



2045

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A REGIONAL TRANSPORTATION PARTNERSHIP

# 2045

## Metropolitan Transportation Plan

Technical Series #1  
Goals & Objectives

Adopted: 12/09/2020

# What is in this document?

This technical series outlines MetroPlan Orlando's transportation vision, goals, and objectives for the 2045 MTP update process. The 2045 Plan goals and objectives are established by building on the previous 2040 Long Range Transportation Plan and refined based on a comprehensive review of federal, state, and local plans. Input from the public, the MetroPlan Orlando Board and its advisory committees, and working groups are also considered.

The goals and objectives outlined in this document will guide subsequent planning and analysis efforts over the course of the 2045 Plan development and implementation. These include:

The **Congestion Management Process** – where goals and objectives will provide a mechanism for ensuring investment decisions are made with a clear focus on desired outcomes using performance measures;

**Scenario Planning** – a framework to estimate and evaluate scenarios (multiple futures) based on their ability to support goals and objectives and achieve established targets; and

**Project Evaluation & Prioritization** – a performance-based approach to assess which candidate transportation projects do the best job addressing goals and objectives.

The 2045 Plan's goals and objectives will be the basis for prioritizing federally and state-funded transportation projects and ultimately determine the order of projects and programs to be funded in the "cost-feasible plan".

## HOW TO GET INVOLVED IN THE 2045 PLAN



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Learn more about how long range planning works and sign up for our e-newsletter to get email updates on comment opportunities



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# Introduction

The 2045 Plan goals and objectives will guide the direction and focus of every other element of the metropolitan transportation planning process. It's a way of defining what we want to achieve and how to get there. This decision-making framework organizes our shared transportation vision into broad goals (representing the desired effect of a process or effort), fixed and measurable objectives (a more detailed or actionable subset of goals), and performance measures to give us a direct and quantitative way of evaluating and monitoring progress.

Visioning and objective-setting are critical elements of MetroPlan Orlando's long-range transportation planning and regional decision-making processes. The 2045 Plan goals, objectives, and performance measures will be established by building on the previous 2040 Long Range Transportation Plan and refinement based on a comprehensive review of federal, state, and local plans. Input from the public, the MPO Board and its advisory committees, and working groups will also be considered in goal and objective setting.

## Transportation Planning Goals

The 2045 Plan will be guided by five overarching goals that together advance our vision for *a regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region's vitality*. Planning goals are shown in the figure below, while the sections that follow describe the specific objectives and possible performance indicators identified for achieving each of our five core transportation-oriented goals. Mode and user-specific performance measures, benchmarks and targets will be later developed as part of the congestion management process (CMP) and scenario planning tasks.



### Safety & Security

Provide a safe and secure transportation system for all users



### Reliability & Performance

Leverage innovative solutions to optimize system performance



### Access & Connectivity

Enhance communities and lives through improved access to opportunities



### Health & Environment

Protect and preserve our region's public health and environmentally sensitive areas



### Investment & Economy

Support economic prosperity through strategic transportation investment



# Goal #1: Safety & Security

## *Provide a safe and secure transportation system for all users*

MetroPlan Orlando and its planning partners are committed to improving public safety and security. In February 2019, the MetroPlan Orlando board unanimously supported the Florida Department of Transportation's Vision Zero statewide safety performance targets. This policy acknowledges human life and health is paramount and that no loss of life is acceptable. Safety and security are shared responsibilities between transportation users and the professionals that plan, design and operate the regional system.



