



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

TECHNICAL ADVISORY COMMITTEE AGENDA

May 31, 2024 • 10:00 A.M.

Technical Advisory Committee

DATE & TIME: Friday, May 31, 2024 10 A.M.	LOCATION: MetroPlan Orlando 250 S. Orange Ave., Ste. 200, Orlando, FL 32801 Parking Garage: 25 W. South St.
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[CLICK HERE TO JOIN VIRTUALLY](#)

MEMBERS OF THE PUBLIC ARE WELCOME!
 Participate at the location above or online from your computer, smartphone or tablet. Zoom meeting ID and dial-in info available here on [web calendar](#).

 **WiFi available | Network: MpoGuest | Password: mpoaccess**

I.	CALL TO ORDER	Chairman Joshua DeVries
II.	CHAIR'S ANNOUNCEMENTS	Chairman Joshua DeVries
III.	AGENDA REVIEW	Slade Downs
IV.	AGENCY REPORTS - FDOT	Amy Beckmann
V.	ROLL CALL & CONFIRMATION OF QUORUM	Rachel Frederick
VI.	COMMON PRESENTATIONS/STATUS REPORTS	
A.	Vision Zero Status Update Mighk Wilson, MetroPlan Orlando, will provide a presentation to update the committee on recent Vision Zero activities.	Mighk Wilson MetroPlan Orlando
B.	2050 MTP Status Update Taylor Laurent, MetroPlan Orlando, will provide information on the 2050 Metropolitan Transportation Plan, which is now underway.	Taylor Laurent MetroPlan Orlando

VII. PUBLIC COMMENTS ON ACTION ITEMS

Comments on *Action Items* can be made in two ways:

1. In person at the meeting location listed at the top of this agenda.
2. Virtually via Zoom. Use the 'raise hand' feature during public comment to indicate you want to speak.

How to comment:

1. Complete an electronic speaker card at [MetroPlanOrlando.gov/Speaker Card](https://MetroPlanOrlando.gov/SpeakerCard). Hard copies of the speaker card are available in the meeting room and should be turned in to MetroPlan Orlando staff. The chairperson will call on each speaker.
2. Each speaker has two minutes to address the board and should state his/her name and address for the record.

If your comment does not pertain to action items on the agenda, you may comment at the general public comment period at the end of the meeting.

VIII. ACTION ITEMS

Tabs 1-3

A. April 26th, 2024 Meeting Minutes (Tab 1)

Approval of the meeting minutes for the April 26, 2024 TAC meeting is requested. Minutes are provided in Tab 1.

Slade Downs
MetroPlan Orlando

B. FDOT Amendment to FY 2024 – 2028 TIP (Tab 2)

Jason Sartorio, MetroPlan Orlando staff, is requesting the TAC make a recommendation to the Board that the FY 2023/24 – FY 2027/28 TIP be amended to include the following item(s):

- FM# 447610-1 – US 441 / SR 500 (Wadsworth Rd to Lake Co. Line) Resurfacing
- FM# 443702-1 – SR 60 (Blanket Bay Slough to Peavine Trl) EB/WB Passing Lanes
- FM #423374-2: SR91 / Florida's Turnpike (N of SR 70 to N of SR 60) PD&E for Widening

A letter from FDOT staff and a letter from FTE staff explaining the amendment requests are included in Tab 2, along with a sheet prepared by MetroPlan Orlando staff and the draft resolution to be presented at the June 12, 2024, Board meeting.

Jason Sartorio
MetroPlan Orlando

C. Amendment to the 2045 Metropolitan Transportation Plan (Tab 3)

Taylor Laurent, MetroPlan Orlando, is requesting approval of an amendment to the 2045 Metropolitan Transportation Plan. More information is provided in Tab 3 of the agenda packet.

Taylor Laurent
MetroPlan Orlando

IX. TAC-ONLY PRESENTATIONS

A. Preview of the FY 2025 – 2029 Transportation Improvement Program (TIP) Jason Sartorio
MetroPlan Orlando

Mr. Jason Sartorio, MetroPlan Orlando staff, will provide a preview of the TIP annual update. This is an opportunity for members to provide comments prior to next month’s adoption action on the TIP.

Due to the size of the document, a link is provided to view the Draft TIP Preview online: <https://metroplanorlando.gov/wp-content/uploads/Draft-FY25-FY29-Transportation-Improvement-Program.pdf>

B. Preview of the FY 2030 – 2040 Prioritized Projects List (PPL) Slade Downs
MetroPlan Orlando

Mr. Slade Downs, MetroPlan Orlando staff, will provide a preview of the PPL annual update. This is an opportunity for members to provide comments prior to next month’s adoption action on the PPL.

Due to the size of the document, a link is provided to view the Draft PPL Preview online: https://metroplanorlando.gov/wp-content/uploads/MetroPlanOrlando_PPL_2030-2040_DRAFT.pdf

X. GENERAL INFORMATION **Tab 4**

A. FDOT Monthly Construction Status Report –The latest FDOT Monthly Construction Status Report for the MetroPlan Orlando area is enclosed for information purposes.

B. Highlights from May 8, 2024, MetroPlan Orlando Board Meeting – A series of highlights and notable actions from the most recent MetroPlan Orlando Board Meeting.

C. Air Quality Report – The latest air quality report for the MetroPlan Orlando area is enclosed for information purposes.

D. Bicycle and Pedestrian Report – A report on bicycle and pedestrian projects in the MetroPlan Orlando region is enclosed for information purposes.

E. LYNX Press Releases – Two press releases from LYNX have been included for informational purposes.

F. 2050 MTP Status Update – Information has been provided to illustrate ongoing work related to the 2050 MTP.

G. Safety Speaker Series – An informational flyer for the MetroPlan Orlando Safety Speaker Series, part of Vision Zero.

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- H. **NHTSA Finalizes Key Safety Rule to Reduce Crashes and Save Lives** – The National Highway Traffic Safety Administration (NHTSA) has finalized a new Federal Motor Vehicle Safety Standard that will make automatic emergency braking (AEB), including pedestrian AEB, standard on all passenger cars and light trucks by September 2029. For more information, visit <https://www.nhtsa.gov/press-releases/nhtsa-fmvss-127-automatic-emergency-braking-reduce-crashes>.

 - J. **Planning Academy 101** – Orlando Metro Section of the Florida APA is hosting Planning Academy 101 to show the basics of the planning field on June 7th, 2024. A flyer is provided for more information on registration and the event.

 - K. **Info Flyer: The Federal Highway Administration: Training Options for Pedestrian and Bicyclist Safety Focus States and Planning Organizations**

 - L. **Technical Memorandum: Central Florida Regional Planning Model v8 Socioeconomic Data Review Comments**
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XI. UPCOMING MEETINGS OF INTEREST

A list of selected upcoming meetings to be held at MetroPlan Orlando's office, unless a different location is specified. For more information and a full list of upcoming meetings, visit MetroPlanOrlando.gov/calendar

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- A. MetroPlan Orlando Board – June 12, 2024

 - B. MetroPlan Orlando Safety Speaker Series – June 13, 2024

 - C. **2050 MTP Technical Workshop (Held Virtually) – June 13, 2024**

 - D. TIP Virtual Public Meeting – June 18, 2024

 - E. Community Advisory Committee (CAC) – June 26, 2024

 - F. LYNX Board (at LYNX Central Station) – June 27, 2024

 - G. SunRail/CFCRC Board (at LYNX Central Station) – June 27, 2024

 - H. Municipal Advisory Committee (MAC) – June 27, 2024

 - J. **Transportation Systems, Management, & Operations Cmte. (TSM&O) – June 28, 2024**

 - K. Technical Advisory Committee (TAC) – June 28, 2024

 - L. Transportation Disadvantaged Local Coordinating Board – August 8, 2024

XII. MEMBER COMMENTS

XIII. PUBLIC COMMENTS (GENERAL)

Public comments of a general nature can be made in two ways:

1. In person at the meeting location listed on page 1 of this agenda.
2. Virtually via Zoom. Use the 'raise hand' feature during public comment to indicate you want to speak.

How to comment:

1. Complete an electronic speaker card at [MetroPlanOrlando.gov/Speaker Card](https://MetroPlanOrlando.gov/SpeakerCard). Hard copies of the speaker card are available in the meeting room and should be turned in to MetroPlan Orlando staff. The chairperson will call on each speaker.
2. Each speaker has two minutes to address the board and should state his/her name and address for the record.

XIV. ADJOURNMENT

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at info@metroplanorlando.gov at least three business days prior to the event.

La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico info@metroplanorlando.gov por lo menos tres días antes del evento.

TAB 1



TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES

DATE: Friday, April 26, 2024
TIME: 10:00 a.m.
LOCATION: MetroPlan Orlando
David L. Grovdahl Board Room
250 South Orange Avenue, Suite 200
Orlando, Florida 32801

Chair Joshua DeVries, Presiding

Members Present:

Mr. Lenny Barden, City of Altamonte Springs
Dr. Kelly Brock, City of Casselberry
Mr. Christopher Carson, City of Lake Mary
Mr. Humberto Castillero, Orange County
Mr. Gus Castro, City of Orlando
Mr. Dana Chester, CFX
Ms. Christina Colón, Osceola County
Ms. Ashley Cornelison, City of Kissimmee
Mr. Jacques Coulon, City of Orlando
Mr. Cameron Crandell, City of St. Cloud
Mr. Chris DeLoatche, GOAA
Mr. Joshua DeVries, Osceola County
Ms. Alyssa Eide, City of Maitland
Mr. Amer Hamza, City of Apopka
Ms. Laura Hardwicke, City of Orlando
Mr. Nicholas Hartley, Osceola County
Mr. Jean Jreij, Seminole County
Mr. Keith Moore for Mr. Hong Lim, City of Winter Park
Mr. Adam Mendenhall, City of Sanford
Mr. Charles Abbatantuono for Mr. Myles O'Keefe, LYNX
Mr. Mike Parker, Town of Oakland
Mr. Phil Price, City of Belle Isle
Ms. Lee Pulham, Central Florida Tourism Oversight District
Mr. Doug Robinson, Seminole County
Ms. Terrilyn Rolle, City of Winter Springs
Mr. Brian Sanders, Orange County

Mr. Ramon Senorans, Kissimmee Airport
Mr. Shad Smith, City of Longwood
Mr. Ken Storey, ECFRPC
Ms. Regina Ramos for Mr. Matt Suedemeyer, Orange County
Mr. Bill Wharton, Seminole County
Ms. Amy Martello for Mr. Jon Williams, City of Winter Garden
Mr. Paul Yeargain, City of Oviedo

Members Absent:

Mr. Michael Cash, City of Sanford
Ms. Tonya Elliot Moore, Windermere
Mr. Ramy Kamal, City of Kissimmee
Mr. Steve Krug, City of Ocoee
Ms. Tammy Reque, St. Cloud
Ms. Pam Richmond, City of Apopka
Vacant, Town of Eatonville
Vacant, City of Edgewood
Vacant, Sanford Airport Authority
Vacant, Orange County Public Schools
Vacant, Osceola County Public Schools
Vacant, Seminole County Public Schools

Others in Attendance:

Ms. Amy Beckmann, FDOT District 5
Mr. Siasoi Fine, FTE
Mr. Jim Wood, Kimley-Horn
Ms. Kathrin Tellez, Fehr & Peers
Ms. Virginia Whittington, MetroPlan Orlando
Mr. Alex Trauger, MetroPlan Orlando
Ms. Taylor Laurent, MetroPlan Orlando
Mr. Eric Hill, MetroPlan Orlando
Ms. Lara Bouck, MetroPlan Orlando
Mr. Mighk Wilson, MetroPlan Orlando
Ms. Mary-Ann Horne, MetroPlan Orlando
Mr. Slade Downs, MetroPlan Orlando
Mr. Jason Sartorio, MetroPlan Orlando
Ms. Adriana Rodriguez, MetroPlan Orlando
Ms. Lisa Smith, MetroPlan Orlando
Ms. Rachel Frederick, MetroPlan Orlando

I. CALL TO ORDER

Chair Joshua DeVries called the meeting to order at 10:01 a.m. and welcomed everyone.

II. CHAIR'S ANNOUNCEMENTS

Chair DeVries noted the importance of an in-person quorum and RSVPing for the meetings. He reviewed the public comment procedures.

III. AGENDA REVIEW

Mr. Slade Downs noted there were no changes to the agenda. He announced the 2024 Regional Transportation Survey had launched and encouraged all members to complete and share the survey access with their contacts. Mr. Downs shared that the survey will close after Memorial Day weekend, and the results will be shared in a future TAC meeting.

Mr. Downs highlighted the handouts at each seat today, including the Save-the-date flyer for the Vision Zero Safety Speaker Series, and also the EV readiness study flyer and the workshops that will take place – dates in May and June to be confirmed. He also drew attention to the TIP Administrative Modification Letter included in the general information tab.

Mr. Mighk Wilson presented this month's Safety Moments which focused on April – Distracted Driving, and May – Seat Belts. From data reports, he shared that over 21,000 crashes are reported per year in the region, involving some form of distracted driving. Of those, 600+ result in serious injuries and 129 prove fatal. Mr. Wilson continued to demonstrate the value of an additional half second reaction time in coming to a stop and how much further a vehicle travels without the additional time, a consequence of distracted driving. Continuing to seatbelts – he stated there are approximately 80 fatal crashes per year involving an unrestrained driver or passenger. Ten years ago, this accounted for 34% of fatalities, but currently it accounts for 54%. Mr. Wilson ended by stressing the importance of buckling up and paying attention.

IV. AGENCY REPORTS - FDOT

Ms. Amy Beckmann, FDOT, presented an update. She noted some updates in Seminole county projects in addition to the construction reports in the full agenda. Also, she noted some completed projects in Orange County and advised she had a report on lane closures available if anyone would like to have those. She continued to share details of events, including 'Touch a Truck', a 'Rollin' and Strollin' event, and the inaugural Central Florida Safety Summit on May 17th.

V. ROLL CALL & CONFIRMATION OF QUORUM

Ms. Rachel Frederick conducted the roll call and confirmed a quorum.

VI. COMMON PRESENTATIONS/STATUS REPORTS

A. Vision Zero Status Update

Mr. Mighk Wilson presented an update to Vision Zero. He listed the community engagement events that had taken place, the social media templates available and also shared the Speaker Series Events that will be held in May and beyond.

Mr. Wilson detailed the previous Task Force meeting which included discussions on policy framework and potential prioritization categories. He also shared he had carried out supplemental analysis which identified the overlap of transit stop locations, high injury network and pedestrian/bicyclist crash locations, remarking that 50% of transit boardings and alighting's occur on the high injury network (HIN). He specified some countermeasures that could be installed to improve crossing at these points. Mr. Wilson continued to detail the crash response takeaways as gathered from Florida Traffic Crash Reports.

Mr. Wilson shared an Action Plan outline, so each local plan follows the same structure for consistency, with each team being able to customize the content. Next steps include the Safe Streets 4 All grant application process, with August 29 being the deadline for submission. Mr. Wilson stated that at the next meeting he will have an almost complete plan and the following meeting a formal adoption of that plan.

Comments from members included appreciation of the emergency response data which will help in the design of roads to optimize emergency vehicle response times. In addition, it was clarified that supplemental analysis could be carried out with a further grant, to assess the conditions at those high injury network/transit stops.

B. 2050 MTP Status Update

Ms. Taylor Laurent presented a status report, beginning with some background and details on existing conditions. Ms. Laurent stated that they are coordinating with FDOT and FTE on the planning modelling efforts and starting to focus on planning emphasis areas in support of the 2050 MTP. She also highlighted the needs assessments plans, some of which are ongoing and other plans wrapping up this month which the committee will hear more about later in this meeting.

Ms. Laurent confirmed that an MTP Technical Workshop had been held on April 11, 2024, and shared the recorded link and the topics discussed. [2050 MTP Technical Workshop #2 \(youtube.com\)](#). She stated that the 'Goals & Objectives' were discussed at the meeting and the draft version of the document had been given to each member today to review. Ms. Laurent also shared that 'Drivers of Change' had been discussed and it can be found on the above link at time stamp: 54.10. This topic included factors unique to the Central Florida region and external factors such as technology, energy, climate & risks, transportation costs and State and federal policy & funding.

Moving to Goals & Objectives, Ms. Laurent shared the work done to date and outlined the goal statements as supplied on the handout. There were five of these: Safety, Reliability, Connectivity, Community, and Prosperity.

Ms. Laurent concluded sharing the development process, including an MTP 2050 Goals & Objectives survey which members are asked to complete by May 10th. In addition, members should have received an email from the Central Florida Regional Planning Model Team, asking for feedback on 'CFRPM & Turnpike Model Socioeconomic Data Review' which will be the foundation of their 2050 Traffic Modelling and Forecasts. Feedback is requested by May 24th.

Mr. Laurent concluded by stating that the Financial Resources 2050 Revenue & Transportation Funding Forecasting is just getting started, and MetroPlan Orlando will be reaching out to the municipalities to assist with this regional effort.

C. Active Transportation Plan

Ms. Kathrin Tellez, of Fehr & Peers, presented the final Active Transportation Plan, known as Ride & Stride 2050. Ms. Tellez outlined the background and history of the plan. She noted the public engagement activity and how they adopted a common vocabulary for active transportation facility types to develop a naming standard. The project then identified the level of traffic stress and pedestrian level of comfort on roads, followed by analysis of destinations (schools, parks, grocery store etc.) a person can access comfortably and safely within a certain amount of time from their home. She detailed that the 2050 ATP Network Development then was created which identified possibilities of new trails, crossing enhancements, corridor improvements, target speed reduction corridors and safety improvements.

Ms. Tellez noted that this plan was presented at a workshop where feedback was gathered from various committees, followed by feedback and comments from the general public. In total 253 projects were identified on the 2050 ATP Network Projects, 148 being new projects and 105 as enhancements to already planned projects. She detailed that the full report includes detailed maps for each county, and how the projects reduce traffic stress, increase comfort in walking facilities and increase accessibility to schools, jobs, shopping etc. in the region and for underserved communities. Ms. Tellez concluded by highlighting a toolbox of strategies that could be considered, and policy recommendations when implementing the projects.

Finally, Ms. Tellez stated that the plan will be incorporated into the 2050 MTP.

A member asked for clarification on the level of stress with regards to traffic (bikes) and pedestrian level of comfort. In addition, more detail was asked regarding prioritization of projects, and confirmed that those areas with more population density where a project would have greater impact would have a higher priority than in a less populated area. It was stated that crime/security had not been factored into the plan. Ms. Taylor Laurent confirmed that the Active Transportation Plan now serves as the needs assessment for bikes & pedestrians which will be incorporated into the 2050 MTP. Ms. Tellez also commented that future land use was partially considered.

D. TSM&O Master Plan Status Update

Mr. Eric Hill gave a presentation of the TSM&O Master Plan. Mr. Hill shared the history of the plan, and confirmed the plan will now be incorporated into the 2050 MTP. He detailed the plan development process, the project categories and shared the projects identified as top priorities

in each of the three counties and City of Orlando. In addition, he displayed the Intersection analysis of each area which highlighted desired intersection improvement locations.

Mr. Hill shared the path forward which included consideration of regional strategies and identifying synergies with the Active Transportation Plan, the Vision Zero Central Florida effort and acknowledgment of the role of Artificial Intelligence, a “wild card” at this stage.

In conclusion, Mr. Hill shared that the TSMO Master Plan Summary Document and its appendices are available on the MetroPlan Orlando website. He encouraged members to review them and asked for any comments be provided to him by May 10th.

In response to a comment, members were advised to read Appendix 7 to see the entire list of projects. As this progresses through the 2050 MTP it is hoped all projects remain in the plan. Also enquired about were projects that end at county lines and what happens to give people the same experience as they travel through different counties. Commentary was then added regarding consistency of standard and optimal performance of – for example, traffic signals across the region and acknowledged that different counties use different software, controllers etc. This is hoped to be an opportunity to share knowledge and skills.

The Chair requested the presentations be sent out to all committee members.

VI. PUBLIC COMMENTS ON ACTION ITEMS

None.

VII. ACTION ITEMS

A. February 23, 2024, Meeting Minutes

Approval of the meeting minutes for the February 23, 2024, TAC meeting is requested.

MOTION: Ramon Senorans moved to approve the TAC February 23, 2024, meeting minutes. Shad Smith seconded the motion. Motion passed unanimously.

B.& C. Organizational Public Participation Plan & 2050 MTP Public Participation Plan

Ms. Mary Ann Horne presented on both the 2024 Organizational Public Participation Plan and the 2050 Metropolitan Transportation Plan - Public Participation Plan. She stated these are two plans with aligned goals, but separate missions, and both ensure they include the voice of the public. The public comment period for both plans has been open since March 15, 2024, promoted via various methods, and will close on May 10, 2024, exceeding the 45-day federally required comment period. Ms. Horne noted the reviews of previous plans and performance measures and looked to the U.S. Department of Transportation guidance on best practices. She shared much was learned during the pandemic, on the best ways to balance in-person and virtual engagement, and best ways to expand reach to include underserved communities and working with community-based organizations.

Ms. Horne shared the goals of The Organizational Public Participation Plan (PPP) and the objectives of the 2050 Metropolitan Transportation Plan - Public Participation Plan (MTP PPP)

Ms. Horne highlighted the form at each member's place, which asks members to recommend a group or organization who they think MetroPlan Orlando should engage with regarding transportation.

A motion to recommend the approval of MetroPlan Orlando's Organizational Public Participation Plan was requested.

MOTION (B): Shad Smith moved to recommend approval of MetroPlan Orlando's Organizational Public Participation Plan; Ramon Senorans seconded the motion.

A motion was requested to recommend approval of the 2050 MTP Public Participation Plan.

MOTION (C): Shad Smith moved to recommend approval of the 2050 MTP Public Participation Plan. Ramon Senorans seconded the motion.

D. FY 2025-26 UPWP for Submittal to FDOT

Mr. Alex Trauger presented on the FY 2025-26 UPWP, which is now at the stage requesting final approval of the MPO Board on May 8th. He shared some updates on the final version and recapped the estimated revenues and estimated pass-thru funding to LYNX.

The Chair appreciated the transparency MetroPlan Orlando has in sharing the UPWP process.

MOTION: Ramon Senorans moved to approve the FY 2025-26 Unified Planning Work Program (UPWP) as presented. Doug Robinson seconded the motion, which passed unanimously.

