



FLPRITE NEWSLETTER

APRIL 2024, VOL 65, ISSUE 1

THE OFFICIAL NEWSLETTER OF
THE FLORIDA PUERTO RICO
DISTRICT OF ITE



Contents

PRESIDENT'S MESSAGE - 4

COVER PAGE (SIGNS) ARTICLE - 8

ADMINISTRATOR'S REPORT - 26

DIRECTOR'S REPORT - 27

Officers/Chairs/Section Reps

President - Kris Milster, P.E., PTOE

NoTraffic, US, Inc.
2345 N Yale St • Palo Alto, CA 94306
Phone: (202) 800-1890 • Email: kris@notraffic.tech

Vice President - Eric Gordin, P.E.

Florida's Turnpike Enterprise
Florida's Turnpike Enterprise, Mile Post 263
Building #5317 • Ocoee, FL 34761
Phone: (407) 264-3316 • Email: eric.gordin@dot.state.fl.us

Secretary & FLITE Editor - Bob Agrusa, P.E., PTOE

Kimley-Horn and Associates, Inc.
201 N. Franklin Street, Suite 1400 • Tampa, FL 33602
Phone: (813) 365-7204 • Email: bob.agrusa@kimley-horn.com

Treasurer & Membership Chair - Alexandra Lopez, P.E., PTOE

Florida Department of Transportation, District 4
3400 W. Commercial Boulevard • Ft. Lauderdale, FL 33309
Phone: (954) 777-4090 • Email: alexandra.lopez@dot.state.fl.us

Past President - Kari Pucker, P.E., PTOE

Gresham Smith, Inc.
225 Water Street Suite 2200 • Jacksonville, FL 32202
Phone: (904) 328-2105 • Email: kari.pucker@greshamsmith.com

FLPR District International Director - Thuha Nguyen, P.E., PTOE

via planning, inc.
2101 West Commercial Boulevard, Suite 3200 • Ft Lauderdale, FL 33309
Phone: (954) 560-5251 • Email: thuha.nguyen@viaplanning.com

Transportation Planning & Mobility Council (TPMC) Chair - Emmeth Duran, P.E., RSP-2I

Florida Department of Transportation, District 7
11201 McKinley Drive • Tampa, FL 33612
Phone: (813) 975-6214 • Email: emmeth.duran@dot.state.fl.us

Traffic Engineering & Safety Council Chair - Vishal Kakkad, P.E., PTOE, RSP-2I

Manatee County Public Works
2101 47th Terrace East • Bradenton, FL 34203-3785
Phone: (941) 749-3500 • Email: vishal.kakkad@mymanatee.org

District Administrator - Pete Yauch, P.E., PTOE, RSP-2I

Iteris
1907 N US Hwy 301, Suite 120 • Tampa, FL 33619
Phone: (813) 319-3790 • Email: pyauch@iteris.com

Student Relations Chair - Christopher S. Russo, P.E., PTOE, RSP

Atkins
482 South Keller Road • Orlando, FL 32810
Phone: (407) 806-4233 • Email: Christopher.Russo@atkinsglobal.com

Communications Chair - Wendy Krehbiel, P.E., RSP-2I

Kimley-Horn
12740 Gran Bay Parkway West, Suite 2350 • Jacksonville, FL 32258
Phone: (904) 828-3939 • Email: wendy.krehbiel@kimley-horn.com

Social Media Chair - Sophia Williams, P.E.

Peggy Malone & Associates
3653 Regent Boulevard, Suite 409 • Jacksonville, FL 32224
Phone: (904) 992-8072 • Email: swilliams@peggymalone.com

Traffic Bowl Chair - Usha Nadella, P.E.

Arcadis
1301 Riverplace Boulevard, Suite 700 • Jacksonville, FL 32207
Phone: (904) 861-2821 • Email: ushasree.nadella@arcadis.com

Young Member Chair - Fabio Garofalo Sasahara, Ph.D., PMP

University of Florida
365 Weil Hall, PO Box 116580 • Gainesville, FL 32611
Phone: (800) 226-1013 • Email: fsasahara@ufl.edu

Exhibitor Representative - Ian Cardozo

Temple, Inc.
P.O. Box 937 • Lithia, FL 33547
Phone: (813) 661-2030 • Email: ian.cardozo@temple-inc.com

Panhandle Section Rep - Anjana Avr

HNTB
Phone: (850) 536-8537 • Email: aavr@HNTB.com

Central-Northeast Florida Section Rep - Megan Ferguson, P.E., AICP

HDR
Phone: (407) 420-4246 • Email: megan.ferguson@hdrinc.comcom

Greater Tampa Section Rep - Alex Bourne, P.E.

RS&H
Phone: (813) 636-2622 • Email: alex.bourne@rsandh.com

South Florida Section Rep - Omar Al-Sahili, P.E.

HNTB
Phone: (305) 222-1400 • Email: oalsahili@HNTB.com

Puerto Rico Section Rep - Bryan Ruiz-Cruz, P.E.

Metric Engineering
Phone: (787) 366-6349 • Email: bryan.cruz@metricpr.com

Sections/Chapters

Panhandle Section - Anjana Avr - President

HNTB
1276 Metropolitan Boulevard, Suite 304 • Tallahassee FL 32312
Phone: (850) 536-8537 • Email: aavr@HNTB.com

Central-Northeast Florida Section - Usha Nadella, PE. - President

Arcadis
1200 Riverplace Boulevard, Suite 425 • Jacksonville, FL 32207
Phone: (904) 861-2821 • Email: ushasree.nadella@arcadis.com

Greater Tampa Section - Burak Konuk, P.E., PTOE, IMSA III - President VN Engineers

6810 Lyons Technology Park, Suite 165 • Coconut Creek, FL 33073607
Phone: (813) 819-3237 • Email: bkonuk@vnengineers.com

South Florida Section - Yue Liu, P.E., PTOE - President

Kimley-Horn
8201 Peters Road, Suite 2200 • Plantation, FL, 33324
Phone: (954) 526-1861 • yue.liu@kimley-horn.com

Puerto Rico Section - Bryan Ruiz-Cruz, P.E. - President

Metric Engineering
1250 Ponce De Leon Ave, Suite 809, San Jose Building • San Juan, Puerto Rico, 00907
Phone: (939) 545-1515 • Email: bryan.cruz@metricpr.com

First Coast Chapter (Part of CNEFL Section) - Miguel Lugo, P.E. AICP - President

Corp of Engineers
Phone: (618) 454-4212 • Email: miguel.a.lugo@gmail.com

Student Chapters

Embry Riddle Aeronautical University- Scott Parr, Ph.D.

600 S Clyde Morris Boulevard, LB 321 • Daytona Beach, FL 32114

Florida A&M / Florida State University - Eren Erman Ozguven, Ph.D.

Department of Civil & Environmental Engineering
2525 Pottsdamer Street, Room B-313 • Tallahassee, FL 32310-6046

Florida International University - Priyanka Alluri, Ph.D., P.E., RSP1

Civil and Environmental Engineering Department
University Park Campus, EAS 3865 • Miami, FL 33199

University of Florida - Fabio Garofalo Sasahara, Ph.D., PMP

Department of Civil and Coastal Engineering
365 Weil Hall, PO Box 116580 • Gainesville, FL 32611

University of North Florida - Ramin Shabanpour Anbarani, Ph.D.

School of Engineering
1 UNF Drive, Skinner-Jones Hall
Jacksonville, FL 32224

Florida Atlantic University - David Kan, Ph.D.

Dept. of Civil, Environmental and Geomatics Engineering
777 Glades Road Bldg. #36, Rm. 203 • Boca Raton, FL 33431

University of Central Florida - Samiul Hasan, Ph.D.

Civil and Environmental Engineering Department
P.O. Box 162450 • Orlando, FL 32816-2450

University of Puerto Rico-Mayaguez - Daniel Rodriguez, Ph.D.

Department of Civil Engineering and Surveying
PO Box 9000 • Mayagüez PR 00681-9000

University of South Florida - Jodi Godfrey

Center for Urban Transportation Research
4202 East Fowler Avenue, MS ENG 030 • Tampa, FL 33620-5375

2024 FLPRITE BOARD



Executive Board Members (L-R): Kris Milster-President, Pete Yauch-District Administrator, Bob Agrusa-Secretary, Alexandra Lopez-Treasurer; Eric Gordin-Vice-President, Kari Pucker-Past President; and Thuha Nguyen-District International Director. Board Members (Not Shown) Include: Megan Ferguson-CNEFL Section Rep; Alex Bourne-GT Section Rep; Anjana Avr-Panhandle Section Rep; Omar Al-Sahili-SF Section Rep; and and Bryan Ruiz-Cruz-PR Section Rep.





FLPRITE District President's Message

Feeling the Vibes!

By: Kris Milster, P.E., PTOE

Hello FLPRITE Family,

I'm buzzing with excitement as I extend a warm, energetic welcome to all of you for the much-anticipated Transportation Planning Exchange (TPEX) happening this May in St. Pete. First off, a massive shoutout and heaps of gratitude to our incredible FLPRITE District Board members – your dedication, creativity, and tireless efforts are the backbone of our community. You guys are the real MVPs!

As TPEX draws closer, the vibe is just electric. We're on the brink of an epic gathering that promises to plunge us into the heart of our industry's latest trends, inspire us with groundbreaking ideas, and fortify the connections that are the lifeblood of our community. I'm personally stoked for the diverse lineup of workshops, the exchange of innovative ideas, and the opportunity to hear from voices across our spectrum. It's all about coming together, sharing our journeys, and sparking those conversations that push us forward.

And here's a big, heartfelt thank you to you – our members. Your passion, engagement, and unwavering commitment to FLPRITE, and the broader field of transportation planning, are what make our network so vibrant and impactful. The Board and I are endlessly appreciative of your contributions, enthusiasm, and the unique perspectives each of you bring to our collective table.