## Objectives

- Eliminate the rate and occurrence of transportation system fatalities, injuries, and crashes with high emphasis on the most vulnerable users
- Provide infrastructure and services to help prepare for, respond to, and recover from emergencies
- Prevent and mitigate transportation-related security risks
- Improve emergency response and incident clearance times
- Increase the resiliency of infrastructure to risks, including extreme weather and environmental conditions

## Indicators

- Number of fatalities, serious injuries and crashes by mode/user
- Rate of fatalities, serious injuries, crashes per 100 million vehicle miles traveled (VMT) for all modes/users
- Number of evacuation route lane miles per 1,000 households
- Average emergency response time by incident occurrence and notification time
- Average crash/incident clearance time (return to baseline operating capacity)



## Goal #2: Reliability & Performance

### *Leverage innovative solutions to optimize system performance*

Rapidly developing technological innovations have the potential to disrupt the way we think about transportation systems. These changes range from improvements to existing technologies including Intelligent Transportation Systems (ITS), to shared mobility, improved traveler information tools, and connected or automated vehicles. These innovations could have an enormous influence on how and where people live, shop, work, and play, and how the region plans and designs roadways and other transportation infrastructure.



### Objectives

- Improve travel time reliability on the transportation system
- Enhance and expand the region's ITS, adaptive and actively managed traffic systems
- Reduce travel time per capita (peak and off-peak travel times)
- Improve average transit on-time performance (bus and rail services)
- Adapt transportation infrastructure and technologies to meet changing traveler needs and desires

### Indicators

- Percent of interstate and non-interstate roadways providing reliable travel times
- Truck travel time reliability index
- Percent of system miles actively monitored and managed
- Number of vehicle hours traveled (VHT) per capita
- Percent of roadway miles and vehicle miles traveled (VMT) operating above level of service standards
- Average vehicle on-time performance and percent of transit system on-time performance



## Goal #3: Access & Connectivity

### *Enhance communities and lives through improved access to opportunities*

Transportation plays an integral role in supporting vibrant, prosperous communities and enabling individuals and families to access jobs, essential services, education, as well as other social, cultural, and recreational opportunities. MetroPlan Orlando will continue to work to make Central Florida's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves. The region's economy depends on a robust, resilient transportation system that connects people to places, and efficiently moves freight and goods.



### Objectives

- Increase transit system frequency
- Improve housing and employment access to high-frequency transit
- Improve access to essential services across all modes of transportation
- Reduce per capita vehicle miles traveled (VMT)
- Increase ridership on public transportation
- Reduce the reliance on single-occupant vehicle travel
- Plan and develop transportation systems that reflect regional and community values

### Indicators

- Percent of population within ½ mile of 30-minute and 15-minute transit frequency
- Percent of jobs within 30-minute travel time (peak and off-peak; travel time thresholds may vary by mode)
- Vehicle miles traveled per capita
- Average fixed-route transit frequency
- Percent of fixed-route transit system frequency: <15-minutes, 16-30 minutes, 31-59 minutes, >60 minutes
- Average person trip distance
- Percent of non-auto mode share/split



## Goal #4: Health & Environment

### *Protect and preserve our region's public health and environmentally sensitive areas*

The region's outstanding natural environment is a key element for economic progress and public health. Abundant natural resources, a beautiful setting, and vibrant communities make every industry more competitive in a global economy. Maintaining this advantage depends on a healthy natural and built environment with clean industries, good jobs, managed growth, and lively centers. MetroPlan Orlando will continue to enhance the planning process to give greater emphasis to public health, equity, land use and other emerging issues.



### Objectives

- Provide transportation solutions that contribute to improved public health
- Expand conservation lands and minimize land consumption for future development
- Increase population/employment densities and mix of land uses
- Reduce per capita related air quality pollutants and greenhouse gas emissions
- Reduce adverse health impacts associated with physical inactivity
- Plan and develop transportation systems in a manner that protects and restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts
- Reduce transportation system impacts caused by stormwater issues and flooding
- Prevent disproportionate adverse effects of transportation projects on minority and low-income communities

### Indicators

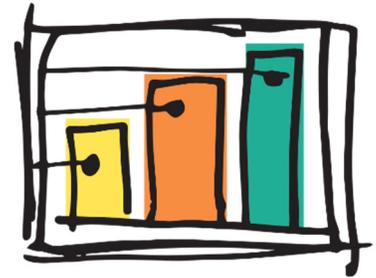
- Consumption and density of new growth/development
- Number of developed and conservation acres per capita
- Units of carbon dioxide (CO<sub>2</sub>), Ozone (O<sub>3</sub>) precursor emissions, particulate matter (PM), and other transportation-related greenhouse gas equivalencies
- Public health indicators including rates of asthma, obesity and diabetes
- Percent of public transportation infrastructure within wetlands or the 100-year flood plain
- Percent of system miles that have documented stormwater issues



