



Transportation

Goals, Objectives, and Policies

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POLICY DOCUMENT

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TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

INTERMODAL SYSTEM

GOAL 1

To develop a balanced transportation system that supports a livable community with complete streets 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..

(Amended March 14, 2016, Effective April 21, 2016, Doc. No. 1603141206; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective 1.1 Throughout the planning period, the City shall encourage the safe and effective use of its transportation infrastructure.

(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.1.1 The City shall continue use of the Orlando Code of Ordinances' maximum number of parking spaces permitted for each land use category to encourage walking, bicycling, ridesharing, transit use, shared parking, and micromobility options. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*

Policy 1.1.2 The City shall review the Orlando Code of Ordinances' parking standards to identify amendments needed to promote infill development and also address the changing characteristics of non-residential uses.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.1.3 The City shall limit the addition of new long-term parking spaces in the Downtown. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*

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 Central Florida Expressway Authority, and appropriate local governments.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

- Policy 1.1.6 Figure TE-1A shall list key performance measures used by the City as transportation mobility strategies. Evaluation of these performance measures shall occur as part of each Evaluation and Appraisal Report of the City’s Growth Management Plan.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)
- Policy 1.1.7 The City shall continue to support safe multimodal accommodation policies, consistent with the Vision Zero initiative and the Complete Street policies.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Objective 1.2** Every Metropolitan Activity Center shall be served by internal public transit, bikeway, and pedestrian systems by 2040, 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; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- 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 the transfer of passengers to and from the regional transit system.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 2025, 5 percent of work trips shall be accommodated by public transit.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- 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 that includes programs such as ridematching, vanpooling, and transit system information. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- 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 Orlando Code of Ordinances 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. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- Policy 1.4.1 The City shall require site and building design for new developments and substantial enlargements and substantial improvements of existing developments within the transit service area 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. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- Policy 1.4.2 The City shall implement in the Orlando Code of Ordinances 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. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- Policy 1.4.3 The City shall require developments to provide the following, if applicable:
 - Accommodations for pedestrian access and movement
 - Accommodations for bicycles, including lockers and racks
 - Well-designed accommodations for the 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
 - Accommodations for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access
 - Weather protection at transit stops*(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*

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 periodically review the Orlando Code of Ordinances to determine the need for amendments to make it consistent with changes to road classifications, transit, bicycle and pedestrian facility requirements, micromobility needs, access management regulations, and transportation systems management techniques.

(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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

(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.5.2 The City shall preserve the mobility 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.

(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

- Policy 1.5.3 The City shall amend the Orlando Code of Ordinances as appropriate to maintain consistency with changes to transit, bicycle and pedestrian facility requirements, micromobility options, access control regulations, and transportation systems management techniques.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Objective 1.6** Access to the Orlando International Airport and Orlando Executive Airport shall be maintained or improved by 2025 through integration of existing and future ground transportation systems.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 1.6.1 Access to the Orlando International Airport shall be improved through a combination of improvements (including enhanced transit service and implemented roadway connectivity expansion) implemented by the City of Orlando, adjacent jurisdictions, the Central Florida Regional Transportation Authority (dba Lynx), the Florida Department of Transportation, the Central Florida Commuter Rail Commission, and the Greater Orlando Aviation Authority.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 enhanced access to the Orlando International Airport from Downtown Orlando and the northern half of the City. This access may be roadway and transit services.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 a railway corridor parallel to State Road 528. This corridor shall be designed to promote the movement of people and goods from the coast cities to the Orlando International Airport and not to facilitate the premature development of urban uses along the corridor.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

ROADWAY SYSTEM

Objective 1.8 Throughout the planning period, the City shall maintain its roadway system consistent with this element and regional transportation plans in order to balance the facility needs of private vehicles, buses and other transit vehicles, trucks, bicycles and pedestrians.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy 1.8.1 Assessment of the level of service for city streets and roads, where required, within city boundaries shall be based on accepted transportation engineering procedures.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.8.2 The City shall exempt development from transportation concurrency for roadways in order to promote infill development and encourage the use of alternative transportation modes.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended December 5, 2011, Effective December 5, 2011, Doc. No. 1112051203; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

- Policy 1.8.3 Reserved.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.8.4 The City shall develop roadway projects based on the need to improve transportation system efficiency balanced with quality urban design. Where appropriate, roadways will be designed to ease the flow of buses by using turn-out bays, priority signals, high-occupancy vehicle lanes, and bus-only lanes.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- 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 Reserved.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)
- Policy 1.8.7 Reserved.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.8.8 Applicants for Growth Management Plan amendments to an activity center designation shall demonstrate that transportation facilities have sufficient current and future capacity and transit service headways to accommodate the related travel demand changes.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.8.9 Reserved.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

- Policy 1.8.10 Applicants for development projects must mitigate their impacts. Mitigation must 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; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.8.11 Applicants for development proposals shall conduct a neighborhood traffic impact analysis if the proposed development is projected to generate more than 1,000 daily trips. The Transportation Official or designee may waive this requirement if there are no mitigation measures appropriate or applicable to the impacted roadway. If traffic on City streets is projected to increase by more than ten (10%) percent due to the project development, the developer shall mitigate through appropriate traffic calming or transportation demand management measures. The City may require that the developer conduct special transportation studies, and/or signal warrants, if necessary, to determine the need for transportation modifications for improved traffic operation and/or safety on road segments impacted by the development.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.8.12 The City shall develop and apply traffic mitigation measures on streets that meet the conditions detailed in the City’s 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; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- 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 access spacing, sight distance and other geometrics standards.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- 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 evaluate any transfer of Florida Department of Transportation or Orange County jurisdictional roadways to the city’s jurisdiction based on financial impacts to the City.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 1.8.16 Recognizing that traffic on toll roads is a function of the toll policies established by the responsible authorities, the City shall have no obligation to meet level of service standards established by these authorities.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Objective 1.9** The City shall review, concurrently with the EAR process every seven years, its Major Thoroughfare Plan ensure its appropriateness and to protect rights-of-way needed for transportation systems improvements listed in Figure TE-2 and needed for the implementation of the City’s Bicycle Plan.
(Amended June 7, 2004, Effective July 8, 2004, Doc. No. 040607904; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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- 2 and the Major Thoroughfare Plan to protect needed rights-of-way, and to ensure consistency with the city’s Bicycle Plan and the Orlando Code of Ordinances.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.9.2 The City’s Major Thoroughfare Plan, as adopted in the Orlando Code of Ordinances, shall be used as the basis for right of way acquisition and for review of all development proposals and subdivision plats.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Objective 1.10** The City shall continually implement residential development roadway connection standards which promote convenient access to adjacent residential developments and nearby uses.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.10.1 The City shall ensure that existing and new residential developments are connected by roadways, bikeways, micromobility options, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*