Let's make this TPEX not just an event, but a memorable experience – filled with insightful learnings, meaningful connections, and yes, plenty of fun moments. Your active participation is the secret sauce that will turn this event into something extraordinary.

I'm counting down the days until we all gather in May. It's going to be an incredible time to learn, laugh, and maybe even challenge our own ideas a bit. It's about making those invaluable connections, both new and old, that enrich our professional lives and personal growth.

Thanks a million for being such an integral part of our FLPRITE family. The anticipation is building, and I can hardly wait to kick off an event that promises to be, not only informative, but truly unforgettable. Here's to making TPEX 2024 a landmark occasion we'll all remember fondly.

See you there for an amazing time together!

Warmest vibes,

Kris Milster President, FLPRITE



Want to share your project or technical paper with the Florida and Puerto Rico Transportation Communities?

Then submit your paper for the Late Summer 2024 Edition of the FLPRITE Newsletter!

Original content at 300 + words with pictures that can be distributed

Submissions are due June 30th, 2024

Please submit to bob.agrusa@kimley-horn.com

OUR ANNUAL SPONSORS



Thank you!

iteris®



ALLIANT



CDM
Smith®

Kimley»»Horn

Expect More. Experience Better.



Whitman, Requardt & Associates, LLP
Engineers · Architects · Environmental Planners Est. 1915



National Data & Surveying Services
Nation's Largest Traffic Data Collection Firm



Marr Traffic
DATA COLLECTION

Here When It Counts

BECOME A FLPRITE SPONSOR

FLPRITE is looking for sponsors interested in helping to support the District. Sponsorship of the Florida District includes your advertisement in the virtual newsletter (distributed to the membership twice annually) as well as your logo (with hyperlink) on our site (www.flprite.org).

The cost for a 12-month sponsorship is \$500. You can purchase your Sponsorship securely via PayPal. Sponsorship also allows companies to place their job listings on our Positions web page for all members and visitors to view. For more information, contact bob.agrusa@kimley-horn.com

UPCOMING FLPRITE/FDOT MEETING

TRANSPORTATION PLANNING EXCHANGE

TRANSFORMING TRANSPORTATION TOGETHER



REGISTER NOW!

MAY 7-9, 2024

HILTON ST. PETERSBURG BAYFRONT
ST. PETERSBURG, FLORIDA

For more information and to register, visit

https://whova.com/portal/registration/trans_202405/



FLORIDA PUERTO RICO
DISTRICT



UPCOMING FLPRITE/FDOT MEETING



TRANSPORTATION PLANNING EXCHANGE

TRANSFORMING TRANSPORTATION TOGETHER

CONFERENCE AT A GLANCE

DAY 1: Tuesday, May 7, 2024

Site Visits	
8:30 AM - 11:30 AM	Port Tampa Bay SunRunner Tour St. Pete-Clearwater International Airport
11:30 AM - 1:00 PM	Lunch on Your Own
1:00 PM - 3:00 PM	General Session 1: Welcome and Transforming Transportation Together
3:00 PM - 3:30 PM	Networking Break
3:30 PM - 5:00 PM	Breakout Sessions
Optional Group Activities	
5:30 PM	Group Kayaking
5:30 PM	Pinellas Trail Guided Walk
6:50 PM	Rays Game

DAY 2: Wednesday, May 8, 2024

7:30 AM - 8:30 AM	Breakfast
8:30 AM - 10:00 AM	General Session 2: Imagining Tomorrow
10:00 AM - 10:30 AM	Networking Break
10:30 AM - 12:00 PM	Breakout Sessions
12:00 PM - 1:30 PM	Networking Lunch
1:30 PM - 3:00 PM	General Session 3: Roadmaps and Realities
3:00 PM - 3:30 PM	Networking Break
3:30 PM - 5:00 PM	General Session 4: Goods on the Move
5:00 PM - 7:00 PM	Networking Reception

DAY 3: Thursday, May 9, 2024

7:30 AM - 8:30 AM	Breakfast
8:30 AM - 10:00 AM	General Session 5: Forecasting Florida's Future and Last Mile Insights
10:00 AM - 10:30 AM	Networking Break
10:30 AM - 12:00 PM	Roadmap to 2055: Regional Visioning Sessions

■ Networking
 ■ General Session
 ■ Breakout Session



Signs, Signs, Everywhere Signs: Reducing Traffic Sign Clutter

By: Pete Yauch, P.E., PTOE, RSP2I - Vice President Emeritus - Iteris, Inc.

How many traffic signs are there in the United States? No one knows for sure; FHWA estimates that there are about 4.2 million miles of roadway, and if you assume that there are 10 signs per mile, that ends up being about 42 million signs. In our urban and suburban areas, I would say that the assumption of 10 signs per mile is low – I counted the signs for one direction of travel along a one-mile section of a state arterial near me and found 30 signs, including five Speed Limit signs (no changes in speed limits?).

Do we use too many signs? Can a driver observe, understand, and react to that many signs while also navigating their vehicle in traffic along a roadway? Can an important sign be easily overlooked because of the visual competition with other signs? Do our roadways look cluttered because of the number of signs? And, can we reduce our signing installation and maintenance costs?



Blockout technique?!!

Sign, sign
Everywhere a sign
Blockin' out the scenery
Breakin' my mind
Do this, don't do that
Can't you read the sign?

- The Five Man Electric Band, 1971

The act of driving is comprised of three primary tasks: control, guidance, and navigation. Control is the most critical and refers to all the actions related to the driver's interaction with their vehicle. Guidance refers to how the driver interacts with other vehicles, the roadway, and the surrounding environment; this includes the driver's recognition of factors such as the roadway alignment, grade, surrounding vehicles, hazards, and traffic control devices and the subsequent use of judgment to adjust the vehicle's movement. Navigation includes the process of decision making on travelling from the trip's origin to the trip's generation.

The guidance task is subject to overload – too much traffic, too many alignment changes, or too many traffic control devices can have as much of an impact as being distracted by phone calls or in-car conversations. If the driver spends too much time on the guidance task, the control task may be shortchanged, which can lead to a crash.

The installation of a ground mounted traffic sign has been estimated to be approximately \$ 250 to \$ 300, including the sign, post, labor, and supporting activities. That sign, if not damaged in a crash, vandalized, or otherwise destroyed, will have an estimated life span of about ten years. If a maintaining agency has 10,000 signs, and needs to replace 10 percent per year, that's \$ 250,000 to \$ 300,000 per year. In these days of budgetary constraints, it would be nice to be able to reduce the number of signs that need to be maintained significantly.

The Manual on Uniform Traffic Control Devices (MUTCD) describes five principles for traffic control devices to be effective:

- A. Fulfill a need;
- B. Command attention;
- C. Convey a clear, simple meaning;
- D. Command respect from road users; and
- E. Give adequate time for proper response.

Have we applied these principles to every sign we've installed?

The recently released 11th Edition of the MUTCD has greatly expanded its information related to the excessive use of signs, including the following from Section 2A.20:

"Signs should be used and located judiciously, minimizing their proliferation in order to maintain their effectiveness. Regulatory and warning signs should be used conservatively because these signs, if used to excess, tend to lose their effectiveness. Route signs and directional guide signs for primary routes and destinations should be used frequently at strategic locations because their use promotes efficient operations by keeping road users informed of their location. In all cases, however, sign clutter should be avoided and minimized as much as practicable."

"Sign clutter is the proliferation of sign installations or assemblies along the roadway or roadside, either separately or grouped, to such an extent that adequate spacing between installations necessary for orderly processing of the sign messages by the driver cannot be achieved. Sign clutter can reduce the effectiveness of one or more signs in a sequence of signs."



Signs, Signs, Everywhere Signs: Reducing Traffic Sign Clutter

By: Pete Yauch, P.E., PTOE, RSP2I - Vice President Emeritus - Iteris, Inc.

“The basic role of traffic control devices is to provide only as much information to the road user as necessary to promote the safe and efficient operation of streets and highways. Sign clutter can result from the overuse of MUTCD-compliant signs and or signs that display information unrelated to traffic operation, navigation, or transportation information.”

“Signs and other traffic control devices should be installed and maintained from a systematic standpoint rather than individually. When a new sign is installed, the existing signs in the vicinity should be considered for replacement, relocation, or removal as a result of the new sign that is installed. Existing systems of signs should be reviewed periodically for evidence of sign clutter and adjustments should be made accordingly.”



Maybe a little too many signs??!!

A common saying in the workplace is “if everything is a priority, nothing’s a priority”. The same concept can hold true for traffic signing. Our important signs can blend in with the less important signs, to the point where Section 2A.11 of the MUTCD discusses how to enhance conspicuity for standard signs, using techniques such as oversize signs, dual signing, red flags, flashing beacons, retroreflective strips on support posts, LEDs embedded in the sign, and fluorescent colors. If we overuse these, how will we ensure the really, really important signs stand out?

Are we placing signs where they are truly needed? Here are several examples of signs frequently placed, but possibly unnecessary per the MUTCD:

R3-7 RIGHT LANE MUST TURN RIGHT – This sign is intended for locations where a through lane becomes a mandatory turn lane; in many cases they have been installed along an added right turn bay.



Obvious turn?

- **R4-3 SLOWER TRAFFIC KEEP RIGHT** – This is an optional sign that reinforces an existing state law but which is **rarely enforced**.

- **W3-3 TRAFFIC SIGNAL AHEAD** – This sign is required where the visibility of the traffic signal is insufficient for a road user to respond to the signal; these signs are often installed to alert drivers of a new signal installation (even with good visibility), then **never removed**.



Sign for the ages??!!

On top of the overuse of standard signs, we also have a lot of special signs, including Adopt-A-Highway, Memorial Designations, Scenic Route, No Littering, Neighborhood Watch, Noise Ordinance, and more. There are valid uses for each, but their placement should be considered in terms of their relationship to other signs. And, we’re all familiar with the reasons for not installing signs like “Children at Play” that have proven to be ineffective in reducing speeds or crashes.

