

# Meeting Agenda

## 2050 Metropolitan Transportation Plan

### Project Prioritization Methodology Working Session



**DATE & TIME:** October 25, 2024, 1:15pm-3:00pm ET

**LOCATION:** MetroPlan Orlando, 250 S. Orange Ave., Ste 200, Orlando, FL 32801  
Parking Garage: 25 W. South St., Orlando, FL 32801

Virtual Viewing: Members of the public are welcome. Participate at the location above or online from your computer, smartphone or table. Zoom meeting ID and dial-in information are available on the web calendar: [2050 MTP Prioritization Methodology Working Session MetroPlan Orlando](#)

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- Welcome
  - Overview of 2050 Draft Prioritization Methodology (see attached handouts)
  - Breakout for Small Group Discussions (see attached handouts)
  - Review Small Group Reports
  - Open Discussion
  - Public Comment
  - Next Steps

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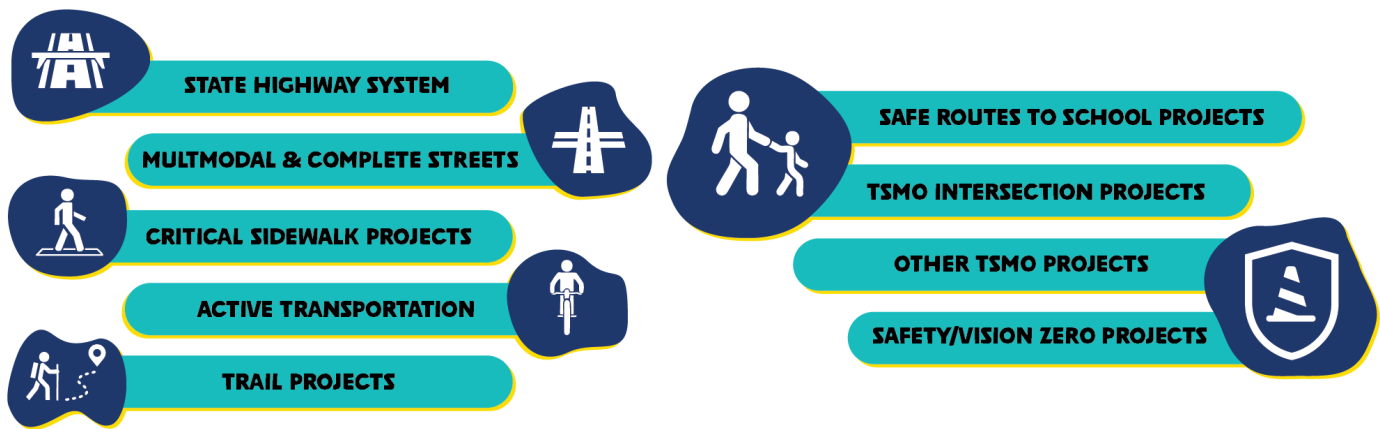
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## Overview of 2050 MTP Draft Project Prioritization Methodology

The 2050 MTP (Metropolitan Transportation Plan) goals and evaluation criteria are designed to ensure that transportation projects align with key regional priorities and provide the greatest benefit to the community. The core goals of the 2050 MTP include improving **Safety**, enhancing **Reliability**, increasing **Connectivity**, supporting **Community** well-being, and fostering **Prosperity**. Each of these goals is paired with specific evaluation criteria to assess how well proposed projects address these priorities.

The proposed criteria are then applied across nine different modal programs (Figure 1 and Table 1), ensuring that projects are assessed holistically and logically. Different modal programs (e.g., State Highway System, Active Transportation, Safe Routes to School) will have some, but potentially not all evaluation criteria applied based on their applicability. These programs allow projects to be evaluated within their specific context, ensuring that different types of transportation project improvements are evaluated fairly.

Figure 1. 2050 Modal programs



The evaluation criteria scoring ranges shown in Table 1 were developed using recent data sources and include a variety of qualitative and quantitative scoring measures. Threshold ranges for quantitative evaluation criteria were established using natural breaks in the data where feasible. Priority scores will be evaluated out of a maximum of the applicable goal areas, which include 35 points for safety, 20 points for reliability, 25 points for connectivity, 10 points for community, and 10 points for prosperity. These equal the goal weighting provided for by public survey in the August 2024 2050 MTP Technical Workshop.

