

# Transportation Element

*Goals, Objectives, and Policies*

*Approved August 12, 1991 • Amended June 8, 2009*

POLICY DOCUMENT

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# **TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES**

## **INTERMODAL SYSTEM**

### **GOAL 1**

To develop a balanced transportation system that supports building a livable community and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, demand management programs, and traffic management techniques.

**Objective 1.1** Throughout the planning period, the City shall encourage the efficient use of its transportation infrastructure.

*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

Policy 1.1.1 The City shall continue use of the Land Development Code's maximum number of parking spaces permitted for each land use category to encourage walking, bicycling, ridesharing, transit use, and shared parking.

Policy 1.1.2 The City shall review the Land Development Code's parking standards to identify amendments needed to promote infill development and at the same time address the changing characteristics of office and manufacturing uses.

Policy 1.1.3 The City shall limit the addition of new long-term parking spaces in the Downtown core, and pursue park-and-ride facilities to support rideshare programs and express bus service.

Policy 1.1.4 The City shall pursue designation of exclusive high-occupancy vehicle (HOV) lanes on limited access facilities through coordination with the Florida Department of Transportation, Metroplan Orlando, the Orlando-Orange County Expressway Authority, and appropriate local governments.

Policy 1.1.5 The City shall support Intelligent Transportation Systems (ITS) for Downtown Orlando to encourage the most efficient use of its transportation infrastructure.

*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

**Objective 1.2** Every Metropolitan Activity Center shall be served by internal public transit, bikeway, and pedestrian systems by 2030, and every Urban Activity Center shall integrate such systems to the maximum extent possible.

*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

Policy 1.2.1 The City shall ensure the provision of transit centers, super stops, and other facilities necessary to support transit in metropolitan activity centers and to facilitate transfer of passengers to and from the regional transit system.

- Policy 1.2.2 New or expanded metropolitan activity centers shall only be approved in conjunction with the approval of financially feasible plans for internal transit, bikeway, and pedestrian systems that reduce reliance on automobiles for access and internal circulation.
- Policy 1.2.3 Reserved.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.2.4 The City shall encourage increased land use densities and mixed uses, consistent with the Future Land Use Element to enhance the feasibility of transit and to promote alternative transportation modes.
- Objective 1.3** By 2020, 5 percent of work trips shall be accommodated by public transit.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.3.1 The City shall continue to provide annual contributions to the Central Florida Regional Transportation Authority (dba Lynx) to fund transit service improvements consistent with Objective 3.3.
- Policy 1.3.2 The City shall continue to support the regional Mobility Assistance program as a provider of services such as ridematching, vanpooling, and transit system information.
- Policy 1.3.3 The City shall ensure that super stops, transit centers, and park-and-ride lots are designed to accommodate bicyclists. Safe and adequate bicycle parking facilities shall be provided at these locations. The thoroughfare system providing access to these centers and lots should allow for safe and adequate bicycle use.
- Objective 1.4** The City shall maintain within the Land Development Code standards for access to public transit, bicycle and pedestrian systems. Such standards shall apply to new developments, substantial enlargements and substantial improvements of existing developments, and to road improvements.
- Policy 1.4.1 The City shall require site and building design for new developments within the transit service area and for Developments of Regional Impact to be coordinated with public transit, bicycle, and pedestrian systems. Requirements may include, but not be limited to, pedestrian access to transit vehicles, transit vehicle access to buildings, bus pull-offs, transfer centers, shelters, and bicycle facilities.
- Policy 1.4.2 The City shall implement Land Development Code requirements which improve pedestrian access to the transit system in order to assist the Central Florida Regional Transportation Authority (dba Lynx) in the transition of users from the Transportation Disadvantaged program into the fixed-route system.
- Policy 1.4.3 The City shall require developments to provide the following, if applicable:

- Full accommodations for pedestrian access and movement
- Full accommodations for bicycles, including lockers and racks
- Well designed accommodations for transfer of passengers at designated transit facilities
- Preferential parking for rideshare participants
- Well designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites
- Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access
- Weather protection at transit stops

Policy 1.4.4 The City shall require that new development be compatible with and further the achievement of the Transportation Element. Requirements for compatibility may include but are not limited to:

- Orienting pedestrian access to transit centers and existing and planned transit routes
- Locating parking to the side or behind the development to provide pedestrian accessibility of building entrances and walkways to the street, rather than separation of the building from the street by parking
- Providing clearly delineated routes through parking lots to safely accommodate pedestrian and bicycle circulation

Policy 1.4.5 The City shall support transportation related urban design studies and projects, such as traffic calming, view corridors, regional directional sign plans, and street tree plantings.

Policy 1.4.6 Consistent with its “City Beautiful” identity and to the maximum extent feasible and as appropriate to right-of-way and other corridor characteristics, the City shall include landscaping and streetscaping as roadway design components in order to enhance the function for all users.

**Objective 1.5** The City shall review the Land Development Code annually to determine the need for amendments to make it consistent with changes to road classifications, transit, bicycle and pedestrian facility requirements, access management regulations, and transportation systems management techniques.

Policy 1.5.1 The City shall enforce the Access Management Standards included in the Land Development Code to ensure appropriate access to the city’s transportation system.

- Policy 1.5.2 The City shall preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roadways.
- Policy 1.5.3 The City shall amend the Land Development Code as appropriate to maintain consistency with changes to transit, bicycle and pedestrian facility requirements, access control regulations, and transportation systems management techniques.
- Objective 1.6** Access to the Orlando International Airport and Orlando Executive Airport shall be improved by 2015 through integration of existing and future ground transportation systems.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.6.1 Access to the Orlando International Airport shall be improved through a combination of improvements (including enhanced transit service and implemented roadways system expansion) implemented by the City of Orlando, adjacent jurisdictions, the Central Florida Regional Transportation Authority (dba Lynx), the Florida Department of Transportation, and the Greater Orlando Aviation Authority.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.6.2 The City shall promote the design and planning of multi-modal facilities that provide adequate ingress and egress to existing and future aviation facilities.
- Policy 1.6.3 The City shall advocate the provision of better access to the Orlando International Airport from Downtown Orlando and the northern half of the urban area. This access may be highway, rail and/or bus.
- Objective 1.7** The City shall annually coordinate with the Greater Orlando Aviation Authority to identify transportation alternatives to serve the Orlando International Airport.  
*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704)*
- Policy 1.7.1 The City shall promote increased alternative transportation opportunities at the Orlando International Airport and Orlando Executive Airport to reduce reliance on automobile travel and encourage greater use of transportation alternatives.
- Policy 1.7.2 The City shall support the proposed Port Canaveral/Orlando International Airport railway corridor. This corridor shall be designed to promote the movement of people and goods from the coast to the Orlando International Airport and not to facilitate the premature development of urban uses along the corridor.

## ROADWAY SYSTEM

- Objective 1.8** The Traffic Circulation Level of Service Standards as defined in Policies 1.8.1 and 1.8.2 shall be maintained through 2030.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.8.1 Figure TE-1 shall be the Traffic Circulation Level of Service Standards by planning period for every major thoroughfare outside the Transportation Concurrency Exception Area (TCEA) and within city boundaries. Assessment of the level of service for major thoroughfares outside the TCEA and within city boundaries shall be based on peak hour directional traffic, using the most recent Highway Capacity Manual or other accepted procedures.
- Policy 1.8.2 The City shall exempt the area shown in Figure TE-2 from Transportation Concurrency for roadways in order to promote infill development and encourage use of alternative transportation modes.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.8.3 When major thoroughfares located outside the Transportation Concurrency Exception Area are added to Figure TE-1, the default Level of Service (LOS) Standard shall be as follows: 1) LOS Standard "E", or 2) If the roadway is operating at LOS "F", to maintain or improve the roadway performance at time of inclusion in Figure TE-1.  
*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)*