# Goal #5: Investment & Economy

## *Support economic prosperity through strategic transportation investment*

A safe and efficient transportation system serves as the backbone of the economy, and a healthy economy is vital to creating and maintaining a high standard of living and quality of life for residents and visitors to Central Florida. To support stable and lasting prosperity, the 2045 Plan will focus on connecting businesses, people, and places. A sustainable transportation system will address the important task of preserving and maintaining existing transportation assets and making the current system work optimally. Strong regional growth requires continuous coordination to ensure that the region's quality of life remains an economic asset in the future.



## Objectives

- Meet industry, state, and national standards for infrastructure and asset quality, condition, and performance for all public transportation infrastructure
- Reduce per capita delay for residents, visitors, and businesses
- Increase affordability for transportation and housing choices
- Improve transportation experience for visitors and supportive-industry workers
- Increase the number of skilled workers in Central Florida's transportation-related industries
- Promote transportation projects that expand and enhance economic prosperity

## Indicators

- Percent of pavement in good and poor condition
- Percent of bridges in good or poor condition
- Transit asset management performance measures
- Percent of regional visitor emphasis corridors providing reliable travel times
- Hours of travel time delay and associated cost (auto and commercial vehicles)
- Housing indicators including inventory, distribution and quality of affordable housing
- Benefit-cost and economic impacts



# Moving Forward

The 2045 MTP puts the user at the forefront of how we do business and plan for the future. We will employ the idea of the curb-cut effect<sup>1</sup> throughout the Plan – the concept that when the transportation system is designed to meet the needs of its most vulnerable users, the benefits cascade to everyone. The goals and objectives outlined in this document will guide subsequent planning and analysis efforts over the course of the 2045 Plan development, its implementation, and process improvement.

## Congestion Management Process (CMP)

The CMP will follow an objective-driven, performance-based approach to planning for congestion management. Through the use of the goals and objectives established in this document, the CMP will provide a mechanism for ensuring that investment decisions are made with a clear focus on desired outcomes. This approach involves screening strategies using objective criteria and relying on system performance data, analysis, and evaluation.

## Scenario Planning & Needs Assessment

The scenario planning approach provides a framework for developing a shared vision for the future by analyzing various factors, testing alternatives, and extensively involving stakeholders, including the public, business community and elected officials. It is an enhancement of, not a replacement for, the traditional transportation planning process. Scenario planning uses data, metrics and forecasting tools to estimate and evaluate scenarios based on their ability to maximize system performance and support achievement of the goals and objectives.



## Project Evaluation & Prioritization

A performance-based approach to identify and assess the candidate transportation projects will be used in conjunction with the scenario planning and needs assessment processes. The intent of this approach is to identify which projects do the best job of addressing the 2045 Plan’s goals and objectives. This will be the basis for prioritizing federally and state-funded transportation projects and ultimately determining the order of projects and programs to be funded in the “cost-feasible plan”.

## Conclusion

Cross-sector leadership and partnership will be essential to achieving the 2045 Plan’s goals and objectives. To fulfill and sustain Central Florida’s social and economic promise, our future transportation system must provide reliable access to opportunity. There is no single solution for our region’s transportation needs. Rather, we must tackle these challenges from several different angles, using a variety of tools and strategies. By following through and taking bold action we can achieve lasting, positive impacts for our region, our communities, and our citizens.

<sup>1</sup> Angela Glover Blackwell, “The Curb-Cut Effect,” *Stanford Social Innovation Review* 15, no. 1 (2017), [https://ssir.org/articles/entry/the\\_curb\\_cut\\_effect?platform=hootsuite](https://ssir.org/articles/entry/the_curb_cut_effect?platform=hootsuite).





