

**NOMINEES**



# **Planning Innovation Of The Year**



## **Innovation in Transportation Planning Awards Overview**

The Florida Department of Transportation (FDOT) is proud to recognize superior accomplishments and effort by presenting awards for excellence in Transportation Planning achievements in Florida. This program supports the mission of the Transportation Planning Exchange (TransPlex), Florida's premier event for collaborating with transportation planners, engineers, and policy makers to Plan, Connect, and Innovate.

### **Purpose**

FDOT developed these awards to:

- Encourage innovation in planning
- Foster collaboration and partnerships through planning activities
- Highlight outstanding planning achievements
- Recognize creative planning techniques

### **Considerations**

The various aspects of planning considered include, were not limited to:

- Advancement of regional planning
- Collaboration and partnerships
- Innovation in public engagement
- Leadership in planning
- Multi-modal planning
- Noteworthy practices
- Planning legislation
- Planning management
- Technological research or advancement

### **Eligibility**

Eligible recipients are FDOT's Transportation Planning Partners in Florida. Example partners include:

- Federal Agencies
- Local Governments (Cities and Counties)
- Modal Sponsors (Ports, Airports, etc.)
- MPOs/TPOs/TPAs
- Regional Planning Councils
- Rural and Economic Development Initiative (REDI) Agencies
- State Agencies
- Transit Agencies
- Universities

### **Categories**

Three awards are available. The awards are:

1. Planning Professional of the Year
2. Planning Organization of the Year
3. Planning Innovation of the Year

### **Timeline**

Nominators must have completed the online nomination form for one or more awards. The activity nominated for the Idea/Innovation Award must have been conducted by a Transportation Planning Partner in calendar year 2019. Nominations were accepted until March 13, 2020. Awards submitted outside of the nomination period were not considered.

### **Selection Process**

The process for selection was based on review by the TransPlex Award Committee staffed by FDOT Executive Leadership, the Chief Planner, and the Office of Policy Planning Director and Administrators. The Committee reviewed the narratives for:

1. How the accomplishments described supported the award Purpose and Considerations



2. Specific criteria for each award category
3. Completeness of required information

## 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 2019.

Nominators described how the Innovation:

- Made a significant contribution to Transportation Planning in Florida in 2019 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

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

Nominees	
2019 Bicycle Pedestrian Master Plan	Interactive Mapping Website
ACES Investment Strategy for 2045 LRTP	Interconnection of Whippoorwill Lane and Marbella Lakes Drive
ADA Transition Plan Training Series	Martin Mobility Bucks
Community Engagement: Let's Go Biking / Let's Go Walking	Robinson Street Corridor Study
Complete Streets Guidelines	SMART Demonstration Program
Complete Streets Master Plan	The Naples Pathways Coalition's Paradise Coast Trail Vision
DeGrove Webinar Series	Transparency and Program Readiness through the Multimodal Priorities List
Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric, and Shared-Use Vehicles	Walking Audits Program
Integrated Data Exchange	



## Planning Innovation of the Year Narratives

### 2019 Bicycle Pedestrian Master Plan

In 2019, the Space Coast Transportation Planning Organization completed its update of the innovative Bicycle Pedestrian Master Plan (BPMP). The BPMP provides the framework to create a connected system of bicycling and pedestrian facilities that serve the needs of Brevard County's residents and visitors.

SCTPO staff first created a six-step project prioritization methodology that considered land use, demographics, safety, access to transit, presence of facilities, Pedestrian Level of Comfort Score, Bicycle Level of Traffic Stress, and access to Trails. In 2018, SCTPO staff held a series of Project Steering Committee Meetings to help guide the project status, goals/objectives, and upcoming tasks. The relationship with the BPMP Steering Committee was essential to the development of the plan, demonstrating the ongoing collaboration with modal agencies, technical experts, and planners.

A survey to collect public citizen input on Brevard's Bicycle/Pedestrian network was available online from September 10 – December 10, 2018. The SCTPO used its communication channels such as Facebook, Twitter, Nextdoor, Constant Contact (newsletters and press releases), and the SCTPO website to promote the survey and SCTPO and Space Coast Area Transit staff also conducted in person surveys on bus routes by integrating new technologies to record feedback. Due to these efforts, the BPMP Survey received about 1,900 responses.

The SCTPO also hosted five public meetings in early 2019 to provide the public with an opportunity to share their input on walking and biking improvements. To promote the public meetings, SCTPO staff developed a detailed Facebook campaign, with its consultants, to reach target audiences by using specific zip codes. SCTPO staff also utilized its other social platforms to share the same message. The SCTPO's social media efforts resulted in gaining 30,581 digital impressions and a total of 202 people attended the in-person public meetings.

