



MUNICIPAL ADVISORY COMMITTEE AGENDA

February 2, 2017 @ 9:30 A.M.



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

MUNICIPAL ADVISORY COMMITTEE
MEETING NOTICE

DATE: February 2, 2017

TIME: 9:30 a.m.

LOCATION: MetroPlan Orlando
David L. Grovdahl Board Room
250 S. Orange Avenue, Suite 200
Orlando, Florida 32801

****[Click here for Directions and Detailed Parking Recommendations](#)****



Wireless access available
Network = MpoBoardRoom
Password = mpoaccess

AGENDA

Vice Chairman John Dowless, presiding

Please remember to silence all electronic devices.

- I. Call to Order
- II. Pledge of Allegiance
- III. Chair's Announcements – Vice Chairman John Dowless
- IV. Confirmation of Quorum – Ms. Cathy Goldfarb
- V. Agenda Review/Follow-up – Ms. Virginia Whittington
- VI. Partner Reports

- LYNX – Mr. Doug Robinson
- Florida Department of Transportation – Mr. Jamil Gutierrez
- Florida's Turnpike Enterprise – Ms. Carol Scott

VII. Public Comments on Action Items

Comments from the public will be heard pertaining to items on the agenda for this meeting. People wishing to speak must complete a "Speakers Introduction Card" at the reception desk. Each speaker is limited to two minutes.

VIII. Action Items

A. Approval of Minutes of Previous Meeting (Tab 1)

Action is requested for approval of the December 8, 2016 meeting minutes.

B. FDOT Amendment to FY 2016/17-2020/21 Transportation Improvement Program (Tab 2)

Mr. Keith Caskey, MetroPlan Orlando staff, is requesting the MAC to recommend that the FY 2016/17-2020/21 TIP be amended to include additional funding for the LYNX Operating Center expansion, funding adjustments for the six-laning project on Maitland Blvd. in Maitland, and a new pedestrian safety project on US 441. A fact sheet prepared by MetroPlan Orlando staff and a letter from FDOT explaining the amendments are provided in **Tab 2**.

IX. Presentations/Status Reports

A. ITS Quarterly Update & Travel Time & Delay Study (Tab 3)

Mr. Eric Hill, MetroPlan Orlando staff, will give an update on the ITS Master Plan and presentation on MetroPlan Orlando's 2016 Travel Time and Delay Study. A fact sheet on the ITS Master Plan and an infographic on the Travel Time and Delay Study are included at Tab 3.

B. Preview of MetroPlan Orlando Complete Streets Policy (Tab 4)

Ms. Elizabeth Whitton, MetroPlan Orlando staff, will present an overview of MetroPlan Orlando's Complete Streets Policy in its draft form. Action to approve the policy will be requested at a later date. The draft Complete Streets Policy Report can be read in its entirety here: https://metroplanorlando.org/wp-content/uploads/17873_ComlpeteStreetsFinalReport-opt_CC.pdf.

C. Presentation on FY 2017/18-2021/22 Tentative Five Year Work Program

Mr. Jamil Gutierrez, FDOT, will present a follow up overview of the new FY 2017/18-2021/22 Tentative Five Year Work Program.

D. Presentation on PPL Project Status

Mr. Nick Lepp, MetroPlan Orlando staff, will give a presentation on the status of the projects in the FY 2021/22-2039/40 PPL and will focus on how to best advance the funding of these projects using available SU funds.

E. Introduction of New MetroPlan Orlando Website

Ms. Cynthia Lambert, MetroPlan Orlando staff, will present a live demonstration of MetroPlan Orlando's new website, MetroPlanOrlando.org.

X. General Information (Tab 5)

A. FDOT Quarterly Variance Report

The latest FDOT Quarterly Variance Report for the Orlando area is enclosed.

B. FDOT Monthly Construction Status Report

The latest FDOT monthly construction status report for the Orlando area is enclosed.

C. PD&E Study Tracking Report

A report providing the latest status of the Project Development & Environment (PD&E) studies currently under way in the MetroPlan Orlando area is enclosed.

D. Approved 2017 Legislative Priorities

The 2017 legislative priorities approved by the MetroPlan Orlando Board at its December 14th meeting is enclosed.

E. MetroPlan Orlando Board Highlights

Highlights from the December 2016 MetroPlan Orlando Board meeting are enclosed.

XI. Upcoming Meetings of Interest

A. Municipal Advisory Committee meeting – Thursday, March 2, 2017 at 9:30 a.m.

B. MetroPlan Orlando Board Meeting

The MetroPlan Orlando Board will meet on **Wednesday, February 8, 2017 at 9:00 a.m.**

XII. Public Comments (General)

XIII. Adjournment

*In accordance with the **Americans with Disabilities Act (ADA)**, if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, he or she should contact **Ms. Cathy Goldfarb, MetroPlan Orlando, 250 S. Orange Avenue, Orlando, Florida, 32801** or by telephone at **(407) 481-5672 x315** at least three business days prior to the event.*

*Persons who require translation services, which are provided at no cost, should contact **MetroPlan Orlando at (407) 481-5672 x315** or by email at cgoldfarb@metroplanorlando.org at least three business days prior to the event.*

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

TAB 1



**MUNICIPAL ADVISORY COMMITTEE
MINUTES**

DATE: Thursday, December 8, 2016

LOCATION: MetroPlan Orlando Board Room
250 S. Orange Avenue, Suite 200
Orlando, Florida 32801

TIME: 9:30 a.m.

Council Member John Dowless, Vice-Chairman, presided

Members in attendance:

Council President John Dowless, City of Edgewood
Mr. Roger Dixon, CAO, for Mayor Eddie Cole, Town of Eatonville
Mayor Charlene Glancy, City of Casselberry
Mayor Charles Lacey, City of Winter Springs
Mayor A. Dale McDonald, City of Maitland
Commissioner Joseph McMullen, Town of Oakland
Mayor Dominic Persampiere, City of Oviedo
Vacant, City of Winter Garden
Vacant, City of St. Cloud

Members not in attendance:

Mayor Gary Bruhn, Town of Windermere
Commissioner Joel Keller, City of Ocoee
Mayor Joe Durso, City of Longwood
Mayor Steve Leary, City of Winter Park
Commissioner Sid Miller, City of Lake Mary
Mayor Lydia Pisano, City of Belle Isle

Others in attendance were:

Mr. Jamil Gutierrez, FDOT
Ms. Carol Scott, Florida's Turnpike Enterprise
Mr. Doug Robinson, LYNX
Mr. Stephen Alianiello, reThink
Ms. Elizabeth Whitton, MetroPlan Orlando
Mr. Keith Caskey, MetroPlan Orlando
Mr. Jason Loschiavo, MetroPlan Orlando

Ms. Virginia Whittington, MetroPlan Orlando
Ms. Cathy Goldfarb, MetroPlan Orlando

I. CALL TO ORDER

Vice-Chairman John Dowless called the meeting to order at 9:31 a.m.

II. PLEDGE OF ALLEGIANCE

Vice-Chairman Dowless led the committee in a moment of silence and the Pledge of Allegiance.

III. CHAIR'S ANNOUNCEMENTS

Vice-Chairman Dowless told MAC members that Mayor Bruhn was unable to attend the meeting due to a schedule conflict. He noted that Mayor Bruhn also had a scheduling conflict in February and would be unable to chair that meeting as well. Vice-Chairman Dowless reported that Mayor Eddie Cole, Town of Eatonville, would be attending MAC as the representative from Eatonville at future meetings. He added that FDOT and Florida's Turnpike Enterprise would be providing a Five-Year Work Program report later in the meeting and maps for the work Program were available online.

IV. CONFIRMATION OF QUORUM

Ms. Goldfarb confirmed a quorum was present.

V. AGENDA REVIEW/FOLLOW-UP

Ms. Virginia Whittington told MAC members that agenda Item IX, B, the ITS Quarterly Update & Travel Time & Delay Study, was being deferred to the February meeting.

VI. PARTNER REPORTS

LYNX

Mr. Doug Robinson, LYNX reported that the December service changes would take place December 11. He noted that those service changes would include the rerouting of Link 1 in Maitland, the Fastlink 407 would be serving the US Tennis Association site, and Link 434 would be going back to Longwood. Mr. Robinson added that the SR 436 corridor study would be kicking off in early 2017. He told committee members that LYNX was midway through their origins and destinations surveys and were planning to start personal interviews in January. Mr. Robinson reported that Federal Transit Administration has authorized LYNX to move forward with the remaining funds for the station planning for the SR 50 corridor Bus Rapid Transit project.

FDOT

Mr. Jamil Gutierrez, FDOT, told MAC members that the I-4 Ultimate project was on schedule with major work underway at the Kirkman Road, SR 408, Ivanhoe and Maitland interchanges. He added that the first bridge at the Kirkman Road interchange was open. The section of the Wekiva Parkway currently open, he reported, has had about 436,000 vehicles travel that section through November. Mr. Gutierrez told committee members that sections 4A and 4B were having landscaping and fencing, installed, sections 3A, 3B and 5 were undergoing right-of-way acquisition, with letting in February 2017 for 3A and 3B and June 2017 for section 5. He added that section 6 was in the right-of-way and procurement stage as a design/build project with final selection projected for March 2017. Mr. Gutierrez reported that a design consultant had been selected for section 7 and section 8 was going through a line and grade update with advertising for design/build in 2017. Collaboration efforts continue, he added, with local partners as well as outreach efforts to stakeholders. He told MAC members that additional information on the project could be found at www.wekivaparkway.com.

Mr. Gutierrez told MAC members that FDOT's Five-Year work Program Public Hearing started online on Monday December 5th and would be running online all week. He added that Work Program Public hearings would be held in person during the week at each of the District 5 M/TPOs, including one at MetroPlan Orlando December 6th. Mr. Gutierrez reviewed the major projects included in the new Five-Year Work program. Vice-Chairman Dowless asked if in the future the maps could be available as a reference during the review of the new Work Program. Mr. Gutierrez responded that he would have the maps available in the future.

Florida's Turnpike Enterprise

Ms. Carol Scott, Florida's Turnpike Enterprise (FTE), reported that FTE had five major projects in the MetroPlan Orlando tri-county area. Those projects, she added were a new \$50 million interchange at Sand Lake Road with letting scheduled for 2021, and construction of \$69 million direct connect ramps from I-4 to the Turnpike mainline that would be let for design/build in 2018. In addition, she reported, the Turnpike mainline was scheduled for widening from the Orange to Lake County line at a cost of \$102 million with letting for construction in 2021 and \$124 million widening of the Osceola County section, including the addition of two express lanes was scheduled for 2019. Ms. Scott told MAC members that FTE would be resurfacing 51 miles of roadway in Orange, Osceola and Seminole County in 2018, 2019 and 2020 at a cost of \$124 million. She noted that a project development and environmental study was planned for the eastern extension of SR 408 from Woodbury Road to SR 520. She called attention to a total of \$634 million in projects planned for FDOT District 5 with 67% of those projects scheduled in MetroPlan Orlando's tri-county area.

VII. Public Comments on Action Items

None.

VIII. Action Items

A. Approval of Minutes of Previous Meeting

Action was requested for approval of the November 3, 2016 meeting minutes.

MOTION: Mayor Dale McDonald moved for approval of the November 3, 2016 meeting minutes. Mayor Charlene Glancy seconded the motion, which passed unanimously.

B. FDOT Amendment to FY 2016/17-2020/21 Transportation Improvement Program

Mr. Keith Caskey, MetroPlan Orlando staff, requested the MAC's recommendation to amend the FY 2016/17-2020/21 TIP to include three railroad crossing improvements in Orange County and a sidewalk project in Osceola County. A fact sheet compiled by MetroPlan Orlando staff and letter from FDOT explaining the amendments were provided.

MOTION: Mayor Dale McDonald moved for approval of the FDOT Amendment to FY 2016/17-2020/21 Transportation Improvement Program. Mayor Dominic Persampiere seconded the motion, which passed unanimously.

C. Request for Approval of 2017 Legislative Priorities

Ms. Virginia Whittington, MetroPlan Orlando staff, requested the MAC to recommend approval of MetroPlan Orlando's priorities for the Florida Legislature's 2017 session. The draft list of priorities was provided. Ms. Whittington told MAC members that at the November meeting input was sought from MAC members on the draft 2017 legislative priorities and the proposed list would be going to the Board at their December 14 meeting. She reviewed the top four priorities and noted that quiet zones funding for Phase II south had not been included in the initial request and that funding for quiet zones in the expansion of SunRail would be something to keep on the radar. An additional proposed priority entailed expanding the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one-cent local option surtax by referendum. The MetroPlan Executive Committee had requested additional language for the surtax item to help clarify what the ramifications and how to mitigate the impact if the county chose to look to enact a surtax in the future.

The meeting was suspended at this time due to a fire drill and resumed at 10:33 a.m.

Mayor Lacey expressed concern that if the Charter County surtax were to be enacted by the County, it wouldn't preclude cities from enacting it. Ms. Whittington noted that there is a cap on the amount of taxes in statute. Mayor Lacey added that he was opposed to a Charter County surtax previously and the one-cent sales tax was controversial.

MOTION: Mayor Dale McDonald moved for approval of the 2017 Legislative Priorities with the addition of the Charter County surtax as a top priority. Mayor Dominic Persampiere seconded the motion, which passed 6:1 (Lacey opposed).

IX. Presentations/Status Reports

A. Update on reThink Your Commute Program

Mr. Stephen Alianiello, reThink Your Commute staff, gave an update on reThink's latest activities. Mr. Alianiello reviewed statistics on commuting in the area based on research done by the Center for Urban Transportation (CUTR). He provided information on the impact reThink has had on local commuting and ways employers can assist with commuting alternatives. Mr. Alianiello called attention to the list of current area Best Workplaces for Commuters, which has dramatically increased since the implementation of the reThink program. In addition, he provided an example of a local employer and the commuter-friendly programs they have implemented for their staff. He also detailed partnerships that have been established by reThink in FDOT District 5 and the marketing and outreach strategies that reThink has used. Mr. Alianiello added that reThink will be reaching out to local municipalities as part of their ongoing marketing strategies and they will also be rolling out a new logo as part of those strategies.

B. ITS Quarterly Update & Travel Time & Delay Study - deferred

C. Promoting Health through Policy, Process, and Projects

Ms. Elizabeth Whitton, MetroPlan Orlando staff, provided updates on MetroPlan Orlando's health initiatives and the results of a health-focused audit of the agency's planning documents. Ms. Whitton gave an overview of the connection between transportation and health and the World Health Organization definition of health. She noted that the public health sector approached the transportation sector with incentives after research showed a person's environment significantly affects their health. Ms. Whitton detailed some of the incentives that have been provided by the Center for Disease Control (CDC) and the Robert Wood Johnson Foundation. She shared the breakdown of health factors 80% of which are outside of clinical care, and the themes that affect quality of life. Ms. Whitton told committee members that an audit of MetroPlan Orlando's five major documents was conducted which found that approximately \$600 million was invested in health-related projects. She also provided information on short- and long-term strategies for increasing cross-sector collaboration between transportation and public health and provided examples of cross sector collaborations locally.

X. General Information

A. Additional Information on SunRail TIP Amendment Approved at October MAC Meeting

As a follow-up to discussion at the last round of board and committee meetings, additional information on the SunRail TIP amendment was provided, as requested. This information is being provided to the MAC for information purposes.

B. 2017 Calendar

A memo from Mr. Barley dated November 2016, along with a copy of MetroPlan Orlando's 2017 appreciation calendar, was provided.

C. Approved 2017 Meeting Schedule

The meeting schedule for 2017 was provided. MAC members were asked to please add the meeting dates to their calendar.

D. Comparison of 2015 & 2016 BEBR Population Estimates

A spreadsheet and cover memo comparing the 2015 and 2016 population estimates provided by the University of Florida Bureau of Economic and Business Research (BEBR) for the Central Florida region was provided.

E. FY 2015/16 Federally Funded Projects

A list of the highway, transit and aviation projects in the Orlando Urban Area for which federal funds were obligated during FY 2015/16 had been prepared in order to meet the federal requirement for MPO's. This document could be found on MetroPlan Orlando's website here:

http://www.metroplanorlando.com/files/view/federally_funded_transportation_projects_fy_2015_16.pdf

F. MetroPlan Orlando Board Highlights

Highlights from the November 2016 MetroPlan Orlando Board meeting were provided.

XI. Upcoming Meetings of Interest

A. Volunteer Appreciation Luncheon & Toy Drive

MetroPlan Orlando held its annual Volunteer Appreciation Luncheon and toy drive for Board and committee members, aides and staff assistants on Thursday, December 15, 2016 at 12:00 p.m. in the MetroPlan Orlando David L. Grovdahl Board Room.