- 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 Street Closing Policy.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 1.10.3 The City shall require 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 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; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.10.4 The City shall require that new developments align their roadways to connect with the stubouts provided by adjacent developments.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 interconnecting residential subdivisions shall be designed to discourage speeding.
- Policy 1.10.7 Speeding along interconnected residential subdivisions shall be discouraged through appropriate methods, such as mini-urban roundabouts, reduced roadway width and turn radii, raised pedestrian crossings and intersections, or other treatments consistent with the city’s Neighborhood Traffic Management Policy.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 1.10.8 The City shall discourage cut-through traffic on local streets in residential neighborhoods by implementing traffic calming measures that reduce speeding.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101, Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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 Orlando Code of Ordinances 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; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.11.1 The City shall require residential developments to offer a connectivity index of 1.4 or greater to provide for adequate internal and external connections, as well as to improve the city’s overall roadway network. The connectivity index equals the number of street links divided by the number of nodes or link ends (all intersections including cul-de-sac heads). A connectivity index of 1.4 to 1.8 represents optimum connectivity for a residential development.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.11.2 The City shall require a maximum block size for developments in order to accomplish a fine grain grid network. Multiple connections to arterial streets are required, where applicable, to ensure multiple options for accessing developments.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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 service corridors throughout the planning period.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy 1.13.1 Throughout the planning period, the City shall strive to maintain or improve a 30- minute weighted average headway on the majority of the designated transit service corridors shown in Figure TE-52. When evaluating transit service corridor performance, designated transit service corridors with less than a 30-minute average headway shall have a higher weight than transit service corridors with more than a 30-minute average headway.
(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended

September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202)

Policy 1.13.2 Throughout the planning period, the City shall strive to enhance transit coverage along the designated transit service corridors shown in Figure TE-52.

(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

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 senior citizens and persons with disabilities through the enforcement of applicable requirements.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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, priority signals, high-occupancy vehicle lanes, bus-only lanes, and transit shelter locations, be included in roadway design proposals, as appropriate.

(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

- 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. Opportunities may include transit-supportive land uses designed to facilitate the linkages between other transportation modes, network connectivity, intermodal access, transit-oriented development, pedestrian-oriented design and intermodal connections between land uses.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)
- 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 managed lanes such as high occupancy vehicle (HOV) or exclusive transit lanes.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 1.14.9 The City may eliminate on-street parking from thoroughfares as required to support public transit, bicycle, micromobility, and pedestrian systems.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.14.10 When the public transportation provider improves the performance of its fleet to serve an Orange County transit deficiency, the increased service shall also be provided along the City’s designated transit service corridors, to the maximum extent possible.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

RAIL SYSTEM

Objective 1.15 The City shall continually work with the Florida Department of Transportation, MetroPlan Orlando, the Central Florida Commuter Rail Commission, the Central Florida Regional Transportation Authority (dba Lynx) and other agencies, as applicable, in the planning and construction of fixed guideway transit systems for the movement of people and goods.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.15.1 The City shall work with the Florida Department of Transportation, MetroPlan Orlando, the Central Florida Commuter Rail Commission, the Central Florida Regional Transportation Authority (dba Lynx) and other agencies, as applicable, in addressing stations siting and design.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.15.2 The City shall work with the Florida Department of Transportation, MetroPlan Orlando, the Central Florida Commuter Rail Commission, the Central Florida Regional Transportation Authority (dba Lynx) and other agencies, as applicable, in promoting financial partnerships needed for construction of the fixed guideway systems for the movement of people and goods.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective 1.16A Throughout the planning period, the City shall maintain its position as the hub of the Central Florida commuter rail system.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

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 to support the commuter rail system. Existing stations located downtown, and proposed stations at the 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; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

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 commuter rail system at stations within or near the City, and to help mitigate the traffic impacts of

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such stations and provide first and last-mile connections.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 1.16.3 The City shall seek to ensure that all new types of transportation systems are developed in an environmentally sensitive manner.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.16.4 The City shall foster, encourage and support programs and projects designed to capture and enhance the secondary technological effects of 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; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 1.16.5 The City shall work with the Florida Department of Transportation, and/or all applicable operators, to identify appropriate corridors and sites for stations and ancillary development to support the statewide intercity rail system.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.16.6 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 and provide first and last-mile connections.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective 1.16B By 2024, the City shall work to become the hub of the statewide intercity passenger rail system.

(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 1.16.5 The City shall work with the Florida Department of Transportation to identify appropriate corridors and sites for stations and ancillary development to support the statewide intercity rail system.

(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 1.16.6 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 August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

AVIATION SYSTEM

Objective 1.17 The capacity of people and goods served by 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.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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, Seminole and Osceola Counties. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*

- 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; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 as all Federal Aviation Regulations and Standards.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 Orlando Code of Ordinances, throughout the planning period.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 designated areas to avoid the potential for undesirable concentrations of private-use vertiport facilities located outside of designated areas.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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 Orlando Code of Ordinances. The recommendations of the Federal Aviation Administration’s Advisory Circular 150/5200-33C, as updated, Hazardous Wildlife Attractants On or Near Airports, shall be adhered to where practicable, as long as they are not incompatible with federal and state environmental law.

