metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

2050 Metropolitan Transportation Plan

Chapter 2 | Goals and Objectives

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WHAT IS IN THIS DOCUMENT?

This chapter outlines MetroPlan Orlando's transportation goals and objectives for the 2050 MTP update as well as the indicators for tracking progress toward these goals and objectives. The 2050 MTP goals and objectives will guide subsequent planning and analysis efforts throughout the 2050 MTP development and implementation. The 2050 MTP goals and objectives will be the basis for setting priorities for federally and state funded transportation projects and ultimately guide the selection of projects and programs to be funded in the "cost-feasible" plan. The indicators will be used to help measure and report progress toward the goals and objectives.

HOW TO GET INVOLVED IN THE 2050 PLAN

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

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Legal Information

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2.1 Introduction

The 2050 Metropolitan Transportation Plan (MTP) is guided by five long-term goals, which describe the desired transportation system in the year 2050. The five goals are supported by 15 objectives, which are specific, measurable statements that support one or more goals. Together, these goals and objectives describe an interconnected, multimodal transportation system that enhances the quality of life in Central Florida and allows all residents and businesses to flourish.

The goals and objectives build on those set for the 2045 MTP. They were developed based on a review of goals and objectives established by neighboring MPOs or peer MPOs in Florida and other states as well as stakeholder and public input. The goals and objectives reflect the national transportation performance goals and required metropolitan planning factors established in federal law and rule. They also consider the goals and objectives of the most recent Florida Transportation Plan, the statewide long-range transportation plan. The goals and objectives also are consistent at a high level with other regional and local plans, including local government comprehensive plans.

Specific indicators are defined to measure progress toward the goals and objectives. Effective indicators are specific, measurable, updated on a regular basis with reliable available data, and understandable to the public. Some indicators are tied to federal performance measures while others will serve as MPO-specific performance measures; Many indicators support multiple goals and objectives.

Strategies in support of the goals and objectives will be defined in subsequent chapters of the 2050 MTP. Figure 2-1 summarizes the definitions for each term.

Figure 2-1 | Definition of Key Terms

Goal	• A Broad statement that describes a desired end state • *"Provide a safe transportation system for all users"*
Objective	• A specific, measurable statement that supports achievement of a goal • *"Reduce fatalities and serious injuries"*
Indicator	• Data used to measure progress toward goals and objectives • *"Fatalities and serious injuries"*
Strategy	• Approach to achieving one or more goals and objectives • *"Reduce conflict between vehicles and vulnerable road users"*

Figure 2-2 summarizes the 2050 MTP goals. The goals are not listed in priority order.

Figure 2-2 | 2050 MTP Goals

The following section describes the five goals and lists the objectives and indicators directly related to each goal.

2.2 Goals, Objectives, and Indicators

2.2.1 SAFETY

2.2.1.1 PROVIDE A SAFE AND SECURE TRANSPORTATION SYSTEM FOR ALL USERS

A safe and secure transportation system is the most fundamental commitment we can make to Central Florida's residents, businesses, and visitors. MetroPlan Orlando and its partners for many years have committed to a vision of zero deaths and serious injuries on transportation system. This goal expands our view of safety to include better preparing for and responding to emergency events, as well as reducing the potential for harm from environmental, security, and other risks to transportation users and the regional system.

OBJECTIVES

1. Eliminate deaths and serious injuries on the transportation system, with an emphasis on the most vulnerable users
2. Provide infrastructure and services to help mitigate, prepare for, respond to, and recover from emergencies
3. Increase the resilience of transportation infrastructure to environmental, security, and other risks

INDICATORS

- Number of fatalities, serious injuries, and crashes by road user type
  - Reported for pedestrians, bicyclists, motorcyclists, road transit vehicles, and motor vehicles[1]
- Number of fatalities, serious injuries, and crashes located in workzones or involving workers in the roadway
- Number of fatalities, serious injuries, and crashes in areas of persistent poverty compared to the totals for the entire region
  - Reported for pedestrians, bicyclists, motorcyclists, road transit vehicles, and motor vehicles
- Rate of fatalities, serious injuries, and crashes per 100 million vehicle miles traveled (VMT)[2]
  - Reported for pedestrians, bicyclists, motorcyclists, road transit vehicles, and motor vehicles[3]
  - Reported for areas of persistent poverty and compared to the average for the entire region
- Average response time by incident occurrence and type[4]
- Average clearance time for roadway incidents by type (measured by return to baseline operating capacity)[5]

