GMP

GROWTH MANAGEMENT PLAN

Approved August 12, 1991 • Amended January 28, 2019

TRANSPORTATION ELEMENT

POLICY AND SUPPORT DOCUMENT

CITY OF ORLANDO
City Planning Division

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Amending the Growth Management Plan, pursuant to Chapter 163, Florida Statutes
June 8, 2009

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Our appreciation also goes to the members of the City's advisory committees and other citizens of Orlando whose input has been invaluable.

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April 14, 2003

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April 14, 2003

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Our appreciation also goes to the members of the City's advisory committees and other citizens of Orlando whose input has been invaluable.

CREDITS – 2000

Amending the Growth Management Plan, as recommended in the
1998 Evaluation and Appraisal Report, pursuant to Section 163.3191, Florida Statutes,
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August 12, 1991

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Approved August 12, 1991 • Amended March 12, 2012

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TRANSPORTATION ELEMENT SUPPORT DOCUMENT

Executive Summary

Up until the 1990's, highway building was considered the only traffic congestion solution in regions throughout the country. Today, "intermodal" and alternative solutions are being sought. Intermodal systems allow passengers to conveniently shift from auto to bus to rail or to air. The goal is to create seamless journeys for travelers, combined with opportunities to develop retail, day care and other conveniences at or around transfer points. Transportation investments should yield multiple advantages by serving a wide range of users and purposes, such as improved access and convenience, protection of environmental and scenic qualities, and accommodations for bicyclists and pedestrians. These activities in turn reinvigorate inner-city economies (Pierce, 1995).

The City of Orlando is in tune with this trend in transportation planning. Creating a livable, sustainable community is our goal. The development of a multi-modal transportation system will help reach that goal by accommodating multiple purposes and users, promoting increased intensities in the activity centers, promoting infill and mixed-use developments and protecting our neighborhoods from encroachment. Through this approach, limited resources are utilized more efficiently.

The Transportation Element's intermodal focus has been facilitated by state provisions which allow flexibility related to transportation performance standards. This provision allows the City to implement a Transportation Concurrency Exception Area (TCEA) which emphasizes infill development and enhanced transit services. Prior to 1991, statutes required adopting roadway Level of Service Standards that discouraged infill development.

While there is no specific adopted Level of Service Standard for roadways within the TCEA, several measures are being proposed to ensure that a balanced and efficient transportation system is provided citywide. In the TCEA, less emphasis is placed on the widening and construction of roadways and more on providing travel mode choices. The element incorporates a set of recommendations for transportation connectivity to enhance the roadway, bicycle and pedestrian networks, and improve access to the transit system.

The Transportation Element recommends roadway design and cross-section standards that allow accommodations for all transportation modes along the City's major thoroughfares. Examples of standard features in the City's roadway design include narrowing driving lanes to accommodate bicycle lanes, and provisions for transit shelters.

Developer participation in the development of intermodal facilities is also recommended. Specific developer activities include the provision of bicycle lanes along developer constructed non-residential roads.

Finally, the transportation network envisioned by the Transportation Element is cost feasible. The emphasis on intermodalism has allowed the merging of numerous and compatible City goals to develop solutions which address various community needs and move towards achieving sustainability.

1. INTRODUCTION

1.A. PURPOSE

The purpose of the Transportation Element is to plan for a multi-modal transportation system which emphasizes residents' accessibility to goods and services, provides alternative transportation mode choice and supports the Future Land Use Element. Further, the purpose is to encourage the development of compact, pedestrian-oriented urban areas, promote energy efficient development patterns, and protect air quality. Consistent with the Future Land Use Element, the Transportation Element supports development within activity centers and high intensity mixed-use corridors. The Transportation Element establishes Level of Service Standards and supports land development regulations that promote transit ridership. Under this approach, the City will invest transportation infrastructure dollars to leverage private sector investment in areas identified as appropriate in the Future Land Use Element.

1.B. BACKGROUND

The 1962 Federal Highway Act required comprehensive, cooperative and continuing transportation planning as a prerequisite for receiving federal funds for highway construction. The act stated that all urban areas having a central city with a population of 50,000 or more must develop an areawide transportation plan for a target date 20 years into the future. The initial transportation study for the Orlando urban area began in 1965 and was completed in 1969. Because an urban area transportation plan must be a continuing study, updates to the original plan have occurred. The first Orlando Urban Area Transportation Study (OUATS) 2005 Plan Update was adopted in October 1985. The next 2010 OUATS Long Range Transportation Plan update was adopted in 1993. Subsequent OUATS updates have been adopted and the most recent 2025 OUATS Transportation Plan update was adopted in 2005.

In 1975, the State of Florida passed the Local Government Comprehensive Planning Act that mandated Florida cities to prepare comprehensive plans. The Act required consistency of local land use decisions with the adopted comprehensive plans.

In 1985, the State of Florida amended the Local Government Comprehensive Planning and Land Development Regulation Act. The Act required all local comprehensive plans to be consistent with the State Comprehensive Plan and Comprehensive Regional Policy Plan. The Act also required that public facilities and services needed to support development be available concurrent with the impact of the development. Pursuant to this Act and as part of its planning process, Orlando developed a Major Thoroughfare Plan for the City. The development of the Plan began with the reappraisal of the adopted OUATS 2005 Plan Update. The first Major Thoroughfare Plan was adopted by City Council in December 1989.

The Major Thoroughfare Plan is a continuing effort to balance the immediate and future roadway needs for Orlando with the development objectives of the City. It serves as a basis for accurately predicting travel demand and formulating realistic solutions for expected road

deficiencies. In developing alternatives, the City emphasized the efficient utilization of existing facilities. The initial Major Thoroughfare Plan provided an assessment of roadway improvements and regulatory programs designed to achieve the transportation goals and objectives established by the City of Orlando.

In August 1991, Orlando adopted a Growth Management Plan (GMP). The GMP included three transportation components: Traffic Circulation, Mass Transit, and Aviation and Related Facilities elements. The City of Orlando's Major Thoroughfare Plan was the basis for the existing and projected network analysis of the Traffic Circulation Element.

In 1994, the Department of Community Affairs (DCA) amended Rule 9J-5, Florida Administrative Code (F.A.C.), Section 9J-5.019, which requires the development of a Transportation Element. The rule states that a local government which has all or part of its jurisdiction included within the urbanized area of a Metropolitan Planning Organization shall prepare and adopt a transportation element consistent with the provisions of this rule and Chapter 163, Part II, Florida Statutes (F.S.). Consistent with the requirements established in Rule 9J-5, F.A.C., the Transportation Element replaces the Traffic Circulation, Mass Transit, and Aviation and Related Facilities elements of Orlando's Growth Management Plan. The Transportation Element incorporates an update to the Major Thoroughfare Plan which reflects the City's multi-modal approach to transportation and the commitment to creating a more livable community.

1.C. REGIONAL TRANSPORTATION ORGANIZATIONS

The overall transportation planning process in the Orlando urban area is shared among various federal, state, regional, county and municipal agencies working cooperatively with Metroplan Orlando (the region's Metropolitan Planning Organization).

Metroplan Orlando is a policy body of local elected officials authorized by F.S. 339.175. Metroplan Orlando ensures that highways, public transit, bicycle, pedestrian, freight and other transportation facilities are coordinated and planned consistent with planned development in the urbanized area. The Metroplan Orlando Board is comprised of elected officials from Orange, Osceola and Seminole Counties, the largest cities in the region and representatives from the region's transportation operating agencies.

Prior to making decisions, the Metroplan Orlando Board receives recommendations from a number of boards.

- The Transportation Technical Committee (TTC) is responsible for advising Metroplan Orlando on transportation related technical matters. The TTC is composed of technical staff from the jurisdictions represented by Metroplan Orlando.

- Community involvement is necessary whenever public acceptance and understanding of a transportation action or decision is required. Public input is provided by the

Citizens Advisory Committee (CAC). The CAC members are appointed by the local governments and ratified by Metroplan Orlando. This group provides an effective means of citizen input.

- The Municipal Advisory Committee (MAC) ensures that the views of mayors from cities and towns that do not have representatives on the Metroplan Orlando Board are considered in the transportation decision-making process.

- The Metroplan Orlando Bicycle & Pedestrian Advisory Committee (BPAC) guides and promotes the development of a bicyclist- and pedestrian-friendly transportation system and encourages increased use of all forms of non-motorized transportation. The BPAC reviews planning, engineering, education and enforcement of bicycle and pedestrian issues and is composed of representatives appointed by local governments and interested citizens.

- The Metroplan Orlando Transportation Disadvantaged Local Coordinating Board (TDLCB) coordinates the transportation needs of the physically challenged and economically disadvantaged. Composed of representatives from local governments and transportation providers, the primary responsibility of TDLCB is to evaluate the service provided by the local Community Transportation Coordinator (CTC) for the three county area - the Central Florida Regional Transportation Authority, (LYNX). TDLCB reviews both price and service levels, safety concerns, eligibility and other pertinent issues.

The Metroplan Orlando Board also relies on input and involvement from several other advisory groups and subcommittees, including: Freight Mobility Working Group, Land Use Subcommittee, Plans & Programs Subcommittee, Central Florida Clean Air Team, Management & Operations Subcommittee, and Quality Assurance Task Force.

The East Central Florida Regional Planning Council (ECFRPC) is an association of local governments serving six counties: Brevard, Lake, Orange, Osceola, Seminole and Volusia. The ECFRPC provides a forum where leaders can discuss complex regional issues, develop strategic regional responses for resolving them, and build consensus for setting and accomplishing regional goals.

One of the ECFRPC's statutory responsibilities is the review of local government comprehensive plans and amendments. This includes the review of plans and plan amendments for consistency with the Strategic Regional Policy Plan, review of plans and plan amendments for extra-jurisdictional impacts to nearby local governments, and review and recommendations on the necessity of review by the Department of Community Affairs, pursuant to Section 163.3184(6)(a), Florida Statutes.

The Central Florida regional transit authority was formed in May 1972 under the name of Orange-Seminole-Osceola Transportation Authority (OSOTA). The bus service was originally named Tri-County Transit, or TCT for short.

The current name of the Central Florida regional transit authority or "LYNX" was chosen in a public naming contest in 1994. LYNX is now the primary transit provider in the Orlando urban area. LYNX runs the free "Lymmo" bus in downtown Orlando, connecting many downtown destinations to parking and the LYNX Central Station, along a fully separate right-of-way. All LYNX buses except for the Lymmo service have bike racks.

In 1989, the State Legislature created the Central Florida Commuter Rail Authority (CFCRA) to develop commuter rail services in Orange, Osceola, and Seminole counties and the cities therein. Increased demand for high capacity transit facilities in this target area soon warranted the expansion of the CFCRA.

In the spring of 1994, continued growth in this region triggered a merger between the CFCRA and LYNX into the Central Florida Regional Transportation Authority (CFRTA). The merger was authorized by the State Legislature and the combined agency develops all public transit systems for the tri-county area.

Locally, the responsibility of all transportation improvements is under the authority of two City departments:

- Transportation Department - System analysis, project development, corridor planning, capital programming, intergovernmental coordination, policy development, priority setting, project engineering, construction, maintenance, and traffic operations.
- Finance Department - Securing and disbursement of funds for transportation projects and programs.

1.D. RECENT MOBILITY EFFORTS

Orlando developed as an automobile-oriented community. A significant portion of urban area development projects within the last twenty years have supported this mode of transportation. Cities that developed primarily before the advent of the automobile tend toward greater densities. However, Orlando has none of the historical infrastructure or residential and employment densities characteristic of New York, San Francisco, or Boston. Orlando, like other cities that developed after the advent of the automobile, has areas with low density residential development, numerous and low cost parking facilities, and shopping centers and malls distributed throughout the City.

Reversing the existing land use pattern and increasing land use mixture will help to improve accessibility to goods and services, increase transit ridership and manage traffic congestion. Existing land use patterns and mixture in some areas of the City make it difficult to provide adequate public transportation services and to promote alternative transportation modes. Continued job growth is likely to accentuate the growing disparity between service jobs and the source of labor to fill these jobs. Connecting City residents with these jobs is essential.

The Growth Management Plan is designed to reverse this trend by encouraging specific land use patterns and mixture which will improve accessibility and support enhanced transit service. Although the effects of such planning take time, the following efforts are reversing past trends.

Downtown Orlando Transportation Plan

The Downtown Orlando Transportation Plan was adopted in December 2006 and addresses transportation across all modes. Most importantly, the plan recognizes that regardless of individual travel preferences, all trips begin and end as a pedestrian. Transit is a natural extension of a pedestrian trip and vastly expands the range a pedestrian can cover in a short time. Transit becomes practical and attractive to auto owners when the same trip can be made by walking and transit faster and/or cheaper than by driving and parking. Moreover, available roadway capacity solutions will be costly and can provide only limited net new capacity to Downtown Orlando.

Downtown Orlando is a major activity center served by an internal circulator system "Lymmo" which provides a high level of service. The Downtown Development of Regional Impact (DRI), completed in 1990, defined the future of transit downtown. It envisioned a heavy transit and pedestrian orientation within downtown. The Downtown DRI mandates careful management of public and private parking supply to support this orientation. Lymmo opened in August 1997 and is an essential component of the DRI. Lymmo replaced the Freebee system which had a ridership of over 40,000 passengers per month. Lymmo provides an enhanced circulator service with exclusive bus lanes, streetscaping and environmentally clean buses. Signalized intersections give priority to the bus system. The route connects the City Commons, the Orange County Courthouse, the Centroplex, and City parking garages. Beginning in November 2004, transit service was moved from the previous Downtown Bus Station (DBS) to the intermodal LYNX Central Station (LCS). This intermodal station is integral part of the Lymmo system, has been designed to allow for additional routes and expansion and is located along the proposed commuter rail line.

At least 1/3 of downtown long-term parking spaces are anticipated to be purchased from the City by developers as part of the development approval and permitting process. These parking spaces are located in public downtown garages. Lymmo connects employees from the parking garages into their work sites.

As downtown development intensifies, this system of garages and the internal transit circulator will intercept a large percentage of the commuter traffic destined for downtown. This will alleviate some of the anticipated growth in internal motor vehicle traffic, especially at peak hour. It will also allow the City to prevent over-building of long-term parking in downtown which would otherwise work against the success of major transit projects.

Operating costs for the downtown transit system is funded from revenues generated by downtown parking. Additional funding from the Community Redevelopment Area's tax increment revenues is available to support the Lymmo system when needed.

The Downtown transportation planning effort included an evaluation of potential transit circulators to expand or complement Lymmo service. It is anticipated that the potential transit circulators will encourage regional transit ridership by decreasing the need for downtown workers to have their cars with them at the work site. Once this need is reduced, workers are more likely to consider commuting into downtown on public transit.

The International Drive Area Multimodal Plan

International Drive is a major activity center in southwest Orlando. The activity center is located along a 10 mile corridor encompassing hotels, theme parks, restaurants, and numerous other commercial establishments. Its proximity to the Disney complex, to major highways, and to the Orlando International Airport, along with central Florida's climate and landscape amenities, have made it a recreation and vacation destination for millions of visitors annually.

Since the 1970s the area has been identified in local planning documents as part of a public transit/fixed guideway corridor. The adopted 2025 Orlando Urban Area Transportation Study, Regional Transit Systems Concept Plan, identifies “high speed” and “light rail” corridors serving the International Drive area and linking the airport, Disney’s Celebration, Downtown Orlando, and points along the Interstate 4 (I-4) corridor into Osceola and Seminole Counties.

An International Drive corridor transportation study was initiated in 1990. The study was funded by the City of Orlando, Orange County, a group of businesses incorporated as "ETC" (Efficient Transportation for the Community), and Maglev Transit, Inc. The study investigated whether cost-effective internal transit would support the land use objectives of local governments, provide improved transportation capacity and personal mobility, and serve as a first step toward implementation of the transit systems called for in Metroplan Orlando’s long range plan.

The International Drive corridor study found that the activity center has a substantial amount of transit service, primarily private-sector, in the form of tour buses, shuttles and vans, and taxis. Most of the traffic in the activity center is convention, tourist and recreation-oriented. The activity center has a high internal capture rate. Peak demand is not directly related to commuter movements but paced by tourist activities. However, affordable access to the area for service employment and the need to minimize the space required for costly surface parking were important issues raised in the study.

The International Drive corridor study resulted in an I-Ride transit system. I-Ride is an internal transit system which provides service along International Drive. I-Ride was converted from a bus system to a rubber-tire trolley system in the fall of 1997. I-Ride is operated by the Mears Transportation Group under an agreement with the International Drive Master Transit and Improvement District. The district is a special independent taxing district comprised of three separate Municipal Service Taxing Units (MSTU’s). The district is governed by Orange County

and Orlando under a public-private initiative with the International Drive business leaders, developers and property owners.

In 1994, the City adopted the North International Drive Urban Design Plan. The purpose of the plan was to improve the image and function of the area. To achieve this, the plan focused on four major components: land use, code enforcement, urban design, and transportation. The transportation component included significant pedestrian improvements that support the internal and regional transit systems. Regional public transit service to the area has improved by providing better accessibility for tourists and employees of the International Drive area. Further, impact fees have been reduced in the area because of high mode split and to encourage the compact urban growth needed to support a successful transit system.

The International Drive area is being considered as part of a larger City-wide proposal to designate parts of Southwest Orlando as a Multi-Modal Transportation District (MMTD), consistent with the Florida Department of Transportation's definitions. Multimodal designation will allow City staff to consider vehicular, bicycle, and transit capacity when evaluating new development for transportation concurrency outside of the Transportation Concurrency Exception Area (TCEA). The establishment of MMTDs is the most effective policy tool available to implement the City's vision of a pedestrian-oriented environment that attracts tourists and locals alike in the International Drive area.

The City of Orlando Bicycle Plan

In 2001, the City Council adopted the latest City of Orlando Bicycle Plan. The plan includes a citywide system of bikeways and provides linkages to the county's proposed bikeway facilities.

A total of 250 miles of bikeways have been built within the City since 1990. Bikeways improvements are funded primarily through road resurfacing, new/re development, grants and gas tax. Several of the City's major bicycle projects have received federal and state assistance through METROPLAN ORLANDO, FDOT, Department of Environmental Protection (DEP) and the Office of Greenways and Trails.

The Bicycle Plan is undergoing an update with new estimated costs to complete the planned network. The updated plan is anticipated to be adopted by City Council in 2008. A system of bikeway pavement markings and signage identifying the routes will continue to be placed throughout the City.

CSX Relocation Plan

Dating from as early as the 1970s, the Central Florida region has studied and discussed with CSX Transportation, Inc. (CSXT) and its predecessors, the public's concern with train movements through the dense urban core of the region from Sanford through Orlando to Kissimmee. Concerns include the need to relieve traffic conflicts that long, slow moving trains create; the potential to utilize the existing rail system for increased passenger use; and the

safety issues at the crossings where trains, cars, and pedestrians can meet with devastating results. These concerns have resulted in numerous studies.

Since 2004, CSX has considered the relocation of some of its freight traffic to the S-Line as part of its long-range strategic plan to improve the efficiency of freight rail operations statewide. As a result of this new strategy, Lakeland rail traffic would increase by four trains, going from 16 to 20 trains a day.

Rail relocation, or rerouting of rail traffic, has been at the forefront of discussions among the Metroplan Orlando, Central Florida Regional Transit Authority (LYNX) and the Florida Department of Transportation (FDOT), culminating in a feasibility study commissioned in March of 2003 and completed in 2005. The Rail Relocation Feasibility Study was initiated to determine the benefit of rerouting train movements from the existing CSX "A" Line from Deland in Volusia County to Poinciana in Osceola County.

In February 2008, Lakeland requested the state government to fund and undertake another comprehensive feasibility study. The purpose of this study is to evaluate and determine the most efficient and cost-effective manner to meet Florida's current and future needs for the movement of freight and passenger rail, along with vehicular traffic, prior to committing to Commuter Rail project. The S-Line could eventually connect commuter rail transit between Tampa and Orlando through Lakeland and Polk County.

The Florida Department of Transportation (FDOT) is working on a study that began in 2008 to assist the City of Lakeland and its residents. The study will address the potential for long-term relocation of freight traffic out of downtown Lakeland, short-term possibilities for mitigating the increase in freight traffic in Downtown Lakeland and evaluation of commuter rail service options for Polk County. Also, the study will evaluate alternatives for the "Super Freight Rail Highway" that would route freight trains away from existing urban areas, as well as the impacts of the deep seaport operations along Tampa Bay and the Gulf coast. The study will provide full cost figures needed to help mitigate increased train traffic in urban areas.

1.E. REGIONAL MOBILITY PLANS

Orlando Urban Area Transportation Study (OUATS) 2030 Transportation Plan

The OUATS Year 2030 Transportation Plan Update is a multi-year, multi-modal plan for guiding transportation improvements in the Orlando urban area (Orange, Osceola, and Seminole Counties). The 2030 Transportation Plan is based on regional needs identified through the process of forecasting future travel demand, evaluating system alternatives, and selecting those options which best meet the mobility needs of the region.

The plan recommends road, highway, beltway, rail, and transit system improvements to be implemented by 2030. The total estimated cost of these improvements was compared to

federal, state and local funds available. The 2030 Plan represents the best combination of financial resources and improvements to meet the goals and objectives of the study.

Lynx Transportation Development Plan

Each year, Lynx produces an update to its Transportation Development Plan (TDP). The Florida Department of Transportation (FDOT) requires a TDP from all transit agencies seeking State Transit Block Grant funds. The TDP includes an assessment of the need for transit services, identifies local policies which impact transit, outlines proposed service improvements, identifies capital and operating costs of the proposed improvements, identifies financial requirements, and includes a staged implementation plan.

Central Florida Commuter Rail Plan

Final approval between the Florida Department of Transportation (FDOT), CSX and local jurisdictions to move forward with Commuter Rail was accomplished in 2007. Expected to be operational by 2011, Commuter Rail will coincide with an I-4 expansion to help alleviate congestion on the regional roadways. The first phase will run from Deland through Downtown Orlando (four stops inside the Transportation Concurrency Exception Area) and Downtown Orlando to Sand Lake Road in Orange County. Commuter Rail will be able to carry 10,000 passenger trips per hour, compared with one lane of I-4 at only 2,000 cars per hour.

The four stops located within Orlando will be at the Florida Hospital, LYNX Central Station (LCS), Church Street Station, and the existing Amtrak Station near Orlando Regional Health Services Hospital. Sites adjacent to each stop are envisioned to be redeveloped consistent with Transit Oriented Design (TOD) principles, with bicycle and pedestrian network connectivity.

Orlando-Orange County Expressway Authority 2030 Master Plan

The Master Plan recommends a role for the Orlando-Orange County Expressway Authority in implementing over $1.3 billion in transportation improvements in Central Florida in addition to over $1.0 billion already committed in the Work Plan for the next 20 years. The plan calls for significant improvements to the existing expressway system in four (4) categories: Toll Facility Improvements (transformation of mainline toll plazas to open road tolling), Capacity Improvements & Managed Lanes (high occupancy toll -HOT- lanes, premium tolls, reversible lanes or exclusive truck and bus corridors or lanes), Interchange Improvements and Renewal/Replacement (R/R).

The Authority will generate revenues to fund the Master Plan improvements by actively promoting financial partnerships with other agencies and private parties, by enhancing its revenues from non-toll sources, and by minimizing its operating costs through efficient management of its system. However, if these initiatives do not result in sufficient funding to complete major improvements and expansions, the Authority will consider toll rate increases on the existing system to generate additional funding to advance these projects.

2. ECONOMIC DEVELOPMENT AND LAND USE CONSIDERATIONS

2.A. ECONOMIC DEVELOPMENT STATEMENT

During the past several decades, the role of promoting economic development has shifted to local governments. National and state policy makers found that a centralized approach failed to address the specific needs of each target area, thus greater attention has been given to local economic development initiatives. The concept of government-initiated business development involves several substantive issues, including infrastructure improvements, land use planning, and environmental concerns. Local economic development relies on partnerships with area businesses, labor representatives, and community organizations.

Historically, the relationship between economic growth and transportation infrastructure related primarily to the location theory of economics: that proximity to existing markets constituted the key factor in business (re)location. Current trends in transportation systems, however, deal with two of government's key functions related to economic development: ensuring responsiveness to the business community and providing acceptable access to economic opportunity for residents of low-income neighborhoods. Through all phases of its Growth Management Plan, Orlando is committed to establishing and maintaining a responsive environment that enhances accessibility and stimulates long-term, equitable economic activity.

Orlando's initial purpose in economic development is the expansion and diversification of the region's economic base. While tourism remains a mainstay in this region, other industries are taking an important role in the City's marketplace. The City also works with businesses through the development review process to promote the use of more efficient modes of transportation and improve access. Finally, Orlando's goals, objectives, and policies in the Transportation Element are structured to promote an investment in economic development activity. Specifically, the City will invest transportation infrastructure dollars to leverage private sector investment in areas identified as appropriate in the Future Land Use Element.

As the City strives to be more responsive to regional commercial interests, it also recognizes the need to offer positive economic and social opportunities for residents of low-income communities. Nationwide, government-initiated economic development initiatives have concentrated on creating relocation incentives to lure target businesses, but failed to consider the needs of disadvantaged citizens. This trend triggered widespread disaffection between low income communities and local government. Furthermore, the increasingly high-tech nature of the marketplace tended to isolate those communities that could not afford the necessary technological infrastructure. Orlando recognizes the potential harm of this trend and is committed to providing avenues of success for all its citizens. Through its Transportation Element and in partnership with local transportation service providers, the City will establish and maintain equitable access to employment, housing and business development opportunities. Through this process the local government can determine what industries to

pursue and its overall future development priorities. A cornerstone of economic development planning lies in local government's partnership with regional private-sector interests. In fact, the high-tech nature of Orlando's business community calls for a three-segment bridge between government, business, and the educational system. This bridge will enable the City to plan for sustainable, equitable growth. By offering opportunity to all segments of society Orlando remains "The City Beautiful."

2.B. LAND USE FACTORS INFLUENCING MOBILITY

Trip Generators and Attractors

An efficient transportation system is designed to provide access to vital land uses, activity centers or trip generators through alternative transportation modes. A trip generator can be defined as any identifiable unit of land which either produces (trip production) or attracts (trip attraction) a person or vehicle trip. Trip generators can range from a single family residence producing about 10 trips a day to a major industrial or commercial area attracting thousands of trips per day.

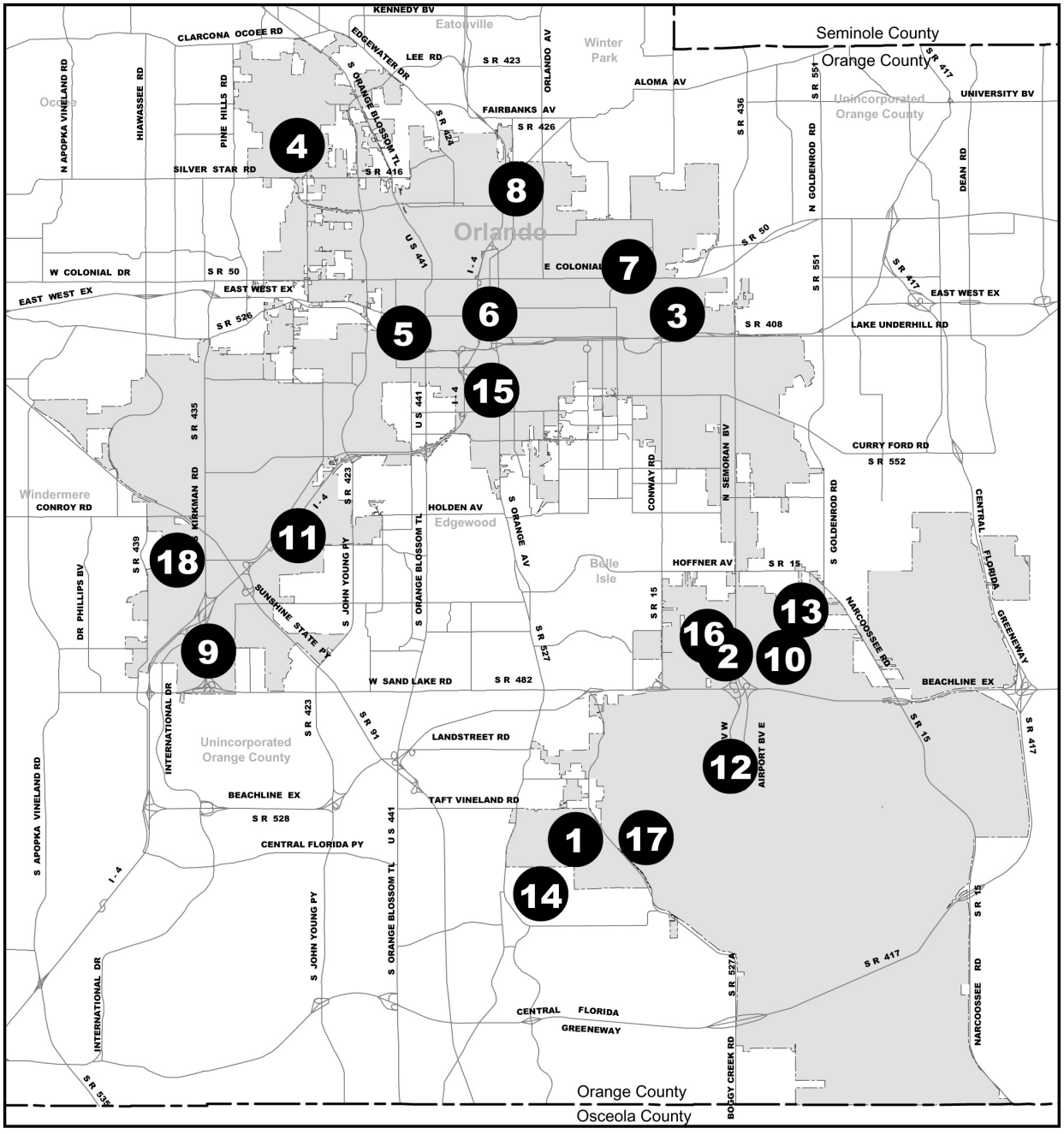
The following types of major trip generators are shown in Figure TE-4: Major regional shopping centers, community venues, government centers, hospital and medical complexes, colleges, universities, and airports. Figure TE-4 shows the location and type of these selected trip generators throughout the Orlando metropolitan area. While there is a number of these land uses located within the Downtown Orlando area, they are also located in other major activity centers and throughout the City. Analysis of the various transportation modes in this element will address service coverage of these major trip generators.

Mixed-Use and Connected Developments

Land use patterns and mixes can significantly influence mobility choices. Mixed-use developments can increase pedestrian, bicycle and transit use by shortening trip lengths. Similarly, developments designed with connections to surrounding land uses become accessible by the various transportation modes and reduce dependence on the automobile. These types of developments have a much lower impact on the transportation system than typical suburban developments.

Increasing intensities within the City's major activity centers and along the major thoroughfares is also conducive to increased use of transit, ridesharing and other transportation modes. Promoting increased land use intensities at these locations can complement other land use efforts to provide mode choice.

Figure TE-4 Existing Major Trip Generators



LEGEND

NORTH

0 1.5 3

Miles

City of Orlando
Transportation Department, June, 2008

Development Of Regional Impact

1 Airport Industrial Park at Orlando
2 Airport Lakes
3 Orlando Executive Airport
4 Center of Commerce at Orlando
5 Citrus Bowl
6 Downtown
7 Fashion Square
8 Florida Hospital Orlando
9 I Drive
10 LeeVista Center
11 Millenia/Schrimsher
12 Orlando International Airport
13 Orlando Corporate Centre
14 Orlando Jetport Center
15 Orlando Regional Healthcare System
16 Semoran Commerce Center
17 TradePort
18 Universal Studios

Orlando City Limits

Neighborhood and Environmental Protection

Orlando's development framework is based on the concept of activity centers and interconnected by mixed-use corridors. This concept has strong impacts on the future pattern of physical development within the City, and on the City's ability to efficiently provide services. By concentrating intense development in activity centers and mixed-use corridors, growth is directed away from adjacent low density neighborhoods and environmentally sensitive areas which need to be protected.

2.C. QUALITY PROJECT DEVELOPMENT

To maintain the City Beautiful vision and achieve the goals established in the Growth Management Plan, project development in Orlando undergoes a series of steps as part of the quality assurance process. Transportation projects in the City are driven by the Growth Management Plan. Generally, projects originate out of the transportation planning process. The Transportation Department leads the project development phase and is charged with programming projects for funding. As funds are programmed, City staff develops a preliminary scope of work for preliminary project design. Staffs from the Transportation Planning and Transportation Engineering Divisions, as well as the Offices of Minority/Women Business Enterprise Alliance and Purchasing & Materials Management contribute to this process.

If the project is to use a consultant, the team's ranking of consultants is presented to City Council and negotiations begin with the top consultant to develop a scope of services. The scope details the elements to be included in the project, such as type of improvement, landscaping and lane widths. The team is authorized to move immediately to the second top consultant if negotiations with the first candidate do not succeed.

An important aspect of the process is that during the preliminary design phases, a series of public workshops are held where the project scope and photographic imaging are presented for public review and input. During this phase, staff meets biweekly to discuss issues and provide comments on work products. The preliminary design phase is completed when the major issues to be addressed are identified.

The next phase, engineering and design, is lead by the Transportation CIP Program. As projects advance, the City Beautiful vision continues to drive the quality. During the 30%, 60% and 90% engineering and design stages, Transportation Planning staff stays involved and provides Transportation Engineering staff with input on various design details.

The final project design is approved and then work can begin.

3. MOBILITY FRAMEWORK

A comprehensive approach to improve accessibility includes the integration of the various transportation modes into a comprehensive transportation system. This element seeks to expand the mobility options available to Orlando residents, visitors, and at the same time, influence efforts to achieve this goal on a regional scale. This section describes the framework of the urban transportation system and defines each system component.

The rate of growth in Florida's population and employment far exceeds the national trend. Florida's population nearly doubled between 1970 and 1990. As a result, more people were entering the workforce, particularly women, and there was an increase in automobile ownership and a persistent shift of both jobs and residences into suburban areas.

Tourism in the state nearly doubled between 1980 and 1990, from 20 million to nearly 40 million visitors annually. The presence of the Walt Disney World and Universal Studios attractions and the University of Central Florida has significantly contributed to the population and employment influx in Central Florida during that time period. As a result, supporting commercial, service and industrial activities rapidly flourished.

Orlando's impressive growth is partly attributed to its central location in a Metropolitan Statistical Area (MSA) which is experiencing significant economic growth. A MSA is defined by the Census Bureau as one or more counties having a high degree of economic and social dependence. According to the 1990 census, the Orlando population was 164,693. The resident population for Orlando stated in the 2000 census was approximately 185,951. This growth trend is expected to continue well into the 21st Century. In addition, there has been approximately 3.5 times more population growth in unincorporated Orange County than in the City of Orlando in the last 16 years. Obviously, such rapid growth has significant impacts on the adequate provision of urban services such as roads, water, sewer, schools, and overall quality of life.

The analysis for the development of the Transportation Element involved three phases: (1) Collection of historical population and employment for Orlando and adjacent counties; (2) Summary of existing socioeconomic characteristics into a compatible format for input to the transportation model; and (3) Projection of future land use patterns based upon market-driven parameters, and approved Developments of Regional Impact (DRI) by phase.

Socioeconomic data for the years 2006, 2015 (mid term), 2030 (long term), and forecasting methodology are documented in the City's 2006-2030 growth projections report (City of Orlando, 2007).

3.A. TRANSPORTATION STUDY AREAS

The regional transportation study area is composed of 1,580 internal Traffic Analysis Zones and 36 external stations. Orlando encompasses 244 of these traffic zones. The 244 traffic zones

are grouped into fifteen (15) Transportation Areas (TAs). The purpose of the Transportation Areas is to analyze traffic performance on the internal roadway network. The TAs were drawn using the following criteria:

- No traffic zone was subdivided
- Downtown Orlando Development of Regional Impact (DRI) and Traditional City are contained within single TAs
- TAs do not cross transportation impact fee benefit area boundaries
- TA boundaries generally follow geographic features
- TAs represent compact areas with unique urban characteristics

Figures TE-5, TE-6 and TE-7 illustrate the regional study area, the Traffic Analysis Zones, and the Transportation Area boundaries. The following descriptions provide a brief overview of the fifteen (15) Transportation Areas:

Transportation Area 1

TA 1 includes the Downtown Development of Regional Impact, the Traditional City core and the Metropolitan Activity Center. State facilities within the TA are segments of Colonial Drive (SR 50), Orange Avenue (SR 527), Interstate 4 (SR 400), and the East-West Expressway (SR 408). The Downtown DRI calls for increased access primarily through enhanced transit services. This is the most prominent activity center in the region.

Transportation Area 2

TA 2 contains the rest of the Traditional City area surrounding the Downtown DRI. State roads within the TA are portions of Colonial Drive (SR 50), Mills Avenue (SR 15/600), Interstate 4 (SR 400), Robinson Street (SR 526), Orange Blossom Trail (US 441), and Crystal Lake Drive (SR 501). This TA is comprised of several older residential neighborhoods, many of which are being revitalized. The major thoroughfares (i.e., Colonial Drive and Mills Avenue) serve primarily commercial uses. TA 2 includes several community and urban activity centers interconnected by commercial corridors.

Transportation Area 3

TA 3 includes Baldwin Park (the former Orlando Naval Training Center Main Base) north of Colonial Drive and the Orlando Executive Airport to the south. Parallel east-west facilities within this TA are limited, resulting in a "funnel" effect for motorists traveling along the Colonial Drive corridor. Other state roads include segments of Semoran Boulevard (SR 436), and the East-West Expressway (SR 408) as the southern limit. TA 3 has three major activity areas: Fashion Square/Colonial Plaza Mall area, the Orlando Executive Airport and the Baldwin Park Urban Village redevelopment area. These uses are located west of SR 436 (Semoran Blvd.). The area east of SR 436 includes commercial uses along the major thoroughfares.

Transportation Area 4

TA 4 contains segments of Interstate 4, Princeton Street (SR 438), Edgewater Drive (SR 424), Lee Road (SR 423), and Fairbanks Avenue (SR 426). This TA holds established residential communities, supported by neighborhood commercial, recreation, and business centers.

Transportation Area 5

TA 5 includes the Rosemont area surrounded by Orange Blossom Trail (SR 441), John Young Parkway (SR 423), Princeton Street (SR 438) and Silver Star Road (SR 416). TA 5 contains a rich mixture of land uses - residential, commercial and industrial. Commercial uses are located along Orange Blossom Trail. Silver Star Road serves primarily industrial uses including the Center of Commerce DRI. This TA has a high potential for additional industrial uses.

Transportation Area 6

TA 6 encompasses Colonial Drive (SR 50) and is bounded by the segment of Orange Blossom Trail (SR 441) closest to downtown. It also includes portions of John Young Parkway (SR 423). The Florida Citrus Bowl Stadium is the major DRI. Colonial Drive (SR 50) is the main corridor with stable commercial uses. This TA includes the neighborhoods of Rock Lake, Spring Lake, and West Colonial.

Transportation Area 7

TA 7 contains a collection of neighborhoods known as the Greater Washington Shores. These neighborhoods are located southwest of downtown Orlando. This TA is bounded by portions of Interstate 4 (SR 400), the East-West Expressway (SR 408), Orange Blossom Trail (SR 441) and includes John Young Parkway (SR 423). Several residential neighborhoods such as Timberleaf, Carver Shores, Richmond Heights and dispersed commercial uses are located within this area with potential for additional developments.

Transportation Area 8

TA 8 is bounded on the southwest by the Florida's Turnpike (SR 91) and on the southeast by Interstate 4 (SR 400). Kirkman Road (SR 435) runs north-south through its center. The Metrowest DRI is the major established residential development included in this area, with significant potential for additional growth. Commercial development is suitable in this TA to support the increased residential development.

Transportation Area 9

The area contains parts of the Interstate 4 (SR 400) and Kirkman Road (SR 435), and is bounded by the Florida Turnpike (SR 91) and Sand Lake Road (SR 482). The TA contains the International Drive area, Universal Studios, Southpark DRI, and surrounding areas. TA 9 combines major activity and employment centers with tourist attractions. This area has high development and redevelopment potential.

Transportation Area 10

John Young Parkway is the main north-south transportation corridor and Conroy Road is the main east-west transportation corridor in this TA. It is contained in the quadrant bounded by

Florida Turnpike (SR 91) and Interstate 4 (SR 400). The area has experienced intense commercial growth with retail uses during the last decade and includes the Millenia Mall and supporting mixed land uses.

Transportation Area 11

TA 11 contains segments of Orange Avenue (SR 527) south of Downtown Orlando. This TA includes several established residential areas.

Transportation Area 12

TA 12 represents the industrial and low density residential area south of the Beachline Expressway (SR 528) and west of the Orlando International Airport. It has a potential for additional growth. The TA includes many warehousing and industrial uses, existing residential uses, the former Naval Training Center McCoy Annex (now Southport redevelopment) and several DRIs: Tradeport, Airport Industrial Park Orlando (AIPO), and Orlando Jetport Center.

Transportation Area 13

TA 13 represents the Southeast Orlando Annexation Area. Narcoossee Road provides the main access to the area. It contains the southeastern portion of the Central Florida Greeneway (SR 417). Currently, it includes primarily industrial and residential uses. The area is generally undeveloped and has been the target of intense development projects during the last decade.

Transportation Area 14

TA 14 includes the southern portion of Semoran Boulevard (SR 436) and Conway Road (SR 15) as the north-south corridors, with Hoffner Road (SR 15) and the Beachline Expressway (SR 528) as the main east-west state facilities. The major developments in the area include Lee Vista, Orlando International Airport, Orlando Corporate Center, Orlando Gateway, Airport Lakes, and Semoran Commerce Center. The TA also has residential, office, and commercial activities. There is a strong demand for residential uses in this area to match the strong employment market. Future growth is likely to include airport-related commercial development.

Transportation Area 15

TA 15 includes portions of Semoran Boulevard (SR 436), Conway Road (SR 15), and Curry Ford Road (SR 552). TA 15 includes a mixture of residential, commercial, and office uses. Office and commercial activities are located along Curry Ford Road.

Figure TE-5

Regional Study Area

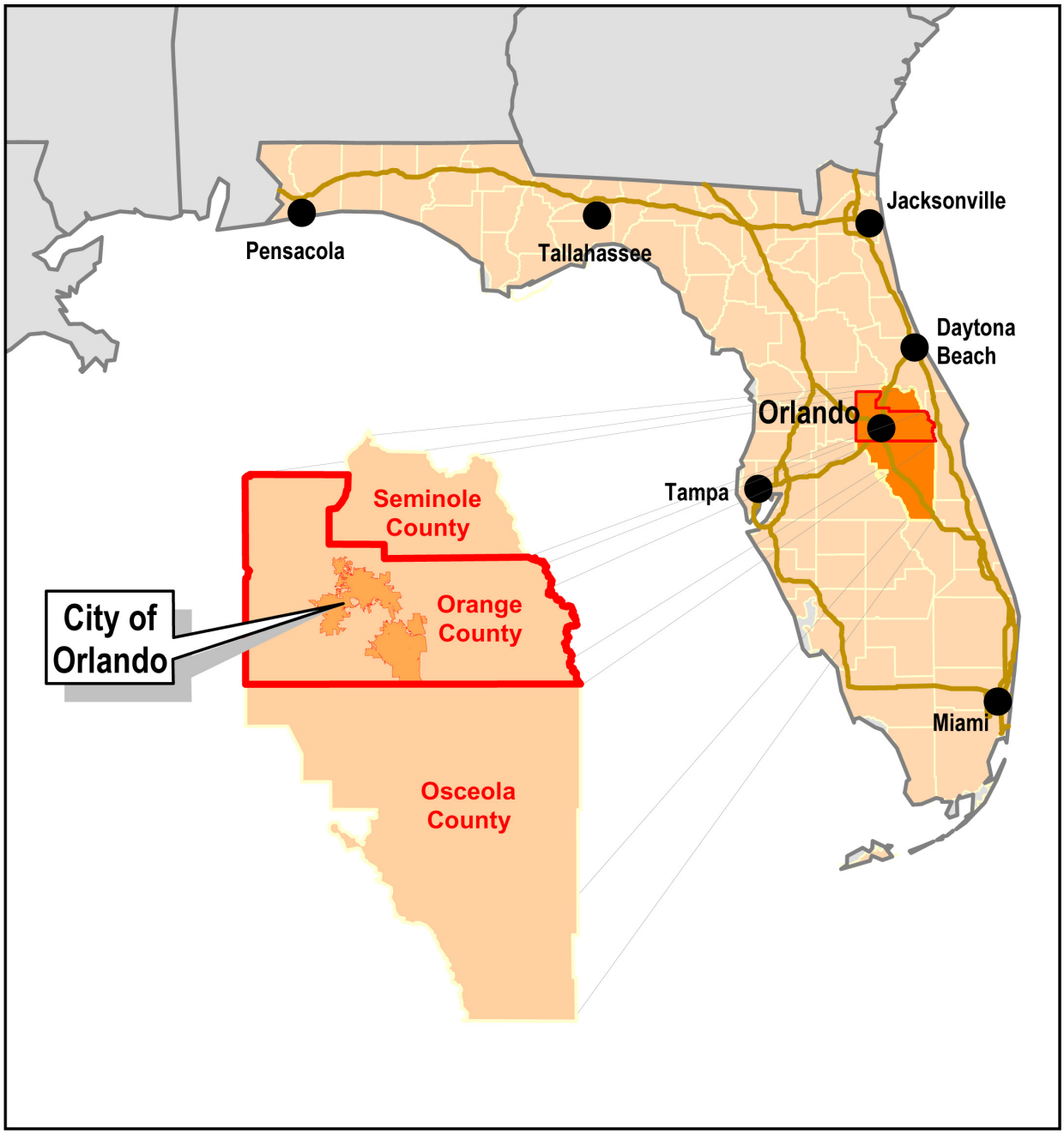


Figure TE-6 Traffic Analysis Zones - 2030

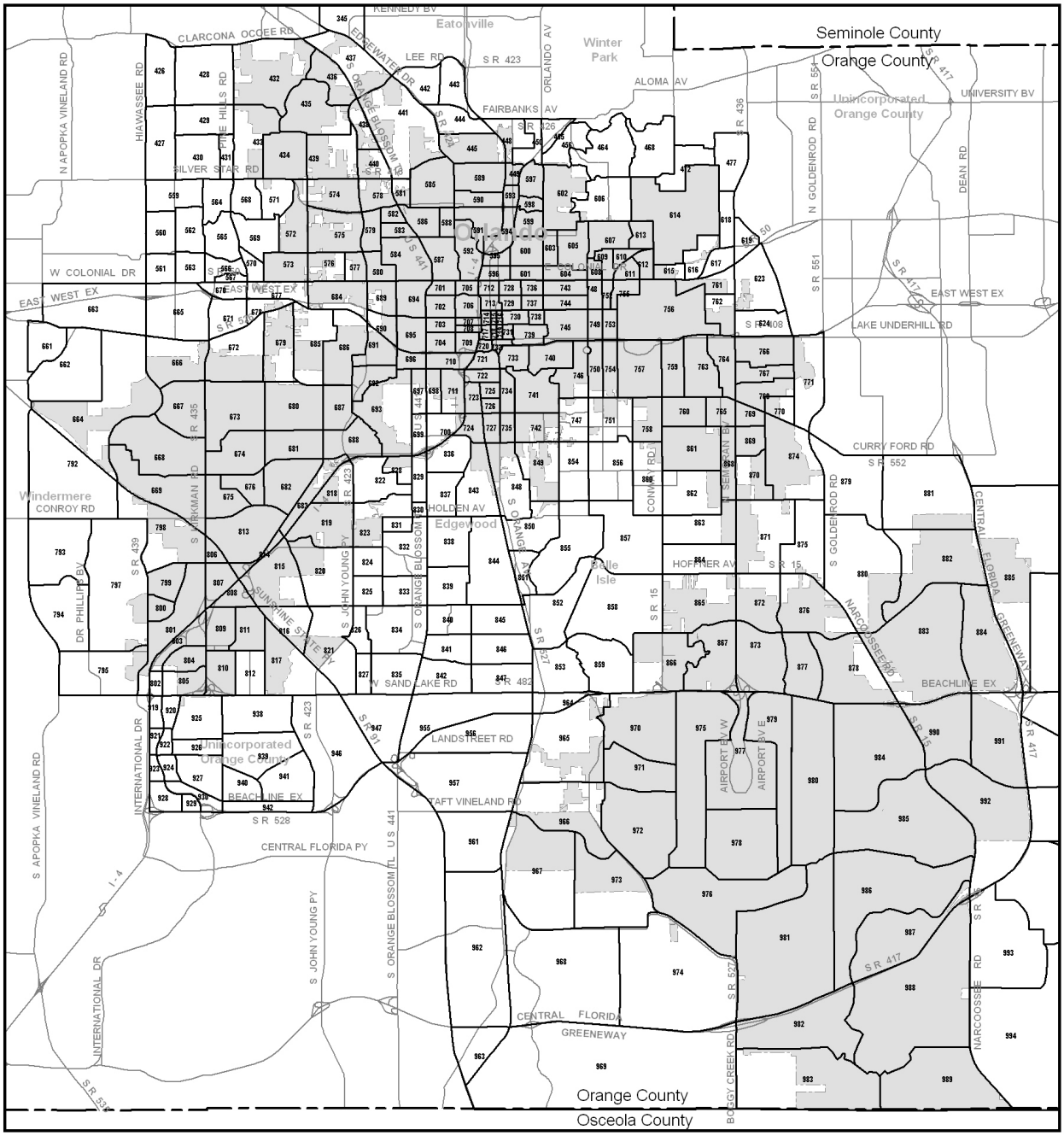
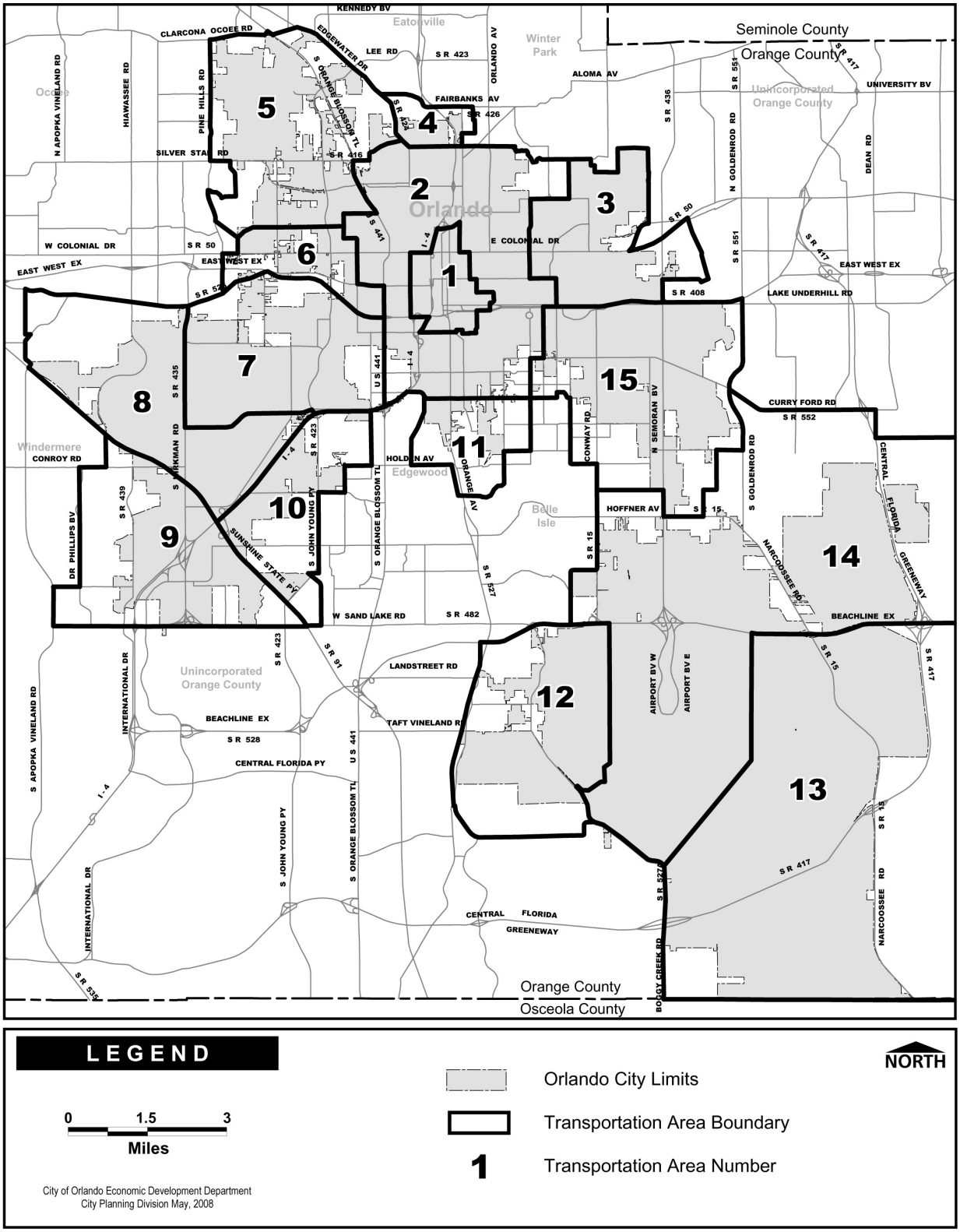


Figure TE-7 Transportation Areas



3.B. TRANSPORTATION MODELING PROCESS

The Florida Standard Urban Transportation Model Structure (FSUTMS) is used for the City's long range plan travel demand forecasting. The Florida Department of Transportation (FDOT) has established FSUTMS as the standardized travel model for the state. Orlando is a certified FSUTMS user, and consistency with the regional data collection system and traffic zone structure was maintained through the modeling process in forecasting the City's transportation demand.

Figure TE-8 shows the generalized model process flow chart.

The traffic simulation process is accomplished in five general steps:

Transportation Network Development

Network Development is the process of simulating alternative roadway and transit systems through computer modeling. Traffic count information from all available sources was collected. The City's Public Works Department, Orange County Engineering Department, and FDOT District 5 conduct on-going traffic count surveillance for the Orlando area.

Trip Generation

Trip Generation analysis is performed by converting socioeconomic variables to person trips through a series of multiple regression equations. The outputs from this analysis are trip productions and attractions by traffic zone and by purpose. The six basic trip purposes developed from the socioeconomic variables are:

- Home-Based Work
- Home-Based Personal Business
- Home-Based Social-Recreational
- Home-Based Shopping
- Home-Based School
- Non-Home-Based

Special generators are land uses with unusual trip production and attraction features. Special generators include areas such as Walt Disney World, the Orlando International Airport, universities and colleges. These generators are treated as additional trip purposes and are added to the trip productions and attractions.

External vehicle trip productions are developed by applying growth factors to the external vehicle trip table. There are two types of external trips: External/External (E-E) and Internal/External (I-E). External/External trips are those with both origins and destinations outside the region. Internal/External trips are those with only one trip end in the region. Truck and Internal/External trip purposes are also included in the modeling process.

Socioeconomic information for the City was developed by the Economic Development Department and utilized in the travel demand model. Housing, population, and employment figures were based on the same socioeconomic database.

Trip Distribution

The Trip Distribution process links each end of a trip. A gravity model is used to calculate the person trip distribution. The gravity model simulates the relationships between places like homes and workplaces. The interaction between two places declines with increasing distance, time, or cost between them, but increases proportionally to the amount of activity at each location. Consequently, trips are directly distributed depending on land use attractiveness and inversely distributed depending on travel time, distances or cost. If the concentration of land uses is intense, more trips get distributed. Inversely, if the travel time and distances are longer or the travel cost is high, fewer trips get distributed.

Mode Split

Mode Split is used to determine the proportion of person trips by transportation mode. The alternatives to "drive alone" simulated in the transportation model include regular bus services, high occupancy vehicle (HOV) lanes, express bus routes, internal circulators, park-and-ride lots, and light rail. Alternative mode simulation factors are provided by Metroplan Orlando to ensure consistency with surrounding jurisdictions.

