Meeting Agenda

2050 Metropolitan Transportation Plan

Technical Workshop

DATE & TIME: October 17, 2024, 3:00 PM – 4:30 PM

LOCATION: Virtual (Click here to join virtually from your computer, smartphone, or tablet. Zoom meeting ID and dial-in info are available on the web calendar: 2050 MTP Technical Workshop #5 MetroPlan Orlando)

- Welcome
- General Status Updates
- Freight Network Recommendations
    - See attached Draft Freight Network Technical Memorandum
    - Draft Freight Network: https://metroplan.maps.arcgis.com/apps/webappviewer/index.html?id=b96667c9641947f094783d0b17fda8f8
- Integration of Health in Transportation Planning
- Housing & Transportation Strategies
- Update on Financial Resources Estimations
- Discuss Prioritization Process and Draft Methodology
    - See attached Draft Prioritization Evaluation Criteria Handout
    - Feedback Survey Responses Due 10/21/24: https://www.surveymonkey.com/r/9ZVHKY3
- Open Discussion
- Public Comment
- Next Steps

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at info@metroplanorlando.gov at least three business days prior to the event.

La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico info@metroplanorlando.gov por lo menos tres días antes del evento.

2050 Regional Freight Needs Assessment

Technical Memorandum:

Freight Network Designation

September 30, 2024

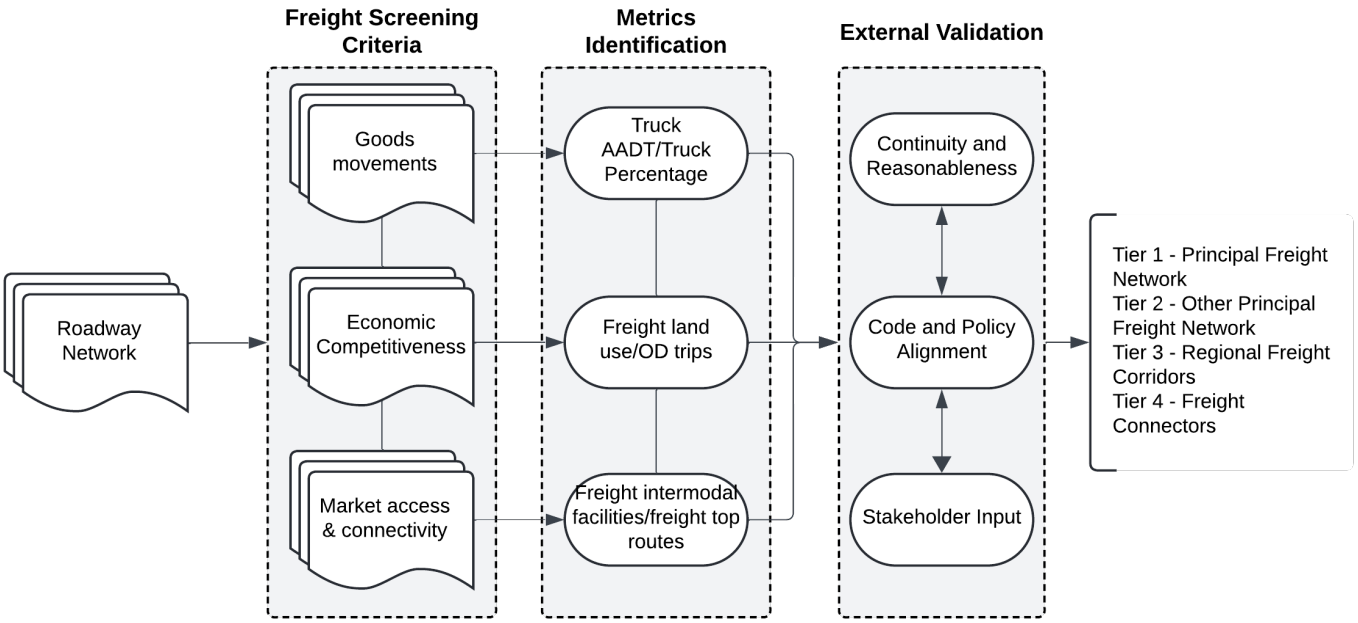
Draft

1 Overview of Designation Purpose and Methodology

A critical component of the 2050 MTP Freight Needs assessment involves pinpointing the most essential freight roadway assets that support national, regional, and local freight goods movement. A regional network has been developed, designating the roadways that are most critical to freight movement in the region. This network will help guide investment decisions, project prioritization, policy development, and infrastructure improvements that enhance the efficiency, safety, and resilience of goods movement across critical corridors. This network also fills the gaps that exist in the National Highway Freight Network (NHFN), addressing regional and local freight needs. This appendix summarizes the designation methodology, discusses designation process, and presents the designated regional freight network.

It should be noted that while exclusions of certain roadways from the network designation does not diminish their role in supporting freight movement, the designation process identifies certain corridors that should be given higher priority when it comes to freight planning. The focus is to ensure that these key corridors receive the necessary attention given limited resources. The designation process is a data-driven process, guided by stakeholder input, supported by local engineering judgment, and refined through iterations. **Figure B - 1** shows the development process by each phase.

Figure B - 1 Freight Network Designation Framework



Developing MetroPlan Orlando's freight network includes both quantitative and qualitative considerations. The quantitative component ensures the analysis is based on objective data such as truck traffic volumes and patterns. The qualitative component adds context and adjusts through local knowledge and engineering judgment to ensure continuity and reasonableness. The final step is a code compliance review to ensure the designation adheres to regulations and standards from municipalities. Coordination with local agencies was also part of the final process to validate and refine the network.

2 Use Cases and Recommendations

The freight network designation focuses on optimizing and prioritizing freight infrastructure through identification and designation of critical freight corridors within the MetroPlan Orlando planning area. The following use cases explore how the regional freight network could be used:

- The regional freight network could be used for project prioritization. The prioritization of freight-related projects within the region involves applying criteria that measure a project's impact on freight movement, including its location within key freight corridors and its ability to support critical industries. This prioritization framework would allow for strategic allocation of resources to projects that deliver the greatest benefit to the freight system. Projects associated with the regional freight network can be tagged as freight-related improvements to streamline the identification.
- The regional freight network designation could be used to identify roadway candidates for future Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC) designation considerations to support high freight volumes, economic development, and multimodal connectivity. CUFC/CRFC designation brings a wide range of benefits such as adaptation to changing freight dynamics, expanded funding access/eligibility, and project programming. Florida is a high Primary Highway Freight System (PHFS) mileage state [1] and can utilize National Highway Freight Program (NHFP) funds for projects only on the PHFS, CRFCs, and CUFCs (23 U.S.C. 167) while low mileage states can use the funds anywhere on the NHFN. By undergoing a redesignation process, roadway corridors become eligible for federal funding under the NHFP to advance freight efficiency and mobility.
- Multimodal planning is an integral part of MetroPlan Orlando's planning effort and emphasizes the need for seamless integrations among different modes of transportation. Leveraging the regional freight network allows the multimodal planning process to resolve potential conflicts but also maximizes the efficiency and effectiveness of the entire transportation network to support robust economic growth and improved regional mobility.
- Finally, the regional freight network may offer invaluable input for broader planning efforts, including corridor studies, safety studies, and truck parking studies.

3 Designation Process

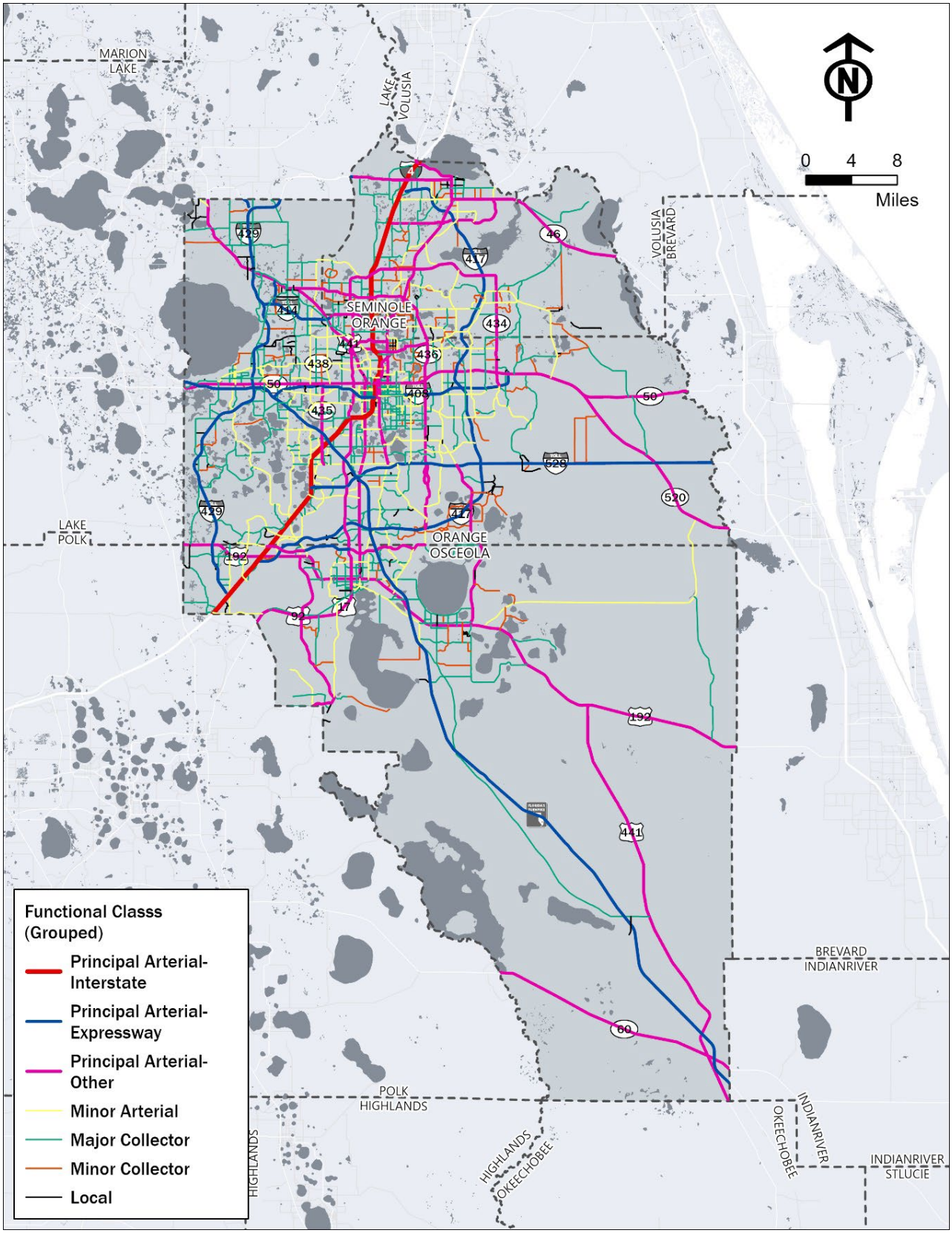
3.1 ANALYSIS GEOGRAPHY

Roadways that support national, regional, and local freight movements in the MetroPlan Orlando planning area were evaluated as part of the proposed freight network. These roadways were identified and designated from the NHFN, State Highway System (SHS), Strategic Intermodal System (SIS), and functionally classified roadways.

Figure B - 2 shows the analysis geography evaluated in the MetroPlan Orlando planning area. The base network geography in the designation process is primarily based on Florida Department of Transportation (FDOT) functional classification including Interstate, Principal Arterials, and Collectors. The network geography also includes lower functional classification of Local Roads due to their roles in supporting local freight circulation, first/last mile access, and intermodal facility access.

[1] A State with PHFS mileage greater than or equal to 2 percent of the national PHFS total is a High PHFS Mileage State.

