

Seminole County 2045 Transportation Mobility Plan Goals, Objectives and Decision-Making Framework

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The development of the 2045 Transportation Mobility Plan (hereinafter, “the 2045 Plan”) is driven by its goals and objectives and guided by the principles of its vision statement. An essential component of the vision statement is gathering feedback from a wide variety of stakeholders that include a diverse cross-section of the community. The vision also establishes the direction for which Seminole County (hereinafter, “the County”) is heading through its planning horizon of 2045.

To support the vision, goals and objectives are established to support mobility initiatives. These goals and objectives provide specific, measurable, and achievable methods to help reach the vision of the 2045 Plan. The goals and objectives ultimately guide the entire 2045 Plan development process by creating the basis for a decision-making framework through which projects can be evaluated and systematically ranked against one another to define project priorities.

The County’s transportation and planning staff along with its Board of County Commissioners are the lead stakeholders in the development of this countywide 2045 Plan. The seven cities within the county are essential partners in the garnering details of their priorities and plans for consistency across municipal borders. Additional input on local and regional priorities by partner agencies, such as the Seminole County School Board, Seminole County Sheriff’s Office, Seminole County Fire/Rescue, Florida Department of Transportation (FDOT), Central Florida Expressway Authority (CFX), Orlando-Sanford International Airport, Port of Sanford, MetroPlan Orlando, LYNX, SunRail, Amtrak and CSX, among others, are also considered in the 2045 Plan development. Neighboring locations will also be taken into account, such as Orange, Lake and Volusia Counties, and the University of Central Florida.

As part of the development process of the 2045 Plan, input will be integrated into this White Paper from County Staff interviews, County Working Group Meetings, and the Board of County Commissioners worksessions. The teams will review and refine elements of the 2045 Plan such as the plan vision statement, goals, objectives, and project evaluation criteria.

Transportation Mobility Plan Vision Statement

The draft vision statement was first presented by the project team at the County Working Group Meeting #1, which was held September 23, 2022. With the County Working Group’s feedback, the project team is scheduled to share the vision statement as part of the first Board of County Commissioners Worksession that is scheduled for October 18, 2022. This vision statement is listed as follows:

“The Seminole County 2045 Transportation Mobility Plan is set forth to purposefully continue the County’s movement toward providing a diverse, equitable multi-modal system with an emphasis on safety and modal choice, decreasing dependency on automobiles, providing the framework for a transportation system that is accessible and reliable, while being planned responsibly to

protect the unique natural resources and character of the area, providing economic opportunity and deliver quality mobility options for residents, workers and visitors alike.”

Transportation Plan Goals and Objectives

The proposed goals and objectives were developed and updated based on previously established goals and objectives of the Seminole County 2040 Long Range Transportation Plan (LRTP), addressed to reflect a broader multi-modal transportation system. They also consider the different elements of the Seminole County Comprehensive Plan, MetroPlan Orlando LRTP, and other best practices in the development of a mobility plan. The goals and objectives documented in related plans were reviewed during the plan and policy review phase of this project.

An initial draft summary of the proposed goals and objectives was shared at the Seminole County Envision 2045 Conference on August 24, 2022, and were further refined for presentation at County Working Group Meeting #1, held September 23, 2022. With the County Working Group’s feedback, the project team is scheduled to share the vision statement as part of the first Board of County Commissioners Worksession that is scheduled for October 18, 2022.

The proposed goals are considered equally important and the ordering is not intended to reflect priority or rank among the goals. It may be decided to order them in a way that reflects a higher priority, although weighting of this type may be assigned when evaluating projects based on stakeholder feedback. The initial needs list of potential projects for the future mobility of the transportation system will be developed in consideration of the 2045 Plan’s vision statement, goals, and objectives.

- **Goals** provide a framework for what the Mobility Plan is expected to achieve.
- **Objectives** provide specific strategies and metrics on how to achieve each goal.

The proposed draft goals and supporting objectives are listed below:

1. Emphasize safety and security for all users and modes through preparation, design, and operation.

- a. Increase focus on safety for vulnerable users, with an emphasis on convenient transit access, bike lanes, corridor crosswalks, and walkable mixed-use centers.
- b. Decrease fatalities and serious injuries on the transportation system.
- c. Provide a safe, secure, efficient and livable transportation by implementing Context Sensitive Solutions to street design that supports the needs of the community.
- d. Focus on safety at intersections, shared-use path crossings, and mid-block crosswalks with the enhancement and addition of lighting.
- e. Reduce the number or improve the performance at conflict points (for example, congested roadway intersections or at-grade rail crossings).
- f. Implement grade separation of all user modes when appropriate and feasible, by building overpasses and underpasses to decrease exposure to different modes.
- g. Discourage neighborhood automobile speeding and cut-through traffic in new and existing residential subdivisions. This is to be accomplished by approved and supported traffic calming methods.
- h. Partner with public safety officials to improve emergency response times and consider evacuation routes for natural disasters in the transportation system.
- i. Increase driver education initiatives to improve driver behavior.