**FIGURE TE-1**

**TRANSPORTATION ELEMENT**

**LEVEL OF SERVICE STANDARDS FOR ROADWAYS**

Roadway Segment	From	To	LOS Standard
4th Street	11th Street	Boggy Creek Road	E
Alafaya Trail Extension	Narcoossee Road	Central Florida Greenway	E
Americana Boulevard	John Young Parkway	Texas Avenue	E
Augusta National Drive	T.G. Lee Boulevard	Hazeltine National Drive	E
Augusta National Drive	Hazeltine National Drive	Lee Vista Boulevard	E
Augusta National Drive	Lee Vista Boulevard	Hoffner Avenue	E
Beachline Expressway (EB)	Goldenrod Road Extension	Narcoossee Road	E
Beachline Expressway (WB)	Narcoossee Road	Goldenrod Road Extension	E
Beachline Expressway (EB)	Semoran Boulevard	Goldenrod Road Extension	E
Beachline Expressway (WB)	Goldenrod Road Extension	Semoran Boulevard	E
Beachline Expressway (EB)	Tradeport Drive	Semoran Boulevard	E
Beachline Expressway (WB)	Semoran Boulevard	Tradeport Drive	E
Beachline Expressway (EB)	Boggy Creek Road	Tradeport Drive	E
Beachline Expressway (WB)	Tradeport Drive	Boggy Creek Road	E
Bent Pine Drive	Semoran Boulevard	Augusta National Drive	E
Bent Pine Drive	Augusta National Drive	Corporate Centre Boulevard	E
Boggy Creek Road	Jetport Drive	Landstreet Road	E
Boggy Creek Road	Landstreet Road	4th Street	E
Boggy Creek Road	4th Street	Tradeport Drive	E
Boggy Creek Road	Tradeport Drive	Wetherbee Road	E
Boggy Creek Road	Wetherbee Road	Central Florida Greenway	E
Boggy Creek Road	Central Florida Greenway	Orange County Line	E
Carrier Drive	International Drive	Grand National Drive	E
Central Florida Greenway (NB)	Boggy Creek Road	Narcoossee Road	E
Central Florida Greenway (SB)	Narcoossee Road	Boggy Creek Road	E
Central Florida Greenway (NB)	Narcoossee Road	Moss Park Road	E
Central Florida Greenway (SB)	Moss Park Road	Narcoossee Road	E
Central Florida Greenway (NB)	Moss Park Road	Beachline Expressway	E
Central Florida Greenway (SB)	Beachline Expressway	Moss Park Road	E
Chickasaw Trail	Red Bay Drive	Lee Vista Boulevard	E
Conroy Road	Hiawassee Road	Turkey Lake Road	E
Conroy Road	Turkey Lake Road	Kirkman Road	E
Conroy Road	Kirkman Road	Mission Road	E
Conroy Road	Mission Road	Orlando-Vineland Road	E
Conroy Road	Orlando-Vineland Road	I-4 Interchange	E
Conroy Road	I-4 Interchange	John Young Parkway	E
Conway Road	Hoffner Avenue	Lee Vista Extension	F (1,619.3 vplph)
Conway Road	Lee Vista Extension	McCoy Road	F (1,293.2 vplph)
Corporate Centre Boulevard	Bent Pine Drive	Lee Vista Boulevard	E
Dowden Road	Boggy Creek Road	Tradeport Drive	E
Dowden Road	Heinzelman Road	Narcoossee Road	E
Econlockhatchee Trail	Curry Ford Road	Lee Vista Boulevard Extension	E
Florida's Turnpike (NB)	Interstate 4	E-W Expressway	E
Florida's Turnpike (SB)	E-W Expressway	Interstate 4	E
Florida's Turnpike (NB)	Orange Blossom Trail	Interstate 4	E
Florida's Turnpike (SB)	Interstate 4	Orange Blossom Trail	E
Forbes Place	Shadowridge Drive	North Frontage Road	E
Grand National Drive	W. Oakridge Road	Carrier Drive	E
Hazeltine National Drive	Shadowridge Drive	Semoran Boulevard	E
Hazeltine National Drive	Semoran Boulevard	TPC Boulevard	E
Hazeltine National Drive	TPC Boulevard	New Goldenrod Road	E
Heinzelman Boulevard	New Goldenrod Road	South Access Road	E
Hiawassee Road	Old Winter Garden Road	Raleigh Street	E
Hiawassee Road	Raleigh Street	Metrowest Boulevard	F (1,123.8 vplph)
Hiawassee Road	Metrowest Boulevard	Florida's Turnpike Bridge	F (1,123.8 vplph)
Hoffner Avenue	Conway Road	Shadowridge Drive	F (1,210.5 vplph)
Hoffner Avenue	Shadowridge Drive	Semoran Boulevard	F (1,210.5 vplph)
Hoffner Avenue	Patch Road	Goldenrod Road	F (1,038.1 vplph)
Holden Avenue	John Young Parkway	Texas Avenue	E
Holden Avenue	Texas Avenue	Rio Grande Avenue	E
Hollywood Way	Turkey Lake Road	Universal Boulevard	E
International Drive	Oakridge Road	Grand National Drive	E

**FIGURE TE-1**

**TRANSPORTATION ELEMENT**

**LEVEL OF SERVICE STANDARDS FOR ROADWAYS**

Roadway Segment	From	To	LOS Standard
International Drive	Grand National Drive	Kirkman Road	E
International Drive	Kirkman Road	Universal Boulevard	F (956.6 vplph)
International Drive	Universal Boulevard	Sand Lake Road	E
Interstate 4 (EB)	Sand Lake Road	Kirkman Road	E
Interstate 4 (WB)	Kirkman Road	Sand Lake Road	E
Interstate 4 (EB)	Kirkman Road	Florida's Turnpike	F (2,062.8 vplph)
Interstate 4 (WB)	Florida's Turnpike	Kirkman Road	F (2,177.4 vplph)
Interstate 4 (EB)	Florida's Turnpike	Conroy Road Interchange	E
Interstate 4 (WB)	Conroy Road Interchange	Florida's Turnpike	E
Interstate 4 (EB)	Conroy Road Interchange	John Young Parkway	E
Interstate 4 (WB)	John Young Parkway	Conroy Road Interchange	E
Interstate 4 (EB/HOV)	Florida's Turnpike	John Young Parkway	E
Interstate 4 (WB/HOV)	John Young Parkway	Florida's Turnpike	E
Interstate 4 (EB/HOV)	Kirkman Road	Florida's Turnpike	E
Interstate 4 (WB/HOV)	Florida's Turnpike	Kirkman Road	E
Interstate 4 (EB/HOV)	International Drive	Kirkman Road	E
Interstate 4 (WB/HOV)	Kirkman Road	Sand Lake Road	E
Interstate 4 Overpass	W. Oakridge Road	Caravan Court/Major Boulevard	E
John Young Parkway	Interstate 4	Millenia Boulevard	F (1,425.8 vplph)
John Young Parkway	Millenia Boulevard	Conroy Road/Americana Boulevard	F (1,464.5 vplph)
John Young Parkway	Conroy Road/Americana Boulevard	Oak Ridge Road	F (1,759.5 vplph)
John Young Parkway	Oak Ridge Road	Sand Lake Road	F (1,334.3 vplph)
Kirkman Road	E-W Expressway	Old Winter Garden Road	F (1,007.8 vplph)
Kirkman Road	L.B. Mcleod Road	Conroy Road	F (1,270.0 vplph)
Kirkman Road	Conroy Road	Orlando-Vineland Road	F (1,279.9 vplph)
Kirkman Road	Orlando-Vineland Road	Major Boulevard	F (1,167.4 vplph)
Kirkman Road	Major Boulevard	Interstate 4	F (1,259.0 vplph)
Kirkman Road	Interstate 4	International Drive	F (1,162.9 vplph)
Kirkman Road	International Drive	Sand Lake Road	E
Lake Nona Road (A)	Boggy Creek Road	Narcoossee Road	E
Lake Nona Road (B)	Lake Nona Road (A)	Narcoossee Road	E
Landstreet Road	Sidney Hayes Road	Orange Avenue (CR 527)	E
Landstreet Road	Orange Avenue (CR 527)	Boggy Creek Road	E
Lee Vista Boulevard	Conway Road	Shadowridge Drive	F (997.4 vplph)
Lee Vista Boulevard	Shadowridge Drive	Semoran Boulevard	E
Lee Vista Boulevard	Semoran Boulevard	Augusta National Drive	E
Lee Vista Boulevard	Augusta National Drive	TPC Drive/Corporate Center Boulevard	E
Lee Vista Boulevard	TPC Drive/Corporate Center Boulevard	New Goldenrod Road	E
Lee Vista Boulevard	New Goldenrod Road	Narcoossee Road	E
Lee Vista Boulevard	Narcoossee Road	Chickasaw Trail	E
Lee Vista Boulevard	Chickasaw Trail	Econlockhatchee Trail	E
Lee Vista Boulevard	Econlockhatchee Trail	Central Florida Greenway	E
Major Boulevard	Orlando-Vineland Road	Kirkman Road	F (1,436.2 vplph)
Major Boulevard	Kirkman Road	Universal Boulevard	F (1,436.2 vplph)
McCoy Road	Conway Road	North Frontage Road	F (1,098 vplph)
Millenia Boulevard	Oakridge Road	Radebaugh Way	E
Millenia Boulevard	Radebaugh Way	Conroy Road	E
Millenia Boulevard	Conroy Road	John Young Parkway	E
Metrowest Boulevard	Hiwassee Road	Kirkman Road	F (1,038.7 vplph)
Mission Road (Pine Hills Extension)	L.B. Mcleod Road	Conroy Road	E
Moss Park Road	Narcoossee Road	Wewahootee Road	E
Narcoossee Road	New Goldenrod Road	Lee Vista Boulevard	F (1,051.4 vplph)
Narcoossee Road	Lee Vista Boulevard	Beachline Expressway	F (1,431.4 vplph)
Narcoossee Road	Beachline Expressway	Alafaya Trail Extension	E
Narcoossee Road	Alafaya Trail Extension	Moss Park Road	E
Narcoossee Road	Moss Park Road	Central Florida Greenway	E
Narcoossee Road	Central Florida Greenway	Orange County Line	E
New Goldenrod Road	Goldenrod Road	Hoffner Avenue	E
New Goldenrod Road	Hoffner Avenue	Lee Vista Boulevard	E
New Goldenrod Road	Lee Vista Boulevard	Beachline Expressway	E
New Goldenrod Road	Beachline Expressway	Heinzelman Boulevard	E
North Frontage Road	McCoy Road	Forbes Place	F (1,173.6 vplph)