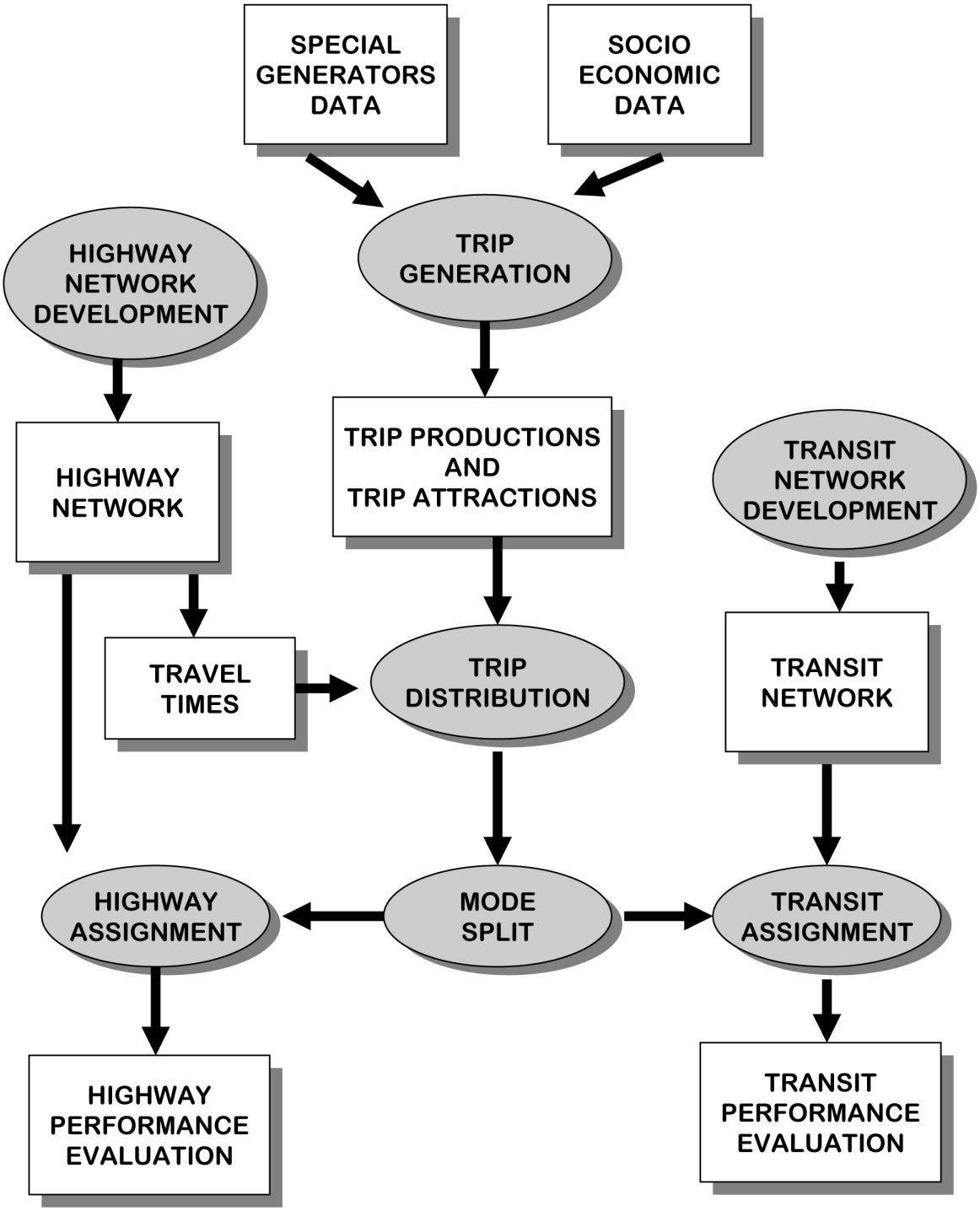
Trip Assignment

Trip Assignment simulates how many automobiles and buses are traveling on the transportation system. In this process, trips produced in one traffic zone are "added", according to the distribution patterns, into different roadways conducing to all other traffic zones. This process is repeated until all traffic zone trips are assigned and equilibrium is reached.

Equilibrium, in the context of modeling, occurs when no vehicle trip can be made by an alternate route without increasing the total travel time of all trips in the system. This procedure consists of an iterative series of traffic assignments with an adjustment of travel times reflecting delays encountered in the associated iteration. The equilibrium assignment simulates the amount of congestion present on the existing roadway system.

FIGURE TE-8

TRANSPORTATION ELEMENT
GENERALIZED MODEL PROCESS FLOWCHART



SOURCE: City of Orlando, Transportation Dept., 2008

Metroplan Orlando established 2000 as the base year for the latest travel demand model validation. The model was validated using annual average daily traffic (AADT) counts. The validation process involved verification of the trip generation, distribution, and assignment procedures and results. Comparison of the model traffic with collected counts was used to evaluate model accuracy.

The City's Public Works Department, Orange County Engineering Department, and the FDOT District 5 traffic counts were compared with model results and summarized. The calculated root-mean-square error (RMSE) found on all links with counts was 29.85%. The root-mean-square error measures the deviation between two data distributions, in this case traffic volumes (existing and simulated). Overall acceptable RMSE limits recommended by the Federal Highway Administration (FHWA) for urban areas are <50%.

3.C. TRAFFIC CIRCULATION SYSTEM

The following section provides an overview and illustration of the traffic circulation system. Roadways are classified to:

- Identify the relative importance of roads on the traffic circulation system
- Provide guidance for level of service
- Aid in establishing improvement priorities
- Identify maintenance responsibility for roads
- Assist in determining funding and financing policies
- Identify appropriate road design standards

The following general facility classes are used in this plan for road performance analyses:

- **Uninterrupted Flow Facilities** are facilities with full access control designed to encourage uninterrupted traffic flow. Direct access to abutting land is restricted. Interstate highways, freeways, tolls facilities, and expressways are examples of uninterrupted flow facilities.
- **Interrupted Flow Facilities** are facilities with traffic signals, stop and yield signs, or other fixed causes of periodic delay or interruption to the traffic stream. They also have curb cuts to allow access to abutting land. Arterials, collectors, and local roads are examples of interrupted flow facilities.

The Florida Department of Transportation currently supports only the federal functional classification for roads. The federal functional classification for roads includes urban/rural, principal/minor arterials and collectors, based on trip purposes served. In this plan, a generic arterial and collector classification, based on federal functional classification designations, is used.

- **Arterials** connect uninterrupted flow facilities and other roads to form a continuous network. Arterials provide mobility around and through urban and community cores. Arterials accommodate relatively long trip lengths as opposed to providing access to adjacent properties. Arterials are further classified for performance as Classes I, II, and III, based on the number of signals per mile, access controls, geometric cross sections, and speed limits.
- **Collectors** provide for movement between local streets and the arterial network. Collectors serve residential, commercial, and industrial areas. Collectors are herein further classified as Residential Collectors to recognize the importance of servicing and preserving adjacent residential neighborhoods.

Local roads provide direct access to abutting properties. Local roads accommodate traffic originating in or traveling to properties within a neighborhood, commercial, or industrial development. Local roads are not considered part of the major thoroughfare system.

Level of Service Categories

The 1985 Growth Management Act established two important responsibilities for local governments. The first was to require local governments to adopt level of service (LOS) standards for public facilities within the jurisdiction as part of the comprehensive plan. The second was to ensure that the public facilities and services proposed in the Capital Improvements Element of the local comprehensive plan were available concurrent with the development.

As a result, the Department of Community Affairs requires that adopted Level of Service Standards can be achieved and are financially feasible. The standards set a minimum service level which the City must maintain for each of the public facilities, including roadways.

The definition of road capacity, as shown in the previous 1985 Highway Capacity Manual, was the "*...maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions...*" (Transportation Research Board, 1985).

The 1994 Highway Capacity Manual Update makes clear that signalized intersections have considerable impacts on the arterial operation as a whole (Transportation Research Board, 1994). As a result, the Florida Level of Service Manual 1995 Edition incorporated computational changes to reflect this fact.

The Florida Department of Transportation adopted Statewide Minimum Level of Service Standards for the State Highway System. The minimum Level of Service Standards are used for planning applications, including the review of local government plans. The generalized maximum volume tables provided by FDOT are guidelines recommended for broad planning applications. They are to be used as a general guide to determine highway level of service and through-lane requirements.

Six level of service categories developed from the Highway Capacity Manual classify roadway performance. The categories are:

Level of Service A
A condition of road performance where traffic density is very low, with little or no restrictions in maneuverability. Drivers can maintain their desired speed with little or no delay.

Level of Service B
A condition of road performance where traffic density is low and vehicles travel with operating speeds somewhat restricted by other vehicles. Drivers still have reasonable freedom to select their speeds.

Level of Service C
A performance condition where operating speeds are determined by other vehicles, permitting a stable traffic flow. Drivers might have limitations to maneuver and to increase speeds.

Level of Service D
A condition of road performance where traffic density is high but tolerable. Fluctuations in traffic volumes may cause reductions in operating speeds. Drivers have little freedom to maneuver. In some instances, traffic flows approach unstable conditions.

Level of Service E
Represents traffic operation near the roadway capacity or maximum service volume. Vehicles flow at unstable conditions. Stop-and-go situations may happen. In freeways or limited access roads, speeds are near thirty (30) miles per hour and traffic density is high.

Level of Service F
This condition usually results from long lines of vehicles backing up because the traffic volume exceeds the roadway capacity. The vehicles are forced to operate at very low speeds. Stop-and-go situations are frequent and in extreme cases, vehicles stop for long periods of time.

The statewide minimum Level of Service Standards recommended for the state system are shown in Figure TE-8B.

FIGURE TE-8B: STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS

	Transitioning Urbanized Areas, Urban Areas, or Communities	Urbanized Areas under 500,000	Urbanized Areas over 500,000	Roadways Parallel to Exclusive Transit Facilities	Inside Transportation Concurrency Management Areas	Constrained and Backlogged Roadways
INTRASTATE						
Limited Access Highway (Freeway)	C	C(D)	D(E)	D(E)	D(E)	Maintain
Controlled Access Highways	C	C	D	E	E	Maintain
OTHER STATE ROADS *(not part of the Florida Intrastate Highway System)*						
Two-Lane	C	D	D	E	*	Maintain
Other Multilane	C	D	D	E	*	Maintain

Note: Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.

***** Means the Level of Service Standard to be set in a transportation mobility element that meets the requirements of Rule 9J-5.

Source: FDOT, 2002.

The Florida Standard Urban Transportation Model Structure (FSUTMS) was used to estimate existing and future traffic on the existing and proposed traffic circulation system. The revised 2002 FDOT's Generalized Tables were used to evaluate roadway performance.

As shown later in the Existing Conditions section of this plan, many segments on the state roadway system are operating well below these FDOT standards.

Constrained Facilities

Section 339.155, Florida Statutes, makes governmental police powers available to preserve and protect property necessary for transportation corridors and to acquire needed right-of-way as far in advance of construction as possible. To achieve this, a Corridor Designation Report (CDR) is regularly prepared and distributed by the Florida Department of Transportation. A Constrained Facility List is included in the Corridor Designation Report. A constrained roadway is one in which adding two (2) or more through lanes to meet current or future traffic needs is not possible due to physical, environmental, or policy barriers.

The Florida Department of Transportation requests that local governments identify constrained roadways in their comprehensive plans to ensure maintenance of the operating conditions, so that significant degradation in the level of service does not occur. Significant degradation means an average annual daily increase in two-way traffic volume of ten percent (10%) or a reduction in operating speed for the peak direction in the one hundredth (100^{th}) highest hour of the year (K_{100}) of ten percent (10%). A map of the City's constrained facilities can be found in Figure TE-14.

3.D. PUBLIC TRANSIT SYSTEM

Public transit improvements offer the potential to significantly increase the capacity of the transportation network. One average size bus at capacity can carry as many passengers (approximately 40 persons) as ten or more private automobiles. Successful transit systems emphasize the land use and travel demand relationship necessary to address congestion problems. As discussed earlier, the most important factors in encouraging transit use are mixed land uses and an urban form which provides street connectivity and access to the pedestrian, transit and bikeway systems.

Transit facilities and multi-modal terminals also are important for the success of the transit system. These facilities allow for transfers among the various modes within the transportation system.

According to a United States Department of Transportation (USDOT) report entitled "*Measurement of Transit Benefits*", transit beneficiaries include the community-at-large, as well as passengers (USDOT, 1993). Local businesses benefit from better transit access for employees and customers. Many automobile drivers value transit because drivers recognize that they may need to use it in the future. Further, they recognize that use of transit by others can decrease vehicle congestion for everyone. Moreover, the community benefits from the increased transit accessibility of the population as a whole.

Large urbanized areas tend to have high transit service coverage or supply rates. However, the rate of transit coverage is not necessarily directly related to the size of the service area population. Service coverage is highest in multi-modal cities with populations over 1,000,000. Service coverage is also relatively high in cities with service area populations under 200,000. This is due to smaller cities having few or no fringe areas. The amount of motor bus vehicle miles provided is also a major factor when determining the level of transit service supplied. Urban density, demographic distribution, and the availability of supporting financial assistance are other factors which influence the level of system coverage in urbanized areas.

Public Transit Level of Service Issues

Level of service criteria are based on the operational and service characteristics of the public transit system. Operational characteristics include the number of vehicles operated in maximum service, the amount of service supplied, the average speed, and the number of days service is provided. Service characteristics include geographic location and service area population.

While these characteristics are monitored by the local transit provider, the City monitors levels of service for transit performance based on headway standards. Headway (or frequency) is defined as the amount of time that separates transit vehicles moving in the same direction on the same route or track. The City's emphasis is on reducing headways to encourage public transit ridership.

3.E. PARKING SYSTEM

Parking is an essential component of the overall transportation system. The decision of a commuter to drive alone or to use alternative transportation modes such as ridesharing or public transit depends to a large extent on the cost, accessibility, and availability of parking.

FDOT's "Commute Alternatives Systems Handbook" uses the term Parking Management to describe any activity associated with the design, construction, management, or operation of a parking facility (FDOT 1996). The primary objectives of most parking management programs are to improve the environmental quality in urban areas and to encourage a shift from the private automobile to alternative modes of transportation. Parking programs seek to maximize the use of existing facilities, achieve environmental and energy conservation objectives, divert peak-period commuter trips to the off-peak periods, and improve access.

3.F. BICYCLE SYSTEM

Bicycling is a viable mobility alternative. Numerous urban areas across the country have built bicycle networks to provide a commuting alternative as well as a recreational asset. According to a FHWA report entitled "What Needs to be Done to Promote Bicycling and Walking?", these two modes contribute a small fraction of their potential as transportation alternatives (FHWA, 1992). The automobile is the dominant mode and has become an integral part of our culture. The report states that people do not choose bicycling or walking for many reasons, many of which can be overcome.

3.G. PEDESTRIAN SYSTEM

All great cities are walkable cities. Unfortunately, walking in Orlando contributes only a small fraction of its potential as a transportation mode. Pedestrian mobility is greatly influenced by the mix and proximity of land uses, as well as the availability of adequate sidewalks and other pedestrian facilities. Appropriate land use and careful urban design will encourage walking for short trips and for accessing transit facilities.

3.H. AVIATION SYSTEM

Airport facilities play a vital role in a community's ability to move people and goods to regional, national and worldwide destinations. The economic vitality of a region can generally be correlated to the sustained growth in the number of passenger arrivals/departures and tonnage of cargo handled annually at its airport(s). Regional and international airport facilities can be the multi-modal hub of a community and the focal point of numerous spin-off industries responsible for the import and export of manufactured goods. All trends indicate that airport facilities will play a greater transportation role as markets are expanded globally and goods and people are transported worldwide on an increasing basis.

3.I. RAIL SYSTEM

Rail systems are receiving increased attention as alternatives to automobile/airline travel. Light rail systems have been implemented worldwide as an alternative to automobile commuting. The development of high speed trains could provide a regional alternative to inter-city automobile/airline travel. Increasing road congestion on the local, state, and federal road systems highlight the need to promote rail initiatives.

3.J. MULTI-MODAL SYSTEM

Major cities throughout the country often serve as the economic engines for entire regions. One important challenge is to provide commuters with multi-modal facilities that provide links to all forms of transportation, from pedestrian to inter-city passenger rail. Efficiently designed multi-modal transportation facilities encourage the use of alternative transportation modes and are a key to the success of the overall multi-modal transportation system.

3.K. TRANSPORTATION DEMAND MANAGEMENT PROGRAMS

Transportation Demand Management (TDM) is a transportation planning process whose goals are to relieve congestion on highways and promote transportation alternatives. TDM includes techniques such as carpooling, flexible work schedules, preferential parking, transit subsidies and telecommuting. Another goal of a TDM program is to prevent environmental degradation and conserve energy. Implementation of a TDM program should occur under a cooperative environment where community efforts to address existing commuting conditions are coordinated.

Regional and local transportation policies and programs are necessary to develop a successful multi-modal transportation system. TDM programs and policies assert the jurisdictions' commitment to provide a transportation system that promotes alternative transportation modes and reduces reliance on the single-occupant automobile.

4. EXISTING CONDITIONS

The existing conditions were inventoried and analyzed to establish a base to assess the needs and relative performance of the transportation system. The assessment of current transportation performance within the City is crucial in developing a plan of action for every component of the transportation system.

4.A. EXISTING TRAFFIC CIRCULATION SYSTEM

The inventory and analysis of the existing traffic circulation system involved reviewing the physical and operational characteristics of the major thoroughfares, measuring their performance, identifying high accident locations, and identifying travel demand characteristics.

Roadway Characteristics

An inventory of existing roadway characteristics was conducted to determine the existing number of lanes and the functional class of major thoroughfares in Orlando. The number of lanes only represents through lanes. See section 3.C above for an explanation of the roadway classification system used throughout this support document. Figures TE-9, TE-10, and TE-11 show the existing functional class, number of lanes, and maintenance responsibility for each major thoroughfare in Orlando.

Figure TE-9 Existing Functional Classification

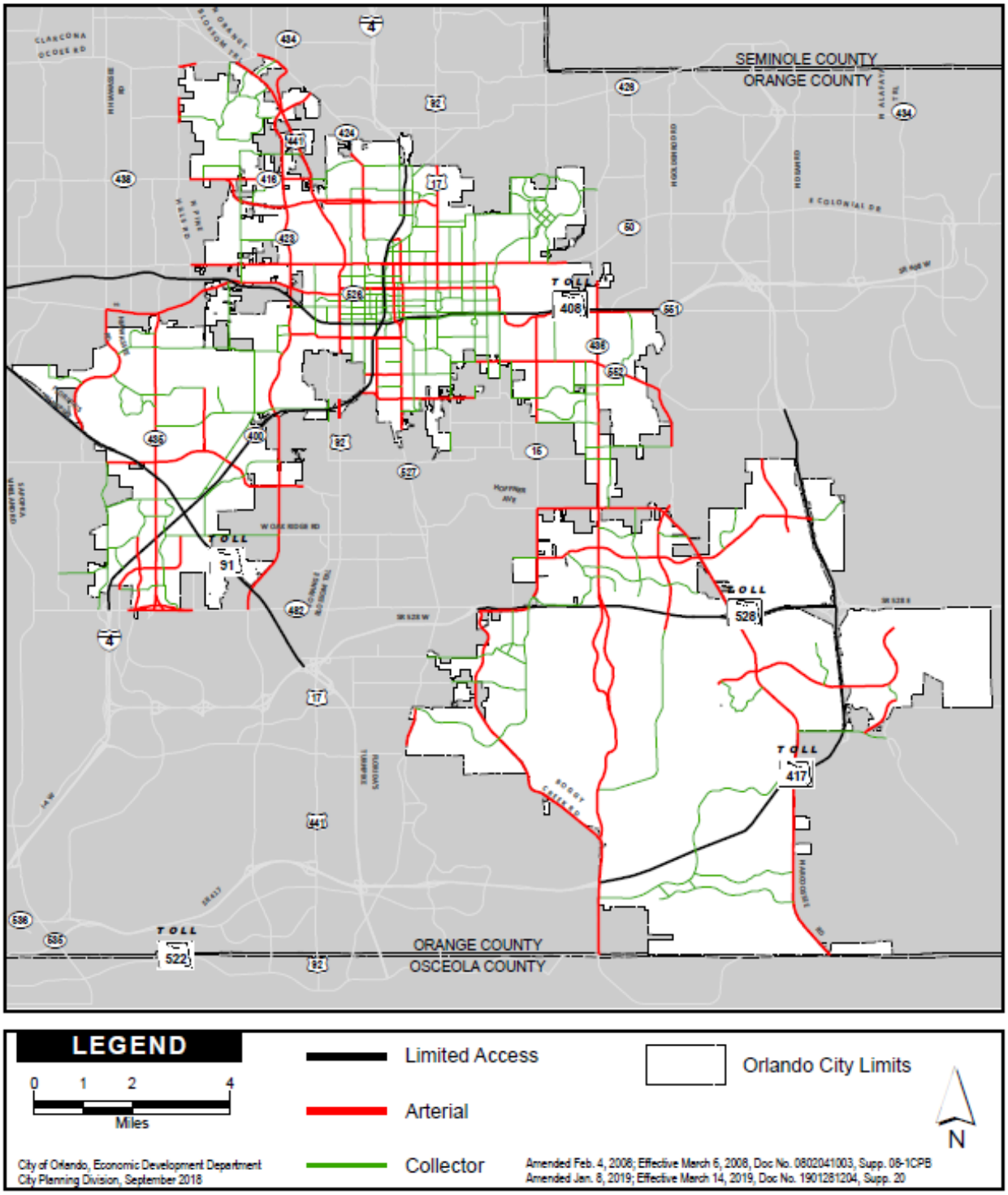


FIGURE TE-10
EXISTING AND FUTURE NUMBER OF LANES

STREET	SEGMENT	LANES (2018)	LANES (2040)
4th St	11th Ave to Boggy Creek Rd; Binnacle Way to Joyce Dr	2	2
8th St	Armed Forces Reserve Dr to Tradeport Dr	2	2
Adventure Way	I-4 to Hollywood Way	4	4
Alden Rd	Virginia Dr to Rollins St	2	2
Alden Rd	Highland Ave to Virginia Dr	0	2
Alden Rd	Orange Ave to Highland Ave	0	2
All American Blvd	Orange Blossom Trl to Edgewater Dr	4	4
Amelia St	Orange Blossom Trl to Magnolia Ave	4	4
Americana Blvd	John Young Pkwy to Texas Ave	4	4
Anderson St	Orange Blossom Trl to Lake Underhill Rd	2	2
Andes Ave	Lake Underhill Rd to George DeSalvia Way	2	4
Andes Ave	George DeSalvia Way to Colonial Dr	0	4
Arnold Palmer Dr	Robert Trent Jones Dr to Kirkman Rd	2	2
Ashford Blvd	Conway Rd to Dixie Belle Dr	2	2
Bal Bay	Narcoossee Rd to Econ Trail	0	2
Baldwin Park St	Lake Baldwin Ln to Semoran Blvd	2	2
Bennett Rd	Fairgreen St to Corrine Dr	4	4
Bent Pine Dr	Semoran Blvd to Corporate Centre Blvd	2	2
Binnacle Way	Landstreet Rd to Tradeport Dr	2	2
Bluestem St	North Lake Pkwy to Loblolly Pine Cir	2	2
Boggy Creek Rd	Osceola County Line to Jetport Dr	2	4
Boone Ave	Gore St to South St	2	2
Boone/Lucerne/Sligh	Kaley St to Gore St	0	2
Brengle Ave	Princeton St to Bryn Mawr St	2	2
Briercliff Dr	Delaney Ave to Fern Creek Ave	2	2
Bruton Blvd	LB McLeod to Columbia St	4	4
Bryn Mawr St	Brengle Ave to Eunice Av	2	2
Bumby Ave	Colonial Dr to Corrine Dr	2	2
Bumby Ave	Anderson St to Colonial Dr	4	4
Bumby Ave	Michigan St to Anderson St	2	2
C R Smith St	Goldwyn Ave to John Young Pkwy	4	4
Caravan Ct	Grand National Dr to Major Blvd	4	4
Carrier Dr	International Dr to Universal Blvd	4	4
Carrier Dr	Universal Blvd to Kirkman Rd	2	4
Carter St	Kirkman Rd to Pres Barack Obama Pkwy	0	2
Central Blvd	Tampa Ave to Crystal Lake Dr	2	2
Chickasaw Trail	Lake Melrose Dr to Red Bay Dr	2	2
Chickasaw Trail	Leevista Blvd to Lake Melrose Dr	4	4
Church St	Hughey Ave to Summerlin Ave	2	2
Church St	John Young Pkwy to Hughey Ave	2	2
Cinderlane Parkway	Lake Orlando Pkwy to Orange Blossom Trl	2	2
Clarcona Ocoee Rd	Pine Hills Rd to Lee Ann Dr	4	4
Clay Ave	Orange Ave to Par St	2	2
Coast Line Dr	Silver Star Rd to Seaboard Rd	2	2
Colonial Dr	Hughey Ave to Old Cheney Hwy	4	4
Colonial Dr	Pine Hills Rd to Hughey Ave	6	6
Columbia St	Division St to Orange Ave; Ivey Ln to John Young Pkwy	4	4
Commander Dr	Hoffner Ave to Pershing Ave	2	2
Common Way Rd	Lake Baldwin Ln to Lower Park Rd	2	2
Conroy Rd	Millenia Blvd to John Young Pkwy	4	4
Conroy Rd	Vineland Rd to Millenia Blvd	6	6
Conroy Rd	Pres Barack Obama Pkwy to Vineland Rd	4	4
Conroy Rd	Kirkman Rd to Pres Barack Obama Pkwy	6	6

STREET	SEGMENT	LANES (2018)	LANES (2040)
Conroy Rd	Turkey Lake Rd to Kirkman Rd	4	4
Conway Gardens Rd	Michigan St to Curry Ford Rd	2	2
Conway Rd	McCoy Rd to Hoffner Ave	4	4
Conway Rd	Lake Margaret Dr to Lake Underhill Rd	4	4
Corporate Ctr Blvd	Leevista Blvd to Bent Pine Dr	4	4
Corrine Dr	Bennet Rd to Common Way Rd	2	2
Corrine Dr	Forest Ave to Bennet Rd	4	4
Crystal Lake Dr	Tennessee Terrace to Anderson St	2	2
Crystal Lake Dr	Anderson St to Washington St	4	4
Crystal Lake Dr	Washington St to Robinson St	4	6
Curry Ford Rd	Bumby Ave to Goldenrod Rd	4	4
Curry Ford Rd	Fern Creek Ave to Bumby Ave	2	2
Daetwyler Dr	Landstreet Rd to Jetport Dr	2	2
Delaney Ave	Michigan St to Anderson St	2	2
Delaney Ave	Pineloch Ave to Michigan St	4	4
Division Ave	Michigan Ave to Washington St	2	4
Dixie Belle Dr	Gatlin Ave to Curry Ford Rd	2	2
Dowden Rd	Heintzelman Blvd to Pine Lily St	0	4
Dowden Rd	Pine Lily St to Meridian Pl	4	4
Dowden Rd	Meridian Pl to East City Limits	0	4
Dowden Rd	Boggy Creek Rd to Armed Forces Reserve Dr	2	2
East Orlando Connection	Dowden Road to Leevista Blvd	0	4
Econlockhatchee Trail	Dowden Rd to Leevista Blvd	0	4
Econlockhatchee Trail	Leevista Blvd to Tivoli Chase Dr	2	4
Edgewater Dr	Forest City Rd to Clarcona-Ocoee Rd	4	4
Edgewater Dr	Par St to Dowd Rd	4	4
Edgewater Dr	Colonial Dr to Par St	2	2
Eunice Ave	Bryn Mawr St to Silver Star Rd	2	2
Fern Creek Ave	Central Blvd to Virginia Dr	2	2
Fern Creek Ave	Michigan St to Briercliff Dr	2	2
Fern Creek Ave	Overlake Ave to Baxter Ave	2	2
Forbes Pl	North Frontage Rd to Shadowridge Dr	4	4
Forest Ave	Virginia Dr to Corrine Dr	4	4
Formosa Ave	New Hampshire St to Stymie Pl	2	2
Frederica Dr	Michigan St to Curry Ford Rd	2	2
Garland Ave	South St to Orange Ave	2	2
Gaston Foster Rd	Curry Ford Rd to Lake Underhill Rd	2	2
Gatlin Ave	Dixie Belle Dr to Commander Dr	2	2
General Rees Ave	Corrine Dr to Glenridge Way	2	2
Glenridge Way	General Rees Ave to Lake Baldwin Ln	2	2
Goldenrod Rd	Pershing Ave to Curry Ford Rd	4	4
Goldenrod Rd	Heintzelman Blvd to Old Goldenrod Rd	4	4
Goldwyn Ave	Columbia St to CR Smith St	4	4
Gore St	Mills Ave to Primrose Dr	2	2
Gore St	Tampa Ave to Delaney Ave	4	4
Grand National Dr	International Dr to Caravan Ct	4	4
Grand National Dr	Carrier Dr to International Dr	2	4
Grant St	Division Ave to Orange Ave	4	4
Grant St	Semoran Blvd to Raper Dairy Rd	4	4
Grant St	Fredrica Dr to Semoran Blvd	2	2
Greenbriar Pkwy	Sand Lake Rd to Carrier Dr	2	4
Hampton Ave	South St to Virginia Dr	2	2
Hazeltine National Dr	Shadowridge Dr to Publix Distribution Center	4	4

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FIGURE TE-10 (CT'D)
EXISTING AND FUTURE NUMBER OF LANES

STREET	SEGMENT	LANES (2018)	LANES (2040)
Hazeltine National Dr	Publix Distribution Center to N Econ Trl	0	4
Heintzelman Blvd	South Access Rd to Goldenrod Rd	4	4
Hiawassee Rd	Mardell Ct to Old Winter Garden Rd	4	4
Highland Ave	Livingston St to Marks St to Orange Ave	2	2
Hoffner Ave	Conway Rd to Goldenrod Rd	2	4
Hollywood Way	Turkey Lake Rd to Universal Blvd	6	6
Hughey Ave	South St to Church St to Colonial Dr	2	2
Innovation Way South (Storey Park Blvd)	Moss Park Rd to East City Limits	4	4
International Dr	Carrier Dr to Oakridge Rd	4	4
Ivey Ln	Kirkland Blvd to Raleigh/Columbia St	0	2
Ivey Ln	Raleigh/Columbia St to Old Winter Garden Rd	4	4
Jake St	Lake Baldwin Ln to Lakemont Ave	2	2
Jetport Dr	Boggy Creek Rd to Tradeport Dr	2	2
Marks St	Garland Ave to Mills Ave	2	2
John Young Pkwy	Shader Rd to Edgewater Dr	6	6
John Young Pkwy	Colonial Dr to Shader Rd	4	6
John Young Pkwy	Sand Lake Rd to Colonial Dr	6	6
Judge Road	Conway Rd to Shadowridge Dr	2	6
Judge Road	Datewyler Dr to Conway Rd	2	2
Kaley St	Orange Ave to Fern Creek Ave	2	2
Kaley St	I-4 to Orange Ave	4	4
Kaley St	Parramore Ave to I-4	2	2
Kirkman Rd	Sand Lake to Old Winter Garden	6	6
L.B. McLeod Rd	John Young Pkwy to Rio Grande Ave	2	2
L.B. McLeod Rd	Kirkman Rd to John Young Pkwy	4	4
Lake Baldwin Ln	Colonial Dr to Glenridge Way	2	2
Lake Breeze Dr	N Lake Orlando Pkwy to John Young Pkwy	2	2
Lake Como Cir	Bumby Ave to Bumby Ave	2	2
Lake Margaret Dr	Conway Rd to Semoran Blvd	2	2
Lake Nona Blvd	Central Fla. GreeneWay (SR 417) to Narcoossee Rd	4	4
Lake Nona Blvd	Medical City Dr to Central Fla. GreeneWay (SR 417)	6	6
Lake Nona Blvd	Boggy Creek Rd to Medical City Dr	4	4
Lake Nona Rd (E/W)	Medical City Dr to Lake Nona Blvd	0	2
Lake Nona Rd (L)	Performance Dr to Dowden Rd	0	4
Lake Underhill Rd	South St/Anderson St to Cocos Dr	2	2
Lake Vilma Dr	Westpointe Blvd to Steer Lake Rd	2	2
Lakemont Ave	Common Way Rd to Glenridge Way	2	2
Lakeview St	Edgewater Dr to Ivanhoe Blvd/ Legion Pl	2	2
Landstreet Rd	Boggy Creek Rd to Binnacle Way	2	2
Landstreet Rd	Orange Ave to Boggy Creek Rd	4	4
Landstreet Rd	Joyce Dr to Tradeport Dr	2	2
Laureate Blvd	Medical City Dr to Narcoossee Rd	2	2
Laureate Blvd	Boggy Creek Rd to Medical City Dr	0	2
Lee Rd	Orange Blossom Trl to Edgewater Dr	6	6
Leevista Blvd	Central Fla. GreeneWay (SR 417) to Young Pine Rd	4	4
Leevista Blvd	Shadowridge Dr to Central Fla. GreeneWay (SR 417)	4	6
Legion Pl	Orange Ave to Lakeview St	2	2
Livingston St	Rosalind Ave to Maguire Blvd	2	2
Livingston St	Hughey Ave to Rosalind Ave	4	4
Livingston St	Parramore Ave to Hughey Ave	2	2
Loblolly Pine Cir	Pine Lily St to Bluestem St	2	2
Long Rd	N Lake Orlando Pkwy to Clarcona Ocoee Rd	2	2
Lower Park Rd	General Rees Ave to Lakemont Ave	2	2

STREET	SEGMENT	LANES (2018)	LANES (2040)
Magnolia Ave	Anderson St to Lakeview St	2	2
Maguire Blvd	Colonial Dr to Bennet Rd	4	4
Maguire Blvd	Robinson St to Colonial Dr	4	6
Major Blvd	Kirkman Rd to Vineland Rd	4	4
Major Blvd	Universal Blvd to Kirkman Rd	6	6
Market Place Dr	Goldenrod Rd to Narcoossee Rd	2	0
Maury Rd	Rio Grande Ave to Edgewater Dr	4	4
McCoy Rd	Conway Rd/Tradeport Dr to N Frontage Rd	2	2
Medical City Dr	Lake Nona Blvd to Boggy Creek Rd	0	4
Medical City Dr	Laureate Blvd to Lake Nona Blvd	2	4
Medical City Dr	Boggy Creek Rd to Laureate Blvd	0	4
Meeting Pl	Lake Baldwin Ln to Upper Park Rd	2	2
Mercy Drive	Colonial Dr to Shader Rd	2	2
Mercy Drive	Old Winter Garden Rd to Colonial Dr	2	2
Metrowest Blvd	Kirkman Rd to Pres Barack Obama Pkwy	2	2
Metrowest Blvd	Hiawassee Rd to Kirkman Rd	4	4
Michigan St	Conway Rd to Semoran Blvd	4	4
Michigan St	Conway Gardens Rd to Conway Rd	2	2
Michigan St	I-4 to Bumby Ave	4	4
Millenia Blvd	Oak Ridge Rd to John Young Pkwy	4	4
Miller St	Booney/Lucerne/Sligh to Orange Ave	2	2
Mills Ave	Robinson St to Nottingham Dr	4	4
Mills Ave (NB-Brown Ave)	South St to Robinson St	2	2
Mills Ave (SB-Thornton Ave)	Robinson St to South St	2	2
Mills Ave	Briercliff Dr to South St	2	2
Moss Park Rd	Narcoossee Rd to Wewahootee Rd	4	4
N Lake Orlando Parkway	North Ln to Lake Breeze Dr	2	2
Narcoossee Rd	Central Fla. GreeneWay (SR 417) to Goldenrod Rd	4	6
Narcoossee Rd	Orange County Line to Central Fla. GreeneWay (SR 417)	6	6
Nebraska St	Mills Ave to Forest Ave	2	2
Nemours Pkwy	Lake Nona Blvd to Narcoossee Rd	0	2
New Broad St	Bennet Rd to Jake St	2	2
New Hampshire St	Formosa Ave to Orange Ave	2	2
North Frontage Rd	Forbes Pl to Semoran Blvd	4	4
North Frontage Rd	McCoy Rd to Forbes Pl	2	2
North Ln	Pine Hills Rd to North Lake Orlando Pkwy	2	2
Northlake Parkway	Bluestem St to Narcoossee Rd	2	3
Oak Ridge Rd	Grand National Dr to John Young Pkwy	4	4
Old Winter Garden Rd	Hiawassee Rd/Silverton St to Texas Ave	4	4
Orange Ave	Princeton St to Berkshire Ave	4	4
Orange Ave	Highland Ave to Princeton St	2	2
Orange Ave	Magnolia Ave to Highland Ave	4	4
Orange Ave	Garland Ave to Magnolia Ave	2	2
Orange Ave	Colonial Dr to Garland Ave	3	3
Orange Ave	East-West Expy (SR 408) to Colonial Dr	4	4
Orange Ave	Lake Lucerne Cir to East-West Expy (SR 408)	2	2
Orange Ave	Highway Pl to Lake Lucerne Cir	4	4
Orange Ave	Wetherbee Rd to Tradeport Dr	6	6
Orange Blossom Trail	John Young Pkwy/Lee Rd to Clarcona Ocoee	4	6
Orange Blossom Trail	Grand St to John Young Pkwy/Lee Rd	4	4
Orange Blossom Trail	35th St to 29th St	4	4
Orange Center Blvd	Goldwyn Ave to Tampa Ave	4	4
Osceola Ave	Delaney Ave to Michigan St	4	4

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FIGURE TE-10 (CT'D)
EXISTING AND FUTURE NUMBER OF LANES

STREET	SEGMENT	LANES (2018)	LANES (2040)
Oxalis Ave	Curry Ford Rd to Lake Underhill Rd	2	2
Par St	Edgewater Dr to Clay Ave/ Clay St	2	2
Parramore Ave	Amelia St to Colonial Dr	4	4
Parramore Ave	Kaley St to Amelia St	2	2
Passaic Pkwy	Leevista Blvd to N Econlockhatchee Trl	0	2
Patch Rd	Bent Pine Dr to Hoffner Ave	2	2
Peel Ave	Stoneview Rd to Curry Ford Rd	2	2
Pershing Ave	Semoran Blvd to Goldenrod Rd	4	4
Pershing Ave	Dixie Belle Dr to Semoran Blvd	2	2
Pine Hills Rd	Fir Dr to Liming Ave	4	4
Pine Lily St	Dowden Rd to Loblolly Pine Cir	2	2
Pineloch Ave	Orange Ave to Delaney Ave	4	4
Poitras Ave	Poitras Blvd to Boggy Creek Rd	0	2
Poitras Blvd	Boggy Creek Rd to Narcoossee Rd	0	4
Pres. Barack Obama Pkwy	Metrowest Blvd to Central Ave/Pine Hills Rd	0	4
Pres. Barack Obama Pkwy	Conroy Rd to Metrowest Blvd	4	4
Primrose Dr	Robinson St to Colonial Dr	4	4
Primrose Dr	Curry Ford Rd to Robinson St	2	2
Princeton St	Smith St to Mills Ave	4	4
Princeton St	Orange Blossom Trl to Smith St	2	2
Princeton St	John Young Pkwy to Orange Blossom Trl	6	6
Princeton St	Silver Star Rd to John Young Pkwy	4	4
Radebaugh Way	Millenia Blvd to Vineland Rd	2	2
Raleigh St	Kirkman Rd to Ivey Ln	2	2
Raleigh St	Hiawassee Rd to Kirkman Rd	4	4
Randal Park Blvd	Langefield St to Econlockhatchee Trl	0	2
Randal Park Blvd	Dowden Rd to Langefield St	2	2
Raper Dairy Rd	Grant St to Curry Ford Rd	4	4
Rio Grande Ave	Princeton St to Silver Star Rd	2	2
Rio Grande Ave	Silver Star Rd to Maury Rd	4	4
Rio Grande Ave	Anderson St to Church St	2	2
Rio Grande Ave	36th St to 29th St	4	4
Robert Trent Jones Dr	Metrowest Blvd to Arnold Palmer Dr	2	2
Robinson St	Hughey Ave to Maguire Blvd/Crystal Lake Dr	4	4
Robinson St	Orange Blossom Trl to Hughey Ave	2	2
Rollins St	Orange Ave to Mills Ave	2	2
Rosalind Ave	Orange Ave to Livingston St	2	2
Rosamond Dr	N Lake Orlando Pkwy to Orange Blossom Trl	2	2
Sand Lake Rd	Canada Ave to Mandarin Dr	4	6
Seaboard Rd	Coast Line Dr to Mercy Dr	2	2
Semoran Blvd	Beachline Expy to Hibiscus Rd	6	8
Shader Rd	Mercy Dr to Orange Blossom Trl	2	2
Shadowridge Dr	Leevista Blvd to Hoffner Ave	0	4
Shadowridge Dr	Forbes Pl to Leevista Blvd	4	4
Silver Star Rd	Princeton St to Rio Grande Ave	2	2
Silver Star Rd	Kingsland Ave to Princeton St	6	6
Smith St	Ann Arbor Ave to Princeton St	2	2
S Lake Orlando Parkway	North Lane to Lake Breeze Dr	2	2
South St	Orange Blossom Trl to Lake Underhill Rd	2	2
Story Time Dr	Dowden Road to Innovation Way	2	4
Summerlin Ave	Kaley St to Marks St	2	2
T.G. Lee Blvd	Lake Michelle to TPC Blvd	0	4
T.G. Lee Blvd	Augusta National Dr to Lake Michelle	4	4

STREET	SEGMENT	LANES (2018)	LANES (2040)
T.G. Lee Blvd	Semoran Blvd to Augusta National Dr	4	4
Tampa Ave	East-West Expy (SR 408) to Colonial Dr	4	4
Tampa Ave	Gore St to East-West Expy (SR 408)	2	2
Tavistock Lakes Blvd	Lake Nona Blvd to Narcoossee Rd	2	4
Terry Ave	Robinson St to Colonial Dr	0	2
Terry Ave	Anderson St to Robinson St	2	2
Terry Ave	Gore St to Anderson St	0	2
Terry Ave (Lake Dot Cir)	Robinson St to Colonial Dr	2	2
TPC Blvd	TG Lee Blvd to Hazeltine National Dr	2	2
TPC Dr	Hazeltine National Dr to Leevista Blvd	2	2
Tradeport Dr	Orange Ave to McCoy Rd	4	4
Turkey Lake Rd	Vineland Rd to Conroy Rd	2	2
Turkey Lake Rd	Sand Lake Rd to Vineland Rd	4	4
Universal Blvd	International Dr to Vineland Rd	6	6
Universal Blvd	Sand Lake Rd to International Dr	4	4
Upper Park Rd	Glenridge Way to Lakemont Ave	2	2
Veterans Way	Laureate Blvd to Lake Nona Blvd	4	4
Vineland Rd	Turkey Lake Rd to L.B. Mcleod Rd	4	4
Virginia Dr	Mills Ave to Forest Ave	4	4
Virginia Dr	Orange Ave to Mills Ave	2	2
W D Judge Dr	Mercy Dr to John Young Pkwy	2	2
Wallace Rd	Dr Phillips Blvd to Turkey Lake Rd	2	2
Washington St	Orange Blossom Trl to Rosalind Ave	2	2
Washington St	Texas Ave to Orange Blossom Trl	4	4
Westgate Dr	Raleigh St to Kirkman Rd	2	2
Westmoreland Dr	Miller St to Winter Park St	2	2
Westpointe Blvd	Lake Vilma Dr to Hiawassee Rd	4	4
Wetherbee Rd	Boggy Creek to South Access	0	4
Willie Mays Pkwy	LB McLeod Rd to Kirkland Blvd	2	2
Wilshire Dr	Arnold Palmer Dr to Metrowest Blvd	2	2
Winter Park St	Westmoreland Dr to Orange Ave	2	2

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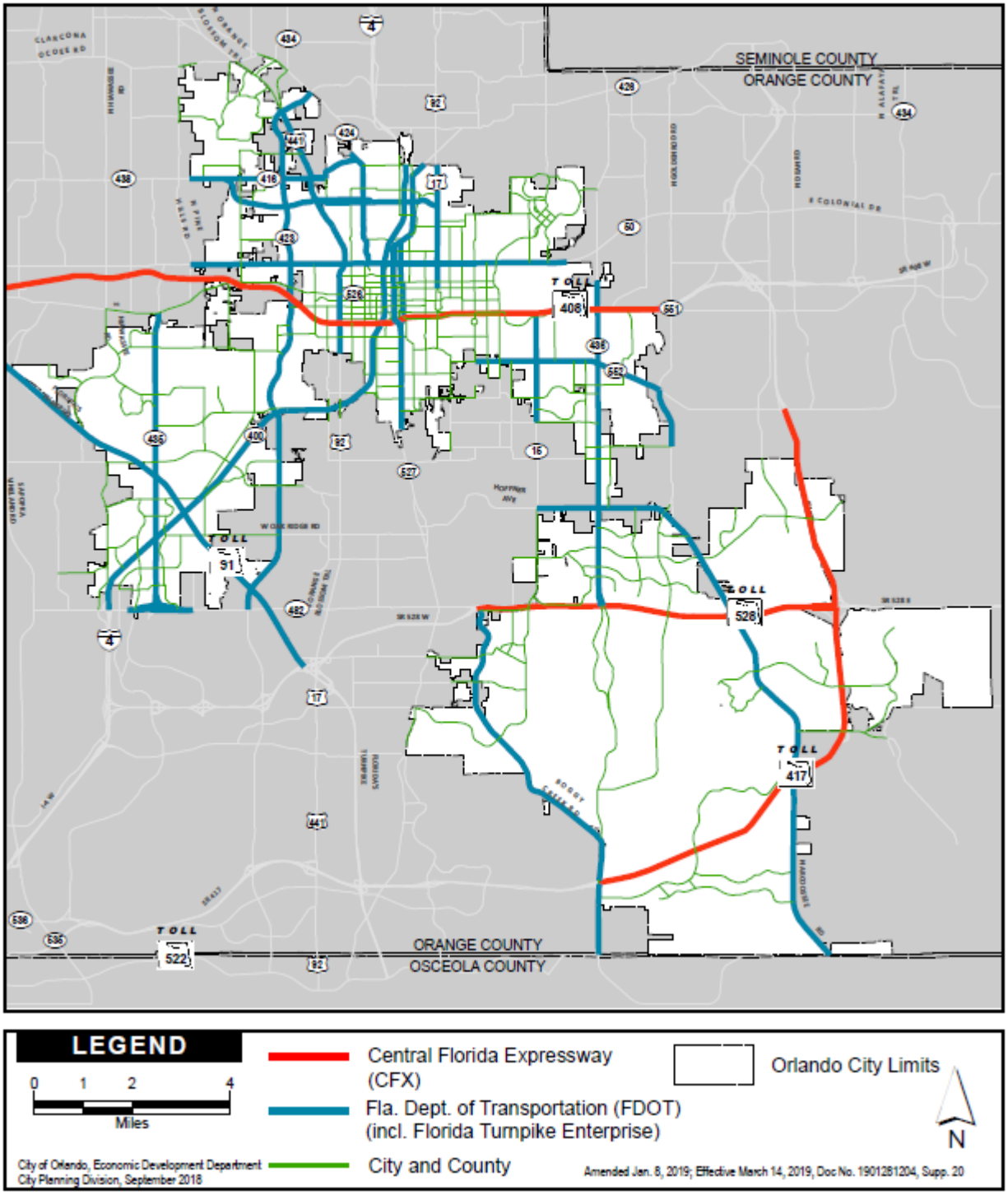
Figure TE-11 Road Maintenance



Roadway Performance

The performance of major thoroughfares is based on existing peak hour, peak direction level of service. Factors for directional and peak conversions were obtained from the Florida Department of Transportation 2002 Generalized Tables. Figure TE-12 shows the existing levels of service for each major thoroughfare in Orlando as of 2007. Figure TE-13 shows roadway segments operating at level of service "F" in 2006.

Constrained Facilities

Figure TE-14 shows the constrained facilities, as reported by the Florida Department of Transportation in its most recent Corridor Designation Report (CDR).

Crash Locations

Crash analysis as part of the inventory of existing roadways is critical because it provides a tool for City and state officials to recommend appropriate safety measures.

Orlando has an ongoing crash inventory program that is part of a continuing effort to increase the safety of all streets within the City. Incident frequency along with roadway performance is used to prioritize future roadway needs. Incident frequency is compiled by the Orlando Police Department and severity is ranked by the Transportation Engineering Division. Incident frequency data for all state, county, and city roads is extracted from the Annual Traffic Crash Summary Report. The report provides a comprehensive inventory of crash statistics and diagrams by incident location, type, and frequency.

Crash rates are determined by the number of crashes per million vehicles. A review of the most hazardous intersections is conducted annually to determine necessary operational improvements. High incident intersections are identified in Figure TE-15.

Transportation Modes to Work from Places of Residence

Trips to work by different transportation modes were derived from the 2000 Census. This information explains commuting patterns and the availability of alternatives to travel from places of residence to work sites.

Figure TE-16 shows the detailed home-based work trip distribution by transportation mode at place of residence.

