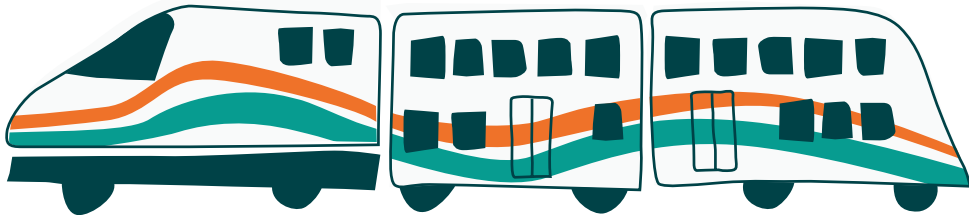
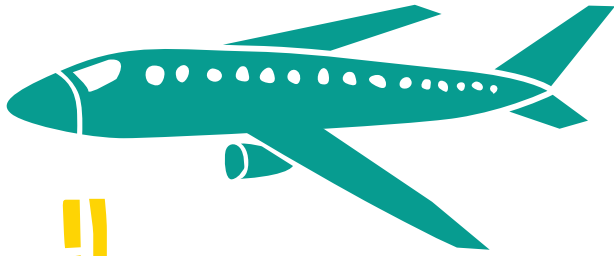
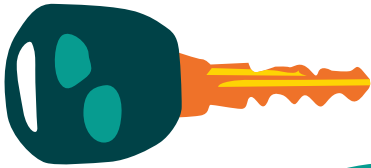




PROGRESS

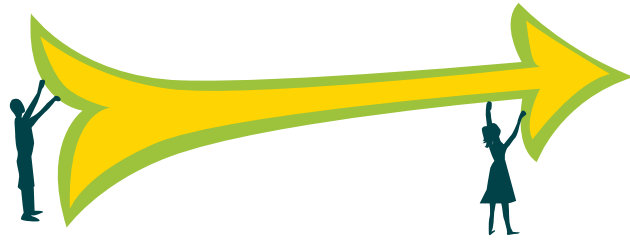


ACTION.

REPORT TO THE COMMUNITY - SUMMER 2016

OUR STORY

THE POWER OF PARTNERSHIPS



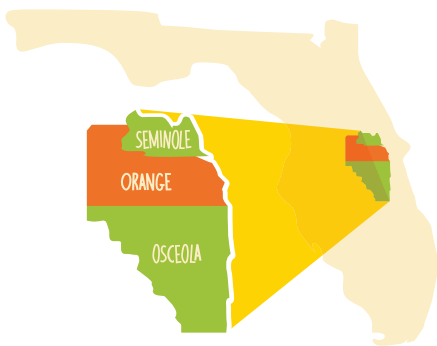
Making progress on transportation requires dynamic plans and deliberate action. At MetroPlan Orlando, we strive to be a positive force for advancement by working with a variety of people and organizations. Our story is all about the power of partnerships. In this report to the community, you'll learn how the planning process works, which major projects are under way, and what we plan to accomplish in the next year.

WHO WE ARE

MetroPlan Orlando leads transportation planning efforts and builds regional cooperation to create a long-term vision for Central Florida. The MetroPlan Orlando Board guides the planning process with input from several committees.

OUR PLANNING AREA*

3 COUNTIES = ORANGE + OSCEOLA + SEMINOLE



2,855

SQUARE MILES

bigger
* than *
DELAWARE

2,003,626

CURRENT RESIDENTS + ONE MILLION MORE EXPECTED BY YEAR 2040

66.1

MILLION VISITORS ANNUALLY



*Data sources: BEBR, Florida Geographic Data Library & Visit Orlando

WHAT WE DO

To create a balanced transportation system that offers options, our plans include road, bus, rail, management and operations, bicycle, and pedestrian projects. We work with elected officials, industry experts, and citizens to take action on short-term plans to make long-term progress.

