



MOBILITY MATTERS

VOLUME 2, ISSUE 1

SPRING 2013

IN THIS ISSUE

[Alert Today, Alive Tomorrow](#)

[Human Services Transportation in Florida](#)

[Statewide Mobility Performance Measures](#)

[Revised Delineations of Metropolitan Statistical Areas for Southeast Florida](#)

[MPOs and the 2010 U.S. Census](#)

[Seven50's SPARCI](#)

Welcome Back...

Welcome back to Mobility Matters, a newsletter published by the Office of Modal Development (OMD), Florida Department of Transportation (FDOT) - District Four. Its purpose is to provide information on a variety of topics and insights into the role OMD plays in helping to improve mobility and quality of life in our region and state.

Please feel free to provide us feedback on our newsletter by emailing andrew.riddle@dot.state.fl.us.



Alert Today, Alive Tomorrow

Safety Doesn't Happen By Accident!

Join the campaign to reduce the high number of crashes and fatalities on our roads.

The *Alert Today Alive Tomorrow* campaign is asking all drivers, pedestrians, and bicyclists to be alert and obey all traffic laws.

Here are some safety rules. For more information and to stay informed of upcoming events, please visit www.alerttodayflorida.com.

Drivers

Obey Traffic Laws. Stop or yield for pedestrians and bicyclists. Obey all traffic laws to be safe.

Stop before making a right on red. Pedestrians and bicyclists using the crosswalks at intersections rely on this time to cross. If you do not stop, you can hit them before you see them.

Share the road. Pedestrians and bicyclists are allowed to use the roads as well as drivers. Respect them and share the road.

Pedestrians

Obey Traffic Laws. As a road user, there are traffic laws that apply to pedestrians. Obey them to be safe. If no sidewalks are present, walk against the direction of traffic so you can see oncoming vehicles.

Always use the crosswalk. The marked crosswalk at signalized intersections is the safest place to cross.

Look, then look again. Look left, right then left again before crossing.

Be visible. Wear bright colors and reflective accessories such as belts, clothes, wristbands, and shoes.

Bicyclists

Obey Traffic Laws. A bicycle is a vehicle. That means bicyclists are required to ride in the same direction as traffic on a road and obey all traffic signs, signals, and lane markings.

Yield to Traffic When Appropriate. It's better to yield than "be in the right" and risk injury.

Be Predictable.

Ride in a straight line and be sure those around you understand your intentions.

Be Visible. Spend a little extra on lights to get a bright headlight and taillight, and always use them at night. Position yourself in the lane so others can easily see you, especially at intersections.

Watch for Parked Cars. Don't ride in the "door zone" of parked cars even when the bike lane is adjacent to them.

Watch for Pedestrians. Be on the lookout for pedestrians, as well as other vehicles, and remember sidewalks are for pedestrians.



Human Services

Transportation in Florida

Paratransit and human services transportation (HST), while not widely known by the general public, are a vital aspect of Florida's transportation system. As Floridians, we should be proud of the fact that our state has always been a leader in legislation and programming that supports specialized transportation and addresses the needs of the transit dependent population or transportation disadvantaged. As defined by statute, "Transportation Disadvantaged" (TD) are individuals who cannot obtain their own transportation due to a disability, age, or income, and at-risk children.

Paratransit is an umbrella term for a mode of transport that represents a spectrum of services, from a flexible-route, small neighborhood wheelchair accessible shuttle bus to a fleet of sedans providing individual door to door transportation. While TD/HST programs in the state utilize fixed route transportation (bus or rail) whenever possible (paratransit can cost seven to ten times more than fixed route per trip), disability and age related impairments often require use of paratransit.

For most people, paratransit services suddenly becomes a critical part of their life when, because of age, an accident, or illness, they or someone close to them cannot drive or access fixed route transit. How do you get to the doctor's office? To physical therapy? Pick up your prescriptions? Get your groceries? You can't drive, or take off work regularly to drive a friend or family member, and you don't have the funds or insurance to pay for each trip through a private service. How do you manage? When the mobility you took for granted is gone, even temporarily, not only do you become hyper-aware of our complex, coordinated network of paratransit and TD/HST services, but you begin to appreciate the dedication and effort required of transit and non-profit providers to get those in need where they have to be every day.