Figure B - 2 Functional Classification



Source: FDOT, 2023

3.1.1 NATIONAL HIGHWAY FREIGHT NETWORK (NHFN) UPDATE

The NHFN is a critical component of the multimodal freight infrastructure in the U.S., which is designated strategically to enhance freight efficiency, reliability, and safety across the nation. The network also informs where funding and resources should be prioritized to improve freight performance. The NHFN includes the following roadway systems:[2]

- **Primary Highway Freight System (PHFS)**: A network of 41,799 centerline miles (as of 2022) of critical highways supporting U.S. freight movement, managed by the Office of Freight Management and Operations.
- **Non-PHFS Interstate**: 10,265 miles (as of 2019) of Interstate not included in PHFS, providing key continuity and access to freight facilities.
- **Critical Rural Freight Corridors (CRFCs):** 5,390 miles (as of 2023) of rural roads connecting to PHFS and intermodal facilities.
- **Critical Urban Freight Corridors (CUFCs)**: 2,656 miles (as of 2023) of urban roads linking to PHFS and key freight hubs.

The designation of the PHFS is the responsibility of the FHWA. States, and in some cases MPOs, are responsible for designating public roads as CRFCs and CUFCs in accordance with the FAST Act and the Bipartisan Infrastructure Law.

In December 2023, FDOT evaluated and proposed an updated CUFC/CRFC designation and mileage correction in Florida. Within the study area, several roadway corridors have been added/removed from the CURC and CRFC designation including SR-528 (removed) and SR-60 (added). These updates are reflected in this effort to ensure compliance with the latest NHFN designation.

3.1.2 STRATEGIC INTERMODAL SYSTEM (SIS)

The SIS is Florida's designated network of critical transportation facilities. Established by the Governor and Legislature in 2003, the SIS aims to concentrate the state's transportation resources on the most crucial facilities for interregional, interstate, and international travel. This system plays a critical role in supporting the state's economy by facilitating efficient, reliable, and resilient transportation connections. Roadways designated as part of the SIS are integral components of the transportation infrastructure in the State, providing key linkages between major freight corridors and significant economic hubs such as seaports, airports, and intermodal logistics centers. Therefore, all SIS roadways are included in the regional freight network designation.

3.2 FREIGHT NETWORK DESIGNATION TIERS

The freight network designation tiers are be based on functionality in supporting national, regional, and local freight movements, funding mechanisms, and guiding evaluation criteria. Tier 1 includes roadways that have the highest priority in freight investment and support critical freight movement nationally and regionally. Tier 2 includes roadways that are usually prioritized by state funding including all limited access facilities and support all modes of travel. Tier 3 roadways are important regional corridors that also connect to lower tier roadways. Tier 4 are local roadways that support local freight circulation, connect to intermodal facilities, and origins/destinations. **Table B - 1** summarizes the designation tiers, definitions, funding mechanisms, and functional classifications.

Principal Freight Networks (Tier 1): This tier is crucial for facilitating the efficient movement of freight across the nation and within regions, including all roadways designated as part of the NHFN by the FHWA. Additionally, in terms

[2] FHWA national highway freight network, https://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm

of funding, Florida is a high Primary High Freight System (PHFS) Mileage State,[3] which allows Florida to apply NHFP funds only on PHFS, CRFCs, and CUFCs. This tier includes **all roadways that are on the NHFN within the region**:

  - PHFS;
  - CUFC; and
  - CRFC.

- **Other Principal Freight Network (Tier 2):** Limited access facilities are the high priority roadways within the State and support high-speed and high-volume traffic with uninterrupted and efficient travel for passengers and freight. They support the state's robust tourism, manufacturing, and trade industries by connecting key economic hubs and ports. Central Florida is served by several key corridors such as I-4, and Florida's Turnpike. Considering these factors, this tier includes **all roadways that are**:

  - Not on the Tier 1; and
  - Functionally classified as Principal Arterials – Interstate and Freeways & Expressways.

- **Other Principal Freight Network (Tier 3)**: This tier plays a crucial role in the broader freight network by connecting higher level freight network tiers with local freight needs and facilitating interregional freight movement. These corridors are essential for channeling freight traffic efficiently across regions to ensure smooth transitions between major freight routes and local distribution networks. Roadways are generally funded through state and local mechanisms. This tier includes roadways with generally high capacity, volume, speed, and multiple lanes and are functionally classified as:

  - Principal Arterial - Other.

- **Freight Connectors (Tier 4):** This tier is integral to the freight network by facilitating first and last mile movements and linking major freight generators and intermodal facilities to the higher freight network tiers. These connectors ensure efficient transitions between primary freight routes and local distribution points, supporting seamless freight operations. This tier includes roadways with relatively low capacity, volume, speed, and fewer lanes and are functionally classified as:

  - Minor Arterials,
  - Major or Minor Collectors; and
  - Local roads.

Table B - 1 Freight Network Designation Tiers, Definitions, Priority Level, and Functional Classifications

Freight Network Designation	Definition	Funding Mechanism (Level of Priority)	Functional Classification
Principal Freight Network (Tier 1)	Facilitates efficient movement of freight across the nation and region with strategic importance. Roadways designated as NHFN as identified by the FHWA are all designated as Tier 1.	Federal/State	All roadways that are on the PHFS, CUFC, and CRFC
Other Principal Freight Network (Tier 2)	Facilities that support both national and regional freight movement including limited access facilities, which were not identified within the NHFN. Limited Access Roadways in the Region are all designated as Tier 2.	Federal/State	All Principal Arterials (Interstate, Expressway)

[3] https://ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/nhfn_mileage_states.htm

Freight Network Designation	Definition	Funding Mechanism (Level of Priority)	Functional Classification
Regional Freight Corridors (Tier 3)	Connect principal freight network tiers and channel freight traffic to support local freight needs. In addition, regional freight mobility corridors support interregional freight movement.	State/Local	Principal Arterial - Other
Freight Connectors (Tier 4)	Support first/last mile freight movements and connect major freight generators/intermodal facilities to higher freight network classes.	State/Local	Minor Arterial, Major/ Minor Collectors, and Local

3.3 FREIGHT MEASURE EVALUATION TIER 3 AND 4

Recognizing a variety of factors including limited resources and funding, and varying roles in supporting freight movement and activities, three guiding categories were used to evaluate whether roadways should be designated as Tier 3 or Tier 4. The key metrics used to support Tier 3 and 4 designation decisions are summarized in **Table B - 2**.

Table B - 2 Metrics and Data Sources

Criteria	Metrics	Source	Purpose	Evaluation Approach
Goods movement	Truck AADT	FDOT (2023)	Identifies roadways carrying the highest truck volumes.	>= Average truck volume by each functional classification within the region to be included in freight network.
Goods movement	Truck factors (percentage)	FDOT (2023)	Identifies roadways with predominate truck flows.	>= Average truck percentage by each functional classification within the region to be included in freight network.
Economic competitiveness	Freight land use (generator)	Florida Department of Revenue (2023)	Identifies subareas that have high freight land use (by total floor area), including agriculture, manufacturing, and transportation/warehousing.	Whether roadways pass through zones with the high freight floor areas (>= 2 standard deviations of the region averages for high freight intensity zones).
Economic competitiveness	Freight trips (by the sum of origins and destinations)	Streetlight data (2023)	This analysis evaluates truck volume by zone for origins or destinations in the MetroPlan Orlando area regardless of where they came from or where they go. This shows freight traffic derived from freight demand in the region itself without pass-through traffic.	Whether roadways pass through high freight OD zones (>= 2 standard deviations of the region averages for high freight OD zones).
Market access and connectivity	Top routes analysis	Streetlight 2022	This analysis evaluates truck volume on roads for origins or destinations in the MetroPlan Orlando area regardless of where they came from or where they go. This shows freight traffic derived from freight demand in the region itself without pass-through traffic.	Roadways were compared against the top route layer and manually determined for the designation inclusion or exclusion.
Market access and connectivity	Intermodal facility	FDOT 2023	Identify roadways that support intermodal facilities.	Roadways within 1 mile of intermodal facilities

Good Movements Analysis

This analysis evaluates freight traffic on the roadway network to understand freight flows and operational efficiency. Annual average daily truck traffic (AADTT) and truck percentages were used to determine if roads should be included in Tiers 3 and 4. Since there are no industry standards to define what thresholds should be used, this study used the average values by each functional classification (**Table B - 3**). This approach ensures that corridors with higher-than-normal activity are selected during the process. It also should be noted that the truck factor is only relevant on high truck volume corridors. Low truck volume or truck percentage roads were locally examined in following steps to ensure data accuracy.

Table B - 3 Average AADTT and Truck Factors by Functional Classifications within the Region

Functional Classification	AADTT[4]	Truck Factors/Percentage (%)
Principal Arterial-Interstate	9,000	5.6
Principal Arterial-Expressway	8,000	10.2
Principal Arterial-Other	2,500	6.9
Minor Arterial	1,500	6.5
Major Collector	1,000	7.1
Minor Collector	500	8.0
Local	500	6.8

Source: FDOT, 2023; Analyzed by Cambridge Systematics.

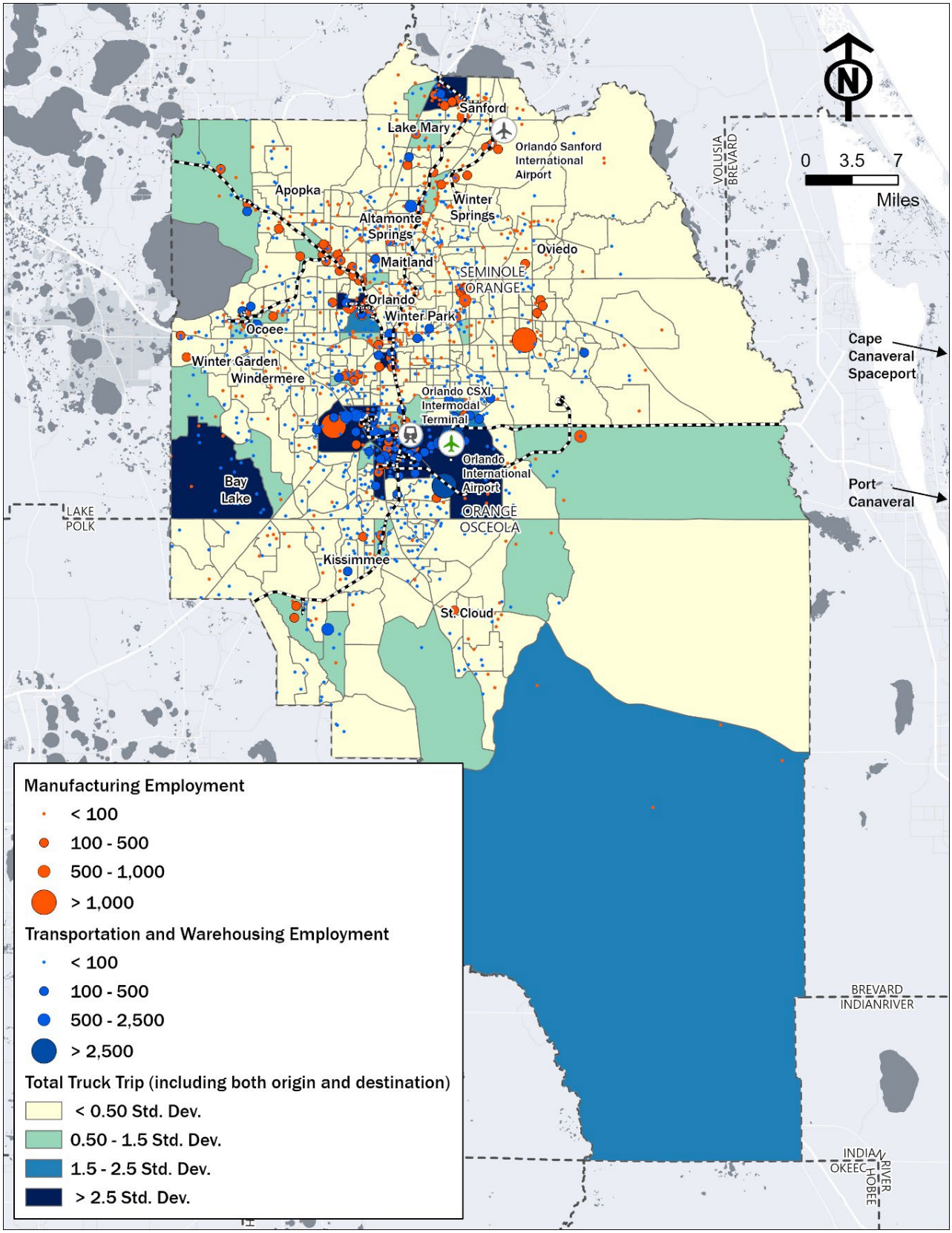
Economic Competitiveness Analysis

The economic competitiveness analysis evaluates how the freight network supports supply chain operations, enhances economic growth, and helps maintain a strong economic position both nationally and globally. Roadways that pass through high freight demand zones are evaluated at the local level to ensure accuracy of the designation. To identify subareas that have high freight demand, two types of freight land use measures were used. One measure is freight land use – higher total floor areas or freight employment density generally represent higher freight demand. Another is to identify zones that have the highest truck trips originating from or terminating in them. While AADTT and percentages generally measure freight volumes (including pass-through trucks), truck trips by origin and destination represent how many trips are produced from and attracted to a zone (i.e., demand for freight).

