

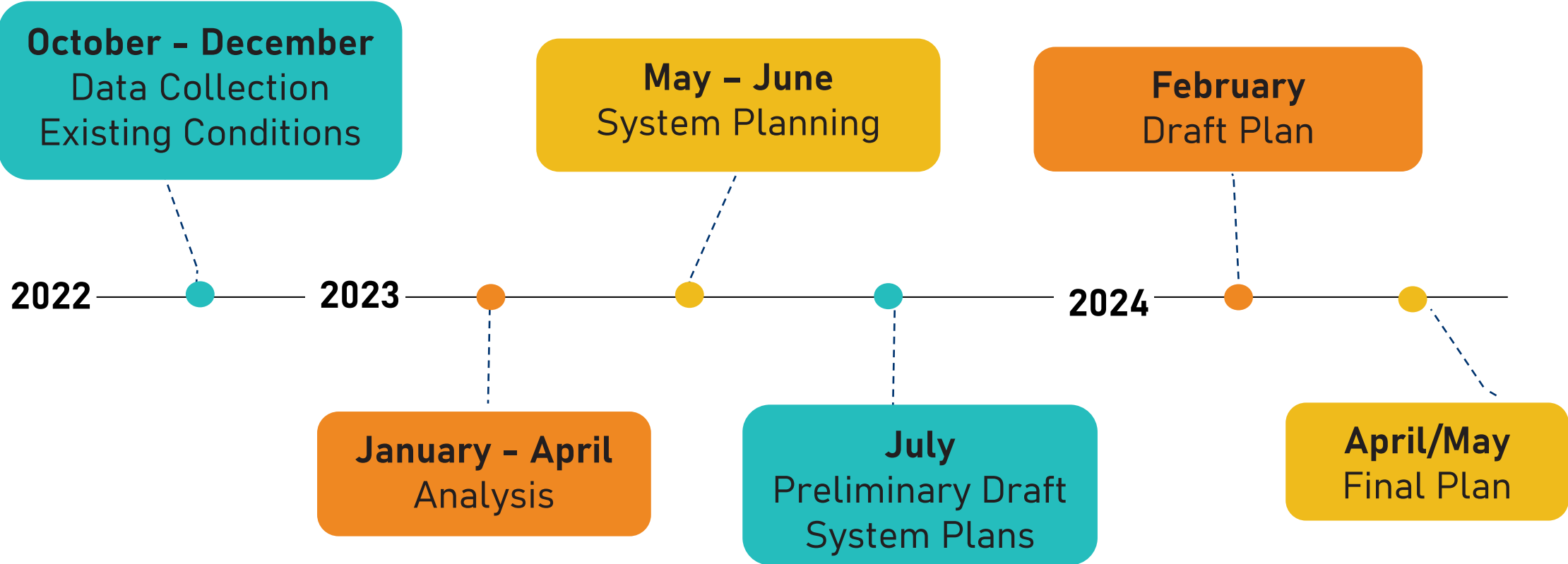


Technical Advisory Committee

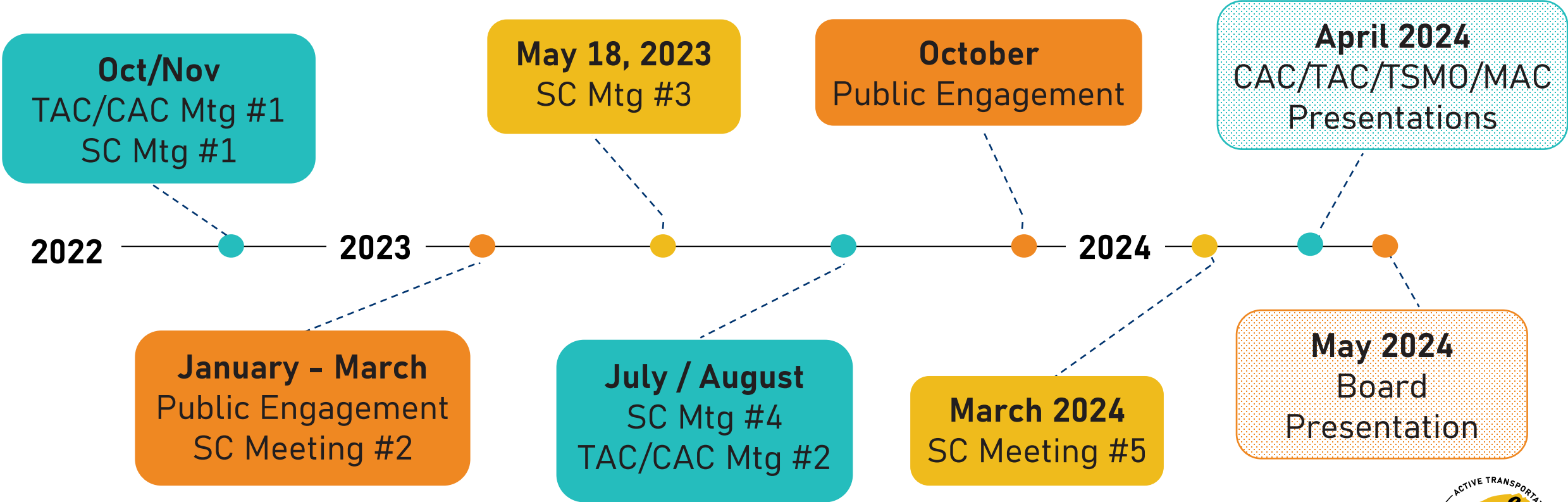
April 26, 2024

MetroPlanOrlando.gov/atp

Active Transportation Plan Key Task Schedule



Active Transportation Plan Engagement Activities



SC = Steering Committee
 CAC = Community Advisory Committee
 TAC = Technical Advisory Committee

