

Performance Measures & Planning Process

2040 Long Range Transportation Plan & Project Priority List

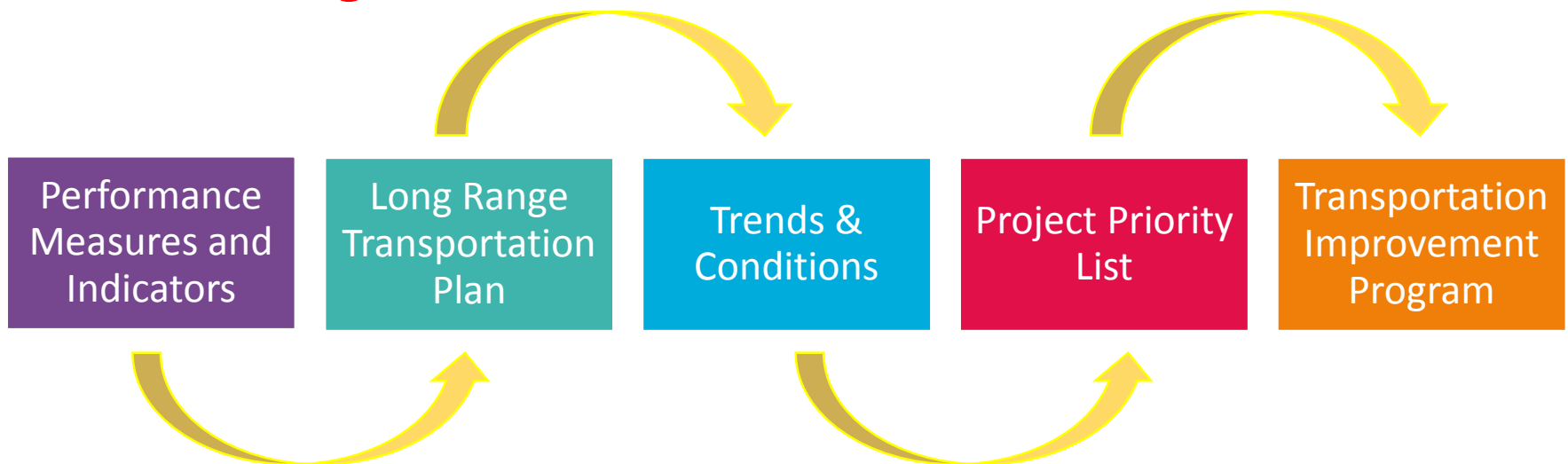


Underlying Planning Process



PERFORMANCE-DRIVEN, OUTCOME-BASED APPROACH TO PLANNING:
450.306(a)

The MPO, in cooperation with the State and public transportation operators, shall develop LRTPs and TIPs through a performance driven, outcome-based approach to planning for metropolitan areas of the State that meet the Federal Planning Factors.



Underlying Planning Process



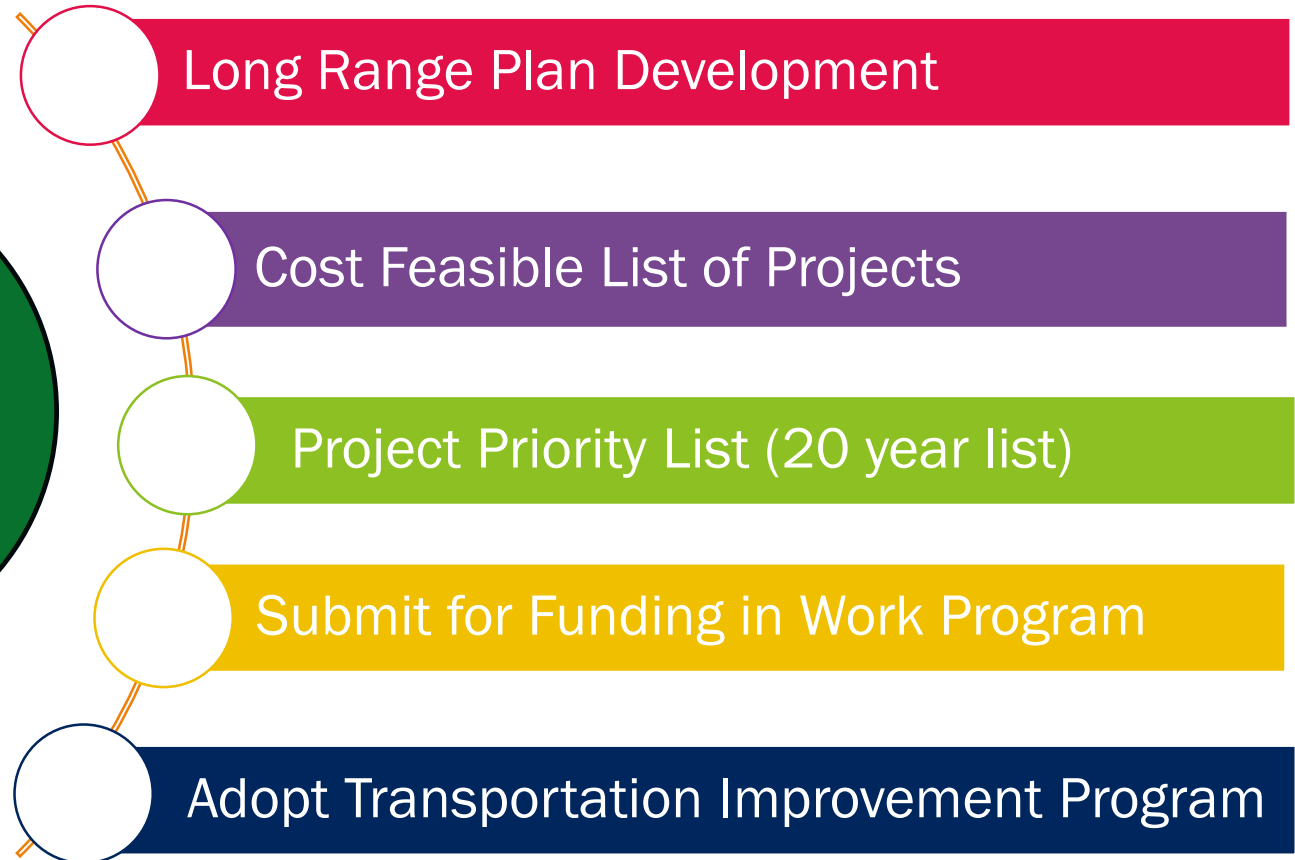
Planning Factors:

- a) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b) increase the safety of the transportation system for motorized and non-motorized users;
- c) increase the security of the transportation system for motorized and non-motorized users;
- d) increase the accessibility and mobility of people and for freight;
- e) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- f) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g) promote efficient system management and operation;
- h) emphasize the preservation of the existing transportation system;
- i) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- j) enhance travel and tourism.

Performance Based Planning Process



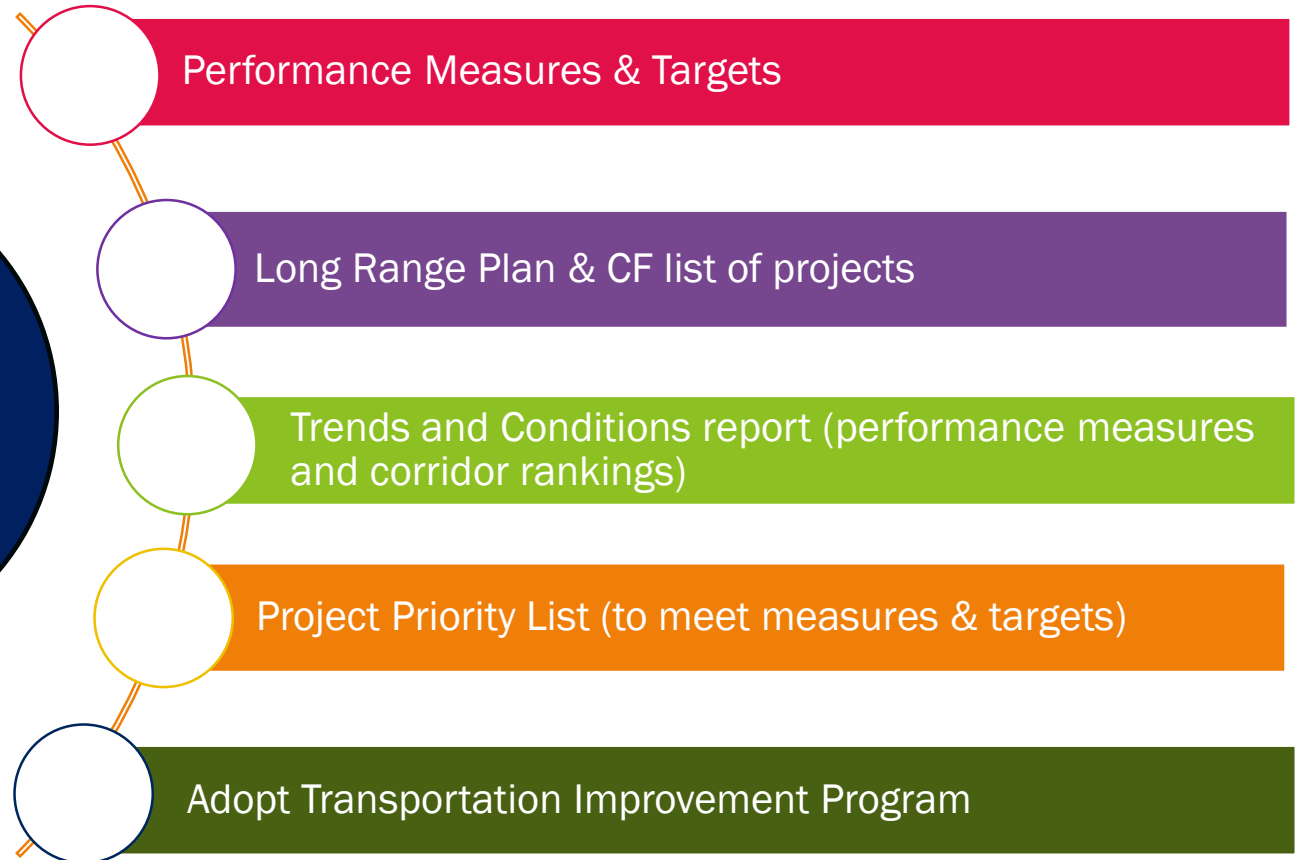
MetroPlan Orlando Process



New - MetroPlan Orlando Process



New Planning Process



Performance Measures & Target Development



Federal Performance Measures (National Highway System)

Safety

Travel Time
Reliability

Bridge
Condition

Pavement
Condition

MetroPlan Orlando Performance Measures (all Federal Aid Corridors)

