

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, Siao Si 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.

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.

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.

2045 Metropolitan Transportation Plan Working Group

Meeting Notice



Date: Tuesday, June 16, 2020

Time: 9:30 a.m.

Location: Virtual / Zoom

Wi-Fi Access Available

Network: MpoGuest

Password: mpoaccess

Agenda

- I. **Welcome**
- II. **Status Updates**
 - Scenario Planning
- III. **Presentation & Group Discussion**
 - Multimodal Needs Assessment: Approach and Methodologies
 - Bicycle & Pedestrian
 - Transit (Bus & Rail)
 - Roadway & TSM&O
- IV. **Meeting Schedule**
 - Tuesday, August 11, 2020, 9:30 a.m.
 - Tuesday, November 3, 2020, 9:30 a.m.
- V. **Public Comments**

Each speaker is limited to two (2) minutes.
- VI. **Adjournment**

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, he or she should contact Ms. Lisa Smith, MetroPlan Orlando, 250 South Orange Avenue, Suite 200, Orlando, Florida, 32801 or by telephone at (407) 481-5672 x307 at least three business days prior to the event.

Persons who require translation services, which are provided at no cost, should contact MetroPlan Orlando at (407) 481.5672 x307 or by email at lsmith@metroplanorlando.org at least three business days prior to the event.

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.



Welcome!

The 2045 MTP Working Group Meeting
will begin soon...



Please keep your
microphone muted if
you're not speaking



2045 Metropolitan Transportation Plan Working Group Meeting #5

Virtual Meeting: June 16, 2020



Today's Agenda

- I. Welcome
- II. Status Updates:
Scenario Planning
- III. Presentation & Group Discussion:
Multimodal Needs Assessment – Approach & Methodologies
- IV. Upcoming Meetings
- V. Public Comments
- VI. Adjourn



Accessibility

This meeting is accessible to people with disabilities. Zoom products are compliant, with exceptions, with most Web Content Accessibility Guidelines. If you require accommodations to participate in this meeting, please contact MetroPlan Orlando staff using the methods below. Recordings and written records of the meeting are available to the public.

407-481-5672 | Email: Info@MetroPlanOrlando.org



Public Comment

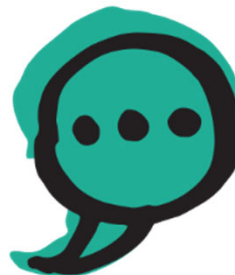
Opportunity later in the meeting

Use “*Raise Hand*” feature at appropriate time (Look under Participants tab for the raise hand button or dial *9 if on the phone)

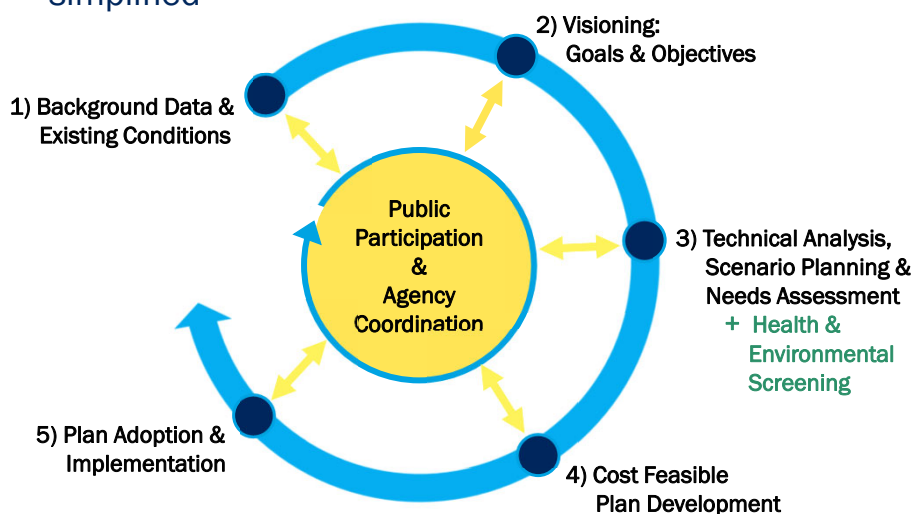
Wait to be recognized by chairperson, provide name and address when called.

You have 2 minutes to make your comment.

Visit **MetroPlanOrlando.org/VirtualMeetings** to learn how to send in comments before the meetings.



2045 MTP Planning Process simplified



Status Update: Scenario Planning

Alex Trauger – MetroPlan Orlando



Scenario Planning

Since Our Last Meeting

- Advisory Committee & Board Presentations
- Refinement of Scenario Parameters
- Preparing Data to Quantify Impacts



A New Scenario: Responding to Feedback

Disruption Dilemmas

A world where pandemics or other emergencies disrupt Central Florida's population, visitor and economic growth, affecting travel behavior and development patterns long-term.

- Higher rate of people **working remotely**
- **Lower density** development patterns
- Permanent shifts in supply chains to accommodate **home delivery** and/or re-shoring of supply chains
- Increased **active transportation**
- Anxiety over use of public transportation, aviation, shared mobility and other modes of travel that could **increase reliance on single-occupant vehicles**



2045 MTP: Alternative Futures

Traditional Trends

What happens if historic trends and behaviors continue unchanged

Climate Consequences

Frequent extreme weather events and major sea level rise, force the state's coastal residents to move inland

Disruption Dilemmas

Pandemics or other emergencies disrupt the region's population, visitor and economic growth, affecting travel and development patterns

Tech Transformations

Major technology and innovation changes that make Central Florida a destination for businesses and a younger workforce

Scenario Planning

What To Expect

- More detail on how each scenario may impact the region's infrastructure and future projects
- Potential long-term policy implications of each scenario



Scenario Planning

Next Steps

- Adjust baseline based on key drivers for each scenario
- Based on each scenario:
 - Identify and prioritize future needs and potential projects
 - Identify potential long-term policy/strategy outcomes
 - Develop more detailed explanations/illustrations