FIGURE TE-12

EXISTING LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2007		
							# of Lanes	Average Daily Traffic	Peak Hour Directional LOS
4Th St	11Th Av	Boggy Creek Rd	Res. Coll.	Yes	7	ns	2	4,389	D
8Th St	Armed Forces Reserve Dr	Tradeport Dr	Res. Coll.	Yes	7	ns	2	714	D
Alden Rd	Orange Av	Magnolia Av	Collector	Yes	6	ns	0		
Alden Rd	Magnolia Av	Highland Av	Collector	Yes	6	ns	0		
Alden Rd	Highland Av	Virginia Dr	Collector	Yes	6	ns	2	16,561	F
Alden Rd	Virginia Dr	Princeton St	Collector	Yes	6	ns	2	17,262	F
Alden Rd	Princeton St	Rollins St	Collector	Yes	6	ns	2	8,797	D
All American Bv	Orange Blossom Tl	Edgewater Dr	Collector	Yes	5	I	2	8,925	D
Amelia St	Orange Blossom Tl	Westmoreland Dr	Collector	Yes	7	I	4	19,907	D
Amelia St	Westmoreland Dr	Parramore Av	Collector	Yes	7	I	4	17,886	D
Amelia St	Parramore Av	Hughey Av	Collector	Yes	7	I	4	14,753	D
Amelia St	Hughey Av	Garland Av	Collector	Yes	7	I	4	18,625	D
Amelia St	Garland Av	Orange Av	Collector	Yes	7	I	4	13,158	D
Amelia St	Orange Av	Magnolia Av	Collector	Yes	7	I	4	5,019	D
Americana Bv	John Young Py	Texas Av	Arterial	Yes	5	ns	4	27,982	D
Anderson St	Orange Blossom Tl	Westmoreland Dr	Res. Coll.	No	7	II	2	3,999	D
Anderson St	Westmoreland Dr	Parramore Av	Res. Coll.	No	7	II	2	2,397	D
Anderson St	Parramore Av	Division Av	Res. Coll.	No	7	II	2	3,589	D
Anderson St	Division Av	Interstate 4	Collector	No	7	IV	0		
Anderson St	Interstate 4	Orange Av	Collector	No	7	IV	3	5,059	D
Anderson St	Orange Av	Magnolia Av	Collector	No	7	IV	3	14,592	D
Anderson St	Magnolia Av	Rosalind Av	Collector	No	7	IV	3	17,451	D
Anderson St	Rosalind Av	Delaney Av	Collector	No	6	II	3	16,976	D
Anderson St	Delaney Av	Summerlin Av	Collector	No	6	II	3	16,392	D
Anderson St	Summerlin Av	Mills Av	Collector	No	6	II	2	9,347	D
Anderson St	Mills Av	Bumby Av	Collector	No	6	II	2	9,654	D
Anderson St	Bumby Av	Primrose Dr	Collector	No	6	II	2	5,954	D
Anderson St	Primrose Dr	Crystal Lake Dr	Collector	No	6	II	2	7,643	D
Anderson St	Crystal Lake Dr	Lake Underhill Rd	Collector	No	6	II	2	10,775	D
Andes Av	Lake Underhill Rd	Colonial Dr	Collector	Yes	4	ns	0		
Arnold Palmer Dr	Robert Trent Jones Dr	Kirkman Rd	Res. Coll.	Yes	5	ns	2	17,960	F
Augusta National Dr	T.G. Lee Bv	Hazeltine National Dr	Collector	Yes	6	I	2	12,900	D
Augusta National Dr	Hazeltine National Dr	Leevista Bv	Collector	Yes	6	ns	0		
Augusta National Dr	Leevista Bv	Bent Pine Dr	Collector	Yes	6	I	2	5,645	D
Augusta National Dr	Bent Pine Dr	Hoffner Av	Collector	Yes	6	ns	0		
Baldwin Park St	Lake Baldwin Ln	Semoran Bv	Collector	Yes	5	ns	2	25,036	F
Beachline Ex (EB)	Boggy Creek Rd	Tradeport Dr	Highway	No	1	II	2	23,512	D
Beachline Ex (EB)	Tradeport Dr	Semoran Bv	Highway	No	1	II	2	14,309	D
Beachline Ex (EB)	Semoran Bv	Goldenrod Rd	Highway	No	1	II	2	13,809	D
Beachline Ex (EB)	Goldenrod Rd	Narcoossee Rd	Highway	No	1	II	2	13,428	D
Beachline Ex (EB)	Narcoossee Rd	Greeneway Ex	Highway	No	1	II	2	7,879	D
Beachline Ex (WB)	Greeneway Ex	Narcoossee Rd	Highway	No	1	II	2	7,714	D
Beachline Ex (WB)	Narcoossee Rd	Goldenrod Rd	Highway	No	1	II	2	14,200	D
Beachline Ex (WB)	Goldenrod Rd	Semoran Bv	Highway	No	1	II	2	14,934	D
Beachline Ex (WB)	Semoran Bv	Tradeport Dr	Highway	No	1	II	2	13,142	D
Beachline Ex (WB)	Tradeport Dr	Boggy Creek Rd	Highway	No	1	II	2	23,085	D
Bennet Rd	Fairgreen St	Colonial Dr	Collector	Yes	5	ns	2	0	D
Bennet Rd	Colonial Dr	Maguire Bv	Collector	Yes	5	II	4	7,518	D
Bennet Rd	Maguire Bv	Corrine Dr	Collector	Yes	5	II	4	11,614	D
Bent Pine Dr	Semoran Bv	Augusta National Dr	Collector	Yes	6	I	2	8,275	D
Bent Pine Dr	Augusta National Dr	Corporate Centre Bv/P	Collector	Yes	6	I	2	9,920	D
Binnacle Way	Landstreet Rd	Tradeport Dr	Collector	Yes	5	ns	2	3,188	D
Boggy Creek Rd	Orange/Osceola County Li	Central Florida Greene	Arterial	Yes	3	I	2	13,463	D
Boggy Creek Rd	Central Florida Greeneway	Airport Southern Ext	Arterial	Yes	3	I	4	14,623	D
Boggy Creek Rd	Airport Southern Ext	Wetherbee Rd	Arterial	Yes	3	I	2	5,486	D
Boggy Creek Rd	Wetherbee Rd	Tradeport Dr	Arterial	Yes	3	I	2	5,071	D
Boggy Creek Rd	Tradeport Dr	4Th St/ Dowden Rd	Arterial	Yes	3	I	4	5,347	D
Boggy Creek Rd	4Th St/ Dowden Rd	Landstreet Rd	Arterial	Yes	3	I	2	6,501	D
Boggy Creek Rd	Landstreet Rd	Jetport Dr	Arterial	Yes	3	I	2	2,350	D
Boone Av	Gore St	Anderson St	Collector	Yes	7	ns	0		
Boone Av	Anderson St	South St	Collector	Yes	8	ns	2	5,808	D
Brengle Av	Country Club Dr	Bryn Mawr St	Res. Coll.	Yes	7	ns	2	3,800	D
Briercliff Dr	Delaney Av	Summerlin Av	Res. Coll.	Yes	7	I	2	16,244	F
Briercliff Dr	Summerlin Av	Mills Av	Res. Coll.	Yes	7	I	2	15,372	E
Briercliff Dr	Mills Av	Fern Creek Av	Res. Coll.	Yes	7	I	2	13,936	D
Bruton Bv	L.B. Mcleod Rd	Nimons St	Collector	Yes	5	I	4	16,694	D
Bruton Bv	Nimons St	Columbia St	Collector	Yes	6	I	4	19,387	D
Bryn Mawr St	Brengle Av	Eunice Av	Res. Coll.	Yes	7	ns	2	3,834	D
Bumby Av	Michigan St	Grant Av	Res. Coll.	Yes	7	I	2	6,348	D
Bumby Av	Curry Ford Rd	Raehn St	Res. Coll.	Yes	7	ns	2	14,728	E
Bumby Av	Anderson St	South St	Collector	Yes	6	I	4	27,660	D
Bumby Av	South St	Central Bv	Collector	Yes	6	I	4	34,105	D
Bumby Av	Central Bv	Robinson St	Collector	Yes	6	III	4	30,391	E
Bumby Av	Robinson St	Livingston St	Collector	Yes	6	III	4	24,686	D

FIGURE TE-12
EXISTING LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2007		
							# of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Bumby Av	Livingston St	Colonial Dr	Collector	Yes	6	III	4	24,672	D
Bumby Av	Colonial Dr	Corrine Dr	Res. Coll.	Yes	7	III	2	10,678	D
Bumby Av (Inc. Lk. Como Cir.)	Raehn St	Anderson St	Res. Coll.	Yes	7	I	2	14,864	E
C R Smith St	Goldwyn Av	John Young Py	Collector	Yes	7	ns	2	5,282	D
Caravan Ct	Grandnational Dr	Major Bv	Collector	Yes	5	ns	0		
Carrier Dr	International Dr	Universal Bv	Collector	Yes	6	ns	4	4,508	D
Carrier Dr	Universal Bv	Kirkman Rd	Collector	Yes	6	ns	2	14,327	D
Carrier Dr	Kirkman Rd	Grandnational Dr/ Gre	Collector	Yes	6	ns	4	21,577	D
Central Bv	Tampa Av	Orange Blossom Tl	Collector	Yes	7	ns	2	15,660	E
Central Bv	Orange Blossom Tl	Westmoreland Dr	Collector	Yes	7	I	2	9,591	D
Central Bv	Westmoreland Dr	Parramore Av	Collector	Yes	7	I	2	11,617	D
Central Bv	Parramore Av	Division Av	Collector	Yes	7	I	2	12,896	D
Central Bv	Division Av	Hughey Av	Collector	Yes	7	I	2	14,538	D
Central Bv	Hughey Av	Garland Av	Collector	Yes	7	I	2	13,555	D
Central Bv	Garland Av	Orange Av	Collector	Yes	7	I	2	11,592	D
Central Bv	Orange Av	Magnolia Av	Collector	Yes	7	I	2	8,898	D
Central Bv	Magnolia Av	Rosalind Av	Collector	Yes	7	I	2	9,230	D
Central Bv	Rosalind Av	Lake Av	Collector	Yes	8	I	2	9,316	D
Central Bv	Lake Av	Summerlin Av	Collector	Yes	8	I	2	8,994	D
Central Bv	Summerlin Av	Mills Av	Res. Coll.	Yes	7	I	2	12,477	D
Central Bv	Mills Av	Bumby Av	Res. Coll.	Yes	7	I	2	13,142	D
Central Bv	Bumby Av	Primrose Dr	Res. Coll.	Yes	7	I	2	14,826	E
Central Bv	Primrose Dr	Crystal Lake Dr	Res. Coll.	Yes	7	I	2	4,876	D
Central Florida Greeneway (NB	Boggy Creek Rd	Lake Nona Bv	Highway	No	1	I	2	6,288	D
Central Florida Greeneway (NB	Lake Nona Bv	Narcoossee Rd	Highway	No	1	I	2	6,288	D
Central Florida Greeneway (NB	Narcoossee Rd	Moss Park Rd	Highway	No	1	I	2	6,530	D
Central Florida Greeneway (NB	Moss Park Rd	Dowden Rd/ Innovatior	Highway	No	1	I	2	6,530	D
Central Florida Greeneway (NB	Dowden Rd/Innovation W	Beachline Ex	Highway	No	1	I	2	6,530	D
Central Florida Greeneway (NB	Beachline Ex	Leevista Bv	Highway	No	1	I	2	11,356	D
Central Florida Greeneway (NB	Leevista Bv	Curry Ford Rd	Highway	No	1	I	2	11,438	D
Central Florida Greeneway (SB	Leevista Bv	Beachline Ex	Highway	No	1	I	2	11,527	D
Central Florida Greeneway (SB	Curry Ford Rd	Leevista Bv	Highway	No	1	I	2	11,612	D
Central Florida Greeneway (SB	Beachline Ex	Dowden Rd/ Innovatior	Highway	No	1	I	2	6,746	D
Central Florida Greeneway (SB	Dowden Rd/Innovation W	Moss Park Rd	Highway	No	1	I	2	6,746	D
Central Florida Greeneway (SB	Moss Park Rd	Narcoossee Rd	Highway	No	1	I	2	6,746	D
Central Florida Greeneway (SB	Narcoossee Rd	Lake Nona Bv	Highway	No	1	I	2	5,933	D
Central Florida Greeneway (SB	Lake Nona Bv	Boggy Creek Rd	Highway	No	1	I	2	5,933	D
Chickasaw Tl	Leevista Bv	Lake Melrose Dr	Res. Coll.	Yes	5	ns	4	9,623	D
Chickasaw Tl	Lake Melrose Dr	Red Bay Dr	Res. Coll.	Yes	6	ns	2	10,671	D
Church St	John Young Py	Tampa Av	Collector	Yes	7	I	2	13,822	D
Church St	Tampa Av	Rio Grande Av	Collector	Yes	7	I	2	14,524	D
Church St	Rio Grande Av	Orange Blossom Tl	Collector	Yes	7	I	4	16,635	D
Church St	Orange Blossom Tl	Westmoreland Dr	Collector	Yes	7	I	4	7,822	D
Church St	Westmoreland Dr	Parramore Av	Collector	Yes	7	I	4	11,955	D
Church St	Parramore Av	Division Av	Collector	Yes	7	I	4	10,787	D
Church St	Division Av	Hughey Av	Collector	Yes	7	I	4	17,690	D
Church St	Hughey Av	Garland Av	Collector	Yes	7	I	3	21,438	F
Church St	Garland Av	Orange Av	Collector	No	8	I	2	11,949	D
Church St	Orange Av	Magnolia Av	Collector	No	8	I	1	10,718	D
Church St	Magnolia Av	Rosalind Av	Collector	No	8	I	2	6,214	D
Church St	Rosalind Av	Summerlin Av	Collector	Yes	8	I	2	10,511	D
Cinderlane Py	Lake Orlando Py	Orange Blossom Tl	Res. Coll.	Yes	5	I	2	7,950	D
Clarcona - Ocoee Rd	Pine Hills Rd	Lee Ann Dr	Arterial	Yes	6	II	4	30,105	D
Clay Av	Orange Av	Par St	Res. Coll.	Yes	7	I	2	5,879	D
Coastline Dr	Silver Star Rd	Seaboard Rd	Collector	Yes	5	I	2	4,487	D
Colonial Dr	Pine Hills Rd	Mercy Dr	Arterial	Yes	5	II	6	44,205	D
Colonial Dr	Mercy Dr	John Young Py	Arterial	Yes	5	II	6	49,463	D
Colonial Dr	John Young Py	Tampa Av/ Country Clu	Arterial	Yes	5	II	6	43,537	D
Colonial Dr	Tampa Av/ Country Club L	Ramona Ln.	Arterial	Yes	6	II	4	35,594	F
Colonial Dr	Ramona Ln.	Orange Blossom Tl	Arterial	Yes	6	II	4	37,425	F
Colonial Dr	Orange Blossom Tl	Westmoreland Dr	Arterial	Yes	7	II	4	40,180	F
Colonial Dr	Westmoreland Dr	Parramore Av	Arterial	Yes	7	II	4	46,307	F
Colonial Dr	Parramore Av	Edgewater Dr	Arterial	Yes	7	II	4	46,207	F
Colonial Dr	Edgewater Dr	Hughey Av	Arterial	Yes	7	II	4	44,660	F
Colonial Dr	Hughey Av	Garland Av	Arterial	Yes	7	II	4	37,728	F
Colonial Dr	Garland Av	Orange Av	Arterial	Yes	7	III	4	38,532	F
Colonial Dr	Orange Av	Magnolia Av	Arterial	Yes	7	III	4	34,656	F
Colonial Dr	Magnolia Av	Highland Av	Arterial	Yes	7	III	4	33,728	F
Colonial Dr	Highland Av	Cathcart Av	Arterial	Yes	7	III	4	32,761	E
Colonial Dr	Cathcart Av	Summerlin Av	Arterial	Yes	7	III	4	32,761	E
Colonial Dr	Summerlin Av	Mills Av	Arterial	Yes	7	III	4	29,293	E
Colonial Dr	Mills Av	Bumby Av	Arterial	Yes	7	III	4	45,472	F
Colonial Dr	Bumby Av	Maguire Bv	Arterial	Yes	5	III	6	49,336	E
Colonial Dr	Maguire Bv	Bennet Rd	Arterial	Yes	5	III	6	63,630	F

FIGURE TE-12
EXISTING LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2007		
							# of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Colonial Dr	Bennet Rd	Old Cheney Hwy.	Arterial	Yes	5	II	6	67,625	F
Columbia St	Ivey Ln	Bruton Bv	Collector	Yes	5	I	4	12,569	D
Columbia St	Bruton Bv	Goldwyn Av	Collector	Yes	5	I	4	15,021	D
Columbia St	Goldwyn Av	John Young Py	Collector	Yes	5	I	4	7,568	D
Columbia St	Division St	Orange Av	Collector	Yes	7	ns	4	8,892	D
Commander Dr	Hoffner Av	Turnbull Dr	Collector	Yes	6	I	2	7,455	D
Commander Dr	Turnbull Dr	Pershing Av	Collector	Yes	6	I	2	8,429	D
Common Way Rd	Lake Baldwin Ln	Lower Park Rd	Res. Coll.	Yes	7	ns	2	7,704	D
Conroy Rd	Turkey Lake Rd	Kirkman Rd	Arterial	Yes	3	I	6	14,238	D
Conroy Rd	Kirkman Rd	Mission Rd	Arterial	Yes	3	I	4	23,821	D
Conroy Rd	Mission Rd	Vineland Rd	Arterial	Yes	3	I	4	23,970	D
Conroy Rd	Vineland Rd	I-4 Interchange	Arterial	Yes	3	III	6	48,134	D
Conroy Rd	I-4 Interchange	Millenia Bv	Arterial	Yes	3	ns	6	49,094	E
Conroy Rd	Millenia Bv	John Young Py	Arterial	Yes	5	I	4	32,070	D
Conway Gardens Rd	Michigan St	Esther St	Res. Coll.	Yes	7	I	2	10,405	D
Conway Gardens Rd	Esther St	Edland Dr	Res. Coll.	Yes	7	I	2	8,927	D
Conway Gardens Rd	Edland Dr	Curry Ford Rd	Res. Coll.	Yes	7	I	2	1,415	D
Conway Rd	McCoy Rd	Judge Rd	Arterial	Yes	5	I	2	19,506	F
Conway Rd	Judge Rd	Hoffner Av	Arterial	Yes	5	I	2	27,410	F
Conway Rd	Lake Margaret Dr	Michigan St	Arterial	Yes	5	II	4	32,708	D
Conway Rd	Michigan St	Curry Ford Rd	Arterial	Yes	5	I	4	25,462	D
Conway Rd	Curry Ford Rd	Lake Underhill Rd	Arterial	Yes	6	I	4	30,689	D
Corporate Centre Bv	Leevista Bv	Bent Pine Dr	Collector	Yes	5	I	4	3,744	D
Corrine Dr	Forest Av	Bumby Av	Collector	Yes	7	III	4	33,750	F
Corrine Dr	Bumby Av	General Reese Rd	Collector	Yes	7	II	4	31,565	D
Corrine Dr	General Reese Rd	Bennet Rd	Collector	Yes	7	II	4	25,541	D
Corrine Dr	Bennet Rd	Common Way Rd	Collector	Yes	7	ns	2	21,597	F
Country Club Dr	Mercy Dr	John Young Py	Collector	Yes	7	ns	2	6,449	D
Crystal Lake Dr	Tennessee Tl	Curry Ford Rd	Res. Coll.	Yes	7	I	2	8,520	D
Crystal Lake Dr	Curry Ford Rd	Anderson St	Res. Coll.	Yes	7	I	2	11,912	D
Crystal Lake Dr	Anderson St	South St	Arterial	Yes	6	I	2	14,580	D
Crystal Lake Dr	South St	Central Bv	Arterial	Yes	6	I	2	17,246	F
Crystal Lake Dr	Central Bv	Robinson St	Arterial	Yes	6	I	2	12,323	D
Curry Ford Rd	Fern Creek Av	Bumby Av	Res. Coll.	Yes	7	II	2	16,489	F
Curry Ford Rd	Bumby Av	Primrose Dr/Peel Av	Arterial	Yes	5	II	4	20,535	D
Curry Ford Rd	Primrose Dr/Peel Av	Crystal Lake Dr	Arterial	Yes	5	II	4	32,211	D
Curry Ford Rd	Crystal Lake Dr	Conway Gardens Rd	Arterial	Yes	5	II	4	34,415	E
Curry Ford Rd	Conway Gardens Rd	Conway Rd	Arterial	Yes	5	II	4	33,543	E
Curry Ford Rd	Conway Rd	Gaston Foster Rd	Arterial	Yes	5	II	4	35,584	F
Curry Ford Rd	Gaston Foster Rd	Dixie Belle Dr	Arterial	Yes	5	II	4	34,617	E
Curry Ford Rd	Dixie Belle Dr	Semoran Bv	Arterial	Yes	5	II	4	30,213	D
Curry Ford Rd	Semoran Bv	Goldenrod Rd	Arterial	Yes	5	II	4	33,104	E
Daetwyler Dr	Landstreet Rd	Jetport	Res. Coll.	Yes	7	ns	2	15,392	F
Delaney Av	Pineloch Av	Michigan St	Collector	Yes	7	I	4	9,666	D
Delaney Av	Michigan St	Kaley St	Res. Coll.	Yes	7	II	2	15,621	D
Delaney Av	Kaley St	Briercliff Dr	Res. Coll.	Yes	7	II	2	15,430	D
Delaney Av	Briercliff Dr	Gore St	Res. Coll.	Yes	7	II	2	20,414	F
Delaney Av	Gore St	Anderson St	Res. Coll.	Yes	7	ns	2	16,970	F
Division Av	Michigan St	Kaley St	Arterial	Yes	7	I	2	8,509	D
Division Av	Kaley St	Gore St	Arterial	Yes	7	I	2	8,009	D
Division Av	Gore St	Anderson St	Collector	Yes	7	I	4	13,161	D
Division Av	Anderson St	South St	Collector	Yes	7	I	4	15,626	D
Division Av	South St	Church St	Collector	Yes	7	I	4	13,804	D
Division Av	Church St	Central Bv	Collector	Yes	7	I	4	4,897	D
Division Av	Central Bv	Washington St	Collector	Yes	7	I	4	3,403	D
Dixie Belle Dr	Gatlin Av	Pershing Av	Collector	Yes	6	I	2	8,298	D
Dixie Belle Dr	Pershing Av	Lake Margaret Dr	Collector	Yes	6	I	2	8,997	D
Dixie Belle Dr	Lake Margaret Dr	Michigan St	Collector	Yes	6	I	2	7,689	D
Dixie Belle Dr	Michigan St	Curry Ford Rd	Collector	Yes	6	I	2	6,917	D
Dowden Rd	Boggy Creek Rd	Armed Forces Reserve	Res. Coll.	Yes	5	ns	2	1,803	D
Dowden Rd	Lake Nona (L)	Narcoossee Rd	Arterial	Yes	5	ns	0		
Dowden Rd	Narcoossee Rd	Central Florida Greene	Arterial	Yes	5	ns	0		
East-West Ex (EB)	Pine Hills Rd	John Young Py	Highway	No	1	II	2	31,331	D
East-West Ex (EB)	John Young Py	Tampa Av	Highway	No	1	II	2	18,533	D
East-West Ex (EB)	Tampa Av	Orange Blossom Tl	Highway	No	1	II	2	18,030	D
East-West Ex (EB)	Orange Blossom Tl	Interstate 4	Highway	No	1	II	2	19,986	D
East-West Ex (EB)	Interstate 4	Orange Av	Highway	No	1	II	3	43,141	D
East-West Ex (EB)	Orange Av	Rosalind Av	Highway	No	1	II	3	19,986	D
East-West Ex (EB)	Rosalind Av	Mills Av	Highway	No	1	II	3	43,375	D
East-West Ex (EB)	Mills Av	Bumby Av	Highway	No	1	II	3	45,844	D
East-West Ex (EB)	Bumby Av	Lake Underhill Rd	Highway	No	1	II	3	42,684	D
East-West Ex (EB)	Lake Underhill Rd	Conway Rd	Highway	No	1	II	3	45,610	D
East-West Ex (EB)	Conway Rd	Semoran Bv	Highway	No	1	II	3	33,868	D
East-West Ex (EB)	Semoran Bv	Goldenrod Rd	Highway	No	1	II	3	35,384	D

FIGURE TE-12

EXISTING LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2007		
							# of Lanes	Average Daily Traffic	Peak Hour Directional LOS
East-West Ex (WB)	Goldenrod Rd	Semoran Bv	Highway	No	1	II	3	36,418	D
East-West Ex (WB)	Semoran Bv	Conway Rd	Highway	No	1	II	3	35,279	D
East-West Ex (WB)	Conway Rd	Lake Underhill Rd	Highway	No	1	II	3	43,232	D
East-West Ex (WB)	Lake Underhill Rd	Bumby Av	Highway	No	1	II	3	40,298	D
East-West Ex (WB)	Bumby Av	Mills Av	Highway	No	1	II	3	46,173	D
East-West Ex (WB)	Mills Av	Rosalind Av	Highway	No	1	II	3	42,753	D
East-West Ex (WB)	Rosalind Av	Orange Av	Highway	No	1	II	3	29,697	D
East-West Ex (WB)	Orange Av	Interstate 4	Highway	No	1	II	3	25,300	D
East-West Ex (WB)	Interstate 4	Orange Blossom Tl	Highway	No	1	II	2	25,745	D
East-West Ex (WB)	Orange Blossom Tl	Tampa Av	Highway	No	1	II	2	20,707	D
East-West Ex (WB)	Tampa Av	John Young Py	Highway	No	1	II	2	20,707	D
East-West Ex (WB)	John Young Py	Pine Hills Rd	Highway	No	1	II	2	37,047	D
Econlockhatchee Tl	Dowden Rd	Leevista Bv	Arterial	Yes	3	ns	0		
Econlockhatchee Tl	Leevista Bv	Trivoli Chase Dr	Arterial	Yes	3	ns	2	7,985	D
Edgewater Dr	Colonial Dr	Lakeview St	Res. Coll.	Yes	7	I	2	13,269	D
Edgewater Dr	Forest City Rd	Clarcona-Ocoee Rd	Arterial	Yes	6	III	4	37,118	F
Edgewater Dr	Lakeview St	Princeton St	Arterial	Yes	6	III	2	19,782	F
Edgewater Dr	Princeton St	Smith St	Arterial	Yes	6	III	2	22,908	F
Edgewater Dr	Smith St	Preston St	Arterial	Yes	6	III	2	24,938	F
Edgewater Dr	Preston St	Par St	Arterial	Yes	6	III	2	21,560	F
Edgewater Dr	Par St	Maury Rd	Arterial	Yes	6	I	4	37,873	F
Edgewater Dr	Maury Rd	Dowd Rd	Arterial	Yes	6	I	4	34,843	D
Eunice Av	Bryn Mawr St	Silver Star Rd	Res. Coll.	Yes	7	ns	2	3,834	D
Fairgreen St	Maguire Bv	Colonial Dr/ Old Chene	Collector	Yes	6	ns	0		
Fern Creek Av	Overlake Av	Baxter Av	Res. Coll.	Yes	7	I	2	6,051	D
Fern Creek Av	Michigan St	Kaley St	Res. Coll.	Yes	7	I	2	7,082	D
Fern Creek Av	Kaley St	Curry Ford Rd	Res. Coll.	Yes	7	I	2	6,840	D
Fern Creek Av	Curry Ford Rd	Briercliff Dr	Res. Coll.	Yes	7	I	2	13,936	D
Fern Creek Av	Central Bv	Robinson St	Res. Coll.	Yes	7	ns	2	15,968	F
Fern Creek Av	Robinson St	Livingston St	Res. Coll.	Yes	7	ns	2	13,722	D
Fern Creek Av	Livingston St	Colonial Dr	Res. Coll.	Yes	7	ns	2	11,725	D
Fern Creek Av	Colonial Dr	Virginia Dr	Res. Coll.	Yes	7	ns	2	13,872	D
Florida's Turnpike (NB)	Beachline Ex/ Orange Blos	Interstate 4	Highway	No	1	I	2	22,843	D
Florida's Turnpike (NB)	Interstate 4	East-West Ex	Highway	No	1	I	2	21,246	D
Florida's Turnpike (SB)	East-West Ex	Interstate 4	Highway	No	1	I	2	20,129	D
Florida's Turnpike (SB)	Interstate 4	Beachline Ex/ Orange E	Highway	No	1	I	2	22,690	D
Forbes Place	North Frontage Rd	Shadowridge Dr	Collector	Yes	5	ns	0		
Forest Av	Virginia Dr	Corrine Dr	Collector	Yes	7	II	4	26,044	D
Formosa Av	Princeton St	Stymie Dr	Res. Coll.	Yes	7	ns	2	17,163	F
Fred L Maxwell Bv	Washington St	Central Bv	Collector	Yes	7	I	2	18,929	F
Garland Av	South St	Church St	Collector	No	8	I	2	4,663	D
Garland Av	Church St	Central Bv	Collector	No	8	IV	3	10,627	D
Garland Av	Central Bv	Washington St	Collector	No	8	IV	3	8,716	D
Garland Av	Washington St	Robinson St	Collector	No	8	IV	3	13,736	D
Garland Av	Robinson St	Livingston St	Collector	No	8	IV	3	14,508	D
Garland Av	Livingston St	Amelia St	Collector	No	8	IV	3	16,545	D
Garland Av	Amelia St	Colonial Dr	Collector	No	8	IV	3	17,106	D
Garland Av	Colonial Dr	Orange Av	Collector	Yes	8	I	2	3,012	D
Gaston Foster Rd	Curry Ford Rd	Lake Underhill Rd	Res. Coll.	Yes	7	I	2	4,480	D
Gatlin Av	Dixie Belle Dr	Semoran Bv	Res. Coll.	Yes	7	ns	2	7,669	D
General Reese Rd	Corrine Dr	Glenridge Way	Res. Coll.	Yes	7	I	2	7,925	D
Glenridge Way	General Reese Av	St George St	Res. Coll.	Yes	7	I	2	10,869	D
Glenridge Way	St George St	Lake Baldwin Ln	Res. Coll.	Yes	7	ns	2	9,945	D
Goldenrod Rd	Heinzelman Bv	Beachline Ex.	Arterial	Yes	3	ns	4	9,983	D
Goldenrod Rd	Beachline Ex.	Leevista Bv	Arterial	Yes	3	II	4	9,459	D
Goldenrod Rd	Leevista Bv	Hoffner Av/ Narcoosse	Arterial	Yes	3	II	4	18,871	D
Goldenrod Rd	Hoffner Av/ Narcoossee R	Old Goldenrod Rd	Arterial	Yes	3	ns	4	15,685	D
Goldenrod Rd	Pershing Av	Curry Ford Rd	Arterial	Yes	3	ns	4	34,183	D
Goldwyn Av	Columbia St	Orange Center Bv	Collector	Yes	7	I	4	10,868	D
Goldwyn Av	Orange Center Bv	C R Smith St	Collector	Yes	7	I	4	6,535	D
Gore St	Tampa Av	Rio Grande Av	Arterial	Yes	6	I	4	23,315	D
Gore St	Rio Grande Av	Orange Blossom Tl	Arterial	Yes	6	I	4	22,889	D
Gore St	Orange Blossom Tl	Westmoreland Dr	Arterial	Yes	6	I	4	21,313	D
Gore St	Westmoreland Dr	Parramore Av	Arterial	Yes	6	I	4	17,162	D
Gore St	Parramore Av	Division Av	Arterial	Yes	6	I	4	22,191	D
Gore St	Division Av	Orange Av	Arterial	Yes	6	I	4	21,129	D
Gore St	Orange Av	Delaney Av	Collector	Yes	6	I	4	20,828	D
Gore St	Mills Av	Bumby Av	Res. Coll.	Yes	7	ns	2	4,454	D
Gore St	Bumby Av	Primrose Dr	Res. Coll.	Yes	7	ns	2	2,971	D
Grandnational Dr	Carrier Dr	International Dr	Collector	Yes	6	ns	2	15,286	E
Grandnational Dr	International Dr	Oak Ridge Rd	Collector	Yes	6	I	4	11,613	D
Grandnational Dr	Oak Ridge Rd	Caravan Ct	Collector	Yes	3	ns	0		
Grant St	Semoran Bv	Raper Dairy Rd	Res. Coll.	Yes	5	ns	4	7,672	D
Greenbrier Py	Sand Lake Rd	Carrier Dr	Collector	Yes	5	ns	2	8,552	D

FIGURE TE-12
EXISTING LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2007		
							# of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Hampton St	South St	Central Bv	Res. Coll.	Yes	7	ns	2	8,320	D
Hampton St	Central Bv	Robinson St	Res. Coll.	Yes	7	ns	2	15,835	F
Hampton St	Robinson St	Livingston St	Res. Coll.	Yes	7	ns	2	11,828	D
Hampton St	Livingston St	Colonial Dr	Res. Coll.	Yes	7	ns	2	12,262	D
Hampton St	Colonial Dr	Virginia Dr	Res. Coll.	Yes	7	ns	2	12,422	D
Hazeltine National Dr	Shadowridge Dr	Semoran Bv	Collector	Yes	6	I	4	4,328	D
Hazeltine National Dr	Semoran Bv	Augusta National Dr	Collector	Yes	6	I	4	7,816	D
Hazeltine National Dr	Augusta National Dr	TPC Bv	Collector	Yes	6	ns	4	7,816	D
Hazeltine National Dr	TPC Bv	Goldenrod Rd	Collector	Yes	6	ns	0		
Hazeltine National Dr	Goldenrod Rd	Narcoossee Rd	Collector	Yes	6	ns	0		
Heintzelman Rd	South Access Rd	Dowden Rd	Collector	Yes	3	ns	4	2,505	D
Heintzelman Rd	Dowden Rd	Goldenrod Rd	Collector	Yes	3	ns	4	2,505	D
Hiawassee Rd	Florida's Turnpike Bridge	Westpointe Bv	Arterial	Yes	3	I	4	22,371	D
Hiawassee Rd	Westpointe Bv	Metrowest Bv	Arterial	Yes	3	I	4	23,175	D
Hiawassee Rd	Metrowest Bv	Raleigh St	Arterial	Yes	3	I	4	34,230	D
Hiawassee Rd	Raleigh St	Old Winter Garden Rd	Arterial	Yes	3	I	4	30,214	D
Highland Av	Livingston St	Colonial Dr	Res. Coll.	Yes	7	I	2	9,384	D
Highland Av	Colonial Dr	Marks St	Res. Coll.	Yes	7	I	2	8,595	D
Highland Av	Marks St	Lake Highland Dr	Res. Coll.	Yes	7	I	2	18,030	F
Highland Av	Lake Highland Dr	Orange Av	Res. Coll.	Yes	7	I	2	18,246	F
Hoffner Av	Conway Rd	Shadowridge Dr	Arterial	Yes	6	I	2	18,477	F
Hoffner Av	Shadowridge Dr	Turnbull Dr	Arterial	Yes	6	I	2	15,702	D
Hoffner Av	Turnbull Dr	Semoran Bv	Arterial	Yes	6	I	2	15,407	D
Hoffner Av	Semoran Bv	Commander Dr	Arterial	Yes	6	I	2	15,202	D
Hoffner Av	Commander Dr	Patch Rd	Arterial	Yes	6	I	2	12,372	D
Hoffner Av	Patch Rd	Goldenrod Rd	Arterial	Yes	6	I	2	10,824	D
Hollywood Way.	Turkey Lake Rd	Universal Bv	Collector	Yes	5	II	6	16,721	D
Hughey Av	South St	Church St	Collector	No	7	I	4	6,886	D
Hughey Av	Church St	Central Bv	Collector	No	7	IV	3	5,830	D
Hughey Av	Central Bv	Washington St	Collector	No	7	IV	3	8,355	D
Hughey Av	Washington St	Robinson St	Collector	No	7	IV	3	18,189	D
Hughey Av	Robinson St	Livingston St	Collector	No	7	IV	3	17,612	D
Hughey Av	Livingston St	Amelia St	Collector	No	7	IV	3	18,189	D
Hughey Av	Amelia St	Colonial Dr	Collector	No	7	IV	3	19,218	D
Hughey Av	Colonial Dr	Lakeview St	Collector	Yes	3	ns	0		
Humphries Av	Fairgreen St	Colonial Dr	Collector	Yes	5	ns	2	1,000	D
Humphries Av	Colonial Dr	Roush Av	Collector	Yes	5	ns	2	12,409	D
International Dr	Carrier Dr	Universal Bv	Arterial	Yes	7	II	4	29,827	D
International Dr	Universal Bv	Kirkman Rd	Arterial	Yes	5	II	4	29,877	D
International Dr	Kirkman Rd	Grandnational Dr	Arterial	Yes	5	II	4	43,432	F
International Dr	Grandnational Dr	Oakridge Rd	Arterial	Yes	5	II	4	21,710	D
Interstate 4 (EB)	Sand Lake Rd	Kirkman Rd	Highway	No	1	II	3	61,299	D
Interstate 4 (EB)	Kirkman Rd	Florida's Turnpike	Highway	No	1	II	3	69,709	E
Interstate 4 (EB)	Florida's Turnpike	Conroy Rd	Highway	No	1	II	4	72,388	D
Interstate 4 (EB)	Conroy Rd	John Young Py	Highway	No	1	II	4	76,131	D
Interstate 4 (EB)	John Young Py	Orange Blossom Tl	Highway	No	1	II	3	66,484	E
Interstate 4 (EB)	Orange Blossom Tl	Michigan St Off ramp	Highway	No	1	II	3	81,651	F
Interstate 4 (EB)	Michigan St Off ramp	Kaley St	Highway	No	1	II	3	83,680	F
Interstate 4 (EB)	Kaley St	East-West Ex	Highway	No	1	II	3	87,037	F
Interstate 4 (EB)	East-West Ex	South St. Off Ramp	Highway	No	1	II	3	64,829	D
Interstate 4 (EB)	South St. Off Ramp	South St. On Ramp	Highway	No	1	II	3	60,771	D
Interstate 4 (EB)	South St. On Ramp	Amelia St Off ramp	Highway	No	1	II	3	65,037	D
Interstate 4 (EB)	Amelia St Off ramp	Colonial Dr On ramp	Highway	No	1	II	3	54,144	D
Interstate 4 (EB)	Colonial Dr On ramp	Ivanhoe Bv	Highway	No	1	II	3	76,911	F
Interstate 4 (EB)	Ivanhoe Bv	Princeton St	Highway	No	1	II	3	83,779	F
Interstate 4 (EB)	Princeton St	Par St	Highway	No	1	II	3	94,498	F
Interstate 4 (EB/HOV)	Sand Lake Rd	Kirkman Rd	HOV	No	1	II	0		
Interstate 4 (EB/HOV)	Kirkman Rd	Florida's Turnpike	HOV	No	1	II	0		
Interstate 4 (EB/HOV)	Florida's Turnpike	John Young Py	HOV	No	1	II	0		
Interstate 4 (EB/HOV)	John Young Parkway	E-W Expressway	HOV	No	1	II	0		
Interstate 4 (EB/HOV)	E-W Expressway	Lakeview/Magnolia Ra	HOV	No	1	II	0		
Interstate 4 (EB/HOV)	Lakeview/Magnolia Ramp	Par St.	HOV	No	1	II	0		
Interstate 4 (WB)	Par St	Princeton St	Highway	No	1	II	3	89,506	F
Interstate 4 (WB)	Princeton St	Ivanhoe Bv	Highway	No	1	II	3	81,188	F
Interstate 4 (WB)	Ivanhoe Bv	Colonial Dr	Highway	No	1	II	3	60,789	D
Interstate 4 (WB)	Colonial Dr	South St Off ramp	Highway	No	1	II	3	69,297	E
Interstate 4 (WB)	South St Off ramp	Anderson St Off ramp	Highway	No	1	II	3	67,575	E
Interstate 4 (WB)	Anderson St Off ramp	Gore St off ramp	Highway	No	1	II	3	66,900	E
Interstate 4 (WB)	Gore St off ramp	East-West Ex	Highway	No	1	II	3	59,927	D
Interstate 4 (WB)	East-West Ex	Kaley St	Highway	No	1	II	3	81,879	F
Interstate 4 (WB)	Kaley St	Michigan St Off ramp	Highway	No	1	II	3	79,178	F
Interstate 4 (WB)	Michigan St Off ramp	Orange Blossom Tl	Highway	No	1	II	3	75,290	F
Interstate 4 (WB)	Orange Blossom Tl	John Young Py	Highway	No	1	II	3	70,408	E
Interstate 4 (WB)	John Young Py	Conroy Rd	Highway	No	1	II	4	78,563	D

FIGURE TE-12

EXISTING LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2007		
							# of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Interstate 4 (WB)	Conroy Rd	Florida's Turnpike	Highway	No	1	II	4	76,007	D
Interstate 4 (WB)	Florida's Turnpike	Kirkman Rd	Highway	No	1	II	3	72,364	E
Interstate 4 (WB)	Kirkman Rd	Sand Lake Rd	Highway	No	1	II	3	47,880	D
Interstate 4 (WB/HOV)	Par St.	Lakeview/Magnolia Ra	HOV	No	1	II	0		
Interstate 4 (WB/HOV)	Lakeview/Magnolia Ramp	E-W Expressway Ramp	HOV	No	1	II	0		
Interstate 4 (WB/HOV)	E-W Expswy. Off ramp	John Young Parkway	HOV	No	1	II	0		
Interstate 4 (WB/HOV)	John Young Py	Florida's Turnpike	HOV	No	1	II	0		
Interstate 4 (WB/HOV)	Florida's Turnpike	Kirkman Rd	HOV	No	1	II	0		
Interstate 4 (WB/HOV)	Kirkman Rd	Sand Lake Rd	HOV	No	1	II	0		
Ivey Ln.	Raleigh St/Columbia St	Old Winter Garden Rd	Res. Coll.	Yes	7	I	4	9,369	D
Jake St	Lake Baldwin Ln	Lakemont Av	Collector	Yes	7	ns	2	7,945	D
Jetport Dr	Boggycreek Rd	Tradeport Dr	Arterial	Yes	5	ns	2	10,523	D
John Young Py	Sand Lake Rd	Oak Ridge Rd	Arterial	Yes	3	ns	4	15,818	D
John Young Py	Conroy Rd/Americana Bv	Millenia Bv	Arterial	Yes	3	ns	4	35,200	F
John Young Py	Millenia Bv	Interstate 4	Arterial	Yes	3	ns	4	59,171	F
John Young Py	Interstate 4	Columbia St	Arterial	Yes	3	II	6	52,241	E
John Young Py	Columbia St	Orange Center Bv	Arterial	Yes	3	II	6	54,898	F
John Young Py	Orange Center Bv	C R Smith St	Arterial	Yes	3	II	6	46,463	D
John Young Py	C R Smith St	Church St	Arterial	Yes	3	II	6	50,310	E
John Young Py	Church St	East-West Ex.	Arterial	Yes	3	II	6	59,256	F
John Young Py	East-West Ex.	Old Winter Garden Rd	Arterial	Yes	3	II	6	55,883	F
John Young Py	Old Winter Garden Rd	Colonial Dr	Arterial	Yes	3	II	6	49,177	D
John Young Py	Colonial Dr	Country Club Dr	Arterial	Yes	3	I	4	48,077	F
John Young Py	Country Club Dr	Princeton St	Arterial	Yes	3	I	4	47,824	F
John Young Py	Princeton St	Silver Star Rd	Arterial	Yes	3	I	4	38,269	F
John Young Py	Silver Star Rd	Shader Rd	Arterial	Yes	3	I	4	46,166	F
John Young Py	Shader Rd	Lake Breeze Rd	Arterial	Yes	3	I	4	48,405	F
John Young Py	Lake Breeze Rd	Orange Blossom Tl	Arterial	Yes	3	I	4	41,142	F
John Young Py	Orange Blossom Tl	Edgewater Dr	Arterial	Yes	3	ns	0		
Judge Rd	Datewyler Dr	Conway Rd	Collector	Yes	7	ns	2	23,604	F
Judge Rd	Conway Rd	Shadowridge Dr	Arterial	Yes	3	I	2	22,023	F
Kaley St	Parramore Av	Interstate 4	Arterial	Yes	7	I	2	11,675	D
Kaley St	Interstate 4	Division Av	Arterial	Yes	6	I	4	30,644	D
Kaley St	Division St	Orange Av	Arterial	Yes	6	I	4	19,928	D
Kaley St	Orange Av	Fern Creek Av	Res. Coll.	Yes	7	I	2	15,772	F
Kirkman Rd	Sand Lake Rd	International Dr	Arterial	Yes	3	I	6	40,648	D
Kirkman Rd	International Dr	Interstate 4	Arterial	Yes	3	I	6	53,108	D
Kirkman Rd	Interstate 4	Major Bv	Arterial	Yes	3	I	6	53,423	D
Kirkman Rd	Major Bv	Vineland Rd	Arterial	Yes	3	I	6	54,433	F
Kirkman Rd	Vineland Rd	Conroy Rd	Arterial	Yes	3	I	6	69,271	F
Kirkman Rd	Conroy Rd	L.B. Mcleod Rd	Arterial	Yes	3	II	6	70,020	F
Kirkman Rd	L.B. Mcleod Rd	Metrowest Bv	Arterial	Yes	3	II	6	68,098	F
Kirkman Rd	Metrowest Bv	Raleigh St	Arterial	Yes	3	II	6	55,091	D
Kirkman Rd	Raleigh St	Old Winter Garden Rd	Arterial	Yes	3	II	6	54,253	D
L.B. Mcleod Rd	Kirkman Rd	Mission Rd	Collector	Yes	6	I	4	14,598	D
L.B. Mcleod Rd	Mission Rd	Bruton Bv	Collector	Yes	6	I	4	17,032	D
L.B. Mcleod Rd	Bruton Bv	John Young Py	Collector	Yes	6	I	4	28,732	D
L.B. Mcleod Rd	John Young Py	Rio Grande Av	Collector	Yes	6	I	2	18,545	F
Lake Baldwin Ln	Roush Av	Baldwin Park St	Collector	Yes	7	ns	2	13,047	D
Lake Baldwin Ln	Baldwin Park St	Glenridge Way	Res. Coll.	Yes	7	ns	2	11,979	D
Lake Breeze Rd	North Lake Orlando Py	John Young Py	Collector	Yes	6	I	2	21,285	F
Lake Como Cr	Bumby Av	Bumby Av	Res. Coll.	Yes	7	ns	2	7,555	D
Lake Margaret Dr	Conway Rd	Dixie Belle Dr	Collector	Yes	6	I	2	14,633	D
Lake Margaret Dr	Dixie Belle Dr	Semoran Bv	Collector	Yes	6	I	2	12,184	D
Lake Nona Bv	Boggy Creek Rd	Lake Nona Rd (N/S)	Collector	Yes	5	ns	0		
Lake Nona Bv	Lake Nona Rd (N/S)	Lake Nona Rd (B)	Collector	Yes	3	ns	0		
Lake Nona Bv	Lake Nona Rd (B)	Central Florida Greene	Collector	Yes	3	ns	6	1,000	D
Lake Nona Bv	Central Florida Greenewa	Lake Nona Rd (L)	Collector	Yes	3	ns	6	1,000	D
Lake Nona Bv	Lake Nona Rd (L)	Narcoossee Rd	Collector	Yes	5	ns	4	1,000	D
Lake Nona Rd (B)	Lake Nona Bv	Narcoossee Rd	Res. Coll.	Yes	5	ns	0		
Lake Nona Rd (E/W)	Boggy Creek Rd	Lake Nona Rd (N/S)	Res. Coll.	Yes	5	ns	0		
Lake Nona Rd (E/W)	Lake Nona Rd (N/S)	Lake Nona Rd (L)	Res. Coll.	Yes	5	ns	0		
Lake Nona (H)	Heintzelman Rd	Lake Nona Rd (L)	Res. Coll.	Yes	5	ns	0		
Lake Nona Rd (L)	Lake Nona Bv	Lake Nona Rd (E/W)	Collector	Yes	5	ns	0		
Lake Nona Rd (L)	Lake Nona Rd (E/W)	Lake Nona (H)	Collector	Yes	5	ns	0		
Lake Nona Rd (L)	Lake Nona (H)	Dowden Rd	Collector	Yes	5	ns	0		
Lake Nona Rd (N/S)	Lake Nona Bv	Lake Nona Rd (E/W)	Res. Coll.	Yes	5	ns	0		
Lake Underhill Dr	South St/Anderson St	Conway Rd	Arterial	Yes	4	I	2	18,234	F
Lake Underhill Dr	Conway Rd	Gaston Foster Rd	Arterial	Yes	4	II	2	24,043	F
Lake Underhill Dr	Gaston Foster Rd	Semoran Bv	Arterial	Yes	4	II	2	23,573	F
Lake Underhill Dr	Semoran Bv	Cocos Dr	Arterial	Yes	4	I	2	22,462	F
Lake Vilma Dr	Westpointe Bv	Steer Lake Rd	Collector	Yes	5	ns	2	9,548	D
Lakemont Av	Common Way Rd	Glenridge Way	Res. Coll.	Yes	7	ns	2	13,406	D
Lakeview St	Edgewater Dr	Interstate 4	Res. Coll.	Yes	7	I	2	10,929	D

FIGURE TE-12
EXISTING LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2007		
							# of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Lakeview St	Interstate 4	Ivanhoe Bv/ Legion Pl	Res. Coll.	Yes	7	I	2	12,786	D
Landstreet Rd	Orange Av	Boggy Creek Rd	Collector	Yes	5	I	4	6,488	D
Landstreet Rd	Boggy Creek Rd	Binnacle Way	Collector	Yes	7	ns	2	4,061	D
Lee Rd	Orange Blossom Tl	Edgewater Dr	Arterial	Yes	5	I	6	49,196	D
Leevista Bv	Shadowridge Dr	Semoran Bv	Arterial	Yes	3	I	4	17,494	D
Leevista Bv	Semoran Bv	Augusta National Dr	Arterial	Yes	3	I	4	21,864	D
Leevista Bv	Augusta National Dr	TPC Dr/Patch Rd	Arterial	Yes	3	I	4	20,220	D
Leevista Bv	TPC Dr/Patch Rd	Goldenrod Rd	Arterial	Yes	3	I	4	28,662	D
Leevista Bv	Goldenrod Rd	Narcoossee Rd	Arterial	Yes	3	I	4	22,555	D
Leevista Bv	Narcoossee Rd	Chickasaw Tl	Arterial	Yes	3	I	4	30,130	D
Leevista Bv	Chickasaw Tl	Econlockhatchee Tl	Arterial	Yes	3	I	4	8,151	D
Leevista Bv	Econlockhatchee Tl	Greeneway Ex.	Arterial	Yes	3	I	4	166	D
Leevista Bv	Greeneway Ex.	Young Pine Rd	Collector	Yes	5	ns	0		
Legion Pl	Orange Av	Lakeview St	Collector	Yes	7	ns	3	7,644	D
Livingston St	Parramore Av	Hughey Av	Collector	Yes	7	I	4	10,485	D
Livingston St	Hughey Av	Garland Av	Collector	Yes	7	I	4	16,440	D
Livingston St	Garland Av	Orange Av	Collector	Yes	8	I	4	19,597	D
Livingston St	Orange Av	Magnolia Av	Collector	Yes	8	I	4	17,191	D
Livingston St	Magnolia Av	Rosalind Av	Collector	Yes	7	I	4	20,777	D
Livingston St	Rosalind Av	Highland Av	Res. Coll.	Yes	7	I	2	14,156	D
Livingston St	Highland Av	Summerlin Av	Res. Coll.	Yes	7	I	2	8,399	D
Livingston St	Summerlin Av	Mills Av	Res. Coll.	Yes	7	I	2	12,858	D
Livingston St	Mills Av	Altaloma Av	Res. Coll.	Yes	7	I	2	15,919	F
Livingston St	Altaloma Av	Bumby Av	Res. Coll.	Yes	7	I	2	18,908	F
Livingston St	Bumby Av	Maguire Bv	Res. Coll.	Yes	7	I	2	17,567	F
Long Rd	North Lake Orlando Py	Clarcona Ocoee Rd	Res. Coll.	Yes	7	ns	2	9,125	D
Lower Park Rd	General Rees Av	Lakemont Av	Res. Coll.	Yes	7	ns	2	5,394	D
Magnolia Av	Anderson St	South St	Collector	Yes	8	I	2	10,717	D
Magnolia Av	South St	Jackson St	Collector	No	8	I	2	15,603	E
Magnolia Av	Jackson St	Church St	Collector	No	8	I	1	2,423	D
Magnolia Av	Church St	Central Bv	Collector	No	8	I	1	5,387	D
Magnolia Av	Central Bv	Washington St	Collector	No	8	I	1	3,870	D
Magnolia Av	Washington St	Robinson St	Collector	No	8	I	1	4,192	D
Magnolia Av	Robinson St	Livingston St	Collector	Yes	8	I	1	3,710	D
Magnolia Av	Livingston St	Amelia St	Arterial	No	8	IV	3	19,910	D
Magnolia Av	Amelia St	Concord St	Arterial	No	8	IV	3	23,337	D
Magnolia Av	Concord St	Colonial Dr	Arterial	No	8	IV	3	19,926	D
Magnolia Av	Colonial Dr	Marks St	Arterial	No	8	II	3	20,039	D
Magnolia Av	Marks St	Orange Av	Arterial	No	8	II	3	22,354	D
Magnolia Av	Orange Av	Lakeview St	Arterial	Yes	8	ns	2	12,128	D
Maguire Bv	Robinson St	Livingston St	Arterial	Yes	5	I	4	17,706	D
Maguire Bv	Livingston St	Colonial Dr	Arterial	Yes	5	I	4	31,829	E
Maguire Bv	Colonial Dr	Bennet Rd	Collector	Yes	6	I	4	24,402	D
Major Bv	Universal Bv	Kirkman Rd	Collector	Yes	5	ns	6	48,718	D
Major Bv	Kirkman Rd	Caravan Ct	Collector	Yes	5	I	4	29,497	D
Major Bv	Caravan Ct	Vineland Rd	Collector	Yes	5	I	4	30,465	D
Marks St	Garland Av	Orange Av	Collector	Yes	7	I	2	2,909	D
Marks St	Orange Av	Magnolia Av	Collector	Yes	7	I	2	5,521	D
Marks St	Magnolia Av	Highland Av	Collector	Yes	7	I	2	12,563	D
Marks St	Highland Av	Summerlin Av	Res. Coll.	Yes	7	I	2	13,302	D
Marks St	Summerlin Av	Mills Av	Res. Coll.	Yes	7	I	2	10,212	D
Maury Rd	Rio Grande Av	Edgewater Dr	Res. Coll.	Yes	7	III	4	21,805	D
Mccoy Rd	Conway Rd/ Tradeport Dr	North Frontage Rd	Collector	Yes	5	ns	2	17,505	F
Meeting Pl	Lake Baldwin Ln	Lakemont Av	Collector	Yes	7	ns	2	10,771	D
Meeting Pl	Lakemont Av	Upper Park Rd	Res. Coll.	Yes	7	ns	2	3,655	D
Mercy Dr	Old Winter Garden Rd	Colonial Dr	Collector	Yes	5	ns	2	13,980	D
Mercy Dr	Colonial Dr	Princeton St	Collector	Yes	5	I	2	15,569	E
Mercy Dr	Princeton St	Silver Star Rd	Collector	Yes	5	I	2	5,979	D
Mercy Dr	Silver Star Rd	Shader Rd	Collector	Yes	5	I	2	7,747	D
Metrowest Bv	Hiawassee Rd	Kirkman Rd	Collector	Yes	5	I	4	28,004	D
Metrowest Bv	Kirkman Rd	Mission Rd	Collector	Yes	5	ns	0		
Michigan St	Interstate 4	Division Av	Arterial	Yes	5	II	4	31,786	D
Michigan St	Conway Gardens Rd	Conway Rd	Collector	Yes	5	II	2	31,770	F
Michigan St	Division St	Orange Av	Arterial	Yes	5	I	4	19,620	D
Michigan St	Orange Av	Delaney Av	Arterial	Yes	5	I	4	24,642	D
Michigan St	Delaney Av	Fern Creek Av	Arterial	Yes	5	I	4	18,220	D
Michigan St	Fern Creek Av	Bumby Av	Arterial	Yes	5	I	4	12,413	D
Michigan St	Conway Rd	Dixie Belle Dr	Collector	Yes	5	I	4	23,968	D
Michigan St	Dixie Belle Dr	Semoran Bv	Collector	Yes	5	II	4	19,154	D
Millenia Bv	Oak Ridge Rd	Radebaugh Way	Collector	Yes	5	I	4	15,296	D
Millenia Bv	Radebaugh Way	Conroy Rd	Collector	Yes	5	I	4	14,911	D
Millenia Bv	Conroy Rd	John Young Py	Collector	Yes	5	ns	4	20,450	D
Mills Av	Briercliff Dr	Gore St	Res. Coll.	Yes	7	I	2	5,219	D
Mills Av	Gore St	Anderson St	Res. Coll.	Yes	7	I	2	9,633	D

FIGURE TE-12
EXISTING LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2007		
							# of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Mills Av	Anderson St	East-West Ex.	Res. Coll.	Yes	7	I	4	16,092	D
Mills Av	East-West Ex.	South St	Res. Coll.	Yes	7	I	4	17,534	D
Mills Av	Central Bv	Robinson St	Res. Coll.	No	7	III	2	5,805	D
Mills Av	Robinson St	Livingston St	Arterial	Yes	6	III	4	27,698	D
Mills Av	Livingston St	Colonial Dr	Arterial	Yes	6	III	4	26,929	D
Mills Av	Colonial Dr	Marks St	Arterial	Yes	6	II	4	37,163	F
Mills Av	Marks St	Lake Highland Dr	Arterial	Yes	6	II	4	37,103	F
Mills Av	Lake Highland Dr	Virginia Dr	Arterial	Yes	6	II	4	36,971	F
Mills Av	Virginia Dr	Princeton St	Arterial	Yes	6	II	4	43,761	F
Mills Av	Princeton St	Lakeshore Dr/Rollins S	Arterial	Yes	6	II	4	35,694	F
Mills Av	Lakeshore Dr/Rollins St	Nottingham Dr	Arterial	Yes	6	II	4	41,269	F
Mills Av (NB-Brown Av)	South St	Central Bv	Res. Coll.	No	7	I	2	8,280	D
Mills Av (SB-Thornton Av)	Robinson St	South St	Res. Coll.	No	7	I	2	10,193	D
Mission Rd (Pine Hills Ext.)	Conroy Rd	L.B. Mcleod Rd	Arterial	Yes	3	ns	0		
Mission Rd (Pine Hills Ext.)	L.B. Mcleod Rd	Raleigh St	Arterial	Yes	3	ns	0		
Mission Rd (Pine Hills Ext.)	Raleigh St	Central Av/Pine Hills R	Arterial	Yes	3	ns	0		
Moss Park Rd	Narcoossee Rd	Wewahootee Rd	Collector	Yes	5	ns	4	7,497	D
Narcoossee Rd	Orange County Line	Central Florida Greene	Arterial	Yes	3	I	2	11,933	D
Narcoossee Rd	Greeneway Ex.	Moss Park Rd	Arterial	Yes	3	I	4	12,026	D
Narcoossee Rd	Moss Park Rd	Dowden Rd	Arterial	Yes	3	I	4	19,853	D
Narcoossee Rd	Dowden Rd	Beachline Ex	Arterial	Yes	3	I	4	24,055	D
Narcoossee Rd	Beachline Ex.	Leevista Bv	Arterial	Yes	3	I	2	14,341	D
Narcoossee Rd	Leevista Bv	Goldenrod Rd	Arterial	Yes	3	I	2	12,848	D
Nebraska St	Mills Av	Forest Av	Res. Coll.	Yes	7	ns	2	16,184	F
New Broad St	Bennet Rd	Common Way Rd	Res. Coll.	Yes	7	ns	2	15,961	F
New Broad St	Common Way Rd	Jake St	Collector	Yes	7	ns	2	8,454	D
New Hampshire St	Mercy Dr	Brengle Av	Res. Coll.	Yes	7	ns	2	8,733	D
North Frontage Rd	Mccoy Rd	Forbes Place	Collector	Yes	5	ns	2	17,505	F
North Frontage Rd	Forbes Pl.	Semoran Bv	Collector	Yes	5	I	2	18,812	F
North Lake Orlando Py	North Ln.	Cinderlane Py	Res. Coll.	Yes	7	I	2	7,594	D
North Lake Orlando Py	Cinderlane Py	Rosamond Dr	Res. Coll.	Yes	7	I	2	12,852	D
North Lake Orlando Py	Rosamond Dr	Lake Breeze Rd	Res. Coll.	Yes	7	I	2	15,572	E
North Ln.	Pine Hills Rd	North Lake Orlando Py	Res. Coll.	Yes	6	I	2	11,920	D
Oakridge Rd	Grandnational Dr	International Dr	Collector	Yes	5	I	2	5,151	D
Oakridge Rd	International Dr	Millenia Bv	Collector	Yes	5	I	4	27,160	D
Oakridge Rd	Millenia Bv	John Young Py	Collector	Yes	5	I	4	29,586	D
Old Winter Garden Rd	Kirkman Rd	Texas Av	Arterial	Yes	5	II	4	25,247	D
Old Winter Garden Rd	Hiawassee Rd	Kirkman Rd	Arterial	Yes	5	I	4	22,004	D
Orange Av	Wetherbee Rd	Tradeport Dr/Taft-Vine	Arterial	Yes	3	I	6	32,480	D
Orange Av	Highway Pl.	Michigan St	Arterial	Yes	7	II	4	41,324	F
Orange Av	Landstreet Rd	Jetport Dr	Arterial	Yes	5	II	4	40,300	F
Orange Av	Michigan St	Kaley St	Arterial	Yes	7	II	4	32,266	D
Orange Av	Kaley St	Gore St	Arterial	Yes	7	III	4	35,342	F
Orange Av	Gore St	Lake Lucerne Cir.	Arterial	Yes	5	III	4	42,944	F
Orange Av	Lake Lucerne Cir.	East-West Ex.	Arterial	No	8	IV	3	39,158	D
Orange Av	East-West Ex.	Anderson St	Arterial	No	8	IV	3	23,195	D
Orange Av	Anderson St	South St	Arterial	No	8	IV	3	32,666	D
Orange Av	South St	Church St	Arterial	No	8	IV	3	20,967	D
Orange Av	Church St	Central Bv	Arterial	No	8	IV	3	26,062	D
Orange Av	Central Bv	Washington St	Arterial	No	8	IV	3	20,952	D
Orange Av	Washington St	Jefferson St	Arterial	No	8	IV	3	14,526	D
Orange Av	Jefferson St	Robinson St	Arterial	No	8	IV	4	14,526	D
Orange Av	Robinson St	Livingston St	Arterial	No	8	IV	4	7,179	D
Orange Av	Livingston St	Amelia St	Arterial	No	8	IV	4	8,745	D
Orange Av	Amelia St	Colonial Dr	Arterial	No	8	IV	4	13,021	D
Orange Av	Colonial Dr	Marks St	Collector	No	7	IV	4	12,137	D
Orange Av	Marks St	Garland Av	Collector	No	7	IV	4	13,268	D
Orange Av	Garland Av	Magnolia Av	Collector	Yes	6	I	3	7,181	D
Orange Av	Magnolia Av	Highland Av	Collector	Yes	6	III	2	16,899	F
Orange Av	Highland Av	Virginia Dr	Collector	Yes	6	III	2	17,557	F
Orange Av	Virginia Dr	Princeton St	Collector	Yes	6	III	2	22,724	F
Orange Av	Princeton St	Clay Av	Collector	Yes	6	III	4	22,573	D
Orange Av	Clay Av	Berkshire Av	Collector	Yes	6	I	4	18,109	D
Orange Blossom Tl	35Th St	29Th St	Arterial	Yes	6	I	4	55,136	F
Orange Blossom Tl	Grand St	Gore St	Arterial	Yes	6	II	4	12,227	D
Orange Blossom Tl	Gore St	East-West Ex.	Arterial	Yes	6	II	4	40,372	F
Orange Blossom Tl	East-West Ex.	Anderson St	Arterial	Yes	6	II	4	38,065	F
Orange Blossom Tl	Anderson St	South St	Arterial	Yes	6	III	4	33,786	F
Orange Blossom Tl	South St	Church St	Arterial	Yes	6	III	4	33,867	F
Orange Blossom Tl	Church St	Central Bv	Arterial	Yes	6	III	4	30,570	E
Orange Blossom Tl	Central Bv	Washington St	Arterial	Yes	6	III	4	35,641	F
Orange Blossom Tl	Washington St	Robinson St	Arterial	Yes	6	III	4	38,627	F
Orange Blossom Tl	Robinson St	Amelia St	Arterial	Yes	6	III	4	36,729	F
Orange Blossom Tl	Amelia St	Colonial Dr	Arterial	Yes	6	III	4	33,046	E

