



# Citizens Advisory Committee (CAC)

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January 24, 2019

CareerSource Heartland

Sebring, FL



# 1) Call to Order

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Pledge of Allegiance

Roll Call

Announcements

Recognitions



## **2) Public Comment**

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# **3) Approval of Minutes\***

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October 25, 2018 Meeting



# 4) FDOT Draft Tentative Work Program

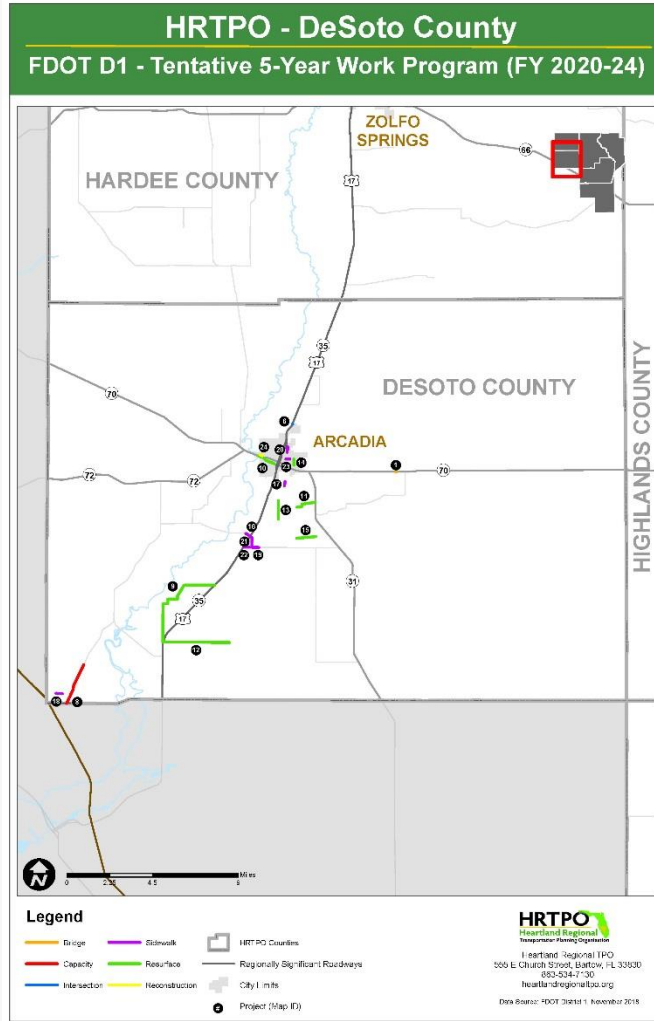
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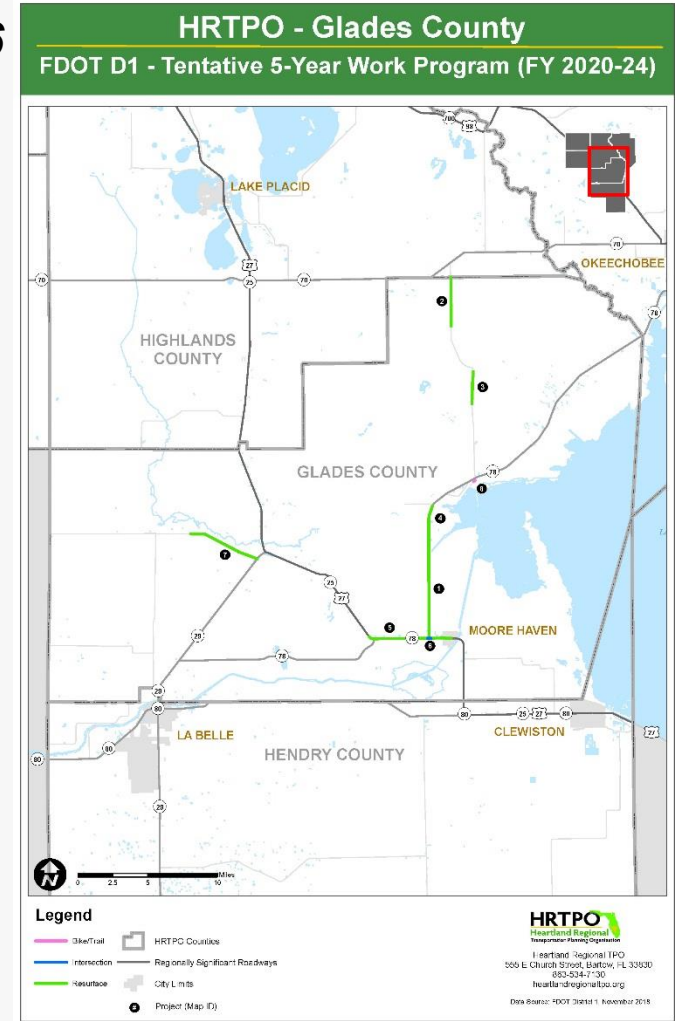


# Project Highlights

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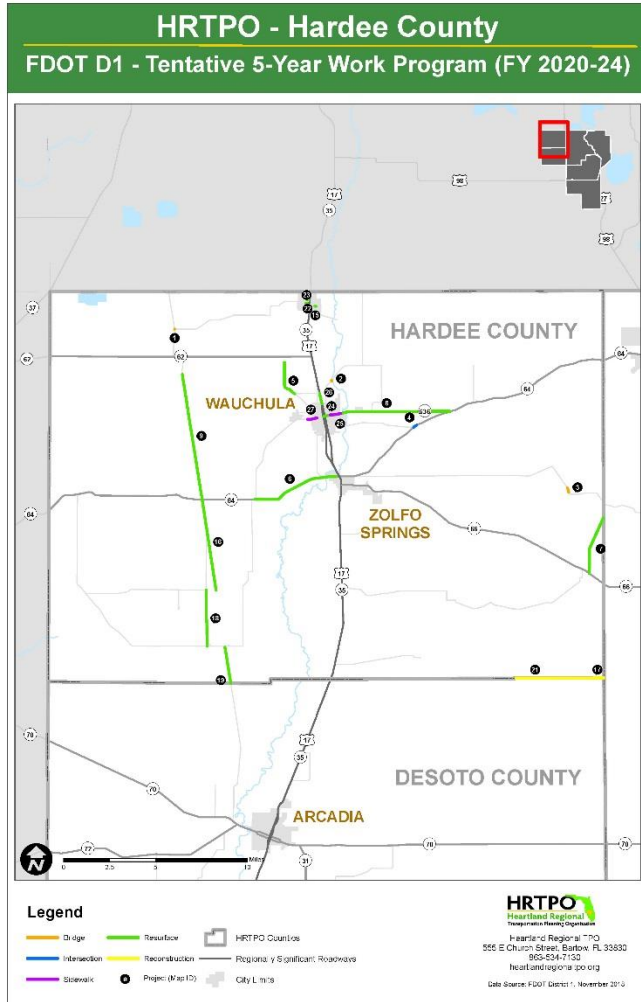


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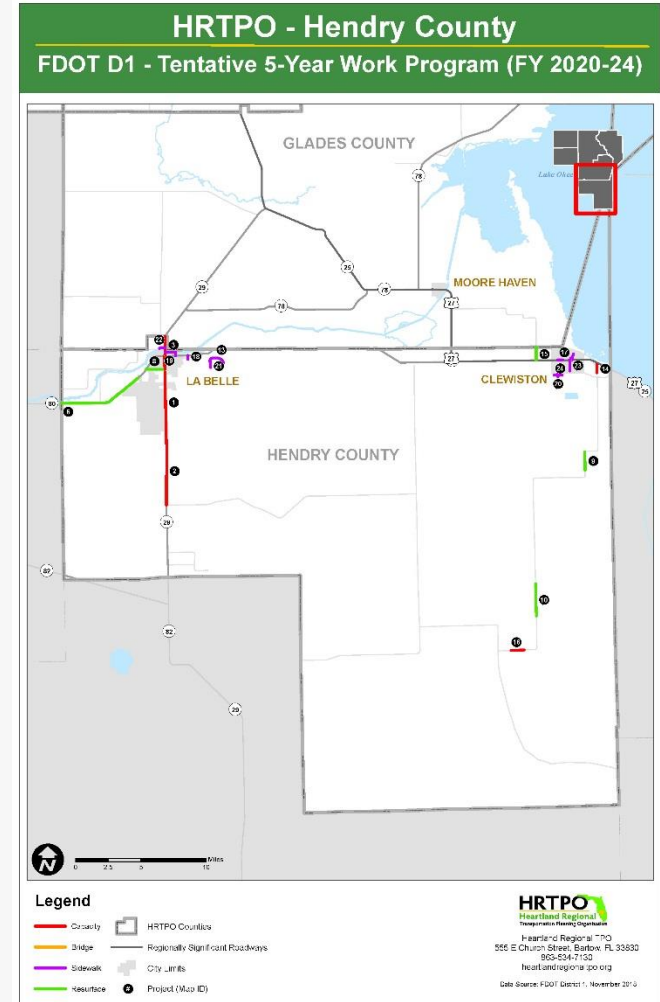


# Project Highlights

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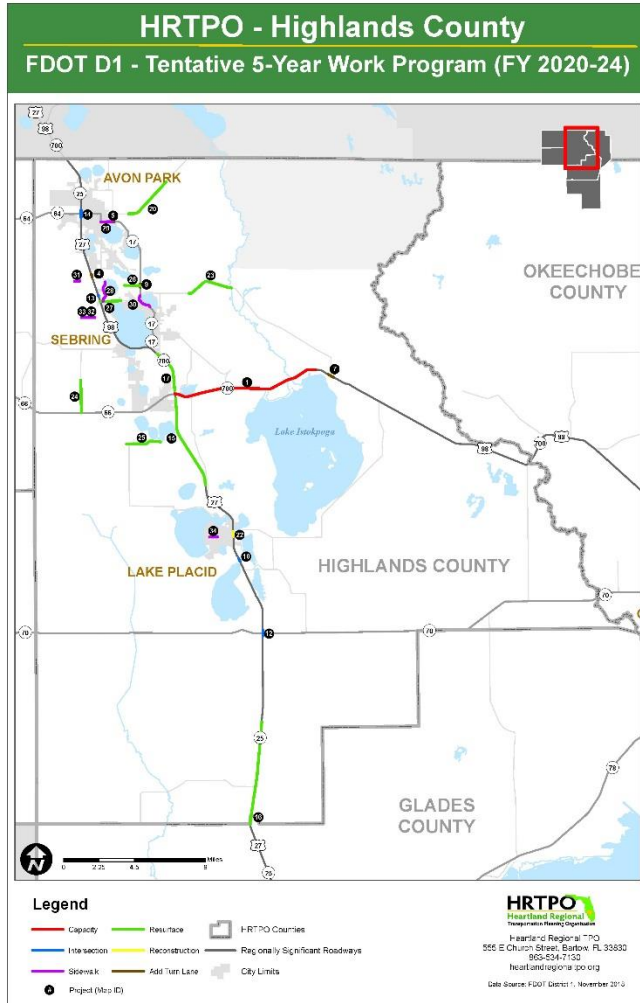
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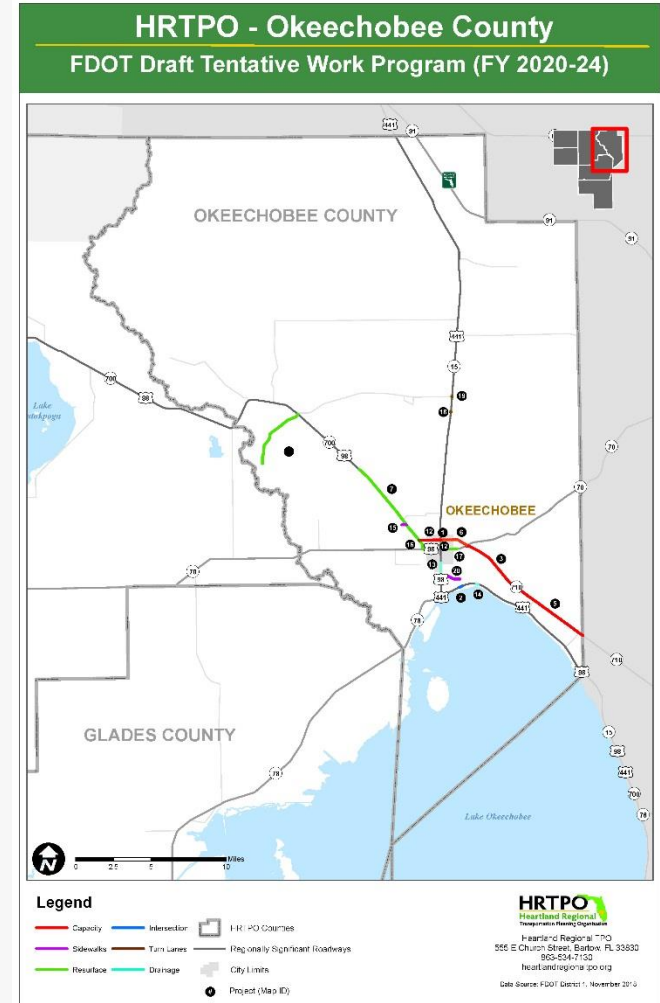