Notable best practices of the 2019 BPMP include the implementation of Impoverished Areas Evaluation of Equity, inclusion of the Facility Typology Toolkit, and the creation of the Local Jurisdiction Booklets. In the Impoverished Areas Evaluation of Equity, SCTPO staff utilized GIS mapping of Census Block Data, prioritized bicycle and pedestrian improvements, as well as existing bicycle and pedestrian facilities to analyze whether underprivileged communities were equitably represented in the prioritized bicycle and pedestrian improvement network. The census blocks analyzed were ones where 30 percent or more households were below the poverty level or 20 percent or more households did not own a car. Through this analysis, nine Priority Corridors were found. Four of the Priority Corridors were addressed through other priority lists within the BPMP. The Facility Typology Toolkit highlighted the various bicycle & pedestrian treatments that are in the "toolkit" for implementing projects. Lastly, the SCTPO created Local Jurisdiction Booklets to provide a municipal level snapshot into the bicycle & pedestrian needs of each community. Being an area of high bicycle and pedestrian crashes, this Plan prioritizes where projects are needed to improve safety.

The 2019 BPMP's innovative practices and public involvement activities have made a significant contribution to multimodal planning at the local level in raising awareness about creating a seamless, connected system to better serve its users.



## **ACES Investment Strategy for 2045 LRTP**

The Polk TPO took a proactive approach in addressing the impact of ACES technologies. As identified a few years ago in the TPO's 2018-2020 Strategic Plan, a major precursor to the 2045 Long Range Transportation Plan (LRTP) currently in development was an Investment Strategy based upon emerging transportation technologies – autonomous, connected, electric, and shared (ACES) technologies. The TPO took a more calculated approach to plan for the integration of ACES, rather than providing generic and speculative language in the LRTP.

The Investment Strategy was developed to actively incorporate ACES in the 2045 Plan through education and coordination. The TPO understood the urgency to evaluate the immediate, as well as long-term, impacts that ACES technologies will have in the development of transportation infrastructure within the next five years, and the long-term impacts to our communities.

At the core of this Investment Strategy, Phase 1: Analysis, was research and review of emerging trends and technology adoption rates. The TPO gained insight into when and how fast technology is changing. As a result, the TPO gained an understanding of current technologies and perceived rates of adoption for each component of ACES.

Phase 2 of the Investment Strategy documented the demographic profile of the County. Economic factors were also considered in determining where ACES infrastructure and operations were needed and most likely to be implemented first. For instance, ACES infrastructure and programs are more likely to appear in urban areas with commercial density. The TPO identified areas where mobility challenges are a result of congestion, parking, and new construction or redevelopment. ACES related transportation services for transportation disadvantaged and dependent populations were also considered providing mobility opportunities regardless of disability or economic status.

Phase 3 of the Investment Strategy identified opportunities to 1) leverage resources through interagency and inter-jurisdictional cooperation (other "smart city" infrastructure); 2) build upon existing planning efforts (FDOT's TSM&O Strategic Plan); and 3) identify key corridors for improving safety and the movement of people and goods. The TPO targeted infrastructure investments over the 20- year Plan horizon to ensure consistency between implementation timeline and funding. The result was the identification of focus areas and specific locations that are better aligned with near-term and long-term ACES advancement for policy implementation, pilot projects, and expansion of existing ITS and signal systems.

A stakeholder committee convened during each Investment Strategy Phase consisting of professionals who understood the need to plan for technology advancements. Thus, the Committee was comprised of local, regional, state transportation implementation agencies and representatives of Polk's transportation service providers.

Instrumental takeaways from the Investment Strategy process included a greater understanding of the potential impacts of ACES technologies and the recognition that some advanced signal systems and fiber optics infrastructure is already in place. Interagency coordination needs to ensure infrastructure compatibility - specifically connected vehicle technology deployment. The Investment Strategy process was valuable as it raised awareness regarding ACES technology advancement and provided detailed insight for including ACES in the 2045 LRTP.





## ADA Transition Plan Training Series

Government agencies and public entities are required to perform ADA self-evaluations of their current facilities. The Federal Highway Administration requires these agencies to have an ADA Transition Plan in place or in process of creating one. Lack of compliance might jeopardize federal funding. To elevate the level of ADA knowledge among public entities professionals in Broward and assist local governments with meeting the federal requirement, the Broward MPO conducted a series of ADA Trainings in 2018 and 2019 to provide guidance and technical assistance in the form of training to local governments.

