Evaluation Framework Technical Memorandum

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Seminole County
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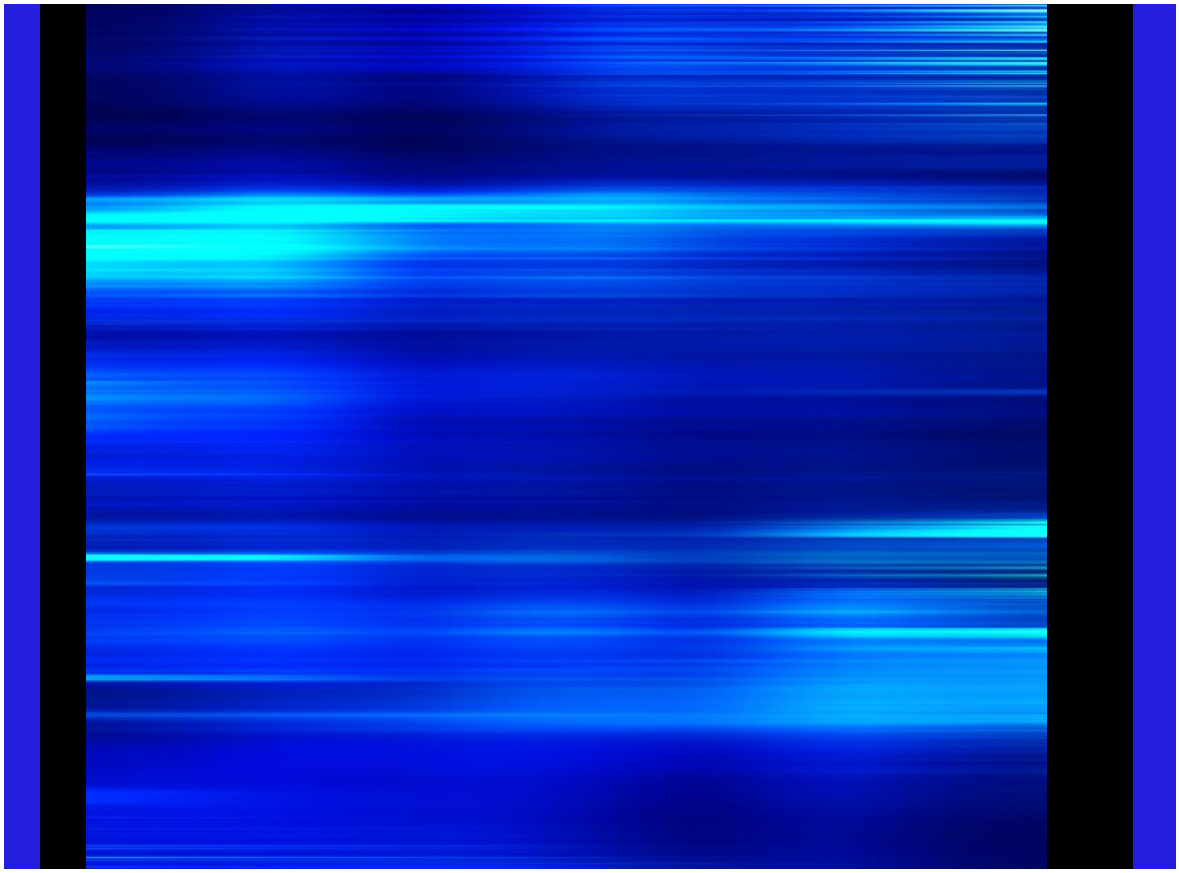
Seminole County 2045 Transportation Mobility Plan
May 3, 2023



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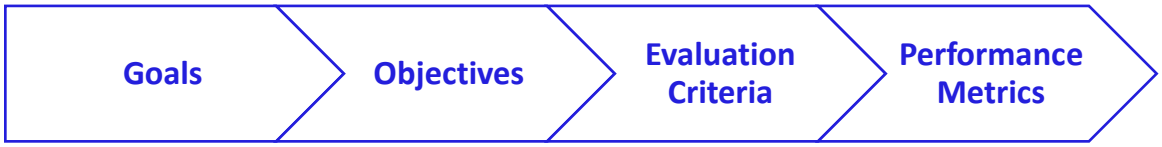
1. Introduction