# Project Highlights

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# **6) Performance Management Measures and Targets\***

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# FDOT Safety Performance Measures and Targets

Safety Measure	HRTPO Target	2011-15 Average	2012-16 Average	2013-17 Average	2013-17 Statewide
Number of Fatalities	0	57.4	60.6	66.8	2,821
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	0	2.025	2.099	2.235	1.360
Number of Serious Injuries	0	299.8	341.8	390	20,910
Rate of Serious Injuries per 100 million VMT	0	10.577	11.744	12.899	10,122
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	33.2	32.4	33.4	3,249



# **Requested Action**

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Motion to provide a recommendation to the HRTPO Board related to safety targets



# **6) FDOT Project Applications and Priorities for FY 2025**

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# HRTPO Evaluated Criteria, Amended November 28, 2018

L RTP Goals	Evaluation Criteria for Congestion Management Projects	Criteria Scoring
Improve Safety	<b>Safety</b>	
	Road/intersection has experienced 1 or more fatal or serious accidents in previous 5 years	20
	<b>Pedestrian Safety</b>	
	Road/intersection has 1 or more car/pedestrian incidents past 5 years	20
Provide Reliable and Efficient Options	<b>Project Status/Funding Availability</b>	
	Local funding is available to advance or contribute to project	10
	<b>Level of Service (LOS)</b>	
	Segment of road or intersection does not meet FDOT LOS Standards	10
	<b>Truck Factor</b>	
	Truck factor on segment of road or intersection managed by FDOT is greater than 10%	10
Create Quality Places	<b>Non Interstate Reliability</b>	
	Person miles traveled on Non Interstate NHS segment of road managed by FDOT reported as not reliable or below 50% on FDOT scale	20
	<b>Community and/or Environmental Impact</b>	
	Potential negative impact on community or environment	0
	No impact to community or environment	5
	Potential positive impact on community or environment	10

L RTP Goals	Evaluation Criteria for Transportation Alternative Projects	Criteria Scoring
Improve Safety	<b>Safety</b>	
	Adjacent road has 1 or more car/pedestrian incidents past 5 years	20
	<b>School Zone Safety</b>	
	Project is within 1-2 miles from a K-12 school	4
	Project is 1/2 mile to 1 mile from a K-12 school	10
	Project is within 1/2 mile of a K-12 school	16
Provide Reliable and Efficient Options		
	Project is within 1/4 mile of a K-12 school	18
	Project is within 1/8 mile of a K-12 school	20
	<b>Project Linkage</b>	
	Isolated improvement	0
	Connects to network	15
	Completes connection/closes gap	30
Create Quality Places	<b>Project Status/Funding Availability</b>	
	Additional phase or connects to project in Five-Year Work Program or funded Local Capital Improvement Program	10
	<b>Community and/or Environmental Impact</b>	
	Potential negative impact on community or environment	0
	No impact to community or environment	5
	Potential positive impact on community or environment	10
	<b>Areas of Limited Modal Choice</b>	
	Zero Vehicle Household rate in project Census tract 6.1% or higher	10

Adopted: April 27, 2016 | Amended: November 28, 2018

- Criteria now unique for Congestion Management and Transportation Alternatives
- TRIP criteria still based on Evaluation Check List

SCOP, SCRAP, MSCOP, and CIGP projects not evaluated by the HRTPO

# Process for Priority Selection

- Project submission to HRTPO *January 28, 2018*
- Project review by HRTPO staff
- Project submittal to FDOT
- Preliminary score review by local jurisdiction
- Project review by TAC and CAC
- Project review by HRTPO
- Ranking endorsement by TAC and CAC
- Priority List Adoption by HRTPO

# SCOP, SCRAP, & MSCOP

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- Applications were updated 12/11/18
- Do not complete a FDOT District 1 Application for SCOP, SCRAP, or MSCOP
- SCOP and SCRAP
  - Submit to HRTPO by January 28; Priorities by March 15
- MSCOP
  - Submit to FDOT Central Office by March 22 and copy the HRTPO





# 7) Long Range Transportation Plan (LRTP)

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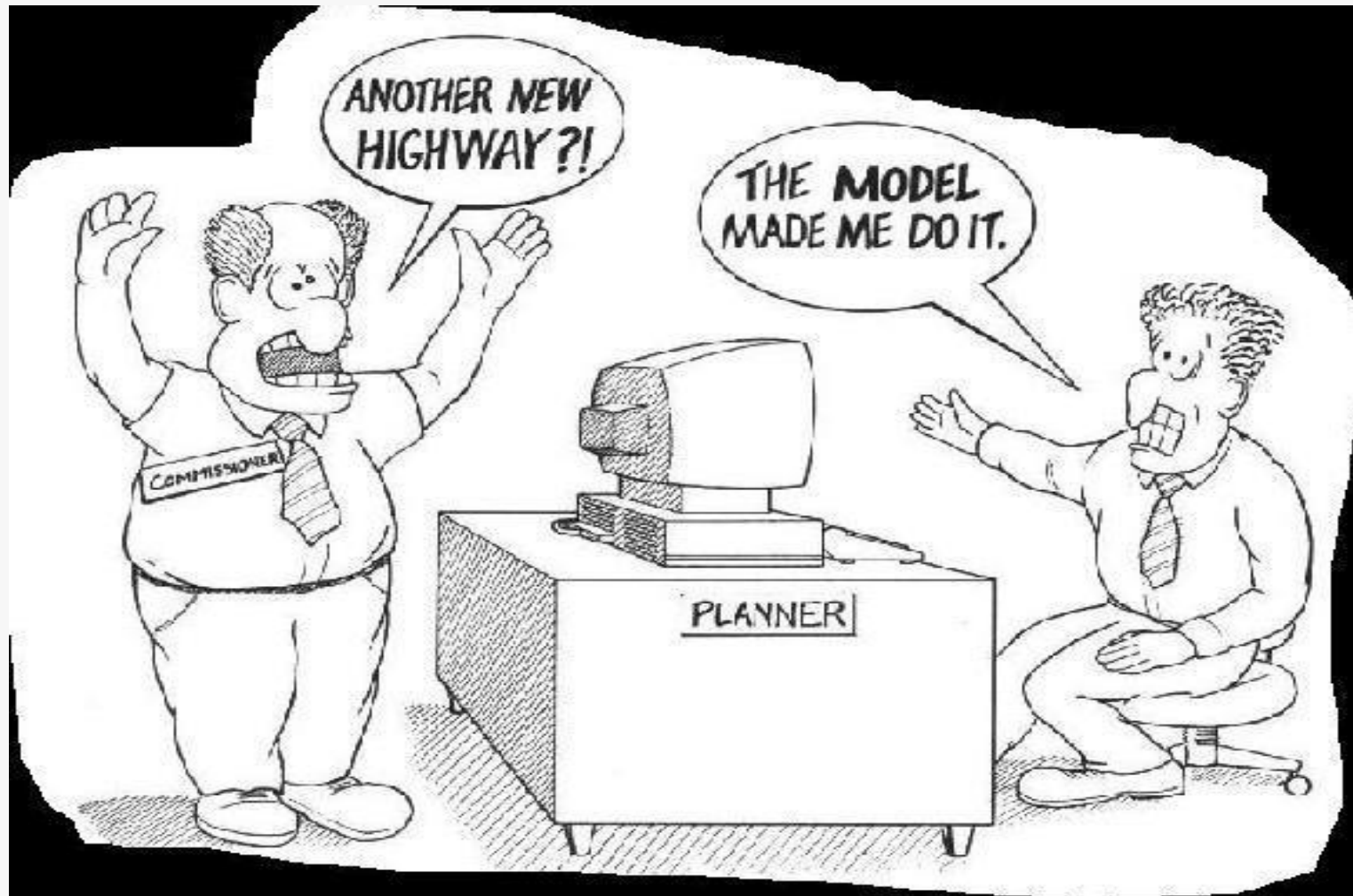
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# Long Range Transportation Plan (LRTP)

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- Describes a vision for the region as well as defines the policies, operational strategies, and projects.
- A LRTP identifies the cost feasible transportation improvements for a 25-year period.
- A LRTP is updated every 5 years to adjust to changing population forecasts and land uses and updated costs and revenues.
- Considers all transportation modes such as transit and bikes
- Includes Congestion Management Process for relatively inexpensive projects such as intersections.
- It involves input of government and citizens
- It is adopted by the Transportation Planning Organization

# Travel Demand Modeling Overview



# What Is a Traffic Model?

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- **Typical definition:**
  - A computer program that replicates the travel choices that individuals make
- **Simply: A forecast of future travel patterns**
  - Where are people traveling to and from?
  - What routes are they choosing to get there?

# Why Are Models Important?

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- They help us determine how much traffic will be on our roadways in the future.
- They help us to understand the impact that development has on our transportation system.
- They guide future transportation improvements.
- Allows us to think--what if?