FIGURE TE-12
EXISTING LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2007		
							# of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Orange Blossom Tl	Colonial Dr	Golfview St	Arterial	Yes	6	I	4	42,360	F
Orange Blossom Tl	Golfview St	Princeton St	Arterial	Yes	5	I	4	42,428	F
Orange Blossom Tl	Princeton St	Silver Star Rd	Arterial	Yes	5	I	4	37,838	F
Orange Blossom Tl	Silver Star Rd	John Young Py/ Lee Rd	Arterial	Yes	5	I	4	40,112	F
Orange Blossom Tl	John Young Py/ Lee Rd	Rosamond Dr	Arterial	Yes	3	I	4	38,482	F
Orange Blossom Tl	Rosamond Dr	All American Bv	Arterial	Yes	3	I	4	39,386	F
Orange Blossom Tl	All American Bv	Cinderlane Py	Arterial	Yes	3	I	4	39,707	F
Orange Blossom Tl	Cinderlane Py	Clarcona-Ocoee Rd	Arterial	Yes	5	II	4	33,048	D
Orange Center Bv	Goldwyn Av	John Young Py	Collector	Yes	5	I	4	4,796	D
Orange Center Bv	John Young Py	Tampa Av	Arterial	Yes	5	I	4	21,768	D
Osceola Av	Delaney Av	Michigan St	Collector	Yes	7	ns	2	6,800	D
Oxalis Av	Curry Ford Rd	Lake Underhill Rd	Res. Coll.	Yes	7	ns	2	1,826	D
Par St	Edgewater Dr	Interstate 4	Res. Coll.	Yes	7	II	2	10,952	D
Par St	Interstate 4	Clay Av/ Clay St	Res. Coll.	Yes	7	II	2	8,820	D
Parramore Av	Kaley St	Gore St	Res. Coll.	Yes	7	I	2	5,375	D
Parramore Av	Gore St	East-West Ex.	Res. Coll.	Yes	7	I	2	10,793	D
Parramore Av	East-West Ex.	Anderson St	Collector	Yes	7	I	2	10,932	D
Parramore Av	Anderson St	South St	Collector	Yes	7	I	2	8,921	D
Parramore Av	South St	Church St	Collector	Yes	7	I	2	4,887	D
Parramore Av	Church St	Central Bv	Collector	Yes	7	I	2	6,155	D
Parramore Av	Central Bv	Washington St	Collector	Yes	7	I	2	6,450	D
Parramore Av	Washington St	Robinson St	Collector	Yes	7	I	2	7,864	D
Parramore Av	Robinson St	Livingston St	Collector	Yes	7	I	2	5,414	D
Parramore Av	Livingston St	Amelia St	Collector	Yes	5	I	2	12,234	D
Parramore Av	Amelia St	Colonial Dr	Collector	Yes	5	I	4	6,943	D
Patch Rd	Bent Pine Dr	Hoffner Av	Collector	Yes	5	ns	0		
Peel Av	Stoneview Rd	Curry Ford Rd	Res. Coll.	Yes	7	I	2	9,357	D
Pershing Av	Dixie Belle Dr	Semoran Bv	Collector	Yes	6	I	2	8,698	D
Pershing Av	Semoran Bv	Goldenrod Rd	Collector	Yes	5	I	4	15,046	D
Pine Hills Rd	Fir Dr	Liming Av	Arterial	Yes	3	I	4	29,469	D
Pineloch Av	Orange Av	Delaney Av	Collector	Yes	3	ns	4	6,519	D
Primrose Dr	Curry Ford Rd	Anderson St	Res. Coll.	Yes	7	I	2	11,912	D
Primrose Dr	Anderson St	South St	Res. Coll.	Yes	7	I	2	12,799	D
Primrose Dr	South St	Central Bv	Res. Coll.	Yes	7	I	2	14,423	D
Primrose Dr	Central Bv	Robinson St	Res. Coll.	Yes	7	I	2	12,224	D
Primrose Dr	Robinson St	Livingston St	Collector	Yes	7	ns	4	23,171	D
Primrose Dr	Livingston St	Colonial Dr	Collector	Yes	7	ns	4	18,408	D
Princeton St	Silver Star Rd	Mercy Dr	Arterial	Yes	3	I	4	28,722	D
Princeton St	Mercy Dr	John Young Py	Arterial	Yes	3	I	4	24,063	D
Princeton St	John Young Py	Orange Blossom Tl	Arterial	Yes	3	I	6	35,345	D
Princeton St	Orange Blossom Tl	Smith St	Arterial	No	7	II	6	27,003	D
Princeton St	Smith St	Westmoreland Dr	Arterial	No	7	II	2	8,527	D
Princeton St	Westmoreland Dr	Edgewater Dr	Arterial	No	7	II	2	10,798	D
Princeton St	Edgewater Dr	Ann Arbor Av	Arterial	No	7	II	2	11,854	D
Princeton St	Ann Arbor Av	Interstate 4	Arterial	Yes	5	III	4	26,951	D
Princeton St	Interstate 4	Orange Av	Arterial	Yes	5	II	4	50,960	F
Princeton St	Orange Av	Alden Rd	Arterial	Yes	5	II	4	39,266	F
Princeton St	Alden Rd	Mills Av	Arterial	Yes	6	II	4	33,328	E
Radebaugh Way	Millenia Bv	Vineland Rd	Collector	Yes	5	I	2	15,677	F
Raleigh St	Hiawassee Rd	Kirkman Rd	Collector	Yes	3	I	4	13,096	D
Raleigh St	Kirkman Rd	Mission Rd	Collector	Yes	3	I	2	13,647	D
Raleigh St	Mission Rd	Ivey Ln	Collector	Yes	3	I	2	9,602	D
Raper Dairy Rd	Grant St	Curry Ford Rd	Res. Coll.	Yes	5	ns	2	7,672	D
Rio Grande Av	36Th St	29Th St	Collector	Yes	5	ns	2	31,176	F
Rio Grande Av	Columbia St	Church St	Collector	Yes	7	I	2	12,227	D
Rio Grande Av	Princeton St	Smith St	Res. Coll.	Yes	7	I	2	4,762	D
Rio Grande Av	Smith St	Silver Star Rd	Res. Coll.	Yes	7	I	2	9,728	D
Rio Grande Av	Silver Star Rd	Maury Rd	Res. Coll.	Yes	7	I	4	22,605	D
Robert Trent Jones Dr	Metrowest Bv	Arnold Palmer Dr	Res. Coll.	Yes	5	ns	2	19,677	F
Robinson St	Orange Blossom Tl	Westmoreland Dr	Arterial	Yes	7	I	2	10,436	D
Robinson St	Westmoreland Dr	Parramore Av	Arterial	Yes	7	I	2	11,703	D
Robinson St	Parramore Av	Division St	Arterial	Yes	7	I	2	13,783	D
Robinson St	Division St	Hughey Av	Arterial	Yes	7	I	2	13,783	D
Robinson St	Hughey Av	Garland Av	Arterial	Yes	7	I	2	17,362	F
Robinson St	Garland Av	Orange Av	Arterial	Yes	7	I	4	20,592	D
Robinson St	Orange Av	Magnolia Av	Arterial	Yes	7	I	4	19,681	D
Robinson St	Magnolia Av	Rosalind Av	Arterial	Yes	7	I	4	16,978	D
Robinson St	Rosalind Av	Summerlin Av	Arterial	Yes	7	I	4	16,919	D
Robinson St	Summerlin Av	Mills Av	Arterial	Yes	7	I	4	22,582	D
Robinson St	Mills Av	Fern Creek Av	Arterial	Yes	7	I	4	14,696	D
Robinson St	Fern Creek Av	Bumby Av	Arterial	Yes	7	I	4	16,734	D
Robinson St	Bumby Av	Primrose Dr	Arterial	Yes	7	I	4	19,692	D
Robinson St	Primrose Dr	Maguire Bv	Arterial	Yes	7	I	4	13,689	D
Rollins St	Orange Av	Mills Av	Collector	Yes	5	ns	2	17,555	F

FIGURE TE-12

EXISTING LEVEL OF SERVICE FOR ROADS

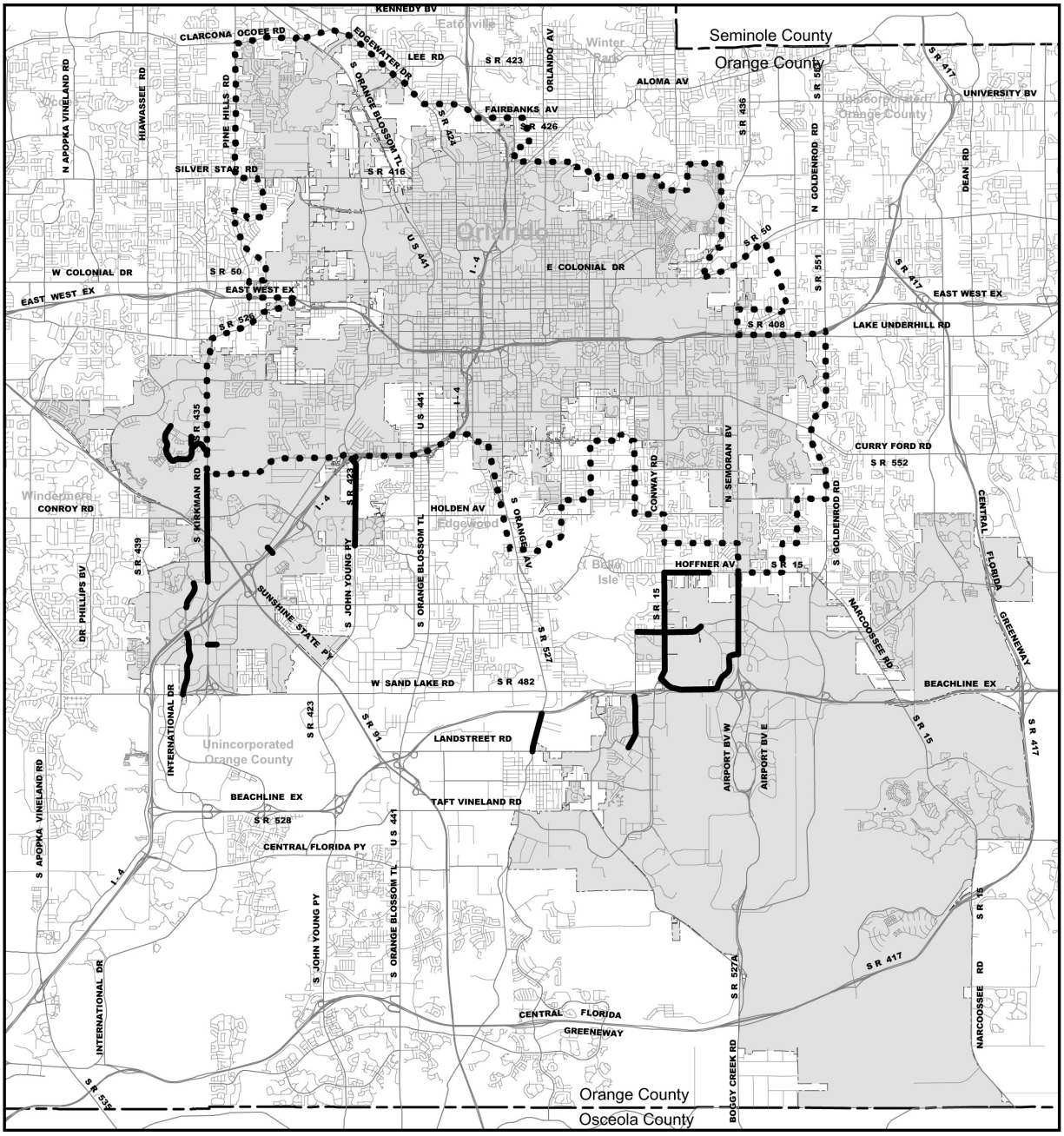
Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2007		
							# of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Rosalind Av	Orange Av	Anderson St	Arterial	No	8	IV	3	21,500	D
Rosalind Av	Anderson St	South St	Arterial	No	8	IV	3	21,876	D
Rosalind Av	South St	Church St	Arterial	No	8	IV	3	22,670	D
Rosalind Av	Church St	Central Bv	Arterial	No	8	IV	3	24,491	D
Rosalind Av	Central Bv	Robinson St	Arterial	No	8	IV	3	19,100	D
Rosalind Av	Robinson St	Livingston St	Arterial	No	8	IV	3	16,595	D
Rosamond Dr	North Lake Orlando Py	Orange Blossom Tl	Res. Coll.	Yes	5	I	2	5,867	D
Sand Lake Rd	Canada Av	Universal Bv	Arterial	Yes	3	I	4	32,185	D
Sand Lake Rd	Universal Bv	Kirkman Rd	Arterial	Yes	3	I	4	29,971	D
Sand Lake Rd	Kirkman Rd	Mandarin Dr	Arterial	Yes	3	I	4	35,069	D
Seaboard Rd	Coast Line Dr	Mercy Dr	Collector	Yes	6	ns	2	4,487	D
Semoran Bv	Beachline Ex.	T.G. Lee Bv	Arterial	Yes	3	I	6	48,053	D
Semoran Bv	T.G. Lee Bv	Hazeltine National Dr	Arterial	Yes	3	I	6	56,313	F
Semoran Bv	Hazeltine National Dr	Leevista Bv	Arterial	Yes	3	I	6	57,515	F
Semoran Bv	Leevista Bv	Bent Pine Dr	Arterial	Yes	3	I	6	54,666	F
Semoran Bv	Bent Pine Dr	Hoffner Av	Arterial	Yes	3	I	6	61,640	F
Semoran Bv	Hoffner Av	Pershing Av	Arterial	Yes	3	I	6	52,868	D
Semoran Bv	Pershing Av	Lake Margaret Dr	Arterial	Yes	3	I	6	65,156	F
Semoran Bv	Lake Margaret Dr	Michigan St	Arterial	Yes	3	I	6	53,043	D
Semoran Bv	Michigan St	Curry Ford Rd	Arterial	Yes	3	I	6	56,230	F
Semoran Bv	Curry Ford Rd	Lake Underhill Rd	Arterial	Yes	3	II	6	46,771	D
Semoran Bv	Lake Underhill Rd	Hibiscus Rd	Arterial	Yes	4	II	6	55,873	F
Semoran Bv (HOV)	Beachline Ex	Hoffner Av/Leevista Bv	HOV	Yes	1	II	0		
Semoran Bv (HOV)	Hoffner Av/Leevista Bv	Michigan St/Lake Marg	HOV	Yes	1	II	0		
Semoran Bv (HOV)	Michigan St/Lake Margare	Lake Underhill Rd	HOV	Yes	1	II	0		
Shader Rd	Mercy Dr	Heatherington Rd	Collector	Yes	6	I	2	9,171	D
Shader Rd	Heatherington Rd	Orange Blossom Tl	Collector	Yes	6	ns	2	11,246	D
Shadowridge Dr	Forbes Place	Hazeltine National Dr	Collector	Yes	6	ns	0		
Shadowridge Dr	Hazeltine National Dr	Leevista Bv	Collector	Yes	6	I	4	6,051	D
Shadowridge Dr	Leevista Bv	Hoffner Av	Collector	Yes	6	ns	0		
Silver Star Rd	Kingsland Av	Princeton St	Arterial	Yes	6	II	6	45,420	D
Silver Star Rd	Princeton St	Mercy Dr	Arterial	Yes	6	II	2	16,697	F
Silver Star Rd	Mercy Dr	John Young Py	Arterial	Yes	6	II	2	19,060	F
Silver Star Rd	John Young Py	Orange Blossom Tl	Arterial	Yes	6	II	2	12,979	D
Silver Star Rd	Orange Blossom Tl	Rio Grande Av	Collector	Yes	7	ns	4	17,163	D
Smith St	Ann Arbor Av	Edgewater Dr	Arterial	No	7	III	2	12,508	D
Smith St	Edgewater Dr	Princeton St	Arterial	No	7	III	2	12,194	D
South Lake Orlando Py	North Ln.	Lake Breeze Rd	Res. Coll.	Yes	7	I	2	5,016	D
South St	Lake Underhill Rd	Crystal Lake Dr	Collector	No	6	II	2	12,860	D
South St	Crystal Lake Dr	Primrose Dr	Collector	No	6	II	2	9,309	D
South St	Primrose Dr	Bumby Av	Collector	No	6	II	3	7,668	D
South St	Bumby Av	Mills Av	Collector	No	6	II	3	10,801	D
South St	Mills Av	Summerlin Av	Collector	No	6	II	3	12,977	D
South St	Summerlin Av	East-West Ex. Ramp	Collector	No	6	II	3	13,225	D
South St	East-West Ex. Ramp	Rosalind Av	Collector	No	6	II	3	26,281	D
South St	Rosalind Av	Magnolia Av	Collector	No	8	IV	3	11,504	D
South St	Magnolia Av	Orange Av	Collector	No	8	IV	3	12,312	D
South St	Orange Av	Garland Av	Collector	No	8	IV	3	7,171	D
South St	Garland Av	Interstate 4 Ramp	Collector	No	8	II	2	3,436	D
South St	Interstate 4 Ramp	Hughey Av	Collector	No	8	II	2	22,331	D
South St	Hughey Av	Division Av	Collector	No	7	II	2	20,290	D
South St	Division Av	Parramore Av	Res. Coll.	No	7	II	3	17,959	D
South St	Parramore Av	Westmoreland Dr	Res. Coll.	No	7	II	3	17,342	D
South St	Westmoreland Dr	Orange Blossom Tl	Res. Coll.	No	7	II	3	15,870	D
Summerlin Av	Kaley St	Briercliff Dr	Collector	Yes	7	I	2	6,998	D
Summerlin Av	Briercliff Dr	Anderson St	Collector	Yes	7	I	2	12,839	D
Summerlin Av	Anderson St	South St	Collector	Yes	7	I	2	9,655	D
Summerlin Av	South St	Central Bv	Collector	Yes	6	I	2	11,669	D
Summerlin Av	Central Bv	Robinson St	Collector	Yes	7	I	2	15,056	E
Summerlin Av	Robinson St	Livingston St	Res. Coll.	Yes	7	I	2	14,078	D
Summerlin Av	Livingston St	Colonial Dr	Res. Coll.	Yes	7	I	2	13,472	D
Summerlin Av	Colonial Dr	Marks St	Res. Coll.	Yes	7	I	2	8,736	D
T.G. Lee Bv	Semoran Bv	Augusta National Dr	Collector	Yes	6	I	4	20,459	D
T.G. Lee Bv	Augusta National Dr	TPC Bv	Collector	Yes	6	I	0		
Tampa Av	Gore St	Carter St	Collector	Yes	7	I	2	8,036	D
Tampa Av	Carter St	Church St	Collector	Yes	7	I	2	9,268	D
Tampa Av	Church St	Central Bv	Collector	Yes	7	I	2	10,949	D
Tampa Av	Central Bv	Washington St	Collector	Yes	7	I	2	10,185	D
Tampa Av	Washington St	Colonial Dr	Collector	Yes	7	I	2	9,498	D
Terry Av	Gore St	Anderson St	Res. Coll.	Yes	8	ns	0		
Terry Av	Anderson St	South St	Res. Coll.	Yes	8	ns	2	400	D
Terry Av	South St	Church St	Res. Coll.	Yes	8	ns	2	640	D
Terry Av	Church St	Central Bv	Res. Coll.	Yes	8	ns	2	900	D
Terry Av	Central Bv	Washington St	Res. Coll.	Yes	8	ns	2	1,150	D

FIGURE TE-12

EXISTING LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2007		
							# of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Terry Av	Washington St	Robinson St	Res. Coll.	Yes	8	ns	2	720	D
Terry Av	Robinson St	Livingston St	Res. Coll.	Yes	8	ns	0		
Terry Av	Livingston St	Colonial Dr	Res. Coll.	Yes	8	ns	0		
Texas Av	Conroy Rd/Americana Bv	Holden Av	Collector	Yes	7	ns	2	0	D
Texas Av	Holden Av	Rio Grande Av	Collector	Yes	7	ns	2	8,561	D
TPC Bv	T.G. Lee Bv	Hazeltine National Dr	Collector	Yes	6	I	0		
TPC Bv	Hazeltine National Dr	Leevista Bv	Collector	Yes	6	I	2	10,686	D
Tradeport Dr	Orange Av	Boggy Creek Rd	Collector	Yes	5	I	4	8,759	D
Tradeport Dr	Boggy Creek Rd	Jetport Dr	Collector	Yes	5	ns	4	5,690	D
Tradeport Dr	Jetport Dr	Beachline Ex.	Collector	Yes	5	I	4	26,141	D
Tradeport Dr	Beachline Ex	Mccoy Rd	Collector	Yes	5	ns	4	23,827	D
Turkey Lake Rd	Sand Lake Rd	Wallace Rd	Collector	Yes	5	ns	4	15,118	D
Turkey Lake Rd	Wallace Rd	Hollywood Way.	Collector	Yes	5	II	4	17,860	D
Turkey Lake Rd	Hollywood Way.	Vineland Rd	Collector	Yes	5	II	4	16,250	D
Turkey Lake Rd	Vineland Rd	Conroy Rd	Collector	Yes	5	I	2	11,963	D
Universal Bv	Sand Lake Rd	International Dr	Arterial	Yes	5	II	4	37,396	F
Universal Bv	International Dr	Interstate 4	Arterial	Yes	3	I	6	60,671	F
Universal Bv	Interstate 4	Hollywood Way	Arterial	Yes	3	I	6	45,682	D
Universal Bv	Hollywood Way	Major Bv	Collector	Yes	5	I	6	49,849	F
Universal Bv	Major Bv	Vineland Rd	Collector	Yes	5	I	6	9,641	D
Upper Park Rd	Glenridge Way	Lakemont Av	Res. Coll.	Yes	7	ns	2	2,663	D
Vineland Rd	Turkey Lake Rd	Universal Bv	Collector	Yes	5	III	4	11,645	D
Vineland Rd	Universal Bv	Kirkman Rd	Collector	Yes	5	III	4	9,552	D
Vineland Rd	Kirkman Rd	Major Bv	Collector	Yes	5	I	4	20,779	D
Vineland Rd	Major Bv	Radebaugh Way	Collector	Yes	5	I	4	28,500	D
Vineland Rd	Radebaugh Way	Conroy Rd	Collector	Yes	5	I	4	19,216	D
Vineland Rd	Conroy Rd	L.B. Mcleod Rd	Collector	Yes	5	I	4	15,776	D
Virginia Dr	Orange Av	Mills Av	Res. Coll.	Yes	7	I	2	18,579	F
Virginia Dr	Mills Av	Forest Av	Collector	Yes	7	III	4	21,129	D
Vista Park Loop	Narcoossee Rd	Econlockhatchee Tl (S)	Res. Coll.	Yes	5	ns	0		
Vista Park Loop	Econlockhatchee Tl (S)	Econlockhatchee Tl (N)	Res. Coll.	Yes	5	ns	0		
Vista Park Loop	Econlockhatchee Tl (N)	Leevista Bv	Res. Coll.	Yes	5	ns	0		
Wallace Rd	Dr Phillips Bv	Turkey Lake Rd	Res. Coll.	Yes	5	ns	2	10,658	D
Washington St	Texas Av	Fred L Maxwell Bv	Arterial	Yes	7	II	4	33,421	F
Washington St	Fred L Maxwell Bv	Tampa Av	Arterial	Yes	7	I	2	12,754	D
Washington St	Tampa Av	Orange Blossom Tl	Arterial	Yes	7	I	2	17,890	F
Washington St	Orange Blossom Tl	Westmoreland Dr	Res. Coll.	Yes	7	I	2	9,985	D
Washington St	Westmoreland Dr	Parramore Av	Res. Coll.	Yes	7	I	2	9,967	D
Washington St	Parramore Av	Division Av	Res. Coll.	Yes	7	I	2	9,711	D
Washington St	Division St	Hughey Av	Collector	Yes	7	I	2	11,890	D
Washington St	Hughey Av	Garland Av	Collector	Yes	7	I	4	16,967	D
Washington St	Garland Av	Orange Av	Collector	Yes	8	I	4	16,501	D
Washington St	Orange Av	Magnolia Av	Collector	Yes	8	I	2	7,362	D
Washington St	Magnolia Av	Rosalind Av	Collector	Yes	8	I	2	5,679	D
Westmoreland Dr	Miller St	Gore St	Collector	Yes	6	I	2	12,316	D
Westmoreland Dr	Gore St	East-West Ex.	Collector	Yes	6	I	2	17,150	F
Westmoreland Dr	East-West Ex.	Anderson St	Collector	Yes	6	I	4	38,065	F
Westmoreland Dr	Anderson St	South St	Collector	Yes	6	I	4	33,786	F
Westmoreland Dr	South St	Church St	Collector	Yes	6	I	4	33,867	F
Westmoreland Dr	Church St	Central Bv	Collector	Yes	6	I	2	17,150	F
Westmoreland Dr	Central Bv	Washington St	Collector	Yes	6	I	2	17,150	F
Westmoreland Dr	Washington St	Robinson St	Collector	Yes	6	I	2	17,150	F
Westmoreland Dr	Robinson St	Amelia St	Collector	Yes	6	I	2	17,150	F
Westmoreland Dr	Amelia St	Colonial Dr	Collector	Yes	6	I	2	17,150	F
Westmoreland Dr	Colonial Dr	Princeton St	Res. Coll.	Yes	7	ns	2	13,023	D
Westmoreland Dr	Princeton St	Smith St	Res. Coll.	Yes	7	ns	2	9,673	D
Westmoreland Dr	Smith St	Winter Park St	Res. Coll.	Yes	7	ns	2	7,632	D
Westpointe Bv	Lake Vilma Dr	Hiawassee Rd	Collector	Yes	5	ns	4	9,548	D
Wetherbee Rd	Boggy Creek Rd	South Access Rd	Collector	Yes	3	ns	2	3,227	D
Wilshire Dr	Arnold Palmer Dr	Metrowest Bv	Res. Coll.	Yes	5	ns	2	22,845	F
Winter Park St	Westmoreland Dr	Edgewater Dr	Res. Coll.	Yes	7	ns	2	11,851	D
Winter Park St	Edgewater Dr	Formosa Av	Res. Coll.	Yes	7	ns	2	12,366	D
Winter Park St	Formosa Av	Orange Av	Res. Coll.	Yes	7	ns	2	17,148	F

Figure TE-13 Existing Roadways Level of Service F



LEGEND

NORTH

0 1.5 3
Miles

City of Orlando
Transportation Department, June, 2008

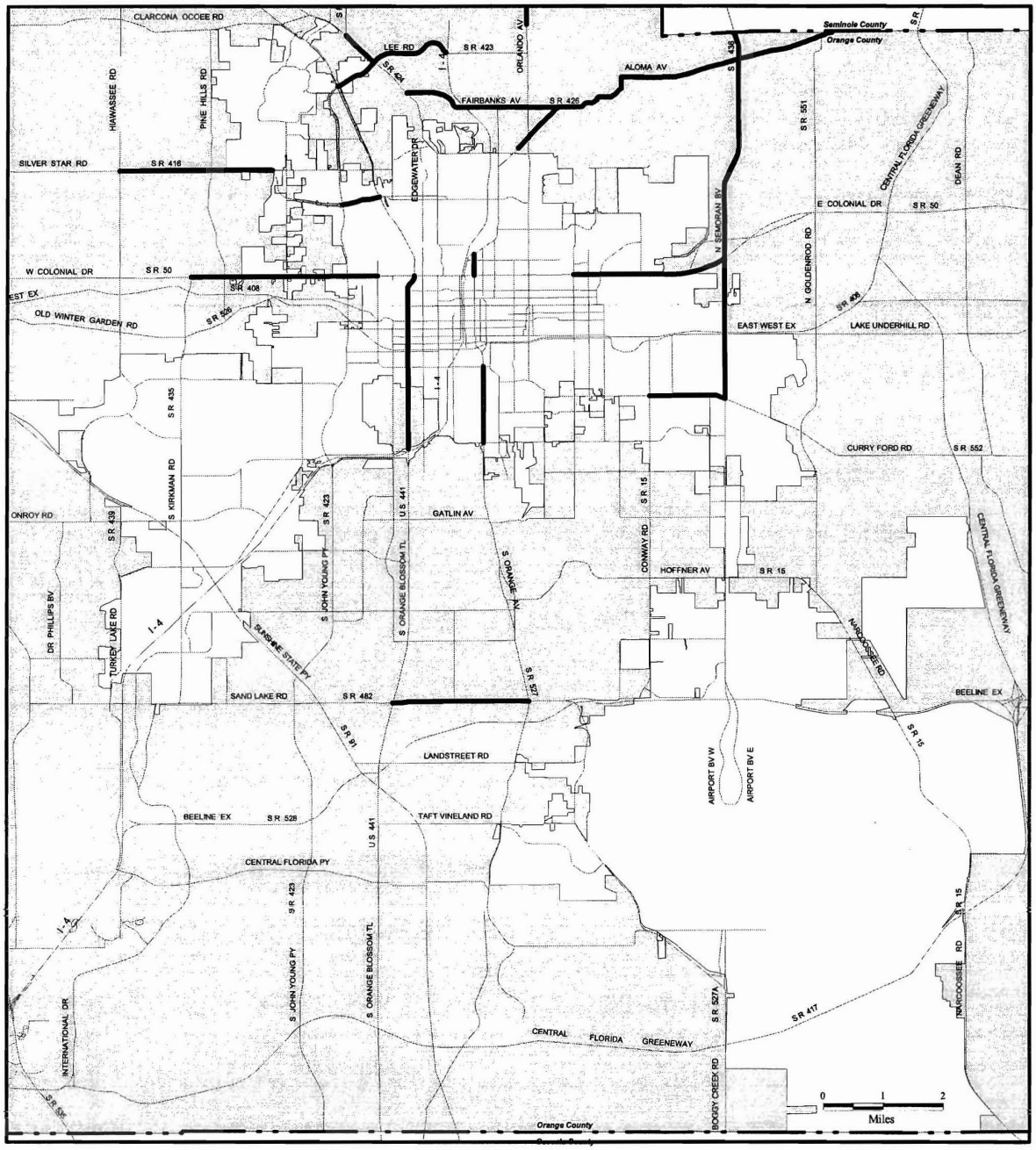
Road Segments with Level of Service F

Transportation Concurrency Exception Area

Orlando City Limits

Note: All other roadways are Level of Service "E" or better.

FIGURE TE-14: CONSTRAINED FACILITIES



CONSTRAINED FACILITIES
Figure TE-14

N

FDOT 1995 Constrained Facilities

Prepared by: City of Orlando Planning and Development Department, 1997, rvsd. 03/2000

FIGURE TE-15: EXISTING CRASH RATE LISTING

	Intersection Location		Crashes	Traffic Volume	Crash Rate
1	ROBINSON ST	ROSALIND AVE	45	36,377	3.389
2	INTERNATIONAL DR	KIRKMAN RD	91	76,701	3.250
3	INTERNATIONAL DR	UNIVERSAL BLVD	46	39,133	3.220
4	CONROY RD	KIRKMAN RD	118	104,312	3.099
5	MILLENIA BLVD	OAK RIDGE RD	32	32,550	2.693
6	CONROY RD	MILLENIA BLVD	55	58,190	2.590
7	CURRY FORD RD	SEMORAN BLVD	94	101,738	2.531
8	JOHN YOUNG PKWY	PRINCETON ST	56	62,985	2.436
9	KIRKMAN RD	RALEIGH ST	59	68,140	2.372
10	CONROY RD	I-4 OFF RAMP E	46	53,894	2.338
11	COLONIAL DR	GARLAND AVE	55	64,891	2.322
12	KIRKMAN RD	MAJOR BLVD	53	65,905	2.203
13	COLONIAL DR	PRIMROSE DR	45	56,802	2.170
14	COLONIAL DR	MAGNOLIA AVE	54	68,753	2.152
15	CONROY RD	VINELAND RD	57	74,131	2.107
16	KIRKMAN RD	METROWEST BLVD	59	76,741	2.106
17	CONWAY RD	CURRY FORD RD	45	61,681	1.999
18	KIRKMAN RD	L B MCLEOD RD	61	84,684	1.973
19	ARNOLD PALMER DR	KIRKMAN RD	50	69,445	1.973
20	LAKE UNDERHILL RD	SEMORAN BLVD	64	92,809	1.889
21	COLONIAL DR	ORANGE AVE	43	62,638	1.881
22	BUMBY AVE	COLONIAL DR	44	64,180	1.878
23	KIRKMAN RD	VINELAND RD	57	84,428	1.850
24	CONROY RD	I-4 ON / OFF RAMP W	52	77,644	1.835
25	JOHN YOUNG PKWY / LEE RD	ORANGE BLOSSOM TRL	49	73,167	1.835
26	CARRIER DR	KIRKMAN RD	34	51,079	1.824
27	I-4 ON / OFF RAMP E	JOHN YOUNG PKWY	36	54,965	1.794
28	CONWAY RD	MICHIGAN ST	29	44,398	1.790
29	COLONIAL DR	JOHN YOUNG PKWY	62	96,651	1.757
30	KIRKMAN RD	VALENCIA COMMUNITY COLLEGE DR	36	56,430	1.748
31	BRUTON BLVD / VINELAND RD	L B MCLEOD RD	37	58,688	1.727
32	COLONIAL DR	MERCY DR	34	54,514	1.709
33	KALEY ST	ORANGE AVE	29	46,918	1.693
34	COLONIAL DR	HUGHEY AVE / I-4 Off RAMP W	37	59,933	1.691
35	COLONIAL DR	HERNDON AVE	38	62,784	1.658
36	HIAWASSEE RD	METROWEST BLVD	30	51,561	1.594
37	MICHIGAN ST	ORANGE AVE	47	80,937	1.591

	Intersection Location		Crashes	Traffic Volume	Crash Rate
38	GORE ST	ORANGE BLOSSOM TRL	34	58,788	1.585
39	JOHN YOUNG PKWY	SILVER STAR RD	28	50,105	1.531
40	COLONIAL DR	SHINE AVE	34	61,752	1.508
41	JOHN YOUNG PKWY	L B MCLEOD RD	55	103,165	1.461
42	LA COSTA DR	SEMORAN BLVD	33	62,372	1.450
43	COLONIAL DR	ORANGE BLOSSOM TRL	36	69,032	1.429
44	PERSHING AVE	SEMORAN BLVD	49	94,610	1.419
45	COLONIAL DR	COY DR	32	64,000	1.370
46	NORTH FRONTAGE RD / T G LEE BLVD	SEMORAN BLVD	34	72,819	1.279
47	HOFFNER AVE	SEMORAN BLVD	45	105,450	1.169
48	COLONIAL DR	MILLS AVE	34	82,004	1.136
49	LEEVISTA BLVD	SEMORAN BLVD	34	87,505	1.065
50	KIRKMAN RD	METROPOLIS WAY / STERLING CREST DR	25	71,644	0.956
51	HAZELTINE NATIONAL DR	SEMORAN BLVD	28	83,377	0.920
52	COLONIAL DR	MAGUIRE BLVD	25	75,661	0.905
53	BENT PINE DR	SEMORAN BLVD	25	77,012	0.889
54	GATLIN AVE	SEMORAN BLVD	26	81,072	0.879

Crash Rate Formula: [# of crashes per year / (24 hour volume X 365 days)] X 1,000,000 entering vehicles
Source: City of Orlando, Traffic Engineering Division, 2007.

FIGURE TE-16: EXISTING (2007) TRANSPORTATION MODES TO WORK AT PLACE OF RESIDENCE

	Residents	Workers 16+ years	% Workers / Residents	*Drove alone*	*Carpooled (2+ person)*	Total Car, truck, or van	Public transportation	Motorcycle	Bicycle	Walked	Other means (Taxi, Railroad)	Worked at home
City of Orlando	235,779	233,068	*99%*	*128,893*	*23,705*	188,589	8,093	1,175	1,966	27,796	2,355	3,094
		100%		*68%*	*13%*	*81%*	*3%*	*1%*	*1%*	*12%*	*1%*	*1%*
Transportation Area 1	22,849	58,340	*255%*	*22,887*	*5,306*	40,556	7,378	574	1,753	6,326	1,052	701
		100%		*56%*	*13%*	*70%*	*13%*	*1%*	*3%*	*11%*	*2%*	*1%*
Transportation Area 2	60,911	47,978	*79%*	*30,499*	*5,478*	41,546	2,217	343	669	1,697	412	1,095
		100%		*73%*	*13%*	*87%*	*5%*	*1%*	*1%*	*4%*	*1%*	*2%*
Transportation Area 3	14,422	23,243	*161%*	*1,284*	*298*	6,064	216	32	241	16,312	141	237
		100%		*21%*	*5%*	*26%*	*1%*	*0%*	*1%*	*70%*	*1%*	*1%*
Transportation Area 4	4,677	3,156	*67%*	*2,021*	*301*	2,707	63	12	74	90	21	188
		100%		*75%*	*11%*	*86%*	*2%*	*0%*	*2%*	*3%*	*1%*	*6%*
Transportation Area 5	25,683	28,890	*112%*	*20,921*	*3,936*	26,798	534	161	125	526	262	484
		100%		*78%*	*15%*	*93%*	*2%*	*1%*	*0%*	*2%*	*1%*	*2%*
Transportation Area 6	8,771	12,821	*146%*	*5,723*	*2,347*	10,172	665	183	493	688	482	138
		100%		*56%*	*23%*	*79%*	*5%*	*1%*	*4%*	*5%*	*4%*	*1%*
Transportation Area 7	33,398	6,996	*21%*	*3,879*	*1,291*	6,014	637	8	32	100	115	89
		100%		*65%*	*21%*	*86%*	*9%*	*0%*	*0%*	*1%*	*2%*	*1%*
Transportation Area 8	46,663	21,595	*46%*	*16,300*	*2,726*	20,270	419	72	34	275	269	256
		100%		*80%*	*13%*	*94%*	*2%*	*0%*	*0%*	*1%*	*1%*	*1%*
Transportation Area 9	71,324	38,448	*54%*	*30,679*	*3,119*	36,048	342	67	224	530	232	1,005
		100%		*85%*	*9%*	*94%*	*1%*	*0%*	*1%*	*1%*	*1%*	*3%*
Transportation Area 10	19,570	16,458	*84%*	*11,848*	*2,911*	15,585	307	38	133	128	68	198
		100%		*76%*	*19%*	*95%*	*2%*	*0%*	*1%*	*1%*	*0%*	*1%*
Transportation Area 11	10,695	5,107	*48%*	*3,847*	*634*	4,784	81	22	40	98	19	63
		100%		*80%*	*13%*	*94%*	*2%*	*0%*	*1%*	*2%*	*0%*	*1%*
Transportation Area 12	6,148	17,110	*278%*	*10,716*	*2,775*	15,193	158	317	204	808	53	377
		100%		*71%*	*18%*	*89%*	*1%*	*2%*	*1%*	*5%*	*0%*	*2%*
Transportation Area 13	14,982	5,010	*33%*	*3,412*	*631*	4,500	-	87	-	212	-	212
		100%		*76%*	*14%*	*90%*	*0%*	*2%*	*0%*	*4%*	*0%*	*4%*
Transportation Area 14	51,751	33,074	*64%*	*26,628*	*3,863*	31,756	104	376	111	142	227	357
		100%		*84%*	*12%*	*96%*	*0%*	*1%*	*0%*	*0%*	*1%*	*1%*
Transportation Area 15	67,641	8,084	*12%*	*6,175*	*992*	7,612	121	39	36	121	71	85
		100%		*81%*	*13%*	*94%*	*1%*	*0%*	*0%*	*1%*	*1%*	*1%*

SOURCES: U.S. Bureau of Census and City of Orlando, Transportation Department, 2008.

Natural Disaster Evacuation Routes

Orlando is considered a "host" community for disaster evacuation. Appendix A, Figure TE-62 depicts evacuation routes ending in Orlando and originating in coastal areas located east, west, and south of the City. The map also shows emergency shelter locations. There are no evacuation plans from the City to other areas.

4.B. EXISTING PUBLIC TRANSIT SYSTEM

The analysis of the existing public transit system involves reviewing the physical and operational characteristics of the service provided and measuring its performance. The Central Florida Regional Transportation Authority (dba Lynx) is the existing public transit provider in Orlando.

Service Area

Lynx's service area extends through Orange, Seminole, and Osceola Counties. This area constitutes approximately 2,500 square miles, of which 618 square miles are urban and 1,920 square miles are rural. The 2000 census population of the tri-county area was 1,434,033 persons with the largest portion of that population (896,344) in Orange County. The 2007 estimated population for the tri-county area is 2,032,436. Lynx's fixed route system serves more than 84,000 passengers on a typical weekday with a fleet of 290 buses. Lynx buses logged nearly 150,000,000 passenger miles in 2006 and their fleet travels an average of nearly 52,000 miles each weekday.

In analyzing access to transit service, the City considers one-quarter mile on either side of the route an adequate maximum distance (for planning purposes) that people would be willing to walk to use transit.

Bus Inventory

In FY2007, Lynx has a total active fleet of 290 vehicles serving Orlando as well as other communities in Orange, Seminole, and Osceola Counties. Figure TE-17 provides Lynx existing fleet inventory. These vehicles have an estimated useful life of 12 years.

FIGURE TE-17: LYNX INVENTORY OF FLEET SYSTEM

Year	Make	Model	Length (ft)	Seated Capacity	Quantity	Quantity Equipped with:						
						Wheelchair lift/ramp	Kneeler	Video surveillance	Talking bus	Bike Rack	CNG Fuel	Suburban (1 Door)
1994	Orion	Orion V	31	31	6	6	6	6	6	6	0	0
1994	Orion	Orion V	40	43	1	1	1	1	1	1	0	0
1994	Orion	Orion V Suburban	40	44	4	4	4	4	4	4	0	4
1994	Gillig	Phantom	40	43	1	1	1	1	1	1	0	0
1995	Gillig	Phantom	40	43	1	1	1	1	1	1	0	0
1996	Gillig	Phantom	40	43	23	23	23	23	23	23	0	0
1996	Gillig	Suburban	40	44	7	7	7	7	7	7	0	7
1997	Gillig	Phantom	40	43	17	17	17	17	17	17	0	0
1997	Gillig	Phantom	32	31	11	11	11	11	11	11	0	0
1997	New Flyer	Low Floor	35	31	10	10	10	10	10	10	10	0
1998	Gillig	Phantom	40	43	23	23	23	23	23	23	0	0
1998	Gillig	Suburban	40	47	3	3	3	3	3	3	0	3
1999	Gillig	Phantom	40	43	15	15	15	15	15	15	0	0
2000	Gillig	Orion V	40	43	2	2	2	2	2	2	0	0
2001	Orion	Phantom	40	43	14	14	14	14	14	14	0	0
2002	Gillig	Phantom	40	43	17	17	17	17	17	17	0	0
2004	Gillig	Phantom	40	43	33	33	33	33	33	33	0	0
2005	Gillig	Phantom	40	43	19	19	19	19	19	19	0	0
2005	Gillig	Low Floor	29	28	5	5	5	5	5	5	0	0
2006	Gillig	Low Floor	40	40	30	30	30	30	30	30	0	0
2006	Gillig	Low Floor	35	32	5	5	5	5	5	5	0	0
TOTAL					**247**	**247**	**247**	**247**	**247**	**247**	**10**	**14**

Source: Lynx, 2007.

Bus Routes

Lynx currently provides service to Orange, Seminole, and Osceola Counties on 68 regular routes or "links". These include the Lymmo and limited express routes. Limited express routes include both express and local service. Lynx's routes link residential areas with major work sites, downtown Orlando, hospitals, and shopping malls. Figure TE-18 Parts A and B show the regional transit system routes. Lynx's routes provide adequate geographic coverage of the City and provide transit service to the generators and attractors identified in Figure TE-4.

Shelters and Passenger Amenities

Lynx prioritizes areas with high passenger boardings or with specific customer needs for shelters and other passenger amenities. While the downtown Lynx Central Station remains the regional transit hub, nine (9) Superstops are located throughout the service territory to provide important transfer locations between the various Lynx routes. Figure TE-19 shows the primary

transit facilities, overlaid with the transit service routes. This figure shows the location of the intermodal terminals at strategic locations adequately connected to the regional transit system. Figure TE-19 was compared to Figure TE-4 to assess the level of transit accessibility to the City's major trip generators and attractors. This comparison showed that additional intermodal facilities in other areas in the City, such as the metropolitan activity centers, are needed.

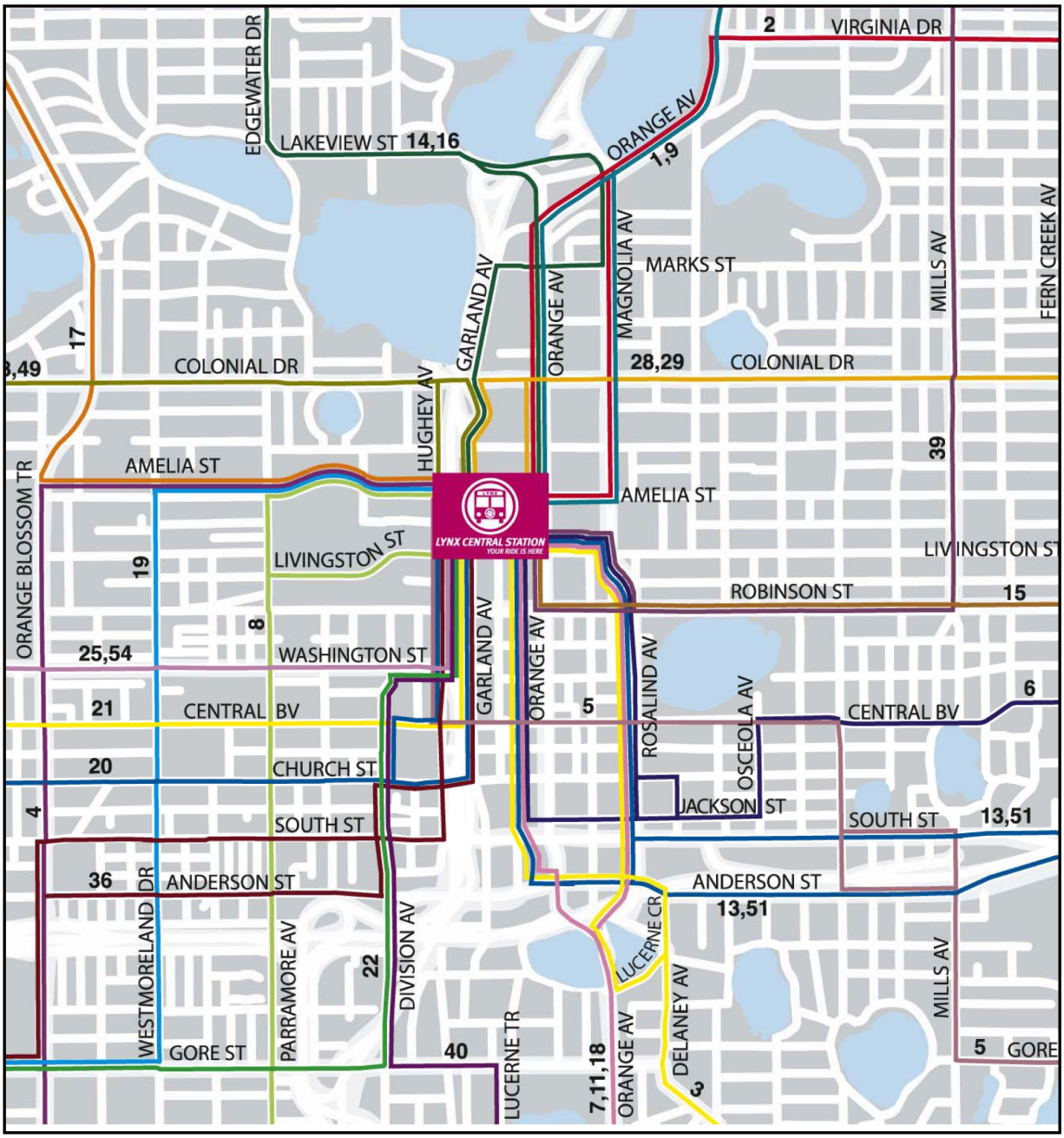
Another type of facility analyzed was park-and-ride lots. Park and ride is an access mode to transit in which people drive private automobiles or ride bicycles to a parking area. Riders then take transit or car/vanpool to their destination. Park-and-ride facilities are generally located in outlying suburban areas, where heavily utilized transportation facilities of a commuter shed converge, such as expressways, interstates, arterials, or collectors. There are no park-and-ride facilities located within the City boundaries.

Transit Performance

In 1991, the City adopted Level of Service Standards for transit based on headway or frequency improvements. This system has provided the tools to monitor service performance and to target transit service improvements annually on a route by route level. The 1991 Level of Service Standards for transit were adopted on a citywide level with the intent of achieving citywide headways (of 60, 30, or 15 minutes) by target years. Although headway improvements were implemented yielding significant ridership increases, headway improvements were not achieved on a citywide level. While the City maintained its funding commitment to the implementation of the frequency increases, assumptions related to regional funding did not come to fruition. The City has no control over other funding agencies.

The 1991 adopted standards were amended in 1996 to reflect the situation described above. In 2007, 25 routes of the 44 fixed routes (57%) operating within the City performed at 30 minute headways. Figure TE-20 indicates characteristics of each fixed route, including the days the service is provided and the service frequency. Routes operating at 30 minute headways or better are shaded. Most of the routes operate seven days a week. Hours of operation range between 4:30 a.m. and 2:30 a.m. Figure TE-21 shows transit routes operating at 30 and 60-minute level of service headways.