In 2018, the Broward MPO conducted a survey to identify ADA Transition Plan compliance status among the municipalities in Broward and identify appropriate staff (ADA Coordinator) responsible for implementation of the ADA Transition Plan. The clearinghouse main purpose was to gauge the level of compliance and status of ADA Transition Plan initiatives in all the municipalities in Broward County. Information collected helped determine the framework that allowed customization of the training sessions' content. After reviewing the Title II regulations, MPO staff determined the following phases of implementation to guide and set up the training series:

1. Knowledge of ADA regulations and guidelines
2. Accessibility and Notice of ADA Requirement on municipal website
3. Establishing and overseeing grievance procedures and ADA Coordinator
4. Data collection & Data Analysis
5. Conducting self-evaluation plans
6. Implementation of Transition Plans

The phases did function as distinct potential "characteristics" of a municipality's compliance. The majority of municipalities (61%, 19 of 31) asked for Technical Assistance to assist in determining their level of compliance. Valuable insight received was utilized by MPO staff to develop the five-training series for ADA Transition Plan compliance, Transition Plan development, roadmap, best practices, policies, design standards, Available resources, Data Collection & Data Management, Public Outreach, Transition Plan Implementation, Progress Monitoring, Website Compliance and ADA Guidelines for Pedestrian Facilities in the Public Right-of-Way.

157 people participated in this highly successful training series. Participation not only included various municipalities in Broward, but also neighboring counties and local governments throughout the state of Florida, including: Miami Dade, Palm Beach, Hillsborough and Martin Counties; City of Miami, Hillsborough County MPO, Palm Tran, Ocala Marion County TPO, City of Ocala, Florida DOT Districts 4 and 6, Broward County Transit, AARP, City of Tampa, City of Temple Terrace, South Florida Regional Transportation Authority and Martin MPO.

In addition, bringing the municipalities into a collaborative setting created a forum for peer exchange/learning on ADA-related issues and lay the foundation for future ADA related collaborations among municipalities. After the training series concluded, the MPO staff received updates from many of the local governments that participated stating the progress being made as a result of the training. Many had designated an ADA Coordinator, had moved forward with the creation of multidisciplinary group and are actively as recommended in the training series. For more information please visit the website: <http://www.browardmpo.org/index.php/technical-assistance>



## **Community Engagement: Let's Go Biking / Let's Go Walking**

The Broward MPO has been a state and national leader in adopting and implementing Complete Streets principles through its planning and fiscal investment priorities for more than a decade. Throughout, the MPO has intentionally used innovative outreach and engagement strategies to involve and educate a broad range of partners, stakeholders and the public. Including Non-traditional partners such as the public health and the Schools community; spearheading educational and interactive community and stakeholder programs and events. The Broward MPO's efforts in the realm of public and stakeholder engagement is a national model for local and regional partnerships and outreach in the realm of transportation planning, funding, and implementation.

The MPO held annual events that encouraged biking and walking, which help bring together stakeholders and partner agencies to plan and implement a Complete Streets transportation system. As a result, visibility and affinity to adopting and implementing Complete Streets has increased in Broward, leading to numerous successful applications of Complete Streets projects. The Let's Go Biking and Let's Go Walking events are a fun outreach technique that engages the public and encourage people of all ages and abilities to participate in educational and entertaining events that maximize community awareness and engagement around Complete Streets and active living. It also gives the MPO a platform to introduce itself to members of the community who may not attend a traditional public meeting. The events are an opportunity to showcase infrastructure improvements the Broward MPO completed in partnership with local government.

The events are carried out in partnership with local municipalities making sure every year a different municipality co-host the event to cover all areas in the county. Attendance is further promoted in collaboration with transportation partners such as the Florida Department of Transportation (FDOT), Broward County, South Florida Commuter Services, Broward Sheriff's Office and Tri-rail; local bike shops and nonprofits and through giveaways, healthy eating demonstrations, and applicable educational opportunities such as helmet fittings. The MPO has been conducting annual Let's Go Walking events annually in different cities in throughout Broward since 2016. In March 2020, the MPO held its 7th annual Let's Go Biking event in another community in Broward.

In 2019, the MPO partnered with Broward County Public Schools, the City of Miramar, Annabel C Prek-8 (2019 Awardee of FDOT Safe Routes to School Grant), Miramar Police Department, South Florida Commuter Services and FDOT to host the inaugural Let's Go Walking to School! Event, including a walking bus and the painting of highly utilized crosswalks. In preparation for the event, students from Annabel C Perry Prek-8, volunteers, City and MPO staff installed 6 locations with temporary painted crosswalks, warning markings and awareness signs encouraging drivers to slow down and watch for pedestrians and cyclists to improve street safety and engage the community through innovative street design. Over 200 students and parents formed a walking school bus and traveled to the school entrance.

