



Public Comments on Draft 2045 Metropolitan Transportation Plan

Public Comment Period:
October 16 – November 20, 2020

This document serves as the official record of public comments for the draft 2045 Metropolitan Transportation Plan (MTP). Content includes: 1) a summary of comments; 2) a report on our public meeting; and 3) all public comments received during the comment period.

Comments were accepted in various ways:

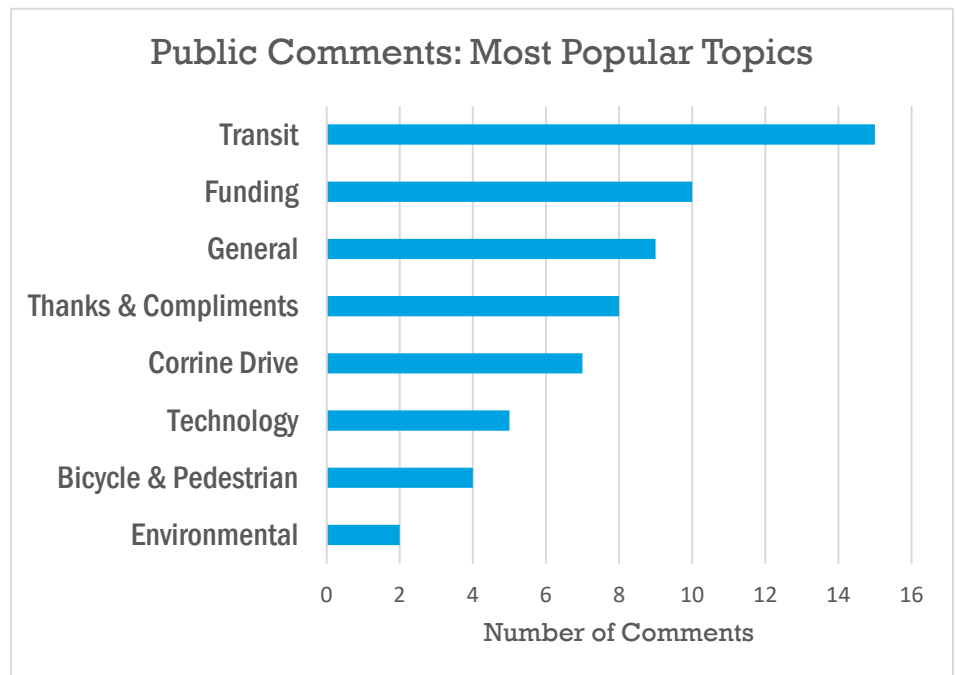
1. Written comment via an online comment form
2. Written comment via email to MTP@metroplanorlando.org
3. Spoken comment at an 11/9 virtual public meeting or written comment via post-event survey
4. Spoken comment via phone message on comment line (407-906-2347)



Summary of Comments

Central Floridians are passionate about transportation. A total of **39 comments** were submitted during the public comment period on the draft 2045 Plan. Commenters received written responses thanking them for participating in the planning process and providing additional information when needed.

The accompanying chart shows popular topics for comments and more details are provided in the bullet points below. Though most comments were from individuals, five agencies and advocacy groups submitted formal comments on behalf of their organizations.



- **Transit** – The comments concerning transit centered on the desire for bus and rail service to make the transit system more convenient and effective for Central Floridians. This includes more frequent service (nights and weekends), routes reaching more destinations, first/last mile connections, and more premium transit. Several people noted the importance of transit to improving access for underserved

Note: In many cases, comments addressed more than one topic.

communities. Some suggested combining several organizations under one entity to better serve transit goals in the region. Advocacy group Central Floridians for Public Transit (comment #38) submitted a letter urging more funding for transit and several suggestions for improvement. Several comments also discussed transit funding (more in funding section below).

- **Funding** – Most comments on funding related directly to unfunded transit needs and the desire to identify more funding for transit, including the need for a dedicated funding source. Some commenters also wanted to see more funding for bicycle and pedestrian projects. Other funding comments offered ideas for new transportation funding models to replace the gas tax.
- **General** – A large portion of the comments submitted fell into this category due to the great range of topics addressed. Some people also wanted to see transportation improved in specific geographic areas, such as east Orange County (Avalon/Stonybrook), Rosemont, Poinciana, and Four Corners.
- **Thanks & Compliments** – Several members of the public took the time to send in compliments on the plan or thanks for MetroPlan Orlando's planning efforts.
- **Corrine Drive** – Most comments related to the Corrine Drive project express the desire to see more rapid construction based on recommendations from MetroPlan Orlando's Complete Streets study. Study area residents continue to advocate for the completion of the project.
- **Bicycle & Pedestrian** – Comments on bicycle and pedestrian issues focused on safety or connectivity. Advocacy group Bike/Walk Central Florida (comment #35) praised the plan's move in a multimodal direction but encouraged more spending on bicycle and pedestrian projects. The Florida Trail Association (comment #27) requested inclusion of the Florida National Scenic Trail line in all planning maps and reflection of the multi-partner effort to add a land bridge across SR 528 from Deseret Ranch into Hal Scott Preserve.
- **Technology** – Most comments on technology mentioned specific types of tech the region should prepare for. The City of Orlando noted their future-ready plan (comment #34).
- **Environmental** – The Florida Forest Service (comment #39) confirmed the 2045 Plan does not impact two state forests and sent notes on potential impacts to a third, as well as environmental considerations for the future.

The word cloud at right provides a visualization of the comments received.



Virtual Public Meeting: 2045 Plan – The Reveal on November 9

MetroPlan Orlando held a virtual public meeting on the evening of November 9 called *2045 Plan – The Reveal* to provide an overview of the 2045 Plan and highlight key projects. The interactive program included audience polling questions and an active question and answer session, followed by live public comments. The live event had 100 attendees and the webinar recording has been viewed 207 times on YouTube as of 11/23/2020. In a post-event survey, 96.7% of respondents rated the webinar as excellent or good.

