



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP



20 YEARS OF LEADERSHIP

REPORT TO THE COMMUNITY – SUMMER 2017

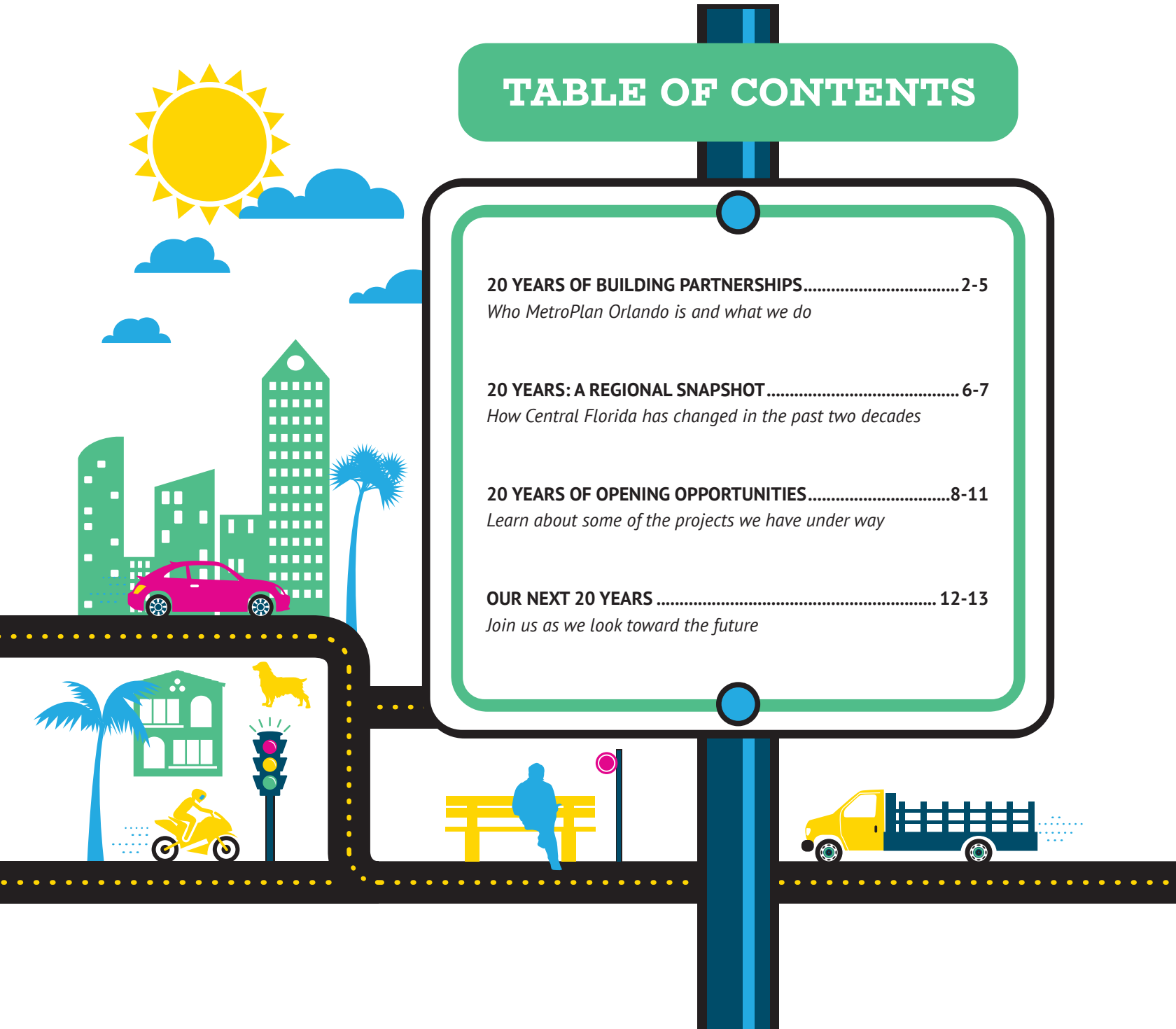


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DECADES OF COMMITMENT

Many things change in 20 years – but not MetroPlan Orlando’s commitment to efficient, safe, technologically advanced transportation for Central Floridians, businesses, and visitors.

