation Equity Assessment is a process that provides free & accessible data to any interested party and provides critical data to identify Federal non-discrimination protected populations referred to as "equity areas". The Broward MPO uses equity areas to help make informed decisions regarding equity in our communities. The goal of equity implementation is to create an approach that is fair, inclusive, and proactive throughout all phases of the planning process.

The assessment uses open-source data from the U.S. Census and American Community Survey and an easily accessible program (Excel). This assessment provides what would be a complex data set in the form of a user-friendly map. This map displays a color- coded breakdown of any selected area based on the concentration(s) of equity groups. Knowing where populations protected under Federal nondiscrimination laws are located is critical to ensuring that equity is appropriately considered during the planning process. Identified equity areas provide an additional resource to help make informed decisions, and that must be considered in context with each community's unique concerns and priorities. The assessment has been recognized as a best practice by both FHWA and FTA and is currently seeing great reception and traction at the U.S. DOT.

The Broward MPO has implemented this equity assessment into all its plans and programs, including the Long-Range Transportation Plan (MTP). Equity is a key factor in the project prioritization process. By quantifying equity and elevating it the level of safety, mobility, or accessibility, we expanded use of the equity assessment data into our Complete Streets and Other Localized Initiatives (CSLIP) program, with projects are awarded points for locations near equity areas, our Transportation Improvement Plan (TIP), as well as the update to our Complete Streets Master Plan where equity had traditionally not been formally included.

Equity Area outputs are key to an effective and meaningful planning process. The Broward MPO's goal is to continue to share the Equity Assessment in the public domain as a resource for cities, counties, transit agencies, community organizations in Florida and nationwide. On a larger scale, we hope that the methodology and outputs help facilitate the consideration of equity in the planning process, either by providing a standardized way to identify equity areas or by providing easily accessible key data for federally protected population groups not just in Broward County, but any area in our State or Nation.

More information on the methodology of the assessment can be found at: https://browardmpo.org/title-vi-transportation-planning-equity-assessment.

University Area Multimodal Feasibility Study – Tampa, Florida

The UAMFS began as a BRT route study and evolved into a comprehensive proposal to transform Fowler Avenue.

It is an example of D7's "Planning for Implementation" initiative. Although we still produce long-term plans - we also want to see safety improvements built. Connecting these two needs is a necessary change in our urban district.

Fowler is an eight-lane primary arterial connecting I-75 and I-275 in northern Tampa. The study identified three multimodal design options for medium/long-term implementation:

1. Business Access Transit Lanes
2. Frontage Road/Boulevard design and
3. Median Running BRT

A key study component includes lowering posted speeds from 45-50 to 25-35 mph allowing design changes that keep the project within existing ROW.

The study also identified short-term safety-related actions which are scheduled for design-build execution within two years. Five different intersections will see improvements such as: reduced corner radii, urban channel islands, LPI signals, and extended pedestrian refuges.

Due to the positive feedback from the Hillsborough MPO Board, this "Planning for Implementation" process is being replicated for other high-crash corridors. D7 Planning and Traffic Operations units are working together on a districtwide rollout.

Project Team - Ming Gao, Kenneth Spitz, Alex Henry, Margaret Kubilins, and Kimley-Horn Inc.

Vision Zero Action Plan & Toolkit

With Brevard continuing to have a high number of crashes, especially involving vulnerable road users, the SCTPO is embarked on a new, enhanced approach to addressing transportation safety: Vision Zero. In July 2019, the SCTPO Governing Board adopted a Vision Zero Resolution as the first piece of the 18-month project.

In September 2019, the SCTPO kicked off the project, educating locals by hosting the Space Coast Vision Zero Symposium. During the program, expert speakers from regional and state agencies stressed the need for safety on our roadways. Our keynote speaker, a nationally acclaimed safety advocate, shared her personal story of roadway tragedy, the importance of humanizing the victims and not just counting them as statistics. The Symposium drew approximately 125 attendees, representing city leaders, planners, law enforcement, representatives of underserved populations, victim advocates, and citizens. The Symposium also included the announcement of the 30-person Vision Zero Action Plan Task Force.