[1] The number of fatalities and serious injuries for all motor vehicles and for pedestrians and bicycles are reported consistent with federal rule.
[2] The rate of fatalities and serious injuries for all motor vehicles are reported consistent with federal rule.
[3] The crashes being reported are those on public roads involving at least one motor vehicle. Crashes involving only pedestrians or bicyclists or occurring on separated paths and trails are not reported. For this reason, VMT will be used to calculate the rate of fatalities and serious injuries for these as well as other categories of road users.
[4] Rapid notification of emergency response personnel and response by these personnel to incidents reduces the risk of death for those involved. Incident types include collision, disturbances, incident, obstructions, road work, special events, traffic conditions, weather, and unknown.
[5] Rapid clearance of crashes and other incidents reduces the risk of secondary crashes. Incident types include collision, disturbances, incident, obstructions, road work, special events, traffic conditions, weather, and unknown.

2.2.2 RELIABILITY

2.2.2.1 PROVIDE A RELIABLE TRANSPORTATION SYSTEM ACROSS ALL MODES FOR PEOPLE AND FREIGHT

The region's transportation system should provide reliable service to all users. This means that roads, bridges, rail corridors, passenger and freight terminals, and transit vehicles are in good condition. It also means that customers can expect reliable travel times between destinations and efficient connections between modes. Finally, it means that the system can adapt to accommodate changing customer expectations and technologies.

OBJECTIVES

1. Enhance the multimodal transportation system to maintain a state of good repair
2. Improve travel time reliability for all modes
3. Accommodate changing customer needs and preferences, including changing technologies

INDICATORS

- Road and bridge condition
    - Percent of pavement in good and poor condition
        - Reported for Interstate highways and non-Interstate National Highway System facilities[6]
    - Percent of bridges in good and poor condition
        - Reported for Interstate highways and non-Interstate National Highway System facilities[7]
- Transit asset condition[8]
    - Percent of transit revenue vehicles by asset class (articulated bus, bus, mini-bus, van, non-revenue/service auto, trucks and other vehicles, maintenance equipment) that have met or exceeded their useful life benchmark
    - Percent of fixed-guideway track with performance restrictions (guideway elements, power and signal elements, track elements)
- Percent of transit buildings and structures (e.g., maintenance and administrative facilities, passenger stations, and parking facilities) with a marginal or poor condition rating
- Average transit revenue miles between failures
- Travel time reliability
    - Percent of roadway miles with reliable travel time
        - Reported for areas of persistent poverty
        - Reported for visitor area network
        - Reported for freight network
    - Percent of person-miles traveled that are reliable
        - Reported for Interstate and non-Interstate NHS roadways[9]
    - Truck travel time reliability index (reported for Interstate system only)[10]
- Percent of transit trips that arrive on-time
    - Reported for SunRail and LYNX
- Number of vehicle hours traveled (VHT) per licensed driver

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[6] Reported using federally required metrics, which consider roughness, rutting, faulting, and cracking and are reported as a percent of lane miles. Good condition suggests no major investment is needed, while Poor condition suggests major reconstruction investment is needed.
[7] Reported using federally required metrics, which consider deck, superstructure, substructure, and culvert condition and are reported as a percent of deck area. Good condition suggests no major investment is needed, while Poor condition suggests major reconstruction investment is needed.
[8] Reported consistent with federal rule.
[9] Reported consistent with federal rule.
[10] Reported consistent with federal rule.

2.2.3 CONNECTIVITY

2.2.3.1 ENHANCE LIVES THROUGH IMPROVED ACCESS TO OPPORTUNITIES

The Central Florida region depends on a robust transportation system that connects people to jobs, health care, education, and other essential services (including food, recreation, and other government services). Individual modes and facilities should be well connected to link the region's diverse communities and support end-to-end trips for residents and visitors. More robust public transportation systems and active transportation networks should provide residents and businesses with meaningful travel choices and reduce reliance on driving as the primary mode of travel. MetroPlan Orlando and its partners will continue to make Central Florida's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves.