We produce three main transportation plans, in cooperation with our board, committees, and the public:

LONG RANGE TRANSPORTATION PLAN

The 20-year vision for Central Florida's future transportation system



PRIORITIZED PROJECT LIST

Projects that are ranked and awaiting funding

TRANSPORTATION IMPROVEMENT PROGRAM

A five-year plan that assigns available funds to specific projects



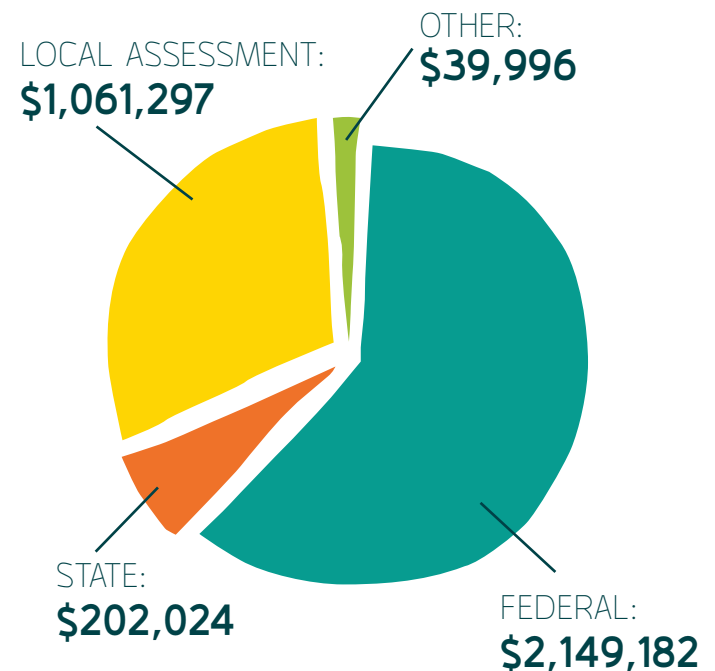
HOW WE ARE FUNDED

MetroPlan Orlando's operating budget comes from federal grants, state grants, and local per capita assessments. To learn more, visit our website and view our Unified Planning Work Program, which establishes our organization's budget and describes work elements and sources of funding.

METROPLAN ORLANDO'S FUNDING PARTNERS

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Florida Department of Transportation (FDOT)
- Orange County
- Osceola County
- Seminole County
- City of Altamonte Springs
- City of Apopka
- City of Kissimmee
- City of Orlando
- City of Sanford
- Central Florida Expressway Authority
- Central Florida Regional Transportation Authority (LYNX)
- Greater Orlando Aviation Authority
- Sanford Airport Authority

METROPLAN ORLANDO'S FUNDING BREAKDOWN FOR FISCAL YEAR 2014/2015



2016 METROPLAN ORLANDO BOARD

Role: Setting transportation policy and prioritizing projects for federal and state funding

Commissioner Scott Boyd
Orange County

CHAIRMAN

Commissioner Bob Dallari
Seminole County

VICE CHAIRMAN

Commissioner Cheryl Grieb
Osceola County

SECRETARY/TREASURER

Mr. Dean Asher
Greater Orlando Aviation Authority

Mayor Patricia Bates
City of Altamonte Springs

Ms. Candy Bennage*
Kissimmee Gateway Airport

Commissioner Pete Clarke
Orange County

Commissioner Lee Constantine
Seminole County

Secretary Noranne Downs*
Florida Department of Transportation

Mayor Buddy Dyer
City of Orlando

Commissioner Ted Edwards
Orange County

Commissioner Fred Hawkins, Jr.
Central Florida Expressway Authority

Commissioner Samuel B. Ings
City of Orlando

Mayor Teresa Jacobs
Orange County

Commissioner Viviana Janer
LYNX / SunRail Commission

Mayor Joe Kilsheimer
City of Apopka

Mayor Charles Lacey
Municipal Advisory Committee

Commissioner Bryan Nelson
Orange County

Mr. Tom O'Hanlon*
Community Advisory Committee

Ms. Andrea Ostrodka*
Technical Advisory Committee

Mr. Corey Quinn*
Transportation Systems Management & Operations Advisory Committee

Mr. Stephen Smith
Orlando Sanford Airport

Mayor Jim Swan
City of Kissimmee

Commissioner Jennifer Thompson
Orange County

Mayor Jeff Triplett
City of Sanford

* denotes non-voting advisor



COMMITTEES

Role: Giving input to the board from various perspectives



COMMUNITY ADVISORY COMMITTEE

Members of the public who reflect the diversity of Central Florida and a range of transportation users

MUNICIPAL ADVISORY COMMITTEE

Elected officials from cities that do not have direct representation on the board

TECHNICAL ADVISORY COMMITTEE

Planners and engineers from local governments and transportation operating agencies who provide expert technical advice on plans

TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS ADVISORY COMMITTEE

Planners and engineers who recommend technology fixes to the transportation system

TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD

Members provide feedback to ACCESS LYNX and focus on the transportation needs of seniors and persons with physical, economic challenges

HOW YOU CAN GET INVOLVED

VISIT OUR WEBSITE

MetroPlanOrlando.com is an incredibly valuable resource where you can learn more about what we do, request a speaker for your group, sign up for our transportation update emails and check our meeting calendar.