All were directed to the 2045 Plan virtual tour on MetroPlan Orlando's website for more information. Public comments made during the meeting and through the post-event survey are included in the record of official comments in this document.

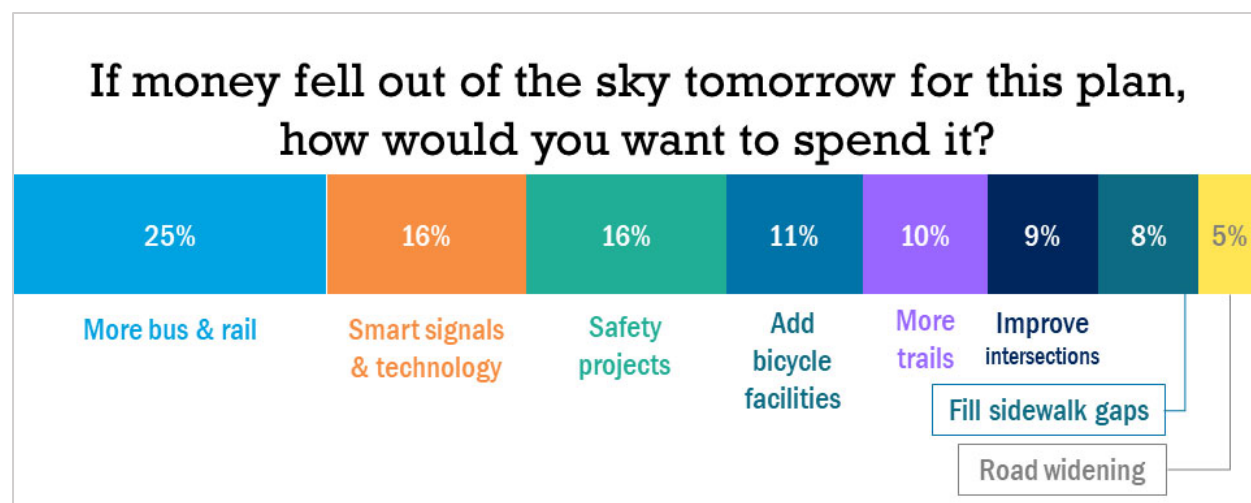
Audience Questions. Participants were curious about a wide variety of topics. Questions received included these topics:

- Potential for more investment on trails
- Safety – potential for reducing speeds on major roads
- Status of past bus rapid transit studies
- Coordination with local governments on land use
- Importance of filling sidewalk gaps and first/last mile connections
- Coordination with organizations outside our three-county area
- Transportation funding options such as sales tax and using a portion of tourist tax
- Process for how projects are brought forward to be put on priority lists

300+ persons either attended live virtual event or viewed the recording on YouTube (as of 11/23)

Public Notification. The webinar was well advertised beginning with the opening of the 2045 Plan public comment period on October 16 and continuing through November 9. Event information was distributed via MetroPlan Orlando's social media channels (Facebook, Twitter, LinkedIn), targeted emails to our community databases, and social media advertising. Many of our partners also shared the information with their digital networks.

Polling Results. Of the 100 attendees at the live event, 61 participated in audience polling. When asked how they would like money to be spent if additional funds became available, the most popular answers were: more bus and rail transit, smart signals & technology, and safety projects.



Record of Public Comments

Written comments are included below as received. Spoken comments are summarized.

Comment#:	Name:	Date Received:	Comment Method:
1	Renee Rich	10/16/2020	Email

We need some form of transportation for the Avalon Park, StoneyBooks, and Eastwood off of south alafaya trail.

Comment#:	Name:	Date Received:	Comment Method:
2	Paula Stolicny	10/16/2020	Online Form

PAVE CORRINE DRIVE NOW. DO NOT WAIT FOR SOME EXPENSIVE PLAN. THE ROAD NEEDS TO BE PAVED NOW. IT S EMBARRASSING TO HAVE A ROAD IN SUCH SAD DISREPAIR IN THE MIDST OF NICE NEIGHBORHOODS. AND DANGEROUS TOO.

Comment#:	Name:	Date Received:	Comment Method:
3	John Super	10/16/2020	Online Form

I appreciate the area is looking forward. In reviewing your plan the areas I would recommend strengthening are road expansion, rail expansion and traffic control.

The reality is roads can only get so wide and yet traffic continues to increase exponentially with new development. What other forms of transportation are available? Citizens want to use the rail system, it just doesn't go anywhere they want to go. The SunRail should be going into major shopping areas, major business centers and major education settings (e.g., UCF, Valencia, Rollins, Stetson). If there is a convenient form of public transportation that is affordable and reliable, it will be used. All progressive thinking major cities in US provide evidence of doing this successfully. Additionally, with the increasing rail connectivity, it will bring more people into our city to shop and eat.

Considering traffic control, strengthening a police presence in the city focused on traffic control will create safer communities. I would challenge you to quantify the citations written on Mills over the past 30 days for speeding, running red lights, illegal lane changes and running stop signs. My suspicion is you would be embarrassed how low that number is for the number of cars who use Mills. Using police to traffic sends a message to the community there is someone watching and enforcing the laws. Currently, this doesn't exists and creates opportunities for crime with the perceived lack of accountability.

In summary, use the funding to build a rail system that REALLY goes to the locations your citizens want to go. And, use traffic control the will create a greater sense of enforcement to help in reducing crime.

Comment#:	Name:	Date Received:	Comment Method:
4	Leslie Brown	10/22/2020	Online Form

If Corrine Drive isn't a multi-use, low speed, pedestrian friendly and tree lined road by 2045, I will cry so hard. Thanks for you hard work!

Comment#: 5	Name: Jennifer Marvel	Date Received: 10/22/2020	Comment Method: Online Form
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While I haven't gone through the 2045 Plan documents yet, I'm aware that the recommended Corrine Drive project is on the Project Priority List, 5 years out, and unfunded. My concern is that this crumbling, unbikeable, unwalkable, non-ADA complaint stroad will continue to be unfunded and pushed off further and further due to a combination of budgetary shortfalls (which is understandable given Covid) and a lack of institutional support. We want this redesign funded (somehow) and work to begin as quickly as possible and not abandoned. Thank you.