We’re marking 20 years as an independent organization. Our planning work started earlier, however, as we envisioned a Central Florida transportation system for everyone. Through the years, we’ve dedicated ourselves to serving the region by planning for a diverse system to support our flourishing communities. We remain focused on this long-term vision and will provide leadership in planning the future.

MetroPlan Orlando was Florida’s first multi-county metropolitan planning organization. Federal legislation created organizations like ours to put regional transportation decisions in the hands of people most affected by them.

Welcome to **20 Years of Leadership** – a milestone today, and a continuing promise to provide transportation options to you.



A TRIP THROUGH TIME

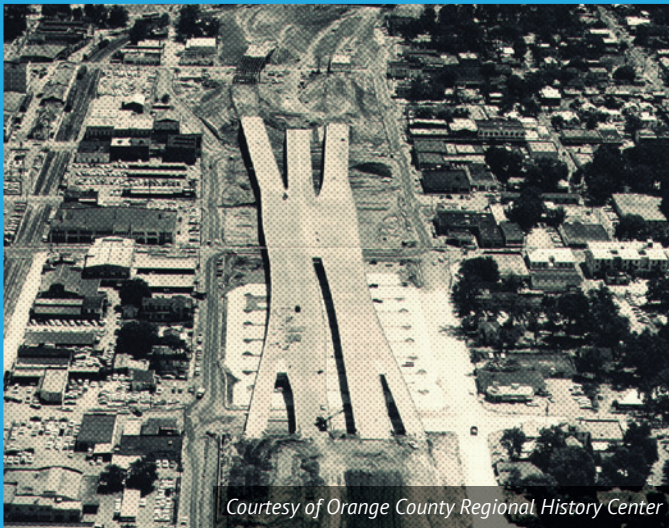


We hope you enjoy our timeline of significant regional transportation events that flows through this report. Of course, there are many more events worth remembering. So we constructed a fuller Central Florida digital transportation timeline to accompany this report.

Take a look at: MetroPlanOrlando.org/about-us/timeline

1963

Transportation Attracts Disney To Central Florida



Courtesy of Orange County Regional History Center

On the day President John F. Kennedy was assassinated, Walter Elias Disney was scouting potential locations for a new venture. During his flight over the rural lands of Central Florida, he watched construction on Interstate 4 progressing and saw that it would soon intersect with the Sunshine State Parkway, later called Florida's Turnpike Mainline. McCoy Air Force Base was also nearby and accommodated commercial flights (it later became Orlando International Airport). Mr. Disney recognized the strong backbone of a transportation system that could easily bring thousands to the area. Walt Disney World would open in 1971 and change the character of Central Florida forever.

1977

Creation of The Orlando Urbanized Area MPO



The Orlando Urbanized Area Metropolitan Planning Organization (MPO) – MetroPlan Orlando's forerunner – was formed 40 years ago to ensure a comprehensive and coordinated transportation planning program in Orange, Osceola and Seminole counties. The MPO was housed within and staffed by the East Central Florida Regional Planning Council. From the very beginning, the organization encouraged local governments and transportation operating agencies to work together to address transportation issues regionally.



20 YEARS OF BUILDING PARTNERSHIPS

WHO WE ARE

During the past two decades, MetroPlan Orlando has provided a forum where elected officials, experts and residents can create a transportation system that serves everyone.

Together, we have discussed visions for Central Florida and the realities that sometimes challenge those visions. Together, we have established long- and short-term priorities to improve transportation in Orange, Osceola and Seminole counties.

The 20 voting members of the MetroPlan Orlando Board take seriously the need to work as partners in setting transportation priorities for the region. The board includes representatives from local governments and transportation operating agencies. Additionally, five non-voting advisors represent committees and other transportation organizations. The board advances plans that offer diverse travel choices for all Central Floridians.