Figure TE-18A Lynx Bus Routes - Downtown



LEGEND

Source: Lynx Web Site

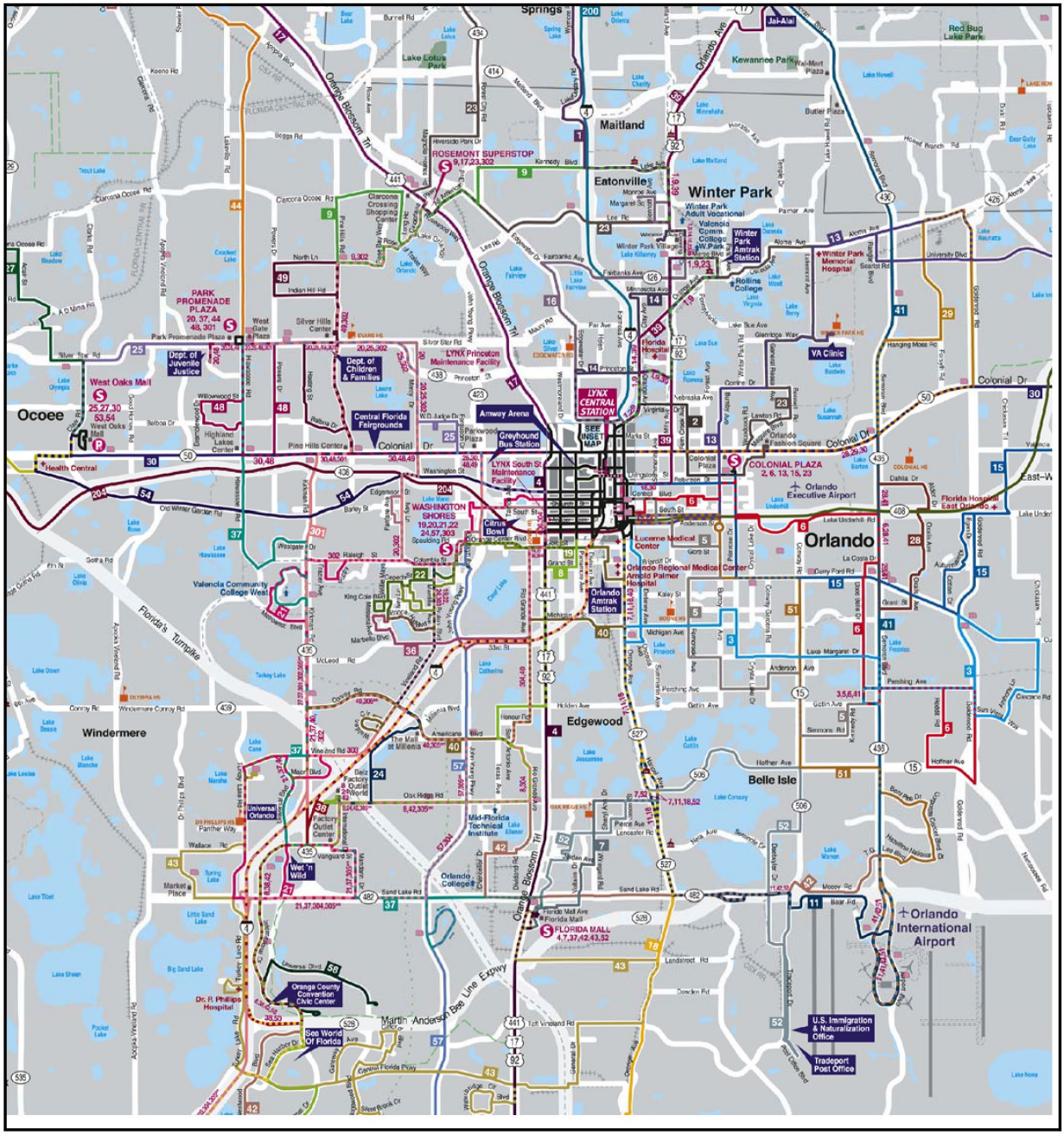
City of Orlando Economic Development Department
City Planning Division May, 2008

NORTH

Map Symbols Legend

- 00 Link Route and Number
- S LYNX Superstop
- P Park & Ride

Figure TE-18B Lynx Bus Routes



LEGEND

NORTH

Map Symbols Legend

00 Link Route and Number

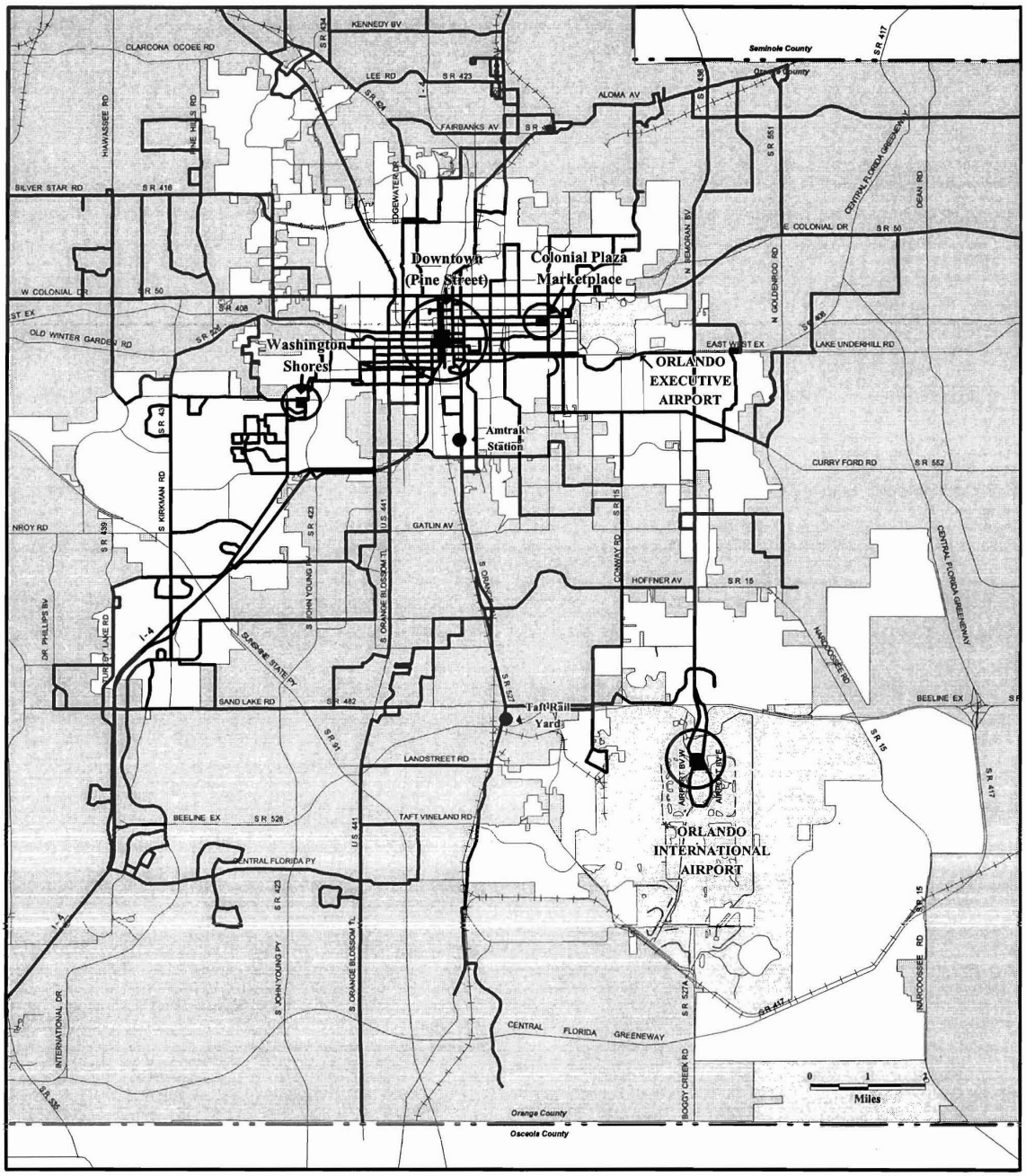
S LYNX Superstop

R Park & Ride

Source: LYNX Web Site

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

FIGURE TE-19: EXISTING INTERMODAL TERMINALS, ACCESS AND ROUTES



9J-5.019(2)(a)2.b
9J-5.019(2)(a)7
9J-5.019(2)(a)6

Existing Intermodal Terminals, Access and Routes
Figure TE-19

N

- Regional Transfer Terminal
- Existing Rail Terminals
- Existing Rail Lines
- Existing Airport Facilities
- Lynx Route Area

Prepared by: City of Orlando Planning and Development Department, 1997, rvsd. 03/2000

FIGURE TE-20: LYNX FIXED ROUTE SERVICE CHARACTERISTICS*

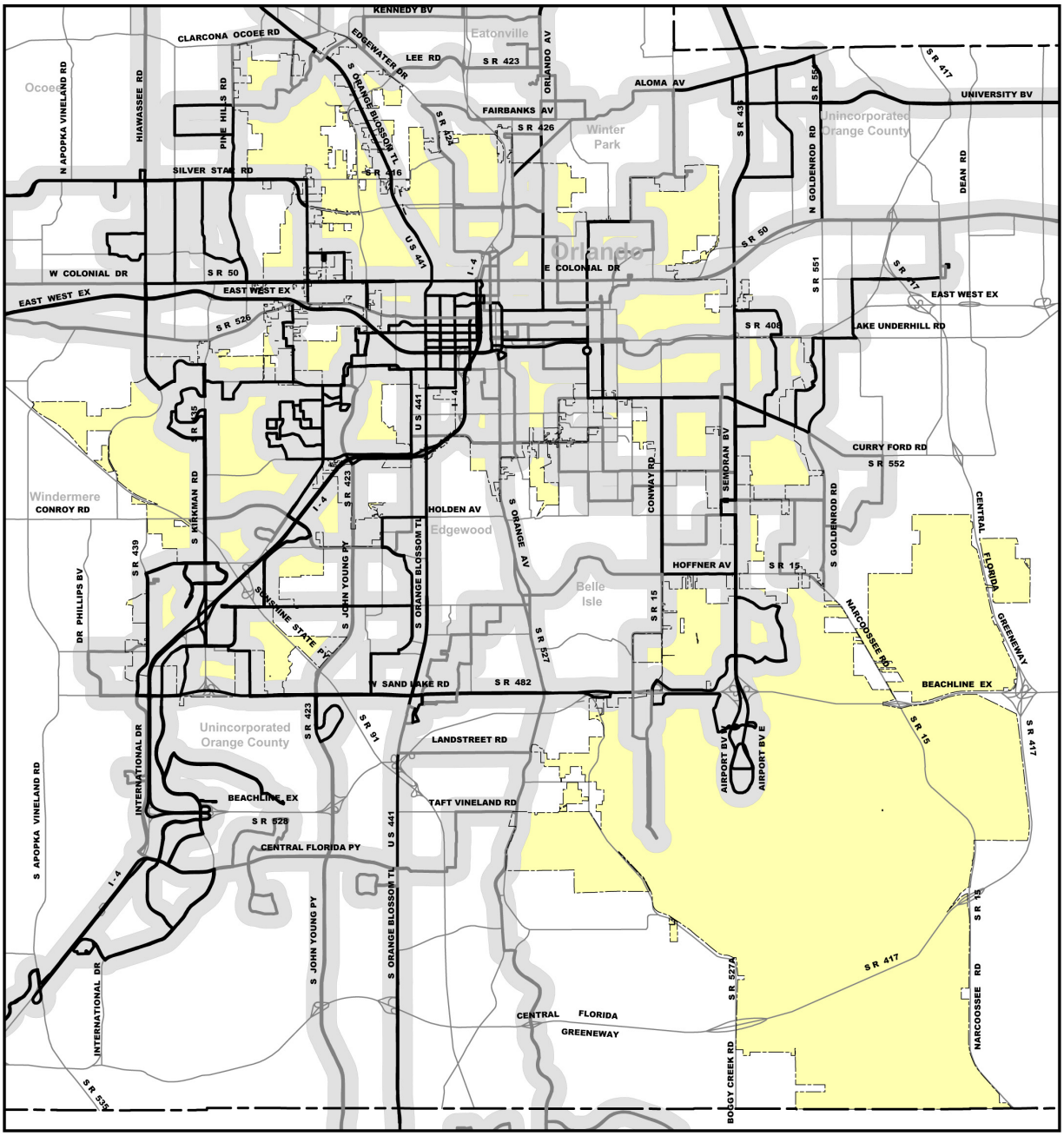
LINK #	LINK NAME	SERVICE DAYS	WEEKDAY FREQUENCY	SATURDAY FREQUENCY	SUNDAY & HOLIDAY FREQUENCY
1	N. Orange Ave. / Altamonte Springs	Mon - Sat	60 min	60 min	n/a
2	Colonialtown	Mon - Sat	60 min	60 min	n/a
3	Lake Margaret	Mon - Sat	60 min	60 min	n/a
4	S. Orange Blossom Trail / Kissimmee	Mon - Sun	15 min	30 min	30 min
5	S. Ferncreek Ave.	Mon - Sat	60 min	60 min	n/a
6	Dixie Belle	Mon - Sun	60 min	60 min	60 min
7	S. Orange Ave. / Florida Mall	Mon - Sun	60 min	60 min	60 min
8	W. Oakridge Rd. / International Drive	Mon - Sun	15 - 30 min	30 min	30 min
9	N. Orange Ave. / Rosemont	Mon - Sun	60 min	60 min	60 min
10	E. U.S. 192 / St. Cloud	Mon - Sat	30 min	30 min	n/a
11	S. Orange Ave. / Orlando International Airport	Mon - Sun	30 min	30 min	60 min
12	Buenaventura Lakes/Boggy Creek	Mon - Fri	60 min	n/a	n/a
13	University of Central Florida	Mon - Sun	30 min	30 min	60 min
14	Princeton St./ Plymouth Apts	Mon - Sun	60 min	60 min	60 min
15	Curry Ford Rd. / Valencia Community College East	Mon - Sun	30 min	30 min	60 min
16	College Park / The Meadows	Mon - Sun	60 min	60 min	60 min
17	N. Orange Blossom Trail / Apopka	Mon - Sun	30 min	30 min	60 min
18	S. Orange Ave. / Buenaventura Lakes / Kissimmee	Mon - Sat	60 min	60 min	n/a
19	Richmond Heights	Mon - Sun	30 min	30 min	60 min
20	Malibu / Pine Hills	Mon - Sun	30 min	30 min	60 min
21	Carver Shores / Tangelo Park	Mon - Sun	30 min	30 min	60 min
22	Richmond Estates	Mon - Sun	30 min	30 min	60 min
23	Winter Park/Forest City	Mon - Sun	60 min	60 min	60 min
24	Millenia	Mon - Sun	30 min	30 min	30 min
25	Silver Star Rd.	Mon - Sun	60 min	30 min	60 min
26	Pleasant Hill Rd. / Poinciana	Mon - Sat	60 min	60 min	n/a
27	Plant St. / Oakland	Mon - Sat	60 min	60 min	n/a
28	E. Colonial Dr. / Azalea Park	Mon - Sun	30 min	60 min	60 min
29	E. Colonial Dr. / Goldenrod	Mon - Sun	30 min	60 min	60 min
30	Colonial Dr. Crosstown	Mon - Sun	30 min	30 min	60 min
31	Lymmo (Downtown Orlando Circulator)	Mon - Sun	5 min	10 min	10 min
32	Union Park / Bithlo	Mon - Fri	90 min	n/a	n/a
33	Lake Buena Vista	Mon - Sun	60 min	60 min	n/a

LINK #	LINK NAME	SERVICE DAYS	WEEKDAY FREQUENCY	SATURDAY FREQUENCY	SUNDAY & HOLIDAY FREQUENCY
34	Sandford / Goldsboro	Mon - Sat	120 min	120 min	n/a
35	iRide	Mon - Sun	12 min	12 min	12 min
36	Lake Richmond	Mon - Sun	30 min	30 min	60 min
37	Park Promenade Plaza / Florida Mall	Mon - Sun	30 min	60 min	60 min
38	Downtown Orlando / International Drive	Mon - Sun	15 min	15 min	30 min
39	US 17-92 / Sanford	Mon - Sun	30 min	30 min	60 min
40	Americana Blvd. / Universal Studios	Mon - Sat	60 min	60 min	n/a
41	SR 436 Crosstown	Mon - Sun	30 min	30 min	60 min
42	International Drive / Orlando International Airport	Mon - Sun	30 min	30 min	60 min
43	Central Florida Pkwy.	Mon - Sat	60 min	60 min	n/a
44	Hiawassee / Zellwood	Mon - Sat	60 min	60 min	n/a
45	Lake Mary	Mon - Sat	60 min	60 min	n/a
46	W. SR 46 / Seminole Towne Center	Mon - Sun	60 min	60 min	60 min
47	Oviedo	Mon - Sat	60 min	60 min	n/a
48	W. Colonial Dr. / PARK Promenade Plaza	Mon - Sun	30 min	60 min	60 min
49	W. Colonial Dr. / Pine Hills Rd.	Mon - Sun	30 min	60 min	60 min
50	Downtown Orlando / Magic Kingdom	Mon - Sun	30 min	30 min	30 min
51	Conway / Orlando International Airport	Mon - Sun	30 min	30 min	60 min
52	Pine Castle / Tradeport	Mon - Sat	60 min	60 min	n/a
54	Old Winter Garden Rd.	Mon - Sat	60 min	60 min	n/a
200	Xpress Link	Mon - Fri	30 min Peak hours	n/a	n/a
204	Xpress Link	Mon - Fri	30 min Peak hours	n/a	n/a
209	Xpress Link	Mon - Fri	30 min 10am-3pm	n/a	n/a

* NOTE: Frequencies of 30 minutes or better are shaded.

Source: LYNX Planning Dept., July 2008.

Figure TE-21 Existing Public Transit Routes Level of Service



Peer Analysis Review

A peer analysis was conducted by Lynx to compare its performance to similar transit systems. The foundation for comparison included geographic location and number of vehicles operated in maximum service. The peer group analyzed contained nine systems, including Lynx. The variables used in the analysis describe the levels of service that Lynx is providing and how the system compares in terms of overall averages to its peers.

FIGURE TE-22: LYNX SERVICE COMPARED TO PEER SYSTEMS

BELOW AVERAGE	AVERAGE	ABOVE AVERAGE
Population Density	Revenue Hours per Capita	Service Area
Passenger Trips per Revenue Mile	Revenue Mile per Capita	Revenue Mile per Vehicles Operated in Maximum Service
Passenger Trips per Revenue Hour	Maintenance Hours per Revenue Hour	Service Area Population
Passenger Trips per Capita		Operating Expenses per Revenue Mile
Operating Cost per Revenue Hour		
Vehicle Operating Hours per Revenue Hours		
Operating Expenses per Revenue Mile		
Administrative Hours per Revenue Hour		
Vehicles Available in Maximum Service		
Vehicles Operated in Maximum Service		

Source: Lynx, 2007, pgs. 15-21.

Figure TE-22 shows that Lynx compares favorably to its peers in terms of efficiencies achieved with limited resources.

Service Profile

Figure TE-23 reflects supply, demand, and peak/off-peak service characteristics for fixed route bus service. These characteristics are standard measures of system performance determined and required by data collection efforts supporting the Federal Transit Administration.

FIGURE TE-23: 2005 AND 2006 LYNX FIXED-ROUTE SERVICE PROFILE

Transit Service Supply	**2005**	**2006**	**% Change**
Annual vehicle revenue miles	20,867,907	20,798,560	-0.3
Annual vehicle revenue hours	1,363,379	1,382,676	1.4
Transit Service Demand			
Annual ridership (unlinked)	24,807,647	25,326,317	2.1
Annual passenger miles	160,205,605	162,837,682	1.6
Passenger miles/revenue hours	117.5	117.8	0.3
Passenger trips/revenue hours	18.2	18.3	0.5
Peak / Off-Peak Characteristics			
Peak period buses	380	398	4.7
Total vehicles	455	475	4.4
Base period vehicles	178	190	6.7

Source: National Transit Database, 2005 & 2006.

While the majority of the performance measures show positive changes, the annual vehicle revenue miles reflects a slight negative change. All of the changes between 2005 and 2006 are small and are likely due to characteristics of the Central Florida economy as opposed to significant changes within Lynx.

Between 1996 and 2006, Lynx's ridership has grown by 68.8%. Lynx's reports show that ridership has grown an average of 4% per year during the last four years. Figure TE-24 shows ridership increases since 2000:

FIGURE TE-24: 2001-2006 LYNX RIDERSHIP INCREASES

Year	**Unlinked Passenger Trips**	**% Change**
FY 01	22,304,682	-
FY 02	21,486,416	-3.7
FY 03	22,730,047	5.8
FY 04	23,432,918	3.1
FY 05	24,807,647	5.9
FY 06	25,326,317	2.1

Source: Lynx, 2007.

The significant ridership increases are reflective of the increased population and density throughout the service area and of the increased number of routes provided by Lynx in this time period.

Paratransit Services

Since 1992, LYNX has served as the designated Community Transportation Coordinator (CTC) for Orange, Seminole and Osceola Counties. Paratransit service through the ACCESS LYNX program is provided to individuals who are unable to use fixed routes due to disabling conditions or other external factors. This paratransit service is offered under the Federal Americans with Disabilities Act of 1990, as amended, to eligible customers whose trip origin and destination are within three-quarters of a mile of the fixed route service and are traveling during fixed route operating hours within the respective travel corridor. LYNX exceeds this requirement by serving outside the three-quarter mile radius.

Together, LYNX buses, vanpools and ACCESS LYNX paratransit vehicles create an extensive network of travel options for persons with disabilities in Central Florida. LYNX' Service Planning Department considers issues related to the accommodation of persons with disabilities in all aspects of fixed route planning.

4.C. EXISTING PARKING SYSTEM

This section provides an overview of the existing public and private parking provisions and analyzes parking as a component of the City's overall transportation system. Private parking in Orlando is addressed through the Growth Management Plan and the Land Development Code. The City has a public parking program implemented in the downtown area. A detailed analysis of the downtown parking system is included in the Downtown Transportation Plan.

Orlando's parking program was developed by coordinating downtown parking needs with existing and projected land use patterns and adequate transportation access. Based on the limited right-of-way in downtown, the desire to preserve existing historical structures and create a pedestrian friendly environment, the City code includes a maximum parking ratio for most development types. Benefits of this strategy include increased use of public transit and more efficient traffic circulation.

Public Parking System

This section provides an overview of the existing public parking provisions.

Public Parking Facilities Inventory

The downtown public parking facilities inventory includes the following garage structures, surface lots and on-street metered spaces (see Figure TE-25):

FIGURE TE-25: PUBLIC PARKING FACILITIES INVENTORY

Garage Structures Name	Address	Date Opened	Parking System Units	Non-System Units (*)	Total Units
Centroplex I	441 Revere St.	10/87	0	603	603
Centroplex II	355 Alexander Place	7/91	0	513	513
Courthouse	46 East Amelia St.	9/97	1,101	400	1,501
Central	55 West Central Blvd.	5/84	605	0	605
Library	112 East Central Blvd.	7/91	481	101	582
Church St.	150 South Hughey Av.	10/89	637	419	1,056
Administration Center	300 Liberty St.	7/97	260	600	860
Jefferson St.	62 West Jefferson St.	7/07	1,045	0	1,045
55 West	55 West Church St.	7/08	480	628	1,108
Washington St.	50 West Washington St.	10/87	277	225	502
Sub-total:			**4,886**	**3,489**	**8,375**

Surface Lots Lot	Address	Date Opened	Parking System Units	Non-System Units (*)	Total Units
#4	78 West Central Blvd.	3/05	72	0	72
#9	57 South Hughey Av.	11/61	0	381	381
#10	81 North Hughey Av.	11/61	0	476	476
Rosalind	441 South Magnolia Av.	1/07	0	148	148
Garland	109 West Pine St.	9/00	127	0	127
Sub-total:			**199**	**1,005**	**1,204**

On-Street Metered Spaces	Parking System Units	Non-System Units (*)	Total Units
	1,100	0	1,100

GRAND TOTAL:	**6,185**	**4,494**	**10,679**

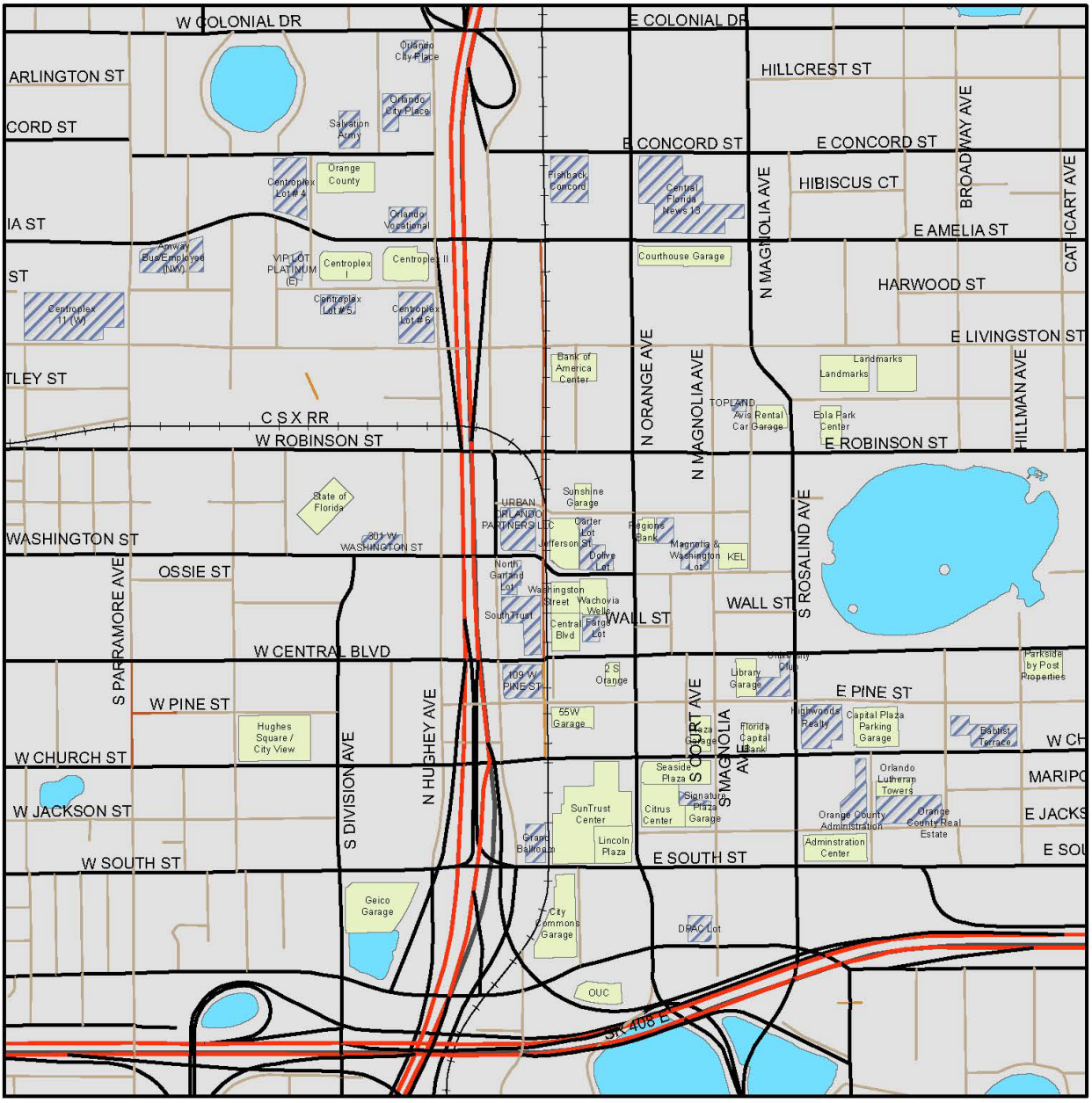
(*) The City has long-term lease agreements with private developers.

Source: City of Orlando, Parking Division, 2008.

Figure TE-26 shows a map of the downtown public parking facilities.

The Downtown Parking Program has been planned and implemented based on the availability of City-owned land and the need to complement downtown development and activities, including those derived from the Orange County Public Library and the Orange County Courthouse.

Figure TE-26 Existing Parking Facilities



Public Parking Facilities Occupancy

The downtown parking system has an average occupancy of 90%, except for Centroplex I and II, which have a 30% occupancy rate. Whereas the overall occupancy is good, the lower Centroplex figure is due to its distance from the downtown core and its use for special events. As downtown development intensifies, it is anticipated that Centroplex parking occupancy will increase. The existing CNL/City Hall parking garage is also under-utilized for evening/weekend events but its occupancy is anticipated to increase after the Events Center venues are constructed.

Existing Public Parking Rates

The 1994 Parking Revenue Bond Ordinance requires that public parking rates do not compete with private parking facilities. Rates are established as a function of supply and demand, and meet expenses derived from maintenance, operation, and debt service. Figure TE-27 provides monthly rates for the downtown public parking facilities. Other rates, such as hourly, evening, freight, and fines are available through the Parking Division.

FIGURE TE-27: PARKING FACILITIES MONTHLY RATES

	Monthly
Garages	**Rate**
Centroplex I	$40
Centroplex II	$40
Courthouse	$65 LTD./$80 ULMTD.
Central	$85 LTD./$100 ULMTD.
Library	$85 LTD./$100 ULMTD.
Church St.	$45 LTD./$75 ULMTD.
Administration Center	$55
Jefferson St.	$85 LTD./$100 ULMTD.
Washington St.	*
Lots	
#4	**
#9	**
#10	**
Rosalind	Permit Only
Garland	$80 LTD./$100 ULMTD.

*** *No public monthly rate available. This facility is under long term agreement with the private developer.*

**** *No monthly rate available. Short-term rates only.*

Source: City of Orlando, Parking Division, 2008.

Complementary Parking Uses

Downtown parking structures fronting on pedestrian streets are required to have active commercial uses on the ground floor. Active uses encourage pedestrian movement and

reinforce the pedestrian nature of the downtown streets. Examples of existing active uses in downtown parking structures are: restaurants, bakeries, clothing stores, hairdressers, and photo shops.

Funding

The existing parking facilities were funded through revenue bonds. Operating costs, including the downtown Lymmo transit system, and debt service are funded through parking collection.

Downtown Parking Regulations

Off-street parking downtown is regulated by provisions in the City's Land Development Code. These regulations seek to achieve the following: provide standards for off-street parking downtown, protect the capacity of the street system and avoid undue congestion, reduce vehicular/pedestrian conflicts, encourage use of public transit, protect the air quality of downtown, and regulate the type and location of parking facilities.

The code provides standards for minimum and maximum number of spaces for non-residential uses. The minimum parking requirements for non-residential uses were reduced for Downtown in 2002. The code requires that parking spaces be allocated by a ratio of spaces-in-the-program (Downtown Parking Program) to spaces-allowed-on-site. The ratio varies according to the development size, exempt use status, or non-conforming status. The code also provides minimum parking ratios for residential uses.

The intent of the Downtown Parking Program is to reduce vehicles in the downtown core and to support the Downtown Public Transit System.

Private Parking Facilities

This section provides an overview of the existing private parking provisions.

Private Parking Regulations

Off-street parking in the City is regulated by the Land Development Code. These regulations are intended to provide minimum and maximum parking standards for allowed uses, protect the capacity of the street system and avoid undue congestion, reduce vehicular/pedestrian conflicts, and encourage use of public transit and bicycles.

In an effort to encourage transit use and development of accessible transit facilities, the code provides for the following:

- Within activity core districts only, bus spaces (One bus space is equal to three parking spaces. Bus parking spaces shall be a minimum of 12 feet wide by 55 feet deep, with appropriate aisles for access.) may be provided by the developer in lieu of a percentage of required parking spaces.

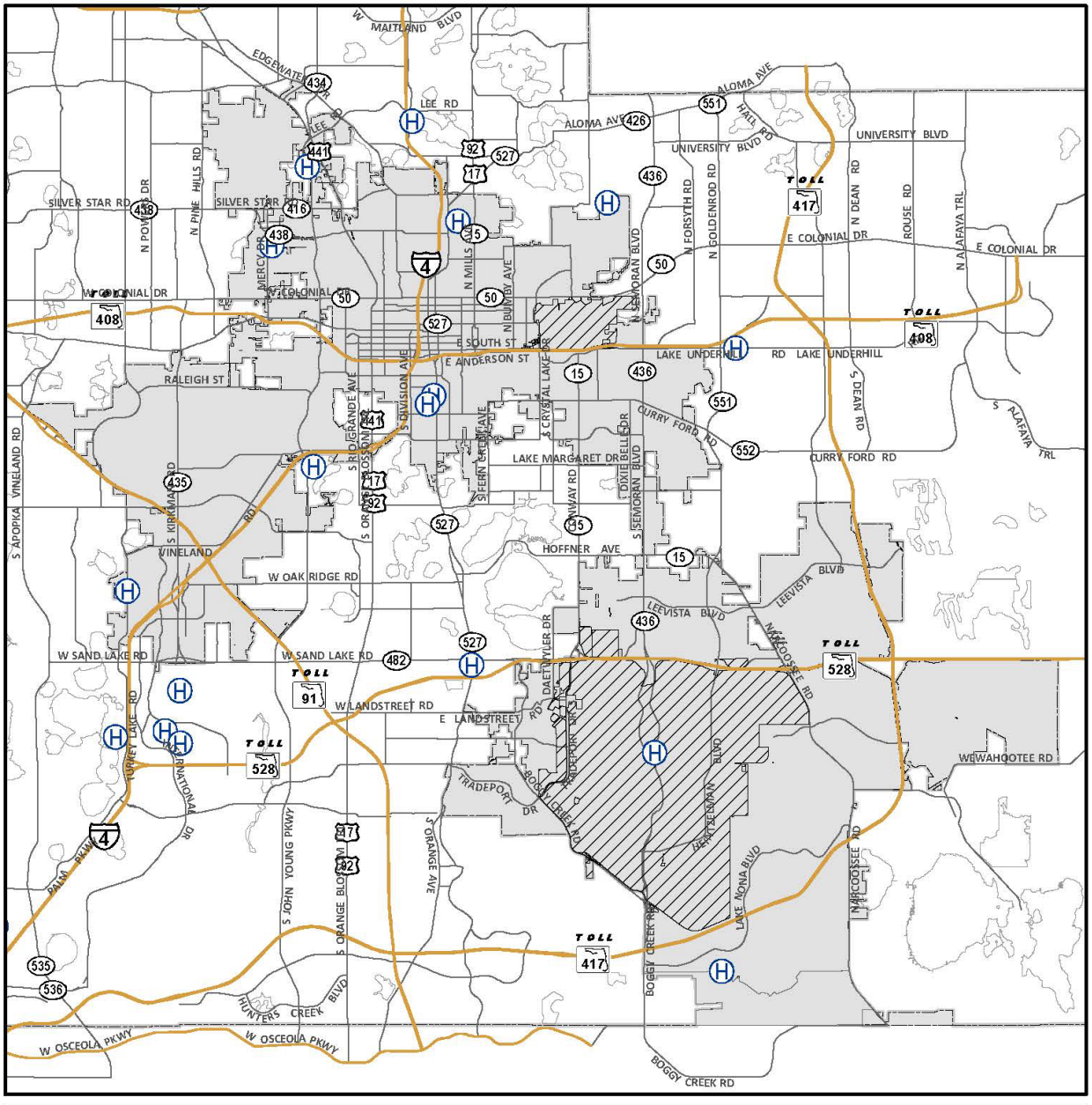
- Additional parking spaces may be allowed in exchange for a contribution by the developer to the City of Orlando Mass Transit Facilities Fund. Funds collected are used to build transit facilities such as shelters and pads.

- A parking cap governs the maximum number of parking spaces allowed in high intensity zoning districts.

4.D. EXISTING AVIATION SYSTEM

Orlando has two principal airport facilities and 5 existing private heliport/vertiport facilities (See Figure TE-28). There are an additional 7 small public and private airports or airstrips operating in Orange County near the City. Orange County also has an additional 10 operating vertiports. The Orlando International Airport (OIA) is located in southeast Orlando. The site is south of the Beach Line Expressway (SR 528) and Semoran Boulevard (SR 436) interchange. The existing facility at OIA consists of approximately 13,300 acres making it the third largest airport in land area within the U.S. The Orlando Executive Airport (OEA) is a general aviation airport and non-scheduled commercial reliever facility to OIA, consisting of approximately 1,050 acres.

Figure TE-28 Existing Airports and Heliports



Orlando International Airport

OIA began the transition from a U.S. Air Force Base to a commercial jet facility in 1962. In accordance with the first civilian airport master plan (1969), Orlando purchased nearby undeveloped property during the early 1970s. The land acquisition program was so ambitious that by 1975, when the federal government transferred the airport to Orlando, the total airport site consisted of 6,120 acres.

In 1976, the Greater Orlando Aviation Authority (GOAA) was established as an independent agency to manage both OIA and OEA. Under GOAA's direction, an airport master plan study and airport layout plan were prepared and adopted in 1977 and 1978 respectively. The master plan recommended developing an entirely new scheduled passenger terminal complex to replace the converted military assembly hangar that had served as the airport's terminal for more than 15 years. This plan also stated that a third parallel runway would be necessary, along with a new terminal access roadway system, ancillary land use reorganization, and a general aviation complex for private aircraft. The new terminal opened in 1981.

The 1983 Development of Regional Impact (DRI) for OIA provided for the development of an expanded terminal concourse, two additional airsides with a total of 50 additional gates, expansion of drainage basins and on-site roadways, expansion of both short-term and long-term parking facilities, development of a third parallel runway with associated crossfield taxiway system, and construction of new crash-fire-rescue facilities. In addition, the DRI called for the expansion of the water and sewer system, the expansion of the rental car facility to provide an additional 237 spaces at 8 million enplanements (passengers who boarded aircrafts in scheduled and non-scheduled domestic and international services), 387 spaces at 10 million enplanements and 587 spaces at 12 million enplanements, and the establishment of a 350 room hotel facility (with capability to expand to 500 rooms) with 10 restaurants and meeting room facilities. In 1989, GOAA announced plans to expand airfield facilities by adding a fourth parallel runway. This runway was completed in 2005.

General Economic Background

OIA is a vital component of the Central Florida economy. While OIA primarily serves the Orlando MSA which includes Orange, Seminole, and Osceola Counties, users of the airport travel from more than 10 outlying counties.

The driving force behind development in the region in the past has been the tourism and service industries. Surveys of passengers at OIA indicate that approximately 75 percent of the scheduled airline passengers that utilize the airport are non-residents of the Central Florida region. This percentage increases to around 85 percent during the Christmas and Easter Holiday seasons. Major tourist attractions in the area include Walt Disney World, MGM/Universal Studios, Sea World, Wet'n'Wild and the Kennedy Space Center. In addition, over one 1 million convention center visitors also travel to Orlando each year.

OIA is one of the busiest airports in the country. It has 4 runways and is served by 67 airlines, with approximately 1000 daily flights to almost 100 major cities world-wide, including direct international service. The airport again ranked as the busiest passenger airport in Florida for 2006. OIA served approximately 34.8 million passengers in 2006, up from 34.1 million in 2005. In 1996, passenger traffic was 25.5 million compared to 34.8 million in 2006, an increase of 36 percent in ten years.

OIA serves as a major hub for the transfer of cargo, including mail, freight, and express packages. In 2006, GOAA reported 198,000 tons of cargo shipped through OIA. This marked the first year since 1992 that the total dropped below 200,000 tons. This component of the airport's operations will likely remain at or near the 200,000 ton level for the immediate future.

The Orlando MSA is the major business center in Central Florida because of its central location and transportation network. This transportation network features OIA as the multi-modal hub for the region. Because the airport's role in the regional economy is vital, Orlando is dedicated to the continued growth of airport facilities.

Airfield/Paved Surface

The airfield contains two parallel 12,000-foot long runways west of the terminal complex. These two runways are oriented in a north/south direction, separated by 1,500 feet, and operate in a staggered takeoff-landing pattern as per Federal Aviation Administration (FAA) regulation. A third runway, which began operations in September 1989, is 10,000 feet in length. In 2003, GOAA opened a fourth parallel runway that is 9,000 feet long and is located east of the third runway.

Access

The principal purpose of an airport terminal is to facilitate passenger transfer between aircraft and ground transportation such as automobiles, rail, and buses. Figure TE-19 displays existing road, rail, and transit access to/from OIA. Adequate ground transportation respective to the capacity of air transportation facilities is crucial to an efficient airport. The external highway system that serves OIA includes the Bee Line Expressway (SR 528), Semoran Boulevard (SR 436), and the Central Florida Greeneway (SR 417).

The Beach Line Expressway (SR 528) is a six-lane divided, limited access toll-road facility, which has an east-west orientation. In 2007, the section between the Sand Lake Road (SR 482) terminus and OIA had an Annual Average Weekday Traffic count (AAWT) of 93,300 vehicles. The section between OIA and Narcoossee Road had an Average Daily Traffic (ADT) of 75,600 vehicles.

Semoran Boulevard (SR 436) runs from Colonial Drive (SR 50) to the Beach Line Expressway (SR 528) and is a six-lane facility. In 2007, the ADT ranged from 47,900 to 52,100 vehicles between the Beach Line Expressway (SR 528) and Curry Ford Road (SR 552).

Sand Lake Road (SR 482) and Orange Avenue (SR 527) provide secondary access to OIA. Sand Lake Road (SR 482) is a four-lane divided highway with an ADT of 46,400 vehicles in 2006. Orange Avenue (SR 527) is four lanes between Sand Lake Road (SR 482) and Michigan Street. This segment had a 2006 ADT of 44,400 vehicles.

GOAA has recently completed a number of improvements to the on-site roadway system that improve access to the south and west. The Orlando-Orange County Expressway Authority has also completed changes to the Beach Line and Semoran Boulevard interchange which improve the primary access point for the airport from the north and east.

Aside from the road system that serves the OIA terminal area, the network of roads utilized for airport support services must be discussed. This roadway network helps to facilitate efficient distribution of air freight, catering, express mail, rental car delivery and servicing, as well as other daily operations that require direct access to aircraft. Some of these services require direct airfield access while others do not. The Cargo Road system provides access between the terminal and the terminal support areas to the northwest and northeast of the terminal. Cargo Road has been connected on the east end to the newly completed extension of Goldenrod Road to provide another important link to the growing community northeast of the airport. Cargo Road also connects to Heintzelman Boulevard which provides increased access to the south.

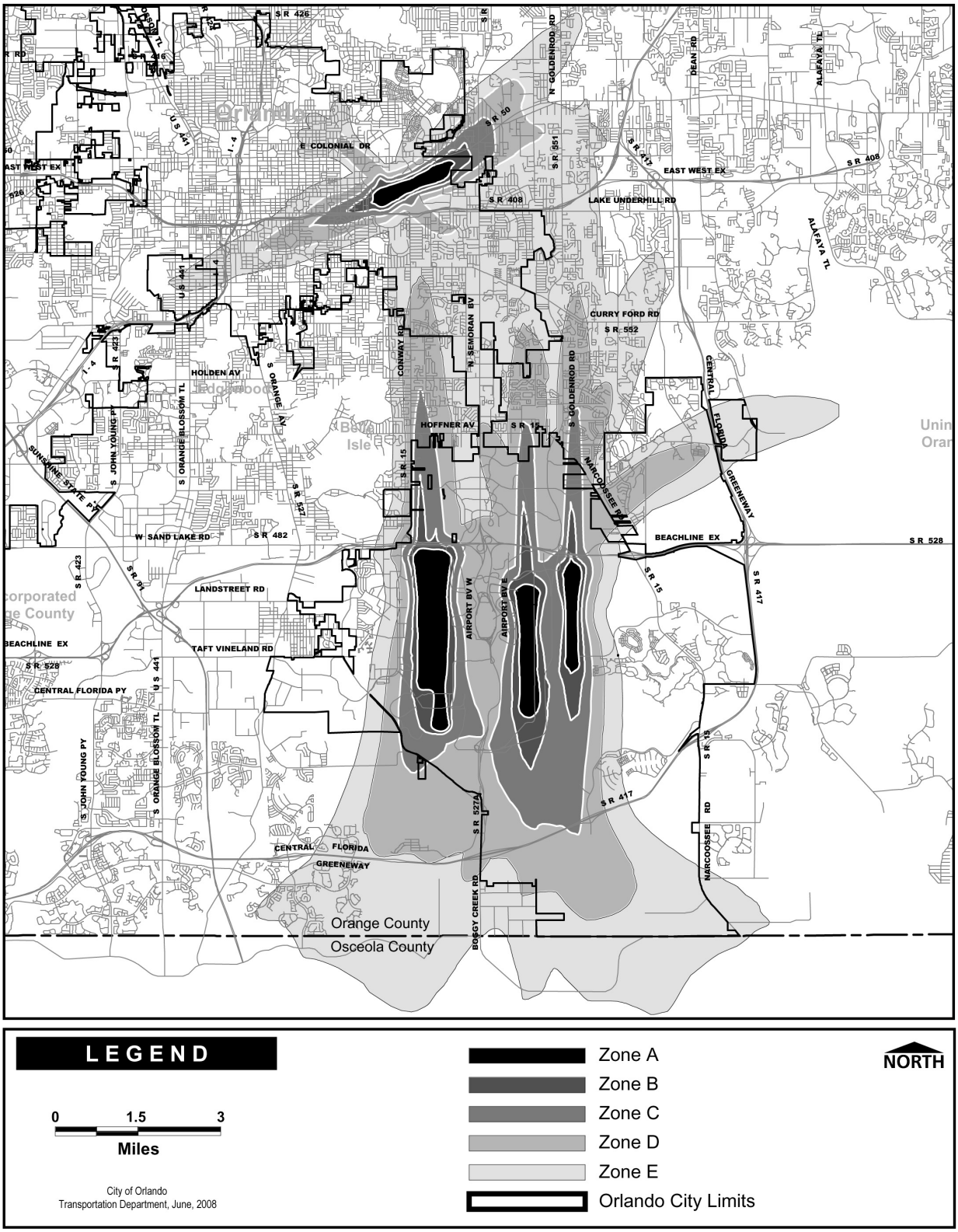
Public Transit

OIA is presently served by four (4) Lynx bus routes with stops at the main passenger terminals and one (1) route that serves the cargo facilities along Tradeport Drive (See Figure TE-18B). Buses originating from downtown and the International Drive area serve OIA from approximately 5:00AM until after midnight throughout the week. Service fluctuates slightly between the weekday and weekend. Aside from the Lynx bus routes, OIA relies on a number of private taxi, limousine, and van services. A large rental car fleet also serves OIA. Shuttle service is provided connecting long-term parking facilities and the main terminal. There is currently no rail service to OIA however, this location figures prominently in the various scenarios for passenger rail systems under consideration in Central Florida. These rail systems are discussed in greater detail in the existing and future rail section of this support document.

Aircraft Noise

Noise levels are measured with the day/night sound level (Ldn) scale. This scale combines the effects of peak noise levels, number of aircraft operations (takeoffs and landings), and time of day operations into a quantifiable measure. The City has established standards for development in the specific noise zones identified in the Land Development Code. These standards prevent unnecessary noise exposure to humans. The Land Development Code lists the specific land uses allowed within each of the zones. Figure TE-29 provides the noise contours for OIA and OEA. Information used to delineate these zones and to set noise contour regulations came from a 1990 Federal Aviation Administration (FAA) Part 150 Study.

Figure TE-29 Aircraft Noise Control Zones



LEGEND

- Zone A
- Zone B
- Zone C
- Zone D
- Zone E
- Orlando City Limits

NORTH

0 1.5 3

Miles

City of Orlando
Transportation Department, June, 2008

Structure Height Limits

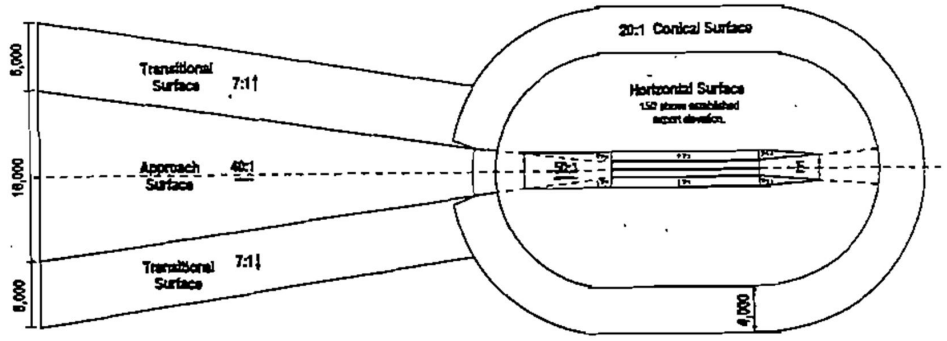
In addition to any other development regulations which may apply near airports as mandated by the FAA Part 77 Surfaces document, the Orlando-Orange County Airport Zoning Board (AZB) has established structural height limits (Figure TE-30) and an Imaginary Surface Plan (Figure TE-31) for areas near OEA and OIA. These height restrictions are the airport zoning regulations. The airport zoning regulations divide land near the airport into several height restriction zones. The City ensures that all development within these zones meets the standards established by the AZB and the City's Land Development Code.

Environmental Conditions

There are several large and valuable wetland communities located in proximity to OIA. These include the Bull Slough, Mare Prairie Slough and Boggy Creek basin which drain into the East Lake Tohopekaliga watershed. The Mare Prairie Slough is located north of the Bee Line Expressway in what GOAA has designated as a clear zone and buffer zone on their master land use plan. Development in this area is restricted by both the City and by FAA requirement. The Bull Slough is located in the general area of the proposed fourth runway development. GOAA has created a development scenario for this area which includes special attention to environmental impacts. This scenario features viable mitigation alternatives and provides an analysis of impacts of the proposed fourth runway development on air quality, water quality, biotic communities, area hydrology, and noise.

A balance must be reached between the aviation demands placed on the airport and environmental concerns. This will require Orlando to utilize wetland mitigation agreements to identify conservation areas and to restrict incompatible land uses through the Land Development Code.

Figure TE-30 Structure Height Limits



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	Width of primary surface and approach surface width at inner end.	250	500	500	500	1,000	1,000
B	Radius of horizontal surface	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
C	Approach surface width at end	1,250	1,500	2,000	3,500	4,000	16,000
D	Approach surface length	5,000	5,000	5,000	10,000	10,000	*
E	Approach slope	20:1	20:1	20:1	34:1	34:1	*

A- Utility Runways
B- Runways Larger than utility
C- Visibility minimums greater than 3/4 mile
D- Visibility minimums as low as 3/4 mile
*- Precision instrument approach slope is 50:1 for inner 10,000 feet and 40:1 for an additional 40,000 feet

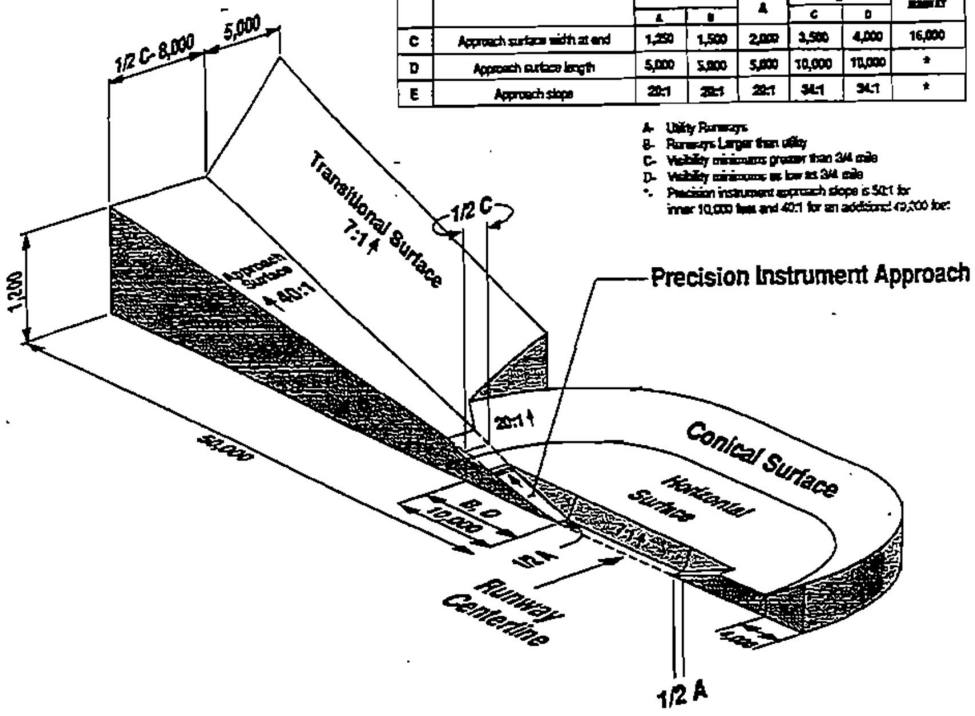
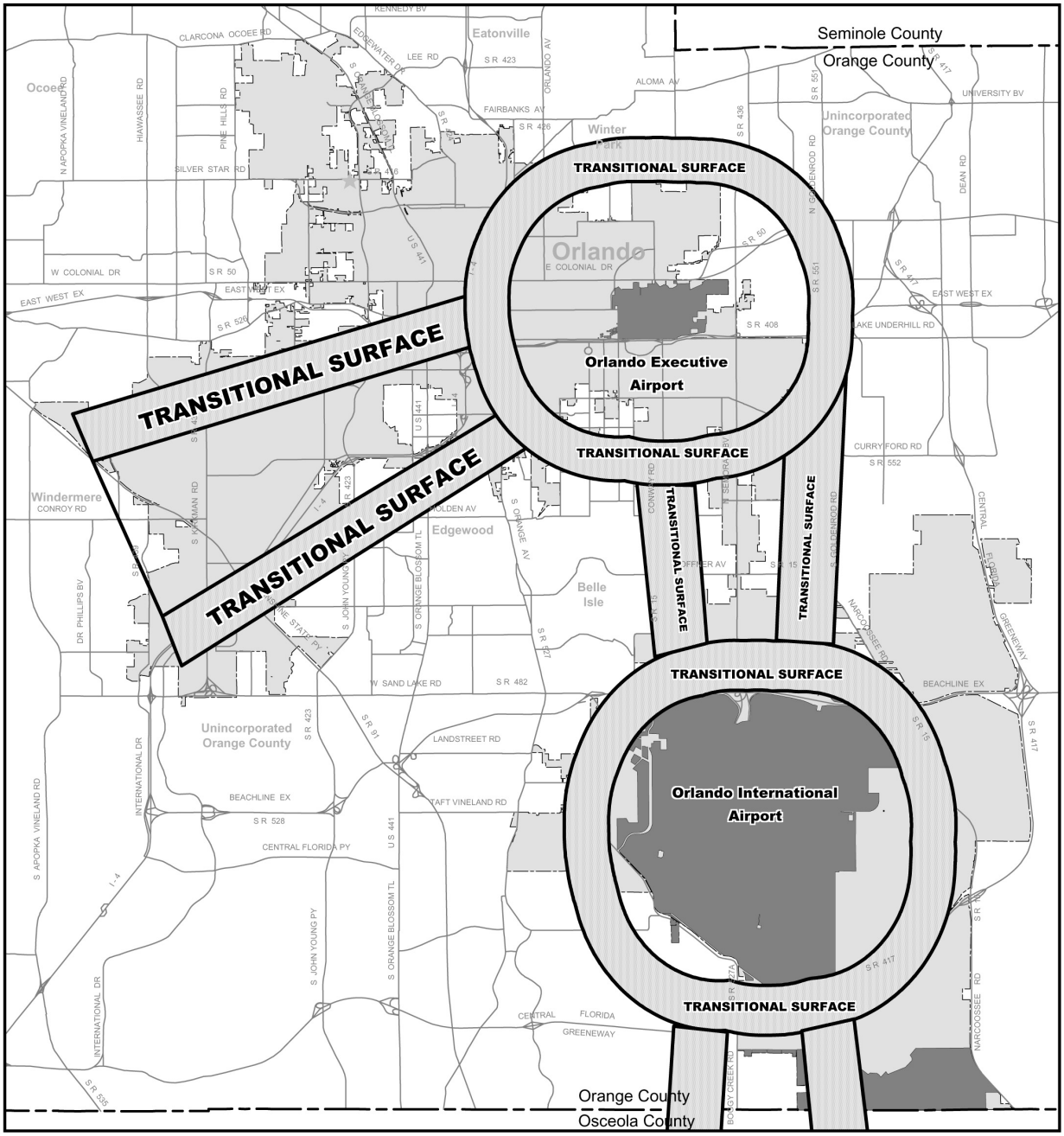


Figure TE-31 Imaginary Surfaces for OIA & OEA



LEGEND

NORTH

0 1.5 3
Miles

Orlando City Limits

City of Orlando Airport Facilities

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

Orlando Executive Airport

OEA property was leased by the U.S. Government during World War II and was returned to the City of Orlando by quit-claim deed in 1961. From 1950 until 1962, both scheduled and non-scheduled civilian operations were prevalent. Orlando moved its commercial jet operation from the Orlando Executive Airport to McCoy Air Force Base (now OIA) in 1962. In 1978, GOAA and the airlines serving Orlando rerouted all scheduled commercial service to OIA. Since that time, OEA has functioned as a non-scheduled commercial reliever facility to OIA. Between 1980 and 1992, service fluctuated between 300 and 485 based aircraft and 151,539 and 201,392 operations per year. Currently, there are 400 based aircraft and 240,000 operations per year at OEA. An operation is defined as a single takeoff or landing by an aircraft.

General Economic Background

Orlando Executive Airport (OEA) functions as a non-scheduled general aviation reliever facility for OIA. Its patrons include private pilots, small cargo carriers, businessmen, banner-carriers, newsgathering organizations, and sporadic military traffic. All of these uses are essential for the continued efficient operation of the Orlando economy. The airport serves a vital function as a facility close to downtown Orlando. This proximity allows businesspeople and political leaders the opportunity to reach the central business district quickly by automobile or by helicopter.

Airfield/Paved Surface

OEA includes two runways with an X configuration, parallel and connecting taxiways, and several large apron areas. The primary runway is 5,998 feet long and 150 feet wide. The secondary runway is 4,638 feet long and 100 feet wide. There are also eight (8) paved taxiways ranging in length from 387 feet to 5,450 feet.

Access

Figure TE-19 displays existing road, rail and transit access to/from OEA. OEA is bordered by Colonial Drive (SR 50) to the north, the East-West Expressway to the south, Maguire Boulevard and Crystal Lake Drive to the west, and the Azalea Park residential neighborhood to the east.

Access to the north OEA area may be achieved through the Colonial Drive/Herndon Avenue, Colonial Drive/Rickenbacker Drive, Colonial Drive/Humphries Road, and Maguire Boulevard/Fairgreen Street intersections. Access to the north area may be enhanced by the proposed Fairgreen Street extension. Access to the west area is via Crystal Lake Drive which was widened in 2007. Access to the southeast area of OEA is by using the intersection at Lake Underhill Drive and Andes Avenue. This access will be greatly enhanced by the planned improvements to, and extension of, Andes Avenue.

Both Colonial Drive (SR 50) and Lake Underhill Drive are operating below acceptable levels of service. Improvements to intersections along Colonial Drive (SR 50), Fairgreen Street and Lake Underhill Drive, should help to alleviate congestion surrounding OEA.

Public Transit

Lynx provides public transit service to OEA, currently operating eight (8) bus routes through this activity center. Three of the routes are cross-town runs which provide access via Colonial Drive (SR 50); the other five are local routes, which provide access from Colonial Drive (SR 50) and Primrose Drive. Buses originating downtown and running in both directions in the Colonial Drive (SR 50) corridor serve OEA from early morning into the evening. Lynx does not project any substantial changes taking place to these routes, although some slight modifications are likely over time. There are no private limousine or van services operating at the Orlando Executive Airport, although private taxicabs and rental cars are available.