VIII. TAC-ONLY PRESENTATIONS

None

IX. GENERAL INFORMATION

- A. TIP Modification Letter** – A letter detailing administrative changes to the FY 2024 – 2028 Transportation Improvement Program was included for informational purposes.
- B. FDOT Monthly Construction Status Report** –The latest FDOT Monthly Construction Status Report for the MetroPlan Orlando area was enclosed for information purposes.

- C. **Highlights from March 13, 2024, MetroPlan Orlando Board Meeting** – A series of highlights and notable actions from the most recent MetroPlan Orlando Board Meeting.
- D. **Air Quality Report** – The latest air quality report for the MetroPlan Orlando area was enclosed for information purposes.
- E. **LYNX Press Release** – A press release from LYNX was included for informational purposes.
- F. **PD&E Tracking Status Report** – A report providing the latest status of the PD&E studies currently underway in the MetroPlan Orlando area was enclosed for information purposes.
- G. **Safety Speaker Series** – An informational flyer for the MetroPlan Orlando Safety Speaker Series, part of Vision Zero.
- H. **FDOT Safety Summit Flyer** – An informational flyer was provided for the inaugural FDOT District 5 Safety Summit, which will be held May 17, 2024.
- I. **Notice of Funding Opportunity** – The USDOT has announced a NOFO for the Multidisciplinary Project Discretionary Grant. Applications were due May 6, 2024, and more information can be found in Tab 6 or at: <https://www.transportation.gov/grants/multimodal-project-discretionary-grant-notice-funding-opportunity>.
- J. **Notice of Funding Opportunity** – The FHWA has announced a NOFO for the Active Transportation Infrastructure Investment Program (ATIIP). Applications are open until June 17, 2024, and more information can be found in Tab 6 or at: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/.
- K. **Info Flyer: PD&E Widen Florida’s Turnpike/SR 91 From SR 70 to SR 60**

X. UPCOMING MEETINGS OF INTEREST

A list of selected upcoming meetings to be held at MetroPlan Orlando’s office. For more information and a full list of upcoming meetings, visit [MetroPlan Orlando Calendar](#)

- A. MetroPlan Orlando Board – May 8, 2024
- B. Transportation Disadvantaged Local Coordinating Board – May 16, 2024
- C. MetroPlan Orlando Safety Speaker Series – May 23, 2024
- D. LYNX Board (at LYNX Central Station) – May 23, 2024
- E. SunRail/CFCRC Board (at LYNX Central Station) – May 23, 2024
- F. Community Advisory Committee (CAC) – May 29, 2024

- G. Transportation Systems, Management, & Operations Committee (TSM&O) – May 31, 2024
- H. **Technical Advisory Committee (TAC) – May 31, 2024**
- I. **2050 MTP Technical Workshop (*Held Virtually*) – June 13, 2024**
- J. Municipal Advisory Committee (MAC) – June 6, 2024

XI. MEMBER COMMENTS

Mr. Slade Downs reminded members to respond to the 2050 MTP Goals and Objectives Survey. A link will be sent to each member later today, in addition to all the presentations at today's meeting.

XII. PUBLIC COMMENTS (GENERAL)

None

XIII. ADJOURNMENT

There being no further business, Chairman Joshua DeVries adjourned the meeting of the Technical Advisory Committee at 11.20 a.m. The meeting was recorded and transcribed by Ms. Rachel Frederick.

Approved this 31ST day of May 2024

Mr. Joshua DeVries, Chairman

Ms. Rachel Frederick, Board Services Coordinator

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

TAB 2



Board Action Fact Sheet

Meeting Date: June 12, 2024

Agenda Item: VIII. B. (Tab 2)

Roll Call Vote: Yes

Action Requested: FDOT and FTE request approval of amendments to the FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP).

Reason: Funding is being added for two projects where cost estimates have increased for construction materials. Additionally, a new districtwide project is being added into the TIP.

Summary/Key Information: Items of particular significance for our Committees and the Board are as follows:

- FM #447610-1: US 441/SR500 – This amendment adds a total of \$4,084,073 in state funds for construction in FY 2025 including: \$3,725,349 in DDR funds and \$453,694 in DS funds. Additionally, \$93,810 in ACNR funds and \$1,160 in DIH funds were removed.
- FM #443702-1: SR 60 EB & WB Passing Lanes - This amendment adds a total of \$12,278,834 in federal funds for construction in FY 2025 including: \$5,250,604 in ACFP funds and \$7,028,230 in ACNP funds.
- FM #423374-2: PD&E Widen Turnpike (SR91) – This amendment adds a new PD&E study to widen a 48-mile section of the Turnpike located in St. Lucie County, Indian River County, Okeechobee County, and Osceola County. Funding includes \$275,000 in PKYI funds programmed in FY 2024.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC:	TBD
TSMO:	TBD
TAC:	TBD
MAC:	TBD

Staff Recommendation: Recommends approval.

Supporting Information: The following documents are provided at Tab 2:

- FDOT letter dated May 13, 2024
- FTE letter dated May 15, 2024
- Proposed Board Resolution No. 24-06



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

05/13/2024 | 2:48 PM EDT

MetroPlan Orlando
ATTN: Mr. Gary Huttmann, Executive Director
250 South Orange Ave., Suite 200
Orlando, FL 32801

RE: Request to Revise Fiscal Year (FY) 2023/24-2027/28 Transportation Improvement Program (TIP)

Dear Mr. Huttmann:

Florida Department of Transportation requests MetroPlan Orlando revise the FY 2023/24-2027/28 TIP to reflect project changes as described below.

Project #447610-1 is a resurfacing project programmed in state FY 25 and new cost estimates for construction phase indicated a increase that requires an amendment to the current TIP. The project is listed in the FY 2025/26-2028/29 TIP with the updated project details, however in order to request authorization of federal funding prior to October 1, 2024 the project must also be accurately reflected in the current TIP.

Project #443702-1 will add additional passing lanes in both directions on SR 60 programmed in state FY 25 and new cost estimates for construction phase indicated a increase that requires an amendment to the current TIP. The project is listed in the FY 2025/26-2028/29 TIP with the updated project details, however in order to request authorization of federal funding prior to October 1, 2024 the project must also be accurately reflected in the current TIP.

Please use the information below to revise the TIP accordingly:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
447610-1	US 441/SR 500	Wadsworth Rd to Lake County Line	1.084	CST	ACNR DDR DIH DS TOTAL	\$3,901,279 \$4,743,168 \$ 41,160 <u>\$ 825,211</u> \$9,510,818	2025
443702-1	SR 60 EB & WB Passing Lanes	Blanket Bay Slough to Peavine Trail	4.042	CST	ACFP ACNP Total	\$14,944,573 <u>\$17,735,980</u> \$32,680,553	2025

As always, feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us if you would like to discuss further.

Sincerely,

DocuSigned by:

Amy Beckmann

527E98EFF9A8497...

Amy Beckmann
MPO Liaison, FDOT

c: Jonathan Scarfe, FDOT
FDOT D5 Work Program



Florida Department of Transportation

RON DESANTIS
GOVERNOR

Turkey Lake Service Plaza
Mile Post 263 | Bldg. #5315
P.O. Box 613069, Ocoee, Florida 34761

JARED W. PERDUE, P.E.
SECRETARY

May 15, 2024

Mr. Gary Huttmann
Executive Director
MetroPlan Orlando
250 South Orange Ave, Suite 200
Orlando, FL 32801

Dear Mr. Huttmann:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

The Florida Department of Transportation (FDOT), Florida’s Turnpike Enterprise (The Enterprise) requests the following modifications to be made to MetroPlan Orlando’s Adopted Fiscal Year 2024 – Fiscal Year 2028 Transportation Improvement Program (TIP) in compliance with the corresponding changes to the Department’s Adopted Work Program.

Update Section 6: Toll Road Projects (page 91-124). Please amend the project information as described below.

FM#423374-2 PD&E FOR WIDEN TPK FROM N OF SR 70 TO N OF SR 60 (MP 152 - 193)

Current TIP Status: Project is not included in the FY 2024-FY 2028 TIP.

FPN: -		From: -		MTP Ref.: -					
Project -		To: -		Managed -					
Name:				by:					
Description: -		Length: -		SIS					
Historic Costs Prior to FY 2023/24	Fund	Phase	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Estimated Future Costs After FY 2026/27	Total Cost
	PKYI	PDE	\$ -	\$ -	\$ -	\$ -	\$ -		
\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed Amendment:

FPN: 423374-2		From: N of SR 70		MTP 1030					
Project Name: PD&E Widen TPK (SR 91)		To: N of SR 60		Ref.: FDOT					
Description: PD&E/EMO Study		Length: 48.88 miles		SIS					
Historic Costs Prior to FY 2023/24	Fund	Phase	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Estimated Future Costs After FY 2026/27	Total Cost
	PKYI	PDE	\$ 275*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 275
\$ 3,304			\$ 275	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,579

***Funds are shown in thousands**

Difference: New project FM#423374-2 has Project Development & Environmental (PD&E) Study funds in Fiscal Year 2024. The TIP must be amended to reflect this new project and the associated funding.

Explanation: This Project and Development and Environment (PD&E) study analyzes widening the Turnpike Mainline from 4 to 6 lanes and stretches from SR 70 in St. Lucie County to SR 60 in Osceola County. This project is a regional PD&E study that began in 2021.

Thank you for your assistance with this matter. If you have any questions, please contact me at (407) 264-3494.

Sincerely,



Siaoqi Fine, FCCM, MPO Liaison
Florida's Turnpike Enterprise

cc: Jason Sartorio, MetroPlan Orlando Transportation Planner
Katina Kavouklis, Enterprise Planning Manager
Victoria Williams, Enterprise Liaison Administrator

Amendment to the FY 2023/24 – 2027/28 Transportation Improvement Program

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requesting amendments are described as follows:

- FM #447610-1: US 441/SR500 from Wadsworth Rd. to Lake Co. Line – Funding is in FY 2024/25 for CST and consists of \$3,725,349 in DDR funds and \$453694 in DS funds being added. Additionally, \$93,810 in ACNR funds and \$1,160 in DIH funds are being removed;
- FM #443702-1: SR 60 EB &WB Passing Lanes from Blanket Bay Slough to Peavine Trail – Funding is in FY 2024/25 for CST and consists of \$5,250,604 om ACFP funds and \$7,028,230 in ACNP funds;
- FM #423374-2: PD&E Widen Turnpike (SR 91) from N of SR 70 to N of SR 60 – Funding is in FY 2023/24 for PD&E and consists of \$275,000 in PKYI funds; and

WHEREAS, the requested amendments described above are consistent with MetroPlan Orlando’s project priorities and currently adopted Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation’s amendment to the FY 2023/24 – FY 2027/28 TIP be approved as requested.

CERTIFICATE

The undersigned, duly qualified serving in the role as chairman of the MetroPlan Orlando Board, certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

Commissioner Cheryl Grieb, Chair

**Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:
12th day of June 2024**

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

TAB 3



Board Action Fact Sheet

Meeting Date: June 12, 2024

Agenda Item: VIII. C.

Roll Call Vote: Yes

Action Requested: MetroPlan Orlando Staff requests approval of plan revisions (amendments / modifications) to the 2045 MTP.

Reason: MetroPlan Orlando staff are proposing these Plan Revisions to include changes to complete streets project phasing, incorporate a discretionary grant award, addition of a proposed trail need, and other minor updates for planning consistency in the 2045 MTP.

Summary/Key Information: Requested amendments / modifications will be made to the *Cost Feasible Plan: Strategies, Programs* documentation of the adopted 2045 Metropolitan Transportation Plan. Items of particular significance for our Committees and the Board are as follows:

- Table 12, split five projects into multiple phases:
 - Edgewater Drive Complete Streets
 - Downtown Kissimmee Complete Streets (i.e. Connect Kissimmee Complete Streets)
 - Winter Park Drive Complete Streets
 - North Central Avenue Complete Streets
 - Rock Springs Road Complete Streets
- Table 13, addition of the City of Orlando's Safe Streets and Roads for All Discretionary Grant Award
- Table 13, addition of the Headwaters Trail from south of Nova Rd to SR 528
- Table 12, 17, and 18, minor revisions for planning consistency:
 - North St Phase I from Raymond Ave to Palm Springs Dr
 - St. Andrews Trail in Winter Park
 - Kissimmee Park Rd from Lake Toho to Cross Prairie Pkwy
 - Liberty Commons Blvd from US 192 to Neptune Rd

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action: CAC: to be determined
TSMO: to be determined
TAC: to be determined
MAC: to be determined

Staff Recommendation: Recommends Approval.

Supporting Information: The following documents are provided at Board Agenda Tab 3

- 1) Overview of Proposed Plan Revisions
https://metroplanorlando.gov/wp-content/uploads/Overview-of-Plan-Revisions_May-2024.pdf
- 2) Hyperlink to 2045 Cost Feasible Plan with proposed revisions:
<https://metroplanorlando.gov/wp-content/uploads/2045-MTP-Cost-Feasible-Plan-Adopted-Dec.-2020-Revised-May-2024-Draft-for-Public-Review.pdf>

2045 Metropolitan Transportation Plan (MTP)

Overview of Proposed Plan Revisions

May 2024



Reason for Amendment / Modification:

Complete streets projects have continued to see significant cost escalations, which has made several projects within the MTP infeasible due to the upfront capital needed to fund the entirety of a project at one time. This has necessitated splitting several complete streets projects into multiple phases to allow for the project to move forward through incremental steps. To maintain planning consistency, MetroPlan Orlando staff are proposing to amend the 2045 Metropolitan Transportation Plan to include the new phased implementation plans for affected projects.

Changes to Technical Reports / Documentation:

Requested amendments and modifications will be made to the *Cost Feasible Plan: Strategies, Programs, and Projects* documentation of the adopted 2045 Metropolitan Transportation Plan, as follows:

1. **Amendment** – Table 12 (Complete Streets projects) – Revising five projects to document the new phased implementation approach. Phasing results are all cost feasible.
 - a. Edgewater Drive Complete Streets Study
 - i. Design Phase for Entire Corridor: Lakeview St to Par St (MTP ID# EC189)
 - ii. Segment A: at Lakeview St (MTP ID# 4033)
 - iii. Segment B: from Lakeview St to Shady Lane Dr (MTP ID# 4034)
 - iv. Segment C: from Shady Lane Dr to Bryn Mawr St (MTP ID# 4035)
 - v. Segment D: from Bryn Mawr St to W Par St (MTP ID# 4036)
 - b. Downtown Kissimmee Complete Streets (i.e. Connect Kissimmee Complete Streets)
 - i. Phase 1: S John Young Pkwy to US 192 (MTP ID# EC190)
 - ii. Phase 2: W Emmett St and Main St (MTP ID# 4031)
 - c. Winter Park Drive Complete Streets
 - i. Design Phase for Entire Corridor: Red Bug Lake Rd to SR 434 (MTP ID# 4011)
 - ii. Phase 1: Marigold Rd to Seminola Blvd (MTP ID# 4025)
 - iii. Phase 2: Seminola Blvd to SR 434 (MTP ID# 4026)
 - iv. Phase 3: Red Bug Lake Rd to Cannon Way (MTP ID# 4027)
 - d. North Central Avenue Complete Streets
 - i. Design Phase for Entire Corridor: Martin Luther King Blvd to W Donegan Ave (MTP ID#4012)
 - ii. Phase 1: Central Ave from Dakin Ave to Vine St/US 192 and Dakin Ave from Church St to Central Ave (MTP ID# 4028)
 - iii. Phase 2: Vine St/US 192 to W Columbia Ave (MTP ID# 4029)
 - iv. Phase 3: W Columbia Ave to W Donegan Ave (MTP ID# 4030)

- e. Rock Springs Rd Complete Streets
 - i. Phase 1 Design Phase for Corridor: Welch Rd to Lester Rd (MTP ID# 4010)
 - ii. Phase 2 Design Phase for Intersection: Rock Springs Rd at Welch Rd (MTP ID# 4037)
 - iii. Phase 3 Construction for Project Limits: Welch Rd to Lester Rd (MTP ID# 4032)
2. Amendment – Table 12 (Complete Streets projects) and Table 17 (Seminole County locally funded projects) –North St Phase I from Raymond Ave to Palm Springs Dr (MTP ID# 4014) will be advanced using local funds by Seminole County. For planning consistency, the project was removed from Table 12 and added to Table 17. No impacts to project cost feasibility.
3. Amendment – Table 13 (Bicycle and Pedestrian projects) – Addition of the Safe Streets and Roads for All (SS4A) discretionary grant awarded to the City of Orlando for their FORWARD Orlando project (MTP ID# EC711). No impacts to project cost feasibility.
4. Amendment – Table 13 (Bicycle and Pedestrian projects) – Addition of the Headwaters Trail from south of Nova Rd to SR 528 (MTP ID# 5086) as requested by Osceola County staff for planning consistency. No impacts to project cost feasibility.
5. Modification – Table 13 (Bicycle and Pedestrian projects) – Revised the St. Andrew’s Trail (MTP ID# EC196) project description to clearly identify its potential eligibility for funding through the SunTrail Program. Also consolidated the project under a single MTP ID number (removed MTP ID# EC280). No impacts to existing project cost feasibility.
6. Amendment – Table 18 (Osceola County locally funded projects) – Updated the cost estimates for Canoe Creek Road from Deer Run Rd to Pine Tree Dr (MTP ID# 8002) and Canoe Creek Road from Pine Tree Dr to US 192 / US 441 / 13th St (MTP ID# 8001) for consistency with Osceola County’s latest cost estimates and projected phase implementation. No impacts to project cost feasibility.
7. Amendment – Table 18 (Osceola County locally funded projects) – Revisions to three projects as requested by Osceola County staff. No impacts to project cost feasibility.
 - a. Revision of the Kissimmee Park Rd project limits to now extend from Lake Toho to Cross Prairie Pkwy, approximately 3.8 miles (MTP ID# 8103).
 - b. Removal of Liberty Commons Blvd from US 192 to Shady Ln (MTP ID# 8128) as it is no longer consistent with the latest adopted Osceola County Comprehensive Plan Transportation Element.
 - c. Removal of NeoVation Way from US 192 to Neptune Rd (MTP ID# 8129) as it is a duplicate project to MTP ID# 8144.

Hyperlinks to documentation with proposed revisions incorporated:

- Cost Feasible Plan: <https://metroplanorlando.gov/wp-content/uploads/2045-MTP-Cost-Feasible-Plan-Adopted-Dec.-2020-Revised-May-2024-Draft-for-Public-Review.pdf>

For additional information regarding these Plan Revisions:

Please contact Taylor Laurent, Manager of Transportation Planning at Taylor.Laurent@MetroPlanOrlando.gov

TAB 4



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

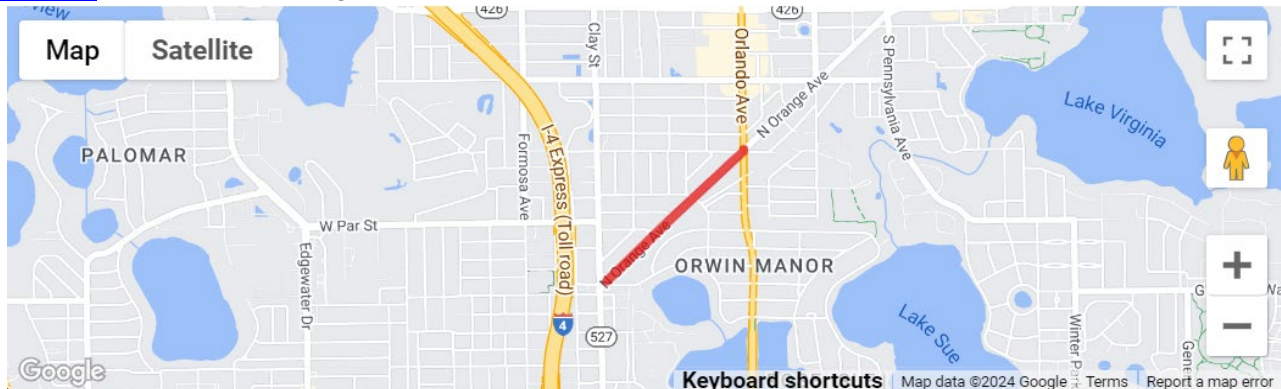
Orange, Osceola, and Seminole Counties Project Status Update as of May 5, 2024

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of the May 5th cutoff. The next cutoff date is June 5, 2024. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

ORANGE COUNTY

ORANGE COUNTY UPCOMING PROJECTS:

[445691-1](#) SR 527 From Clay Ave to S Orlando Ave

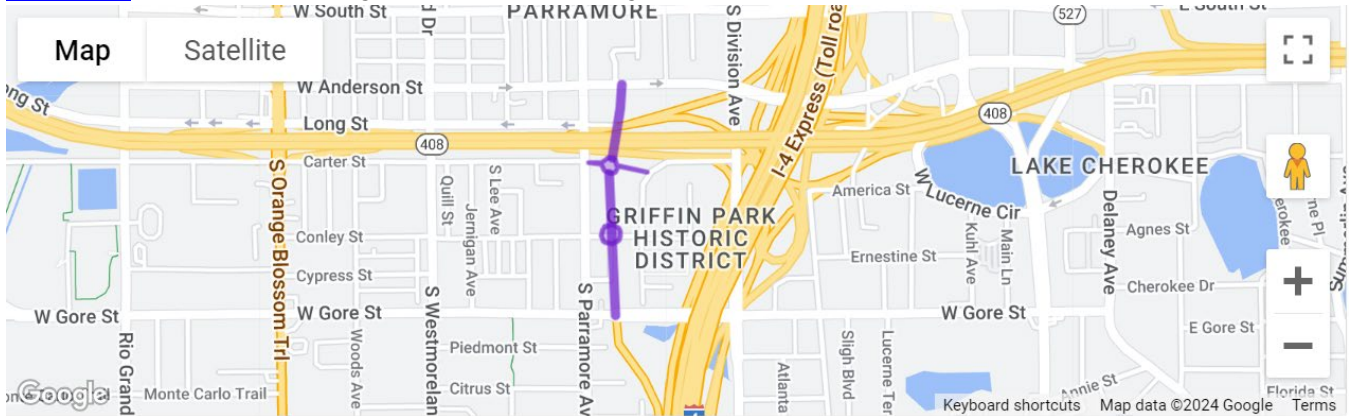


- Contract T5814
- Contractor: Atlantic Civil Constructors Corp.
- Project Cost: \$3.7 million
- Project Start: May 2024
- Estimated Completion: Early 2025
- **Description:** This project is aiming to provide crash reduction countermeasures and increase safety for drivers and pedestrians alike at the North Orange Avenue (State Road (S.R.) 527) intersections of Clay Avenue and Harmon Avenue. This safety project also includes pavement widening, milling, and resurfacing; construction of new sidewalks and bus pads; construction of a raised crosswalk; construction of new drainage structures; replacement of signs and pavement markings; signalization improvements; construction of new mast arms; tree removal; pruning of trees and branches; inclusion of new lighting structures; and utility relocation along North Orange Avenue (S.R. 527) from Clay Avenue to South Orlando Avenue (U.S. 17/92). This project is located within the City of Orlando, just north of the City of Orlando downtown core and within the Orlando Urban Area boundary

Update: This project was originally scheduled to begin early May, but the contractor has requested an additional 30 days of lead time from FDOT. The request was recently approved, pushing the start date to early June.