Prioritizing transportation projects for federal and state funding is complex, so board members weigh many perspectives in their policy decisions. The advisory committees provide input, as do interested citizens. All these points of view are important in making sure we develop the best system possible.



2017 METROPLAN ORLANDO BOARD

Commissioner Bob Dallari
Seminole County
Chairman

Commissioner Cheryl Grieb
Osceola County
Vice Chairman

Commissioner Pete Clarke
Orange County
Secretary/Treasurer

Mayor Jose Alvarez
City of Kissimmee

Mr. Dean Asher
Greater Orlando Aviation Authority

Mayor Patricia Bates
City of Altamonte Springs

Ms. Candy Bennage*
Kissimmee Gateway Airport

Mayor Gary Bruhn
Municipal Advisory Committee

Commissioner Lee Constantine
Seminole County

Mayor Buddy Dyer
City of Orlando

Commissioner Fred Hawkins, Jr.
Central Florida Expressway Authority

Commissioner Samuel B. Ings
City of Orlando

Mayor Teresa Jacobs
Orange County

Commissioner Viviana Janer
LYNX/SunRail Commission

Mayor Joe Kilsheimer
City of Apopka

Secretary Steve Martin*
Florida Department of Transportation

Ms. Mary Moskowitz*
Technical Advisory Committee

Commissioner Bryan Nelson
Orange County

Mr. Tom O'Hanlon*
Community Advisory Committee

Commissioner Victoria Siplin
Orange County

Mr. Stephen Smith
Sanford Airport Authority

Commissioner Jennifer Thompson
Orange County

Mayor Jeff Triplett
City of Sanford

Commissioner Betsy VanderLey
Orange County

Ms. Joedel Zaballero*
Transportation Systems Management & Operations Advisory Committee

**denotes non-voting advisor*

1992

Goodbye Tri-County Transit; Hello LYNX



This year, LYNX celebrates its 25th anniversary. The transit authority originated in 1972 as the Orange-Seminole-Osceola Transportation Authority and became Tri-County Transit in 1984. In 1992, it started doing business as LYNX. As the Central Florida Regional Transportation Authority, the LYNX fleet now includes 300 buses and offers free Wi-Fi during its 27,378,046 annual passenger trips.

Just a few years after changing its name to LYNX, the organization partnered with the City of Orlando in 1997 to bring LYMMO to downtown Orlando. LYMMO has expanded to four lines, the latest being the Lime Line serving Parramore and Creative Village.

1997

MetroPlan Orlando Becomes Independent



"Everyone recognizes that metropolitan Orlando is struggling to keep ahead of its population growth... Planning for multiple modes of transportation is becoming the new standard."

– From 1996 MPO annual report

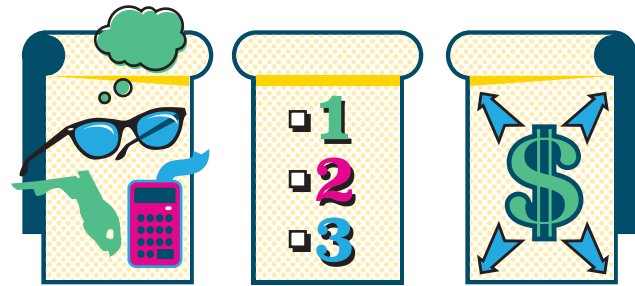
Rapid growth in population, visitors and development in the 1980s and '90s created transportation challenges. Central Florida was maturing and needed to focus more intensely on urban transportation planning. Executive Director Harry Barley was hired in 1996 to prepare the MPO for a transition. In 1997, the Orlando Urbanized Area Metropolitan Planning Organization became MetroPlan Orlando and spun off from the East Central Florida Regional Planning Council.