Figure B - 3 illustrates freight demand by zone based on the number of truck trips by origin and destination (in this study, zones that have a standard deviation greater than 2.5 are considered higher-than-normal freight demand zones). Higher freight demand zones are likely to be found in subareas with significant clusters of freight-related employment or land use.

[4] AADT and Truck factors are rounded to the nearest 500 and 1,000, respectively

Figure B - 3 Truck Trips by Origin and Destination and Freight-Related Employment



Source: StreetLight, 2023;LEHD, 2023; Analyzed by Cambridge Systematics.

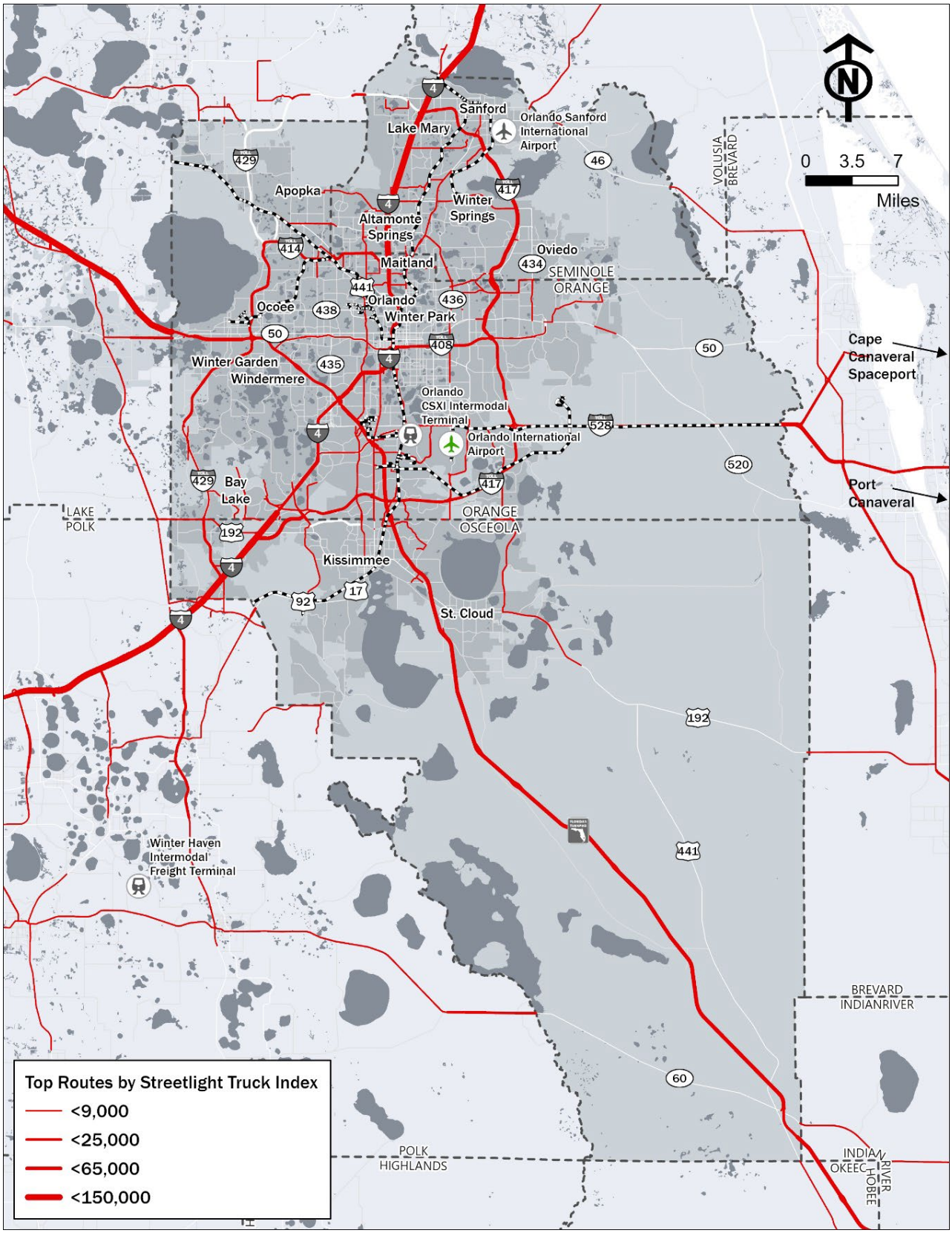
Market Access and Connectivity

Market Access and Connectivity measures how roadways enhance freight business operations and support intermodal connectivity within the region. Roadways that were not selected with AADTT or truck factors were re-evaluated if they pass through a 1-mile buffer area of intermodal facilities (e.g., rail terminal) or are on the StreetLight top freight routes. **Figure B - 4** shows the top routes analysis based on StreetLight Truck Index (higher value of index represents more freight volumes). Top routes that carry the most freight going to/from the region include Florida's Turnpike, SR 417, and I-4.

3.4 CONTINUITY AND REASONABLENESS CHECK

A continuity and reasonableness check were conducted. This involved manually adding to and removing from the designated network. The process is a critical component to ensure that the designated freight network forms an integrated, connected, and continuous roadway system. Additionally, because of FDOT traffic data collection sites, functional classification, and other varying roadway characteristics, a single roadway might be segmented into multiple parts. This could lead to multiple designations for one road, or an isolated segment being designated. By maintaining continuity, the designation can avoid fragmented freight networks that disrupt freight flow. This check also ensures that higher tiers of freight roadways are supported by lower-tier network segments. A well-structured network ensures that primary freight routes are seamlessly linked with local and regional roads and facilitate smooth transitions between different levels of the transportation system. Additionally, stakeholder input from Industry Roundtable events were geocoded and overlaid on the designated freight network to identify any potential gaps. Most of the identified locations can be found in major freight clusters near Orlando International Airport (MCO) and Sanford International Airport, local municipalities like Maitland where freight conflicts with residential areas, or major corridors such as I-4 and US 17-92.

Figure B - 4 Top Routes Analysis



Source: StreetLight Truck Index data, 2023.

3.5 MUNICIPALITY CODE, LAND USE, AND STUDIES COMPLIANCE

Truck-related codes, plans, and studies were reviewed and evaluated for all municipalities within the MetroPlan Orlando planning area. Roads that are not consistent with regulations, plan goals, and others were included or excluded from the designated network.

2050 Orange County Plan [5]

Truck elements from the latest Orange County Plan are summarized as follows:

- The County will implement multimodal street cross-sections, design standards, and operational measures (e.g., pre-emptive signals, dedicated bus lanes) to ensure streets are safe, convenient, and appealing for all travel modes, including transit, automobiles, trucks, bicycles, micro-mobility, and pedestrians. This includes marked crosswalks, wider sidewalks, on-street parking, bus turnouts, traffic calming, raised medians, adequate drainage, and landscaping to reduce hazardous conflicts between modes in line with roadway functions.
- The County will evaluate and incorporate Connected Vehicle (CV) technology where feasible to enable communication between cars, trucks, buses, and other vehicles, sharing important safety and mobility information related to traffic signals, work zones, school zones, and other infrastructure.
- The County will support the Florida Department of Transportation's efforts to plan and construct truck parking facilities, promoting the safe and efficient delivery of goods to the County's residents, visitors, and businesses.

City of Apopka

The City of Apopka has coordinated with MetroPlan Orlando and other local stakeholders to assess safety and access enhancements at the intersection of Rock Springs Road and Welch Road, as well as along the half mile stretch of Rock Springs Road from Welch Road to Lester Road. The recommended alternative for the intersection of Rock Springs Road and Welch Road proposes widening all sides of the intersection to enhance traffic flow. Studies indicate that a significant number of trucks travel along these roadways. Due to their size, trucks require larger turning movements compared to passenger vehicles and need a larger curb radius to stay on the pavement and avoid running over the curb.

City of Belle Isle

The City of Belle Isle, under Chapter 30 of Code of Ordinances, restricts and prohibits vehicular truck traffic exceeding 10,000 pounds. The city restricts heavy vehicles on the Nela Avenue Bridge and prohibits heavy trucks on specified streets such as Seminole Drive, Indian Drive, Nela Avenue, Warren Park Road, Judge Road, and Daetwyler Drive.:

- Seminole Drive - Daetwyler Drive to Indian Drive;
- Indian Drive - Seminole Drive to Nela Avenue;
- Nela Avenue - Indian Drive to Matchett Road;
- Warren Park Road - Daetwyler Drive to Seminole Drive;
- Judge Road - Conway Road to Daetwyler Drive; and
- Daetwyler Drive - Judge Road to McCoy Road.

[5] Orange County Comprehensive Plan, https://ocfl.app.box.com/s/vlarfrxz5o2cxr51xcth48jomkld46xy

City of Edgewood

The City of Edgewood, under Chapter 62 of Code of Ordinances, prohibits trucks with a gross weight of 10,000 pounds or more on certain streets. Holden Avenue, Gatlin Avenue, and Mary Jess Road are regulated under this section with the prohibition of through-trucks using these routes:

- Holden Avenue - Orange Avenue (State Road 527) to Western City Limits;
- Gatlin Avenue - Orange Avenue (State Road 527) to Eastern City Limits; and
- Mary Jess Road - Orange Avenue (State Road 527) to Western City Limits.

City of Maitland

Sec. 18 - 3 of Code of Ordinances imposes limitations on trucks using certain streets within city limits: Trucks with more than six (6) wheels are prohibited from operating on streets where signs are posted to that effect within the city. However, this restriction does not apply if the truck is traveling directly to or from a location within the city where it is loaded or unloaded, and such destination cannot be accessed via streets where truck traffic is not restricted by posted signs.

City of Orlando/City of Ocoee/City of Winter Garden/City of Winter Springs

Several cities including City of Orlando, City of Ocoee, Winter Springs, and Winter Garden do not have specific roadways with truck restrictions. Some collaborate with their Transportation Engineering Divisions to implement truck routes, through-truck restrictions, and weight limits based on engineering studies. In Winter Garden, per Sec. 74-3 of the municipal code, the chief of police has full authority to regulate various traffic controls, including truck routes and speed limits, in addition to other traffic management measures.

City of Altamonte Springs

The City of Altamonte Springs, under Chapter 24 of Code of Ordinances, trucks over 10,000 pounds, and vehicles designed to carry 16 or more passengers cannot be parked or stored in residential zones. Inoperable vehicles or those without a valid license plate and sticker must be stored in an enclosed structure, and commercial businesses licensed to store, repair, or sell vehicles are exempt. Additionally, trucks with refrigeration units and backup noise alarms cannot operate in residential zones between 10:00 p.m. and 7:00 a.m. Trucks must be parked on approved driveways, not in front yards, and cannot obstruct sidewalks or access points, be used for living purposes, or be parked without being registered to the resident or their guest.