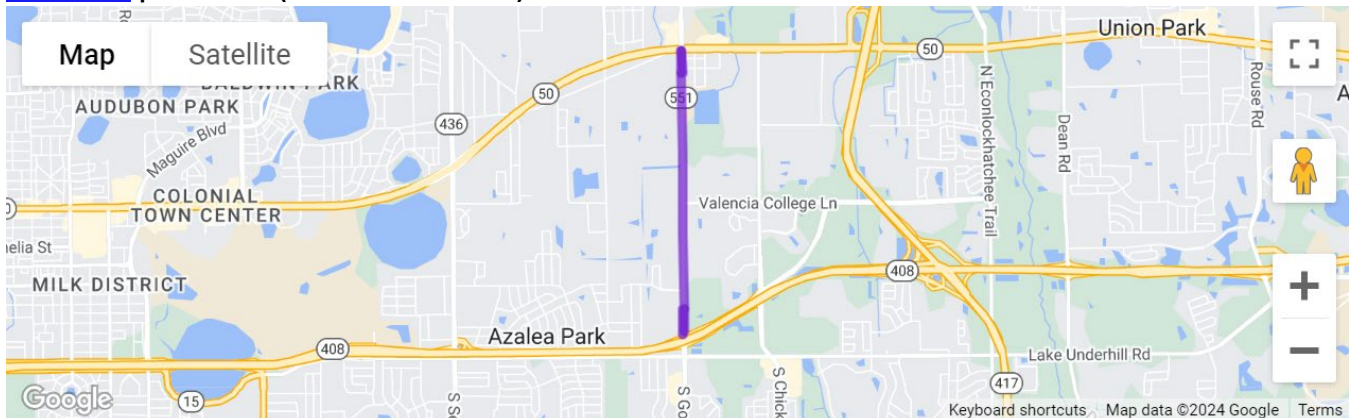
ORANGE COUNTY CURRENT PROJECTS:

432193-5 I-4 Ultimate Terry Avenue Road Project



- Contract T5745
- Atlantic Civil Constructors Corporation
- Project Cost: \$8.3 million
- Project Start: November 2022
- Estimated Completion: Spring 2024
- **Description:** The Hicks Avenue Extension Project comprises the building of a new section of Hicks Avenue between Gore Street and Anderson Street to the north. The project also includes the construction of two roundabouts at the intersections between Hicks Avenue and Carter and Conley streets. New on-street parking and sidewalks will be constructed as well.
- **Update:** Final checklist items remain such as final paving repairs, striping, and final inspections. The Hicks Avenue extension from Anderson Street to Gore Street should be open to traffic around Memorial Day.

437634-1 | S.R. 551 (Goldenrod Road) from S.R. 408 to S.R. 50

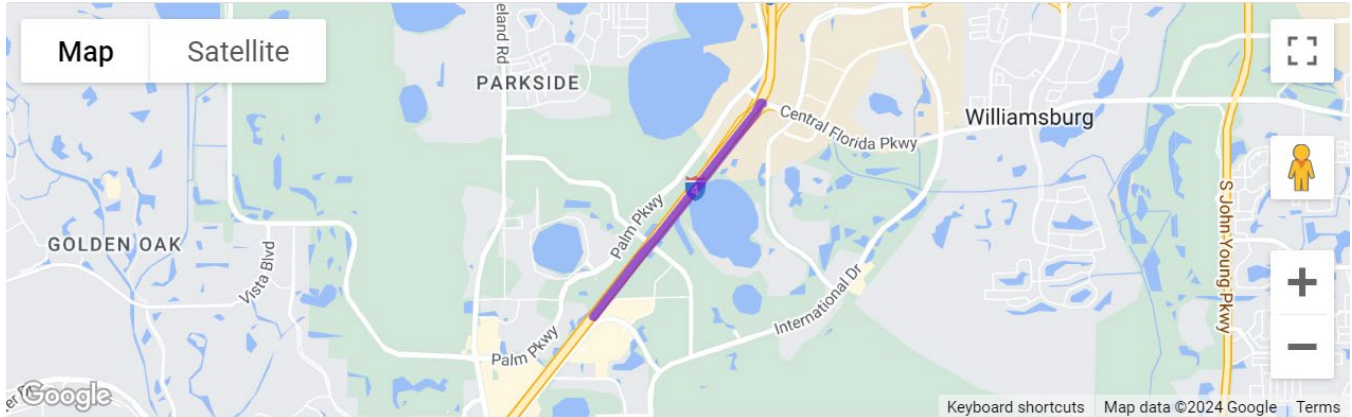


- Contract T5718
- Contractor: Southland Construction, Inc.
- Construction Cost: \$11.9 million
- Project Start: August 2021
- Estimated Completion: Fall 2024
- **Description:** The Florida Department of Transportation (FDOT) is resurfacing and implementing safety improvements on State Road (S.R.) 551 (Goldenrod Road) from S.R. 408 to S.R. 50. Safety

improvements include widening the lanes to make room for bike lanes, constructing raised medians, upgrading traffic signals, and lighting and improving drainage.

Update: The Contractor continues with work along the northbound side of the project with driveways, curbs, and sidewalks. Contractor is also working on placing sod along the northbound side. Intermittent lane closures along the project for construction activities are ongoing.

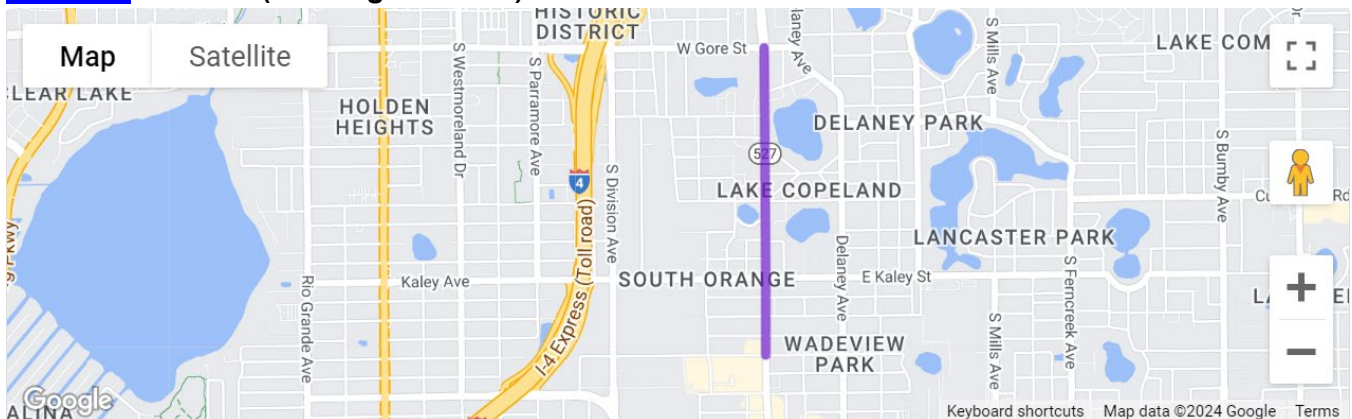
[441113-1](#) I-4 at Daryl Carter Parkway Interchange



- Contract T5724
- Contractor: Superior Construction Company Southeast, LLC
- Project Cost: \$83 million
- Project Start: Fall 2022
- Estimated Completion: Early 2026
- **Description:** This project will convert the Daryl Carter Parkway overpass, between Central Florida Parkway and State Road 535, into a diverging diamond interchange. The interchange will give motorists an alternate route to reach retailers and restaurants in the Lake Buena Vista area. Three new ramps connecting Interstate 4 (I-4) to Daryl Carter Parkway will be built: exit ramps from both directions of I-4 to Daryl Carter Parkway and an entrance ramp to eastbound I-4. Project includes drainage improvements for Big Sand Lake, project 441113-3.

Update: Contractor is converting the Daryl Carter Parkway overpass over I-4 into a diverging diamond interchange. Crews are working on constructing and filling MSE walls, barrier wall installation and lighting installation. Crews are also working on paving the Central Florida Parkway ramp as well as drainage improvements and erosion control. Crews are working on filling and sub grading ramps.

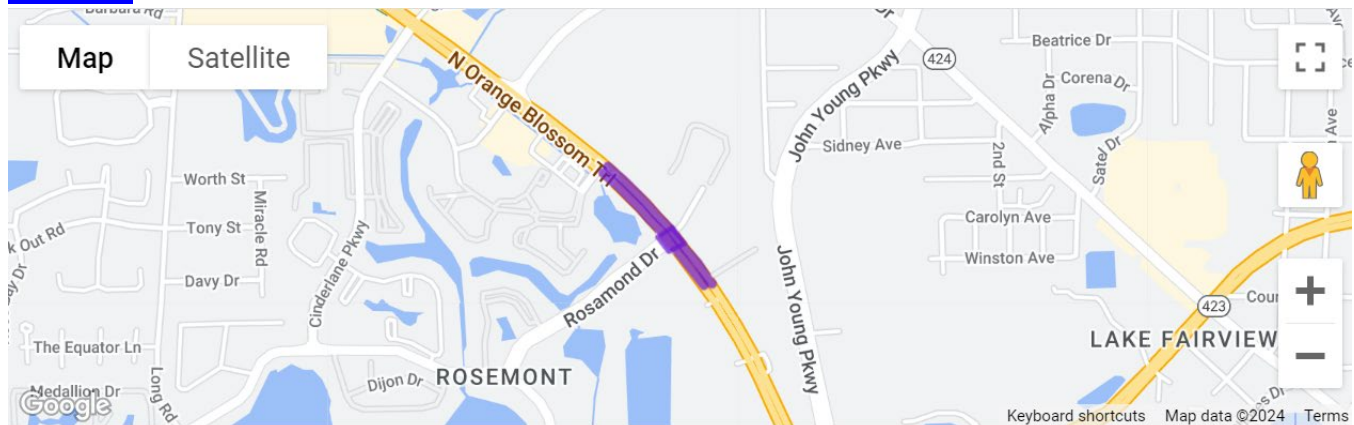
[441145-1](#) S.R. 527 (S Orange Avenue) from Grant Street to Gore Street



- Contract T5760
- Contractor: Hubbard Construction Company
- Project Cost: \$4.7 million
- Project Start: January 29, 2024
- Estimated Completion: Spring 2025
- **Description:** The purpose of this job is to resurface State Road 527 (S. Orange Avenue) from Grant Street to Gore Street. In addition to repaving the roadway, the project plans to extend curb lines in certain areas to better define on-street parking and improve sight lines for traffic turning onto Orange Avenue from side streets. Short, raised traffic separators are also planned within the existing center two-way left turn lane at four locations: south of Lake Beauty Drive, south of Copeland Drive, near Underwood Street and north of Annie Street. Improved crosswalks and new pedestrian lighting are planned, along with decorative sidewalk & crosswalk features in conjunction with the Pulse Memorial.

Update: At present, contractors are completing drainage improvements & sidewalk reconstruction at the intersection of East Miller Street and South Orange Avenue as well as the intersection of Wisteria Avenue and South Orange Avenue. Once done with this, contractors will begin drainage improvements at the intersection of East Copeland Drive and South Orange Avenue. The contractor is currently working with City of Orlando officials to figure out the best possible detour route for this closure.

[441395-1 U.S. 441 at Rosamond Drive](#)



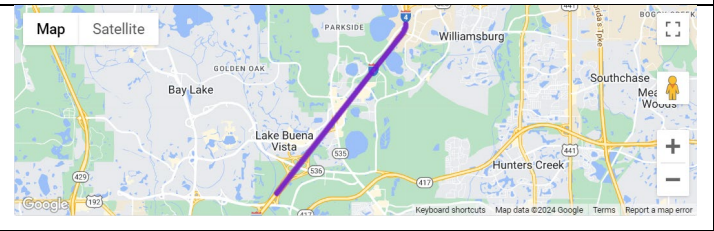
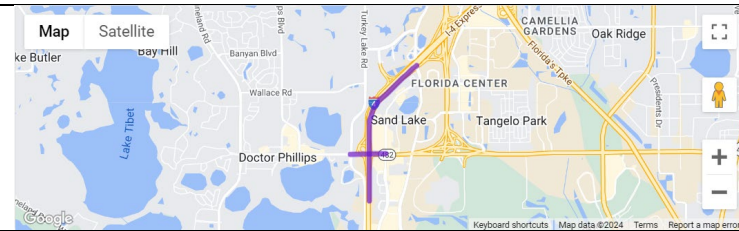
- Contract E57B0
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$1.9 million
- Project Start: October 2023
- Estimated Completion: Spring 2024
- **Description:** The purpose of the project is to signalize the intersection of U.S. 441 (North Orange Blossom Trail) and Rosamond Drive. Additional work will include resurfacing the roadway, installing pedestrian facilities, and upgrading signage and pavement markings.

Update: The contractor expressed that they will finish up asphalt correction, install sod, replace broken concrete, and received and install UPS cabinet during the first week of May. The following week they will work on completing all signal items and connect the power in preparation for the necessary City inspection.

444315-1 & 444315-3 I-4 at Sand Lake Road Interchange

444315-1

444315-3



This project will convert the Sand Lake Road and I-4 interchange into a diverging diamond interchange. The Diverging Diamond Interchange (DDI) is a type of interchange in which the two directions of traffic at an interchange cross to the opposite side of the road on both sides of the bridge. A DDI eliminates several traffic conflict points by moving drivers to the side of the road where they can turn left without having to cross in front of oncoming traffic. These improvements will help to accommodate future projected traffic demand and improve driver safety and efficiency.

The project will construct a single buffer separated express lane on I-4 in the westbound direction from west of State Road (S.R.) 528 to west of Central Florida Parkway. The project will also add the final striping, friction coarse and tubular markers for the full length of the single buffer express lane on I-4 in the westbound direction from west of S.R. 528 to west of S.R. 536

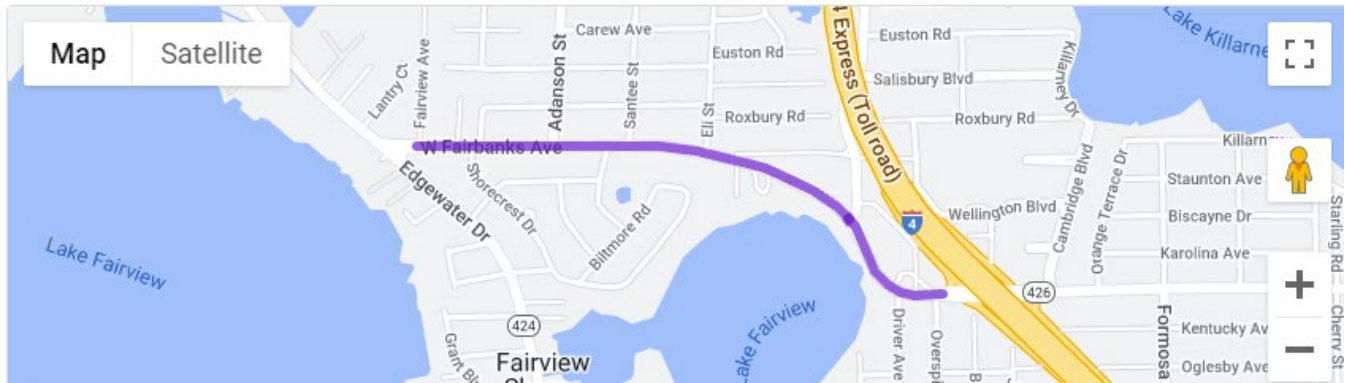
For the most up-to-date information and status on this project log onto <https://i4beyond.com/project-designs/sand-lake-road-interchange-improvements/>

For the most up-to-date information and status on this project log onto <https://i4beyond.com/project-designs/sand-lake-road-interchange-improvements/>

Click on link to learn more about using a Diverging Diamond Interchange: Diverging Diamond Interchange (DDI) Video.

- Contract E59A6
- Contractor: Lane Construction Corp.
- Project Cost: \$218 million
- Project Start: Summer 2023
- Estimated Completion: Spring 2027
- **Update:** Contractor is driving pile to lay the foundations to support a new loop ramp connecting westbound Sand Lake Road with Turkey Lake Road, eliminating the existing left turn from westbound Sand Lake Road onto southbound Turkey Lake Road. The interchange was reconfigured into a diverging diamond interchange (DDI) in early March 2024 to provide crews space to work in the median of Sand Lake Road to do overhead work on the I-4 overpass.

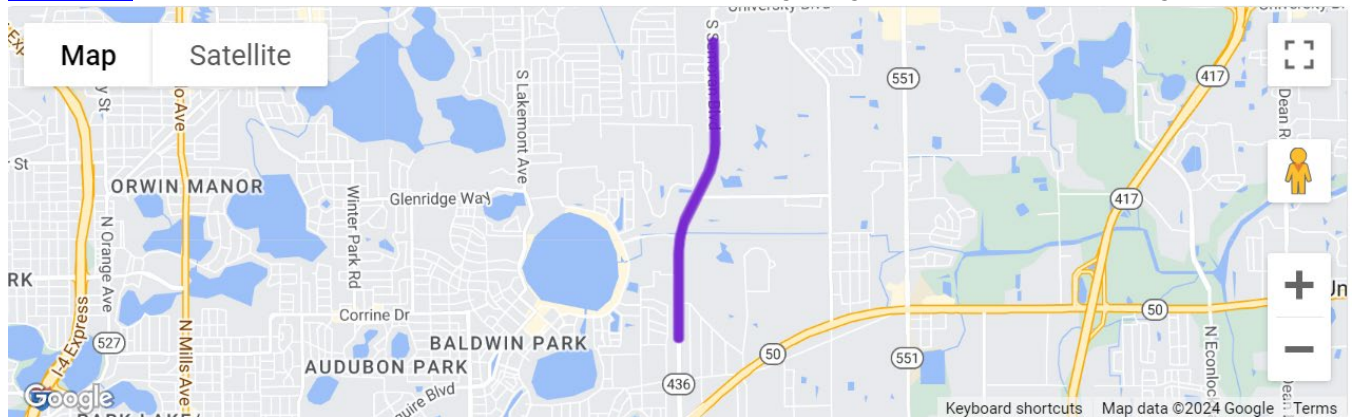
445211-1 SR 426 from east of SR 424 (Edgewater Drive) to west of I-4



- Contract : E56B6
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$2.4 million
- Project Start: March 2024
- Estimated Completion: Fall 2024
- **Description:** This project plans to repave this segment of Fairbanks Avenue (State Road (S.R.) 426) from east of Edgewater Drive (S.R. 424) to west of Interstate 4 (I-4) to extend the life of the existing roadway. Pedestrian safety improvements are also planned, including upgrading pedestrian crosswalks, reconstructing sidewalk curb ramps and pedestrian signals, and adding new sidewalk at the intersection with Wymore Road. Other work includes traffic signal upgrades and necessary drainage modifications. Fairbanks Avenue within the project limits provides two travel lanes in each direction with a center, two-way left turn lane along most of the corridor. No changes to the lane configuration are planned.

Update: The Contractor is currently working behind lane closures performing concrete and pedestrian signal work throughout the project limits.

445303-1 State Road (S.R.) 436 from north of Old Cheney Hwy to south of University Park Drive

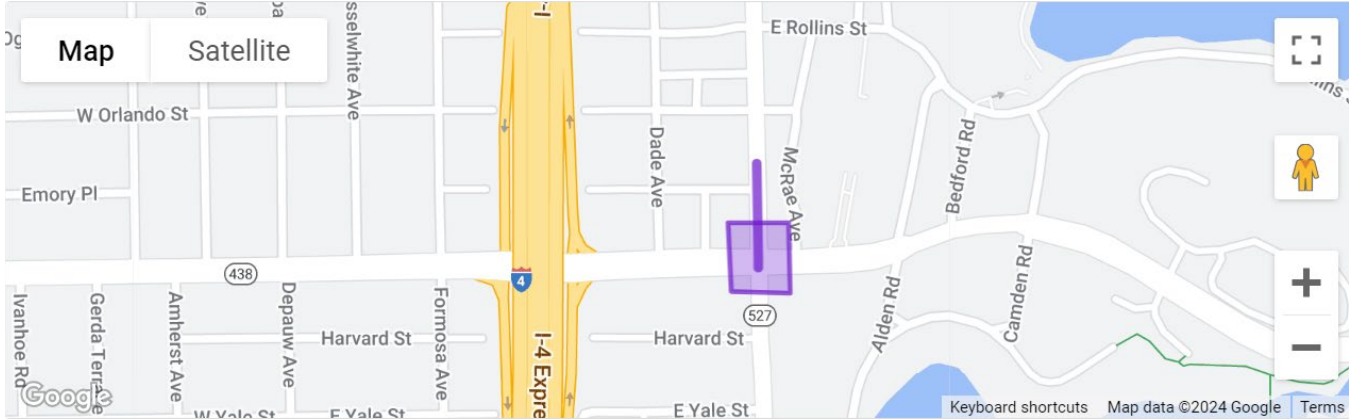


- Contract E57B5
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$11 million
- Project Start: November 2023
- Estimated Completion: Spring 2025
- **Description:** This project plans to construct improvements along State Road (S.R.) 436 from north of Old Cheney Highway to north of University Park Drive in Orlando. This project will repave the roadway and implement strategies to increase safety for all users along the project

corridor. Safety improvements include speed management enhancements such as lane width reduction, a barrier curb, right turn lane elimination, driveway modifications, and traffic-calming landscaping. The project will also focus on cyclist safety with separated and designated bicycle facilities and particular emphasis on pavement markings. A midblock crossing with a Pedestrian Hybrid Beacon (PHB) will also be installed at University Park Drive.

Update: The Contractor is currently working on the installation of drainage and sidewalks as well as driveway modifications. Installation of right lane traffic separators for the bike lane is ongoing. Intermittent lane closures along the project to accommodate this work are ongoing.