HOW OUR COMMITTEES WORK

Our advisory committees have evolved over the years. They give wide-ranging input to the board, because they represent several specific areas:

- **COMMUNITY ADVISORY COMMITTEE** – Residents who come from different parts of the region and use various types of transportation
- **MUNICIPAL ADVISORY COMMITTEE** – Elected officials from cities that do not have direct representation on the board
- **TECHNICAL ADVISORY COMMITTEE** – Planners and engineers from local governments and transportation operating agencies with broad technical expertise
- **TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS ADVISORY COMMITTEE** – Planners and engineers who focus on technological fixes to the transportation system
- **TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD** – Residents, elected officials and agencies concerned with ACCESS LYNX service and needs of seniors and persons with disabilities or economic challenges

WHAT WE DO



Originally, MetroPlan Orlando's work focused primarily on roads. As Central Florida has grown, we have adapted to promote a balanced transportation system by offering options for bus, rail, management and operations, bicycle and pedestrian projects.

We produce three main plans – in cooperation with our board, committees, and the public – to address long-term and short-term needs:

- **LONG RANGE TRANSPORTATION PLAN**
Outlines Central Florida's future and identifies projects for the next 20 years to make them eligible for federal and state transportation funding.
- **PRIORITIZED PROJECT LIST**
Ranks transportation needs identified by the long range plan and determines the sequence of funding for projects.
- **TRANSPORTATION IMPROVEMENT PROGRAM**
Assigns funding to specific projects. Updated annually, it sets the schedule for improvements to the region's transportation system.

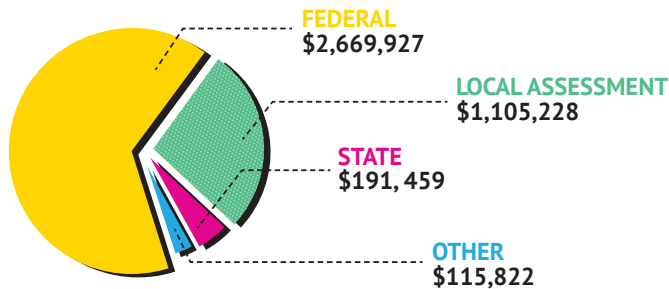
HOW WE ARE FUNDED

Over the years, our funding partners have made our regional planning work possible. MetroPlan Orlando's operating budget comes from federal grants, state grants and local per capita assessments. (More information is available on MetroPlanOrlando.org.)

METROPLAN ORLANDO'S FUNDING PARTNERS

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Florida Department of Transportation (FDOT)
Orange County
Osceola County
Seminole County
City of Altamonte Springs
City of Apopka
City of Kissimmee
City of Orlando
City of Sanford
Central Florida Expressway Authority (CFX)
Central Florida Regional Transportation Authority (LYNX)
Greater Orlando Aviation Authority (GOAA)
Municipal Advisory Committee
Sanford Airport Authority

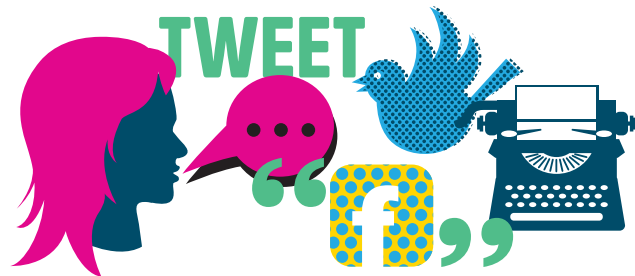
METROPLAN ORLANDO'S FUNDING BREAKDOWN FOR FISCAL YEAR 2015/16



HOW TO GET INVOLVED

Visit MetroPlanOrlando.org

Ever since our first website launched in the early 2000s, MetroPlan Orlando has provided the go-to place on the web for Central Florida's transportation planning information. In January 2017, we introduced the latest version of our digital home – MetroPlanOrlando.org, which is easy to navigate and meets the needs of mobile device users. It contains a comprehensive calendar, information about our board and committees, our transportation initiatives and how you can take part in what we do.