Table 1. Project Prioritization Evaluation Criteria with Range, Scoring, Source, and Modal Program Applicability Assignments

	Evaluation Criteria & Score Thresholds	Scoring	Source	Notes	Transportation Modal Programs									
					State Highway System	Multimodal & Complete Streets	Critical Sidewalks	Active Transportation	Trails	Safe Routes to School	TSMO Intersections	TSMO Corridors	Safety / Vision Zero	
Safety (35%)	<b>Regional Safety Score - Corridors and Intersections</b>		Vision Zero Central Florida Safety Action Plan											
	Logic: The Regional Safety Score assesses crash severity and frequency on the Federal Aid Network, prioritizing incidents involving vulnerable road users. It accounts for total crashes, injury severity, and victim travel mode, with higher scores indicating higher crash rates. This data is consistently available region-wide.													
	> 10,424	1.0												
	8,954 - 10,424	0.75												
	6,904 - 8,953	0.5												
	1,410 - 6,903	0.25												
	< 1,410	0												
Safety (35%)	<b>High Injury Network Segments</b>		Vision Zero Central Florida Safety Action Plan											
	Logic: High-injury network (HIN) segments will be prioritized across regional, county, and local road levels.													
	On regional and either county or local HIN	1.0												
	On county and local HIN	0.75												
	On local HIN or on County HIN	0.50												
	Not on HIN	0												
Safety (35%)	<b>Safe Speeds Management Corridor</b>		Speed Management Network Screening (2022)											
	Logic: Using current traffic speeds to identify corridors with a higher disparity between the current 85 <sup>th</sup> percentile operating speed and the posted speed. Greater the difference between current operating and posted speed, the greater the need, greater the point allocation.													
	> 19.4	1.0												
	12.29 - 19.4	0.75												
	7.59 - 12.28	0.5												
	1.87 - 7.58	0.25												
	< 1.87	0												
Reliability (20%)	<b>Travel Time Reliability</b>		StreetLight Data											
	Logic: To improve travel time reliability (TTR), corridors with inconsistent travel times should be prioritized. For instance, a TTR of 1.5 means a 30-minute commute would require 45 minutes to ensure on-time arrival 80% of the time.													
	> 3.42	1												
	1.97 - 3.42	0.75												
	1.40 - 1.96	0.5												
	1.10 - 1.39	0.25												
	< 1.10	0												

	Evaluation Criteria & Score Thresholds	Scoring	Source	Notes	Transportation Modal Programs							Safety / Vision Zero
					State Highway System	Multimodal & Complete Streets	Critical Sidewalks	Active Transportation	Trails	Safe Routes to School	TSMO Intersections	
Reliability (20%)	<b>Fiber Optic Presence</b> Logic: Fiber enables the implementation of active ITS solutions, such as allowing traffic signals to be coordinated and adjusted in real-time along a corridor.  Yes - Fiber Optic is Present      1 No - Fiber Optic is not Present      0		Transportation Systems Management & Operations Master Plan		✓	✓	-	-	-	✓	✓	✓
	<b>Evacuation Route Designation</b> Logic: Evacuation routes receive higher point allocations.  Yes - Corridor is a designated evacuation route      1 No - Corridor is not an evacuation route      0		Florida Division of Emergency Management		✓	✓	-	-	-	✓	✓	-
Connectivity (25%)	<b>Transit System Headways</b> Logic: Increased transit frequency provides riders with greater flexibility and improves reliability and confidence of using transit as a travel mode. Corridors with longer headways should be prioritized for improvement.  > 60 minute headways      1 46 - 60 minute headways      0.75 31 - 45 minute headways      0.5 < 30 minute headways      0		LYNX, SunRail		✓	✓	✓	✓	✓	✓	✓	✓
	<b>Existing Population: 1/2 Mile of Non-Transit Corridor</b> Logic: To improve housing access to high frequency transit, corridors with the largest population and no transit should be prioritized for improvement.  > 3,461      1 1,579 - 3,461      0.75 562 - 1,578      0.5 < 562      0		CFRPM V7, LYNX		✓	✓	✓	✓	✓	-	-	✓
	<b>Existing Jobs: 1/2 Mile of Non-Transit Corridor</b> Logic: To improve employment access to high frequency transit, corridors with the largest population and no transit should be prioritized for improvement.  > 1,678      1 777 - 1,678      0.75 262 - 776      0.5 < 261      0		CFRPM V7, LYNX		✓	✓	✓	✓	✓	-	-	✓
	<b>Food &amp; Healthcare Locations: 1/2 Mile of Corridor</b> Logic: To provide access to essential services across all modes of transportation, corridors which are in close proximity to food & healthcare locations should be prioritized for improvement.  > 30      1 16 - 29      0.75 8 - 15      0.5 3 - 7      0.25 < 2      0		WAVE (via US Dept. of Revenue and Google data)		✓	✓	✓	✓	✓	-	-	✓