The structure of coordinated paratransit, TD and HST in Florida is complex, with several levels of public and private involvement and multiple revenue streams and regulatory requirements. A brief summary of existing types of service include:

- **Complementary ADA** – The Americans with Disabilities Act of 1990 requires that Public Transit Agencies operating fixed routes provide complementary service to those with disabilities (who cannot access the fixed route or rail service) between origins and destinations located within 3/4 of a mile of a bus route or rail station. The service is provided within the same hours as the fixed route operating hours and fares can be no more than twice the regular route fare.
- **Private Non-Profit** – Typically, transportation provided by human service agencies for their clients, and may be short routes or

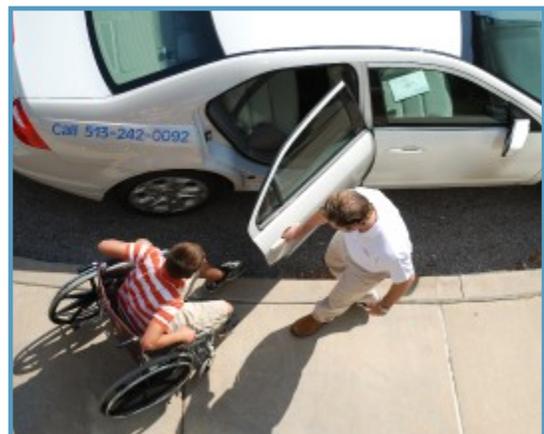
individual transportation.

- **Private For-Profit** – Companies often working by contract for agencies or medical facilities - sometimes offering services to individuals for a fee.
- **Publicly Funded Demand-Response** – Curb to curb or door to door services provided to those in need beyond required minimum complementary ADA services limits. Demand response trips are those in which an individual calls a reservation center to schedule a trip, such as a shopping or medical trip. The transportation operator picks the individual up from their home and delivers them directly to their destination. Individuals must match eligibility requirements in order to qualify for these types of trips.
- **Veterans Services** - Non-profit or county operated, typically for medical transportation for veterans.
- **TD Transportation** - Transportation funded through the State Transportation Disadvantaged Trust Fund for those who have no alternative transportation (non-sponsored trips).

TD Transportation is overseen by the Florida Commission for the Transportation Disadvantaged (CTD). The CTD is an independent agency, housed at the Florida Department of Transportation (FDOT), created and given authority by Chapter 427, Florida Statutes. Under this chapter, the CTD is tasked with carrying out the mission of ensuring the availability of efficient, cost-effective and quality transportation services for transportation disadvantaged persons. Key functions of the CTD are to promote and support the coordination of services to reduce fragmentation and duplication and improve efficiencies.

Planning and oversight is "hands-on" at the local level. For each of Florida's 67 counties, the CTD designates an official planning agency (also referred to as the Designated Official Planning Agency or DOPA), which is typically a metropolitan planning organization, or county or city government. The DOPA appoints a Local Coordinating Board (LCB), which is composed of service providers, sponsoring agencies, and citizens and makes TD services-related decisions. The LCB oversees the Community Transportation Coordinator (CTC), which provides trips or coordinates trips through a single or multiple transportation operators.

Continued on Page 3



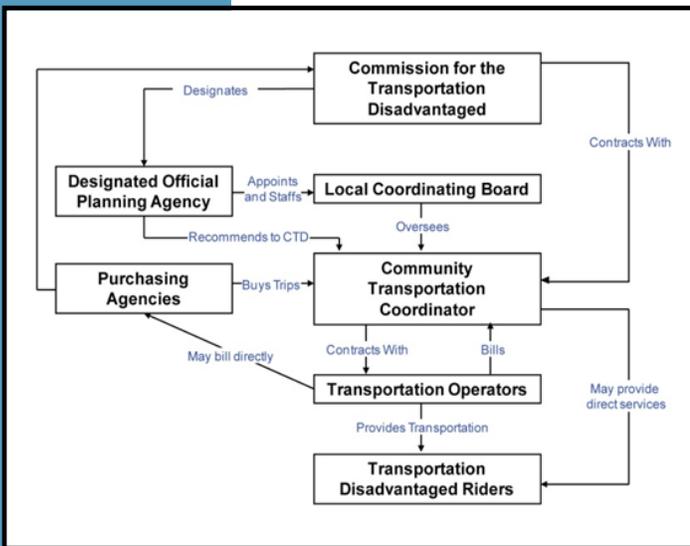
MTM Paratransit Services

Human Services (continued)

The interconnected structure of TD transportation in Florida is depicted in the figure below. The CTCs and the DOPAs for the five counties in FDOT District Four are displayed in the table.