A personal pet peeve – in 2022, in the United States, we had approximately 10,500 traffic fatalities (about 28% of the total) that were related to alcohol-impaired driving. Yet, F.S. 563.13 allows a licensed brewery which produces a minimum of 2,500 barrels per year on the premises, is open to the public at least 30 hours per week, and is available for tours, to request FDOT to install (at the brewery’s cost) directional signs for the brewery on the rights-of-way of interstate highways and primary and secondary roads. Many of these breweries include taprooms where visitors can enjoy their products...and then drive home. Really?

So, take a close look at your signing. Does each sign fulfill a need; command attention; convey a clear, simple meaning; command respect from road users; and give adequate time for proper response??

City of Holmes Beach

City Center Improvement Project

By: Sage Kamiya, P.E., PTOE - Superintendent of Public Works/City Engineer

The City of Holmes Beach's now completed City Center project, which encompasses sections of Marina Drive and Gulf Drive, is located in the commercial and geographic center of the City and was the first of its kind in size and content for this picturesque island city. This approximately \$3 million project incorporated roadway improvements impacting two major roads (Marina Drive and Gulf Drive) that access the northern half of Anna Maria Island. Infrastructure improvements included updating the nearly 70-year-old stormwater infrastructure, as well as improving stormwater quality with infiltration trenches and pervious surface treatments. Additionally, the use of Rectangular Rapid Flashing Beacons (RRFBs) provided multimodal access along with pervious brick paver sidewalks to improve pedestrian access throughout the project. Street lighting, including bollard lighting for the sidewalks, and landscaping also provided aesthetic and safety enhancements.

PROJECT COMPONENTS

During the initial planning of the project, the primary purpose for this project was to minimize flooding in the area and improve water quality along Marina Drive and Gulf Drive. As funding became available, the project scope was expanded to include roadway safety for all road users. Also, to provide consistency with the landscaping efforts throughout the city, landscape plans were also scoped to include proper lighting and Florida friendly plants, which could tie into pedestrian improvements. A summary of project features are listed below.

1. Roadway Improvements included turn lanes, traffic signal upgrades (at Marina Drive & Gulf Drive), street lighting, bicycle lanes, and complete structural and friction course of the roadway throughout the project.
2. Mobility Improvements included countdown pedestrian signals, new and additional crosswalks with RRFBs, new sidewalks, and pervious paver pathways.
3. Stormwater Infrastructure Improvements involved the upgrade of aging, nearly 70-year-old, infrastructure.
4. Water Quality Improvements included stormwater infiltration areas and pervious brick paver surface treatments.

INNOVATIVE TREATMENTS

There were several innovative treatments that were included in this project from the initial planning stages. However, as construction began, modifications to these treatments had to be incorporated to address unique existing conditions discovered during construction.



Construction Underway Along Marina Drive

For example, along the south side of Gulf Drive, a trench drain was designed to accommodate the roadway flooding in the area. During construction, the existing stormwater concrete pipe along this same side of the roadway was found to have numerous failing joints, thereby, making constructing an adjacent trench drain very difficult. As a result, the existing concrete pipe was upgraded to high-density polyethylene, or HDPE, and inlet structures were modified to accommodate the trench drain and to remove any potential conflicts. Based upon this situation, a pervious brick paver pedestrian path was added in this area to provide additional water quality infiltration. Now, pedestrians can easily access the entire south side of the project area, where none existed prior to the project.



Keyhole Bike Lane



City of Holmes Beach

City Center Improvement Project

By: Sage Kamiya, P.E., PTOE - Superintendent of Public Works/City Engineer

EXTENSIVE COORDINATION EFFORTS

While the overall size of this project was small compared to the many projects happening throughout the state, the coordination and project management for this project was extensive. Total team effort was required on many levels to ensure this project's success. Elected officials, including the City Mayor, had the vision and foresight to plan a major project through the heart of the City and then ensure its proper completion. Addressing public concerns regarding this project through phone calls and commission meeting complaints (and thank you's) from area residents, businesses, and visitors alike were regular occurrences during the construction phase.

Holmes Beach Public Works staff, including project managers and maintenance technicians, worked tirelessly to keep the coordination between the engineering firms, contractors and sub-contractors on task. The City's project manager's responsibilities, which morphed into multiple roles such as engineering manager, construction manager, and inspector, were primarily handled by the City's Engineering Specialist, with direction and assistance by the City Engineer. A significant portion of this changing of roles was attributed to the ever-evolving temporary traffic control plan required to maximize roadwork improvement while maintaining traffic flow through this project, which, as previously stated, directly impacted Marina Drive and Gulf Drive, key roadways that provided access to the northern end of Anna Maria Island.

One of the major challenges faced in the construction phase was the impacts triggered by both Hurricanes Ian and Idalia over the past several years. Thankfully, damage to the project was minimal. Although not a direct impact, Hurricane Ian had high enough winds and flooding that forced the contractor to de-mobilize the hauling off of equipment for about 10 days. In the aftermath, debris clean up was significant and was made more challenging since City staff who were managing the construction project were also involved in managing the storm debris removal and monitoring contracts and efforts.

Additionally, Hurricane Idalia brought a significant flooding test to the project. Staff estimated a tidal flood elevation of approximately 3.8' NAVD, and with the roadway averaging elevations of about 2.5' that equaled a high tide surge of at least 1.0' of flooding over the project. Luckily, the project fared well, drainage wise, and once the tide subsided, it was quickly determined that the project could handle the volume of flood waters that passed onshore.



Post Construction

COMMUNITY IMPACT

As previously discussed, this project will have long-lasting benefits to the community with multiple goals achieved, including the repair and upgrade of a long overdue stormwater infrastructure and the ability to provide increased longevity to the stormwater system. Alongside these improvements, the project has allowed residents and guests full use of Marina Drive with new bicycle and pedestrian facilities, such as hard surface walkways which provide connection to the City Center area, adjacent businesses, trolley stops, and ultimately, beach access points. The addition of crosswalks and countdown pedestrian features have provided a measure of increased safety to the major signalized intersection of Marina Drive & Gulf Drive, as well as additional crosswalks and RRFBs for mid-block and driveway crossings. Finally, landscaping and lighting provided much needed aesthetics and added safety for vulnerable users on bike lanes and pedestrian pathways.

BUDGET IMPACT

Finally, City staff is proud of the fact that the majority of funds for this project were from federal and state grants with little funding needed from local ad valorem taxes. The approximately \$3 million project was funded through multiple sources, including the America Rescue Plan Act, local half cent sales tax, state Hazard Mitigation Grant Program, and other related assessments. All and all, this project has been a huge success!



Improved Lighting

2023 ANNUAL MEETING RECAP



FLORIDA PUERTO RICO
— DISTRICT —

2023 FLPRITE ANNUAL MEETING

SMART AND SAFE TRANSPORTATION:
FUTURE-PROOFING FOR ALL COMMUNITIES

TO OUR FLPRITE MEMBERS,

For those who attended the 2023 FLPRITE Annual Meeting last October in St. Petersburg, we hope you enjoyed the time meeting up with old friends and making new ones!

With over 300 attendees, this conference consisted of a packed program full of learning and networking opportunities. We had up to three technical tracks for both professionals and college students, including an exhibitor row throughout the conference along with several workshops. Our Monday evening event took us to 3 Daughters Brewery on a short PSTA SunRunner Tour ride where we experienced good food, drinks, and fellowship! It was a good good time had by all! If you missed this conference, please join us at our next event, the Transportation Planning Exchange in St. Pete for more fun!



Addressing the Future by Reaching Back into History: An Overview of the Myrtle Avenue Complete Streets Study

By: Martha Moore, P.E., PTOE, RSPI - Planning Group Manager - Benesch

Working with the North FL TPO, Benesch developed a Complete Streets study for Myrtle Avenue from Forest Street to Moncrief Road, in Jacksonville, Florida. On first glance, Myrtle Ave. seems a neglected route on the west edge of downtown Jacksonville. A deeper dive reveals the rich history of a once thriving corridor which is seeing investment and redevelopment but lacks safe and cohesive pedestrian and bicycle facilities.

Following the Great Fire of 1901, Myrtle Avenue grew around the City's electric streetcar line owned by the North Jacksonville Street Railway. Known as the "Colored Man's Railroad," the line connected the Honeymoon Rail Yard to Moncrief Park, a horse racing track later redeveloped into streetcar subdivisions for the local Black community. In its heyday, Myrtle Avenue offered an early example of transit-oriented development: a viable, walkable mixed-use business district, connected by transit to Black middle-class neighborhoods.

Notable locations along this facility include:

- J.P. Small Stadium: Teams included the Negro League's Jacksonville Red Caps. Babe Ruth, Lou Gehrig and Hark Aaron played here as did James Weldon Johnson who wrote "Lift Every Voice and Sing," the Negro National Anthem.
- Holley's, the city's oldest BBQ restaurant (est. 1937)
- Mount Ararat Missionary Baptist Church: Dr. Martin Luther King, Jr. delivered his "This is a Great Time to Be Alive" sermon (1961).
- Durkeeville Housing Project (1940), one of the first in the country.
- The "Subway" street car tunnel, between Brooklyn and the Rail Yard.



Fabric of the Community: Holley's Bar-B-Q (left) and the Mount Ararat Missionary Baptist Church (right)



Current Myrtle Avenue Subway Area

Recommended improvements include lane reallocation for a cycle track or widening sidewalks for a shared use path. Challenges included right-of-way, utilities and on-street parking. Spot treatments will include midblock crossings with RRFBs, special emphasis crosswalks and a raised intersection at 8th St. The "Subway" offers a unique opportunity to remove a multimodal barrier by adding lighting, protective railings and beautification, similar to Atlanta's BeltLine. Coordination is key between agencies to leverage opportunities with redevelopment projects and the Emerald Trail Urban Greenway so that Myrtle Avenue is primed to return to its former vibrancy. The future appears bright again for this once vibrant area of the community.