OBJECTIVES

1. Increase the frequency, service, and accessibility of public transportation and shared mobility services
2. Improve the connectivity and accessibility of multimodal transportation infrastructure
3. Enhance the connectivity of the region by reducing trip distance per capita

INDICATORS

- Transit system frequency
  - Percent of population within ½ mile of 30-minute and 15-minute transit frequency
  - Percent of fixed-route transit system frequency: <15 minutes, 16-30 minutes, 31-59 minutes, >60 minutes
- Pedestrian level of comfort
- Bicycle level of traffic stress
- Percent of jobs within 30-minute travel time by mode[11]
  - Including pedestrians, bicyclists, transit, and motor vehicles
- Percent of essential services within 30-minute travel time by mode[12]
  - Including pedestrians, bicyclists, transit, and motor vehicles
- Vehicle miles traveled (VMT) per licensed driver
- Average person trip distance
- Percent commuting by mode
  - Including drive alone, carpool, public transportation, walk, bicycle, taxi/motorcycle/other, and work from home

[11] Travel time may vary by route and/or traffic conditions.
[12] Travel time may vary by route and/or traffic conditions.

2.2.4 COMMUNITY

2.2.4.1 ENHANCE THE HEALTH AND VITALITY OF OUR REGION'S COMMUNITIES AND ENVIRONMENT

A mix of communities and unique natural environments make Central Florida a special place to live, work, and visit. MetroPlan Orlando and its partners are committed to advancing transportation solutions that contribute to healthier and more thriving communities and protect and enhance our natural environment. This means working closely with local governments to support local visions and plans while contributing to more efficient use of land and protection of unique historical, cultural, and environmental resources.

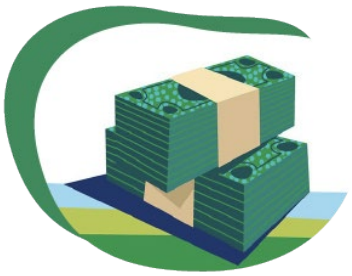
OBJECTIVES

1. Provide transportation solutions that contribute to improved public health, including reducing adverse health impacts associated with physical inactivity
2. Reduce air quality pollutants and emissions per capita from transportation sources
3. Provide transportation solutions that enhance the natural and built environments

INDICATORS

- Miles of active transportation facilities
    - Including sidewalks, trails, bike lanes, and shared-use trails
- Rates of asthma, obesity, and diabetes
- Percent of population who reported a missed medical appointment in the past year due to transportation
- Units of carbon dioxide (CO_2), ozone (O_3) precursor emissions, particulate matter ($PM^{2.5}$), and other transportation-related greenhouse gas equivalencies
- Acres per capita of land that is in conservation, undeveloped but not in conservation (e.g., agricultural uses), and developed for the region (total and change)
- Miles of publicly owned and maintained transportation infrastructure within wetlands or the 100-year flood plain

2.2.5 PROSPERITY



2.2.5.1 STRENGTHEN OUR REGION'S ECONOMY

Transportation is a critical foundation for Central Florida's continued economic development and prosperity. MetroPlan Orlando and its partners will continue to work to enhance access to jobs for all residents, support growth in trade and visitor activity, and strengthen the region's competitiveness as a place to live, work, and do business.

OBJECTIVES

1. Promote transportation investments and strategies that enhance economic prosperity
2. Improve access to jobs, with emphasis on essential service workers
3. Increase Central Florida's affordability as a place to live, work, and visit

INDICATORS

- Hours of travel time delay and associated cost
    - Reported for motor vehicles and commercial vehicles
- Total freight value by mode
- Merchandise export value from the Orlando Metropolitan Statistical Area (MSA)
- Access to jobs from areas of persistent poverty
- Access from home to jobs for workers in hospitality and service-related occupations
- Affordable housing units compared to the size of the population that is in poverty or financially insecure (total and change over time)[13]
- Transportation and housing costs as percent of household income (reported by income range)

[13] The generally accepted definition of affordable housing used by the U.S. Department of Housing and Urban Development is housing a household can afford spending no more than 30 percent of household income.

2.2.6 ALIGNMENT OF GOALS AND OBJECTIVES

Each of the five goals described in the 2050 MTP are interconnected to allow MetroPlan Orlando's transportation system to flourish. Figure 2-3 illustrates some of the connections between the 2050 MTP goals and objectives.

Figure 2-3 | Relationship among 2050 MTP Goals

Table 1-1 summarizes how the indicators are related to each of the goals and objectives. Primary and secondary goals achieved through the indicator are shown using the symbols below, respectively.