Comment#: 6	Name: Brenda Scofield	Date Received: 10/23/2020	Comment Method: Online Form
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Corrine needs to be more pedestrian friendly with more safety precautions to keep speeding levels down, and needs to add crosswalks and sidewalks. It's a residential area first and should be safe for all.

Comment#: 7	Name: Imane Azzam-Rehali	Date Received: 10/25/2020	Comment Method: Online Form
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I believe that one of the main focuses to the success of Central Florida's transit system will be ensuring accessibility at the first/last mile points. It should not take residents who depend on buses and sunrail a ridiculous amount of time to make it from their homes to their primary form of transportation. I know that this has been discussed in the past as Atlee Mercer, chairman of the Osceola County Expressway Authority, says the discussion of first/last mile solutions has been a conversation for over 15 years since he was chairman of the board of directors at Lynx. I am a student and have been researching and writing about the area's sustainable transportation solutions for my class so I have come across quite a bit of data.

Comment#: 8	Name: Kathy Clarke	Date Received: 11/7/2020	Comment Method: Online Form
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Will clarification be made on what entities are involved in making decisions on how and when these projects will be prioritized?

Comment#: 9	Name: John Puhek	Date Received: 11/9/2020	Comment Method: Spoken Comment at Virtual Public Meeting
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Mr. Puhek commented that he was happy to see the shift in emphasis to moving people, as opposed to moving cars. He noted that with constrained funding it would be difficult to do more than make adjustment

to LYNX and SunRail service. Mr. Puhek added he would like to see a plan in place for addressing unfunded bicycle and trail facilities and what would be done with the one cent sales tax increase that had been proposed.

Comment#: 10	Name: Wedna Daltirus	Date Received: 11/9/2020	Comment Method: Spoken Comment at Virtual Public Meeting
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Ms. Wedna Daltirus representing the Future Leaders United Foundation commented that they were encouraged and happy to see what the future holds. She thanked MetroPlan Orlando for hosting the program.

Comment#: 11	Name: Sherri Brun	Date Received: 11/9/2020	Comment Method: Spoken Comment at Virtual Public Meeting
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Ms. Sherri Brun thanked MetroPlan Orlando staff for their assistance with the Blind Americans Equality Day program. She commented that she would like to see mandates for unfunded projects in order for the local area to catch up with areas that have been able to modernize their transportation systems. In addition, she noted that she is happy with the LYNX PawPass but would like to see a card that could be scanned to pay for multiple transportation sources.

Comment#: 12	Name: Brooke Rodgers	Date Received: 11/9/2020	Comment Method: Online Form
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Hi, I am a citizen of Orlando, Florida and I wanted to advocate for increased public transportation in our local community as part of your 25 plan. In district five alone, citizens travel 125.9 million miles by vehicle daily while there is only one passenger train in the entire 9,000 sq mi district. With current concerns about climate change, income inequality, and accessibility I think it is of utmost importance that we turn our focus and resources towards revamping our public transportation system. I am disappointed in the large efforts to expand our highways, which only furthers the requirement for Orlando citizens to own a vehicle to be active in our city. We need a strong shift towards public transportation. It will not be easy and many people will disagree, but if we're ever going to have a sustainable world we need to make some very hard decisions for the good of the future and make them today. Thank you for your consideration.

Comment#: 13	Name: Richard Gellar	Date Received: 11/9/2020	Comment Method: Online Form
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I would like to see Corrine Drive complete street safety improvements given a higher priority than possible completion by 2030. The road is in terrible condition. An elementary school, with children walking, is half a block away. MetroPlan's own study showed an unacceptable number of motorist crashes, injuries, and fatalities. I would ask for the programming of the construction of all improvements within five years. Thanks for your consideration.

Comment#: 14	Name: Lawrence Kolin	Date Received: 11/9/2020	Comment Method: Online Form
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Road diets are not the answer. Corrine and Robinson two-lane projects will choke downtown east-west flow. Also need dedicated funding source for transit as have for decades!

Comment#: 15	Name: Marsha Shapiro	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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What progress has been made on the Virgin Atlantic train system? Thank you.

Comment#: 16	Name: Rafael Del Rio Ortiz	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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Seems a well thought plan and to have in consideration the different public and areas involved.

Comment#: 17	Name: Paul Conway	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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Interesting, informative, but short on how we strategically move away from cars

Comment#: 18	Name: Aaliyah Gilroy	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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It sounds like a good plan to improve our transportation system

Comment#: 19	Name: Glenn Cook	Date Received: 11/10/2020	Comment Method: Post-Event Survey for Public Meeting
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Our research shows that other metropolitan areas are moving to micro transit due to CoVid...has there been any thought given to such a system in Orlando?

Comment#: 20	Name: Susan Baxter	Date Received: 11/10/2020	Comment Method: Post-Event Survey for Public Meeting
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Thorough plan, would have liked more discussion on how to meet unmet funding needs

Comment#: 21	Name: Byron Knibbs	Date Received: 11/10/2020	Comment Method: Post-Event Survey for Public Meeting
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Very good plan

Comment#: 22	Name: Jose Matos	Date Received: 11/10/2020	Comment Method: Online Form
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Question:

1. How 5G Technology impacts the 2045 plan regarding self-driving cars or autonomous driving buses and the overall transportation infrastructure.
2. European countries are starting to ban car making and the sale of new gas and diesel cars and shifting from vehicles that burn fossil fuels to electric cars to meet the carbon-cutting targets they set for the 2030 Paris Climate Agreement. If the United States starts following the same step as Europe, are there any studies on how to replace the gas tax? Is mileage-based taxes being considered to replace the gas tax in the future?