B. Municipal Advisory Committee will hold their next meeting on Thursday, February 2, 2017 at 9:30 a.m.

C. MetroPlan Orlando Board Meeting

The MetroPlan Orlando Board will meet on Wednesday, February 8, 2017 at 9:00 a.m.

XII. Public Comments (General)

None.

XIII. ADJOURNMENT

MOTION: Mayor Dale McDonald moved to adjourn the meeting. Mayor Dominic Persampiere seconded the motion, which passed unanimously.

The Municipal Advisory Committee meeting was adjourned at 11:02 a.m.

The meeting was recorded and transcribed by Ms. Cathy Goldfarb.

Approved this 2nd day of February, 2017.

Council President John Dowless
Vice-Chair

Ms. Cathy Goldfarb,
Senior Board Services Coordinator

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

TAB 2



Board Action Fact Sheet

Meeting Date: February 8, 2017

Agenda Item: XX.X (Tab 2)

Roll Call Vote: Yes

Action Requested:	FDOT requests approval of an amendment to the FY 2016/2017-2020/2021 Transportation Improvement Program which includes funding changes for two existing projects and adding a new project. Board approval is requested of Resolution No. 17-01.
Reason:	FDOT is adding funding for an existing LYNX project, adjusting cost figures for the Maitland Blvd. six-laning project and adding a new pedestrian safety project. This amendment request provides an opportunity for public review of these projects.
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• Adds a total of about \$4 million for the expansion of the LYNX Operating Center at John Young Parkway and Princeton Street in FY 2016/17 and 2017/18• Makes adjustments to the right-of-way costs for the six-laning project on Maitland Blvd. from I-4 to Maitland Avenue for the period from FY 2016/17 through FY 2019/20, resulting in a net cost increase of about \$2.5 million• Adds \$351,000 in design funding for a new pedestrian safety project on US 441/Orange Blossom Trail from north of Holden Avenue to 37th Street in FY 2016/17
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	CAC: to be determined TSMO: to be determined TAC: to be determined MAC: to be determined
Staff Recommendation:	Recommends approval
Supporting Information:	These documents are provided at Tab 2: FDOT letter dated January 5, 2017 Proposed Board Resolution No. 17-01



RESOLUTION NO. 17-01

SUBJECT:

Amendment to the FY 2016/17-2020/21 Transportation Improvement Program

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a. MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2016/17-2020/21 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendment is described as follows:

Orange County

- FM #2465561 - Expansion of LYNX Operating Center - Funding consists of \$2,500,000 in FTA (Federal Transit Administration) funds and \$625,000 in LF (Local Funds) for a capital grant in FY 2016/17, and \$800,000 in FTA (Federal Transit Administration) funds and \$200,000 in LF (Local Funds) for a capital grant in FY 2017/18;
- FM#4242171 - State Road 414 (Maitland Boulevard) from I-4 to Maitland Avenue - Add Lanes and Rehabilitate Project – Funding adjustments, all for the right-of-way phase, are as follows:

Reductions in FY 2016/17:

-\$1,614,540 in SU (Urban Attributable) funds

-\$150,000 in ACSU (Advance Construction Urban Attributable) funds

Reductions in FY 2017/18:

-\$15,000 in DIH (District In-House) funds

Additions in FY 2017/18:

+\$1,469,665 in SU (Urban Attributable) funds

+\$487,560 in LF (Local Funding)

Additions in FY 2018/19:

+\$15,000 in DIH (District In-House) funds

+\$10,000 in DDR (District Dedicated Revenue) funds

+\$1,500,000 in LF (Local Funding)

Additions in FY 2019/20:

+\$7,000 in DDR (District Dedicated Revenue) funds

+\$822,000 in LF (Local Funding)

- **FM #4396791 - State Road 500/US 441/ Orange Blossom Trail from North of Holden Avenue to 37th Street - Pedestrian Safety Improvement - Funding consists of \$351,000 in HSP (Highway Safety Program) funds for design in FY 2016/17; and**

WHEREAS, the requested amendment described above is consistent with MetroPlan Orlando's project priorities and currently adopted Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendment to the FY 2016/17-2020/21 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 8th day of February, 2016.

Certificate

The undersigned duly qualified as Chairman of the MetroPlan Orlando Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

Honorable Bob Dallari, Chairman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JIM BOXOLD
SECRETARY

January 5, 2017

Mr. Gary Huttmann
Deputy Executive Director
MetroPlan Orlando
250 South Orange Ave.
Suite 200
Orlando, FL 32801

Dear Mr. Huttmann:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation requests the following changes to be made to MetroPlan Orlando's Transportation Planning Organization's Adopted Fiscal Years 2016/17 – 2020/21 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department's Work Program. Please make sure that you put the amendment date on your cover page of the TIP.

ORANGE COUNTY

Project

FM#246556-1 Orange-CFRTA/LYNX Expansion of Operating Center

Current TIP Status:

Project is currently in the TIP for Fiscal Years 2016/2017 – 2020/2021

Proposed Amendment:

Adding Phase 94 (Capital Grant) in the Amount of \$2,500,000 in Fiscal Year 2016/2017 with FTA (Federal Transit Administration) Funding.

Adding Phase 94 (Capital Grant) in the Amount of \$625,000 in Fiscal Year 2016/2017 with LF (Local Funds).

Adding Phase 94 (Capital Grant) in the Amount of \$800,000 in Fiscal Year 2017/2018 with FTA (Federal Transit Administration) Funding.

Adding Phase 94 (Capital Grant) in the Amount of \$200,000 in Fiscal Year 2017/2018 with LF (Local Funds).

Explanation:

This project is for the LYNX Operating Center expansion at John Young Parkway and Princeton Street. For LYNX to receive the Grant Funding from the Federal Transit Administration this project must be included into MetroPlan Orlando's Transportation Improvement Program before grant can be awarded.

Project

FM#424217-1 State Road 414 (Maitland Boulevard) From State Road 400 (I-4) to County Road 427 (Maitland Avenue), Add Lanes and Rehabilitate Project

Current TIP Status:

Project is currently in the TIP for Fiscal Years 2016/2017 – 2020/2021

Proposed Amendment:

Reduced Phase 41 (In-House Timesheet Charges) from \$42,100 to \$30,000 in Fiscal Year 2016/2017 with SU (Urban Attributable) Funding. Reduction of \$12,100

Reduced Phase 41 (In-House Timesheet Charges) from \$30,000 to \$15,000 in Fiscal Year 2017/2018 with DIH (District In-House) Funding. Reduction of \$15,000

Adding Phase 41 (In-House Timesheet Charges) from \$0.00 to \$15,000 in Fiscal Year 2018/2019 with DIH (District In-House) Funding. Addition of \$15,000

Reduced Phase 4B (In-House Support) from \$150,000 to \$0.00 in Fiscal Year 2016/2017 with ACSU (Advance Construction Urban Attributable) Funding. Reduction of \$150,000

Reduced Phase 4B (In-House Support) from \$80,000 to \$30,000 in Fiscal Year 2016/2017 with SU (Urban Attributable) Funding. Reduction of \$50,000

Reduced Phase 4B (In-House Support) from \$54,000 to \$15,000 in Fiscal Year 2017/2018 with SU (Urban Attributable) Funding. Reduction of \$39,000

Adding Phase 4B (In-House Support) from \$0.00 to \$10,000 in Fiscal Year 2018/2019 with DDR (District Dedicated Revenue) Funding. Addition of \$10,000

Adding Phase 4B (In-House Support) from \$0.00 to \$7,000 in Fiscal Year 2019/2020 with DDR (District Dedicated Revenue) Funding. Addition of \$7,000

Reduced Phase 43 (Right of Way Acquisition) from \$1,522,440 to \$10,000 in Fiscal Year 2016/2017 with SU (Urban Attributable) Funding. Reduction of \$1,512,440

Adding Phase 43 (Right of Way Acquisition) from \$0.00 to \$1,512,440 in Fiscal Year 2017/2018 with SU (Urban Attributable) Funding. Addition of \$1,512,440

Adding Phase 43 (Right of Way Acquisition) from \$0.00 to \$487,560 in Fiscal Year 2017/2018 with LF (Local Funding). Addition of \$487,560

Adding Phase 43 (Right of Way Acquisition) from \$0.00 to \$1,500,000 in Fiscal Year 2018/2019 with LF (Local Funding). Addition of \$1,500,000

Adding Phase 43 (Right of Way Acquisition) from \$0.00 to \$822,000 in Fiscal Year 2019/2020 with LF (Local Funding). Addition of \$822,000

Reduced Phase 45 (Right of Way Relocate) from \$40,000 to \$0.00 in Fiscal Year 2016/2017 with SU (Urban Attributable) Funding. Reduction of \$40,000

Reduced Phase 45 (Right of Way Relocate) from \$3,775 to \$0.00 in Fiscal Year 2017/2018 with SU (Urban Attributable) Funding. Reduction of \$3,775

Explanation:

The Right of Way Phase for this project has had some cost increases and decreases triggering an update on the estimate. The Department also had to move funding around due to the schedule of purchasing parcels. There has also been some changes in the funding sources, local funds were added and ACSU was deleted.

Project

FM#439679-1 State Road 500/US 441/ Orange Blossom Trail, From North of Holden Avenue to 37th Street, Pedestrian Safety Improvement Project

Current TIP Status:

Project is not currently in the TIP for Fiscal Years 2016/2017 – 2020/2021

Proposed Amendment:

Adding Phase 31 (In-House Design Timesheet Charges) in the amount of \$1,000 in Fiscal Year 2016/2017 with HSP (Highway Safety Program) Funding

Adding Phase 32 (Design) in the amount of \$350,000 in Fiscal Year 2016/2017 with HSP (Highway Safety Program) Funding.

Explanation:

This project is to install pedestrian signals and correct lighting and pavement markings at three existing mid-block locations (Mile Points 10.325, 10.529, and 10.892 which are between Holden Avenue and 37th Street).

If you have any questions please contact me at 386-943-5791.

Sincerely,



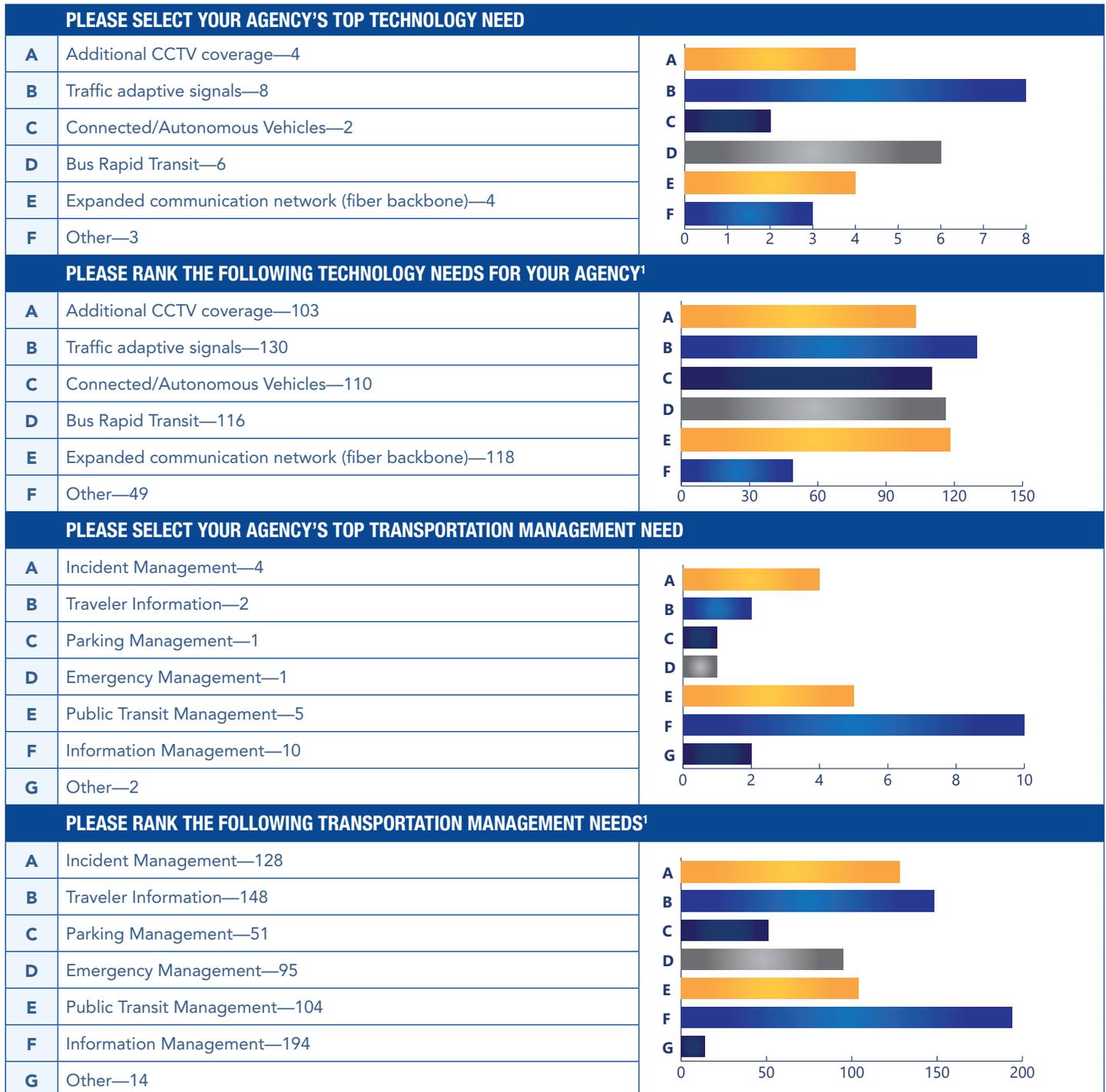
Jamil Gutierrez
FDOT MPO Liaison

cc: Harry Barley, Executive Director, MetroPlan Orlando
Keith Caskey, Managing of Planning Services, MetroPlan Orlando

TAB 3



Following are polling results provided by stakeholder participants at the ITS Master Plan Workshop on July 22, 2016.



¹Responses for this polling item were weighted based upon each respondent's ranking (1st - 10 points, 2nd - 8 points, 3rd - 6 points, etc.).



Following are polling results provided by stakeholder participants at the ITS Master Plan Workshop on July 22, 2016.

PLEASE PRIORITIZE THE FOLLOWING STRATEGIES FOR ACTIVE TRAFFIC MANAGEMENT ¹	
A	Dynamic Managed Lanes—130
B	Dynamic Routing—198
C	Dynamic Lane Use Control—124
D	Adaptive Ramp Metering—76
E	Hard Shoulder Running—111
F	Other—26

PLEASE PRIORITIZE THE FOLLOWING STRATEGIES FOR ADVANCED PARKING MANAGEMENT ¹	
A	Dynamic Parking Guidance and Reservation—240
B	Dynamic Priced Parking—210
C	Freight Parking—176
D	Other—52

PLEASE PRIORITIZE THE FOLLOWING STRATEGIES FOR PUBLIC TRANSPORTATION MANAGEMENT ¹	
A	Dynamic Transit Capacity Assignment—184
B	Dynamic Priced Fare—160
C	Transfer Connection Protection—158
D	Transit Traveler Information—180
E	Single Payment System with Other Transit—216
F	Other—62

PLEASE RANK THE FOLLOWING BARRIERS TO IMPLEMENTING YOUR ITS NEEDS ¹	
A	Lack of funding for capital projects—156
B	Lack of funding for operations—196
C	Interoperability between existing systems and/or other agencies—174
D	Lack of perceived need or benefit—142
E	Other—42

¹Responses for this polling item were weighted based upon each respondent's ranking (1st - 10 points, 2nd - 8 points, 3rd - 6 points, etc.).



2016 Corridor Retiming Program

WHY SIGNAL RETIMING?

FDOT completed retiming projects on 29 corridors throughout the MetroPlan Orlando planning area in late 2015 and early 2016.

Signal retiming along corridors is a relatively low-cost Transportation Systems Management and Operations (TSMO) strategy that typically results in measureable benefits



Regular signal retiming helps improve traffic flow and account for changes in traffic patterns.