The Program is guided locally by an annual service planning document. Each year, the CTC and DOPA for each county update the Transportation Disadvantaged Service Plan (TDSP) to document trends and needs, update the services provided, strategize how to provide services, and prioritize projects. One outcome of the TDSP is to estimate the number of demand response trips expected in the coming year in order to plan and prioritize for these trips.

Funding for the TD program (non-sponsored trips) is provided through a variety of permitting and registration fees and grants. Approximately \$40 million TD dollars were distributed in state fiscal year 2013; however, to put TD funding in perspective, in one of the major urbanized areas in FDOT District 4, TD funds provide for less than 10% of total CTC paratransit expenditures.



| CTCs and DOPAs in FDOT District Four | | |
|--------------------------------------|--|-------------------------|
| | CTC | DOPA |
| Broward County | Broward County Transit | Broward MPO |
| Palm Beach County | Palm Tran Connection | Palm Beach MPO |
| Martin County | Medical Transportation Management | Martin MPO |
| St. Lucie County | St. Lucie County Board of County Commissioners | St. Lucie TPO |
| Indian River County | Senior Resource Association, Inc. | Indian River County MPO |

Three Perspectives of Human Services Transportation

Working in human services transportation is not the most glamorous job, but it is a very rewarding one according to people working in the field. The transportation service is also greatly appreciated by those depending on it. The three perspectives of human services transportation below offer insights into this service that is essential for many Floridians.

Community Transportation Coordinator

“Lisa Sanders is the program director for Medical Transportation Management (MTM), the CTC for Martin County, which coordinates medical and non-medical trips for members who qualify for Medicaid or TD trips. MTM serves a diverse group of people from infants to older clients. All of them have one thing in common: they have no means of transportation other than the services provided by MTM. Members must qualify by filling out a form to assess their level of need. MTM acts as a liaison for people in need of transportation. Even if they are not approved for a ride, MTM will coordinate with other organizations, service providers, or transit agencies to ensure members can get where they need to go. That is demonstrated through a personal anecdote of a client whose husband was placed in a nursing home. She did not possess a driver’s license and did not drive, so Ms. Sanders walked her through the application to qualify for transportation so that she could accompany her husband to his dialysis appointments and visit him at the same time.

Being able to get that person to that appointment when they have no other means” is the most rewarding aspect of her job. However, there are difficult aspects of coordinating trips for the transportation disadvantaged. The most difficult aspect for Ms. Sanders is telling individuals they do not qualify for a ride, or there are no trips available because MTM’s funds for the month have run out. The biggest challenge in her county will be providing service as the number of people needing kidney dialysis continues to rise. Dialysis visits are required several times a week, each of which is necessary for sustaining a person’s life. Ms. Sanders believes that coordination with the county, the MPO, FDOT, and social services agencies to maximize funding and services is most important for MTM to continue providing this service. She also believes it is essential to continue working with the CTD to keep legislators informed and aware of the importance of the program. Creativity in delivering programs that are low-cost and become self-sustaining is one way to overcome funding challenges. Martin County is in the process of creating a volunteer driver program. It is scheduled to launch in May.

Continued on Page 4

Human Services

(continued)

Human Services Transportation Driver

George Schwab is a driver for Broward Transportation, which operates in Broward County and Martin County. He has been a TD driver for five years, prior to which he operated large trailers and trucks. He became interested in TD driving after witnessing another TD driver escorting wheelchair-bound and older adults. He received training to learn how to operate the wheelchair equipment and other logistical matters, such as the appropriate locations to pull up to curbs to ensure the safety of riders. On his own, he took a CPR and a first aid class. Most of the trips he provides involve doctor visits, dialysis appointments, physical therapy visits, or other medically-related trips.

Working as a TD driver is “just a rewarding experience all around. The clients are very grateful and friendly. When you transport someone for months and months they become friends and family.”