2. Enhance the Existing System’s Function and Performance - Effectively sustain and enhance performance and reliability.

- a. Reduce congestion and delay.
- b. Improve emergency response time and reduce impact to delay.

- c. Maintain and repair infrastructure to keep facilities in a state of good repair.
 - d. Improve travel time reliability.
 - e. Provide real-time travel information to roadway users and explore uses of new technology to deliver this information to the user.
 - f. Use a full range of innovative/technological solutions (for example, increased use of intelligent transportation systems, transit signal priority systems, and positive train control).
 - g. Use access management techniques to preserve the function of the existing roadways.
 - h. Deliver an economically feasible transportation system with appropriate funding for improvements to support future needs considering changing mobility needs.
 - i. Identify multi-modal transportation improvements necessary that support the growth forecasts and redevelopment that are consistent with the Future Land Use Element.
 - j. Follow established policies, performance frameworks, and regulations as one means of strategically providing for the acquisition, reservation, and protection of existing and future transportation rights-of-way.
3. **Improve access to multi-modal options** – progress transit, rail, and multi-modal services and increase service quality and connections.
- a. Develop and maintain an effective, convenient, and economically feasible multi-modal transportation system.
 - b. Continue to service and facilitate local accessibility and mobility for all modes of travelers and consider modal choice in future development of the transportation system.
 - c. Eliminate transit service gaps.
 - d. Encouraging pedestrian and bicycle mobility in conjunction with transit over automobile use. This will be accomplished by enhancing access and amenities of inter-modal facilities. Initiatives such as enhanced signage, additional bicycle lanes, additional sidewalks, trails, and bicycle racks at key locations should be pursued.
 - e. Support regional initiatives to increase SunRail ridership. Accomplish this by enhancing connectivity to SunRail to and from residential and employment centers by backing initiatives that improve "last mile" services.
 - f. Research a connected premium transit service that provides convenient headways, reliable travel times, and direct links to employment and residential hubs.
 - g. Support regional and partner agency initiatives related to future transportation technologies including ride-sharing and autonomous and connected vehicle technologies.
4. **Preserve and boost equitable access and economic opportunity for all users.**
- a. Create diverse access opportunities for all county residents, supporting the quality of life for all users.
 - b. Provide access to recreational opportunities, enhancing quality of life.
 - c. Continue to expand the County Trail System with increased integration with local and regional trail connectors.
 - d. Improve access to tourist destinations.
 - e. Provide a pedestrian system that integrates neighborhoods with community features, centers, and corridors that provides convenient and comfortable access to the transportation system.
 - f. Consider connections to the Orlando-Sanford International Airport and the Port of Sanford as freight needs evolve and support safe operating conditions for the movement of freight.
 - g. Support areas that are targeted as economic development and redevelopment areas.

- h. Consider projects that drive development and opportunity for downtowns, main streets, and older historic neighborhoods.
 - i. Support regional connectivity by providing additional roadway connections and coordinated with adjacent agencies to increase consistency across jurisdictions.
 - j. Support a more complex, dispersed, and resilient supply chain.
 - k. Strengthen coordination of transportation plans and programs with all levels of partners including local, regional, state, and federal agencies and authorities to provide a system that is consistent with the goals and objectives of providing a safe, convenient, and efficient regional transportation system.
- 5. **Protect and preserve the environment and quality of life** - Protect the environment, rural, and protected areas while **promoting smart development and energy conservation**.
 - a. Support land use development and preservation of the East Rural Area and protected areas that are consistent with the County comprehensive plan.
 - b. Promote policies and development that discourage urban sprawl.
 - c. Have consistent land use and transportation policies that work together to develop responsibly.
 - d. Remain in attainment with the National Ambient Air Quality Standards.
 - e. Contribute to public health by encouraging active transportation modes, thereby improving air quality.
 - f. Focus on providing an environmentally friendly transportation network that prioritizes energy conservation, decrease the single occupancy automobile mode, increase non-automobile mode, decrease vehicle miles traveled, and reduce greenhouse gas emissions.
 - g. Maintain compatibility with environmental conservation standards.
 - h. Conserve natural resources.
 - i. Reduce the number and length of trips.
- 6. **Support economic vitality, regional priorities and connectivity** - Plan for future development by following a regionally consistent approach that **supports the urban centers and corridors** development pattern.
 - a. Follow the set forth policies that encourage land development within the major transit development/redevelopment corridors and mixed-use centers that are consistent with future land use.
 - b. Encourage infill development and redevelopment at appropriate locations within the unincorporated urban area (the Dense Urban Land Area).
 - c. Develop in a pattern that is consistent with reducing the need for roadway capacity expansion by increasing the development of infill parcels and redevelopment of declining areas within the designated centers and corridors.
 - d. Improve the aesthetic and sensory quality of the urban community.
 - e. Offer convenient intermodal connections from the automobile to more energy efficient transportation modes within development corridors and mixed-use centers.
 - f. Preserve and strengthen residential quality of life by encouraging neighborhood development and attractors that provide accessibility to all modes.
 - g. Coordinate the transportation system with the residential and residential-supportive land uses shown as part of the Future Land Use.
 - h. Promote the development of mixed uses on a neighborhood scale.