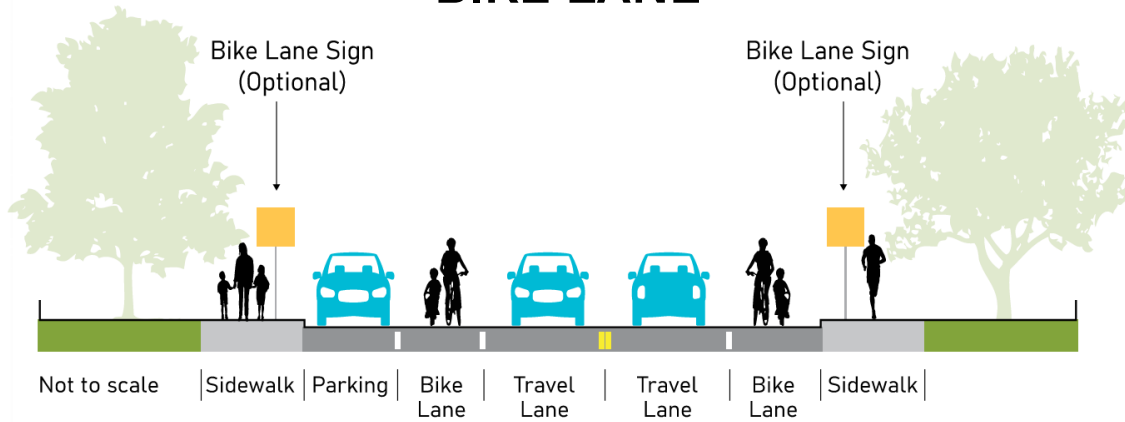


2050 ATP Report Overview

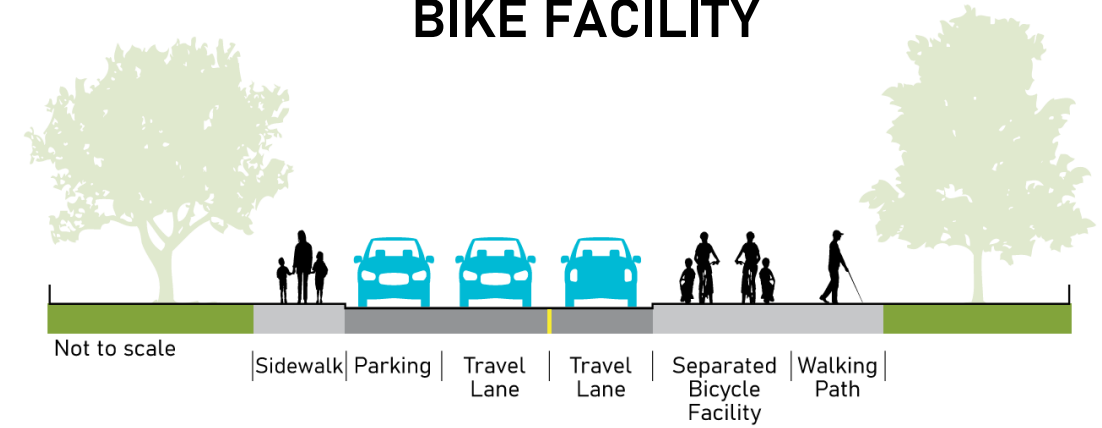
Existing Conditions	Network Development	Prioritization & Policies	Technical Appendix
<ul style="list-style-type: none">• Facility Types• Existing Network• LTS/PLOC• Accessibility	<ul style="list-style-type: none">• Planned Network• Project Development• Project Refinement• ATP Toolbox• Future Accessibility and Comfort	<ul style="list-style-type: none">• Description of Prioritization Criteria and Process• Prioritized Needs List• Summary of Policy Recommendations	<ul style="list-style-type: none">• Existing Conditions• Accessibility Analysis• Project Development• ATP Projects• Public Engagement• Toolbox of Strategies• Prioritization• Policy Recommendations

Facility Types

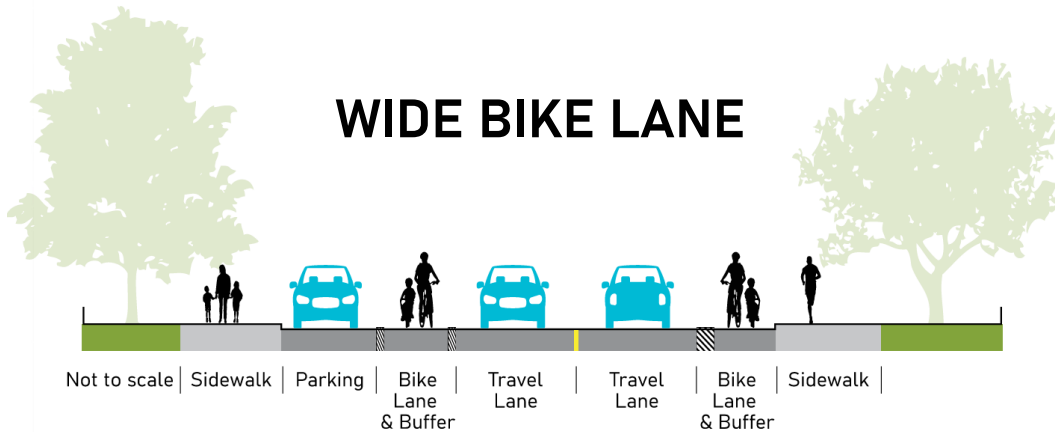
BIKE LANE



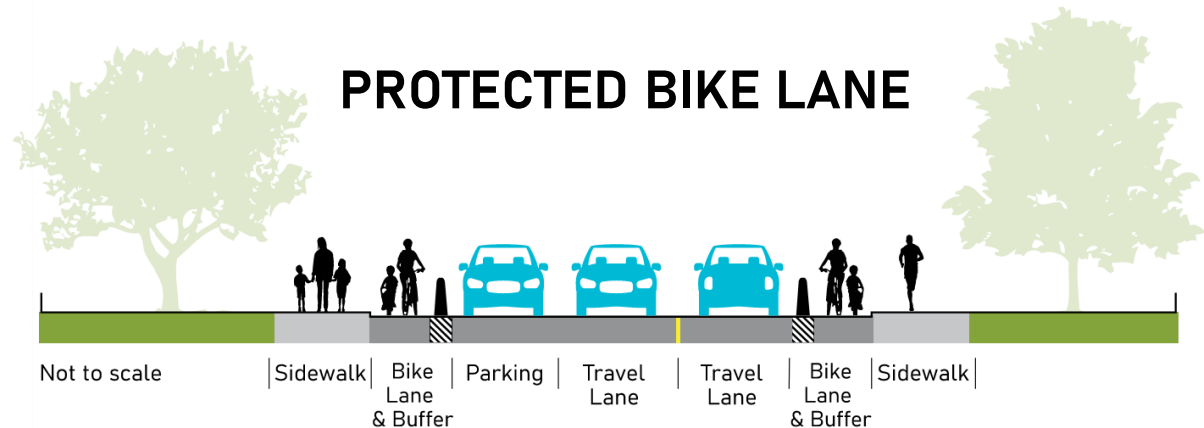
SEPARATED BIKE FACILITY



WIDE BIKE LANE



PROTECTED BIKE LANE



Level of Traffic Stress and Pedestrian Level of Comfort



PLOC 1

This level is suitable for all users, including older children traveling alone, the elderly, and people using a wheeled mobility device. People feel safe and comfortable on the pedestrian facility, and all users are willing to use the pedestrian facility.



PLOC 2

At this level, all users are able to use the facility, and most users are willing to use the facility.



PLOC 3

At this level, some users are willing to use this facility, but others may only use the facility when there are limited route and mode choices available.



PLOC 4

The facility is difficult or impassible by a wheeled mobility device or users with other limitations in their movement. It is most likely used by people with limited route and mode choice.