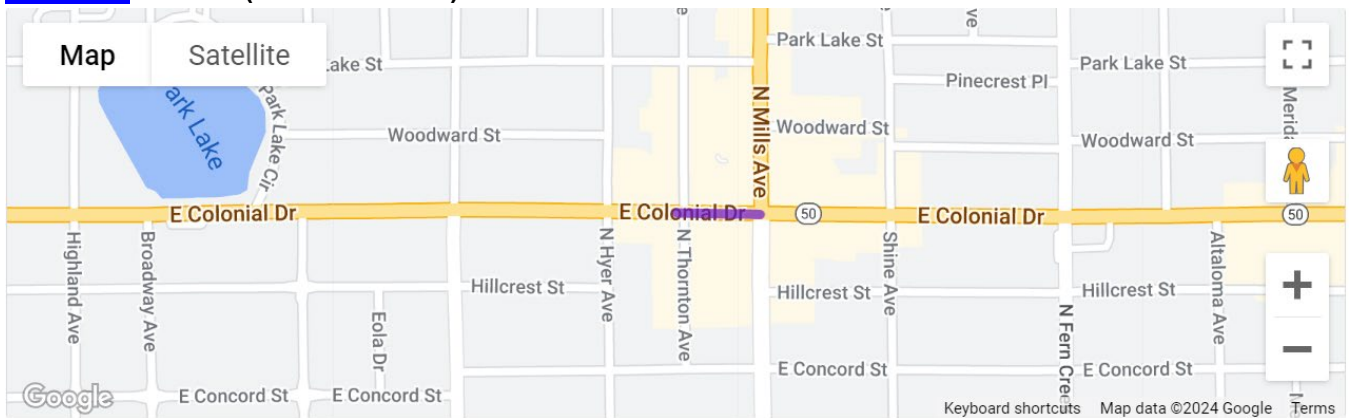
445692-1 S.R. 527 (Orange Avenue) Milling & Resurfacing at S.R. 438 (Princeton Street) Intersection



- Contract T5778
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$1.6 million
- Project Start January 2024
- Estimated Completion: Fall 2024
- **Description:** The purpose of this project is to improve the intersection of Orange Avenue (State Road (S.R.) 527) at Princeton Street (S.R. 438) in Orlando. The improvement will reconstruct the traffic signals with new signal poles and upgrade pedestrian features at the intersection. A new traffic separator will also be added along Orange Avenue north of Princeton Street between the southbound left turn lane and northbound lanes.

Update: As of the beginning of May, the contractor is working on concrete cylinders, filling CFL tubes, and building overhead structures.

445693-1 S.R. 50 (Colonial Drive) from Thornton Avenue to Mills Avenue

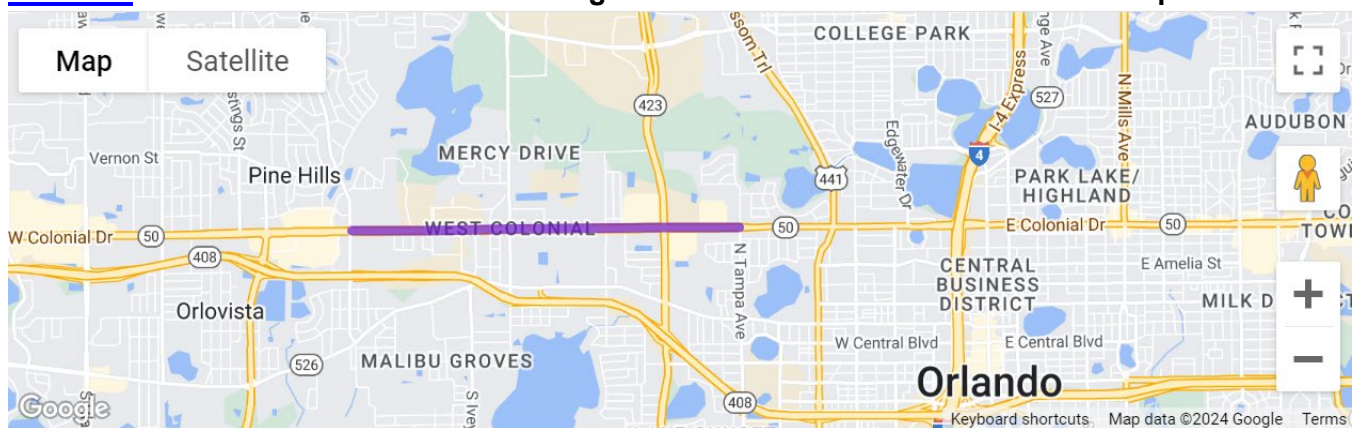


- Contract T5772

- Contractor: Highway Safety Devices, Inc.
- Project Cost: \$1.9 million
- Project Start: May 2023
- Estimated Completion: Spring 2024
- **Description:** The purpose of this project is to construct improvements on East Colonial Drive (S.R. 50) from North Thornton Avenue to North Mills Avenue (U.S. 17-92). The project will promote motorist and pedestrian safety along this segment of East Colonial Drive. Specific improvements include: Reconstructing and upgrading the traffic signal at the intersection of East Colonial Drive and Mills Avenue, including new signal poles; Extending the eastbound left-turn lane to North Mills Avenue to increase space for turning vehicles; Constructing a traffic separator on East Colonial Drive west of North Mills Avenue to better define the extended left turn lane, and Reconstructing and extending all four corners at the intersection of East Colonial Drive and North Thornton Avenue to improve safety for pedestrians. Other improvements include reconstructing sidewalk as needed and enhancing intersection lighting. No changes are planned for the existing on-street parking.

Update: Project is nearing completion, with contractors finishing up paving, striping, and overhead signal work. This project is estimated to be completed between late May to mid-June.

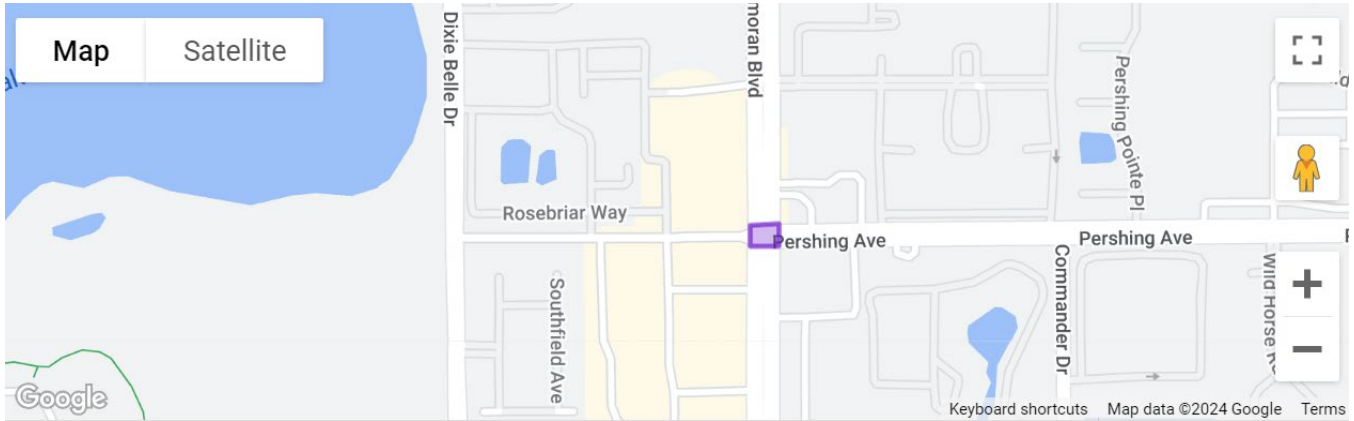
[445694-1 Colonial Drive/Martin Luther King Boulevard from Pine Hills Road to Tampa Avenue](#)



- Contract T5798
- Contractor: Watson Civil Construction, Inc.
- Project Cost: \$15 million
- Project Start: April 25, 2024
- Estimated Completion: Fall 2025
- **Description:** This Florida Department of Transportation (FDOT) project is intended to enhance safety and operations along the corridor of Colonial Drive (State Road (S.R.) 50) between Pine Hills Road and Tampa Avenue. The project will improve crosswalk conditions and install new signal improvements. Additionally, the project will modify several existing median openings along the corridor to improve safety and operations.

Update: Preliminary work has begun on this project. The first progress meeting is scheduled for early May.

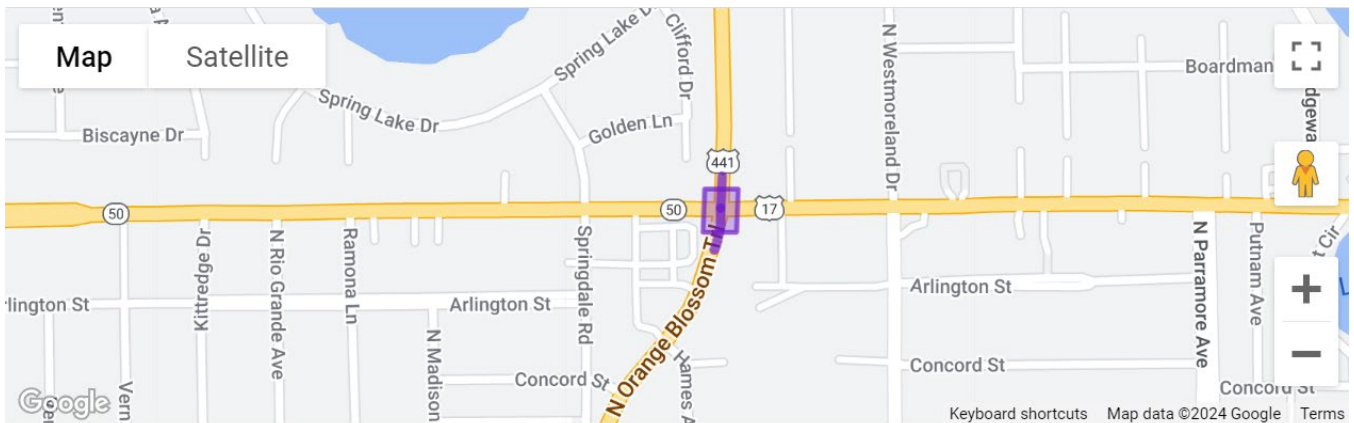
445707-1 S.R. 436 at Pershing Avenue Traffic Signal Improvements



- Contract T5775
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$937,000
- Project Start: August 2023
- Estimated Completion: Spring 2024
- **Description:** The purpose of this project is to improve the intersection of State Road 436 at Pershing Avenue. The improvement will add new mast arm signals to increase the safety of the intersection.

Update: The contractor is currently working on completing thermo and flatwork as well as coordinating with OUC on pole removal.

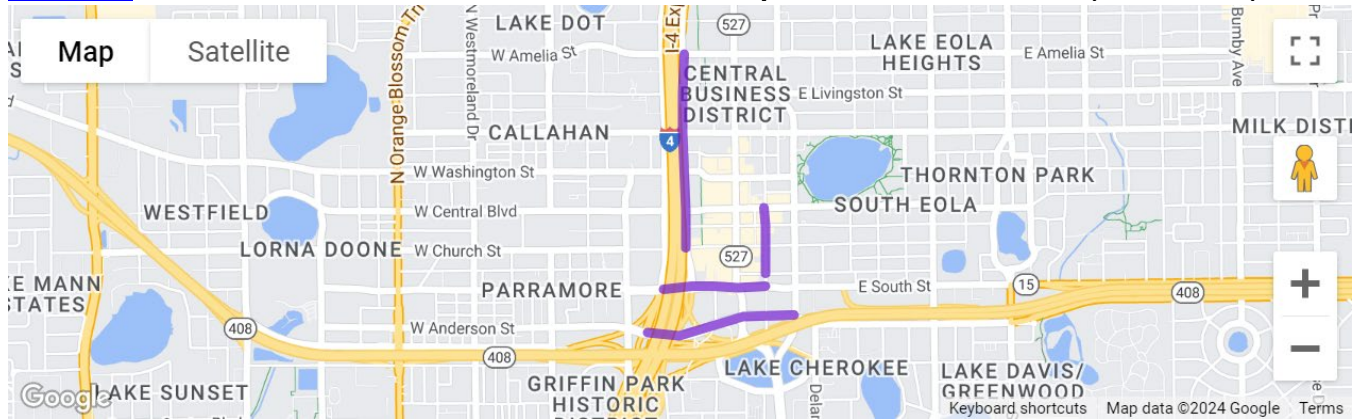
445767-1 S.R. 50/U.S. 441 (Orange Blossom Trail) and S.R. 50 (Colonial Drive) signal reconstruction



- Contract T5783
- Contractor: Highway Safety Devices, Inc.
- Project Cost: \$2 million
- Project Start: October 2023
- Estimated Completion: Summer 2024
- **Description:** The purpose of the project is to improve overall safety and operations at the intersection of State Road 50 (Colonial Drive) and U.S. 441 (Orange Blossom Trail), including pedestrian crossing improvements. Work involves construction of new mast arms, new accessible pedestrian signals, construction of sidewalk and curb ramp, and resurfacing within the intersection.

Update: Contractor is working on completing pedestrian signal bases, concrete work on sidewalks, and maintaining/cleaning up any areas disrupted by construction.

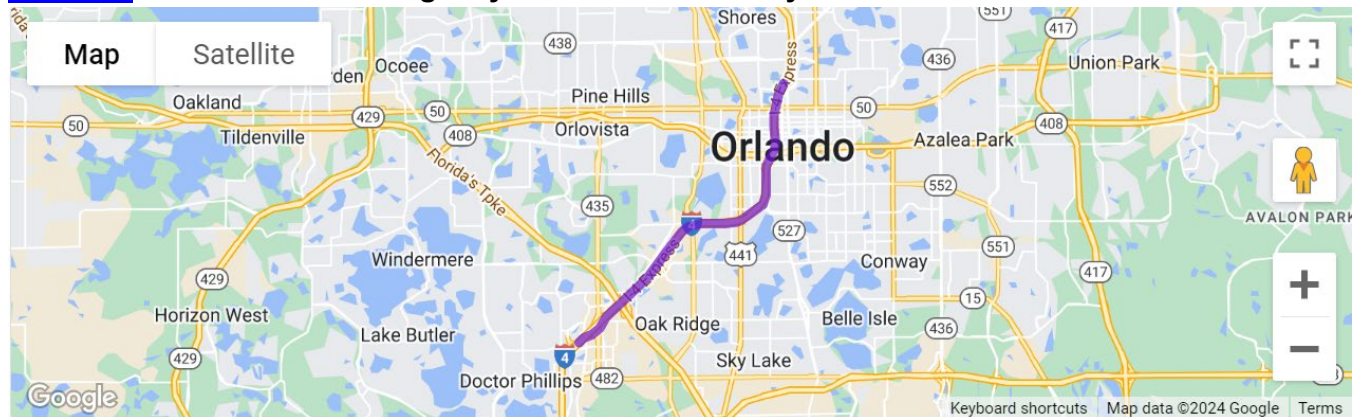
447807-1 Smart Orlando Downtown Advance Traffic Operations Performance (SODA TOP)



- Contract E59A5
- Contractor: Sice, Inc.
- Project Cost: \$974,000
- Project Start: June 2022
- Estimated Completion: Early 2024
- **Description:** This is a design-build Intelligent Transportation Systems (ITS) project to install hardware and software to provide Transit Signal Priority (TSP) operation for signalized intersections and LYNX Buses in Orange County.

Update: Contractor to begin installing overhead controllers in early May.

448520-1 & 450770-1 I-4 Wrong Way Vehicle Detection System

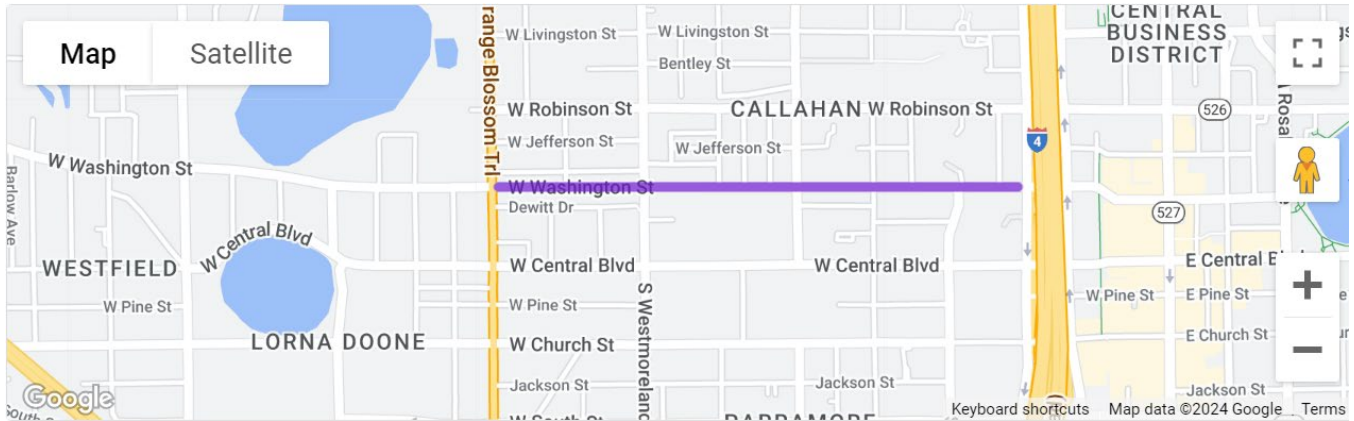


- Contract E56B7
- Contractor: Sice, Inc.
- Project Cost: \$3.5 million
- Project Start: August 2023
- Estimated Completion: Fall 2024
- **Description:** The purpose of this project is to install wrong way vehicle detection systems (WWVDS) on interstate off-ramps to notify drivers, traffic emergency responders, and law enforcement of a wrong way driving activity. This goal of this project is to enhance safety for the travelling public by deterring and minimizing accidents due to wrong way driving. This technology will be implemented at 16 ramps on I-4 from SR 435/Kirkman Road to Ivanhoe Blvd.

The WWVDS initiative supports the FDOT’s commitment to achieving zero fatalities and serious injuries on the State Highway System. For more information on the WWVDS initiative and technology visit <https://www.fdot.gov/traffic/teo-divisions.shtm/cav-ml-stamp/Wrong-Way-driving>

Update: Continuing to install wrong way vehicle detection systems (WWVDS) throughout the interstate off-ramps.

448789-1 Washington Street from Orange Blossom Trail to I-4



- Contract E58B0
- Contractor: Gibbs & Register, Inc.
- Project Cost: \$1.8 million
- Project Start: January 2, 2024
- Estimated Completion: Fall 2024
- **Description:** This is a safety and resurfacing project on Washington Street (State Road (S.R.) 526) from Orange Blossom Trail (U.S. 441) to I-4. In addition to resurfacing the travel lanes, the project is considering various safety and speed management strategies such as: reducing travel lane widths, installing speed tables at multiple locations, the installation of high visibility crosswalks and improving intersection lighting. Some trees that are presenting safety hazards may also be removed.

Update: The contractor is currently finishing up the installation of speed tables. Once done, they will begin brick paving work as well as working to install boxes and pedestrian bases.

448914-1 & 449771-1 I-4 at S.R. 535 Interchange Improvements

448914-1	449771-1
<p>This project will partially reconstruct the Interstate 4 (I-4) and Apopka-Vineland Road (State Road (S.R.) 535) interchange to enhance safety and improve access to and from westbound I-4.</p> <p>Planned improvements include:</p> <ul style="list-style-type: none"> • Constructing a new loop ramp from northbound Apopka-Vineland Road to westbound I-4. The ramp will enhance safety and mobility by eliminating the need for motorists to turn left across traffic. 	<p>This project will add a single, buffer-separated, westbound managed lane to Interstate 4 (I-4) from west of State Road (S.R.) 536 to west of Daryl Carter Parkway. The complete managed lane will be built in three separate projects extending from west of S.R. 536 to west of Sand Lake Road (S.R. 482).</p>

- Realigning the westbound I-4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow and giving motorists more time to merge onto I-4.
 - Lengthening the westbound I-4 exit ramp to Apopka-Vineland Road to reduce backups onto the I-4 mainline.
 - Milling and resurfacing Apopka-Vineland Road and extending storage for left- and right-turn lanes.
- This project will be constructed in conjunction with FPID 449771-1.

Please visit to <https://i4beyond.com/project-designs/interim-improvements-to-i-4-and-county-road-c-r-532-in-osceola-county/>

The single, buffer-separated express lane will be open once all three segments are completed.

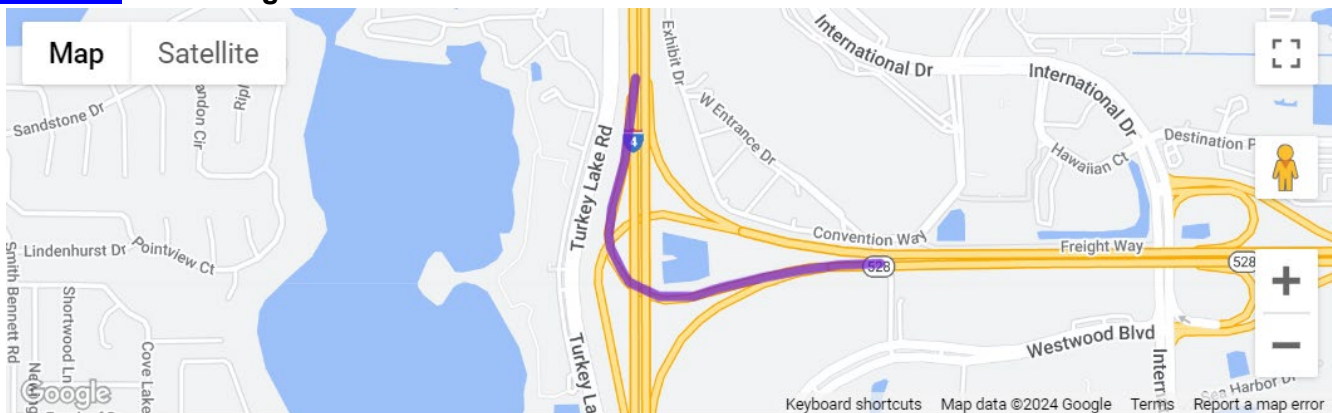
This project will be constructed in conjunction with FPID 448914-1.

To learn more, please visit to <https://i4beyond.com/public-meeting/i4-at-apopka-vineland-road-s-r-535-interchange-public-meeting/>.