Make Your Voice Heard

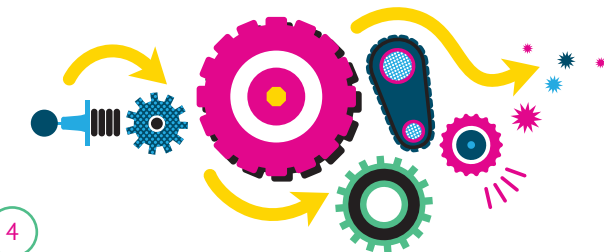
All board and committee meetings are listed on our website and include opportunities for public comment. Attend a meeting to hear discussions or offer your views.

Talk to Us on Social Media

MetroPlan Orlando on Facebook
@MetroPlan_Orl on Twitter

Contact Us

Email: info@MetroPlanOrlando.org
Phone: 407-481-5672



2001

Creation of the Central Florida MPO Alliance



Because transportation doesn't stop at city, county, or MPO boundaries, MetroPlan Orlando has long believed in working with surrounding metropolitan planning organizations to improve transportation for the greater Central Florida area. We formalized our partnership with surrounding MPOs in 2001 with the creation of the Central Florida MPO Alliance. The original group included MetroPlan Orlando, Volusia MPO (now River to Sea TPO), Brevard MPO (now Space Coast TPO), and Lake County (now Lake-Sumter MPO). The Polk and Ocala/Marion TPOs later joined the partnership. Today, the Central Florida MPO Alliance covers 10 counties.

2004

Wekiva Parkway and Protection Act Passes



The Wekiva Parkway and Protection Act authorized the extension of SR 429 through the Wekiva River Basin. The 2004 legislation set a new standard for planning major transportation projects through environmentally-sensitive areas, preserving 3,400 acres of land for conservation, and including wildlife bridges to protect animals from crashes with vehicles. This \$1.6 billion, 25-mile toll road will connect the existing SR 429 in Orange County through Lake and Seminole counties to SR 417. Construction began in 2013 and continues today as a partnership between the Central Florida Expressway Authority, Florida Department of Transportation and Florida's Turnpike Enterprise.

20 YEARS: A REGIONAL SNAPSHOT

THE NUMBERS SHOW THAT IN THE PAST TWO DECADES, CENTRAL FLORIDA HAS PROSPERED IN MANY WAYS. HOWEVER, THE VERY THINGS THAT MAKE US FLOURISH ALSO BRING CHALLENGES. THIS IS HOW THE REGION HAS EVOLVED IN THE PAST 20 YEARS.

↑ THE UPSIDE: PROSPERITY & GROWTH ↑

↓ THE DOWNSIDE: SAFETY & FUNDING CHALLENGES ↓

POPULATION

+58.1%

That's an increase of 754,603 people, with Osceola being our fastest growing county.



DEMOGRAPHICS

MORE DIVERSE

We've become a majority-minority region, meaning that the percentage of our non-Hispanic white population is now under 50%. Overall, Central Florida is younger and more diverse than Florida as a whole.

GAS CONSUMPTION

+2%

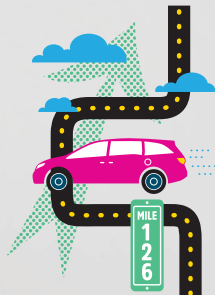


Cars are more fuel efficient – meaning people put more wear and tear on the roads than they did 20 years ago, but pay less in gas tax. This means less funding for transportation, which will be a major challenge for the future.

VEHICLE MILES

+76.9%

We're driving a lot more. In 2015, there were 58,247,571 vehicle miles traveled in our three-county area.



VISITORS

+109.8%

Central Florida is the most visited destination in the U.S.



EMPLOYMENT

+45%

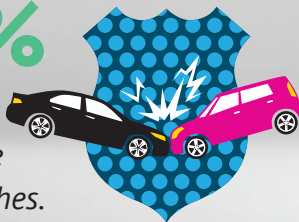
Jobs bounced back after the Great Recession.



CRASHES

+95.9%

More residents and visitors, traveling more miles, bring more crashes. The increasing number of distractions inside the car today also has an adverse impact on overall safety.



FATALITIES

+15.7%

The safety silver lining is that fatalities haven't climbed at the same alarming rate as overall crashes. Vehicle safety features play a big role in slowing this trend.