Reduced Vehicle Delay



Fuel Savings



Reduced Vehicle Emissions

KEY FINDINGS FOR 2016 PROGRAM

↑ 72% Net Positive Benefit
21 of 29 Corridors



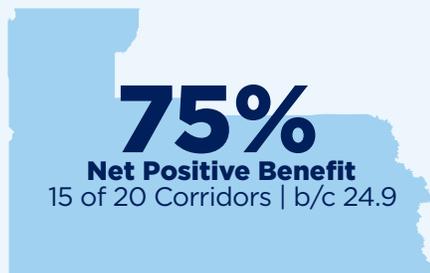
↓ 28% Net Negative Benefit
8 of 29 Corridors



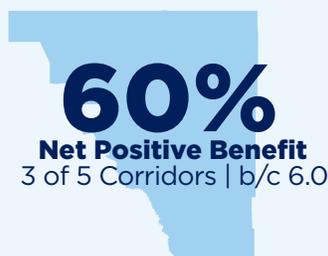
Total Program Cost \$1,250,000 | Total Benefit Value \$24,450,000 Over 3 Years
Overall Benefit Cost (b.c) Ratio 19.6

KEY FINDINGS BY COUNTY

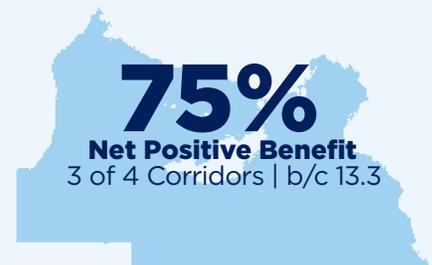
Orange County



Osceola County



Seminole County



OBSERVATIONS

- Longer corridors tend to attain higher b/c ratios
- Prioritize longer corridors with mid to high levels of congestion
- Enrich performance matrix

TAB 4



Regional Complete Streets Policy

Draft: 12/5/16

- 1.0 Purpose
- 2.0 Background
- 3.0 Definition
- 4.0 Vision
- 5.0 Goals
- 6.0 Applicability
- 7.0 Design
- 8.0 Implementation
- 9.0 Exception/Appeals
- 10.0 Evaluation/ Performance Standards

1.0 Purpose

MetroPlan Orlando shall fund and support the planning, design, and construction of Complete Streets that consider the needs of everyone within the MetroPlan Orlando planning area and authority. This policy aligns MetroPlan Orlando with local, regional, and state efforts to ensure that officials, planners, and engineers consistently plan, design, and fund streets for all people.

2.0 Background

Today's changing environmental, social, and economic realities are requiring regions throughout the country to rethink previous approaches towards transportation planning and decision-making. Increasingly, communities want solutions that grow the local economy, improve mobility, and promote health in equitable and sustainable ways. These goals can be achieved through policies enabling a system that fosters change in the surrounding environment. MetroPlan Orlando recognizes this new challenge and seeks to incorporate a "Complete Streets" thinking throughout the region's transportation investments.

Complete Streets play an important role in implementing MetroPlan Orlando's recently adopted BluePrint 2040, the region's Long Range Transportation Plan. Complete Streets support vibrant, healthy, and sustainable communities. Complete Streets enhance safety to improve how people walk, bike, drive, and use transit. A street that offers shaded and safe access to local recreation opportunities can also improve mental health and encourage increased economic and physical activity. Additionally, the connectivity offered through a Complete Streets approach will strengthen the region's activity centers. A Complete Streets policy helps MetroPlan Orlando achieve the following overarching goals of BluePrint 2040:

- Safety
- Balanced Multi-Modal System
- Integrated Regional System
- Quality of Life
- Efficient and Cost Effective
- Energy and Environmental Stewardship
- Economic Vitality

MetroPlan Orlando's Complete Streets policy implements part of its Strategic Business Plan calling for more context sensitive and multi-modal solutions.

3.0 Definition

Complete Streets are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities, including pedestrians, cyclists, transit users, motorists, and freight and service operators. The Complete Streets program recognizes that depending on context, streets may serve diverse activities, functions, and intensity of uses.

4.0 Vision

MetroPlan Orlando's overarching transportation vision is adopted as the Complete Streets program's vision. The MetroPlan Complete Streets vision is: "A regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region's vitality."

5.0 Goals

The goals of this Complete Street Policy are:

- 1) Create a connected network of streets, roads, and trails for everyone.
- 2) Provide safe and comfortable transportation options for vulnerable users of all ages and abilities.
- 3) Support redevelopment of and connectivity to activity centers.
- 4) Provide safe, comfortable, and effective access to transit through walking and bicycling.

6.0 Applicability

This policy applies to new construction and the reconstruction of local and state roads, including but not limited to intersection projects, capacity projects, safety projects, bridges, and other facilities that require MetroPlan Orlando funding. All phases of implementation will be governed by this policy including planning, design, right-of-way acquisition, and construction. MetroPlan Orlando recognizes the need for interdisciplinary and cross-jurisdictional coordination to effectively develop, operate, and maintain the region's transportation system.

This policy furthers MetroPlan Orlando's role as a leader in transportation planning in the region and the state. As a regional transportation partnership, the organization plans for the development of interdisciplinary and regionally significant bike, pedestrian, transit, freight, and roadway facilities. These mobility options are critical for ensuring safe, comfortable, and reliable transportation to schools, parks, medical facilities, grocery stores, and other necessary community services.

MetroPlan Orlando is not directly responsible for maintenance and operations of roads and transportation systems, but encourages local and state government partners to consider maintenance and operations activities as opportunities for providing safer, more comfortable, and accessible transportation options for everyone.

MetroPlan Orlando encourages all local government partners to adopt Complete Streets policies. MetroPlan Orlando will assist participating jurisdictions through an implementation program that aids in the development and adoption of local Complete Streets policies.

7.0 Design

Designs shall include accommodations for everyone and be sensitive to the project's context. Complete Streets may incorporate different elements for every project and road type.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from a variety of organizations absent conflict with the Complete Streets policy. The best practices and guidance can include, but are not limited to the following:

- FDOT guidelines and manuals,
- American Association of State Highway and Transportation Officials (AASHTO) publications,
- Manual on Uniform Traffic Control Devices (MUTCD),
- Americans with Disabilities Act Accessibility Guidelines (ADAAG),
- Public Rights-of-Way Accessibility Guidelines (PROWAG),
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice, and
- Transit Street Design Guide, Urban Bikeway Design Guide, and the Urban Streets Design Guide by the National Association of City Transportation Officials (NACTO).

The agency or government with ownership or maintenance responsibility for the road shall retain the design decision authority over its projects.

Context Sensitivity

MetroPlan Orlando recognizes that Complete Streets solutions vary according to each street's land use context. Appropriate design standards and input from community members should be considered within each context, providing for a flexible, innovative, and balanced approach resulting in safe, comfortable environments for everyone.

8.0 Implementation

MetroPlan Orlando will implement its Complete Streets policy through a multi-faceted approach that considers local context, existing programming, and community outreach. Implementation of this policy will be done through a menu of options, including but not limited to:

Education and Training

MetroPlan Orlando will develop educational materials for local agencies; assist in trainings for elected officials, community leaders, and private development partners on the benefits of Complete Streets; and distribute best practice information on Complete Streets design.

These materials include, but are not limited to:

- Communications Guide
- Trainings
- Informational Handouts
- Manuals

Programming

MetroPlan Orlando will incorporate the Complete Streets policy into its existing and forthcoming planning and policy documents. This includes, but is not limited to:

- Project Application Tool: MetroPlan Orlando will develop guidance documents, such as a checklist, that assist local municipalities with incorporating Complete Streets elements into planning and design. The documents will guide a project's submission in MetroPlan Orlando's Project Application Tool and resulting Project Profile. Complete Streets best practices, governing design standards, and a series of local case studies will inform this guidance.
- Planning Documents and Activities: The Complete Streets policy will be integrated into MetroPlan Orlando's planning documents and activities, including but not limited to:
 - Bicycle and Pedestrian Plan
 - Long Range Transportation Plan
 - Public Involvement Plan

- Transportation Systems Management and Operations Activities, including Intelligent Transportation Systems and emerging technologies
- Freight Planning Activities
- Health Planning Activities

Funding

MetroPlan Orlando will explore and identify funding sources to implement high quality Complete Streets projects in priority multi-modal areas, based on existing and future land use contexts. These funding sources could include, but not be limited to:

- Resurface, Restoration, and Rehabilitation projects
- Federal and state discretionary grant programs
- Philanthropic programs
- Public-Private Partnerships

9.0 Exception/Appeals

There are conditions where it may be inappropriate to provide bicycle, pedestrian, or transit facilities. These exceptions include:

1. Limited access facilities where bicyclists and pedestrians are prohibited by law from using the road. In this instance, it is necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and to provide safe, comfortable crossings for bicyclists and pedestrians at interchanges and connecting neighborhoods, activity centers, or regional trail network.
2. An equivalent alternative already exists, or is programmed in the Transportation Improvement Program (TIP) as a separate project, for the specific use being exempted.
3. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need or probable use.
4. A demonstrated absence of current and future need.

For projects funded by MetroPlan Orlando, exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the MetroPlan Orlando Board. These exceptions will be submitted and proceed through the established MPO transportation planning process. The exception will be subject to review and comment by the Community Advisory Committee, Municipal Advisory Committee, Technical Advisory Committee, and Transportation Systems Management and Operations Committee.

10.0 Evaluation/ Performance Standards

MetroPlan Orlando shall continually evaluate this policy on inputs, outputs, and outcomes, as determined by a five-year evaluation plan. MetroPlan Orlando will report to the Board the performance of the Complete Streets policy based on the evaluation plan and performance standards listed below.

- | | |
|--|--|
| <ul style="list-style-type: none"> • Total mileage of bike lanes/trails built or designated • Linear feet of new pedestrian accommodations • Square feet of new pedestrian accommodations • Number of new curb ramps installed • Miles of road diets/narrowed lanes • Ratio of shelters to bus stops | <ul style="list-style-type: none"> • Economic Benefits of Complete Streets projects • Bicycle connectivity to activity centers • Pedestrian connectivity to activity centers • Vehicular trip lengths • Vehicle miles traveled per capita • Safety elements installed • Rate of crashes, injuries, and fatalities by mode • SunRail and LYNX ridership |
|--|--|

- Mode split
- Pedestrian counts
- Bicyclist counts
- Miles of transit guideway

MetroPlan Orlando will update and strengthen its evaluation criteria and performance standards as new plans and policies are adopted.

DRAFT

DRAFT
COMPLETE
streets
POLICY REPORT



NOVEMBER 2016

ACKNOWLEDGMENTS

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Director of Planning & Development

REPRESENTING

Orange County

Orange County

Orange County

City of Orlando

City of Orlando

City of Winter Park

Osceola County

Osceola County

Osceola County

City of Kissimmee

City of Kissimmee

Seminole County

Seminole County

Seminole County

City of Longwood

City of Casselberry

ECFRPC

LYNX

METROPLAN ORLANDO ROLE

TAC Member

CAC Member

BPAC Member

TAC Member

TAC Member

TAC Member

TAC Member

TAC Member

CAC Member

TAC Member

BPAC Member

TAC Member

CAC Member

TAC Member

TAC Member

TAC Member

TAC Chair

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HOW DO WE MAKE COMPLETE STREETS?	12
HOW DOES METROPLAN ORLANDO ENCOURAGE COMPLETE STREETS?	20
WHAT'S NEXT FOR COMPLETE STREETS?	25

EXECUTIVE SUMMARY

The demand for transportation services in Central Florida is outpacing our ability to continue to expand road capacity in traditional ways. The MetroPlan Orlando Draft Complete Streets policy supports development of a network of Complete Streets to provide more ways to serve future travel demands in the region.

What Are Complete Streets for Central Florida?

Complete Streets are streets that are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities, including pedestrians, cyclists, transit users, motorists, and freight and service operators.

The Complete Streets policy recognizes that, depending on context, streets may serve diverse activities, functions, and intensity of uses. Appropriate design standards and input from community members should be considered within each context, providing for a flexible, innovative, and balanced approach that result in safe, comfortable environments for everyone.

Goals of Draft Complete Streets Policy

MetroPlan Orlando shall fund and support the planning, design, and construction of Complete Streets in a manner that considers the needs of everyone within the MetroPlan Orlando planning area and authority.

The goals of this Draft Complete Streets Policy are:



Create a connected network of streets, roads, and trails for everyone.



Provide safe and comfortable transportation options for vulnerable users of all ages and abilities.



Support the redevelopment of and connectivity to activity centers.



Provide safe, comfortable, and effective access to transit for pedestrians and bicyclists.

How Does MetroPlan Orlando Encourage the Implementation of Complete Streets?



Network Approach

MetroPlan Orlando supports planning and infrastructure projects that result in a network of Complete Streets, which include State and local roadways as well as trails.



Education and Outreach for Local Partners

To assist local partners and build consensus among leaders for investing in a transportation system that provides safe and comfortable transportation options, MetroPlan Orlando can develop a Complete Streets educational outreach program.

This program may include:

- Communication materials such as pamphlets, handout materials, and presentation modules;
- Local and national case studies outlining the measurable impacts of Complete Streets projects on communities;
- Local success stories that can be shared with local newspapers and other news outlets; and
- Resources on MetroPlan Orlando’s website, including links to engineering and planning best practices and success stories.



Complete Streets Toolkit for Local Partners

Model Policy for Local Partners

MetroPlan Orlando has developed a model policy that can be adapted to support local needs. The model policy provides discussion topics for elected officials, business owners, and residents to ensure a locally supported and relevant policy.

Checklist

MetroPlan Orlando has a planning and design checklist to address Complete Streets principles through its project review process. The checklist, provided in the **Technical Appendix**, is intended to:

- Assist MetroPlan Orlando staff with adhering to the policy;
- Prompt inquiry and discussion among staff, designers, and the public; and
- Guide future planning and design decisions.

Land Use and Transportation Screening Database

The Land Use and Transportation Screening Database is a data resource for everyone in the region. It can be used to inform the prioritization of local and regional investments as supported by the local partners.



MetroPlan Orlando’s Planning Assistance

MetroPlan Orlando intends to take the lead in advancing Complete Streets projects through FDOT’s Resurfacing, Restoration, and Rehabilitation projects and through more hands-on planning assistance to local partners. The planning support should focus on projects included in the Long Range Transportation Plan and Prioritized Project List that rank high in the Land Use and Transportation Screening Database. The planning support will provide an understanding of costs, benefits, right-of-way impacts, and implementation schedule for potential projects. It will also allow local partners to build consensus for Complete Streets projects and identify implementation tools, including funding and partnership opportunities.

INTRODUCTION

Transportation impacts how people socialize, access jobs and services, and move goods. Yet, our streets and roads do not serve everyone equally. The demand for transportation services in Central Florida is out-pacing our ability to continue to expand road capacity in traditional ways. MetroPlan Orlando recognizes these realities and has drafted a Complete Streets policy to better address the issues.

A network of Complete Streets provides travel choices and more ways to serve future travel demands in the region. Complete Streets are planned, designed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight and service operators.



MetroPlan Orlando's draft Complete Streets Policy recognizes that multi-modal accessibility is unique and should respond to its community. The regional policy reinforces a common understanding of Complete Streets goals and design that address multi-modal access, safety, and comfort. The approach will advance the implementation of Complete Streets within the MetroPlan Orlando planning area.



Photo Credit: Osceola County Transportation Planning Studio

¹ Bureau of Economic and Business Research, University of Florida.

BENEFITS OF COMPLETE STREETS

Complete Streets address issues related to mobility and accessibility, transportation costs, safety, community and economic development, and public health and wellness.



Mobility and Accessibility

Access to civic facilities, educational institutions, health services, jobs, and social gathering places are critical to the vitality of the region. Complete Streets offer more choices for those who do not travel by automobile.



A group of shoppers boarding a LYNX bus at the Florida Mall



Transportation Costs

Recent trends show that in the MetroPlan Orlando region, 26 percent of a typical family's income is spent on transportation.²

Facilities that support walking, bicycling, and transit can significantly reduce the share of the average family budget dedicated to transportation expenses. For instance, the American Public Transportation Association (APTA) estimates that people living in Miami save an average of \$8,743 annually by switching from driving to taking transit.⁴

INCOME SPENT ON TRANSPORTATION:



19%

AVERAGE AMERICAN FAMILY



26%

MetroPlan ORLANDO REGION



AS LITTLE AS
9%³

**WALKABLE,
BIKABLE AND
IN TRANSIT
COMMUNITIES**

² Center for Neighborhood Technology, 2016. Housing and Transportation (H+T) Affordability Index.)

³ FHWA, 2015. http://www.fhwa.dot.gov/livability/fact_sheets/transandhousing.cfm.

⁴ APTA, 2016. http://www.apta.com/mediacenter/pressreleases/2016/Pages/160324_Transit-Savings.aspx.



