

# 2045 Metropolitan Transportation Plan Working Group

## Meeting Record



**Date:** Tuesday, June 16, 2020

**Time:** 9:30 a.m.

**Location:** Online / Virtual via Zoom

**Attendees:** Working Group Members

Bill Wharton, Bob O'Malley, Chris Cairns, Conroy Jacobs, Dan Stephens, Fred Milch, Graciela Noriega-Jacoby, Hazem El-Assar, Jeff Piggrem, Jim Martin, Kathy Lee, Kelly Brock, Lee Pulham, Michael Aller, Myles O'Keefe, Rachel Kobb, Rakinya Hinson, Venise White, Siaosi Fine, Will Hawthorne, Hon. Dale McDonald

MetroPlan Orlando Staff

Alex Trauger, Cynthia Lambert, Lara Bouck, Nick Lepp, Gary Huttman, Eric Hill, Mary Ann Horne, Sarah Larsen, Virginia Whittington, Leilani Vaiaoga, Keith Caskey, Mighk Wilson

Others in attendance

John Kaliski, Michael Williamson, Danny Shopf, Courtney Reynolds, Demond Hazley, Jorge Tolosa, Keith Smith, Kayla Finch, Joanne Counelis, Emily Brown, Theo Webster, David Wegman

**Reference:** 1) Meeting Agenda; 2) Presentation Materials.

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## Summary

### Welcome and Introductions –

Mr. Alex Trauger, MetroPlan Orlando staff and MTP Project Manager, called the meeting to order, welcomed attendees, and provided accessibility/public comment instructions and an overview of the meeting's agenda.

### Status Update: Scenario Planning –

Mr. Alex Trauger, MetroPlan Orlando staff, provided an update of on the 2045 MTP's Scenario Planning process. The status update included an overview of activities since the last working group meeting held in March 2020 – focusing on information and feedback received from the MPO's Advisory Committees and Board. Based on the feedback received, staff presented the refined alternatives and introduced the new scenario "Disruption Dilemmas" which replaced the "Global Expansion" scenario previously presented. Mr. Trauger then discussed Scenario Planning expectations and potential outcomes, noting long-term policy implications and infrastructure project impacts. The status update concluded by summarizing next steps and how the process feeds into needs assessment and project prioritization. Presentation materials (copy of PowerPoint slides) included for reference.

### Presentation & Group Discussion: Multimodal Needs Assessment, Approach and Methodologies –

Mr. Alex Trauger, MetroPlan Orlando staff, summarized the planning approach for the 2045 MTP noting the process will evaluate needs using a comprehensive set of performance indicators to identify mobility improvement opportunities focused on the overarching goals and objectives. Given the complexity of the regional transportation system and the unique functionality of each mode of travel, the 2045 MTP will be using several different approaches to analyze multimodal needs (Transit, Pedestrian, Bicycle, Roadway, Freight, and TSM&O).

### Bicycle and Pedestrian

Ms. Caitlin Tobin, Kittelson and Associates, provided an overview and answered questions relating to the 2045 MTP's bicycle and pedestrian needs assessment approach and methodology. The pedestrian and bicycle needs assessment are focused on four core areas. The first two activities look at existing facilities and where there are current gaps (lack of facilities). The next two activities will evaluate needs based on the existing network and also considering planned and prioritized projects – these steps will identify opportunities to supplement and complement existing priority projects.

Ms. Tobin introduced the Bicycle Level of Traffic Stress (LTS) analysis approach explaining that Bicycle LTS assigns a score to every street based on how comfortable it is to ride a bike based on factors such as traffic volumes, traffic speeds, number of travel lanes and if a bicycle facility is present. She reviewed the approaches for both streets with bicycle facilities and streets without bicycle facilities (mixed-traffic cycling); and discussed the post-analysis screening relating to roadway vehicle volumes. Ms. Tobin then explained that the purpose of this analysis is to identify where programmed improvements and existing priority projects can be leveraged using the existing low stress network.

Following the discussion relating to Bicycle LTS, Ms. Tobin introduced the pedestrian needs assessment approach which focuses on identifying critical sidewalk gaps and crosswalk opportunities. In identifying critical sidewalk needs, the 2045 MTP will assess needs for sidewalks based on functional classification of the street, sidewalk presence, and proximity to transit and schools – the closer the proximity, the greater the need to fill the gaps. Ms. Tobin then summarized the crosswalk approach. The crosswalk analysis will review the distance between existing crossing locations and crash data involving crossing behavior. This method provides a screening approach for the entire three-county area and will identify opportunities that can be vetted and advanced with more detailed analysis following the 2045 MTP's adoption.