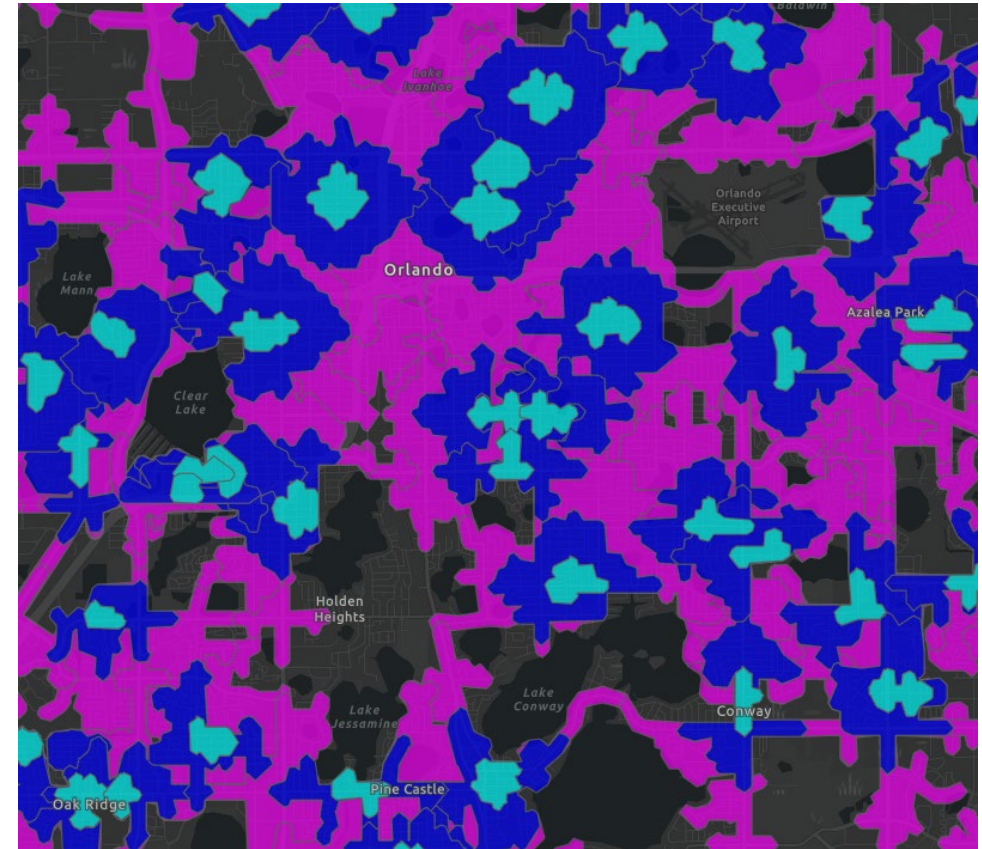


PLOC 5

No pedestrian facilities are provided.

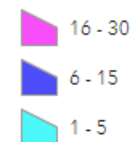
Accessibility Analysis

- 1) travel access—the **number** of destinations a person can get to within a certain amount of time,
- 2) mobility—how **far** a person can travel in a specific amount of time by **each mode of travel**, and
- 3) accessibility—a combination of access and mobility determining the **number** and **type** of destinations available by **time** and **mode** of travel.



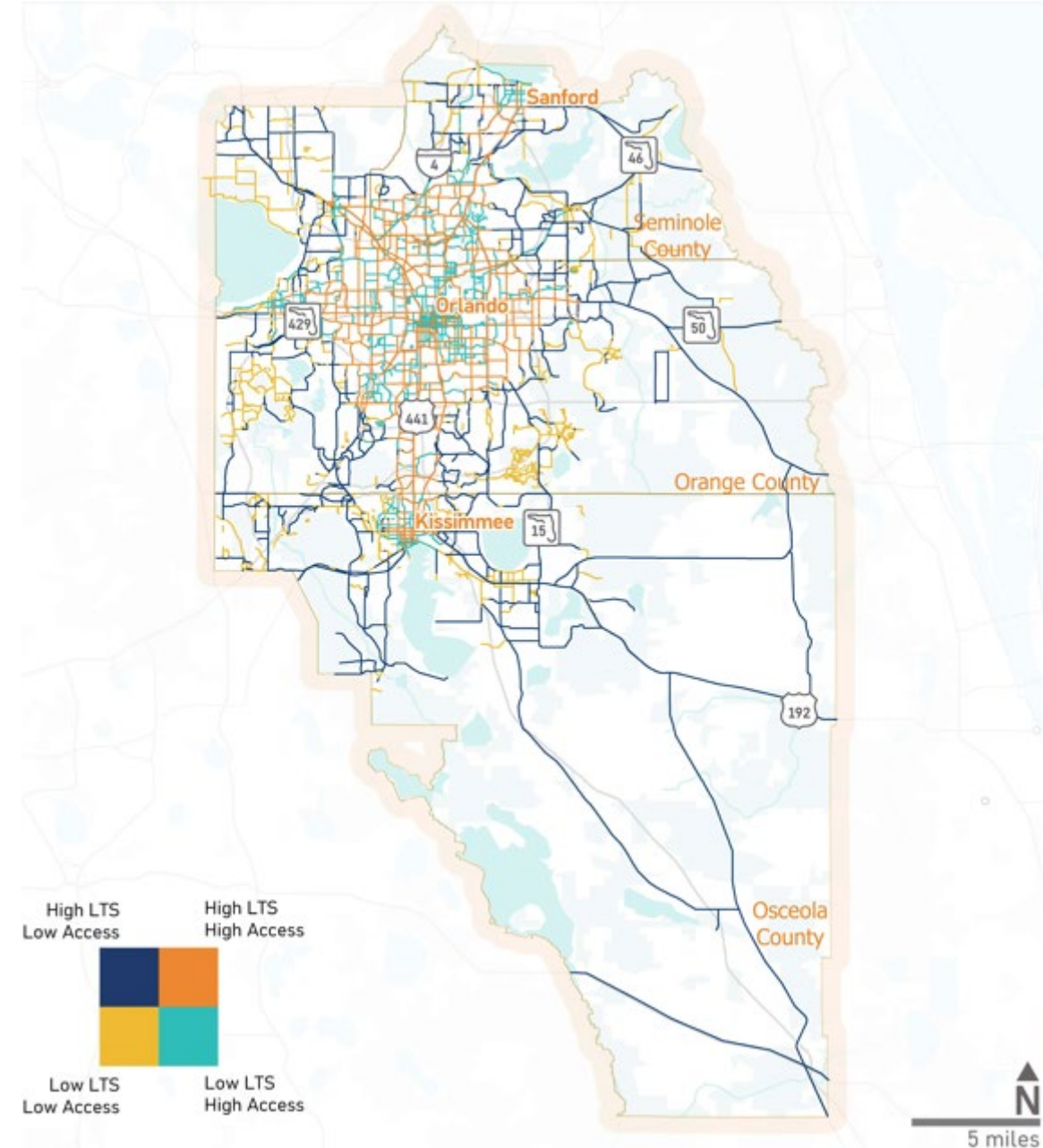
Combined Walk Shed of All Schools

Travel Time (minutes)



Analysis Results

- An accessibility score was assigned to each road link based on the travel time to the destination types.
- Accessibility scores were summed for each road link.
- Pedestrian and bicyclist Level of Traffic Stress was then correlated to show range of accessibility and range of stress to identify areas of focus.