Aircraft Noise

Orlando has established standards for development in the specific noise zones identified in the Land Development Code. These standards prevent unnecessary noise exposure to humans. The Land Development Code lists the specific land uses allowed within each of the zones. Information used to delineate these zones and to set noise contour regulations came from a FAR Part 150 Study.

Structure Height Limits

Imaginary surfaces, as defined in FAA Part 77, divide lands near an airport into several height restriction zones. Development regulations which apply near airports are mandated by the Federal Aviation Administration Part 77 Surfaces document and the Orlando-Orange County Airport Zoning Board. Structural height limits (Figure TE-30) and an Imaginary Surface Plan (Figure TE-31) have been established for areas near OEA and OIA. The City shall ensure that all development within these zones meets the standards established by the AZB and the City's Land Development Code.

Environmental Conditions

There are no special natural resources, such as wetlands, in the OEA area. However, it is imperative that the City continues to monitor the effects of airport operations on surrounding water bodies such as Lake Barton and Lake Underhill. Stormwater management must be sufficient in order to protect these lakes from the potential contamination of hazardous fuels. GOAA is fully aware of the fact that effective stormwater management is necessary in order to protect these valuable water resources. GOAA has funded improvements to their retention/detention facilities in the past, and will continue to ensure proper stormwater management in the future.

While there are no environmentally sensitive wetland areas located near OEA, there is a small area of upland habitat that the City believes should be protected. The City negotiated with GOAA to use a portion of the land found in the southeast sector of OEA as a community park.

This 26-acre facility, Herndon Nature Park, is characterized by typical Florida vegetative communities, including the swamp hardwood, pine scrub, and south Florida flatwoods ecological communities. It is also one of the few remaining examples of "natural Florida" left within the central portion of the City. Plant species on-site include the pond pine, live oak, wax

myrtle, southern magnolia, saw palmetto, sumac, cinnamon ferns, wiregrass, passion vine, and unfortunately for humans, poison ivy. A complete study of resident wildlife has not been completed, but observed species include frogs, skunks, red-bellied woodpeckers, blue jays, and towhee, and the gopher tortoise may be present.

Vertiports

There are 15 existing vertiport facilities in the Orlando area with 5 of these within the City limits. A vertiport is defined as an area of land, water, or any structure used or intended to be used for the landing and takeoff of helicopters and other rotorcraft. Although a number of existing heliport facilities do not meet current vertiport standards due to operational constraints, the City has chosen to use the term "vertiport" to describe heliports, vertiports, and helipads. These facilities will serve an increasingly important role throughout the planning period, as ground transportation alternatives become further congested and constrained. However, despite the potential of increased demand for private-use vertiports, a study by the East Central Florida Regional Planning Council stated that public-use vertiport facilities will not be needed within the Orlando Metropolitan Statistical Area (MSA) during the next two decades.

Figure TE-28 shows existing heliports in the Orlando area. It is quite likely that helicopter activity will continue to grow throughout the life of this Plan. Effective planning of future facilities to serve this increased activity will involve coordination between the Federal Aviation Administration the Florida Department of Transportation, and the City. While airspace capacity and helicopter air traffic are within the jurisdiction of the FAA, the City has the responsibility for providing appropriate zoning regulations to ensure land uses which are compatible with rotorcraft operations.

The term "vertiport" is used to describe facilities which serve helicopters, tilt-rotor aircraft, and other vertical take off and land (VTOL) aircraft. Federal Aviation Regulations (14 Code of Federal Regulations Part 77.2) define a vertiport as "an identifiable ground or elevated area, including any buildings or facilities thereon, that has been designated to be used for the takeoff and landing of tilt rotor aircraft and rotorcraft." The FAA has requested that, in referring to facilities which currently serve helicopters, interested parties should begin to utilize the term vertiport rather than heliport even though advanced technology aircraft such as the tilt-rotor have not yet become prevalent in civil aviation. The City has decided to use the term "vertiport" in a generic sense to include vertiports, heliports, and even helipads. It should be noted that future FAA regulations and facility design guidelines governing vertiports may not match existing heliport and helipad regulations. However, until the FAA develops separate regulations, it appears that the use of the term vertiport is acceptable. The City's Land Development Code should eventually be revised to address this change in nomenclature.

It is believed that, because of federal funding cuts, the civil application of tilt-rotor aircraft technology may be at least fifteen to twenty years away. However, planning to accommodate these aircraft should begin as soon as possible, because they will exhibit different engineering,

noise, and flight characteristics than those associated with traditional helicopters. These differences will affect land use compatibility, and revisions to FAA, FDOT, and local government regulations will be necessary.

In 1989, the Orlando Urban Area Metropolitan Planning Organization initiated the Orlando Urban Area Vertiport System Needs Study. The study scope was developed using input from local governments, the FAA, FDOT, and private helicopter operators. The study analyzed regional rotorcraft activity to determine the demand for and feasibility of developing new public-use vertiports. The Vertiport System Needs Study was an important resource in the development of this section of the Element.

The Vertiport System Needs Study addressed the following issues: 1) the role of rotorcraft within the regional transportation network, 2) the demand for new public-use vertiports in the three county region, 3) the financial implications of developing a system of public-use vertiports, 4) the noise characteristics of the rotorcraft that utilize vertiports, 5) compatible and incompatible land uses, and 6) the roles of the various local, regional, state, and federal government agencies in funding, developing, and operating public-use vertiports.

Among the findings of the Vertiport System Needs Study, it was reported that helicopters do play an important, though limited, role in the regional transportation network. Because of their ability to takeoff, hover, and land in the vertical plane, helicopters are able to perform many different functions. Helicopters are typically called upon to provide public services connected with law enforcement through security, search, patrol, drug interdiction, and personnel transport, as well as providing environmental and charity airlift services. Other uses include medical evacuation, fire fighting, scheduled and non-scheduled passenger transportation, construction support, non-passenger commercial uses such as television and radio news gathering, aeronautical research and development, and military applications. While it is difficult to compare the advantages of rotorcraft technology with other types of transportation, it is fair to say that these machines perform many of the same tasks that other transportation modes do, but often in a more time-efficient manner. Furthermore, because of their unique design capabilities, helicopters can reach locations that would be inaccessible for other types of vehicles.

The study also focused on private versus public-use vertiports. A survey found that the demand for additional public-use vertiports in the Orlando MSA was relatively non-existent. Despite this finding, the study identified a number of desirable locations for such facilities, including downtown Orlando, the OIA Terminal Building, the Altamonte Springs area, the University of Central Florida and southwest Orlando near International Drive and the theme park area.

The financial implications of developing a system or network of public-use vertiports was also examined. There is no true vertiport network operating in the Orlando area. Instead, there are a number of independent helicopter operators running their individual routes. At the present time, it appears that developing a system of public-use vertiports would be infeasible,

except for areas of intense activity such as downtown. Most helicopter operators believe that the status quo should be maintained, wherein private-use and personal-use vertiports are utilized rather than public-use vertiports. This situation may be subject to change sometime in the future, due to market conditions and the increased urbanization of the Orlando area. Future development and redevelopment patterns may limit the use of many private-use vertiports.

Another objective of the Orlando Urban Area Vertiport System Needs Study was to describe the noise characteristics of rotorcraft machines, and to discuss compatible land uses. The report focused on a general description of helicopter noise characteristics, and how helicopter noise impacts are measured. In addition, the study compared rotorcraft noise characteristics with other noise generators, and offered suggestions detailing which land uses were compatible with helicopter operations.

Besides noise, there are several other factors which affect the location of helicopter operations and appropriate adjacent land uses. These include visual distraction, operational feasibility, and air turbulence effects as well as sound impacts. Orlando currently treats helicopter and helicopter operations as a conditional use in commercial and industrial zoning districts. This approach appears to be working effectively.

Finally, the study examined the role of the various governmental agencies in developing public-use vertiports. This analysis resulted in the Vertiport Resource Manual, a document designed to describe the responsibilities of such agencies as the FAA, FDOT, and local governments in the process of developing public-use vertiport facilities. The study offers a recommended vertiport permitting process and draft model vertiport zoning ordinance. These products should prove useful to local governments which currently do not have review standards for vertiport development.

One item that was not included in the study's scope of work involved the development of separation or locational standards for vertiports. Because of the regional nature of the study, the development of locational standards for individual municipalities was deemed nearly impossible. The City of Orlando believes that, along with increased urbanization and increased demand, additional public-use vertiports will be financially and functionally feasible, and even desirable within the next five to ten years. The City will continue to monitor the number and location of proposed vertiports. In order to offset the proliferation of redundant vertiport facilities within densely developed areas of Orlando, the City will continue to review individual requests for the construction of vertiports as a conditional use consistent with the procedures in the Land Development Code.

4.E. EXISTING RAIL LINE SYSTEM

Within the three-county region, there are 112.3 miles of active rail route. The majority of the tracks consist of the CSX Transportation (CSX) mainline from the Seminole/Volusia line to the Osceola Polk County line, a distance of 52.3 miles. The other CSX track in the Central Florida

Regional Transportation Authority (CFRTA) region is the 25.8 mile Aloma branch line from Sanford to the vicinity of the SR 436/Aloma Avenue intersection. A third section is 34.2 miles in length and is currently leased to Florida Central Railroad, extending from the Orange/Lake County line to downtown Orlando with a branch to Ocoee. The existing railroad system includes Amtrak for passenger travel and CSX for goods transportation. Figure TE-19 depicts existing rail systems in the Orlando area.

Existing rail system plans propose improvements for the Orlando metropolitan area and Central Florida, including the development of Commuter and Light rail systems. These proposed improvements should reduce the percentage of trips made by other modes, and provide a more efficient mode choice for traveling within Central Florida. The City of Orlando currently is considering how these alternatives can aid in the implementation of the City's goal of a multi-modal transportation system. The future rail section provides additional details on the current status and scope of rail plans in Central Florida.

Light Rail Corridor Studies

The Regional Systems Plan Study

The study identified the North/South Corridor that generally parallels Interstate 4 as the priority corridor for high capacity transit (subsequently referred to as the "I-4 Priority Corridor"). Lynx adopted the recommendations of this study in 1994. The study serves as the officially adopted short and long-range transit plan for the three county Orlando metropolitan area.

The I-4 Multi-Modal Master Plan / Major Investment Study

This study built upon the Regional Systems Plan Study and the I-4 Bridge Study. The I-4 Multi-modal Master Plan/Major Investment Study evaluated multi-modal highway general purpose lanes, high occupancy vehicle (HOV) lanes, and light rail transit alternatives in the I-4 Priority Corridor identified in the Regional Systems Plan.

Metroplan Orlando and the Volusia Metropolitan Planning Organization adopted the recommendations of the I-4 Multi-Modal Master Plan/Major Investment Study for the I-4 Priority Corridor in 1995. The adopted plan consists of six general purpose lanes, two HOV lanes, and light rail transit (subsequently referred to as the "6+2 with LRT"). This strategy is incorporated in the OUATS Year 2025 Transportation Plan Update.

Airport Corridor Major Investment Study

The Systems Plan adopted by Lynx also identified the corridor to the Orlando International Airport. Lynx completed a Major Investment Study in 1997 for a proposed local rail corridor between Orlando International Airport and other major local activity centers (including downtown Orlando, International Drive, and the attractions area). Lynx adopted the Locally Preferred Alternative (LPA) alignment which includes a primary segment operating along the Beach Line Expressway between OIA and the proposed I-4 light rail alignment at the Orange County Convention Center.

Also included in the LPA is another connection from OIA to downtown Orlando, operating within the existing CSX rail corridor. Upon approval by Metroplan Orlando, Lynx will proceed to formulate the Draft Environmental Impact Statement. The DEIS will further detail environmental, service, cost, ridership, and implementation strategies. Similar to light rail plans discussed above, this study is on hold as regional transportation priorities are clarified.

High Speed Rail

In 1992, the Florida Department of Transportation identified the Tampa-Orlando-Miami corridor as the target market for a high speed, inter-city passenger rail service. FDOT awarded the high speed rail franchise to Florida Overland Express (FOX) in early 1996. In 1999, the Governor of Florida vetoed the project stating that its financial structure was not viable.

Port-to-Port Rail

As part of a joint effort between the Port Canaveral Authority and GOAA, a port-to-port rail facility has been proposed. This facility would provide for efficient movement of passengers and cargo between OIA and Port Canaveral, including the cruise ship terminal facilities. The rail connection would require the construction of track facilities along the Beach Line Expressway. Funding and an implementation schedule for the project have not been determined. It is anticipated that this facility will be a port-to-port facility with no intermediate stops. Similar to light rail plans discussed above, this study is on hold as regional transportation priorities are clarified.

Downtown Orlando Intermodal Center

In 1994, Lynx selected a downtown Orlando site as the preferred location for an intermodal terminal. The site is bounded by Garland Avenue on the west, Amelia Street on the north, the CSX rail line on the east and Livingston Street on the south. As part of a cooperative partnership with Lynx, the City purchased the site to help facilitate the acquisition procedure. The purchase price of the property was $5.74 million. The City funded twenty percent (25%) of the purchase price as a local funding source. The Lynx Central Station (LCS) became operational in November 2004 at a total cost of $26.8 million dollars. This intermodal terminal serves as the centerpiece of the region's transportation system.

Amtrak

Amtrak operates three southbound and three northbound trips per day through the Orlando metropolitan area. Normal passenger service is provided on two southbound and two northbound trains from the rail stations: Kissimmee, Orlando, Winter Park, and Sanford. Sanford, Winter Park, and Orlando have full-service station facilities including ticket sales and checked baggage service. The remaining two daily trains are serviced at the Sanford Auto Train station with its auto loading facility.

Amtrak conducts its operations in the Orlando area via track rights over CSX. Maximum passenger train speed, set forth in the CSX timetable, averages 60 miles per hour between Sanford and Kissimmee. Speeds are restricted in connection with highway grade crossings over many line segments and at a few curves as well.

The number of Amtrak boardings and alightings in Central Florida increased by 7.6% between 2006 and 2007. Each of the four Orlando area stations experienced similar usage increases and the total number of boardings and alightings exceeded 408,000.

Transit service connecting the Orlando Amtrak station with downtown is provided by Lynx. However, existing service is limited to a midday shuttle used mostly by elderly City residents for shopping in the vicinity of the Amtrak station. The current transit service does not adequately serve the station since there are trains arriving in and departing from Orlando throughout the day.

CSX

In today's extremely competitive marketplace, Florida's industries depend upon safe, reliable transportation to move their goods. The rail industry is a critical link that delivers raw materials to Florida's industries to support their manufacturing processes and helps to transport the finished product to the rest of the state, nation and world. Nationwide, railroads move forty-two percent (42%) of all intercity freight ton-miles, nearly as much as the next two most used modes, trucks (31% - thirty-one percent) and barges (14% - fourteen percent), combined.

Phosphate and fertilizer, minerals, and paper are only a few of the key commodities that are handled by rail in Florida. Florida's phosphate and fertilizer companies rely on rail to provide safe and efficient transportation of their products. CSX Transportation, which provides rail freight service to the Orlando area and to most of Florida, moved nearly 100 million tons of minerals and 3 million tons of paper products in Florida in 2004.

CSX conducts its cargo operations from a terminal in the Orlando metropolitan area and operates more than 20 trains per day through Orlando. The tonnage of freight originating and terminating in the region increased 10% between 2003 and 2004, from 13.4 to 14.9 million tons.

In 2004, 93.5% of the Central Florida region's 14.9 million tons of freight carried by CSX were considered inbound freight versus 6.5% outbound. The predominance of the inbound freight reflect the region's relatively limited manufacturing and mining economic base in contrast to the region's reliance on inbound goods. This difference between inbound and outbound freight is nearly identical to that seen in 1990.

4.F. EXISTING BICYCLE SYSTEM

As part of the implementation of the 1991 Growth Management Plan, the City developed and adopted the City of Orlando Bicycle Plan in 1994. The plan details the City's bicycle facility improvements through 2010. It includes the development of over 165 miles of bikeway facilities, with over 100 miles already built as of 2008. The goal of the Bicycle Plan is to increase bicycle use for transportation. It provides for a system of safe, economical and efficient bikeway facilities and supports bicycle related programs.

City staff and the Bicycle Plan Steering Committee developed a vision statement regarding bicycles as a mode of transportation. The resulting vision is a multi-modal transportation system that encourages bicycle use. The Bicycle Plan envisions a bicycle network that will be highly accessible, reduce dependency on the automobile, increase transit use, create a quality pedestrian environment, and offer a safe and attractive ambience for bicycling.

The Bicycle Plan evaluates existing conditions, establishes facility design guidelines and offers funding mechanisms for implementing the plan. By analyzing surveys and reviewing existing facilities, City staff developed a list of needed bicycle facility projects. These projects integrate residential areas, public schools, activity centers, recreational areas, major industrial zones, and parks into an interconnected bikeway system.

The Bicycle Plan establishes standards for the City's bicycle facilities. Adopted standards require striping on major thoroughfares to allow for four-foot bicycle lanes and signing selected local roads to identify them as bicycle facilities. A 12-foot minimum width is required for dual-use facilities.

The City has developed over 250 miles of bikeways since the plan adoption. Figure TE-32 provides an inventory of the existing bicycle facilities:

FIGURE TE-32: EXISTING BICYCLE FACILITIES

Off-Street Facilities (Dual-Use Bicycle/Pedestrian Facilities)

Bike Route	From	To	Distance (mi)
Cady Way Trail	Herndon Avenue	City Limits @ Winter Park	3.34
Dinky Line Boardwalk	Princeton Street	Over Lake Formosa	0.14
Lake Fran to Dr. Smith Center Path	Poppy Park	Bruton Boulevard	2.00
Lake Underhill Path	Fairgreen Street	Mercado Avenue	3.03
Lake Nona Trail	Narcoossee Road	SR 417	3.30
Lake Nona Trail	Bluestem Street	40' West of SR 15	0.85
Shingle Creek Trail	Lake Fran Trail	Metrowest Blvd	1.30
Bill Frederick Park (Turkey Lake) Path	Hiawassee Rd		2.56
Sub-total			**16.52**

Bike Route	From	To	Distance (mi)

On-Street Facilities (Bicycle Lanes)

Bike Route	From	To	Distance (mi)
34th Street	Vineland Road	St. Valentine Way	0.10
34th Street	Maggie Blvd	St. Valentine Way	0.65
35th Street	Maggie Blvd	St. Valentine Way	0.55
36th Street	Maggie Blvd	St. Valentine Way	0.48
Amelia Avenue	Parramore Avenue	Westmoreland Avenue	0.25
Ashford Boulevard	Dixie Belle Drive	Conway Road	1.29
Augusta National Drive	Lee Vista Boulevard	Bent Pine	0.35
Augusta National Drive	South Loop	Hazeltine Drive	0.29
Augusta National Drive	South End Loop		0.38
Bartlett Boulevard	L. B. McLeod Road	34th Street	0.25
Bent Pine Drive	Semoran Boulevard	Corporate Centre Blvd.	0.59
Briercliff Drive	Delaney Avenue	Ferncreek Avenue	0.80
Bumby Avenue/Lake Como Cir	Anderson Street	Buckminster Circle	0.66
Caravan Court	Major Boulevard	Major Boulevard	0.67
Carrier Drive	Kirkman Road	Lakehurst Drive	0.19
Carrier Drive	Kirkman Road	Municipal Drive	0.37
Center Loop	Shader Road	Shader Road	0.31
Church Street	Cottage Hill Road	John Young Parkway	0.14
Cinderlane Parkway	Lake Orlando Prkwy Loop	N. Orange Blossom Trail	0.57
Colonial Drive	Tampa Avenue	Mission Road	2.26
Commerce Center Drive	Greenbriar Parkway	Municipal Drive	0.30
Common Way Road	Corrine Rd	Lake Baldwin Lane	0.42
Corrine Drive	Common Way Rd		0.08
Del Verde Way	Grand National Drive	West of International Drive	0.34
Delaney	Michigan Street	Pineloch	0.25
Edgewater Drive	Peachtree Rd	Lakeview Street	0.49
Edgewater Drive	Lakeview Street	Princeton Street	0.75
Edgewater Drive	Smith Street	Par Street	0.75
Ferncreek Avenue	Briercliff Drive	Curry Ford Road	0.08
Forbes Place	Shadowridge Road	N. Frontage Road	0.11
Garland Ave.	Colonial Drive	Marks Street	0.26
Garland Ave. Northbound	Marks Street	Orange Avenue	0.08
Grandnational Drive	Delverde Way	International Drive	0.09
Grandnational Drive	Greenbriar Parkway	International Drive	0.35
Grant Street	Raper Dairy Road	Semoran Boulevard	0.54
Greenbriar Parkway	Carrier Drive	Sand Lake Road	0.62
Heintzleman Blvd	Cargo	Wetherbee	4.17
Highland Avenue	Hillcrest Street	Amelia Avenue	0.18
Hollywood Way	Turkey Lake Road	Republic Drive Interchange	0.95
International Drive	Kirkman Road	Grandnational	0.14
Ivey Lane	Northern City Limits	Raleigh Street	1.52
John Young Parkway	South of Millenia Blvd	American Way	0.29
John Young Parkway	Northern City Limits	Raleigh Street	0.85
John Young Parkway	South of Princeton St.	North of Princeton St.	0.67

Bike Route	From	To	Distance (mi)
Judge Rd	Conway Rd	Shadowridge	0.65
Kirkman Road	Northern City Limits	Conroy Road	3.07
Lake Baldwin Lane	Roush Rd	Shea St	0.84
Lake Nona Blvd	Narcoosee Road	SR 417	3.33
Lake Orlando Parkway Loop			3.12
Lakehurst Drive	Carrier Drive	Republic Drive	1.14
Lakemont	Gray Av	Common Way	0.57
LeeVista Blvd Ext	TPC Drive	Greeneway	7.80
LeeVista Blvd	Semoran Boulevard	Shadowridge	0.65
Livingston Street	Highland Avenue	Lakewood Drive	2.37
Livingston Street	Parramore Avenue	Highland Avenue	1.78
Maggie Boulevard	L. B. McLeod Road	36th Street	0.12
Major Boulevard	Kirkman Road	Vineland Road	0.69
Mercy Drive	Colonial Drive	W. Princeton St.	1.26
Metro West Blvd.	S. Kirkman Road	S. Hiawassee Road	0.97
Metro West Ext.	Kirkman Road	Deadend	0.78
Michigan Street	Dixie Belle	Conway Road	1.12
Millenia Blvd	Oak Ridge Rd	John Young Parkway	2.65
Municipal Drive	Greenbriar Parkway	Carrier Drive	0.41
Municipal Drive	Carrier Drive	International Drive	0.35
Narcoosee Road	Greeneway	Bee Line Ewpressway	3.60
New Broad Street	Common Way Rd	Bennet Road	0.42
New Goldenrod Rd	Hoffner Rd	Cargo	2.30
North Lane	Pine Hills Road	Lake Orlando Parkway	0.36
Orange Avenue	Michigan Street	Kelsey Street	2.00
Orlando Vineland	Conroy Road	Major Boulevard	1.33
Orlando Vineland	Conroy Road	L.B. McLeod Road	1.10
Par Street	Edgewater Drive	Clay Street	1.41
Parramore Avenue	Washington Street	Colonial Drive	0.64
Primrose Avenue	South Street	Washington Street	0.74
Princeton Street	Silver Star Road	Orange Blossom Trail	2.10
Princeton Street	Rio Grande Avenue	Princeton Court	0.98
Pt. Lookout Road	Signal Hill Road	W. Gold Tree Court	0.16
Raper Dairy Road	Curry Ford Road	Lake Pointe Drive	0.59
Rosalind Avenue	Lucerne Circle	Colonial Drive	1.36
Semoran Blvd	Curry Ford Road	Frontage Road	4.40
Shader Road	Mercy Drive	City Limits	0.20
Signal Hill Road	Northern City Limits	North Lane	0.77
Smith Street	Rio Grande Avenue	Princeton Court	0.87
South Street	Division Avenue	Rio Grande Avenue	0.50
St. Valentine Way	36th Street	34th Street	0.26
T. G. Lee Boulevard	Semoran Boulevard	Eastern Dead End	0.55
Tampa Avenue	Washington Street	Colonial Drive	0.59
Tradeport Drive	Boggy Creek Road	Ringhaver Drive	0.96
Turnbull Drive	Semoran Boulevard	Commander Drive	0.19
Universal Boulevard	Republic Drive Interchange	Orlando Vineland	0.45
Universal Boulevard Ext	International Drive	Sand Lake Road	0.86
Walden Circle	Vineland Road	Vineland Road	0.69

Bike Route	From	To	Distance (mi)
Washington Street - one direction only	Hughey	Garland	0.03
Washington Street	Orange Blossom Trail	Beggs Ave	0.82
Westmoreland Drive	Carter Street	Colonial Drive	1.27
Windhover Drive	Vineland Road	S Kirkman Road	0.29
Windhover Drive	S Kirkman Road	Peregrine avenue	0.34
Sub-total			**92.23**
Lane miles (adjusted in length for one-way routes)			**184.42**

Residential Street Signs

Bike Route	From	To	Distance (mi)
29th Street	Catalina Lane	Seabrook Lane	0.45
Aaron Avenue	Columbia Street	Kirkland Boulevard	0.65
Amelia Street	Hyer Avenue	Cathcart Avenue	0.26
Anderson Place	Hillside Drive	Hampton Avenue	0.05
Andrea Boulevard	Gaston Foster Road	Wendy Way	0.28
Antigua Drive	Belmont Drive	Aruba Drive	0.07
Arlington Street	Springdale Road	Tampa Avenue	0.45
Aruba Drive	Antigua Drive	Walnut Street	0.07
Bahama Drive	Briercliff Drive	Gore Street	0.40
Barcelona Street	Wavecrest Drive	San Juan Boulevard	0.30
Barcelona Street	Gaston Foster Road	Wavecrest Drive	0.13
Bartlett Boulevard	L.B. McLeod Road	34th Street	0.25
Belmont Drive	Curry Ford Road	Antigua Drive	0.25
Broadway Avenue	Hillcrest Street	Livingston Street	0.31
Carter Street	Rio Grande Avenue	Parramore Avenue	0.52
Cathcart Avenue	Livingston Street	Robinson Street	0.13
Cathcart Avenue	Amelia Street	Hillcrest Street	0.19
Celia Lane	Central Boulevard	Jefferson Street	0.15
Central Boulevard	Eola Drive	Celia Lane	0.68
Cherokee Drive	Delaney Avenue	Summerlin Avenue	0.36
Clear Way	John Young Parkway	Gulfstream Road	0.45
Columbia Street	Campanella Avenue	Aaron Avenue	0.30
Copeland Drive	Orange Avenue	Fernwood Street	0.13
Copeland Drive	Fernwood Street	Delaney Avenue	0.13
Crescent Park Blvd	Scythe Avenue	Scimitar Avenue	0.80
Curry Ford Road	Fern Creek Avenue	Belmont Drive	0.20
Dade St	King St	Groveland Ave	0.17
Dade St	Winter Park St	King St	0.11
Dartmouth Street	Westmoreland Street	Ivanhoe Boulevard North	0.47
Delaney Avenue	Ponce de Leon Place	Michigan Avenue	1.70
Delaney Park Drive	Delaney Avenue	Summerlin Avenue	0.26
Dellwood Drive	Bumby Avenue	Crystal Lake Drive	0.45
Dollins Avenue	Orange Center Boulevard	Monte Carlo Trail	0.19
Dorchester Drive	Norfolk Road	Mills Avenue	0.20
Engle Drive	Shenandoah Way	Thames Way	0.44
Eola Avenue	Robinson Street	Central Boulevard	0.24

Bike Route	From	To	Distance (mi)
Eola Avenue	Palmer Street	Anderson Street	0.12
Euclid Avenue	Delaney Avenue	Agnes Street	0.04
Ferncreek Avenue	Livingston Street	Central Boulevard	0.35
Fernwood Street	Wisteria Avenue	Jasmine Avenue	0.06
Formosa Avenue	Par Street	Yale Street	0.75
Formosa Avenue	Yale St	New Hampshire Street	0.25
Gelwood Avenue	S Oxalis Avenue	Kearce Street	0.41
Goldwyn Avenue	Orange Center Blvd	Lewis Court	0.22
Gore Street	Lake Davis Drive	S. Bumby Avenue	0.70
Groveland Avenue	Walnut Street	Gore Street	0.18
Gulfstream Road	Clear Way	Catalina Lane	0.43
Gurtler Court	New Hampshire Street	Ivanhoe Boulevard North	0.15
Half Moon Drive	Scimitar Avenue	Scythe Avenue	0.80
Hampton Avenue	Anderson Place	Gore Street	0.30
Harding Street	Osceola Avenue	Summerlin	0.23
Hardman Drive	Briercliff Drive	Summerlin Avenue	0.15
Hargill Drive	Bumby Avenue	Crystal Lake Drive	0.35
Hargill Drive	Crystal Lake Drive	Conway Road	0.85
Haylock Drive	Marcastle Avenue	Gaston Foster Road	0.13
Hillcrest Street	Cathcart Avenue	Broadway Avenue	0.13
Hillside Avenue	Lake Como Circle	Anderson Place	0.08
Highland Avenue	Amelia Street	Colonial Drive	0.25
Hyer Avenue	Jefferson Street	Amelia Street	0.32
Ivanhoe Boulevard North	Poinsettia Avenue	Orange Avenue	0.85
Ivanhoe Boulevard South	Poinsettia Avenue	Orange Avenue	0.25
Jackson Street	Rosalind Avenue	Summerlin Avenue	0.45
Jasmine Avenue	Fernwood Street	Delaney Avenue	0.11
Jefferson Street	Celia Lane	Hyer Avenue	0.43
Kaley Street	Osceola Avenue	Summerlin Avenue	0.23
Kaley Street	Mills Avenue	Summerlin Avenue	0.25
King Street	Dade Avenue	Sanitarium Avenue	0.19
La Costa Drive	Romano Avenue	Gelwood Avenue	1.01
Lake Adair Loop			0.85
Lake Cherokee Loop			0.54
Lake Davis Loop			0.79
Lakeshore Drive	Mills Avenue	Norfolk Road	0.11
Lancaster/Shorewood	Fern Creek	Mills Avenue	0.27
Laurel Avenue	Terrace Blvd	Marks Street	0.05
Lenmore Court	Marcastle Avenue	Gaston Foster Road	0.23
Lewis Court	Bethune Drive	Goldwyn Avenue	0.14
Lido Street	Wendy Way	Romano Avenue	0.32
Long Street	Rio Grande Avenue	Parramore Avenue	0.52
Loring Place	Conway Road	Marcastle Avenue	0.25
Mable Butler Boulevard	Columbia Street	Wells Street	0.28
Maggie Blvd	L.B. McLeod Road	36th Street	0.34
Mantilla Avenue	Bike/Ped Bridge	Tatum Street	0.08
Marcastle Avenue	Loring Place	Lenmore Court	0.05
Maury Road	Princeton Street	Edgewater Drive	1.31

Bike Route	From	To	Distance (mi)
Mercado Avenue	Lake Underhill Road	Kalmia Drive	0.20
Mills Avenue	Shorewood Drive	Kaley Street	0.20
Monte Carlo Trail	Goldwyn Avenue	Dollins Avenue	0.66
Neptune Drive	Anchor Court	Maury Road.	0.40
New Hampshire Street	Formosa Avenue	Gurtler Court	0.14
Nimons Street	Aaron Avenue	Bruton Boulevard	0.43
Norfolk Road	Lakeshore Drive	Dorchester Drive	0.40
North Shore Terrace	New Hampshire Street	Ivanhoe Boulevard North	0.19
Northglenn Drive	Pershing Avenue	Ridgecrest Road	0.40
Orange Center Blvd	Dollins Avenue	Goldwyn Avenue	0.63
Osceola Avenue	Kaley Street	Harding Street	0.15
Oxalis Avenue	Curry Ford Road	Gelwood Avenue	0.50
Palmer Street	Lake Avenue	Summerlin Avenue	0.25
Parramore Avenue	Gore Street	Miller Avenue	0.45
Pineloch Avenue	Delaney Avenue	Orange Avenue	0.30
Poinsettia Av	Ivanhoe Bv South	Lakeview Terrace	0.25
Ponce de Leon Place	Delaney Avenue	Lake Avenue	0.14
Poppy Avenue	Raleigh Street	Lescot Lane	0.30
Ridgecrest Road	Northglenn Drive	Edgecliffe Drive	0.25
Rio Grande Avenue	Princeton Street	Yale Street	0.10
Robinson Street	Cathcart Avenue	Eola Drive	0.04
Rollins Street	Sanitarium Avenue	Mills Avenue	0.47
Romano Avenue	Andora Street	LaCosta Drive	0.47
San Juan Blvd	Barcelona Street	Romano Avenue	0.20
Sanitarium Avenue	King Street	Rollins Street	0.19
Scimitar Avenue	Crescent Park Blvd	Half Moon Drive	0.09
Scythe Avenue	Half Moon Drive	Crescent Park Blvd	0.10
Seabrook Lane	29th Street	L.B. McLeod Road	0.15
Shenandoah Way	S Oxalis Avenue	Engle Drive	0.24
Signal Hill Road	Harwich Street	North Lane	0.30
Summerlin Avenue	Anderson Street	Lake Davis Loop	1.13
Summerlin Avenue	Lake Davis Loop	Harding Street	0.75
Tam Drive	Donovan Street	Harwich Street	0.15
Terrace Blvd	Ferris Avenue	Laurel Avenue	0.20
Thames Way	Engle Drive	Yucatan Dr	0.18
Wald Road	Edgecliffe Drive	Northglenn Drive	0.30
Walnut Street	Aruba Drive	Groveland Avenue	0.03
Wavecrest Drive	Barcelona Street	Barcelona Street	0.07
Weber Street	Terrace Blvd	Bumby Avenue	0.80
Wells Street	Bruton Boulevard	Mable Butler Avenue	0.38
Wendy Way	Lido Street	Andrea Boulevard	0.05
Westchester Avenue	Mills Avenue	Wilkinson Street	0.31
Westmoreland Drive	Winter Park Street	Colonial Drive	1.52
Westpointe Blvd	Hiawassee Road	Westpointe Circle	1.40
Wilkinson Street	Clay Avenue	Westchester Avenue	0.29
Wilkinson Street	Sherwood Road	Clay Avenue	0.60
Willie Mays Pkwy	Kirkland Blvd	L.B.McLeod Road	0.45
Winter Park Street	Westmoreland Drive	Dade Avenue	1.23

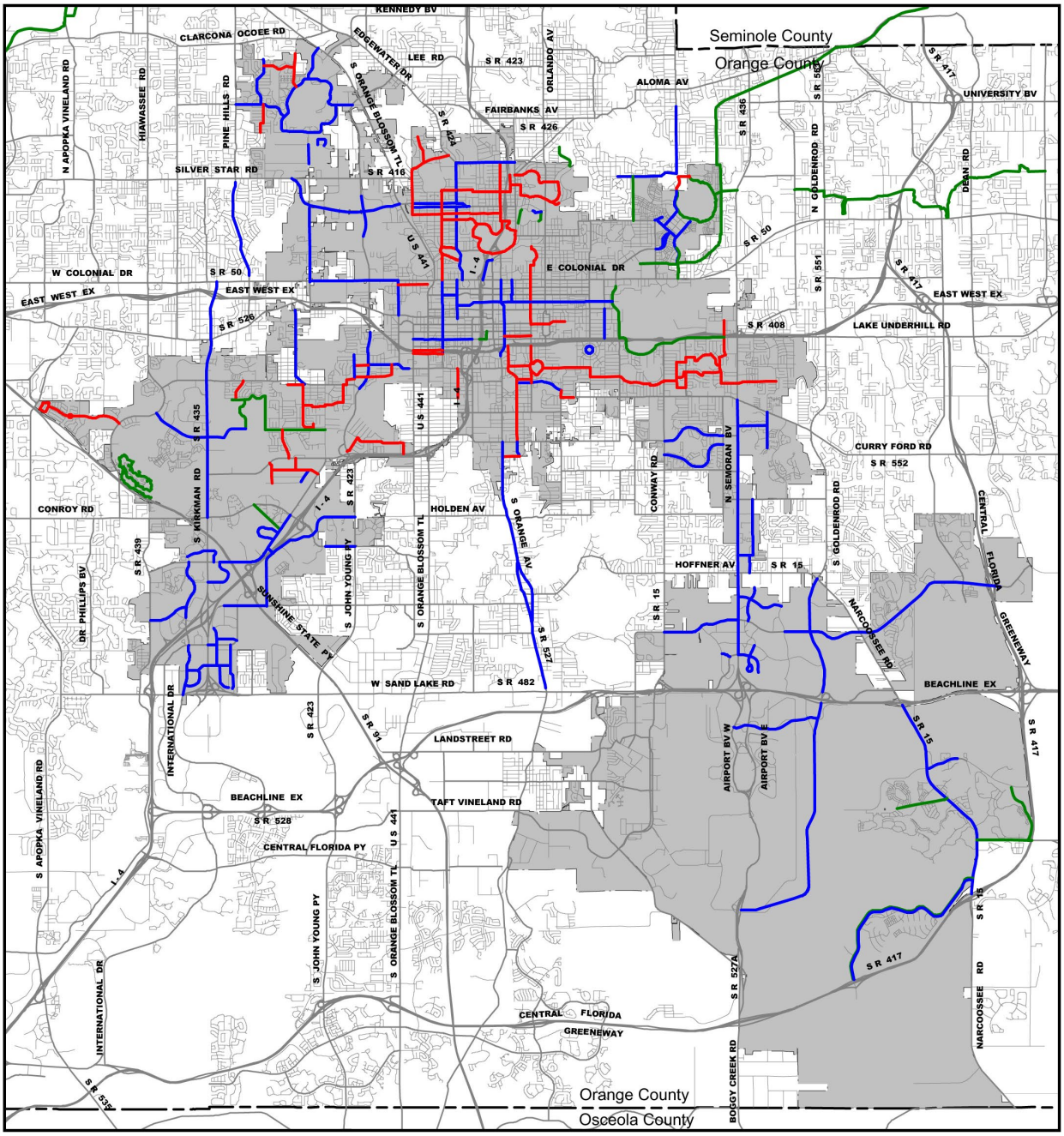
Bike Route	From	To	Distance (mi)
Wisteria Avenue	Orange Avenue	Fernwood Street	0.13
Woodlawn Blvd	Cherokee Circle	Summerlin Avenue	0.10
Yale Street	Formosa Avenue	Rio Grande Avenue	1.80
Sub-total			**49.79**
Grand Total			**250.74**

Source: City of Orlando, Transportation Department, 2008, rvsd. 5/08.

Figure TE-33 highlights the location of the existing bicycle facilities located within the City.

As implementation of the bikeway system evolves, developers are required to contribute with supporting plan components, such as bicycle parking facilities, bikeway signs, and bikeway connections to the citywide system.

Figure TE-33 City of Orlando Existing Bikeways



LEGEND

NORTH

0 1.5 3
Miles

City of Orlando
Transportation Department, June, 2008

- Residential Street Signage
- Off-Street Dual Use Facilities
- Bike Lanes
- Orlando City Limits

4.G. EXISTING PEDESTRIAN SYSTEM

Orlando currently does not have a citywide inventory of pedestrian facilities. Current conditions in the central downtown area meet the overall objective of an interconnected system of pedestrian facilities. Despite a concerted effort by the City to increase the number of crosswalks and curb ramps at all grade shift locations, the system still has some obstacles as the pedestrian travels from the downtown into the periphery. An initial visual survey shows gaps in the City sidewalk system and the lack of adequate crosswalks at intersections with limited pedestrian use. Between 2000 and 2007, the total length of sidewalks within the City increased by 118 miles which represents a nearly 25% increase. Over 70% of the public roads in Orlando now have adjacent sidewalks.

4.H. EXISTING ANCILLARY MOBILITY SERVICES AND PROGRAMS

There are a number of ancillary mobility services and programs available in the Orlando area. Their purpose is to complement the transportation infrastructure in order to provide options and utilize the transportation system more efficiently. The existing services and programs are provided by Lynx, the City, the International Drive Master Transit and Improvement District and employers.

Lynx Programs and Services

Computerized Carpool Matching

LYNX provides a free carpool/vanpool matching service for residents living in Orange, Osceola, and Seminole counties. Carpooling reduces the number of vehicles on the road and helps cut down air pollution. Carpoolers also save money and reduce stress by sharing the time and cost of the commute. LYNX helps in matching people interested in carpooling and vanpooling based on home and work locations and schedules. This service is provided at no cost to employers or employees. Interested commuters receive match lists of others with similar commute routes and work hours.

Vanpool Program

A LYNX Vanpool is a group of people who live and work near one another, have similar work schedules and commute to work at the same time each day using a van provided by LYNX. Typically, one person from the group volunteers as the primary driver. However, several or all of the participants may share the driving. The route, schedule, and pick-up/drop-off locations are determined by the driver in cooperation with the other vanpool members. Vans can accommodate up to 12 passengers, based on availability. Vanpooling works best for individuals who commute to work at least 10 miles each way. Vanpools operate in Orange, Osceola, Seminole, Volusia, Polk, and Brevard counties.

Van Use Program

This is an employer based vanpool service. Employees are taken to different worksites and the vans make more than one roundtrip per day. All LYNX Van Use vehicles are under a mileage cap and cannot exceed 3,500 miles per month.

School Pool Program

LYNX offers a free carpool matching service for parents whose children can share a ride. A match list is provided to parents identifying other parents in their neighborhood who also want to share in the duties of driving their children to and from school. School Pool is a voluntary program and is provided free of charge.

Lymmo

Funded by the City of Orlando and federal and state grants, an internal circulator service connects Downtown employment centers and public parking garages. Lymmo replaced the Freebee system and began operation in August 1997. The 3-mile Lymmo route connects the City Commons, the Orange County Courthouse, the Centroplex, and City garages. The Lymmo fleet consists of 10 buses equipped with sensors which display each bus' location on a computerized map placed at the information kiosks. The system operates every five minutes during the weekday and every 10 minutes during off-peak hours (nights and weekends). The Lymmo system includes exclusive bus lanes, streetscaping, and environmentally clean buses.

Area Shuttles

Lynx operates convenient shuttle buses between downtown and satellite parking garages, Church Street Station and the Orlando Centroplex for many entertainment and sporting events held at the Bob Carr Auditorium and the Orlando Arena.

Telephone Information

Information specialists provide fare and service information for all Lynx services. They offer personalized trip planning and complete information in English and Spanish. Information and assistance is offered to hearing impaired persons by the transportation provider's information specialists utilizing the Telecommunications Device for the Deaf (TDD).

Web Site

The Lynx web site provides information about services, including: maps and schedules for all routes, transfer points, fares, phone numbers, and ridesharing information. Lynx's web site address is www.golynx.com.

Other Transit Systems

I-Ride

The I-Ride Trolley system began operation in 1994 serving the International Drive tourist corridor. The system is funded by the International Drive Transit and Improvement District. This internal circulator provides a high intensity service for the area's tourists and employees. This transit corridor extends from Sea World to American Way.

Employers Programs and Services

Findings from a downtown commuting survey showed that Transportation Demand Management (TDM) programs, such as flextime and telecommuting, are being offered by a few employers (approximately 11%). However, there is moderate interest (between 19% and 34% of the employers surveyed) in offering programs to encourage more efficient travel to and from work.

Other employers, such as the City of Orlando, offer transit subsidies, flexible work hours, and preferential parking for ridesharing employees.

4.I. SUMMARY OF EXISTING CONDITIONS

The above analysis of existing conditions provides a comprehensive assessment of the various transportation facilities and services, and their relationship with existing land uses. The analysis identified existing roadway and transit service performance, availability of public parking facilities, airport and rail lines systems, availability of bicycle and pedestrian facilities, and ancillary services and programs.

Numerous improvements have been implemented that enhanced the City's transportation system. Efforts to expand mode choices have yielded positive results, such as increased transit ridership and bicycle use. These efforts need to continue. The analysis identified the need for a pedestrian inventory in order to assess the existing conditions and to develop plans accordingly. The analysis found that the number of transit shelters and amenities has significantly increased in recent years.

The location of the intermodal facilities was analyzed in conjunction with their access to various transportation modes. The locations of the existing intermodal facilities are in strategic areas, which have generated high use. Lynx opened the new downtown Central Station in 2004 at a site that is adjacent to a planned station for the forthcoming Commuter Rail system. The need to locate additional intermodal facilities in the City's metropolitan activity centers was also identified.

Regarding ancillary services and programs, the analysis shows that, except for a significant increase in transit ridership, efforts to promote alternative transportation modes have not been very successful.

5. FUTURE TRANSPORTATION ANALYSIS

Historically, the form of a community, its spatial and functional organization, and its daily operation have been directly integrated with the community's dominant forms of transportation. Transportation can be viewed as a major determinant of a community's status, its size and scale, and its sense of place. Transportation alone, however, does not create a City;

it is one factor among many other personal, social, physical, environmental, economic, and cultural factors that contribute to shape our communities. If any community allows itself to be dominated by any particular form of transportation, that community will exclude itself from a wide range of formal, functional and organizational options.

There are two distinctions related to transportation: Accessibility and Mobility. Downtown areas generally have good accessibility and mobility. They have good accessibility because of the variety of land uses and because people can choose from several transportation systems to move in and around the area. Daily needs can be met by walking, riding a bicycle, taking a bus, or driving. Downtown areas have good mobility because they offer people the opportunity and the facilities to move from one place to another.

In contrast, suburban areas have good mobility but generally lack accessibility. They have mobility exclusively through the automobile system. They lack good accessibility because similar uses are generally grouped together to the exclusion of other uses. Often, subdivision design accommodates automobile use at the expense of providing other travel choices. This situation creates a dependency on the automobile, leading to congestion.

This section provides a discussion on the growth trends, travel patterns, and interactions between land use and transportation, including the compatibility between future land uses and transportation systems. The analyses were conducted using the adopted Florida Standard Urban Transportation Modeling Structure (FSUTMS), provided by Metroplan Orlando to ensure coordination with other jurisdictions. The adopted FSUTMS model has traffic forecasting integrated with future transit services simulation.

5.A. SOCIO-ECONOMIC GROWTH TRENDS

Projected population growth in Orlando was based on the 2006 adjusted projection for Orange County as developed by the University of Florida's Bureau of Economic and Business Research (BEBR). The 2006 BEBR figures represent the best available data and the population projections for the City were revised accordingly. The share of growth analysis involved calculating the City's proportionate share of county population for various years between 1970 and 2000, then averaging the differences between these percentages. This resulted in a 2% average decrease per decade in the City's share of total county population. However, between 2000 and 2006, the City's share of total County population has remained nearly unchanged. Projections indicate that the trend between 1970 and 2000 will continue for the 2005 to 2030 period with the City's share of the total County population again decreasing by 2% per decade. The City's 2005 population was 217,567 and the estimated 2030 City population is 264,707.

Employment estimates include commercial, service and industrial jobs. Sources for the employment data included: "The Florida Long Term Economic Forecast 1998-Vol. 2 – States & Counties" (BEBR, 1998); Woods and Poole's employment projections (Woods and Poole, 2005); Orlando's 1991 Growth Management Plan, as amended; Orlando's 2004-2030 Growth Projections Report (2005); and City of Orlando Land Use Database (accessed March 2007).

Orlando's share of Orange County employment declined from 1970 to 2000. However, since 2000, the City's share has grown by 0.9%. Orlando's share of Orange County employment is anticipated to grow by approximately 3.55% from 2006 to 2015 due to development within large greenfield areas such as Southeast Orlando Sector Plan area (which includes the Orlando Medical City Area; i.e., UCF Medical School, Burnham Biomedical Sciences Complex, VA Hospital), significant infill/redevelopment in areas such as the Downtown and the City's three regional hospitals, and infill/redevelopment within the International Drive / Universal Studios / major attractions area. However, an overall decline of 1.65% in the City's share of Orange County employment is anticipated from 2010 through 2030.

The projected employment for the City in 2030 is 368,316. This is a 66% percent increase over 2006's employment of 222,469.

5.B. FUTURE TRANSPORTATION CHOICES

The purpose of a modal choice model is to estimate the number of person trips by mode of travel. The Florida Standard Urban Transportation Modeling Structure used herein includes the following transportation choices for travel demand forecasting:

- Single-Occupancy Vehicles (SOV)
- High-Occupancy Vehicles (HOV)
- Local bus service
- Premium transit (light rail, fixed guideway, express bus, etc.)

The procedure used for transit split in FSUTMS is called nested logit modal choice. The assignment of transit trips to the transit networks distinguishes three types of paths:

- Walk access to local bus service
- Walk access to premium transit service
- Auto access to "best" transit service

The "best" transit service allows a tradeoff between a local bus option with low speeds, moderate frequency, low fares and short walking distances and premium service with higher speeds, greater frequency, higher fares, and longer walking distances. This procedure allows for a balanced and non-competing person trip distribution among the transportation mode alternatives.

The introduction of complex transit modeling for future transportation analyses in this element increases traffic forecasting reliability for future planning years. Transit modeling also provides a tool to determine public transportation policy impacts on the overall transportation system.

5.C. FUTURE TRAFFIC CIRCULATION ANALYSIS

This subsection provides an analysis of the existing and projected traffic circulation system needs. These needs are based on the existing and projected travel demand and operating characteristics of major thoroughfares, as defined in the Mobility Framework section.

Future Travel Demand

The FSUTMS transportation model was used to determine travel demand between the fifteen (15) Transportation Areas (TA's). Projected land use intensities for each land use category were summarized by TA. Trip generation, distribution and assignment from the model were kept as person trips. These person trips were divided by transportation system according to a modal split process. Person trips on the Traffic Circulation system were converted into automobile trips and loaded into the traffic circulation model.

The following table (Figure TE-34) shows the estimated travel demand in person trips for each Transportation Area, based on the City's Growth Management Plan projected land use densities and intensities:

FIGURE TE-34: TRAVEL DEMAND FORECASTING BY TRANSPORTATION AREA (In Person Trips Per Day)

Transportation Area (TA)	Daily Person Trips 2007	2015	2030
1	512,712	676,672	759,362
2	564,141	601,606	1,045,606
3	277,161	379,251	490,354
4	32,204	35,203	67,642
5	247,699	324,672	560,684
6	129,193	150,415	183,418
7	151,190	169,020	472,842
8	309,028	361,116	481,356
9	467,595	526,765	962,489
10	193,181	251,636	315,619
11	57,977	66,622	95,617
12	87,730	158,695	397,337
13	83,993	149,278	334,602
14	467,194	748,921	1,182,938
15	328,731	369,354	715,350
TOTAL	**3,909,729**	**4,969,226**	**8,065,216**

Source: City of Orlando, Transportation Department, 2009.

Further analyses were performed on projected persons per household, trips per household, trips per person and trips per employee by Transportation Area. Figures TE-35, TE-36 and TE-37 show these indicators by TA and by planning period. The results indicate that there will be increases in the number of persons per household and in the number of trips per household. This leads to potential increases in trips per person.

The results also show that total trip attractions and the number of trips per employee will increase. This indicates shifts in the employment mix, usually from a commercial dominance to service employment prevalence.

The City also developed a Transportation Impacts Assessment process to demonstrate the availability of adequate transportation facilities to support proposed Future Land Use Map (FLUM) revisions. This process is consistent with the Florida's Department of Transportation and the Department of Community Affairs provisions for FLUM amendments.

The procedure evaluates the differences between the current maximum densities and/or intensities permitted and the proposed future land use designations. The process also includes trip generation and distribution analyses for use in the concurrency management system and to address any potential impacts to the state's Strategic Intermodal System facilities.

Consistency with other Growth Management Plan Elements, the Orange County's Adopted Five-Year Capital Improvements Schedule, Florida Statutes, Florida's Administrative Code and the State Comprehensive Plan is also ensured in these FLUM amendment evaluations.

FIGURE TE-35
TRAVEL DEMAND INDICATORS BY TRANSPORTATION AREA 2007

TA	Households /Hotel Rooms	Population /Occupants	Persons per Household	Trip Productions	Daily Trips /Household	Daily Trips /Person	Employment	Trip Attractions	Daily Trips /Employee
1	9,144	22,849	*2.50*	78,305	*8.56*	*3.43*	58,340	356,103	*6.10*
2	24,570	60,911	*2.48*	119,162	*4.85*	*1.96*	47,978	325,818	*6.79*
3	6,092	14,422	*2.37*	45,329	*7.44*	*3.14*	23,243	186,504	*8.02*
4	1,515	4,677	*3.09*	6,862	*4.53*	*1.47*	3,156	18,481	*5.86*
5	11,976	25,683	*2.14*	54,422	*4.54*	*2.12*	28,890	138,856	*4.81*
6	3,016	8,771	*2.91*	21,129	*7.01*	*2.41*	12,821	86,935	*6.78*
7	13,800	33,398	*2.42*	45,715	*3.31*	*1.37*	6,996	59,760	*8.54*
8	21,000	46,663	*2.22*	69,726	*3.32*	*1.49*	21,595	169,576	*7.85*
9	19,254	71,324	*3.70*	91,349	*4.74*	*1.28*	38,448	284,897	*7.41*
10	6,830	19,570	*2.87*	36,763	*5.38*	*1.88*	16,458	119,656	*7.27*
11	4,042	10,695	*2.65*	16,069	*3.98*	*1.50*	5,107	25,839	*5.06*
12	2,217	6,148	*2.77*	14,674	*6.62*	*2.39*	17,110	58,383	*3.41*
13	6,321	14,982	*2.37*	23,781	*3.76*	*1.59*	5,010	36,431	*7.27*
14	18,329	51,751	*2.82*	93,171	*5.08*	*1.80*	33,074	280,852	*8.49*
15	32,049	67,641	*2.11*	104,069	*3.25*	*1.54*	8,084	120,593	*14.92*
TOTAL	180,155	459,485	*2.55*	820,523	*4.55*	*1.79*	326,310	2,268,684	*6.95*

FIGURE TE-36
TRAVEL DEMAND INDICATORS BY TRANSPORTATION AREA 2015

TA	Households /Hotel Rooms	Population /Occupants	Persons per Household	Trip Productions	Daily Trips /Household	Daily Trips /Person	Employment	Trip Attractions	Daily Trips /Employee
1	9,139	26,213	*2.87*	101,578	*11.11*	*3.88*	82,207	473,517	*5.76*
2	24,765	76,737	*3.10*	122,129	*4.93*	*1.59*	53,130	357,349	*6.73*
3	3,879	18,169	*4.68*	54,279	*13.99*	*2.99*	28,129	270,694	*9.62*
4	1,728	4,841	*2.80*	7,389	*4.28*	*1.53*	3,438	20,426	*5.94*
5	13,324	27,178	*2.04*	65,987	*4.95*	*2.43*	40,615	192,698	*4.74*
6	3,411	10,044	*2.94*	24,439	*7.16*	*2.43*	14,922	101,537	*6.80*
7	14,882	34,687	*2.33*	49,469	*3.32*	*1.43*	8,783	70,083	*7.98*
8	19,558	46,730	*2.39*	75,649	*3.87*	*1.62*	31,096	209,818	*6.75*
9	19,971	75,547	*3.78*	101,610	*5.09*	*1.34*	45,256	323,545	*7.15*
10	6,063	24,655	*4.07*	46,314	*7.64*	*1.88*	17,028	159,008	*9.34*
11	4,180	13,474	*3.22*	16,964	*4.06*	*1.26*	5,671	32,695	*5.77*
12	2,627	8,739	*3.33*	24,232	*9.22*	*2.77*	33,924	110,232	*3.25*
13	9,102	22,299	*2.45*	36,581	*4.02*	*1.64*	11,636	76,116	*6.54*
14	26,321	65,197	*2.48*	145,994	*5.55*	*2.24*	39,208	456,933	*11.65*
15	37,899	75,649	*2.00*	117,210	*3.09*	*1.55*	8,721	134,934	*15.47*
TOTAL	196,849	530,159	*2.69*	989,821	*5.03*	*1.87*	423,764	2,989,585	*7.05*

FIGURE TE-37
TRAVEL DEMAND INDICATORS BY TRANSPORTATION AREA 2030

TA	Households /Hotel Rooms	Population /Occupants	Persons per Household	Trip Productions	Daily Trips /Household	Daily Trips /Person	Employment	Trip Attractions	Daily Trips /Employee
1	11,667	31,501	*2.70*	122,785	*10.52*	*3.90*	96,904	524,213	*5.41*
2	27,019	92,218	*3.41*	169,327	*6.27*	*1.84*	96,735	670,859	*6.94*
3	7,669	21,835	*2.85*	67,280	*8.77*	*3.08*	37,799	343,680	*9.09*
4	1,401	5,818	*4.15*	10,626	*7.58*	*1.83*	8,021	42,303	*5.27*
5	17,044	42,942	*2.52*	91,060	*5.34*	*2.12*	51,566	336,190	*6.52*
6	3,564	12,070	*3.39*	29,369	*8.24*	*2.43*	18,945	128,914	*6.80*
7	16,219	45,444	*2.80*	75,226	*4.64*	*1.66*	24,792	256,990	*10.37*
8	25,875	56,451	*2.18*	83,962	*3.24*	*1.49*	39,480	314,719	*7.97*
9	36,583	134,027	*3.66*	204,481	*5.59*	*1.53*	51,835	499,357	*9.63*
10	8,766	36,435	*4.16*	55,658	*6.35*	*1.53*	19,587	201,880	*10.31*
11	4,024	16,192	*4.02*	20,386	*5.07*	*1.26*	8,253	53,918	*6.53*
12	8,077	23,482	*2.91*	52,770	*6.53*	*2.25*	43,071	210,359	*4.88*
13	12,588	38,783	*3.08*	54,068	*4.30*	*1.39*	13,592	165,411	*12.17*
14	32,240	84,287	*2.61*	243,542	*7.55*	*2.89*	51,754	580,134	*11.21*
15	38,278	90,910	*2.37*	140,856	*3.68*	*1.55*	18,746	385,266	*20.55*
TOTAL	251,015	732,393	*2.92*	1,421,397	*5.66*	*1.94*	581,082	4,714,195	*8.11*

Source: City of Orlando Transportation and Economic Development Departments, May 2009

Roadway Plans and Programs

The FSUTMS transportation model was updated to include roadway projects from Metroplan Orlando, Florida Transportation Plan, Florida Department of Transportation Work Program, Orange County, and the City of Orlando. These roadway projects are shown in Figure TE-38.