(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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 Orlando Code of Ordinances.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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 and/or development, mitigation scenarios shall be provided to the City and to the appropriate reviewing agencies for approval and/or modifications.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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, Seminole County, and Osceola County, throughout the planning period. These standards will include avigation 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; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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 2030, the City shall add at least 46 miles of bikeway facilities to the 410 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; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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, capital projects and the road resurfacing program.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.26.2 The City shall require protected cycle ways or multiuse paths that are at least 12 feet wide on all new or reconstructed roadways within the city, where feasible (excluding limited access facilities and residential streets). Wherever protected cycle ways or multi-use paths are not feasible, buffered bicycle lanes shall be used. If neither options are not feasible, justification shall be included as part of the road preliminary design process and alternative design or routes shall be identified.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

- Policy 1.26.3 The City shall stripe selected Major Thoroughfares to allow for a buffered bike lane or a minimum of five (5) foot bicycle lanes and sign selected local roads as bikeways.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 buffered bike lanes, or a minimum of five (5) foot bicycle lanes, when possible.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.26.5 The City shall require a minimum width of twelve (12) feet for the construction of dual-use bicycle/pedestrian facilities, where applicable..
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.26.6 The City shall use the Bicycle Plan recommended improvements for acquisition of rights-of-way needed to implement bicycle projects.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- 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 evaluate opportunities to complete missing connections or gaps between existing bicycle facilities in all future transportation plans.
(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

- Objective 1.27** Throughout the planning period, the City shall require bicycle and pedestrian connectivity within all new development and redevelopment, consistent with the Orlando Code of Ordinances.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 The City shall periodically amend its Orlando Code of Ordinances 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; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 crash and injury data within the city limits and use the findings to enhance the safety of bicyclists.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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** The City shall create a pedestrian facilities plan, and update it annually.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.30.1 The pedestrian facilities plan shall identify gaps in sidewalk continuity along the major thoroughfare network, within metropolitan activity centers, and within the Traditional City.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

- Policy 1.30.2 The pedestrian facilities plan shall identify existing crosswalks at signalized intersections and other 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.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.30.3 The pedestrian facilities plan shall prioritize pedestrian improvement projects throughout the city. As priorities are identified, they will be planned for funding through incorporation into the Capital Improvement Program or by other funding means.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 Orlando Code of Ordinances.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.31.2 The City shall complete the gaps in crosswalks running parallel to the major thoroughfare network at intersections.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)
- Policy 1.31.3 The City shall complete the gaps in crosswalks running perpendicular to the major thoroughfare network at signalized intersections and at pedestrian designated crossings.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)
- Objective 1.32** Throughout the planning period, the City shall promote active recreation such as walking and cycling.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 1.32.1 To the extent practical, as part of new or retrofitted capital improvement projects, the City shall enhance the quality of the pedestrian environment to promote a safe and comfortable walking environment and encourage recreational use of the City’s pedestrian network.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.32.2 Reserved.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

COMPLETE STREETS

Objective 1.33 Throughout the planning period, the City shall utilize a Complete Streets approach to transportation infrastructure improvements.
(Amended March 14, 2016; Effective April 21, 2016, Doc. No. 1603141206)

Policy 1.33.1 The City recognizes the definition of Complete Streets as rights of way that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, freight, motorists and transit.

Policy 1.33.2 The City recognizes that Complete Streets policies consider people of all ages and abilities, including children, teenagers, adults, senior citizens, and persons with disabilities.

Policy 1.33.3 The City recognizes that not all streets have the same purpose or function in terms of movement and capacity. For example, the primary purpose of arterial roadways is different from that of local roadways in terms of the type of primary user served.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.33.4 Complete Streets policies shall apply to all roadway segments in the Major Thoroughfare Plan located in the Orlando Code of Ordinances. For roads that are not currently classified in the Major Thoroughfare Plan, the City of Orlando will reserve the right to require the implementation of the Complete Streets policies.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.33.5 The City shall establish a Complete Streets design guidebook (a.k.a. Orlando Transportation Guidelines) and a corridor prioritization plan to implement these policies.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.33.6 The City shall support the goal of Complete Streets by analyzing the land uses adjacent to the proposed roadway project to account for the primary users served.

Objective 1.34 Throughout the planning period, the City shall apply Complete Streets policies to the City’s street network.

Policy 1.34.1 All new construction and reconstruction of roadways (except limited access highways) located within the City of Orlando will be planned, designed, constructed, and maintained to benefit all users, with consideration given to land use context, right-of-way availability and costs.

Policy 1.34.2 The Transportation, Public Works and Economic Development Departments will utilize a multi- disciplinary approach that combines best engineering practices with best planning practices in order to provide the community with context-driven roadways.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.34.3 The City of Orlando will continue to consider all elements of the right-of-way and utilize all applicable Complete Streets policies as part of Public Works repaving and resurfacing projects.

Policy 1.34.4 The City of Orlando will thoroughly evaluate the construction costs for each type of facility proposed within the right-of-way in order to maximize the benefit to the community.

Policy 1.34.5 The City of Orlando will work to ensure the continued implementation of Complete Streets policies on existing streets, and incorporate these policies into projects included in the Transportation Capital Improvements Program (see Figure CI-14).
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.34.6 Streets designed and/or constructed by a developer, whether public or private, shall be developed designed and constructed consistent with Complete Streets policies.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.34.7 The City shall request that Complete Streets policies are incorporated into projects funded by outside agencies such as FDOT and Orange County.

Objective 1.35 Throughout the planning period, the City shall incorporate quality improvements to Complete Streets projects to promote the use of alternate modes and enhance the economic viability of the area.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.35.1 Roadway design through commercial corridors and main street districts shall be enhanced to accommodate comfortable and safe pedestrian and bicycle travel; moreover, transit ridership is heavily encouraged on these facilities.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 1.35.2 Street trees, landscaping and amenities that provide shade and promote aesthetically pleasing and comfortable environments for walking and cycling shall be incorporated into Complete Streets projects.