# Appendix 1A: Federal, State, and Local: Policies, Goals, and Objectives

This section integrates by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program including: (i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326; (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148; (iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d); (iv) Other safety and security planning and review processes, plans, and programs, as appropriate; (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable; (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118); (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and (viii) Other State transportation plans and transportation processes required as part of a performance-based program into the MetroPlan Orlando 2045 MTP.



# Federal and State

## FAST Act, 2015

Signed into law on December 4, 2015, the Fixing America's Surface Transportation (FAST) Act builds upon the previous federal transportation act, MAP-21, by continuing the focus on transportation system condition and performance while providing greater emphasis on intermodal strategies with goals focusing on the importance of system safety, security, efficiency, productivity, reliability, and resiliency. The FAST Act also aims to reduce the environmental impacts of freight movement while providing the United States with a platform to compete in the global marketplace.

A significant part of the reforms made by MAP-21 included transitioning to a performance-based program, including establishing national performance goals for federal-aid highway programs, and incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The FAST Act supports and continues this overall performance management approach, within which states invest resources in projects that will collectively make progress toward national goals.

The federal highway program performance goals as established by Congress include:

**Safety:** Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

**Infrastructure Condition:** Maintain the highway infrastructure asset system in a state of good repair.

**Congestion Reduction:** Achieve a significant reduction in congestion on the National Highway System.

**System Reliability:** Improve the efficiency of the surface transportation system.

**Freight Movement and Economic Vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

**Environmental Sustainability:** Enhance the performance of the transportation system while protecting and enhancing the natural environment.

**Reduced Project Delivery Delays:** Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, which includes reducing regulatory burdens and improving agencies' work practices.

## National Freight Strategic Plan, 2015

In October 2015, USDOT Secretary Anthony Foxx released the draft National Freight Strategic Plan (NFSP). The draft NFSP provided a comprehensive overview of network condition and performance, freight needs, and opportunities affecting goods movement in the United States and identified key strategies for improvement. The NFSP identified and discussed the following six major trends and resulting challenges. Addressing and resolving these were noted as essential to ensuring the nation's economic competitiveness and continuing our quality of life:

- Expected growth in freight tonnage;
- Underinvestment in freight system;
- Difficulty in planning and implementing freight projects;
- Continued need to address safety, security, and resilience;
- Increased global economic competition; and
- Application and deployment of new technologies.



# Strategic Highway Safety Plan (SHSP)

A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. A SHSP identifies a state's key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries.

SHSPs were first required under SAFETEA-LU, which established the Highway Safety Improvement Program as a core federal program. The FAST Act continues the HSIP as a core federal-aid program and the requirement for states to develop, implement, evaluate and update an SHSP that identifies and analyzes highway safety problems and opportunities on all public roads.

## Florida Highway Strategic Plan (SHSP), 2016

The 2016 SHSP was updated through collaboration with the State of Florida's safety partners. It is aligned with and builds on the recently adopted Florida Transportation Plan (FTP), the state's long-range transportation plan. Both the FTP and the SHSP share the vision of a fatality-free roadway system to protect Florida's residents and visitors.

Florida's SHSP is aimed at all public roads. Federal Highway Administration safety funding can be used for state and local safety projects. In developing the SHSP, efforts were made to reach out to local engineers and planners and the state's 27 MPOs to provide information on ways to improve safety. Local roads account for 39 percent of roadway fatalities.

Thirteen Emphasis Areas are the primary focus for Florida's traffic safety improvement efforts. The Emphasis Areas were identified through a collaborative process that included: review of fatality and serious injury data from 2011 to 2015 to identify and set priorities among Florida's most serious crash problems; input from the existing strategic safety coalitions, MPOs, and other partners; and consideration of public input from the FTP update process.

Safety coalitions oversee many emphasis areas and develop detailed strategic plans that identify targeted strategies and actions to reduce fatalities and serious injuries for each Emphasis Area. Florida relies on the "4 Es" - engineering, education, enforcement, and emergency response - as a tool to guide decision-making for improving roadway safety. As identified in the figure to the right, the "4 Es" are used to help identify and organize overarching strategies that help guide the safety coalitions and other partners.