Presentation & Discussion: Needs Assessment Approach

Alex Trauger – MetroPlan Orlando



Planning Approach

2020-2040 Plans

Needs based on levels of
automobile congestion



2045 Plan

Needs and opportunities
based on multimodal
goals and objectives

2045 Metropolitan Transportation Plan **Multimodal Needs Assessment**

- Pedestrian & Bicycle
 - Low Stress Cycle Opportunities
 - Sidewalks and Crosswalks
- Transit
 - Bus and Rail Connections
- Roadways
 - Complete Streets, TSM&O and Freight



Pedestrian & Bicycle Needs Assessment

Caitlin Tobin, PE – Kittelson & Associates



Overview

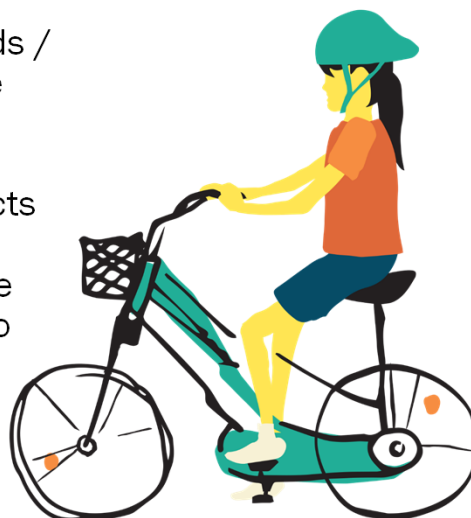
- Existing Conditions
 - Existing Active Transportation Facilities
 - Gaps (Lack of Facilities)
- Bicycle Needs Assessment
- Pedestrian Needs Assessment



Bicycle Needs Assessment

Why measure Bicycle LTS?

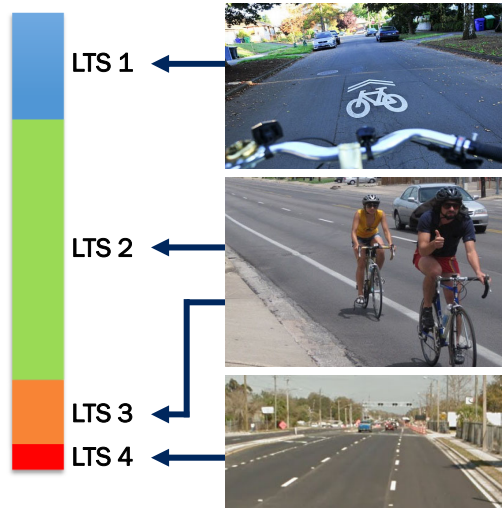
- Identifies bicycle needs / facilities based on the roadway context
- Identify needed projects that leverage existing streets / trails that are already comfortable to bike on



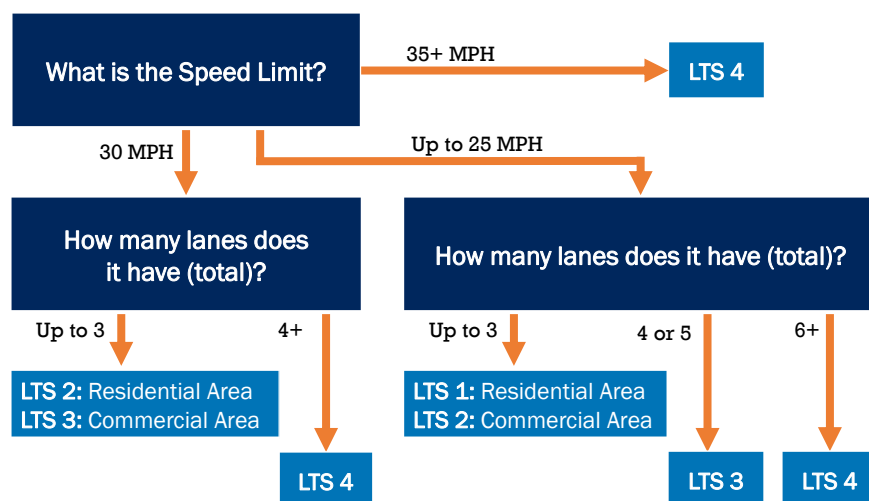
Bicycle Needs Assessment

Level of Traffic Stress (LTS)

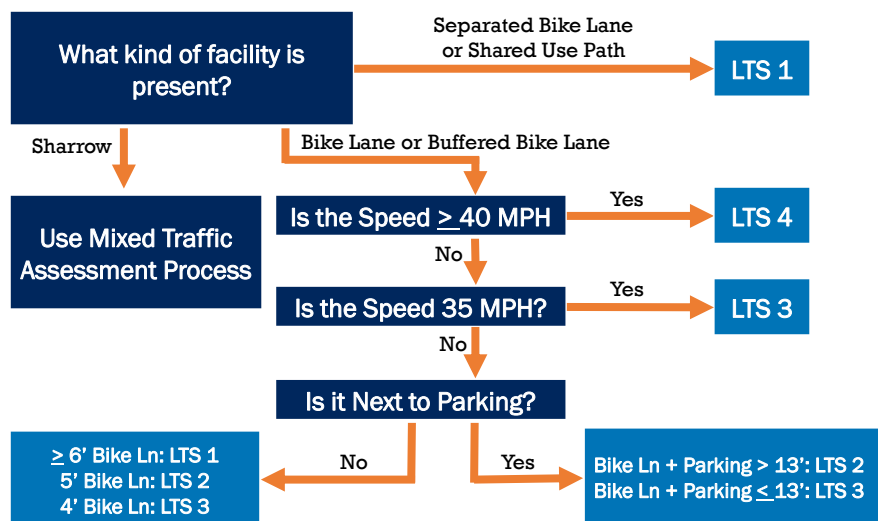
Scores range from:

LTS 1 & 2:Comfortable for the
general population**LTS 3:**Comfortable for confident
bicyclist**LTS 4:**Uncomfortable for even
experienced bicyclist

