

DATES TO REMEMBER

**TBAG Workshop
August 23, 2007**

**TBAG Meeting
November 1, 2007**

**TBAG Annual Banquet
December 3, 2007
Marriott - Tampa
Airport**

“FROM THE CHAIR”

By: Michael Dorweiler, AICP

2007 Chairman for the Tampa Bay Applications Group

August is here and the Tampa Bay Applications Group is proud to sponsor a great line-up of back-to-school workshops. Our subjects include level of service calculations for highway, transit and bicycle planning. The meeting will be held at the FDOT, District 7 Auditorium (11201 N. McKinley Drive) and will be our traditional workshop format: three stations with a rotation every 30 minutes. Bring your notebooks and pencils and get ready to take notes on August 23, 2007.

The Tampa Bay Applications Group has also been planning ahead for the November meeting and the December Year-End Banquet. Our November 1, 2007 meeting will include participation in **Reality Check Tampa Bay: a Vision21 process for Tampa Bay through Year 2050**. Reality Check is sponsored by the Urban Land Institute Tampa Bay, Tampa Bay Partnership, Southwest Florida Water Management District, Tampa Bay Estuary Program and the Tampa Bay Regional Planning Council. Over 300 community leaders participated in May and the process is now focusing on citizen and stakeholder input. **Please see page 3 for more information on TBAG's participation.**

Our December Year-End Banquet is moving to a new location: the Marriott at Tampa International Airport. I am pleased to announce that Mr. Louis Miller, Tampa Airport Executive Director, will be joining our banquet as our guest speaker. Registration for the banquet will be included in our October 2007 newsletter. We are always grateful to our banquet sponsors and I hope that our participation will SOAR this year as we continue to thank our transportation planning community for the support of TBAG.

See you August 23, 2007.

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Annual TBAG Banquet Monday, December 3, 2007



New Location!!!

**Tampa Airport Marriott
Tampa International Airport**

Guest Speaker:

Louis Miller - Airport Executive Director

Arterial Bicycle Level of Service

By: Peyton McLeod and Theo Petritsch, Sprinkle Consulting, Inc.

As part of the effort to expand the non-motorized analysis and planning tools available to planners and engineers, the Florida Department of Transportation has recently developed a model that accurately measures level of service along arterial facilities for the bicycle mode. This research, along with previous models that estimate bicycle level of service along segments and through intersections, completes FDOT's goal of being able to quantify all aspects of in-road bicycling conditions. The model was created based on data gathered at an FDOT-sponsored research event conducted by Sprinkle Consulting, Inc. The latest Ride for Science event, held in the Tampa area on November 12th, 2005, had two primary components:

- A bicycling course through the area around USF and Busch Gardens in which participants evaluated 12 facilities;
- A video simulation, in which video clips of facilities were evaluated

The event course, approximately 20 miles in length, included roadways ranging from two to six lanes; with and without bike lanes or shoulders; and with varying traffic speeds, vehicle types, driveway densities, and pavement conditions. The course was designed to allow participants to experience a variety of roadway facility configurations and traffic conditions.

The most challenging and significant aspect of the video simulation portion of the research was to come up with a simulation platform configuration that would portray, with high fidelity, the perspective of a bicyclist riding an arterial roadway. Several alternatives were tested with regard to several important characteristics, including:

- Portrayal of the full range of roadway conditions.
- Accurate simulation of a bike ride along an arterial.
- Allowance of extended viewing by study participants.
- Assurance of the safety of the videographer/ bicyclist filming the simulation.
- Assurance that motorists' passing behaviors are not changed.

The selected configuration (Viewpoint Bicycle with Front Rider (Stoker) Operating a Hand Held Camera) was used to film a variety of facilities, including some that were part of the event course. The resulting video simulation had two primary purposes: to expand the range of bicycling conditions beyond what the course provided and to calibrate the video simulation to physical reality.

More than 70 volunteer participants contributed a total of approximately 1,500 real-time observations of the course and video facilities by grading each presented facility based on how well they felt it accommodated their needs as bicyclists. Using Pearson correlation and step-wise regression modeling, researchers developed a model structure for determining bicycle LOS along arterial facilities. Ultimately, the model

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includes the facility's segment bicycle LOS (which includes such factors as outside lane width, the width of any bike lane/paved shoulder, adjacent traffic volume/speed/type, and surface pavement condition) as well as the number of unsignalized intersections per mile along the facility (an indicator of the number of conflict points).



The participants in this study represented a broad cross-section of bicyclists from Florida and the United States, and the course's facilities were typical of those prevalent in urban and suburban areas. The initial result of this research is the development of a highly-reliable, statistically-calibrated bicycle LOS model for arterial facilities, suitable for application in the vast majority of Florida and U.S. metropolitan areas.

This new model now enables planners and traffic engineers to more safely and effectively accommodate bicyclists within the roadway environment. Furthermore, the video simulation platform and protocol developed during this effort appears to have wide potential for professionals in the bicycle engineering and planning fields. Because of its high fidelity to the roadway environment and the portability of the project, this simulation methodology can be used to evaluate any number of roadway/path cross sections and traffic conditions to determine their effect on the perceptions and safety of bicyclists. It will now be possible to represent roadway conditions without putting subjects into actual traffic.