2050 ATP Network Development

- New Trails
- Crossing Enhancements
- Corridor Improvements
- Target Speed Reduction Corridor
- Safety Improvements

Considerations

- Number of vehicle lanes
- Existing traffic counts
- Posted speed limit
- Observed 85th percentile speeds from connected vehicle data
- Crash data from 2018-2022
- Planned roadway improvements
- Utility right-of-way by ownership status
- Land Use and population information
- Trail crossings
- Gaps
- Comfort and access

Partner Agency Collaboration

What are others saying?

Sort: **Recent** Popular

The City would like improve the pedestrian and biking infrastructure along SR 434 from Douglas to Maitland Blvd.

Existing Facility Upgrade | 5 months ago

Like Dislike

Lotus Landing Boulevard. The City would like to fill in sidewalk gaps.

New Facility | 5 months ago

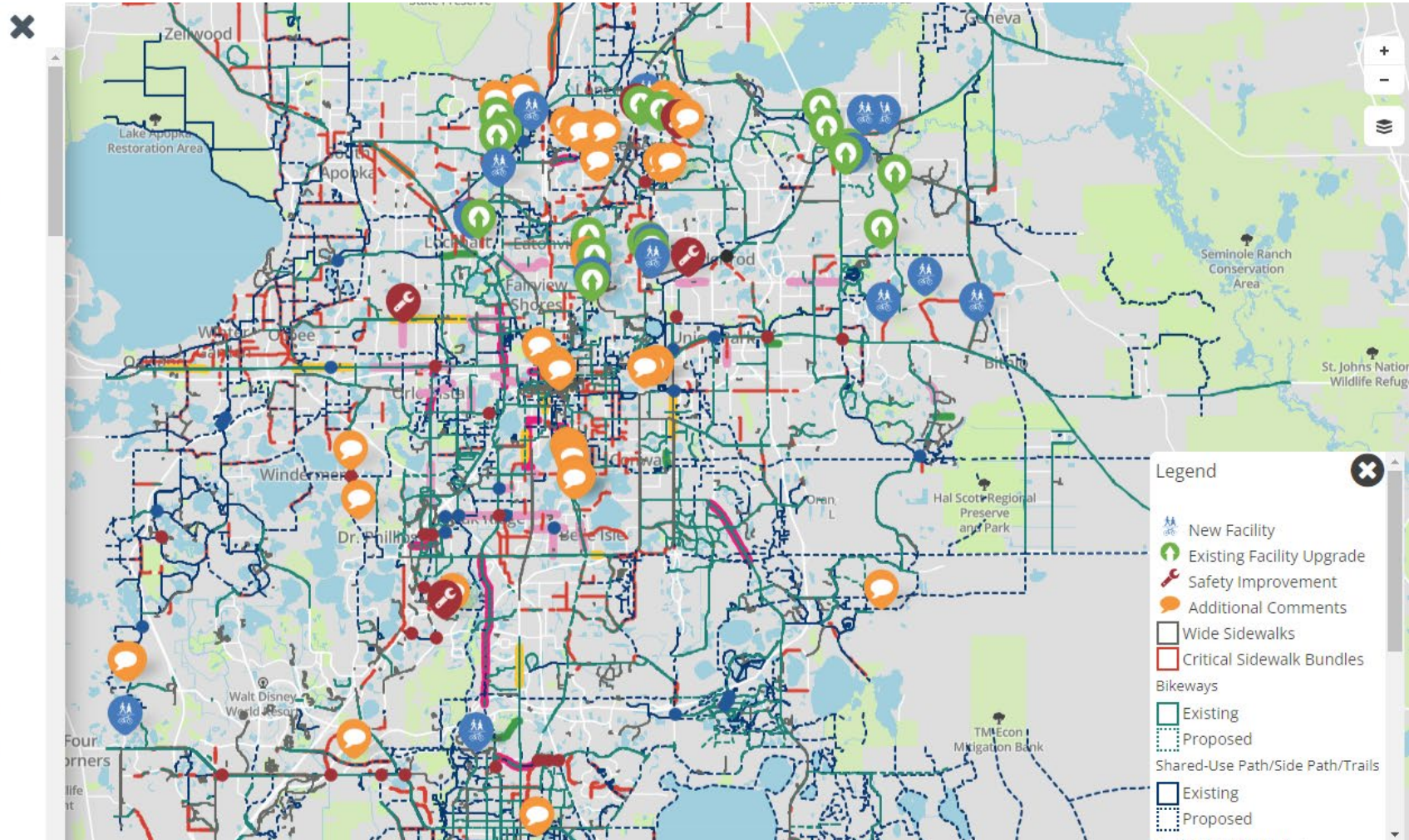
Like Dislike

The Spring Lake Road complete streets project ends at the railroad tracks. To the east of the railroad tracks is County Jurisdiction.