City of Casselberry

Under Sec. 82-154 of City Code, the City of Casselberry has established truck routes for trucks with origins and destinations outside the city. Trucks passing through must use the following designated routes:

- State Road 436
- State Road 434
- U.S. Highway 17-92 (State Road 15-600)
- Seminola Boulevard (between U.S. 17-92 and Lake Drive)
- Lake Drive
- Red Bug Lake Road
- Lake Howell Road
- Plumosa Avenue (between Anchor Road and Lyman Avenue)
- Lyman Road
- Howell Branch Road
- Button Road

City of Longwood

Sec. 86-4 of the City of Longwood municipal code prohibits any commercial vehicle or truck with a gross vehicle weight over 12,000 pounds on specified roads when signage is posted:

- Rangeline Road
- East and West Church Avenue
- South Milwee Street
- East Warren Avenue
- West Warren Avenue
- Georgia Avenue (from N. CR 427 to N. Grant St.)
- East Orange Avenue
- East Maine Avenue
- East Marvin Avenue
- Wildmere Avenue
- Wayman Street
- Highland Street
- South Grant Street
- North Grant Street
- North Oleander Street
- North Wilma Street
- Raven Avenue (city limits)

City of Sanford

Per Sec. 58-7 of the Code of Ordinances, all vehicular truck traffic is prohibited on Oak Avenue between 24th Street and 25th Street, except for delivery trucks servicing residences in the area.

Sanford Freight Subarea Study and Orlando International Airport Freight Study (FDOT District 5, Draft)

These two ongoing freight studies focus on assessing freight movement, economic impacts, and infrastructure needs within their respective sub-areas in Florida. These ongoing studies are evaluating current and projected freight volumes, land use patterns, and transportation infrastructure and are proposing recommendations to enhance freight efficiency and support regional economic development. Key freight corridors identified include SR 46, SR 417, US 17/92, and SR 528, among others, which are critical for connecting major industrial hubs, airports, and distribution centers. These corridors are identified and compared against the proposed freight network designation.

4 Regional Freight Network Designation

Figure to **Figure** show the proposed freight network designation.

The proposed regional freight network is also currently available to view online at:
https://metroplan.maps.arcgis.com/apps/webappviewer/index.html?id=b96667c9641947f094783d0b17fda8f8

Figure B - 5 Designated Freight Network 1

Tiers
- 1: Principal Freight Network
- 2: Other Principal Freight Network
- 3: Regional Freight Corridors
- 4: Freight Connectors

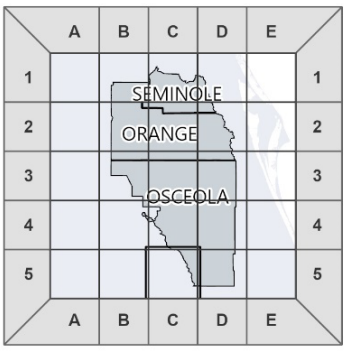
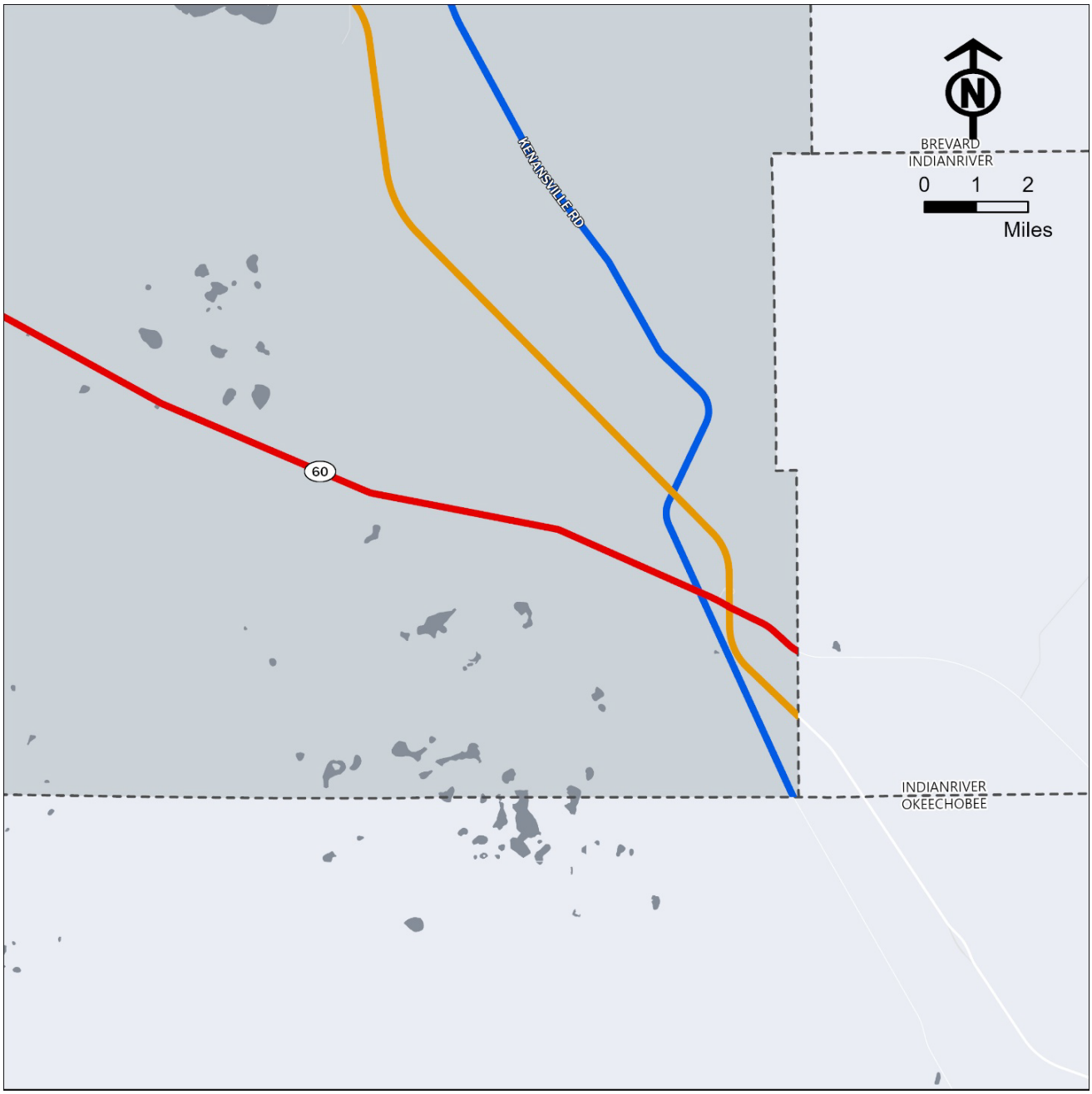


Figure B - 6 Designated Freight Network 2



Tiers

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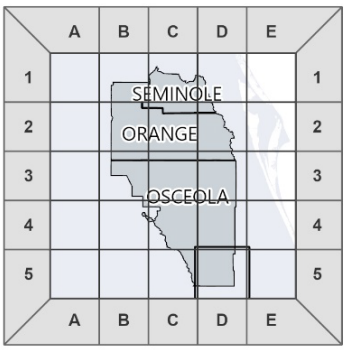
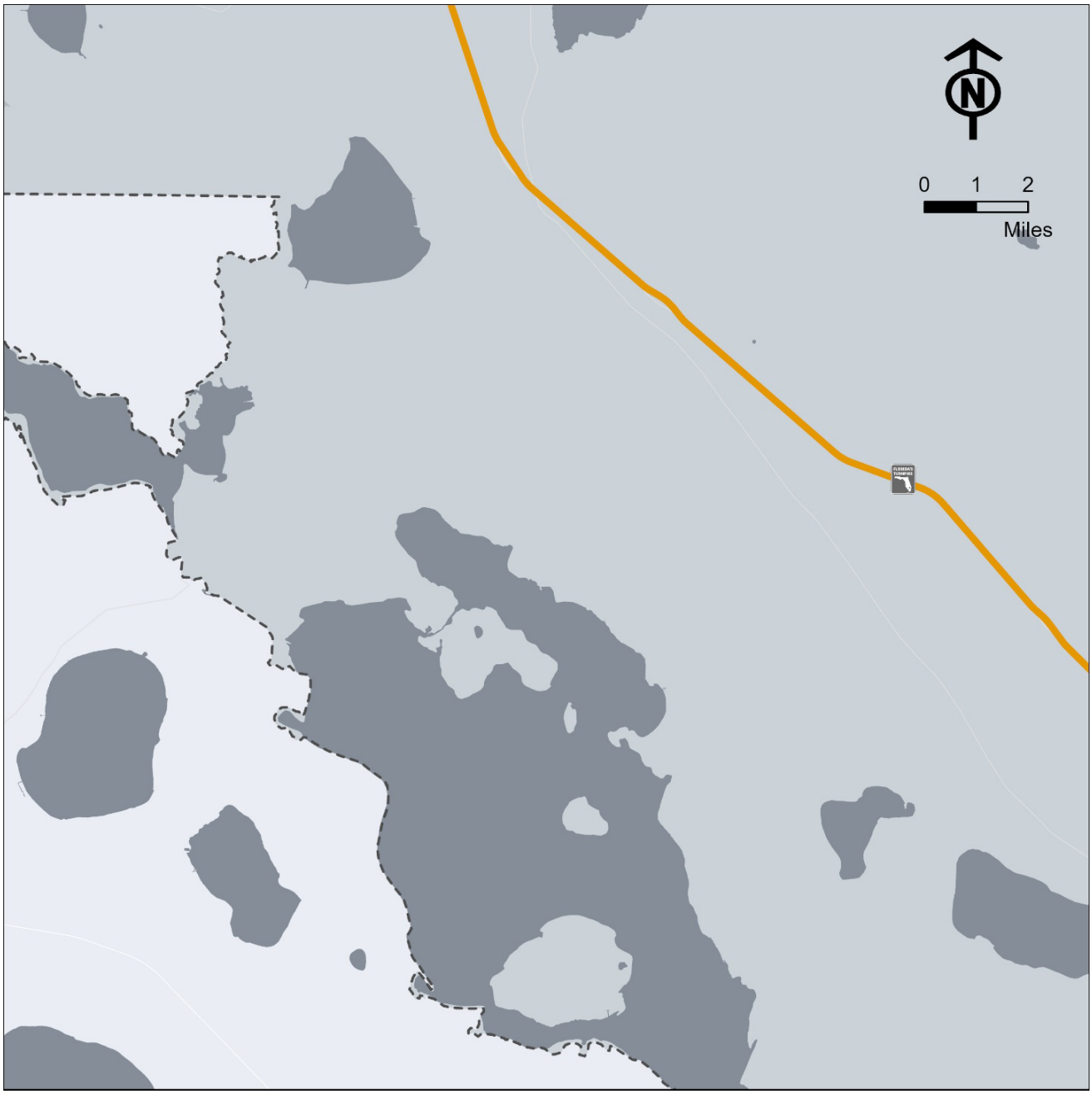


Figure B - 7 Designated Freight Network 3



Tiers
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- 2: Other Principal Freight Network
- 3: Regional Freight Corridors
- 4: Freight Connectors