Policy 1.35.3 Public Art integrated into the streetscape will be considered to help identify unique areas of the City of Orlando including designated Main Street, sports and entertainment districts, and the central business districts.

Policy 1.35.4 The City shall ensure that pedestrian access to transit is safe and implemented with quality features, including but not limited to providing transit service information, weather protection and convenience for the users.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective 1.36 Throughout the planning period, the City shall apply Complete Streets policies to construct safe and convenient bicycle facilities to accommodate cyclists of all ages and abilities.

Policy 1.36.1 Bicycle facilities shall be recognized as a viable transportation option and shall be treated equally in the design of Complete Streets corridors.

Policy 1.36.2 Bicycle facilities within Complete Streets corridors shall be planned and designed to safely accommodate cyclists of all ages and abilities.

Policy 1.36.3 No Complete Streets corridor shall be completely void of a bicycle facility.

Policy 1.36.4 The model hierarchy of bicycle facilities within Complete Streets corridors shall be as follows: protected cycle way, off- street multiuse path, buffered bike bicycle lane, bicycle lane, and sharrow (shared lane marking).
(Amended March 14, 2016; Effective April 21, 2016, Doc. No. 1603141206; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective 1.37 Throughout the planning period, the City shall support Mobility as a Service (MaaS) initiatives, including but not limited to on-demand ridesharing services like taxis and Transportation Network Companies (TNCs), and vehicle rental services like car-sharing and micromobility services, to encourage more effective mobility alternatives.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

- Policy 1.37.1 The City shall be prepared for future urban mobility changes, including but not limited to micromobility, to support first/last mile access to other available transportation alternatives.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.37.2 The City shall allow micromobility services citywide consistent with the Orlando Code of Ordinances. Micromobility is defined as any private motorized transportation device made available by reservation through an online application, website, or software for point-to-point trips, and which is purposively set to travel at low speeds.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 1.37.3 The City shall allow on-demand ridesharing services and Transportation Network Companies (TNCs) to temporarily pick-up/drop-off passengers within specific areas and/or within specific time limits, consistent with the City’s curbside management regulations established in the Orlando Code of Ordinances.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

TRANSPORTATION MOBILITY AREAS AND REQUIREMENTS

GOAL 2

To sustain the City's long-term land use vision by implementing mobility requirements which ensure that transportation facilities and services are available for all users of modes of travel for existing and new developments.

(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

- Objective 2.1** The City shall permit development that will support the Future Land Use Element and which will further the goals, objectives and policies of the Growth Management Plan.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 2.1.1 The City shall require developments and redevelopments to increase the area's connectivity for pedestrians, bicyclists and transit users by providing easements and physical connections to adjacent parcels and appropriate on-site or near-site facilities such as bus shelters and bike facilities.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 2.1.2 Reserved.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 2.1.3 Reserved.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)
- Policy 2.1.4 Reserved.
(Amended April 19, 2004, Effective July 5, 2004, Doc. No. 040419907; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)
- Policy 2.1.5 Reserved.
(Amended April 9, 2007, Effective June 28, 2007, Doc. No. 0704091007; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 2.1.6 Mitigation of roadway deficiencies may include solutions designed to improve transportation modes other than roadways.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)
- Policy 2.1.7 Reserved.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy 2.1.8 Reserved.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy 2.1.9 Reserved.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 2.1.10 Reserved.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 2.1.11 Reserved.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Objective 2.2 The City shall annually evaluate land use and transportation data. Mobility shortfalls identified through that process shall be monitored during the planning periods.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 2.2.1 The City shall annually reevaluate volume to capacity on roadways within the Major Thoroughfare Plan using aggregated data from City, County and State traffic count information.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 2.2.2 The City shall report on pedestrian and bicycle facility safety and/or usage changes annually.
(Amended January 25, 1999, Effective February 25, 1999, Doc. No. 31838; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 2.2.3 The City shall report on transit headways or accessibility changes annually.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 2.2.4 The City shall utilize the most current models available through MetroPlan Orlando
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

- Objective 2.3** The boundaries of the Transportation Concurrency Exception Area (TCEA) shall include all property within the City of Orlando jurisdiction. Within the TCEA, the City shall permit development, consistent with all applicable mobility requirements that will support the Future Land Use Element and which will further the goals, objectives and policies of the Growth Management Plan.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 2.3.1 The City shall coordinate with FDOT on any proposed mitigation plan for the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS) facilities inside the Transportation Concurrency Exception Area.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Objective 2.4** Throughout the planning period, the City shall implement transportation mobility requirements within diverse target areas of the City. All new development and redevelopment must mitigate City identified impacts to public transportation facilities related to their proposed development.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 2.4.1 Applicants for development shall comply with mobility requirements contained in the Orlando Code of Ordinances. *(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- Policy 2.4.2 Reserved.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 2.4.3 Reserved.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 2.4.4 Reserved.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

FINANCING

GOAL 3

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

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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.

(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

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-2.

(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy 3.2.2 The City shall fund transportation improvements, maintenance and operating costs with through the Gas Tax and the General Revenue Fund. The City will use Transportation Impact Fees to fund the construction of new transportation projects. 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; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Supplement 23

- 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 fund transportation infrastructure dollars to encourage private sector investment in areas identified as appropriate in the Future Land Use Element.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 3.2.5 The City shall support the construction of transit centers and park-and-ride lot projects related to the area’s regional transit facilities expansion. These projects will benefit current system users and encourage the use of alternative transportation modes..
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 benefit area to improve capacity or quality of service related to pedestrian, bicycle and transit facilities.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Objective 3.3** The City shall negotiate annually with the Central Florida Regional Transportation Authority (dba Lynx) on service improvements needed to meet the Level of Service Standards identified in Objective 1.13.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 The 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.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 the City and by property owners.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 3.3.7 Fees, taxes, and other revenue sources derived from the property and uses may fund multimodal facilities such as public transit, bikeway and pedestrian systems within the impact fee benefit area.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 continue supporting 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.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 4.1.1 The City shall work with MetroPlan Orlando to ensure consistency of the Transportation Element with the most recently adopted Metropolitan Transportation Plan (MTP).