**FIGURE TE-1  
TRANSPORTATION ELEMENT**

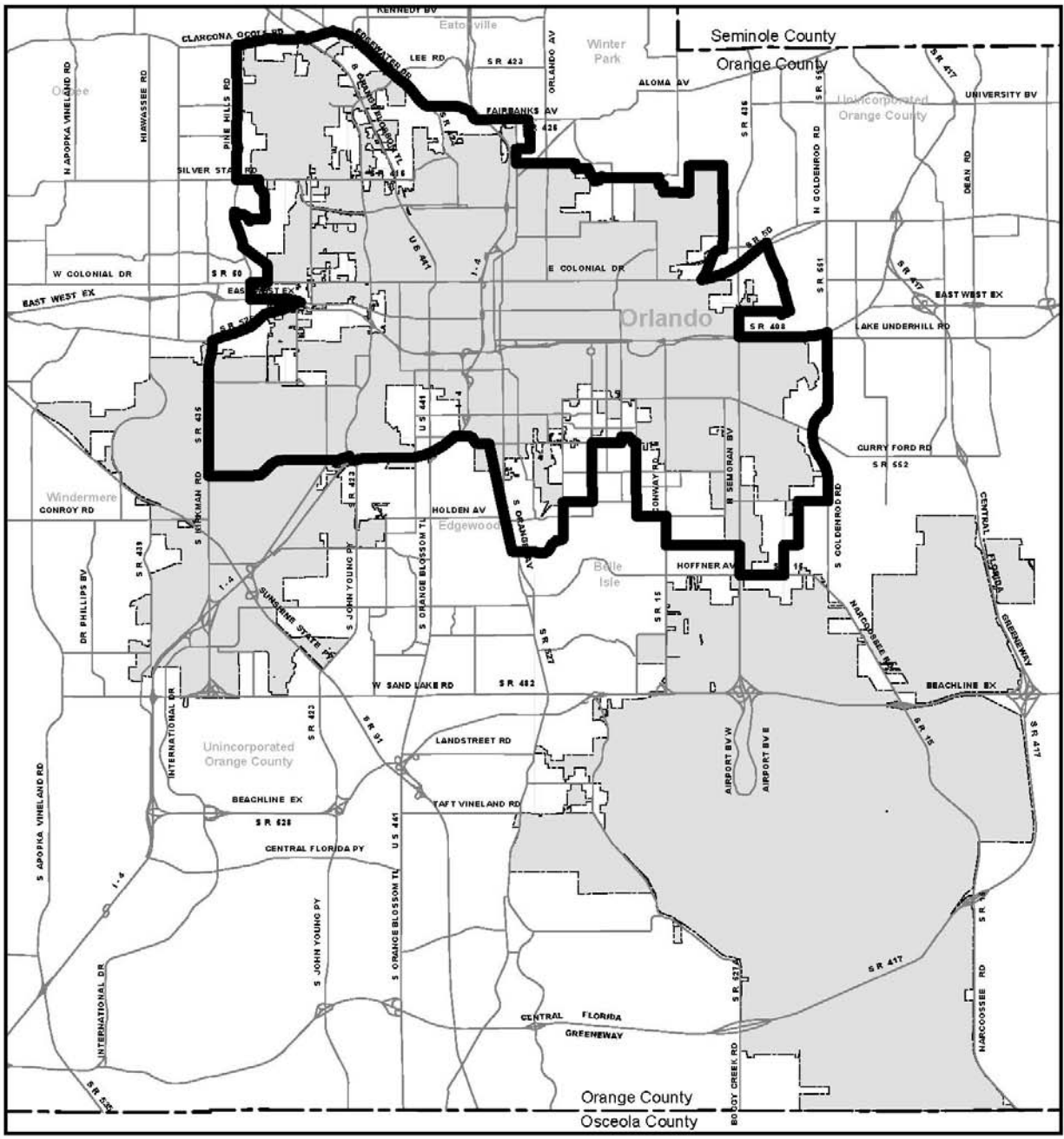
**LEVEL OF SERVICE STANDARDS FOR ROADWAYS**

Roadway Segment	From	To	LOS Standard
North Frontage Road	Forbes Place	Semoran Boulevard	F (1,173.6 vplph)
Oakridge Road	Grand National Drive	International Drive	E
Oakridge Road	International Drive	Millenia Boulevard	E
Oakridge Road	Millenia Boulevard	John Young Parkway	E
Old Winter Garden Road	Hiawassee Road	Kirkman Road	E
Orange Avenue (CR 527)	Jetport Drive	Landstreet Road	E
Orange Avenue (CR 527)	Landstreet Road	4th Street	E
Orange Avenue (CR 527)	4th Street	Tradeport Drive	E
Orange Avenue (CR 527)	Tradeport Drive	Wetherbee Road	E
Orange Blossom Trail	Kaley Avenue	29th Street	E
Orange Blossom Trail	29th Street	35th Street	F (1,813.1 vplph)
Orange Blossom Trail	TCEA Boundary	Holden Avenue	F (1,813.1 vplph)
Orlando-Vineland Road	L.B. Mcleod Road	Conroy Road	F (864.4 vplph)
Orlando-Vineland Road	Conroy Road	Radebaugh Way	E
Orlando-Vineland Road	Radebaugh Way	Major Boulevard	E
Orlando-Vineland Road	Major Boulevard	Kirkman Road	E
Orlando-Vineland Road	Kirkman Road	Universal Boulevard	E
Orlando-Vineland Road	Universal Boulevard	Turkey Lake Road	E
Patch Road	Hoffner Avenue	Bent Pine Drive	E
Radebaugh Way	Orlando-Vineland Road	Millenia Boulevard	E
Raleigh Street	Hiawassee Road	Kirkman Road	E
Rio Grande Avenue	Texas Avenue	TCEA Boundary	E
Sand Lake Road	International Drive	Universal Boulevard	F (951.4 vplph)
Sand Lake Road	Universal Boulevard	Kirkman Road	E
Sand Lake Road	Kirkman Road	John Young Parkway	E
Semoran Boulevard	Hoffner Avenue	Bent Pine Drive	F (1,387.1 vplph)
Semoran Boulevard	Bent Pine Drive	Lee Vista Boulevard	F (1,387.1 vplph)
Semoran Boulevard	Lee Vista Boulevard	Hazeltine National Drive	F (1,247.4 vplph)
Semoran Boulevard	Hazeltine National Drive	T.G. Lee Boulevard	F (1,247.4 vplph)
Semoran Boulevard	T.G. Lee Boulevard	Beachline Expressway	F (1,008.2 vplph)
Semoran Boulevard (HOV)	Michigan Street/Lake Margaret Drive	Hoffner Avenue/Lee Vista Boulevard	E
Semoran Boulevard (HOV)	Hoffner Avenue/Lee Vista Boulevard	Beachline Expressway	E
Shadowridge Drive	Hoffner Avenue	Lee Vista Boulevard Extension	E
Shadowridge Drive	Lee Vista Boulevard Extension	Hazeltine National Drive	E
Shadowridge Drive	Hazeltine National Drive	Forbes Place	E
Taft Vineland Road	Orange Avenue (CR 527)	Sidney Hayes Road	E
Texas Avenue	Americana Boulevard	Holden Avenue	E
Texas Avenue	Holden Avenue	Rio Grande Avenue	E
T.G. Lee Boulevard	Semoran Boulevard	Augusta National Drive	E
T.G. Lee Boulevard	Augusta National Drive	Patch Boulevard	E
T.G. Lee Boulevard	Patch Boulevard	Goldenrod Road Extension	E
TPC Drive	Lee Vista Boulevard	Hazeltine National Drive	E
TPC Boulevard	Hazeltine National Drive	T.G. Lee Boulevard	E
Tradeport Drive	McCoy Road	Beachline Expressway	F (1,097.6 vplph)
Tradeport Drive	Beachline Expressway	Jetport Drive	F (1,097.6 vplph)
Tradeport Drive	Jetport Drive	Boggy Creek Road	E
Tradeport Drive	Boggy Creek Road	Orange Avenue (CR 527)	E
Tradeport Drive	Orange Avenue (CR 527)	Taft Vineland Road	E
Turkey Lake Road	Conroy Road	Orlando-Vineland Road	F (800.4 vplph)
Turkey Lake Road	Orlando-Vineland Road	Hollywood Way	E
Turkey Lake Road	Hollywood Way	Sand Lake Road	E
Universal Boulevard	Orlando-Vineland Road	Major Boulevard	F (946.2 vplph)
Universal Boulevard	Major Boulevard	Hollywood Way	F (946.2 vplph)
Universal Boulevard	Hollywood Way	Interstate 4	F (1,183.4 vplph)
Universal Boulevard	Interstate 4	International Drive	F (1,183.4 vplph)
Universal Boulevard	International Drive	Sand Lake Road	E
Universal Boulevard	Sand Lake Road	International Drive (South)	E
Wetherbee Road Extension	Wetherbee Road	South Access Road	E

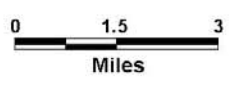
(Updated 4/21/03, Amended January 22, 2007, Effective Date February 21, 2007, Doc. No. 0701221001)



**Figure  
TE-2**

**Transportation Concurrency  
Exception Area**



**LEGEND**



-  Transportation Concurrency Exception Area Boundary
-  City Jurisdiction (June, 2008)



City of Orlando Economic Development Department  
City Planning Division June, 2008

Policy 1.8.4 The City shall develop roadway projects based on the need to improve transportation system efficiency balanced with quality urban design, whether inside or outside the Transportation Concurrency Exception Area. Where appropriate, roadways will be designed to ease the flow of buses by using turn-out bays, pre-emptive signals, high-occupancy vehicle lanes, and bus-only lanes.