Additional Comments | 5 months ago

Like Dislike

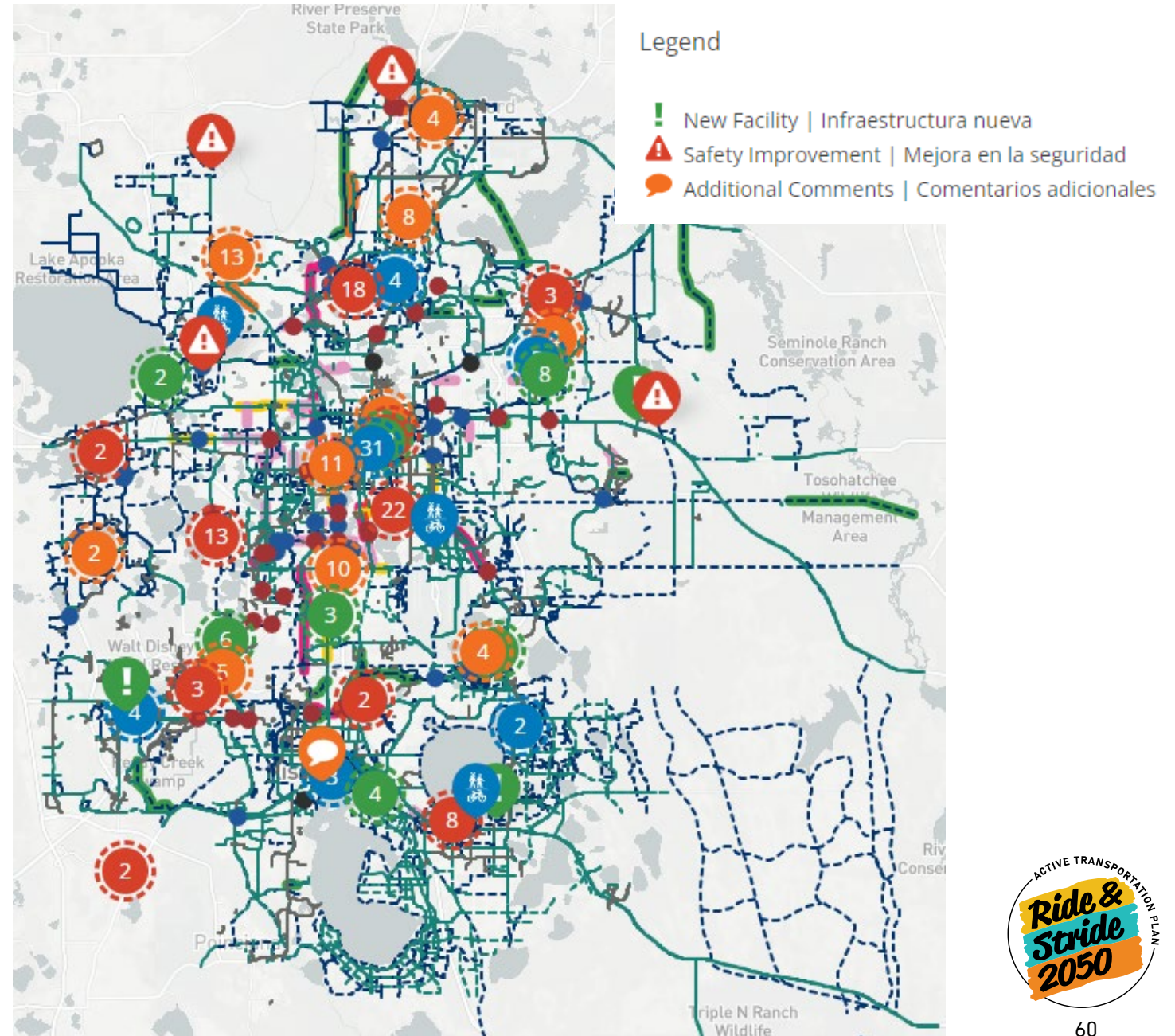
Construction is complete for Amanda Street and its wide sidewalks. Should be labeled as existing.



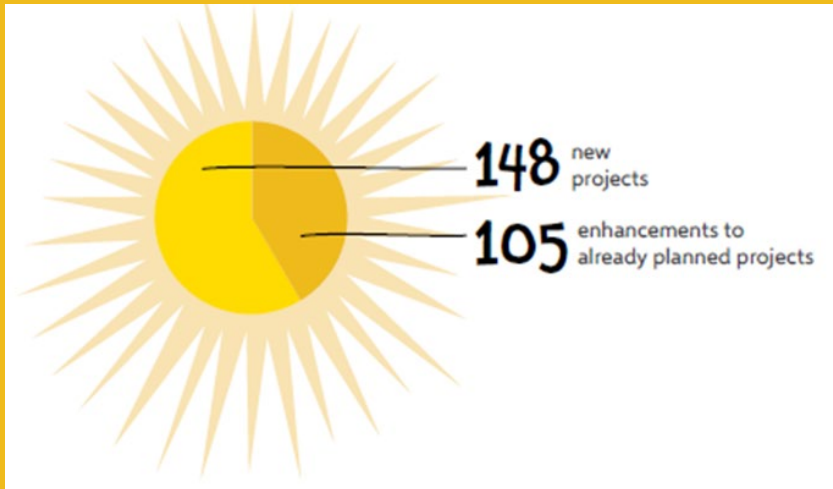
Public Feedback Results

Comment Themes

- Pedestrian Enhancements
- Transit Facilities
- Speed
- Intersection Improvements
- Better Connections
- Bicycle Facilities
- Miscellaneous



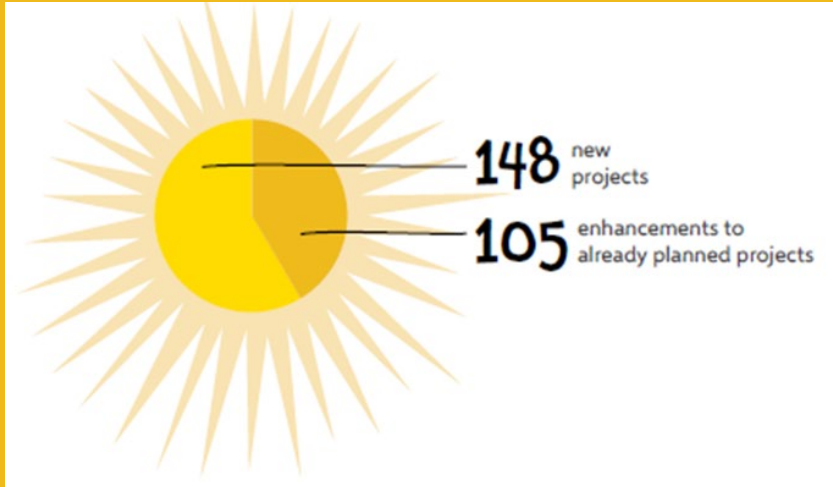
2050 ATP Network Projects



New Projects

- 3 existing bicycle lane modifications
- 4 bicycle bridges/tunnels
- 65 new corridor projects, which include adding or widening bike lanes, adding side paths, speed management, and/or a safety focus
- 7 new trail segments, plus 5 trail gap closures
- 7 new trail crossing improvements
- 57 new intersection improvements, some with a signing, striping & signal timing focus, and others with reconfiguration elements, such as reducing curb radii, adding pedestrian refuge islands, and providing directional curb ramps