Evacuation

Multimodal System

Accessibility to
Attractions / Airport
/ Convention

Accessibility to
Activity Centers

Environmental
Justice




















Off –Peak Period
Congestion

Air Quality

Actively Managed
Corridors

Environmental /
Storm water Issues

Federal Performance Measures & Targets

	Federal Performance Measures	Target		MetroPlan Region	MetroPlan Urbanized Area	Environmental Justice Areas
		Population 2015		1,967,255	1,808,317	689,296
		Dwelling Units 2015		678,917	629,019	235,264
		Employment 2015		996,718	978,834	378,412
Federal Safety PM	Number of Fatalities (Motorized)	Vision Zero - Zero (0) fatalities, Zero (0) Serious Injuries and Rate of Zero (0) per 100 million VMT		186	158	44
	Number of Fatalities (Transit)			Requested from LYNX		
	Number of Fatalities (Bicycle)			11	11	3
	Number of Fatalities (Pedestrian)			78	74	41
	Number of Serious Injury (Motorized)			2614	2361	1115
	Number of Serious Injury (Transit)					
	Number of Serious Injury (Bicycle)			119	114	54
	Number of Serious Injury (Pedestrian)			220	203	109
	Rate of Fatalities per 100 million vehicle miles of travel (all modes)			0.828	1.406	1.054
	Rate of Serious Injuries per 100 million vehicle miles of travel (all modes)			11.638	21.005	26.713
Travel Time Reliability	Travel Time Reliability - Percent of interstate providing reliable travel times	60% reliable		52%		
	Travel Time Reliability - Percent of non- interstate providing reliable travel times	90% reliable		84%		
	Truck Travel Time Reliability Index	1.5		2.62		
Bridge	Percent of National Highway Bridges in Good condition	100 % in good Condition		99.18		
	Percent of National Highway Bridges in Poor condition			0.82		
Pavement	Percent of interstate pavement in Good condition	100% in good Condition		100%		
	Percent of interstate pavement in Poor condition			0%		
	Percent of non-interstate pavement in Good condition	100% in good Condition		94.90%		
	Percent of non-interstate pavement in Poor condition			5.10%		



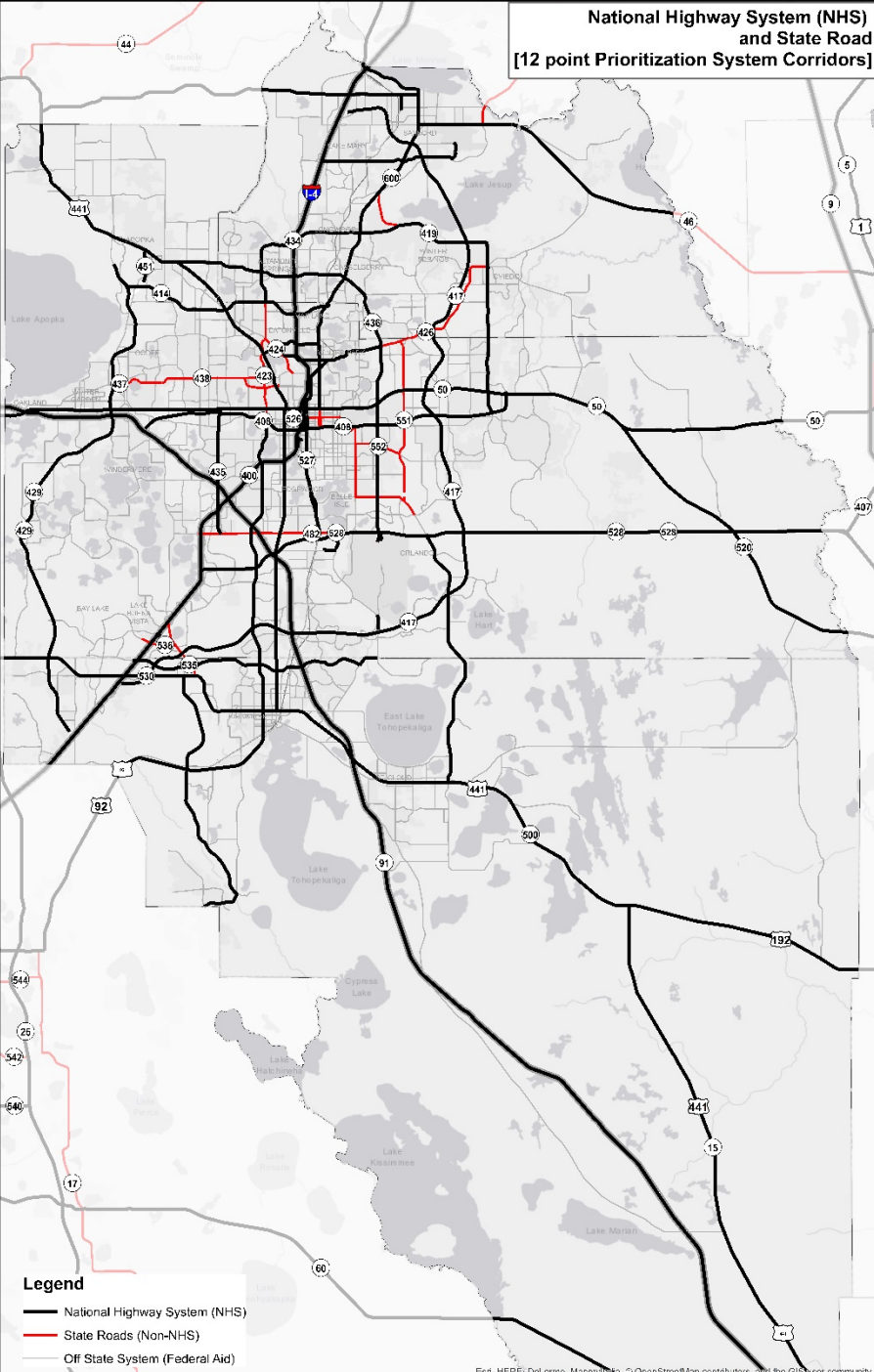
MetroPlan Orlando Performance Measures & Targets