Bicycle Needs Assessment

Mixed Traffic Assessment

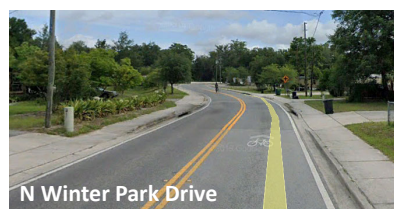
Bicycle Needs Assessment

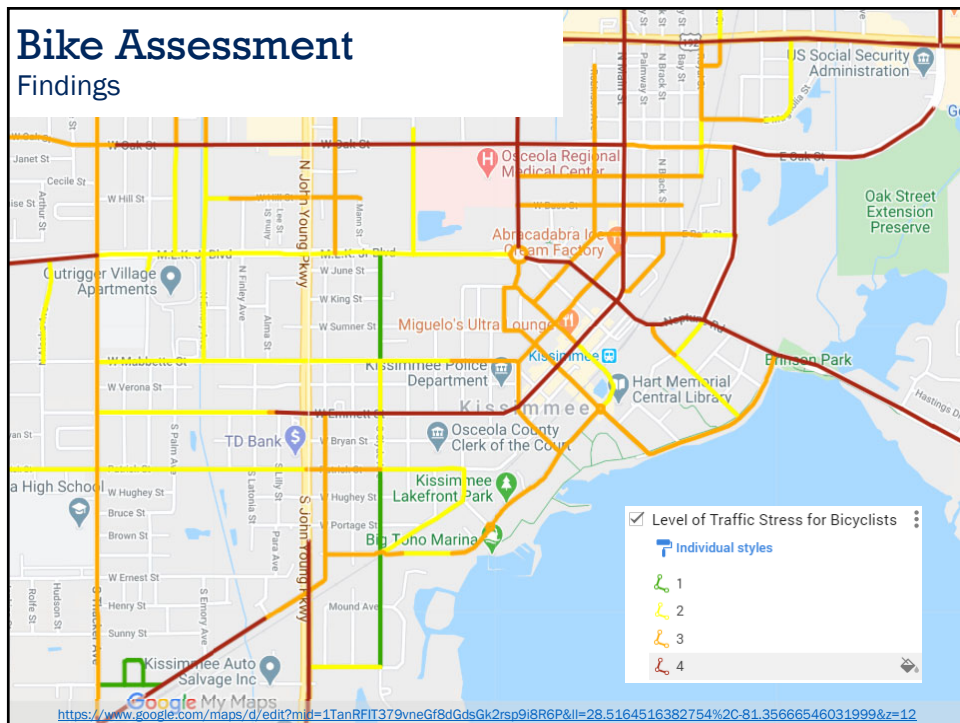
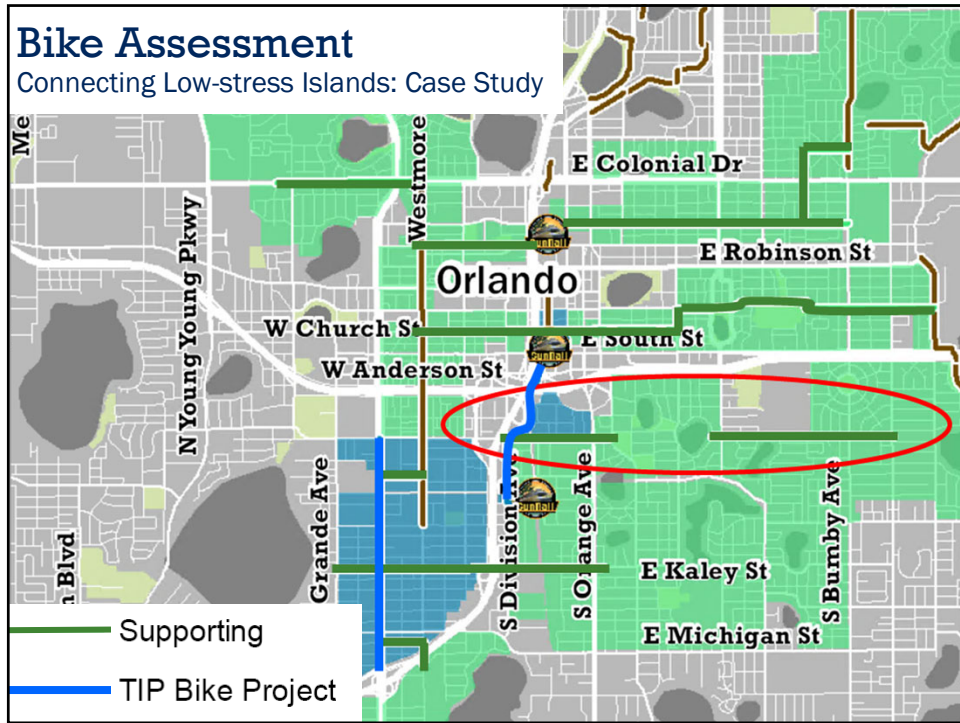
Bike Facility Assessment

Bicycle Needs Assessment

Vehicle Volume Screening

- Streets with bike lanes or buffered bike lanes that scored LTS 1 or 2 and had >6,500 AADT, **LTS 3 was assigned**
- For mixed traffic streets that scored LTS 1 or 2 and are over 3,500 AADT, **LTS 3 was assigned**