TD Rider

Without this service, “I’d be lost. I don’t think I’d even be able to live in Martin County. I’m speaking not only for myself but for a lot of other people.” Anne Taubenkibel has been using the services provided by MTM for many years to get to the store and doctor appointments and for other day-to-day needs. If this service were not available to her, she would have to rely on neighbors, who have their own needs to attend to, or cabs which she says are unreliable and expensive.

Ms. Taubenkibel also speaks highly of the drivers, who go beyond the role of a traditional transit driver. “I find them all terrific. They are very kind, considerate, and caring. They deliver their passengers safely; to me, that’s the most important thing.” TD drivers are trained to be sensitive to the special needs of the various types of riders. They help people get to their seats, get up from their seats, and even ensure they make it safely into their homes or appointments by escorting them “through the door.”



Broward County Transit



The Future of Human Services Transportation

As with many government programs, a steady, sustained source of funding is the largest factor in the continued provision of human services transportation. The combination of aging baby-boomers and retirees migrating to the warmer climates of Florida will only increase the importance of providing human services transportation, as well as increase the burden on the system. By 2035, people age 65 and older are projected to reach 27% of Florida’s total population. The seven-county region of southeast Florida is expected to grow by 2.4 million people by 2035, bringing increased demand for TD service. It will be crucial to continue to coordinate and collaborate at the city, county, and regional levels to provide the most efficient and effective transportation service possible for those who otherwise will not be able to get where they need to go.

Statewide Mobility Performance Measures

by Doug McLeod

The Florida Department of Transportation (FDOT) has set up a statewide team to provide guidance and support to FDOT and the metropolitan planning organizations (MPOs) in the state on the use and reporting of mobility performance measures for internal and MAP-21 purposes.

The team is composed of representatives from FDOT's Central Office (CO) and districts, a representative from Florida's Turnpike Enterprise (FTE), an MPO representative from each FDOT district, and other representatives (e.g., from the Federal Highway Administration or FHWA). Members from Southeast Florida are Lois Bush for District 4, Neil Lyn for District 6, Kim Samson for FTE, Greg Stuart for the Broward MPO, Carlos Roa for the Miami-Dade MPO, and Jessica Josselyn with Kit-

telson and Associates. Jessica Josselyn works with the Miami-Dade, Broward, and Palm Beach MPOs through their MPO alliance, the Southeast Florida Transportation Council (SEFTC).

The team's first meeting was held on April 9-10, 2013. Primary discussion items were MAP-21 performance measurement requirements, FDOT's draft statewide mobility performance measures for reporting, and district and MPO roles. As a follow up to the meeting, FDOT's CO and District 4 will take the initial lead on addressing what the role of districts should be in the development, use, and reporting of mobility performance measures. The Broward MPO and SEFTC will take the initial lead with FDOT's CO and Districts 4 and 6 on addressing the role of MPOs.

Look to this newsletter for reports on the activities of and recommendations to come from the statewide mobility performance measures team.

Contacts for more information are Doug McLeod at (850) 414-4932 or douglas.mcleod@dot.state.fl.us and Lois Bush at (954) 777-4654 or lois.bush@dot.state.fl.us.

MAP-21 – Moving Ahead for Progress in the 21st Century – is the federal surface transportation act passed in 2012. MAP-21 emphasizes use of a performance-based approach to transportation decision making to support national goals.

Draft Statewide Mobility Performance Measures

Mobility for People

Highway: **vehicle miles traveled**, person miles traveled, % **travel meeting generally acceptable operating conditions**, % miles meeting generally acceptable operating conditions, **travel time reliability**, travel time variability, **delay**, average travel speed, % population within 30 minutes of jobs, % **miles severely congested**, % travel severely congested, hours severely congested, vehicles per lane mile

Aviation: passengers, departure reliability, highway adequacy (level of service or LOS), % of population within 30 minute drive time, demand to capacity ratios

Rail: passengers, % population < X time or distance

Seaport: passengers, highway adequacy (LOS)

Transit: ridership, passenger trips, average headway

Pedestrian: LOS, sidewalk coverage

Bicycle: LOS, bike lane/shoulder coverage

Mobility for Freight

Highway: **combination truck miles traveled**, combination truck tonnage, combination truck ton miles traveled, truck miles traveled, **travel time reliability**, travel time variability, **combination truck delay**, combination truck average travel speed, truck LOS, % **miles severely congested**, vehicles per lane mile, combination truck backhaul tonnage

Aviation: tonnage, highway adequacy (LOS)

Rail: tonnage, highway adequacy (LOS), quality rail access

Seaport: tonnage, truck equivalent units, highway adequacy (LOS)

FDOT is considering recommending the measures in **blue bold** to the FHWA as MAP-21 performance measures for the federal-aid highway program. FHWA will establish those measures through a rulemaking process that will conclude in 2014. States and MPOs will subsequently develop targets applicable to their geographic areas for the MAP-21 measures.