(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 4.1.3 The City shall actively participate in planning for commuter rail ancillary facilities consistent with future regional consensus plans and the Future Land Use Element.

(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 4.1.4 The City shall promote, through MetroPlan Orlando, any regional transportation plan that provides maximum access to downtown and other metropolitan activity centers.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 4.1.5 The City shall work with MetroPlan Orlando and adjacent jurisdictions to coordinate regional connections for of bicycle, transit, and pedestrian facilities.

(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective 4.2 The City shall coordinate periodically 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; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

- 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. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- 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.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- 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. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- Policy 4.2.6 All projects developments 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.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Objective 4.3** The City shall ensure continued coordination of its bicycle-related issues with Metroplan Orlando throughout the planning period. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- 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.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 4.3.3 The City shall encourage MetroPlan Orlando to continue sponsoring bicycle education and awareness activities.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy 4.4.1 The City shall coordinate transportation improvements with Orange, Seminole, and Osceola Counties, the Florida Department of Transportation, the Central Florida 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.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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 This shall include addressing the establishment of development criteria, including maximum intensities, transit service, and parking limits for the region’s major activity centers. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*

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) and the Central Florida Commuter Rail Commission.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- Policy 4.4.8 The City shall coordinate with the Greater Orlando Aviation Authority, the East Central Florida Regional Planning Council, the Central Florida Expressway Authority, Orange, Seminole, and Osceola Counties to minimize costs associated with airport growth and operations.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- 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 transit vision identified in the regional Metropolitan Transportation Plan (MTP).
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 4.4.10 The City shall adopt by reference Figures TE-26, TE-28, TE-44, TE-46, TE-48, TE-49, TE-49A, TE-50, 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; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- Policy 4.4.11 Upon establishment of alternative mobility areas by Orange County, the City shall coordinate with Orange County to identify mobility areas that contain parcels within both jurisdictions where the requirements and functions of the mobility areas are furthered by the inclusion of such parcels..
(Amended August 4, 2008, Effective September 4, 2008, Doc. No.0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)
- Policy 4.4.12 The City shall participate and collaborate with Federal, State, other local governments and the private sector in the deployment of Automated Vehicles (AVs) along transportation facilities. *(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)*
- Policy 4.4.13 The City shall support the deployment of Automated Driving Systems (ADS) on vehicles operating along transportation facilities if such systems have the potential to maintain or improve safety, operations and effectiveness.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

FIGURE TE-1A: MOBILITY STRATEGIES

Categories	Measures	Strategies	Related Policies
Alternative modes of transportation	<i>Sidewalk coverage near transit stops</i>	The percentage of transit stops within the City with direct sidewalk access shall be increased by 5% by the next EAR.	<i>Transportation Policies 1.4.1, 1.4.2, 1.4.3, 1.4.4</i>
	<i>Transit vehicles with bicycle accommodations</i>	All transit rolling stock shall be equipped with bicycle racks.	<i>Transportation Policies 1.28.2, 1.29.2</i>
	<i>Transit shelters</i>	The number of transit shelters shall be increased by at least 3 per year.	<i>Transportation Policies 1.4.1, 1.4.3, 1.14.3, 1.14.4</i>
	<i>Designated Transit Corridors having a weighted average headway of 30 min. or less</i>	The majority of the designated Transit Corridors shall be maintained with a weighted average headway of 30 minutes or less.	<i>Transportation Policy 1.13.1</i>
Urban design and land use mix	<i>Urban Design Plans and Standards</i>	Each year, the number of activity centers and infill areas with pedestrian-oriented design standards and/or design plans shall be increased.	<i>Urban Design Objectives 1.3, 1.4 and 2.1</i>
	<i>Land use mix in Activity Centers</i>	A mix of land uses shall be increased in Activity Centers, consistent with FLU Objective 2.1.	<i>Future Land Use Objective 2.1</i>
Land use density and intensity	<i>Employee/Resident population ratio</i>	An employee/resident ratio between 0.98 and 1.3 shall be maintained citywide.	<i>GMP Indicators- Annual Report</i>
	<i>Population Density</i>	The citywide population density shall be increased by the next EAR. This strategy may also help reduce VMT per dwelling unit.	<i>Future Land Use Objective 1.1</i>
	<i>Density and intensity of new developments</i>	New development within ½ mile of commuter rail stops and in medium or high intensity future land use categories shall be built at a minimum of 12 dwelling units/acre or at a minimum FAR of 0.3.	<i>Future Land Use Figure LU-1</i>

FIGURE TE-1A: MOBILITY STRATEGIES

	<i>Active Ground Floor Uses Near Transit</i>	Each year, the amount of pedestrian- oriented retail space within ½ mile of the two downtown commuter rail stops shall be increased.	<i>Future Land Use Policy 5.4.11</i>
Transportation network connectivity	<i>Pedestrian connectivity</i>	Each year, at least four (4) miles of new sidewalks shall be built within City limits.	<i>Transportation Objective 1.31 and associated policies, and GMP Indicators Annual Report</i>
	<i>Bikeway connectivity</i>	At least twenty (20) miles of bikeway facilities shall be built by the next EAR.	<i>Transportation Objectives 1.26 and 1.27 and associated policies</i>
	<i>Street connectivity</i>	A connectivity index of 1.4 or greater shall be maintained in new or redeveloped large-scale, single-family subdivisions and planned developments.	<i>Transportation Policies 1.10.1, 1.10.2, 1.10.3, 1.10.4, 1.10.5, 1.10.9, 1.11.1, 2.1.1</i> <i>Future Land Use Policy 4.2.5</i>
	<i>Multimodal transportation facilities</i>	The percentage of major thoroughfares' miles within the City with more than two parallel modes (excluding limited access facilities) shall be more than 60% by the next EAR.	<i>Transportation Policies 1.4.6, 1.8.10, 1.14.6</i>
Strategic Intermodal System (SIS) and Florida Intrastate Highway System (FIHS) facilities	<i>Traffic counts and queue lengths at SIS and FIHS ramps within the City</i>	The City shall coordinate the monitoring of traffic counts and queue lengths at SIS and FIHS ramps within the City with FDOT on an annual basis.	<i>Transportation Policies 4.4.3, 4.4.5</i>