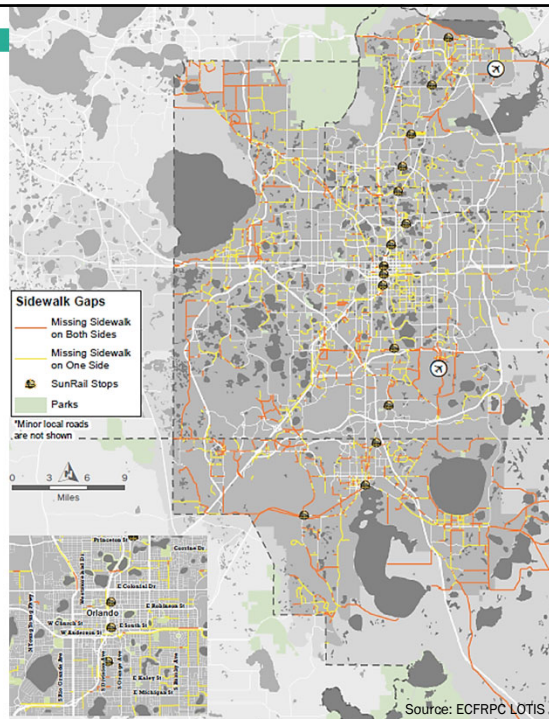




Pedestrian Needs Assessment Sidewalk Needs

Assessed based on:

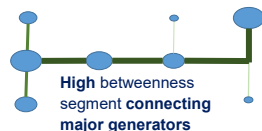
- Functional classification
- Sidewalk presence
- Proximity to transit
- Proximity to schools
- Centrality



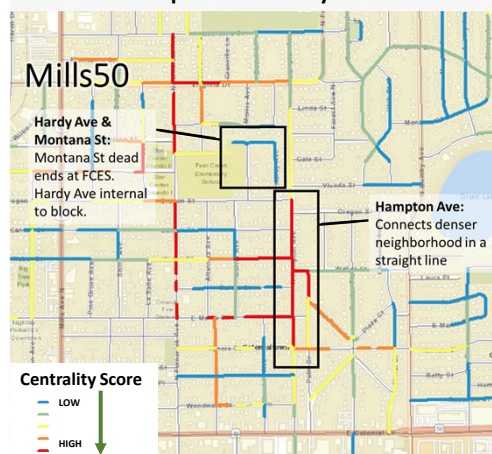
Pedestrian Needs Assessment Measuring Centrality

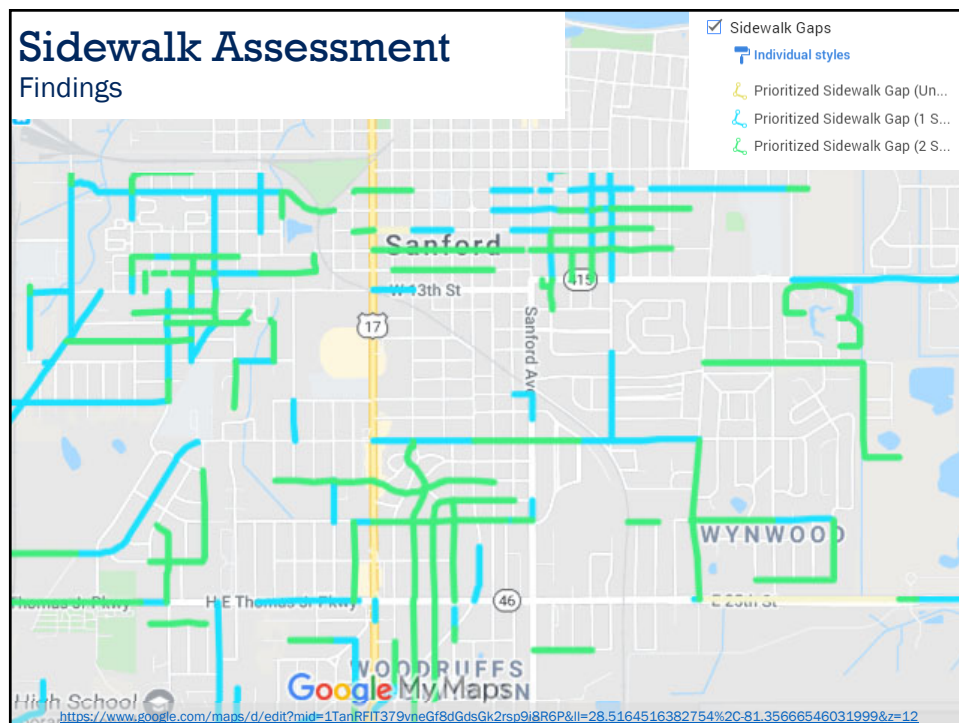
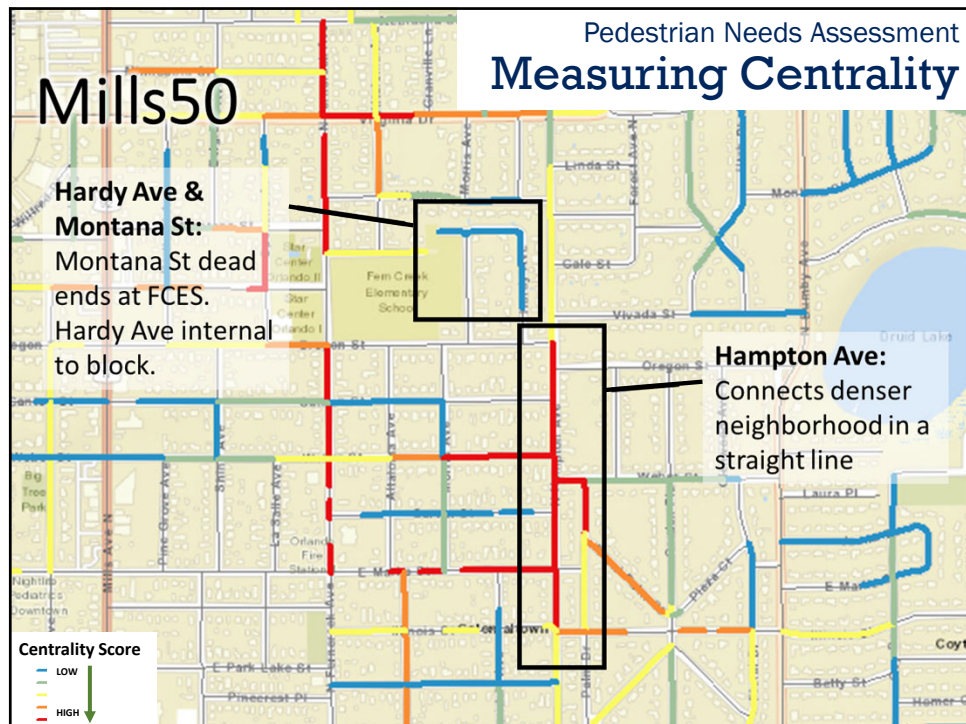
Measures how **critical the segment is to trips** based on **connections between populations** and presence of **alternative routes**