## Florida Transportation Plan (FTP), 2020

The Florida Transportation Plan (FTP) is the single overarching plan guiding Florida's transportation future. The document is developed by FDOT and is updated every five years to address how changing societal values, new technologies, and shifts in demand, resources, and risks affect the transportation system. The FTP includes four elements: the Vision Element, the Policy Element, the Implementation Element, and the Performance Element.

The FTP Vision Element defines the long-term transportation vision and goals for the next 25 years. The document outlines seven goals for Florida's transportation future which reaffirms the goals of the previous Plan, with refinements to reflect changing emphases of partners and customers statewide:

- Safety and Security for Florida's Residents, Visitors and Businesses;
- Agile, Resilient, and Quality Infrastructure;
- Connected, Efficient, and Reliable Mobility for People and Freight;
- Transportation Choices that Improve Equity and Accessibility;
- Transportation Solutions that Strengthen Florida's Economy;
- Transportation Solutions that Enhance Florida's Communities; and
- Transportation Systems that Enhance Florida's Environment.

## Transportation Asset Management Plan (TAMP), 2019

The FAST Act requires each State transportation agency develop a risk-based Transportation Asset Management Plan (TAMP) for all pavements and bridges on the National Highway System (NHS). The four principal objectives of the TAMP are: (1) ensure the safety and security of transportation customers; (2) minimize damage to infrastructure from vehicles; (3) achieve and maintain a state of good repair for transportation assets; and (4) reduce the vulnerability and increase the resilience of critical infrastructure to the impacts of extreme weather and events.

## Strategic Intermodal System (SIS) Policy Plan, 2016

The Strategic Intermodal System (SIS) Policy Plan was released in March 2016 in response to the framework and guidance established in the FTP Policy Element. This Plan identifies policies, objectives, and strategies to guide the development and investment on Florida's high priority SIS transportation network. The Plan is focused around three core objectives: Interregional Connectivity, Intermodal Connectivity, and Economic Development.

The SIS Policy Plan identifies five implementation emphasis areas. The following emphasis areas are intended to be used in the implementation and update of SIS designation criteria, the identification and prioritization SIS project improvements, and to guide the overall integrated multimodal planning process:

- Statewide and regional economic development opportunities;
- Freight mobility and trade development;
- Innovation and technology;
- Modal and system connectivity; and
- Coordination with regional and local transportation and land use decisions.



## Florida Freight Mobility and Trade Plan (FMTP), 2020

The Florida Seaport & Waterways System Plan was updated in 2015 to ensure that the State of Florida's actions regarding seaports are guided by a strategic system-wide approach, demonstrate benefits of a coordinated state seaport system, and highlight increased jobs and tax base. The Plan considered the information from the 2010 Seaport Systems Plan though which accounts for recent industry developments and planning efforts. The focus areas and strategies presented in the plan provided insight into how the state's seaport program seeks to implement the planning policies of the Florida Transportation Plan (FTP), the Strategic Intermodal System (SIS) Plan, and the Freight Mobility and Trade Plan (FMTP). Florida Freight Mobility and Trade Plan goals include:

- Leverage multisource data and technology to improve freight system safety and security;
- Create a more resilient multimodal freight system;
- Ensure the Florida freight system is in a State of Good Repair;
- Drive innovation to reduce congestion, bottlenecks and improve travel time reliability;
- Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains;
- Improve last mile connectivity for all freight modes;
- Continue to forge partnerships between the public and private sectors to improve trade and logistics;
- Capitalize on emerging freight trends to promote economic development;
- Increase freight-related regional and local transportation planning and land use coordination; and
- Promote and support the shift to alternatively fueled freight vehicles.