# Components of a Travel Demand Model

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- Population (how many people do we have?)
- Households (where do they live?)
- Hotels/Motels
- Employment (jobs, shopping, restaurants, recreation, etc.)
- Schools (K-12, College locations)



# Heartland 2060

## Building a Resilient Region



# Consortium Partners

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- DeSoto County
- Glades County
- Hardee County
- Hendry County
- Highland County
- Okeechobee County
- CareerSource Heartland
- FHREDI
- Sebring Airport Authority
- University of Florida
- Archbold Biological Station
- Central Florida Regional Planning Council



**2010 Population  
Heartland Regional TPO**

**253,399**

Source: US Census Bureau

Hardee  
27,731

Okeechobee  
39,996

DeSoto  
34,862

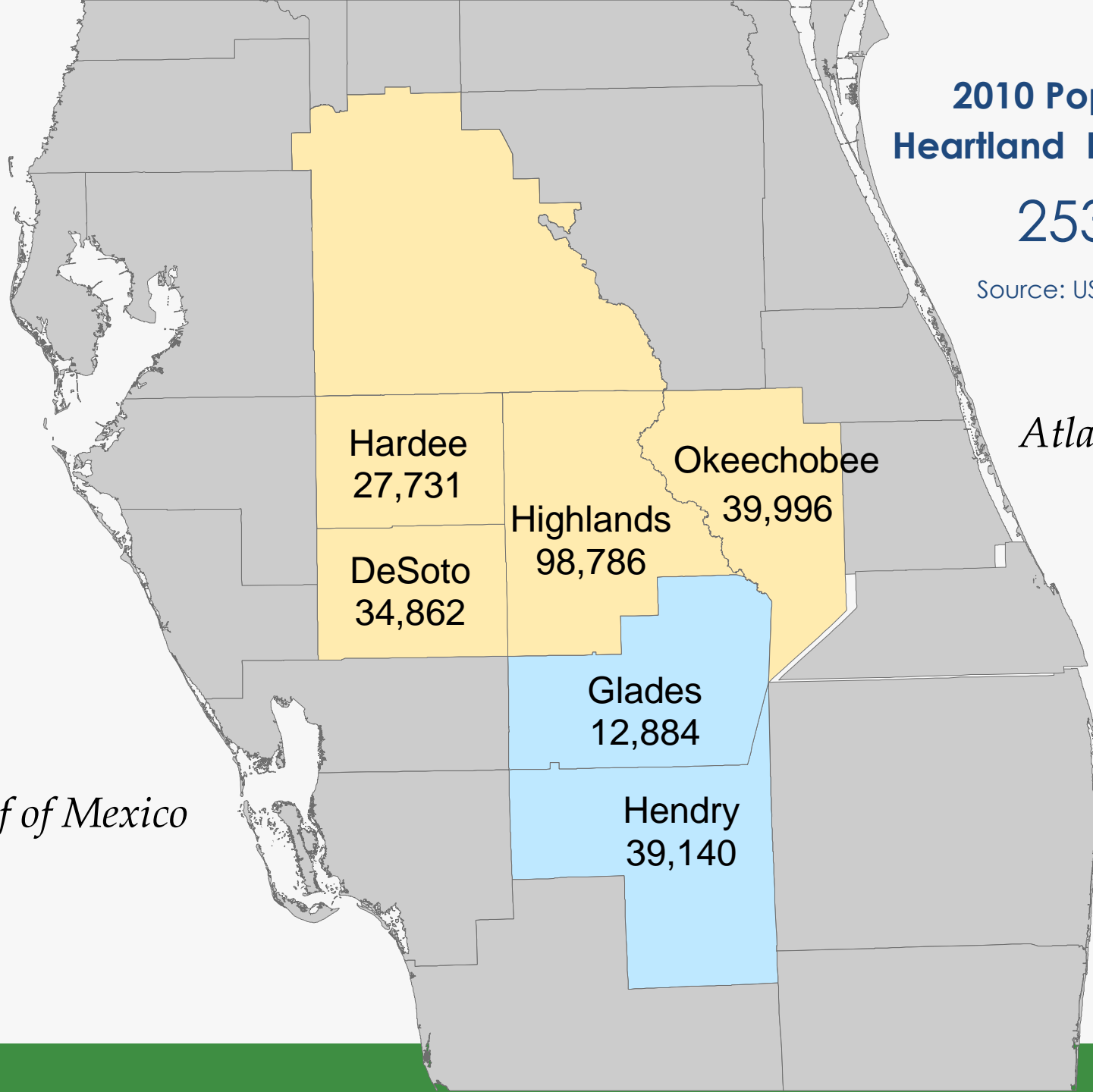
Highlands  
98,786

Glades  
12,884

Hendry  
39,140

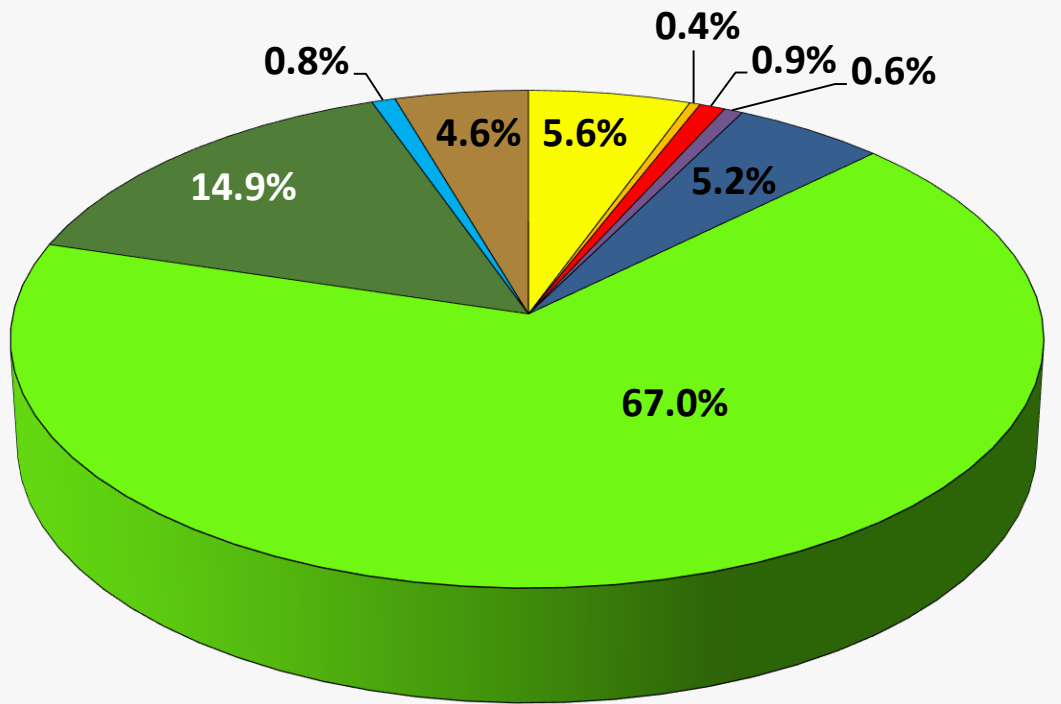
*Atlantic Ocean*

*Gulf of Mexico*

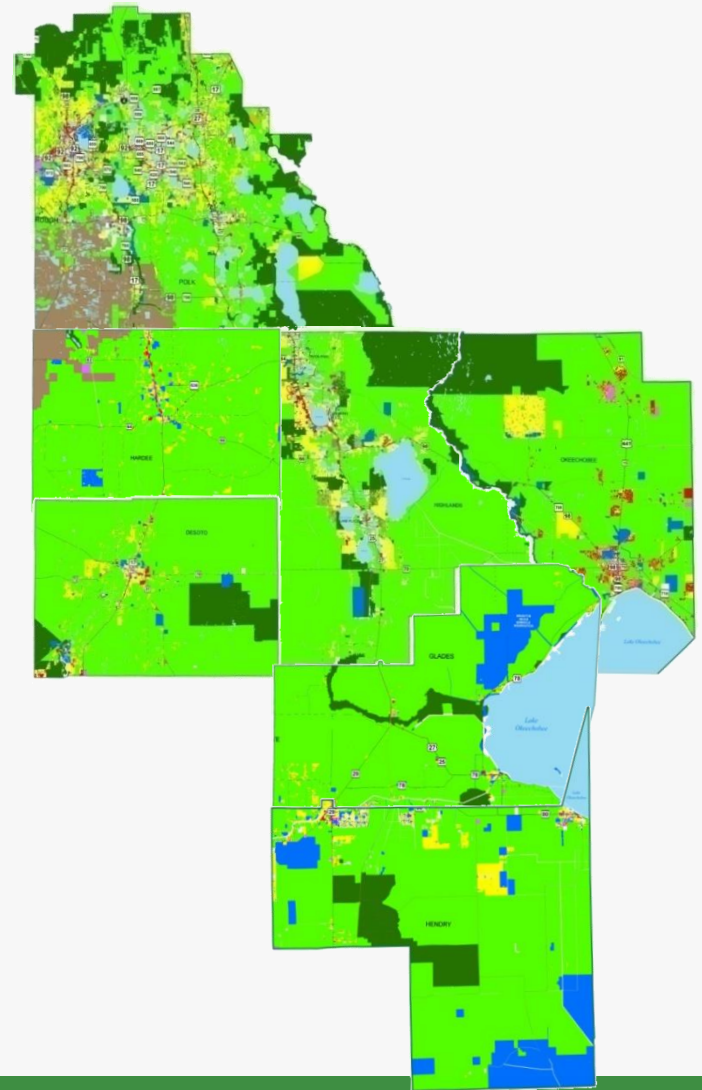


# Transportation, Land Use and Natural Resources:

## Existing Land Uses



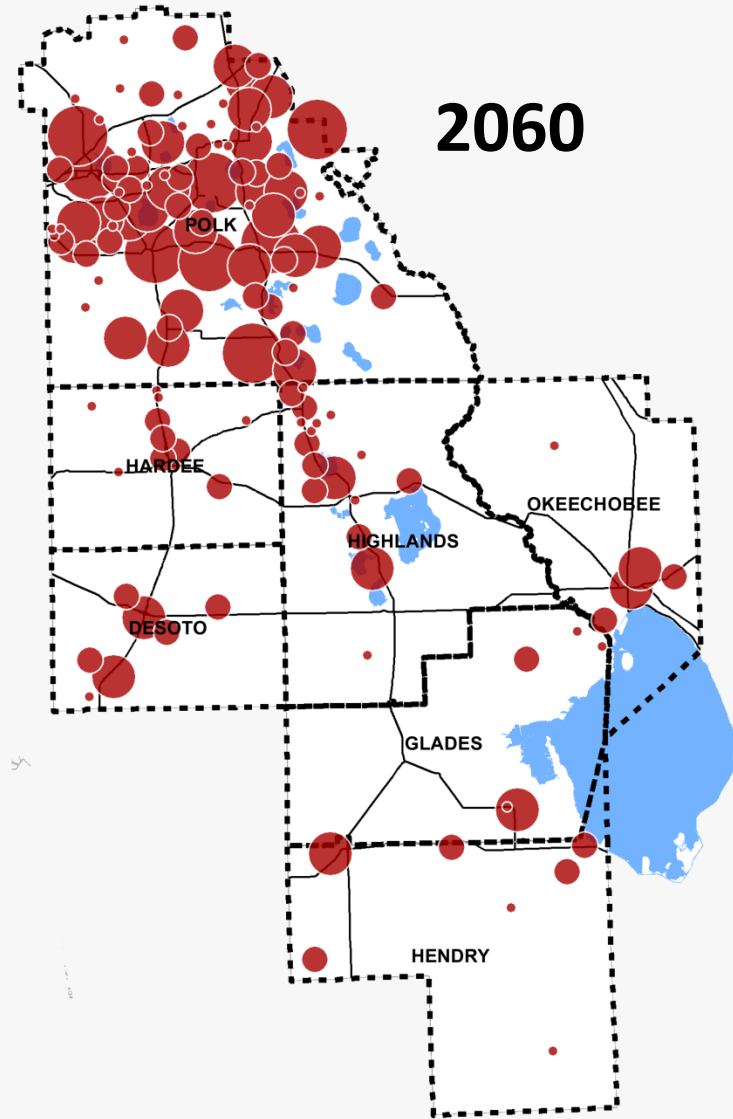
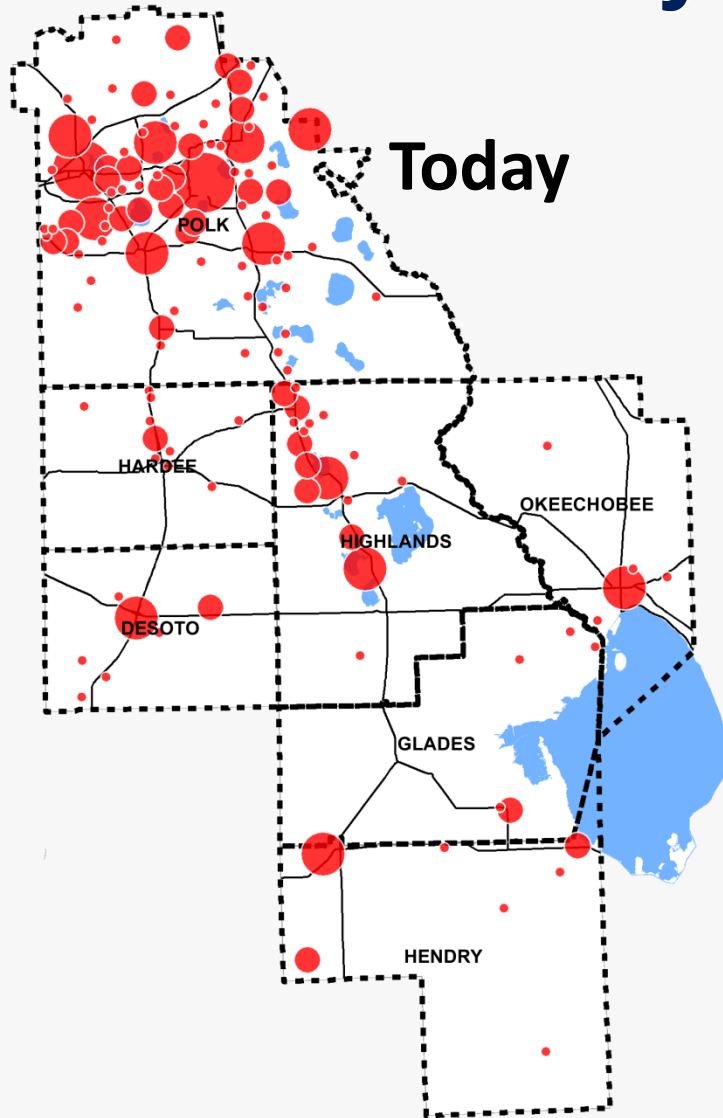
- Single Family
  Multi-Family
  Commercial
- Industrial
  Institutional
  Agriculture
- Conservation
  Mixed-Use
  Mining





The population in the Heartland is projected to double in size by 2060.

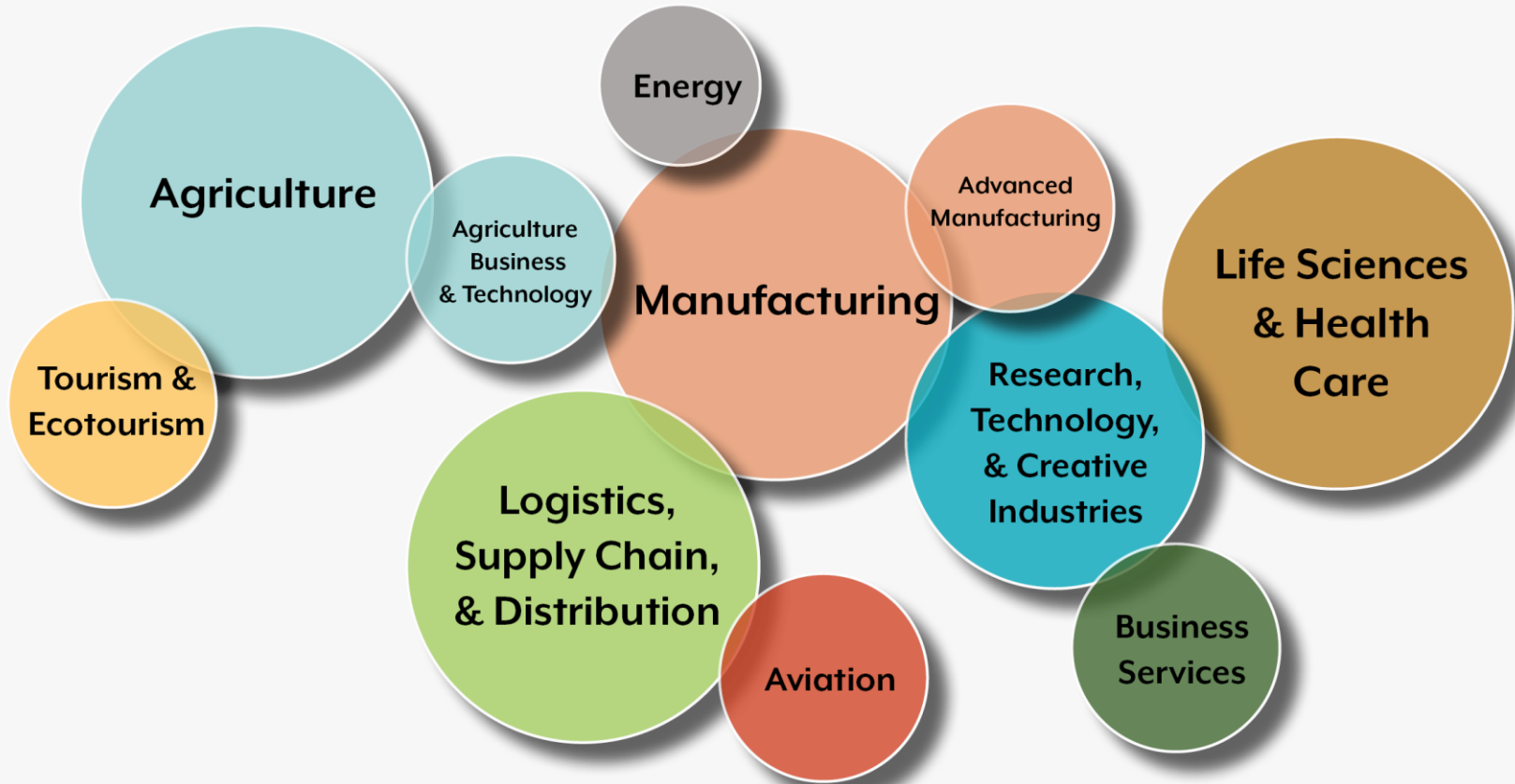
# Projected 2060 Population



# The Heartland Tomorrow...

## Future Industry Clusters

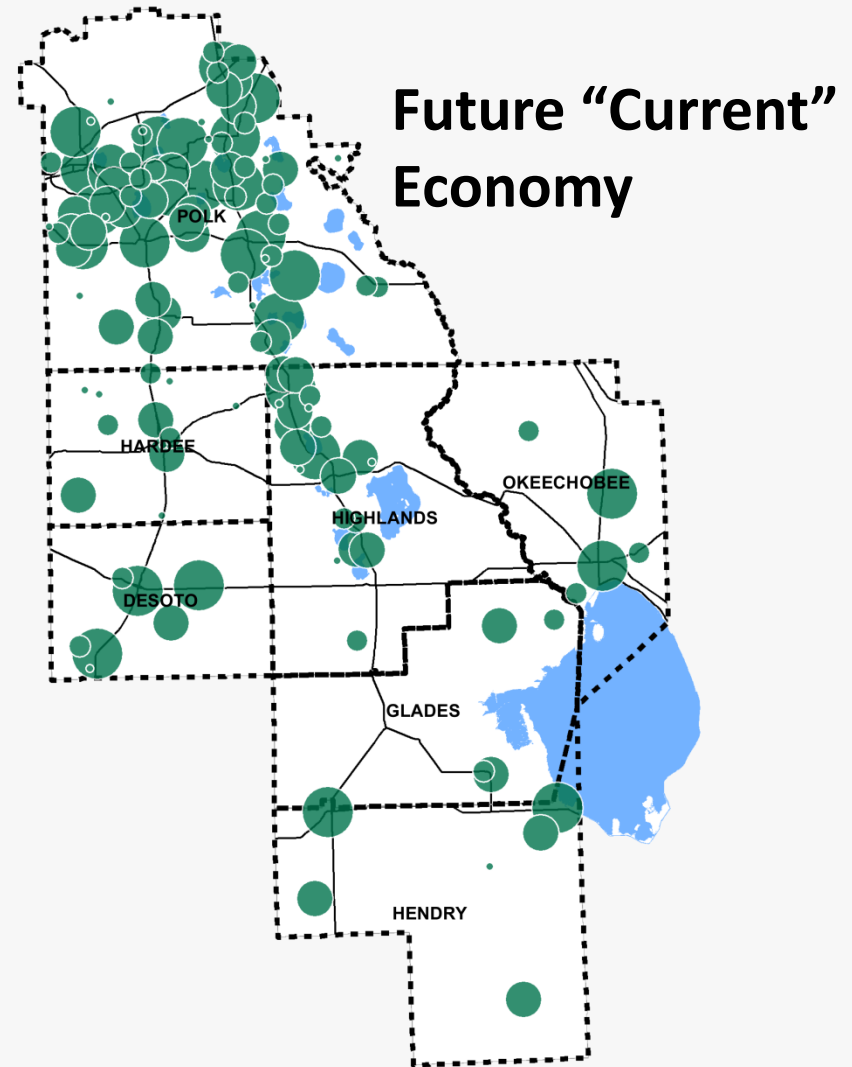
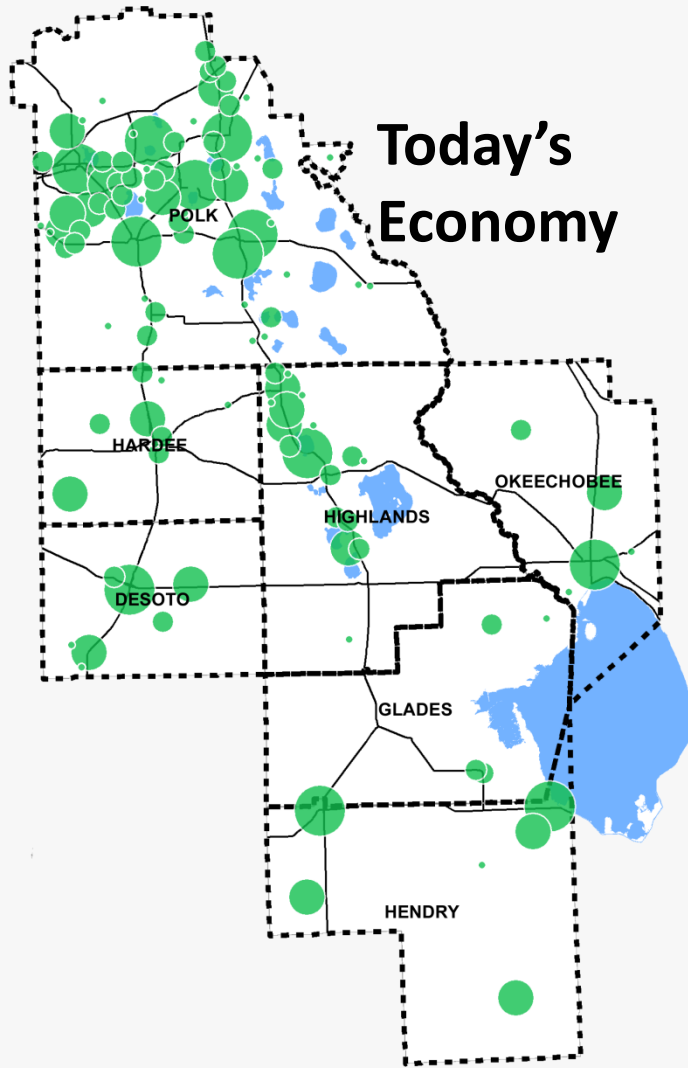
*Where we could be going...*