This Technical Memorandum documents the evaluation framework for the Seminole County 2045 Transportation Mobility Plan. The goals and objectives of the transportation plan were previously documented in the Goals Objectives and Decision-Making Whitepaper submitted on October 6, 2022. These goals and objectives create the basis for project evaluation criteria and corresponding performance metrics. These elements form an evaluation framework through which projects can be ranked and a prioritized project list can be developed. Figure 1-1 shows the framework process to be utilized.

Figure 1-1. Framework Process



2. Evaluation Criteria

The team will use the evaluation criteria and performance metrics in this technical memorandum to compare and evaluate the effectiveness of potential transportation projects to meet the Plan's goals and objectives. The evaluation provides a tool to compare relative benefits of each potential transportation improvement and make decisions about transportation improvement recommendations. The results of this initial project evaluation will be presented to the County for consideration. The evaluation will be used to shape the recommendations and prioritize transportation improvements included in the Plan.

Projects awarded "High" ratings on the performance metrics are considered to accomplish the most elements of each respective objective based on the evaluation criteria. Conversely, projects awarded "Low" ratings accomplish less of the elements of each respective objective. Evaluations resulting in medium or "Med" scores accomplish some of the elements of each respective objectives, however, are not at either end of the evaluation criteria. The evaluation framework is detailed in Table 2-1.

The project prioritization will consider a high rank a score of two, a medium rank a score of one, and a low rank a zero. The priority list will be sorted based on this raw score.

Table 2-1. Evaluation Framework & Criteria

Goals	Objectives	Evaluation Criteria	Performance Metrics
Preserve and enhance the existing system's function & performance	Utilize technological improvements	1A - To what extent would multimodal transportation performance improve with technology? (e.g., Intelligent Transportation Systems, Transit Signal Priority, etc.)	High = 3 or more travel modes would improve Med = 2 travel modes would improve Low = 0-1 travel modes would improve
	Operational and/or maintenance improvements to existing infrastructure	1B - To what extent would existing operations or maintenance be improved? (e.g., roundabouts, lane reduction, etc.)	High = reduces maintenance or improves operations Med = no effect on operations or maintenance Low = increases maintenance or does not improve operations
	Improve at-grade rail and trail crossings	1C - How many existing at-grade rail or trail crossings would be reconstructed or improved?	High = 2 or more crossings Med = 1 crossing Low = none
	Reduce existing congestion and delay	1D - To what extent will poor LOS intersections, and roadway segments be improved?	High = roadway LOS F Med = roadway LOS D or E Low = roadway LOS A, B, or C
	Improve evacuation routes	1E – Does the project improve a designated evacuation route? (I-4, US 17/92, SR 46, SR 436)	High = whole project improves evacuation route Med = part of project improves evacuation route Low = none