Revised Delineations of Metropolitan Statistical Areas for Southeast Florida

In February 2013, the Executive Office of the President, Office of Management and Budget (OMB), released revised delineations for the nation's Metropolitan Statistical Areas (MSAs), Micropolitan Statistical Areas (MiSAs), and Combined Statistical Areas (CSAs). These revised delineations reflect application of standards published by OMB in 2010 to census population and journey-to-work data.

MSAs and MiSAs are delineated in terms of whole counties. They are intended to provide nationally consistent delineations for collecting, tabulating, and publishing federal statistics for a set of geographic areas.

The revised delineations for the Southeast Florida region are listed below and shown on the map to the right.

Miami-Fort Lauderdale-West Palm Beach MSA

Metropolitan Divisions:

- Fort Lauderdale-Pompano Beach-Deerfield Beach Metropolitan Division, Broward County
- Miami-Miami Beach-Kendall Metropolitan Division, Miami-Dade County
- West Palm Beach-Boca Raton-Delray Beach Metropolitan Division, Palm Beach County

Principal Cities: Miami, Fort Lauderdale, West Palm Beach, Pompano Beach, Miami Beach, Boca Raton, Kendall, Deerfield Beach, Delray Beach, Jupiter

Port St. Lucie MSA

Martin and St. Lucie counties, Principal City: Port St. Lucie

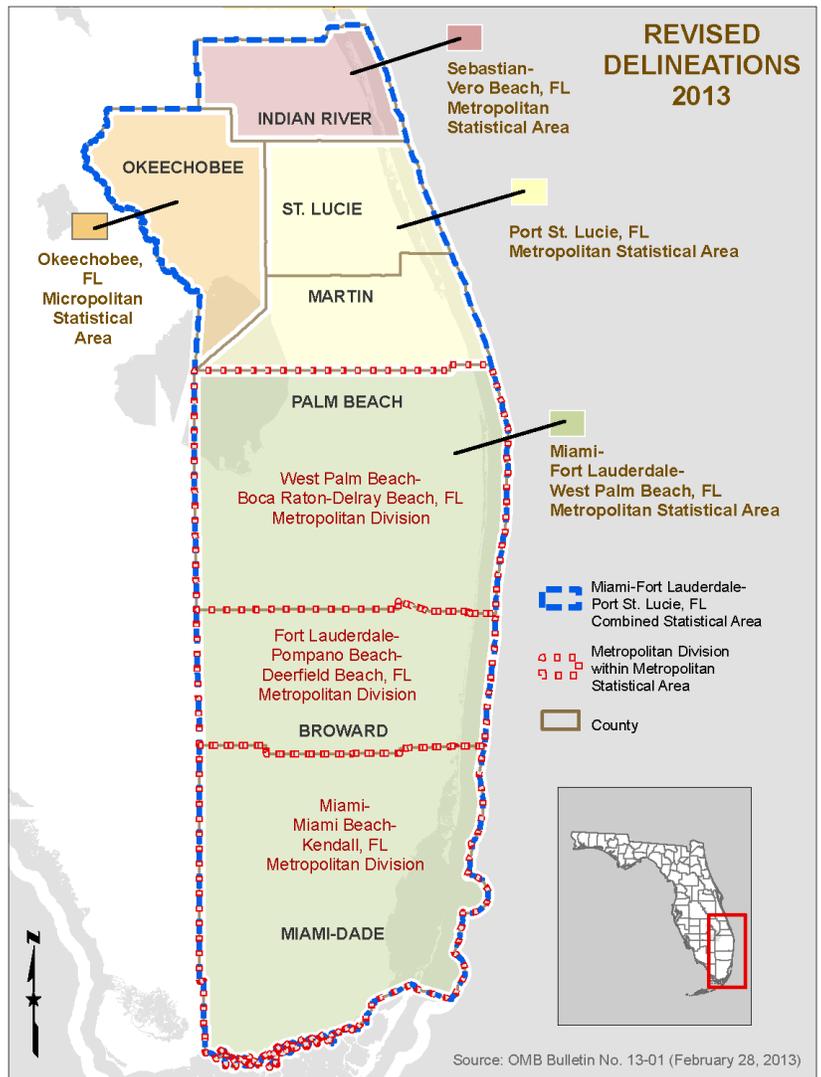
Sebastian-Vero Beach MSA

Indian River County, Principal Cities: Sebastian, Vero Beach

Miami-Fort Lauderdale-Port St. Lucie CSA

Composed of three MSAs (Miami-Fort Lauderdale-West Palm Beach, Port St. Lucie, and Sebastian-Vero Beach) and Okeechobee MiSA

Okeechobee MiSA - Okeechobee County, Principal City: Okeechobee



Continued on Page 7

Revised Delineations (continued)

Urban and Rural Areas

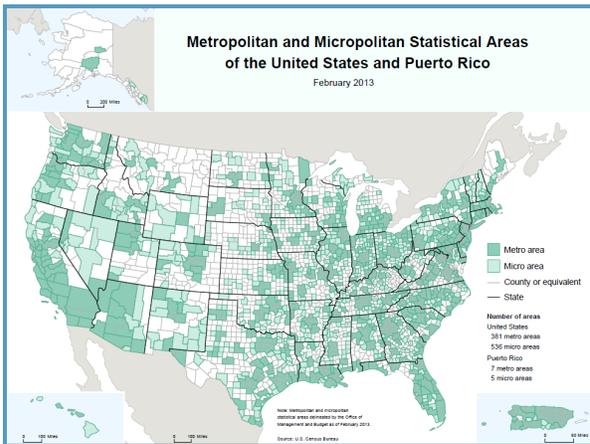
The U.S. Census Bureau defines urban and rural areas across the nation after each decennial census.

Urban areas fall into two categories – **urbanized areas**, for which MPOs are designated, and **urban clusters**. These areas represent densely developed territory encompassing residential, commercial, and other nonresidential urban land uses.

Rural areas encompass any population, housing, and territory not included in an urban area.

Metropolitan Statistical Areas, Micropolitan Statistical Areas, Combined Statistical Areas, and Metropolitan Divisions