Projected Roadway Performance

The FSUTMS transportation model was used to determine projected travel demand distribution between the fifteen Transportation Areas (TA's). Public transit services as projected by Metroplan Orlando were included in 2030. Figure TE-39 shows the future roadway performance based on peak hour peak direction capacities and projected number of lanes by planning period. Figure TE-40 shows a map of roadway links operating at level of service "F" in 2030 and Figure TE-41 shows the 2030 number of lanes map.

FIGURE TE-38
TRANSPORTATION ELEMENT SUPPORT DOCUMENT
REGIONAL ROADWAY PLANS AND PROJECTS

YEAR	Project Location	Project Jurisdiction	Project Name	From	To	Work Description
2008	City of Orlando	GOAA	Airport - South Access	Southern Connector	Wetherbee Road	Widen to 4 Lanes
2008	City of Orlando	City of Orlando	Metrowest Bv	Kirkman Rd	Mission Rd	New 2 Lane Road
2009	City of Orlando	City of Orlando	Area Wide Signal Improvement	Signal Improvements		Signal Improvements
2009	City of Orlando	City of Orlando	Crystal Lake Dr. Maguire Blvd. Corridor	Debt Service		Debt Service
2011	City of Orlando	City of Orlando	Mission Rd	Conroy Rd	Metrowest Blvd.	New 4 Lane Road
2011	City of Orlando	FDOT/Orlando/Other	Narcoossee Rd / Hoffner Road (SR 15)	Goldenrod Rd.	Lee Vista Blvd.	Widen to 4 Lanes
2011	City of Orlando	Orlando/Orange Co.	Sand Lake rd	I-4	Presidents Dr	Widen to 6 Lanes
2011	City of Orlando	Orange County	SR 15/ Narcoossee Rd	SR 417	Orange County Line	Widen to 6 Lanes
2016	City of Orlando	Other	Augusta National Dr	Bent Pine Dr	Hoffner Avenue	New 2 Lane Road
2016	City of Orlando	Orlando/Orange Co./Other	Boggy Creek Rd	Greeneway	Tindall Rd	Widen to 4 Lanes
2016	City of Orlando	Orlando/Orange Co./Other	Boggy Creek Rd	Jetport Dr	Greeneway (SR 417)	Widen to 4 Lanes
2016	City of Orlando	City of Orlando	Boone Ave.	Anderson St	Lucerne Terrace	New 2 Lane Road
2016	City of Orlando	Orlando/Other	Carrier Drive	Grand National Dr	Universal Blvd.	Widen to 4 Lanes
2016	City of Orlando	Orlando/FDOT	Colonial Drive and Summerlin Avenue	Intersection Improvements		Capacity Improvements
2016	City of Orlando	City of Orlando	Division Av	Gore St	Church Street	Capacity Improvements
2016	City of Orlando	City of Orlando	Ferguson Dr.	Colonial Dr		Capacity Improvements
2016	City of Orlando	Orlando/Other	Grand National Drive Overpass	Oak Ridge Rd	E. Half of Caravan Court	New 4 Lane Road
2016	City of Orlando	Other	Hazeltine National Dr	Goldenrod Rd	Narcoossee Road	New 4 Lane Road
2016	City of Orlando	FDOT/FHIS	Interstate 4	Kirkman Rd	US 441	6+ Special Use Lanes
2016	City of Orlando	FDOT/FHIS	Interstate 4	US 441	S. of Ivanhoe Blvd	6+ Special Use Lanes
2016	City of Orlando	FDOT/FHIS	Interstate 4	S. of Ivanhoe Blvd	Maitland Blvd	6+ Special Use Lanes
2016	City of Orlando	Other	Lake Nona E/W Rd	Boggy Creek	Narcoossee	New 4 Lane Road
2016	City of Orlando	Other	Lake Nona Eastern Rd	Lake Nona N/S	Narcoossee	New 4 Lane Road
2016	City of Orlando	Other	Lake Nona N/S Rd	Goldenrod Rd	Lake Nona E/W	New 4 Lane Road
2016	City of Orlando	Orlando/Orange Co./Other	Landstreet Rd	Beachline	Boggy Creek	Widen to 4 Lanes
2016	City of Orlando	Orlando/Other	Lee Vista Bv	SR 417	Young Pine Rd.	New 4 Lane Road
2016	City of Orlando	Orlando/Other	Lee Vista Bv	Conway Rd	Semoran Bv	Widen to 4 Lanes
2016	City of Orlando	City of Orlando	Mission Rd	Metrowest Blvd.	Old Winter Garden Road	New 4 Lane Road
2016	City of Orlando	FDOT/Orlando/Other	Narcoossee Rd / Hoffner Road (SR 15)	Lee Vista Blvd.	Beachline (SR 528)	Widen to 4 Lanes
2016	City of Orlando	FDOT/Orlando/Orange Co.	Narcoossee Rd/ Hoffner Road (SR 15)	Lee Vista Bv	Conway Road	Widen to 4 Lanes
2016	City of Orlando	Orlando/Orange Co./Other	Narcoossee Road & Goldenrod Road	Intersection Improvements		Capacity Improvements
2016	City of Orlando	City of Orlando	Pine St	Hughey Av	Garland Av	New 2 Lane Road
2016	City of Orlando	Orlando/Other	Shadowridge Rd	Lee Vista Bv	Hoffner Av	New 4 Lane Road
2016	City of Orlando	Other	Shadowridge Rd	Forbes Pl	Lee Vista Blvd.	New 4 Lane Road
2016	City of Orlando	OOCEA	SR 417	SR 528	SR 408	Widen to 6 Lanes
2016	City of Orlando	OOCEA	SR 417	Interchange at Boggy Creek Rd		Capacity Improvements
2016	City of Orlando	OOCEA	SR 528	Boggy Creek Rd	SR 417	Widen to 8 Lanes
2016	City of Orlando	City of Orlando	Tampa Av	Carter St	Washington Street	Widen to 3 Lanes
2016	City of Orlando	City of Orlando	US 17/92 Mills Av	Congestion Mgmt.		Congestion Mgmt.
2016	City of Orlando	City of Orlando	Virginia D	Orange Av	Mills Avenue	Capacity Improvements
2016	Orange	OOCEA	SR 408	SR 417	SR 50 East	Widen to 6 Lanes
2016	Orange	FDOT/Orange Co.	Taft-Vineland Rd	Orange Av	Orange Blossom Trail (OBT)	Widen to 4 Lanes
2016	Seminole	FDOT/FHIS	Interstate 4	Interchange at SR 46		Capacity Improvements
2030	City of Orlando	City of Orlando	Alden Road	Orange Av	Rollins Street	New 2 Lane Road
2030	City of Orlando	City of Orlando	Andres Av	Lake Underhill	Colonial Dr. (SR 50)	New 4 Lane Road
2030	City of Orlando	Orlando/Other	Chickasaw Tl	Lake Melrose Dr	Red Bay Dr	Widen to 4 Lanes
2030	City of Orlando	City of Orlando	Division Av	Gore St	Michigan Street	Widen to 4 Lanes
2030	City of Orlando	Orlando/Other	Dowden Rd	Narcoossee Rd	Greeneway	Widen to 6 Lane Road
2030	City of Orlando	Orlando/Other	Dowden Rd	Pine Lily St	Heintzelman Rd	New 4 Lane Road
2030	City of Orlando	Orlando/Orange Co./Other	Econlockhatchee Rd	Curry Ford	Leevista	Widen to 4 Lanes
2030	City of Orlando	Orlando/Other	Econlockhatchee Tl	Lee Vista Bv	Dowden Road	New 4 Lane Road
2030	City of Orlando	City of Orlando	Fairgreen St	Maguire Bv	Old Cheney Highway	New 2 Lane Road
2030	City of Orlando	Other	Hazeltine National Dr	Narcoossee Rd	Econlockhatchee Tl	New 4 Lane Road
2030	City of Orlando	Orlando/Other	International Dr	Carrier Dr	Oak Ridge Rd	Capacity Improvements
2030	City of Orlando	Orlando/FDOT	John Young Py	Orange Blosson Tl	Edgewater Dr	New 6 Lane Road
2030	City of Orlando	Orlando/Orange Co./FDOT	John Young Py	Colonial Dr (SR 50)	Lee Rd	Widen to 6 Lanes
2030	City of Orlando	Turnpike Authority	Kirkman Rd	Sand Lake Rd	Canadian Ct	New 4 Lane Road
2030	City of Orlando	Orlando/Orange Co./Other	Narcoossee Rd	SR 417 (Greeneway)	Beachline (SR 528)	Widen to 6 Lanes
2030	City of Orlando	OOCEA	SR 408	Hiawassee Rd	I-4	Widen to 8 Lanes
2030	City of Orlando	OOCEA	SR 408	I-4	SR 417	Widen to 10 Lanes
2030	City of Orlando	City of Orlando	Terry Av	Colonial Dr. (SR 50)	Robinson St.	New 2 Lane Road
2030	City of Orlando	GOAA	Tradeport Dr	Beachline (SR 528)	Boggy Creek Road	Widen to 6 Lanes
2030	Ocoee	Ocoee	Clarke Rd	SR 50	Silver Star Rd	Widen to 6 Lanes
2030	Ocoee	Ocoee	Clarke Rd	AD Mims Rd	Clarcona-Ocoee Rd	Widen to 4 Lanes
2030	Ocoee	Ocoee	Clarke Rd	Clarcona-Ocoee Rd	McCormick Rd	New 4 Lane Road
2030	Orange	Orange County	Alafaya Tl	Curry Ford Rd Ext.	Stoneybrook Bv	Widen to 4 Lanes
2030	Orange	Orange County	Alafaya Tl	Stoneybrook Bv	Avalon Py	Widen to 4 Lanes
2030	Orange	Orange County	Alafaya Tl Ext.	SR 528	SR 417	New 4 Lane Road
2030	Orange	Orange County	Chickasaw Tl	Lake Underhill Rd	El Prado Dr	Widen to 4 Lanes
2030	Orange	Orange County	Chuluota Rd	East SR 50	Orange County Line	Widen to 4 Lanes
2030	Orange	Orange County	Clarcona Rd	Clarcona-Ocoee Rd	Orange Blossom Tl	Widen to 4 Lanes
2030	Orange	Orange County	CR 545	West SR 50	Tilden Rd	Widen to 4 Lanes
2030	Orange	Orange County	CR 545	Tilden Rd	Porter Rd	Widen to 4 Lanes
2030	Orange	Orange County	CR 545	Porter Rd	Seidel Rd	Widen to 4 Lanes
2030	Orange	Orange County	CR 545	Seidel Rd	Orange County Line	Widen to 4 Lanes
2030	Orange	Orange County	Dean Rd	Curry Ford Rd	Lake Underhill Rd	Widen to 4 Lanes
2030	Orange	Orange County	Dean Rd	University Bv	Orange County Line	Widen to 4 Lanes
2030	Orange	Orange County	E/W Connector Rd	Dean Rd	Woodbury Rd	New 4 Lane Road
2030	Orange	Orange County	E/W Connector Rd	Woodbury Rd	N. Tanner Rd	New 4 Lane Road
2030	Orange	Orange County	Econlockhatchee Tl	Curry Ford Rd	SR 50	Widen to 4 Lanes
2030	Orange	Orange County	Econlockhatchee Tl	Trevarthon Rd	University BV	Widen to 4 Lanes
2030	Orange	Orange County	Fenton St	Apopka-Vineland Rd	Westwood Bv Ext.	New 4 Lane Road
2030	Orange	Orange County	Figuette Rd	Reams Rd	CR 535	Widen to 4 Lanes

FIGURE TE-38
TRANSPORTATION ELEMENT SUPPORT DOCUMENT
REGIONAL ROADWAY PLANS AND PROJECTS

YEAR	Project Location	Project Jurisdiction	Project Name	From	To	Work Description
2030	Orange	Turnpike Authority	Florida's Turnpike	SR 408	SR 50	Widen to 8 Lanes
2030	Orange	Orange County	Good Homes Rd	West SR 50	Silver Star Rd	Widen to 4 Lanes
2030	Orange	Orange County	Hall Rd	Aloma Av	University BV	Widen to 4 Lanes
2030	Orange	Orange County	International Dr ext.	SR 536	SR 535	New 6 Lane Road
2030	Orange	Orange County	Kaley St	Grande Av	Interstate 4	Widen to 4 Lanes
2030	Orange	Orange County	Keller Rd	Kennedy Bv	Maitland Bv	Widen to 4 Lanes
2030	Orange	Orange County	Lake Av	Turkey Lake Rd	Fenton St	New 4 Lane Road
2030	Orange	Orange County	Lake Av	Apopka-Vineland Rd	Turkey Lake Rd	Widen to 4 Lanes
2030	Orange	Orange County	Lake Destiny Dr	Lee Rd	Kennedy Bv	New 2 Lane Road
2030	Orange	Orange County	Lake Pickett Rd	East Sr 50	Chulota Rd	Widen to 4 Lanes
2030	Orange	Orange County	Lake Underhill Rd	Dean Rd	Alafaya Tl	Widen to 4 Lanes
2030	Orange	Orange County	Lake Underhill Rd	Eagle Chase Terminus	Avalon Py	New 4 Lane Road
2030	Orange	Orange County	LB McLeod Rd	John Young Py	Rio Grande Av	Widen to 4 Lanes
2030	Orange	OOCEA	Maitland Blvd West Extension	US 441 NW of Apopka	US 441 at Maitland Blvd	New 4 Lane Road
2030	Orange	FDOT/ Federal	Maitland Bv	Maitland Concourse	Maitland Av	Widen to 6 Lanes
2030	Orange	OOCEA	Maitland Bv West Ext.	US 441	US 441	New 4 Lane Road
2030	Orange	Orange County	North-South Road	Westwood Bv Ext.	SR 417	New 4 Lane Road
2030	Orange	Orange County	Ocoee-Apopka Rd	Silver Star Rd	Clarcona-Ocoee Rd	Widen to 4 Lanes
2030	Orange	Orange County	Pine Hills Rd	North Ln	Beggs Rd	Widen to 4 Lanes
2030	Orange	Orange County	Pine Hills Rd Ext. (N)	Beggs Rd	Apopka Bypass	New 4 Lane Road
2030	Orange	Orange County	Plymount Sorrento Rd	US 441	Pnkan Rd	Widen to 4 Lanes
2030	Orange	Orange County	Plymount Sorrento Rd	Ponkan Rd	Kelly Park Rd	Widen to 4 Lanes
2030	Orange	Orange County	Plymount Sorrento Rd	Kelly park Rd	Orange County line	Widen to 4 Lanes
2030	Orange	Orange County	Porter Rd	Orange County Line	CR 545	New 2 Lane Road
2030	Orange	Orange County	Porter Rd	CR 545	Lake Hancock Rd/Fiquette Rd	Widen to 4 Lanes
2030	Orange	Orange County	Reams Rd	Fiquette Rd	CR 535	Widen to 4 Lanes
2030	Orange	Orange County	Seidel Rd	Orange County Line	CR 545	New 2 Lane Road
2030	Orange	OOCEA	SR 417	International Dr	SR 528	Widen to 6 Lanes
2030	Orange	OOCEA	SR 417	SR 408	Seminole County Line	Widen to 8 Lanes
2030	Orange	FDOT/ Federal	SR 438	Dillard St	SR 429	Widen to 4 Lanes
2030	Orange	FDOT/ Federal	SR 50	Lake Co Line	E Ramps of FL Turnpike	Widen to 6 Lanes
2030	Orange	FDOT/ Federal	SR 50	Fl Turnpike	Pine Hills Rd	Widen to 6 Lanes
2030	Orange	FDOT/ Federal	SR 50	SR 436	0.2 mi W of SR 417	Widen to 6 Lanes
2030	Orange	FDOT/ Federal	SR 50	0.2 mi W of Little Econ River	Dean Rd	Widen to 6 Lanes
2030	Orange	FDOT/ Federal	SR 50	Dean Rd	Old Chaney Hwy	Widen to 6 Lanes
2030	Orange	FDOT/ Federal	SR 50 East	Old Chaney Hy	SR 520	Widen to 6 Lanes
2030	Orange	OOCEA	SR 528	SR 417	SR 520	Widen to 6 Lanes
2030	Orange	Turnpike Authority	Western Expressway Part C	Seidel Rd	I-4	New 4 Lane Road
2030	Orange	Orange County	Westwood Bv Ext.	Westwood Bv at I-4	International Dr	New 4 Lane Road
2030	Orange	Orange County	Winter Garden-Vineland CR 535	Chase Rd	Tilden Rd	Widen to 4 Lanes
2030	Orange	Orange County	Winter Garden-Vineland CR 535	Tilden Rd	SR 50	Widen to 4 Lanes
2030	Orange	Orange County	Wymore Rd	Kennedy Bv/Lake Av	Orange County Line	Widen to 4 Lanes
2030	Osceola	Osceola County	Bill Beck Bv	School N of Woodcrest	S-of Osceola Py	New 2 Lane Road
2030	Osceola	Osceola County	Boggy Creek Rd	Hilliard Isle Rd	Osceola Py	Widen to 4 Lanes
2030	Osceola	Osceola County	Canoe Creek Rd	Old Canoe Creek Rd	Deer Run Rd	Widen to 4 Lanes
2030	Osceola	Osceola County	Celebration Bv	I-4	US 192 E of I-4	Widen to 6 Lanes
2030	Osceola	Osceola County	CR 532/Osceola-Polk Line Rd	I-4	CR 545	Widen to 4 Lanes
2030	Osceola	Osceola County	CR 545 - Polk County	CR 532/Osceola-Polk Line	CR 54 - Polk County	Widen to 4 Lanes
2030	Osceola	Osceola County	CR 545 - Polk County	CR 545 - Polk County	US 17/92	Widen to 4 Lanes
2030	Osceola	Osceola County	Hoagland Bv/Carroll	US 192	Thacker Av	Widen to 4 Lanes
2030	Osceola	Osceola County	Old Lake Wilson/CR 545	CR 532	Livingston Rd	Widen to 4 Lanes
2030	Osceola	Osceola County	Osceola Py	World Dr	E of I-4	Widen to 6 Lanes
2030	Osceola	Osceola County	Parker Highway	US 17/92	Merigold Av	New 4 Lane Road
2030	Osceola	Osceola County	Parker Highway	US 17/92	Cypress Py	New 4 Lane Road
2030	Osceola	Osceola County	Poinciana Bv	1 mi N of CSX RR	Pam Rd	Widen to 4 Lanes
2030	Osceola	Osceola County	Poinciana Bv	Crescent Lakes Wy	Robert McLane Bv	Widen to 4 Lanes
2030	Osceola	Osceola County	SR 15/Narcoossee Rd	US 192	Osceola County Line	Widen to 4 Lanes
2030	Osceola	FDOT/ Federal	US 17/92	Polk/Osceola County Line	Intercession City	Widen to 4 Lanes
2030	Osceola	FDOT/ Federal	US 17/92	Intercession City	Poinciana Bv	Widen to 4 Lanes
2030	Osceola	FDOT/ Federal	US 17/92	Poinciana Bv	Ham Brown Rd	Widen to 4 Lanes
2030	Osceola	FDOT/ Federal	US 17/92	Portage St	Pleasant Hill Rd	Widen to 6 Lanes
2030	Osceola	FDOT/ Federal	US 192	Aeronautical Bv	Budinger?Columbia Av	Widen to 6 Lanes
2030	Seminole	Seminole County	CR 419	Chulota Bypass/Snowhill Rd	Seminole County Line	Widen to 4 Lanes
2030	Seminole	Seminole County	CR 419	SR 434	Lockwood Rd	Widen to 4 Lanes
2030	Seminole	Seminole County	CR 427	SR 434	Longwood-Lake Mary Rd	Widen to 6 Lanes
2030	Seminole	Seminole County	Dean Rd	Seminole County Line	SR 426	Widen to 4 Lanes
2030	Seminole	Seminole County	Lake Mary Bv	Rinehart Rd	Country Club Rd	Widen to 6 Lanes
2030	Seminole	Seminole County	Lake Mary Bv	Markham Woods Rd	I-4	Widen to 6 Lanes
2030	Seminole	Seminole County	Seminola Bv	US 17/92	Lake Dr	Widen to 6 Lanes
2030	Seminole	FDOT/ Federal	SR 415	SR 46	Seminole County Line	Widen to 4 Lanes
2030	Seminole	FDOT/ Federal	SR 426	Winter Springs Rd	SR 434	Widen to 4 Lanes
2030	Seminole	FDOT/ Federal	SR 434	Seminole County Line	SR 436	Widen to 6 Lanes
2030	Seminole	FDOT/ Federal	SR 434	Montgomery Rd	CR 427	Widen to 6 Lanes
2030	Seminole	FDOT/ Federal	SR 436	US 17/92		New Interchange
2030	Seminole	FDOT/ Federal	SR 436	Red Bug Lake Rd		Grade Separation Int.
2030	Seminole	FDOT/ Federal	SR 46	SR 415	Seminole County Line	Widen to 4 Lanes
2030	Seminole	FDOT/ Federal	SR 46	Seminole County Line	Orange Bv	Widen to 4 Lanes
2030	Seminole	FDOT/ Federal	SR 46	CR 425/Sanford Av	SR 415	Widen to 4 Lanes
2030	Seminole	FDOT/ Federal	US 17/92	Seminole County Line	Lake of Woods Bv	Convert to Curb & Gutter
2030	Seminole	FDOT/ Federal	US 17/92	Shepard Rd	Lake Mary Bv	Widen to 6 Lanes

Sources: City of Orlando, Transportation Department, May 2009

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

TE-39 TRANSPORTATION ELEMENT FUTURE LEVEL OF SERVICE for ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
4Th St	11Th Av	Boggy Creek Rd	Res. Coll.	Yes	7	ns	2	12,558	D	2	15,680	F
8Th St	Armed Forces Reserve Dr	Tradeport Dr	Res. Coll.	Yes	7	ns	2	837	D	2	1,127	D
Alden Rd	Orange Av	Magnolia Av	Collector	Yes	6	ns	0			2	15,457	E
Alden Rd	Magnolia Av	Highland Av	Collector	Yes	6	ns	0			2	15,457	E
Alden Rd	Highland Av	Virginia Dr	Collector	Yes	6	ns	2	19,404	F	2	26,115	F
Alden Rd	Virginia Dr	Princeton St	Collector	Yes	6	ns	2	20,225	F	2	27,220	F
Alden Rd	Princeton St	Rollins St	Collector	Yes	6	ns	2	10,308	D	2	13,464	D
All American Bv	Orange Blossom Tl	Edgewater Dr	Collector	Yes	5	I	2	3,534	D	2	4,800	D
Amelia St	Orange Blossom Tl	Westmoreland Dr	Collector	Yes	7	I	4	21,042	D	4	26,400	D
Amelia St	Westmoreland Dr	Parramore Av	Collector	Yes	7	I	4	22,175	D	4	32,659	E
Amelia St	Parramore Av	Hughey Av	Collector	Yes	7	I	4	15,164	D	4	30,636	D
Amelia St	Hughey Av	Garland Av	Collector	Yes	7	I	4	24,711	D	4	34,902	F
Amelia St	Garland Av	Orange Av	Collector	Yes	7	I	4	22,247	D	4	32,195	E
Amelia St	Orange Av	Magnolia Av	Collector	Yes	7	I	4	17,673	D	4	25,611	D
Americana Bv	John Young Py	Texas Av	Arterial	Yes	5	ns	4	28,999	D	4	36,356	F
Anderson St	Orange Blossom Tl	Westmoreland Dr	Res. Coll.	No	7	II	2	3,300	D	2	13,554	D
Anderson St	Westmoreland Dr	Parramore Av	Res. Coll.	No	7	II	2	4,705	D	2	14,735	D
Anderson St	Parramore Av	Division Av	Res. Coll.	No	7	II	2	7,755	D	2	18,548	D
Anderson St	Division Av	Interstate 4	Collector	No	7	IV	2	7,904	D	2	27,333	D
Anderson St	Interstate 4	Orange Av	Collector	No	7	IV	3	26,988	D	3	26,240	D
Anderson St	Orange Av	Magnolia Av	Collector	No	7	IV	3	26,971	D	3	35,078	D
Anderson St	Magnolia Av	Rosalind Av	Collector	No	7	IV	3	28,491	D	3	29,213	D
Anderson St	Rosalind Av	Delaney Av	Collector	No	6	II	3	15,922	D	3	29,638	D
Anderson St	Delaney Av	Summerlin Av	Collector	No	6	II	3	14,231	D	3	27,836	D
Anderson St	Summerlin Av	Mills Av	Collector	No	6	II	2	5,772	D	2	19,368	D
Anderson St	Mills Av	Bumby Av	Collector	No	6	II	2	6,326	D	2	16,867	D
Anderson St	Bumby Av	Primrose Dr	Collector	No	6	II	2	3,306	D	2	16,513	D
Anderson St	Primrose Dr	Crystal Lake Dr	Collector	No	6	II	2	6,985	D	2	19,782	D
Anderson St	Crystal Lake Dr	Lake Underhill Rd	Collector	No	6	II	2	11,171	D	2	24,745	D
Andes Av	Lake Underhill Rd	Colonial Dr	Collector	Yes	4	ns	0			4	11,041	D
Arnold Palmer Dr	Robert Trent Jones Dr	Kirkman Rd	Res. Coll.	Yes	5	ns	2	21,044	F	2	28,322	F
Augusta National Dr	T.G. Lee Bv	Hazeltine National Dr	Collector	Yes	6	I	2	7,596	D	2	10,223	D
Augusta National Dr	Hazeltine National Dr	Leevista Bv	Collector	Yes	6	ns	2	12,005	D	2	16,157	F
Augusta National Dr	Leevista Bv	Bent Pine Dr	Collector	Yes	6	I	2	7,261	D	2	9,772	D
Augusta National Dr	Bent Pine Dr	Hoffner Av	Collector	Yes	6	ns	0			4	11,041	D
Baldwin Park St	Lake Baldwin Ln	Semoran Bv	Collector	Yes	5	ns	2	40,028	F	2	19,863	F
Beachline Ex (EB)	Boggy Creek Rd	Tradeport Dr	Highway	No	1	II	2	38,559	D	4	76,442	D
Beachline Ex (EB)	Tradeport Dr	Semoran Bv	Highway	No	1	II	2	29,227	D	4	61,807	D
Beachline Ex (EB)	Semoran Bv	Goldenrod Rd	Highway	No	1	II	2	24,751	D	4	63,575	D
Beachline Ex (EB)	Goldenrod Rd	Narcoossee Rd	Highway	No	1	II	2	15,891	D	4	55,595	D
Beachline Ex (EB)	Narcoossee Rd	Greeneway Ex	Highway	No	1	II	2	13,040	D	4	44,563	D
Beachline Ex (WB)	Greeneway Ex	Narcoossee Rd	Highway	No	1	II	2	15,980	D	4	53,903	D
Beachline Ex (WB)	Narcoossee Rd	Goldenrod Rd	Highway	No	1	II	2	25,132	D	4	63,693	D
Beachline Ex (WB)	Goldenrod Rd	Semoran Bv	Highway	No	1	II	2	26,897	D	4	64,260	D
Beachline Ex (WB)	Semoran Bv	Tradeport Dr	Highway	No	1	II	2	28,664	D	4	66,699	D
Beachline Ex (WB)	Tradeport Dr	Boggy Creek Rd	Highway	No	1	II	2	35,631	D	4	75,772	D
Bennet Rd	Fairgreen St	Colonial Dr	Collector	Yes	5	ns	2	9,697	D	2	12,484	D
Bennet Rd	Colonial Dr	Maguire Bv	Collector	Yes	5	II	4	15,970	D	4	34,528	E
Bennet Rd	Maguire Bv	Corrine Dr	Collector	Yes	5	II	4	34,608	E	4	42,340	F
Bent Pine Dr	Semoran Bv	Augusta National Dr	Collector	Yes	6	I	2	9,402	D	2	11,936	D
Bent Pine Dr	Augusta National Dr	Corporate Centre Bv/Patch Rd	Collector	Yes	6	I	2	10,273	D	2	11,829	D
Binnacle Way	Landstreet Rd	Tradeport Dr	Collector	Yes	5	ns	2	3,735	D	2	5,027	D
Boggy Creek Rd	Orange/Osceola County Line	Central Florida Greeneway	Arterial	Yes	3	I	4	22,671	D	4	38,560	F

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Boggy Creek Rd	Central Florida Greeneway	Airport Southern Ext	Arterial	Yes	3	I	4	8,497	D	4	24,117	D
Boggy Creek Rd	Airport Southern Ext	Wetherbee Rd	Arterial	Yes	3	I	2	7,498	D	4	18,558	D
Boggy Creek Rd	Wetherbee Rd	Tradeport Dr	Arterial	Yes	3	I	2	9,574	D	4	25,278	D
Boggy Creek Rd	Tradeport Dr	4Th St/ Dowden Rd	Arterial	Yes	3	I	4	11,665	D	4	13,784	D
Boggy Creek Rd	4Th St/ Dowden Rd	Landstreet Rd	Arterial	Yes	3	I	4	13,099	D	4	21,693	D
Boggy Creek Rd	Landstreet Rd	Jetport Dr	Arterial	Yes	3	I	4	13,099	D	4	24,003	D
Boone Av	Gore St	Anderson St	Collector	Yes	7	ns	0			2	8,833	D
Boone Av	Anderson St	South St	Collector	Yes	8	ns	2	7,706	D	2	11,567	D
Brengle Av	Country Club Dr	Bryn Mawr St	Res. Coll.	Yes	7	ns	2	4,452	D	2	5,992	D
Briercliff Dr	Delaney Av	Summerlin Av	Res. Coll.	Yes	7	I	2	19,357	F	2	13,045	D
Briercliff Dr	Summerlin Av	Mills Av	Res. Coll.	Yes	7	I	2	19,086	F	2	15,833	F
Briercliff Dr	Mills Av	Fern Creek Av	Res. Coll.	Yes	7	I	2	18,217	F	2	20,624	F
Bruton Bv	L.B. Mcleod Rd	Nimons St	Collector	Yes	5	I	4	16,094	D	4	28,027	D
Bruton Bv	Nimons St	Columbia St	Collector	Yes	6	I	4	11,751	D	4	30,166	D
Bryn Mawr St	Brengle Av	Eunice Av	Res. Coll.	Yes	7	ns	2	4,492	D	2	6,046	D
Bumby Av	Michigan St	Grant Av	Res. Coll.	Yes	7	I	2	6,627	D	2	11,881	D
Bumby Av	Curry Ford Rd	Raehn St	Res. Coll.	Yes	7	ns	2	13,972	D	2	17,813	F
Bumby Av	Anderson St	South St	Collector	Yes	6	I	4	13,749	D	4	17,233	F
Bumby Av	South St	Central Bv	Collector	Yes	6	I	4	22,594	D	4	31,865	E
Bumby Av	Central Bv	Robinson St	Collector	Yes	6	III	4	38,860	F	4	41,327	F
Bumby Av	Robinson St	Livingston St	Collector	Yes	6	III	4	39,956	F	4	38,667	F
Bumby Av	Livingston St	Colonial Dr	Collector	Yes	6	III	4	28,353	E	4	33,889	F
Bumby Av	Colonial Dr	Corrine Dr	Res. Coll.	Yes	7	III	2	33,492	F	2	33,129	F
Bumby Av (Inc. Lk. Como Cir.)	Raehn St	Anderson St	Res. Coll.	Yes	7	I	2	16,928	F	2	14,375	D
C R Smith St	Goldwyn Av	John Young Py	Collector	Yes	7	ns	2	2,618	D	2	8,011	D
Caravan Ct	Grandnational Dr	Major Bv	Collector	Yes	5	ns	0			4	37,480	F
Carrier Dr	International Dr	Universal Bv	Collector	Yes	6	ns	4	5,282	D	4	4,431	D
Carrier Dr	Universal Bv	Kirkman Rd	Collector	Yes	6	ns	4	14,551	D	4	16,376	D
Carrier Dr	Kirkman Rd	Grandnational Dr/ Greenbrier Py	Collector	Yes	6	ns	4	24,062	D	4	29,997	D
Central Bv	Tampa Av	Orange Blossom Tl	Collector	Yes	7	ns	2	9,268	D	2	11,062	D
Central Bv	Orange Blossom Tl	Westmoreland Dr	Collector	Yes	7	I	2	7,553	D	2	18,657	F
Central Bv	Westmoreland Dr	Parramore Av	Collector	Yes	7	I	2	8,987	D	2	21,435	F
Central Bv	Parramore Av	Division Av	Collector	Yes	7	I	2	11,011	D	2	22,089	F
Central Bv	Division Av	Hughey Av	Collector	Yes	7	I	2	12,754	D	2	25,900	F
Central Bv	Hughey Av	Garland Av	Collector	Yes	7	I	2	17,322	F	2	21,688	F
Central Bv	Garland Av	Orange Av	Collector	Yes	7	I	2	13,690	D	2	20,218	F
Central Bv	Orange Av	Magnolia Av	Collector	Yes	7	I	2	10,736	D	2	14,894	E
Central Bv	Magnolia Av	Rosalind Av	Collector	Yes	7	I	2	10,324	D	2	13,623	D
Central Bv	Rosalind Av	Lake Av	Collector	Yes	8	I	2	10,035	D	2	16,201	F
Central Bv	Lake Av	Summerlin Av	Collector	Yes	8	I	2	9,086	D	2	14,821	E
Central Bv	Summerlin Av	Mills Av	Res. Coll.	Yes	7	I	2	12,665	D	2	14,005	D
Central Bv	Mills Av	Bumby Av	Res. Coll.	Yes	7	I	2	12,921	D	2	14,331	D
Central Bv	Bumby Av	Primrose Dr	Res. Coll.	Yes	7	I	2	16,935	F	2	13,371	D
Central Bv	Primrose Dr	Crystal Lake Dr	Res. Coll.	Yes	7	I	2	6,245	D	2	9,263	D
Central Florida Greeneway (NB)	Boggy Creek Rd	Lake Nona Bv	Highway	No	1	I	2	11,985	D	3	40,972	D
Central Florida Greeneway (NB)	Lake Nona Bv	Narcoossee Rd	Highway	No	1	I	2	11,985	D	3	38,183	D
Central Florida Greeneway (NB)	Narcoossee Rd	Moss Park Rd	Highway	No	1	I	2	12,155	D	3	44,649	D
Central Florida Greeneway (NB)	Moss Park Rd	Dowden Rd/Innovation Way	Highway	No	1	I	2	12,155	D	3	44,629	D
Central Florida Greeneway (NB)	Dowden Rd/Innovation Way	Beachline Ex	Highway	No	1	I	2	12,155	D	3	48,397	D
Central Florida Greeneway (NB)	Beachline Ex	Leevista Bv	Highway	No	1	I	2	15,780	D	3	55,877	D
Central Florida Greeneway (NB)	Leevista Bv	Curry Ford Rd	Highway	No	1	I	2	15,488	D	3	55,711	D
Central Florida Greeneway (SB)	Leevista Bv	Beachline Ex	Highway	No	1	I	2	16,001	D	3	65,385	D
Central Florida Greeneway (SB)	Curry Ford Rd	Leevista Bv	Highway	No	1	I	2	17,637	D	3	62,302	D
Central Florida Greeneway (SB)	Beachline Ex	Dowden Rd/Innovation Way	Highway	No	1	I	2	11,442	D	3	48,585	D
Central Florida Greeneway (SB)	Dowden Rd/Innovation Way	Moss Park Rd	Highway	No	1	I	2	11,442	D	3	47,463	D
Central Florida Greeneway (SB)	Moss Park Rd	Narcoossee Rd	Highway	No	1	I	2	11,442	D	3	45,097	D
Central Florida Greeneway (SB)	Narcoossee Rd	Lake Nona Bv	Highway	No	1	I	2	10,826	D	3	37,648	D

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Central Florida Greeneway (SB)	Lake Nona Bv	Boggy Creek Rd	Highway	No	1	I	2	10,826	D	3	41,274	D
Chickasaw Tl	Leevista Bv	Lake Melrose Dr	Res. Coll.	Yes	5	ns	4	11,274	D	4	10,041	D
Chickasaw Tl	Lake Melrose Dr	Red Bay Dr	Res. Coll.	Yes	6	ns	2	12,503	D	2	10,041	D
Church St	John Young Py	Tampa Av	Collector	Yes	7	I	2	13,754	D	2	20,068	F
Church St	Tampa Av	Rio Grande Av	Collector	Yes	7	I	2	15,032	E	2	24,517	F
Church St	Rio Grande Av	Orange Blossom Tl	Collector	Yes	7	I	4	16,641	D	4	25,660	D
Church St	Orange Blossom Tl	Westmoreland Dr	Collector	Yes	7	I	4	2,909	D	4	17,090	D
Church St	Westmoreland Dr	Parramore Av	Collector	Yes	7	I	4	8,332	D	4	20,948	D
Church St	Parramore Av	Division Av	Collector	Yes	7	I	4	6,274	D	4	21,714	D
Church St	Division Av	Hughey Av	Collector	Yes	7	I	4	12,139	D	4	12,953	D
Church St	Hughey Av	Garland Av	Collector	Yes	7	I	3	16,942	F	3	13,072	D
Church St	Garland Av	Orange Av	Collector	No	8	I	2	10,111	D	2	16,845	F
Church St	Orange Av	Magnolia Av	Collector	No	8	I	1	8,953	D	1	15,888	F
Church St	Magnolia Av	Rosalind Av	Collector	No	8	I	2	6,261	D	2	10,448	D
Church St	Rosalind Av	Summerlin Av	Collector	Yes	8	I	2	11,206	D	2	12,335	D
Cinderlane Py	Lake Orlando Py	Orange Blossom Tl	Res. Coll.	Yes	5	I	2	4,020	D	2	5,027	D
Clarcona - Ocoee Rd	Pine Hills Rd	Lee Ann Dr	Arterial	Yes	6	II	4	29,393	D	4	39,868	F
Clay Av	Orange Av	Par St	Res. Coll.	Yes	7	I	2	8,139	D	2	13,679	D
Coastline Dr	Silver Star Rd	Seaboard Rd	Collector	Yes	5	I	2	12,599	D	2	25,105	F
Colonial Dr	Pine Hills Rd	Mercy Dr	Arterial	Yes	5	II	6	47,447	D	6	72,166	F
Colonial Dr	Mercy Dr	John Young Py	Arterial	Yes	5	II	6	53,666	F	6	68,389	F
Colonial Dr	John Young Py	Tampa Av/ Country Club Ln	Arterial	Yes	5	II	6	53,217	F	6	72,557	F
Colonial Dr	Tampa Av/ Country Club Ln	Ramona Ln.	Arterial	Yes	6	II	4	45,135	F	4	47,814	F
Colonial Dr	Ramona Ln.	Orange Blossom Tl	Arterial	Yes	6	II	4	47,127	F	4	48,134	F
Colonial Dr	Orange Blossom Tl	Westmoreland Dr	Arterial	Yes	7	II	4	73,199	F	4	60,145	F
Colonial Dr	Westmoreland Dr	Parramore Av	Arterial	Yes	7	II	4	64,832	F	4	52,916	F
Colonial Dr	Parramore Av	Edgewater Dr	Arterial	Yes	7	II	4	67,950	F	4	57,655	F
Colonial Dr	Edgewater Dr	Hughey Av	Arterial	Yes	7	II	4	64,944	F	4	53,233	F
Colonial Dr	Hughey Av	Garland Av	Arterial	Yes	7	II	4	61,423	F	4	54,065	F
Colonial Dr	Garland Av	Orange Av	Arterial	Yes	7	III	4	57,048	F	4	40,172	F
Colonial Dr	Orange Av	Magnolia Av	Arterial	Yes	7	III	4	52,182	F	4	41,437	F
Colonial Dr	Magnolia Av	Highland Av	Arterial	Yes	7	III	4	50,483	F	4	46,946	F
Colonial Dr	Highland Av	Cathcart Av	Arterial	Yes	7	III	4	49,233	F	4	45,732	F
Colonial Dr	Cathcart Av	Summerlin Av	Arterial	Yes	7	III	4	49,233	F	4	45,732	F
Colonial Dr	Summerlin Av	Mills Av	Arterial	Yes	7	III	4	45,870	F	4	43,069	F
Colonial Dr	Mills Av	Bumby Av	Arterial	Yes	7	III	4	70,192	F	4	50,095	F
Colonial Dr	Bumby Av	Maguire Bv	Arterial	Yes	5	III	6	71,267	F	6	71,496	F
Colonial Dr	Maguire Bv	Bennet Rd	Arterial	Yes	5	III	6	68,812	F	6	73,073	F
Colonial Dr	Bennet Rd	Old Cheney Hwy.	Arterial	Yes	5	II	6	65,786	F	6	82,786	F
Columbia St	Ivey Ln	Bruton Bv	Collector	Yes	5	I	4	9,495	D	4	16,339	D
Columbia St	Bruton Bv	Goldwyn Av	Collector	Yes	5	I	4	11,451	D	4	37,248	F
Columbia St	Goldwyn Av	John Young Py	Collector	Yes	5	I	4	6,550	D	4	35,596	F
Columbia St	Division St	Orange Av	Collector	Yes	7	ns	4	8,658	D	4	11,675	D
Commander Dr	Hoffner Av	Turnbull Dr	Collector	Yes	6	I	2	9,634	D	2	13,643	D
Commander Dr	Turnbull Dr	Pershing Av	Collector	Yes	6	I	2	10,175	D	2	13,643	D
Common Way Rd	Lake Baldwin Ln	Lower Park Rd	Res. Coll.	Yes	7	ns	2	9,026	D	2	11,791	D
Conroy Rd	Turkey Lake Rd	Kirkman Rd	Arterial	Yes	3	I	6	17,907	D	6	50,044	F
Conroy Rd	Kirkman Rd	Mission Rd	Arterial	Yes	3	I	6	24,006	D	6	36,187	F
Conroy Rd	Mission Rd	Vineland Rd	Arterial	Yes	3	I	4	32,193	E	4	38,964	F
Conroy Rd	Vineland Rd	I-4 Interchange	Arterial	Yes	3	III	6	51,976	D	6	64,028	F
Conroy Rd	I-4 Interchange	Millenia Bv	Arterial	Yes	3	ns	6	26,707	D	6	45,841	E
Conroy Rd	Millenia Bv	John Young Py	Arterial	Yes	5	I	4	34,553	D	4	34,450	D
Conway Gardens Rd	Michigan St	Esther St	Res. Coll.	Yes	7	I	2	12,040	D	2	7,122	D
Conway Gardens Rd	Esther St	Edland Dr	Res. Coll.	Yes	7	I	2	9,124	D	2	6,872	D
Conway Gardens Rd	Edland Dr	Curry Ford Rd	Res. Coll.	Yes	7	I	2	973	D	2	6,513	D
Conway Rd	McCoy Rd	Judge Rd	Arterial	Yes	5	I	4	44,485	F	4	39,415	F
Conway Rd	Judge Rd	Hoffner Av	Arterial	Yes	5	I	4	34,334	F	4	49,048	F

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Conway Rd	Lake Margaret Dr	Michigan St	Arterial	Yes	5	II	4	33,394	E	4	42,474	F
Conway Rd	Michigan St	Curry Ford Rd	Arterial	Yes	5	I	4	28,168	D	4	35,806	D
Conway Rd	Curry Ford Rd	Lake Underhill Rd	Arterial	Yes	6	I	4	30,330	D	4	32,946	D
Corporate Centre Bv	Leevista Bv	Bent Pine Dr	Collector	Yes	5	I	4	4,683	D	4	8,875	D
Corrine Dr	Forest Av	Bumby Av	Collector	Yes	7	III	4	33,962	F	4	32,832	E
Corrine Dr	Bumby Av	General Reese Rd	Collector	Yes	7	II	4	45,028	F	4	40,393	F
Corrine Dr	General Reese Rd	Bennet Rd	Collector	Yes	7	II	4	46,174	F	4	39,699	F
Corrine Dr	Bennet Rd	Common Way Rd	Collector	Yes	7	ns	2	55,082	F	2	18,535	F
Crystal Lake Dr	Tennessee Tl	Curry Ford Rd	Res. Coll.	Yes	7	I	2	10,618	D	2	12,286	D
Crystal Lake Dr	Curry Ford Rd	Anderson St	Res. Coll.	Yes	7	I	2	12,486	D	2	19,489	F
Crystal Lake Dr	Anderson St	South St	Arterial	Yes	6	I	4	15,941	D	4	25,827	D
Crystal Lake Dr	South St	Central Bv	Arterial	Yes	6	I	4	19,724	D	4	32,555	E
Crystal Lake Dr	Central Bv	Robinson St	Arterial	Yes	6	I	4	14,895	D	4	28,042	D
Curry Ford Rd	Fern Creek Av	Bumby Av	Res. Coll.	Yes	7	II	2	22,110	F	2	24,264	F
Curry Ford Rd	Bumby Av	Primrose Dr/Peel Av	Arterial	Yes	5	II	4	24,187	D	4	41,465	F
Curry Ford Rd	Primrose Dr/Peel Av	Crystal Lake Dr	Arterial	Yes	5	II	4	35,769	F	4	49,689	F
Curry Ford Rd	Crystal Lake Dr	Conway Gardens Rd	Arterial	Yes	5	II	4	37,782	F	4	56,889	F
Curry Ford Rd	Conway Gardens Rd	Conway Rd	Arterial	Yes	5	II	4	37,190	F	4	53,924	F
Curry Ford Rd	Conway Rd	Gaston Foster Rd	Arterial	Yes	5	II	4	37,848	F	4	53,430	F
Curry Ford Rd	Gaston Foster Rd	Dixie Belle Dr	Arterial	Yes	5	II	4	36,414	F	4	53,911	F
Curry Ford Rd	Dixie Belle Dr	Semoran Bv	Arterial	Yes	5	II	4	30,161	D	4	49,043	F
Curry Ford Rd	Semoran Bv	Goldenrod Rd	Arterial	Yes	5	II	4	32,526	D	4	49,730	F
Daetwyler Dr	Landstreet Rd	Jetport	Res. Coll.	Yes	7	ns	2	18,034	F	2	24,271	F
Delaney Av	Pineloch Av	Michigan St	Collector	Yes	7	I	4	11,551	D	4	20,358	D
Delaney Av	Michigan St	Kaley St	Res. Coll.	Yes	7	II	2	10,826	D	2	16,940	E
Delaney Av	Kaley St	Briercliff Dr	Res. Coll.	Yes	7	II	2	10,180	D	2	14,067	D
Delaney Av	Briercliff Dr	Gore St	Res. Coll.	Yes	7	II	2	22,357	F	2	20,751	F
Delaney Av	Gore St	Anderson St	Res. Coll.	Yes	7	ns	2	17,923	F	2	16,789	F
Division Av	Michigan St	Kaley St	Arterial	Yes	7	I	2	10,661	D	4	30,462	D
Division Av	Kaley St	Gore St	Arterial	Yes	7	I	2	7,277	D	4	33,463	F
Division Av	Gore St	Anderson St	Collector	Yes	7	I	4	10,148	D	4	36,101	F
Division Av	Anderson St	South St	Collector	Yes	7	I	4	8,963	D	4	31,753	E
Division Av	South St	Church St	Collector	Yes	7	I	4	9,462	D	4	30,546	D
Division Av	Church St	Central Bv	Collector	Yes	7	I	4	5,573	D	4	28,982	D
Division Av	Central Bv	Washington St	Collector	Yes	7	I	4	2,361	D	4	17,854	D
Dixie Belle Dr	Gatlin Av	Pershing Av	Collector	Yes	6	I	2	5,222	D	2	5,966	D
Dixie Belle Dr	Pershing Av	Lake Margaret Dr	Collector	Yes	6	I	2	11,148	D	2	11,340	D
Dixie Belle Dr	Lake Margaret Dr	Michigan St	Collector	Yes	6	I	2	8,494	D	2	11,433	D
Dixie Belle Dr	Michigan St	Curry Ford Rd	Collector	Yes	6	I	2	8,066	D	2	7,506	D
Dowden Rd	Boggy Creek Rd	Armed Forces Reserve Dr	Res. Coll.	Yes	5	ns	2	2,113	D	2	2,843	D
Dowden Rd	Lake Nona (L)	Narcoossee Rd	Arterial	Yes	5	ns	4	3,602	D	4	4,847	D
Dowden Rd	Narcoossee Rd	Central Florida Greeneway	Arterial	Yes	5	ns	4	2,391	D	4	3,218	D
East-West Ex (EB)	Pine Hills Rd	John Young Py	Highway	No	1	II	4	45,950	D	4	73,955	D
East-West Ex (EB)	John Young Py	Tampa Av	Highway	No	1	II	4	34,446	D	4	78,699	D
East-West Ex (EB)	Tampa Av	Orange Blossom Tl	Highway	No	1	II	4	33,183	D	4	75,231	D
East-West Ex (EB)	Orange Blossom Tl	Interstate 4	Highway	No	1	II	4	32,665	D	4	75,051	D
East-West Ex (EB)	Interstate 4	Orange Av	Highway	No	1	II	5	32,120	D	5	94,015	E
East-West Ex (EB)	Orange Av	Rosalind Av	Highway	No	1	II	5	58,578	D	5	82,427	D
East-West Ex (EB)	Rosalind Av	Mills Av	Highway	No	1	II	5	77,441	D	5	102,221	F
East-West Ex (EB)	Mills Av	Bumby Av	Highway	No	1	II	5	77,471	D	5	109,525	F
East-West Ex (EB)	Bumby Av	Lake Underhill Rd	Highway	No	1	II	5	70,234	D	5	97,260	E
East-West Ex (EB)	Lake Underhill Rd	Conway Rd	Highway	No	1	II	5	75,885	D	5	109,487	F
East-West Ex (EB)	Conway Rd	Semoran Bv	Highway	No	1	II	5	64,469	D	5	107,962	F
East-West Ex (EB)	Semoran Bv	Goldenrod Rd	Highway	No	1	II	5	59,337	D	5	91,127	E
East-West Ex (WB)	Goldenrod Rd	Semoran Bv	Highway	No	1	II	5	58,288	D	5	86,756	D
East-West Ex (WB)	Semoran Bv	Conway Rd	Highway	No	1	II	5	63,084	D	5	93,449	E
East-West Ex (WB)	Conway Rd	Lake Underhill Rd	Highway	No	1	II	5	76,417	D	5	107,962	F