Comment#: 23	Name: Keith Laytham	Date Received: 11/13/2020	Comment Method: Email
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I was not able to attend the Nov 9 meeting due to a prior commitment. I did today sit through the YouTube presentation of the meeting.

If I may, I would like to make some public comments?

First I commend the Metroplan organization for a fine job. Due to the Coovid-19 virus and a number of other issues times certainly are changing. I was glad to see the plans for Metroplan changing to keep up with the changing times. I especially commend the plan focus on the need for upgraded to regional transportation systems as compared to the historical view of simply more roads.

I have worked with Central Florida transportation systems for many years both in Polk County, Osceola county and the rest of the Metroplan area. Since day number 1 the major problem has always been identified as the need for a dedicated source for operational funding to support the Lynx, and Polk county bus systems as well as the SunRail system. I have scars all over my back from trying to support additional taxes to support the needs for this additional funding. Each time the need for these taxes has been put on the ballot to the voters the tax issue has been voted down. Under the current circumstances I do not seeing that happening in the foreseeable future. That does not preclude the need for the dedicated funding source for transit systems. That is something we gotta have to meet the future needs of transportation. That leaves the only way to accomplish this by carving the dedicated transit funding money out of the existing local tax structure that we have. I do not know the exact answer how to do this? Perhaps it requires taking some money out of the existing tourist tax revenues? Perhaps it requires the counties changing the existing budget allocations away for other projects? All I know is that this is necessary. Whether it take new or changes in legislation at the state level or simply changes in budgeting at the county level it needs to be done. Waiting for the taxpayers to fund new taxes to address this problem simply is not going to work. We need to find another way.

Two additional comments.

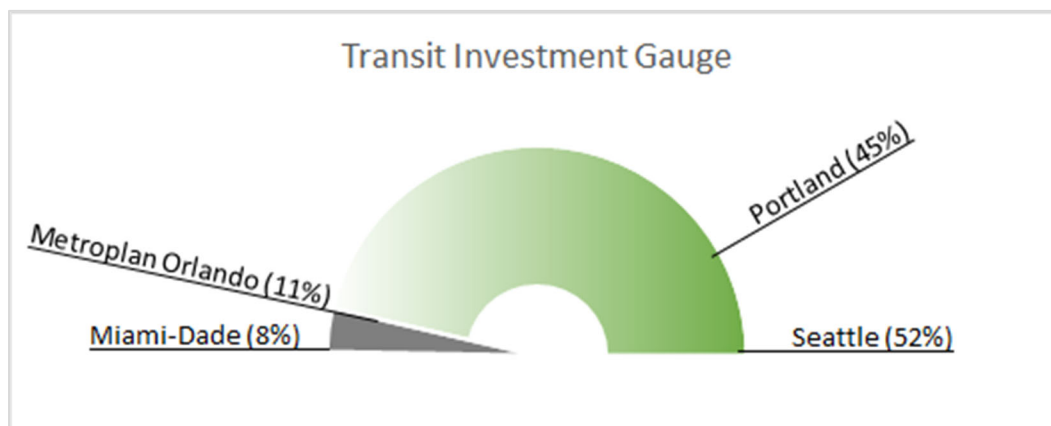
The future of Sunrail and the ridership numbers for Sunrail are an important part of the 2045 Metroplan. SunRail ridership numbers were starting to look pretty good with the Southern Expansion to Poinciana prior to the Pandemic. Since the Pandemic hit they have fallen into the tank however they are starting to pick up. I suggest that Metroplan ought to offer help to the existing SunRail plan to try to accelerate the return of SunRail ridership numbers. The first area that I suggest needs to be looked at is the current schedule for the last late night southbound train leaving Orlando Church Street Station. Today the last Southbound train leaves downtown Orlando at 9PM. There are a lot of things that take place in downtown Orlando that end after 9PM. Evening classes for FAMU law school, UCF downtown, Valencia downtown, Orlando Magic Games and Dr. Phillips performing arts center are a few examples. The last Northbound Sunrail Train leaves downtown Orlando at 10:30PM. There are as many SunRail riders who live south of Orlando as who live north. If we want to increase ridership numbers for SunRail why not provide the same level of nighttime service to those SunRail customers living South of Orlando as is currently provided to those living North?

In addition I suggest that Metroplan should expand participation to include at least the northeastern part of Polk County. Poinciana, Davenport and the Four Corners area are two of the fastest growing parts of the state. Frankly as you drive through the area you cannot tell where Osceola County ends and Polk County begins. I suggest that Metroplan Orlando expand their coverage area to include if not all of Polk County at least the Northeast section of Polk County.

Thank you very much for providing me the opportunity to provide this input.

Comment#:	Name:	Date Received:	Comment Method:
24	Cris Schooley	11/16/2020	Email

I think if you asked people if they want a road network like Miami, they would say no. Yet we continue to fund road projects that do not eliminate congestion and only make Orlando look more and more like Miami. We need quality transit to compete for the millennials and retirees who are looking to reduce reliance on cars. Based on my cursory review of some transportation plans, Seattle spends about half their transportation dollars on transit. Let's dial up the transit investment to be more like Seattle.



Comment#: 25	Name: Sondra Shepard	Date Received: 11/19/2020	Comment Method: Email
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I want to make a comment on the phone line and it is not in service

Staff note: The technical issue was fixed within an hour of receiving Ms. Shepard's email, and we asked her to try calling again.

Comment#: 26	Name: Noah Adelman	Date Received: 11/19/2020	Comment Method: Email
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We need to make significant progress in our area when it comes to public transportation. From making the user experience intuitive and easy for both experienced and first time patron; to the network of vehicles and destinations for local and visiting commuters.

Comment#: 27	Name: Kelly Van Patten <i>Florida Trail Association</i>	Date Received: 11/19/2020	Comment Method: Online Form
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The Florida Trail Association would like to request the addition of the Florida National Scenic Trail line to all maps for consideration in planning. We would also like to request the plan reflect the multi partner effort to add a land bridge across SR 528 from Deseret Ranch into Hal Scott Preserve to accommodate hikers and wildlife. Please feel free to reach out and I am happy to provide a GPS line of the Florida National Scenic Trail and our reroute in progress in Central Florida.