MetroPlan Orlando Performance Measures				MetroPlan Region	MetroPlan Urbanized Area	Environmental Justice Areas
1	Evacuation route lane miles per 1,000 household	4 Lane miles per 1,000 households		2.480		
2	Transportation System miles that include more than three (3) of the following (auto, transit, designated bike & sidewalk) designed and functioning up to code per Person	75%		Data not available		
3	Federal Aid System Miles within 20 minutes travel time to Attractions (Auto/Transit)	50%		29.40%		
	Federal Aid System Miles within 20 minutes travel time to Convention Center (Auto/Transit)			17.84%		
	Federal Aid System Miles within 20 minutes travel time to Regional Airports (Auto/Transit)			21.44%		
4	Percent of Population within 30 minute travel time to Activity Center (Auto/Transit)	90%		90.42%	87.36%	92.60%
5	Number of Performance Measures or indicators where Environmental Justice Areas fall below the regional measure or indicator	0		7		
6	Percent of Limited Access, Arterials & Freight Corridors with Average Speed / Posted Speed Ratio less than 0.75	100%		Data not available		
7	Total Carbon dioxide equivalent Emissions in million metric tons	3% less than 16.7mT (2016)		16.2 mT		
	Total Particulate Matter (Highest daily average reading for 2016)	35 µg/m3		27.5 µg/m3		
	Total Ozone (in 3 year (2016) fourth highest average in Parts per billion)	70 ppb		62 ppb		
8	System miles that are actively managed / monitored	50%		30%		
9	% of System miles that have documented storm water issues	0%		Historic Flooding data available only for Orange County		



Target #	Targets to address Federal Performance Measures (FDOT) & for Project Prioritization	Weight	Prioritization Criteria National Highway System (NHS) and State Road Corridors	Points	Off System Federal Aid Corridors	Points
Fed PM Bridge	MetroPlan Orlando Supports the FDOT Target of _____ for Bridge Condition on the National Highway System (NHS)		National Highway System or State Road Corridors that have a poor Bridge Condition Rating.	1		
Fed PM Pavement	MetroPlan Orlando Supports the FDOT Target of _____ for Pavement Condition in the Interstate and _____ for Pavement Condition on the non-Interstate National Highway System (NHS)		National Highway System or State Road Corridors that have Poor Pavement condition Rating.	1		
Fed PM Travel Time Reliability	MetroPlan Orlando Supports the FDOT Target of _____ for travel time reliability and _____ for Truck Travel Time Reliability (Index) on the National Highway System (NHS)		National Highway System or State Road Corridors that have Poor Travel Time Reliability.	1		
1	MetroPlan Orlando has a set a target to promote the safety and security of the system with Maintaining the Evacuation Route Lane Miles per 1,000 households to <u>4 lane miles per 1,000 Households</u> for National Highway System and State Road System for evacuation and emergency events. <u>4 lane miles per 1,000 households accommodates 1,250 vehicles or 50 more vehicles than households</u>					
Fed PM Safety	MetroPlan Orlando Supports the FDOT Vision Zero <u>Target of Zero Fatalities, Zero Serious Injuries</u> for all users of the transportation system	5	National Highway System or State Road Corridors that have higher than regional Average Fatalities, Serious Injuries or rates.	1	Off State System, Federal Aid Corridors that have higher than regional Average Fatalities, Serious Injuries or rates.	1
		5			Off State System, Federal Aid Corridors that have higher than regional Average Fatalities, Serious Injuries or rates involving a Bicycle or Pedestrian.	1
2	MetroPlan Orlando has set a target to promote multiple modal options for every person in the region by having <u>75% of the Federal Aid System designed or designated to accommodate Autos, Transit, Bicycle, Pedestrians</u> , that includes the American with Disabilities Act (ADA) transition plans to have <u>zero (0) % of the Federal Aid System not conforming with ADA.</u>	4	National Highway System or State Road Corridors with deficient Sidewalk and / or bicycle facilities (missing on one side or less than 50% coverage on Corridor)	1	Off State System, Federal Aid Corridors with deficient Sidewalk and / or bicycle facilities (missing on one side or less than 50% coverage on Corridor)	1
		4	National Highway System or State Road Corridors with deficient Sidewalk and / or bicycle within 2 miles of a School	1	Off State System, Federal Aid Corridors with deficient Sidewalk and / or bicycle within 2 miles of a School	1
3	MetroPlan Orlando has set a target to promote efficient and safe access to designated tourism areas with <u>50% of the Federal Aid System miles to have 20 minute travel time to the attractions, convention center and airports</u> for all Residents and Visitors to the region for auto and transit					
4	MetroPlan Orlando has set a <u>target of 90% of the population</u> to be within 30 minute travel time to the jobs, shopping, healthcare and services (Designated Activity Centers).	3	National Highway System or State Road Corridors that have Planned Premium Transit, Express Bus or Local Bus headways less than 30 minutes.	1	Off State System, Federal Aid Corridors that have Planned Premium Transit, Express Bus or Local Bus headways less than 30 minutes.	1
5	MetroPlan Orlando has set a target to ensure environmental justice is part of its mission by identifying and addressing, disproportionately high and adverse human health or environmental effects on minority populations and low-income populations with <u>All performance measures in Environmental Justice (EJ) areas equal to those in the region.</u>	3	National Highway System or State Road Corridors Connecting EJ Areas to designated Activity Centers or Tourism Area	1	Off State System, Federal Aid Corridors Connecting EJ Areas to designated Activity Centers or Tourism Area	1
6	MetroPlan Orlando set a target reduce <u>congestion in the off peak period</u> with <u>0% of the Limited Access, Arterial System and Regional Freight Corridor miles to be congested in non-peak periods</u> <u>Current measure is Volume / Capacity, Target and Measure will be off-peak congestion when data becomes available</u>	3	*National Highway System (NHS) congested currently or in near future	1	*Off State System, Federal Aid Corridors identified as congested currently or in near future Off State System	1
7	MetroPlan Orlando has a target to promote better air quality by <u>lowering the Particulate, Ozone to be below federal standards</u> and CO2 levels by 3% lower than the previous year					
8	MetroPlan Orlando has a target promote the efficient management and operations of the Federal Aid System, and prepare for future autonomous and connected vehicles with <u>50% of the system actively managed or monitored</u>	2	National Highway System or State Road Corridors not actively managed with Advanced Traffic Management Systems (ATMS) or prepared for future AV / CV	1	Off State System, Federal Aid Corridors not actively managed with Advanced Traffic Management Systems (ATMS) or prepared for future AV / CV	1
9	MetroPlan has set a target to promote resiliency of the system and eliminate storm water issues with <u>0% of the NHS federal aid system miles within designated flood plains, environmentally sensitive areas and 0% of the current system miles with documented storm water issues.</u>	1	Existing National Highway System or State Road Corridors with documented storm water or flooding problems	1	Existing Off State System, Federal Aid Corridors with documented storm water or within 100 year flood plain, and not within protected environmental areas.	1
10	MetroPlan Orlando has set a target to ensure projects with completed POBE studies, or subsequent phase programed shall be prioritized to achieve project completion	10	Corridor has phase programed for production in Work Program & TIP	1	Corridor has phase programed for Production in Work Program & TIP	1