Proposed Myrtle Avenue Subway Area

User-Friendly Greenhouse Gas Emissions Estimation Tools for a Sustainable and Equitable Transportation System

By: Lama Alfaseeh, PhD., PMP - Community & Infrastructure Planner - Hillsborough County, FL

According to the Environmental Protection Agency (EPA), the transportation sector contributed to more than one fourth of all greenhouse gas (GHG) emissions in the United States in 2021. In Hillsborough County, the proportion of GHG emissions from the transportation sector was more than half of all sources, based on the 2019 Hillsborough County Sustainability Action Plan. GHG emissions, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), adversely affect both the environment and human health. Therefore, there is a critical need to measure and track GHG emissions at various levels of resolution, and to build a more sustainable and equitable transportation system.

There are two main ways to estimate GHG emissions produced by motor vehicles, based on speed and vehicle miles traveled (VMT). While estimating GHG emissions based on speed is more accurate, it is expensive and time consuming due to extensive needs for computational power and data. Alternatively, VMT-based estimation is reliable, user friendly, and supports the decision-making process to a great extent at all levels.

How Much GHG Emissions were Produced in Unincorporated Hillsborough County from 2000 to 2020?

In this analysis, carbon dioxide equivalent (CO₂e) has been adopted to consider not only CO₂, but CH₄, and N₂O due to their harmful impact on human health and the environment. The VMT data was estimated based on the Annual Average Daily Traffic (AADT) for every analyzed year, multiplied by 365 from 2000 to 2020. The emission rates, fuel efficiency factors, and other conversion factors of different years were obtained from EPA and other reliable sources. It is also important to note that the network analyzed for the county/regional-level tool consists of those roads that appeared in all iterations of the County's annual Level of Service reports across the study period and excludes interstate highways and expressways of Unincorporated Hillsborough County. Furthermore, four vehicle categories, light-duty vehicle (class 2 and 3, short and long-wheel base), light-duty electric vehicles (EVs) (class 2 and 3), medium truck (class 5), and heavy trucks (class 6-13) are considered. The vehicle categories are based on the Federal Highway Administration (FHWA) categories.

The first thing to note in **Figure 1** is that CO₂e emissions in 2020 have decreased by 12% compared to 2019, likely due to COVID-19. The Great Recession in late 2008 also had an impact on the produced GHG emissions in 2008 and the following years in Unincorporated Hillsborough County.

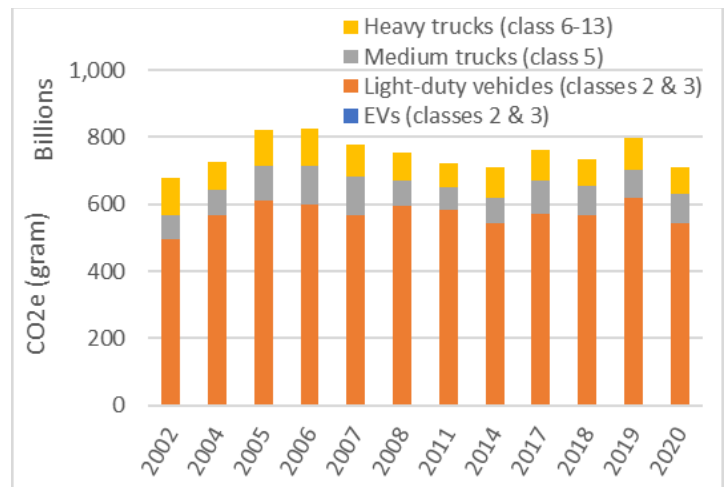


Figure 1: Annual Carbon Dioxide Equivalent (CO₂e) Emissions (g) in Unincorporated Hillsborough County

In **Figure 2**, it is crucial to note that the CO₂e per capita is subject not only to changes in population but is also impacted by changes to VMT and percentage of medium and heavy trucks. While the population of Hillsborough County is steadily increasing over the years, the high values of per capita CO₂e in years 2005 and 2006 were due to the large amount of produced CO₂e.

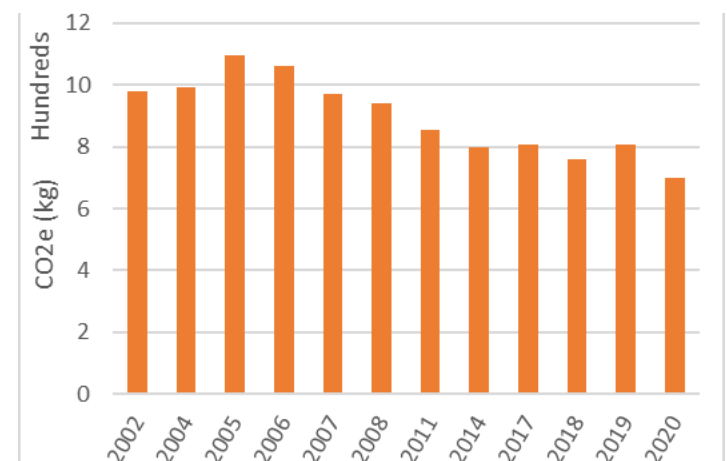


Figure 2: Per Capita Carbon Dioxide Equivalent (CO₂e) Emissions (g) in Unincorporated Hillsborough County



User-Friendly Greenhouse Gas Emissions Estimation Tools for a Sustainable and Equitable Transportation System

By: *Lama Alfaseeh, PhD., PMP - Community & Infrastructure Planner - Hillsborough County, FL*

What are the Benefits of Measuring GHG Emissions at the County's Level?

On November 22, 2023, FHWA announced a finalized performance measure that will provide State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) a national framework to track transportation-related GHG emissions, along with the flexibility to set their own targets for reduction. Therefore, having a user-friendly tool to estimate GHG emissions at the regional level will provide Hillsborough County a head start towards meeting this federal requirement. Additional benefits may also be observed in transportation and community planning practices, equity-related applications, etc.

What About a Higher Level of Resolution Tool that Estimates GHG Emissions at the Road or Corridor Level?

With the emergence of new transportation technologies, such as electric vehicles, e-scooters, etc., there is a necessity to find efficient and easy ways to estimate the impact of those new technologies on the environment and human health. With travel demand increasing and limited supply and resources for new or expanded roads, other means of reducing congestion and mitigating emissions must be considered, such as promoting active transportation to achieve mode shift, or expanding use of low or zero emission vehicles. Therefore, Hillsborough County has developed another user-friendly tool that estimates GHG emissions at the road/corridor level that helps illustrate the impact of mode shift, MPR of e-scooters, increase in the MPR of EVs, and change in the % of heavy vehicles. The tool can show up to four scenarios for comparison purposes with the existing scenario. As shown in **Figure 3**, based on random segment length (i.e., approximately 2 to 3 miles), the left chart, using a segment length of 3 miles, illustrates the impact of applying mode shift of 10%, 15%, 20% and 25% in scenarios 1 to 4, respectively, while keeping the other inputs constant. The middle chart, based upon a segment length of 2.5 miles, demonstrates the impact of applying 1% increase of heavy trucks in scenarios 1 to 4, respectively, compared to 2% in the existing scenario. Finally, the right chart, with a segment length of 1.5 miles, shows the impact of increasing the MPR of EVs by 2% in every scenario compared to 1% in the existing condition.

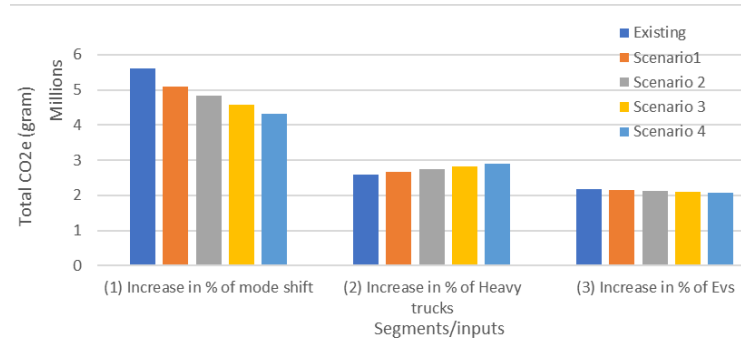


Figure 3: Total CO₂e Emissions (g)

What are the major takeaways?

The adverse impact to human health and the environment is a major concern in transportation and other infrastructure projects. Therefore, having user-friendly tools to estimate such impact is a big step towards more robust and comprehensive decisions. The illustrated GHG emissions estimation tools will save practitioners time and efforts and contribute to equitable decisions.

- 1-Emission Factors for Greenhouse Gas Inventories (epa.gov)
- 2-Highway Statistics Series - Policy | Federal Highway Administration (dot.gov)
- 3-Office of Highway Policy Information - Policy | Federal Highway Administration (dot.gov)
- 4-www.bebr.ufl.edu

Shaping Future Transportation Leaders Through the 2024 GatorITE Student Leadership Summit



By Gustavo Zschaber, Ines Aviles-Spadoni, and Dr. Fabio Sasahara, PhD.

The 2024 GatorITE Student Leadership Summit (SLS) was a resounding success, bringing together over 120 participants, including 70 students and 50 transportation professionals from across Florida. Hosted at the University of Florida's newly inaugurated Malachowsky Hall and Reitz Union, the event took place from February 9th to 12th. Thanks to a variety of generous sponsors, the students were able to create an exceptional event filled with interactive sessions led by distinguished professionals in the transportation field.

The summit kicked off with an inspiring keynote address by Florida Secretary of Transportation Jared W. Purdue, PE. The event featured leadership-focused panels discussing workplace challenges, career success, and personal growth. The weekend was packed with activities, including a leadership development workshop, career fair, resume critiques, and mock interviews.