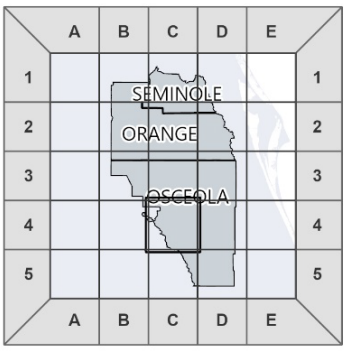
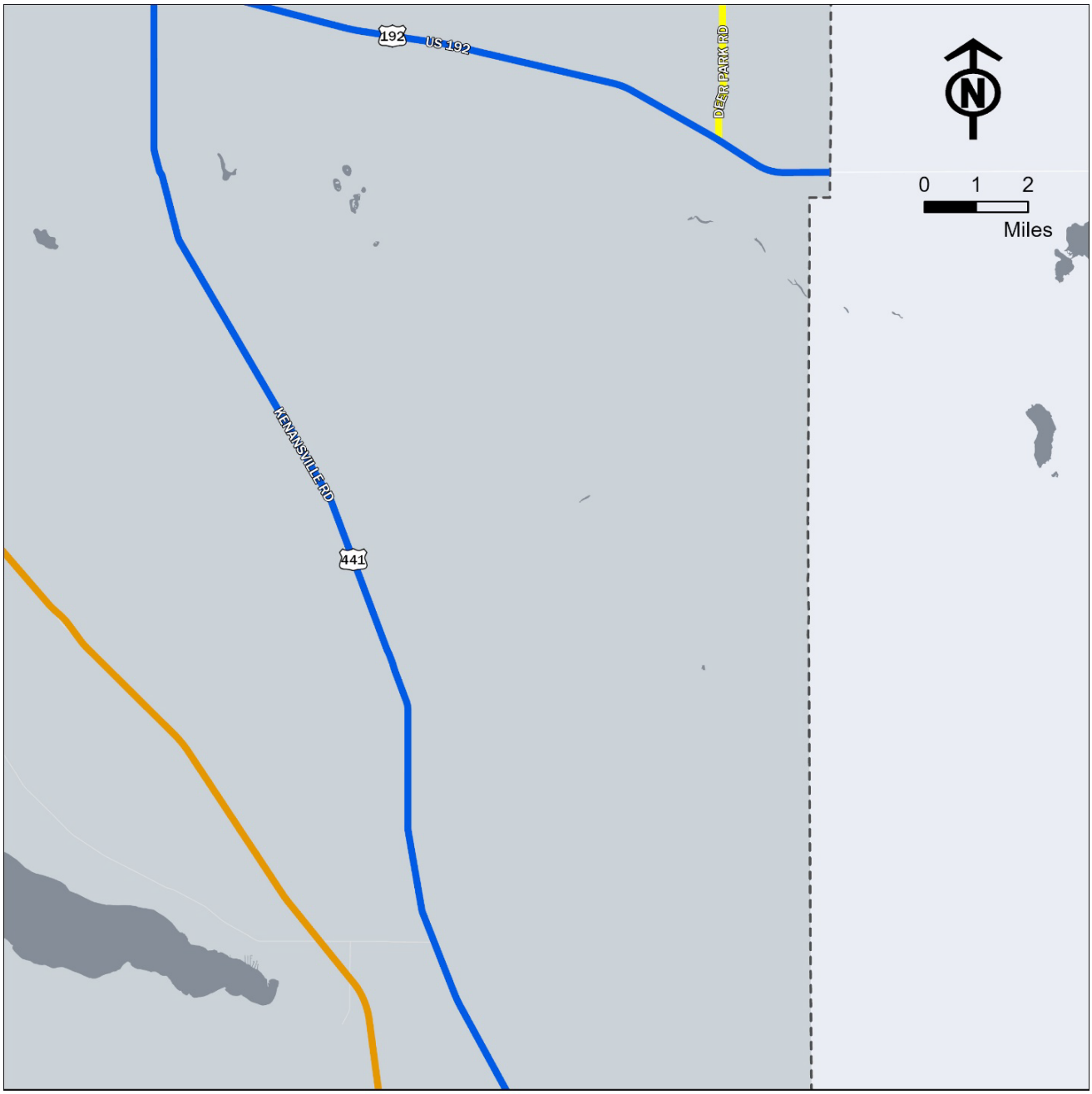


Figure B - 8 Designated Freight Network 4



Tiers
- 1: Principal Freight Network
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- 3: Regional Freight Corridors
- 4: Freight Connectors

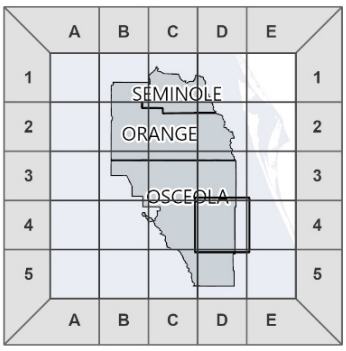
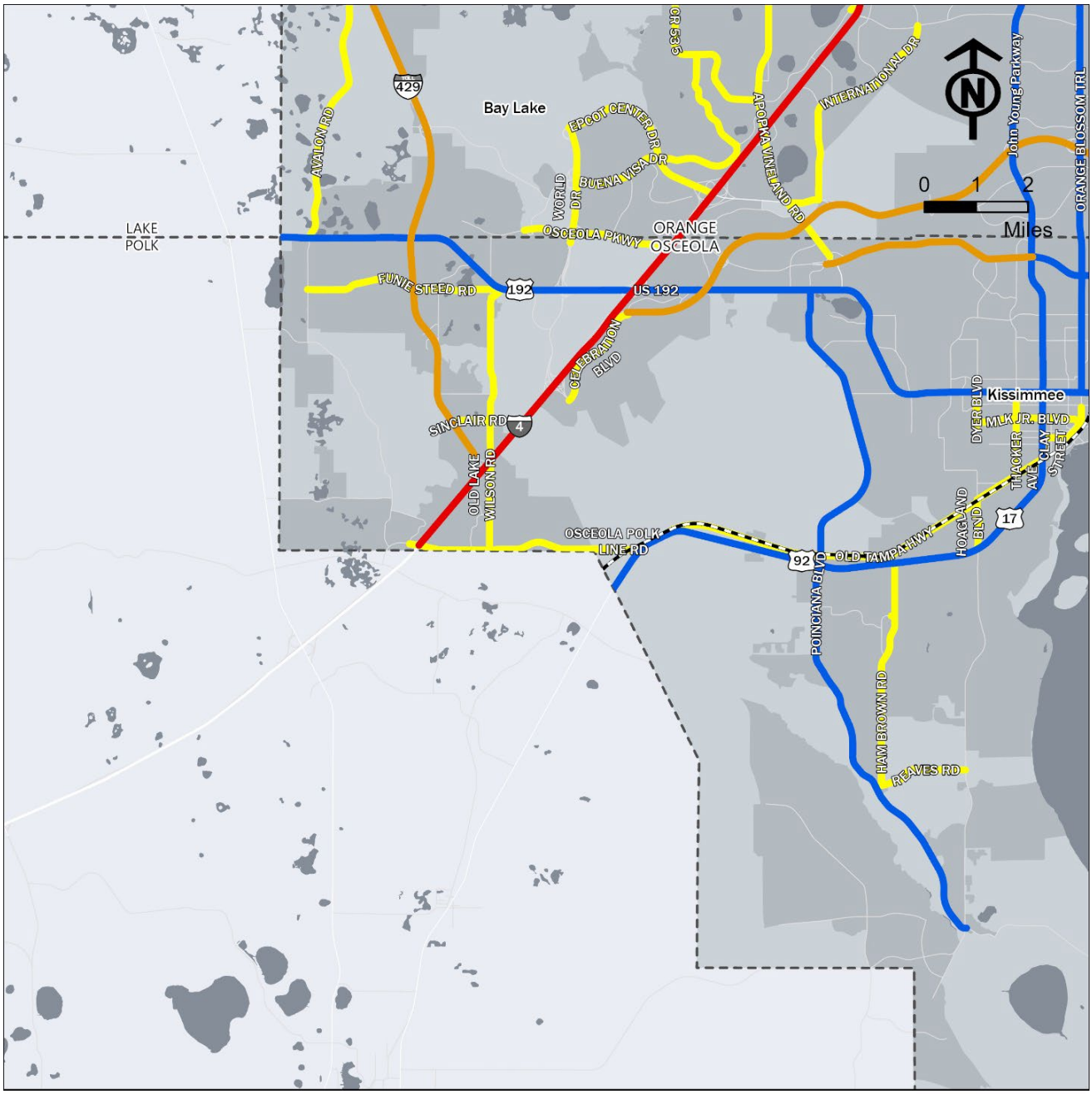
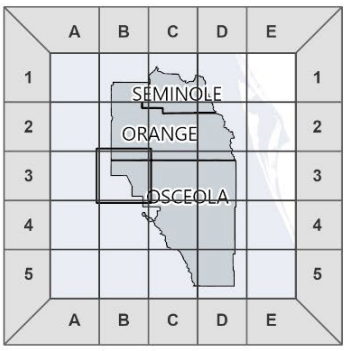


Figure B - 9 Designated Freight Network 5



Tiers

- 1: Principal Freight Network
- 2: Other Principal Freight Network
- 3: Regional Freight Corridors
- 4: Freight Connectors



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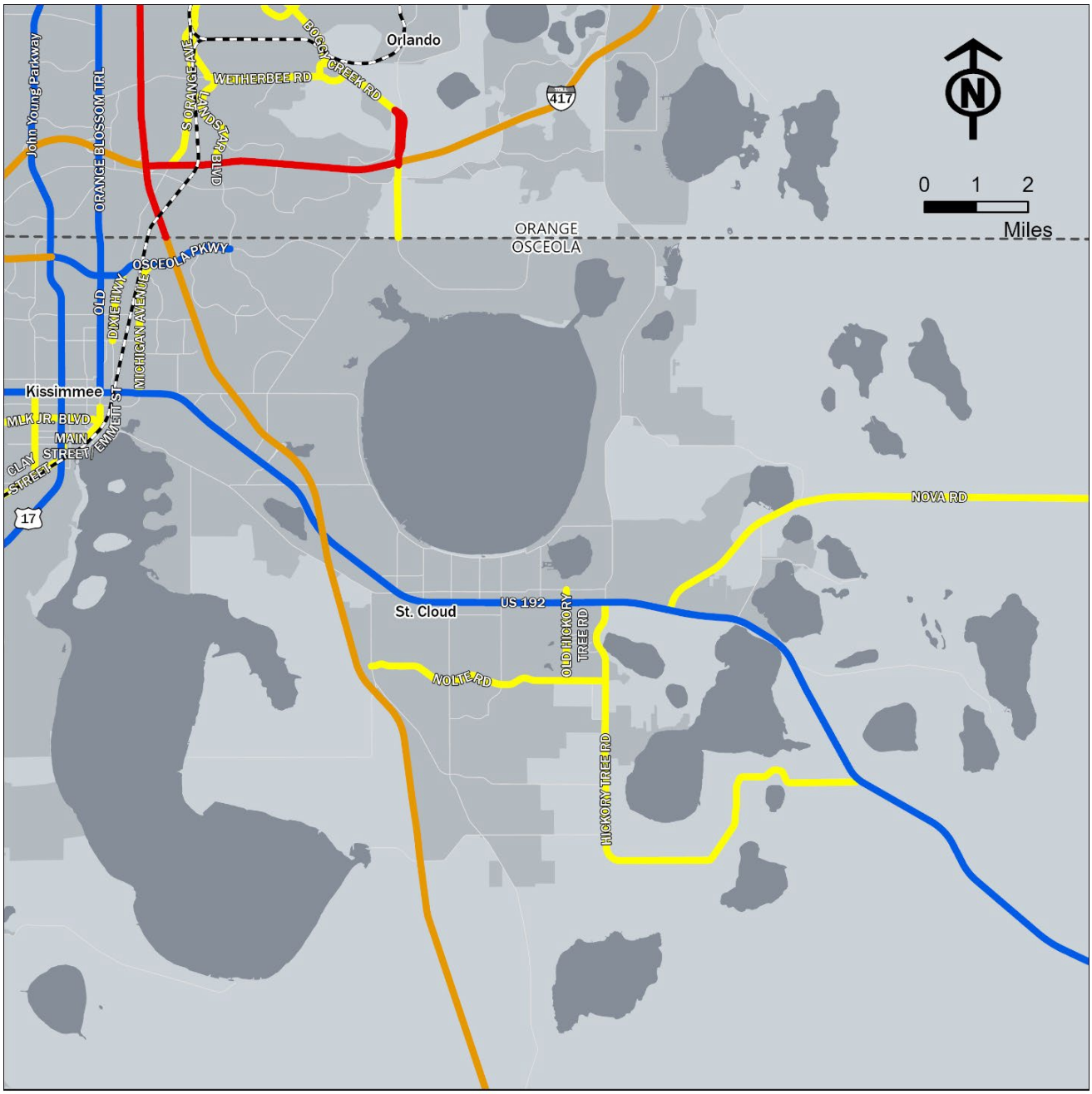

Tiers

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- 2: Other Principal Freight Network
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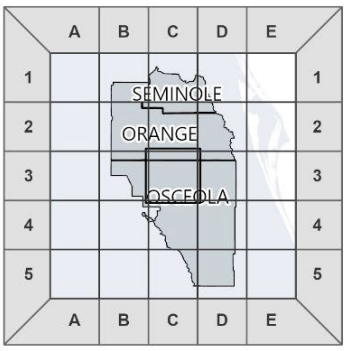
- 4: Freight Connectors



