iplan4mobility

FAPA Conference | 9.12.2013

CUTR

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

iPlan4Mobility

- Emphasis on mobility, walking, biking and transit use
- Guidance on multimodal transportation planning in Ch 163, F.S.
- Strategies for evaluation of local government mobility plans
- Guidance for multimodal corridor studies

iPlan4Mobility

Moderator: Maria Cahill, AICP, DOT

Karen Seggerman, AICP, CNU-A, USF CUTR

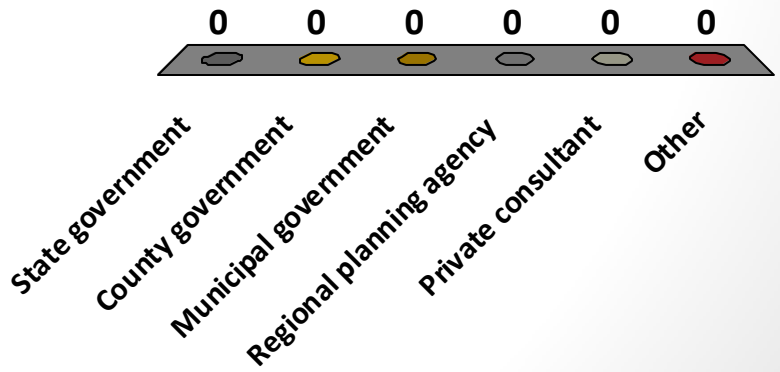
John Moore, E.I., DOT D5

Kristine Williams, AICP, USF CUTR

Jane Lim-Yap, AICP, LEED-AP, Kittelson & Associates

What category best represents your current employment?

A. State government
B. County government
C. Municipal government
D. Regional planning agency
E. Private consultant
F. Other



A Bold New Initiative

District 5 Multi-Modal Planning Guidebook

John Moore, EIT

FAPA Conference | 9.12.2013

What best describes your area of specialty?

A. Land use
B. Transportation
C. Economics
D. All of the above

Our Transportation World Is Changing

Crossing the **Continent**

Primary federal land grants to railro

Interstate Highway System

"We are pushing ahead with a **great road program**, a road program that will take this Nation out of its antiquated shackles of secondary roads… It will be a nation of **great prosperity**, but will be more than that: it will be a nation that is going ahead every day. With… our population increasing at five every minute, **the expanding horizon is one that staggers the imagination.**"

October 29, 1954

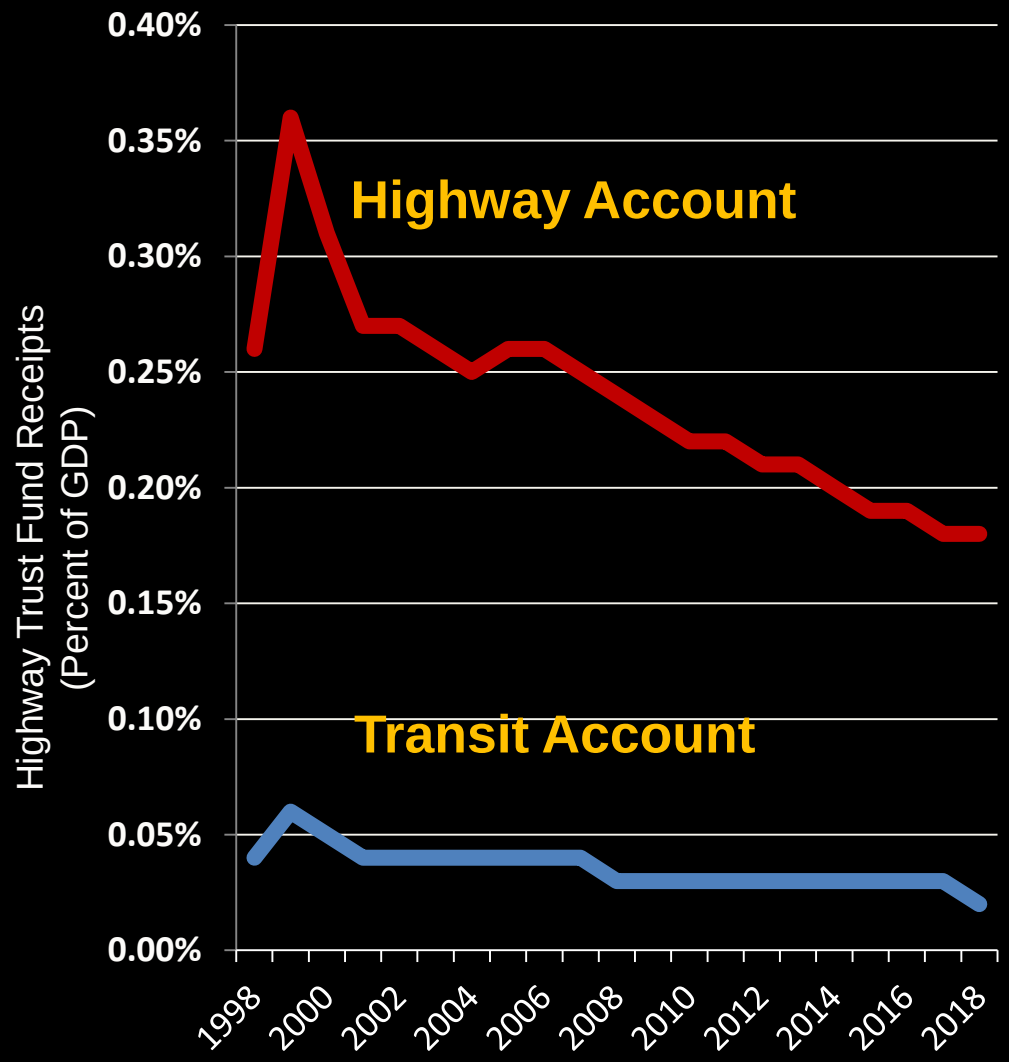
210,896 lane miles

in less than 50 years

Source: FHWA

Our **New** Challenge

Limited Revenues



Source: Congressional Budget Office and "Life in the Slow Lane", The Economist, April l 28, 2011

$1 trillion

National transportation funding shortfall through 2015*

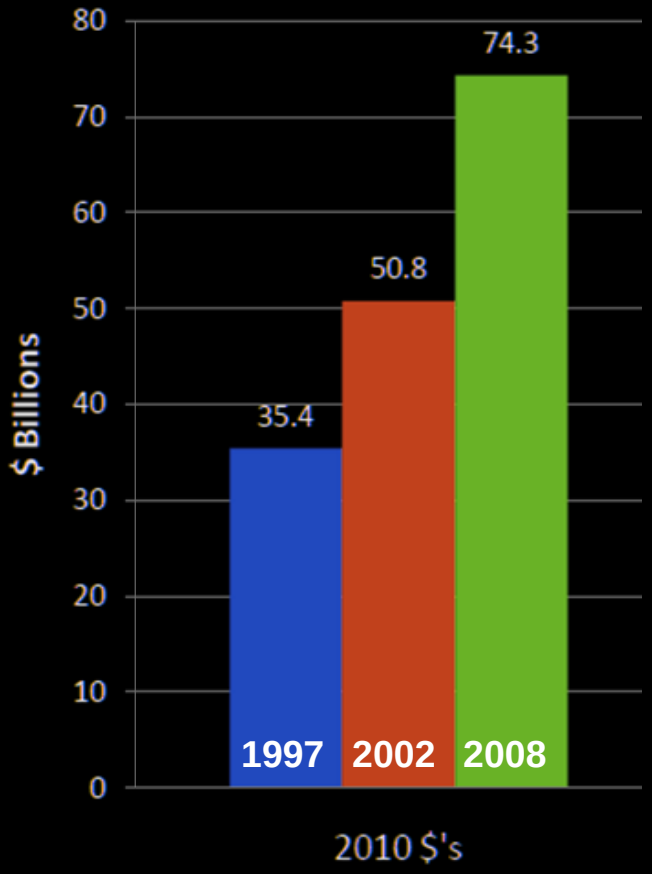
$200 billion

National revenue gap per year*

* Source: Transportation for Tomorrow Report, The National Surface Transportation Policy and Revenue Study Commission, December 2007.

Funding **Shortfall**

Florida Metro Area
Transportation Funding Shortfall Estimates



$50 billion

FDOT estimated funding gap over next 20 years

Governor Scott's Regulatory Reform Transition presentation, December, 2010.

Source: MPOAC Situational Analysis, December 2010

changing **travel patterns**

23%

Drop in amount of driving by 16 to 34 year olds from 2001 to 2011

Source: Transportation and the New Generation: Why Young People Are Driving Less and What It Means for Transportation Policy

ECONOMY

Fox News Poll: Voters Cutting Down on Driving Due to Gas Prices

By Dana Blanton
Published May 03, 2011 | FoxNews.com

Print Email Share Recommend 200 Tweet 91

Majorities of American voters say gasoline prices have caused them to drive less -- and support domestic oil drilling more.

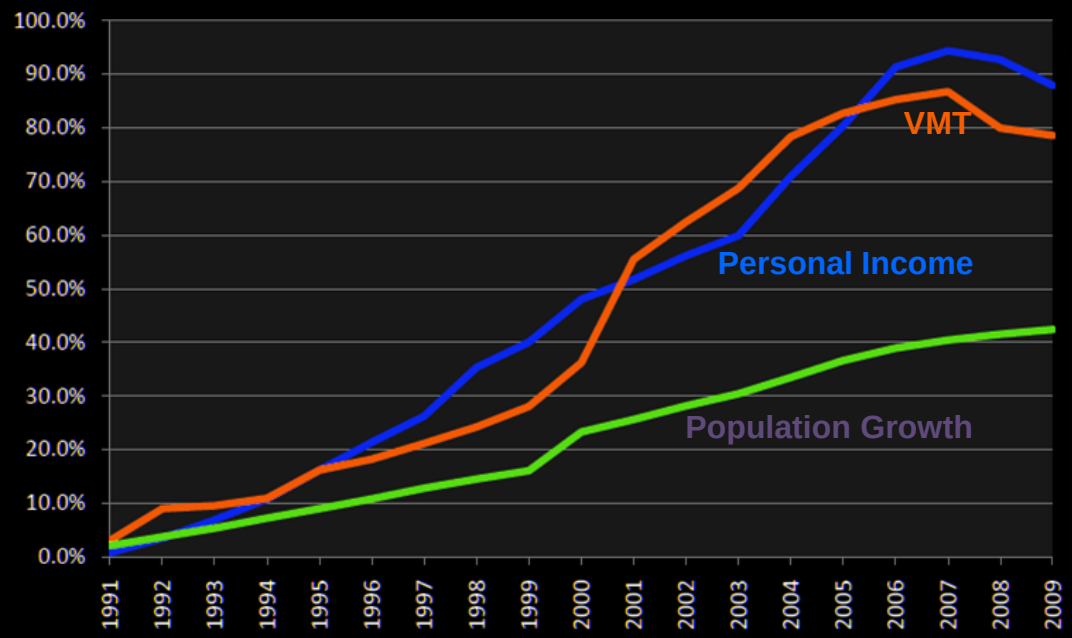
Sixty two percent have cut down on driving, and 61 percent are more inclined to support domestic drilling, according to a Fox News poll released Tuesday.

The high price of gasoline has caused about half of voters (49 percent) to consider changing their summer travel plans.

Meanwhile, nearly half (47 percent) are now considering buying a more fuel-efficient car.

Personal Income, VMT, and Population Growth

(percent change since 1990)



Source: MPOAC Situational Analysis, December 2010 and State Smart Transportation Initiative (ww.ssti.org)

With high gas prices, driving less may mean biking more

Photos Zoom

JACK HALEY/MESSENGER POST

William Podolak of Clifton Springs works on a bicycle at RV&E Bike and Skate on South Main Street in Canandaigua.



By Melissa Daniels, staff writer
Messenger Post
Posted Apr 27, 2011 @ 09:55 AM

Recommend 17 people recommend this. Be the first of your friends.

Canandaigua, N.Y. – With gas prices hitting $4 frequent trips are costing Americans more than justify. For those looking to save at the gas pum easily, hopping on a bike might be just the right

Tim Blumenthal, president of the Bikes Belong C advocacy group, said the last time gas prices we the summer of 2008, bike sales soared.

"Just about every bicycle retailer in the United attracted new customers," Blumenthal said. "Fr coming in saying they wanted to replace some c car with bike trips, and a lot of people brought i that had been hanging in the garage for years, s fixed for not a lot of money, I want to try to use

Already in 2011, bike sales are up 10 percent fr Blumenthal said, with the bike boom expected t

increased **safety concerns**

5,000

2008 Pedestrian/bicyclist deaths in the U.S.

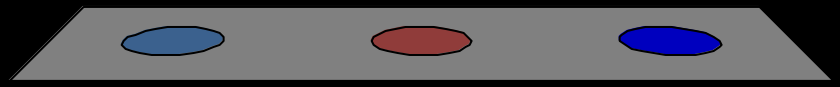
120,000

2008 Pedestrian/bicyclist injuries in the U.S.

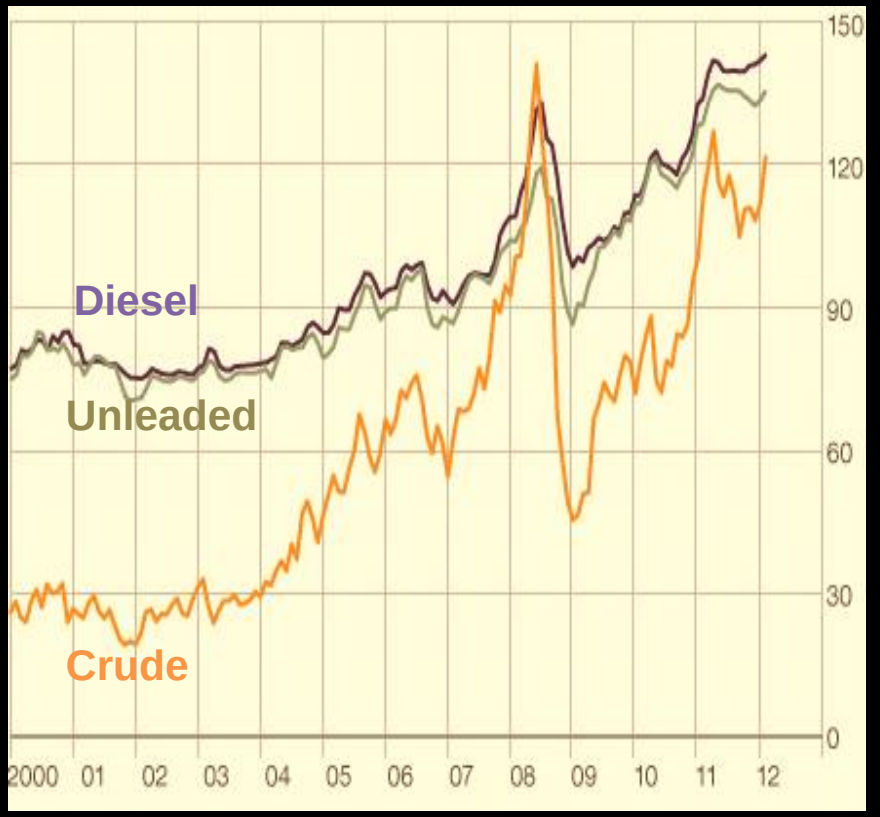
Source: http://www.good.is/post/transparency-the-most-dangerous-cities-for-walking, Transportation for America, Dangerous by Design Report.

What % of an American family's income is spent on transportation?