Safety

Complete Streets provide pedestrians, bicyclists, transit riders, and drivers with the infrastructure to safely and comfortably use the street. Complete Streets designs can help reduce the number of crashes involving pedestrians. A report from the Delaware Department of Transportation found that bike lanes in the state reduce injury and crash rates by nearly 50 percent compared to roads without bike lanes.⁵



The Indianapolis Cultural Trail was a Complete Streets improvement that attracted \$300 million in new development before it was completed.

⁵ Delaware Department of Transportation. 2011. "Complete Streets in Delaware: A Guide for Local Governments." pg. 22

⁶ Racca, David P. and Amerdeep Dhanju, 2006. "Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas." University of Delaware Center for Applied Demography and Survey Research.

⁷ Simmons, Andrew. "In Indianapolis, a Bike Path to Progress." New York Times. March 5, 2014. http://www.nytimes.com/2014/03/09/travel/in-indianapolis-a-bike-path-to-progress.html?_r=0

⁸ FHWA, 2016. Road Diet Case Studies. http://safety.fhwa.dot.gov/road_diets/case_studies/



Community and Economic Development

Complete Streets improvements, in conjunction with supportive land uses and economic development policies, help to create and retain jobs and grow the overall tax base. As redevelopment occurs along Complete Streets corridors, people gain better access to jobs and educational opportunities. A preference for walkable neighborhoods is likely to increase in the coming decades as 56 percent of the millennial generation in the U.S. prefers to live in more walkable, mixed-use neighborhoods. Complete Streets improvements can support and further attract this demographic while also raising property values. A University of Delaware study shows that bike paths in Delaware are expected to add \$8,800 to neighboring home values.⁶

Complete Streets can stimulate private investment, especially in retail and activity districts. For example, in Indianapolis, the development of the Indianapolis Cultural Trail, an eight-mile urban greenway for walking and biking, was made possible by Complete Streets improvements and the elimination of travel lanes on five and six-lane downtown thoroughfares. This transformative project attracted \$300 million in new development in the four years leading up to the trail's completion in 2012.⁸ Local business owners have reported that at least 25 new businesses have opened within a five-block area and vacant buildings are being redeveloped. The owner of a local shop noted:

*"Two other businesses have arrived on our block. There have been more bikers, joggers, and people on skateboards. More people are taking the time to stop by."*⁷



Public Health and Wellness

Healthcare professionals attribute the country's obesity epidemic to a decrease in physical activity and an increase in poor nutrition. Opportunities to walk, bike, and take transit can help everyone attain the recommended level of daily physical activity. A review of all 50 U.S. states and 47 of the largest 50 U.S. cities concluded that "higher rates of walking and cycling to work were associated with a higher percentage of adults who achieved recommended levels of physical activity, a lower percentage of adults with obesity, and a lower percentage of adults with diabetes.⁹ Commuters who incorporate physical activity into their daily routine can reduce their risk of developing chronic illnesses, such as cardiovascular disease (e.g., heart attacks, strokes), colon cancer, and non-insulin dependent diabetes, as well as precursors to these illnesses (e.g., high blood pressure, hypertension). In the U.S., 29 percent of transit users are physically active for 30 minutes or more each day, solely due to walking to and from transit.¹⁰

⁹ Pucher, John, et al. "Walking and cycling to health: a comparative analysis of city, state, and international data." *American Journal of Public Health* 100.10 (2010): 1986-1992.

¹⁰ Kaiser Permanente, 2015



West Orange Trail, Winter Garden

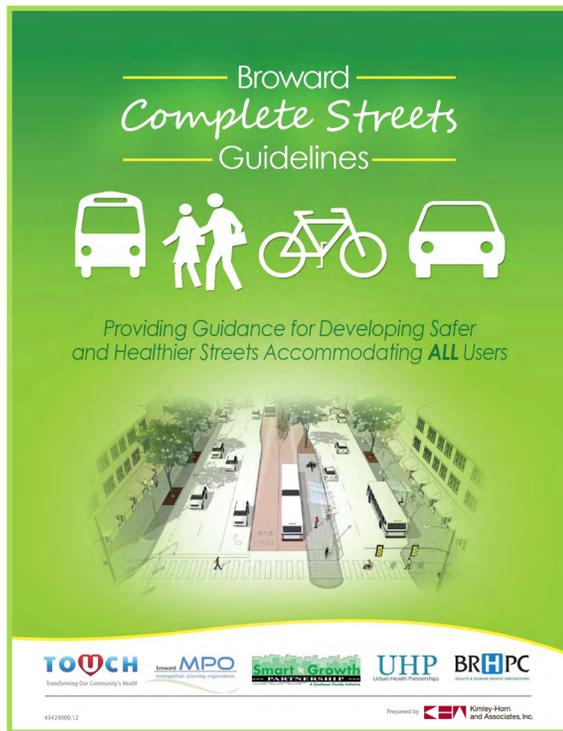


Winter Park's Park Avenue is an example of a Complete Street that supports health and economic development.

WHO HAS COMPLETE STREETS?

As of 2016, 91 regional planning organizations across the U.S. had adopted Complete Streets policies, resolutions, or design standards.¹¹

As of July 2016, 59 cities, counties, and MPOs in Florida had adopted a Complete Streets Policy, guidelines or resolution. FDOT adopted a Complete Streets Policy in September 2014, and is currently revising its planning processes, design standards, and other policies to align with the Complete Streets Policy.



Broward County Complete Streets Guidelines

MPOs across the nation commonly use four general tools to implement Complete Streets:

Complete Streets Policy adoption. The process of developing Complete Streets policies can be used to educate local communities and build consensus for Complete Streets projects. Many MPOs developed a model Complete Streets Policy template for partner agencies to adopt.

Education. Presentations, handouts, and other materials developed for elected officials and the general public that outline the benefits of Complete Streets can help build consensus toward adopting policies and advancing Complete Streets projects.

Design guidelines. Guidance can be provided on design standards and criteria for Complete Streets.

Funding. Funding can be set aside to implement pilot Complete Streets projects.



FDOT Complete Streets training course

¹¹ Smart Growth America, <http://complete-streets/changing-policy/complete-streets-atlas>, July 2016.

Florida MPOs/TPOs - Implementing Complete Streets

MPO	Implementation Tools			
	Policy	Education	Design Guidelines	Funding
Lee County MPO	Resolution 09-05 (2009)			
Space Coast TPO	Resolution 11-22 (2011)	X		Space Coast TPO set aside its entire Surface Transportation Program Funds for Urban Areas for three years to fund Complete Streets demonstration projects
Broward MPO		X	Complete Streets Guidelines (2012)	
Hillsborough County MPO	Resolution 2012-1 (2012)			
Polk County TPO	Polk County Complete Streets Policy (2012)		Polk County Complete Streets Handbook (2012)	Polk County TPO is developing a list of priority/candidate projects
Miami-Dade MPO			Complete Streets Guidelines (2012)	
Palm Beach MPO	Complete Streets Policy (2016)			
Forward Pinellas MPO	Complete Streets Policy (2016)			The agency is developing a list of priority/candidate projects
Lake-Sumter MPO	Complete Streets Policy (2016)			

As of August 2016, seven local partners had adopted Complete Streets policies or ordinances, or allocated project funds: Casselberry | Kissimmee | Longwood | Maitland | Orange County | Orlando | Winter Park

HOW DO WE MAKE COMPLETE STREETS?

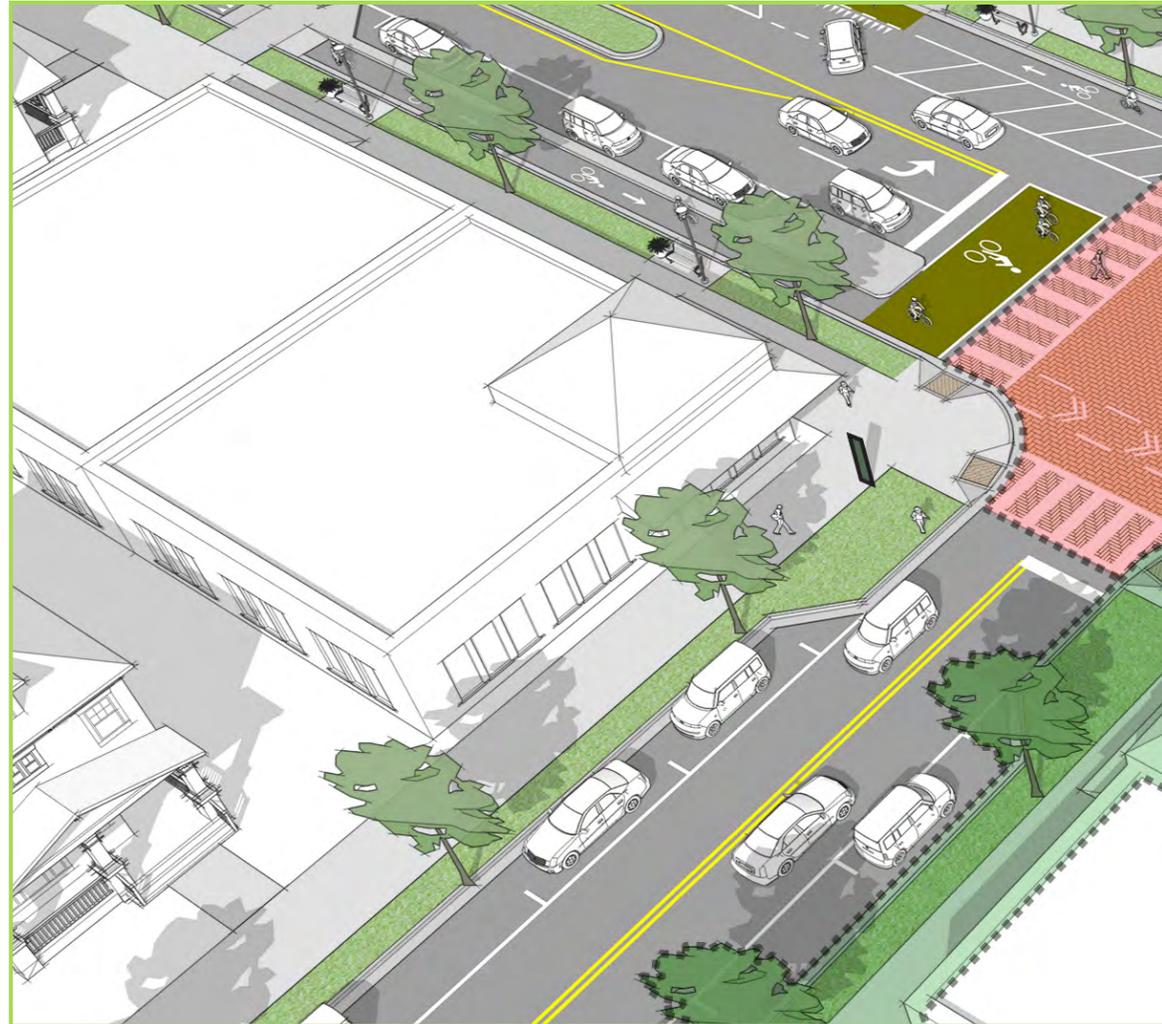
Facilitating travel choices depends on Complete Streets designed to support the comfort and safety of all users, a fine-grained roadway and trail network, and supportive land development policies.

Complete Streets Design Elements

Complete Streets vary in scale and design. Design elements included on any particular roadway will depend on the form and scale of adjacent developments, the role of the roadway within the broader transportation system, and available right-of-way.

Complete Streets elements can be applied to both the **Travelled Way Area** and **Buffer/Sidewalk Area**. A Complete Street may include all or a combination of the following: sidewalks, bike lanes, dedicated bus lanes, comfortable and accessible bus stops, frequent and safe pedestrian crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrow travel lanes, roundabouts, and landscaping, among other features. In general, design solutions should be selected based on a corridor's needs and opportunities.

A number of nationally recognized design manuals and guidebooks present design guidance for Complete Streets. These guidance documents promote the common understanding that if agencies design for the comfort and safety of a roadway's most vulnerable users, then the roadway will better serve the safety of everyone and enhance the economic and social health of the community. A list of guidance documents is provided in the **Technical Appendix**.



Examples of Complete Street Elements by Roadway Area



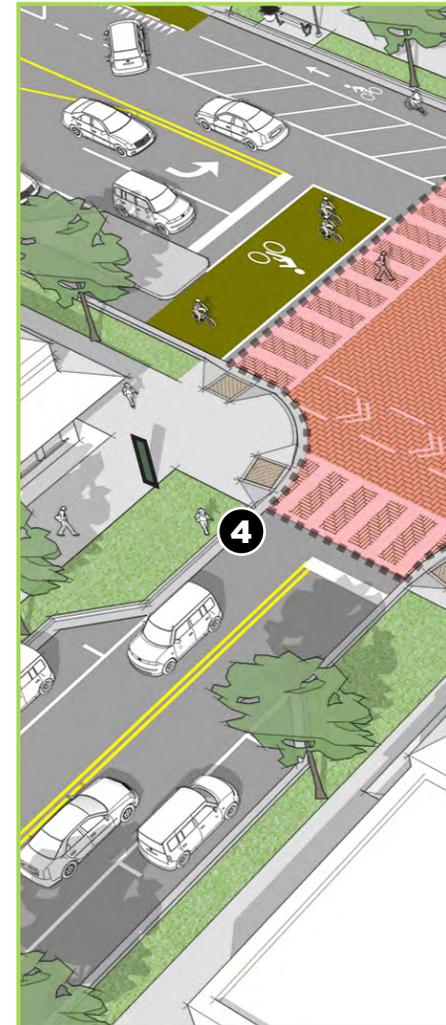
- 1 Travelled Way Area
- 2 Buffer / Sidewalk Area

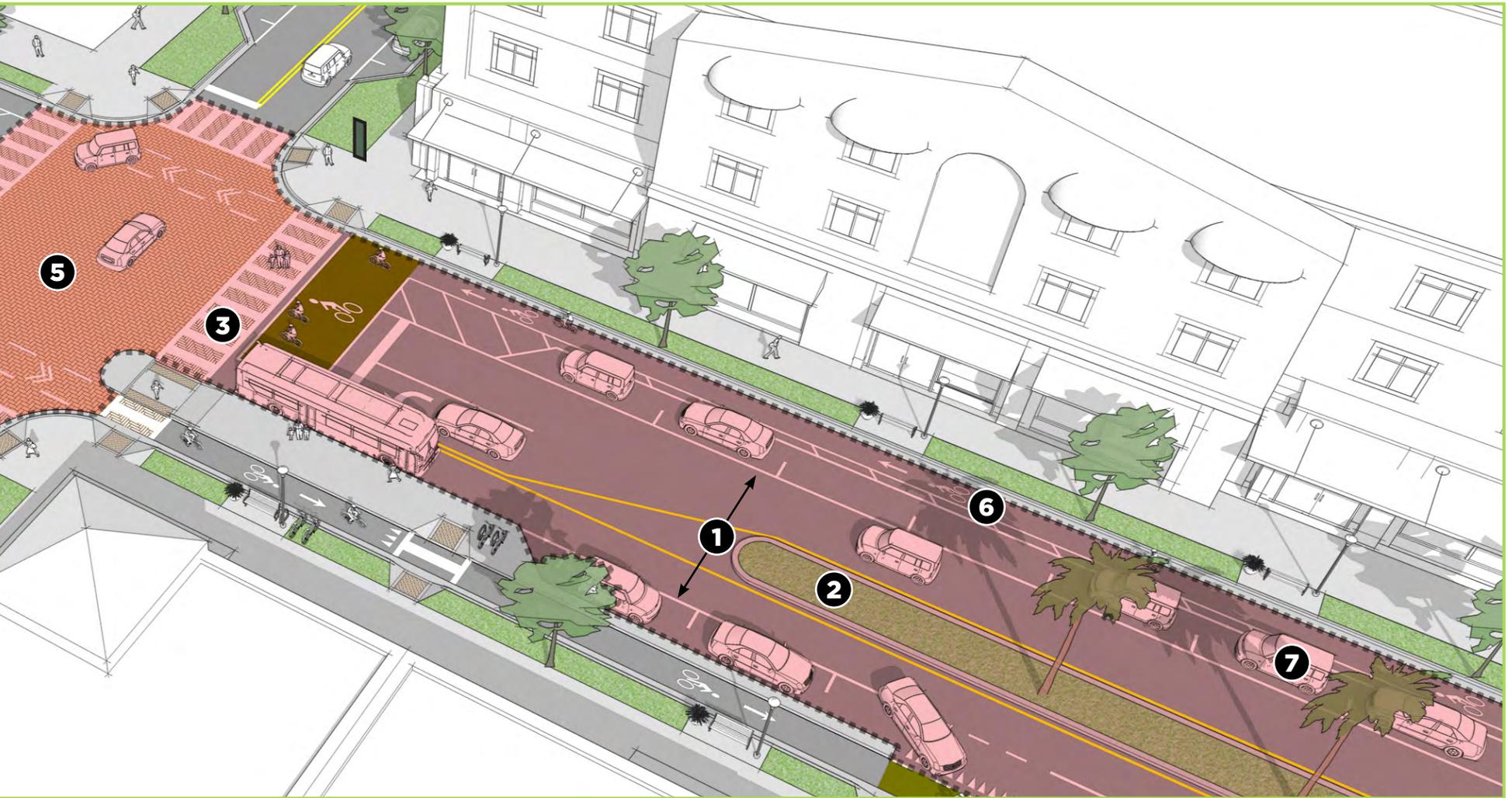
Travelled Way Area

The Travelled Way Area is the portion of the public right-of-way between the curbs or drainage area.