## Florida Seaport & Waterways System Plan, 2015/2018

The Florida Seaport & Waterways System Plan was updated in 2015 and 2018 to ensure that the State of Florida's actions regarding seaports are guided by a strategic system-wide approach, demonstrate benefits of a coordinated state seaport system, and highlight increased jobs and tax base. The Plan considered the information from the 2010 Seaport Systems Plan though which accounts for recent industry developments and planning efforts. The focus areas and strategies presented in the plan provided insight into how the state's seaport program seeks to implement the planning policies of the Florida Transportation Plan (FTP), the Strategic Intermodal System (SIS) Plan, and the Freight Mobility and Trade Plan (FMTP). Driven by four (4) focus areas:

- 1) Seaport Access Enhancement,
- 2) Seaport Capacity Expansion,
- 3) Seaport Efficiency Improvement, and
- 4) Waterborne Freight Supply Chain Optimization.

The Plan set a vision for Florida's Seaport System, identified key issues, and established performance objectives, and seaport program strategies. The Plan also focused on identifying needs at the system and individual port levels and set a course of action for implementing improvements.



# Florida Rail System Plan, 2015/2018

The Florida Department of Transportation (FDOT) developed the Rail System Plan to guide the state's rail freight and passenger transportation planning activities and project development plans. This Plan complies with Section 341.302(3), Florida Statutes, which require an identification of priorities, programs, and funding levels required to meet statewide and regional goals. This Plan also meets the requirements embodied in the Federal Passenger Rail Investment and Improvement Act (PRIIA), as amended by the Fixing America's Surface Transportation Act (FAST Act) of 2015, and in the Federal Railroad Administration's (FRA) State Rail Plan Guidance. The plan also includes Florida's Rail Vision and Supporting Goals, along with both proposed publicly sponsored short and long-range capital improvements and policy recommendations to achieve the Vision and Goals.

Based on the comments obtained through the outreach effort, FDOT has developed the following vision statement for freight and passenger rail transportation in the state: *"A safe, secure, reliable, efficient and well-maintained passenger and freight rail system enhancing quality of life, environmental stewardship, mobility, and economic competitiveness for Floridians through sustainable investments."*

Rail service goals aligned with the vision statement were developed based on the rail-related benefits, issues and obstacles that had been identified. These goals are as follows:

- Identify and support rail and rail-highway safety improvements and coordinate with appropriate partners to identify and implement security and emergency response plans;
- Maintain and preserve rail infrastructure and service, and modernize the rail system;
- Emphasize improvements in on-time performance of passenger trains and for fluidity of the state's rail system for handling freight and passenger rail traffic;
- Aggressively pursue opportunities for funding rail projects in cooperation with leaders at the local, regional, state, and national levels;
- Invest in rail system capacity improvements to enhance the interstate and intrastate movement of people and goods when public benefit can be demonstrated;
- Integrate rail and land use planning at the state, regional, and local levels; and
- Integrate transportation and environmental decisions into the statewide, regional, and local planning processes.

# FDOT ADA Transition Plan, 2019

The FHWA recently recognized the FDOT as a "transitioned" [State Transportation Agency](#) as it pertains to the accessibility of our pedestrian facilities. FDOT will continue to validate our program's success by conducting a review of a statistically significant sample of the state video logs of pedestrian features within our Rights-of-Way. These reviews include sidewalks, curb ramps, detectable warnings and pedestrian signals. Any areas in need of improvement identified during our robust review process will be forwarded to the appropriate district officials who will then supply a corrective action plan and schedule.



## Florida Aviation System Plan (FASP), 2017

The Florida Aviation System Plan serves as a mode-specific strategic plan for the aviation system. The goals established as part of this plan have been developed to complement the FTP while specifically meeting the goals of the aviation system. Ensuring a link between the FTP and FASP enhances the understanding of FDOT's funding priorities and helps identify those projects that advance the state's vision for its aviation and transportation future. Designed in accordance with FAA Advisory Circular (AC) 150/5070-7, The Airport System Planning Process, the FASP 2035 Update reflects the processes, methodologies, and analyses required to produce an aviation system plan that can effectively inform the FDOT AO's decision-making and funding allocations through the 20-year planning horizon.

Seven goals were established during previous FASP efforts and validated by the FASP 2035 Update are designed to ensure Florida's airports continue to meet the evolving needs of FDOT, stakeholders, and the aviation public. In conjunction with the goals listed below, FDOT developed a comprehensive set of performance measures and indicators to assess progress on a series of system-wide objectives developed in association with each goal.