A. 10%
B. 15%
C. 20%



increased **costs of driving**



4.8 billion hours
time spent in traffic in 2009

20% of household budget spent on transportation

Sources: U.S. Department of Energy; Bureau of Labor Statistics, TTI Mobility Report 2010, FHWA Livability Initiative.

focus on **expanding mobility**

By 2025:

1 in 5 Americans

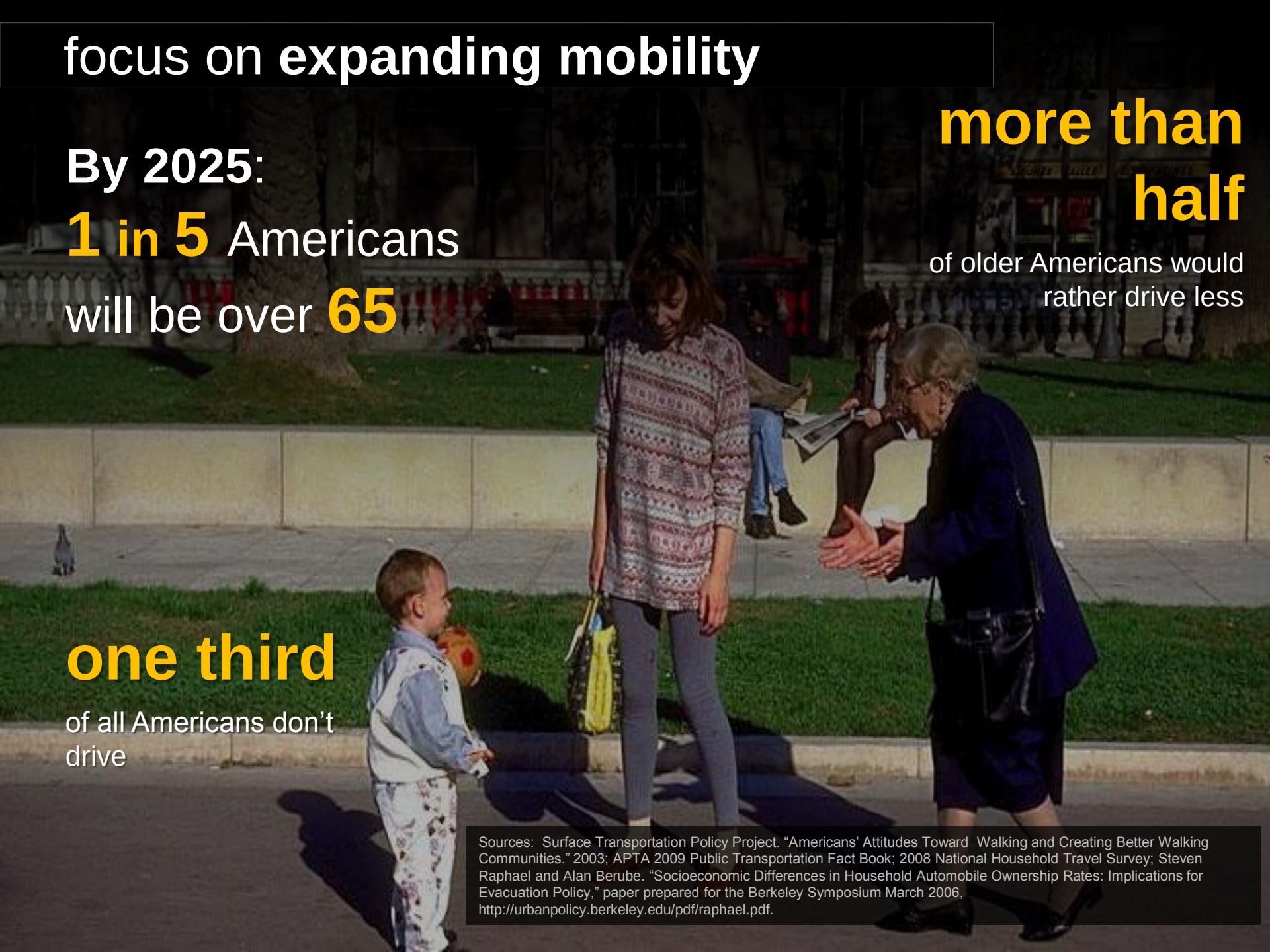
will be over **65**

more than half

of older Americans would rather drive less

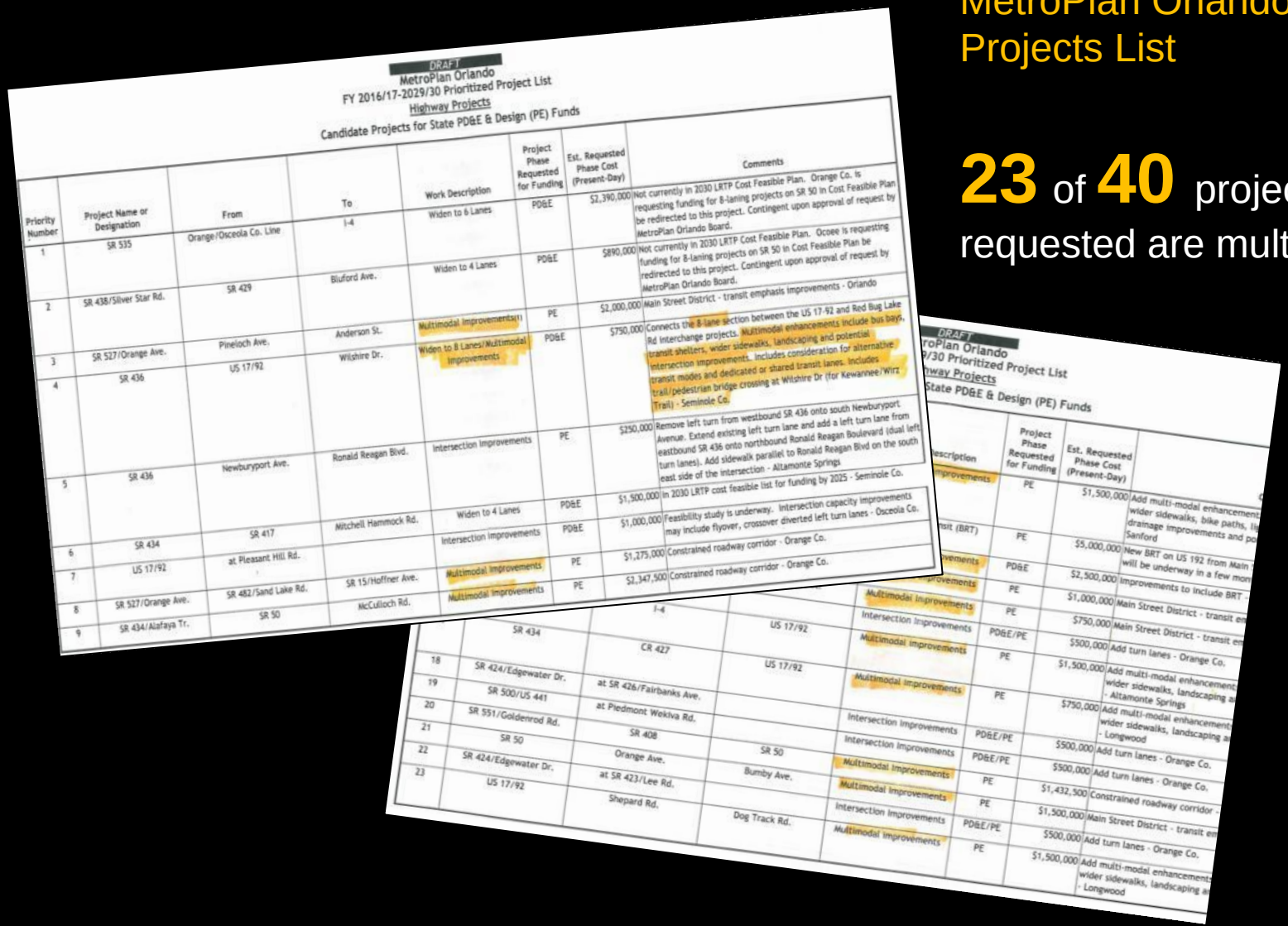
one third

of all Americans don't drive



Sources: Surface Transportation Policy Project. "Americans' Attitudes Toward Walking and Creating Better Walking Communities." 2003; APTA 2009 Public Transportation Fact Book; 2008 National Household Travel Survey; Steven Raphael and Alan Berube. "Socioeconomic Differences in Household Automobile Ownership Rates: Implications for Evacuation Policy," paper prepared for the Berkeley Symposium March 2006, http://urbanpolicy.berkeley.edu/pdf/raphael.pdf.

requests are **changing**



DRAFT
MetroPlan Orlando
FY 2016/17-2029/30 Prioritized Project List
Highway Projects
Candidate Projects for State PD&E & Design (PE) Funds

Priority Number	Project Name or Designation	From	To	Work Description	Project Phase Requested for Funding	Est. Requested Phase Cost (Present-Day)	Comments
1	SR 535	Orange/Osceola Co. Line	I-4	Widen to 6 Lanes	PD&E	$2,390,000	Not currently in 2030 LRTP Cost Feasible Plan. Orange Co. is requesting funding for 8-laning projects on SR 50 in Cost Feasible Plan be redirected to this project. Contingent upon approval of request by MetroPlan Orlando Board.
2	SR 438/Silver Star Rd.	SR 429	Bluford Ave.	Widen to 4 Lanes	PD&E	$890,000	Not currently in 2030 LRTP Cost Feasible Plan. Ocoee is requesting funding for 8-laning projects on SR 50 in Cost Feasible Plan be redirected to this project. Contingent upon approval of request by MetroPlan Orlando Board.
3	SR 527/Orange Ave.	Pineloch Ave.	Anderson St.	Multimodal Improvements(1)	PE	$2,000,000	Main Street District - transit emphasis improvements - Orlando
4	SR 436	US 17/92	Wilshire Dr.	Widen to 8 Lanes/Multimodal Improvements	PD&E	$750,000	Connects the 8-lane section between the US 17-92 and Red Bug Lake Rd interchange projects. Multimodal enhancements include bus bays, transit shelters, wider sidewalks, landscaping and potential intersection improvements. Includes consideration for alternative transit modes and dedicated or shared transit lanes. Includes trail/pedestrian bridge crossing at Wilshire Dr (for Kewannee/Wirz Trail) - Seminole Co.
5	SR 436	Newburyport Ave.	Ronald Reagan Blvd.	Intersection Improvements	PE	$250,000	Remove left turn from westbound SR 436 onto south Newburyport Avenue. Extend existing left turn lane and add a left turn lane from eastbound SR 436 onto northbound Ronald Reagan Boulevard (dual left turn lanes). Add sidewalk parallel to Ronald Reagan Blvd on the south east side of the intersection - Altamonte Springs
6	SR 434	SR 417	Mitchell Hammock Rd.	Widen to 4 Lanes	PD&E	$1,500,000	In 2030 LRTP cost feasible list for funding by 2025 - Seminole Co.
7	US 17/92	at Pleasant Hill Rd.		Intersection Improvements	PD&E	$1,000,000	Feasibility study is underway. Intersection capacity improvements may include flyover, crossover diverted left turn lanes - Osceola Co.
8	SR 527/Orange Ave.	SR 482/Sand Lake Rd.	SR 15/Hoffner Ave.	Multimodal Improvements	PE	$1,275,000	Constrained roadway corridor - Orange Co.
9	SR 434/Alafaya Tr.	SR 50	McCulloch Rd.	Multimodal Improvements	PE	$2,347,500	Constrained roadway corridor - Orange Co.
18	SR 434	I-4	US 17/92	Intersection Improvements	PD&E/PE	$1,500,000	Add multi-modal enhancements - wider sidewalks, bike paths, la... drainage improvements and pa... Sanford
19	SR 424/Edgewater Dr.	CR 427	US 17/92	Multimodal Improvements	PE	$5,000,000	New BRT on US 192 from Main ... will be underway in a few mon...
20	SR 500/US 441	at SR 426/Fairbanks Ave.		Multimodal Improvements	PD&E	$2,500,000	Improvements to include BRT ...
21	SR 551/Goldenrod Rd.	at Piedmont Wekiva Rd.		Intersection Improvements	PE	$1,000,000	Main Street District - transit em...
22	SR 50	SR 408	SR 50	Intersection Improvements	PD&E/PE	$750,000	Main Street District - transit em...
23	SR 424/Edgewater Dr.	Orange Ave.	Bumby Ave.	Multimodal Improvements	PE	$500,000	Add turn lanes - Orange Co.
	US 17/92	at SR 423/Lee Rd.		Multimodal Improvements	PE	$1,500,000	Add multi-modal enhancements - wider sidewalks, landscaping a... - Altamonte Springs
		Shepard Rd.	Dog Track Rd.	Intersection Improvements	PD&E/PE	$750,000	Add multi-modal enhancements - wider sidewalks, landscaping a... - Longwood
				Multimodal Improvements	PE	$500,000	Add turn lanes - Orange Co.
						$500,000	Add turn lanes - Orange Co.
						$1,432,500	Constrained roadway corridor ...
						$1,500,000	Main Street District - transit em...
						$500,000	Add turn lanes - Orange Co.
						$1,500,000	Add multi-modal enhancements - wider sidewalks, landscaping a... - Longwood

MetroPlan Orlando Prioritized Projects List

23 of **40** projects requested are multi-modal

Our new **challenge**

- Doing More with Less
- Changing Travel Patterns
- Demand for More Travel Choices & Expanding Mobility
- Increased Safety Concerns
- **Changing requests from our Partner Agencies**

Conventional Approach

Land Use → **Travel** → **Road Capacity**

GENERATES DEMANDS

Anticipate

Forecast
(Based on Speed)