- 1 Cartway width** refers to the combined width of the vehicle travel lanes and any existing medians. Wider streets encourage faster driving and act as barriers to safe pedestrian travel.
- 2 Raised medians** provide pedestrians crossing a wide roadway with a safe space, allowing them to negotiate one direction of travel at a time.
- 3 Pedestrian crossings** that are well-spaced and well-marked at intersections and mid-block locations create safe and comfortable walking conditions across a roadway.
- 4 Curb extensions** decrease the overall width of the roadway at pedestrian crossing locations and can serve as visual cue to drivers to slow down.
- 5 Intersection treatments** such as roundabouts, raised intersections, textured crossings, bicycle signals, bike boxes, and other similar treatments increase awareness of the most vulnerable road users and help reduce vehicular speeds.

- 6 Bicycle facility** type is influenced primarily by vehicle travel speeds, vehicular volumes, number of vehicular access points along the roadway, number of lanes, and available right-of-way. In general, a Complete Street should attempt to serve those bicyclists identified as “interested, but concerned.” These are people interested in cycling, who may not feel comfortable sharing the road or being close to vehicular traffic, especially where vehicle speeds are high. Where possible, consider facilities that separate bicyclists from vehicular traffic, such as buffered bicycle lanes, two-way cycle tracks (separated bike lanes), and shared-use paths.
- 7 On-street parking** provides access to adjacent businesses and provides additional protection for pedestrians from vehicular traffic.

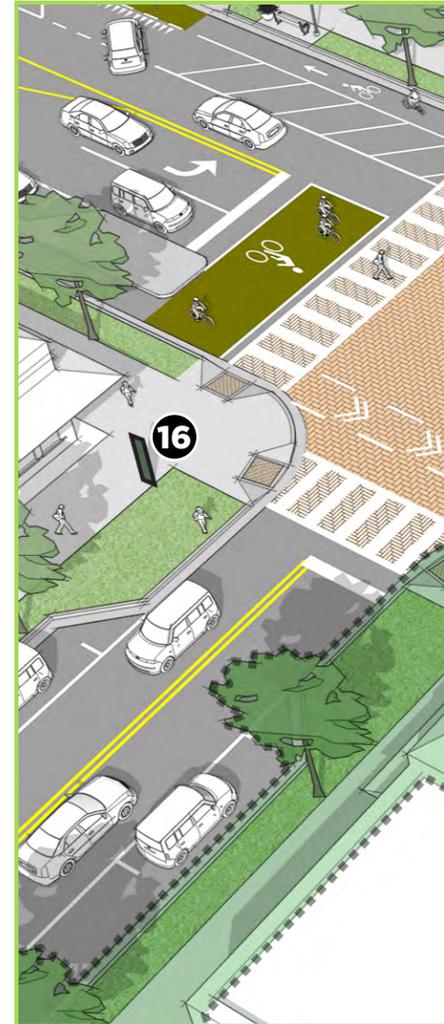


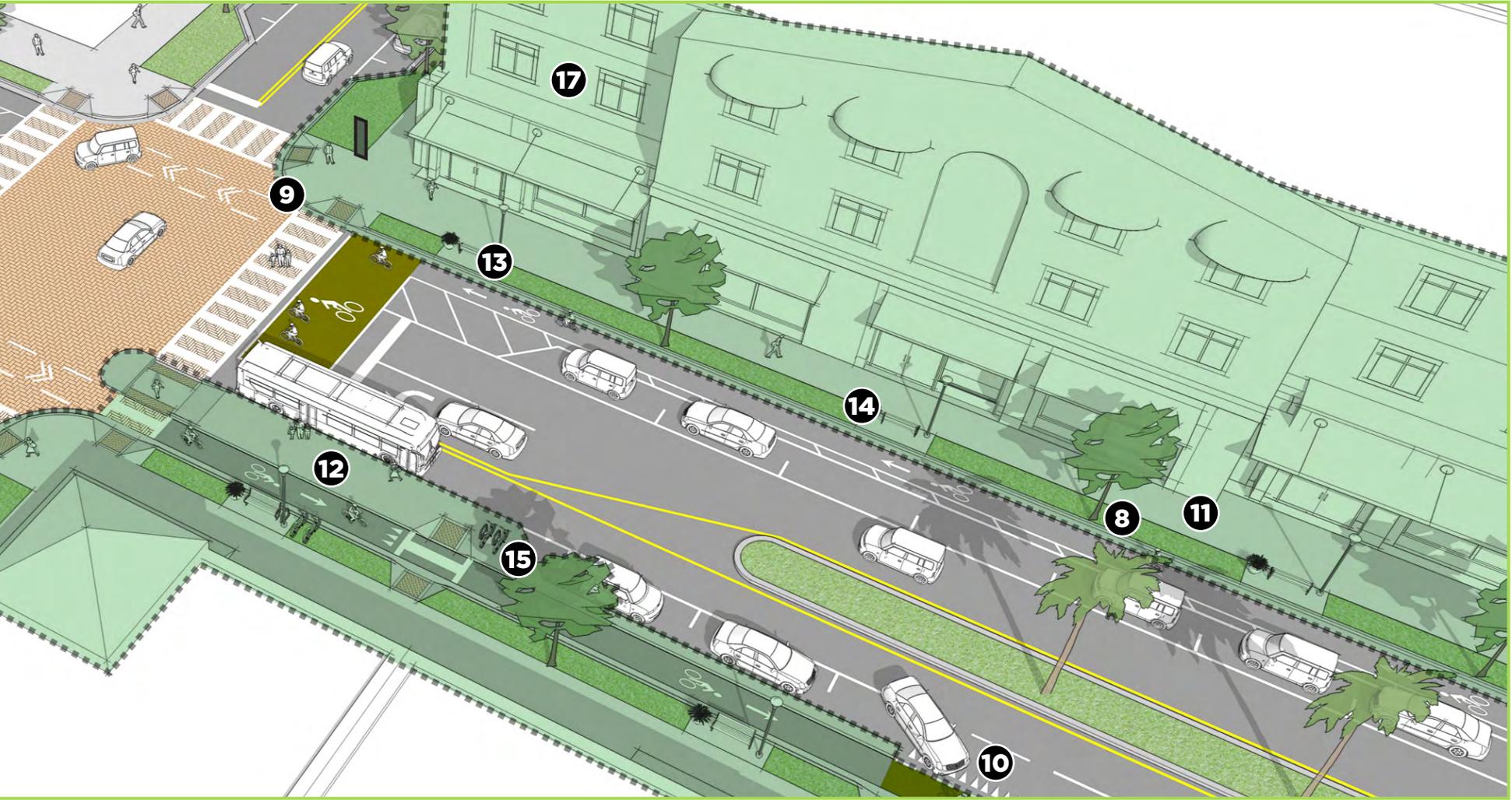


Buffer / Sidewalk Area

The Buffer/Sidewalk Area is typically the outermost portion of the right-of-way, used for pedestrian travel, street furniture, and storefronts.

- 8 **Landscape features** such as planting strips, shade trees, and planters can be used to separate the cartway zone from the sidewalk, increasing pedestrian comfort and sense of safety.
- 9 **Pedestrian accessibility improvements** such as ADA-compliant curb ramps, well-marked crosswalks, and audible pedestrian signals should be included in any roadway modifications to improve visibility and enhance safety.
- 10 **Driveway crossings** that keep sidewalks at one level as they traverse a driveway increase pedestrian safety and comfort. Design driveways with smaller curb radii (i.e., tighter corners) and limit the width of the driveways to allow for a short pedestrian crossing distance and slower vehicular speeds.
- 11 **Wide sidewalks** increase pedestrian comfort and accommodate more pedestrian activity.
- 12 **Transit stops** should be ADA compliant. Shelters and benches should be provided at stops where there are a high number of passengers getting on and off the bus.
- 13 **Pedestrian-scale lighting** illuminates the pedestrian walkway and is typically mounted 12-14 feet above the sidewalk.
- 14 **Street furniture**, such as benches, trash receptacles, and bollards enhances pedestrian walkways. Street furniture should be strategically placed to avoid obstructing the pedestrian walkway.
- 15 **Bicycle parking** at designated spaces within the sidewalk zone helps to securely store bikes.
- 16 **Pedestrian wayfinding**, such as clear signage and legible map displays, helps to orient people.
- 17 **Building placement** that is closer to the road, with pedestrian access to the front door, instead of open space or parking, creates a street enclosure that reinforces safe vehicular speeds and encourages walking.





Roadway and Trail Network

A connected network of roadways and trails supports multi-modal travel. A fine grained street grid provides more direct routes to destinations, as well as path options. Multiple intersections and roadways that disperse traffic, lessen the need to construct wide, large roadways and intersections.

Many areas in Central Florida have a low-density development pattern with limited roadway connectivity. In suburban locations, most trips are concentrated on one or a few large roads, known as arterial roadways, which provide both local access and long-distance travel. Transit often runs on these big roads. As investments are made along arterial roadways, design elements that support walking, biking, and transit should be incorporated. In addition, network alternatives in the form of new local roadway connections and multi-use paths should be developed to complement the existing arterial roadway system.



Typical suburban roadway network pattern with large block sizes and few street connections

Supportive Land Development Policies

Developing a Complete Streets network requires the close integration of land use and transportation planning. Land use decisions can help manage travel needs and support the desired mobility patterns. Locating housing close to jobs and retail reduces trip distances, allowing trips between uses to occur by walking or biking. Higher levels of transit can be supported by land use planning that encourages development in dense nodes. Land use elements that can support a Complete Streets network include:

Zoning. A separation of land uses across large areas creates long distances between residents and jobs, services, and recreational activities. Introducing areas with a mix of uses in close proximity through mixed-use districts, activity centers, or the use of form-based code can support multi-modal travel.



Enhanced street networks disperse vehicular travel along multiple roadways with a number of roadways sharing the load of multi-modal travel

Private Investments in Local Multi-modal Infrastructure. Through land development regulations, local governments can require property owners and developers to provide infrastructure on-site for all modes, such as sidewalks and crosswalks, bicycle facilities, streetscapes, and bicycle parking as part of new development and redevelopment.

Site Design and Building Placement. A complete pedestrian network also includes direct, convenient, and safe connections between public sidewalks and buildings. Large building setbacks surrounded by parking increase walking distances and create isolating, unwelcoming environments. In areas where local municipalities would like to support multi-modal travel, the cities should consider building scale, placement, and building design that support pedestrian activity.

Parking Standards. Large surface parking lots create a barrier to connectivity, creating larger distances between destinations and physical barriers for short block patterns. Local governments are beginning to implement parking maximum requirements instead of parking minimum requirements to prevent developers from building excessively large parking lots. Establishing parking maximums, combined with allowing for shared parking across properties and uses, can also support a “park-once environment” to support multi-modal travel.

Access Management Standards. Allowing for cross-access easement across multiple parcels and shared driveways between different properties improves traffic flow along roadways and reduces the number of curb-cuts along a roadway, which improves walking and bicycling conditions.

Complete Streets Network



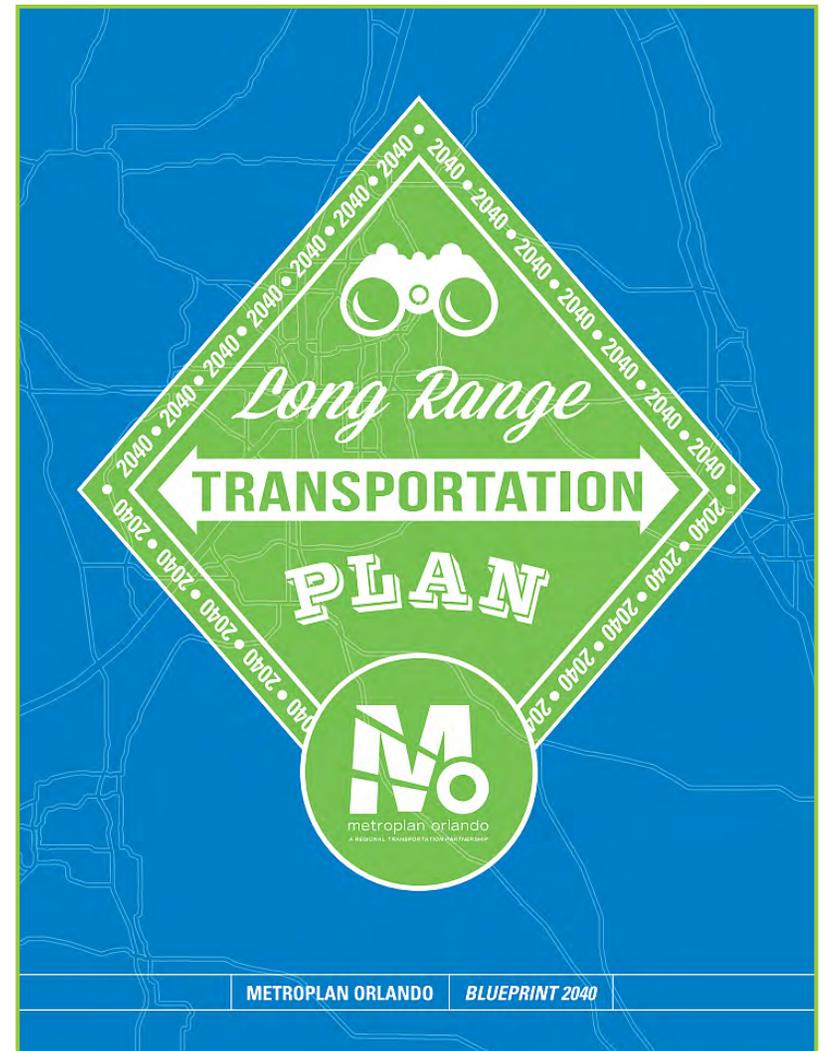
	 Sidewalk		 Bus Routes
	 Separate Bicycle Facility		 Freight Route
	 Shared Lanes		
	 Shared Use Path / Trail		

HOW DOES METROPLAN ORLANDO ENCOURAGE COMPLETE STREETS?

MetroPlan Orlando is the Metropolitan Planning Organization (MPO) for Orange, Osceola, and Seminole Counties—the Orlando Urban Area. The regional agency is the forum for local elected officials, their staff, citizens, and industry experts to work together to improve transportation in Central Florida. Guided by its Board, MetroPlan Orlando is responsible for developing and implementing a long-range transportation plan. The MetroPlan Orlando Complete Streets Policy strengthens these local initiatives and aligns regional priorities. Additionally, the policy directly supports the 2040 Long Range Transportation Plan’s overarching goals of safety, a balanced multi-modal system, quality of life, and economic vitality.



A Complete Street in Eugene, OR



MetroPlan Orlando's 2040 Long Range Transportation Plan (L RTP)



MetroPlan Orlando Draft Complete Streets Policy

The purpose of MetroPlan Orlando's Complete Streets Policy is to support the planning, design, and construction of Complete Streets that strive to meet the needs of Central Florida residents and visitors. This draft policy aligns MetroPlan Orlando with local, regional, and state efforts to ensure that public officials, planners, and engineers consistently plan, design, and fund streets for all people.

The goals of this draft Complete Street Policy are to:



Create a connected network of streets, roads, and trails for everyone.



Provide safe and comfortable transportation options for vulnerable users of all ages and abilities.



Support the redevelopment of and connectivity to activity centers.



Provide safe, comfortable, and effective access to transit for pedestrians and bicyclists.

The draft policy applies to new construction and the reconstruction of local and state roads, including, but not limited to: intersection projects, capacity projects, safety projects, bridges, and other facilities that require MetroPlan Orlando funding. The draft policy is included in the **Technical Appendix**.