The U.S. Office of Management and Budget establishes and maintains delineations of these areas solely for statistical purposes. Since county boundaries are used, the areas may contain both urban and rural territory and population.



For more information on Metropolitan and Micropolitan Statistical Areas go to the U.S. Census Bureau website at <http://www.census.gov/population/metro/>.

Metropolitan Statistical Areas (MSAs)

have at least one urbanized area of 50,000 or more population, plus adjacent territory that has a high degree of social and economic integration with the core as measured by commuting ties.

Micropolitan Statistical Areas (MiSAs)

have a least one urban cluster of at least 10,000 but less than 50,000 population, plus adjacent territory that has a high degree of social and economic integration with the core as measured by community ties.

Combined Statistical Areas (CSAs)

are combinations of MSAs and/or MiSAs that have social and economic ties as measured by commuting but at lower levels than are found among counties within MSAs and MiSAs. They can be characterized as representing larger regions that reflect broader social and economic interactions, such as wholesaling, commodity distribution, and weekend recreation activities, and are likely to be of considerable interest to regional authorities and the private sector.

A Metropolitan Division (MD)

is used to refer to a county or group of counties within a MSA that has a population core of at least 2.5 million. While a MD is a subdivision of a larger MSA, it often functions as a distinct social, economic, and cultural area within the larger region. MDs can be directly compared with each other, but comparisons of them with entire MSAs would be inappropriate.

Principal Cities encompass both incorporated places and census designated places.

Update: Metropolitan Planning Organizations (MPOs) and the 2010 U.S. Census

MPOs are designated to conduct metropolitan transportation planning addressing travel across modes, within and through urbanized areas (UZAs). There are three post-2010 census UZAs in the seven-county Southeast Florida region:

- **Miami UZA** extending from Miami-Dade County into Martin County
- **Port St. Lucie UZA** in Martin and St. Lucie counties
- **Sebastian-Vero Beach South-Florida Ridge UZA** in St. Lucie, Indian River, and Brevard counties.