Accommodate

Integrated **Transportation & Land Use**

Transportation Investments → **Travel** → **Land Use**

HELP MANAGE

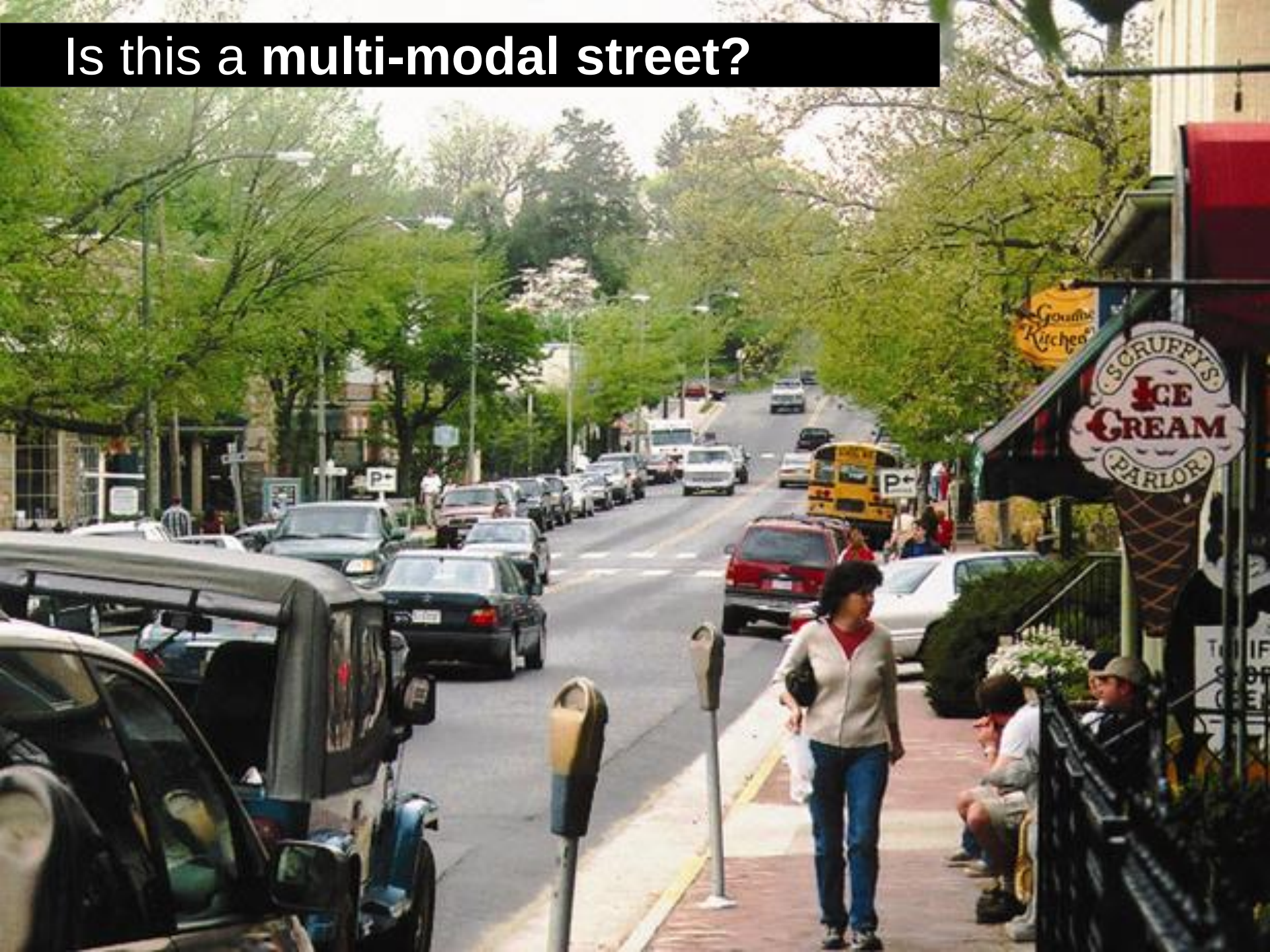
INFLUENCES

Multi-Modal

Manage

Coordinate

Is this a **multi-modal street?**




Ingredients to **Multi-modal obility**
TRANSPORTATION
Place to comfortably and safely walk, bicycle, take transit, or drive on
+
LAND USE
Places to conveniently walk to, bicycle to, reach by transit, or drive to
SCRUFFY'S
ICE CREAM
PARLOR

Multimodal Transportation Best Practices and Model Elements

Karen E. Seggerman, AICP, CNU-A

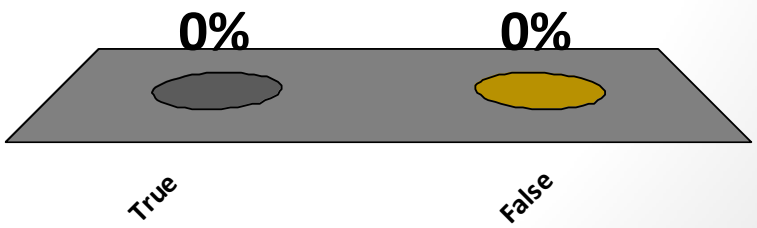
Center for Urban Transportation Research

University of South Florida

Florida law requires requires all local governments to plan for a multimodal transportation system coordinated with future land use.

A. True

B. False

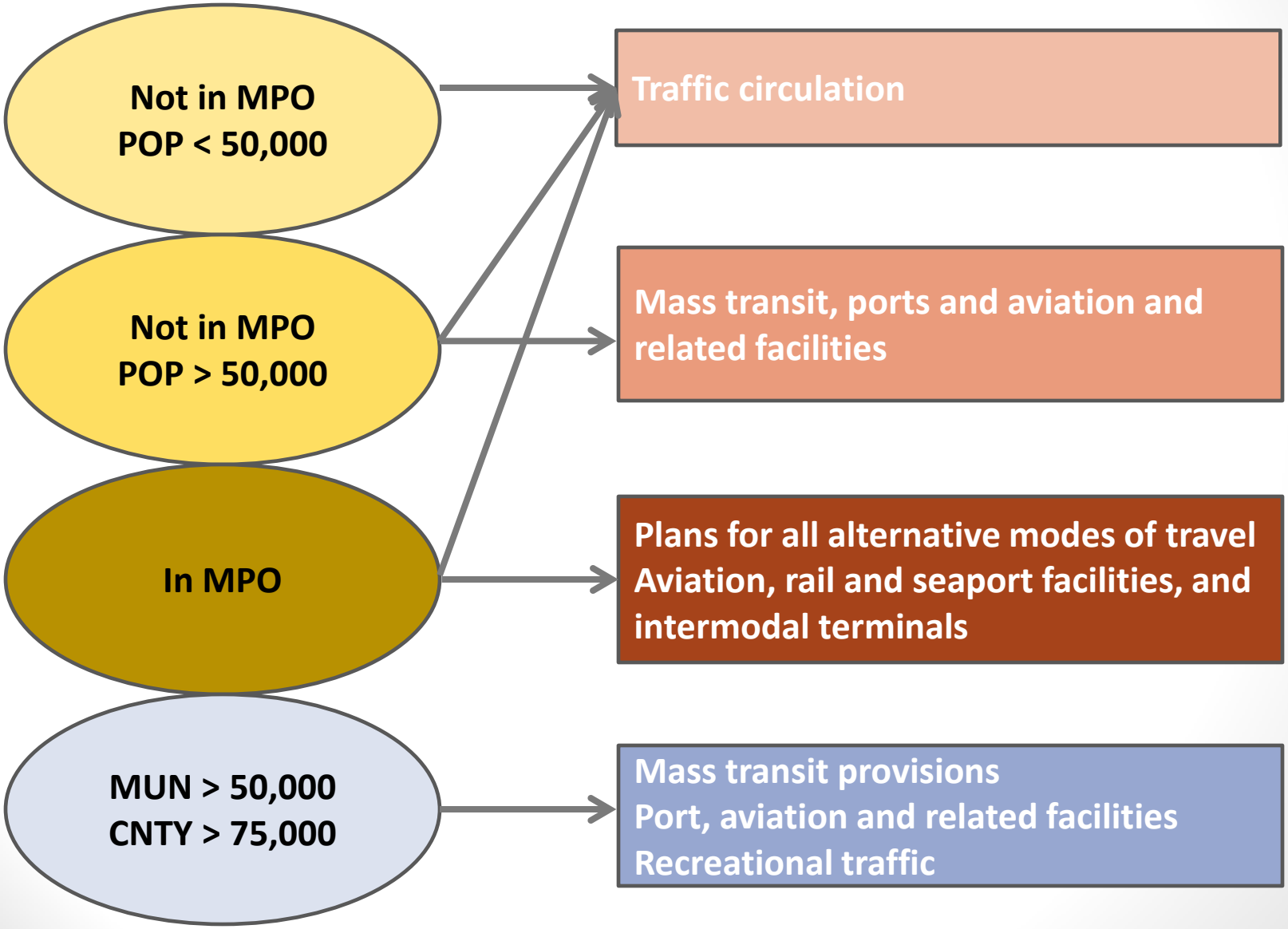


Transportation Element Purpose

- To plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible.
- Provide for a safe, convenient multimodal transportation system, ***coordinated with the future land use map or map series*** and designed to support all elements of the comprehensive plan."

Per §163.3177, Florida Statutes

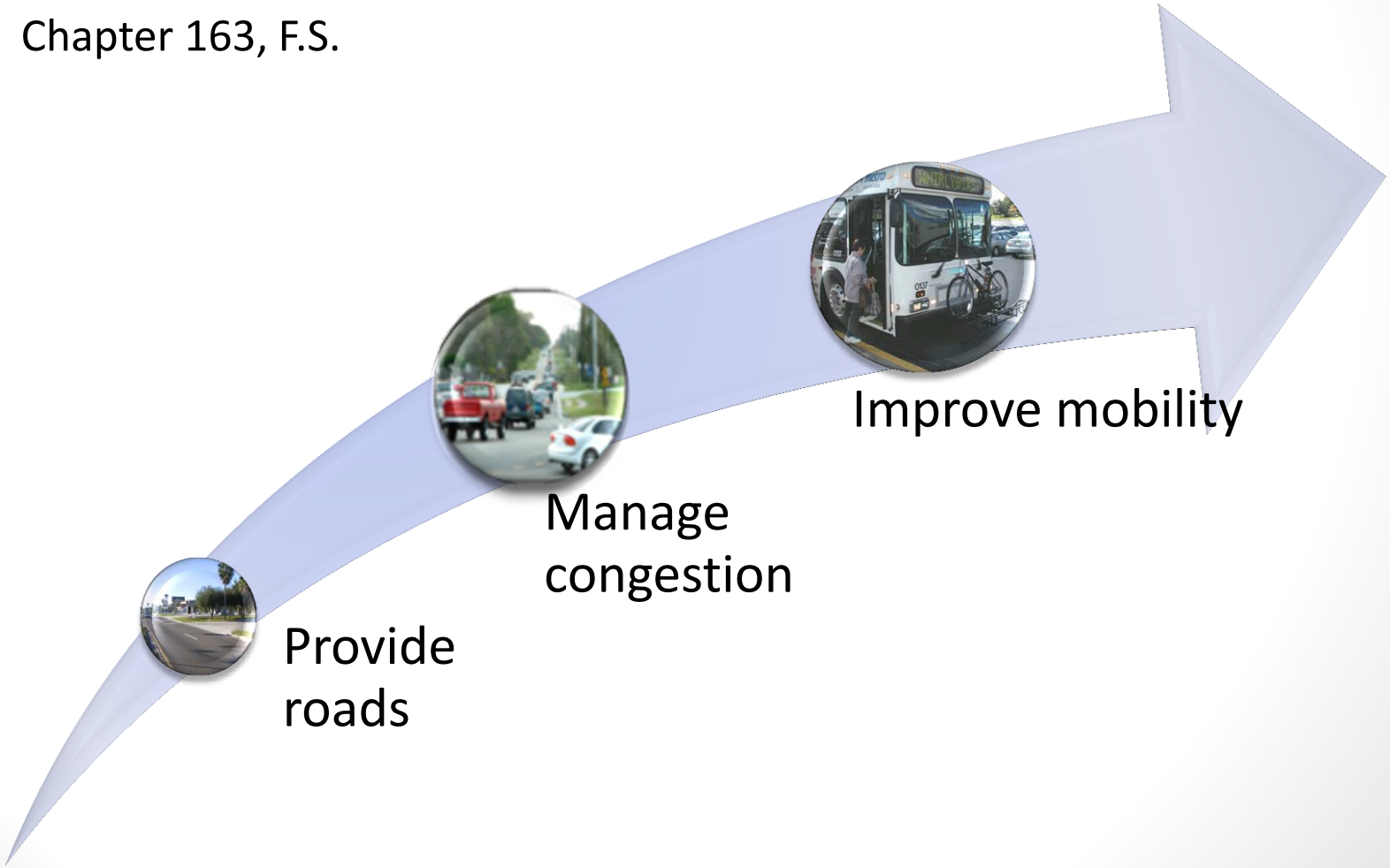
Address mobility issues



Florida Trends and Requirements

"…plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible."

Chapter 163, F.S.



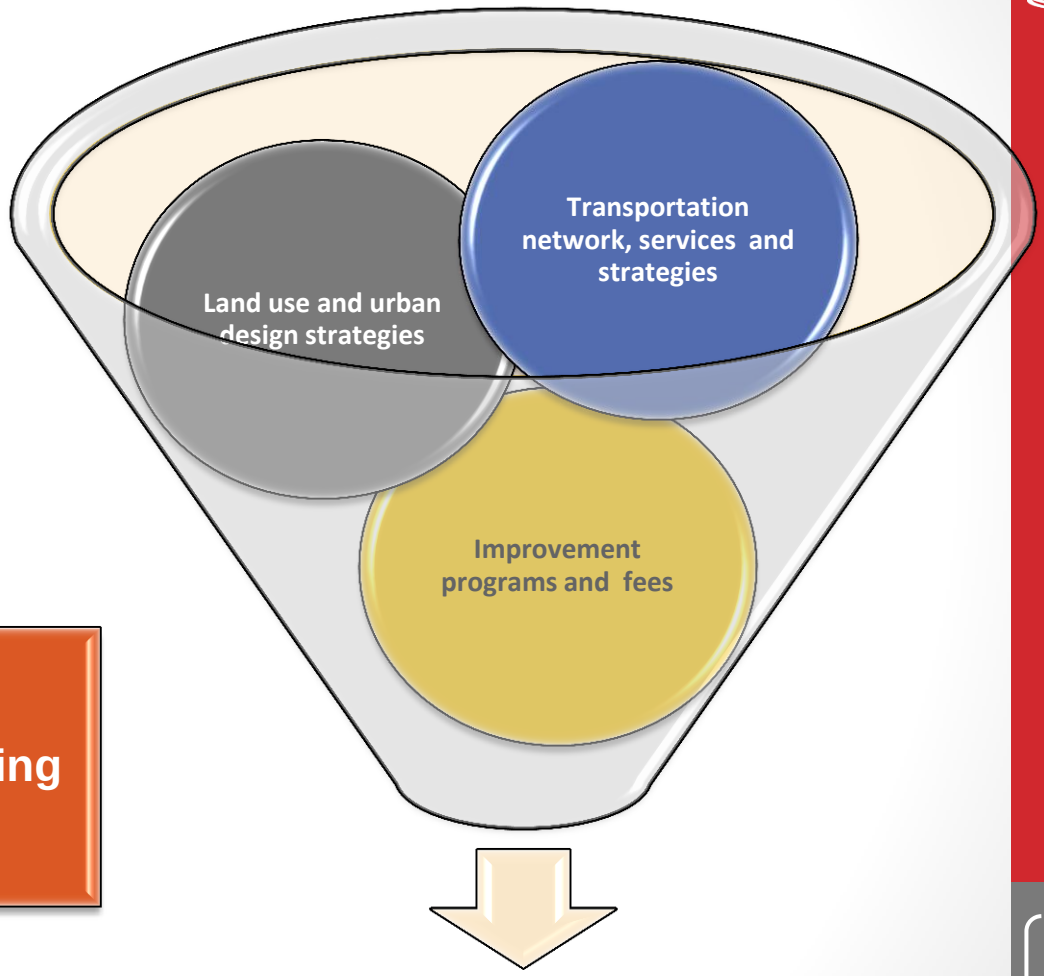
Conventional planning methodology issues

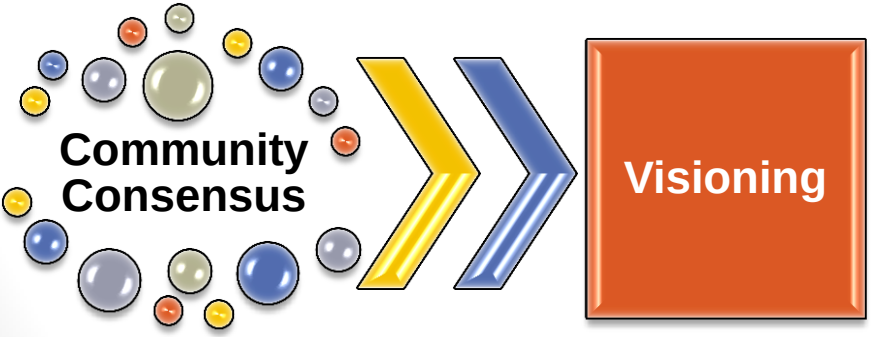
- Analysis tools v. policy directions
- Auto–focus in statutes, policies, regulations, strategies, data, etc.