Proposed Draft Evaluation Criteria

The project team will use a set of evaluation criteria related to the goals and objectives to compare and evaluate how effectively potential mobility projects meet the goals and objectives. The evaluation provides a tool to compare relative benefits of each potential mobility improvement and make informed decisions and recommendations. Projects will be prioritized based on their ability to meet each goal. The prioritization process is intended to show the advantages and disadvantages of each proposed projects in relation to each other. The results of the initial project evaluation will be presented to the County Working Group for consideration and approval. The evaluation will be used to shape the recommendations and prioritize projects included in the Mobility Plan.

Table 1 summarizes the proposed draft evaluation criteria.

Table 1. Seminole County 2045 Transportation Mobility Plan Proposed Draft Evaluation Criteria

Goal	Evaluation Criteria
Safety and Security Emphasize safety and security for all users and modes through preparation, design and operation.	Primary focus of project is on safety and security (e.g., safe routes to school, protected bike lanes, safety study, security enhancements, lighting, improving emergency response).
	Project on a facility or at an intersection with historical high crash rate for vehicles, bicycles and pedestrians (based on data from 2017–2021).
	Project includes traffic calming strategies (e.g., gateway treatments, roundabouts, reduced width and turning radii).
	Project includes intersection modifications to improve safety and reduce conflicts for all modes and users (e.g., signalization improvements, bike/ped crosswalk, median improvement, alternative intersections, railroad grade crossings).
	Project increases capacity or access on an evacuation route.
	Project improves public safety response times and reliability.
Enhance Function and Performance Effectively sustain and enhance the performance and reliability.	Project includes a technological improvement (e.g., ITS).
	Project improves operations or is considered maintenance in nature.
	Project includes access management techniques.
	Focus of the project is to improve travel reliability by reducing congestion and delay.
	Project is being implemented to accommodate future growth in the region.
	Project improves effects of future congestion and delay.
Improve Access to Multi-Modal Options Progress transit, rail, and multi-modal services and increase service quality and connections.	Trail, sidewalk, or bicycle lane improvements.
	Project includes multi-modal improvements within 0.25 mile of community services such as health care facilities, educational facilities, recreational facilities, and/or cultural facilities.
	Transit improvements to current operations (e.g., Transit Signal Priority systems).
	Transit improvements to expand service outside of current service area.
	Project improves access to multi-modal options.

Table 1. Seminole County 2045 Transportation Mobility Plan Proposed Draft Evaluation Criteria

Goal	Evaluation Criteria
	Improvements to transit headways, schedule reliability, and connectivity.
	Project closes bicycle/pedestrian facility gap.
Equity and Access Preserve and boost equitable access and economic opportunity.	Connection to or improvement of facility of regional significance (e.g., state road, interstate, railroad, airport, port, or a Strategic Intermodal System facility).
	Project is within 0.25 mile of a tourist destination.
	Project is within 0.25 mile of an intermodal facility. (e.g., LYNX, SunRail, Amtrak)
	Expands transportation choices (e.g., transit or bicycle/pedestrian facilities) in vulnerable population neighborhoods; above average disabled, elderly, youth, low income, minority, LEP, and/or single/no car vehicle households within Census block (within 0.25 mile).
	Provides a safe mid-block crossing on arterial roadway.
	Bicycle/pedestrian improvement within 1 mile of transit stop.
Protect and Preserve the Environment and Quality of Life Protect the environment and quality of life while promoting smart development and energy conservation.	Promotes alternatives to single occupancy vehicle travel.
	Improvement is outside the East Rural Area (inside dense urban land area).
	Consistent with the future land use plan designated in the Comprehensive Plan.
	Outside protected natural areas (within 0.5 mile).
	Encourages fewer and shorter trip lengths.
	Minimal potential environmental impacts.
	Improve uses of environmentally conscious modes of travel.
Support Economic Vitality, Regional Priorities, and Connectivity Plan for future development by following a regionally consistent approach that supports the Urban Centers and Corridors development pattern.	Project improves access or facilities in an identified urban center or corridor.
	Project within areas targeted as future development, redevelopment, or infill development areas.
	Project identified as a priority by County transportation partner agency (City, LYNX, SunRail, FDOT, CFX, MPO, Neighboring County).
	Project supports increased modal shift from roadways to other modes, reducing the need for additional roadway capacity.
	Project improves the aesthetic and sensory quality of the urban community.
	Increase access and connectivity to mixed use developments from neighborhoods and transit facilities.
	Provides connections to regional employment centers, attractors and recreation facilities.