

Meeting Agenda

2050 Metropolitan Transportation Plan Technical Workshop



DATE & TIME: August 8, 2024, 2:00 PM – 3:30 PM

LOCATION: Virtual ([Click here](#) to join virtually from your computer, smartphone, or tablet. Zoom meeting ID and dial-in info are available on the web calendar:
<https://metroplanorlando.gov/meetings/2050-mtp-technical-workshop-4-08-08-24/>)

- Welcome
- General Status Updates
- Overview of Congestion Management Process
- Review of Financial Resources
- Approach to Prioritization Methodology
 - Goal area weighting survey: <https://www.surveymonkey.com/r/2YQGXC6>
- Open Discussion
- Public Comment
- Next Steps

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2050 Congestion Management Process (CMP) – Overview of Proposed Goals, Objectives, Performance Measures and Strategies

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promote the use of an objectives-driven, performance-based approach to planning for congestion as an effective way to integrate operations in the MTP. The approach focuses on working toward desired system performance outcomes rather than just responding to problems. This approach recognizes that *what is measured matters* in decision-making, and setting specific, measurable performance objectives will facilitate incorporating appropriate operations strategies into the planning process.

A key element of this approach is developing operations objectives that state what a region plans to achieve regarding the operational performance of the transportation system. The approach includes identifying the elements in the following list:

- **Regional Goals.** Establish one or more goals, typically derived from the vision and goals articulated in the MTP, that focus on efficiently managing and operating the transportation system.
- **Operations Objectives.** Develop operations objectives - specific, measurable statements of performance - to include in the CMP that will lead to accomplishing the goal or goals.
- **Performance Measures.** Identify performance measures to assess the extent of congestion and see whether remedial steps are working. Performance measures should be based on readily available data and indicate over time if the region's congestion management objectives are being met.
- **Identify Strategies.** Recommend operations and other strategies within fiscal constraints to meet performance targets and advance congestion management goals and objectives.

Tables 1 and 2 below summarize the proposed goals, objectives, performance measures and strategies that are recommended for inclusion in the 2050 CMP update.

Table 1: 2050 CMP – **Draft** Goals, Objectives, and Performance Measures

Objectives	Performance Measures
SAFETY	
Eliminate deaths and serious injuries on the transportation system	Number of vehicle fatal crashes
	Number of serious injury crashes
	Crash rates
	Pedestrian and bicycle fatal and serious injury crashes
	Speeding-related crashes
Improve incident clearance times	Average incident clearance time
CONNECTIVITY	
Increase accessibility for non-drivers	Average transit frequency
	% Population within ½-mile of frequent transit
	% Jobs within ½-mile of frequent transit
Improve connectivity to key destinations	Daily VMT, per capita
	% Transit ridership, by headway
	% Population within a 10-minute walk/bike ride of essential services
Expand bicycle, transit, and pedestrian infrastructure	Annual unlinked trips
RELIABILITY	
Improve travel time reliability	% of Reliable interstate miles
	% of Reliable non-interstate miles
Promote projects that improve reliability	% of System connected with fiber
	% of System with connected signals
Provide travelers with more predictable travel times	Transit On-time performance
	% SHS with Average Speeds Greater than Posted Speeds
COMMUNITY	
Maintain Air Quality	Air quality index
	Rates of Asthma, Obesity and Diabetes
Decrease reliance on single occupancy vehicles	% of Commutes using non SOV Modes
	% of Network with Active Transportation Facilities
PROSPERITY	
Improve reliability for shippers, goods, and commerce	Truck travel time reliability
Enhance mobility on key tourist corridors	Delay on visitor corridors
Increase access to jobs, with emphasis on essential service workers	Median commute time
	Annual delay per capita

Note: Proposed new performance measure

Table 2: 2050 CMP – Draft Strategies

Demand Management
<ul style="list-style-type: none"> • Create a Transportation Demand Management Strategic Plan • Magnify TDM strategies • Adapt roads to accommodate all users • Improve local street connectivity/accessibility • Support LYNX/SunRail projects to optimize route structure, service hours, and frequency • Incorporate TSP on visitor emphasis corridors • Build towards MaaS platform that allows for single payment option for transportation services throughout the region
System Communication
<ul style="list-style-type: none"> • Continue connecting devices and communicating with a central system • Continue connecting intersections to the TMC and promote interagency communications/interoperability • Support Traffic Signal Coordination/Active Arterial Management • Expand advance traffic management systems (ATMS)
Information Collection
<ul style="list-style-type: none"> • Expand the actively monitored system • Set aside funding for data purchases to support decision-making • Support deployment of instruments to collect data (speed/volume/queueing/etc) • Adopt systems to provide consistent reporting
Arterial Management
<ul style="list-style-type: none"> • Special use lanes • Continue to support signal retiming • Assess feasibility of reversible lanes • Reduce access (conflict) points • Consider alternative intersection geometry and signal phasing • Expand ICM program • Develop consistent curb management • Support deployment of adaptive signal control
Interstates and Expressway Management
<ul style="list-style-type: none"> • Ramp metering • Congestion pricing • Managed lanes • Special use lanes including auxiliary lanes • Advanced warning signs / deploying and managing DMS • Hard shoulder running • Interchange improvements • Variable speed limits • Increase reliability of key truck routes
Safety
<ul style="list-style-type: none"> • Begin implementing the Regional Vision Zero Action Plan • Prioritize initiatives and projects that focus on improving safety in support of a VZ approach • Advance the role of predictive analytics in informing and assisting with incident management • Continue to support Road Rangers service • Continue to utilize ICM to redirect traffic for major incidents • Expand notification systems to push traffic incident info via DMS, mobile platforms and CVs

Note: Proposed new strategy