Highlighting the essence of ITE, the final panels featured current ITE International Board members John Davis and Karen Aspelin, as well as ITE International President 2023, Rosana Correa. Vice-presidential candidates Eric Rensel and Gordon Meth shared their visions for the future of ITE. Another spotlight of the event was the annual Traffic Bowl District Competition, where the GatorITE team triumphed for the sixth consecutive time.

Gustavo Zschaber, a doctoral student in transportation engineering and the Chair of the SLS, reflected on the event's success, stating, "It was definitely the toughest challenge I've faced in my career, but with the incredible support from our coordination team, I believe we achieved something truly remarkable. I hope we can take what we've learned and apply it to our lives, working towards success, not just individually, but collectively within the transportation community."

The success of the event was built on the dedication of a committed board of both undergraduate and graduate students from the University of Florida, their ITE advisors, the FLPRITE District Board, and the invaluable support of numerous volunteers and helpers. Key contributors included Gustavo Zschaber (SLS Chair), Victoria Zorbas (Program Coordinator), Mukundhan Narasimhan (Logistics Coordinator), Renan Favero (Fundraising Coordinator), Garret Walker (Communication Coordinator), Orestis Karamouzis (Social Event Coordinator), Bryce Game (Volunteering Committee), and Atharva Bhanje (Finance Coordinator), along with Fabio Sasahara (Faculty Advisor), Tyler Blair (Industry Advisor), Eric Gordin (FLPRITE VP), and Thuha Nguyen (District International Director).



Disruptive Innovation, Complete Streets, and Vision Zero – Oh My!

By: Angelo Rao, P.E. - Senior Principal Engineer - Kittelson & Associates

Disruptive What...?

Developed by Clayton M. Christensen in 1995, the notion of Disruptive Innovation became a forward-thinking way of creating a business environment that **enhanced Affordability and Accessibility for all users** of a feature, device, process, or system. It's not just about building a better mousetrap; it's more about providing access to almost everyone.



I couldn't help making the connection between Disruptive Innovation and Complete Streets & Vision Zero. That is, as transportation professionals, we aim to provide safety, accessibility, and mobility for ALL transportation users.

I had the pleasure of listening to a recent tech conference interview, with Mr. Jensen Huang, President and CEO, of NVIDIA Corporation. Mr. Huang, an electrical engineer by profession, said, among other things, "...that key performance indicators [KPI's] are more about process, rather than predicting results." KPI's are lagging indicators; you find out that the ship has sailed after the ship has sailed. Mr. Huang's approach has been to investigate patterns that are **early indicators of future positive results**.

The problem with us humans, in this shop on-line world, is that we tend to be an impatient lot. Mr. Huang's patient and contrarian approach to investigating early indicators has made Nvidia the Emperor of chip technology. For example, focusing on innovation with transformative influence that his company's chips and related systems would have on technology and artificial intelligence, Mr. Huang has taken his company from **\$1.00 per share in 1999 to over \$900.00 per share today – that's an 89,900% increase in 25 years** (not investment advice). **The result: one of the most profound disruptive innovations of our times!**

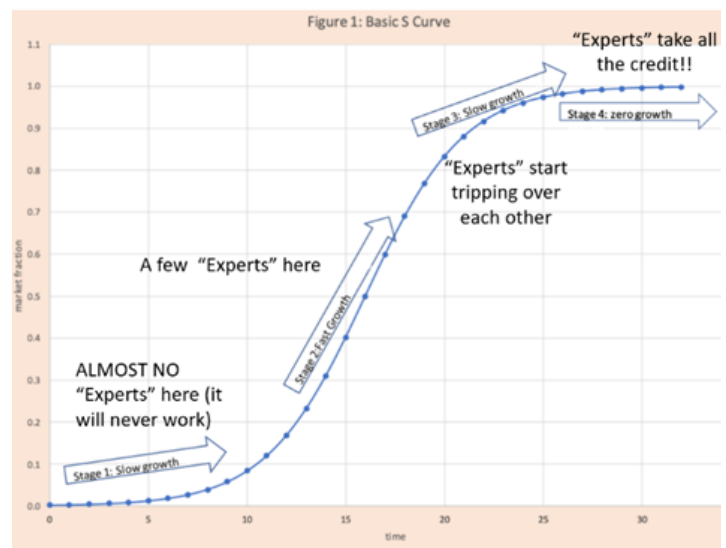
The "S" Curve is Your Best Friend.

Think of any item, invention, or process – anything! I can assure you that its development likely had an "S" Curve associated with it. Slow to start, followed by fast growth, then slow growth, ending in zero growth and maturation. The expert in the particular field is typically entrenched in the slow growth slow adoption trench.

Remember Blockbuster? When Blockbuster was asked to partner with Netflix, they said no. "Why should we, after all, 15% of our net earnings come from late return fees." Blockbuster who?

Understanding the "S" Curve can mean early adoption of complex solutions, including transportation safety. As most readers know, Complete Streets & Vision Zero applications play a key role in reducing fatal and serious injury (FSI) crashes. These combined systems help planners and engineers create a **Chain of Pearls** solutions, that work together to help change people's lives – permanently.

Disruptive Innovation & the Role of the Expert



We Really are Making a Better Place!

Let's face it, as transportation professionals, we want to participate in our practices with a clear view of serving ALL transportation users, based on the local context. The innovations that these partners are deploying are beginning to make a difference. For example, on a national level, the Fatality Rate per 100 Million Vehicle Miles Traveled (VMT) fell by about 4.5% in the first nine months of 2023. That means that 1,445 law enforcement phone calls were not made to unsuspecting grieving families. Similarly, in Florida and Puerto Rico combined, 59 calls were not made in the same nine-month period.

Progress is being made!

Disruptive Innovation, Complete Streets, and Vision Zero – Oh My!

By: Angelo Rao, P.E. - Senior Principal Engineer - Kittelson & Associates

These courageous innovators have collectively implemented almost 1,800 national and 85 Florida/Puerto Rico Complete Streets programs, respectively. They also created 60 national and five (5) Florida/Puerto Rico Vision Zero programs/action plans, respectively.

The Safety Superpowers at Work!

Many of these transportation safety solutions involved the implementation of the “spectacular seven” safety features such as Rectangular Rapid Flashing Beacons (RRFBs), Leading Pedestrian Intervals (LPis), Crosswalk visibility enhancements, Raised crosswalks, Refuge islands/mid-block crossings, Pedestrian Hybrid Beacons (PHBs), and road diets or lane repurposing projects. These features have grown

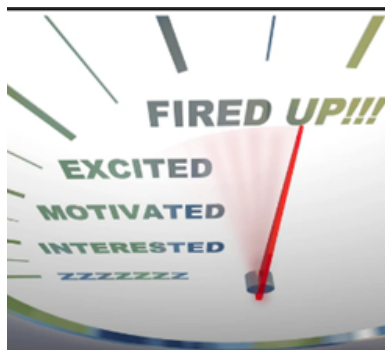


to include modern roundabouts, transportation equity-based services, Safe Streets For All grant opportunities, and the Safe Systems Approach, to name a few.

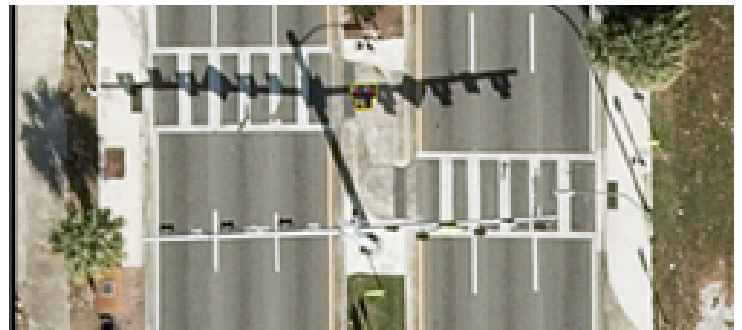
The Rules Should Serve the People!

Has this ever happened to you?

You want to get to the bookstore (remember those) across the street. You're facing six lanes of high volume/high speed traffic. No worries, you will cheerfully proceed towards the traffic signal which is only 874 feet away. Of course you'll walk to the signal, wait 180 seconds for the walk signal, cross an additional 80 feet and then walk back 874 feet only to find out that the last copy of *Moby Dick* has been sold. As Yogi Berra once quipped, “Nobody goes there anymore. It's too crowded.” No wonder nobody walks anymore – thank you Amazon!



An example of disruptive innovation is the mid-block crossing. There used to be a time when the term “mid-block crossing” was basically a four-letter word. Fortunately, and despite crossing warrants and criteria, more and more engineers are courageously recommending such features, wait for it, even if these requirements are not always met – egad! This act is in itself, by applying more “human factor” indicators, is a form of disruptive innovation, feeding on its successes with users wanting more. As noted earlier, the creation of a chain of pearls of consecutively placed elements eventually gets the motorists' attention, “hey buddy, we mean business.” We don't say the “halo effect” for nothing you know!



A Call to Action – Let's Get Fired Up.

As transportation professionals, both in the public and private sectors, we are changing lives, and creating better places for all. With Vision Zero as our goal, we are making strides. The cities of Hoboken, NJ, and Alexandria, VA, have proven it can be done – *zero fatal crashes* over the past seven years in Hoboken, and in 2023 for Alexandria! Additionally, Lakeland, FL, has reduced fatal and serious injury crashes by 50% for 2016 through 2021.

Be bold and break through the conventional mold. Disruptively innovate something by getting fired up and be a superpower – help turn the needle back and embrace Zero.



A Weekend Stroll Through Tampa: A Biker's Perspective of the Gray Street Bicycle Boulevard

By: Abigail Flores, P.E., RSPI - Transportation Safety & Mobility Program Manager- Hillsborough County, FL

I recently took a bicycle ride starting on the E. Cass Street two-way cycle track in downtown Tampa. I felt safe and seen in the bicycle friendly facility because I was separated from drivers and my path was more visible across green skip lines. Heading west, I easily crossed several low-volume, low-speed intersections. Crossing E. Ashley Drive was the most nerve racking – with 8 lanes to cross and dodging higher pedestrian, vehicle, and multimodal volumes than other intersections on my ride so far. I was glad there was signage requiring turning drivers to yield to pedestrians, and wished the sign included bicyclists since this intersection is on the cycle track – after all, drivers' failure to yield right of way is a top traffic violation leading to bicycle and pedestrian crashes in Hillsborough County. A Flashing Yellow Arrow would also improve driver yield rates at this high-vehicle volume crossing.