- Four-step model fails to recognize the effects of changing land use:
  - Land use changes faster than transportation system
  - New transportation facilities/services influence land use patterns
  - Changing demographic, social, and economic factors will result in redevelopment of existing properties

How do we plan for mobility?

- Integrate transportation and land use
- Multimodal
- Physical and policy

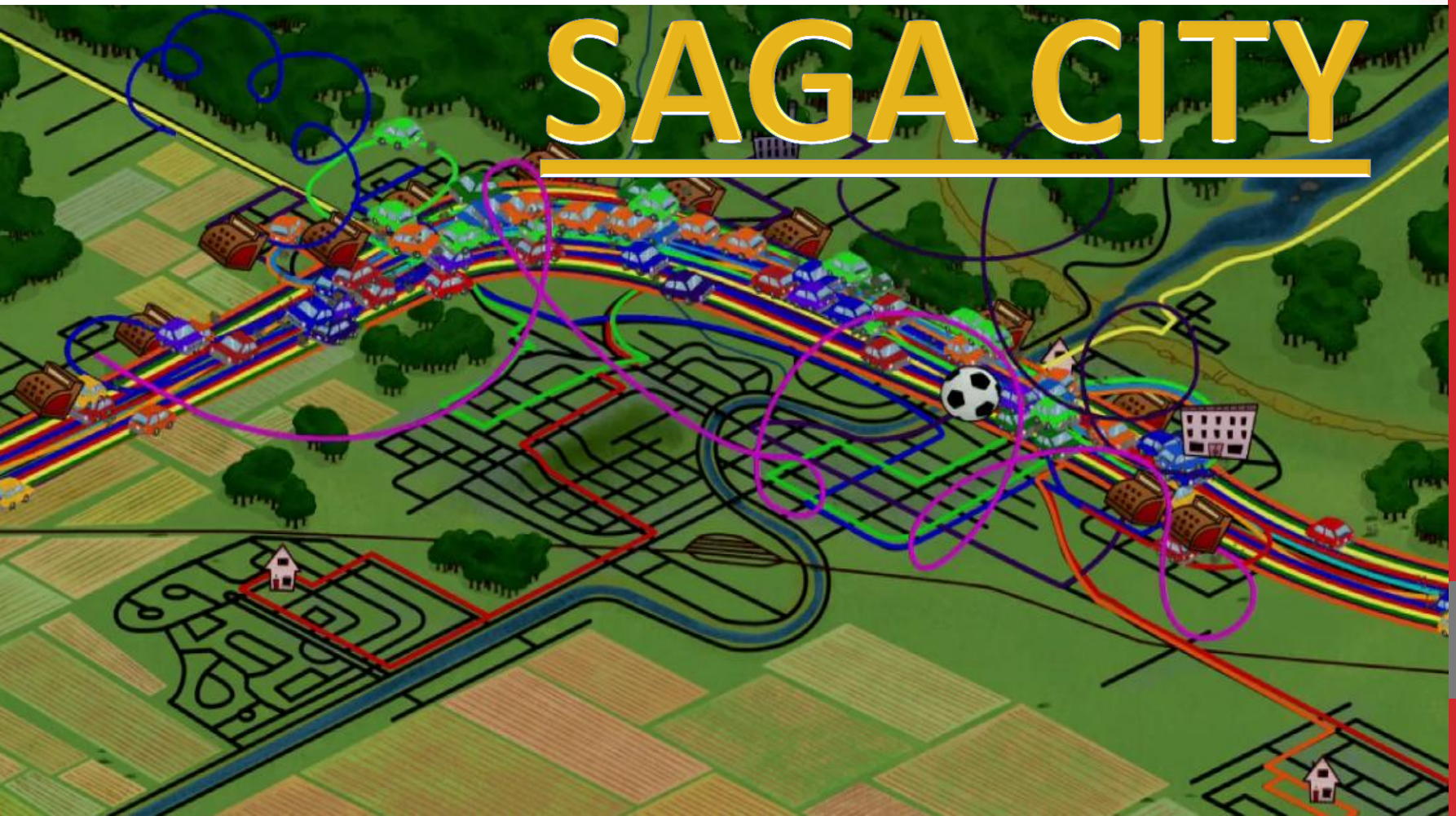




MOBILITY PLAN

incorporated into comprehensive plan

Resource: Explaining transportation and land use interactions - http://vimeo.com/28464164

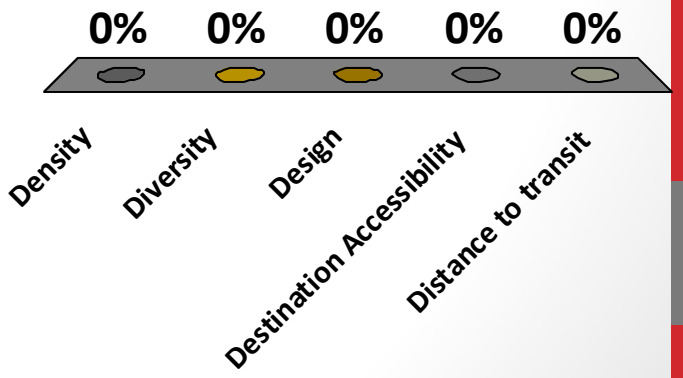


Think Mobility versus Capacity

- Moving people and goods
- Look beyond level of service
- Planning trends support coordination
- Priority on expanding mode choice
- Invest in system

Which of the following has been found to be the most significant determinant of changes in travel behavior?

A. Density
B. Diversity
C. Design
D. Destination Accessibility
E. Distance to transit



Varies by mode

Auto	• Accessibility to destinations • Street network
Walking	• Land use diversity • Intersection density • Number of land uses within walking distance
Bus and train	• Proximity to transit • Street network • Land use diversity

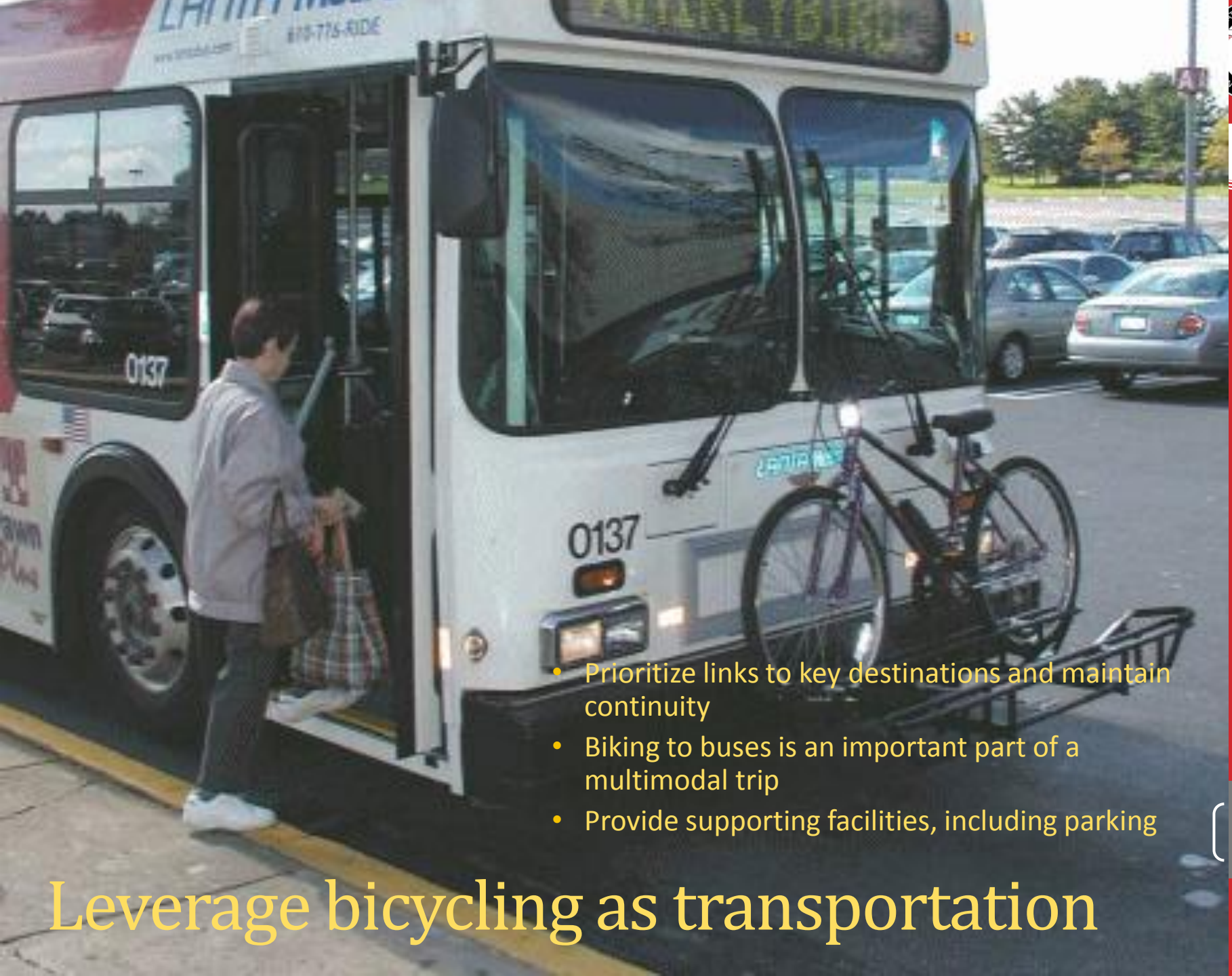
Source: Travel and the Built Environment: A Meta Analysis. **Ewing, Reid and Cervero, Robert**

Roadway Planning

- Functional classification/thoroughfare type
- Context-sensitive solutions
- Multimodal corridors
- Complete streets

Target walkability investments

- Focus on those areas with the greatest potential and prioritize the pedestrian in those areas
- Improve other areas as opportunities arise



- Prioritize links to key destinations and maintain continuity
- Biking to buses is an important part of a multimodal trip
- Provide supporting facilities, including parking

Leverage bicycling as transportation

Make transit viable

- Focus quality transit on key corridors
- Density, TOD
- Link walkable centers
- Transit Development Plans

Ports and Aviation

- Coordination with master plans
- Access to ports and airports

Address the system

Major Roadway Network

Local Roadway Network

Transit Network

Bicycle and Pedestrian Network

Complete gaps, increase connections, provide mobility and accessibility

Multimodal Planning Strategies

LAND USE

- Urban service area
- Development or market areas
- Land use mix
- Activity Centers
- Appropriate density
- TOD, TND
- Bicycle-pedestrian-friendly areas
- Limit parking supply

TRANSPORTATION

- Multimodal corridors
- Managed lanes
- Commuter rail/Express bus/BRT
- Expanded transit network
- Intermodal connections
  - Access to ports/airports
- Bicycle-pedestrian facilities/networks

Multimodal LOS, QOS, Performance Criteria, Targets, Benchmarks

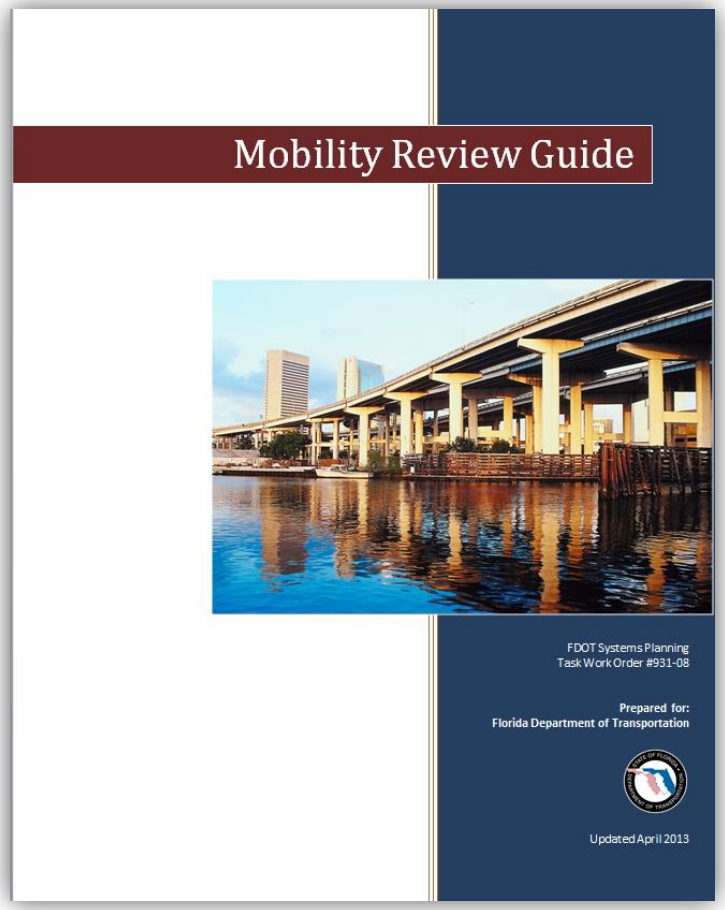
Source: Brad Strader, ITE Planning Urban Roadway Systems Webinar, December 2010