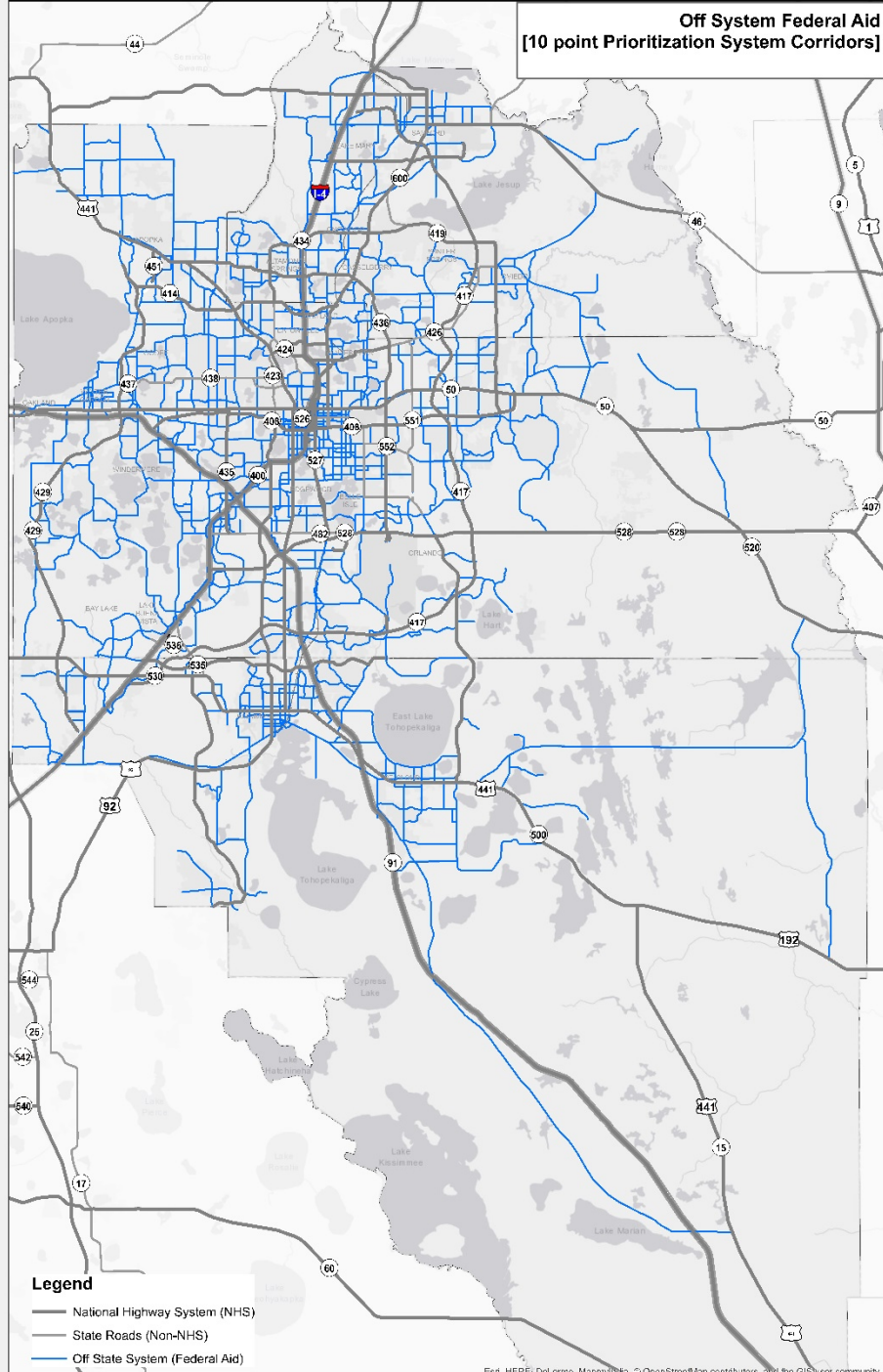
**National Highway System (NHS)
and State Road
[12 point Prioritization System Corridors]**



- Legend**
- National Highway System (NHS)
 - State Roads (Non-NHS)
 - Off State System (Federal Aid)

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**Off System Federal Aid
[10 point Prioritization System Corridors]**



- Legend**
- National Highway System (NHS)
 - State Roads (Non-NHS)
 - Off State System (Federal Aid)

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Federal Performance Measures (National Highway System)