- Provide safe, efficient, secure, and convenient service to Florida's citizens, businesses, and visitors;
- Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment;
- Support and enhance the national position of leadership and prominence held by Florida's aviation industry;
- Protect airspace and promote compatible land uses around airports;
- Foster technological innovation and support the implementation of new technologies;
- Promote support for aviation from business, government, and the public; and
- Foster Florida's reputation as a military- and aerospace friendly state.

## Motor Carrier System Plan, 2017

In 2017, FDOT developed a Motor Carrier System Plan (MCSP) to address highway specific mobility challenges from a trucking perspective. The plan establishes a foundation of critical issues to address. Key performance analyses complement the input from stakeholders to build a more complete picture of freight movements by truck in Florida.

Motor Carrier System Plan goals include:

- Identify, support, and implement freight highway safety improvements and initiatives;
- Continue to invest in quality infrastructure that can be adapted to meet the needs of future freight vehicles and technology;
- Increase operational efficiency of goods movement and maintain reliable mobility for trucks;
- Increase the number of quality options for moving freight to, from, and within Florida;
- Support Florida's global competitiveness and increase the flow of domestic and international trade;
- Coordinate early and often with local communities to ensure mobility for trucks that is consistent with local and regional priorities; and
- Balance the need for environmental protection and conservation with seeking motor carrier efficiencies.



# Local & Regional

In addition to complying with federal and state measures, MetroPlan Orlando has examined local plans and policies to ensure the 2045 MTP acts in accordance with and supports these documents. Brief summaries are provided for some of the key plans though there were many policies that were taken into consideration.

## City of Orlando Vision Zero, 2017

Vision Zero is an international campaign to increase safety and mobility for all roadway users. In December 2017, the City of Orlando adopted the Vision Zero Action Plan signifying the City's commitment to eliminating traffic fatalities and serious injuries by 2040. The goals outlined by the Vision Zero Orlando Action Plan are:

- Adopt a safe systems approach in roadway design, operations, and maintenance;
- Increase public understanding of the leading causes of crashes resulting in serious injury or fatalities;
- Support law enforcement efforts to eliminate behaviors leading to serious injury and fatal crashes;
- Demonstrate continuous progress toward Vision Zero;
- Improve access and travel time to Level 1 Trauma Center and other hospitals; and
- Prioritize investments and programs in communities including underserved populations and higher numbers of vulnerable road users.

## Americans with Disability Act (ADA) Transition Plans

### Orange County ADA Transition Plan

The Orange County Public Works developed their Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way, otherwise known as the ADA Transition Plan. The Plan ensures that public infrastructure in the County is accessible for all. The plan considers sidewalks, curb ramps, street crossings, crosswalks, driveway crossings and pedestrian activated traffic signal systems according to the ADA design standards.

### Osceola County ADA Transition Plan

Osceola County Transportation and Transit has completed the Americans with Disabilities Act (ADA) Framework Plan which is the precursor document to the ADA Transition Plan. The Plan began to assess existing features in the public right-of-way for compliance with ADA standards. Any features that are not in compliance will be inventoried, prioritized, and addressed through the plan's implantation framework.

### Seminole County ADA Transition Plan

The Seminole County Engineering Division Public Works Department has begun implementing their American with Disabilities Act (ADA) Transition Plan. The Plan is intended to identify physical obstacles that limit the accessibility of facilities to individuals with disabilities; describe the methods to be used to make the facilities accessible; provide a schedule for making the access modifications; and identify the public officials responsible for the implementation of the Transition Plan. The Plan is required to be updated periodically until all accessibility barriers are removed.



# Complete Streets Policies

Across the three-county MetroPlan Orlando region, multiple local governments have enacted Complete Street Policies. Complete Streets are streets that are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities. That includes but is not limited to pedestrians, cyclists, scooter-riders, transit users, rideshare users, motorists, and freight and service operators.