FOLLOW US ON SOCIAL MEDIA



MetroPlan Orlando



@MetroPlan_Orl

ATTEND A BOARD OR COMMITTEE MEETING

Hear discussions on transportation policy or make a public comment on an issue



CONTACT US WITH QUESTIONS

Email us at
info@MetroPlanOrlando.com
or give us a call at 407-481-5672

Putting Plans In Place

TRANSPORTATION MILESTONES FROM THE PAST YEAR

This is an exciting time for Central Florida's transportation system! Many major projects have made significant progress in the past year. These few projects represent billions of dollars of investment – helping to give Central Florida residents and visitors more options.



SUNRAIL

Phase 1 began operating in 2014. Phase 2 south is under construction and will extend to Poinciana in Osceola County. The region is actively seeking funding for construction of phase 2 north, the extension to DeLand. Phase 3, a link to the Orlando International Airport, is being studied.

PHASE 1 NUMBER
OF DAILY RIDERS
AVERAGES ALMOST

3,500



PHASE 2 SOUTH IS SCHEDULED
TO OPEN IN EARLY

2018



I-4 ULTIMATE

Construction on this 21-mile, \$2.3 billion makeover of I-4 from Kirkman Road to SR 434 is in full swing. It's a main Central Florida thoroughfare carrying about 200,000 trips per day. When completed in 2021, it will include the addition of four tolled express lanes. The public-private partnership funding model allowed the project to be built 20 years sooner than if funded solely through traditional methods.

RECONSTRUCTION OF

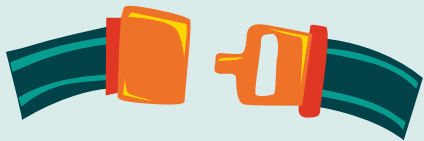
15 MAJOR INTERCHANGES

140 BRIDGES



WEKIVA PARKWAY

This \$1.6 billion project is under construction, a partnership between Central Florida Expressway Authority, Florida's Turnpike Enterprise, and FDOT District 5. The road will feature all electronic tolling and is being built in sections. Each piece will open as it is completed, with everything wrapping up by 2021. Non-toll items, such as SR 46 widening, new parallel service roads, and a trail are also being built.

25 

MILE PROJECT TO COMPLETE
 CENTRAL FLORIDA'S TOLL BELTWAY

3,400 

ACRES OF LAND CONSERVED

POINCIANA PARKWAY


The Poinciana Parkway is the first road to be built from the Osceola County Expressway Authority's 2040 Master Plan. The \$150 million, 9.7-mile road provides vital connectivity to Poinciana residents. The first section is now open, connecting U.S. 17-92 to Marigold Ave. The next phase, connecting Marigold Ave. to Cypress Pkwy., will open later in 2016.

5,000 

TRIPS PER DAY ON
 THE NEW ROAD

COAST TO COAST TRAIL

The Coast to Coast Trail will link Florida's Gulf and Atlantic coasts. About 85% of the project is built or funded for construction. Statewide, about 40 miles of the trail still need funding. There are three small gaps in MetroPlan Orlando's area. Construction on the Seminole/Volusia gap is expected to begin in 2017/18. The remaining two gaps in Orange County are funded for construction in 2021.



THE
250
 MILE CONNECTOR
 WILL BE FLORIDA'S
 LONGEST PAVED TRAIL
 WHEN COMPLETE

OIA INTERMODAL TERMINAL FACILITY

Our region's largest airport is expanding after record-breaking growth in domestic and international travel. The first piece of the planned South Terminal Complex, the Intermodal Terminal Facility, is under construction and expected to be complete by 2018. This facility will provide connections to air travel, ground transportation, the airport's people mover, and various rail lines.