Comment#: 28	Name: Frederick Ritz	Date Received: 11/19/2020	Comment Method: Email
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Starting today, I would like to see conformance, in the field, to the "Manual of Uniform Traffic Control Devices". It's been about 60 years since the Federal Highway Administration published the Manual. Unfortunately, Florida motorists are still being exposed to hazardous travel due to non- conforming and/or non-existent highway construction and utility work signing.

Comment#: 29	Name: Ricky Ly	Date Received: 11/19/2020	Comment Method: Online Form
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Thank you for this 2045 Plan. Investment in our infrastructure is important for our community's future - thank you!

Comment#: 30	Name: John Puhek	Date Received: 11/19/2020	Comment Method: Email
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Dear Mr. Huttman,

I support the increased emphasis of changing the priority in Central Florida from moving cars to moving people and improving safety for pedestrians and bicyclists. One tool to improve safety should be to reduce speeds on county roads as forty-five miles an hour is not compatible with pedestrian or bicycle safety.

Another strategy would be to replace more lighted intersections with roundabouts. That has worked in Windermere to reduce accidents and slow down drivers. While Maguire Road is only a two-lane road with popular roundabouts, roundabouts have also been successful on many four lanes roads across the country and should be considered in Central Florida.

I am concerned that the long-term transit is too focused on optimizing LYNX and Sun Rail route structure, hours, and frequency to support access to jobs and services. It should also be focused on reducing overall trip times and adding more rail transit lines.

I am also concerned that most of the bicycle, pedestrian and mass transit improvements listed and needed by 2045 are not funded. There should be a 2045 plan that shows what Orange County would do with a one cent sales tax to improve mass transit, bicycle and pedestrian needs in Central Florida.

For any questions, please contact me at (407) 766-8988.

Comment#: 31	Name: Jason Battle	Date Received: 11/19/2020	Comment Method: Online Form
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Is there anyway to combine the operation and budgets for Lynx, Sunrail and CFX into one entity in order to create a seamless transportation network? Use the right of way of CFX (& maybe FDOT) for the Sunrail. This could also fund the operations to the airport and extended hours.

Comment#: 32	Name: Former Congressman John L. Mica	Date Received: 11/19/2020	Comment Method: Email
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Enjoyed listening to your presentation regarding the 2045 Transportation Plan. Naturally all the projects cited rely on funding. Central Florida, the State of Florida and the federal government must adopt equitable and stable sources of funding. The federal and state gas taxes must be stabilized or replaced with an advanced fair system of based on VMT. Meanwhile state and local revenues committed to Transportation must be revised and updated to support infrastructure and operation of mass transit.

Project priorities must target use advanced technology to maximize use and movement of vehicles over existing surface transportation corridors. If convenient and connected people will use mass transit. Incentives to utilize mass transit must be adopted and innovative last mile solutions and instant information systems supporting rail and bus service must be incorporated to attract ridership on public transportation systems. Intermodal connectivity of private sector service and public service should be another priority. Just a few

suggestions to add to your commentary on the 2045 Plan - Most Respectively submitted by Congressman John Mica District 7 -1993 -2017

Comment#:	Name:	Date Received:	Comment Method:
33	Mira Tanna	11/19/2020	Email

Hi!

I am providing a public comment on MetroPlan's 2045 transportation plan. I am a resident of the City of Orlando and live in the Rosemont neighborhood.

I would like to see a greater emphasis in the plan on environmental sustainability and the need for public transit, as I believe that public transit is the best way to prepare for the next century, to bring racial / socioeconomic equity, and to combat climate change.

Specifically, I would like to see a new feasibility study completed on the Orange Blossom Express train from downtown Orlando to Eustis along the existing CX rail line. This could provide an expansion of SunRail to the northwest and could connect to existing downtown SunRail stations. With the expansion to DeLand in question now, I see this as an opportunity to serve a much more diverse range of commuters economically and racially than the planned expansion to DeLand and to capture the rising numbers of residents settling along the 441 corridor in the Packing District, RoseArts District and new developments in Apopka. A northwest extension of SunRail would allow for the creation of new Transit Oriented Development all up and down 441, an area that is ripe for further development and which can provide much needed affordable housing opportunities for the region without bulldozing natural lands.

I am also very disappointed to see that racial and socioeconomic equity was not among the goal areas prioritized in the plan, and there is virtually no discussion of equity in the plan that I have seen. Transportation choices in our community have had enormous consequences on racial segregation and on health, particularly relating to Griffin Park, Parramore and Holden. By not examining the impact of transportation choices upon racial equity, our region is unable to ensure that current transportation choices don't repeat these same mistakes, not to mention the prospect of repairing past harms.

Thank you.

Comment#:	Name:	Date Received:	Comment Method:
34	Michael Hess <i>City of Orlando</i>	11/20/2020	Online Form

It looks like the plan covers "automated, connected, electric, and shared vehicle demonstrations". It seems like some of these could become the norm by 2045, so just incorporating demonstrations into this plan may not be enough. The City of Orlando future-ready plan includes integrated transportation apps, smart parking, alternative transit rewards and electric vertical take-off and landing (EVTOL). This plan may also want to consider some of these items.

Comment#:	Name:	Date Received:	Comment Method:
35	Emily Hanna <i>Bike/Walk Central Florida</i>	11/20/2020	Email



Board of Directors November 20, 2020

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100 E Pine Street, Suite 110
Orlando, FL 32801
info@bikewalkcf.org



Gary Huttman, AICP
Executive Director
MetroPlan Orlando
250 S. Orange Ave., #200
Orlando, FL 32801

Dear Mr. Huttman:

On behalf of the Bike/Walk Central Florida Board of Directors, I formally submit this letter in support of the new direction set forth in MetroPlan's 2045 Metropolitan Transportation Plan.