(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

FIGURE TE-1B
TRANSPORTATION ELEMENT
LEVEL OF SERVICE STANDARDS FOR ROADWAYS

Roadway Segment	From	To	LOS Standard
4th Street	11th Street	Boggy Creek Road	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 (EB)	Semorán Boulevard	Goldenrod Road Extension	E
Beachline Expressway (EB)	Tradeport Drive	Semorán Boulevard	E
Beachline Expressway (EB)	Boggy Creek Road	Tradeport Drive	E
Beachline Expressway (WB)	Narcoossee Road	Goldenrod Road Extension	E
Beachline Expressway (WB)	Goldenrod Road Extension	Semorán Boulevard	E
Beachline Expressway (WB)	Semorán Boulevard	Tradeport Drive	E
Beachline Expressway (WB)	Tradeport Drive	Boggy Creek Road	E
Bent Pine Drive	Semorán 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 (NB)	Narcoossee Road	Moss Park Road	E
Central Florida Greenway (NB)	Moss Park Road	Beachline Expressway	E
Central Florida Greenway (SB)	Narcoossee Road	Boggy Creek Road	E
Central Florida Greenway (SB)	Moss Park Road	Narcoossee Road	E
Central Florida Greenway (SB)	Beachline Expressway	Moss Park Road	E
Chickasaw Trail	Red Bay Drive	Lee Vista Boulevard	E
Conroy Road	Hiwassee 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	Narcoossee Road	Central Florida Greenway	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 (NB)	Orange Blossom Trail	Interstate 4	E
Florida's Turnpike (SB)	E-W Expressway	Interstate 4	E
Florida's Turnpike (SB)	Interstate 4	Orange Blossom Trail	E
Forbes Place	Shadowridge Drive	North Frontage Road	E
Grand National Drive	Oakridge Road	Carrier Drive	E
Hazeltine National Drive	Shadowridge Drive	Semorán Boulevard	E
Hazeltine National Drive	Semorán Boulevard	TPC Boulevard	E
Hazeltine National Drive	TPC Boulevard	New Goldenrod Road	E
Heinzelman Boulevard	New Goldenrod Road	South Access Road	E
Hiwassee Road	Old Winter Garden Road	Raleigh Street	E
Hiwassee Road	Raleigh Street	Metrowest Boulevard	F (1,123.8 vplph)
Hiwassee 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	Semorán 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-1B
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 (EB)	Kirkman Road	Florida's Turnpike	F (2,062.8 vplph)
Interstate 4 (EB)	Florida's Turnpike	Conroy Road Interchange	E
Interstate 4 (EB)	Conroy Road Interchange	John Young Parkway	E
Interstate 4 (EB/SUL)	Florida's Turnpike	John Young Parkway	E
Interstate 4 (EB/SUL)	Kirkman Road	Florida's Turnpike	E
Interstate 4 (EB/SUL)	International Drive	Kirkman Road	E
Interstate 4 (WB)	Kirkman Road	Sand Lake Road	E
Interstate 4 (WB)	Florida's Turnpike	Kirkman Road	F (2,177.4 vplph)
Interstate 4 (WB)	Conroy Road Interchange	Florida's Turnpike	E
Interstate 4 (WB)	John Young Parkway	Conroy Road Interchange	E
Interstate 4 (WB/SUL)	John Young Parkway	Florida's Turnpike	E
Interstate 4 (WB/SUL)	Florida's Turnpike	Kirkman Road	E
Interstate 4 (WB/SUL)	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 Boulevard	Boggy Creek Road	Narcoossee Road	E
Landstreet Road	Orange Avenue	Boggy Creek Road	E
Laureate Way	Boggy Creek Road	Lake Nona Boulevard	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	Goldenrod Road	E
Lee Vista Boulevard	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 Greeneway	E
Major Boulevard	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)
Metrowest Boulevard	Hiawassee Road	Kirkman Road	F (1,038.7 vplph)
Metrowest Boulevard	Kirkman Road	Pres Barack Obama Py	E
Millenia Boulevard	Oakridge Road	Radebaugh Way	E
Millenia Boulevard	Radebaugh Way	Conroy Road	E
Millenia Boulevard	Conroy Road	John Young Parkway	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 Greeneway	E
Narcoossee Road	Central Florida Greeneway	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)
North Frontage Road	Forbes Place	Semoran Boulevard	F (1,173.6 vplph)

FIGURE TE-1B
TRANSPORTATION ELEMENT
LEVEL OF SERVICE STANDARDS FOR ROADWAYS

Roadway Segment	From	To	LOS Standard
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	Hiawasse Road	Kirkman Road	E
Orange Avenue	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)
Patch Road	Hoffner Avenue	Bent Pine Drive	E
Pres Barack Obama Py	Metrowest Boulevard	Conroy Road	E
Radebaugh Way	Orlando-Vineland Road	Millenia Boulevard	E
Raleigh Street	Hiawasse 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)
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
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 Boulevard	Hazeltine National Drive	T.G. Lee Boulevard	E
TPC Drive	Lee Vista Boulevard	Hazeltine National Drive	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	E
Tradeport Drive	Orange Avenue	Taft Vineland Road	E
Turkey Lake Road	Conroy Road	Orlando-Vineland Road	F (800.4 vplph)
Turkey Lake Road	Vineland Road	Hollywood Way	E
Turkey Lake Road	Hollywood Way	Sand Lake Road	E
Universal Boulevard	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
Vineland Road	L.B. Mcleod Road	Conroy Road	F (864.4 vplph)
Vineland Road	Conroy Road	Radebaugh Way	E
Vineland Road	Radebaugh Way	Major Boulevard	E
Vineland Road	Major Boulevard	Kirkman Road	E
Vineland Road	Kirkman Road	Universal Boulevard	E
Vineland Road	Universal Boulevard	Turkey Lake Road	E
Wetherbee Road	Boggy Creek Road	South Access Road	E

