TBAG

TAMPA BAY APPLICATIONS GROUP

An Open Forum for Transportation-Related Issues

Volume 25
May 2003

"FROM THE CHAIR"

By: Christopher Hatton, P.E., Kimley-Horn and Associates, Inc.
2003 Chairman for the Tampa Bay Applications Group

Once again, we have broken our all-time record for attendance...as over 80 members came to the March 6, 2003 kick-off meeting on Multi-Modal Planning and Corridor Studies. Thanks again to all of you for supporting our speakers and TBAG.

Our best TBAG attendance of all time was accomplished on March 6th. A round of applause for everyone who attended. (Left)

(Below) Waddah and Kirk stop to pose for a picture.

Our first presenters were from the Florida Department of Transportation, District 7, Office of Modal Planning and Development. **Waddah Farah**, **Kirk Bogen**, **Yvonne Arens** and **Ming Gao** presented on the coordination of several projects underway in the Bruce B. Downs/I-75 and I-275 Corridor. Their presentation highlighted the types of projects underway, the proposed completion dates, funding sources and data that must be shared and coordinated. The information presented was very useful, and they all did a great job covering a very complicated process.

Yvonne Arens, Fawzi Bitar and Ming Gao prove that great things come in small, medium and large packages!

ATTENTION!!!

TBAG Workshop: May 29, 2003

Steve Polzin, Director of Public Transit Research at the Center for Urban Transportation Research, was next on deck. Steve's presentation on High Speed Rail included a brief history for Florida, a proposed schedule, highlights from the vendor bids opened in February, and observations from the Peer Review conducted for ridership forecasts for the High Speed Rail Tampa-Orlando segment. The presentation was very enlightening and was a reminder to all of us just how much data must be gathered and analyzed during a corridor study.

Steve smiles for the camera.

Myung and Jeff shake hands after a fantastic presentation.

The final presentation was made by **Jeff Weidner**, Florida Department of Transportation, District 4, Office of Modal Development. Jeff presented on a corridor study conducted for a portion of U.S. 1

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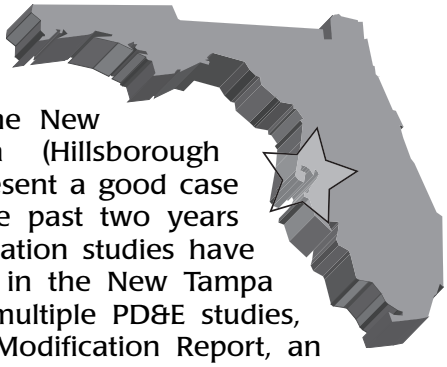
In This Issue:

Socioeconomic Data Review for Corridor Study Application

By: Rob Cursey, URS

As the driving force in determining productions and attractions at the traffic analysis zone (TAZ) level, the importance of accurate socioeconomic data to develop realistic traffic projections cannot be over emphasized. Therefore, when performing studies in areas experiencing high growth or high business and residential turnover, it is a good idea to scrutinize the study area's socioeconomic data projections.

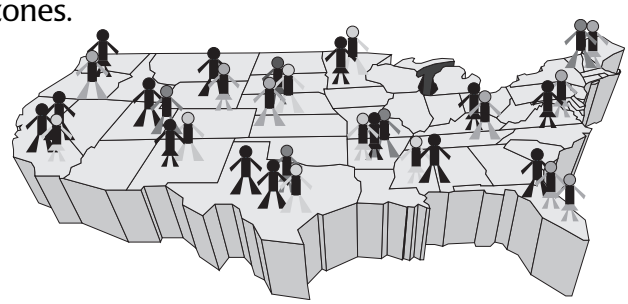
In instances where a strong case can be made that the future year estimates are not accounting for current or anticipated trends, socioeconomic dataset changes may be warranted. It should be noted that any suggested changes to the socioeconomic dataset for subarea and corridor applications should be made in coordination with the transportation planning agencies in the study area, such as the Florida Department of Transportation (FDOT) and local Metropolitan Planning Organizations (MPOs).