- Contract E55B8
- Contractor: Lane Construction Corp.
- Project Cost: \$102 million
- Project Start: Fall 2023
- Estimated Completion: Summer 2026

Update: Contractor is performing intermittent lane closures on I-4 for light pole moving. Other work includes clearing and grubbing, erosion control, and pond excavation. Crews are beginning to prepare for pile driving.

448915-1 Interchange at SR 528



- Contract E58B1
- Contractor: Adaptive Consulting Engineers
- Project Cost: \$20 million
- Project Start: January 2024
- Estimated Completion: 2026
- **Description:** The purpose of this project is to add capacity to the I-4 westbound on-ramp to eastbound State Road 528 (the Beachline Expressway) by widening the ramp from one to two lanes.

Update: Contractor is conducting bridge demolition to prepare for widening of the ramp and will start to drive pile as soon as early June.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

None

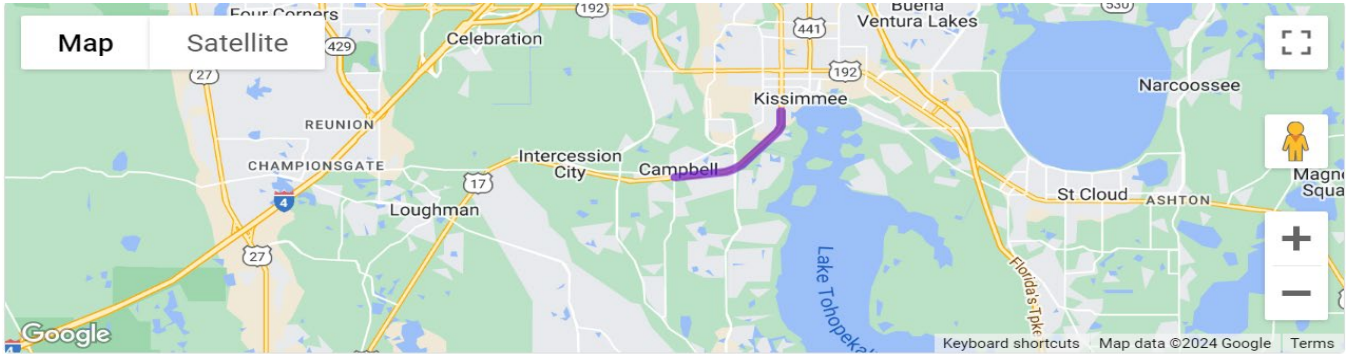
OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

None upcoming.

OSCEOLA COUNTY CURRENT PROJECTS:

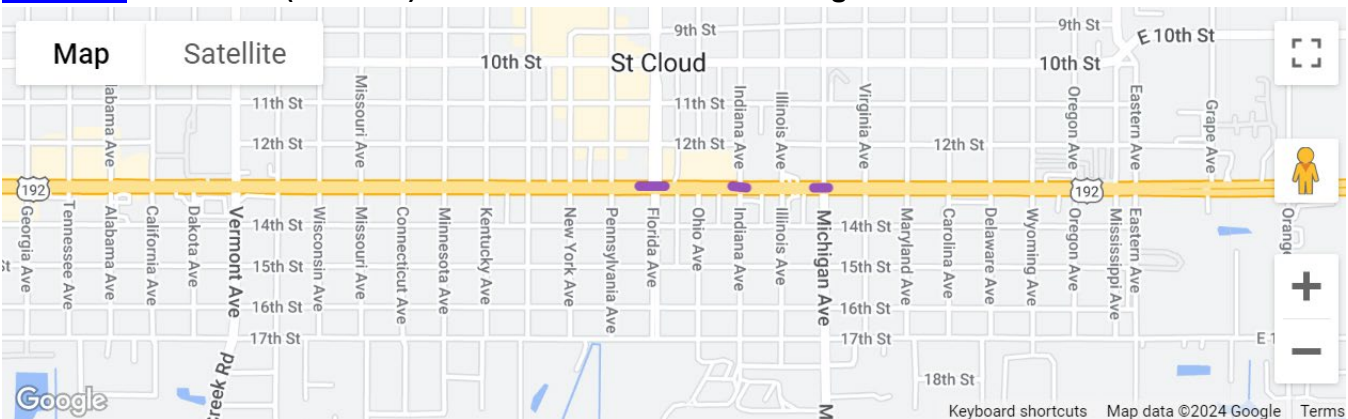
445210-1 John Young Parkway (U.S. 17-92) from east of Ham Brown Road to south of Portage Street



- Contract E50B0
- Contractor: Preferred Materials, Inc.
- Project Cost: \$14.2 million
- Project Start: September 2022
- Estimated Completion: Spring 2024
- **Description:** This project will resurface U.S. 17-92 (Orange Blossom Trail/John Young Parkway) from east of Ham Road to south of Portage Street to extend the life of the roadway. The project will construct concrete islands at the intersection of U.S. 17-92 and Pleasant Hill Road to facilitate new pedestrian crosswalks and widen some right turn lanes to accommodate bicycle through lanes. The project also includes drainage improvements, shoulder widening, new sidewalk construction to fill some existing gaps where possible, curb ramp reconstruction, and traffic signal upgrades.

Update: Contractor is continuing working on signalization, drainage work, and paving operations. Intermittent lane closures are in place along Ham Brown Road to allow them to complete this work.

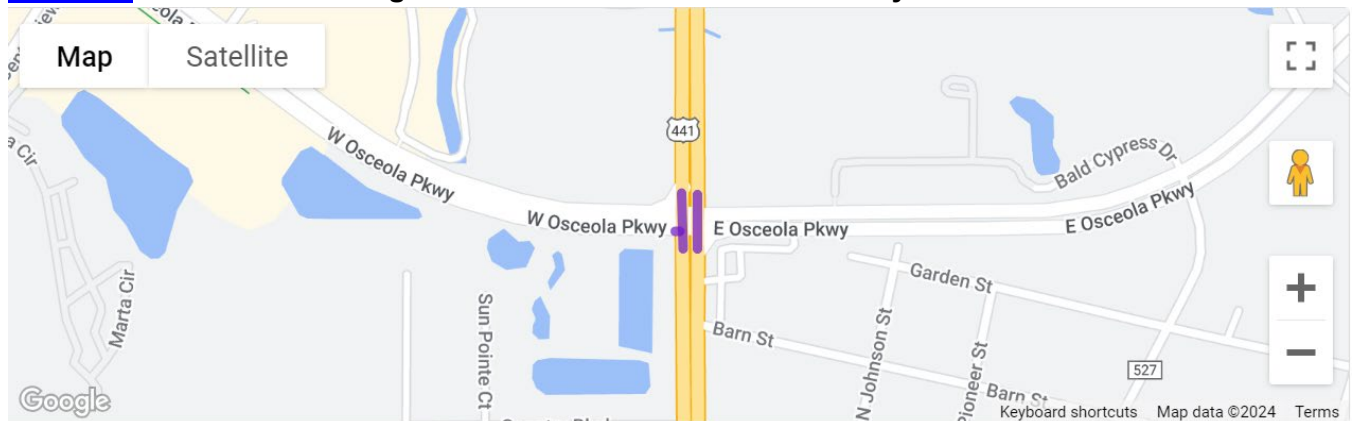
445709-1 13th Street (U.S. 192) from Florida Avenue to Michigan Avenue



- Contract T5779
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$3.5 million
- Project Start: September 2023
- Estimated Completion Summer 2024
- **Description:** The purpose of the project is to improve pedestrian safety along this section of 13th Street (U.S. 192) in St. Cloud. The project plans to add pedestrian activated signals and reconstruct the existing directional median at Florida Avenue and Indiana Avenue. The new signals would remain green for drivers on 13th Street until activated by a pedestrian. Once activated, the signal will turn to yellow and red, stopping traffic to allow the pedestrian to cross. Additionally, the project proposes to reconstruct and upgrade the existing signal on 13th Street at Michigan Avenue, including updated pedestrian features to enhance safety and meet current Americans with Disabilities Act (ADA) requirements.

Update: Contractor is currently working on overhead signals. All three new signals are expected to be live by the end of May 2024.

445801-1 S.R. 500/600 Orange Blossom Trail at Osceola Parkway

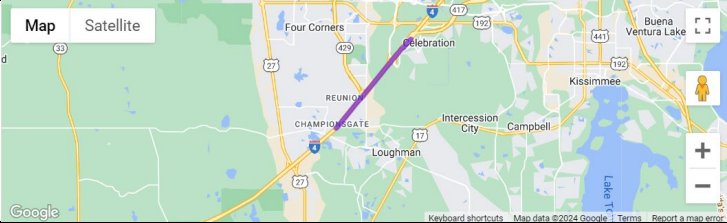
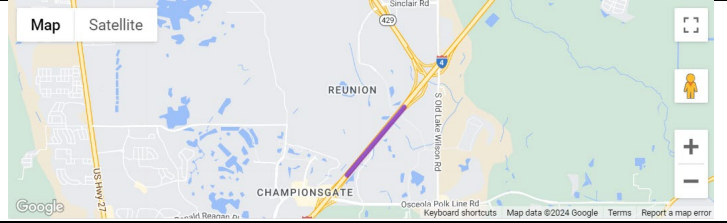


- Contract T5787
- Contractor: Atlantic Civil Constructors Corporation
- Project Cost: \$2.4 million
- Project Start: October 2023
- Estimated Completion: Spring 2024
- **Description:** The purpose of the project is to improve safety and operations at the intersection of Orange Blossom Trail (U.S. 441/S.R. 500/S.R. 600) and Osceola Parkway. The project will include signal modifications and left turn lane extension to improve overall safety and operations of the intersection. Proposed improvements also include sidewalk construction along eastbound Osceola Parkway to fill the existing sidewalk gap.

Update: Following the April 25th drill shaft installation, the contractor is currently working on signal conduit and tie in. Next on their schedule is the installation of uprights.

OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

443958-1 & 444329-1 I-4 from Polk County line to west of S.R. 417

443958-1	444329-1
	
<p>The purpose of this project is to mill and resurface all travel lanes on I-4 from the Polk County Line to west of State Road (S.R.) 417. This project will be constructed in conjunction with FPID 444329-1.</p>	<p>The purpose of this project is to add one auxiliary lane on both eastbound and westbound I-4 between County Road (C.R.) 532 and State Road (S.R.) 429. The westbound off-ramp to C.R. 532 will also be widened to two lane to increase off-ramp flow and capacity. This project will also mill and resurface S.R. 429 between I-4 and Sinclair Road. This project will be constructed in conjunction with FPID 443958-1.</p>

- Contract T5728
- Contractor: Southland Construction, Inc.
- Project Cost: \$10.4 million
- Project Start: November 2022
- Estimated Completion: Early 2024

Update: Construction on this project was completed in March 2024.

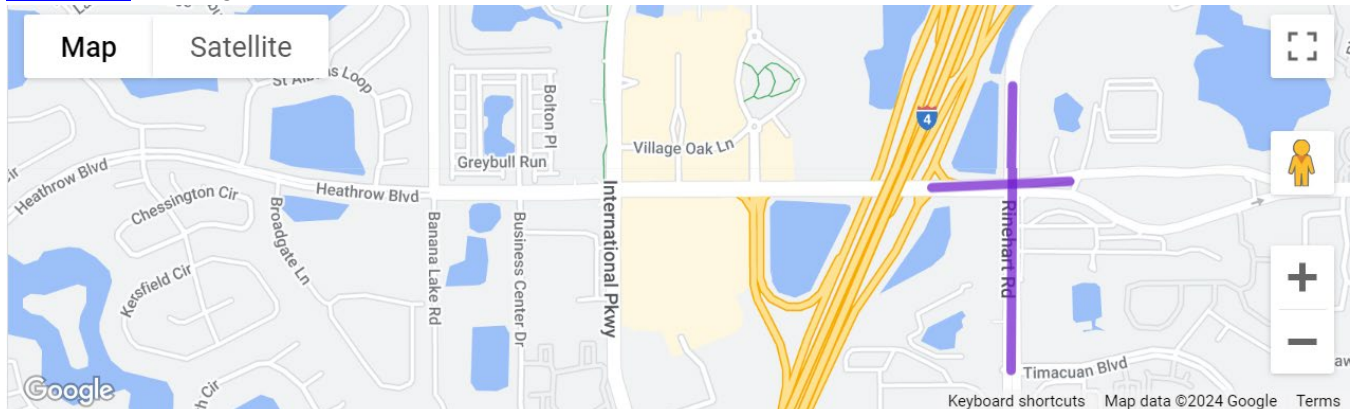
Seminole County

SEMINOLE COUNTY UPCOMING PROJECTS:

None upcoming.

SEMINOLE COUNTY CURRENT PROJECTS:

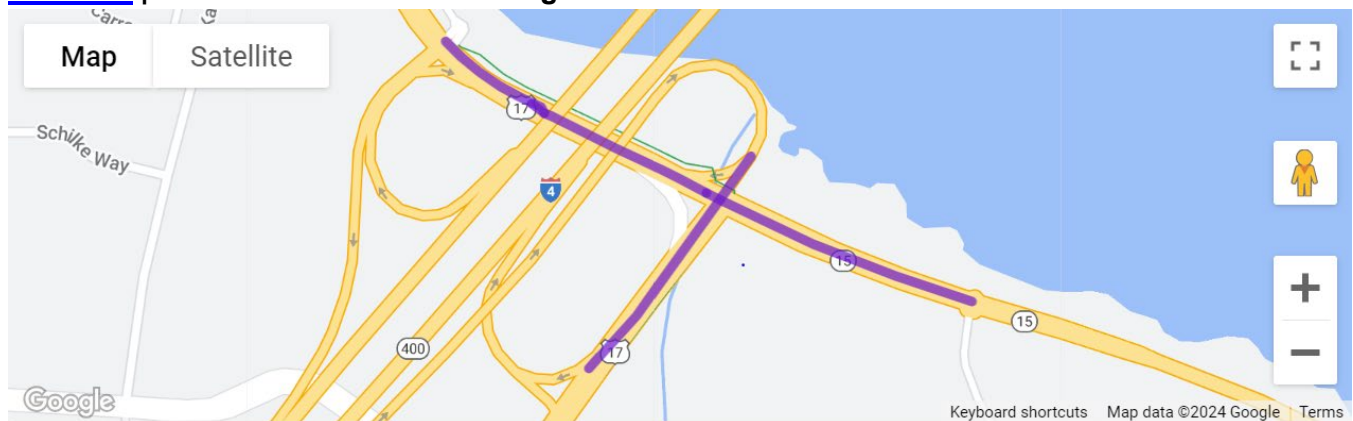
242592-6 County Road 46A and Rinehart Road Intersection



- Contract: E57B3
- Contractor: Atlantic Civil Constructors Corporation.
- Construction Cost: \$9.8 Million
- Project Start: October 2023
- Estimated Completion: Summer 2025
- **Description:** The purpose of the County Road (C.R.) 46A (H.E. Thomas Parkway) and Rinehart Road intersection improvement project is to increase traffic efficiency while reducing congestion onto the Interstate 4 (I-4) and C.R. 46A interchange. The proposed enhancements will increase capacity at the intersection by modifying select existing turn lanes and adding new turn lanes. Construction began in the fall of 2023 and is anticipated to reach completion in 2025. For the most up-to-date project information, please visit: [C.R. 46A and Rinehart Road intersection project.](#)

Update: The Contractor is currently backfilling the cantilever wall on EB C.R. 46A, clearing and grubbing, earthwork, widening work and the installation of Maintenance of Traffic per the Temporary Traffic Control Plan.

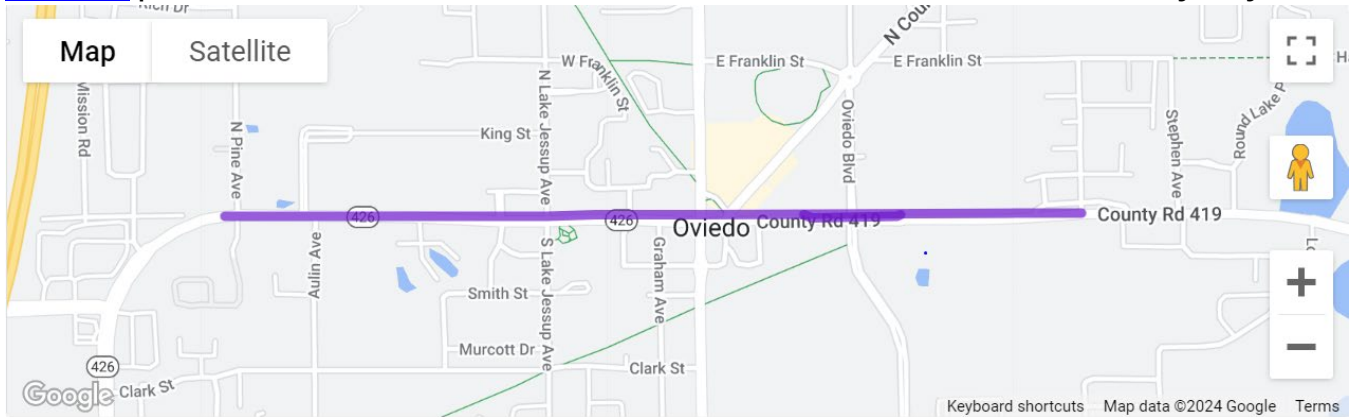
[242592-8](#) | I-4 and U.S. 17-92 Interchange



- Contract: T5795
- Contractor: Hubbard Construction Company
- Construction Cost: \$8.3 Million
- Project Start: October 2023
- Estimated Completion: Fall 2024
- **Description:** The purpose of this project is to improve safety, mobility and enhance operations at the Interstate 4 (I-4) and U.S. 17-92 interchange. Improvements include adding an additional right turn lane at the I-4 off-ramps and replacing the existing signalization at both I-4 ramp intersections with U.S.-17-92 with new mast arms. Construction started in the fall of 2023 and is expected to be completed by late 2024. For the most up-to-date project information, please visit: [I-4 and U.S. 17-92 interchange project.](#)

Update: The Contractor is currently working on erosion control and maintenance, stabilization, barrier wall work on the EB I-4 off ramp and the installation of Maintenance of Traffic per the Temporary Traffic Control Plan.

[415030-6](#) | Oviedo Ultimate S.R. 426 / C.R. 419 from Pine Avenue to Adeline B. Tinsley Way



- Contract: T5736
- Contractor: Masci General Contractor, Inc.
- Construction Cost: \$21 million
- Project Start: January 2022
- Estimated Completion: Fall 2024
- **Description:** The proposed improvements to State Road 426/County Road 419 begin at Pine Avenue and extend east to Adeline B. Tinsley Way for 1.4 miles. The proposed improvements include widening the two-lane roadway to a four-lane divided urban roadway. It will consist of two travel lanes in each direction, separated by a 22-foot-wide raised grassed median, bike lanes, and sidewalks on both sides. This project will also include improvements to Lake Jessup Avenue and Oviedo Boulevard. Improvements to stormwater ponds for drainage and flood control are included in this project, as well. In addition, a pedestrian hybrid beacon (PHB) is being installed at Oviedo High School to aid students in crossing SR 426. This PHB will stop traffic in both directions when activated and has been proven to reduce pedestrian crashes by 55% and reduce serious injury and fatal crashes by 15%.

Update: Contractor is continuing work on base, concrete curb and sidewalk, street lighting, signalization and asphalt paving along SR 426 from Pine Ave to SR 434. Contractor has recently reopened the reconstructed Geneva Dr to traffic and removed detour. Work has begun on widening of Oviedo Blvd. This includes new concrete curb and sidewalk, subgrade, base and asphalt paving. No detour in anticipated to be needed to complete this widening.

[436679-1](#), [436679-2](#), [436857-1](#)

Resurfacing / Widening U.S. 17-92 from north of Lake Mary Boulevard to the north of Airport Boulevard, along with intersection improvements at Airport Boulevard

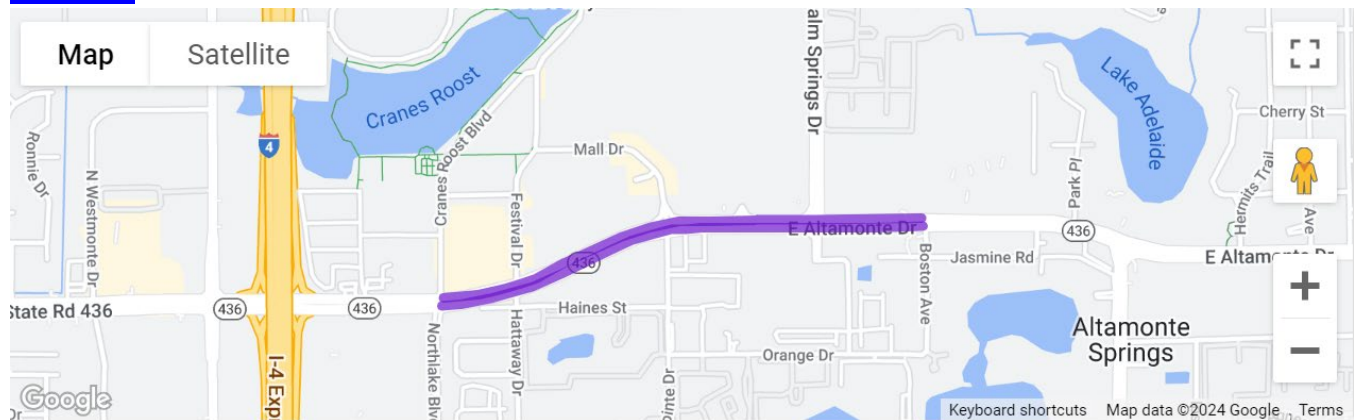
436679-1	436679-2	436857-1
<p>This project will extend existing right turn lanes on Orlando Drive (U.S. 17-92) to create continuous</p>	<p>The purpose of this project is to resurface the roadway, add a westbound right turn lane, restripe the two eastbound right turn lanes on Airport Boulevard,</p>	<p>This project consists of milling and resurfacing of the four existing lanes on U.S. 17-92 (Orlando Drive).</p>

<p>outside turn lanes in southbound and northbound directions.</p> <p>A pedestrian hybrid beacon (PHB) mid-block crossing will also be added onto Orlando Drive (U.S. 17-92).</p> <p>Pedestrian Hybrid Beacon Video</p> <p>What to do at PHBs</p>	<p>and install a new traffic signal with mast arm poles.</p>	
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- Contract: T5686
- Contractor: Masci General Contractor, Inc.
- Construction Cost: \$10.4 Million
- Project Start: March 2021
- Estimated Completion: Early 2024

Update: The Contractor is working on punch list items in order to reach final acceptance for the project.