The events are about connecting local governments with the communities they serve; this is an approach that can be replicated nationwide.



## Complete Streets Guidelines

The Broward Metropolitan Planning Organization (MPO) advocates for safer and healthier streets through a Complete Streets Initiative that encompasses several policies and strategies. In 2012, as part of its proactive and holistic efforts in promoting and supporting Complete Streets and active transportation and community health, the Broward MPO partnered with the Broward Regional Health Planning Council (BRHPC), Smart Growth Partnerships, and the Health Foundation of South Florida to develop the Broward Complete Streets Guidelines. This partnership was made possible through the Community Transformation Grant (CTG) offered by the Centers for Disease Control (CDC), which was secured by the BRHPC. In 2012, the MPO Board adopted the Complete Streets Guidelines, establishing a framework for planning and designing streets that are more walkable, bikeable, and sustainable. The Guidelines also paved the way for a more equitable, environmentally-friendly, economically competitive, and health-conscious built environment.

The 2012 Broward Complete Streets Design Guidelines provided a reference manual for all municipalities that wished to implement designs oriented to the needs of all road users. The Guidelines were meant to be flexible in nature as it can be adopted by reference to replace existing local manuals or modify to meet each local government's needs and desires. Many municipalities in Broward have used the Complete Streets Guidelines to move forward with their own efforts. Ever since, the MPO has continued its efforts for the enhancement of the urban streetscape of Broward County.

In 2019, The Broward MPO updated the Complete Streets Guidelines. The Complete Streets Guidelines have been updated to reflect new industry standards, innovative treatments and acceptable designs. The Broward Complete Streets Guidelines 2.0 includes these national recognized best practices (design) and standards such as ASHTO and NACTO as well as our local partner's latest efforts in Complete Streets. It incorporates FDOT Context Classification Criteria as well as the recently published the FDOT Design Manual. Broward County revised Engineering standards to reflect the focus on more balanced mobility and greater emphasis on moving people rather than automobiles was also incorporated into the Guidelines. It includes detailed specifications for preferred recommended facilities and design elements, including typical sections. The Design Guidelines 2.0 complements the Complete Streets Master Plan because as it provides design guidance for implementing Complete Streets projects. The document was approved at the November 14, 2019 Board meeting.

As a result of the extensive and diverse community engagement process that the MPO undertook to infuse Complete Streets principles into local policy, planning, and implementation, many of the MPO's municipalities have adopted their own Complete Streets policies and plans, including:

- The City of Deerfield Beach was the first in the state to develop and adopted their own Complete Streets Guidelines based on the MPO's guidance.
- The City of Fort Lauderdale established a Complete Streets Policy and Multimodal Connectivity Program and developed a Complete Streets Manual.
- Broward County Government adopted the MPO Complete Streets Guidelines and amended the County's Land Development Code, their Comprehensive Plan's Transportation Element, and the County's Engineering Standards to reflect Complete Streets principles.





## **Complete Streets Master Plan**

The Broward MPO has identified safety as one of the agency's highest priorities. Complete Streets not only provide safer and seamless travel options, they also help to protect the environment, create healthy neighborhoods, and stimulate economic growth all while improving mobility to meet the needs of the people in our communities. With a commitment of over \$300 million dollars, the Broward MPO is creating projects that incorporate Complete Streets principles and connect communities throughout Broward.

To continue creating a safe and balanced transportation system, encouraging healthier communities, and increasing the economic vitality of the region, the Broward MPO developed the Broward Complete Streets Master Plan (CSMP). The goal of the Complete Streets Master Plan is to guide the MPO's investment in Complete Streets by developing a prioritized list of projects. The Plan is based on data-driven technical analysis, applied criteria, and local partner government input. Most importantly, it incorporates community feedback gathered through a very successful public outreach campaign. The CSMP was formally adopted by the MPO Board on February 14, 2019.

The CSMP is highlighted by the Demand and Equity analysis conducted to select areas for investment. This analysis was completed to quantify and visualize demand for bicycle and pedestrian travel county-wide, considering demographic factors, which when combined, indicated areas (bundles) that demonstrate a relative need for transportation investments based on concentrations of historically vulnerable populations. The equity analysis for Broward used a combination of six socioeconomic indicators from the United States Census Bureau to identify where vulnerable populations are concentrated. Those six factors include: Age, Income, Language, Race, Education, and Commute. While the demand analysis prioritized areas with a greater number of desired destinations, such as centers for education, shops, transit stops, employment and healthcare.