Low
betweenness
segment
serving only
one minor
generator



Example of Centrality Scores





Pedestrian Needs Assessment Crosswalk Needs

Identified potential locations of new crosswalks based on:

- Distance between existing controlled / protected crossings
- Pedestrian & bike crossing crash data



Pedestrian Assessment

Potential New Crosswalks: A Case Study

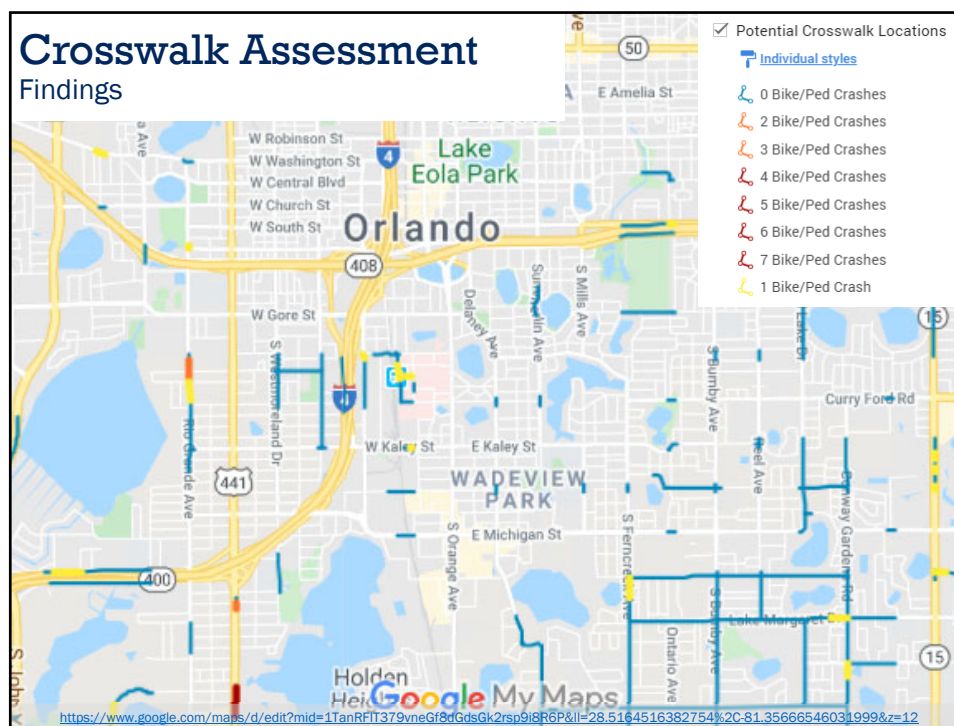
Identified Potential New Crossing Locations:

- Signalized intersections > 1,200' apart
- Ped/bike crossing related crashes

Example: Rio Grande Ave.

- #36 bus stop
- School Zone
- Businesses to the east
- Clear Lake neighborhood to the west





Transit (Bus & Rail) Needs Assessment

Courtney Reynolds, TDM-CP – VHB



Transit Needs Assessment

Approach

- Public participation is critical and frames the entire MTP transit strategy
- Focused on a time horizon of 10 to 15 years
- Aligning planning funds with policy objectives



Transit Needs Assessment

Process

1. Identify Key Issues and Existing Initiatives
2. Develop Solutions
3. Identify + Prioritize: Projects and Programs
4. Develop Implementation Timeline
5. Identify + Analyze: Strategies and Policies



Transit Needs Assessment

Performance Measures

On-Time Performance

Measures reliability

Level of Service

Measures availability



Transit Needs Assessment

Existing Transit Plans

Regional plans

- Transit Development Plan
- Route Optimization Study

County-specific plans

- Orange County Transit Plan

Corridor plans

- SR 436
- SR 50/UCF
- US 192



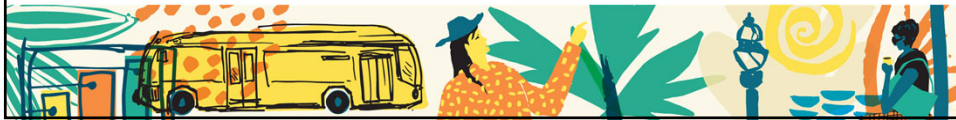
Transit Needs Assessment

Key Issues**External**

- Land use policies
- Integration with other mobility options
- Evolving role in multiple social issues

Internal

- Funding
- Ridership trends
- Serving diverse needs
- Alternative fuels



Roadway + TSM&O Needs Assessment

Demond Hazley, PE & Keith Smith, GISP – VHB



2045 Plan

Roadway Needs Methodology

- | | | |
|----|------------------------|--|
| 1. | Goals & Indicators | Aligning Goals and Objectives with Performance Indicators |
| 2. | Needs Assessment | Considering Multimodal Needs and Impacts |
| 3. | Project Identification | Identifying Transportation Projects and Areas of Opportunity |
| 4. | Project Prioritization | Evaluating and Assessing Regional Priority Projects |

Step 1 Aligning Goals & Objectives with Performance Indicators





Safety & Security

Preliminary Needs Assessment Criteria

Assessment Criteria

- Crash Rate
- Fatal and Serious Injury Crash Rates
- Number of Pedestrian and Bicycle Crashes
- Evacuation Route Designation

Example Criteria in Use:

Crash Rate

Method:

Conduct analysis of roadway system to determine crash rates per 100 million vehicle miles traveled (VMT)

Logic:

Greater the crash rate, the greater the need, the greater the point allocation

Data Source:

Signal 4 Analytics and FDOT CAR System



Reliability & Performance

Preliminary Needs Assessment Criteria

Assessment Criteria

- Travel Time Reliability for Automobiles
- Travel Time Reliability for Commercial Vehicles
- Presence of Fiber Optics along Roadway Segment
- Segment Actively Monitored and/or Managed
- Relative Change: Future Congested Speeds

Example Criteria in Use:

Relative Change: Future Congested Speeds

Method:

Quantify the difference in speed from the 2015 base model to the 2045 future model

Logic:

Greater the decrease in speed, the greater the need, the greater the point allocation

Data Source:

Central Florida Regional Planning Model v7



Access & Connectivity

Preliminary Needs Assessment Criteria

Assessment Criteria

- Transit System Headways
- Population: ½ Mile of Transit
- Jobs: ½ Mile of Transit
- Food & Healthcare Locations: ½ mile of Corridor
- Cultural & Recreational Locations: ½ Mile of Corridor
- Centrality Analysis Score (Critical Sidewalk Needs)

Example Criteria in Use:

Population within ½ Mile of Transit

Method:

Quantify population within half mile of corridor, then determine if higher populations have access to a transit stop

Logic:

Greater the population with no access to transit, the greater the need, the greater the point allocation

Data Source:

Central Florida Regional Planning Model v7: Socio Economic Data; LYNX Routes



Health & Environment

Preliminary Needs Assessment Criteria

Assessment Criteria

- Bicycle Level of Stress
- Residential Density: ¼ Mile of Multimodal Facility
- Non-Residential Intensity: ¼ Mile of Multimodal Facility
- Public Health Indicator Rates (Asthma, Obesity, Diabetes)
- Intensity of Environmental Justice Populations
- Relative change in Vehicle Miles Traveled

Example Criteria in Use:

Public Health Indicator Rates

Method:

Quantify population with health indicators associated with physical inactivity, then compare to the availability of sidewalks and bike facilities

Logic:

The greater the health risks, the greater the need for ped/bike infrastructure, the greater the point allocation

Data Source:

Healthy Mobility Tool



Investment & Economy

Preliminary Needs Assessment Criteria

Assessment Criteria

- Percentage of Commercial Vehicle Traffic (% Truck)
- Statewide Truck Bottlenecks
- Intensity and Proximity to Freight Intensive Land Uses
- Relative change in Vehicle Hours Traveled
- Cost Burdened Households: $\frac{1}{4}$ Mile of Corridor
- Percentage of Visitor Traffic
- Cost of Congestion

Example Criteria in Use:

Intensity and Proximity to Freight Intensive Land Uses

Method:

Quantify truck trip generating land uses within 1-mile of the corridor

Logic:

The greater the freight intensity, the greater the roadway need, the greater the point allocation

Data Source:

Central Florida Regional Planning Model v7: Socio-Economic Data

Step 2

Multimodal Needs Assessment



Multimodal Needs Assessment

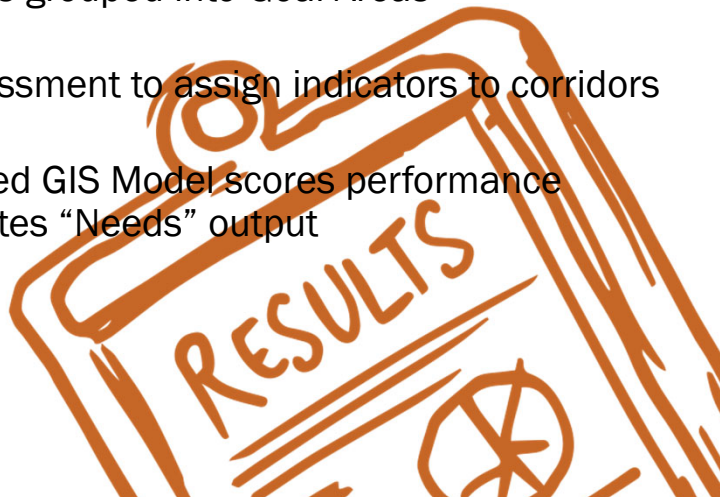
Overview

- Data driven approach for multimodal solutions
 - Over 25 indicators
- Key data sources
 - Signal4 Crash Data
 - Streetlight Analytics
 - Central Florida Regional Planning Model (CFRPM 7)
 - FDOT, MPO and Local Government Data



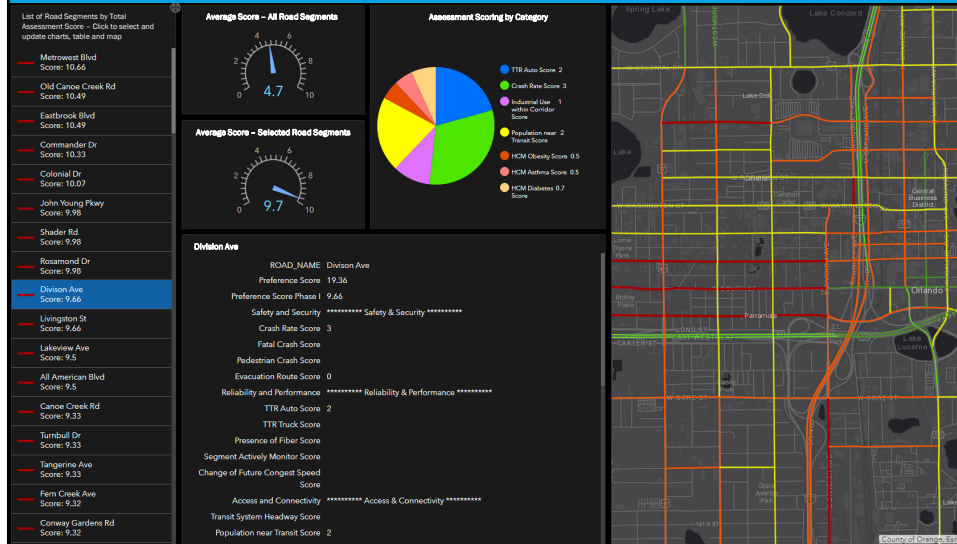
Data Model

- Indicators grouped into Goal Areas
- GIS assessment to assign indicators to corridors
- Automated GIS Model scores performance and creates “Needs” output



