

CHAPTER 10

Performance Evaluation

CHAPTER 10: Performance Evaluation

This chapter summarizes the performance of the CC-PG MPO 2040 LRTP. The performance evaluation measures the extent to which the major Goals and Objectives were satisfied during the LRTP development process. This process relies on a set of qualitative and quantitative measures as well as project prioritization criteria that illustrate how the performance of the transportation network changes over the planning horizon from existing conditions to 2040.

Cost Feasible Network Performance

For the development of the 2040 LRTP, performance measures were identified for each mode of travel, highway, transit, bicycle, and pedestrian. The selected performance measures and their associated mode are summarized in **Table 10-1**.

Table 10-1: 2040 LRTP Performance Measures

| Performance Measure | Mode |
|--|------------|
| Roadway Lane Miles | Highway |
| Total Vehicle Miles Traveled (VMT) | Highway |
| Total Vehicle Hours Traveled (VHT) | Highway |
| Volume to Capacity Ratio (V/C) | Highway |
| Percent VMT at a V/C Ratio > 1.0 | Highway |
| Transit Miles | Transit |
| Transit Ridership | Transit |
| People within ¼ mile of Transit | Transit |
| Jobs within ¼ mile of Transit | Transit |
| Transit Dependent within ¼ mile of Transit | Transit |
| Miles of Bicycle Facilities | Bicycle |
| Miles of Sidewalks | Pedestrian |

Once the performance measures were identified they were calculated for each LRTP alternative. They were calculated based on the travel demand forecasting results, adopted socioeconomic data, and proposed multimodal improvements. The LRTP alternatives measured are as follows: 2010 Base Year, 2019 Existing plus Committed, and 2040 Cost Feasible. The performance of each LRTP alternative is summarized in **Table 10-2**.

Project Prioritization Results

As described in **Chapter 2**, the project prioritization evaluation criteria was used in addition to cost and revenue information to rank projects for inclusion in the Cost Feasible Plan. **Table 10-3** shows the results of the project prioritization exercise. More information regarding the prioritization criteria is provided in **Chapter 2**. Prioritization criteria include:

- Existing volume to capacity ratio
- Future volume to capacity ratio
- Fatal flaw (significant environmental/community impact)
- Addresses FDOT’s “Strategic Highway Safety Plan” emphasis areas
- Roadway significance and access to major activity centers
- Provides bicycle, pedestrian, or public transportation improvement
- Emergency Evacuation Route
- Public support for transportation improvement
- Project commitment
- System preservation/maintenance of assets in place
- Social-cultural effects/environmental justice
- ITS surveillance
- Intermodal connectivity
- Hazard mitigation effectiveness
- Truck Route

Table 10-2: 2040 LRTP Performance

| Measure | Base Year | Existing + Committed | 2040 Cost Feasible |
|---|-----------|----------------------|--------------------|
| Roadway Lane Miles | 1,152 | 1,250 | 1,421 |
| Vehicle Miles Traveled | 3,510,480 | 5,513,866 | 5,518,041 |
| Vehicle Hours of Travel | 88,906 | 136,435 | 140,626 |
| Average Volume to Capacity Ratio | 0.44 | 0.40 | 0.38 |
| Percent VMT at a V/C Ratio > 1.0 | 10% | 13% | 10% |
| Percent Truck Route VMT at a V/C Ratio > 1.0 | 8% | 9% | 8% |
| Transit Passenger Miles | N/A | N/A | 4,438 |
| Daily Transit Ridership | N/A | N/A | 1,160 |
| People within 1/4 Mile of Transit | N/A | N/A | 79,277 |
| Jobs within 1/4 Mile of Transit | N/A | N/A | 57,963 |
| Transit Dependents within 1/4 Mile of Transit | N/A | N/A | 3,199 |
| Miles of Bicycle and Pedestrian Facilities | 351 | 359 | 466 |

Table 10-3: Results of Project Prioritization Process

| Rank | Facility | From | To | Weighted Score |
|------|----------------------|-----------------------|----------------------|----------------|
| 1 | US 41 | at Peace River Bridge | | 6.92 |
| 2 | US 41 | Flamingo Blvd | Sarasota County Line | 6.28 |
| 3 | Burnt Store Rd | Zemel Rd | Scham Rd | 6.17 |
| 4 | SR 776 (Segment 3) | San Casa Dr | Oriole Blvd | 6.08 |
| 5 | SR 776 (Segment 4) | Oriole Blvd | Winchester Blvd | 6.08 |
| 6 | SR 776 (Segment 5) | Winchester Blvd | Wilmington Blvd | 6.08 |
| 7 | SR 776 | Wilmington Blvd | Murdock Cir | 6.02 |
| 8 | Kings Hwy | N/o Sandhill Blvd | Sarasota County Line | 5.92 |
| 9 | SR 776 (Segment 2) | CR 775 | San Casa Dr | 5.78 |
| 10 | CR 39 (Toledo Blade) | SR 776 | Whitney Ave | 5.67 |
| 11 | I-75 | N Jones Loop Rd | US 17 | 5.65 |
| 12 | SR 776 (Segment 1) | Crestview Dr | CR 775 | 5.63 |
| 13 | US 41 | Notre Dame Blvd | Burnt Store Rd | 5.62 |
| 14 | I-75 | Harbor View Rd | Kings Hwy | 5.61 |
| 15 | SR 31 (Segment 2) | Lee County Line | N/o Cook Brown Rd | 5.27 |
| 16 | I-75 | Lee County Line | Jones Loop Rd | 5.15 |
| 17 | US 17 | Copley Ave | CR 74 | 4.77 |
| 18 | Veterans Blvd | Toledo Blade Blvd | Murdock Cir East | 4.73 |