★ primary goal supported by this indicator ● secondary goal supported by this indicator

Table 2-1 | 2050 MTP Goals and Indicators

Indicator	Safety	Reliability	Connectivity	Community	Prosperity	Required Federal Measure
Number of fatalities, serious injuries, and crashes by road user type	★			•		★
Number of fatalities, serious injuries, and crashes located in workzones or involving workers in the roadway	★			•		
Number of fatalities, serious injuries, and crashes in areas of persistent poverty	★			•		
Rate of fatalities, serious injuries, and crashes per 100 million vehicle miles traveled (VMT)	★			•		★
Average response time by incident occurrence and type	★	•		•		
Average clearance time for roadway incidents by type (measured by return to baseline operating capacity)	★	•		•		
Percent of pavement in good and poor condition	•	★				★
Percent of bridges in good and poor condition	•	★				★
Percent of transit revenue vehicles by asset class that have met or exceeded their useful life benchmark	•	★				★
Percent of fixed-guideway track with performance restrictions	•	★				★
Percent of transit buildings and structures with a marginal or poor condition rating	•	★				★
Average transit revenue miles between failures	•	★				
Time travel reliability: Percent of roadway miles with reliable travel time		★			•	
Time travel reliability: Percent of person-miles traveled that are reliable		★			•	★
Time travel reliability: Truck travel time reliability index		★			•	★
Percent of transit trips that arrive on-time		★			•	
Number of vehicle hours traveled (VHT) per licensed driver		★			★	
Transit system frequency: Percent of population within ½ mile of 30-minute and 15-minute transit frequency			★		•	

Indicator	Safety	Reliability	Connectivity	Community	Prosperity	Required Federal Measure
Transit system frequency: Percent of fixed-route transit system frequency: <15 minutes, 16-30 minutes, 31-59 minutes, >60 minutes			★		•	
Pedestrian level of comfort (PLOC)	•		★	•		
Bicycle level of traffic stress (LTS)	•		★	•		
Percent of jobs within 30-minute travel time by mode			★		★	
Percent of essential services within 30-minute travel time by mode			★	★		
Vehicle miles traveled (VMT) per licensed driver			★			
Average person trip distance			★	•		
Percent commuting by mode			★			
Miles of active transportation facilities			★	★		
Rates of asthma, obesity, and diabetes				★		
Percent of population who reported a missed medical appointment in the past year due to transportation				★		
Units of carbon dioxide (CO2), ozone (O3) precursor emissions, particulate matter (PM2.5), and other transportation-related greenhouse gas equivalencies				★		★
Acres per capita of land that is in conservation, undeveloped but not in conservation (e.g., agricultural uses), and developed for the region (total and change)				★	★	
Miles of publicly owned and maintained transportation infrastructure within wetlands or the 100-year flood plain	•	•		★		
Hours of travel time delay and associated cost: reported for motor vehicles and commercial vehicles					★	
Total freight value by mode					★	
Merchandise export value from the Orlando MSA					★	
Access to jobs from areas of persistent poverty			•		★	

Indicator	Safety	Reliability	Connectivity	Community	Prosperity	Required Federal Measure
Access from home to jobs for workers in hospitality and services-related occupations			•		★	
Affordable housing units compared to the size of the population that is in poverty or financially insecure (total and change over time)				•	★	
Transportation and housing costs as percent of household income				•	★	

2.3 Moving Forward

The MTP goals and objectives are intended to guide development of all aspects of the MTP. The goals and objectives can be used in the following ways:

- **System performance report**—The indicators may be used to establish targets for federally required transportation performance measures as well as other measures of interest to the region.
- **Drivers of change**—The goals and objectives provide a lens for assessing how changes in key trends, uncertainties, and disruptions on topics ranging from demographics to technology to climate will impact the region's ability to accomplish its 2050 transportation vision.
- **Congestion Management Process (CMP)**—The goals and objectives will be incorporated into the CMP to help establish congestion management strategies and investment decisions are made with a clear focus on desired outcomes.
- **Community and environmental strategies**—The goals and objectives will be a starting point for identifying strategies for aligning transportation with other regional goals such as public health, housing and community development, resiliency, and environmental stewardship.
- **Needs assessment**—The goals and objectives will inform processes used to identify potential investment needs for all modes.
- **Project prioritization and investment scenario planning**—The goals, objectives, and indicators will be a starting point for defining specific criteria and processes for setting priorities among potential investment needs in light of estimated resources. This will include the development of infrastructure investment funding scenarios and ultimately the 2050 MTP Cost Feasible Plan.

Achieving the 2050 MTP goals and objectives will involve the active participation of cross-sector leadership and partnership. To fulfill and sustain Central Florida's social and economic promise, our future transportation system must provide reliable access to opportunity. There is no single solution for our region's transportation needs. Rather, we must tackle these challenges from several different angles, using a variety of tools and strategies. By following through and taking bold action we can achieve lasting, positive impacts for our region, our communities, and our citizens.

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