The post-2010 census MPO re-designation process for the region’s six MPOs commenced in January 2013 when FDOT, on behalf of the governor, sent letters to the MPOs initiating a “consultative process.” Among the topics being addressed are MPO planning area boundaries and board memberships and potential enhancements to current regional planning processes.

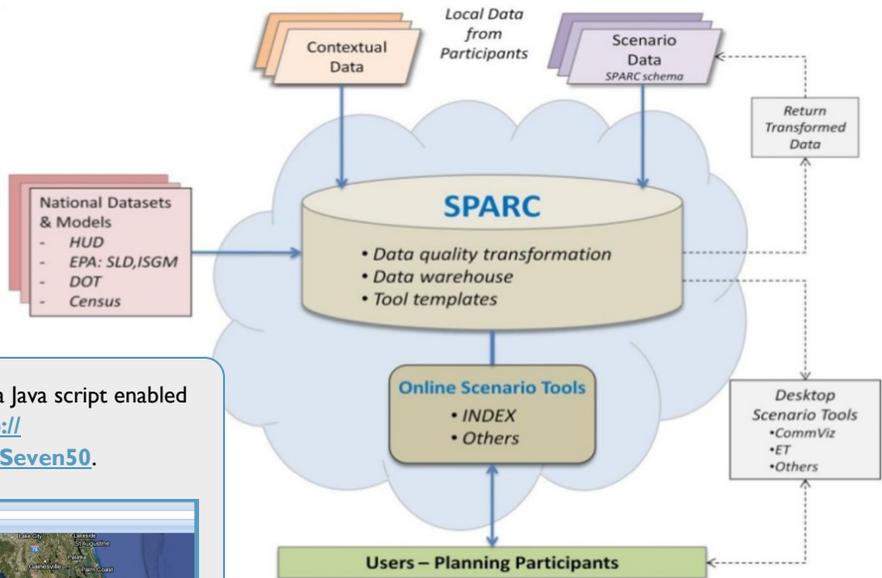
A contact for more information is Lois Bush at (954) 777-4654 or lois.bush@dot.state.fl.us.



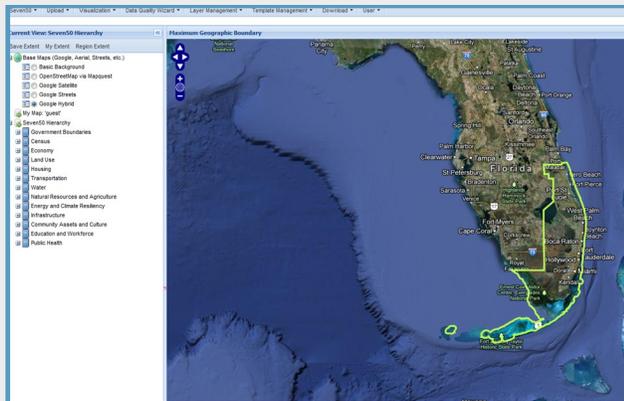
SE Florida Prosperity Plan

Southeast Florida’s Seven50 initiative held its second regional summit in January and is planning for its third regional summit in June. Some of the topics discussed at the January summit included the region’s economy and population growth, the environment, transportation, and community assets. A recap of the second summit can be found at the following link: <http://seven50.org/second-summit-recap/>.

Seven50’s open source, cloud-based GIS data warehouse called *Scenario Planning Analytical Resources Core* (SPARC) is now available. Data collected from multiple sources will allow participants to mine available geographic datasets to support efforts to develop alternate future scenarios. SPARC is the first parcel-level database for all seven counties and 120 cities with data layers including government boundaries, census data, economic, land use, housing, transportation, water, natural resources and agriculture, energy and climate resiliency, infrastructure, community assets and culture, education and workforce, and public health.



SPARC can be accessed by the public using a Java script enabled Internet browser at the following link: <http://seven50.sparcdata.com/map-gis?clist=Seven50>.



An overview of the Data Warehouse can be found at the following link: <http://seven50.org/resources/data-warehouse/>. For additional information on the Seven50 initiative and how to join in on its activities visit www.seven50.org.

If you would like to unsubscribe from the Mobility Matters newsletter, please contact Andrew Riddle at andrew.riddle@dot.state.fl.us.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Larry Merritt at (954) 777-4683.