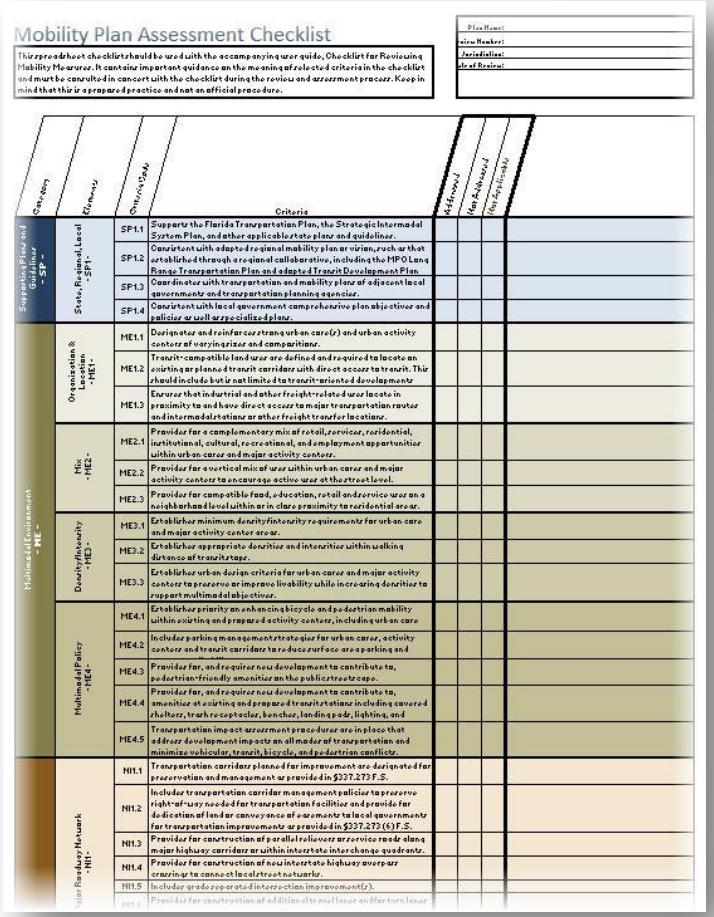
Mobility Review Guide

Kristine M. Williams, AICP

Center for Urban Transportation Research

University of South Florida



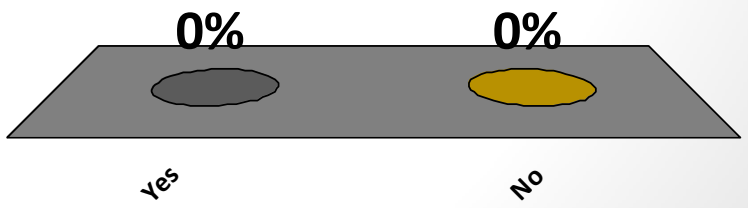


MOBILITY REVIEW GUIDE AND CHECKLIST

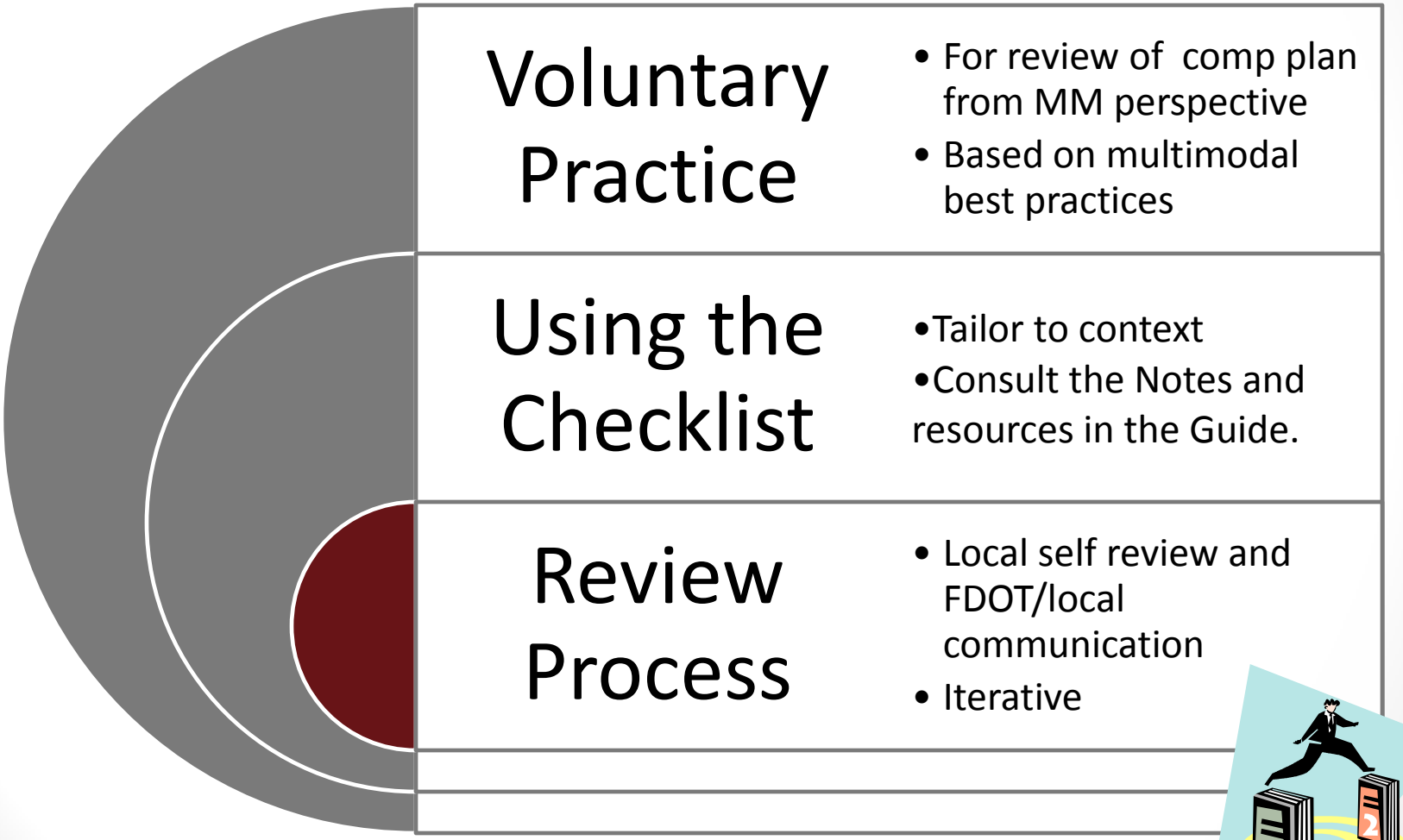
Were you aware of the Mobility Review Guide before today?

A. Yes

B. No

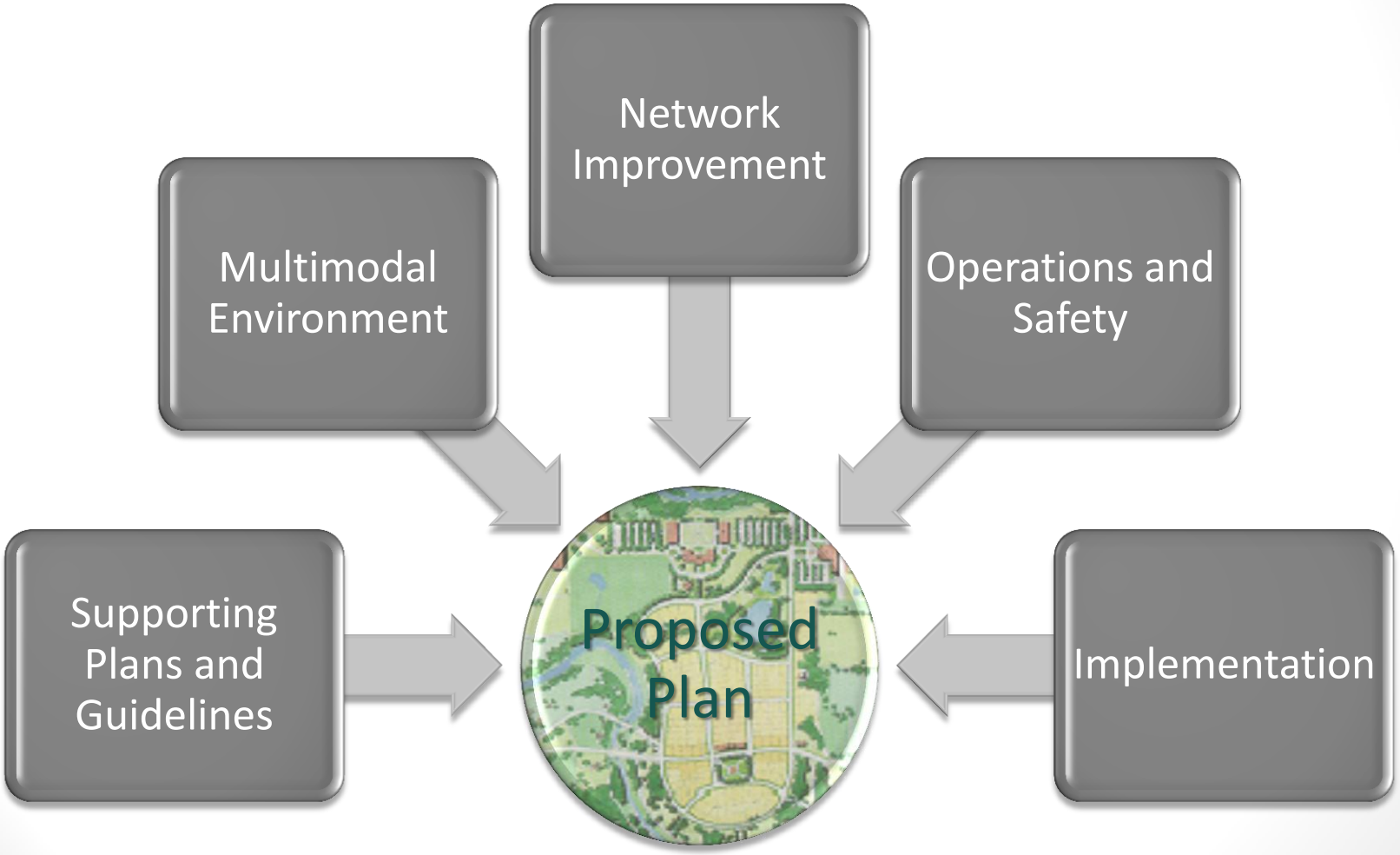


Overview


Voluntary Practice
• For review of comp plan from MM perspective
• Based on multimodal best practices
Using the Checklist
•Tailor to context
•Consult the Notes and resources in the Guide.
Review Process
• Local self review and FDOT/local communication
• Iterative

1
2

Categories for Review



Elements in each Category

Multimodal Environment
Elements and Criteria

Organization & Location	Mix	Density/Intensity	Multimodal Policy
Cores/activity centers	Complementary mix in centers	Minimum density in centers	Bike/ped priority in centers
Transit compatible/ TOD	Vertical mix	Density near transit stops	Parking mgt
Location of industry/freight uses	Proximity of goods/services to residential areas	Urban design that supports density	Streetscape/ station area amenities
			Multimodal TIA

Criteria and Notes

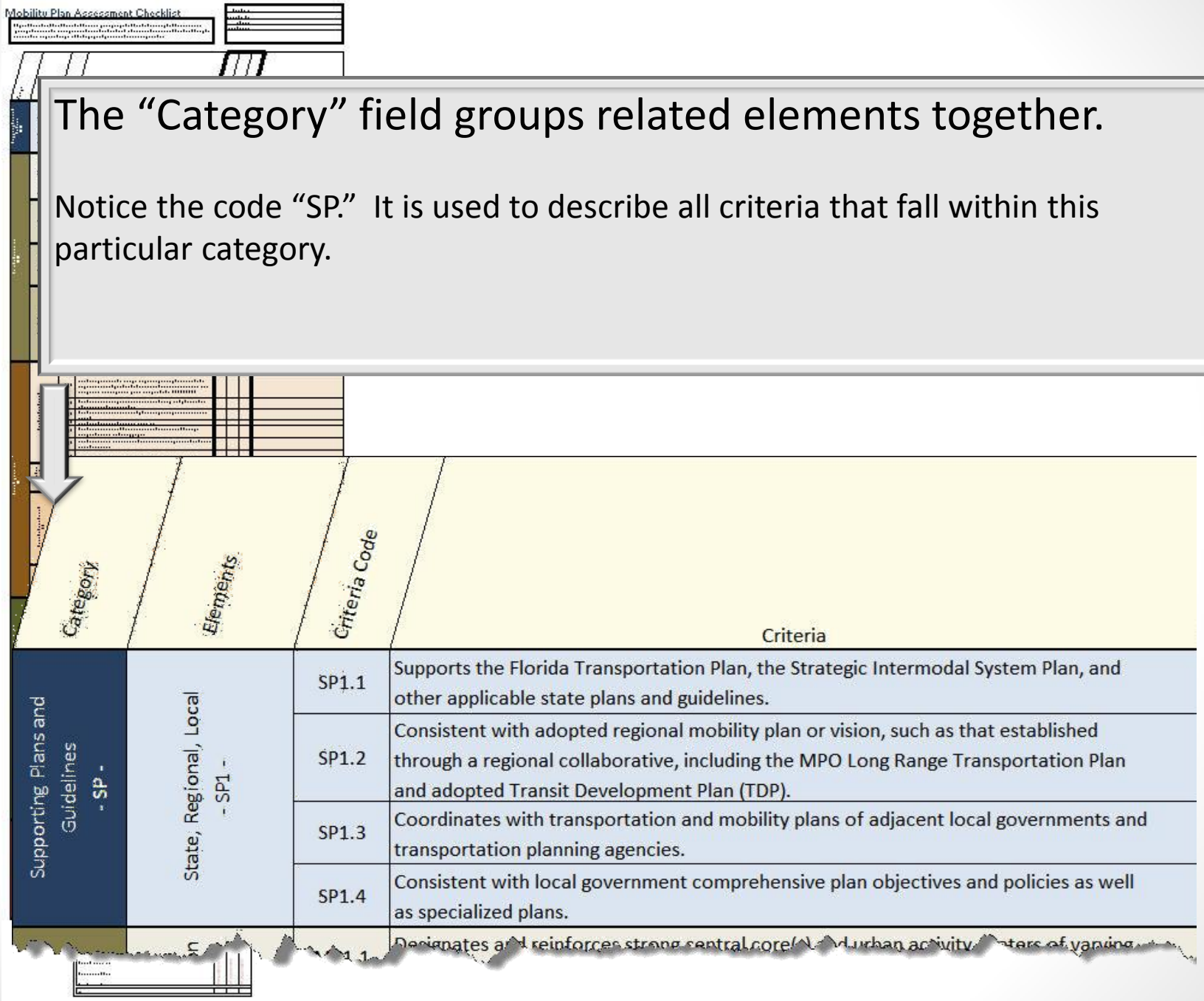
"Notes" describe how each Criterion may be addressed in the plan

Table 2: Multimodal Environment (ME1) Organization and Location Criteria

	Criteria	Notes
ME1.1	Designates and reinforces strong urban core(s) and urban activity centers of varying sizes and compositions.	Focuses on reducing VMT through strong urban cores and activity centers. Plans should focus employment and commercial activities into such cores and centers surrounded by relatively high density and intensity residential development. Networks should provide high connectivity of the residential areas with the activity centers (see NI). Larger cities and counties may also have regional activity centers outside of this core. Locate smaller employment centers and commercial/service nodes of varying sizes in proximity to residential neighborhoods.
ME1.2	Transit-compatible land uses are defined and required to locate on existing or planned transit corridors with direct access to transit. This should include but is not limited to transit-oriented developments (TOD).	A detailed description of transit compatible land uses is contained in Model Regulations and Plan Amendments for Multimodal Transportation Districts. See also the FDOT Framework for Transit Oriented Development in Florida for detailed guidelines on varying types of TOD depending on context (e.g. urban core, urban general, suburban, and rural). The report Mixed Income Housing Near Transit offers strategies for increasing the affordable housing supply as part of transit oriented developments to offset the tendency to cater only to high income markets in these locations.
ME1.3	Ensures that industrial and other freight-related uses locate in proximity to and have direct access to major transportation routes and intermodal stations or other freight transfer locations.	Proper location and direct access to and between major transportation routes and/or ports and airports help reduce impacts on the surface street system and increase the speed of freight movement.

The “Category” field groups related elements together.

Notice the code “SP.” It is used to describe all criteria that fall within this particular category.



Category	Elements	Criteria Code	Criteria
Supporting Plans and Guidelines - SP -	State, Regional, Local - SP1 -	SP1.1	Supports the Florida Transportation Plan, the Strategic Intermodal System Plan, and other applicable state plans and guidelines.
		SP1.2	Consistent with adopted regional mobility plan or vision, such as that established through a regional collaborative, including the MPO Long Range Transportation Plan and adopted Transit Development Plan (TDP).
		SP1.3	Coordinates with transportation and mobility plans of adjacent local governments and transportation planning agencies.
		SP1.4	Consistent with local government comprehensive plan objectives and policies as well as specialized plans.
			Designates and reinforces strong central core(s) and urban activity centers of varying

The "Elements" field breaks each category into core elements.

Notice that all elements are denoted by the code for their category, followed by consecutive numbering.

Category	Elements	Criteria Code	Criteria
Supporting Plans and Guidelines - SP -	State, Regional, Local - SP1 -	SP1.1	Supports the Florida Transportation Plan, the Strategic Intermodal System Plan, and other applicable state plans and guidelines.
		SP1.2	Consistent with adopted regional mobility plan or vision, such as that established through a regional collaborative, including the MPO Long Range Transportation Plan and adopted Transit Development Plan (TDP).
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		SP1.4	Consistent with local government comprehensive plan objectives and policies as well as specialized plans.
			Designates and reinforces strong central core(s) and urban activity centers of varying

The “Criteria Code” field uniquely identifies each criteria.

Each criteria is assigned a consecutively numbered code to aid in cross referencing.