MetroPlan Orlando will implement its Complete Streets Policy through a multi-faceted approach that considers local context, existing programming, and community outreach. Implementation of this policy will be accomplished through education and outreach support for local partners, and integration of the policy into MetroPlan Orlando's planning documents. MetroPlan Orlando will explore and identify funding sources to implement high-quality Complete Streets projects in priority multi-modal areas, based on existing and future land use contexts.

These funding sources could include, but are not limited to:

- Resurface, Restoration, and Rehabilitation projects
- Federal and state discretionary grant programs
- Philanthropic programs



Network Approach

MetroPlan Orlando supports planning and infrastructure projects that result in a network of Complete Streets which includes State and local roadways as well as trails.

Due to right-of-way, compatibility with existing vehicular travel and/or land use patterns, and financial constraints, it may not be possible to provide a similar level of high-quality facilities for all modes along all roadways. In some locations, it may be necessary to rely upon parallel networks to provide additional travel options. The network approach requires close coordination between MetroPlan Orlando, FDOT and local communities, as all partners work together to develop a system of Complete Streets.



Sanford
Photo Credit: MetroPlan Orlando



Education and Outreach Support for Local Partners

In developing the draft Complete Streets Policy, MetroPlan Orlando met with many of its partner jurisdictions and discussed opportunities for and obstacles to Complete Streets. Local partners identified differing levels of understanding of the benefits that a safe and comfortable multi-modal network can have on economic development, social equity, health, and environmental stewardship. In some communities, this has led to a lack of support for re-balancing investments to address multi-modal needs.

To assist local partners and build consensus among leaders for investing in a transportation system that provides safe and comfortable transportation options, MetroPlan Orlando can develop a Complete Streets educational outreach program. At a minimum, an outreach program should include:

- Communication materials such as pamphlets, handout materials, and presentation modules;
- Local and national case studies outlining the measurable impacts Complete Streets projects have had on communities;
- Local success stories that can be shared with local newspapers and other news outlets; and
- Resources on MetroPlan Orlando's website, including links to engineering and planning best practices and success stories.

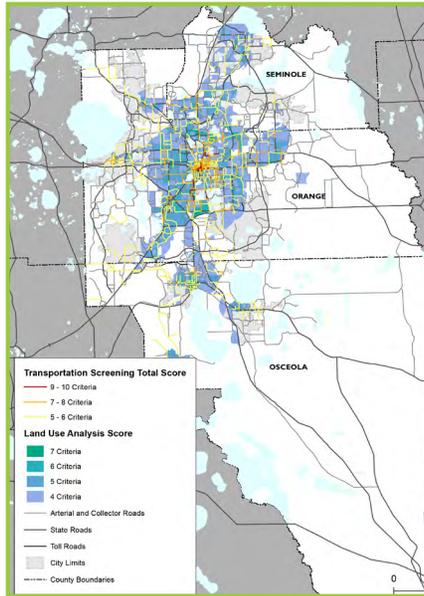


Complete Streets Toolkit for Local Partners

MetroPlan Orlando has developed a number of additional tools to assist local governments with the implementation of Complete Streets policies and projects.

Model Policy for Local Partners

Complete Street policies must be tailored to individual communities. MetroPlan Orlando developed a model policy that can be adapted to support local needs. This model policy provides discussion topics for elected officials, business owners, and residents to ensure a locally supported and relevant policy. The draft model policy can be found in the **Technical Appendix**.



Land Use/Transportation Screening Database

Checklist

MetroPlan Orlando created a planning and design checklist to address Complete Streets principles through its project review process. The checklist, provided in the **Technical Appendix**, is intended to:

- Assist MetroPlan Orlando staff with adhering to the policy;
- Prompt inquiry and discussion among staff, designers, and the public; and
- Guide future planning and design decisions.

Land Use and Transportation Screening Database

The Land Use and Transportation Screening Database is a data resource for everyone in the region. It can be used to inform the prioritization of local and regional investments. The land use analysis defines seven criteria for determining where multi-modal travel is in high demand. The transportation analysis includes criteria to identify corridors that would most benefit from Complete Streets investments. While no one criterion can determine whether an area is of high importance, in the aggregate, multiple criteria will highlight areas and corridors with a strong demand for Complete Streets projects. The **Technical Appendix** includes background information on the screening database, more details on each of the land use and transportation criteria, and maps produced from the database.



MetroPlan Orlando's Planning Assistance

In addition to providing resources and data, MetroPlan Orlando intends to take the lead in advancing Complete Streets projects through FDOT's Resurfacing, Restoration, and Rehabilitation (RRR) projects and through hands-on planning assistance to local partners.

Resurfacing, Restoration and Rehabilitation Projects

FDOT's RRR projects are undertaken to extend the service life of an existing highway and/or enhance highway safety. As part of the implementation of FDOT's Complete Streets Policy, FDOT District 5 has contacted local municipalities to identify opportunities for multi-modal and safety improvements that could be implemented as part of a RRR project. For this to be successful, design recommendations must be presented to FDOT within a short time frame, approximately three to six months, and additional funds may be needed to implement multi-modal improvements. MetroPlan Orlando can fund, and assist local partners with a high-level planning analysis, following the process outlined in the case studies, presented in the **Technical Appendix**, to identify Complete Streets improvements and upgrades that could be included in a RRR project.

Planning Support

MetroPlan Orlando can implement its draft policy by providing planning assistance to local partners. Planning support should focus on projects included in the Long Range Transportation Plan and Prioritized Project List that rank high in the Land Use and Transportation Screening Database. This analysis will provide an understanding of costs, benefits, right-of-way impacts, and implementation schedule. The analysis will also allow local partners to build consensus for Complete Streets projects and identify implementation tools, including funding and partnership opportunities.



Kennedy Boulevard, Eatonville



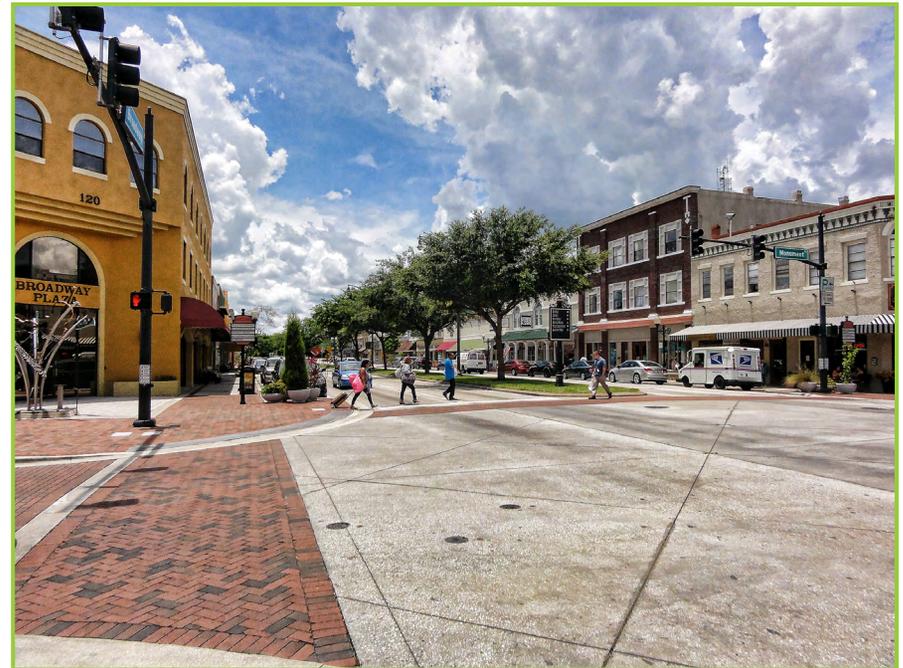
Park Avenue, Winter Park

WHAT'S NEXT FOR COMPLETE STREETS?

MetroPlan Orlando intends to develop a monitoring and evaluation plan to analyze inputs, outputs, and outcomes. Long-term outcomes will be evaluated based on the performance measures identified in the draft policy. Tracking these performance measures over time will allow MetroPlan Orlando and its partners to ensure that the Complete Streets Policy achieves the collective vision of developing “a regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region’s vitality.”

Annually, MetroPlan Orlando staff can track the agency’s education efforts. Internal evaluation process criteria may include:

- Number of Complete Streets workshops or speaking engagements;
- Number of planners, engineers, and elected officials briefed on or who have attended trainings related to Complete Streets;
- Number of Complete Streets policies adopted by local partners;
- Number of Complete Streets projects added to the Transportation Improvement Program , Prioritized Project List, or the Long Range Transportation Plan; and
- Number of new Complete Streets planning studies involving MetroPlan Orlando partner communities.



Kissimmee



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

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Orlando, Florida, 32801

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CENTRAL FLORIDA COMPLETE STREETS REPORT

EXECUTIVE SUMMARY



Smart Growth America
Improving lives by improving communities



**WINTER PARK
HEALTH FOUNDATION**



A Sidewalk Cafe in Winter Park, FL

Photo by Flickr user Joe Flood found at <http://bit.ly/2hsyn0p>

The Winter Park Health Foundation has engaged Smart Growth America to help the Central Florida region identify and address specific barriers hindering local decision-makers' ability to build Complete Streets: roadways that are safe and comfortable for all users – people walking, bicycling, and taking transit, people driving and truck drivers making deliveries.

This project includes representation from: the City of Winter Park; the City of Longwood; the City of Maitland; the City of Kissimmee; the City of Casselberry; the City of Orlando; Orange County; Osceola County; MetroPlan Orlando; the East Central Florida Regional Planning Council; Lynx; Kittelson & Associates, Inc.; Bike/Walk Central Florida; and FDOT District 5.

In May-July of 2016, SGA facilitated a series of three Complete Streets implementation workshops led by national experts for staff from each of the municipalities. The primary goals of these workshops were to educate participants on national best practices in implementing a Complete Streets approach and facilitate discussions about current barriers hindering Complete Streets in the region – both regulatory and cultural – as well as strategies for addressing those barriers and building on opportunities in the region.

This report outlines Smart Growth America's recommendations based on information collected during and following the workshops. It suggests key steps that the municipalities and their partners can take to change land use and transportation decision-making practices and culture to support greater safety and a more walking, biking, and transit-friendly region. Taking these steps will be a significant undertaking and it can take time to see results, but the Central Florida region is well positioned to make the necessary changes. Doing so will improve safety for all residents of the region and create more vibrant communities in the process.



**REMOVING
BARRIERS
TO
COMPLETE
STREETS**

There are many aspects of land use and transportation planning, policy, and design that influence whether an area is safe and attractive for people walking, bicycling, and taking transit. Recognizing that there are dozens of potential considerations to building a Complete Street and each of the eight municipalities is at a different stage in addressing them, this report focuses on the most impactful elements of development and transportation design needed to support Complete Streets and the importance of getting them all right in one area. Elements include:

Orient buildings to the street

Reduce parking minimums

Cluster development and mix the land uses

Don't allow traffic fears to block economic development

Design roadways to be safe for all users

It also discusses 3 key steps for supporting Complete Streets within local policies and planning:

Establish a formal process for considering Complete Streets upfront during transportation project development, including during resurfacing projects

Build on FDOT's Complete Streets Implementation work

Capitalize on improving transit service in the region to improve access

Getting the language in local rules, regulations, and plans right is important and is often the focus of Complete Streets work, but it is not enough. To have heft, those rules must be enforceable. This report recommends strategies to address one of the primary barriers raised by participants during the workshop series: even when the right code language is in place, developers frequently request and elected leaders often grant approval for waivers. It suggests approaches for:

Strengthening and clarifying language about when exceptions will be granted

Providing developers with incentives to comply with the intent behind Complete Streets-supportive regulations

Providing both developers and local commissioners with the information they need to support Complete Streets goals during the development approval process

**MAKING
THE RIGHT
THING THE
EASY THING**



**BUILDING
SUPPORT
AND MAKING
THE CASE**

Some decision-makers and stakeholders in Central Florida are resistant to Complete Streets projects due to misconceptions about project costs, impacts on vehicular mobility, and other perceived issues. This report outlines strategies that can help the Central Florida municipalities and their partners show decision-makers why Complete Streets projects support their goals and build momentum to shift culture over time. These include:

- Measuring the performance of Complete Streets projects in terms of economic and budgetary impact, mobility and access to opportunity, and public health, then comparing them against auto-oriented projects;
- Sharing stories of successful Complete Streets projects from the region and other peer communities, and communicating about success in economic terms;
- Deploying supporters of Complete Streets strategically, engaging the right spokespeople, and rewarding Complete Streets champions;
- Piloting Complete Streets changes on a temporary basis to allow decision-makers and the public to understand the benefits before making a final decision; and
- Providing training to current staff and project managers to ensure practical solutions to pressing problems.

**COORDINATING
REGIONALLY**

While some roads in the Central Florida region are owned by FDOT, others are owned by cities or counties. This patchwork of ownership can make building a system challenging, but this is what residents expect. They don't know and don't care who owns which roadway: they just want a safe and convenient way to get to work, school, and other necessities. This report suggests strategies for using greater regional coordination to create complete pedestrian, bicycle and transit networks that connect people to destinations safely across jurisdictional boundaries. This report also suggests that MetroPlan Orlando continue and expand its current role leading Complete Streets efforts in the region.

The goal of Complete Streets is to change how transportation networks are planned, designed, built, operated, and maintained in order to meet the needs of all community residents and all modes of travel. Complete Streets is an approach to decision-making that redefines what a transportation network looks like, which goals a public agency sets out to meet, and how communities prioritize their transportation spending.



Corrine Drive Complete Streets Study Fact Sheet

What are the project limits?

The study will look at Corrine Drive from U.S. 17/92 to Bennett Rd., and its surrounding neighborhoods.

Why is MetroPlan Orlando doing this study?

MetroPlan Orlando is the metropolitan planning organization for Orange, Osceola and Seminole Counties. As a transportation planning organization, we strive to be a positive force for the advancement of Central Florida's transportation system by working in partnership with a variety of people and organizations across the region.

MetroPlan Orlando takes a transparent approach to solving transportation issues, providing an inclusive and open environment for local elected officials, transportation experts, and citizens to work together.

Applying "Complete Streets" strategies to Central Florida projects can help us accommodate people of all ages and abilities, including pedestrians, cyclists, transit users, motorists, and freight and service operators. This type of planning recognizes that depending on context, streets may serve a variety of functions. The Corrine Drive study will use MetroPlan Orlando's draft Complete Streets policy to showcase how Complete Streets techniques can shape a corridor.

Why did you choose Corrine Drive?

Corrine Drive is owned by Orange County, maintained by the City of Orlando, and adjacent to the City of Winter Park. The multiple jurisdictions involved and outside stakeholders offer an excellent opportunity for MetroPlan Orlando to lead an independent evaluation and creation of a vision.

What will the study accomplish?

The project's objectives are to:

- Enhance connectivity and accessibility between all modes of transportation, activity centers, and neighborhoods surrounding Corrine Drive
- Create a safe and supportive environment for walking and cycling
- Close gaps in regional bicycle infrastructure
- Identify strategies for improved transit service in the corridor
- Create a vision and plan to enhance the corridor without impacting residential neighborhoods

Questions? Contact:

Elizabeth Whitton, AICP

Transportation Planner & Project Manager for the Corrine Drive Complete Streets Study
EWhitton@metroplanorlando.com
407-481-5672 x312

Cynthia Lambert, APR

Public Information Manager
CLambert@metroplanorlando.com
407-481-5672 x320

Project Timeline

Jan. 2017: Project Kick-Off

Spring 2017: Data Collection

Fall 2017: Selection of Alternatives

Spring 2018: Final Plan with Recommended Alternative

You can expect a lot of community outreach throughout the study!

TAB 5



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

**JIM BOXOLD
SECRETARY**

January 9, 2017

Mr. Harold W. Barley
Executive Director
MetroPlan Orlando MPO
250 South Orange Ave, Suite 200
Orlando, FL 32801

Dear Mr. Barley:

**SUBJECT: SECOND QUARTER VARIANCE REPORT
FISCAL YEAR 2016/2017**

This letter is to provide MetroPlan Orlando with a variance report that compares the July 1, 2016 adopted work program with changes made to the adopted work program in the second quarter of Fiscal Year 2016/17. This listing includes projects with cost increases that are equal to or greater than the minimum parameters set by MetroPlan Orlando.

ORANGE COUNTY

1) Project: FM# 430225-6 – Shingle Creek Trail, Destination Parkway to Sand Lake Road. Bike Path/Trail Project.