This Plan takes important, initial steps towards building a more equitable transportation system across Central Florida. We support the Plan's approach of identifying key values and then objectively evaluating and elevating projects that match those values. This predictably results in a de-emphasis of roadway capacity projects, which, in the long-run, tend to increase motorist congestion and diminish safety for people on foot and riding bicycles. We support the Plan's increased emphasis on multimodal implementation, bike and pedestrian infrastructure, context sensitive complete streets projects, system management and operational solutions, and transit improvements. It is wonderful to see a more equitable diversity of projects geared to the health and safety of all users of our transportation networks.

Bike/Walk would also like to applaud MetroPlan's use of the Federal Government's Surface Transportation Program funds, appropriating 17% of these funds to regional bicycle and pedestrian infrastructure. However, taking a larger view, the 2045 Plan proposes to spend only \$108 million, about 1% of total project spending between 2026 and 2045 on bicycle and pedestrian projects. This sum is commensurate with what the Plan proposes to spend on only a handful of road widening projects and is a far cry from the \$4.4 billion that I-4 alone receives. We would like to see our counties and municipalities direct a more meaningful proportion of their budgets and federal grants to address Central Florida's continued listing as the most dangerous place to walk or ride a bicycle in the nation. Bicycle and pedestrian projects are relatively inexpensive and even a small fraction of our region's total transportation investment could accelerate all bicycle and

Bike/Walk Central Florida, Inc.
FEI: 46-1958502



pedestrian projects on our existing priorities lists and help to catch-up after decades of disinvestment.

Bike/Walk would encourage MetroPlan to strategize with stakeholders to accelerate the planning, design and construction of potentially life-saving bicycle and pedestrian projects. For instance, MetroPlan devoted considerable resources to obtaining community feedback and developing a conceptual plan to transform Corrine Drive into a Complete Street, with a partial road diet, cycle tracks, continuous sidewalks, and a raised intersection at Winter Park Road. MetroPlan documented 289 crashes and three fatalities in 2011-2016. MetroPlan's considerable conceptual planning efforts combined with the corridor's documented dangers should serve as justification for programming of the design, engineering, and construction efforts all within the next 5-year TIP.

We appreciate your continued leadership at MetroPlan and, again, wish to acknowledge the positive steps taken in the 2045 Plan.

Sincerely,

A handwritten signature in black ink that reads "Emily Hanna". The signature is fluid and cursive.

Emily Hanna, AICP, CPM
Executive Director

Bike/Walk Central Florida, Inc.
FEI: 46-1958502

Comment#: 36	Name: Hartley Grimes	Date Received: 11/20/2020	Comment Method: Online Form
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I would like to thank y'all for the time and effort to put this together to identify Central Florida needs for the next 25 years.

Generally I would like to express (as a 10+ year resident and taxpayer) that I would like to see all complete streets, road diets, sidewalks, safety improvements, crossings, and raised intersections prioritized over any new or expanded roadway construction. Central Florida has a long history of putting cars before people and it shows in its infrastructure. While central florida is growing, our roads and highways are growing to be unsustainably expensive. Come 50 years from now when we have realized (either through \$5 gallon + gas or environmental devastation) we are going to look back on this era of car-first as having been one of humanities collective mistakes. Much like we look on cigarette smoking now with scorn it wasn't long ago that it was accepted and accommodated for. I would hate to see a bunch of our taxpayer money wasted on new roads plus the extra maintenance they cost. Certainly any new road needs to be tolled to fund its existence and maintenance. I 100% support a 100% tolled highway infrastructure and even tolling technologies that can toll regular urban arterial roads in the future.

Please note how expensive roads are compared to the sidewalks/complete streets/crossings/safety improvements. Often it seems ONE new road or highway could fund 5 to 10 of the other projects, which impact a larger number of people's lives and thus should be prioritized over any new/widened roads for cars only.

Time and time again we have seen over the last 100 years urban planners and most traffic engineers know that widening and making new roads DOES NOT decrease traffic it merely invites more. What decreases traffic would be people using other forms of transport besides there car. We only need look to the Netherlands which 66% of people still use cars, but they have rather decent road traffic with not very large roads on account of the other 33% who walk/bike/public transit.

I think the Corrine Drive complete street is something that needs to be prioritized more that street is considerably unsafe. The sidewalks dont even have ramps in some spots (cant even ride a wheelchair through there) and with the K-8 school there are a ton of kids trying to cross a 5 lane 40mph road. It is completely out of character with the neighborhood and more and more people here are choosing to bike and walk in spite of this road not being very friendly to them.

Thank you for your time,
- Hartley Grimes

Comment#: 37	Name: Ben Stacey	Date Received: 11/20/2020	Comment Method: Online Form
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Electric vehicles are anticipated to compose 30% of registered all on-road vehicles by 2030. Companies like Amazon are transitioning delivery fleets to electric with 100,000 electric vans by 2030. How will MetroPlan provide for the electric charging capacity necessary for public charging points? Has there been an assessment on EVSE demand and where the prioritization of DC fast charging hubs should be located to support regional travel for residents, tourists and commercial uses?

Comment#: 38	Name: David Thomas Moran <i>Central Floridians for Public Transit</i>	Date Received: 11/20/2020	Comment Method: Email
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To: MetroPlan Orlando Board
From: Central Floridians for Public Transit (CFL4Transit)
Re: MetroPlan Orlando's 2045 Metropolitan Transportation Plan
Date: 20 November 2020

Dear MetroPlan Orlando Board,

First, we want to thank the MetroPlan Orlando staff for the thoroughness in putting together this comprehensive draft of the 2045 Metropolitan Transportation Plan for the Central Florida region. With a series of 10 technical documents as well as multiple accompanying addendums and spreadsheets, it is quite a daunting amount of information to assemble as well as for concerned community members to navigate and provide intentional feedback.