Through crash analyses at locations in the County, I know a major contributor to bicycle crashes at signalized intersections is driver failure to make a complete stop and look to their right when making a right turn on red. I was glad to see a No Right Turn On Red sign to prevent drivers from colliding with bicyclists with the green light to cross on the cycle track.

Continuing my ride west, I was on the Gray Street Bicycle Boulevard. I was relaxed and enjoyed my ride on a 20 mph posted speed road with green sharrow markings, strategically placed 4-way stops, and speed humps. I encountered other riders taking advantage of the low stress bicycle route, including families with young children and groups of casual riders out for a recreational ride. At the N. Himes Avenue intersection, I came across a median with surface mounted lane separators and flexible delineators which diverted traffic from Gray Street onto Himes Avenue and channelized left turns from Himes Avenue onto Gray Street. Traffic diverters are a great treatment on bicycle boulevards because they support lower traffic volumes. The channelized left-turn lanes also reduce angle crashes, which are the number one fatal and severe crash type in Hillsborough County. As I admired the treatment, I also considered that this location could have included a cut through for cyclists to access the intersection and provide a refuge for a 2-stage crossing.

Complying with the diverter, I jogged over to the mid-block crosswalk with Rectangular Rapid Flashing Beacons a block north at W. Carmen Street. I liked the flashing beacon treatment here because it supports higher driver yield rates to pedestrians and bicyclists. I attempted to use the Z-crossing without dismounting my bicycle with no success. Z-crossings with larger angles to allow bicyclists to navigate the refuge is a treatment to consider, especially along a route with higher bicycle crossings.

The multi-way stops along the route managed conflicts, discouraged non-local traffic and provided speed management along Gray Street. The green sharrows also showed bicyclists where to travel and alerted drivers to share the road. The speed humps from N. Dale Mabry Highway to Westshore Boulevard also supported speed management and discouraged non-local traffic. I loved the speed hump treatment at N. Hesperides Street, slowing drivers before the crosswalk and supporting higher yield rates to pedestrians and bicyclists. Catching a red light at the N. Dale Mabry Highway intersection, I queued up behind a vehicle wishing I found myself in a green bike box ahead of traffic to be more visible and get first dibs at entering the intersection.



WB View--Approaching N. Dale Mabry Highway



A Weekend Stroll Through Tampa: A Biker's Perspective of the Gray Street Bicycle Boulevard

By: Abigail Flores, P.E., RSPI - Transportation Safety & Mobility Program Manager - Hillsborough County, FL

Heading back east toward downtown from the Westshore Mall, it was hot, and I appreciated the tall tree canopies which lined Gray Street and provided shade and a relaxing environment for my ride. As I approached a large intersection, I saw my stop sign but found myself wondering if cross traffic was required to stop. Upon stopping, I realized I was at N. Armenia Avenue. This location is a candidate for a sign that informs roadway users that cross traffic does not stop. The rule of expectations tells us that roadway users expect conditions of the roadway to be similar to those they just experienced. Since there are a series of all-way stops formerly on their route, the roadway user may be expecting more of the same as they continue traveling.

My ride was very pleasant, and I enjoyed the thoughtful treatments along the bicycle facilities, including the traffic separator along the wide cycle track and green skip lines across conflict points where drivers cross the cycle track at driveways. I felt that the engineers were thinking about my needs as a bicyclist with signage requiring drivers to yield to bicyclists. The green sharrows on Gray Street made me feel seen and welcomed on the road. The strategically placed 4-way stops allowed me to ride with traffic that was operating at the 20 mph posted speed and drivers obeyed the right-of-way because they were required to stop. I appreciated the reduced posted speeds, green sharrows, landscaping, and speed management treatments.



EB View--East of Westshore Boulevard



EB View--Approaching Lois Avenue



Intersection of Gray Street & N. Hesperides Street



WB View--West of N. Hesperides Street



2024 Winter Workshop Hosted by South Florida ITE Section



By Yue Liu, P.E., PTOE – Section President

On February 23, 2024, South Florida ITE Section hosted the Florida Puerto Rico District Winter Workshop at the Florida Department of Transportation (FDOT) District 4. The Workshop was the inaugural event in which one of the FLPRITE Sections hosted the Winter Workshop in their own region. This year, the Workshop's theme was **Signalized Intersections – From Planning through Operations**. The Workshop aimed to provide attendees with signal timing fundamentals, signal design, and operations preferences of various maintaining agencies, as well as safety initiatives from FDOT District 4. Over 100 professionals from FDOT, local agencies, and the private sector attended the workshop.

FDOT District 4 Secretary Steve Braun opened the session by sharing his experience, perspective, and a brief overview of the Department's ongoing projects, efforts, and vision. Larry Hagen, the primary morning speaker, held an extensive lesson on signal timing fundamentals with the objective to provide all workshop attendees with the ability to understand signal timing concepts, parameters, and calculations.

In the afternoon session, staff from Broward, Palm Beach, and Miami-Dade counties presented about their signal timing efforts and preferences. Charlie Zhu and John Kleinedler from Broward County provided an overview of the maintaining agency's preferences when it comes to signal timing and signalization design. Lee Gao from Palm Beach County offered an overview of Palm Beach County's practice when it comes to signal detection, as well as some signal retiming challenges and solutions that the county has recently experimented with. Finally, Frank Aira from Miami-Dade County presented on the challenges of operating and maintaining such a large number of signalized intersections as well as with their ongoing signal modernization project.

In the closing session, Yujing "Tracey" Xie and Rajendran "Raj" Shanmugam closed the workshop with an overview of Florida's holistic approach to enhancing intersection safety for all road users.

The Workshop exposed attendees to concepts which are helpful for young and seasoned professionals alike. For newer professionals, they were able to receive a thorough introduction to signalized intersections. Similarly, seasoned professionals walked away with a better understanding of the preferred methods and practices for various maintaining agencies within South Florida, which they might not have experience with. Overall, the feedback was overwhelmingly positive as the Workshop provided technical information which is applicable in our professionals' day-to-day activities while ensuring all attendees, regardless of their experience level, were able to learn something new. A big thank you from South Florida ITE Section to our annual sponsors, attendees, and all speakers for their support in making this event a success!



The MUTCD 11th Edition is Here!

By: Pete Yauch, P.E., PTOE, RSP2I - Vice President Emeritus - Iteris, Inc.

On December 19, 2023, the Federal Highway Administration (FHWA) published the 11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD); after a thirty-day review period, it was officially adopted as the new Federal Standard on January 18, 2024.

This isn't the major re-write of the MUTCD that has been discussed in the past – that will likely be the 12th Edition, and there's no telling when that will come out (given the 10th Edition came out 14 years ago...). But, there are some significant changes and additions. Here are some of the high points.

·Part 1 – Introduction

--Includes an expanded discussion of the purpose of the MUTCD, with greater emphasis on safety (including vulnerable road users). It also describes the MUTCD as being intended for use by traffic engineers and that engineering judgement or engineering study is key to its application.

·Part 2 – Signs

--New guidelines on selection of right-of-way control for unsignalized intersections.
--Expanded considerations for setting speed limits – the 85th percentile rule may not be appropriate for all roadways. Additional research is ongoing on this topic and may result in a separate document on setting speed limits.
--Humorous messages on changeable message signs “should not” be used.

·Part 3 – Markings

--Expanded high visibility crosswalk patterns.
--New discussion of aesthetic crosswalk treatments.
--New pavement color treatments (green, yellow, and red).

·Part 4 – Signals

--Addition of bicycle signal faces
--Signal warrants are now described as factors to be considered in an engineering study, but satisfaction of a warrant is not necessarily required if the study shows that signalization is the best solution for a specific location.
--Pedestrian signals are now required for marked crosswalks at intersections.
--The RRFB has been added to the MUTCD.
--Pedestrian Hybrid Beacons can now be used at an intersection.

·Part 5 – Traffic Control Device Considerations for Automated Vehicles

--New section with supporting information on automated vehicle interface.

·Part 6 – Temporary Traffic Control

--Added focus on pedestrian accessibility through work zones.
--New “zipper merge” layouts for lane closures.
--New typical application details for roundabouts and bicycle facilities.

·Part 7 – Traffic Control for School Areas

--No significant changes.

·Part 8 – Traffic Control for Railroad and Light Rail Transit Grade Crossings

--No significant changes.

·Part 9 – Traffic Control for Bicycle Facilities

--No significant changes.

FHWA has prepared a series of PowerPoint presentations on the changes which began in March 2024. ITE, IMSA, and others are planning webinars and other training opportunities.

Although the FHWA has made this official, each state must adopt the manual within two years of the FHWA's release. The states have the options of adopting the manual as is, with minor modifications, or creating their own state manual...but all have to be in substantial compliance with the FHWA's MUTCD.

I talked with Chris Lewis, P.E., FDOT's State Traffic Services Program Engineer, and Fred Heery, P.E., State TSM&O Program Manager, about the plans for adopting the 11th Edition. They noted that the state will need to go through a rule-making process that will include workshops and public hearings, and that their goal for adoption is in alignment with the two-year deadline defined by FHWA. Concurrently, they are beginning to identify the design criteria, operations standards, and other documents that will need to be updated to reflect the changes in the 11th Edition. The Department will be pushing out information related to these efforts so keep an eye out for new information.