Category	Elements	Criteria Code	Criteria
Supporting Plans and Guidelines - SP -	State, Regional, Local - SP1 -	SP1.1	Supports the Florida Transportation Plan, the Strategic Intermodal System Plan, and other applicable state plans and guidelines.
		SP1.2	Consistent with adopted regional mobility plan or vision, such as that established through a regional collaborative, including the MPO Long Range Transportation Plan and adopted Transit Development Plan (TDP).
		SP1.3	Coordinates with transportation and mobility plans of adjacent local governments and transportation planning agencies.
		SP1.4	Consistent with local government comprehensive plan objectives and policies as well as specialized plans.
			Designates and reinforces strong central core(s) and urban activity centers of varying

The “Criteria” field includes specific items to look for in the assessment.

Category	Elements	Criteria Code	Criteria
Supporting Plans and Guidelines - SP -	State, Regional, Local - SP1 -	SP1.1	Supports the Florida Transportation Plan, the Strategic Intermodal System Plan, and other applicable state plans and guidelines.
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		SP1.4	Consistent with local government comprehensive plan objectives and policies as well as specialized plans.
			Designates and reinforces strong central core(s) and urban activity centers of varying

Double click the cell to mark the box that best describes the extent to which each criteria is addressed in the plan being reviewed.

	Addressed	Not Addressed	Not Applicable
Supporting Plans and Guidelines	0	0	0
Multimodal Environment	0	0	0
Network Improvement	0	0	0
Operations and Safety	0	0	0
Funding and Implementation	0	0	0
Total	0	0	0

The selections made will be totaled at the bottom of the checklist.

Results highlight strengths and possible areas of improvement.

iPlan4Mobility

Multimodal Transportation Model Elements Mobility Review Guide

- Kristine Williams
  - kwilliams@cutr.usf.edu 813-974-9807
- Karen Seggerman
  - seggerman@cutr.usf.edu 813-974-5723

A Bold New Initiative

District 5 Multi-Modal Planning Guidebook

Jane Lim-Yap, AICP

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

FAPA Conference | 9.12.2013

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION

Does FDOT have existing guidance on conducting planning for multimodal corridors?

A. Yes
B. No

Chapter 21 of PPM: TDLC

TRANSPORTATION DESIGN FOR LIVABLE COMMUNITIES

*"It is the policy of the Department to **consider Transportation Design for Livable Communities** features on the State Highway System …"*

Principles:

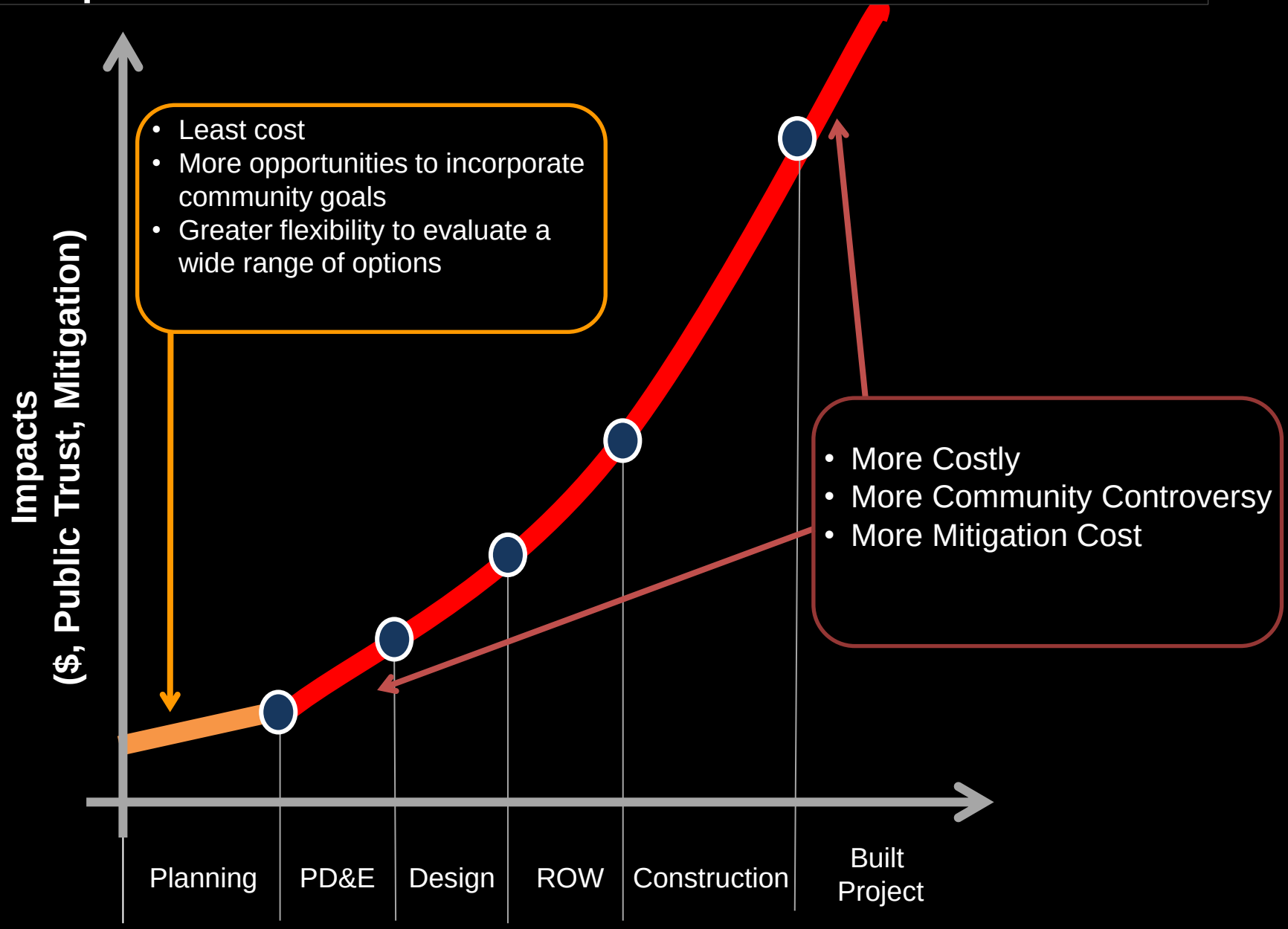
1. Safety of all modes
2. Balancing community values and mobility needs
3. Efficient use of energy resources
4. Protection of the environment
5. Coordinated land use and transportation planning
6. Local and state economic development goals
7. Complementing and enhancing existing Department standards and processes

Chapter 21 of PPM: TDLC

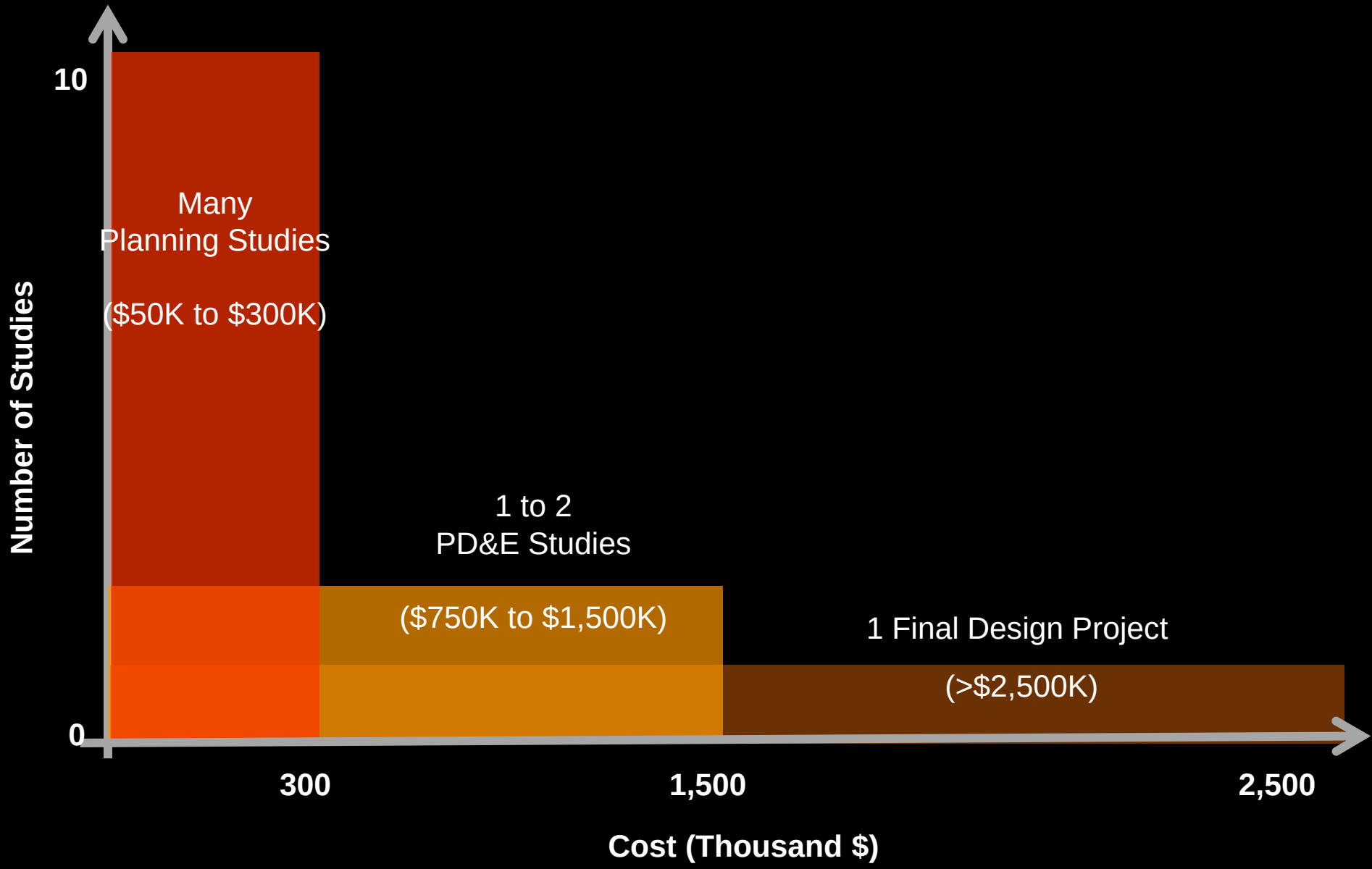
*Incorporating TDLC features are contingent upon involvement of the local stakeholders in the **planning and project development processes**. Therefore, it is essential that all stakeholders are included from the **initial planning phase** of the project through design, construction and maintenance.*

Introducing Complete Street Concepts during Design is too late.

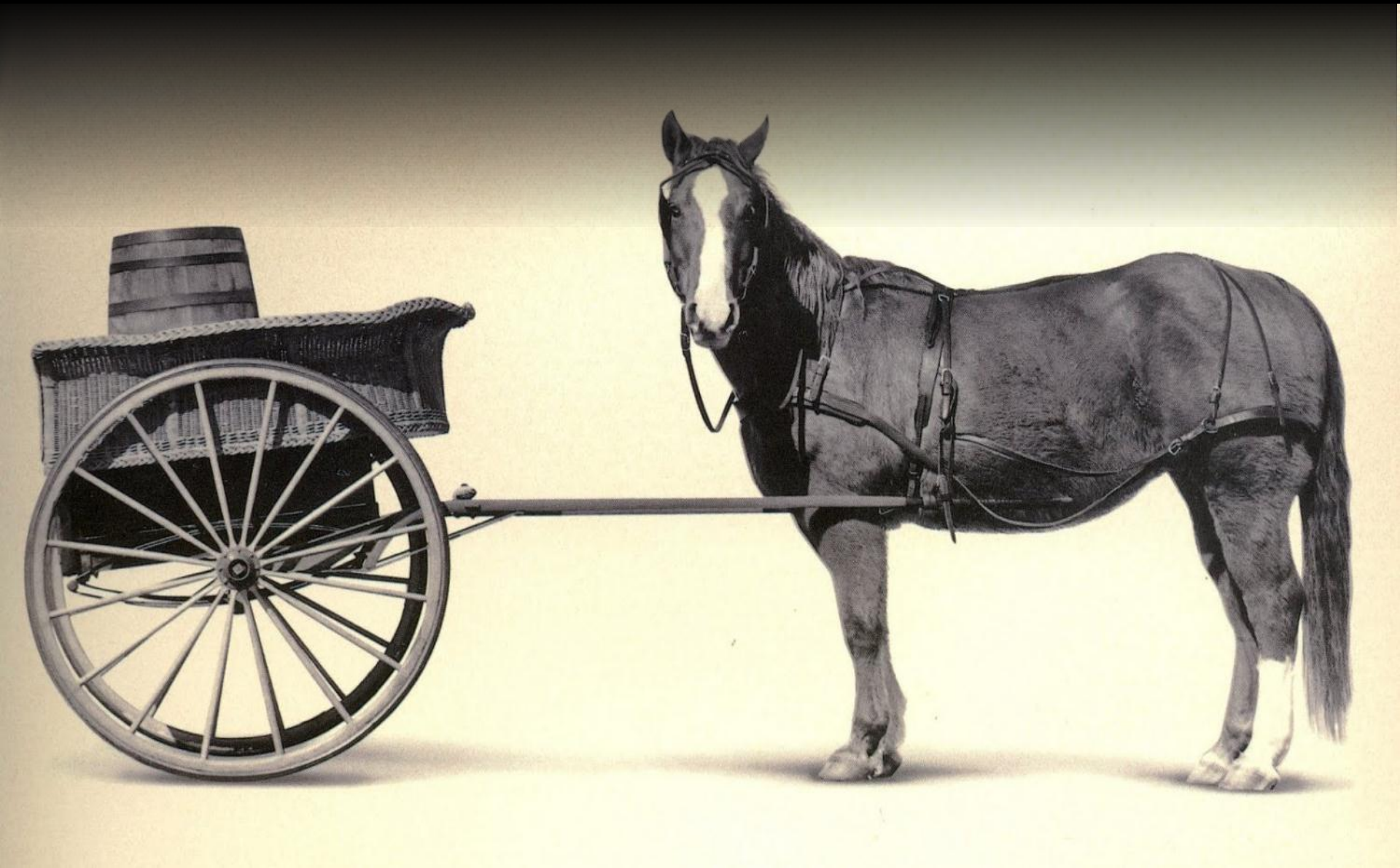
What happens when commitments change throughout the Project Development Process?