Data Model

MetroPlan Orlando: Roadway Assessment Dashboard



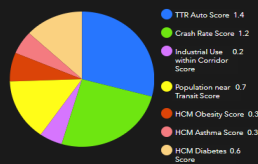
Data Model

Filterable list of corridors ranked from the worst to best performing

List of Road Segments by Total Assessment Score - Click to select and update charts, table and map

- Metrowest Blvd Score: 10.66
- Old Canoe Creek Rd Score: 10.49
- Eastbrook Blvd Score: 10.49
- Commander Dr Score: 10.33
- Colonial Dr Score: 10.07
- John Young Pkwy Score: 9.98
- Shader Rd Score: 9.98
- Rosamond Dr Score: 9.98

Score by Category



Score details to explore the concerns by Category

Preference Score: 18.76

Preference Score Phase 1: 10.66

Safety and Security: ***** Safety & Security *****

Crash Rate Score: 3

Fatal Crash Score

Pedestrian Crash Score

Evacuation Route Score: 0

Reliability and Performance: ***** Reliability & Performance *****

TTR Auto Score: 3

TTR Truck Score

Presence of Fiber Score

Segment Activity Monitor Score

Change of Future Congest Speed Score

Selected Roadway compared to All Roads

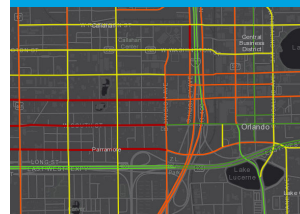
Average Score - All Road Segments

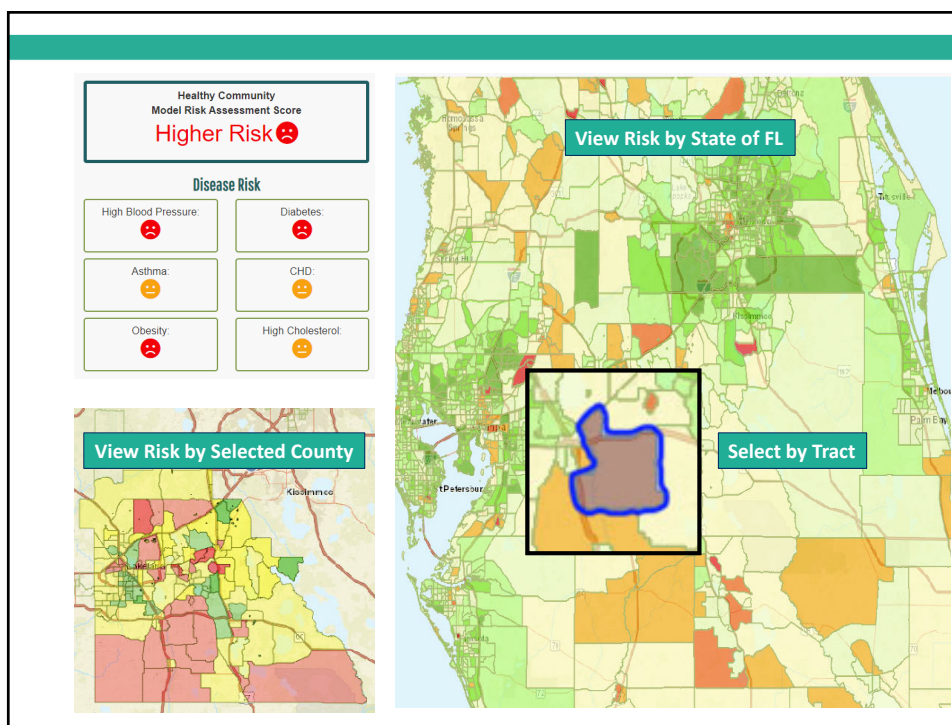
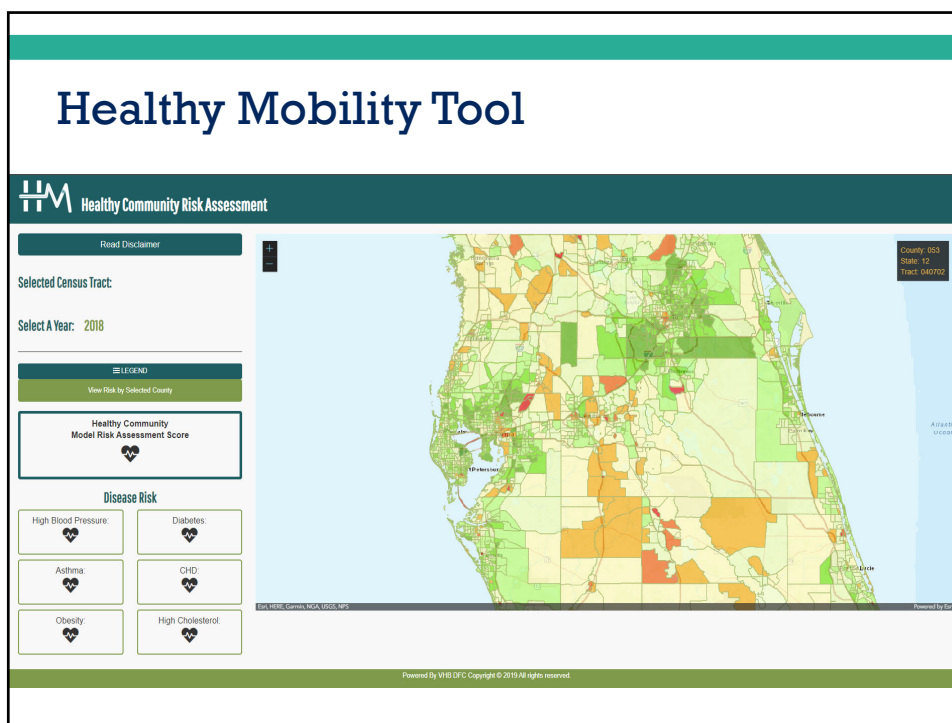