2050 ATP Network Projects

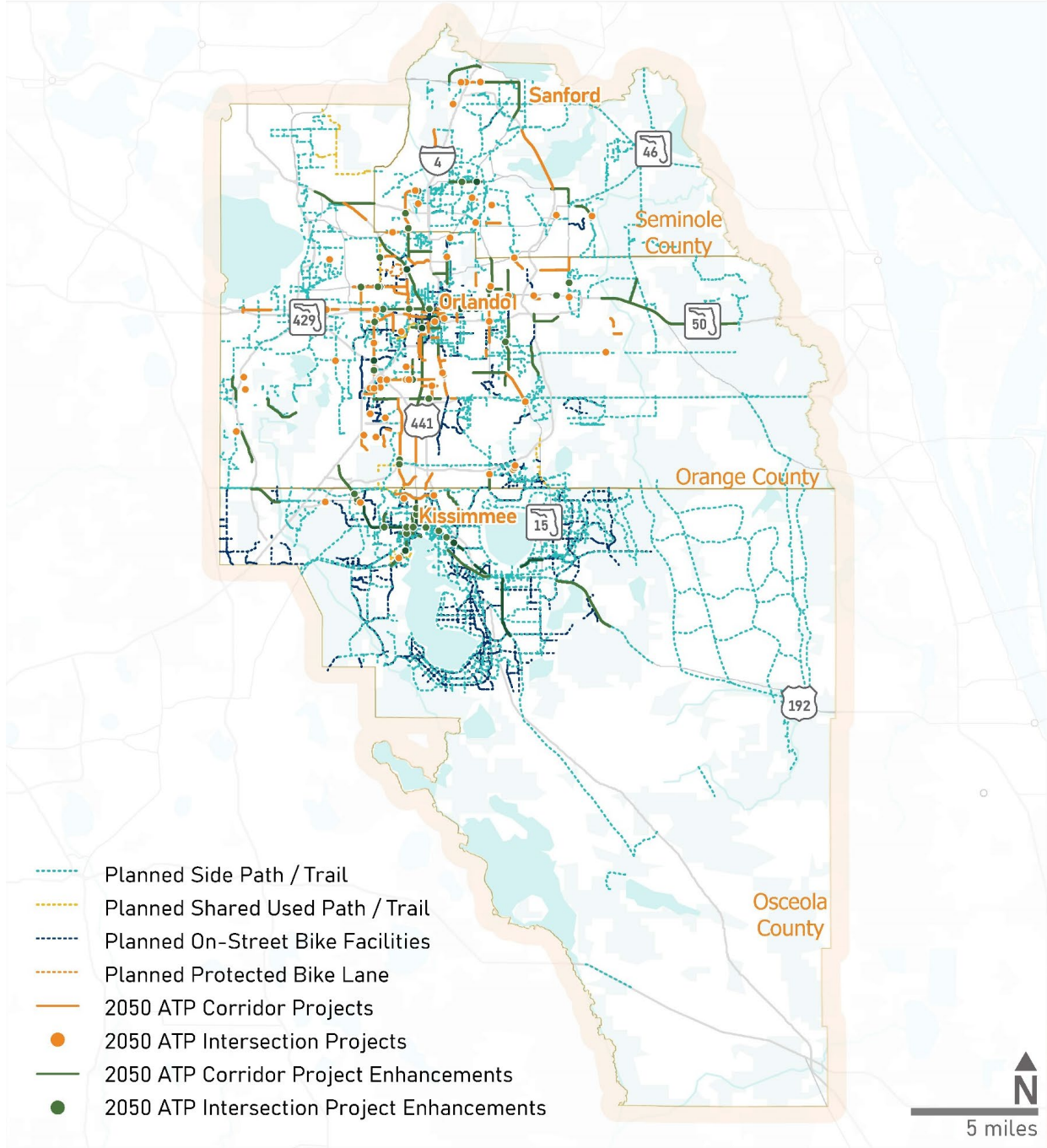


Project Enhancements

- 47 bicycle lane enhancements to already planned projects
- 20 enhancements to already planned corridor projects
- 25 enhancements to already planned trail crossing projects
- 10 enhancements to already planned intersection improvements
- 3 enhancements to already planned trail crossing improvements

Regional ATP Network

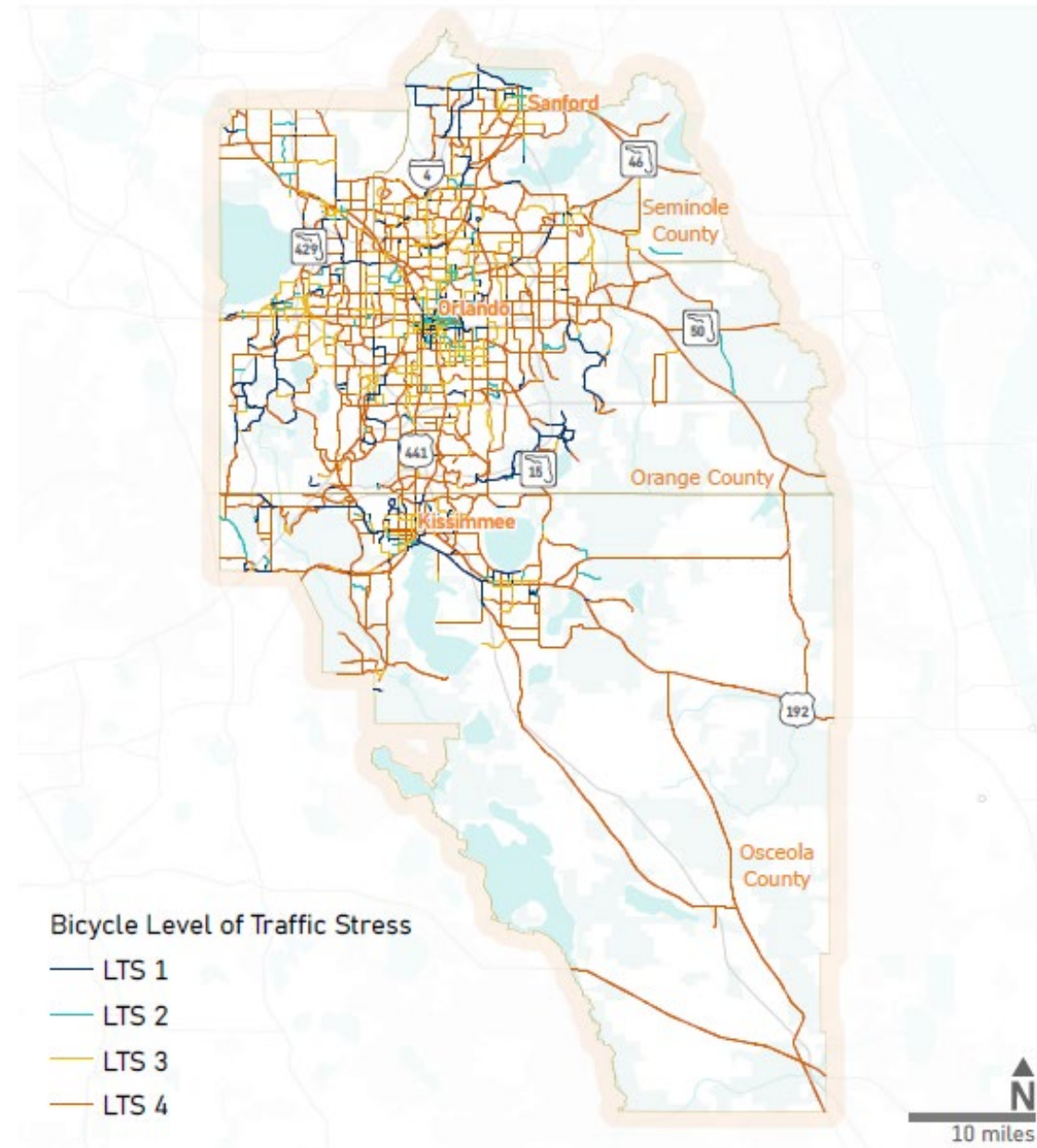
Detailed results and recommendations for each County included in the full report