	Evaluation Criteria & Score Thresholds	Scoring	Source	Notes	Transportation Modal Programs								
					State Highway System	Multimodal & Complete Streets	Critical Sidewalks	Active Transportation	Trails	Safe Routes to School	TSMO Intersections	TSMO Corridors	Safety / Vision Zero
Connectivity (25%)	<b>Cultural &amp; Recreational Locations Within 1/2 Mile of Corridor</b> Logic: To provide access to essential services across all modes of transportation, corridors which are in close proximity to cultural & recreational locations should be prioritized for improvement.	3      1 2      0.75 1      0.5 0      0	WAVE (via municipalities and counties)		✓	✓	✓	✓	✓	-	-	-	✓
	<b>Schools: 1/4 Mile of Corridor</b> Logic: Corridors near schools and daycare centers, universities, community colleges, and vocational training centers are prioritized for improvement across all transportation modes.	2 - 3      1 1      0.5 0      0	WAVE (county school districts, Property Appraiser Department of Revenue Codes)		✓	✓	✓	✓	✓	✓	✓	✓	✓
Community (10%)	<b>Existing Pedestrian Level of Comfort (PLOC)</b> Logic: To improve pedestrian and bicycle user's comfort, corridors with lower pedestrian level of comfort scores should be prioritized for improvement. Lower the PLOC, greater the need, greater the point allocation.	5      1 4      0.75 3      0.5 2      0.25 1      0	Active Transportation Plan		-	✓	✓	✓	✓	✓	-	-	✓
	<b>Existing Residential Density: 1/4 Mile of Multimodal Facility</b> Logic: To reduce delays and enhance affordability in transportation and housing, corridors with high residential density should have access to various travel modes. The greater the residential density without multimodal options, the higher the point allocation. Multimodal facilities include transit, sidewalks, and bike lanes. If a corridor has less than 1,200 population, it will not be scored.	0 modes      1 1 mode      0.75 2 modes      0.5 3 modes      0	CFRPM V7, LYNX, Sidewalks, Bike Lanes		-	✓	✓	✓	✓	✓	-	-	✓
	<b>Public Health Indicator Rates</b> Logic: To reduce the health impacts associated with physical inactivity, corridors that serve areas with a higher risk for the associated chronic diseases (asthma, diabetes, obesity) should be prioritized. The greater the health risks, greater the need for active transportation facilities, greater the point allocation.	>22.3      1 19.8 - 22.3      0.75 17.4 - 19.7      0.5 < 17.4      0	Health Mobility Tool		✓	✓	✓	✓	✓	✓	✓	✓	✓



	Evaluation Criteria & Score Thresholds	Scoring	Source	Notes	Transportation Modal Programs								
					State Highway System	Multimodal & Complete Streets	Critical Sidewalks	Active Transportation	Trails	Safe Routes to School	TSMO Intersections	TSMO Corridors	Safety / Vision Zero
Community (10%)	<b>Relative Change: AADT</b> Logic: Increased AADT in 2050 compared to today indicates a higher need (i.e., more points for higher degree of change).	> 1.97      1 1.49 - 1.97      0.75 1.23 - 1.48      0.5 1.08 - 1.22      0.25 < 1.08      0	2050 MTP Traffic Forecast & 2022 AADT		✓	✓	✓	✓	-	-	✓	✓	✓
	<b>Jurisdictional Significance</b> Logic: Qualitative low/medium/high ranking by local jurisdiction on the proposed project's local significance. Qualitative score to incorporate local preferences, utilizing local agency feedback from the 2050 MTP Needs Assessment Coordination Process.	High      1 Medium      0.5 Low      0.25	Local Agency Feedback on 2050 MTP Needs Assessment		✓	✓	✓	✓	✓	✓	✓	✓	✓
	<b>Transportation Underserved Communities</b> Logic: The evaluation criteria encompass (i) environmental burden, (ii) social vulnerability, (iii) health vulnerability, (iv) climate and disaster risk, and (v) transportation insecurity, prioritizing projects for disadvantaged or historically underserved areas. The US Department of Transportation's Transportation Underserved Communities metric, found on the ETC Explorer webpage, assesses transportation disadvantage, where individuals lack regular, reliable access to essential services. This metric also combines with the Climate and Economic Justice Screening Tool (CEJST) data to identify underserved communities, as detailed in MetroPlan Orlando's Transportation for All report.	Meets 4 or 5 of the ETC Criteria      1 Meets 2 or 3 of the ETC Criteria      0.75 Meets 1 of the ETC Criteria      0.5 Is within the top 50th percentile of the region but does not meet any of the ETC Criteria OR is within CEJST      0.25	USDOT Equitable Transportation Community (ETC) Explorer (arcgis.com), CEJST		-	✓	✓	✓	✓	✓	✓	✓	✓
Prosperity (10%)	<b>Percentage of Commercial Vehicle Traffic</b> Logic: To promote transportation projects that expand and enhance economic prosperity, corridors which serve higher percentages of commercial vehicles should be prioritized for improvement.	> 20.3      1 11.7 - 20.3      0.75 6.3 - 11.6      0.5 < 6.2      0	2050 MTP Freight Element		✓	✓	-	-	-	-	✓	✓	-