Average Score - Selected Road Segments



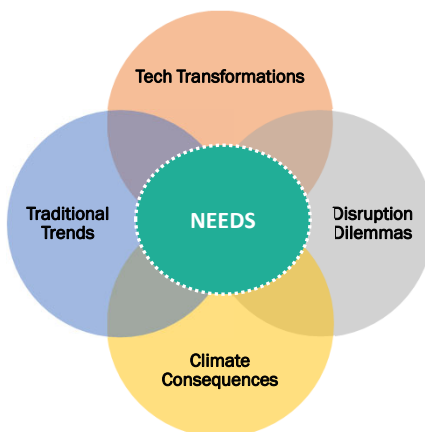
Map zooms to selected corridor to view Regional Impact and Perspective





Scenario Comparisons

- Data model evaluates alternative scenarios
- Resulting needs list based on consistently within outcomes
- Includes quantitative and qualitative assessments



Step 3 Project Identification



Step 3: Project Identification

National Highway System & State Roads

Cost feasible and major capacity projects

Multimodal System Roadway & Complete Streets

Non-capacity multimodal context sensitive projects

Multimodal System TSM&O Projects

Operational improvements and technology solutions

Regional Trail & Safe Route to School Projects

Trail projects and improvements to promote bicycle and pedestrian safety

Transit Projects

Premium projects which provide higher comfort, capacity and frequency

Assessing Needs and Projects

based on relevant indicators

1/2

Goal Area	Evaluation Criteria	NHS & State Roads	Multimodal: Complete Streets	Multimodal: TSM&O	Trails & Safe Routes to Schools	Transit
Safety & Security	Crash Rate	X	X	X	X	X
	Fatal & Serious Injury Crash Rates	X	X	X	X	X
	Number of Pedestrian & Bicycle Crashes	X	X	X	X	X
	Evacuation Route Designation	X		X		X
Reliability & Performance	Travel Time Reliability (Automobiles)	X	X	X		X
	Travel Time Reliability (Trucks)	X	X	X		
	Fiber Optic Presence along Roadway	X	X	X		
	Segment Actively Monitors/Managed	X		X		
	Relative Change: Future Congested Speeds	X	X	X		X
Access & Connectivity	Transit System Headways		X			X
	Population: ½ Mile of Transit		X			X
	Jobs: ½ Mile of Transit		X			X
	Food & Healthcare Locations: ½ Mile of Corridor	X	X	X	X	X
	Cultural & Recreational Locations: ½ of Corridor	X	X	X	X	X
	Centrality Analysis Score (Critical Sidewalk Need)	X	X	X	X	

Assessing Needs and Projects

based on relevant indicators

2/2

Goal Area	Evaluation Criteria	NHS & State Roads	Multimodal: Complete Streets	Multimodal: TSM&O	Trails & Safe Routes to Schools	Transit
Health & Environment	Bicycle Level of Traffic Stress		X		X	X
	Residential Density: ¼ Mile of Multimodal Facility		X		X	X
	Non-Residential Density: ¼ Mile of Multimodal Facility		X		X	X
	Public Health Indicator Rates	X	X	X	X	X
	Intensity & Proximity: Environmental Justice Populations	X	X	X	X	X
	Relative Change: Vehicle Miles Traveled		X			X
Investment & Economy	Percentage of Commercial Vehicle Traffic (% Truck)	X		X		
	Statewide Truck Bottlenecks	X		X		
	Intensity & Proximity: Freight Intensive Land Uses	X		X		
	Relative Change: Vehicle Hours Traveled	X		X		X
	Cost Burdened Households: ¼ Mile of Corridor	X	X	X	X	X
	Percentage of Visitor Traffic	X	X	X		X
	Cost of Congestion	X	X	X		X

Step 4

Project Prioritization



Prioritization: Checks and Balances

- FDOT and Local Government Priorities
- Freight Mobility Plans
- 2040 Long Range Transportation Plan (LRTP)
- Prioritized Project List (PPL)
- Transportation Improvement Program (TIP)
- Other considerations



Next Steps

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2045 MTP

Next Steps

- Continue:
 - Scenario Planning & Needs Assessment
 - Congestion Management Process (CMP) update
 - Financial / Funding Forecasts
- Initiate:
 - Health & Community Screening
 - Identification of Cost Feasible Projects



Upcoming Meetings

Alex Trauger – MetroPlan Orlando



2020 Meeting Schedule

January 17 th 9:30 a.m.
Congestion Management Process & Performance Monitoring
March 19 th 9:30 a.m.
Introduction to Scenario Planning
June 16 th 9:30 a.m.
Scenario Planning Concepts & Need Assessment Approach
August 11 th 9:30 a.m.
Environmental Analysis & Preliminary Cost Feasible Projects
November 3 rd 9:30 a.m.
Cost Feasible Plan & Adoption Activities



Public Comments

Alex Trauger – MetroPlan Orlando



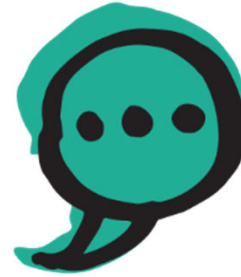
Public Comments

Use “*Raise Hand*” feature at appropriate time (Look under Participants tab for the raise hand button or dial *9 if on the phone)

Wait to be recognized by chairperson, provide name and address when called.

You have 2 minutes to make your comment.

Visit **MetroPlanOrlando.org/VirtualMeetings** to learn how to send in comments before the meetings.



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