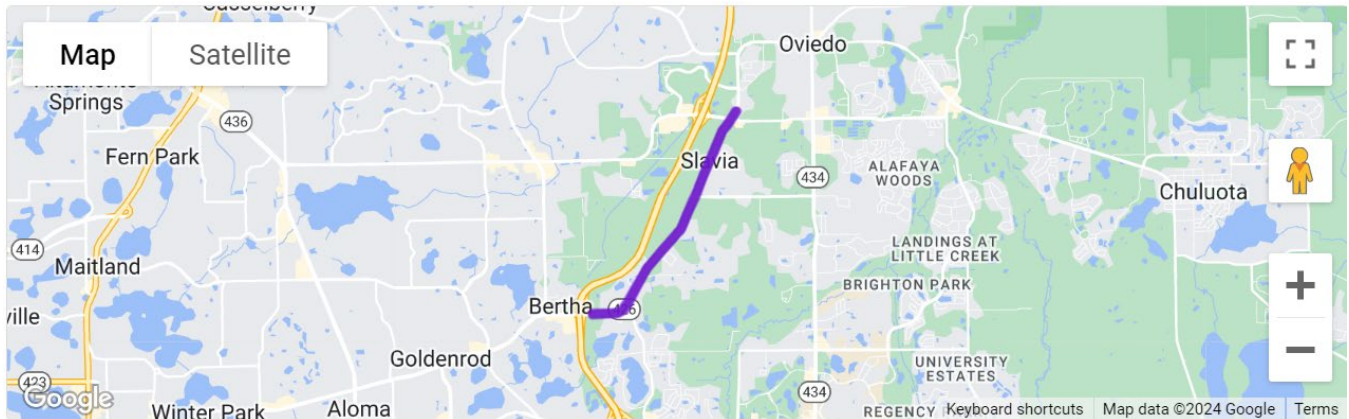
441140-1 SR 436 from Northlake Boulevard/Cranes Roost Boulevard to Boston Avenue



- Contract: T5749
- Contractor: Masci General Contractor, Inc.
- Construction Cost: \$13.9 Million
- Project Start: June 2023
- Estimated Completion: Summer 2024
- **Description:** The purpose of the project is to resurface State Road (S.R.) 436 from Northlake Boulevard/Cranes Roost Boulevard to Boston Avenue. Additional work includes sidewalk additions and reconstruction, curb ramps reconstruction, drainage improvements, signing and pavement markings, bicycle keyhole additions, traffic signal upgrades, and pedestrian lighting improvements.

Update: The Contractor is currently working on curb cut ramps, sidewalk improvements, traffic signalization including pedestrian features, street light pole foundations and permanent signs throughout the corridor. The contractor recently completed the structural lift of asphalt paving and pedestrian handrails throughout the project.

[445221-1](#) State Road (S.R.) 426 from Mystic Lake / Starwood Drive to Eyrie Drive



- Contract: E56B8
- Contractor: P&S Paving, Inc.
- Construction Cost: \$6.7 Million
- Project Start: September 2023
- Estimated Completion: Fall 2024
- **Description:** The Florida Department of Transportation (FDOT) will resurface State Road (S.R.) 426 from Mystic Lake Drive (Starwood Drive) to Eyrie Drive. This resurfacing project will include safety improvements for cyclists and pedestrians. These safety improvements include reconstructing curb ramps to meet current ADA (Americans with Disabilities Act) standards, enhancing pedestrian crossings, upgrading crosswalk signalization equipment, and enhancing pedestrian lighting at the signalized intersections. Speed feedback signs will be installed to notify drivers when the posted speed limit has been exceeded.

Update: The Contractor is currently conducting milling & resurfacing, along the project limits. Median separator improvements, concrete sidewalk, ADA curb ramp, and driveway pad replacements throughout the project are also ongoing, as well as pedestrian signalization improvements. Various lane closures are expected throughout the project.

RECENTLY COMPLETED:

None to report.

Board Meeting Highlights – May 8, 2024

- **Chairwoman's Announcements:** Chairwoman Cheryl Grieb opened the meeting at 9:00 a.m. Mr. Shaun Germolus, Kissimmee Gateway Airport, led the Pledge of Allegiance. Chairwoman Grieb highlighted the Bike Walk Central Florida/Best Foot Forward Safety Summit and Vision Zero speaker series held on April 4th. Commissioner Vivana Janer reported on the March 28th and April 25th Central Florida Commuter Rail Commission (CFCR) meetings. Commissioner Olga Castano reported on the April 12th Central Florida MPO Alliance (CFMPOA) meeting. Commissioner Uribe reported on the April 25th MPOAC Governing Board meeting. MetroPlan Orlando staff member Mighk Wilson provided the Safety Moment highlighting April as Distracted Driving Month and May as Seat Belt Safety Month.
- **MetroPlan Orlando Executive Director's Announcements:** Mr. Huttmann provided an update on the Board Apportionment Plan, and the amended Interlocal Agreement. He acknowledged Mr. Ralph Martinez, representing CFX in place of Commissioner Brandon Arrington. Mr. Huttmann updated Board members that performance measures and targets for Greenhouse Gas Emissions are no longer a requirement. He reported on the April 24th Hillsborough TPO visit. He announced the FDOT Safety Summit happening May 17th at Ports of Call, Sea World and the Vision Zero Speaker Series happening May 23rd, June 4th and June 13th. He announced that the Regional Transportation Survey is open through Memorial Day weekend. He congratulated MetroPlan Orlando staff member Eric Hill and MPO staff members across the I-4 corridor on the efforts with the Regional TSMO program and being honored at the 30th Annual Future of the Region Awards. He congratulated MetroPlan Orlando staff member Alex Trauger on his appointment to the Transportation Research Board's Standing Committee on Urban Freight Transportation. Mr. Huttmann recognized Commissioner Mayra Uribe for her appointment to the FDOT Statewide Transportation Steering Committee.
- **FDOT Report:** Secretary John Tyler provided updates on I-4 from Seminole County down to Darryl Carter Parkway and Moving Florida Forward projects in Osceola and Polk County. Secretary Tyler informed that introductory toll prices remain on the I-4 Express Toll Lanes and does not anticipate an increase over the summer. He reported that the Department will transition to dynamic tolling when the time is right. He showed a time enhanced video of the work done to open the Sand Lake Road Diverging Diamond Interchange. He provided an update on SunRail noting that the Transition Agreement has been executed by the five local governments involved; Phase 2 expansion into Deland; next steps in moving the Sunshine Corridor forward and the introduction of a new mobile ticketing app.
- **Agenda Review:** None.
- **Public Comments on Action Items:** None.
- Unanimously **Approved** Consent Items: A through C
- Unanimously **Approved** the Final Draft Unified Planning Work Program (UPWP).
- Unanimously **Approved** the MetroPlan Orlando Public Participation Plan.
- Unanimously **Approved** the Metropolitan Transportation Plan Public Participation Plan.
- Unanimously **Approved** Information Items for Acknowledgement Items: A through R.
- **Other Business:** Presentations: **Vision Zero Safety Action Plan Update** (Mr. Mighk Wilson, MetroPlan Orlando); **Active Transportation Plan** (Mr. Slade Downs, MetroPlan Orlando); **TSMO Master Plan** (Mr. Eric Hill, MetroPlan Orlando); **Metropolitan Transportation Plan Update** (Mr. Alex Trauger, MetroPlan Orlando)
- **General Public Comments:** Ms. Joanne Counelis commented on the need for bus stops and shelters at several sites in Seminole County, and the need for 24/7 mass transit in the Region.

- **Board Member Comments:** Chair Grieb requested that staff research the crash data and provide the statistics for both visitors and residents. She announced a demonstration of a smart radar system to be installed on the school buses. The demonstration will be at the Osceola County Transportation Department on Simpson Road this afternoon and she hoped to attend. Chair Grieb then spoke about the possibility of reviewing the questions asked on the Department of Motor Vehicles Class C Knowledge Exam and perhaps having input on those; and lastly she commented on the need for adding a safety refresher to the Driver's License renewal process.
- **Next Board Meeting – June 12, 2024**

Air Quality Monitoring: Ozone Attainment Status

January - May

As of May 16, 2024

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2024	63	8-May
2023	63	5-May
2022	62	3-Apr
2021	60	28-May

2023 3-Year Attainment Average: 62

2024 Year-to-Date 3-Year Running Average: 63

Change **1**

Osceola Co. Fire Station - Four Corners (#C097-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2024	65	14-Apr
2023	61	5-May
2022	62	22-Apr
2021	60	23-Mar

2023 3-Year Attainment Average: 61

2024 Year-to-Date 3-Year Running Average: 63

Change **2**

Lake Isle Estates - Winter Park (#095-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2024	64	19-Apr
2023	69	10-Jun
2022	60	3-May
2021	62	28-May

2023 3-Year Attainment Average: 64

2024 Year-to-Date 3-Year Running Average: 64

Change **0**

Skyview Drive (#L095-0010)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2024	66	19-Apr
2023	66	6-Sep
2022	62	3-May
2021	54	21-Mar

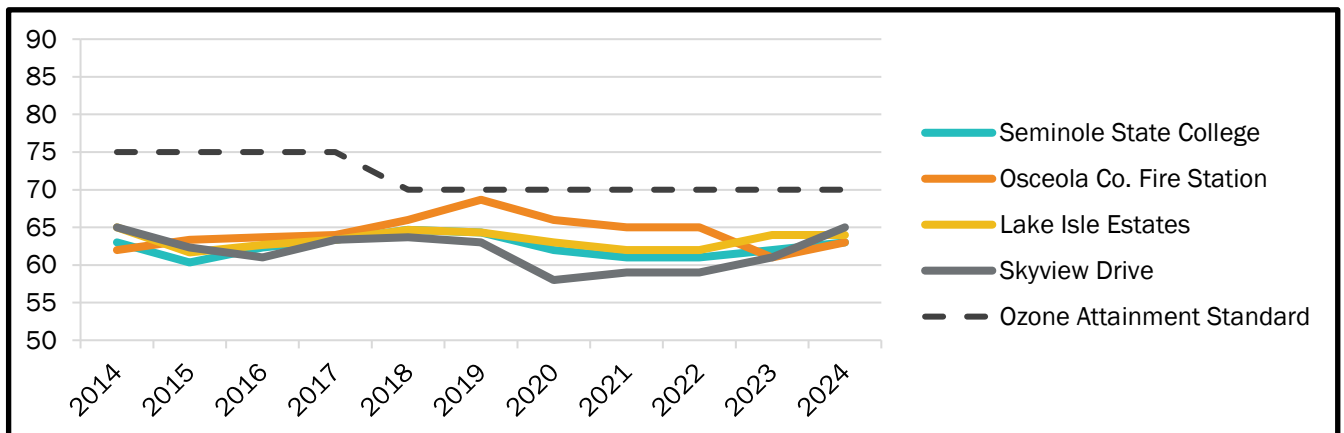
2023 3-Year Attainment Average: 61

2024 Year-to-Date 3-Year Running Average: 65

Change **4**

10-Year Historic Ozone Attainment Status

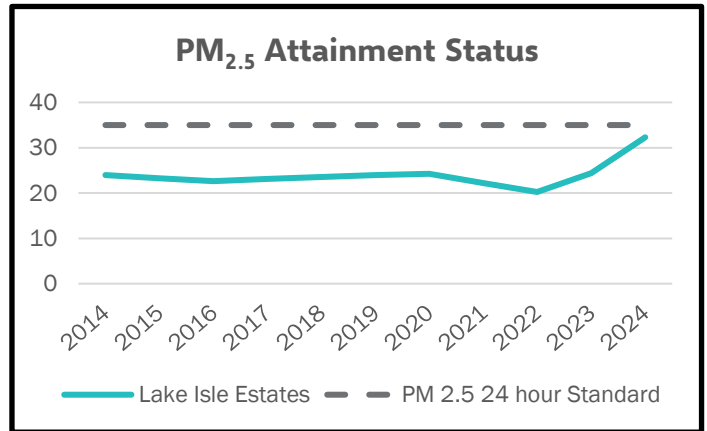
(Displayed in Parts per Billion)



Air Quality Monitoring: Particulate Matter 2.5 Attainment Status
As of May 16, 2024

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2024	44	1-Jan
2023	34	3-Oct
2022	19	10-Aug
2021	20	5-Feb

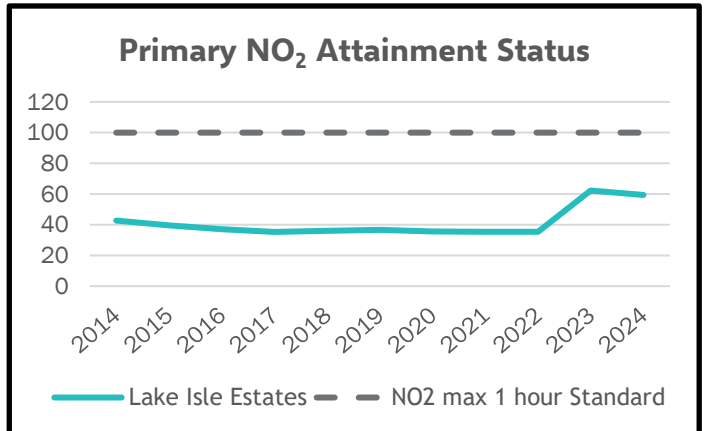
PM _{2.5} 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2024	32
98th percentile, 3 year average - 2023	24



Air Quality Monitoring: Primary NO₂ Attainment Status
As of May 16, 2024

Lake Isle Estates - Winter Park (#095-2002)		
Year	Primary NO ₂ max one hour average (Parts per Billion)	Date
2024	28	20-Mar
2023	114	9-Jan
2022	36	28-Nov
2021	36	6-Apr

NO ₂ max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2024	59
98th percentile, 3 year average - 2023	62



Source: Florida Department of Environmental Protection



Memorandum

May 21, 2024

To: MetroPlan Orlando Advisory Committee Members

From: Mighk Wilson, Senior Planner

Subject: May 2024 Bicycle & Pedestrian Activity Update

City of Casselberry

Wrapping up construction for Southcot Drive Bicycle/Pedestrian Improvements. Together with the recently completed Sunset Drive Livable Street Improvements Project, this project has helped extend the Casselberry Greenway Trail by over one mile. A special double ribbon-cutting is scheduled on May 28th for both projects.

On May 13th the City Commission passed a Resolution adopting a Vision Zero Goal to eliminate traffic deaths and severe injuries on all City-owned streets by 2030 and all other streets in the City by 2040.

Orange County

Currently under construction:

- Shingle Creek Trail Phase 3
- Pine Hills Trail Phase 2A
- Innovation Way North Trail Phase 1A

Working on final FDOT construction plan approvals for Shingle Creek Trail Phase 1, Segments 2 and 3.

Reviewing bids for construction for the Lake Apopka Connector Trail.

Advertising for construction for Pine Hills Trail Phase 2B

Moving towards design:

- Little Econ Trail Phase 3 A-C
- Pine Hills Trail Phase 2C
- West Orange Trail Phases 4B and 4D
- Horizon West Trail Phase 1A are in or moving towards Design.

Post Design plan updates are under way for the Coast to Coast Trail (which includes the County's Pine Hills Trail Phase 3 and Clarcona Ocoee Connector Trail Phase 2).

Seminole County

Celery/Mellonville Trail (Lake Monroe Loop)
Phase 1

Limits: Mellonville Ave from Seminole Ave to
Celery Ave. Celery Ave from Mellonville Ave to
343 feet east of Sipes Ave.

Status: Design at 99%. All ROW acquired.

Celery/Mellonville Trail (Lake Monroe Loop)
Phase 2

Limits: Celery Ave from 343 feet east of Sipes
Ave to Chickasaw Dr.

Status: ROW acquisition at 70%.

EE Williamson Rd Trail Connector

Limits: East of I-4 Bridge to CR 427/Ronald
Reagan Blvd

Status: Project complete.

CR 419 at Snowhill Rd Sidewalk

Limits: Snowhill Rd to 7th Street

Status: Construction at 80% complete.

Oxford Rd Drainage & Sidewalk

Limits: Derbyshire Road to East Blvd (sidewalk
on west side only)

Status: Design plans at 100%. County and City
of Casselberry to enter an ILA for shared work
effort.

Old Lake Mary Rd Sidewalks

Limits: Windtree Ct to W 25th Street

Status: Design plans at 93%. ROW 92%
acquired.

Orange Blvd/CR 431 Safety Improvements
(includes Ped/Bike enhancements)

Limits: SR 46 to Monroe Rd

Status: Design and ROW acquisition ongoing.
Relocation and redesign of ponds continues.

Cross Seminole Trail Connector Ramps at US
17-92

Limits: Cross Seminole Trail at US 17-92.

Connect sidewalks on US 17-92 to the Trail.

Status: Project to be readvertised for
construction after just one high bid was
received.

Wymore Rd Drainage, Bike & Ped
Improvements

Limits: Orange County line to Spring Valley Rd

Status: Construction at 70%.

Central Seminole Trail – North Section
(formally Power Corridor Trail Study)

Limits: SR 434 at Winter Park Drive to Cross
Seminole Trail at US 17-92 via Power
Easement

Status: Project on hold.

Seminole Wekiva Trail Tunnels at SR 434 and
SR 436

Limits: One underpass at SR 434 at Orange
Blvd. and a second underpass at SR 436 at
Laurel St.

Status: 30% design work submitted for review.

SR 434 Improvements to include
Roundabouts and Bike/Ped/Trail
improvements

Limits: SR 417 to Franklin St.

Status: Design at 87%.

Oranole Road/Linneal Beach Sidewalks

Limits: Orange County Line to Playa Way.

Status: Design at 90%.

Lake of the Woods Blvd Crosswalk and
Sidewalk Gaps

Limits: Fontebranda Loop west to existing
sidewalk east of US 17-92

Status: Design complete. Construction
Procurement at 90%.

North Street Corridor Improvement Phase I

Limits: Raymond Ave / west North St / north
Palm Springs Drive

Status: Design plans at 93%.

North Street Corridor Improvements Phase 2

Limits: Palm Springs Drive from Center St to
North St

Status: Design procurement at 80%.

North Street Corridor Improvements Phase 3

Limits: North St from Palm Spring Drive to
Ronald Reagan Blvd

Status: Scope of Services changes underway.

Riverview Ave – Sidewalks

Limits: SR 46 to existing sidewalk at Narcissus
Ave

Status: Working on ROW acquisitions. Design
at 97%.

Sanford Ave and Rosehill Trail – RR Crossing

Limits: East side of Sanford Ave, north of
Rosehill Trail to north of CSX RR crossing.

Status: Design complete. Coordination with
CSX continues on several work products.

Tucker Drive Sidewalks
Limits: Ronald Reagan Blvd and north 470
feet to existing sidewalk.
Status: Design plans at 90% complete.



LYNX to Accept Applications for 21st Public Service Bus Contest

Home | [News and Events](#) | LYNX to Accept Applications for 21st Public Service Bus Contest

Navigate

The Central Florida Regional Transportation Authority (LYNX) will once again celebrate the highly coveted public service bus program for Central Florida non-profits. The application period will open tomorrow for qualified non-profit organizations in Orange, Osceola and Seminole counties to register for a spot on the bus.

Eight qualified agencies will be chosen in a random drawing to have their logo displayed for one year. The Public Service Bus travels routes every day throughout the three-county area.

To be eligible for the 21st bus, the non-profit organization must be based in Orange, Osceola or Seminole County; operate on a budget of less than \$1.5 million and show proof of 501(c)(3) status or be a governmental agency.

Qualified agencies are required to:

- Fill out registration form online (golynx.com/publicservicebus) with all fields completed.
- Attach copy of 501(c)(3) status or government agency designation (Example: IRS form).
- Attach copy of annual budget of less than \$1.5 million (example: annual budget document).
- Attach electronic file of organization logo as vector art (.ai or .eps). Must be high resolution (minimum 300 dpi).

Agencies on the current 2023-24 bus are not eligible to apply. The deadline to enter will be 5 p.m. May 24. Incomplete entries will not be accepted. Winners will be drawn randomly and announced during the first week of June.

The official unveiling of the 2024-25 Public Service Bus will be held at the Osceola County Administration Building at 10 a.m. June 20.

-LYNX-



LYNX to Hold Information Sessions for June 2024 Service Proposal

[Home](#) | [News and Events](#) | LYNX to Hold Information Sessions for June 2024 Service Proposal

Navigate

The Central Florida Regional Transportation Authority (LYNX) has proposed making system-wide efficiencies effective June 2 to coincide with the grand opening of the DeLand SunRail Station.

The LYNX Board of Directors will vote on the service proposal at the May 23 meeting in the LYNX Central Station 2nd Floor Board Room.

The June proposal will include the following:

- Schedule adjustments on Links 1, 9, 18, 23, 34, 37, 45, 46E, 46W, 311, 418, 604, 831 and 852.
- There will be information sessions throughout the service area to discuss this proposal.

Information Sessions

DATE/TIME: Tuesday, May 14
1-2 p.m.

LOCATION: Kissimmee City Hall
Monument Conference Room, 3rd Floor
101 Church St., Kissimmee, FL. 34741

Passengers should use any of the Links serving Kissimmee Intermodal Station or SunRail.

DATE/TIME: Wednesday, May 15
1-2 p.m.

LOCATION: LYNX Central Station Terminal Lobby
455 Garland Ave.
Orlando FL. 32801

Passengers should use any of the Links serving LYNX Central Station, LYMMO (Orange and Lime

DATE/TIME: Thursday, May 16
1-2 p.m.

LOCATION:: Altamonte City Hall
201-211 Newburyport Ave.
Altamonte Springs, FL. 32701

Passengers should use Link 436N or SunRail.

The public comment period will begin today through 5 p.m. May 22. Comments will be accepted at the information sessions, at golynx.com on the “contact us” page, by mail or delivered to:

LYNX Central Station

455 N. Garland Ave.

Orlando, FL 32801

Attention: Service Change

Interested parties may view the proposed service change information at the LYNX Central Station 1st Floor Security Guard Post 8 a.m.-5 p.m. Monday-Friday. For additional information, contact Bruce Detweiler, manager of service planning, at (407) 254-6136.

Maps and schedules are being drafted and once complete will be posted on golynx.com.