The Complete Streets Master Plan reflects the desires and needs of Broward's diverse communities. The public outreach strategy ensured maximum public participation by establishing innovative strategies and leveraging existing relationships. Through this process, the Broward MPO has successfully interacted with over 1,300 community members. Information received from the community was incorporated into the Complete Streets Master Plan and, more importantly, was used in determining project priority, location and type of facility. Connectivity, comfort level and access to areas of interest were recurring themes gathered through public outreach, and based on these factors, areas of concentrated activity (bundle areas) were formed to guide implementation of this Plan. Based on comments received, the list of project recommendations include all elements that are needed to make a street accessible for all users. Elements include: high emphasis/textured or colored crosswalk markings, continuous sidewalk, pedestrian-oriented lighting, narrow curb radii, mid-block crosswalks, bus shelters, transit amenities, ADA landing pads, separated/raised/buffered bike lanes facilities.

To date, eight projects identified in the CSMP have been programmed for funding in the Broward MPO's Transportation Improvement Program (TIP). While another four projects are ready to be programmed. Currently, MPO staff is working closely with our local partners to ensure the next twelve projects are ready to be programmed in the next TIP.



## **DeGrove Webinar Series**

These webinars keep countless state and local government planners and elected officials up to date on legislation; current topics; transportation initiatives; and other topics of interest.

### **Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric, and Shared-Use Vehicles**

The automated, connected, electric, and shared-use (ACES) vehicle guidance document was developed to help Florida's 27 MPO's plan for the disruptive change associated with these emerging technologies. As defined in F.S. 339.175 (7) and referenced in the Florida Transportation Plan, each region's long-range transportation plan must consider potential ACES impacts in their transportation planning. This guidance document undertook a scenario planning approach that integrated technology impacts into the spectrum of ACES futures and specifically identified how these technologies can impact common long-range planning goals such as safety, mobility, and an improved quality of life.

In developing the guidance document, a comprehensive and collaborative approach was undertaken. Initially, all Florida MPOs were surveyed in order to align document topics to their highest identified technology planning needs. Select follow-up interviews were conducted across a range of different MPO demographics and geographies in order to garner a greater understanding of their planning needs related to ACES technologies. A literature search was then performed to ensure that the report contributed new ideas, concepts, and planning results that would be valuable to transportation planners across the state and throughout the nation.

Understanding that each region, and in many cases, each neighborhood will likely integrate different technologies at different rates, the guidance document provided various scenario results that aligned with these uncertain futures. This allowed for planning assumptions to be customized for each unique Florida community. By utilizing this scenario approach, the ACES planning implications reach beyond Florida MPOs, but can be applied by counties and municipalities as well as other MPOs around the nation. This document can also be used by the FTP ACES subcommittee to address how the rapid changes in technology can influence important transportation planning considerations such as future revenue projections, infrastructure needs, and intrastate regional congestion.

### **Integrated Data Exchange**

Developed as a repository for performance data with a live system performance dashboard, the Integrated Data Exchange it is also the heart of SMART North Florida. The IDE includes crash data and is being expanded to include state and local traffic counts, census data and other relevant data. Predictive analytics are being added to predict crashes and system performance. Data is only valuable when it is used, combined with other data, used to identify opportunities and to help find innovative solutions to community challenges.

SMART North Florida includes the technological innovations that make headlines, like the Bay Street Innovation Corridor and automated shuttles. The IDE, however, is the innovation that has the greatest potential to advance North Florida as a SMART Region. Though it will never make headlines, it has brought new partners to the TPO, specifically, innovators, tech companies, entrepreneurs and investors. It has also opened new doors for the TPO and opportunities to partner with the non-profit community, including the United Way, Baptist and UF Health, and the Homeless Coalition. The common denominator is data. Everyone has it, wants



to share it and use it to find solutions to our communities challenges, such as homelessness, food and health deserts, and high infant mortality. In January the TPO launched Ideafest, a crowdsourcing initiative to solicit input from the community on challenges in the following categories: Safety | Mobility | Energy/Climate | Opportunity for All | Economic Growth | Education | Health. Pollapalooza, the opportunity to rank the submitted ideas, is on-going. From the ranked ideas, use cases will be identified and solutions sought through a series of Hackathons. The hackathons will engage local entrepreneurs, startups, and tech companies. Local investors will also participate and may decide to advance one or more of the solutions developed.