Data sources: University of Florida's Bureau of Economic and Business Research (BEBR); Florida Research and Economic Information Database Application (FREIDA); Visit Orlando; FDOT; Florida Department of Highway Safety and Motor Vehicles FIRES portal; Florida Department of Revenue

2010

MetroPlan Orlando Joins Social Media



Involving the community in transportation planning has long been a priority for MetroPlan Orlando. To increase outreach and better engage the public, we were among the Central Florida public agencies that were early adopters of social media. Since then, social media use has skyrocketed by people of all ages. When we joined in 2010, Facebook had 500 million active users and Twitter had 105 million users – and these have more than doubled today.

Over time, MetroPlan Orlando's social media following has steadily grown and we now interact with thousands of people through our social media channels.

2014

SunRail Rolls Down the Tracks



SunRail, the region's first commuter rail system, opened in 2014. For the thousands who ride the system every day, SunRail offers a stress-free commuting option. Trial service on select Saturdays this past year was successful, pointing to the community's interest in possible expanded service hours. Phase two south is under construction and is expected to open in 2018, extending the system to Poinciana in Osceola County. The region is actively seeking funding for construction of phase two north, the extension to DeLand. Phase three, a link to the Orlando International Airport, is being studied.



20 YEARS OF OPENING OPPORTUNITY

PLANNING STREETS FOR EVERYONE

Central Florida can no longer add road capacity to keep pace with growth. MetroPlan Orlando has taken a leading role in promoting a network of Complete Streets to help serve future travel demands in the region.

Complete Streets are designed, constructed, and maintained to safely and comfortably accommodate all users. That includes pedestrians, cyclists, transit users, motorists, and freight and service operators. Complete Streets help create a balanced approach to transportation while benefitting public health, the environment, and economic development. By encouraging varied travel methods, we increase the efficiency of the transportation system.

MetroPlan Orlando's draft Complete Streets Policy, completed in 2016 by a task force of local professionals, will guide planning across the region. This policy approach is currently shaping a study of Corrine Drive in Orlando, which MetroPlan Orlando is leading. Local governments are also conducting Complete Streets projects in Casselberry, Kissimmee, Orlando, Winter Park, and other communities.



CHANGING THE VIEW FOR WALKERS



Even before Complete Streets plans gained prominence, Best Foot Forward brought Central Floridians together to improve walking conditions. These efforts, which began in 2012, fit well with today's focus on Complete Streets.

The Best Foot Forward coalition of civic leaders, public safety and health officials, transportation professionals, and community advocates spotlighted a growing problem with pedestrian safety. MetroPlan Orlando helped found Best Foot Forward in Orange County, and we continue to provide financial support for the program to expand into Osceola and Seminole counties.

Implementing Complete Streets plans should help bring the region closer to Best Foot Forward's goal of cutting pedestrian crashes dramatically through the Triple E approach – Engineering, Education, and Enforcement.

2015

I-4 Ultimate Construction Begins



Courtesy of FDOT

The first segment of Interstate 4 opened in 1965. Half a century later, we're a third of the way through a complete reconstruction of the highway dubbed the I-4 Ultimate – a 21-mile, \$2.3 billion project from Kirkman Road to SR 434. When complete, it will include the addition of four tolled express lanes.

FDOT is already looking Beyond the Ultimate to eventually extend this design south to U.S. 27 in Polk County and north to SR 472 in Volusia. Though this is partially funded, \$2.7 billion is still needed to complete the approximately 40 miles in the Beyond the Ultimate I-4 project.

2016

First Osceola Section of Shingle Creek Trail Opens



Central Florida's regional trail system has grown over the past couple of decades, giving comfortable options to walkers and cyclists who enjoy active transportation. Shingle Creek Trail is an important north-south piece in the trail system. When complete, it will connect Kissimmee in Osceola County, through the City of Orlando, to the Pine Hills Trail in Orange County. This will provide access to the rest of the region's trail network, giving users options to continue into Lake and Seminole counties.