Recent revisions to the socioeceonomic projections in the New Tampa subarea (Hillsborough County, FL) represent a good case study. Within the past two years several transportation studies have been conducted in the New Tampa area, including multiple PD&E studies, an Interchange Modification Report, an Interchange Justification Report, and a new overpass. The proximity among these projects and the high growth occurring in this area led the FDOT, District 7, to revisit both the model validation and the socioeconomic data projections. From this effort, a coordinated set of projections applicable to all projects was derived.

In order not to compromise the integrity of the adopted 1999 socioeconomic dataset, a new base year of 2001 for the study area was established. Using the existing 1999 dataset as a starting point, recent and approved development activity was researched. The latest Development of Regional Impact (DRI) activity was gathered, including both built and approved dwelling units and square footage for employment from the Tampa Bay Regional Planning Council. In addition, affected local governments were interviewed to collect information on sub-DRI level projects.

A major tool in developing the 2001 socioeconomic dataset was aerial photography. High-resolution 2001 aerials purchased from DigiAir in digital format were used to count existing units and business structures. This method, in conjunction with field reviews, demonstrated how quickly this area was growing and changing in a matter of months. The data collected from the aerials and the research effort during field reviews was placed into a revised zonal structure. A more detailed zonal structure was needed to properly represent loading points in the model and distribute some large volumes more evenly from the high growth zones.



While a subarea validation for 2001 was being conducted, efforts were already underway to develop a 2025 socioeconomic dataset. Using both the new 2001 dataset and the approved 2025 Tampa Bay Regional Planning Model (TBRPM) dataset as reference points, a revised 2025 dataset

SOCIOECONOMIC DATA *- Continued On Page 5*

TRANSPORTATION COURSES USF SUMMER SCHEDULE 2003

For registration information, please contact the Civil and Environmental Engineering office at (813) 974-2275.

Summer Session C: May 12 - July 18 (Includes Final Exams)

EGX CGN 4933 001 Transportation and Society (Ref #53869)

Tues, Thur 3-5 pm (CUTR 202)

Instructors: Francis Wambalaba, Beverly Ward, Steve Polzin

Special Calendar: August 11-15, Daily 8 am to 5 pm;

Aug 16, Exam 8-11 am (CUTR 202)

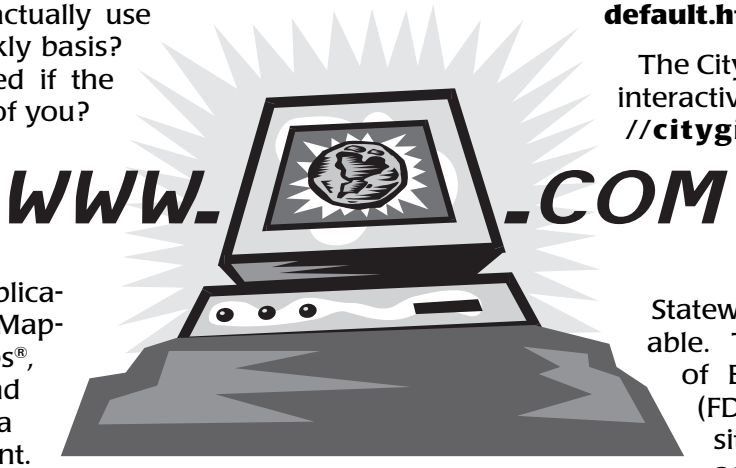
EGX CGN 6933 001 Transportation Network Analysis (Ref #51232)

Adjunct Instructor: Dr. Robert Dial

Internet Mapping Software: An Update on the Pinellas County Web Site and Other Exciting Sites

By: Mary Stallings, Grimail-Crawford, Inc.

Although most readers of this newsletter are familiar with geographic information systems (GIS) and how organizations use GIS to perform transportation, planning, or engineering analysis, how many out there actually use GIS software on a weekly basis? Would you be surprised if the answer were...most all of you?



If you have a connection to the Internet, you are probably familiar with using mapping applications online such as MapQuest® and YahooMaps®, which allow you to find driving directions to a meeting or other event. Although these sites provide a wealth of information, internet mapping software has come a long way, even within the last year.