40 

MILLION
 PASSENGERS SERVED ANNUALLY

What's Coming

STUDIES IN PROGRESS

Innovation is a must in Central Florida transportation. We have to do things better, smarter and faster to keep up with needs across our growing region. We pursue grants, partnerships and other funding sources to study projects that align with our priorities. Here are a few things in the works right now.



“IF YOU DON'T KNOW WHERE YOU ARE GOING, YOU'LL END UP SOMEPLACE ELSE.”

- Yogi Berra

ORANGE AVENUE CORRIDOR STUDY

This study aims to make Orange Avenue between Pineloch and Hoffner avenues more appealing for different types of travel, improve safety and provide a more attractive gateway into the City of Edgewood. Team members, besides MetroPlan Orlando and Edgewood, include LYNX, Orlando, Orange County, and FDOT. We anticipate working with local government partners to identify one or two corridors in the region for additional corridor studies.



2.4

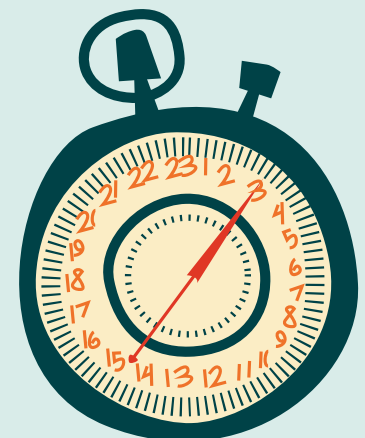
MILES OF ORANGE AVENUE INCLUDED IN THE CORRIDOR STUDY

TRAFFIC SIGNAL RETIMING

One of our most successful technology efforts is traffic signal retiming, a top priority for much of the past decade. MetroPlan Orlando recently took over the contract to collect travel data on selected roads and use it to implement new signal timing. These efforts result in safer, more efficient roads and better air quality.

557

MILES OF ROAD HAVE HAD THEIR SIGNALS RETIMED SINCE 2009



REGIONAL COMPLETE STREETS

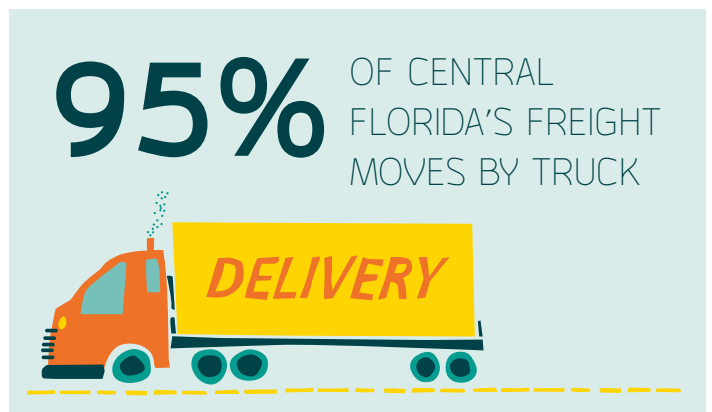
The policy will guide creation of a connected network of streets, roads, and trails to safely serve all users – from pedestrians to freight vehicles. A task force is examining area streets and roads for ways to offer travel options to people of all ages and abilities. Phase 2 of the Regional Complete Streets Policy development will include a demonstration project that puts the draft policy into practice and helps stakeholders and our committees better understand it.

12 CITIES, COUNTIES AND TRANSPORTATION ORGANIZATIONS ARE REPRESENTED ON THE COMPLETE STREETS TASK FORCE



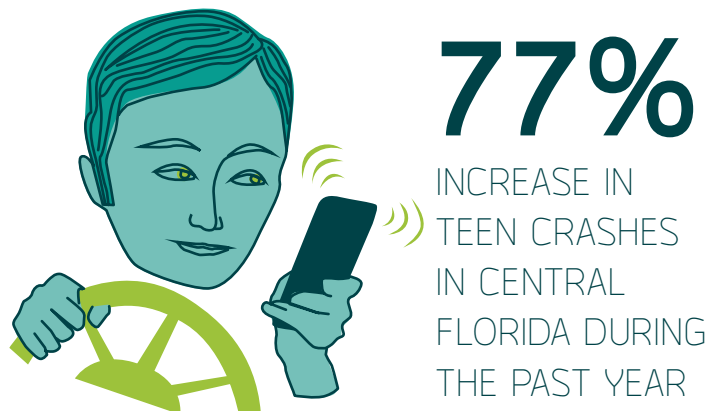
FREIGHT ROUTING STUDIES

MetroPlan Orlando has completed a Freight Network Development Study for Orange County and is working on similar reports for Osceola and Seminole. These studies build on our work managing a regional freight study extending beyond our 3-county area. The regional study identified trading partners, commodity flows, and potential regulatory constraints to efficiently move goods throughout the region.