Economic Opportunities (from the CEDS)

# Projected 2060 Employment

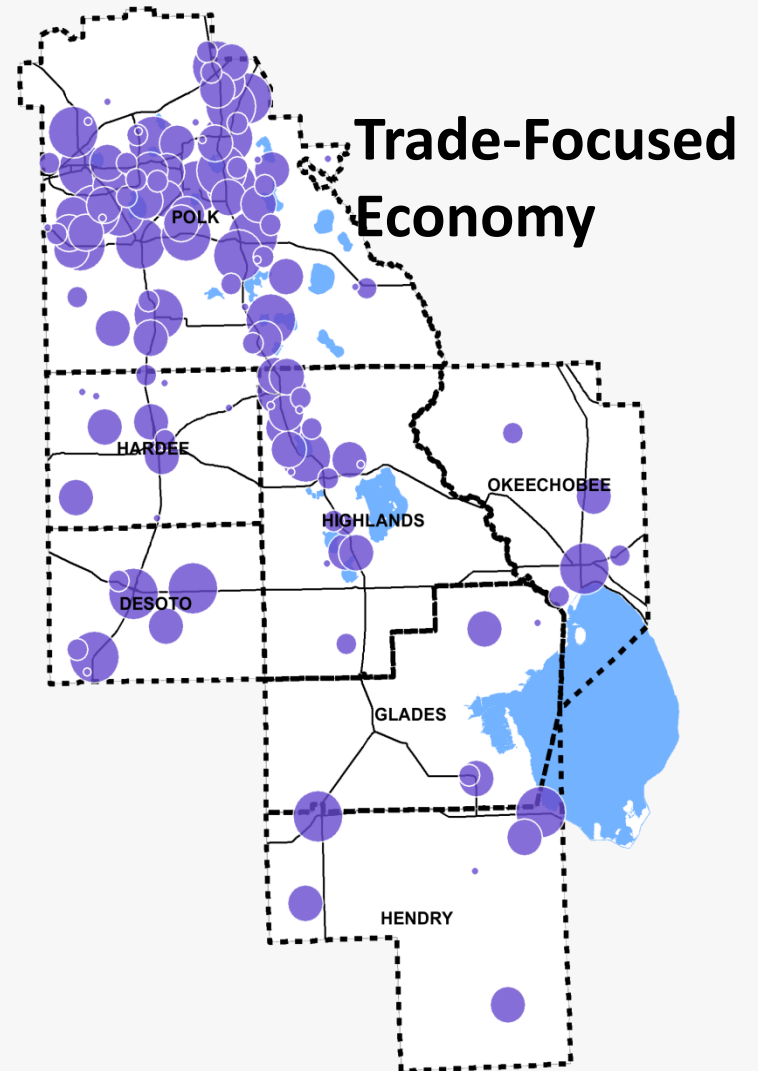
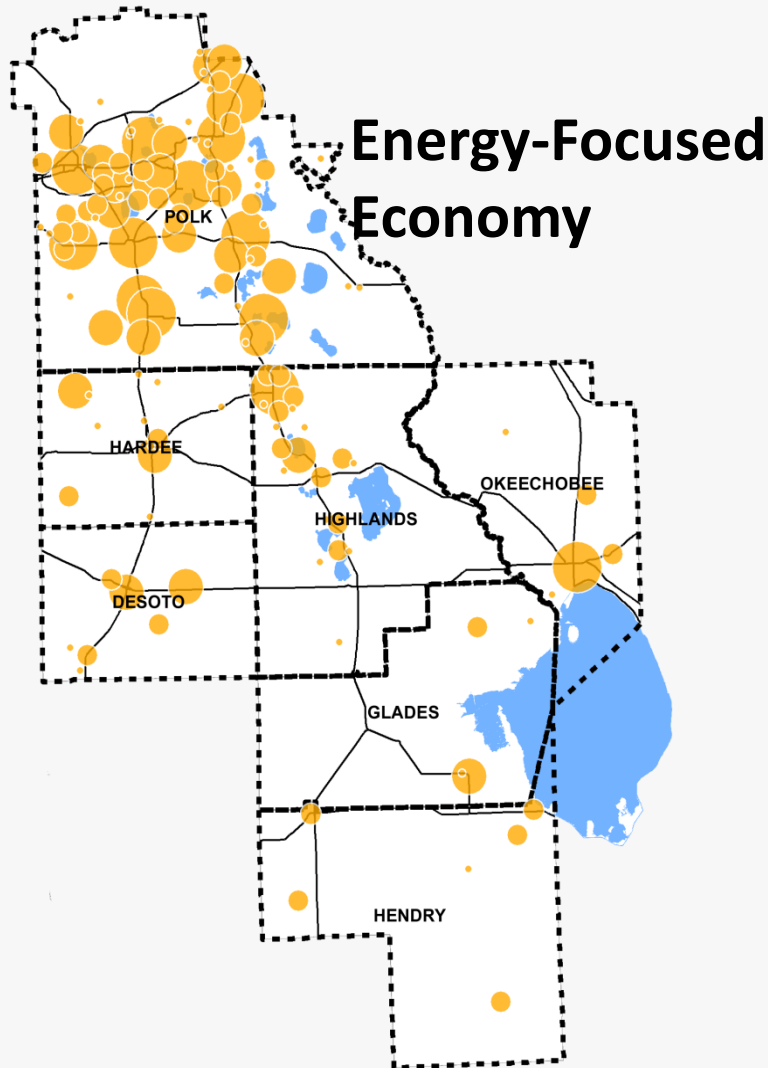
Today's economy is expected to almost double





# Projected 2060 Employment

Projected jobs increase by 11% in the Energy-Focused Economy and 10% in the Trade Economy



# How is this data used:

To provide the socio-economic data by Traffic Analysis Zone (Z-data) which is the basis of forecasting trips for the future.

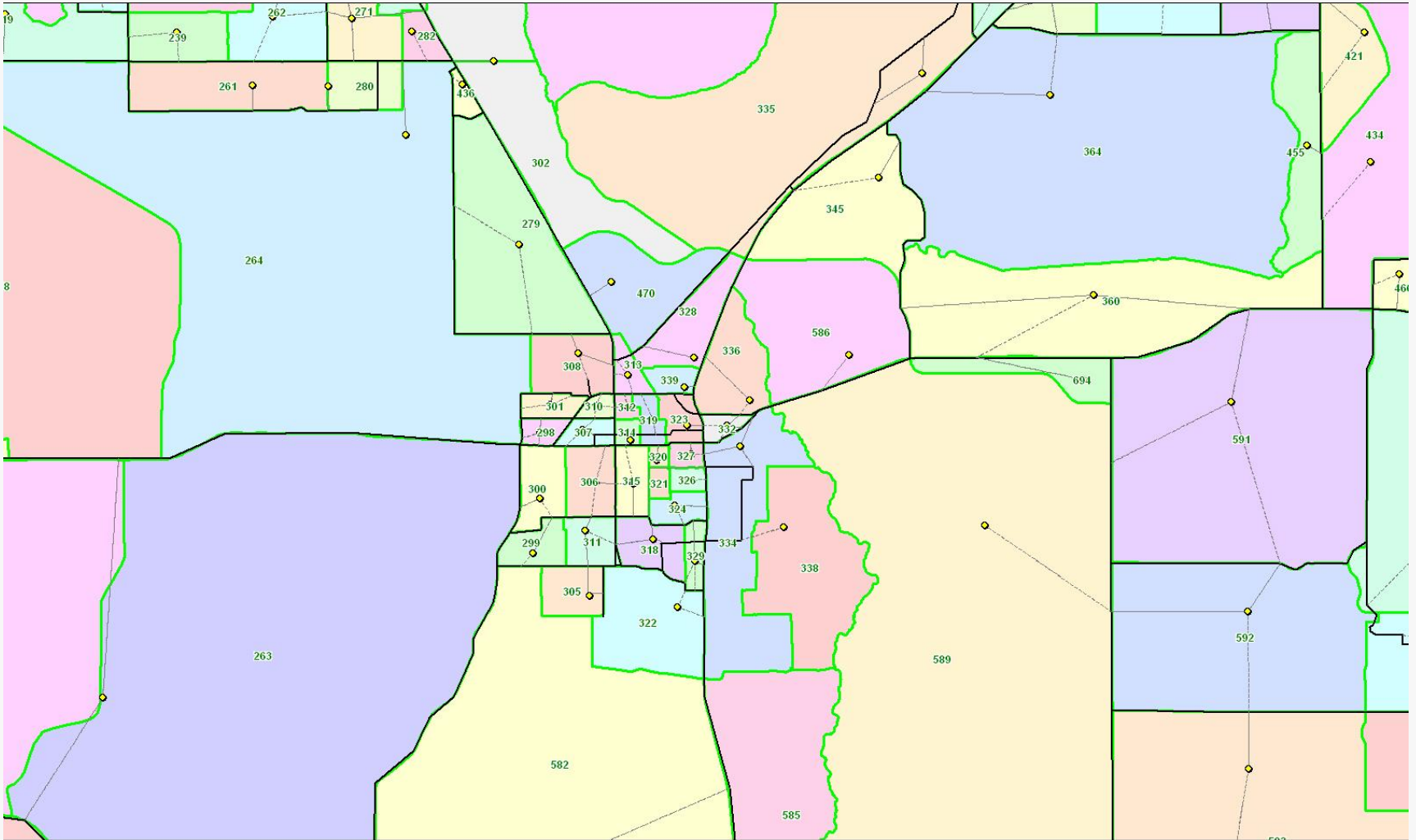
# Traffic Analysis Zones (TAZ)

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- What is a TAZ?
- Geographic area where data is stored
- Population, Employment, School Enrollment
- Similar to Census geography (aggregated)
- Aggregated Census Blocks



# Traffic Analysis Zones (TAZ)



# The Four Step Model

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1) Trip Generation

How many trips?