Preliminary findings from the Bicycle and Pedestrian Needs Assessment can be viewed at the following link, please note, this information and findings are subject to change and will be summarized and reported in forthcoming technical documentation:

<https://www.google.com/maps/d/edit?mid=1TanRFIT379vneGf8dGdsGk2rsp9i8R6P&ll=28.5164516382754%2C-81.35666546031999&z=12>

### Transit (Bus and Rail)

Ms. Courtney Reynolds, VHB, presented the transit approach and discussed that transit is a key element of the 2045 MTP to address and respond to our urbanizing and rapidly growing region. The transit approach focuses on to responding public feedback and service implementation. Ms. Reynolds explained that public outreach findings show that people want more frequency and to go to more destinations – basically more busses to more places. This transit approach is aimed on accomplishing our board objectives of improving on-time performance, increasing transit system frequency, increasing ridership, and improving transit access to essential services, housing and employment centers. She then reviewed transit planning terminology and key issues (internal and external).

Ms. Reynolds reviewed the five-step process for the transit needs assessment. She explained that the first step builds from existing plans and studies (LYNX Transit Development Plan and Route Optimization Study). The second step takes best practices and identifies potential solutions at a regional scale. Step three begins the process of identifying cost feasible and unfunded transit projects and programs. Step four sets us up for implementation – what needs to get done and when. The final step reviews what policies and strategies need to be re-visited to accomplish our regional transit vision. Ms. Reynolds noted that all of this work will be done in coordination with LYNX, the SunRail team and partner agencies.

### Roadway/Freight/TSM&O

Mr. Demond Hazley, VHB, reviewed the roadway, freight, and TSM&O needs assessment approaches. These approaches are intended to provide decision makers with the best information available, to align system planning goals with corridor needs, to adapt to changing demographics and budgetary constraints, and to guide investment through a performance-based planning process. Mr. Hazley discussed the needs assessment framework which is data-informed and objective-driven; and will use quantitative criteria to comprehensively evaluate roadway needs.

Based on the Board's established goals and objectives (Safety/Security, Reliability/Performance, Access/Connectivity, Health/Environment, Investment/Economy) for the 2045 MTP, Mr. Hazley summarized and provided examples for the needs assessment and project prioritization criteria.

Mr. Keith Smith, VHB, introduced the data model being used for the needs assessment and prioritization process. He reviewed the data driven approach considering 25+ indicators and noted key data sources (Signal 4 Analytics, Streetlight Analytics, Central Florida Regional Planning Model v7, Socio-Economic Data). Mr. Smith discussed that indicators are grouped under the established goal areas and that an automated GIS assessment will be used to assign indicators to corridors. Mr. Smith then previewed the various modules and tools of the data model dashboard. Following the data model overview, Mr. Smith summarized the Healthy Mobility Tool being developed and calibrated for the three-county area as part of the 2045 MTP. He then discussed how scenario planning will be used and incorporated into the data model to evaluate alternative futures, noting that needs will be assessed using quantitative and qualitative approaches.

Mr. Hazley then summarized the Project Identification and Prioritization steps, noting that at the end of the planning process we will develop a cost feasible plan to be implemented through the MPO's shorter-term planning products – the Prioritized Project List and Transportation Improvement Program. He explained that to ensure consistency between the work products, the 2045 MTP project lists we will be organized and evaluated based on their eligibility, consistent with currently established funding categories. During this part of the presentation, he also showed how evaluation criteria will be used in the prioritization process and that findings from the needs assessment will be used to rank corridors based on their cumulative regional performance/impact. The presentation concluded noting that once the analysis is complete, MPO staff will be working closely with FDOT, LYNX, and local government partners to refine the project lists to ensure local support and consistency with state and local comprehensive plans.

#### **Next Steps –**

MetroPlan Orlando staff discussed next steps relating to the overall 2045 Plan update which includes continuing public participation with an online focus, updating the Congestion Management Process, finalizing the multimodal needs assessment and environmental/health screening, and preparing preliminary financial forecasts.

#### **2020 Meeting Schedule –**

- Tuesday, August 11, 2020, 9:30 a.m.
- Tuesday, November 3, 2020, 9:30 a.m.

#### **Public Comments –**

Ms. Joanne Counelis, a Seminole County resident, provided feedback and advocated for additional/extended transit services (fixed-route bus and SunRail) on nights and weekends.

#### **Adjournment –**

Meeting was adjourned at 11:30 a.m.

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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.