	Evaluation Criteria & Score Thresholds	Scoring	Source	Notes	Transportation Modal Programs							Safety / Vision Zero	
					State Highway System	Multimodal & Complete Streets	Critical Sidewalks	Active Transportation	Trails	Safe Routes to School	TSMO Intersections		TSMO Corridors
Prosperity (10%)	<b>Existing Non-Residential Density: 1/4 Mile of Multimodal Facility</b> Logic: To reduce delay and increase affordability for transportation and housing choices, corridors with the highest non-residential intensity should have access to a full range of travel modes. Greater the non-residential intensity with a lack of multimodal options, greater the need, greater the point allocation. Multimodal facilities are defined as transportation facilities with transit, sidewalk, and/or a bike lane. If a corridor has less than 1,400 employment, it will not be scored.	0 modes      1 1 mode        0.75 2 modes        0.5 3 modes        0	CFRPM V7, LYNX, Sidewalks, Bike Lanes		-	✓	✓	✓	✓	-	-	-	✓
	<b>Statewide Truck Bottlenecks: Intensity &amp; Proximity</b> Logic: To enhance economic prosperity, corridors identified as truck bottlenecks should be prioritized for improvement. Reducing congestion on these routes will facilitate the efficient movement of goods and services across the region, with higher-ranking bottlenecks receiving greater point allocation based on need.	Top 10            1 Top 100          0.75 < Top 100 or Not Listed    0	Truck Bottlenecks NPMRDS (National Performance Management Research Dataset)		✓	-	-	-	-	-	-	-	-
	<b>Regional Freight Network Designation</b> Logic: To promote transportation projects that expand and enhance economic prosperity, corridors which are identified on the regional freight network prioritized for improvement.	Principal Freight Network      1 Other Principal Freight Network    0.75 Regional Freight Corridor        0.50 Freight Connector                  0.25	2050 MTP Freight Element		✓	✓	-	-	-	-	✓	✓	-
	<b>Cost Burdened Households: 1/4 Mile of Corridor</b> Logic: To ensure that transportation decisions do not cause disproportionately high and adverse effects on cost burdened households, corridors with higher percentages of cost burdened households will be prioritized for improvements. Greater the density of cost burdened households, greater the need, greater the point allocation.	<32                1 28 - 32            0.75 22-27             0.5 < 22                0.25	5-year American Community Survey Data		-	✓	✓	✓	✓	✓	✓	✓	✓

	Evaluation Criteria & Score Thresholds	Scoring	Source	Notes	Transportation Modal Programs								
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Prosperity (10%)	<b>On the Visitor Network</b> Logic: To improve the transportation experience for visitors and supportive-industry workers, visitor emphasis corridors on the visitor network should be prioritized. Inclusion on the visitor emphasis corridors network means that there is a high percentage of visitor traffic there, as well as a greater need, and greater the point allocation.	Yes 1 No 0	Central Florida Visitor Study 2022		✓	✓	✓	✓	-	-	-	-	✓
	<b>Cost of Congestion (\$ daily)</b> Logic: To reduce per capita delay for residents, visitors, and businesses, corridors with the highest cost per congestion should be prioritized for improvement. Vehicle hours of delay metrics are used to identify cost of congestion. Greater the cost of congestion, greater the need, greater the point allocation.	> 10,310 1 4,975 - 10,310 0.75 1,122 - 4,974 0.5 365 - 1,121 0.25 < 365 0	StreetLight Data		✓	✓	-	-	-	-	✓	✓	-

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