Over the course of the next few months, the Vision Zero Task Force built on the momentum from the Symposium by working together to review current data, create high injury network maps, evaluate potential changes in policy, discuss funding constraints, and assess law enforcement practices. When the COVID19 pandemic ensued in March 2020 and changed f2f interaction, the task force continued to remain engaged and enthusiastic as they pivoted to virtual meetings. While the Action Plan was still being developed, SCTPO staff developed a safety campaign that would serve as an initial brand recognition event for Vision Zero. Using local data, the team created five safety graphics targeting red light running, speeding, distracted driving, road rage and pedestrian safety. These safety graphics were part of a 12-week (June-Sept. 2020) paid media plan that generated 1.7 million social media impressions.

The SCTPO next worked with KAI to develop a Vision Zero Action Plan that outlined activities such as data collection and analysis, and development of SCTPO strategies and actions to support Vision Zero. The Action Plan also included a Municipal Toolkit, which can be used to develop and implement Vision Zero at the local level, and the Vision Zero Dashboard.
The Municipal Toolkit includes a timeline for implementation, background information on Vision Zero, templates for an action plan, supporting documents such as resolutions, press releases and safety graphics. The Toolkit also includes a High Injury Network map for all our local agencies. The Vision Zero Dashboard is a crash database that can provide the up to data the data needed to make Vision Zero planning decisions. These two innovative, unique pieces really set our partners and local agencies up for success in helping them to begin to create awareness and create a culture that embraces the idea of Vision Zero.

Two years since we started on the road to zero, Vision Zero is a consistent topic of conversation and the tools we developed are being utilized to build a safer system.

Welaunee Arch Master Plan

The Welaunee Arch is a 4,500+ acre undeveloped area in the Northeastern portion of Tallahassee that was identified in the Comprehensive Plan as a target area for the long-term growth. Throughout 2020, Tallahassee and Leon County went through a process to master plan this area. This plan represents innovation in transportation planning by coordinating land use and transportation, incorporating plans for multimodal transportation, and looking to the future with electric, connected, and automated vehicles. The plan was developed by the Tallahassee-Leon County Planning Department in coordination with the property owner, stakeholders, and the public. The Planning Department initially held in-person open houses, but transitioned to virtual town halls, workshops, and charrette due to the pandemic. The input received addressed land use, transportation, public services, and the environment. Addressing these functions in the master plan is consistent with the FTP which states that focusing on innovation "means being more proactive at how we link transportation, land use, economic development, and environmental stewardship decisions to enable growth and stewardship to go hand in hand." It is also consistent with the FTP Policy Element Key Strategy to "Integrate Land use and Transportation." The land uses in the master plan are arranged as residential areas with a series of mixed-use neighborhoods and mixed-use centers intended to help reach a goal of at least 20% internal capture of vehicular trips generated by the development. These land uses are supported by a network of bicycle and pedestrian facilities and a greenway. The Welaunee Greenway will represent an extension of the existing Miccosukee Canopy Road greenway and will be located along the perimeter of the property, with a bicycle and pedestrian network to provide connectivity. This network of bicycle and pedestrian facilities is consistent with the SHSP strategy to "Create urban and rural built environments to support and encourage safe bicycling and walking." Similar to how the FTP states that Florida will "Encourage transportation plans and projects that support efficient use of land and infrastructure, diverse and affordable housing choices, and community health and wellness," the Master Plan for the Welaunee Arch calls for a diverse range of housing types, inclusionary housing, passive and active recreation, and various options for active transportation. The Master Plan also requires future development to be coordinated with the Planning Department, the Underground Utilities and Public Infrastructure Department, and Star Metro (transit service) to ensure that infrastructure is in place for the charging of electric vehicles (in terms of both EV-ready housing and publicly available charging stations), connected and automated vehicles, and efficient transit service. This coordination is consistent with Complete Transportation Networks key strategy in the FTP which states that Florida will "Expand statewide access to emerging mobility solutions through strategic locations for mobility hubs, micromobility stations, electric vehicle charging stations, and similar infrastructure." The Welaunee Arch Master Plan represents innovative transportation planning by integrating land use and environmental stewardship, safe bicycle and pedestrian facilities, efficient transit, clean energy, and emerging technologies into the long-term planning for growth.