2050 ATP Conditions Analysis

LTS Results – MPO Roadway Network

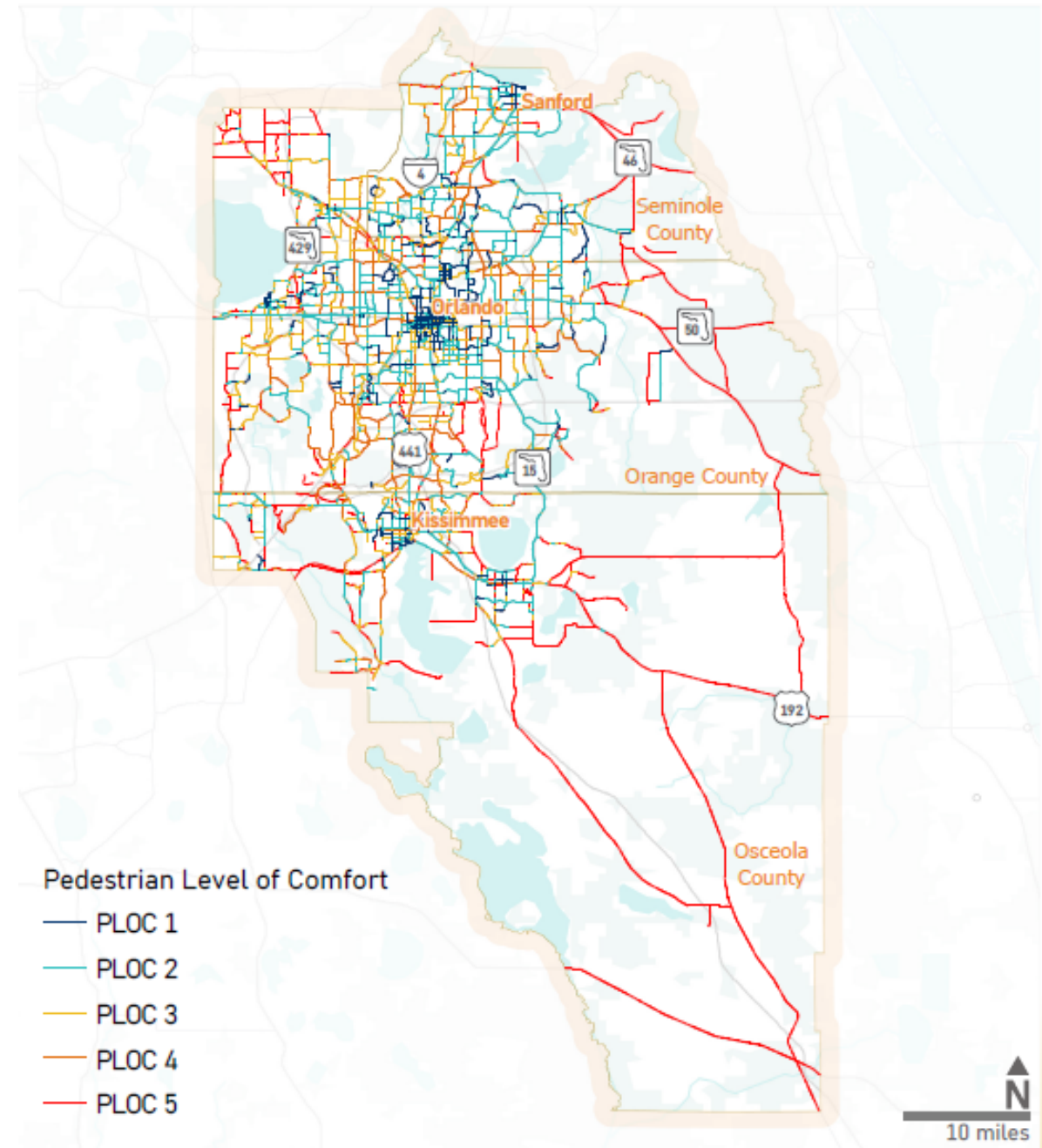
LTS Score	Shared Use Path/ Trail	Side Path	Bicycle Lanes/ Paved Shoulder	No Bicycle Facility
1	215 (100%)	803 (100%)	140 (17%)	144 (13%)
2	-	-	60 (7%)	69 (6%)
3	-	-	103 (12%)	223 (20%)
4	-	-	532 (64%)	691 (61%)