A "Reality Check" for TBAG

On May 18, 2007, Reality Check Tampa Bay gathered over 300 community leaders for an exercise to plan for the future residential and employment growth of the region through the Year 2050. The work of these leaders resulted in 32 scenarios based around a common set of guiding principles.



The next step will be to gather additional citizen input from each county. This initiative, known as ONE BAY will host regional exercises within the 7 counties to obtain community ideas on the scenarios. **All TBAG members are invited to participate in the Reality Check activity at the November 1st TBAG meeting from Noon to 2:00 p.m.**

What Is Reality Check?

Reality Check is an exercise designed to discuss, analyze and develop alternative growth scenarios for our rapidly growing region through 2050. Reality check is designed to accomplish four tasks:

- ✓ Promote a region-wide awareness of the level of growth that is coming
- ✓ Allocate projected housing and employment growth between and among jurisdictions
- ✓ Recognize the legitimate points of view of different stakeholders
- ✓ Lay the foundation for the development of a concrete list of next steps to assure quality growth to meet the region's needs over the next two decades

Reality Check is neither a traditional conference nor a theoretical exercise. Participants will work in teams of 8 to 10 per table, negotiating with each other to create a blue print for growth for the region based upon actual demographic, geographic, and economic data assembled specifically for the event.

Who Is Reality Check?

The Urban Land Institute Tampa Bay District Council and the Tampa Bay Partnership Regional Research & Education Foundation/Vision21 has partnered with Southwest Florida Water Management District, the Tampa Bay Regional Planning Council, and the Tampa Bay Estuary Program to carry out Reality Check Tampa Bay. Members from each of these organizations make up an Executive Committee.

The Tampa Bay Partnership Regional Research & Education Foundation is the organization managing the overall program. For more information on Reality Check contact **Amy Maguire**, Project Manager at amy@realitychecktampabay.org or by phone at (727) 539-7790.

www.realitychecktampabay.org

ATTENTION



Tampa Bay Applications Group

August 23, 2007

*FDOT District Seven Office from 12:00 p.m. to 2:00 p.m.
(Auditorium Opens at 11:30 a.m.)*

TBAG WORKSHOP MEETING

Waddah Farah, FDOT, District Seven and Peter Maass, URS ***2007 LOSPLAN Software Update – Sneak Preview***

The Florida Department of Transportation has released the latest version of the LOSPLAN software which includes ARTPLAN, HIGHPLAN, and FREEPLAN. LOSPLAN is used by the State and local governments to calculate level of service (LOS) on our roadway network. This workshop will give an overview of the changes to the software, as well as some of the methodologies used in the calculations. One-day training classes are currently being scheduled and will be offered around the State. This workshop is an opportunity to preview items that will be addressed during the training sessions.

Peyton McLeod and Theo Petritsch, Sprinkle Consulting, Inc. ***Modeling Bicycle Level of Service for Arterial Facilities***

Measuring bicycling and walking conditions along roadways has been a focus of FDOT's Central Office and District Seven for the past decade. Results obtained through Tampa's recent *Ride for Science* event have enabled the last component of this statewide effort to be completed: modeling bicycle level of service along urban arterial facilities. Using this model, practitioners can accurately gauge bicyclists' perceived level of safety and comfort for existing or planned roadway facilities. This workshop will describe the data collection effort, including the participant riding course and the innovative video simulation technology, as well as the model results. A documentary film will be shown and sample applications will be explored.

Xuehao Chu, Center for Urban Transportation Research ***Analyzing Transit Ridership with TBEST***

In response to a growing demand for transit service planning tools, the Public Transit Office at FDOT Central Office has recently released the TBEST (Transit Boardings Estimation and Simulation Tool) short-range transit modeling software. This software was specifically designed to encourage service planners to aggressively explore various service levels and configurations in an effort to identify transit service needs and opportunities. TBEST is expected to be used for the development of Transit Development Plans in many areas, particularly in the state of Florida. TBEST is the planning tool currently supported by FDOT that enables agencies and transit properties to comply with state mandated rules. This workshop will focus on some background information of TBEST and on recently completed applications of TBEST for transit properties in Pennsylvania.



Commuter Choices Week – Still “The Way to Go!”

By: Sandra L. Moody, Bay Area Commuter Services, Inc.

While funding for transportation initiatives tops the agenda for many Bay area business leaders, building/expanding roads isn't the only answer to traffic congestion. In fact, one of the easiest and most cost-effective ways to ease congestion is to encourage employees to consider ridesharing and other commute options to driving alone. **Bay Area Commuter Services (BACS)** works with businesses and employees year-round, providing an electronic



CCW promotes carpooling, vanpooling, riding the bus, bicycling, walking, teleworking, and flexible work hour programs. To publicize the diversity of commute options, a series of fun public events will be held in Hillsborough and Pinellas counties throughout the week of October 1-5, 2007 (locations/schedule TBA).