7/1/16 Adopted Phase Cost: Construction Phase = \$1,000,000 (FY 2016/17)

Revised Phase Cost: Construction Phase = \$1,575,000 (FY 2016/17)

Phase Cost Increase: Construction Phase = (57.5%)

Reason for Cost Increase

The increase is due to material unit prices going up and also to add the Construction Engineering Inspection Phase that was not originally programmed.

Impact of phase cost increase

The cost increase has no impact on the work program.

If you should have any questions or comments please do not hesitate to call me at 386-943-5791.

Sincerely,

Jamil Gutierrez
FDOT, MPO Liaison

CIM Active Contracts By District Report
Generated: 01-11-2017, District 5, Contract Type: All Construction
Orange County

Contract #	T5469	Work Begin	01-21-2014
County	ORANGE	Present Amount	\$ 68,725,402.06
Contractor	PRINCE CONTRACTING, LLC.	Days Used as of Last Approved Estimate	1,028
Project Manager	CN507CC Coleman, Christopher	Cost Perf. Measure	94.52%
Project Admin.	KNTBEGS Scales, Geoff	Time Perf. Measure	98.32%
SM Contract Type	CC Const Contract	Adj. Est. Completion	02-14-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
239203-4-52-01	Yes	SR50;SR500 TO BREV.	-	0218 ADD LANES & REHABILITATE PVMNT	SR 50 (COLONIAL DR)FROM E OF CR425 (DEAN RD) TO E OF OLD CHENEY HWY	-
239203-4-56-01	No	SR50;SR500 TO BREV.	-	0218 ADD LANES & REHABILITATE PVMNT	SR 50 (COLONIAL DR)FROM E OF CR425 (DEAN RD) TO E OF OLD CHENEY HWY	-

Contract #	T5521	Work Begin	08-10-2015
County	ORANGE	Present Amount	\$ 37,211,426.62
Contractor	PRINCE CONTRACTING, LLC.	Days Used as of Last Approved Estimate	497
Project Manager	CN509WT Williams, Trevor	Cost Perf. Measure	50.82%
Project Admin.	KNTEGLB Barbato, Daniel	Time Perf. Measure	34.31%
SM Contract Type	CC Const Contract	Adj. Est. Completion	05-08-2019

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
239266-3-52-01	Yes	SR 15 FROM SR 528 TO CR 527	-	0213 ADD LANES & RECONSTRUCT	SR 15 (HOFFNER RD) FROM N OF LEE VISTA BLVD TO W OF SR 436	-
239266-3-56-02	No	SR 15 FROM SR 528 TO CR 527	-	0213 ADD LANES & RECONSTRUCT	SR 15 (HOFFNER RD) FROM N OF LEE VISTA BLVD TO W OF SR 436	-
239266-3-56-03	No	SR 15 FROM SR 528 TO CR 527	-	0213 ADD LANES & RECONSTRUCT	SR 15 (HOFFNER RD) FROM N OF LEE VISTA BLVD TO W OF SR 436	-
239266-4-52-01	No	SR 15 FROM SR 528 TO CR 527	-	0213 ADD LANES & RECONSTRUCT	SR 15 HOFFNER AVE FROM W OF SR 436 TO CONWAYROAD	-
239266-4-56-01	No	SR 15 FROM SR 528 TO CR 527	-	0213 ADD LANES & RECONSTRUCT	SR 15 HOFFNER AVE FROM W OF SR 436 TO CONWAYROAD	-

Contract #	E5W31	Work Begin	10-31-2014
County	ORANGE	Present Amount	\$ 11,838,414.15
Contractor	HUBBARD CONSTRUCTION COMPANY	Days Used as of Last Approved Estimate	780
Project Manager	CN507OJ Oakes, Jeff	Cost Perf. Measure	73.81%
Project Admin.	KNETMJW Wilson, Joe	Time Perf. Measure	114.31%
SM Contract Type	CDB Const Design Build	Adj. Est. Completion	10-16-2016

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
433607-1-52-01	Yes	SR50;SR500 TO BREV.	-	0022 BRIDGE REPLACEMENT	SR 50 BRIDGES OVER ECONLOCKHATCHEE RIVER BRIDGES 750013&750169	-
433607-2-G2-01	No	SR50;SR500 TO BREV.	-	0061 EMERGENCY OPERATIONS	SR 50 ECON REPAIR WASHOUTS/RESTORATION OF EROSION- HURRICANE MATTHEW	-

Contract #	T5313	Work Begin	05-11-2015
County	ORANGE	Present Amount	\$ 38,957,400.36
Contractor	LANE CONSTRUCTION CORPORATION (THE)	Days Used as of Last Approved Estimate	588
Project Manager	CN509CD Daley, Carlton	Cost Perf. Measure	68.97%
Project Admin.	KNCDMSG Shelton, Greg	Time Perf. Measure	84.14%
SM Contract Type	CC Const Contract	Adj. Est. Completion	07-10-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
239535-3-52-01	Yes	W COLONIAL DR/MARTIN LUTHER KING B	3003056P	0213 ADD LANES & RECONSTRUCT	SR 50 SR 429 (WESTERN BELTWAY) TO E OF WEST OAKS MALL	ASSUMED/STATE ADMINISTERED
239535-3-56-01	No	W COLONIAL DR/MARTIN LUTHER KING B	-	0213 ADD LANES & RECONSTRUCT	SR 50 SR 429 (WESTERN BELTWAY) TO E OF WEST OAKS MALL	-
239535-3-56-02	No	W COLONIAL DR/MARTIN LUTHER KING B	3003056P	0213 ADD LANES & RECONSTRUCT	SR 50 SR 429 (WESTERN BELTWAY) TO E OF WEST OAKS MALL	ASSUMED/STATE ADMINISTERED
239535-6-G2-01	No	W COLONIAL DR/MARTIN LUTHER KING B	-	0061 EMERGENCY OPERATIONS	SR 50 EROSION DAMAGE REPAIR-HURRICANE MATTHEW	-

Contract #	T5552	Work Begin	10-14-2016
County	ORANGE	Present Amount	\$ 75,824,482.00
Contractor	PRINCE CONTRACTING, LLC.	Days Used as of Last Approved Estimate	66
Project Manager	CN509WT Williams, Trevor	Cost Perf. Measure	6.15%
Project Admin.	KNTCCRM Murphy, Robert	Time Perf. Measure	5.24%
SM Contract Type	CC Const Contract	Adj. Est. Completion	09-10-2019

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
407143-4-52-01	Yes	SAND LAKE RD/MCCOY RD/BEACHLINE EXPY	MULT009R	0213 ADD LANES & RECONSTRUCT	SR 482 SAND LAKE RDFROM W OF INTERNATIONAL DR TO UNIVERSAL BLVD	ASSUMED/STATE ADMINISTERED
407143-4-56-01	No	SAND LAKE RD/MCCOY RD/BEACHLINE EXPY	-	0213 ADD LANES & RECONSTRUCT	SR 482 SAND LAKE RDFROM W OF INTERNATIONAL DR TO UNIVERSAL BLVD	-
407143-4-56-03	No	SAND LAKE RD/MCCOY RD/BEACHLINE EXPY	-	0213 ADD LANES & RECONSTRUCT	SR 482 SAND LAKE RDFROM W OF INTERNATIONAL DR TO UNIVERSAL BLVD	-
407143-4-56-04	No	SAND LAKE RD/MCCOY RD/BEACHLINE EXPY	-	0213 ADD LANES & RECONSTRUCT	SR 482 SAND LAKE RDFROM W OF INTERNATIONAL DR TO UNIVERSAL BLVD	-
407143-5-52-01	No	SAND LAKE RD/MCCOY RD/BEACHLINE EXPY	-	0213 ADD LANES & RECONSTRUCT	SR 482 SAND LAKE RDFROM UNIVERSAL BLVD TO WOF JOHN YOUNG PARKWAY	-
407143-5-56-01	No	SAND LAKE RD/MCCOY RD/BEACHLINE EXPY	-	0213 ADD LANES & RECONSTRUCT	SR 482 SAND LAKE RDFROM UNIVERSAL BLVD TO WOF JOHN YOUNG PARKWAY	-
407143-5-56-02	No	SAND LAKE RD/MCCOY RD/BEACHLINE EXPY	-	0213 ADD LANES & RECONSTRUCT	SR 482 SAND LAKE RDFROM UNIVERSAL BLVD TO WOF JOHN YOUNG PARKWAY	-
407143-5-56-03	No	SAND LAKE RD/MCCOY RD/BEACHLINE EXPY	-	0213 ADD LANES & RECONSTRUCT	SR 482 SAND LAKE RDFROM UNIVERSAL BLVD TO WOF JOHN YOUNG PARKWAY	-
407143-6-52-01	No	JOHN YOUNG PKWY.	-	0213 ADD LANES & RECONSTRUCT	JOHN YOUNG PARKWAY AT SR 482 SAND LAKE RD OVERPASS	-
407143-6-52-02	No	JOHN YOUNG PKWY.	-	0213 ADD LANES & RECONSTRUCT	JOHN YOUNG PARKWAY AT SR 482 SAND LAKE RD OVERPASS	-
407143-6-56-01	No	JOHN YOUNG PKWY.	-	0213 ADD LANES & RECONSTRUCT	JOHN YOUNG PARKWAY AT SR 482 SAND LAKE RD OVERPASS	-

Contract #	T5547	Work Begin	04-27-2016
County	ORANGE	Present Amount	\$ 5,092,996.31
Contractor	ATLANTIC CIVIL CONSTRUCTORS CORP	Days Used as of Last Approved Estimate	235
Project Manager	CN509CD Daley, Carlton	Cost Perf. Measure	93.58%
Project Admin.	CN509CD Daley, Carlton	Time Perf. Measure	61.62%
SM Contract Type	CC Const Contract	Adj. Est. Completion	05-21-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
432407-1-52-01	Yes	SR50;SR500 TO BREV.	3003059P	0012 RESURFACING	SR50 (COLONIAL DR) FROM SR500/US441/17-92 TOSHINE AVENUE	ASSUMED/STATE ADMINISTERED
432407-2-L2-01	No	SR50;SR500 TO BREV.	-	0061 EMERGENCY OPERATIONS	SR 423 & SR 50 - MOT SERVICES ONLY - HURRICANE MATTHEW	-
432408-1-52-01	No	SR423;SR50-US17/92	-	0012 RESURFACING	SR 423 FROM N OF SR400M-4 TO SR 15/600/US 17-92	-

Contract #	T5551	Work Begin	05-26-2016
County	ORANGE	Present Amount	\$ 2,052,000.00
Contractor	PREFERRED MATERIALS INC.	Days Used as of Last Approved Estimate	172
Project Manager	CN509PE Plantier, Eric	Cost Perf. Measure	91.34%
Project Admin.	CN509PE Plantier, Eric	Time Perf. Measure	98.57%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	01-07-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
433423-1-52-01	Yes	SR-552; SR15 - SR551	-	0012 RESURFACING	SR 552 (CURRY FORD RD)FROM E OF SR 436 TO SR551 (GOLDENROD RD)	-

Contract #	T5549	Work Begin	07-29-2016
County	ORANGE	Present Amount	\$ 4,295,489.84
Contractor	HUBBARD CONSTRUCTION COMPANY	Days Used as of Last Approved Estimate	144
Project Manager	CN507TW Womick, Todd	Cost Perf. Measure	59.25%
Project Admin.	CN507CP Crespi, Peter	Time Perf. Measure	59.20%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	04-17-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
432402-1-52-01	Yes	SR500;SR50 TO LAKE	8886725A	0012 RESURFACING	SR500/US441 FROM S OF SPRINT BLVD TO CR 437A(CENTRAL AVE)	ASSUMED/STATE ADMINISTERED
432402-4-G2-01	No	SR500;SR50 TO LAKE	-	0061 EMERGENCY OPERATIONS	SR 500/US 441 REPAIR WASHOUTS-HURRICANE MATTHEW	-

Contract #	ESY27	Work Begin	09-08-2016
County	ORANGE	Present Amount	\$ 1,337,624.74
Contractor	SICE INC	Days Used as of Last Approved Estimate	104
Project Manager	CN515EF Ferris, Eddie	Cost Perf. Measure	67.30%
Project Admin.	CN515FK Kelch, Frank	Time Perf. Measure	60.59%
SM Contract Type	CC Const Contract	Adj. Est. Completion	03-15-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
437493-1-52-01	No	SR-429/WEKIVA PKWY	-	0756 ITS FREEWAY MANAGEMENT	SR 429 (WEKIVA PKWY) FROM MORRIS ACCESS RD TO LAKE COUNTY LINE	-
437501-1-52-01	Yes	SR-429/WEKIVA PKWY	-	0756 ITS FREEWAY MANAGEMENT	SR 429 (WEKIVA PKWY) FROM LAKE CO LINE TO SR46	-

Contract #	T5578	Work Begin	12-09-2016
County	ORANGE	Present Amount	\$ 3,288,933.93
Contractor	MASCI GENERAL CONTRACTORS, INC	Days Used as of Last Approved Estimate	10
Project Manager	CN509GU Gopal, Uvendra	Cost Perf. Measure	2.39%
Project Admin.	CN509GU Gopal, Uvendra	Time Perf. Measure	5.56%
SM Contract Type	CC Const Contract	Adj. Est. Completion	09-12-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
433648-1-52-01	Yes	SR-527 AND SR-426	8815015U	0010 TRAFFIC OPS IMPROVEMENT	SR 527 (ORANGE AVE)FROM S OF LAKE GATLIN RDRD TO NORTH OF HOLDEN AVE	ASSUMED/STATE ADMINISTERED
433648-1-56-01	No	SR-527 AND SR-426	-	0010 TRAFFIC OPS IMPROVEMENT	SR 527 (ORANGE AVE)FROM S OF LAKE GATLIN RDRD TO NORTH OF HOLDEN AVE	-
433648-1-56-02	No	SR-527 AND SR-426	-	0010 TRAFFIC OPS IMPROVEMENT	SR 527 (ORANGE AVE)FROM S OF LAKE GATLIN RDRD TO NORTH OF HOLDEN AVE	-

Contract #	T5567	Work Begin	10-27-2016
County	ORANGE	Present Amount	\$ 1,345,000.00
Contractor	VALENCIA CONSTRUCTION GROUP	Days Used as of Last Approved Estimate	53
Project Manager	CN509OD Olund, David	Cost Perf. Measure	12.13%
Project Admin.	CN509CA Dawson, Carlos	Time Perf. Measure	52.50%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	02-28-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
434424-1-52-01	Yes	SR500; OSCEOLA-SR 50	3993060P	9917 SAFETY PROJECT	US 441 FROM S OF TAFT VINELAND TO S OF BEACHLINE EXPWY	ASSUMED/STATE ADMINISTERED

CIM Active Contracts By District Report
Generated: 01-11-2017, District 5, Contract Type: All Construction
Osceola County

Contract #	BE035	Work Begin	01-04-2016
County	OSCEOLA	Present Amount	\$ 8,815,402.00
Contractor	COLLAGE DESIGN AND CONSTRUCTION GROUP, INC.	Days Used as of Last Approved Estimate	340
Project Manager	CN507AT Andrews, Tammie	Cost Perf. Measure	81.11%
Project Admin.	KNHNTSY Sawyers, Melvin	Time Perf. Measure	98.26%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	01-30-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
433874-1-52-01	Yes	-	-	0206 PARKING FACILITY	KISSIMMEE PARKING GARAGE AT SUNRAIL	-

Contract #	E5Y34	Work Begin	12-14-2016
County	OSCEOLA	Present Amount	\$ 793,972.00
Contractor	P&P CONTRACTING, INC.	Days Used as of Last Approved Estimate	5
Project Manager	CN509CA Dawson, Carlos	Cost Perf. Measure	4.72%
Project Admin.	PE556TD Delli Bovi, Thomas	Time Perf. Measure	7.14%
SM Contract Type	CC Const Contract	Adj. Est. Completion	05-02-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
437444-1-52-01	Yes	I-4/SR-400	-	0024 BRIDGE-REPAIR/REHABILITATION	US441, US192 & I-4, OSCEOLA BRIDGES 920009, 920112, 920031 & 920202	-

Contract #	T5516	Work Begin	10-05-2015
County	OSCEOLA	Present Amount	\$ 15,947,337.19
Contractor	JR. DAVIS CONSTRUCTION CO., INC.	Days Used as of Last Approved Estimate	441
Project Manager	CN509GU Gopal, Uvendra	Cost Perf. Measure	78.61%
Project Admin.	KNRKKAT Tehrani, Al	Time Perf. Measure	55.73%
SM Contract Type	CC Const Contract	Adj. Est. Completion	08-13-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
239683-1-52-01	Yes	E BRONSON HWY/13 ST/VINE ST	-	0218 ADD LANES & REHABILITATE PVMNT	SR 500 (US 192) FROM EASTERN AVE TO CR 532	-
239683-1-56-01	No	E BRONSON HWY/13 ST/VINE ST	-	0218 ADD LANES & REHABILITATE PVMNT	SR 500 (US 192) FROM EASTERN AVE TO CR 532	-