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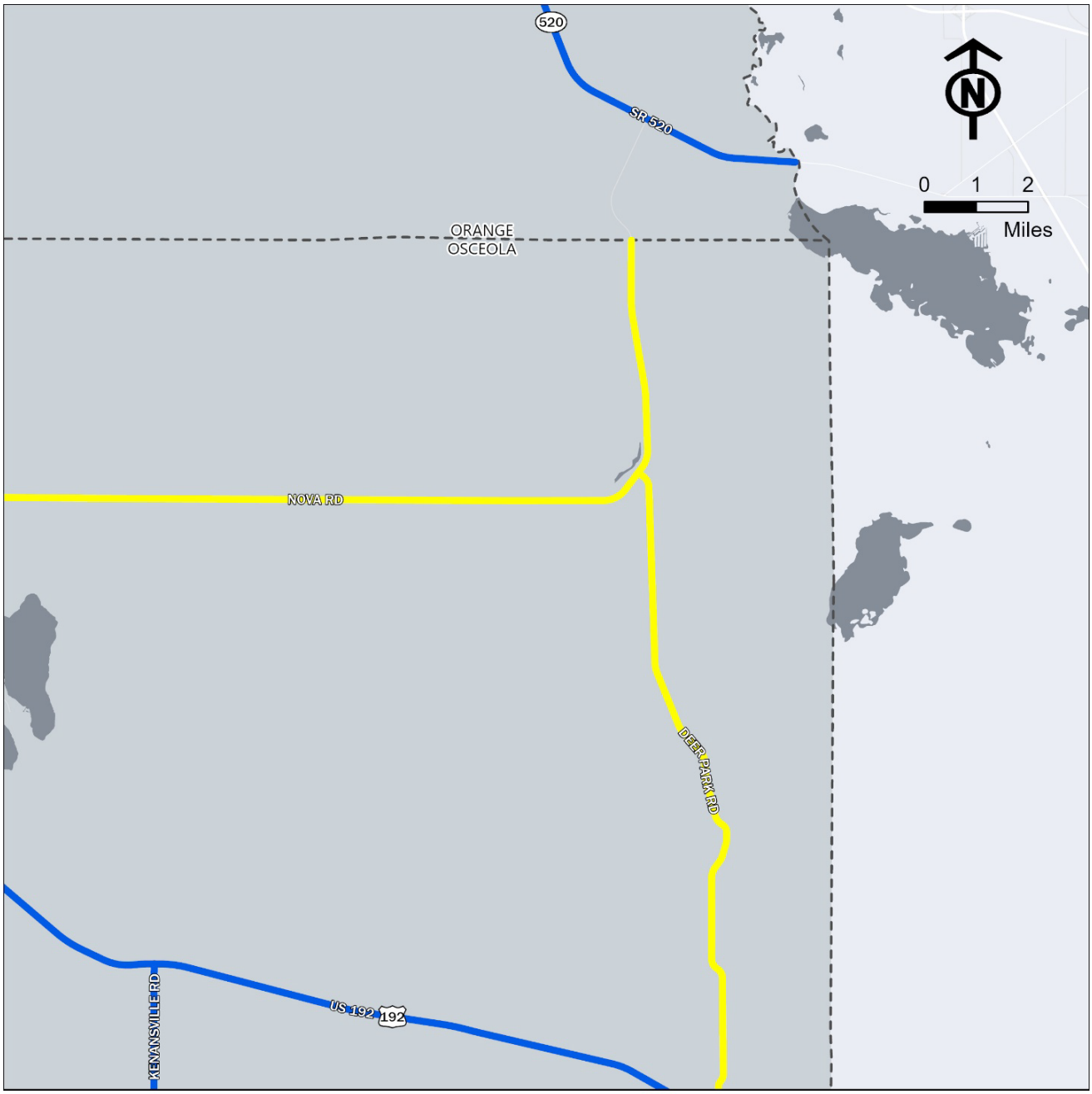

Tiers
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- 4: Freight Connectors

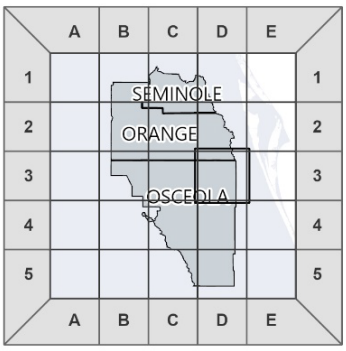
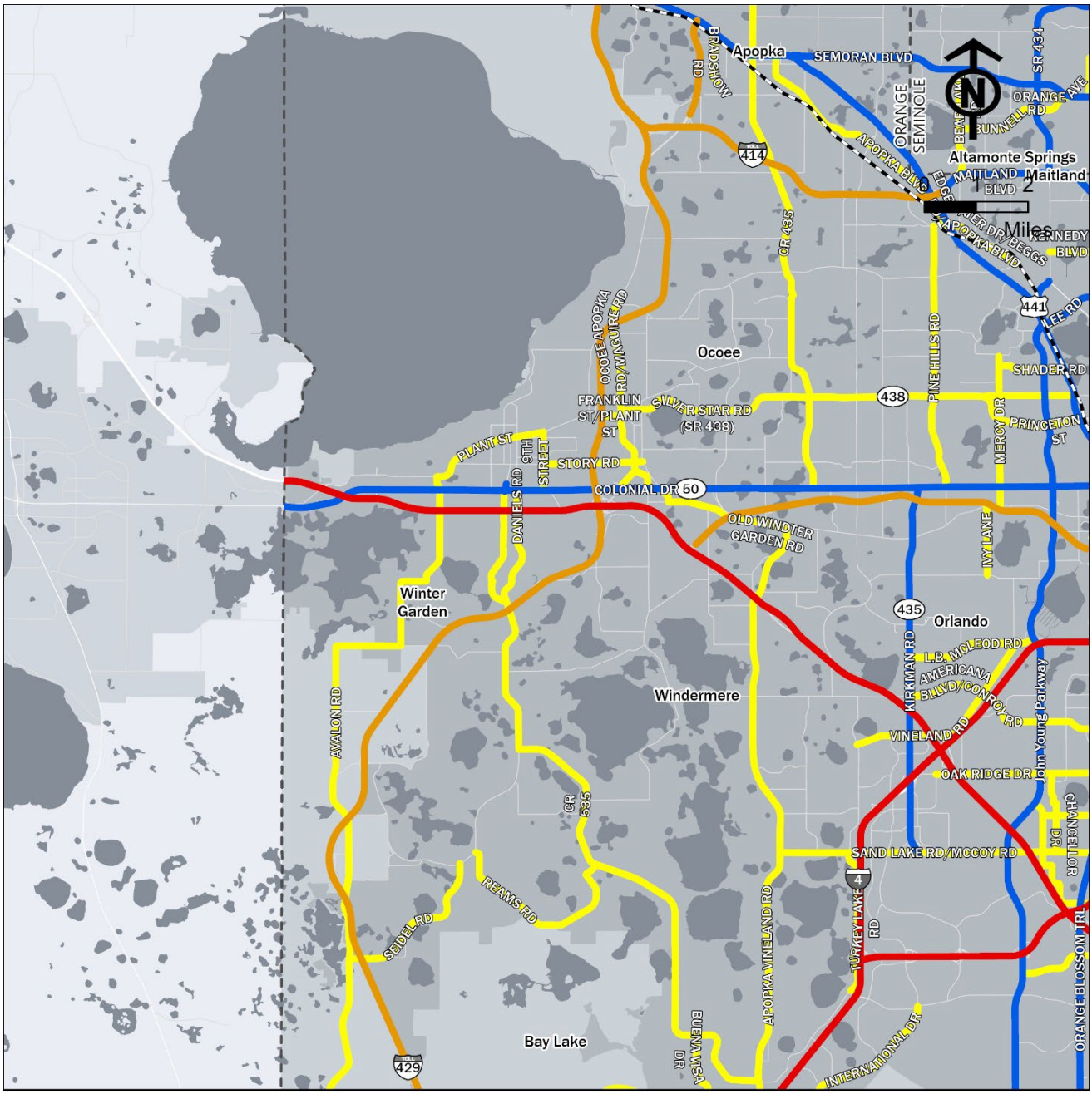


Figure B - 12 Designated Freight Network 8



Tiers

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- 4: Freight Connectors

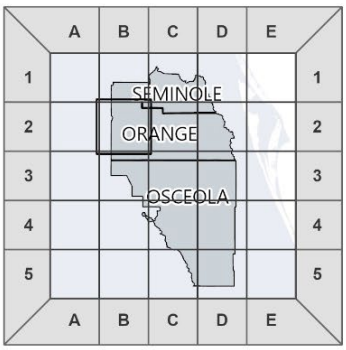
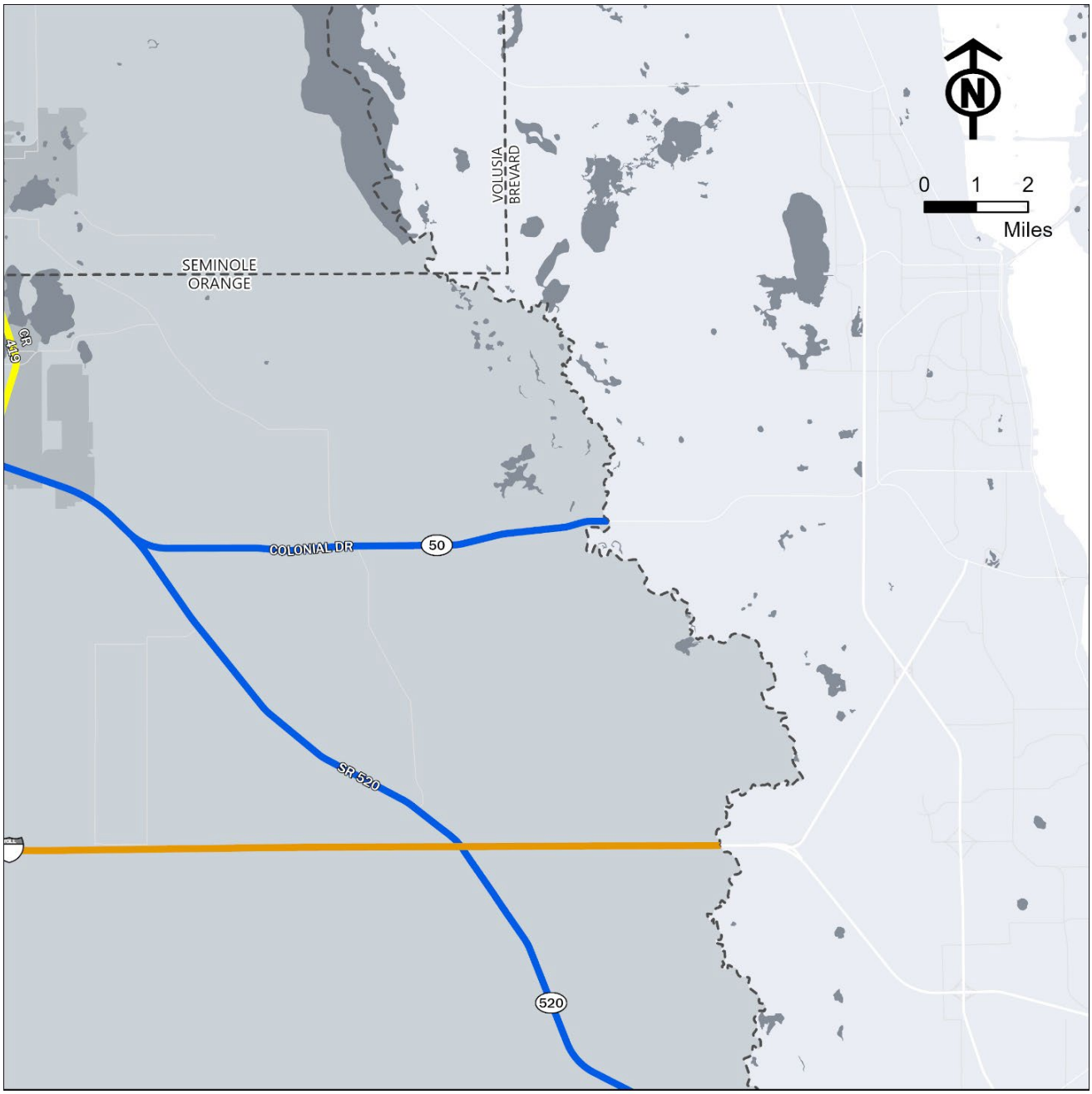