*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)*

Policy 1.8.5 Improvements to the transportation system shall be prioritized based on safety considerations, existing deficiencies, multimodal and environmental considerations, physical, economic and policy constraints, contribution to quality urban design, required right-of-way needs, level of service, and appropriate system continuity.

*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)*

Policy 1.8.6 Transit corridors within the Transportation Concurrency Exception Area shall be given high priority for transit frequency increases to provide additional capacity to the transportation system.

*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)*

Policy 1.8.7 Major thoroughfares outside the Transportation Concurrency Exception Area with an adopted Level of Service Standard of “F” shall not be significantly degraded. Significant degradation means traffic increases exceeding the following percentages over the adopted vehicles per hour per lane (vphpl) standards:

**Limited Access Facilities**

- 4 Lanes 29%
- 6 Lanes 18%

**Arterials and Collectors**

- 2 Lanes Undivided 56%
- 4 Lanes Undivided 34%
- 4 Lanes Divided 25%
- 6 Lanes Divided 17%

**One-Way Roads**

- 2 Lanes 25%
- 3 Lanes 17%
- 4 Lanes 15%

### **Constrained Facilities**

- 4 or 6 lanes 10%

*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)*

Policy 1.8.8 Applicants for Growth Management Plan amendments to an activity center designation outside the Transportation Concurrency Exception Area shall demonstrate that transportation facilities have sufficient current and future capacity to handle the related travel demand changes according to the Level of Service Standards shown in Figure TE-1.

*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)*

Policy 1.8.9 Applicants requesting a Growth Management Plan Future Land Use Map amendment to create a new activity center or expand an existing activity center designation inside or outside the Transportation Concurrency Exception Area shall conduct a neighborhood impact analysis if projected traffic under the proposed future land use designation exceeds projected traffic under the existing designation by more than 1,000 daily trips. The Municipal Planning Board may waive this requirement, upon recommendation by the Transportation Department, if there are no mitigation measures appropriate or applicable to the impacted roadway. If existing traffic on collector or local streets within the City is projected to increase by more than ten (10%) percent due to the project, the developer shall mitigate through appropriate traffic calming and/or transportation demand management measures.

*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

Policy 1.8.10 Applicants for Developments of Regional Impact, inside the Transportation Concurrency Exception Area, shall mitigate their impacts. Mitigation shall occur through a combination of roadway, transit, bicycle, and pedestrian improvements, as well as traffic calming and transportation demand management measures.

*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)*

Policy 1.8.11 Applicants for development proposals inside and outside the Transportation Concurrency Exception Area shall conduct a neighborhood impact analysis if the proposed development is projected to generate more than 1,000 daily trips. The Municipal Planning Board may waive this requirement, upon recommendation by the Transportation Department, if there are no mitigation measures appropriate or applicable to the impacted roadway. If existing traffic on collector or local streets within the City is projected to increase by more than ten (10%) percent due to the project, the developer shall mitigate through appropriate traffic calming and/or transportation demand management measures.

*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

- Policy 1.8.12 The City shall develop and apply traffic mitigation measures on Merritt Park Drive and Ibis Drive at such time as the property owners abutting either of these streets meet the conditions for consensus detailed in the City's existing Neighborhood Traffic Management Policy.  
*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.8.13 No development order or building permit shall be issued which creates or exacerbates a significant safety hazard on the transportation system. The developer shall mitigate the adverse impact or provide safe and adequate access to other thoroughfares as long as such connections are consistent with Level of Service Standards.  
*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)*
- Policy 1.8.14 Reserved.  
*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.8.15 The City shall oppose any forced transfer of Florida Department of Transportation or Orange County jurisdictional roadways to the city's jurisdiction.  
*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)*
- Policy 1.8.16 Recognizing that traffic along toll roads is a function of the toll policies established by the responsible authorities, the City shall have no commitment for meeting level of service standards established by these authorities.  
*(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)*
- Objective 1.9** The City shall review, concurrently with the EAR process in 2007 and every five years thereafter, its Major Thoroughfare Plan shown in Appendix C, to ensure its appropriateness and to protect rights-of-way needed for transportation system improvements listed in Figure TE-3 and needed for the implementation of the City's Bicycle Plan.  
*(Amended June 7, 2004, Effective July 8, 2004, Doc. No. 040607904)*
- Policy 1.9.1 The City shall review through the Technical Review Committee process all proposed development for consistency with future transportation projects listed in Figure TE-3 to protect needed rights-of-way, and to ensure consistency with the city's Bicycle Plan and the Land Development Code.

**FIGURE TE-3 - RECOMMENDED PLAN 2009-2030**

**CAPACITY PROJECTS FOR PLANNING PERIOD 2009-2013**

RESPONSIBLE AGENCY	PROJECT NAME	FROM	TO	WORK DESCRIPTION
City of Orlando	Area Wide Signal Improvement	Signal Upgrading		Signal Improvements
City of Orlando	Crystal Lake Dr. Maguire Blvd. Corridor	Debt Service		Debt Service
FDOT	I-4 & E/W Expy Interchange Interim Improvements			Capacity Improvements
FDOT	I-4 Orange County Master Plan ROW Acquisition			Capacity Improvements
FDOT	I-4	US 441	Ivanhoe Blvd.	Capacity Improvements
FDOT	I-4	Ivanhoe Blvd.	Kennedy Blvd.	Capacity Improvements
City of Orlando	Mission Rd.	Conroy Rd.	Metrowest Blvd.	New 4 Lane Road
OOCEA	Narcoossee Rd. / Hoffner Road (SR 15) at Beachline (SR 528) Interchange Improvements			Capacity Improvements
FDOT/Orlando/Other	Narcoossee Rd. / Hoffner Road (SR 15)	Goldenrod Rd.	Lee Vista Blvd.	Widen to 4 Lanes
Orange County	SR 15/ Narcoossee Rd.	SR 417	Orange County Line	Widen to 6 Lanes
Orlando/Orange Co.	Sand Lake Rd.	Turkey Lake Rd./I-4	Presidents Dr.	Widen to 6 Lanes
OOCEA	SR 408	Crystal Lake Dr.	Conway Rd.	Widen to 8 Lanes
OOCEA	SR 408	Conway Rd.	Goldenrod Rd.	Widen to 8 Lanes
OOCEA	SR 417	Beachline (SR 528)	Curry Ford Rd.	Widen to 6 Lanes
OOCEA	SR 417	Interchange at Boggy Creek Rd.		Capacity Improvements
City of Orlando	Miscellaneous Intersection Capacity Needs & Bicycle Facilities Improvements			

**CAPACITY PROJECTS FOR PLANNING PERIOD 2014-2020**

Other	Augusta National Dr.	Bent Pine Dr.	Hoffner Avenue	New 2 Lane Road
Orlando/Orange Co./Other	Boggy Creek Rd.	Greeneway (SR 417)	Tindall Rd.	Widen to 4 Lanes
Orlando/Orange Co./Other	Boggy Creek Rd.	Jetport Dr.	Greenway (SR 417)	Widen to 4 Lanes
City of Orlando	Boone Av.	Anderson St.	Lucerne Terrace	New 2 Lane Road
Orlando/Other	Carrier Drive	Grand National Dr.	Universal Blvd.	Widen to 4 Lanes
Orlando/FDOT	Colonial Drive at Summerlin Avenue	Intersection Improvements		Capacity Improvements
City of Orlando	Division Av.	Gore St.	Church Street	Capacity Improvements
City of Orlando	Ferguson Dr.	at Colonial Dr.		Capacity Improvements
Orlando/Other	Grand National Drive Overpass	Oak Ridge Rd.	E. Half of Caravan Court	New 4 Lane Road
Other	Hazeltine National Dr.	Goldenrod Rd.	Narcoossee Road	New 4 Lane Road
FDOT/FHIS	Interstate 4	Kirkman Rd.	Maitland Blvd.	6+ Special Use Lanes
Other	Lake Nona E/W Rd.	Boggy Creek Rd.	Narcoossee Rd.(S.R.15)	New 4 Lane Road
Other	Lake Nona Eastern Rd.	Lake Nona N/S Rd.	Narcoossee Rd.(S.R.15)	New 4 Lane Road
Other	Lake Nona N/S Rd.	Goldenrod Rd.	Lake Nona E/W Rd.	New 4 Lane Road
Orlando/Orange Co./Other	Landstreet Rd.	Beachline (SR 528)	Boggy Creek Rd.	Widen to 4 Lanes
Orlando/Other	Lee Vista Blvd.	SR 417	Young Pine Rd.	New 4 Lane Road
Orlando/Other	Lee Vista Blvd.	Conway Rd.	Semorán Blvd.	Widen to 4 Lanes
City of Orlando	Mission Rd.	Metrowest Blvd.	Old Winter Garden Road	New 4 Lane Road
FDOT/Orlando/Other	Narcoossee Rd. / Hoffner Road (SR 15)	Lee Vista Blvd.	Beachline (SR 528)	Widen to 4 Lanes
FDOT/Orlando/Orange Co.	Narcoossee Rd. / Hoffner Road (SR 15)	Lee Vista Blvd.	Conway Road	Widen to 4 Lanes
Orlando/Orange Co./Other	Narcoossee Road & Goldenrod Road	Intersection Improvements		Capacity Improvements
City of Orlando	Pine St	Hughley Av.	Garland Av.	New 2 Lane Road
Orlando/Other	Shadowridge Rd.	Lee Vista Blvd.	Hoffner Av.	New 4 Lane Road
Other	Shadowridge Rd.	Forbes Pl.	Lee Vista Blvd.	New 4 Lane Road
OOCEA	SR 417	SR 528	SR 408	Widen to 6 Lanes
OOCEA	SR 417	Interchange at Boggy Creek Rd.		Capacity Improvements
OOCEA	SR 528	Boggy Creek Rd.	SR 417	Widen to 8 Lanes
City of Orlando	Tampa Av.	Carter St	Washington Street	Widen to 3 Lanes
City of Orlando	US 17/92 Mills Av.	Congestion Management		Congestion Mgmt.
City of Orlando	Virginia Dr.	Orange Av.	Mills Avenue	Capacity Improvements
City of Orlando	Miscellaneous Intersection Capacity Needs & Bicycle Facilities Improvements			