The May 2002 TBAG Workshop featured a demonstration by Brian Smith and Janet Dean on the mapping capabilities offered by the Pinellas County Property Appraisers Office (**http://pao.co.pinellas.fl.us/search2.html**). Shortly after their presentation, the County revamped its web site, and now offers an interactive map link allowing users to perform basic GIS analysis on line. Powered by Autodesk MapGuide™, the addition to the Pinellas County web page (**http://pubgis.co.pinellas.fl.us/**) allows users to search for a location by address, parcel ID, or intersection, as well as view information such as hurricane evacuation zones, homeowner's association boundaries, demographics, and environmental data. As you zoom into certain areas, more detail becomes available, although users can always opt to turn individual layers on and off. For those of you more comfortable and familiar with the Property Appraisers web site, it is still available through the link listed above.

Other organizations in the Tampa Bay area have also taken the leap into this arena. The Hillsborough County Property Appraiser was one of the first in the Tampa Bay area to add an interactive map link, and the office maintains a parcel query system powered by ESRI® software (**http://propmap3.hcpafl.org/**).

The Hillsborough County Planning Commission not only has internet mapping available at its web site, but also boasts an innovative 3D visualization tool (**http://207.156.112.36/website/default.htm**).

The City of Clearwater has a local interactive GIS application (**http://citygis.clearwater-fl.com/website/default.asp**), allowing users to focus solely on city properties and zoning queries.

Statewide sites are also available. The Florida Department of Environmental Protection (FDEP) has a comprehensive site, offering several interactive mapping applications organized by Division (**http://www.dep.state.fl.us/gis/portal_internet.asp**).

An example of a transportation organization using interactive maps online can be found on the Georgia Department of Transportation web site (**http://www.georgia-navigator.com/**). The Department uses ITS, NAVIGATOR, to access its video monitoring system and highway emergency response GIS information providing near-real time information to the public.

With the continuous flow of news relating to international events, our geographic knowledge is constantly being challenged. A great site to learn about world events from a different perspective is the National Geographic web site (**http://www.nationalgeographic.com/**). In addition to news and events, the National Geographic Map Machine (**http://plasma.nationalgeographic.com/mapmachine/**) provides geographic information on a global scale. This site is also a fantastic supplement to the geography curriculum offered in the local school systems.

The list above is by all means not a comprehensive collection of internet mapping applications, but it shows where the trend is headed for GIS applications. So the next time you feel the need to visit your GIS staff person with a geo-related question, take a look at one of these sites first. Just think, you may be able to find an answer yourself, and impress your co-worker at the same time!

ATTENTION

Tampa Bay Applications Group

May 29, 2003

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

"NEW METHODOLOGIES" WORKSHOP

Rob Cursey, URS
Socioeconomic Data Review for Subarea Analysis

This workshop station will cover the process used to review and update socioeconomic data for a subarea analysis. The New Tampa area has experienced rapid growth over the last few years. A reassessment of the socioeconomic data for base year and future conditions was conducted in support of the travel demand analyses occurring simultaneously on several corridor studies. The socioeconomic data review process included local government coordination, field review, baseline analysis, zonal splits, and forecast analyses. This presentation will provide insight into the successful review and update of subarea/corridor data.

Sung-Ryong Han, Gannett Fleming
Model Validation for Subarea Application

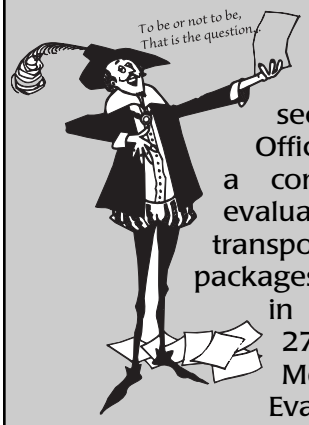
This workshop station will address the model refinements conducted during a subarea model validation. The Tampa Bay Regional Planning Model (TBRPM) in conjunction with the East Pasco Study will be used as an example validation. The discussion will cover zonal analyses and splits, highway network changes, and other validation issues. The presentation will also cover the importance of coordination with impacted agencies throughout the process.

Domingo Noriega and Bob Johnson, URS
Development of Design Hour Traffic Using Model Output

This workshop station will address the process of converting Tampa Bay Regional Planning Model (TBRPM) volumes into design hour traffic for use in traffic operations analyses. The Bruce B. Downs PD&E Study will be used as an example application using procedures outlined in FDOT's Design Traffic Handbook. Highlights of the presentation will include what to do (or not to do) in order to develop a reasonable and realistic set of design hour volumes.