With these new relationships, meet-ups, challenges and hackathons, and by adding census and resources data to the IDE, the North Florida TPO will make Ladders of Opportunity for the underserved an achievement, not an aspiration.

## **Interactive Mapping Website**

In 2019, the Palm Beach TPA rolled out [palmbeachtpa.org/map](http://palmbeachtpa.org/map), a web-based map interface that seeks to consolidate a wide variety of transportation planning information into a single location. What is perhaps unique about this site is the inclusion of local transportation investments and upcoming construction projects to complement infrastructure system information and state and federal transportation investment projects.

## **Interconnection of Whippoorwill Lane and Marbella Lakes Drive**

The interconnection of Marbella Lakes Drive and Whippoorwill Lane has been contested for over 15 years by the adjacent property owners. In 2012-2013 the design and construction of this project were stopped because of vocal public opposition to the project. Seeing that the interconnection was necessary to reduce congestion and create a network of streets which would help alleviate a road facility that was at capacity, County staff was tasked with developing a design concept to interconnect the two roadways that would include enhancements to mitigate the impacts to neighbors and to thoroughly vet the concept with area stakeholders.

In January 2019, County staff met with adjacent homeowner association (HOA) leadership to discuss the potential interconnection and understand their concerns. The major issues identified by the HOA leadership were safety, traffic issues such as speeding and cut through traffic and reduced green space. A Concept Plan was developed and featured 4 new roundabouts to reduce speed and create a safer roadway and pedestrian network. Staff then presented the concept to all HOAs adjacent to the project and polled those in attendance to see their preferences. The real-time anonymous polling had not been done in the county before. The use of the anonymous polling proved invaluable to the project, as many residents stated that they were now in favor of the project but were afraid to voice support because they feared their HOA. Knowledge of the vocal minority against the project and that those in favor were not likely to publicly support it, helped us understand the importance of the anonymous polling. Having the ability to use the data provided during the public meetings allowed staff to overcome the previous challenges with the opposition.

With the knowledge gained by the polls, the concept plan was revised, and additional polls showed support for the project. Staff also coordinated with the Collier County Sheriff's Office, the Fire Department, Emergency Medical Services and the Collier County Public Schools. The 4 roundabouts in the New Concept Plan are designed to accommodate the large trucks, buses and vehicles used by these agencies. In addition, the agencies confirmed that the interconnection would decrease their response times to traffic and safety incidents.



In May 2019, the Collier County Board of Commissioners (BCC) reviewed all of the polling results which indicated that over 79% of the adjacent residents were now in favor of the project. The BCC voted to pursue the roundabouts and the safer concept plan to connect the network. The concept the BCC approved balances the need to move people safely and efficiently while preserving the corridor and creating a sustainable and beautiful public space.

This project achieved the goal of connecting the network and also created a solution that mitigated the concerns of the adjacent communities while also connecting the transportation planning efforts that were started decades ago. The robust public involvement combined with the iterative process of designing with the property owners in mind has become a model for the County on future contentious projects.

## **Martin Mobility Bucks**

The Martin MPO nominates its Mobility Bucks Activity for the Planning Innovation of the Year award. The Martin MPO recognizes that effective public outreach leads to transportation decisions that greatly benefit the common good. As a small MPO with a diverse demographic that includes both wealthy retirees and struggling immigrants, the Martin MPO developed the Mobility Bucks Activity, a low-cost low-tech public outreach technique designed to teach and gain input from everyone in Martin County.

In the Mobility Bucks Activity, participants are each given \$100 in \$20 denominations of play money to “spend” on their preferred transportation issues (such as Bike/Ped Improvements, Resiliency or ACES) by placing their money in the corresponding “ballot boxes”. Each ballot box has a picture of the transportation emphasis area, as well as a description in both English and Spanish. This helps the non-English speaking citizens that are hesitant to attend public meetings because they have a difficult time understanding the information. Whether citizens live in Indiantown which is 60% Hispanic or on Hutchinson Island where 68% of the population is age 65 or older, they can learn about choices their MPO representatives make using limited transportation funding. Many times participants have asked for more money!