Table 10-3: Results of Project Prioritization Process (cont.)

| Rank | Facility | From | To | Weighted Score |
|------|---------------------------------|-------------------|----------------------|----------------|
| 19 | Veterans Blvd | Murdock Cir East | Hillsborough Blvd | 4.73 |
| 20 | Burnt Store Rd | Jones Loop Rd | Taylor Rd | 4.72 |
| 21 | Peachland Blvd | Cochran Blvd | Harbor Blvd | 4.62 |
| 22 | Taylor Rd | Airport Rd | US 41 | 4.61 |
| 23 | Placida Rd | SR 776 | San Casa Dr | 4.57 |
| 24 | Placida Rd | San Casa Dr | Rotonda Blvd West | 4.57 |
| 25 | I-75 | at Yorkshire St | | 4.55 |
| 26 | CR 771 (Gasparilla Rd) | Appleton Blvd | Rotonda Blvd East | 4.53 |
| 27 | Harbor View Rd (Segment 4) | East of I-75 | Rio De Janeiro Ave | 4.37 |
| 28 | SR 31 (Segment 1) | N/o Cook Brown Rd | CR 74 | 4.37 |
| 29 | Taylor Rd | US 41 | Jones Loop Rd | 4.36 |
| 30 | Airport Rd | US 41 | Piper Rd | 4.31 |
| 31 | Dahlgren Ave Extension | US 41 | Hillsborough Blvd | 4.27 |
| 32 | Flamingo Blvd | SR 776 | US 41 | 4.27 |
| 33 | I-75 | at Oil Well Rd | | 4.25 |
| 34 | Harbor View Rd (Segment 1) | Melbourne St | Date St | 4.16 |
| 35 | Harbor View Rd (Segment 2) | Date St | Purdy Dr | 4.16 |
| 36 | Harbor View Rd (Segment 3) | Purdy Dr | I-75 | 4.16 |
| 37 | N Jones Loop Rd | Burnt Store Rd | Piper Rd | 4.12 |
| 38 | Tucker's Grade Blvd | US 41 | I-75 | 4.11 |
| 39 | Burnt Store Rd Extension | Taylor Rd | US 17 | 4.02 |
| 40 | Rampart Blvd | Loveland Blvd | Rio De Janeiro Ave | 4.01 |
| 41 | Taylor Rd | Jones Loop Rd | Airport Rd | 3.96 |
| 42 | Hillsborough Blvd | Toledo Blade Blvd | Cranberry Blvd | 3.96 |
| 43 | CR 74 | US 17 | Strasse Blvd | 3.93 |
| 44 | San Casa Dr | Placida Rd | SR 776 | 3.91 |
| 45 | CR 39 (Toledo Blade Blvd) | Whitney Ave | US 41 | 3.91 |
| 46 | Flamingo Blvd | Edgewater Dr | SR 776 | 3.91 |
| 47 | CR 74 | Strasse Blvd | SR 31 | 3.87 |
| 48 | Henry St | Golf Course Blvd | Loop Connector | 3.87 |
| 49 | Loveland Blvd | Kings Hwy | Veterans Blvd | 3.81 |
| 50 | Loveland Blvd | Westchester Blvd | Kings Hwy | 3.66 |
| 51 | CR 39 (Toledo Blade Blvd) | US 41 | Hillsborough Blvd | 3.66 |
| 52 | Edgewater Dr | Jowett St | Midway Blvd | 3.66 |
| 53 | N Jones Loop Rd | Jones Loop Rd | US 41 | 3.62 |
| 54 | Prineville St | Paulson Dr | Sarasota County Line | 3.42 |
| 55 | Sandhill Blvd Bypass (New Road) | Kings Hwy | Sandhill Blvd | 3.31 |
| 56 | Harbor Blvd Extension | Veterans Blvd | Hillsborough Blvd | 3.31 |
| 57 | Quesada Ave | Harbor Blvd | Cochran Blvd | 3.17 |