High crash corridors



Worst travel time corridors



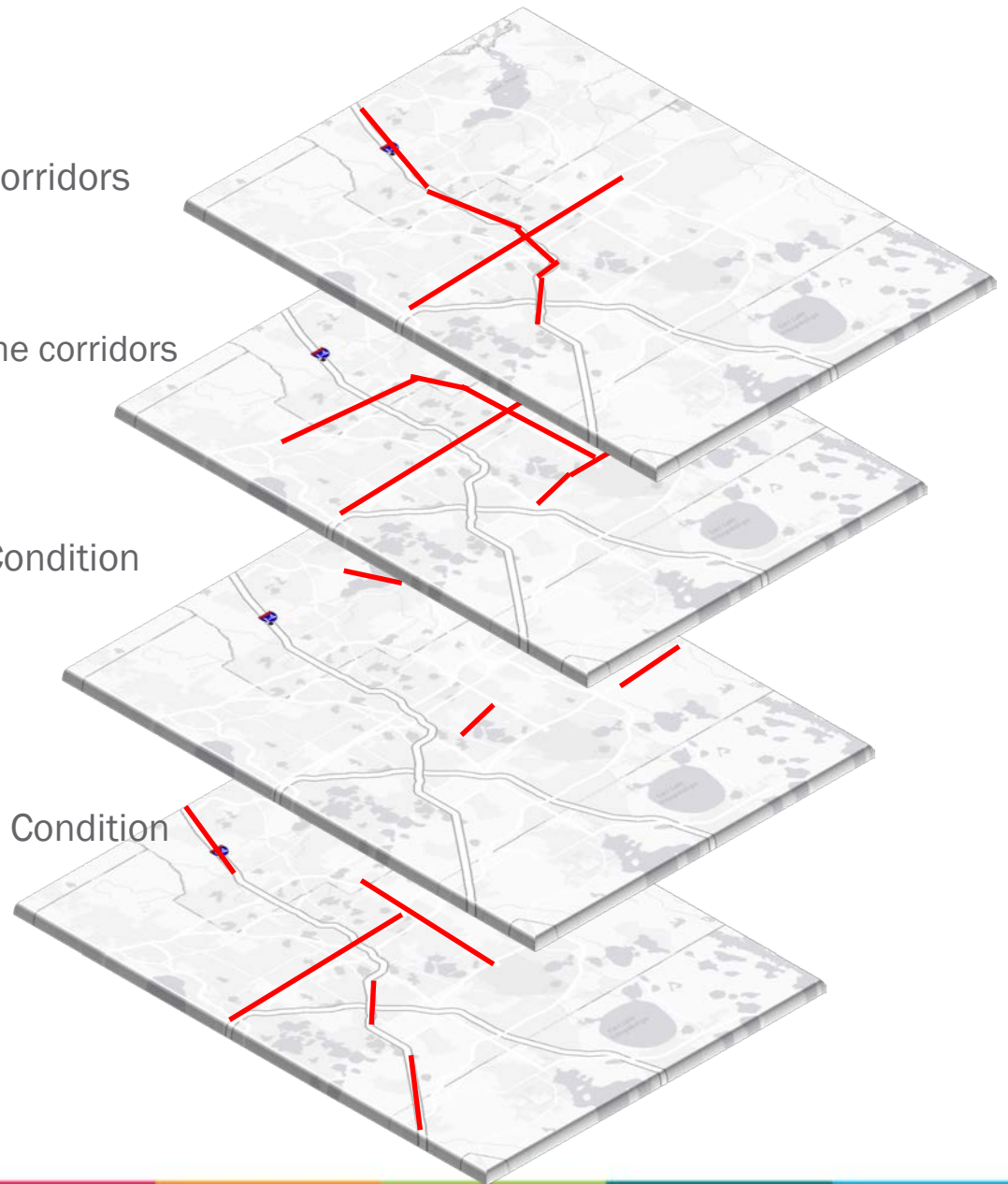
Poor Bridge Condition



Poor Pavement Condition



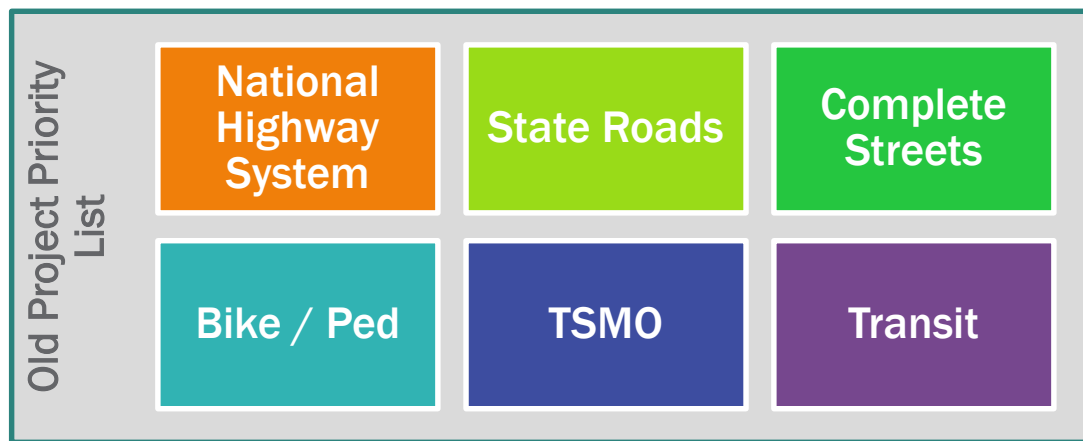
Top Ranked Corridors



Performance Based Planning Process



Top Ranked Corridors



MetroPlan Orlando
Prioritized Project List - NEW Performance Based Planning
Interstate & State Roadway Projects
Candidates for National Highway System (NH) Funds
District Dedicated Revenue (DDR) &
Surface Transportation Program (SU),

