



Appendix A

Growth Management Plan (GMP)

The Bicycle Plan evolved from the Transportation; Recreation, Open Space & Cultural; and the Intergovernmental Coordination Elements of the City's adopted Growth Management Plan.

The Transportation Element provides guidelines for non-motorized modes of transportation and includes policy statements regarding the needs for modal integration. The Recreation, Open Space & Cultural and the Intergovernmental Coordination Elements include policy statements to foster unified park systems; as well as, integrating greenspace areas and existing parks to create active living spaces.

TRANSPORTATION ELEMENT (REVISED 9/01)

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 Vehicle occupancy rates for home-to-work trips shall increase to 1.3 persons per vehicle during peak hours by the year 2015.

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.

Objective 1.2 Every metropolitan activity center shall be served by internal public transit, bikeway, and pedestrian systems by 2010, and every urban activity center shall integrate such systems to the maximum extent possible.

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 New or expanded urban activity centers shall only be approved in conjunction with the approval of financially feasible plans for bikeway and pedestrian systems that reduce reliance on automobiles for access and internal circulation.

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 Within the City of Orlando, 5 percent of work trips shall be by public transit, and 20 percent of non-home based internal trips within metropolitan activity centers shall be by means other than the single-occupant vehicle by 2015.

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





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- 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 throughout the planning period through integration of existing and future ground transportation systems.
- Policy 1.6.1 The Orlando International Airport shall function as an intermodal terminal for the Central Florida region, incorporating aviation and surface transportation facilities.
- 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.

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 2015.

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 in order to promote infill development and encourage use of alternative transportation modes.

Policy 1.8.3 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.

Policy 1.8.4 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.

Policy 1.8.5 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.

Policy 1.8.6 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%

Policy 1.8.7 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.

Policy 1.8.8 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 Planning Bureau, 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.

- Policy 1.8.9 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.
- Policy 1.8.10 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 Planning Bureau, 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.
- Policy 1.8.11 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.
- Policy 1.8.12 Developments approved prior to adoption of the Transportation Element with conditions to improve the thoroughfare system shall not be exempted from those conditions as a result of the updated Roadway Level of Service Standards, unless the conditions can be shown to be inconsistent with current design standards or accepted practice.
- Policy 1.8.13 The City shall oppose any forced transfer of Florida Department of Transportation or Orange County jurisdictional roadways to the city's jurisdiction.
- Policy 1.8.14 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.

Objective 1.9 The City shall annually review 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.

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.

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.

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.

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 encouraged, 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.

Policy 1.10.4 The City shall ensure that new developments align their roadways to connect with the stubouts provided by adjacent developments.





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- 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 encourage through incentives 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.

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 The City shall continue to implement measures to protect public transit rights-of-way which support long-range plans for regional transit systems, metropolitan activity centers, and high intensity mixed use corridors.





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

Policy 1.13.1 Fifty-nine percent (59%) of the designated transit service corridors within the Transportation Con-currency Exception Area (TCEA) shall maintain or improve a 30 minute weighted average headway by 2005.

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.

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.





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- 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.
 - 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.

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.

- 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.

Objective 1.16 The City shall become the hub of the statewide intercity rail system by 2010.

- 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.
- 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.





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.

Aviation System

Objective 1.17 The capacity of the Orlando International Airport shall be increased by 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, through the planning periods. Improvements include enhancing transit service, implementing roadway system expansion, building the proposed 4th airside, and adding the proposed 4th runway and associated taxiways.

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 participate in the Continuing Florida Aviation System Planning Process.

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 to be consistent with the noise exposure contours developed for the Orlando International and Orlando Executive Airports. These revisions shall be developed as soon as possible after the final, approved results of the Federal Aviation Regulations Part 150 Study have been published.

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 include aviation easements and public courtesy notices of potential noise impacts from the Orlando International Airport and Orlando Executive Airport, within specific noise contours.





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- 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 Because some maintenance operations located on the western boundary of the Orlando Executive Airport are creating noise-related disturbances to surrounding residential neighborhoods, the City shall encourage the Greater Orlando Aviation Authority to either relocate this type of land use, or provide more stringent noise attenuation, in order to more effectively buffer incompatible land uses.

Bikeway System

Objective 1.26 By 2010 the City shall add at least 100 miles of bikeway facilities to the existing 148 miles of bikeway facilities within the City.

- 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 local 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.
- 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.
- 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.





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- 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 Naval Training Center Re-use Plan and Southeast Orlando Sector Plan.

Objective 1.27 By 2005, the City shall develop bicycle and pedestrian connection standards for residential and non-residential developments.

- 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 The City shall promote bicycling through its transportation planning process to achieve at least a twenty-five (25%) percent increase of its estimated 1994 bicycle ridership by 2010.

Policy 1.28.1 The City shall amend its Land Development Code to update parking and locker requirements for bicycles by 2002.

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.

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.

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. Developments inside the Transportation Concurrency Exception Area are exempted from compliance with the transportation concurrency management system.

Policy 2.1.4 The Transportation Concurrency Exception Area shall have a sunset date of January 31, 2005, unless extended thereof by the City.

Objective 2.2 The City shall validate its transportation model at least every two years, and more often as conditions change, based on traffic count information obtained from the city's Public Works Department, Orange County and the Florida Department of Transportation.

Policy 2.2.1 The City shall monitor level of service conditions for roads outside the Transportation Concurrency Exception Area through semi-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 semi-annual updates of the City's travel demand model.

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.

Policy 2.2.3 The City shall monitor level of service conditions for public transit through semiannual evaluations of weighted average transit corridor headways, based on standards established under Objective 1.13.

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 annually review and update as needed its Road Impact Fee Program to ensure that it is responsive to transportation needs generated by new growth and development.

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

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.

Policy 3.1.3 The City shall amend the Land Development Code by 2003 to provide a discounted Road Impact Fee to those developments that meet the Vehicle Miles of Travel (VMT) standards.

Objective 3.2 The City shall research and coordinate implementation of additional funding sources by 2005 for funding necessary transportation improvements within the city over the next twenty years, consistent with Policy 1.9.1.

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 road impact fees to build new road 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.

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.

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).





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 Orlando Urban Area Transportation Study 2020 Long Range Transportation Plan.

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.

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 drivers 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.





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- 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-46, TE-47, TE-48, TE-49, TE-50, TE-51, and TE-52 (located in the Support Document) and hereby known as the Transportation Map Series.