## MetroPlan Orlando Policy, 2020

In March 2020, the MetroPlan Orlando Board approved the Regional Complete Streets Policy. This policy will help shape the future of the region by ensuring that all future roads and improvements are consistent with Complete Street guidelines. The policy was written with best practices in mind and with the help of our local government partners.

## LYNX & SunRail

MetroPlan Orlando has also considered the plans of the local transit agency and provider, the Central Florida Regional Transportation Agency (LYNX), and the Central Florida Commuter Rail Commission (SunRail).

## LYNX Transit Asset Management Plan, 2018

The LYNX 2018 Transit Asset Management Plan tracks system performance and conditions that will be used to develop strategies for efficiently managing assets for a state of good repair (SGR) in addition to maintaining funding eligibility. LYNX is considered a Tier I agency since it operates more than 101 vehicles and therefore must develop its own TAM Plan, which includes these nine elements: (1) Inventory of Capital Assets, (2) Condition Assessment, (3) Decision Support Tools, (4) Investment Prioritization, (5) TAM and SGR Policy, (6) Implementation Strategy, (7) List of Key Annual Activities, (8) Identification of Resources, and (9) Evaluation Plan.

The 2045 MTP's *System Performance Report* includes transit asset management data and targets.

## LYNX Transit Development Plan, 2019

The LYNX 2019 Transit Development Plan (TDP) is a 10-year needs-based evaluation required by FDOT that includes an assessment of existing services offered by the transit provider, as well as anticipated demand for services based on social and economic trends, the political environment, and development patterns and trends.

The goals of the 2019 TDP are:

- Promote economic competitiveness, sustainability, and quality of life;
- Advance an equitable, safe, dynamic, and performance driven transit system;
- Deliver a seamless network of transportation services for the region; and
- Enhance customer experience and communications.

Within each of the goals is a subset of objectives.



## LYNX System Safety Program Plan, 2014

The LYNX System Safety Program Plan (SSPP) establishes the technical and managerial safety program for the public transportation system in Central Florida. The SSPP identifies LYNX safety policy and the responsibilities associated with system safety at all levels of the organization and for all entities or individuals under contract to the transit authority. The objectives of the SSPP are:

- To establish, implement, and maintain a safety program that effectively identifies potential hazards of the transit system and imposes management controls and design requirements to prevent mishaps by either eliminating hazards or reducing the associated risk to an acceptable level of the LYNX system;
- To ensure safety is always an integral part of current and future design, procurement, construction, testing, training, operation and maintenance of the LYNX system;
- To meet or exceed all applicable local, state, and federal safety, fire, and environmental codes, ordinances, and regulations;
- To communicate and cooperate with local government fire and rescue agencies to ensure effective coordination in emergency response, management, and corrective action; and
- To provide appropriate data and reports on performance, non-critical system failures and accidents to appropriate departments and managers for the purposes of increasing system safety.

## Transportation Disadvantaged Service Plan, 2018

The Transportation Disadvantaged Service Plan (TDSP) demonstrated the commitment by LYNX to maintain and improve transportation services for the transportation disadvantaged and serves as a framework for transit service performance evaluation. The goals of the TDSP are to: transition customers to the most appropriate mode of transportation; become a mobility management model for other transit agencies; customer outreach and education; improve community perception of public transportation; adopt service guidelines, standard and processes and procedures for mobility services in Central Florida; provide transit services that support regional mobility options and changing travel demands; and expand partnerships and travel options to other transportation providers.

## SunRail Transit Asset Management Plan, 2018

The SunRail Transit Asset Management (TAM) Plan, published in 2018, is the plan to monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance. SunRail will maintain system assets in a state of good repair (SGR) through transparency, financial stewardship and reinvestment, and promoting a culture that supports asset management best practices. ]

There are four (4) SunRail asset management goals, they are:

1. Demonstrate organizational efficiency to deliver efficient and reliable service;
2. Prioritize available resources to meet SGR requirements;
3. Maintain condition of asses in SGR requirements; and
4. Actively promote an agency-wide asset management culture.





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