2) Trip Distribution

Where are they going?



3) Mode Choices

By what mode?



4) Trip Assignment

What path are they taking?

# Model Outputs

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- Link volumes and speeds
- Estimates of regional Vehicle Miles Traveled (VMT) and Vehicle Hours of Travel (VHT)
- Measures of congestion - Volume to Capacity Ratio (V/C)

# Volume to Capacity (V/C)



**.40 V/C**



**.75 V/C**



**.8 V/C**



**.95 V/C**



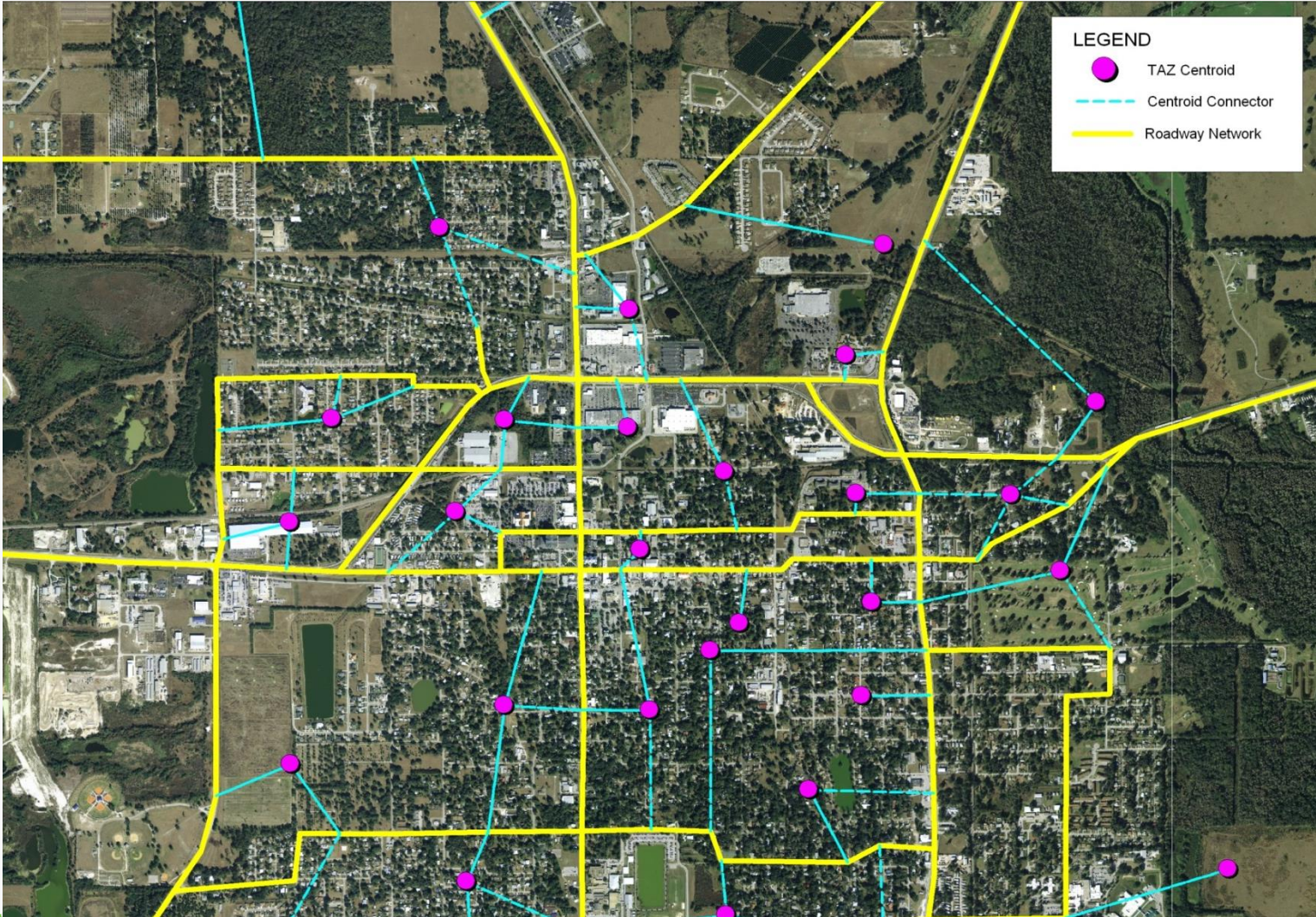
# Volume to Capacity (V/C)

$$V/C \geq 1.0$$





# Roadway Network

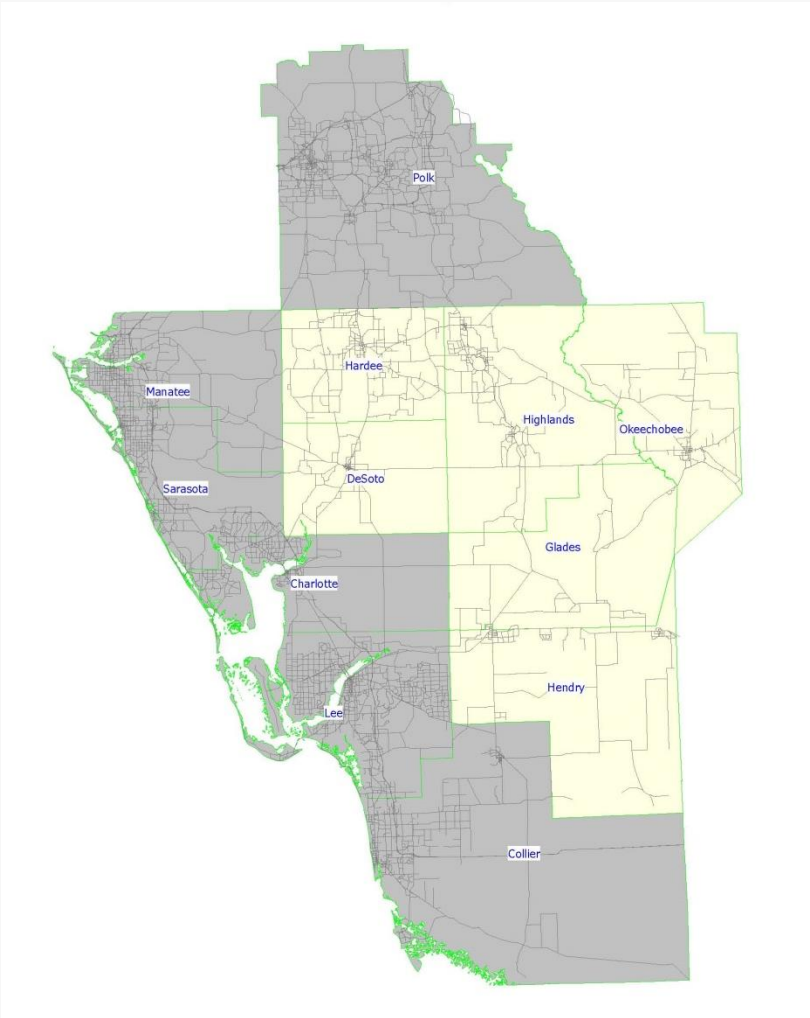


# Models

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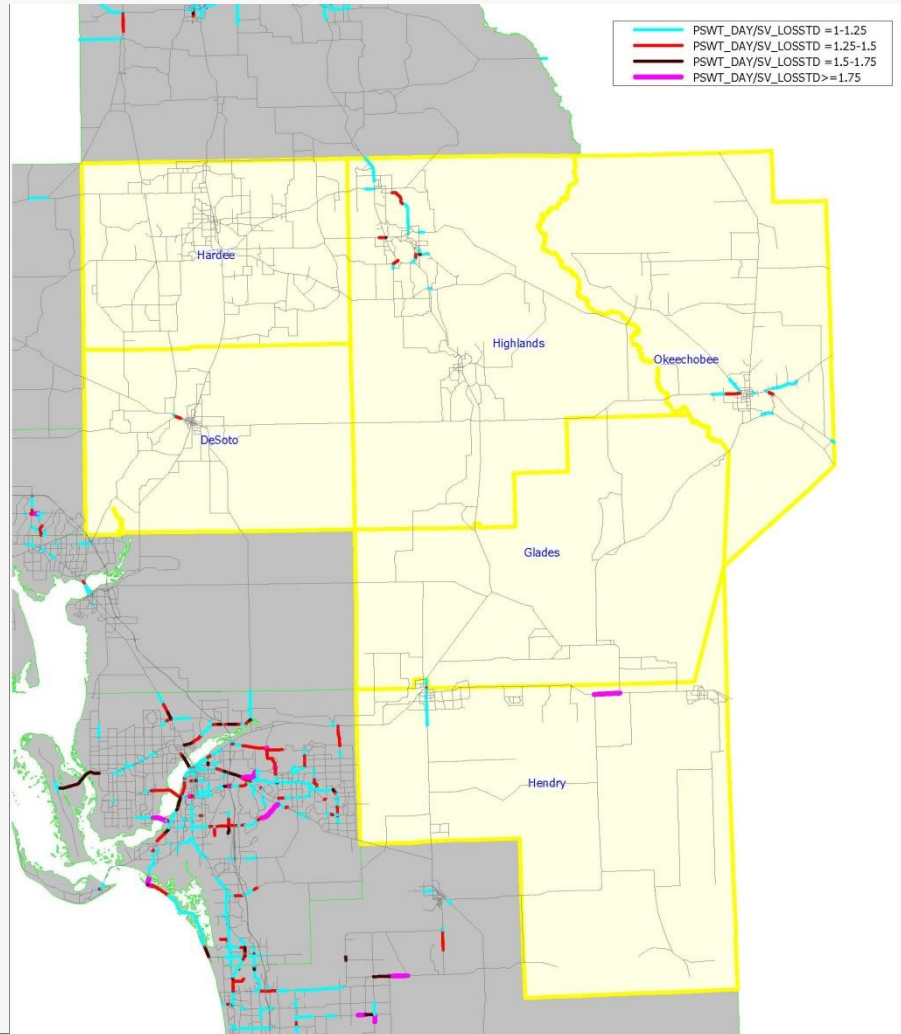
- **Two Time Frames**
  - Base Year (new base year 2015)
  - Forecast Year (new forecast year 2045)
- **Base Year Model**
  - Calibrated to match traffic counts
  - Replicates existing conditions
  - Gives confidence for future predictions