TEENS DRIVE ALERT

This non-profit will offer teenagers driving safety and crash prevention education programs, funded in part with a contribution from MetroPlan Orlando. Phase 1 is expected in Orange County through December 2016, reaching at least 2,000 teens. The program is designed to expand into Seminole and Osceola, reaching 3,000 additional students in early 2017.

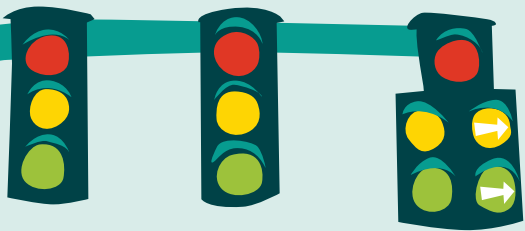


INTELLIGENT TRANSPORTATION SYSTEMS (ITS) MASTER PLAN

This project will make our transportation system safer and more efficient for everyone by coordinating information on a regional level. The ITS Master Plan will evaluate current systems and outline technology to improve traffic flow. Goals are to improve efficiency and reliability of a multi-modal system, better communicate information to system users, enhance safety and security, and protect the environment.

1,900+

SIGNALIZED INTERSECTIONS
IN THE REGION



BENEFIT TO
COST RATIO
FOR ITS
FREEWAY
STRATEGIES:

5.2 TO 1



SCHOOL SITING

MetroPlan Orlando will work with Orange County School Board staff and other school districts to exchange information on school siting issues. It is important that new school locations have adequate transportation facilities in place (or planned to be in place at the time the school opens).



25

MORE THAN
OCPS SCHOOLS ARE IN PLANNING,
DESIGN OR CONSTRUCTION

NEW WEBSITE

In the next 6 months, MetroPlanOrlando.com will become MetroPlanOrlando.org to better reflect what we do. Our current site holds information about transportation planning, our board and committees, a meeting calendar and more. The new site will have a more user-friendly design, allowing simple access to planning information, while providing an easy-to-use public involvement tool.



BEST FOOT FORWARD EXPANSION

Best Foot Forward (BFF) for Pedestrian Safety initiative – a program of Bike/Walk Central Florida – is poised for expansion to Osceola and Seminole counties. A targeted soft launch, including crosswalk enforcement operations, is slated for early 2017. The program has been successful in Orange County by enforcing compliance with crossing laws and improving education and infrastructure to make our region more walkable.



6,357
 SAFETY WARNINGS &
 TICKETS ISSUED SINCE
 BFF BEGAN IN 2012

TWO DECADES OF REGIONAL PLANNING

Our organization goes back to the 1960s when the Federal Aid Highway Act put new emphasis on transportation planning in urban areas. Our work began formally in 1977, as the Orlando Urban Area Metropolitan Planning Organization. In 1997, we became MetroPlan Orlando to stress our role in regional planning in Central Florida. We'll celebrate our 20th anniversary in 2017.



20th
 ANNIVERSARY
 OF METROPLAN
 ORLANDO IS IN 2017

TRANSPORTATION + HEALTH

We continue to connect transportation and health, by emphasizing these issues in the planning process. Recently, we designated a planning position to cover transit and public health, active transportation proposals, land use issues and research on health-related topics. This and our attention to air quality, will demonstrate how these issues are linked in Central Florida.



RESIDENTS
 OF WALKABLE
 NEIGHBORHOODS
 ARE

40%

LESS LIKELY TO
 BE OVERWEIGHT
 THAN RESIDENTS
 OF SPRAWLING
 NEIGHBORHOODS.

TRANSIT
 USERS TOOK
30%
 MORE STEPS PER
 DAY THAN PEOPLE
 WHO RELIED ON
 CARS.