June 2 Service Proposal*

SCHEDULE ADJUSTMENTS

- **Link 1** – Winter Park/Maitland/Altamonte Springs (Orange County/Seminole County) – Minor weekday schedule adjustment to align with new SunRail schedule.
- **Link 9** – Winter Park/Rosemont/Pine Hills (Orange County) – Minor weekday schedule adjustment to align with new SunRail schedule.
- **Link 18** – South Orange Avenue/Kissimmee (Orange County/Osceola County) – Minor weekday schedule adjustment to align with new SunRail schedule.
- **Link 23** – Winter Park/Rosemont/Springs Plaza (Orange County/Seminole County) – Minor weekday schedule adjustment to align with new SunRail schedule.
- **Link 34** – N. U.S. 17-92/Sanford (Seminole County) – Minor weekday schedule adjustment to align with new SunRail schedule.
- **Link 37** – Pine Hills/Kirkman Road/Florida Mall (Orange County) – Trips from Pine Hills to Florida Mall will serve the Epic Universe team member lot. Trips from Florida Mall will bypass the parking lot.
- **Link 45** – Lake Mary (Seminole County) – Minor weekday schedule adjustment to align with new SunRail schedule.
- **Link 46E** – E. First St./Downtown Sanford (Seminole County) – Minor weekday schedule adjustment to align with new SunRail schedule.
- **Link 46W** – W. SR 46/Seminole Towne Center (Seminole County) – Minor weekday schedule adjustment to align with new SunRail schedule.

- **Link 418** – Florida Mall/Meadow Woods/Lake Nona Fast Link (Orange County) – Minor weekday schedule adjustment to align with new SunRail schedule.
- **NeighborLink 604** – Intercession City/Campbell City (Osceola County) – Minor weekday schedule adjustment to align with new SunRail schedule.
- **NeighborLink 831** – North Kissimmee/Buena Ventura Lakes (Osceola County) – Minor weekday schedule adjustment to align with new SunRail schedule.
- **NeighborLink 852** – Maitland Center (Orange County) – Minor weekday schedule adjustment to align with new SunRail schedule.

* *Subject to change.*

-LYNX-

For more information please contact Matt Friedman, Director of Marketing Communications, at 407-254-6206 or mfriedman@golynx.com.

Contact Information

455 N. Garland Ave.
 Orlando, FL 32801
 P: (407) 841-LYNX (5969)
inquiry@golynx.com

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2050 MTP Status Report | May 2024



WHAT IS THE 2050 MTP?

The Metropolitan Transportation Plan (MTP) establishes the vision of Central Florida’s entire transportation system for Orange, Osceola, and Seminole Counties. This plan for the year 2050 identifies current and future transportation needs. Projects must be included in the plan to receive federal and state funding. The plan is updated every five years to reflect the changing dynamics of the region.

ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Completed Public Participation Plan
- Continued travel patterns and origin-destination analyses

GOALS & OBJECTIVES

- Refinement of goals and objectives and development of draft indicators underway
- Continued evaluation of future trends for 2050

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway
 - Review of socioeconomic data complete and comments submitted to FDOT
- Congestion Management Process (CMP) update underway, including: compiling interim year performance metrics, evaluating performance measures to add/delete, and preparing for internal staff CMP workshop
- Interdisciplinary interviews & outreach to health partner agencies for their insight and expertise
- Compiling housing element best practices through a literature review
- Developing an Environmental Existing Conditions Technical Memorandum
- Began resilience strategy literature review and data collection

NEEDS ASSESSMENTS

- Active transportation needs assessment complete: www.MetroPlanOrlando.gov/ATP
- Transportation Systems Management and Operations (TSMO) needs assessment complete: <https://metroplanorlando.gov/plans/transportation-systems-management-operations-master-plan/>
- Transit needs assessment underway, analysis of rail system and bus system, second round of stakeholder engagement complete
- Roadway needs assessment underway
- Safety needs assessment (Vision Zero Action Plan) is underway: www.VisionZeroCFL.gov
- Freight needs assessment is underway, including data collection, a review of key plans/resources, and an interview outline for the freight stakeholders outreach and interdisciplinary interviews





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Investment Scenario Planning								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
June 13, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
August 8, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
October 10, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
December 12, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

For more information on the 2050 MTP, contact:

Taylor Laurent

2050 MTP Project Manager

MTP@MetroPlanOrlando.gov

(407) 481-5672

Para obtener más información, contacte:

Mary Ann Horne

2050 MTP Communications Strategist

MTP@MetroPlanOrlando.gov

(407) 481-5672

MetroPlanOrlando.gov/Draft2050Plan





**DON'T MISS OUT,
REGISTER TODAY!**

VISION ZERO SAFETY SPEAKER SERIES



Thu., May 23, 2024 / 10 a.m.

Charles T. Brown

Equitable Cities, CEO & Founder

Charles Brown shares a compelling presentation and leads discussion on the importance of transportation equity. This interactive webinar will also provide collaboration with local leaders.



*Free registration:
bit.ly/SSS-CharlesBrown



Tue., June 4, 2024 / 10 a.m.

Melissa Wandall

National Coalition For Safer Roads, President

Melissa Wandall's personal tragedy has transformed into a powerful mission. Don't miss this opportunity to engage with a leading voice in road safety, and explore how you can contribute to creating safer streets for all.



*Free registration:
bit.ly/SSS-MelissaWandall



Thu., June 13, 2024 / 9 a.m.

Dan Burden

Blue Zones, Director of Innovation & Inspiration

Dan Burden is an urban planning and community design trailblazer. Join us, as he recounts his experiences advising cities and towns worldwide, helping them transform their streets into safe, accessible, and vibrant spaces.



*Tune in LIVE:
[@metroplan_orlando](https://twitter.com/metroplan_orlando)

*In partnership with **Bike/Walk Central Florida.**



VISION ZERO
CENTRAL FLORIDA
Counting down to zero traffic deaths



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NHTSA Finalizes Key Safety Rule to Reduce Crashes and Save Lives

U.S. Department of Transportation sent this bulletin at 04/29/2024 07:00 PM EDT

NHTSA Finalizes Key Safety Rule to Reduce Crashes and Save Lives

Starting in 2029, vehicle manufacturers must make automatic emergency braking, which reduces vehicle and pedestrian crashes, standard in cars and light trucks

Making this safety feature standard, rather than a luxury, is part of the Department's National Roadway Safety Strategy to address the crisis of deaths on our roads

WASHINGTON – Today, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) finalized a new [Federal Motor Vehicle Safety Standard](#) that will make automatic emergency braking (AEB), including pedestrian AEB, standard on all passenger cars and light trucks by September 2029. This safety standard is expected to significantly reduce rear-end and pedestrian crashes.

NHTSA projects that this new standard, FMVSS No. 127, will save at least 360 lives a year and prevent at least 24,000 injuries annually. AEB systems use sensors to detect when a vehicle is close to crashing into a vehicle or pedestrian in front and automatically applies the brakes if the driver has not. Pedestrian AEB technology will detect a pedestrian in both daylight and in darker conditions at night. This will significantly reduce injury or property damage and associated costs from these crashes.

“The new vehicle safety standards we finalized today will save hundreds of lives and prevent tens of thousands of injuries every year,” said **U.S. Transportation Secretary Pete Buttigieg**. “The Bipartisan Infrastructure Law is not only making historic investments in transportation, it’s also ushering in a new era of safer travel by ensuring new cars and light trucks are equipped with automatic emergency braking, making our roads safer for drivers and pedestrians alike.”

“Automatic emergency braking is proven to save lives and reduce serious injuries from frontal crashes, and this technology is now mature enough to require it in all new cars and light trucks. In fact, this technology is now so advanced that we’re requiring these systems to be even more effective at higher speeds and to detect pedestrians,” said **NHTSA Deputy Administrator Sophie Shulman**. “Most new vehicles already come with AEB, and we expect that many cars and light trucks will be able to meet this standard ahead of the deadline, meaning even more lives will be saved thanks to this technology.”

The new standard requires all cars be able to stop and avoid contact with a vehicle in front of them up to 62 miles per hour and that the systems must detect pedestrians in both daylight and darkness. In addition, the standard requires that the system apply the brakes automatically up to

90 mph when a collision with a lead vehicle is imminent, and up to 45 mph when a pedestrian is detected.

The standard fulfills a provision in the [Bipartisan Infrastructure Law](#) to establish minimum performance standards requiring that all passenger vehicles be equipped with AEB. This standard also advances the Department's [National Roadway Safety Strategy](#), which was launched in January 2022 to address the national crisis in traffic fatalities and serious injuries. The National Roadway Safety Strategy adopts the safe system approach and builds multiple layers of protection with safer roads, safer people, safer vehicles, safer speeds and better post-crash care. As part of the safe system approach, this new vehicle safety standard highlights safer vehicles and USDOT's effort to expand vehicle systems and features to help prevent crashes.

This final rule applies to nearly all U.S. light vehicles (*gross vehicle weight rating of 10,000 pounds or less*). A Final Regulatory Impact Analysis that presents the benefits and costs associated with the standard is included in the [Final Rule](#). More information on the rulemaking process is available at [Transportation.gov](#).

Reporters who need video b-roll of NHTSA's AEB/PAEB testing, can access it [here](#).

In June 2023, NHTSA and the Federal Motor Carrier Safety Administration announced a separate notice of proposed rulemaking that would require [heavy vehicles](#), including tractor trailers, to have AEB, which the agencies are in the process of finalizing.

###

Find information on NHTSA.gov: [Briefing Room](#) | [Recalls and investigations resources](#) | [New recalls and investigations by date](#) | [Reports to Congress](#) | [Data, publications and data tools](#) | [Vehicle and behavioral safety research](#) | [Vehicle and equipment safety ratings](#)



American Planning Association
 Florida Chapter
 Orlando Metro

Creating Great Communities for All

PLANNING ACADEMY 101

Do you find yourself being called a "planner" but you didn't go to school for that?

Do you find yourself working with people who call themselves planners but you can't understand their jargon?

Then this workshop is for you!



AGENDA

- 8:30 - 9 am** Registration/Continental Breakfast
- 9 - 9:30 am** What is a Comp Plan? – Roxann Read, AICP, CFM, FRA-RA, CPM
- 9:30 - 10:15 am** Land Development Codes – Nic Thalmueller, AICP & Jessica Frye, AICP
- 10:15 - 10:30 am** Q&A
- 10:30 - 10:45 am** Break
- 10:45 - 11:15 am** Current Planning/Development Review – Anoch Whitfield, AICP
- 11:15 - 11:45 am** Florida Building Code vs. Zoning Codes – Shane Gerwig, Building Official
- 11:45 - 12:30 pm** Lunch - Informal Q&A with presenters
- 12:30 - 1:15 pm** Interactive Activity – How Urban Planning Works
- 1:15 - 1:45 pm** Transportation 101 – Alissa Barber Torres, PhD, FAICP, CLTD
- 1:45 - 2:30 pm** Architecture/Landscaping/Exterior Lighting – Jim Ward
- 2:30 - 2:45 pm** Q&A
- 2:45 - 3 pm** Break
- 3 - 3:45 pm** GIS Basics – Michael Gilbrook, PhD, GISP, AICP
- 3:45 - 4:15 pm** Managing Public Hearings and Politics – Heather Urwiller, AICP, CFM
- 4:15 - 4:30 pm** Q&A and Closing Comments

REGISTRATION IS \$25 | \$10 FOR STUDENTS
REGISTER @ [BIT.LY/OMSPLANNINGACADEMY](https://bit.ly/omsplanningacademy) OR



 **Ocoee Lakeshore Center**
125 N. Lakeshore Drive
Ocoee, FL 34761



Friday, June 7, 2024
8:30 am - 4:30 pm

Breakfast & lunch provided. | Seating is limited to 75 people.

Please be advised that for accessibility purposes, it is requested that this be a fragrance-free event.



PEDESTRIAN & BICYCLIST
**FOCUSED APPROACH
 TO SAFETY**



TRAINING OPTIONS FOR PEDESTRIAN AND BICYCLIST SAFETY FOCUS STATES AND PLANNING ORGANIZATIONS

The Federal Highway Administration provides the following training courses at no cost to agencies designated as Pedestrian and Bicyclist Safety Focus States and Planning Organizations. Contact program staff to discuss scheduling.

TARGET AUDIENCES FOR TRAINING COURSES

Training options vary depending on the audience you would like to involve. Before scheduling courses or distributing invitations, take a look at the intended audience for each course below. Courses can be tailored with any audience in mind, so please reach out to program staff to come up with the most appropriate option for your audience.

Target Audience: P = Planners / E = Engineers / LE = Law Enforcement / O = Others

LEVEL	COURSES/TECHNICAL ASSISTANCE	TARGET AUDIENCE			
		P	E	LE	O
INTRODUCTORY COURSES	DESIGNING FOR PEDESTRIAN SAFETY: This 2-day course is intended to help state and local transportation professionals address pedestrian safety issues through design and engineering solutions. Modules introduce the principles of pedestrian safety design and provide information about proven countermeasures.	✓	✓		
	PLANNING AND DESIGNING FOR PEDESTRIAN SAFETY: This 3-day course combines elements of the 2-day pedestrian-focused courses for a comprehensive examination of strategies to identify safety problems, develop plans, and implement solutions through engineering, policy, and behavioral interventions.	✓	✓	✓	✓
	DESIGNING FOR BICYCLIST SAFETY: This 1-day course provides an introduction to bicyclist safety design principles and provides planners and engineers with a foundation of knowledge needed to understand bicyclists' needs and improve their safety through engineering and design strategies.	✓	✓		
	HOW TO DEVELOP A PEDESTRIAN AND/OR BICYCLIST SAFETY ACTION PLAN: This 2-day course is designed to help agencies understand where to begin to address pedestrian and/or bicyclist safety issues and assist agencies in further enhancing their existing pedestrian and/or bicyclist programs and activities.	✓	✓	✓	✓
	EQUITY: This 2-day course provides an introduction to how agencies can use their own data and national data to identify opportunities to address equity gaps and identify policy, planning, and engineering practices to improve close the equity gaps.	✓	✓	✓	✓
ADVANCED COURSES	DESIGNING FOR PEDESTRIAN SAFETY 201: This course provides agencies with a closer look at pedestrian safety countermeasures and focus on details about their effectiveness and intended use. Agencies can select modules in advance to build a course that is tailored to their needs and interests. A few examples of possible modules include curb extensions, LPIs, road diets, roundabouts, and work zones.	✓	✓		
	COMPLETE STREETS PLANNING AND DESIGN: This course provides agencies with a custom approach to improving pedestrian and bicyclist safety using a complete streets approach. The session can be tailored to focus on developing complete streets policies or plans, as well as implementation of existing policies.	✓	✓		✓



LEVEL	COURSES/TECHNICAL ASSISTANCE	TARGET AUDIENCE			
		P	E	LE	O
ADVANCED COURSES	PEDESTRIAN AND/OR BICYCLIST SAFETY ACTION PLAN TEMPLATE WORKSHOP: This 3-day workshop is designed to create a draft pedestrian and/or bicyclist safety action plan for state and local agencies wanting to address safety issues. The template is a tool for examining and prioritizing agency programs, designs and practices needed to improve pedestrian and/or bicyclist safety. Agencies complete work in advance of the training and finish with a draft pedestrian and/or bicyclist safety action plan.	✓	✓	✓	✓
	SYSTEMIC METHODS FOR PEDESTRIAN AND BICYCLIST SAFETY: This 3-hour course will include the potential data sources, methodologies, and practical applications of systemic methods that help improve pedestrian and bicyclist safety.	✓	✓		✓
	SAFE SYSTEM APPROACH: This 2-hour course will cover the basics of the Safe System Approach and how the approach can be applied to improve pedestrian and bicyclist safety through planning and design. The course will also include specific examples and tools.	✓	✓		✓
	PEDESTRIAN AND BICYCLE SIGNALS: This 2-hour course will cover application criteria, design specifications, special considerations, and example applications of pedestrian and bicycle signals.		✓		
OTHER TRAINING OPTIONS	ROAD SAFETY AUDITS: Guided workshops lead agencies through the process of performing road safety audits focusing on pedestrian and bicyclist safety. Teams gather information in advance, convene an audit team, and perform a field review of locations in need of safety improvements.	✓	✓	✓	✓
	EXECUTIVE-LEVEL BRIEFINGS: These half-day sessions are intended to provide information about pedestrian and bicyclist safety to decision makers and “make the case” for prioritizing safety. Discussions will be targeted to the agency’s needs and tailored to those involved in the meetings.	✓	✓	✓	✓
	ON-DEMAND TECHNICAL ASSISTANCE: Our team is available to respond to a wide range of issues related to bicyclist and pedestrian safety. We can hold conference calls to discuss particular issues and locations, or even provide guidance for data analysis. We have developed and delivered courses on complete streets policies, road diets, and a number of other topics as needs arise.	✓	✓	✓	✓
	COURSES AVAILABLE FROM THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA): NHTSA offers two pedestrian and bicyclist safety training courses related to program management for highway safety professionals and partners. For more information, contact your NHTSA Regional office.	✓	✓	✓	✓



SCHEDULING TECHNICAL ASSISTANCE

If you would like to schedule a course or learn more about the options described here, please contact program staff listed below.

ELISSA GOUGHNOUR, VHB
egoughnour@vhb.com
 571.389.8118

KARA PEACH, VHB
kpeach@vhb.com
 919.334.5627

TAYLOR BONNER, VHB
tbonner@vhb.com
 202.739.9544

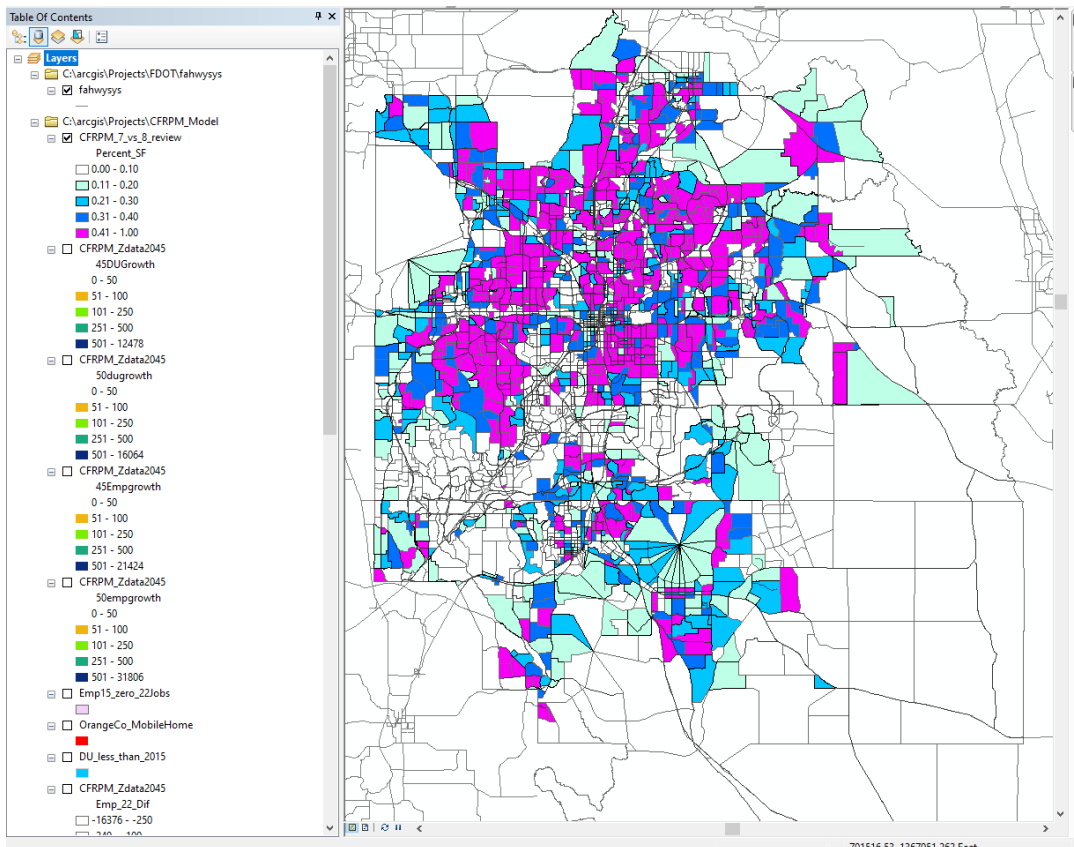
BECKY CROWE, FHWA
Rebecca.Crowe@dot.gov
 804.775.3381

Background

As part of the Central Florida Regional Planning Model (CFRPM) 8 development process, the Florida Department of Transportation requested assistance in reviewing the 2022 base year and 2050 future year data growth assumptions. MetroPlan Orlando conducted a review of the socioeconomic data and developed a series of comments in the hopes of refining the model further. These comments focus on the dwelling units and employment assumed for the 2022 base year, their allocations to established neighborhoods, and the growth area assumptions for employment and dwelling unit growth for the 2050 future year, as some areas appear to be inconsistent with local government comprehensive plans.

In addition, MetroPlan Orlando was asked to review areas throughout the region that could be understood to be potential growth areas. The TAZs that are shown in purple in Figure 1 below are those that are considered to be established neighborhoods (single family homes), and thus the likelihood of growth could be lower. Areas depicted in white throughout the figure are those with low amounts of single-family homes.

Figure 1. Potential Growth Areas



Comment #1 - Lower Dwelling Units (DU's) in 2022 Base Year in Established Neighborhoods.

The number of dwelling units (DU's) that are in established neighborhoods, when compared from property appraiser data, is lower in some traffic analysis zones (TAZs) and higher in others. The 2015 base year dwelling unit data from the CFRPM 7 used the 2015 property appraisers dwelling unit data and can provide guidance to which zones are higher or lower than the units on the ground for the 2022 base year. One example can be seen in TAZ 4747, which in the 2022 base year shows 278 DU's (See Figure 2). Figure 2 is the property appraiser's data for the same TAZ with 442 DU's in 2015. A GIS shapefile with the CFRPM7 base and future year's data along with the DRAFT CFRPM 8 data has been created and can be provided to facilitate a detailed review of the dwelling unit values.