# D1RPM - District 1 Regional Planning Model





# HRTPO 2040 Draft Roadway Deficiencies



# Cost Feasibility

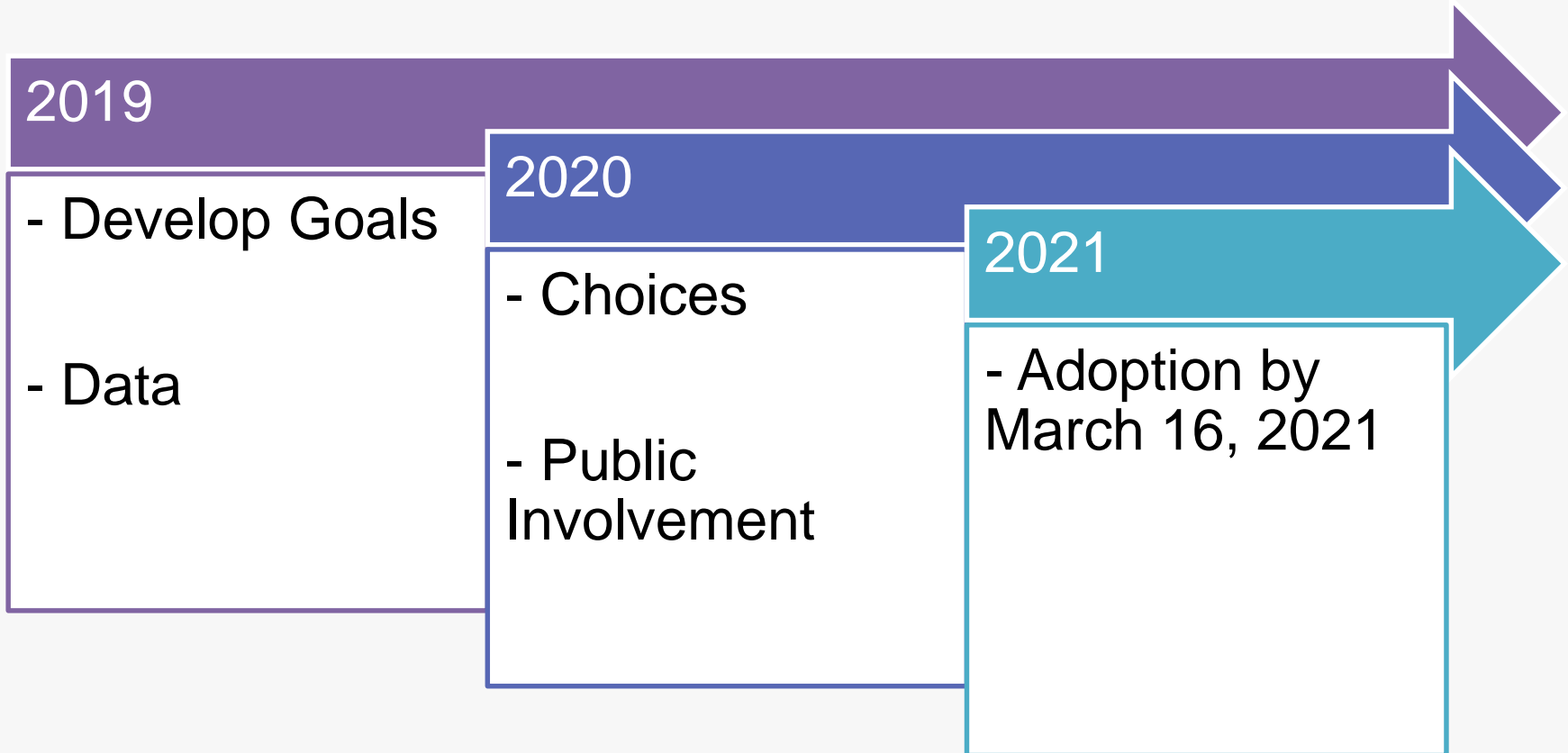
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The difference between wishing and dreaming and having an adopted Long Range Transportation Plan!



# Anticipated Schedule

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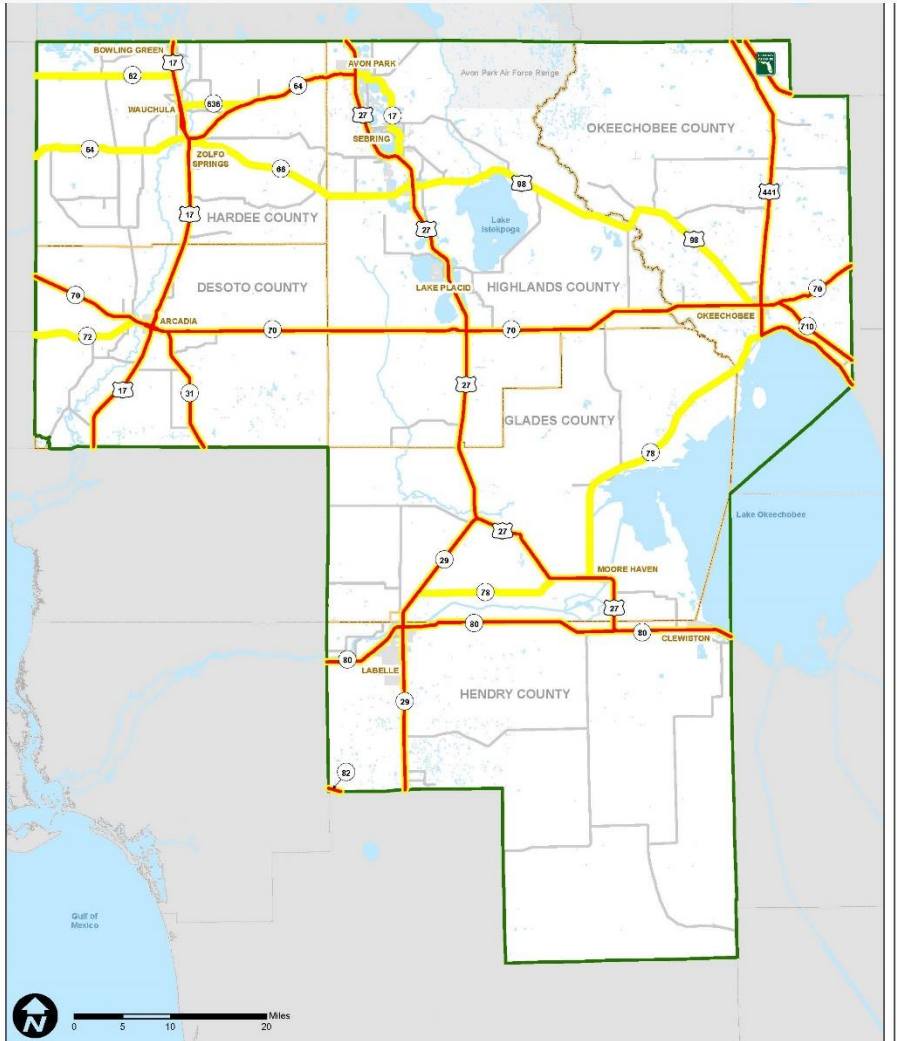
# What is a Strategic Intermodal System?

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- Florida's highest priority of transportation hubs, corridors, and connectors
- Primary focus for implementing the Florida Transportation Plan
- Focus on moving people and freight
  - Between Florida and other states and nations
  - Between regions of Florida
- Re-evaluated every 3 years
- HRTPO does not set these priorities but they must be part of the LRTP

# Regional Road System

SIS Facilities Shown in Red



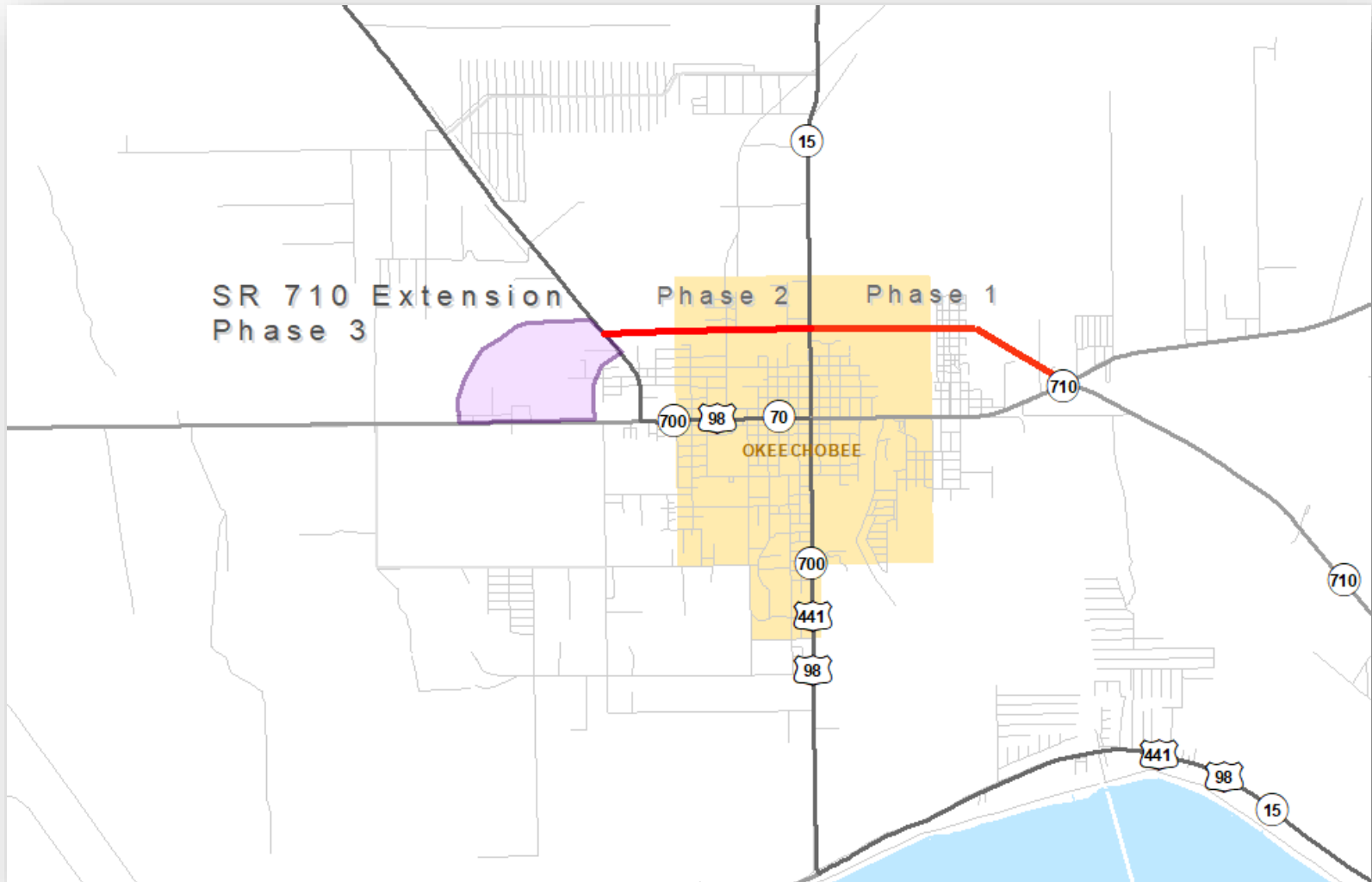
- US 17
- US 27
- US 98
- US 441
- SR 29
- SR 31
- SR 62
- SR 64
- SR 66
- SR 70
- SR 72
- SR 78
- SR 80
- SR 82
- SR 91
- SR 636
- SR 710

(Florida's Turnpike)