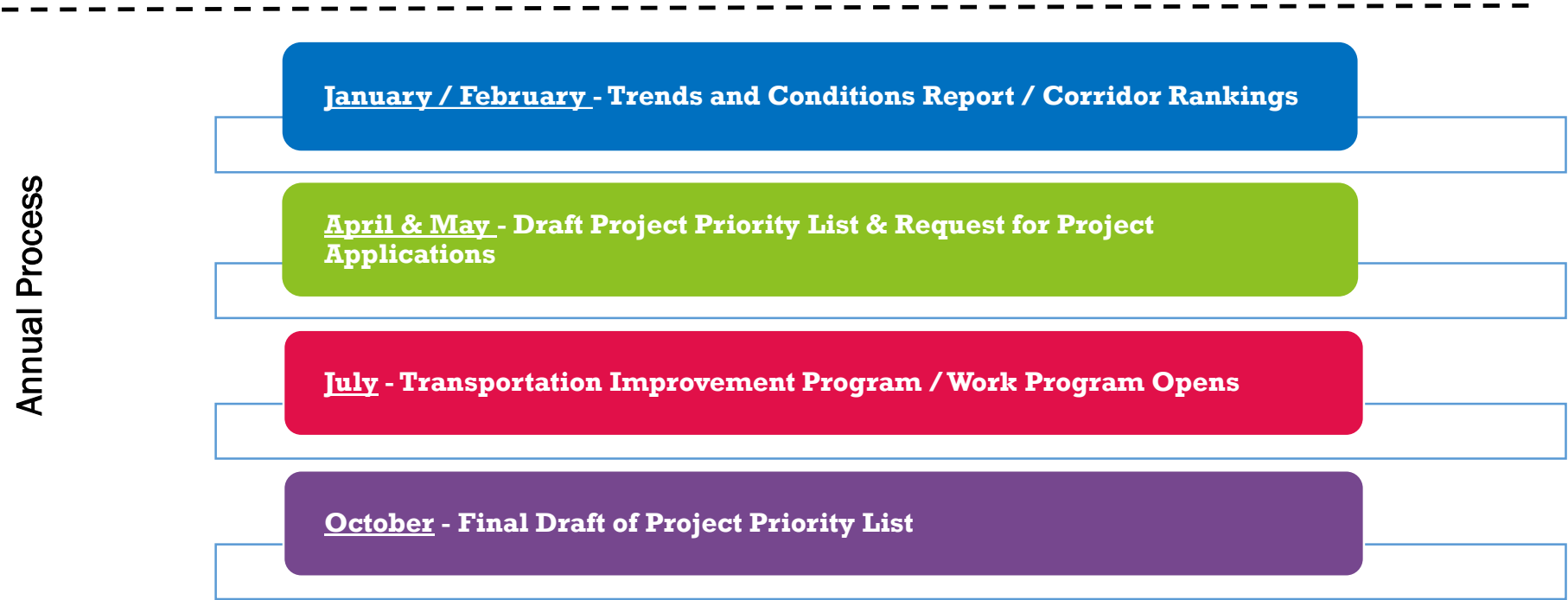
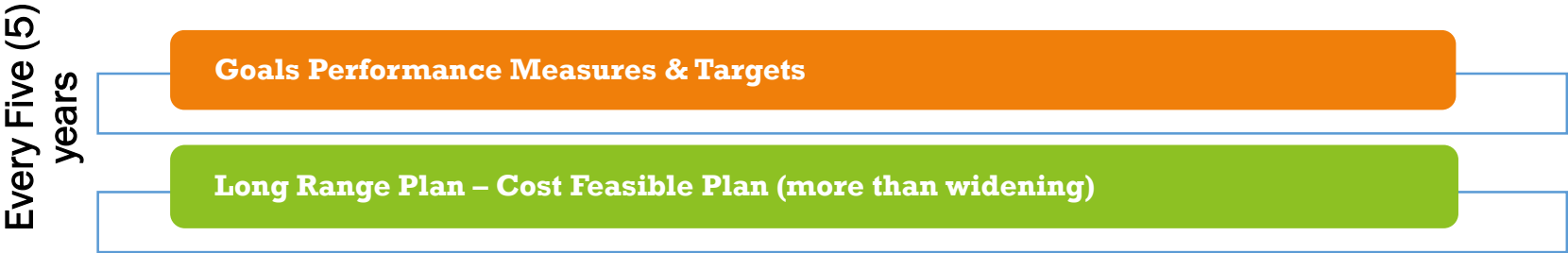
PPL FDOT Work Program #	Project Priority PPL	Project Jurisdiction(s)	Responsible Agency	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
2424848 & 4314561	1	Orange Co./ Osceola Co.		I-4	W of CR 532 (Polk/Osceola Line)	W of SR 528/Beechline Exp	16.45	Ultimate Configuration for General Use & Managed Lanes	ROW 2017/18- 2021/22	CST	\$1,731,919,000
2425924	2	Seminole Co.		I-4	E of SR 434	Seminole/Volusia Co. Line	10.30	Ultimate Configuration for General Use & Managed Lanes	Partial ROW 2021/2	Remaining ROW/ CST	\$472,061,000
	3	FDOT Dist. 5		I-4	Polk/Osceola Co. Line	Seminole/Volusia Co. Line		Construct Truck Rest Stops	--	PD&E/PE/ROW/ CST	to be determined
4084642	4	Volusia Co.		I-4	Seminole/Volusia Co. Line	SR 472 in Volusia Co.		Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	\$528,000,000
2012103	5	Polk Co.		I-4	W of US 27 in Polk Co.	W of CR 532 (Polk/Osceola Line)		Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	\$436,000,000

① This project would involve providing truck rest stop areas with adequate capacity in suitable locations, either on I-4 or in close proximity to I-4 with convenient access. FDOT is currently conducting a study to identify potential locations for truck rest stop areas along I-4 throughout FDOT District 5 (Orange, Osceola, Seminole and Volusia Counties), and the study is scheduled to be completed in December 2017.