The first Osceola County section of the Shingle Creek Trail opened in 2016 in Kissimmee, offering nature lovers scenic views of Lake Tohopekalgia and cypress swamps.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

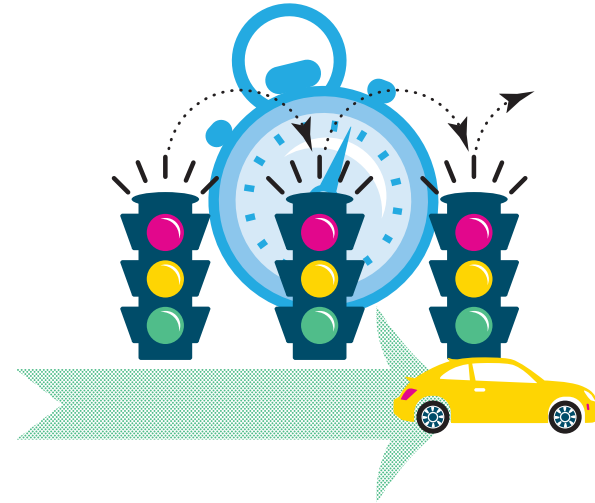
Making transportation safer and more reliable in the 21st century means using information, communication and technology. Such intelligent transportation tools benefit everyone in a multi-modal system.

The ITS Master Plan – a 16-month project involving professionals from across the region – evaluated current systems and outlined technology needed to improve them, such as upgrades to accommodate connected and automated vehicles. These advances enhance traffic performance and quality of life and are environmentally friendly.

Besides improved mobility and safety, tech solutions examined by the ITS Master Plan Task Force make financial sense. Analysis of ITS investments in the Orlando Urban Area revealed a region-wide annual benefit of \$70.3 million, costing \$13.8 million.



GETTING THE SIGNALS STRAIGHT



Retiming traffic signals along congested corridors is a relatively low-cost transportation systems management & operations strategy that can result in smoother traffic flow, fuel savings, and reduced vehicle emissions.

**THE CURRENT RETIMING EFFORT – FROM
OCTOBER 2016 TO NOVEMBER 2017 – AFFECTS:**

175 signals along **50** miles of road

Since the retiming began in **2009**
signals have been retimed along **540**

miles of road

TRANSPORTATION & HEALTH

As Central Florida grows, so does interest in active transportation. Multi-use trails are popular for walkers, skaters and cyclists of all ages.

The Coast to Coast project has captured attention with its vision of a near-seamless cycling experience from St. Petersburg to Titusville. The 250-mile route is expected to open sometime in the early 2020s.

MetroPlan Orlando has been active in the Coast to Coast planning. This network cuts through Central Florida, where regional trails, such as Shingle Creek and the Sanford Riverwalk, are taking shape and where established trails, such as the West Orange, demonstrate economic benefits to communities.

Other ways MetroPlan Orlando develops connections between health and transportation include addressing health impact assessments in plans, encouraging safety, and seeking to improve air quality.

We also partner with local health organizations, who have identified transportation as an obstacle to optimal health in the three-county region. MetroPlan Orlando participated in the development of each county's Community Health Improvement Plan, outlining transportation strategies – such as Complete Streets studies – to help reduce health disparities.



SAFETY FOR CYCLISTS & PEDESTRIANS



As we increase our emphasis on active transportation, we also need to continue finding better ways to keep cyclists and pedestrians safe.

In the coming year, MetroPlan Orlando will update its Pedestrian Safety Action Plan and develop a new Bicyclist Safety Action Plan. The pedestrian plan debuted in 2012, and the bicycle plan will give direction to the work we have been doing on preventing injuries and fatalities for cyclists.

Both plans will focus on understanding the behaviors and road characteristics that contribute to crashes. With this information in hand, we can make better recommendations for educational, enforcement and engineering strategies to correct those behaviors and road conditions.