Figure B - 13 Designated Freight Network 9



Tiers
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- 4: Freight Connectors

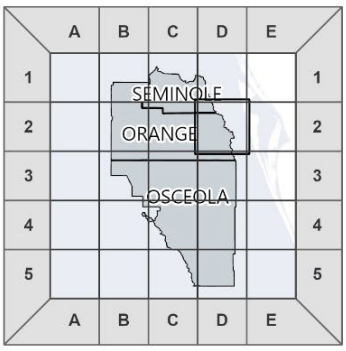


Figure B – 14 Designated Freight Network 10

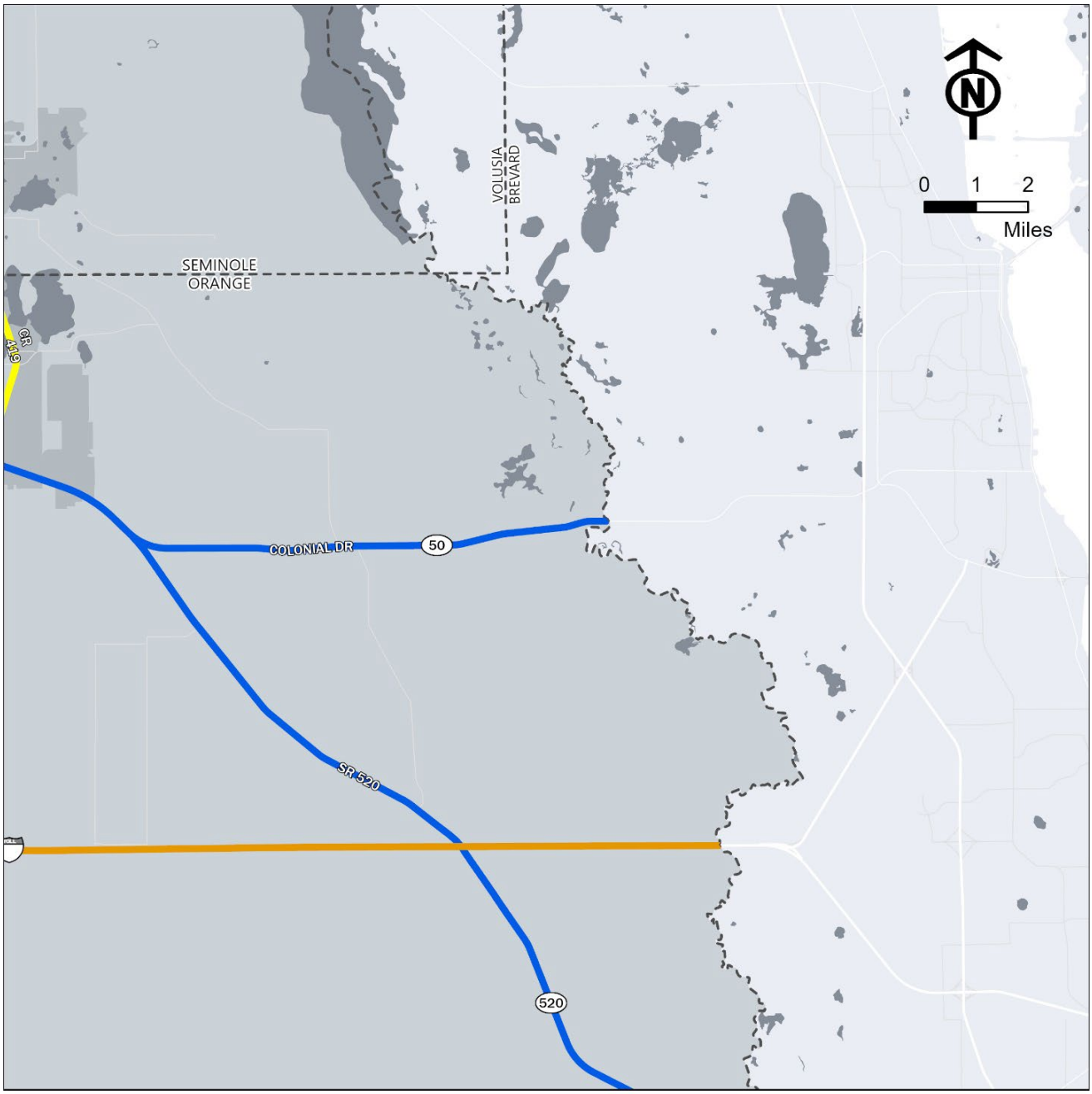


Figure B - 15 Designated Freight Network 11

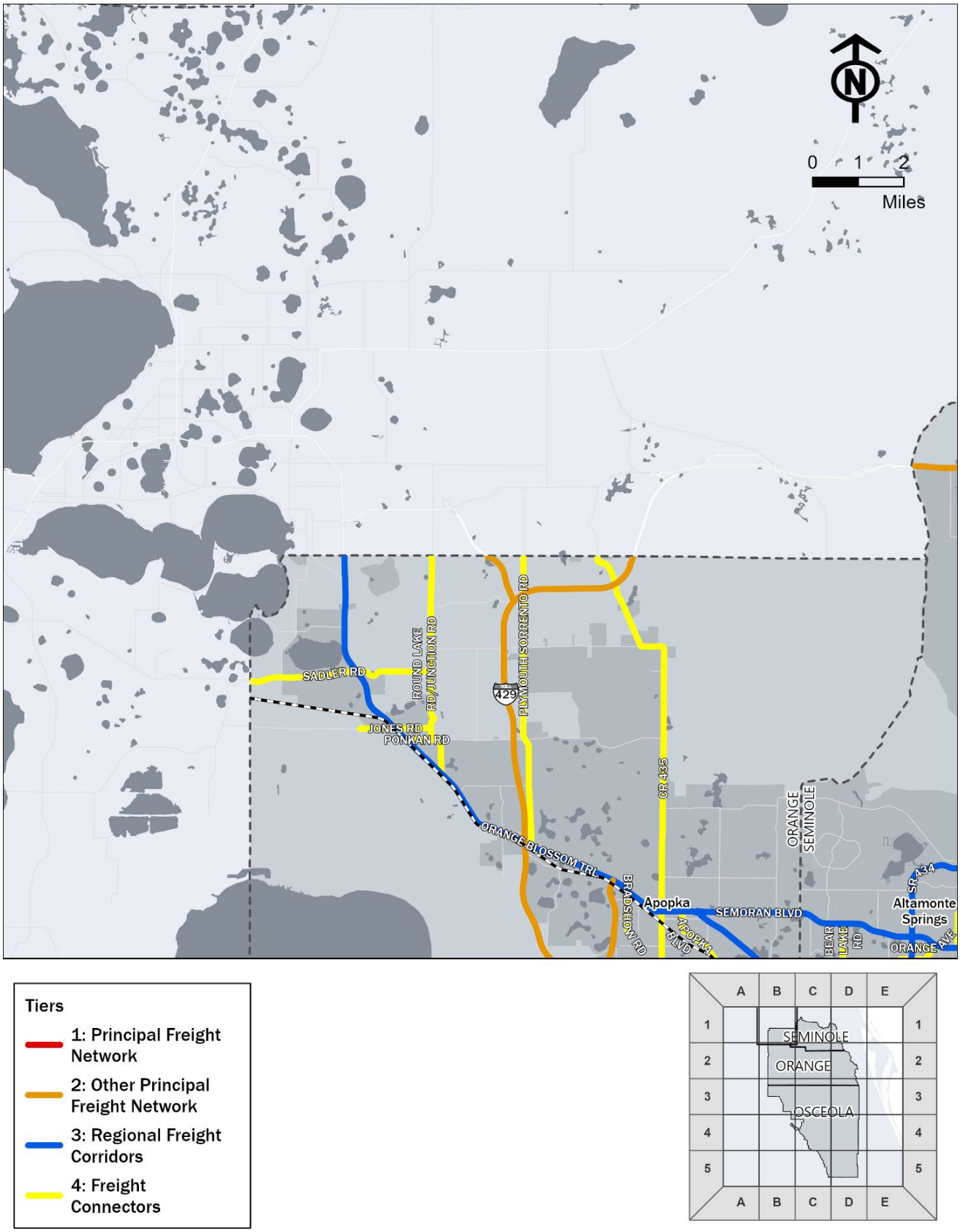
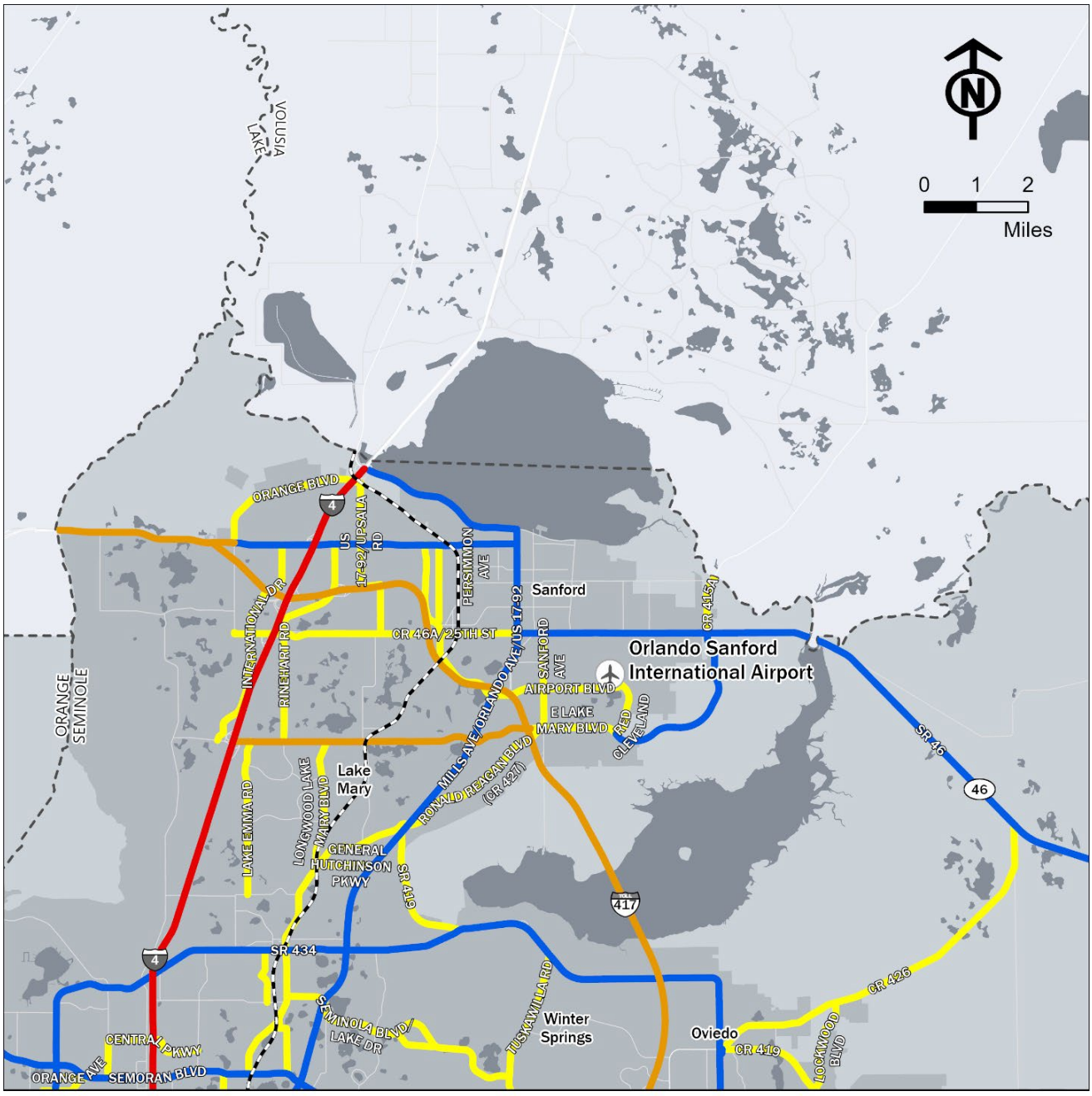