Contract #	T5530	Work Begin	03-31-2016
County	OSCEOLA	Present Amount	\$ 37,814,555.89
Contractor	JR. DAVIS CONSTRUCTION CO., INC.	Days Used as of Last Approved Estimate	263
Project Manager	CN509GU Gopal, Uvendra	Cost Perf. Measure	25.90%
Project Admin.	KNRKKAT Tehrani, Al	Time Perf. Measure	22.45%
SM Contract Type	CC Const Contract	Adj. Est. Completion	05-09-2019

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
239682-1-52-01	Yes	E BRONSON HWY/13 ST/VINE ST	-	0213 ADD LANES & RECONSTRUCT	SR 500 (US 192) FROM AERONAUTICAL DRIVE TO BUDINGER AVENUE	-
239682-1-56-01	No	E BRONSON HWY/13 ST/VINE ST	-	0213 ADD LANES & RECONSTRUCT	SR 500 (US 192) FROM AERONAUTICAL DRIVE TO BUDINGER AVENUE	-

Contract #	T5574	Work Begin	11-27-2016
County	OSCEOLA	Present Amount	\$ 3,274,900.00
Contractor	PREFERRED MATERIALS INC.	Days Used as of Last Approved Estimate	22
Project Manager	CN509OD Olund, David	Cost Perf. Measure	3.07%
Project Admin.	PE556TD Delli Bovi, Thomas	Time Perf. Measure	10.59%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	05-24-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
432416-1-52-01	Yes	I-4 / WORLD DRIVE	8886795A	0012 RESURFACING	I-4 SR400 ALL RAMPSFROM I-4 TO WORLD DRIVE	ASSUMED/STATE ADMINISTERED

Contract #	T5506	Work Begin	11-16-2015
County	OSCEOLA	Present Amount	\$ 12,990,090.43
Contractor	MASCI GENERAL CONTRACTORS, INC	Days Used as of Last Approved Estimate	400
Project Manager	CN509PE Plantier, Eric	Cost Perf. Measure	52.12%
Project Admin.	CN509PE Plantier, Eric	Time Perf. Measure	46.50%
SM Contract Type	CC Const Contract	Adj. Est. Completion	04-01-2018

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
418403-2-52-01	Yes	SR 600 / CR 525 / JOHN YOUNG PKWY	-	0213 ADD LANES & RECONSTRUCT	SR 600(US17/92) JYPFROM S. OF PORTAGE ST TON. OF VINE ST (US192)	-
418403-2-56-01	No	SR 600 / CR 525 / JOHN YOUNG PKWY	-	0213 ADD LANES & RECONSTRUCT	SR 600(US17/92) JYPFROM S. OF PORTAGE ST TON. OF VINE ST (US192)	-

CIM Active Contracts By District Report
Generated: 01-11-2017, District 5, Contract Type: All Construction
Seminole County

Contract #	BE042	Work Begin	06-08-2016
County	SEMINOLE	Present Amount	\$ 4,199,109.50
Contractor	KIEWIT INFRASTRUCTURE SOUTH CO.	Days Used as of Last Approved Estimate	292
Project Manager	KNGPIDB Buwalda, Don	Cost Perf. Measure	76.00%
Project Admin.	CN507AT Andrews, Tammie	Time Perf. Measure	59.39%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	07-28-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
436436-1-52-01	Yes	-	-	8345 RAIL PRESERVATION PROJECT	CFCR RAILROAD BRIDGE OVER LAKE MONROE/ST JOHNS RIVER	-

Contract #	E5W91	Work Begin	11-09-2015
County	SEMINOLE	Present Amount	\$ 648,777.10
Contractor	LAFLEUR NURSERIES AND GARDEN CENTER LLC	Days Used as of Last Approved Estimate	318
Project Manager	CN507TW Womick, Todd	Cost Perf. Measure	81.24%
Project Admin.	CN507NK Navarro, Kim	Time Perf. Measure	32.04%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	08-04-2018

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
404418-2-52-01	Yes	US-17/92/ORLANDO AVE/FRENCH AVE	-	1070 LANDSCAPING	SR15/600 (US17/92) INTERCHANGE AT SR 436	-
404418-3-G2-01	No	US-17/92/ORLANDO AVE/FRENCH AVE	-	0061 EMERGENCY OPERATIONS	SR 15/600 LANDSCAPING REPAIR-HURRICANE MATTHEW	-

Contract #	T5548	Work Begin	05-09-2016
County	SEMINOLE	Present Amount	\$ 26,625,089.42
Contractor	SOUTHLAND CONSTRUCTION, INC.	Days Used as of Last Approved Estimate	223
Project Manager	CN507TW Womick, Todd	Cost Perf. Measure	25.22%
Project Admin.	CN507LC Long, Charles	Time Perf. Measure	24.19%
SM Contract Type	CC Const Contract	Adj. Est. Completion	11-02-2018

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
240216-2-52-01	Yes	SR 46 FROM SR 15 TO VOLUSIA CO LINE	3141040P	0213 ADD LANES & RECONSTRUCT	SR 46 FROM MELLONVILLE AVE TO SR 415	ASSUMED/STATE ADMINISTERED
240216-9-G2-01	No	SR 46 FROM SR 15 TO VOLUSIA CO LINE	-	0061 EMERGENCY OPERATIONS	SR 46 MELLONVILLE RESTORATION OF EMBANKMENT-HURRICANE MATTHEW	-

Contract #	T5576	Work Begin	01-03-2017
County	SEMINOLE	Present Amount	\$ 5,373,132.25
Contractor	MASCI GENERAL CONTRACTORS, INC	Days Used as of Last Approved Estimate	0
Project Manager	CN5070J Oakes, Jeff	Cost Perf. Measure	-
Project Admin.	KNCDMST Simpson, Terry	Time Perf. Measure	0.00%
SM Contract Type	CC Const Contract	Adj. Est. Completion	11-17-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
415030-5-52-01	Yes	SR 434/ORANGE CO LINE TO BROADWAY AVE	-	0213 ADD LANES & RECONSTRUCT	SR 434 FROM SMITH STREET TO FRANKLIN STREET	-
415030-5-52-02	No	SR 434/ORANGE CO LINE TO BROADWAY AVE	-	0213 ADD LANES & RECONSTRUCT	SR 434 FROM SMITH STREET TO FRANKLIN STREET	-
415030-5-56-01	No	SR 434/ORANGE CO LINE TO BROADWAY AVE	-	0213 ADD LANES & RECONSTRUCT	SR 434 FROM SMITH STREET TO FRANKLIN STREET	-

Contract #	T5557	Work Begin	05-31-2016
County	SEMINOLE	Present Amount	\$ 53,326,000.00
Contractor	BERGERON LAND DEVELOPMENT, INC	Days Used as of Last Approved Estimate	201
Project Manager	CN5070J Oakes, Jeff	Cost Perf. Measure	19.11%
Project Admin.	KNMETDX Davis, Chris	Time Perf. Measure	20.91%
SM Contract Type	CC Const Contract	Adj. Est. Completion	03-08-2019

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
240196-1-52-01	Yes	US-17/92/ORLANDO AVE/FRENCH AVE	-	0213 ADD LANES & RECONSTRUCT	SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKEMARY BLVD	-
240196-1-56-01	No	US-17/92/ORLANDO AVE/FRENCH AVE	-	0213 ADD LANES & RECONSTRUCT	SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKEMARY BLVD	-
240196-1-56-02	No	US-17/92/ORLANDO AVE/FRENCH AVE	-	0213 ADD LANES & RECONSTRUCT	SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKEMARY BLVD	-
240196-1-56-03	No	US-17/92/ORLANDO AVE/FRENCH AVE	-	0213 ADD LANES & RECONSTRUCT	SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKEMARY BLVD	-

Current PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	Agency PM	Consultant	Class of Action	LDCA Anticipated	Design Funded FY	Design Funded Amount	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount	
433693-1	Poinciana Parkway Southport Connector	Osceola	Amy Sirmans	Inwood	TBD	Sep-20	Not funded	NA	Not funded	NA	Not funded	NA	
433693-2	Poinciana Parkway (I-4 Connector)	Osceola	Amy Sirmans	CH2MHill	TBD	Sep-20	Not funded	NA	Not funded	NA	Not funded	NA	
432100-1	I-4 Beyond the Ultimate	Osceola/Orange	Beata Stys-Palasz	HNTB	EA / FONSI Reeval & EIS	Mar-17							
Design: 431456-1	Part of PD&E Segment 1 - West of CR 532 to East of SR 522 (Osceola Pkwy)	Osceola	Beata Stys-Palasz	HNTB	EA / FONSI Reeval	Mar-17	FY 2015 FY 2016 FY 2017	\$2.8M \$8.7M \$3.9M	Line & Grade due April 2017	Not funded	NA	Not funded	NA
Design: 242484-8	Part of PD&E Segment 1 - E of SR 522 (Osceola Pkwy) to West of SR 528	Orange	Beata Stys-Palasz	HNTB	EA / FONSI Reeval	Mar-17	FY 2015 FY 2016	\$2.1M \$10.7M	Line & Grade due April 2017	Not funded	NA	Not funded	NA
Design: 242484-7	PD&E Segment 2 - West of SR 528 to West of SR 435 (Kirkman Rd)	Orange	Beata Stys-Palasz	HNTB	EIS	Mar-17	FY 2015 FY 2016	\$1.0M \$5.1M	Line & Grade due January 2017	ROW Phase Candidate	ROW Phase Candidate	Construction Phase Candidate	Construction Phase Candidate
Design: 242592-4	PD&E Segment 3 - East of SR 434 to east of US 17-92	Seminole	Beata Stys-Palasz	HNTB	EIS	Mar-17	FY 2015 FY 2016	\$1.4M \$8.1M	30% plans under review	ROW Phase Candidate	ROW Phase Candidate	Not funded	NA
240216-4	SR 46 from SR 415 to CR 426 (LAP - Oversight)	Seminole	Mary McGehee	URS	Type II CE	May-22	Not funded	Design Phase Not Funded	Not funded	NA	Not funded	NA	
433204-1	Carroll Street (JPA - Oversight) from John Young Parkway to Michigan Avenue	Osceola	Colleen Jarrell (in house consultant)	Kimley Horn	Type II CE	Nov-16	FY 2016	\$2,250,000		FY 2018	\$6.7M	Not funded	NA
438030-1	PD&E - Widen Beachline East (SR 528) from SR 520 to East of Industry Road	Orange & Brevard	Rax Jung	CH2M Hill	SEIR	Jul-18	Not funded	Not funded	Not funded	NA	Not funded	NA	
438547-1	PD&E - Orlando South Ultimate Interchange @ SR 528 (MP 4) and SR 91 (MP 254)	Orange	Rax Jung	To Be Determined	SEIR	Mar-19	Not funded	NA	Not funded	NA	Not funded	NA	
	PD&E for Eastern Extension of SR 408 to SR 520	Orange	Glenn Pressimone	Metric Engineering	SEIR	Dec-17	FY 2017 (15% Line & Grade) Full Design not funded	\$3.2M (15% Line & Grade); Full Design Not Funded		Not funded	NA	Not funded	NA

Upcoming PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	PD&E Funded FY	PD&E Funded Amount	Anticipated Class of Action
437200-1	US 17/92 from Polk County Line to 1,900' West of Poinciana Blvd	Osceola	2020	\$1,000,000	SEIR
437174-1 & 437175-1	SR 535 from US 192 to I-4	Osceola & Orange	2020	\$550,000 \$1,400,000	
440314-1	Colonial Parkway from Woodbury Rd. to SR 520 (New Facility)	Orange	2018	\$4,000,000	SEIR

2017 Legislative Priorities and Positions

Top priorities:

- Increased funding to improve bicycle and pedestrian safety awareness programs and bicycle and pedestrian facility improvements.
- Funding for implementation of quiet zones along the SunRail corridor.
- Funding for SunRail Phase II North to DeLand and Phase III to the Orlando International Airport.
- Funding for expansion of wrong-way driving detection equipment on limited access facilities that are currently not monitored.

We support legislation that:

- Preserves the State Transportation Trust Fund and funding for paratransit (ACCESS LYNX) service.
- Authorizes a local option rental car surcharge (up to \$3.00; implemented through a public referendum) with proceeds committed to regional transportation projects.
- Increases funding for the Transportation Regional Incentive Program (TRIP) in order to promote regional planning and project development.
- Strengthens legislation to make distracted driving a primary offense.

Monitor legislation that:

- Involves moving Florida towards a Mileage Based User Fee in lieu of the traditional fuel tax.
- Moves to rescind the legislation that authorized the use red light cameras.
- Impacts funding for regional Shared Use Non-motorized (SUN) Trail projects.
- Revises language in statutes in order to better define crosswalks and addresses pedestrian safety.
- Authorizes an exception to F.S. 934.50 to allow for the use of Drone technology for traffic incident management and/or emergency response.
- Expands the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one-cent local option surtax by referendum.

Board Meeting Highlights – December 14, 2016

- **Chairman’s Announcements:** Commissioner Bob Dallari opened the meeting at 9:00 a.m. and welcomed Mayor Alvarez, newly elected Mayor of Kissimmee, Commissioners Siplin, VanderLey and Bonilla (Alternate) who will represent Orange County. He announced the retirement of Secretary Noranne Downs, who was recognized for her 25 years of service. Commissioner Clarke reported on the TDLCB meeting and Rider’s Forum held November 10th.
- **MetroPlan Orlando Executive Director’s Announcements:** Mr. Harry Barley welcomed Mayor Alvarez, Commissioners VanderLey, Siplin, and Bonilla. He reported that Mr. Corey Quinn would be retiring as TSMO Chairman and recognized him for his service. Mr. Barley added that Ms. Joedel Zaballero would be the new TSMO Chairman and Mr. Tom O’Hanlon was elected to a second term as CAC Chairman. He recognized the following special guests: Mr. Billy Hattaway new Director of Transportation for the City of Orlando, Mr. Bill Peebles and Mr. John Wayne Smith, Tallahassee representatives, and Mr. Howard Glassman, former MPOAC Director, now with Gannett Fleming. Mr. Barley announced that Mr. Steve Martin would be the new FDOT District 5 Secretary and Ms. Elaine Chao had been selected as the new USDOT Secretary. He introduced Ms. Courtney Reynolds who presented three Best Workplaces for Commuters awards.
- **Agenda Review:** Mr. Barley reported that there were no changes to the agenda.
- **Public Comments:** Ms. Joanne Counelis expressed the need for 24 hour bus and train service seven days a week.
- Unanimously **Approved** Consent Items: A-G
- Unanimously **Approved** (Roll Call Conducted), the FDOT Amendment to the FY2016/17-2020/21 Transportation Improvement Program (TIP) supported by Board Resolution No. 16-19 Pertaining to Railroad Grade Crossings/Sidewalk Projects.
- Unanimously **Approved** (Roll Call Conducted), the FDOT Amendment to the FY2016/17-2020/21 Transportation Improvement Program (TIP) supported by Board Resolution No. 16-16 Pertaining to Roll-Over Projects.
- Unanimously **Approved** (Roll Call Conducted) the FDOT Amendment to FY2016/17-2020/21 Transportation Improvement Program (TIP) supported by Board Resolution No. 16-17 Pertaining to SunRail.
- **Continued the tabling** of the Inclusion of SR 417 Express Toll Lanes in MetroPlan Orlando’s FY 2016/17-2020/21 Transportation Improvement Program (TIP).
- Unanimously **Approved the 2017 board officers:** Commissioner Dallari (Chair), Commissioner Grieb (Vice-Chair) and Commissioner Clarke (Secretary/Treasurer).
- Unanimously **Approved proposed 2017 Legislative priorities & positions** with the caveat that expansion of the Charter County and Regional Transportation System Surtax be moved to monitor.
- **Other Business:** FDOT’s Tentative Five-Year Work Program (Mr. Jamil Gutierrez & Ms. Carol Scott), Transit’s Role in the 2040 Long Range Plan (Mr. Gary Huttmann), Promoting Health through Policy, Process & Projects (Ms. Elizabeth Whitton), and LYNX Update (Mr. Edward Johnson).
- **Public Comments:** None
- **Next Board Meeting – February 8, 2017 at MetroPlan Orlando**