2020

Orlando International Airport South Terminal Opens



The Orlando International Airport has come a long way since its early years as the McCoy Air Force Base, where it acquired its MCO airport code. Today, it serves more than 42 million passengers annually and is the second busiest airport in Florida. Construction on the \$1.8 billion first phase of the South Terminal Complex is under way. The new terminal will include 16 airline gates, cutting-edge technology, a parking garage, and an intermodal center that will accommodate rail and ground transportation. It's expected to be complete in 2020.

2021

A Milestone Year for Transportation



The year 2021 is just around the corner – are you ready? It's going to be a banner year for transportation in Central Florida! Construction will wrap up on I-4 Ultimate and Wekiva Parkway, meaning smooth sailing for drivers on these major thoroughfares. In the world of transit, SunRail will be transferred from the Florida Department of Transportation to the Central Florida Commuter Rail Commission, meaning local governments on the commission will oversee the operations and maintenance of the system. And MetroPlan Orlando will continue anticipating the next wave of regional transportation needs.

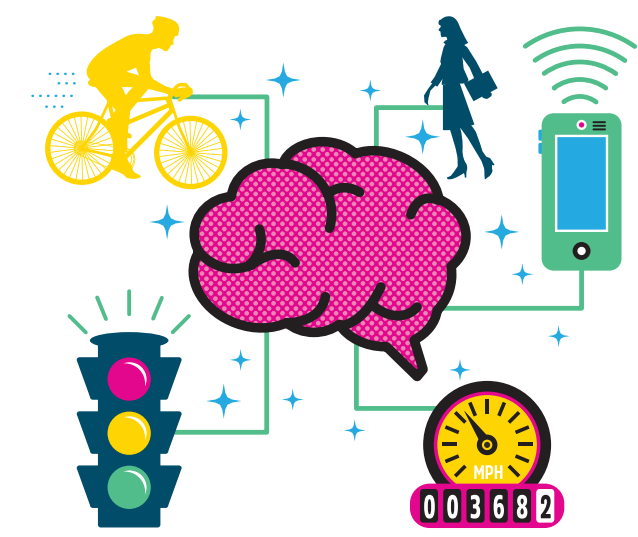


USING TECHNOLOGY TO STAY SAFE

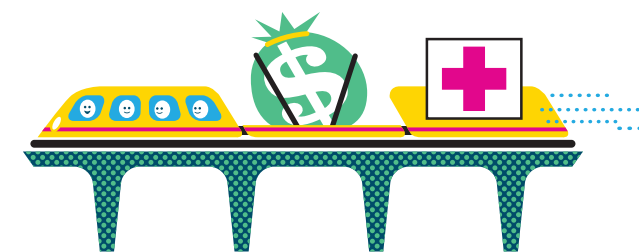
Looking to the future, we see big developments on the horizon. Within a few years, we'll have a new airport terminal, new roads opening and others on the way – and regional transportation will change dramatically.

What will not change is MetroPlan Orlando's commitment to thoughtful planning and effective partnership. We will strive to make technology work for all Central Floridians by maximizing the efficiency and reliability of our transportation system. We'll remain open to new technology but evaluate its impact carefully.

Safety is a central goal today, and we will focus on it even more when travel shifts toward connected and automated vehicles in a sharing economy. These new machines offer opportunities to improve the system, but we will have to analyze new research and many emerging issues.



KEEPING UP WITH GROWTH



We know that as 2037 approaches, our region will grow by about 1 million people – all with transportation needs.

Road widening and other past strategies will no longer meet the challenge. We'll need new ways to manage congestion, build better connected communities, and improve transit options. Many of these ideas are laid out in our 2040 Long Range Transportation Plan.

More residents also put increased pressure on the freight system, so we'll build on our current Freight Mobility Plan to find better ways of getting goods and services delivered.

Health will still be a top priority, so we'll increase transportation and health partnerships. We'll continue to encourage active transportation and smart growth. And we'll look for ways to integrate health impacts into all phases of planning.

Finally, we'll need to explore ways of funding transportation projects that take all these factors into account. Traditional funding sources, such as the gas tax, are becoming unsustainable – even as our needs are increasing.



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