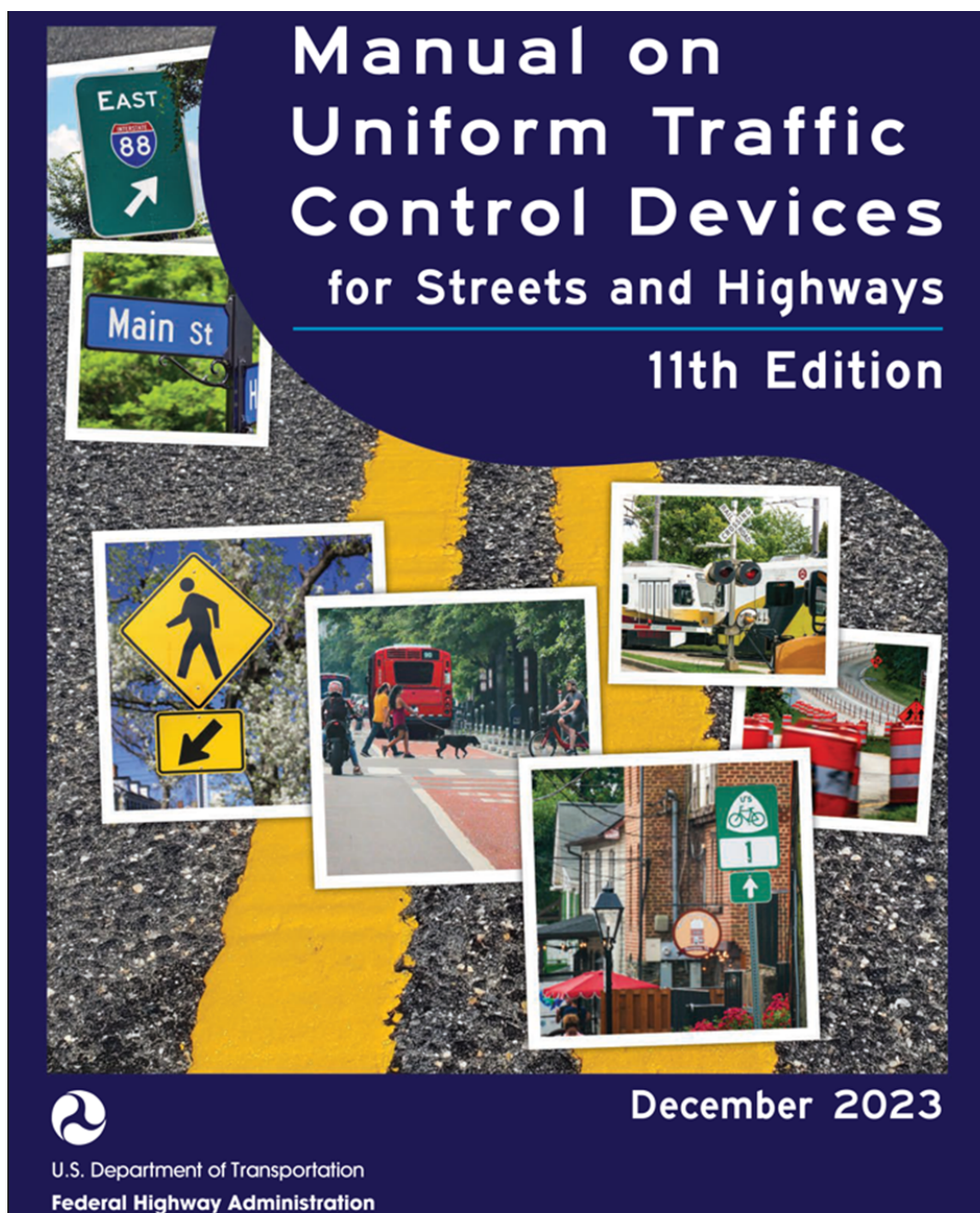
The MUTCD 11th Edition is Here!

By: Pete Yauch, P.E., PTOE, RSP2I - Vice President Emeritus - Iteris, Inc.

Also in the works...the Department of Justice published the final rule for the Public Right-Of-Way Accessibility Guidelines (PROWAG) in August 2023. This is essentially the ADA applied to streets and highways. USDOT will have to adopt the PROWAG (perhaps with some modifications), and then PROWAG requirements will be incorporated into the first revision of the 11th Edition of the MUTCD.


One issue already raised about the adopted PROWAG relates to accessible pedestrian signals (APS) – there is a requirement for the APS to provide verbal information when a signal is in flash. No one makes a device that does this now. But, expect to see APS used almost universally at intersections.

For more information on the MUTCD, check out <https://mutcd.fhwa.dot.gov/>. And, for more information on PROWAG - <https://www.access-board.gov/prowag/>.



**Manual on
Uniform Traffic
Control Devices
for Streets and Highways
11th Edition**

December 2023


U.S. Department of Transportation
Federal Highway Administration

2024 JOINT ITE INTERNATIONAL AND MID-COLONIAL DISTRICT ANNUAL MEETING (JULY 21-24)

PHILADELPHIA MARRIOTT PHILADELPHIA, PA

This year, the ITE International Annual Meeting will be held in Philadelphia, Pennsylvania, in conjunction with the Mid-Colonial District's Annual Meeting. Over 1,500 participants are expected to attend this meeting from all over the world. Registration for the event, including hotel accommodations, is now open, and a sample of the schedule is provided below. It is not too early to make your plans to visit this historic city.

July 21-24, 2024		Creating Safer, Smarter Mobility				Joint ITE International and Mid-Colonial Annual Meeting and Exhibition	
ite Philadelphia 24		SCHEDULE-AT-A-GLANCE				[Cityscape Illustration]	
FRIDAY AND SATURDAY July 19 and July 20	SUNDAY July 21	MONDAY July 22	TUESDAY July 23	WEDNESDAY July 24	THURSDAY July 25		
Transportation Educators Workshop (SEPARATE REGISTRATION) Friday Evening Reception and All-Day Workshop Saturday	Technical & Professional Workshops (AFTERNOON) Opening Reception and Exhibition Hall Opening (EVENING)	Plenary Session (MORNING) Technical/ Poster Sessions, Council Showcases, and Technical Tours (ALL DAY) Exhibit Hall (ALL DAY) Social Event Hosted by Mid-Colonial District (EVENING)	Plenary Session (MORNING) Technical/ Poster Sessions, Council Showcases, and Technical Tours (ALL DAY) Awards Luncheon Exhibit Hall (ALL DAY) Evening Social Event Hosted by ITE International (EVENING)	Plenary Session (MORNING) Technical/ Poster Sessions (MORNING) Technical Tours (AFTERNOON) NEW FOR 2024 Technical Conversation Circles (AFTERNOON)	TRB Signal Systems Committee Meeting (SEPARATE REGISTRATION)		

TRANSPO 2024 COMING TO A TOWN NEAREST YOU!



Get ready for Transpo 2024 - Save The Date!

Mark your calendars – Transpo2024 is coming soon. From August 25 to August 28, you will want to join 600 of Florida’s leading transportation professionals in Orlando for four days of education, networking, and fun. Transpo2024 will be held at the beautiful **Signia by Hilton, Orlando Bonnet Creek** hotel. The conference will begin Sunday with training, golf, and an evening reception. Monday, Tuesday, and Wednesday will feature presentations by national experts and your peers, a large exhibit hall, a fun event, and the FLPRITE/ITS Florida banquet. In addition, the hotel features 12 on-site dining options, two pools and a lazy river, and is just minutes from Disney World, making this an ideal conference to bring the family to.

Look for future announcements sharing conference registration information and more, and be sure to keep these dates available. See you in Orlando.

For more information, please contact [Ms. Sandy Beck](#), ITS Florida Executive Director



Florida Puerto Rico District Administrator's Commentary--Musings of a Dinosaur (?)

By: *Pete Yauch, P.E., PTOE, RSP2-Vice President Emeritus
Iteris, Inc.*

I joined ITE – then the Institute of Traffic Engineers – in 1975 as a student at Georgia Tech.

In those days, before the readily accessible information provided through the Internet, I looked forward to getting my copy of Traffic Engineering magazine (later to become Transportation Engineering and ultimately ITE Journal) and reading about such state-of-the-art practices as using 8mm movie cameras for data collection, the safety advantages of using 12-inch signal indications instead of 8-inch, the adaptation of the UK's Transport Research Laboratory's TRANSYT signal timing software into the Americanized TRANSYT-7F, and, of course, the Positions Open listings on the last page of each issue.

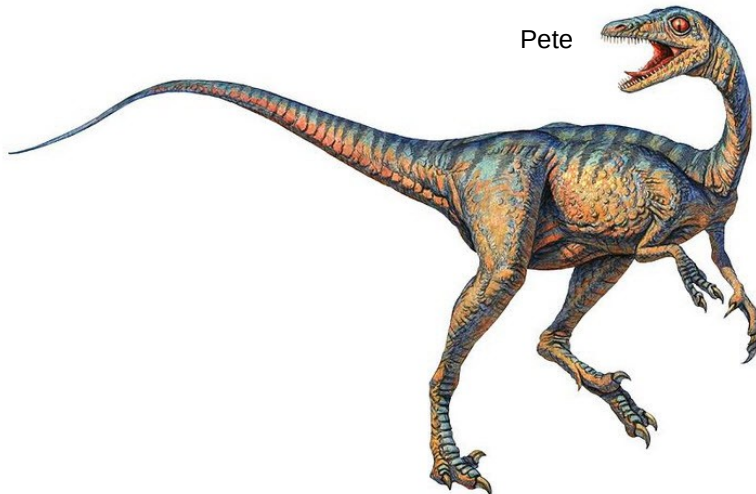
Our Student Chapter was small; I recall that we had about six to eight regular members. We would welcome a guest speaker once a month to visit with us and share a couple of pizzas and sometimes a pony keg. Once a year we would host the Georgia Division of the Southern Section of ITE – the vast majority of Georgia members were based in the Atlanta area – which served as a great means of networking with others in the profession.