(Amended April 21, 2003; Amended January 22, 2007, Effective February 21, 2007, Doc. No. 0701221001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

FIGURE TE-2: RECOMMENDED MOBILITY PROJECTS

MOBILITY PROJECTS FOR PLANNING PERIOD 2016-2020				
RESPONSIBLE AGENCY	PROJECT NAME	FROM	TO	WORK DESCRIPTION ²
City of Orlando	Area Wide Signal Improvement	Signal Upgrading		Signal Improvements
FDOT	I-4 Orange County Master Plan ROW Acquisition			ROW Acquisition
FDOT	I-4	Kirkman Rd	US 441	Add 4 Special Use Lanes
FDOT	I-4	US 441	Ivanhoe Blvd.	Add 4 Special Use Lanes
Orlando/Other	Narcoossee Rd.	SR 528	SR 417	Widen to 6 Lanes
FDOT/Orange County	Sand Lake Rd.	Turkey Lake Rd./I-4	John Young Prkwy.	Widen to 6 Lanes
Orlando/Other	Terry Ave. South Extension	South St.	Anderson St.	New 2-Lane Road
Orlando/Other	W. Livingston Street	Parramore Ave.	Terry Avenue	New 2-Lane Road
MetroPlan/City of Orlando	Shingle Creek Trail	Oak Ridge Road	Sand Lake Road	Build Multi-Use Trail
City of Orlando	Bicycle Sharing Program ¹	Downtown Orlando		Build Bike Sharing Infrastructure
City of Orlando	Bicycle Parking Racks ¹	Citywide		Provide & Install Bike Racks
City of Orlando	Car Sharing Program ¹	Downtown Orlando		Provide Infrastructure to Facilitate Car Sharing
City of Orlando	Signed Bicycle Routes ¹	Citywide		Use Signage to Designate Preferred Bike Routes
City of Orlando	Bicycle Lanes ¹	Citywide		Use Pavement Markings to Designate Preferred Bike Routes
City of Orlando	Sidewalk Enhancement	Citywide		Eliminate Gaps in Sidewalk Coverage
City of Orlando	Sidewalk Enhancement	Citywide		Extend Sidewalks on Unserved Roadways
City of Orlando	Streetscape ¹	Citywide		Enhance Landscaping & Hardscaping to Promote Pedestrian Activity
City of Orlando	Miscellaneous Intersection Capacity Needs ¹			Add Turn Lanes, Crosswalk, etc as Needed

1 Project Cost below threshold for inclusion in CI Element project list. 2 Per Policy, all new and widened City road projects include sidewalks and bike lanes.

FIGURE TE-2: RECOMMENDED MOBILITY PROJECTS

MOBILITY PROJECTS FOR PLANNING PERIOD 2021-2030				
RESPONSIBLE AGENCY	PROJECT NAME	FROM	TO	WORK DESCRIPTION ²
City of Orlando	Area Wide Signal Improvement	Signal Upgrading		Signal Improvements
FDOT	I-4	Kirkman Rd	US 441	Add 4 Special Use Lanes
FDOT	I-4	US 441	Ivanhoe Blvd.	Add 4 Special Use Lanes
Orlando/Other	Narcoossee Rd.	SR 528	SR 417	Widen to 6 Lanes
Orlando/Other	Hicks Avenue Extension	South St.	Anderson St.	New 2-Lane Road
Orlando/Other	W. Livingston Street	Parramore Ave.	Terry Avenue	New 2-Lane Road
City of Orlando	Bicycle Sharing Program ¹	Downtown Orlando	Downtown Orlando	Build Bike Sharing Infrastructure
City of Orlando	Bicycle Parking Racks ¹	Citywide	Citywide	Provide & Install Bike Racks
City of Orlando	Car Sharing Program	Downtown Orlando	Downtown Orlando	Provide Infrastructure to Facilitate Car Sharing
City of Orlando	Signed Bicycle Routes ¹	Citywide	Citywide	Use Signage to Designate Preferred Bike Routes
City of Orlando	Bicycle Lanes ¹	Citywide	Citywide	Use Pavement Markings to Designate Preferred Bike Routes
City of Orlando	Sidewalk Enhancement	Citywide	Citywide	Eliminate Gaps in Sidewalk Coverage
City of Orlando	Sidewalk Enhancement	Citywide	Citywide	Extend Sidewalks on Unserved Roadways
City of Orlando	Streetscape ¹	Citywide	Citywide	Enhance Landscaping & Hardscaping to Promote Pedestrian Activity
City of Orlando	Miscellaneous Intersection Capacity Needs ¹	Miscellaneous Intersection Capacity Needs ¹	Miscellaneous Intersection Capacity Needs ¹	Add Turn Lanes, Crosswalks, etc at Needed
Other	Augusta National Dr.	Bent Pine Dr.	Hoffner Avenue	New 2-Lane Road
Orlando/Orange Co./Other	Boggy Creek Rd.	Greeneway (SR 417)	Simpson Rd.	Widen to 4 Lanes
Orlando/Orange Co./Other	Boggy Creek Rd.	Jetport Dr.	Wetherbee Rd.	Widen to 4 Lanes
Orlando/Other	Carrier Drive	Lakehurst Dr.	Universal Blvd.	Widen to 4 Lanes
City of Orlando	Ferguson Dr. at Colonial Dr.			Intersection Improvements
Other	Hazeltine National Dr.	Goldenrod Rd.	Narcoossee Rd.	New 4 Lane Road
FDOT	I-4	Ivanhoe Blvd.	Kennedy Blvd.	Add 4 Special Use Lanes
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.	Atlantic Ave.	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./Judge Rd.	Conway Rd.	Shoalcreek Dr.	Widen to 4 Lanes
City of Orlando	Pres Barack Obama Py	Metrowest Blvd.	Old Winter Garden Road	New 4 Lane Road
FDOT/City of Orlando	Robinson Street	Hughey Av.	Maguire Blvd.	Complete Streets
Orlando/Other	Shadowridge Rd.	Lee Vista Blvd.	Hoffner Av.	New 4 Lane Road
OOCEA	SR 528	Boggy Creek Rd.	SR 417	Widen to 8 Lanes
City of Orlando	US 17/92 Mills Av.	Congestion Management		Congestion Mgmt.
City of Orlando	Virginia Dr.	Orange Av.	Mills Avenue	Capacity Improvements
LYNX	LYMMO	Rollins St.	Miller St.	BRT Expansion
LYNX	Airport Express	Lynx Central Station	Orlando Intl. Airport	Express Bus Route
LYNX	Waterford Lakes Express	Lynx Central Station	Waterford Lakes	Express Bus Route
LYNX	UCF Express	Lynx Central Station	Univ. of Central Florida	Express Bus Route
LYNX	East Seminole Co Express	Lynx Central Station	Sanford/Oviedo	Express Bus Route
LYNX	West Seminole Co Express	Lynx Central Station	Altamonte Springs	Express Bus Route
LYNX	North Seminole Co Express	Lynx Central Station	Lake Mary/Sanford	Express Bus Route
MetroPlan/City of Orlando	Orlando Urban Trail – South Extension	Creative Village	Clear Lake	Build Multi-Use Trail
FDOT/Orlando/Others	High Speed Rail	Orlando	Tampa	High Speed Rail
City of Orlando	Bicycle Parking Racks ¹	Citywide		Provide & Install Bike Racks
City of Orlando	Signed Bicycle Routes ¹	Citywide		Use Signage to Designate Preferred Bike Routes
City of Orlando	Bicycle Lanes ¹	Citywide		Use Pavement Markings to Designate Preferred Bike Routes
City of Orlando	Sidewalk Enhancement	Citywide		Eliminate Gaps in Sidewalk Coverage
City of Orlando	Sidewalk Enhancement	Citywide		Extend Sidewalks on Unserved Roadways
City of Orlando	Streetscape ¹	Citywide		Enhance Landscaping & Hardscaping to Promote Pedestrian Activity
City of Orlando	Miscellaneous Intersection Capacity Needs ¹			Add Turn Lanes, Crosswalks, etc at Needed