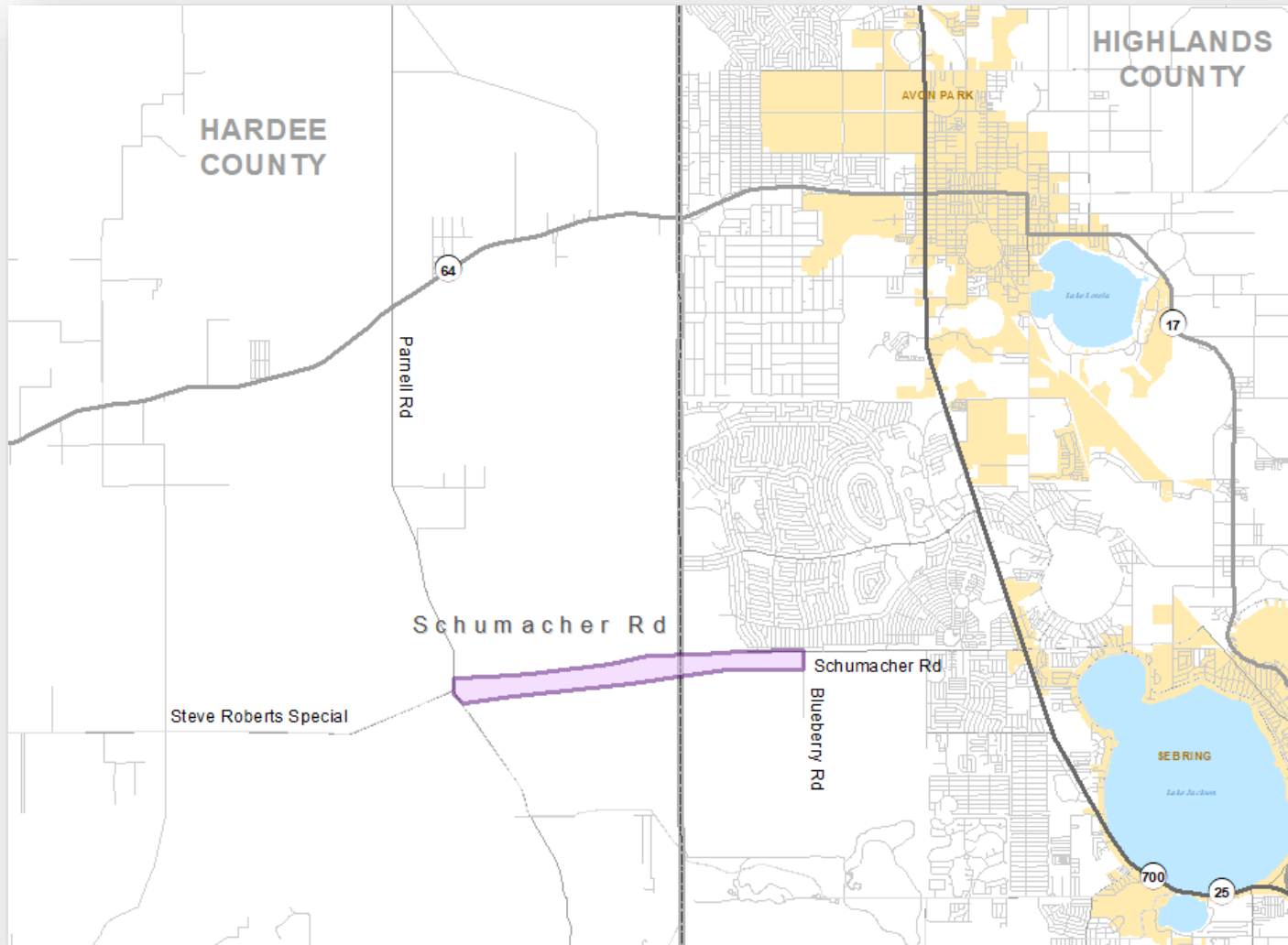
# Network Alternatives

## Okeechobee, SR 710 Extension Phase 3



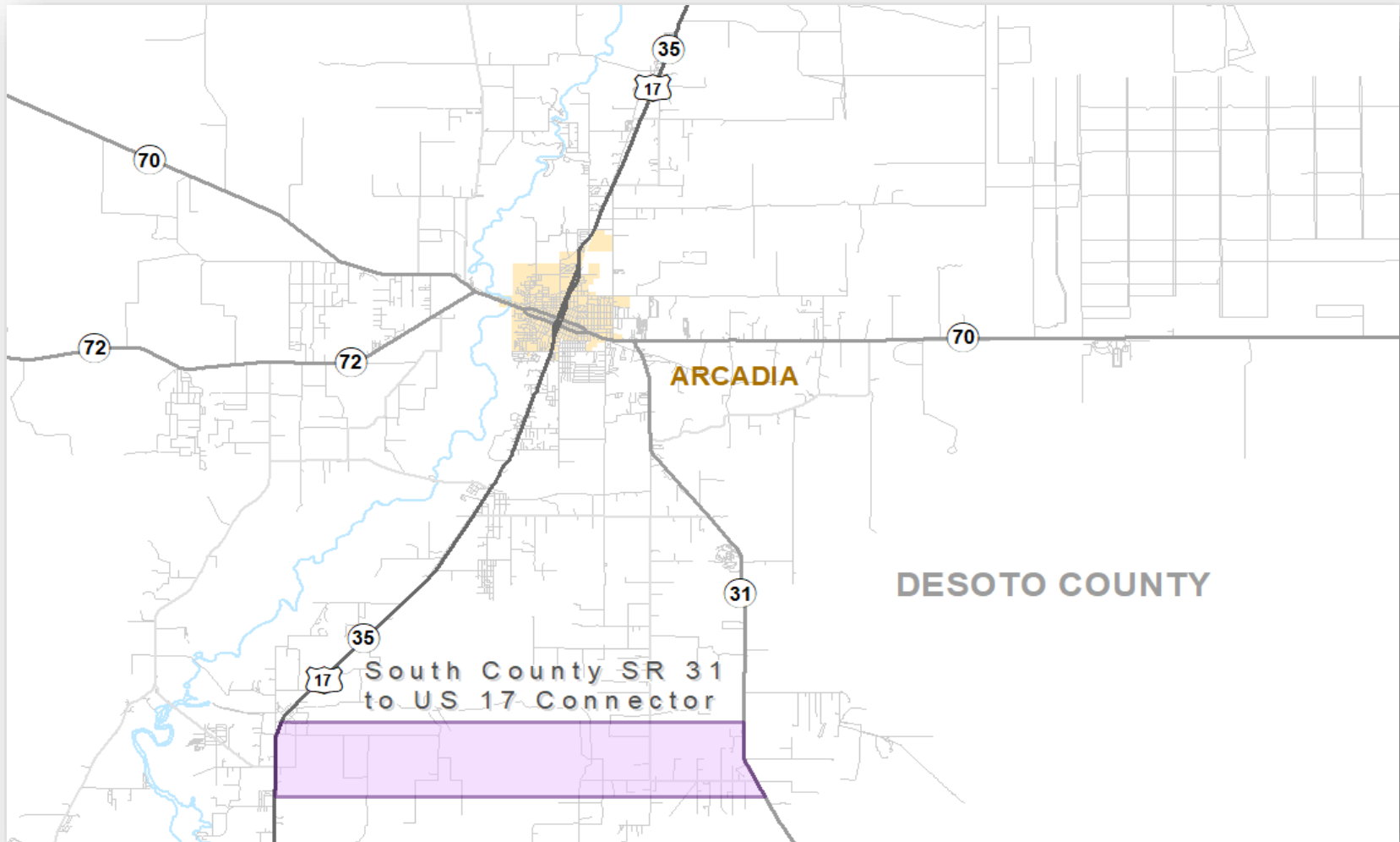
# Network Alternatives

## Hardee/Highlands, County Connector @ Schumacher Rd



# Network Alternatives

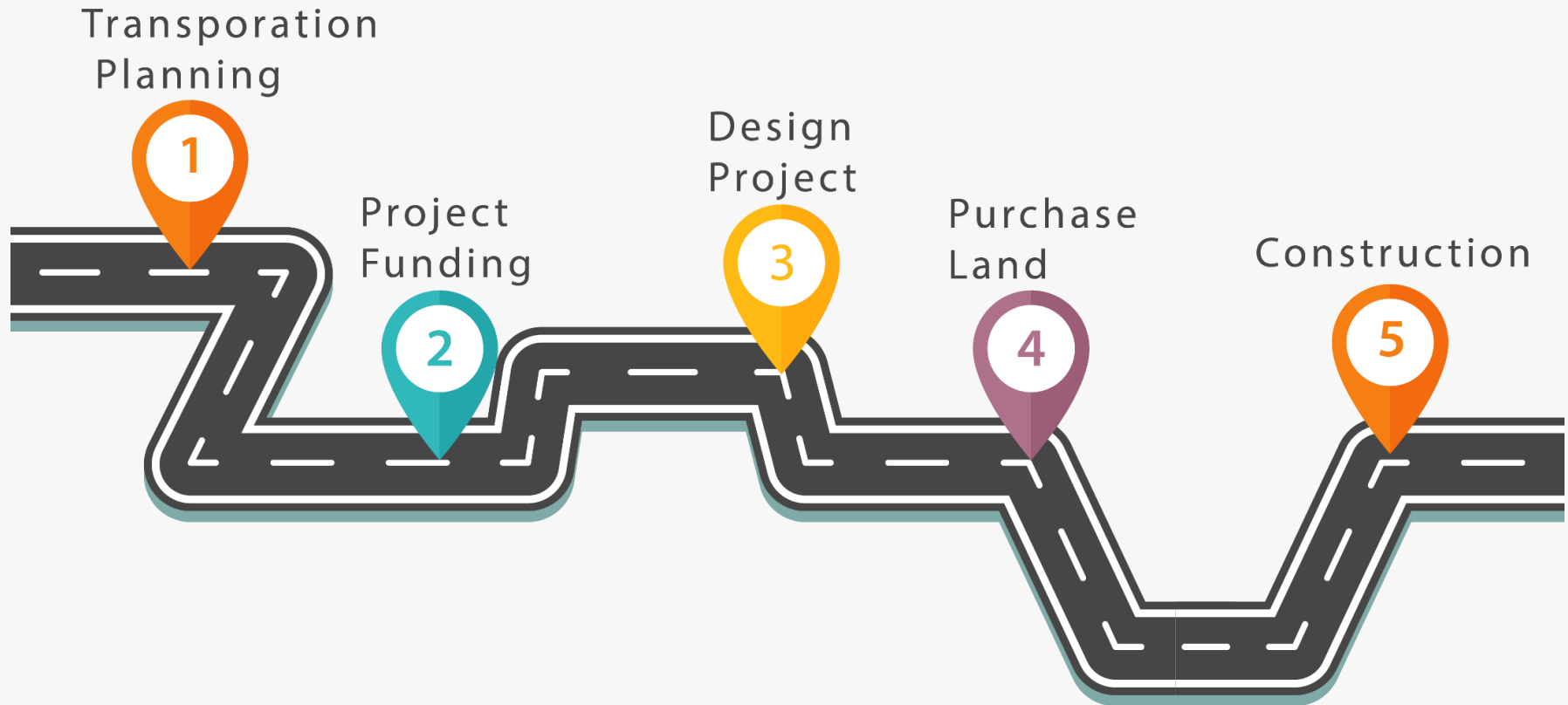
## DeSoto, South County Connector





# After the LRTP: Typical Progression of Project Phases

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## 8) FDOT Update

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## **9) Other Business**

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# 10) CAC Member Updates



# 11) Next Meeting

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March 28, 2019

2:30 p.m.