**CAPACITY PROJECTS FOR PLANNING PERIOD 2021-2030**

City of Orlando	Alden Road	Orange Av	Rollins Street	New 2 Lane Road
City of Orlando	Andres Av.	Lake Underhill	Colonial Dr. (SR 50)	New 4 Lane Road
Orlando/Other	Chickasaw Tl.	Lake Melrose Dr	Red Bay Dr.	Widen to 4 Lanes
City of Orlando	Division Av.	Gore St	Michigan Street	Widen to 4 Lanes
Orlando/Other	Dowden Rd.	Narcoossee Rd	Greenway (SR 417)	Widen to 6 Lane Road
Orlando/Other	Dowden Rd.	Pine Lily St	Heintzelman Rd.	New 4 Lane Road
Orlando/Orange Co./Other	Econlockhatchee Rd.	Curry Ford	Lee Vista Blvd.	Widen to 4 Lanes
Orlando/Other	Econlockhatchee Tl.	Lee Vista Bv	Dowden Road	New 4 Lane Road
City of Orlando	Fairgreen St	Maquire Bv	Old Cheney Highway	New 2 Lane Road
Other	Hazeltine National Dr.	Narcoossee Rd	Econlockhatchee Tl.	New 4 Lane Road
Orlando/Other	International Dr.	Carrier Dr	Oak Ridge Rd.	Capacity Improvements
Orlando/FDOT	John Young Pkwy.	Orange Blossom Tl	Edgewater Dr.	New 6 Lane Road
Orlando/Orange Co./FDOT	John Young Pkwy.	Colonial Dr (SR 50)	Lee Rd.	Widen to 6 Lanes
Turnpike Authority	Kirkman Rd.	Sand Lake Rd	Canadian Ct.	New 4 Lane Road
Orlando/Orange Co./Other	Narcoossee Rd.	SR 417 (Greenway)	Beachline (SR 528)	Widen to 6 Lanes
OOCEA	SR 408	Hiwassee Rd	I-4	Widen to 8 Lanes
OOCEA	SR 408	I-4	SR 417	Widen to 10 Lanes
City of Orlando	Terry Av.	Colonial Dr. (SR 50)	Robinson St.	New 2 Lane Road
GOAA	Tradeport Dr.	Beachline (SR 528)	Boggy Creek Road	Widen to 6 Lanes
City of Orlando	Miscellaneous Intersection Capacity Needs & Bicycle Facilities Improvements			

Revised May 2009

Amended January 22, 2007, Effective February 21, 2007. Doc. No. 0701221001  
 Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103

- Policy 1.9.2 The City's Major Thoroughfare Plan, shown in Appendix C, shall be used for acquisition and reservation of rights of way, and for review of all development proposals and subdivision plats.
- Objective 1.10** The City shall continually implement residential development roadway connection standards which promote convenient access to adjacent residential developments and nearby uses yet discourage cut-through traffic.  
*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704)*
- Policy 1.10.1 The City shall ensure that existing and new residential developments are connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system.
- Policy 1.10.2 The City shall preserve existing roadway connections and restore connections that previously were severed, where appropriate, in accordance with the City's adopted Street Closing Policy.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.10.3 The City shall ensure that streets in new residential developments are designed with stubouts to connect to abutting undeveloped lands and/or land with redevelopment potential. A maximum stubout spacing of approximately 660 feet shall be required, where feasible, consistent with the city's access management spacing standards. Provisions for future connections shall be provided in all directions whether the streets are public or private, except where abutting land is undevelopable.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.10.4 The City shall ensure that new developments align their roadways to connect with the stubouts provided by adjacent developments.
- Policy 1.10.5 The City shall require multi-family developments to provide cross-access easements or public right-of-way stubouts to adjacent parcels when such connections will improve connectivity to the surrounding roadway system and enhance access to surrounding land uses. Provisions for future connections shall be provided in all directions, except where abutting land is undevelopable.
- Policy 1.10.6 Internal streets connecting residential subdivisions shall be designed to discourage through movements that should be accommodated by major thoroughfares.
- Policy 1.10.7 The City shall require new residential developments to be designed to discourage speeding and cut-through traffic. This shall be accomplished through appropriate methods, such as gateway treatments, roundabouts,

reduced roadway width and turn radii, and elevated intersections, or other treatments as listed in the city's Neighborhood Traffic Management Policy and Administrative Procedures.

Policy 1.10.8 The City shall discourage arterial traffic on local streets in residential neighborhoods by implementing traffic calming measures and improving the flow of traffic on major thoroughfares. Major thoroughfare improvements shall be implemented according to Figure TE-3.

Policy 1.10.9 The City shall promote local street network connectivity by discouraging private and gated roadways.

**Objective 1.11** The City shall use incentives to encourage conformance with connectivity index standards in the Land Development Code when properties are developed or redeveloped, in order to ensure adequate internal connections, as well as connections to adjacent and nearby uses.  
*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704)*

Policy 1.11.1 The City shall require developments to comply with the connectivity index standards to provide for adequate internal and external connections, as well as to improve the city's overall roadway network.

## **PUBLIC TRANSIT SYSTEM**

**Objective 1.12** Reserved.  
*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704)*

**Objective 1.13** The City shall prioritize transit headway improvements along designated transit corridors throughout the planning period.

Policy 1.13.1 The City shall strive to maintain or improve a 30-minute weighted average headway on fifty-nine percent (59%) of the designated transit service corridors within the Transportation Concurrency Exception Area (TCEA) through the planning period.  
*(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

**Objective 1.14** All new public transit systems, facilities and services in the City of Orlando shall be designed and operated to provide accessibility to all segments of the community.

Policy 1.14.1 The special needs of transportation disadvantaged persons shall be considered in the design of all public transit systems.  
*(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*

Policy 1.14.2 The City shall support the Central Florida Regional Transportation Authority (dba Lynx) in the improvement and expansion of special services for the

elderly and handicapped through the enforcement of applicable requirements.

- Policy 1.14.3 The City shall support provisions for transit passenger convenience such as:
- Information programs which acquaint travelers with transit routes and available services
  - Weather protection at selected stops along transit routes
  - Clear signage which identifies transit stops
  - Lighting and emergency call boxes at selected stops
  - Route map signs at designated transit stops
  - More direct bus routing, if necessary, in order to extend service to major residential areas and traffic generators
- Policy 1.14.4 The City shall require that transit facilities, such as turn-out bays, pre-emptive signals, high-occupancy vehicle lanes, bus-only lanes, and transit shelter locations, be included in roadway design proposals, as appropriate.
- Policy 1.14.5 The City shall seek opportunities for development around transit centers, including rail stations, in an effort to encourage public transit ridership.
- Policy 1.14.6 The City shall encourage the Central Florida Regional Transportation Authority (dba Lynx) to coordinate routing of the regional service and location of transit facilities with the location of activity centers and high intensity mixed use corridors as identified in the Future Land Use Element.
- Policy 1.14.7 The City shall monitor and affect as needed the operations of the Central Florida Regional Transportation Authority (dba Lynx) within the City of Orlando related to service levels, fare structures, ridership projections, financial needs, and recommended funding sources.
- Policy 1.14.8 The City shall protect planned public transit rights-of-way and exclusive transit corridors, including railroad and utility rights-of-way which have been identified for the construction of rail transit lines, express bus lanes, or high occupancy vehicle (HOV) lanes.  
*(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*
- Policy 1.14.9 The City may eliminate on-street parking from thoroughfares as required to enable the development of public transit, bicycle, and pedestrian systems.  
*(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*

## RAIL SYSTEM

- Objective 1.15** The City shall work with the Florida Department of Transportation, Metroplan Orlando, and the Central Florida Regional Transportation Authority (dba Lynx) in the planning and construction of fixed guideway transit systems.  
*(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*
- Policy 1.15.1 The City shall work with the Florida Department of Transportation, Metroplan Orlando, and the Central Florida Regional Transportation Authority (dba Lynx) in addressing stations siting and design.
- Policy 1.15.2 The City shall work with the Florida Department of Transportation, Metroplan Orlando, and the Central Florida Regional Transportation Authority (dba Lynx) in promoting financial partnerships needed for construction of the fixed guideway transit systems.  
*(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*
- Objective 1.16** The City shall become the hub of the statewide intercity rail system by 2010.  
*(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*
- Policy 1.16.1 The City shall work with the Florida Department of Transportation to identify appropriate corridors and sites for stations and ancillary development for statewide intercity rail systems. Statewide intercity rail stations located downtown, at Orlando International Airport, and at the International Drive activity centers are considered highly desirable by the City to provide access to the greatest number of users.  
*(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*
- Policy 1.16.2 The City shall work with the Central Florida Regional Transportation Authority (dba Lynx) to make available appropriate types and levels of public transit service to interconnect with the statewide intercity rail system at stations within or near the City and to help mitigate the traffic impacts of such stations.  
*(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*
- Policy 1.16.3 The City shall seek to ensure that all new high technology transportation systems are developed in an environmentally sensitive manner.
- Policy 1.16.4 The City shall foster, encourage and support programs and projects designed to capture and enhance the secondary technological effects of statewide intercity rail projects including educational programs and centers, design and manufacturing firms, and research and development projects.  
*(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*

## AVIATION SYSTEM

**Objective 1.17** The capacity of the Orlando International Airport shall be increased through a combination of improvements implemented by the City, adjacent jurisdictions, the Central Florida Regional Transportation Authority (dba Lynx), the Florida Department of Transportation, and the Greater Orlando Aviation Authority. Improvements may include building the proposed South Terminal.