Update on the Efforts of the Florida Model Evaluation Study

By: Ram Pendyala, Florida Model Task Force Committee Member



The Florida Model Task Force, with support from the Systems Planning section of the FDOT Central Office, has been leading a comprehensive study and evaluation of alternative transportation modeling software packages for potential adoption in the State. At the March 27, 2003 meeting of the Model Task Force, the Model Evaluation Study Steering Committee presented an overview of TransCAD and CUBE/Voyager. These are the two modeling software packages that the Steering Committee considered most appropriate for potential adoption as the Primary Engine for the FSUTMS and equally effective in meeting the modeling and planning needs of the State.

After considering the findings of the Model Evaluation Study Steering Committee, the Model Task Force asked the FDOT Central Office to conduct negotiations with and gather information about various institutional items such as cost structure, training, technical support, and business systems from both vendors, i.e., Caliper Corporation (TransCAD) and Citilabs (CUBE/Voyager).

The FDOT Central Office is scheduled to report the results of the negotiations and other information back to the Model Task Force on the afternoon of May 15, 2003. At this meeting, the Model Task Force is going to chart the future of travel demand modeling in Florida by identifying the modeling software to be implemented in FSUTMS. The meeting will be held at the following location:

Model Task Force Meeting
May 15, 2003
Embassy Suites Hotel
8250 Jamaican Court, Orlando, Florida 32819
(407) 345-8250 or (800) EMBASSY

For more information on the upcoming meeting, or previous meetings, please check the following website:

http://www11.myflorida.com/planning/systems/stm/mtf/mtfhome.htm.

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was developed for the New Tampa subarea. Using the research from the 2001 data development process, built units, approved units, and growth already represented in the TBRPM 2025 dataset, adjustments were made, if determined necessary. This analysis resulted in a revised 2025 dataset for New Tampa that reflected the latest available development data.

In summary, the revision of socioeconomic data for a subarea or corridor application may be justified in high growth areas, or areas undergoing major redevelopment. It is important to bring the latest information to bear in the analysis. The latest development approvals, recent large-scale development activity, or revisions to major planned developments can have a noticeable impact on traffic forecasts. However, any project that may require this type of analysis should follow these two rules: (1) always have proposed changes well documented, and (2) most importantly, get the buy-in from the FDOT District and the local MPOs before making any changes to the dataset.

Meeting and Workshop Calendar

Year 2003 TBAG Program

Multi-modal Planning and Corridor Studies
March 6, 2003
12:00pm - 2:00pm

New Methodologies (Workshop)
May 29, 2003
12:00pm - 2:00pm

Land Use and Transportation
August 21, 2003
12:00pm - 2:00pm

Specific FSUTMS Skills (Workshop)
October 30, 2003
12:00pm - 2:00pm

2003 Awards Banquet
Date to be Announced

***CHAIR** continued from Page 1*

in northern Palm Beach County, Florida. The study focused on reviewing currently available software that can be used to develop a multi-modal level of service. Jeff addressed the software packages analyzed, the variation in results for each, and the application of one of the software programs for the final level of service analysis. Jeff's presentation was very helpful to the group because of the current interest in multi-modal level of service planning. It was mentioned by TBAG members that he should take his presentation on the road to other User Group meetings. Hopefully, Jeff has some travel time available in his schedule!

Kasey and Cristy work to set up for our TBAG meeting. Thank you very much!

A very special "thank you" once again to our presenters for their time and outstanding presentations, and to Jeff for traveling from Fort Lauderdale to participate in a TBAG meeting!

Our next meeting will be held on May 29, 2003 from 12:00 pm to 2:00 pm at the FDOT - District 7 offices in Tampa. This meeting will be a WORKSHOP on New Methodologies. Following on the success of the previous March 6th meeting, the new methodologies will relate to corridor planning. A complete listing of station topics and speakers is listed on page 4.

I look forward to seeing all of you at this next meeting ... and remember, "It's not just a meeting, it's a workshop!".

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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