“ridematching” program that helps workers connect with people who live and work nearby to form carpools and/or vanpools. Larger companies can take advantage of in-house zip code analysis to help workers identify commute options, including carpools, vanpools and mass transit. Online carpool/vanpool matching has been added in the last few months, with the advent of “Ez-Ride” on the BACS website at www.TampaBayRideshare.org.

BACS is happy to announce the Tampa Bay Area **11th Annual Commuter Choices Week (CCW), October 1-5, 2007**. This week-long series of events helps to educate the general public, local government and the media about commute options and the benefits of reducing traffic congestion (and helping to reduce our need for fossil fuels). With fluctuating gas prices, the focus on global warming and Governor Crist's concentration on improving Florida's ecological balance, CCW is a timely topic. Approximately one thousand working commuters in the Tampa Bay area committed to trying to get to work without driving alone during CCW 2006. This year's goal is to raise that number by 12% or more.

BACS encourages working residents to complete and submit a commitment card, promising to use a commute option other than driving alone to work at least one day during CCW. The hope is that participants will continue their new commute option once they **discover the cost savings and reduced stress that comes with sharing the ride**.

Employers and organizations are invited to **get involved and support Commuter Choices Week** by ordering FREE commitment cards and posters from BACS. Participants who return a completed commitment card by the deadline are eligible to win valuable prizes, while also learning how to commute for less.

For more information or to obtain your commitment card and/or CCW materials, contact Bay Area Commuter Services (BACS), the “Way to Go” people at **(800) 998-RIDE** (7433) or visit our website at www.TampaBayRideShare.org.

Palm Beach County TPS Database Tracks Traffic

By: Lorin R.C. Brissett, P.E., Kimley-Horn and Associates, Inc.

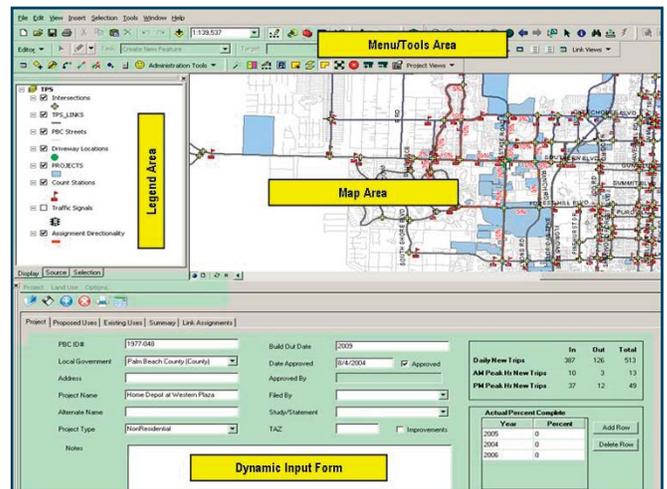
If you've ever had to prepare a traffic study in an area of town where there is significant future development activity, you are intimately aware of the painstaking process that is involved in accounting for the impacts from these projects in the future traffic projections. If you happen to be the reviewer of such a traffic study, you are familiar with how unwieldy a review of the committed development information can become. Many jurisdictions in Florida have used robust spreadsheets or some type of limited access database to track the traffic impacts of committed developments over time.

Kimley-Horn and Associates, Inc. and its sub-consultants are wrapping up a project with the Palm Beach County Traffic Division (PBC) to develop an integrated Geographic Information System Database (GIS) to accomplish the task of tracking such traffic impacts. The name of this project is entitled the *Palm Beach County Traffic Performance Standards (TPS) Database*.

Users of this TPS database are able to generate future volume projections on demand for any roadway link segment and major intersection on the Palm Beach County Major Thoroughfare Network. These volume projections include a breakdown of the existing traffic volume, future background growth, committed development traffic and traffic diversions (if any) on a given facility on the Thoroughfare Network.

Management of the data is accomplished within the PBC Traffic Division via a desktop application featuring a graphical user interface that allows the geographic location of each committed development project to be determined as well as a dynamic input form that allows for the entry and editing of associated attribute data. The associated attribute data that are entered for each committed development include, breakdown of development land uses, the percent of project completed for the current base count year, percent project assignment on a given link and the associated directionality of that project assignment depending on the location

of a particular link segment relative to the project location. Existing link and intersection traffic count data that are collected annually during the peak season for Palm Beach County, are imported into the database to provide the base year counts and historic background growth components for the future volume projections. Turning movements for committed developments at major intersections are determined via an internal balancing algorithm that uses the directional assignments that have been entered for each link associated with that committed development.



A web interface is being finalized to allow an external user to log on to the PBC Traffic Division web site in order to access the link and intersection volume development reports at any link and intersection on the major thoroughfare network in the County. The link volume reports also provide the level of service on a peak hour two-way as well as directional basis for a given link that is queried.

In the end, the TPS database will offer a comprehensive mechanism to provide on demand reports of the future traffic conditions on the Major Thoroughfare Network for any future year of interest.

The Tampa Bay Applications Group Newsletter is published under contract to the FDOT District Seven Planning Office in Tampa. FSUTMS users and TBAG members contribute all information and material contained in the newsletter. Please contact the editors to submit articles for future issues or to get on the mailing list.

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