2050 ATP Conditions

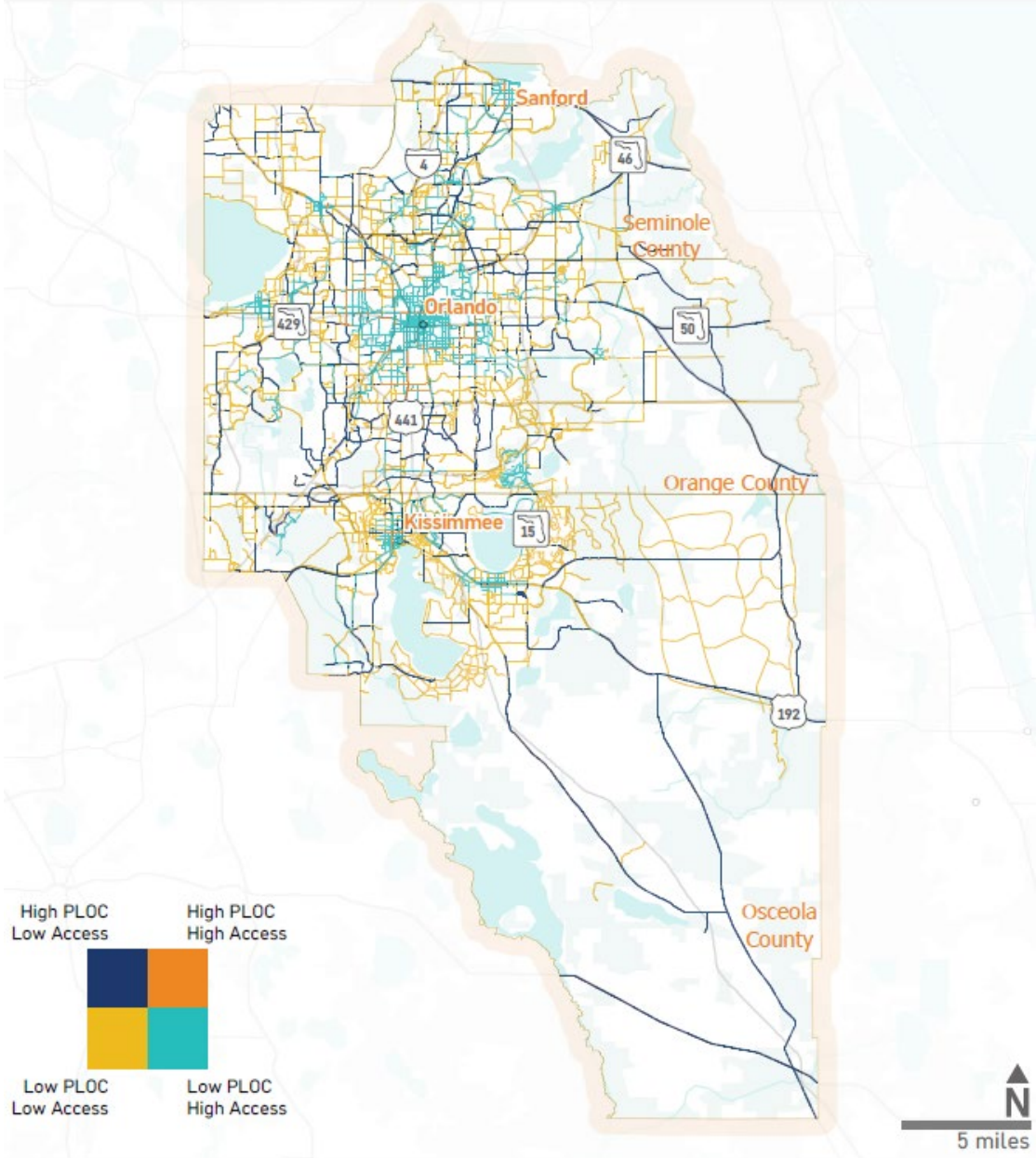
PLOC Results MPO Roadway Network

- 1,321 miles of LTS 1 (44%)
- 493 miles of LTS 2 (16%)
- 362 miles of LTS 3 (12%)
- 301 miles of LTS 4 (10%)
- 528 miles of LTS 5 (18%)



Accessibility Analysis

	Percent Change in Walking Accessibility (15-minute low stress walk)	Percent Change in Biking Accessibility (15-minute low stress bike ride)
Schools	114%	213%
Transit Facilities	171%	1800%
Parks	57%	190%
Jobs	108%	733%
Shopping	264%	950%



2050 ATP Pedestrian Comfort & Access

PRIORITIZATION CATEGORIES

**Bicyclist and
Pedestrian
Safety**
30%

**Accessibility
and
Connectivity**
25%

**Transportation
Disadvantaged**
15%

Comfort
10%

**Jurisdictional
Significance**
10%

**Regional
Impact**
10%

Toolbox of Strategies

Bicycle Infrastructure

Example: Bike parking and bike facilities



Pedestrian Infrastructure

Example: Closing sidewalk gaps and lighting



Transit Access

Example: First Mile/Last Mile and Transit Shelters



Safety & Comfort

Example: Traffic calming/speed management, protected crossings



Policy Recommendations



ADA compliance



Active transportation
count programs



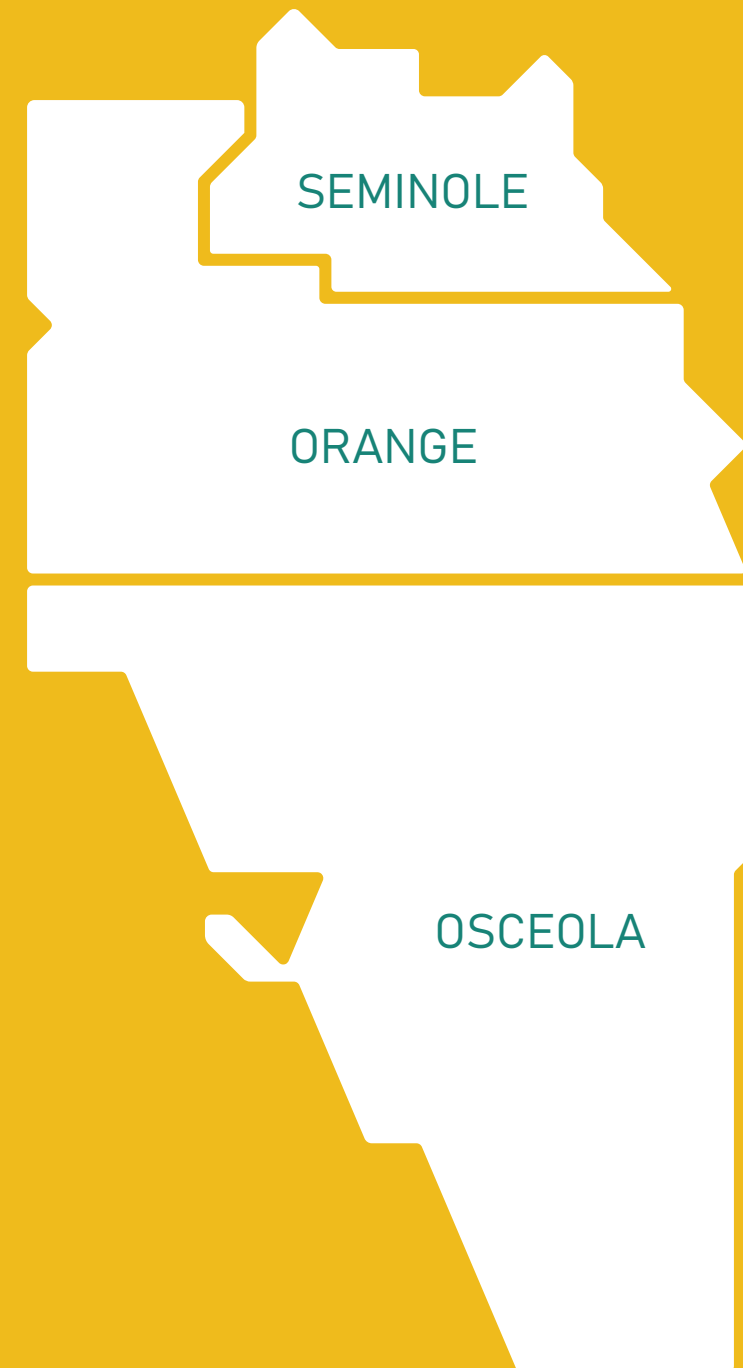
Micromobility
regulations



Bicycle facility
selection

Incorporate into 2050 MTP

- 2050 Metropolitan Transportation Plan (2050 Plan)
- ATP recommendations directly incorporated
- 2050 Plan Kicked off in January
 - MetroPlanOrlando.gov/Draft2050Plan



Contact Information

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Thank you!

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