It is clear to us that the MPO staff continues to improve upon making the long-range transportation planning process as well as project prioritization and funding feasibility more transparent, collaborative and flexible, particularly in centering public transit, multimodal and Complete Streets projects.

In terms of public engagement to date, it is encouraging to see that two of the top desired changes from the public to Central Florida's transportation system are public transit-related: 1) more frequent public transit that goes to more places and 2) better connections between public transit and final destinations. It's also inspiring to see that the runner-ups were multimodal and public transit-oriented as well: 1) making roads more friendly for pedestrians & bicyclists, 2) expanding the trail system, 3) mobile information about the best way to reach your destination and 4) bus-only lanes for rapid service.

That being said, we are concerned that this plan's project prioritization and funding strategies, which we understand are limited primarily to fuel tax and toll road revenues often with designated allocations, do not align with what Central Floridians need and want for the region in terms of public transit and multimodal transportation options over the next 25 years.

Accounting for the toll road funding as well, there is a budget of approximately \$25.7 billion projected for the next 25 years. Though we understand that toll road funds are not at the discretion of MetroPlan Orlando to re-allocate, toll road infrastructure does not exist in a political, funding or prioritization vacuum from current disinvestment in public transit in this region. Therefore, we prefer to view this budget and allocation percentages within the context of \$25.7 Billion not the \$12.85 Billion within MetroPlan Orlando's immediate coordination.

Reviewing the pie chart from the presentation (focused on \$12.85 Billion within MetroPlan's control), we re-interpret the numbers to say that 89% of this total budget of \$25.7 Billion is going to road projects or road-oriented projects, some of which may also benefit public transit

services that use these roads though with minimal to no transit prioritization for buses in mixed traffic.

We understand 9.5% of this financial forecast is earmarked for sustaining bus and rail service as is for the next two decades, not enhancing service coverage, frequency, hours of operation or connectivity. Furthermore, 1% of the budget is going to Complete Streets projects and .5% to infrastructure for people rolling, walking, and biking. While we heard mentioned that other line items such as "Local" and "State Roads" have the potential for funding multimodal projects, it is not immediately clear that such projects will indeed be multimodal and directly benefit transit riders. Furthermore, considering that Central Florida continues to hold the distinction of being one of the most dangerous metros in the country for people rolling, walking and biking, it doesn't appear that the MetroPlan Orlando Board is financially committed to transformative transit projects, protected bike/ped infrastructure or Complete Streets since only 11% of the total budget for the next two decades are directed to these three project types.

An additional concern is that \$7.07 billion in public transit projects remain unfunded, which we presume includes stalled Bus Rapid Transit (BRT) proposals for connecting the Orlando International Airport to International Drive as well as BRT projects for State Road 50, State Road 436 and US Route 192. We understand there is concern about providing capital funding for transit projects without operating funding, but if this logic is to be used for transit it should apply equally to roads. Are we requiring that all newly constructed roadways come with a plan for regular operations, maintenance, and a reasonable resurfacing schedule before new roadways are built? Without accounting for ongoing life-cycle costs of roadways, we are failing to address the "operating" costs of these facilities.

Unfortunately, this plan draft is not a transit-centered plan even though the Board's goals and indicators, as well as public feedback, identify a want and need for transformative public transit service in Central Florida. Transit projects, both capital and operations, are getting a fraction of funding compared to roads. Additionally, the plan falls short of centering transit dependent and underserved communities particularly as we navigate a massive economic downturn, the COVID-19 global pandemic and racial justice reckonings this year. Before COVID-19, working families, especially 2nd and 3rd shift workers, women, Black and Brown folks, LGBTQ+ folks, immigrants, veterans, people with disabilities, youth, and seniors were being drastically underserved and disproportionately immobilized by transit disinvestment and pervasive subsidies of automobiles. The on-going subsidization of private automobile ownership and dependency on automobile-oriented revenue streams continues to place a substantial financial burden on Central Floridians in order to participate in the community and access even basic needs. With our current transportation system's design, we are essentially forcing vulnerable community members to spend most of their income on transportation, specifically owning or renting an automobile, if they are able to drive, or increasingly now paying high premiums for ride hailing services in order to avoid spending long hours waiting for the bus, the train or paratransit everyday. The Orlando Sentinel's 2019 Laborland investigative series further underscores this particularly in the article titled "It takes her 3 hours to travel 15 miles by bus. Orlando's public transit is failing workers" published on December 12, 2019.

The lack of attention, planning and funding for paratransit improvements re: AccessLYNX is also seriously alarming. It has long been recognized by users and providers in this community that the ridership is underserved. Technology applications for optimizing service are grossly outdated and advancements have not been implemented or are under-utilized. Integration of commercial options should be considered, and changes to outdated rules, regulations and laws need to be revisited for application to current ridership and opportunities.

Additionally, we see an urgency for the region to strategically partner with Amtrak services along with Brightline to maximize intercity rail travel; optimize and open up the freight rail market to move away from privately owned rail networks; adopt and deploy open mobility data standards and mobility hub methodologies that are inclusive of transit dependent commuters; and be extremely intentional through a lens of equity, fairness and justice in the adoption of ACES and shared mobility technologies. We must ensure that emerging mobility technologies center public transit rider experiences in the software and data infrastructures and are universally accessible while also protecting the rights and well-being of transit workers and gig workers. Without great care and collaboration, the emerging technological trends of datafication, electrification and automation will only reinforce transportation inequalities and injustices in the region further leaving behind Central Floridians who are transit dependent while also exploiting transit and gig workers central to operating mobility services.