Martin MPO has used the Mobility Bucks Activity since 2015 during the development of the 2040 Long Range Transportation Plan (LRTP). This Activity set the stage for future public involvement of other MPO work products and planning studies, including the Bicycle, Pedestrian and Trails Master Plan and the 2045 LRTP. In 2019 during the development of the 2045 LRTP, the MPO wanted to receive input from local government employees that were very familiar with the transportation network, such as Fire/Rescue, Public Works and Traffic Operations. These citizens spend their workdays traveling on the roadways and know where improvements are needed. The MPO set up the Martin Mobility Bucks Activity at the County’s Benefits Fair where 217 employees (over 20% of County staff) participated. The County Administrator liked the activity so much that she used a variation of it during the Martin Citizens Academy and Resource Education Series (CARES) Program when presenting the County’s budget. In addition, Sarasota-Manatee MPO used a variation of the Mobility Bucks Activity titled “The Money Game” that they referenced during an AMPO Conference presentation in Baltimore last year.

In summary, the Mobility Bucks Activity has been a successful way to engage the public regarding how they would like to see their transportation dollars spent. It is a cost-effective activity that allows MPOs (small or large) to educate and receive input from diverse populations, regardless of age, ethnic group or socio-economic status. Additionally, the cardboard boxes and Mobility Bucks are lowcost items that can be redesigned for different events and studies. The boxes fold for easy transport to/from events, and setup takes minimal effort. For all these reasons, that Martin MPO is nominating the Martin Mobility Bucks Activity for the Planning Innovation of the Year award.





## **Robinson Street Corridor Study**

As Downtown Orlando continues to evolve into a 24-hour place, demand for more mobility options is increasing. FDOT and the City of Orlando worked together to explore how Robinson Street, a four-lane arterial through downtown Orlando can support historic neighborhoods; provide access to businesses, schools, and a regional park; and function as a gateway to Downtown. Facing some potentially contentious neighborhood challenges and seemingly disparate stakeholder needs, FDOT's Robinson Corridor Study utilized innovative data analytics to inform problem identification, alternatives evaluation, and thoughtful decision making. The data-driven processes led to better understanding and dialogue among partners and community members.

The study solutions advance the Florida Transportation Plan's goals in that it addresses the multimodal safety, mobility, and accessibility of downtown Orlando's current and future population; and supports the downtown's economic competitiveness and quality of life. The innovative study is an example of FDOT District 5's continuing success with its corridor planning program, which:

- Considers the needs of all roadway users to define project purpose and needs,
- Develops a full range of solutions,
- Objectively evaluates solutions with performance measures linked to purpose and needs, and
- Arrives at community-supported solutions that can be advanced with strong local partnerships.

The study utilized a menu of big data analytics to understand cost/benefit on all users, including peak period versus all-day benefits/impacts of various street section alternatives. The process is a particularly interesting case study on understanding network level impacts (on historic neighborhoods) resulting from lane reduction when traffic volumes are in the "gray" area for feasibility of lane reduction. Innovative scenario analysis provided an understanding of trade-offs of various alternatives and avoided a potential impasse.

The study implemented creative community engagement tools and visualization strategies that enabled community members to better understand corridor needs and empower them to provide input based on data and information. These include the use of online mapping and crowdsourcing, pop-up meetings, and use of VR (virtual reality) headsets at open houses.

The study has advanced to concept development and resulted in a lane elimination option with a cycle track. If advanced, this will be the first implementation of a lane elimination with cycle track on a state roadway in FDOT District 5.

## **SMART Demonstration Program**

During 2019, the advancement of the SMART Plan was realized with the opening of numerous new, short-term SMART Plan Demonstration Program services. These successes are helping to achieve the Miami-Dade TPO goals to expand transit, increase mobility, and reduce traffic. The driving force behind these achievements go back to 2016 when the Miami-Dade TPO Governing Board unanimously approved a policy to set as the "highest priority" the advancement of rapid transit corridors and transit supportive projects throughout Miami-Dade County.

As part of the SMART Plan, the Miami-Dade TPO, in partnership with the FDOT District Six, Miami-Dade County, Citizens' Independent Transportation Trust (CITT), and numerous local municipalities, have coordinated to deliver a SMART Plan Demonstration Program countywide. This program is a vision of the Miami-Dade TPO Governing Board to provide





immediate solutions for the critical first and last mile connections, while expanding access to transit. Demonstration projects focus on increasing first and last mile connectivity to existing and future SMART Plan transit stations, and on-demand and enhanced integration of transit services at county and municipal levels.