Planning will save us Money…



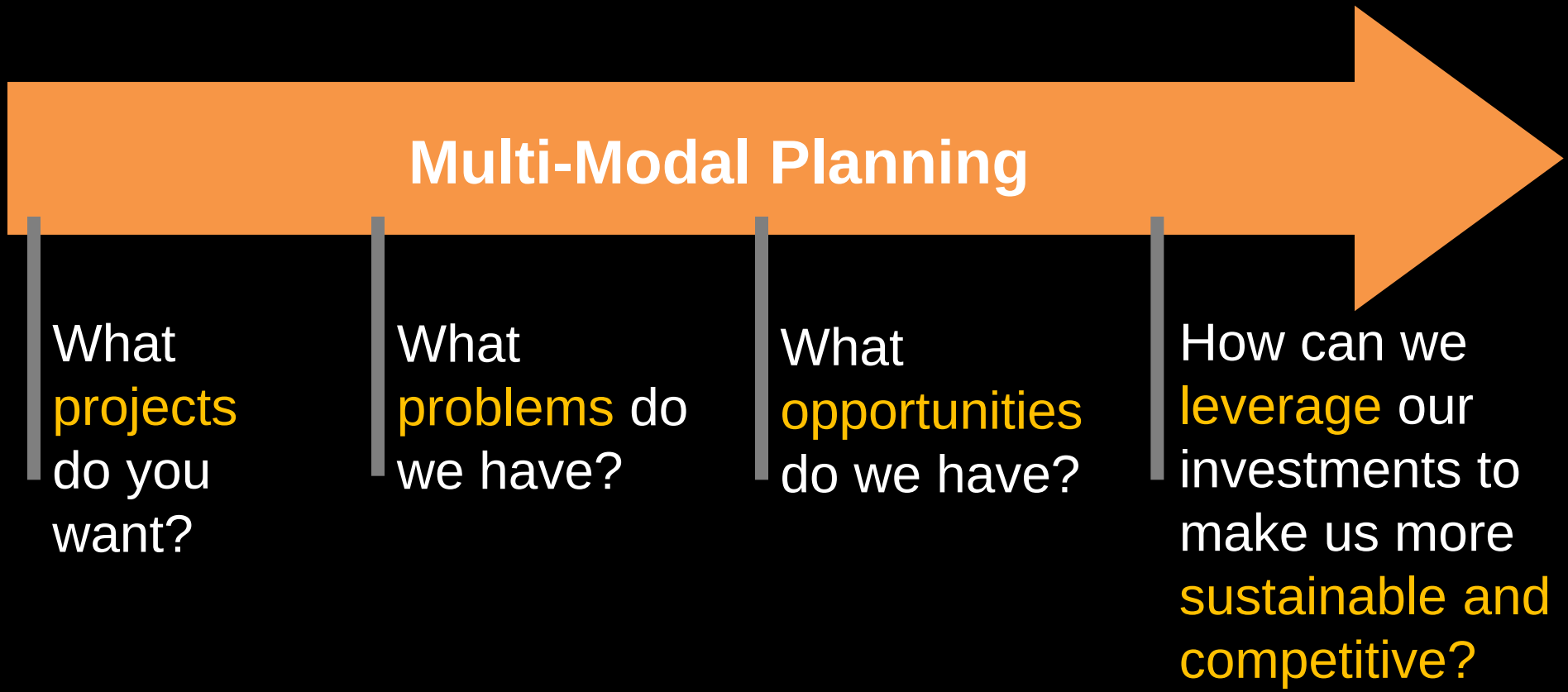
Programming Before Planning…



When should we plan?

When should we plan?

Stronger planning leads to **better results**



FLORIDA DEPARTMENT OF TRANSPORTATION

District 5

MULTI-MODAL CORRIDOR PLANNING GUIDEBOOK

DRAFT | November 19, 2012

http://cfgis.org/FDOT-Resources/Resource-Guidebooks.aspx

1 BACKGROUND AND INTRODUCTION

- WHAT is Multi-Modal Planning
- WHY do it?
- HOW can this Guidebook help?

2 TRANSPORTATION PLANNING CONTEXT

- HOW does it fit into existing FDOT process?
- HOW does this differ from Context Sensitive Solutions?
- WHAT about Complete Streets?

3 THE PLANNING PROCESS

- HOW do you do Multi-Modal Planning?
- HOW is it different for different sized projects?
- HOW do you define a problem?
- WHAT data do you need?
- HOW do you define guiding principles, purpose, and need?
- HOW do you measure success?
- HOW are alternatives developed?
- HOW can land use solutions be part of multi-modal strategies?
- HOW do you compare and select alternatives?

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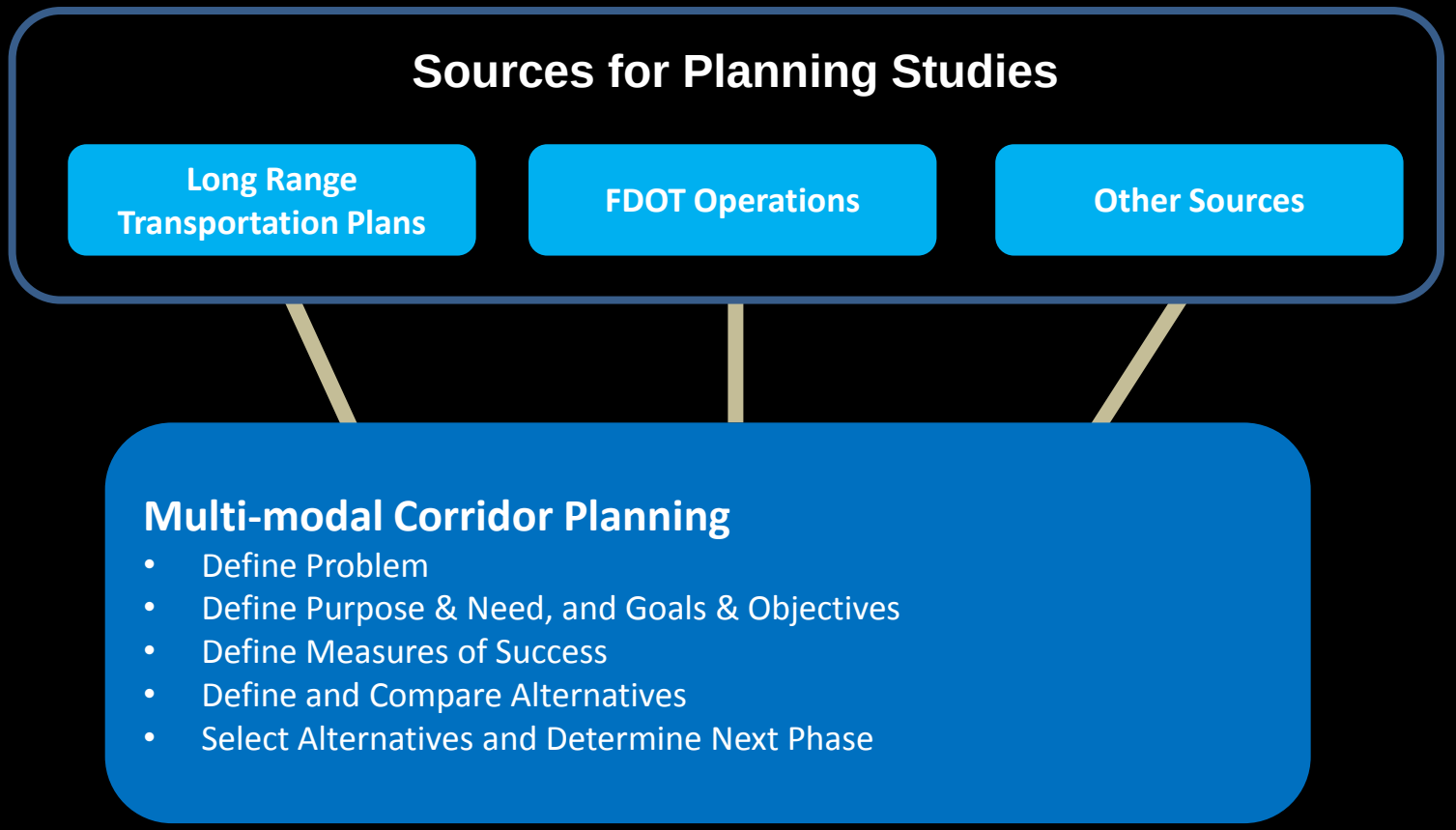
Planning within **the project development process**

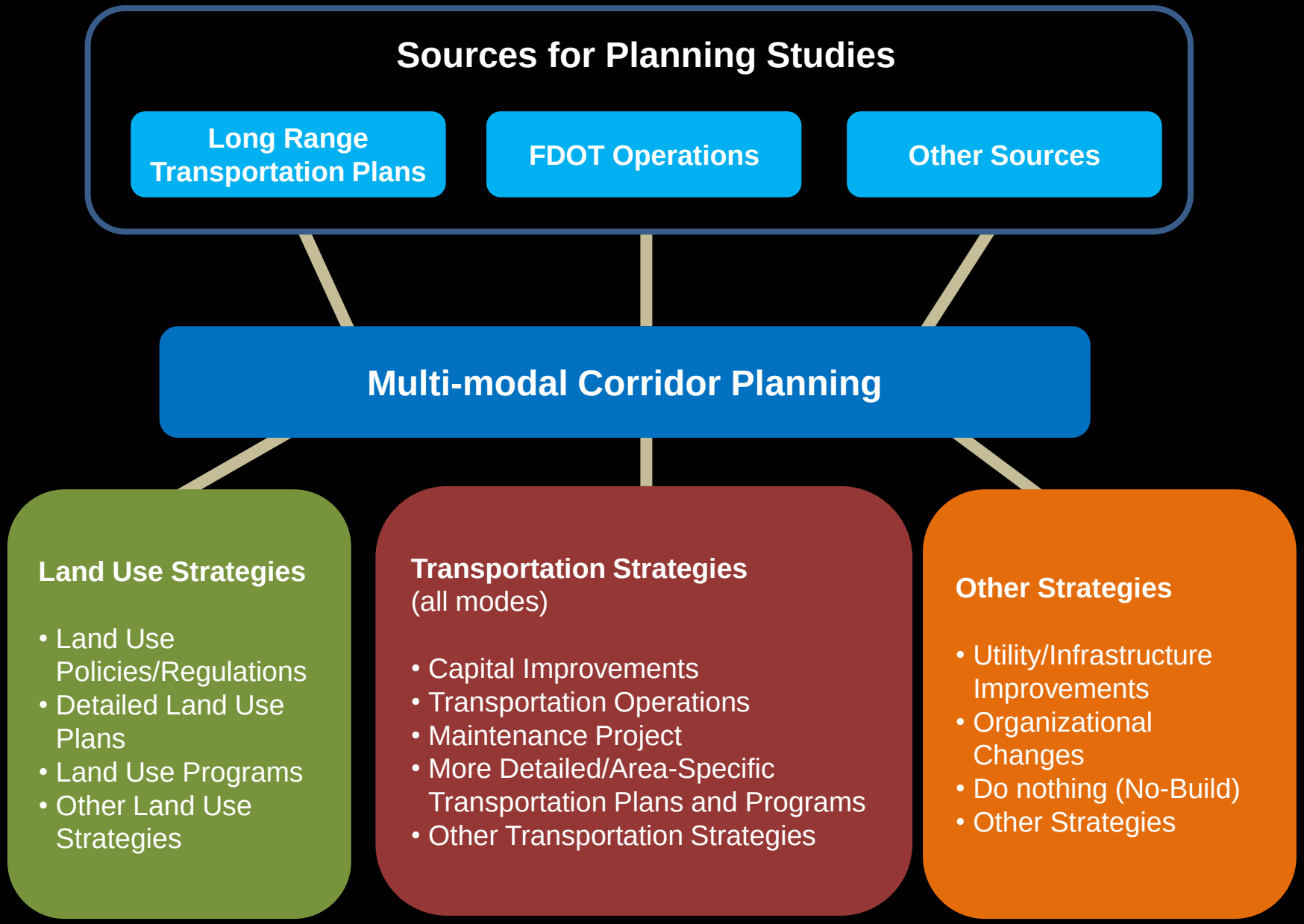
Sources for Planning Studies

- **Long Range Transportation Plans**
- **FDOT Operations**
- **Other Sources**

Planning within **the project development process**



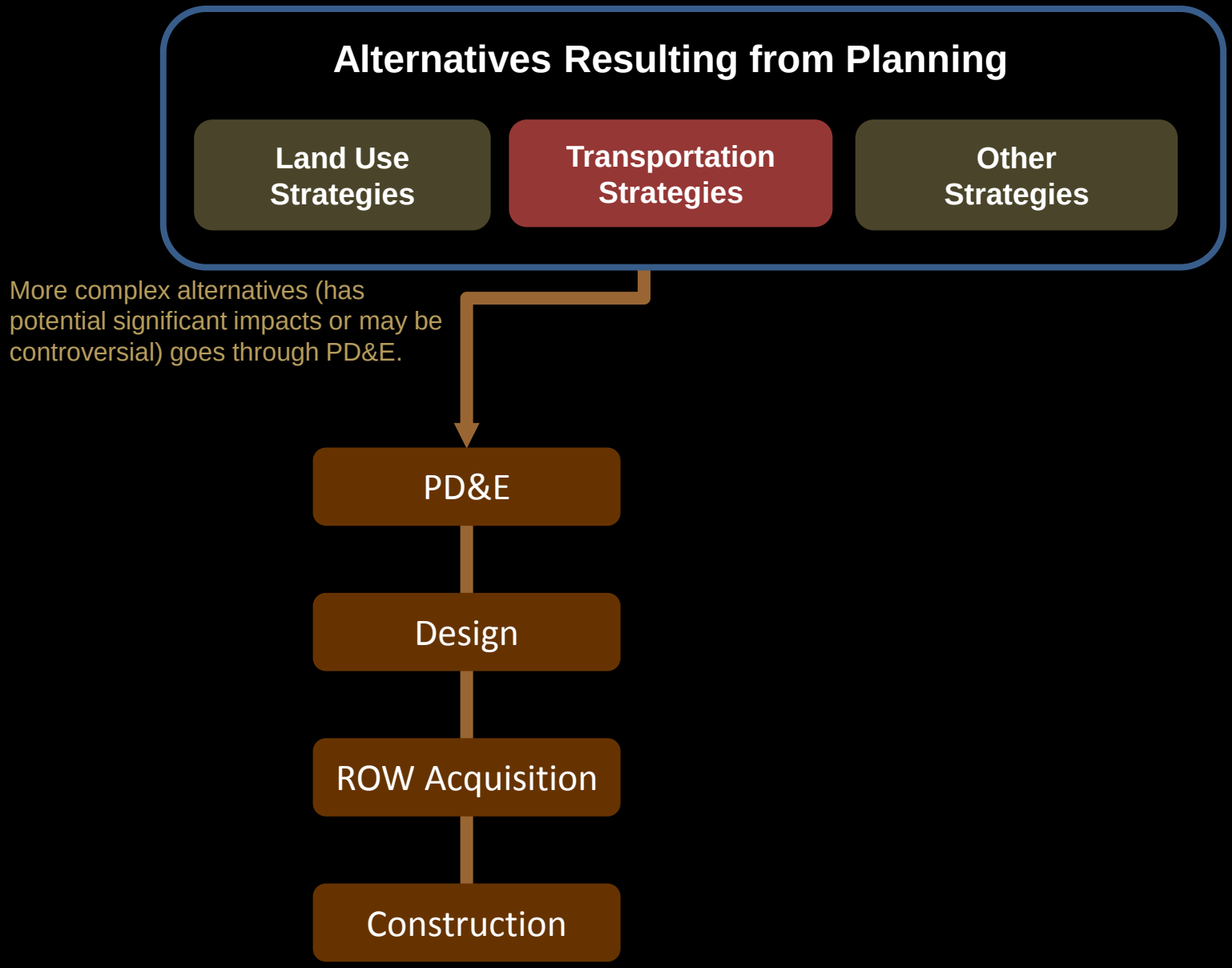
Planning within **the project development process**



Next phases after **Planning for Transportation Strategies**

Planning defines the problem, determines purpose, need, alternatives.