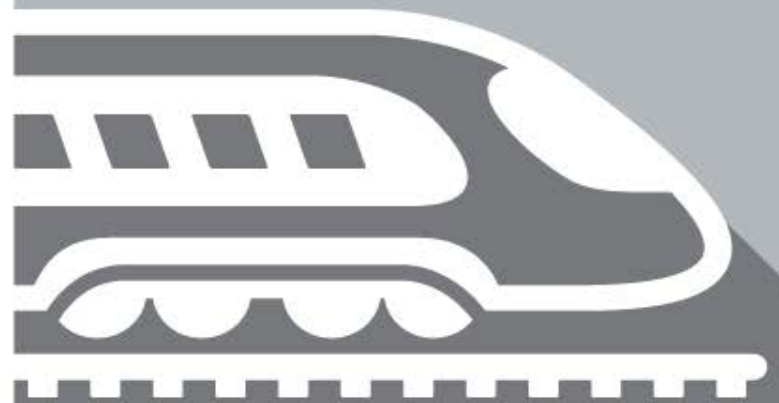
② Although they are outside the MetroPlan Orlando region, the I-4 Beyond the Ultimate projects from the Seminole/Volusia Co. line to SR 472 in Volusia County and from west of US 27 to the Polk/Osceola County Line in Polk County are included in MetroPlan Orlando's PPL for information purposes in order to show the entire length of the I-4 Beyond the Ultimate improvements.

PPL FDOT Work Program #	Project Priority PPL	Project Jurisdiction(s)	Responsible Agency	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
Phases Funded in TIP											
2392038	1	Orange Co.	FTE	SR 50	Chulanta Rd.	SR 520	3.11	Widen to 6 Lanes	PD&E (FTE)	PE/ROW/CST	
4357331	2	Orange Co. Orange Co.	FDOT FDOT	SR 527/Orange Ave. SR 527/Orange Ave.	SR 482/Sand Lake Rd. SR 15/Hoffner Ave.	SR 15/Hoffner Ave. Pinelich Ave.	1.80 2.42	Context Sensitive Improvements Context Sensitive Improvements	PE PE	CST CST	\$27,000,000 \$22,000,000
4357311	3	Orange Co.	Orange	SR 434/Alafaya Tr.	SR 50	McCulloch Rd.	3.00	Context Sensitive Improvements	PE underway	CST	to be determined
4184033	4	Osceola Co./ Kissimmee	FDOT	John Young Pkwy.	Pleasant Hill Rd.	Portage St.	2.20	Widen to 6 Lanes & Flyover at Pleasant Hill Rd.	ROW 2022/23	CST	\$39,500,000
4371741 & 4371751	5	Orange Co./ Osceola Co.	FDOT	SR 535 SR 535	US 192 SR 536/World Center Dr.	SR 536/World Center Dr. I-4	3.06 1.50	Widen to 6 Lanes Context Sensitive Improvements	PD&E 2019/20 PD&E 2019/20	PE/ROW/CST PE/ROW/CST	to be determined to be determined
4184033	6	Osceola Co./ Kissimmee	FDOT	John Young Pkwy.	Pleasant Hill Rd.	Portage St.	2.20	Widen to 6 Lanes & Flyover at Pleasant Hill Rd.	ROW 2021/22	CST	\$39,500,000
4371741 & 4371751	7	Orange Co./ Osceola Co.	FDOT	SR 535 SR 535	US 192 SR 536/World Center Dr.	SR 536/World Center Dr. I-4	3.06 1.50	Widen to 6 Lanes Context Sensitive Improvements	PD&E 2019/20 PD&E 2019/20	PE/ROW/CST PE/ROW/CST	to be determined to be determined
4372001	8	Osceola Co.	FDOT	US 17/92	Polk/Osceola Co. Line	1,900' W of Poinciana Blvd.	4.53	Widen to 4 Lanes	PD&E 2019/20	PE/ROW/CST	to be determined
New Projects for Next 5th Year											
Corridor Ranking	9	Orlando	FDOT	SR 435/Kirkman Rd.	SR 482/Sand Lake Rd.	SR 50	7.00	Context Sensitive Improvements	--	PE/CST	\$500,000 (PE)
	10	Orlando	FDOT	SR 50	SR 435/Kirkman Rd.	N. Tampa Ave.	3.10	Context Sensitive Improvements	--	PE/CST	\$500,000 (PE)
	11	Orlando	FDOT	SR 50	N. Tampa Ave.	Huachuca Ave.	1.40	Context Sensitive Improvements	--	PE/CST	\$750,000 (PE only)
	12	Orlando	FDOT	SR 50	Bumby Ave.	Old Cheney Hwy.	1.90	Context Sensitive Improvements	--	PE/CST	\$1,500,000 (PE)
	13	Orlando	FDOT	SR 527/Orange Ave.	SR 50	Princeton St.	1.30	Context Sensitive Improvements	--	PE/CST	\$1,000,000 (PE)
	14	Orlando	FDOT	SR 500/US 441	SR 50	Clarcena-Ocoee Rd.	4.80	Convert roadway segment from rural to urban	--	PE/CST	\$750,000 (PE)
	15	Orlando	Bike / Ped	Orange Blossom Trail Pedestrian Enhancement Phase 2b	Church St.	SR 50	0.90	Upgrade sidewalks, remove impediments, correct ADA violations		PE CST	\$1,000,000 \$4,700,000

TIMELINE PROJECT PLANNING



What's Next?



Thank You!

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