Figure B - 16 Designated Freight Network 12



Tiers

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- 3: Regional Freight Corridors
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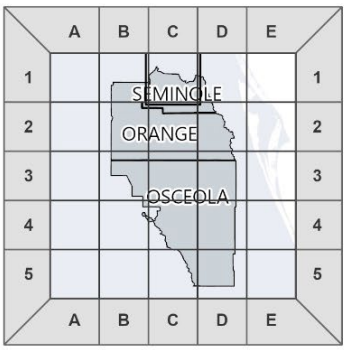
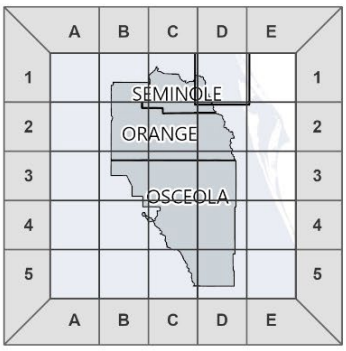


Figure B - 17 Designated Freight Network 13

Tiers
- 1: Principal Freight Network
- 2: Other Principal Freight Network
- 3: Regional Freight Corridors
- 4: Freight Connectors



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2050 Metropolitan Transportation Plan (MTP) – Overview of MTP Prioritization Goals, Evaluation Criteria, and Process

Consistent with FHWA's Transportation Performance Management (TPM) guidance, MetroPlan Orlando is identifying a data-driven and context-informed approach to assess candidate transportation projects for prioritization in the 2050 MTP. The intent of this process is to identify, select, and fund projects which best address regional transportation goals, objectives, and targets. The prioritization process is intended to be used as a guide to assist MetroPlan Orlando and its partner agencies in establishing the order in which projects may be implemented, based on forecasted funding levels; and ultimately, providing a basis for determining cost feasible projects for the 2050 MTP.

The core goals of the 2050 MTP include improving **Safety**, enhancing **Reliability**, increasing **Connectivity**, supporting **Community** well-being, and fostering **Prosperity**. Based on input from our local agency partners in August 2024, a preliminary goal area weighting has been identified to represent the overall preference and significance of goal areas in relation to one another. Each of the goal areas is paired with specific evaluation criteria to assess how well proposed projects address these priorities.

Figure 1. 2050 MTP Goals

Several plans recently completed by MetroPlan Orlando were reviewed for applicable evaluation criteria. These include:

- MetroPlan Orlando Active Transportation Plan,
- Vision Zero Central Florida Safety Action Plan,
- Transportation Systems Management & Operations Master Plan,
- Speed Management Network Screening,
- 2045 Metropolitan Transportation Plan,
- Central Florida Visitor Study, and
- Critical Sidewalk Gap Analysis.

The draft evaluation criteria is proposed to be applied across nine different transportation modes or programs (as presented in Table 1). These evaluation criteria will be further refined through stakeholder input to remain relevant, goal-oriented, transparent, and provide equal access to transportation. The nine transportation modes or programs are reflected in the above plans and studies, as well as through regional policies such as Complete Streets Policies, which include multimodal investments in streets that are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities.

Table 1 presents the five goal areas along with their corresponding evaluation criteria and applicability to different modes. Table 2 describes each criterion detail and provides their respective data source. Some criteria are composite in nature. For instance, the regional safety score is calculated using a combination of total crash rates, fatality and serious injury crash rates, and the number of pedestrian and bicycle crashes.

There are nine modes/programs to which the evaluation criteria can potentially apply. Applicability is marked by "✓" (applicable) or "-" (not applicable).

To evaluate the proposed plan, please respond to the survey https://www.surveymonkey.com/r/9ZVHKY3 considering the following questions:

- Are all the criteria within each goal area relevant, or should any be added, removed, or reallocated to a different goal area?
- Which of the nine modes/programs are the criteria applicable or not applicable to?
- Is the number of criteria under each mode/program appropriate, or are there too few or too many?

Table 1 | 2050 MTP - Draft Goals, Evaluation Criteria, Source, and Applicability

Goal Area	Evaluation Criteria	Applicability								
		State Highway System	Multimodal & Complete Streets	Critical Sidewalk Projects	Active Transportation	Trail Projects	Safe Routes to School Projects	TSMO Intersection Projects	Other TSMO Projects	Safety/ Vision Zero Projects
Safety (35%)	Regional Safety Score – Corridors & Intersections	✓	✓	✓	✓	✓	✓	✓	✓	✓
	High Injury Network Segments	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Safe Speeds Management Corridor	✓	✓	✓	✓	-	✓	✓	✓	✓
Reliability (20%)	Travel Time Reliability (Auto)	✓	✓	-	-	-	-	✓	✓	-
	Fiber Optic Presence	✓	✓	-	-	-	-	✓	✓	✓
	Evacuation Route Designation	✓	✓	-	-	-	-	✓	✓	-
Connectivity (25%)	Transit System Headways	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Existing Population: ½ Mile of Non-Transit Corridor	✓	✓	✓	✓	✓	-	-	-	✓
	Existing Jobs: ½ Mile of Non-Transit Corridor	✓	✓	✓	✓	✓	-	-	-	✓
	Cultural & Recreational Locations Within ½ mile of Corridor	✓	✓	✓	✓	✓	-	-	-	✓
	Food & Healthcare Locations: ½ Mile of Corridor	✓	✓	✓	✓	✓	-	-	-	✓
	Schools: ¼ Mile of Corridor	✓	✓	✓	✓	✓	✓	✓	✓	✓

✓ (applicable)
- (not applicable)

Goal Area	Evaluation Criteria	Applicability								
		State Highway System	Multimodal & Complete Streets	Critical Sidewalk Projects	Active Transportation	Trail Projects	Safe Routes to School Projects	TSMO Intersection Projects	Other TSMO Projects	Safety/ Vision Zero Projects
Community (10%)	Existing Pedestrian Level of Comfort (PLOC)	-	✓	✓	✓	✓	✓	-	-	✓
	Existing Residential Density: ¼ Mile of Multimodal Facility	-	✓	✓	✓	✓	✓	-	-	✓
	Public Health Indicator Rates	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Relative Change: AADT	✓	✓	✓	✓	-	-	✓	✓	✓
	Jurisdictional Significance	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Transportation Underserved Communities	-	✓	✓	✓	✓	✓	✓	✓	✓
Prosperity (10%)	Percentage of Commercial Vehicle Traffic	✓	✓	-	-	-	-	✓	✓	-
	Existing Non-Residential Density: ¼ Mile of Multimodal Facility	-	✓	✓	✓	✓	-	-	-	✓
	Statewide Truck Bottlenecks: Intensity & Proximity	✓	-	-	-	-	-	-	-	-
	Freight Intensive Land Uses within 1-mile of Corridor	✓	✓	-	-	-	-	✓	✓	-
	Cost Burdened Households: ¼ Mile of Corridor	-	✓	✓	✓	✓	✓	✓	✓	✓
	On the Visitor Network	✓	✓	✓	✓	-	-	-	-	✓
	Cost of Congestion	✓	✓	-	-	-	-	✓	✓	-

✓ (applicable)
- (not applicable)

Table 2 | 2050 MTP - Draft Evaluation Criteria and Logic Description

Goal Area	Evaluation Criteria	Description	Data Source
Safety: 35%	Regional Safety Score (Corridors and Intersections)	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.	Vision Zero Central Florida Safety Action Plan
	High Injury Network Segments	High-injury network (HIN) segments will be prioritized across regional, county, and local road levels.	Vision Zero Central Florida Safety Action Plan
	Safe Speeds Management Corridor	Using current traffic speeds to identify corridors with a higher disparity between the current average operating speed and the posted speed. Greater the difference between current operating and posted speed, the greater the need, greater the point allocation.	Speed Management Network Screening (2022)
Reliability: 20%	Travel Time Reliability (Auto)	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.	StreetLight Data
	Fiber Optic Presence	Fiber enables the implementation of active ITS solutions, such as allowing traffic signals to be coordinated and adjusted in real-time along a corridor.	Transportation Systems Management & Operations Master Plan
	Evacuation Route Designation	Evacuation routes receive higher point allocations, while non-evacuation routes with reliability needs get fewer points.	Florida Division of Emergency Management GeoPortal (arcgis.com)
Connectivity: 25%	Transit System Headways	Increased transit frequency provides riders with greater flexibility and improves reliability and confidence of using transit as a travel mode.	LYNX, SunRail
	Existing Population: ½ Mile of Non-Transit Corridor	To improve housing access to high frequency transit, corridors with the largest population and no transit should be prioritized for improvement.	CFRPM V7, LYNX
	Existing Jobs: ½ Mile of Non-Transit Corridor	To improve employment access to high frequency transit, corridors with the largest population and no transit should be prioritized for improvement.	CFRPM V7, LYNX
	Food & Healthcare Locations: ½ Mile of Corridor	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	WAVE
	Cultural & Recreational Locations Within ½ mile of Corridor	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.	WAVE
	Schools: ¼ Mile of Corridor	Corridors near schools and daycare centers universities, community colleges, and vocational training centers are prioritized for improvement across all transportation modes.	WAVE

Goal Area	Evaluation Criteria	Description	Data Source
Community: 10%	Existing Pedestrian Level of Comfort (PLOC)	To improve pedestrian and bicycle user's comfort, corridors with lower pedestrian level-of-comfort (PLOC) scores should be prioritized for improvement. Lower the PLOC, greater the need, greater the point allocation.	MetroPlan Orlando Active Transportation Plan
	Existing Residential Density: ¼ Mile of Multimodal Facility	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. Corridors were assessed for the number of residential units within ¼ mile of these facilities.	CFRPM V7, LYNX, Sidewalks, Bike Lanes
	Public Health Indicator Rates	To reduce the health impacts associated with physical inactivity, corridors that serve areas with a higher risk for the associated chronic diseases should be prioritized. The greater the health risks, greater the need for active transportation facilities, greater the point allocation.	Health Mobility Tool
	Relative Change: AADT	Increased AADT in 2050 compared to existing indicates a higher need (i.e., more points for higher degree of change).	2050 MTP Traffic Forecast
	Jurisdictional Significance	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.	Local Agency Feedback on 2050 MTP Needs Assessment
	Transportation Underserved Communities	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 may also combine with the Climate and Economic Justice Screening Tool (CEJST) data to identify underserved communities, as detailed in MetroPlan Orlando's Transportation for All report.	USDOT Equitable Transportation Community (ETC) Explorer (arcgis.com)

Goal Area	Evaluation Criteria	Description	Data Source
Prosperity: 10%	Percentage of Commercial Vehicle Traffic	To promote transportation projects that expand and enhance economic prosperity, corridors which serve higher percentages of commercial vehicles should be prioritized for improvement. Greater the truck percentage, greater the need, greater the point allocation.	2050 MTP Freight Element
	Existing Non-Residential Density: ¼ Mile of Multimodal Facility	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 bike lane.	CFRPM V7, LYNX, Sidewalks, Bike Lanes
	Statewide Truck Bottlenecks: Intensity & Proximity	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.	Truck Bottlenecks NPMRDS
	Freight Intensive Land Uses within 1-mile of Corridor	To promote transportation projects that expand and enhance economic prosperity, corridors which serve as the last mile connection for freight should be prioritized for improvement. Greater the freight intensive land use, greater the need, greater the point allocation.	FDOT Generalized Land Use
	Cost Burdened Households: ¼ Mile of Corridor	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 cost burdened households, greater the need, greater the point allocation.	5-year American Community Survey Data
	On the Visitor Network	To improve the transportation experience for visitors and supportive-industry workers, visitor emphasis corridors on the visitor network exhibiting a high percentage of visitor traffic should be prioritized. Inclusion on the visitor emphasis corridor list means that there is a high percentage of visitor traffic there, as well as a greater need, and a resulting greater point allocation.	Central Florida Visitor Study - 2022
	Cost of Congestion	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.	Streetlight Data