*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

Policy 1.17.1 The City shall support the growth of aviation facilities needed to keep up with the increased demand of business, tourism, and convention travel.

**Objective 1.18** The City shall encourage the Greater Orlando Aviation Authority to operate cost-effective commercial aviation facilities at the Orlando International Airport and cost-effective general aviation facilities at the Orlando Executive Airport through the planning periods.

Policy 1.18.1 The City shall not subsidize operations at the Orlando International Airport or Orlando Executive Airport. The Greater Orlando Aviation Authority, as the agency currently responsible for providing air transportation services to Orlando and the Central Florida region, shall operate in a cost-effective and efficient manner, without compromising safety.

**Objective 1.19** Throughout the planning period, the City shall maintain land use regulations for lands surrounding the Orlando International Airport and Orlando Executive Airport, so as to prohibit incompatible land uses. This shall be accomplished using the Airport Noise Overlay District, which incorporates Federal Aviation Regulations Part 150 requirements.

Policy 1.19.1 The City, through proper land use planning, regulation and site design techniques, shall limit costs associated with correcting land use incompatibilities.

Policy 1.19.2 The City shall adopt and maintain comprehensive airport-related land use standards, consistent with those of Orange and Osceola Counties.

**Objective 1.20** The City shall ensure that the aviation section of the Transportation Element is consistent to the maximum extent feasible with all applicable federal, state, and regional aviation plans.

Policy 1.20.1 The City shall continue to participate in the Continuing Florida Aviation System Planning Process in coordination with Metroplan Orlando and the Greater Orlando Aviation Authority.

*(Amended April 14, 2003, Effective June 7, 2003, Doc. No. 030414702)*

- Policy 1.20.2 The City shall participate in the identification of potential reliever airport facility locations as the needs become apparent.
- Policy 1.20.3 The City shall revise the aviation section of the Transportation Element as necessary to remain consistent with the noise exposure contours developed for the Orlando International and Orlando Executive Airports, as well all Federal Aviation Regulations and Standards.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Objective 1.21** The City shall continue to monitor all proposed expansions of aviation facilities at the Orlando International Airport and Orlando Executive Airport, for consistency with the city's Future Land Use Element and Conservation Element.
- Policy 1.21.1 In order to ensure land use compatibility and to protect sensitive environmental lands, the expansion of aviation facilities at the Orlando International Airport and the Orlando Executive Airport shall be consistent with the city's Future Land Use Element and Conservation Element.
- Objective 1.22** The City shall continue to review individual requests for the construction of vertiports as a conditional use consistent with the procedures in the Land Development Code, throughout the planning period.
- Policy 1.22.1 The City shall promote public safety, control noise exposure and noise pollution, and further land use compatibility through locational standards.
- Policy 1.22.2 The City shall encourage the development of public-use vertiport facilities only in urban and metropolitan activity centers to avoid the potential for undesirable concentrations of private-use vertiport facilities outside designated areas.
- Objective 1.23** Throughout the planning period, the City shall continue to protect all environmentally sensitive areas on the Orlando International Airport and Orlando Executive Airport properties, including wetlands, floodways, lakes, existing wildlife habitats, sensitive ecological communities, and endangered and threatened species. Environmentally sensitive area designations shall be consistent with the Future Land Use and Conservation Elements of the Growth Management Plan and with the Land Development Code. The recommendations of the Federal Aviation Administration Advisory Circular 150/5200-33, Hazardous Wildlife Attractors On or Near Airports, shall be adhered to where practicable, so long as they are not incompatible with federal and state environmental law.
- Policy 1.23.1 The City shall protect the water quality of Lake Barton, Lake Underhill, Mud Lake, Lake Nona, Bull Slough, Boggy Creek, and other waterways within

airport properties by restricting incompatible land uses through the Growth Management Plan and the Land Development Code.

Policy 1.23.2 The City shall not permit construction within designated clear zones, except for appropriate navigational and public benefit facilities.

**Objective 1.24** In the event that designated sensitive environmental lands or developed areas are threatened by aviation facility expansions, development and/or mitigation scenarios shall be provided to the City and to the appropriate reviewing agencies for approval and/or modifications.

Policy 1.24.1 The City shall ensure that potentially adverse environmental impacts are eliminated or minimized by utilizing best management practices during any aviation facility expansion.

Policy 1.24.2 The City shall require the Greater Orlando Aviation Authority to eliminate or regulate potential hazardous waste generators on any airport property in accordance with all applicable state and federal requirements.

**Objective 1.25** The City shall maintain aircraft noise/sound level reduction standards consistent with those adopted by Orange County and Osceola County, throughout the planning period. These standards will include aviation easements and public courtesy notices of potential noise impacts from the Orlando International Airport and Orlando Executive Airport, within specific noise contours.

*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704)*

Policy 1.25.1 The City shall ensure that noise pollution impacts will be reduced through the land use planning process and that airport facilities provide stringent noise mitigation measures.

Policy 1.25.2 Reserved.

*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

## **BIKEWAY SYSTEM**

**Objective 1.26** By 2010, the City shall add at least 30 miles of bikeway facilities to the 249 miles of bikeway facilities already constructed within the City.

*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

Policy 1.26.1 The City shall integrate the bicycle plan into residential areas, public schools, activity centers, recreational areas, major industrial zones, and the park system through activities such as the development review process and the road resurfacing program.

- Policy 1.26.2 The City shall require bicycle lanes of four (4) feet minimum on all new or reconstructed roadways within the city, where feasible (excluding limited access facilities and residential streets). Wherever bicycle lanes are not feasible, justification shall be included as part of the road preliminary design process and alternative routes shall be identified.  
*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704)*
- Policy 1.26.3 The City shall stripe selected Major Thoroughfares to allow for a minimum of four (4) foot bicycle lanes and sign selected local roads as bikeways.  
*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704)*
- Policy 1.26.4 The City shall continue to incorporate bicycle lanes as part of the resurfacing program by narrowing traffic lanes to a minimum of ten (10) feet and striping four (4) foot bicycle lanes, when possible.
- Policy 1.26.5 The City shall require a minimum width of ten (10) feet for the construction of dual-use bicycle/pedestrian facilities.
- Policy 1.26.6 The City shall use the Bicycle Plan recommended improvements for acquisition and reservation of rights-of-way needed to implement bicycle projects.
- Policy 1.26.7 The City shall require that new bikeway projects meet or exceed the city's criteria for bicycle facility design in an effort to promote cycling.
- Policy 1.26.8 The City shall provide bicycle trails, overpasses and underpasses where feasible to create unique transportation opportunities and to address specific access and safety problems.
- Policy 1.26.9 The City's bicycle facilities shall include directional signs. Warning and other signs shall be provided as needed.
- Policy 1.26.10 The City shall incorporate bicycle facilities as part of the Southeast Orlando Sector Plan.  
*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.26.11 The City shall continue to look for opportunities to complete connections between existing bicycle facilities in all future transportation plans.  
*(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719)*
- Objective 1.27** Throughout the planning period, the City shall require bicycle and pedestrian connectivity within all new development and re-development, consistent with the City's Land Development Code.  
*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

- Policy 1.27.1 The City shall require safe and adequate pedestrian and bicycle facility connections between new residential developments and adjacent or nearby schools, neighborhood community centers, transit stops, parks, bikeways, commercial and office developments, and other compatible land uses and developable lands.
- Policy 1.27.2 The City shall require new developments be designed to maximize bicycle, pedestrian and transit connections, internally and to adjacent or nearby compatible developments, by allowing movement in any direction to minimize travel distance.
- Policy 1.27.3 The City shall encourage and cooperate with neighborhood and homeowner associations to provide bicycle and pedestrian connections to adjacent or nearby schools, neighborhood community centers, transit stops, parks, bikeways, commercial and office developments, and other compatible land uses.
- Policy 1.27.4 The City shall work with the school board to promote bicycle and pedestrian connections between schools and adjacent or nearby residential developments.
- Policy 1.27.5 The City shall require new public and private schools to provide bicycle and pedestrian connections to adjacent or nearby residential developments, as well as to include provisions for internal bicycle and pedestrian circulation.
- Policy 1.27.6 The City shall encourage existing public and private schools to provide bicycle and pedestrian connections to adjacent or nearby residential developments, as needs are identified.
- Objective 1.28** Throughout the planning period, the City shall promote bicycle use as a mode of transportation by adding bikeway facilities, ensuring adequate bicycle parking and enhancing the safety of bicyclists.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.28.1 By 2010, the City shall amend its Land Development Code to update parking and locker requirements for bicycles.  
*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.28.2 The City shall encourage public transit providers to include secure bicycle parking at super stops, transit centers, park-and-ride lots and to provide bicycle racks on buses.
- Objective 1.29** The City shall annually collect and analyze accident and injury data within the city and use the findings to enhance the safety of bicyclists.