A 25-year projection should show some specific creativity and energy to re-imagine public transportation to best meet the diverse needs of the community putting people before cars. How are we further optimizing bus route connections and transfers for existing high bus ridership corridors such as the Link 8, Link 37, Link 42, Link 436S and Link 107 so that these bus riders can get wherever they need to go across the region quickly, efficiently, and safely? How are we incentivizing land use planning and practices that are transit-oriented but also ensure wide availability of affordable housing? Where are the Bus Rapid Transit projects? Why are we not prioritizing express bus services on I-4 and toll roads? Where is weekend and late-night service for SunRail? Where is the expanded regional rail system of which SunRail was supposed to be the backbone? Where are the dedicated bus lanes and protected bike lane/cycle track projects? Why aren't we talking about congestion pricing and Vehicle Miles Traveled taxation as necessary and equitable revenue mechanisms? Instead it seems we continue to plan and reimplement the current status quo so that it appears that this is really a 5-year plan with more and bigger roads.

In summary, it is simply not acceptable for LYNX, AccessLYNX and SunRail to be projected over the next two decades to operate at their current, inefficient and unreliable levels of service, which are already grossly underserving Central Floridians. Regardless of funding limitations, this current disinvestment and de-prioritization of public transit service makes it difficult for our coalition to support this plan as is.

Moving forward, first and foremost, we would like to ask the Board to have the political courage to now, not later, correct these failures that have persisted for decades in terms of underfunding and disinvestment in public transit. This budget inherently does not align with MetroPlan Orlando's goals or what the public says they need and want. What road widening and expansion projects can be delayed or canceled? What funding allocated to toll roads or other road projects can be re-allocated to transit? What funding can better prioritize rapid public transit services as the backbone of the future of sustainable and just mobility - in addition to exploring the potential of ride hailing services and autonomous vehicles? This may require some substantial re-organization of how we currently manage programs, operations and revenue in the region including stronger coordination and resource sharing between LYNX, SunRail, CFX, the Florida Turnpike Enterprise, GOAA, etc. We have specific recommendations we will happily provide should the Board be willing to entertain re-thinking what public transportation should look like for Central Florida in 2045.

Sincerely,
Central Floridians for Public Transit (CFL4Transit)

Comment#: 39	Name: Mark Kiser <i>Florida Forest Service, Florida Department of Agriculture and Consumer Services</i>	Date Received: 11/20/2020	Comment Method: Email
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MetroPlan Orlando - 2045 Metropolitan Transportation Plan

Comments from the Florida Forest Service

The 2045 Metropolitan Transportation Plan does not show significant impacts to two of the area's state forests:

Charles H. Bronson State Forest
Holopaw State Forest

This is based upon the distance of those forests from the proposed transportation improvements. The 2045 plan could have some impacts to portions of Little Big Econ State Forest (LBESF), however, given the close proximity of the forest to proposed improvements.

Potential impacts include:

Increased potential for colonization of non-native plant species due to soil disturbance. *Clean construction equipment of vegetation, where feasible and monitor disturbed areas to ensure early detection of any invasive species.*

Reduction in water quality, or hydrological/wetland impairment; multiple Priority Wetlands are located on and in close proximity to LBESF. *Use silt fences during construction, and employ other best management practices to safeguard hydrology and water quality.*

Loss or disturbance to sensitive species; rare, threatened or endangered species documented on LBESF include the following:

<i>Hydroptila bernerii</i>	Berner's microcaddisfly
<i>Acrostichum aureum</i>	Golden leather fern
<i>Garberia heterophylla</i>	Garberia
<i>Lechea cernua</i>	Nodding pinweed
<i>Lilium catesbaei</i>	Catesby's lily
<i>Ophioglossum palmatum</i>	Hand fern
<i>Pecluma plumula</i>	Plume polypody
<i>Pteroglossapsis ecristata</i>	Giant orchid
<i>Pycnanthemum floridanum</i>	Florida mountain-mint
<i>Sarracenia minor</i>	Hooded pitcher plant
<i>Sacoila lanceolata var lanceolata</i>	Leafless beak orchid
<i>Zephyranthes atamasco</i>	Rain lily

<i>Epidendrum conopseum</i>	Green-fly orchid
<i>Encyclia tampensis</i>	Butterfly orchid
<i>Osmunda cinnamomea</i>	Cinnamon fern
<i>Osmunda regalis</i>	Royal fern
<i>Rhapidophyllum hystrix</i>	Needle palm
<i>Serenoa repens</i>	Saw palmetto
<i>Lithobates capito</i>	Gopher frog
<i>Alligator mississippiensis</i>	American alligator
<i>Crotalus adamanteus</i>	Eastern diamondback rattlesnake
<i>Drymarchon couperi</i>	Eastern indigo snake
<i>Gopherus polyphemus</i>	Gopher Tortoise
<i>Antigone canadensis pratensis</i>	Florida sandhill crane
<i>Aramus guarauna</i>	Limpkin
<i>Caracara cheriway</i>	Crested caracara
<i>Egretta caerulea</i>	Little blue heron
<i>Egretta thula</i>	Snowy egret
<i>Eudocimus albus</i>	White Ibis
<i>Falco sparverius paulus</i>	Southeastern American kestrel
<i>Haliaeetus leucocephalus</i>	Bald eagle
<i>Mycteria americana</i>	Wood stork
<i>Nyctanassa violacea</i>	Yellow-crowned night-heron
<i>Nycticorax nycticorax</i>	Black-crowned night-heron
<i>Peucaea aestivalis</i>	Bachman's sparrow
<i>Platalea ajaja</i>	Roseate spoonbill
<i>Plegadis falcinellus</i>	Glossy ibis
<i>Sciurus niger</i>	Southeastern fox squirrel
<i>Ursus americanus floridanus</i>	Florida black bear

Wildlife and plant surveys should be conducted by knowledgeable personnel prior to construction activities.

Other conservation lands in the region may incur additional impacts due to the proposed transportation enhancements, including:

Habitat loss, or loss of connectivity to other conservation lands associated with road widening. *Take steps to minimize where possible by adjusting routes; acquire mitigation land if necessary.*

Increased traffic-related mortality (particularly reptiles, amphibians, mammals, and lepidoptera) and long-term disturbance to wildlife associated with traffic noise. *Investigate need or feasibility of wildlife crossings or noise reduction barriers.*