This February I had the privilege of attending the Student Leadership Summit (SLS) hosted by the University of Florida's student chapter. Over 100 students and 60 professionals attended; the Keynote Speaker was FDOT's Secretary Jared Perdue, and dignitaries during the event included ITE's Executive Director and CEO Steve Kuciemba; ITE's full Executive Committee (John Davis, President; Karen Aspelin, Vice President; and Rosana Correa, Past President); and both candidates for our next Vice President, Gordon Meth and Eric Rensel (Congrats Gordon on being elected our new Vice President). Students had the opportunity to learn about many of the managerial skills needed to be successful engineers, go through a resume writing workshop, and participate in a mock interview session. The annual Traffic Bowl competition was held, with the winning team (the University of Florida) provided the opportunity to go to the next ITE International meeting for the championship competition.

During the SLS, I had two primary emotions – jealousy and awe. I was jealous that we didn't have events like this fifty years ago...and in awe that a student organization could pull off something this successful! I feel thankful that we have these energetic and involved students entering our profession...as we have a lot of work to address safety and mobility issues in the future! So, congratulations and a big THANKS! to all that participated in this event!

We'll see you at the Transportation Planning Exchange in St. Petersburg in May!

Pete



Source:

The Life of Animals
Annual Life in the Wild
© 2004

This is Pete the Troodon- considered the smartest dinosaur ever!!





Florida Puerto Rico District International Board Director's Report

By: Thuha Nguyen, P.E., PTOE

Greetings ITE friends!

I hope this message finds you well and thriving in your professional endeavors. As we reflect on the achievements of 2023, we're proud to announce that it was truly an exemplary year for our ITE community. ITE surpassed the remarkable milestone of 18,000 members, a testament to the strength and vibrancy of our organization. Beginning in 2024, we're excited to introduce a new membership feature that allows members to join multiple sections. This enhancement provides much-needed flexibility for those of you working across various markets, ensuring that ITE continues to meet your evolving needs and preferences.

In response to the recent release of the 11th Edition of the MUTCD, ITE Headquarters is committed to developing a comprehensive training curriculum. This initiative aims to enhance awareness and understanding of the MUTCD, empowering our members to effectively utilize this critical resource in their daily practices. Also, in case you missed it, the 6th Edition of the Parking Generation Manual was released in October 2023. Attention now turns to updating the Trip Generation Manual, with a targeted release in mid-2025. These updates reflect our ongoing commitment to providing cutting-edge resources and tools that drive excellence in transportation planning and design.

We also want to acknowledge the outstanding contributions of our local Sections. Particularly, the South Florida Section hosted a highly successful Winter Workshop in February, with FDOT District 4 Secretary Steve Braun delivering insightful opening remarks. We extend our gratitude to all the signal maintaining agencies' staff for their enthusiastic participation and support. Additionally, the University of Florida hosted an exceptional student leadership summit in Gainesville, FL, also in February. This event provided a valuable platform for nurturing the next generation of transportation leaders and fostering meaningful connections within our ITE community.

Personally, I'm thrilled that via planning, inc. is celebrating its 10th year anniversary in 2024! Over the past decade, we've achieved remarkable growth and success, thanks to the exceptional contributions of our amazing (current and past) team members, clients, and teaming partners. From the bottom of my heart, thank you!

Until next time, please take good care.

Thuha



L to R: Lynnnette Alicea-Leon (Interim Executive Director of Public Works at Puerto Rico Department of Transportation), Eileen Velez-Vega (Puerto Rico Secretary of Transportation), and Thuha Nguyen (FLPRITE District International Director), Washington DC, January 2024.



FLPRITE congratulates FDOT on well-deserved awards, ITE International Meeting, Portland, OR, August 2023.



Upcoming Events

FLPRITE/ITE

FLPRITE EVENTS

Check Out Our List of Events for 2024

May
7 thru 9

FDOT/FLPRITE TRANSPORTATION PLANNING EXCHANGE

Where:
Hilton Bayfront St. Petersburg
St. Petersburg, FL

July
21 thru 24

INTERNATIONAL/MID- COLONIAL DISTRICT ANNUAL MEETING

Where:
Philadelphia Marriott
Philadelphia, PA

Aug
25 thru 28

TRANSPO

Where:
Signia by Hilton Bonnet Creek
Orlando, FL

For detailed information: <https://www.flprite.org/>
Keep up-to-date with the FLPRITE Calendar

GET INVOLVED!

**DEVELOP LEADERSHIP SKILLS.
ADVANCE YOUR CAREER. INFLUENCE CHANGE.**



COUNCILS & COMMITTEES ARE ITE'S TECHNICAL ENGINE



Advance
the transportation profession



Develop
new technical products



Focal point
for discussions on common interest



Contribute
to ITE's body of knowledge

6 TECHNICAL COUNCILS



- Complete Streets
- Education
- Planning
- Safety
- TSMO
- Traffic Engineering

(Plus 13 technical standing committees)

3 EMPLOYER-BASED COUNCILS







- Consultants Council
- Industry Council
- Public Agency Council

ACTIVITIES



- Develop best practice webinars on a range of transportation-related topics
- Create new technical publications (informational reports, recommended practices, case studies, white papers, etc.)
- Identify developing trends and emerging practices in the industry
- Develop sessions for the ITE Annual Meeting and Exhibit
- Convene on-line discussion through ITE's e-Community

RECENT PUBLICATIONS

-  Curbside Management Practitioners Guide (**Complete Streets Council**)
-  Pedestrian and Bicyclist Safety in Parking Facilities Informational Report (**ITE Planning Council/Parking Standing Committee**)
-  Transit & Traffic Impact Studies Informational Report (**Transit Standing Committee**)
-  Vision Zero Core Elements (**Safety Council**)

**ITE COUNCILS AND COMMITTEES HAVE MORE THAN 7,400 MEMBERS,
350 LIBRARY ITEMS, AND 3,500 DISCUSSION POSTS.**

IT IS FREE FOR ITE MEMBERS TO JOIN AN UNLIMITED NUMBER OF COUNCIL/COMMITTEES.

For more information on ITE, visit www.ite.org or email ite_staff@ite.org.



Exhibitors Listing/Friends of ITE

Full Name	Company Name	Contact Number
Aghdashi, Bob	McTrans	352-294-3095
Allen, Richard	Wavetronix	407-520-0708
Anderson, Richard	ComNET ACRE Security	443-974-3229
Arnold, Rick	Precision Contracting Services, Inc.	561-743-9737
Ayers, David	Southern Manufacturing	682-307-8886
Berner, Bradford	Transportation Solutions & Lightning, Inc.	800-216-4044
Bjorklund, Koreen	Daktronics, Inc.	860-833-5265
Boivin, Eric	All Traffic Data Services, Inc.	303-668-0220
Bottom, Emily	Parsons	727-215-2206
Bowles, Steve	360 Network Solutions, LLC.	770-718-7437
Braithwaite, Connie	Econolite	714-575-5611
Bretoi, Matt	D2 Traffic Technologies	720-422-9932
Brown, Jodi	Valerann	770-231-3418
Bruner, Guerry	ASSA ABLOY	706-502-4710
Cardozo, Ian	Temple, Inc.	941-650-6824
Daryadel, Hadi	360 Network Solutions, LLC.	407-341-6594
DeMink, Lon	Alpha Technologies/ Enersys	269-491-1900
Dzina, Kyle	Florida Transcor	972-647-8300
Echezabal, Erik	Choice Engineering Consultants, Inc.	786-250-5526
Fagan, Tamara	CUBIC Trafficware GRIDSMART	954-837-3070
Ganci, Peter	Control Technologies	407-488-2323
Gargiulo, Ann	Seoul Robotics	408-593-3148
Greist, John	NDS-National Data & Surveying Services	954-356-2728
Hoback, Stephanie	EcoPartnering Innovation	877-577-7572
Holloway, Chris	Polara	404-307-4906
Holloway, Griffin	Marr Traffic	678-699-8965
Huffman, Jeremy	Southern Manufacturing	321-228-3071
Ingram, Eva	Gannett Fleming, Inc.	984-389-2381
Knecht, Erik	Clary Corporation	800-442-5279
Knox, Jessica	Metric Engineering, Inc.	904-260-1567
LaBatt, James	Blackhawk Enterprises	850-766-1388
McCoy, Kris	Miovision	281-202-9436
Merriam, Matt	Express Supply	407-516-0662
Miller, Marvin	Universal Signs and Accessories	772-461-0665
Morris, Colin	FDOT/FL511	305-948-8063
Qiang, Huijing	HDR Engineering, Inc.	786-353-8460



Exhibitors Listing/Friends of ITE

Full Name	Company Name	Contact Number
Ramirez, Rolando	Metric Engineering, Inc.	407-644-1898
Ricks, Rob	Netceed	407-331-1363
Roberts, James	RTC Manufacturing	615-299-3228
Rodriguez, Melissa	Yunex Traffic	512-761-2473
Sagiv, Lia	No Traffic Ltd.	054-433-7996
Savery, Sarah	Wireless Technology, Inc.	805-290-0502
Selvig, Ken	One Network	847-612-6544
Shearer, John	Eberle Design	602-245-3758
Sinise, David	AMG Systems	203-521-9948
Skillas, Bill	Sensys Networks	678-910-8602
Smith, Josh	K & K Systems, Inc.	662-566-2025
Spinney, David	Econolite	714-630-3700
Stetar, Kyle	Alcatel-Lucent Enterprise	818-878-2183
Vandervalk, Anita	Iteris	850-570-5906
Wallace, Jacob	Skyline Products	719-884-6019
Wallace, Rich	SWARCO McCain, Inc.	760-734-5056
Williams, Sophia	Peggy Malone & Associates, Inc.	904-992-8072
Yorke, Kevin	BLUE-BAND	877-577-7572

Should you have any updates or wish to be included, please send your information to
FLPRITE Exhibitor Representative, Ian Cardozo: ian.cardozo@temple-inc.com.