- Policy 1.29.1 The City shall ensure that traffic operation measures and traffic control devices support and accommodate bicycle use.
- Policy 1.29.2 The City shall adequately service city-maintained facilities to ensure continued safe operation by bicyclists.
- Policy 1.29.3 The City shall support programs which promote the use of helmets by cyclists.
- Policy 1.29.4 The City shall continue to support the School/Safety Sidewalk Program to accommodate school pedestrian and bicycle trips.  
*(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*
- Policy 1.29.5 The City shall update its bicycle plan at least every five years to assess existing conditions, evaluate plan progress, and redefine policies, as necessary.

## PEDESTRIAN SYSTEM

- Objective 1.30** By 2010, the City shall initiate and complete a pedestrian facilities study.  
*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.30.1 The pedestrian facilities study shall identify gaps in sidewalk continuity along the major thoroughfare network, within metropolitan activity centers, and within the Traditional City.
- Policy 1.30.2 The pedestrian facilities study shall identify existing crosswalks at signalized intersections and pedestrian designated crossings. The study will also identify recommended locations for additional pedestrian designated crossings and pedestrian areas, including areas accessing facilities such as transit stops, schools, and parks.
- Policy 1.30.3 The pedestrian facilities study shall prioritize pedestrian improvement projects throughout the city. As priorities are identified, they will be incorporated into the Capital Improvement Program.
- Objective 1.31** Throughout the planning period, the City shall ensure completion of the sidewalk and crosswalk system along the major thoroughfare network, within Metropolitan Activity Centers, and within the Traditional City.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.31.1 The City shall require the construction of sidewalks to meet the standards set forth in the Land Development Code.
- Policy 1.31.2 The City shall complete the gaps of crosswalks running parallel to the major thoroughfare network at intersections.

Policy 1.31.3 The City shall complete the gaps of crosswalks running perpendicular to the major thoroughfare network at signalized intersections and at pedestrian designated crossings.

**Objective 1.32** The City shall establish and manage Multi-Modal Transportation Districts (MMTD) in areas where improvements to modes, other than roadways, will provide greater increases in mobility than traditional roadway improvements or where traditional roadway improvements are not feasible. These districts shall conform to Chapter 163.3180(15)(a), Florida Statutes, as amended, and to all related guidelines and rules established by the Department of Community Affairs (DCA) and by the Florida Department of Transportation (FDOT).

*(Amended August 4, 2008, Effective September 4, 2008, Doc. No.0808041001)*

Policy 1.32.1 The City shall require developments or re-developments within an established MMTD to increase the district's connectivity for pedestrians, bicyclists and/or transit users by providing easements and physical connections to adjacent parcels and appropriate on-site or near-site facilities such as bus shelters, bike lockers, and showers.

*(Amended August 4, 2008, Effective September 4, 2008, Doc. No.0808041001)*

Policy 1.32.2 The City shall require developments or re-developments within an established MMTD to promote the use of transit options for employees.

*(Amended August 4, 2008, Effective September 4, 2008, Doc. No.0808041001)*

## **TRANSPORTATION CONCURRENCY**

### **GOAL 2**

To maintain a concurrency management system which ensures that transportation facilities and services needed to support development and redevelopment are available concurrent with the impacts of such development.

**Objective 2.1** The City shall permit development, consistent with the Trip Allocation Program, that will support the Future Land Use Element and which will further the goals, objectives and policies of the Growth Management Plan.

Policy 2.1.1 The City shall permit development outside the Transportation Concurrency Exception Area by allocating average daily trip ends annually by traffic zone, according to the Trip Allocation Program, in order to achieve and maintain Level of Service Standards over the planning periods.

Policy 2.1.2 The City shall require developers of projects outside the Transportation Concurrency Exception Area to comply with the concurrency management system to assess trip availability within the traffic zone.

- Policy 2.1.3 The City may permit development within the Transportation Concurrency Exception Area if consistent with the land uses and intensities allowed in the Future Land Use Element and with other provisions of the Growth Management Plan. Except for the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS) facilities, the City shall not establish level of service standards for roadways inside the Transportation Concurrency Exception Area. To promote other modes of transportation, developments inside the Transportation Concurrency Exception Area shall comply with the transit-oriented development requirements contained in the City's Land Development Code.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 2.1.4 The Transportation Concurrency Exception Area shall have a sunset date of January 31, 2015 unless extended by the City.  
*(Amended April 19, 2004, Effective July 5, 2004, Doc. No. 040419907; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 2.1.5 A multi-use Development of Regional Impact (DRI) may satisfy the City's transportation concurrency requirements by payment of a proportionate-share contribution for locally and regionally significant traffic impacts. Approval shall be subject to all of the conditions provided in sections 163.3180(12)(a) through (e), Florida Statutes, and to the applicable sections of the City Code. The amount of any proportionate share contribution shall be calculated using the method established in section 163.3180(e), Florida Statutes.  
*(Amended April 9, 2007, Effective June 28, 2007, Doc. No. 0704091007)*
- Policy 2.1.6 Mitigation of roadway deficiencies within MMTD may include solutions designed to improve transportation modes other than roadways.  
*(Amended August 4, 2008, Effective September 4, 2008, Doc. No.0808041001)*
- Policy 2.1.7 Within an established MMTD, the City shall annually evaluate Level of Service values for pedestrian, bicycle and transit modes.  
*(Amended August 4, 2008, Effective September 4, 2008, Doc. No.0808041001)*
- Policy 2.1.8 By 2010, the City of Orlando and the Florida Department of Transportation shall develop a plan to address transportation impacts to the Strategic Intermodal System that exceed adopted Level of Service Standards for these facilities.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 2.1.9 The City of Orlando and the Florida Department of Transportation shall develop a common methodology to address level of service standards on facilities funded through the Transportation Regional Incentive Program when the State and the City standards are inconsistent.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

- Policy 2.1.10 The City of Orlando’s adopted level of service standard for a transportation facility shall prevail when the City’s jurisdiction includes more than fifty percent (50%) of the property abutting that transportation facility and/or more than fifty percent (50%) of the right of way. If both thresholds are fifty percent or less, the relevant jurisdiction’s level of service standard shall prevail.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 2.1.11 When a public transportation provider improves the capacity of its fleet to serve an Orange County mass transit concurrency deficiency, the increased service shall also be provided along the City’s designated transit service corridors, to the maximum extent possible.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Objective 2.2** The City shall revalidate its transportation model in conjunction with large scale development plans or planning studies, based on traffic count information obtained from the city's Public Works Department, Orange County and the Florida Department of Transportation.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 2.2.1 The City shall monitor level of service conditions for roads outside the Transportation Concurrency Exception Area through annual updates of the city's travel demand model that will add data reflecting development permits issued and trip allocation reservations. Level of service conditions for roads inside the Transportation Concurrency Exception Area shall also be monitored through annual updates of the City’s travel demand model.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 2.2.2 The City shall monitor performance of the roadway system inside the Transportation Concurrency Exception Area (TCEA) by conducting an analysis of the major thoroughfares within the TCEA and annually report their performance through a Monitoring Level of Service Report.  
*(Amended January 25, 1999, Effective February 25, 1999, Doc. No. 31838)*
- Policy 2.2.3 The City shall monitor level of service conditions for public transit through annual evaluations of weighted average transit corridor headways, based on standards established under Objective 1.13.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 2.2.4 The City shall keep its transportation model consistent with the Orlando Urban Area Transportation Study modeling process.

## FINANCING

### GOAL 3

To develop a financially feasible transportation system which meets the accessibility needs of the city residents.

**Objective 3.1** The City shall update its Transportation Impact Fee Program as needed to ensure that the City's transportation system is responsive to transportation needs generated by new growth and development.

*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

Policy 3.1.1 Transportation Impact Fee assessments to individual developments shall not exceed that development's share of the anticipated costs for transportation improvements within the Transportation Benefit Area.

*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

Policy 3.1.2 In addition to paying impact fees, new developments, and redevelopments shall be responsible for the cost of site-related road and traffic operations improvements that are necessary for safe and adequate access to the development site. This requirement shall apply citywide, including within the Transportation Concurrency Exception Area or within an MMTD.

*(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001)*

Policy 3.1.3 Reserved.

*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

**Objective 3.2** The City shall continue to research and coordinate implementation of additional funding sources to fund necessary transportation improvements within the city over the next twenty years, consistent with Policy 1.9.1.

*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

Policy 3.2.1 The City shall participate in funding a capital improvement program that will add capacity to the transportation system over the planning periods, as shown in Figure TE-3.