¹ Project Cost below threshold for inclusion in CI Element project list.

² Per Policy, all new and widened City road projects include sidewalks and bike lanes.

FIGURE TE-2: RECOMMENDED MOBILITY PROJECTS 2016-2040

MOBILITY PROJECTS FOR PLANNING PERIOD 2031-2040				
RESPONSIBLE AGENCY	PROJECT NAME	FROM	TO	WORK DESCRIPTION ²
City of Orlando	Andes 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	Greeneway (SR 417)	Widen to 6 Lanes
Orlando/Other	Dowden Rd.	Pine Lily St	Heintzelman Rd.	Widen/New 4 Lane Road
Orlando/Other	Econlockhatchee Tl.	Lee Vista Bv	Dowden Road	New 4 Lane Road
City of Orlando	Fairgreen St.	Maguire Bv	Old Cheney Highway	New 2 Lane Road
Other	Hazeltine National Dr	Narcoossee Rd	Econlockhatchee Tl.	New 4 Lane Road
FDOT	I-4 (Beyond the Ultimate)	Kirkman Rd	City Limits south	Widen to 6 Lanes & Add 4 Special Use Lanes
Orlando/Other	International Dr.	Carrier Dr	Oak Ridge Rd.	Capacity Improvements
Turnpike Authority	Kirkman Rd.	Sand Lake Rd	Canadian Ct.	New 4 Lane Road
Orlando/Orange Co./Other	Narcoossee Rd.	SR 417 (Greeneway)	Beachline (SR 528)	Widen to 6 Lanes
OOCEA	SR 408	Hiawasse 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
LYNX	Intermodal Station	Baldwin Park		Build Bus SuperStop
LYNX	Intermodal Station	Lake Nona		Build Bus SuperStop
LYNX	Intermodal Station	Lee Vista		Build Bus SuperStop
LYNX	Intermodal Station	Narcoossee Rd		Build Bus SuperStop
LYNX	Intermodal Station	International Dr.		Build Bus SuperStop
LYNX	Kirkman Rd BRT	Major Bv.	Colonial Dr (SR 50)	Bus Rapid Transit
LYNX	Semoran Bv. BRT	Beachline (SR 528)	Baldwin Park	Bus Rapid Transit
LYNX	Orange Av. BRT	Sand Lake Rd.	Lynx Central Station	Bus Rapid Transit
LYNX	Colonial Dr /University Bv. BRT	Ocoee	Univ. of Central Florida	Bus Rapid Transit
LYNX	International Dr Circulator	Major Bv	Central Florida Py	Bus Rapid Transit
FDOT/Orlando/Others	Light Rail	Seminole Co	Attractions Area	Light Rail
MetroPlan/City of Orlando	Southeast Network	Curry Ford Rd.	Orange County Line	Build Multi-Use Trails
City of Orlando	Bicycle Parking Racks ¹	Citywide		Provide & Install Bike Racks
City of Orlando	Bicycle Lanes ¹	Citywide		Use Pavement Markings to Designate Preferred Bike Routes
City of Orlando	Streetscape ¹	Citywide		Enhance Landscaping & Hardscaping to Promote Pedestrian Activity
City of Orlando	Miscellaneous Intersection Capacity Needs ¹			Add Turn Lanes, Crosswalks, etc at Needed

¹ Project Cost below threshold for inclusion in CI Element project list.

² Per Policy, all new and widened City road projects include sidewalks and bike lanes.

(Amended January 22, 2007, Effective February 21, 2007, Doc. No. 0701221001; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 9, 2015, Effective April 2, 2015, Doc. No. 1502091201; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

FIGURE TE-3: Reserved.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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