Figure 2. 2022 Dwelling Units - TAZ 4747

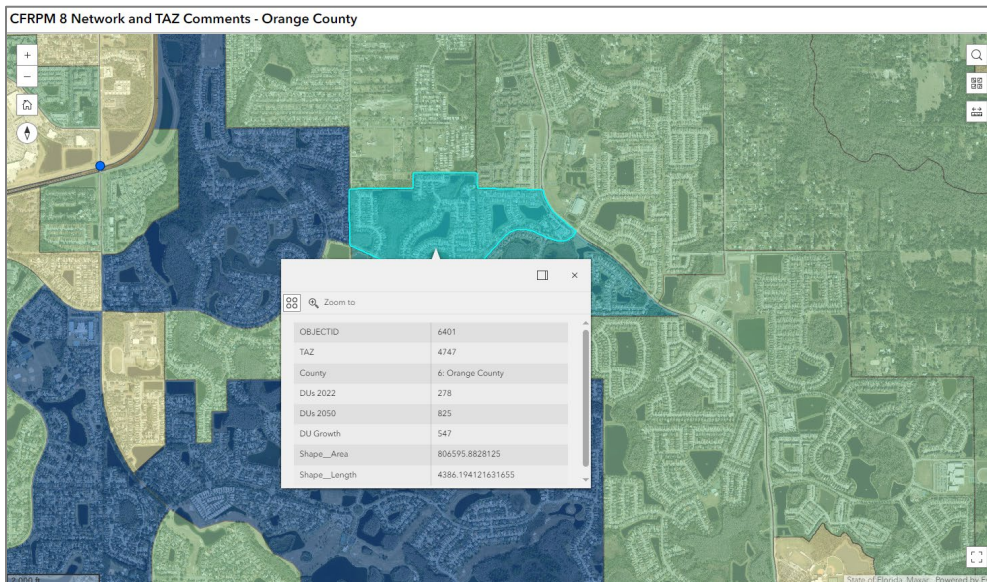
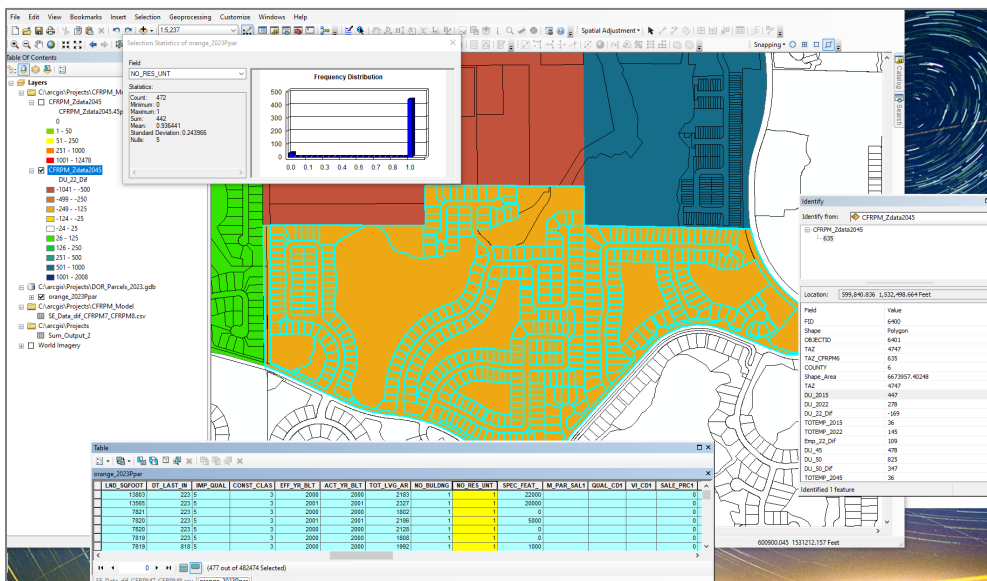


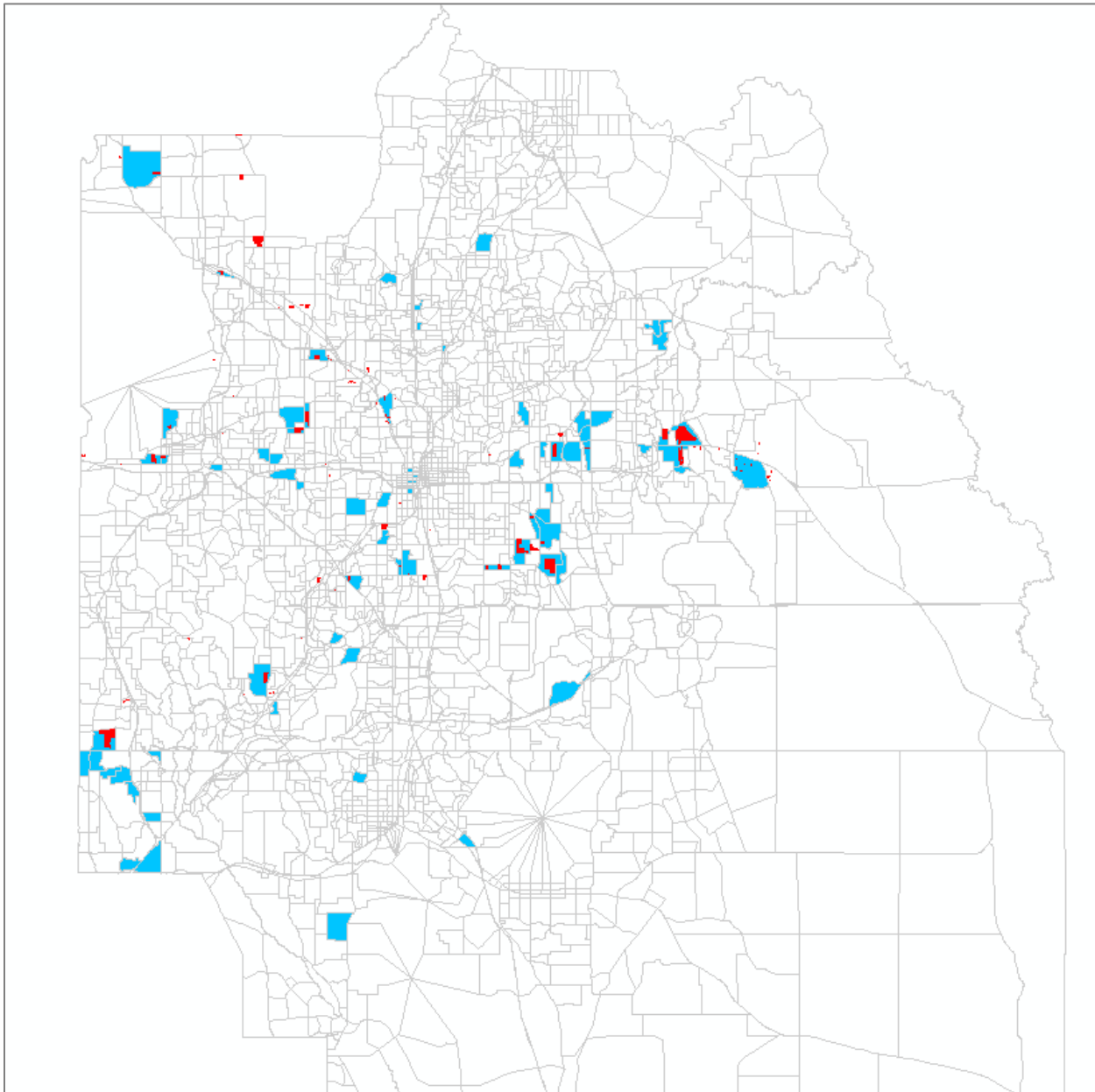
Figure 3. 2015 Dwelling Units - TAZ 4747



Comment #2 – Orange County Mobile Home Units in 2022 Base Year.

There are 74 TAZs in the three-county region with lower DU estimates in the 2022 base year when compared to the 2015 dwelling unit data. After reviewing this further, the 2022 data appears to be missing Mobile Homes (See Figure 4) in Orange County in the estimates. Mobile Homes from the Orange County Property Appraiser’s website are sometimes not captured within the residential unit field. Figure 4 identifies the TAZs in blue that have lower unit totals in 2022 and the red areas are mobile home properties according to the Department of Revenue (DOR) code in the property appraiser database. The shapefiles and locations noted below can be provided to facilitate a review of this item.

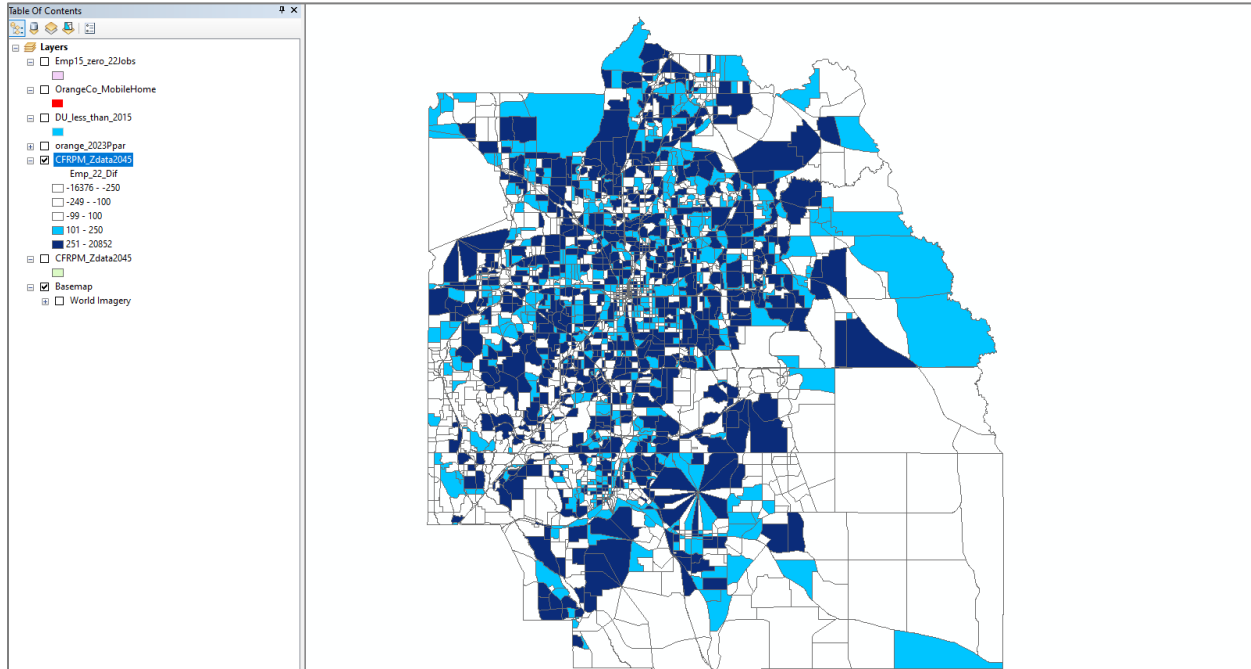
Figure 4. Missing Mobile Homes in 2022



Comment #3 - 2022 Base Year Employment Allocation.

There are significant differences in the location of employment in the 2022 base year when compared to the prior 2015 base year. This partly could be due to the change in source data itself that was used for each respective base year, as there were some expected differences with this methodology change. However, there are several established neighborhood TAZs that have increased by more than 100 jobs as compared to 2015. Figure 5 shows in light blue all the areas that increased by at least 100 jobs over the 2015 estimate, and dark blue indicates increases over 250 jobs. The shapefiles and locations below can be provided to facilitate a review of the employment allocations for 2022 in established neighborhoods.

Figure 5. 2022 High Employment Zones

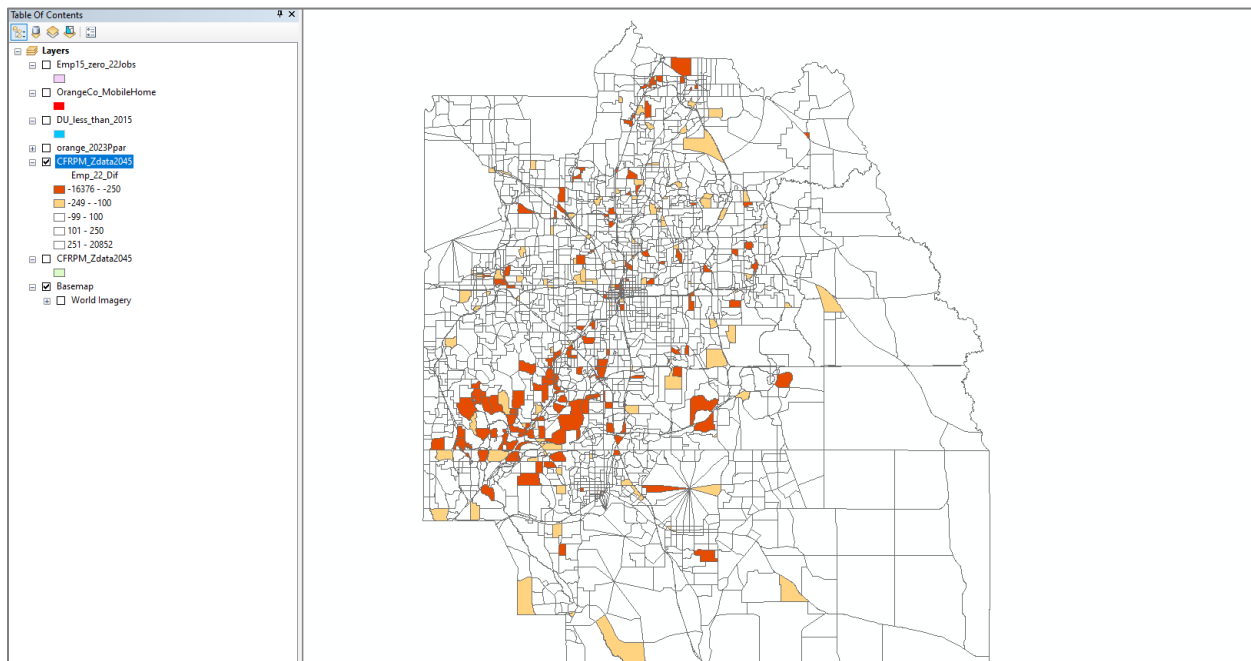


Comment #4 - 2022 Base Year Employment for Resort & Hotel.

After a more detailed internal review of the employment data, it was noticed that TAZs with 2022 employment lower than the CFRPM 7 2015 estimates appear to correlate to TAZs representing larger resorts and have significant Hotel / Motel dwelling unit estimates. This could be a factor contributing to the items discussed previously in Comment #3.

For example, TAZ 4510 had over 10,000 employees in the 2015 estimates, while the 2022 base year estimate has only 48 employees. The 2015 value may have overestimated employment, but the 2022 appears to not be accounting for the employees associated with a resort with over 1,200 rooms (see Figure 6). The shapefiles and locations below can be provided to facilitate a review of the employment allocations with resort, hotel, and motel dwelling unit locations.

Figure 6. 2015 to 2022 Employment Decreases



Comment #5 - Dwelling Unit Growth from 2022 Base Year to 2050 Future Year.

The allocation of new dwelling units for the 2050 future year assumes significant infill development, which may not be consistent with local agency comprehensive plans and/or not possible given that some neighborhoods are already built out. When comparing the growth forecast in CFRPM 7 for 2045 (Figure 7), the allocation of future dwelling units are predominantly in the high growth areas outside the dense urban core, with some infill. The 2050 allocation (Figure 8) is allocating a significant number of dwelling units (dark blue) to established areas; the Pine Hills and Hunters Creek areas particularly stood out during our review as having different growth patterns when comparing the 2045 future year to the 2050 future year. The shapefiles and locations below can be provided to facilitate a review of the growth areas.

Figure 7. 2045 Growth Areas in Dwelling Units

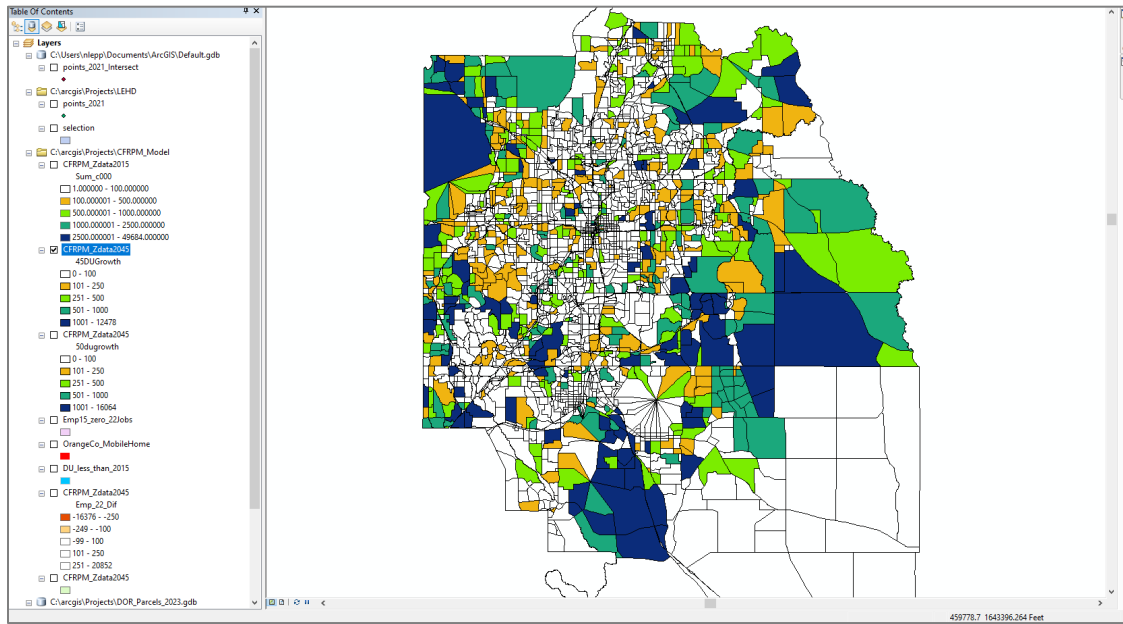
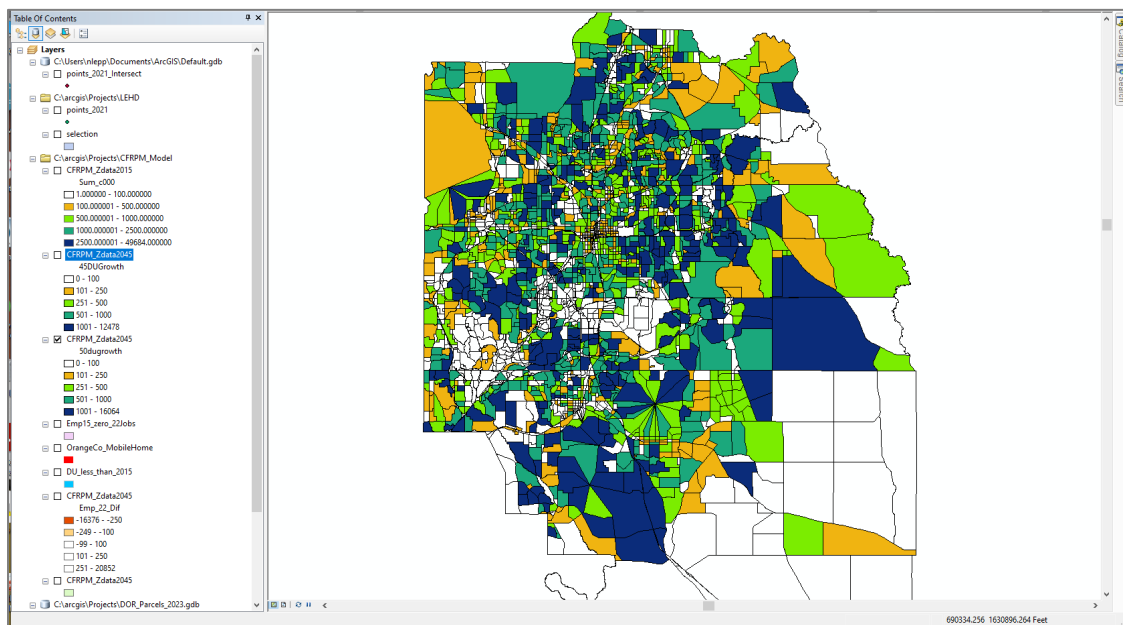


Figure 8. 2050 Growth Areas in DUs



Comment #6 - Employment Growth from 2022 Base Year to 2050 Future Year.

The allocation of employment growth appears to be inconsistent with local government comprehensive plans and growth patterns. For comparison, the 2045 employment growth from the CFRPM 7 (Figure 9) shows employment spread across the region with employment growth occurring in the core urban areas, along major corridors, and in high growth areas east, west, and south of the urban areas. The 2050 forecast (Figure 10) appears to focus the employment growth in some concentrated areas, and not allocating growth along key corridors such as South Orange Ave and US 17/92. The employment allocation should be reviewed to account for redeveloping corridors and the regional economic development strategies. The shapefiles and locations below can be provided to facilitate a review of the employment growth areas.

Figure 9. 2045 Employment Growth

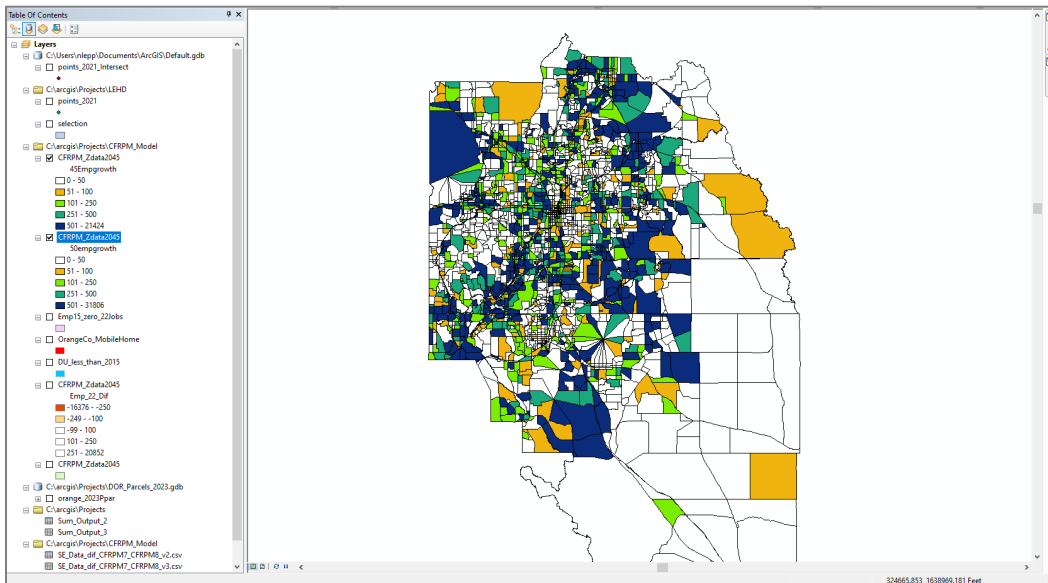


Figure 10. 2050 Employment Growth