Policy 3.2.2 The City shall fund transportation improvements, maintenance and operating costs with Gas Tax and the General Revenue Fund. The City will use Transportation Impact Fees to fund the construction of new transportation capacity. The City shall pursue new sources of transportation funding to fully implement this element. All additional countywide funding sources shall be shared with the city based on a mutually agreeable formula.

*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

- Policy 3.2.3 Improvements to the major thoroughfare network may be funded and built in accordance with this element by developers or other private sector parties pursuant to written agreements with the City.
- Policy 3.2.4 The City shall invest transportation infrastructure dollars to encourage private sector investment in areas identified as appropriate in the Future Land Use Element.
- Policy 3.2.5 The City shall support the construction of transit centers and park-and-ride lot projects related to the area's expressway facilities expansion. These projects will benefit current system users and encourage use of alternative transportation modes.
- Policy 3.2.6 The City shall not support the construction of new roadway projects that promote sprawled development.
- Policy 3.2.7 The City may spend Transportation Impact Fees collected from within a MMTD to improve capacity related to pedestrian, bicycle and transit infrastructures.  
*(Amended August 4, 2008, Effective September 4, 2008, Doc. No.0808041001)*
- Objective 3.3** The City shall negotiate annually with the Central Florida Regional Transportation Authority (dba Lynx) on service improvement needed to meet Level of Service Standards identified in Objective 1.13.
- Policy 3.3.1 The City shall fund its local share of the cost of providing regional transit systems and services in a proportion equal to its share of the regional population to the maximum degree feasible and to the extent that such regional costs are not funded through dedicated local tax sources, state, or federal funds.
- Policy 3.3.2 The City shall appropriate funds on an annual basis sufficient to meet the commitment stated in Policy 3.3.1.
- Policy 3.3.3 The City shall actively support the establishment of dedicated revenue sources for public transit.
- Policy 3.3.4 The City shall seek commitments from other local governments to fund their local share of the cost of providing regional public transit systems and services.
- Policy 3.3.5 First priority for funding transit improvements shall be based upon improving headways on existing routes. The City also shall consider funding expanded coverage of the transit system within the city limits as well as service enhancements which improve ridership, accessibility and travel time.

- Policy 3.3.6 Internal public transit, bikeway and pedestrian systems in metropolitan activity centers shall be funded primarily by fees, taxes, and other revenue sources derived from the property and uses internal to the metropolitan activity centers. Funding may be considered and recommended by a board of directors comprised of affected members (developers and/or property owners).
- Policy 3.3.7 Internal public transit, bikeway and pedestrian systems within a MMTD shall be funded primarily by fees, taxes, and other revenue sources derived from the property and uses internal to the MMTD.  
*(Amended August 4, 2008, Effective September 4, 2008, Doc. No.0808041001)*
- Objective 3.4** The City shall commit funds annually through the Capital Improvement Program for the implementation of the Bicycle Plan.
- Policy 3.4.1 Funding for the Bicycle Plan shall be allocated based on the implementation phasing.
- Policy 3.4.2 The City shall pursue supplemental funding sources including federal and state grants and private contributions to enhance the Bicycle Plan implementation.

## **INTERGOVERNMENTAL COORDINATION**

### **GOAL 4**

To promote coordinated transportation planning efforts across Central Florida’s jurisdictions and transportation agencies.

- Objective 4.1** The City shall support strengthening Metroplan Orlando to serve as the primary funding and coordinating council to integrate the activities of transportation agencies and to support development and implementation of a regional transportation plan through the planning periods.
- Policy 4.1.1 The City shall work with Metroplan Orlando to ensure consistency of the Transportation Element with the most recently adopted Orlando Urban Area Transportation Study Long Range Transportation Plan.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 4.1.2 The City shall continue to participate actively at the technical and policy levels of Metroplan Orlando to ensure its role in planning for a balanced and efficient multi-modal transportation system.
- Policy 4.1.3 The City shall actively participate in station area planning, design work, and siting of statewide intercity rail stations and ancillary facilities consistent with future regional consensus plans and the Future Land Use Element.

- Policy 4.1.4 The City shall promote, through Metroplan Orlando, a regional transportation plan that provides maximum access to downtown and other metropolitan activity centers.
- Policy 4.1.5 The City shall work with Metroplan Orlando and adjacent jurisdictions to coordinate regional connection of bicycle, transit, and pedestrian facilities.
- Objective 4.2** The City shall annually coordinate with Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to undertake efforts to promote Transportation Demand Management programs focusing on the region’s major activity centers.  
*(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704)*
- Policy 4.2.1 The City shall support and will participate in activities of Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to promote Transportation Demand Management programs in the region.
- Policy 4.2.2 The City shall encourage Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to undertake efforts to increase regional awareness on the importance of Transportation Demand Management programs in addressing traffic congestion, environmental protection, and energy conservation.
- Policy 4.2.3 The City shall encourage Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to develop incentives for employers to implement Transportation Demand Management (TDM) programs. The TDM programs may include, but not be limited to, ridesharing, flexible work hours, telecommuting, preferential parking, bicycle parking, and transit subsidies.
- Policy 4.2.4 The City shall encourage Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to develop thresholds at which various Transportation Demand Management measures could be required by local governments.
- Policy 4.2.5 The City shall encourage Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to conduct transportation surveys to assess changes in alternative transportation modes use.
- Policy 4.2.6 All projects that are located outside metropolitan activity centers, and that will include a concentration of more than 500 employees, shall coordinate with Metroplan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to implement Transportation Demand Management programs.
- Objective 4.3** The City shall ensure continued coordination of its bicycle-related issues with Metroplan Orlando throughout the planning period.

- Policy 4.3.1 The City shall coordinate with surrounding jurisdictions to promote unified bicycle laws, enforcement procedures, and consistency with the State’s bicycle use rules and regulations.
- Policy 4.3.2 The City shall coordinate the implementation of its Bicycle Plan with those of Orange County and Metroplan Orlando.
- Policy 4.3.3 The City shall encourage Metroplan Orlando to continue sponsoring bicycle education and awareness activities.
- Policy 4.3.4 The City shall work with Metroplan Orlando in its efforts to seek bicycle sensitive revisions to the Florida’s drivers licensing and driver’s education programs.
- Objective 4.4** The City shall coordinate as needed with Orange, Seminole, and Osceola Counties, the Florida Department of Transportation, the Orlando-Orange County Expressway Authority, the Central Florida Regional Transportation Authority (dba Lynx), and the East Central Florida Regional Planning Council on key land development and transportation decisions affecting the transportation Level of Service Standards and Monitoring Level of Service for major thoroughfares set within the city’s jurisdiction.
- Policy 4.4.1 The City shall coordinate transportation improvements with Orange, Seminole, and Osceola Counties, the Florida Department of Transportation, the Orlando-Orange County Expressway Authority, the Central Florida Regional Transportation Authority (dba Lynx), the East Central Florida Regional Planning Council, and with approved long range plans or programs adopted by other municipalities and agencies. Coordination shall be accomplished through active participation in Metroplan Orlando’s Transportation Improvements Program annual update process, and the East Central Florida Regional Planning Council’s strategic planning process.
- Policy 4.4.2 The City shall participate in cooperative planning efforts with Metroplan Orlando, the East Central Florida Regional Planning Council, and other planning agencies to address key land development and transportation decisions affecting roadway levels of service within the city.
- Policy 4.4.3 The City shall work in coordination with the Florida Department of Transportation to implement access standards for roads on the state system which will be consistent with Florida Administrative Code Chapters 14-96 and 14-97.
- Policy 4.4.4 The City shall work with adjacent jurisdictions, the East Central Florida Regional Planning Council and the Florida Department of Transportation to promote consistency of land development code requirements. Discussions shall address the establishment of development criteria, including maximum

intensities, transit service, and parking caps, for the region's major activity centers.

- Policy 4.4.5 The City shall work with adjacent jurisdictions, the East Central Florida Regional Planning Council and the Florida Department of Transportation to develop procedures to assess and mitigate transportation related development impacts across jurisdictional boundaries.
- Policy 4.4.6 The City shall seek to coordinate all transit proposals in metropolitan activity centers with the Central Florida Regional Transportation Authority (dba Lynx).
- Policy 4.4.7 The City shall work with Metroplan Orlando, adjacent jurisdictions and the freight community in any effort to accommodate truck access needs for the region.
- Policy 4.4.8 The City shall coordinate with the Greater Orlando Aviation Authority, the East Central Florida Regional Planning Council, the Orlando-Orange County Expressway Authority, Orange, Seminole, and Osceola Counties to minimize costs associated with airport growth and operations.
- Policy 4.4.9 The City shall continue to actively participate and coordinate with the Central Florida Regional Transportation Authority (dba Lynx) and the Florida Department of Transportation in planning and developing the regional fixed guideway corridor identified in the regional long-range transportation plan.
- Policy 4.4.10 The City shall adopt by reference Figures TE-26, TE-28, TE-41, TE-44, TE-45, TE-46, TE-48, TE-49, TE-50, TE-51, and TE-52 (located in the Support Document) and hereby known as the Transportation Map Series.  
*(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 4.4.11 Upon establishment of an MMTD ordinance with Orange County, the City shall coordinate with Orange County to establish and manage MMTD(s) that contain land parcels within both jurisdictions where the requirements and functions of the MMTD are furthered by the inclusion of such parcels.  
*(Amended August 4, 2008, Effective September 4, 2008, Doc. No.0808041001)*