Next phases after **Planning for Transportation Strategies**



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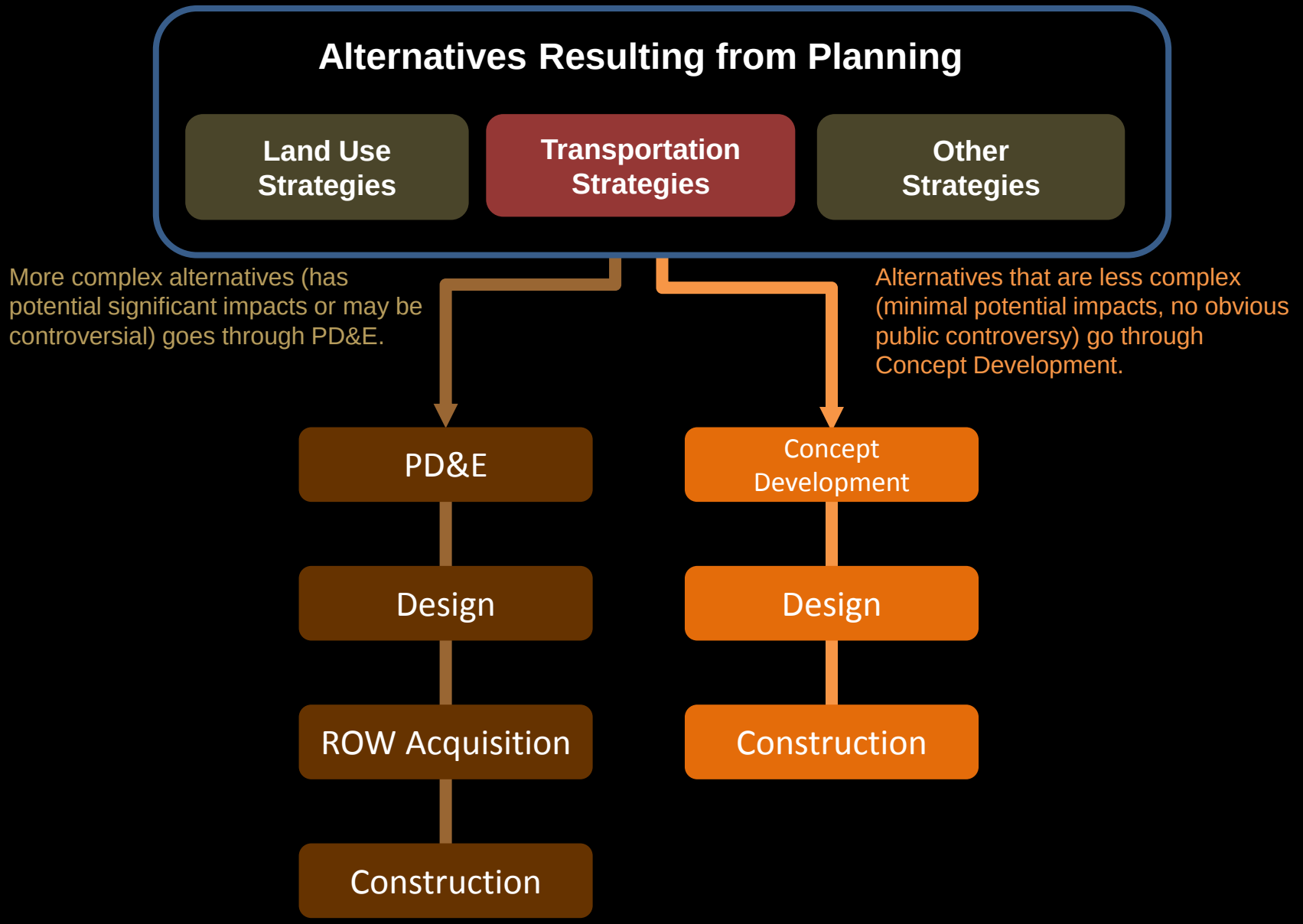

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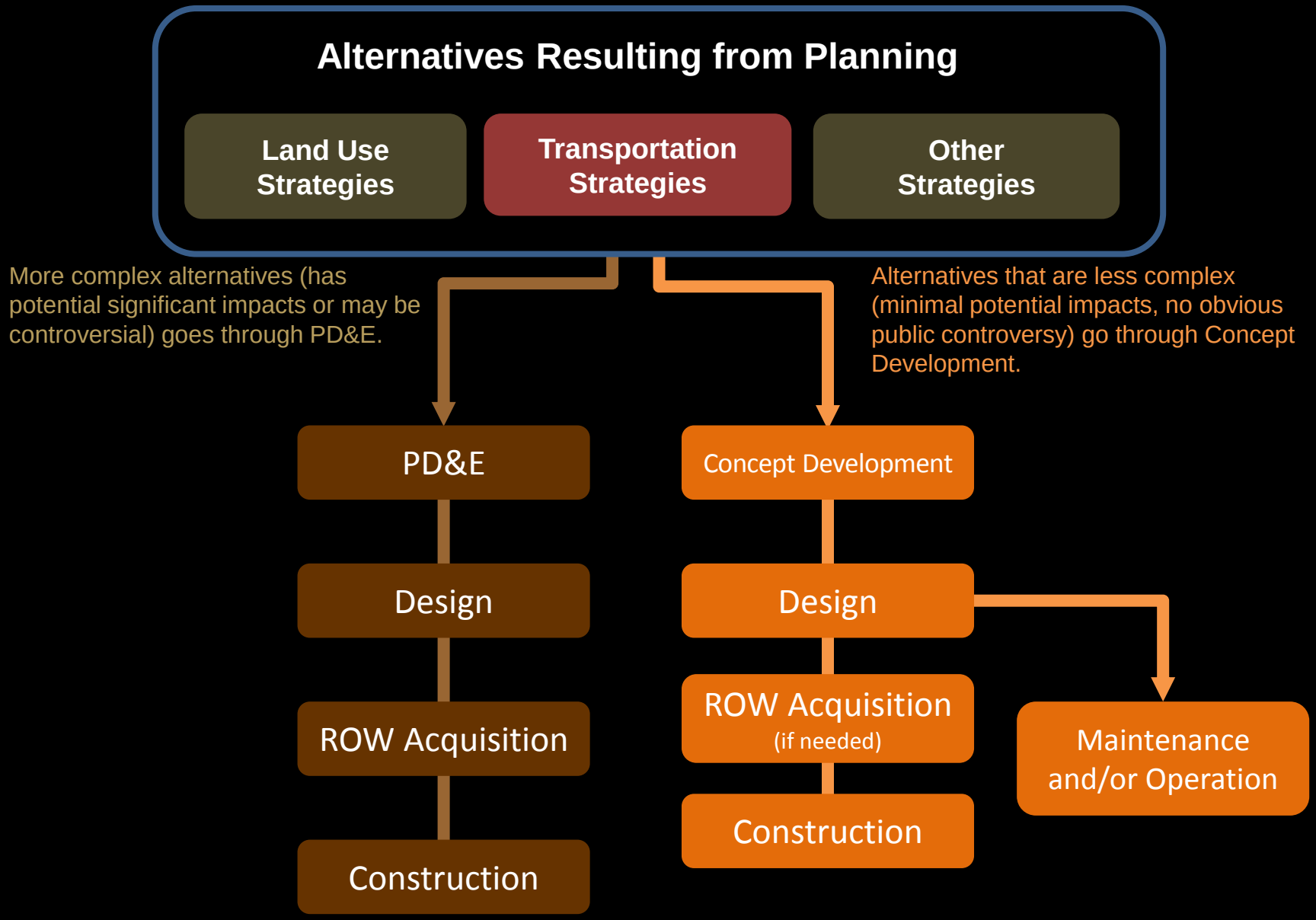

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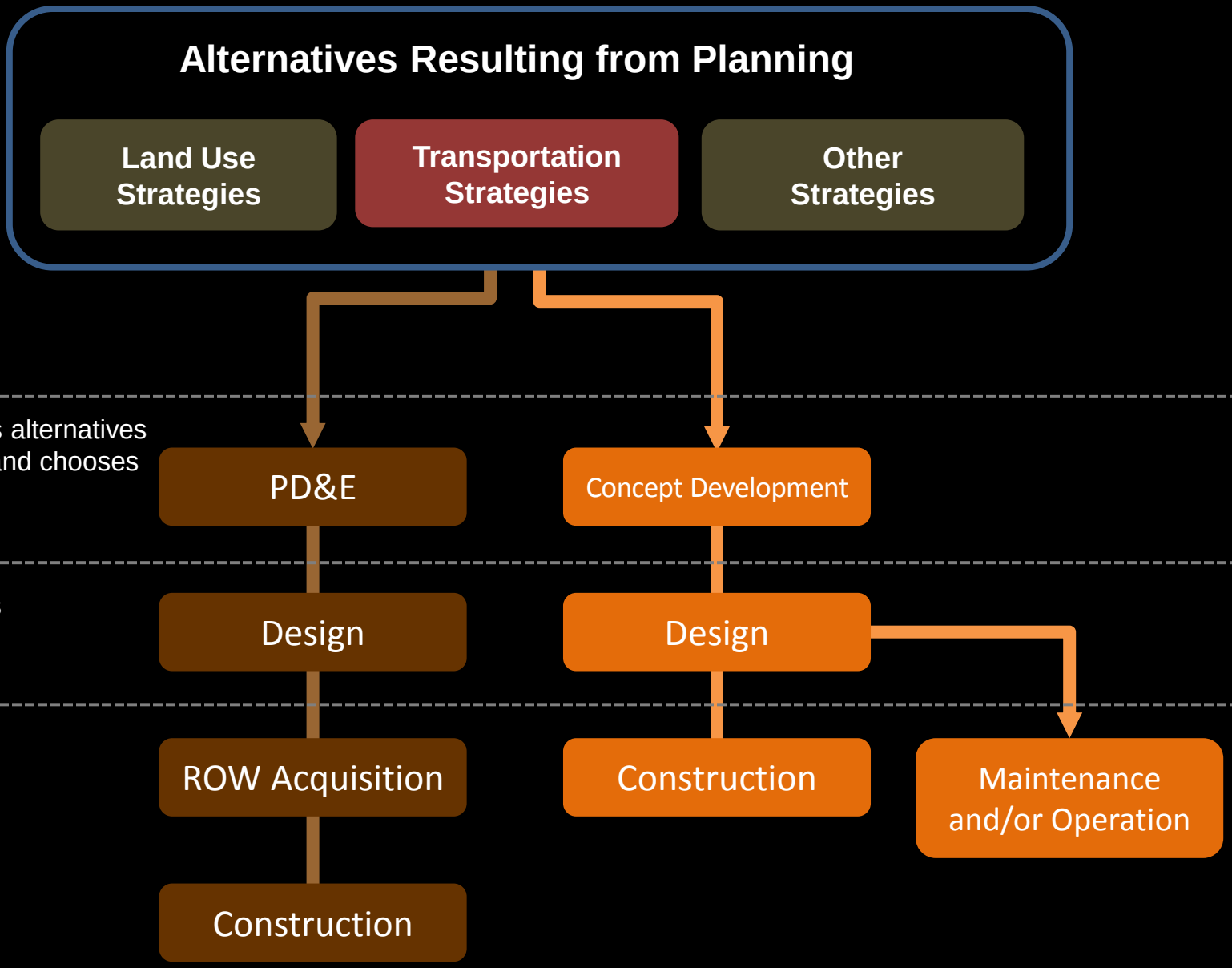

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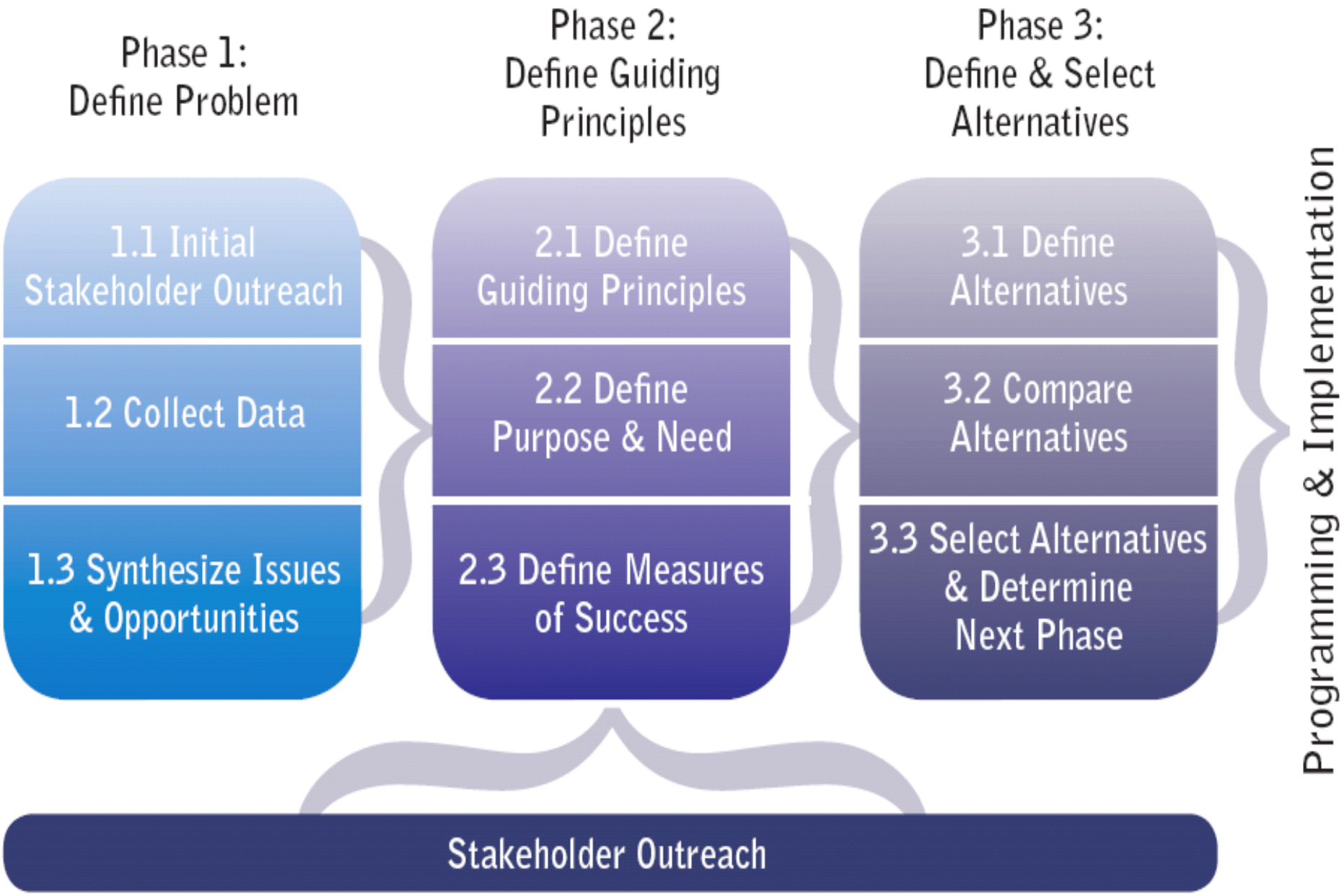
It is ok **not to know the solution!**

It is ok **not to know the problem!**

Planning **Process**




Ingredients to **multi-modal mobility**
TRANSPORTATION
Place to comfortably and safely walk, bicycle, take transit, or drive on
+
LAND USE
Places to conveniently walk to, bicycle to, reach by transit, or drive to
SCRUFFY'S
ICE CREAM
PARLOR

Evolving DOT Role

credit: Pablo Abreu / Flickr

What best describes your area specialty?

A. Land use
B. Transportation
C. Economics
D. All of the above

Thank you!

http://cfgis.org/FDOT-Resources/Resource-Guidebooks.aspx

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jlim-yap@kittelson.com

QUESTIONS?

Please return your clicker!

Moderator:

Maria Cahill, AICP, FDOT

- John Moore, E.I., FDOT D5

- Karen Seggerman, AICP, CNU-A, USF CUTR

- Kristine Williams, AICP, USF CUTR

- Jane Lim-Yap, AICP, LEED-AP, Kittelson & Associates