Five SMART Plan Demonstration Program projects opened in 2019, providing over 500,000 trips to the community. The SMART Demonstration Program also provided the addition of one new Bus Express Rapid Transit (BERT) route, and a new park and ride facility in the northwest area of Miami-Dade County. In addition, the Miami-Dade TPO Governing Board approved thirteen (13) new SMART Plan Demonstration Program projects, totaling over \$17.5 million in local, state and federal funds and anticipated to open in 2020. The new 2019 projects are listed below:

- Biscayne Gardens Transit Extension
- Tri-Rail/Metrorail Transfer Station On-Demand Service
- West Dade Circulator On-Demand Service
- SW 344th Street Park and Ride Station (Construction)
- Panther Station to Dolphin Station Express Service
- Town of Miami Lakes Express Service to Palmetto Metrorail Station
- Surfside/Bal Harbour/Bay Harbor On-Demand Service
- Village of El Portal to Brightline Express Service
- FIU/Panther Station On-Demand Service
- City of Hialeah/Hialeah Gardens to I-75 Miami Gardens Drive Park and Ride
- City of Miami Liberty City Trolley Service
- City of Miami Beach South Beach Trolley Service
- West Miami On-Demand Service

## **The Naples Pathways Coalition's Paradise Coast Trail Vision**

The Naples Pathways Coalition (NPC) introduced its Paradise Coast Trail Vision in 2019: "The Paradise Coast Trail (PCT) will be a premier, 70+ mile trail built exclusively for safe and enjoyable walking, running, and biking. It will connect Naples, Ave Maria, Immokalee, and many other areas within and beyond Collier County, with future connection opportunities to Marco Island and other locales. It will expand transportation options, improve health and wellness, reduce our carbon footprint and provide a destination to experience the Paradise Coast's unique beauty." The NPC reached out to the MPO and received a resolution supporting the PCT vision in 2019. The NPC is fundraising on behalf of the Vision and seeking funding to conduct a Feasibility Study.

## **Transparency and Program Readiness through the Multimodal Priorities List**

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.

In order to guarantee that the transportation investments are balanced among the transportation modes, percentages agreed upon in the MTP 2045 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, user-friendly reports 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, this type of visualization gives FDOT clear direction on which projects to apply funds to. 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 and been considered as best practices by planning partners and FHWA through the federal certification.

## **Walking Audits Program**

The Broward MPO's Complete Streets Initiative was established to move forward the Complete Streets concept and to advance active transportation projects from planning to implementation. In 2019, the Broward MPO Board adopted the Broward Complete Streets Master Plan. The Plan developed a prioritized list of Complete Streets projects based on technical, data-driven analysis, community input, and access to transit.

To meet the Mission and Vision of the Broward MPO, 'program ready' requirements have been established for funding eligibility. One of those requirements is well-documented community and stakeholder support. The Broward MPO established the Walking Audit program in order to assist the local governments with this requirement and to gather input that could inform the scope of future projects. Walking Audits provide an experiential hands-on exercise to evaluate the walking environment and collect feedback from the community, identify safety, access, connectivity issues; ADA needs, comfort, convenience and determining potential solutions such as engineering treatments, policy changes, or education and enforcement measures. The purpose of requiring public input through walking audits in the project scoping phase is to integrate the community's true needs early on to yield projects that are desired,



shaped, and supported by the community. It also provides the opportunity for technical staff to plan and design our roads from the “user’s perspective.” It is a creative way to engage the communities in a public setting.

In 2018 and 2019, The Broward MPO conducted six walking audits throughout Broward in collaboration with municipal governments. High ranking corridors identified in the Complete Streets Master Plan were selected to engage communities, stakeholders, and government agencies early on to gather feedback and recommend specific improvements. Over 270 people participated in the audits, a diverse group of key stakeholders including, City planners, engineers, Florida Department of Transportation (FDOT), Broward County Housing Action, Broward County Traffic Engineering Division, In Focus Mobility, Inc., South Florida Commuter Services, University of Miami, Students, teachers, parents, residents, Nonprofits, Local businesses and elected officials. Noteworthy is the regular participation of non-traditional partners such as AARP and the American Heart Association. Key to the success of this program has been the partnerships established and the continued collaboration from all participating agencies.

Recommendations focused on corridor-level analysis organized into tiers of implementation based on time needed to initiate the project construction, funding requirements for improvements, and overall complexity of the project. Some examples of elements identified by the participants are: raising crosswalks, installing, and/or widening sidewalks, correcting ADA violations curb radii, mid-block crosswalks, transit amenities. Part of the process established, includes working with jurisdictional owners to address and correct safety and maintenance issues identified.

The waking audits were coordinated with City staff and hosted in different locations, such as Schools, parks, community centers, local business depending on the urban context of the study area. To date, 4 out of 6 projects that included a Walking Audit have been programmed for funding. Feedback received has been incorporated, ensuring the needs of community members and stakeholders are clearly reflected in the final recommendations.