Be consistent with the *Florida Strategic Highway Safety Plan and Target Zero Initiative*, and Improve the region's ranking in Dangerous by Design by Emphasizing Bicycle and Pedestrian Safety Improvement Projects	Safety measures identified in national, state, or local plans	2A – Does project implement a recommendation from a safety plan? (i.e., safe routes to school, protected bike lanes, RRFBs)	High = multiple plans or recommendations Med = one plan or recommendation Low = none
	Improves facility or intersection identified as having a high crash occurrence or a fatality	2B – Would intersections or roadway segments with high crashes or a fatality be improved?	High = High crash ***and*** fatality Med = High crash **or** fatality Low = Neither high crash nor fatality
	Traffic calming	2C – To what extent would project improve safety by calming traffic? (e.g., gateway treatments, roundabouts, reduced width and turning radii)	High = 2 or more traffic calming features Med = 1 traffic calming feature Low = Does not calm traffic
	Safety improvements that improve or reduce vehicular conflicts with bicycles and pedestrians	2D – To what extent would vehicular conflict points with bicycles or pedestrians be addressed? (e.g., signalization improvements, bike/ped crosswalk, median improvement, or a mid-block crossing on an arterial roadway)	High = 3 or more conflict points addressed Med = 1-2 conflict points addressed Low = not addressed
Improve access to multimodal options to advance equity, access to all users, and public health	Trail improvements	3A - To what extent would the County trail system be improved?	High = new or improved trail Med = improves bike/ped access to existing trails Low = No new or improved trails
	Multimodal improvement near health care, educational, recreational, and/or cultural facilities	3B – To what extent would multimodal transportation be improved within 0.25 mile of community services such as health care facilities, educational facilities, recreational facilities, and/or cultural facilities?	High = Multimodal improvement within 0.25 mile Low = No multimodal improvement within 0.25 mile
	Multimodal improvement low socioeconomic neighborhoods	3C – Does project improve multimodal transportation within an area with greater than 10% poverty?	High = Multimodal improvement within 0.50 mile Low = Not a Multimodal improvement within 0.50 mile
	Transit improvements outside of current service area	3D – To what extent would transit service be improved outside of the existing transit service area?	High = Transit improvement outside of service area Low = no improvement to service area
	Bicycle or pedestrian improvement to transit	3E – To what extent would bicycle or pedestrian infrastructure be improved to access transit?	High = Both bicycle and pedestrian access Med = Either bicycle or pedestrian access Low = Neither bicycle nor pedestrian access

	Bicycle/pedestrian infrastructure	3F – To what extent is bicycle and/or pedestrian infrastructure separation from vehicle travel lanes increased?	High = Both bicycle and pedestrian separation Med = Either bicycle or pedestrian separation Low = Neither bicycle nor pedestrian separation
Support Economic Vitality, Regional Priorities & the Connectivity of the Regional System for People and Goods	Improve access to regional travel	4A – To what extent is access to regional travel improved? (e.g., Interstates, Amtrak, Orlando Sanford Int'l Airport, Port of Sanford, or SIS)	High = Improves access to regional travel Low = does not improve
	Improve access to tourist destinations	4B – To what extent is access to tourist destinations improved?	High = improves access to tourist destination Low = does not improve
	Support Targeted redevelopment or strategic corridors	4C – To what extent is multimodal and/or vehicle transportation improved within redevelopment areas and corridors?	High = Bike/ped, transit and vehicle improvements Med = Bike/ped or transit, and vehicle improvements Low = Vehicle improvements only
	Identified as a priority in partner agency plans	4D – To what extent is project identified in partner agency plans? (City, County, MetroPlan Orlando, Lynx, Orlando Sanford Int'l Airport, etc.)	High = 2 or more other plans Med = 1 other plan Low = No other plan
	Vehicle or freight improvement to an intermodal facility	4E – To what extent is vehicle or freight movement improved to intermodal facilities?	High = both vehicle and freight Med = either vehicle or freight Low = neither vehicle nor freight
Protect and Preserve the Environment & Quality of Life and Promote Energy Conservation	Promotes alternatives to single occupancy vehicle (SOV) travel	5A - To what extent does project improve roadway with poor Bike or Ped QLOS?	High = bike/ped QLOS D or F Med = bike/ped QLOS C Low = bike/ped QLOS A or B
	Limit Roadway expansion within the Rural Charter Area	5B – To what extent does project preserve the Rural Charter Area?	High = No roadway widening Med = Widening for bicycle and/or pedestrians Low = Widening for vehicle travel lanes
	Proximity to protected natural areas (0.5 mile)	5C – To what extent could wildlife or habitat quality in protected areas be avoided by additional vehicles, noise, or pollution?	High = project outside of natural areas Med = project within but would not increase Low = project would likely increase
	Promote energy efficiency	5D – Does project improve non-motorized travel in low car ownership areas?	High = improves non-motorized in low car areas Med = improves non-motorized near low car area Low = does not improve non-motorized