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
East-West Ex (WB)	Lake Underhill Rd	Bumby Av	Highway	No	1	II	5	70,971	D	5	93,647	E
East-West Ex (WB)	Bumby Av	Mills Av	Highway	No	1	II	5	80,838	D	5	105,155	F
East-West Ex (WB)	Mills Av	Rosalind Av	Highway	No	1	II	5	73,290	D	5	101,600	F
East-West Ex (WB)	Rosalind Av	Orange Av	Highway	No	1	II	5	60,960	D	5	88,367	D
East-West Ex (WB)	Orange Av	Interstate 4	Highway	No	1	II	5	30,312	D	5	101,750	F
East-West Ex (WB)	Interstate 4	Orange Blossom Tl	Highway	No	1	II	4	36,880	D	4	74,864	D
East-West Ex (WB)	Orange Blossom Tl	Tampa Av	Highway	No	1	II	4	34,313	D	4	72,618	D
East-West Ex (WB)	Tampa Av	John Young Py	Highway	No	1	II	4	34,350	D	4	78,049	D
East-West Ex (WB)	John Young Py	Pine Hills Rd	Highway	No	1	II	4	48,320	D	4	72,262	D
Econlockhatchee Tl	Dowden Rd	Leevista Bv	Arterial	Yes	3	ns	0			4	11,041	D
Econlockhatchee Tl	Leevista Bv	Trivoli Chase Dr	Arterial	Yes	3	ns	4	18,746	D	4	31,673	D
Edgewater Dr	Colonial Dr	Lakeview St	Res. Coll.	Yes	7	I	2	13,522	D	2	15,132	E
Edgewater Dr	Forest City Rd	Clarcona-Ocoee Rd	Arterial	Yes	6	III	4	42,314	F	4	43,757	F
Edgewater Dr	Lakeview St	Princeton St	Arterial	Yes	6	III	2	27,727	F	2	22,159	F
Edgewater Dr	Princeton St	Smith St	Arterial	Yes	6	III	2	33,201	F	2	20,841	F
Edgewater Dr	Smith St	Preston St	Arterial	Yes	6	III	2	34,036	F	2	20,595	F
Edgewater Dr	Preston St	Par St	Arterial	Yes	6	III	2	35,144	F	2	21,703	F
Edgewater Dr	Par St	Maury Rd	Arterial	Yes	6	I	4	46,409	F	4	39,324	F
Edgewater Dr	Maury Rd	Dowd Rd	Arterial	Yes	6	I	4	37,645	F	4	36,051	F
Eunice Av	Bryn Mawr St	Silver Star Rd	Res. Coll.	Yes	7	ns	2	4,492	D	2	6,045	D
Fairgreen St	Maguire Bv	Colonial Dr/ Old Cheney Hwy.	Collector	Yes	6	ns	2	13,672	D	2	15,220	E
Fern Creek Av	Overlake Av	Baxter Av	Res. Coll.	Yes	7	I	2	6,452	D	2	13,563	D
Fern Creek Av	Michigan St	Kaley St	Res. Coll.	Yes	7	I	2	6,412	D	2	10,077	D
Fern Creek Av	Kaley St	Curry Ford Rd	Res. Coll.	Yes	7	I	2	7,307	D	2	11,682	D
Fern Creek Av	Curry Ford Rd	Briercliff Dr	Res. Coll.	Yes	7	I	2	18,212	F	2	20,568	F
Fern Creek Av	Central Bv	Robinson St	Res. Coll.	Yes	7	ns	2	15,071	E	2	16,575	F
Fern Creek Av	Robinson St	Livingston St	Res. Coll.	Yes	7	ns	2	13,504	D	2	16,815	F
Fern Creek Av	Livingston St	Colonial Dr	Res. Coll.	Yes	7	ns	2	16,639	F	2	16,523	F
Fern Creek Av	Colonial Dr	Virginia Dr	Res. Coll.	Yes	7	ns	2	16,544	F	2	18,754	F
Florida's Turnpike (NB)	Beachline Ex/ Orange Blossom Tl	Interstate 4	Highway	No	1	I	4	37,770	D	4	58,738	D
Florida's Turnpike (NB)	Interstate 4	East-West Ex	Highway	No	1	I	4	33,357	D	4	60,462	D
Florida's Turnpike (SB)	East-West Ex	Interstate 4	Highway	No	1	I	4	31,839	D	4	57,370	D
Florida's Turnpike (SB)	Interstate 4	Beachline Ex/ Orange Blossom Tl	Highway	No	1	I	4	39,049	D	4	57,882	D
Forbes Place	North Frontage Rd	Shadowridge Dr	Collector	Yes	5	ns	4	12,489	D	4	16,809	D
Forest Av	Virginia Dr	Corrine Dr	Collector	Yes	7	II	4	33,962	F	4	32,832	E
Formosa Av	Princeton St	Stymie Dr	Res. Coll.	Yes	7	ns	2	16,259	F	2	20,434	F
Fred L Maxwell Bv	Washington St	Central Bv	Collector	Yes	7	I	2	10,996	D	2	10,038	D
Garland Av	South St	Church St	Collector	No	8	I	2	16,337	F	2	23,576	F
Garland Av	Church St	Central Bv	Collector	No	8	IV	3	22,523	D	3	18,491	D
Garland Av	Central Bv	Washington St	Collector	No	8	IV	3	13,767	D	3	12,794	D
Garland Av	Washington St	Robinson St	Collector	No	8	IV	3	17,102	D	3	19,965	D
Garland Av	Robinson St	Livingston St	Collector	No	8	IV	3	12,645	D	3	10,654	D
Garland Av	Livingston St	Amelia St	Collector	No	8	IV	3	17,311	D	3	16,648	D
Garland Av	Amelia St	Colonial Dr	Collector	No	8	IV	3	30,782	D	3	22,110	D
Garland Av	Colonial Dr	Orange Av	Collector	Yes	8	I	2	15,543	E	2	30,338	F
Gaston Foster Rd	Curry Ford Rd	Lake Underhill Rd	Res. Coll.	Yes	7	I	2	5,312	D	2	14,859	E
Gatlin Av	Dixie Belle Dr	Semoran Bv	Res. Coll.	Yes	7	ns	2	16,732	F	2	8,428	D
General Reese Rd	Corrine Dr	Glenridge Way	Res. Coll.	Yes	7	I	2	15,932	F	2	18,268	F
Glenridge Way	General Reese Av	St George St	Res. Coll.	Yes	7	I	2	13,818	D	2	22,040	F
Glenridge Way	St George St	Lake Baldwin Ln	Res. Coll.	Yes	7	ns	2	11,652	D	2	15,220	E
Goldenrod Rd	Heinzelman Bv	Beachline Ex.	Arterial	Yes	3	ns	4	13,069	D	4	18,687	D
Goldenrod Rd	Beachline Ex.	Leevista Bv	Arterial	Yes	3	II	4	25,416	D	4	26,347	D
Goldenrod Rd	Leevista Bv	Hoffner Av/ Narcoossee Rd	Arterial	Yes	3	II	4	25,672	D	4	40,946	F
Goldenrod Rd	Hoffner Av/ Narcoossee Rd	Old Goldenrod Rd	Arterial	Yes	3	ns	4	32,147	D	4	47,833	F
Goldenrod Rd	Pershing Av	Curry Ford Rd	Arterial	Yes	3	ns	4	39,035	F	4	52,047	F
Goldwyn Av	Columbia St	Orange Center Bv	Collector	Yes	7	I	4	8,118	D	4	22,252	D
Goldwyn Av	Orange Center Bv	C R Smith St	Collector	Yes	7	I	4	3,785	D	4	14,347	D

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Gore St	Tampa Av	Rio Grande Av	Arterial	Yes	6	I	4	19,306	D	4	23,886	D
Gore St	Rio Grande Av	Orange Blossom Tl	Arterial	Yes	6	I	4	20,286	D	4	19,263	D
Gore St	Orange Blossom Tl	Westmoreland Dr	Arterial	Yes	6	I	4	19,625	D	4	17,135	D
Gore St	Westmoreland Dr	Parramore Av	Arterial	Yes	6	I	4	20,082	D	4	19,073	D
Gore St	Parramore Av	Division Av	Arterial	Yes	6	I	4	22,443	D	4	26,429	D
Gore St	Division Av	Orange Av	Arterial	Yes	6	I	4	19,924	D	4	21,786	D
Gore St	Orange Av	Delaney Av	Collector	Yes	6	I	4	22,428	D	4	23,298	D
Gore St	Mills Av	Bumby Av	Res. Coll.	Yes	7	ns	2	7,395	D	2	11,817	D
Gore St	Bumby Av	Primrose Dr	Res. Coll.	Yes	7	ns	2	5,029	D	2	9,667	D
Grandnational Dr	Carrier Dr	International Dr	Collector	Yes	6	ns	2	11,168	D	4	32,398	E
Grandnational Dr	International Dr	Oak Ridge Rd	Collector	Yes	6	I	4	10,039	D	4	22,711	D
Grandnational Dr	Oak Ridge Rd	Caravan Ct	Collector	Yes	3	ns	0			4	37,480	F
Grant St	Semoran Bv	Raper Dairy Rd	Res. Coll.	Yes	5	ns	4	10,034	D	4	13,422	D
Greenbrier Py	Sand Lake Rd	Carrier Dr	Collector	Yes	5	ns	2	15,392	D	4	26,434	D
Hampton St	South St	Central Bv	Res. Coll.	Yes	7	ns	2	9,748	D	2	13,120	D
Hampton St	Central Bv	Robinson St	Res. Coll.	Yes	7	ns	2	18,553	F	2	24,970	F
Hampton St	Robinson St	Livingston St	Res. Coll.	Yes	7	ns	2	13,858	D	2	18,651	F
Hampton St	Livingston St	Colonial Dr	Res. Coll.	Yes	7	ns	2	14,367	D	2	19,336	F
Hampton St	Colonial Dr	Virginia Dr	Res. Coll.	Yes	7	ns	2	14,555	D	2	19,589	F
Hazeltine National Dr	Shadowridge Dr	Semoran Bv	Collector	Yes	6	I	4	13,036	D	4	17,545	D
Hazeltine National Dr	Semoran Bv	Augusta National Dr	Collector	Yes	6	I	4	9,698	D	4	13,305	D
Hazeltine National Dr	Augusta National Dr	TPC Bv	Collector	Yes	6	ns	4	5,290	D	4	7,120	D
Hazeltine National Dr	TPC Bv	Goldenrod Rd	Collector	Yes	6	ns	4	6,759	D	4	9,097	D
Hazeltine National Dr	Goldenrod Rd	Narcoossee Rd	Collector	Yes	6	ns	0			4	11,041	D
Heintzelman Rd	South Access Rd	Dowden Rd	Collector	Yes	3	ns	4	10,595	D	4	22,864	D
Heintzelman Rd	Dowden Rd	Goldenrod Rd	Collector	Yes	3	ns	4	8,201	D	4	16,915	D
Hiawassee Rd	Florida's Turnpike Bridge	Westpointe Bv	Arterial	Yes	3	I	4	19,370	D	4	39,009	F
Hiawassee Rd	Westpointe Bv	Metrowest Bv	Arterial	Yes	3	I	4	19,370	D	4	39,639	F
Hiawassee Rd	Metrowest Bv	Raleigh St	Arterial	Yes	3	I	4	43,892	F	4	54,110	F
Hiawassee Rd	Raleigh St	Old Winter Garden Rd	Arterial	Yes	3	I	4	36,139	D	4	44,234	F
Highland Av	Livingston St	Colonial Dr	Res. Coll.	Yes	7	I	2	10,456	D	2	13,024	D
Highland Av	Colonial Dr	Marks St	Res. Coll.	Yes	7	I	2	10,200	D	2	13,418	D
Highland Av	Marks St	Lake Highland Dr	Res. Coll.	Yes	7	I	2	23,740	F	2	15,420	E
Highland Av	Lake Highland Dr	Orange Av	Res. Coll.	Yes	7	I	2	22,047	F	2	19,966	F
Hoffner Av	Conway Rd	Shadowridge Dr	Arterial	Yes	6	I	4	22,000	D	4	24,327	D
Hoffner Av	Shadowridge Dr	Turnbull Dr	Arterial	Yes	6	I	4	22,954	D	4	17,336	D
Hoffner Av	Turnbull Dr	Semoran Bv	Arterial	Yes	6	I	4	21,963	D	4	25,517	D
Hoffner Av	Semoran Bv	Commander Dr	Arterial	Yes	6	I	4	25,013	D	4	20,875	D
Hoffner Av	Commander Dr	Patch Rd	Arterial	Yes	6	I	4	27,943	D	4	12,468	D
Hoffner Av	Patch Rd	Goldenrod Rd	Arterial	Yes	6	I	4	23,398	D	4	12,553	D
Hollywood Way.	Turkey Lake Rd	Universal Bv	Collector	Yes	5	II	6	27,988	D	6	55,025	F
Hughey Av	South St	Church St	Collector	No	7	I	4	20,322	D	4	19,682	D
Hughey Av	Church St	Central Bv	Collector	No	7	IV	3	20,954	D	3	14,816	D
Hughey Av	Central Bv	Washington St	Collector	No	7	IV	3	13,416	D	3	11,065	D
Hughey Av	Washington St	Robinson St	Collector	No	7	IV	3	17,859	D	3	15,310	D
Hughey Av	Robinson St	Livingston St	Collector	No	7	IV	3	14,697	D	3	8,271	D
Hughey Av	Livingston St	Amelia St	Collector	No	7	IV	3	15,316	D	3	9,128	D
Hughey Av	Amelia St	Colonial Dr	Collector	No	7	IV	3	23,369	D	3	18,199	D
Hughey Av	Colonial Dr	Lakeview St	Collector	Yes	3	ns	0			4	32,329	E
Humphries Av	Fairgreen St	Colonial Dr	Collector	Yes	5	ns	2	1,274	D	2	1,715	D
Humphries Av	Colonial Dr	Roush Av	Collector	Yes	5	ns	2	4,639	D	2	3,546	D
International Dr	Carrier Dr	Universal Bv	Arterial	Yes	7	II	4	34,665	F	4	40,900	F
International Dr	Universal Bv	Kirkman Rd	Arterial	Yes	5	II	4	37,363	F	4	47,833	F
International Dr	Kirkman Rd	Grandnational Dr	Arterial	Yes	5	II	4	44,629	F	4	50,925	F
International Dr	Grandnational Dr	Oakridge Rd	Arterial	Yes	5	II	4	21,806	D	4	37,254	F
Interstate 4 (EB)	Sand Lake Rd	Kirkman Rd	Highway	No	1	II	3	67,297	E	3	92,829	F
Interstate 4 (EB)	Kirkman Rd	Florida's Turnpike	Highway	No	1	II	4	84,727	D	4	96,960	E

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Interstate 4 (EB)	Florida's Turnpike	Conroy Rd	Highway	No	1	II	4	85,593	D	4	100,431	E
Interstate 4 (EB)	Conroy Rd	John Young Py	Highway	No	1	II	4	81,005	D	4	101,019	F
Interstate 4 (EB)	John Young Py	Orange Blossom Tl	Highway	No	1	II	4	81,841	D	4	99,458	E
Interstate 4 (EB)	Orange Blossom Tl	Michigan St Off ramp	Highway	No	1	II	4	100,571	E	4	107,961	F
Interstate 4 (EB)	Michigan St Off ramp	Kaley St	Highway	No	1	II	4	92,700	E	4	93,893	E
Interstate 4 (EB)	Kaley St	East-West Ex	Highway	No	1	II	5	113,873	F	5	111,458	F
Interstate 4 (EB)	East-West Ex	South St. Off Ramp	Highway	No	1	II	4	67,175	D	4	92,805	E
Interstate 4 (EB)	South St. Off Ramp	South St. On Ramp	Highway	No	1	II	4	85,608	D	4	80,764	D
Interstate 4 (EB)	South St. On Ramp	Amelia St Off ramp	Highway	No	1	II	4	85,608	D	4	100,794	E
Interstate 4 (EB)	Amelia St Off ramp	Colonial Dr On ramp	Highway	No	1	II	4	63,268	D	4	85,742	D
Interstate 4 (EB)	Colonial Dr On ramp	Ivanhoe Bv	Highway	No	1	II	4	91,700	E	4	92,823	E
Interstate 4 (EB)	Ivanhoe Bv	Princeton St	Highway	No	1	II	4	105,537	F	4	110,285	F
Interstate 4 (EB)	Princeton St	Par St	Highway	No	1	II	4	108,676	F	4	109,538	F
Interstate 4 (EB/HOV)	Sand Lake Rd	Kirkman Rd	HOV	No	1	II	0	15,766	D	1	3,429	D
Interstate 4 (EB/HOV)	Kirkman Rd	Florida's Turnpike	HOV	No	1	II	0	16,665	D	1	16,760	D
Interstate 4 (EB/HOV)	Florida's Turnpike	John Young Py	HOV	No	1	II	0	19,157	D	1	18,115	D
Interstate 4 (EB/HOV)	John Young Parkway	E-W Expressway	HOV	No	1	II	0	15,685	D	1	17,865	D
Interstate 4 (EB/HOV)	E-W Expressway	Lakeview/Magnolia Ramp	HOV	No	1	II	0	17,433	D	1	17,614	D
Interstate 4 (EB/HOV)	Lakeview/Magnolia Ramp	Par St.	HOV	No	1	II	0	20,213	D	1	19,828	D
Interstate 4 (WB)	Par St	Princeton St	Highway	No	1	II	4	97,436	E	4	126,019	F
Interstate 4 (WB)	Princeton St	Ivanhoe Bv	Highway	No	1	II	4	91,476	E	4	129,019	F
Interstate 4 (WB)	Ivanhoe Bv	Colonial Dr	Highway	No	1	II	4	74,752	D	4	90,094	E
Interstate 4 (WB)	Colonial Dr	South St Off ramp	Highway	No	1	II	4	78,910	D	4	105,004	F
Interstate 4 (WB)	South St Off ramp	Anderson St Off ramp	Highway	No	1	II	4	75,903	D	4	90,471	E
Interstate 4 (WB)	Anderson St Off ramp	Gore St off ramp	Highway	No	1	II	4	101,716	F	4	86,967	D
Interstate 4 (WB)	Gore St off ramp	East-West Ex	Highway	No	1	II	4	88,693	D	4	119,369	F
Interstate 4 (WB)	East-West Ex	Kaley St	Highway	No	1	II	5	94,764	E	5	128,906	F
Interstate 4 (WB)	Kaley St	Michigan St Off ramp	Highway	No	1	II	4	75,903	D	4	111,350	F
Interstate 4 (WB)	Michigan St Off ramp	Orange Blossom Tl	Highway	No	1	II	4	96,550	E	4	126,160	F
Interstate 4 (WB)	Orange Blossom Tl	John Young Py	Highway	No	1	II	4	81,790	D	4	111,657	F
Interstate 4 (WB)	John Young Py	Conroy Rd	Highway	No	1	II	4	84,571	D	4	110,706	F
Interstate 4 (WB)	Conroy Rd	Florida's Turnpike	Highway	No	1	II	4	87,034	D	4	107,742	F
Interstate 4 (WB)	Florida's Turnpike	Kirkman Rd	Highway	No	1	II	4	83,370	D	4	102,036	F
Interstate 4 (WB)	Kirkman Rd	Sand Lake Rd	Highway	No	1	II	4	53,284	D	4	78,412	D
Interstate 4 (WB/HOV)	Par St.	Lakeview/Magnolia Ramp	HOV	No	1	II	0	22,430	D	1	15,472	D
Interstate 4 (WB/HOV)	Lakeview/Magnolia Ramp	E-W Expressway Ramp	HOV	No	1	II	0	18,585	D	1	11,964	D
Interstate 4 (WB/HOV)	E-W Expswy. Off ramp	John Young Parkway	HOV	No	1	II	0	13,023	D	1	14,518	D
Interstate 4 (WB/HOV)	John Young Py	Florida's Turnpike	HOV	No	1	II	0	18,948	D	1	14,884	D
Interstate 4 (WB/HOV)	Florida's Turnpike	Kirkman Rd	HOV	No	1	II	0	16,546	D	1	14,818	D
Interstate 4 (WB/HOV)	Kirkman Rd	Sand Lake Rd	HOV	No	1	II	0	15,476	D	1	8,824	D
Ivey Ln.	Raleigh St/Columbia St	Old Winter Garden Rd	Res. Coll.	Yes	7	I	4	5,513	D	4	14,388	D
Jake St	Lake Baldwin Ln	Lakemont Av	Collector	Yes	7	ns	2	9,309	D	2	12,160	D
Jetport Dr	Boggycreek Rd	Tradeport Dr	Arterial	Yes	5	ns	2	11,503	D	2	14,052	D
John Young Py	Sand Lake Rd	Oak Ridge Rd	Arterial	Yes	3	ns	4	42,998	D	6	73,522	F
John Young Py	Conroy Rd/Americana Bv	Millenia Bv	Arterial	Yes	3	ns	4	62,255	F	6	72,796	F
John Young Py	Millenia Bv	Interstate 4	Arterial	Yes	3	ns	4	58,943	F	6	85,083	F
John Young Py	Interstate 4	Columbia St	Arterial	Yes	3	II	6	53,530	F	6	80,451	F
John Young Py	Columbia St	Orange Center Bv	Arterial	Yes	3	II	6	56,918	F	6	84,307	F
John Young Py	Orange Center Bv	C R Smith St	Arterial	Yes	3	II	6	52,038	E	6	69,013	F
John Young Py	C R Smith St	Church St	Arterial	Yes	3	II	6	53,156	F	6	74,351	F
John Young Py	Church St	East-West Ex.	Arterial	Yes	3	II	6	66,042	F	6	63,541	F
John Young Py	East-West Ex.	Old Winter Garden Rd	Arterial	Yes	3	II	6	70,960	F	6	77,730	F
John Young Py	Old Winter Garden Rd	Colonial Dr	Arterial	Yes	3	II	6	63,561	F	6	81,633	F
John Young Py	Colonial Dr	Country Club Dr	Arterial	Yes	3	I	4	72,682	F	6	101,848	F
John Young Py	Country Club Dr	Princeton St	Arterial	Yes	3	I	4	70,710	F	6	97,260	F
John Young Py	Princeton St	Silver Star Rd	Arterial	Yes	3	I	4	55,567	F	6	81,666	F
John Young Py	Silver Star Rd	Shader Rd	Arterial	Yes	3	I	4	68,447	F	6	90,911	F

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
John Young Py	Shader Rd	Lake Breeze Rd	Arterial	Yes	3	I	4	82,261	F	6	91,244	F
John Young Py	Lake Breeze Rd	Orange Blossom Tl	Arterial	Yes	3	I	6	50,553	D	6	58,214	F
John Young Py	Orange Blossom Tl	Edgewater Dr	Arterial	Yes	3	ns	6	55,119	F	6	54,510	F
Judge Rd	Datewyler Dr	Conway Rd	Collector	Yes	7	ns	2	20,243	F	2	33,936	F
Judge Rd	Conway Rd	Shadowridge Dr	Arterial	Yes	3	I	4	39,167	D	4	56,070	F
Kaley St	Parramore Av	Interstate 4	Arterial	Yes	7	I	2	19,323	F	2	31,890	F
Kaley St	Interstate 4	Division Av	Arterial	Yes	6	I	4	32,354	E	4	50,024	F
Kaley St	Division St	Orange Av	Arterial	Yes	6	I	4	19,340	D	4	27,477	D
Kaley St	Orange Av	Fern Creek Av	Res. Coll.	Yes	7	I	2	13,896	D	2	16,842	F
Kirkman Rd	Sand Lake Rd	International Dr	Arterial	Yes	3	I	6	43,955	D	6	96,457	F
Kirkman Rd	International Dr	Interstate 4	Arterial	Yes	3	I	6	60,601	F	6	99,132	F
Kirkman Rd	Interstate 4	Major Bv	Arterial	Yes	3	I	6	74,101	F	6	81,761	F
Kirkman Rd	Major Bv	Vineland Rd	Arterial	Yes	3	I	6	68,394	F	6	79,216	F
Kirkman Rd	Vineland Rd	Conroy Rd	Arterial	Yes	3	I	6	74,989	F	6	90,294	F
Kirkman Rd	Conroy Rd	L.B. Mcleod Rd	Arterial	Yes	3	II	6	68,924	F	6	72,524	F
Kirkman Rd	L.B. Mcleod Rd	Metrowest Bv	Arterial	Yes	3	II	6	75,869	F	6	69,863	F
Kirkman Rd	Metrowest Bv	Raleigh St	Arterial	Yes	3	II	6	54,806	D	6	57,909	F
Kirkman Rd	Raleigh St	Old Winter Garden Rd	Arterial	Yes	3	II	6	58,017	D	6	63,311	F
L.B. Mcleod Rd	Kirkman Rd	Mission Rd	Collector	Yes	6	I	4	24,613	D	4	18,165	D
L.B. Mcleod Rd	Mission Rd	Bruton Bv	Collector	Yes	6	I	4	24,659	D	4	30,378	D
L.B. Mcleod Rd	Bruton Bv	John Young Py	Collector	Yes	6	I	4	48,665	F	4	40,967	F
L.B. Mcleod Rd	John Young Py	Rio Grande Av	Collector	Yes	6	I	2	22,192	F	2	26,003	F
Lake Baldwin Ln	Roush Av	Baldwin Park St	Collector	Yes	7	ns	2	4,639	D	2	10,040	D
Lake Baldwin Ln	Baldwin Park St	Glenridge Way	Res. Coll.	Yes	7	ns	2	14,035	D	2	18,333	F
Lake Breeze Rd	North Lake Orlando Py	John Young Py	Collector	Yes	6	I	2	18,900	F	2	16,328	F
Lake Como Cr	Bumby Av	Bumby Av	Res. Coll.	Yes	7	ns	2	6,841	D	2	8,327	D
Lake Margaret Dr	Conway Rd	Dixie Belle Dr	Collector	Yes	6	I	2	11,936	D	2	9,261	D
Lake Margaret Dr	Dixie Belle Dr	Semoran Bv	Collector	Yes	6	I	2	8,366	D	2	9,310	D
Lake Nona Bv	Boggy Creek Rd	Lake Nona Rd (N/S)	Collector	Yes	5	ns	4	1,815	D	4	2,443	D
Lake Nona Bv	Lake Nona Rd (N/S)	Lake Nona Rd (B)	Collector	Yes	3	ns	6	1,815	D	6	2,443	D
Lake Nona Bv	Lake Nona Rd (B)	Central Florida Greeneway	Collector	Yes	3	ns	6	5,000	D	6	7,786	D
Lake Nona Bv	Central Florida Greeneway	Lake Nona Rd (L)	Collector	Yes	3	ns	6	1,172	D	6	1,577	D
Lake Nona Bv	Lake Nona Rd (L)	Narcoossee Rd	Collector	Yes	5	ns	4	1,172	D	4	1,577	D
Lake Nona Rd (B)	Lake Nona Bv	Narcoossee Rd	Res. Coll.	Yes	5	ns	4	7,386	D	4	9,940	D
Lake Nona Rd (E/W)	Boggy Creek Rd	Lake Nona Rd (N/S)	Res. Coll.	Yes	5	ns	4	4,000	D	4	5,383	D
Lake Nona Rd (E/W)	Lake Nona Rd (N/S)	Lake Nona Rd (L)	Res. Coll.	Yes	5	ns	4	4,000	D	4	5,383	D
Lake Nona (H)	Heintzelman Rd	Lake Nona Rd (L)	Res. Coll.	Yes	5	ns	4	2,000	D	4	2,692	D
Lake Nona Rd (L)	Lake Nona Bv	Lake Nona Rd (E/W)	Collector	Yes	5	ns	4	3,922	D	4	5,279	D
Lake Nona Rd (L)	Lake Nona Rd (E/W)	Lake Nona (H)	Collector	Yes	5	ns	4	6,000	D	4	8,075	D
Lake Nona Rd (L)	Lake Nona (H)	Dowden Rd	Collector	Yes	5	ns	4	6,000	D	4	8,075	D
Lake Nona Rd (N/S)	Lake Nona Bv	Lake Nona Rd (E/W)	Res. Coll.	Yes	5	ns	4	2,000	D	4	2,692	D
Lake Underhill Dr	South St/Anderson St	Conway Rd	Arterial	Yes	4	I	2	20,045	F	2	24,632	F
Lake Underhill Dr	Conway Rd	Gaston Foster Rd	Arterial	Yes	4	II	2	22,824	F	2	23,517	F
Lake Underhill Dr	Gaston Foster Rd	Semoran Bv	Arterial	Yes	4	II	2	19,065	F	2	26,180	F
Lake Underhill Dr	Semoran Bv	Cocos Dr	Arterial	Yes	4	I	2	21,197	F	2	23,750	F
Lake Vilma Dr	Westpointe Bv	Steer Lake Rd	Collector	Yes	5	ns	2	16,935	F	2	28,892	F
Lakemont Av	Common Way Rd	Glenridge Way	Res. Coll.	Yes	7	ns	2	15,708	F	2	13,103	D
Lakeview St	Edgewater Dr	Interstate 4	Res. Coll.	Yes	7	I	2	16,272	F	2	13,889	D
Lakeview St	Interstate 4	Ivanhoe Bv/ Legion Pl	Res. Coll.	Yes	7	I	2	18,264	F	2	20,238	F
Landstreet Rd	Orange Av	Boggy Creek Rd	Collector	Yes	5	I	4	7,601	D	4	10,230	D
Landstreet Rd	Boggy Creek Rd	Binnacle Way	Collector	Yes	7	ns	2	4,758	D	2	6,216	D
Lee Rd	Orange Blossom Tl	Edgewater Dr	Arterial	Yes	5	I	6	43,488	D	6	72,601	F
Leevista Bv	Shadowridge Dr	Semoran Bv	Arterial	Yes	3	I	4	28,420	D	4	39,524	D
Leevista Bv	Semoran Bv	Augusta National Dr	Arterial	Yes	3	I	4	18,409	D	4	41,643	D
Leevista Bv	Augusta National Dr	TPC Dr/Patch Rd	Arterial	Yes	3	I	4	23,152	D	4	41,643	D
Leevista Bv	TPC Dr/Patch Rd	Goldenrod Rd	Arterial	Yes	3	I	4	24,930	D	4	50,879	D
Leevista Bv	Goldenrod Rd	Narcoossee Rd	Arterial	Yes	3	I	4	25,543	D	4	37,470	D

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Leevista Bv	Narcoossee Rd	Chickasaw Tl	Arterial	Yes	3	I	4	17,352	D	4	33,484	D
Leevista Bv	Chickasaw Tl	Econlockhatchee Tl	Arterial	Yes	3	I	4	17,352	D	4	34,807	D
Leevista Bv	Econlockhatchee Tl	Greeneway Ex.	Arterial	Yes	3	I	4	9,118	D	4	13,418	D
Leevista Bv	Greeneway Ex.	Young Pine Rd	Collector	Yes	5	ns	4	5,000	D	4	6,729	D
Legion Pl	Orange Av	Lakeview St	Collector	Yes	7	ns	3	13,458	D	3	17,937	F
Livingston St	Parramore Av	Hughey Av	Collector	Yes	7	I	4	6,102	D	4	25,151	D
Livingston St	Hughey Av	Garland Av	Collector	Yes	7	I	4	16,381	D	4	29,945	D
Livingston St	Garland Av	Orange Av	Collector	Yes	8	I	4	19,666	D	4	30,319	D
Livingston St	Orange Av	Magnolia Av	Collector	Yes	8	I	4	14,288	D	4	26,138	D
Livingston St	Magnolia Av	Rosalind Av	Collector	Yes	7	I	4	17,117	D	4	25,910	D
Livingston St	Rosalind Av	Highland Av	Res. Coll.	Yes	7	I	2	11,894	D	2	25,077	F
Livingston St	Highland Av	Summerlin Av	Res. Coll.	Yes	7	I	2	5,905	D	2	17,104	F
Livingston St	Summerlin Av	Mills Av	Res. Coll.	Yes	7	I	2	11,806	D	2	16,571	F
Livingston St	Mills Av	Altaloma Av	Res. Coll.	Yes	7	I	2	8,534	D	2	16,201	F
Livingston St	Altaloma Av	Bumby Av	Res. Coll.	Yes	7	I	2	12,597	D	2	16,700	F
Livingston St	Bumby Av	Maguire Bv	Res. Coll.	Yes	7	I	2	17,316	F	2	18,772	F
Long Rd	North Lake Orlando Py	Clarcona Ocoee Rd	Res. Coll.	Yes	7	ns	2	10,691	D	2	13,965	D
Lower Park Rd	General Rees Av	Lakemont Av	Res. Coll.	Yes	7	ns	2	6,320	D	2	8,506	D
Magnolia Av	Anderson St	South St	Collector	Yes	8	I	2	13,637	D	2	20,682	F
Magnolia Av	South St	Jackson St	Collector	No	8	I	2	18,383	F	2	24,658	F
Magnolia Av	Jackson St	Church St	Collector	No	8	I	1	5,730	D	1	10,984	D
Magnolia Av	Church St	Central Bv	Collector	No	8	I	1	8,028	D	1	18,186	F
Magnolia Av	Central Bv	Washington St	Collector	No	8	I	1	5,690	D	1	11,182	D
Magnolia Av	Washington St	Robinson St	Collector	No	8	I	1	9,796	D	1	16,231	F
Magnolia Av	Robinson St	Livingston St	Collector	Yes	8	I	1	4,995	D	1	10,496	D
Magnolia Av	Livingston St	Amelia St	Arterial	No	8	IV	3	18,977	D	3	30,040	D
Magnolia Av	Amelia St	Concord St	Arterial	No	8	IV	3	24,742	D	3	28,712	D
Magnolia Av	Concord St	Colonial Dr	Arterial	No	8	IV	3	23,902	D	3	31,370	D
Magnolia Av	Colonial Dr	Marks St	Arterial	No	8	II	3	23,554	D	3	28,674	D
Magnolia Av	Marks St	Orange Av	Arterial	No	8	II	3	24,745	D	3	31,425	D
Magnolia Av	Orange Av	Lakeview St	Arterial	Yes	8	ns	2	12,069	D	2	26,228	F
Maguire Bv	Robinson St	Livingston St	Arterial	Yes	5	I	6	30,173	D	6	51,596	F
Maguire Bv	Livingston St	Colonial Dr	Arterial	Yes	5	I	4	31,449	E	6	57,265	F
Maguire Bv	Colonial Dr	Bennet Rd	Collector	Yes	6	I	4	28,794	D	4	38,807	F
Major Bv	Universal Bv	Kirkman Rd	Collector	Yes	5	ns	6	37,926	D	6	50,204	F
Major Bv	Kirkman Rd	Caravan Ct	Collector	Yes	5	I	4	16,109	D	4	21,681	D
Major Bv	Caravan Ct	Vineland Rd	Collector	Yes	5	I	4	15,571	D	4	20,956	D
Marks St	Garland Av	Orange Av	Collector	Yes	7	I	2	865	D	2	7,477	D
Marks St	Orange Av	Magnolia Av	Collector	Yes	7	I	2	8,483	D	2	12,715	D
Marks St	Magnolia Av	Highland Av	Collector	Yes	7	I	2	15,907	F	2	18,742	F
Marks St	Highland Av	Summerlin Av	Res. Coll.	Yes	7	I	2	15,118	E	2	21,448	F
Marks St	Summerlin Av	Mills Av	Res. Coll.	Yes	7	I	2	8,500	D	2	20,341	F
Maury Rd	Rio Grande Av	Edgewater Dr	Res. Coll.	Yes	7	III	4	20,577	D	4	26,382	D
Mccoy Rd	Conway Rd/ Tradeport Dr	North Frontage Rd	Collector	Yes	5	ns	2	20,721	F	2	27,317	F
Meeting Pl	Lake Baldwin Ln	Lakemont Av	Collector	Yes	7	ns	2	12,620	E	2	4,702	D
Meeting Pl	Lakemont Av	Upper Park Rd	Res. Coll.	Yes	7	ns	2	4,283	D	2	5,764	D
Mercy Dr	Old Winter Garden Rd	Colonial Dr	Collector	Yes	5	ns	2	17,416	F	2	17,967	F
Mercy Dr	Colonial Dr	Princeton St	Collector	Yes	5	I	2	19,566	F	2	17,300	F
Mercy Dr	Princeton St	Silver Star Rd	Collector	Yes	5	I	2	10,364	D	2	5,406	D
Mercy Dr	Silver Star Rd	Shader Rd	Collector	Yes	5	I	2	8,431	D	2	4,320	D
Metrowest Bv	Hiawassee Rd	Kirkman Rd	Collector	Yes	5	I	4	27,842	D	4	30,516	D
Metrowest Bv	Kirkman Rd	Mission Rd	Collector	Yes	5	ns	4	9,933	D	4	13,369	D
Michigan St	Interstate 4	Division Av	Arterial	Yes	5	II	4	32,264	D	4	41,225	F
Michigan St	Conway Gardens Rd	Conway Rd	Collector	Yes	5	II	2	27,989	F	2	25,686	F
Michigan St	Division St	Orange Av	Arterial	Yes	5	I	4	36,807	F	4	48,886	F
Michigan St	Orange Av	Delaney Av	Arterial	Yes	5	I	4	20,845	D	4	48,981	F
Michigan St	Delaney Av	Fern Creek Av	Arterial	Yes	5	I	4	25,208	D	4	51,340	F

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Michigan St	Fern Creek Av	Bumby Av	Arterial	Yes	5	I	4	17,318	D	4	41,735	F
Michigan St	Conway Rd	Dixie Belle Dr	Collector	Yes	5	I	4	25,168	D	4	28,588	D
Michigan St	Dixie Belle Dr	Semoran Bv	Collector	Yes	5	II	4	19,422	D	4	26,035	D
Millenia Bv	Oak Ridge Rd	Radebaugh Way	Collector	Yes	5	I	4	16,406	D	4	23,912	D
Millenia Bv	Radebaugh Way	Conroy Rd	Collector	Yes	5	I	4	13,199	D	4	29,025	D
Millenia Bv	Conroy Rd	John Young Py	Collector	Yes	5	ns	4	8,969	D	4	26,553	D
Mills Av	Briercliff Dr	Gore St	Res. Coll.	Yes	7	I	2	3,192	D	2	13,524	D
Mills Av	Gore St	Anderson St	Res. Coll.	Yes	7	I	2	10,961	D	2	19,052	F
Mills Av	Anderson St	East-West Ex.	Res. Coll.	Yes	7	I	4	18,152	D	4	33,300	F
Mills Av	East-West Ex.	South St	Res. Coll.	Yes	7	I	4	23,101	D	4	38,363	F
Mills Av	Central Bv	Robinson St	Res. Coll.	No	7	III	2	6,801	D	2	9,154	D
Mills Av	Robinson St	Livingston St	Arterial	Yes	6	III	4	21,339	D	4	31,833	F
Mills Av	Livingston St	Colonial Dr	Arterial	Yes	6	III	4	31,992	F	4	32,312	F
Mills Av	Colonial Dr	Marks St	Arterial	Yes	6	II	4	45,292	F	4	38,706	F
Mills Av	Marks St	Lake Highland Dr	Arterial	Yes	6	II	4	43,929	F	4	46,557	F
Mills Av	Lake Highland Dr	Virginia Dr	Arterial	Yes	6	II	4	50,762	F	4	49,333	F
Mills Av	Virginia Dr	Princeton St	Arterial	Yes	6	II	4	57,562	F	4	62,787	F
Mills Av	Princeton St	Lakeshore Dr/Rollins St	Arterial	Yes	6	II	4	38,218	F	4	44,888	F
Mills Av	Lakeshore Dr/Rollins St	Nottingham Dr	Arterial	Yes	6	II	4	41,599	F	4	46,385	F
Mills Av (NB-Brown Av)	South St	Central Bv	Res. Coll.	No	7	I	2	15,362	E	2	19,934	F
Mills Av (SB-Thornton Av)	Robinson St	South St	Res. Coll.	No	7	I	2	12,337	D	2	18,633	F
Mission Rd (Pine Hills Ext.)	Conroy Rd	L.B. Mcleod Rd	Arterial	Yes	3	ns	4	31,627	D	4	34,900	D
Mission Rd (Pine Hills Ext.)	L.B. Mcleod Rd	Raleigh St	Arterial	Yes	3	ns	4	22,424	D	4	29,149	D
Mission Rd (Pine Hills Ext.)	Raleigh St	Central Av/Pine Hills Rd	Arterial	Yes	3	ns	4	27,581	D	4	30,664	D
Moss Park Rd	Narcoossee Rd	Wewahootee Rd	Collector	Yes	5	ns	4	8,129	D	4	7,417	D
Narcoossee Rd	Orange County Line	Central Florida Greeneway	Arterial	Yes	3	I	4	16,541	D	4	40,671	D
Narcoossee Rd	Greeneway Ex.	Moss Park Rd	Arterial	Yes	3	I	4	15,526	D	6	23,704	D
Narcoossee Rd	Moss Park Rd	Dowden Rd	Arterial	Yes	3	I	4	22,240	D	6	31,619	D
Narcoossee Rd	Dowden Rd	Beachline Ex	Arterial	Yes	3	I	4	30,744	D	6	41,832	D
Narcoossee Rd	Beachline Ex.	Leevista Bv	Arterial	Yes	3	I	4	26,556	D	4	32,405	F
Narcoossee Rd	Leevista Bv	Goldenrod Rd	Arterial	Yes	3	I	4	27,109	D	4	19,853	D
Nebraska St	Mills Av	Forest Av	Res. Coll.	Yes	7	ns	2	18,962	F	2	25,520	F
New Broad St	Bennet Rd	Common Way Rd	Res. Coll.	Yes	7	ns	2	18,701	F	2	25,169	F
New Broad St	Common Way Rd	Jake St	Collector	Yes	7	ns	2	9,906	D	2	12,940	D
New Hampshire St	Mercy Dr	Brengle Av	Res. Coll.	Yes	7	ns	2	10,232	D	2	13,366	D
North Frontage Rd	Mccoy Rd	Forbes Place	Collector	Yes	5	ns	2	20,721	F	2	27,317	F
North Frontage Rd	Forbes Pl.	Semoran Bv	Collector	Yes	5	I	2	23,168	F	2	46,072	F
North Lake Orlando Py	North Ln.	Cinderlane Py	Res. Coll.	Yes	7	I	2	8,924	D	2	8,798	D
North Lake Orlando Py	Cinderlane Py	Rosamond Dr	Res. Coll.	Yes	7	I	2	13,931	D	2	9,967	D
North Lake Orlando Py	Rosamond Dr	Lake Breeze Rd	Res. Coll.	Yes	7	I	2	11,766	D	2	9,193	D
North Ln.	Pine Hills Rd	North Lake Orlando Py	Res. Coll.	Yes	6	I	2	12,155	D	2	12,509	D
Oakridge Rd	Grandnational Dr	International Dr	Collector	Yes	5	I	2	3,676	D	4	14,293	D
Oakridge Rd	International Dr	Millenia Bv	Collector	Yes	5	I	4	26,137	D	4	50,800	F
Oakridge Rd	Millenia Bv	John Young Py	Collector	Yes	5	I	4	23,944	D	4	40,090	F
Old Winter Garden Rd	Kirkman Rd	Texas Av	Arterial	Yes	5	II	4	21,092	D	4	36,944	F
Old Winter Garden Rd	Hiawassee Rd	Kirkman Rd	Arterial	Yes	5	I	4	28,945	D	4	25,317	D
Orange Av	Wetherbee Rd	Tradeport Dr/Taft-Vineland Rd	Arterial	Yes	3	I	6	38,480	D	6	54,059	F
Orange Av	Highway Pl.	Michigan St	Arterial	Yes	7	II	4	64,935	F	4	51,575	F
Orange Av	Landstreet Rd	Jetport Dr	Arterial	Yes	5	II	4	44,024	F	4	54,883	F
Orange Av	Michigan St	Kaley St	Arterial	Yes	7	II	4	49,907	F	4	43,414	F
Orange Av	Kaley St	Gore St	Arterial	Yes	7	III	4	51,386	F	4	43,676	F
Orange Av	Gore St	Lake Lucerne Cir.	Arterial	Yes	5	III	4	53,160	F	4	45,284	F
Orange Av	Lake Lucerne Cir.	East-West Ex.	Arterial	No	8	IV	3	28,247	D	3	54,626	D
Orange Av	East-West Ex.	Anderson St	Arterial	No	8	IV	3	35,340	D	3	38,488	D
Orange Av	Anderson St	South St	Arterial	No	8	IV	3	32,193	D	3	35,934	D
Orange Av	South St	Church St	Arterial	No	8	IV	3	24,927	D	3	33,184	D
Orange Av	Church St	Central Bv	Arterial	No	8	IV	3	13,648	D	3	32,523	D

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FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Orange Av	Central Bv	Washington St	Arterial	No	8	IV	3	16,686	D	3	29,477	D
Orange Av	Washington St	Jefferson St	Arterial	No	8	IV	3	13,413	D	3	30,764	D
Orange Av	Jefferson St	Robinson St	Arterial	No	8	IV	4	13,413	D	4	30,764	D
Orange Av	Robinson St	Livingston St	Arterial	No	8	IV	4	8,079	D	4	28,582	D
Orange Av	Livingston St	Amelia St	Arterial	No	8	IV	4	11,578	D	4	32,026	D
Orange Av	Amelia St	Colonial Dr	Arterial	No	8	IV	4	17,050	D	4	33,989	D
Orange Av	Colonial Dr	Marks St	Collector	No	7	IV	4	17,387	D	4	28,870	D
Orange Av	Marks St	Garland Av	Collector	No	7	IV	4	19,325	D	4	29,117	D
Orange Av	Garland Av	Magnolia Av	Collector	Yes	6	I	3	7,464	D	3	31,828	F
Orange Av	Magnolia Av	Highland Av	Collector	Yes	6	III	2	18,621	F	2	36,341	F
Orange Av	Highland Av	Virginia Dr	Collector	Yes	6	III	2	19,940	F	2	45,254	F
Orange Av	Virginia Dr	Princeton St	Collector	Yes	6	III	2	23,416	F	2	29,486	F
Orange Av	Princeton St	Clay Av	Collector	Yes	6	III	4	28,232	E	4	42,353	F
Orange Av	Clay Av	Berkshire Av	Collector	Yes	6	I	4	18,320	D	4	34,062	D
Orange Blossom Tl	35Th St	29Th St	Arterial	Yes	6	I	4	62,760	F	4	67,376	F
Orange Blossom Tl	Grand St	Gore St	Arterial	Yes	6	II	4	30,501	D	4	36,174	F
Orange Blossom Tl	Gore St	East-West Ex.	Arterial	Yes	6	II	4	38,205	F	4	39,336	F
Orange Blossom Tl	East-West Ex.	Anderson St	Arterial	Yes	6	II	4	36,339	F	4	46,051	F
Orange Blossom Tl	Anderson St	South St	Arterial	Yes	6	III	4	35,640	F	4	42,133	F
Orange Blossom Tl	South St	Church St	Arterial	Yes	6	III	4	36,834	F	4	32,857	E
Orange Blossom Tl	Church St	Central Bv	Arterial	Yes	6	III	4	32,788	E	4	43,075	F
Orange Blossom Tl	Central Bv	Washington St	Arterial	Yes	6	III	4	37,439	F	4	43,817	F
Orange Blossom Tl	Washington St	Robinson St	Arterial	Yes	6	III	4	44,050	F	4	48,163	F
Orange Blossom Tl	Robinson St	Amelia St	Arterial	Yes	6	III	4	40,010	F	4	38,754	F
Orange Blossom Tl	Amelia St	Colonial Dr	Arterial	Yes	6	III	4	32,072	E	4	43,273	F
Orange Blossom Tl	Colonial Dr	Golfview St	Arterial	Yes	6	I	4	47,997	F	4	49,114	F
Orange Blossom Tl	Golfview St	Princeton St	Arterial	Yes	5	I	4	48,485	F	4	49,593	F
Orange Blossom Tl	Princeton St	Silver Star Rd	Arterial	Yes	5	I	4	48,115	F	4	48,199	F
Orange Blossom Tl	Silver Star Rd	John Young Py/ Lee Rd	Arterial	Yes	5	I	4	50,920	F	4	51,466	F
Orange Blossom Tl	John Young Py/ Lee Rd	Rosamond Dr	Arterial	Yes	3	I	4	44,827	F	6	55,900	F
Orange Blossom Tl	Rosamond Dr	All American Bv	Arterial	Yes	3	I	4	42,376	F	6	50,019	D
Orange Blossom Tl	All American Bv	Cinderlane Py	Arterial	Yes	3	I	4	38,841	F	6	48,581	D
Orange Blossom Tl	Cinderlane Py	Clarcona-Ocoee Rd	Arterial	Yes	5	II	4	42,863	D	6	51,357	E
Orange Center Bv	Goldwyn Av	John Young Py	Collector	Yes	5	I	4	5,112	D	4	13,018	D
Orange Center Bv	John Young Py	Tampa Av	Arterial	Yes	5	I	4	17,854	D	4	33,473	F
Osceola Av	Delaney Av	Michigan St	Collector	Yes	7	ns	2	7,967	D	4	10,723	D
Oxalis Av	Curry Ford Rd	Lake Underhill Rd	Res. Coll.	Yes	7	ns	2	2,872	D	2	10,125	D
Par St	Edgewater Dr	Interstate 4	Res. Coll.	Yes	7	II	2	12,684	D	2	16,391	E
Par St	Interstate 4	Clay Av/ Clay St	Res. Coll.	Yes	7	II	2	54,954	F	2	22,174	F
Parramore Av	Kaley St	Gore St	Res. Coll.	Yes	7	I	2	5,297	D	2	12,654	D
Parramore Av	Gore St	East-West Ex.	Res. Coll.	Yes	7	I	2	11,358	D	2	14,477	D
Parramore Av	East-West Ex.	Anderson St	Collector	Yes	7	I	2	10,963	D	2	17,918	F
Parramore Av	Anderson St	South St	Collector	Yes	7	I	2	7,992	D	2	14,311	D
Parramore Av	South St	Church St	Collector	Yes	7	I	2	5,863	D	2	16,219	F
Parramore Av	Church St	Central Bv	Collector	Yes	7	I	2	7,239	D	2	15,879	F
Parramore Av	Central Bv	Washington St	Collector	Yes	7	I	2	8,398	D	2	16,715	F
Parramore Av	Washington St	Robinson St	Collector	Yes	7	I	2	10,042	D	2	21,425	F
Parramore Av	Robinson St	Livingston St	Collector	Yes	7	I	2	8,861	D	2	21,244	F
Parramore Av	Livingston St	Amelia St	Collector	Yes	5	I	2	12,761	D	2	17,153	F
Parramore Av	Amelia St	Colonial Dr	Collector	Yes	5	I	4	11,285	D	4	29,303	D
Patch Rd	Bent Pine Dr	Hoffner Av	Collector	Yes	5	ns	0	10,978	D	2	8,875	D
Peel Av	Stoneview Rd	Curry Ford Rd	Res. Coll.	Yes	7	I	2	10,218	D	2	8,691	D
Pershing Av	Dixie Belle Dr	Semoran Bv	Collector	Yes	6	I	2	10,821	D	2	11,078	D
Pershing Av	Semoran Bv	Goldenrod Rd	Collector	Yes	5	I	4	14,417	D	4	18,001	D
Pine Hills Rd	Fir Dr	Liming Av	Arterial	Yes	3	I	4	32,268	D	4	46,536	F
Pineloch Av	Orange Av	Delaney Av	Collector	Yes	3	ns	4	8,856	D	4	8,420	D
Primrose Dr	Curry Ford Rd	Anderson St	Res. Coll.	Yes	7	I	2	14,784	E	2	14,740	E

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Primrose Dr	Anderson St	South St	Res. Coll.	Yes	7	I	2	16,839	F	2	19,698	F
Primrose Dr	South St	Central Bv	Res. Coll.	Yes	7	I	2	16,988	F	2	17,294	F
Primrose Dr	Central Bv	Robinson St	Res. Coll.	Yes	7	I	2	16,678	F	2	16,015	F
Primrose Dr	Robinson St	Livingston St	Collector	Yes	7	ns	4	24,943	D	4	15,292	D
Primrose Dr	Livingston St	Colonial Dr	Collector	Yes	7	ns	4	22,295	D	4	18,086	D
Princeton St	Silver Star Rd	Mercy Dr	Arterial	Yes	3	I	4	32,512	D	4	43,016	F
Princeton St	Mercy Dr	John Young Py	Arterial	Yes	3	I	4	28,408	D	4	48,342	F
Princeton St	John Young Py	Orange Blossom Tl	Arterial	Yes	3	I	6	42,399	D	6	54,571	F
Princeton St	Orange Blossom Tl	Smith St	Arterial	No	7	II	6	37,994	D	6	44,140	D
Princeton St	Smith St	Westmoreland Dr	Arterial	No	7	II	2	23,646	D	2	21,260	D
Princeton St	Westmoreland Dr	Edgewater Dr	Arterial	No	7	II	2	24,066	D	2	20,419	D
Princeton St	Edgewater Dr	Ann Arbor Av	Arterial	No	7	II	2	16,637	D	2	211,123	F
Princeton St	Ann Arbor Av	Interstate 4	Arterial	Yes	5	III	4	31,332	E	4	43,833	F
Princeton St	Interstate 4	Orange Av	Arterial	Yes	5	II	4	58,666	F	4	51,595	F
Princeton St	Orange Av	Alden Rd	Arterial	Yes	5	II	4	47,126	F	4	47,968	F
Princeton St	Alden Rd	Mills Av	Arterial	Yes	6	II	4	45,584	F	4	43,975	F
Radebaugh Way	Millenia Bv	Vineland Rd	Collector	Yes	5	I	2	19,558	F	2	24,232	F
Raleigh St	Hiawassee Rd	Kirkman Rd	Collector	Yes	3	I	4	14,894	D	4	27,194	D
Raleigh St	Kirkman Rd	Mission Rd	Collector	Yes	3	I	2	14,960	E	2	14,777	E
Raleigh St	Mission Rd	Ivey Ln	Collector	Yes	3	I	2	10,404	D	2	14,282	D
Raper Dairy Rd	Grant St	Curry Ford Rd	Res. Coll.	Yes	5	ns	2	10,034	D	2	12,302	D
Rio Grande Av	36Th St	29Th St	Collector	Yes	5	ns	2	28,979	F	2	50,065	F
Rio Grande Av	Columbia St	Church St	Collector	Yes	7	I	2	11,104	D	2	34,516	F
Rio Grande Av	Princeton St	Smith St	Res. Coll.	Yes	7	I	2	3,023	D	2	6,851	D
Rio Grande Av	Smith St	Silver Star Rd	Res. Coll.	Yes	7	I	2	12,373	D	2	14,943	E
Rio Grande Av	Silver Star Rd	Maury Rd	Res. Coll.	Yes	7	I	4	21,305	D	4	27,071	D
Robert Trent Jones Dr	Metrowest Bv	Arnold Palmer Dr	Res. Coll.	Yes	5	ns	2	23,055	F	2	31,029	F
Robinson St	Orange Blossom Tl	Westmoreland Dr	Arterial	Yes	7	I	2	11,901	D	2	15,315	E
Robinson St	Westmoreland Dr	Parramore Av	Arterial	Yes	7	I	2	13,050	D	2	17,772	F
Robinson St	Parramore Av	Division St	Arterial	Yes	7	I	2	13,497	D	2	19,303	F
Robinson St	Division St	Hughey Av	Arterial	Yes	7	I	2	13,497	D	2	17,882	F
Robinson St	Hughey Av	Garland Av	Arterial	Yes	7	I	2	16,578	F	2	20,236	F
Robinson St	Garland Av	Orange Av	Arterial	Yes	7	I	4	20,940	D	4	27,855	D
Robinson St	Orange Av	Magnolia Av	Arterial	Yes	7	I	4	15,068	D	4	29,882	D
Robinson St	Magnolia Av	Rosalind Av	Arterial	Yes	7	I	4	16,482	D	4	32,962	E
Robinson St	Rosalind Av	Summerlin Av	Arterial	Yes	7	I	4	16,377	D	4	37,532	F
Robinson St	Summerlin Av	Mills Av	Arterial	Yes	7	I	4	22,990	D	4	31,571	E
Robinson St	Mills Av	Fern Creek Av	Arterial	Yes	7	I	4	18,304	D	4	32,470	E
Robinson St	Fern Creek Av	Bumby Av	Arterial	Yes	7	I	4	20,397	D	4	29,329	D
Robinson St	Bumby Av	Primrose Dr	Arterial	Yes	7	I	4	30,560	D	4	30,056	D
Robinson St	Primrose Dr	Maguire Bv	Arterial	Yes	7	I	4	24,052	D	4	30,983	D
Rollins St	Orange Av	Mills Av	Collector	Yes	5	ns	2	20,568	F	2	27,682	F
Rosalind Av	Orange Av	Anderson St	Arterial	No	8	IV	3	21,230	D	3	23,546	D
Rosalind Av	Anderson St	South St	Arterial	No	8	IV	3	28,007	D	3	15,893	D
Rosalind Av	South St	Church St	Arterial	No	8	IV	3	24,066	D	3	34,848	D
Rosalind Av	Church St	Central Bv	Arterial	No	8	IV	3	25,897	D	3	31,894	D
Rosalind Av	Central Bv	Robinson St	Arterial	No	8	IV	3	20,659	D	3	29,484	D
Rosalind Av	Robinson St	Livingston St	Arterial	No	8	IV	3	17,774	D	3	23,212	D
Rosamond Dr	North Lake Orlando Py	Orange Blossom Tl	Res. Coll.	Yes	5	I	2	3,839	D	2	7,215	D
Sand Lake Rd	Canada Av	Universal Bv	Arterial	Yes	3	I	4	47,600	D	6	50,974	D
Sand Lake Rd	Universal Bv	Kirkman Rd	Arterial	Yes	3	I	4	54,270	F	6	65,868	F
Sand Lake Rd	Kirkman Rd	Mandarin Dr	Arterial	Yes	3	I	4	45,586	D	6	63,034	F
Seaboard Rd	Coast Line Dr	Mercy Dr	Collector	Yes	6	ns	2	5,331	D	2	7,175	D
Semoran Bv	Beachline Ex.	T.G. Lee Bv	Arterial	Yes	3	I	6	45,956	D	6	74,970	F
Semoran Bv	T.G. Lee Bv	Hazeltine National Dr	Arterial	Yes	3	I	6	57,477	F	6	65,067	F
Semoran Bv	Hazeltine National Dr	Leevista Bv	Arterial	Yes	3	I	6	60,156	F	6	70,061	F
Semoran Bv	Leevista Bv	Bent Pine Dr	Arterial	Yes	3	I	6	58,015	F	6	68,675	F

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Semoran Bv	Bent Pine Dr	Hoffner Av	Arterial	Yes	3	I	6	60,771	F	6	65,896	F
Semoran Bv	Hoffner Av	Pershing Av	Arterial	Yes	3	I	6	60,132	F	6	64,764	F
Semoran Bv	Pershing Av	Lake Margaret Dr	Arterial	Yes	3	I	6	54,219	F	6	63,571	F
Semoran Bv	Lake Margaret Dr	Michigan St	Arterial	Yes	3	I	6	51,825	D	6	60,476	F
Semoran Bv	Michigan St	Curry Ford Rd	Arterial	Yes	3	I	6	55,510	F	6	54,155	F
Semoran Bv	Curry Ford Rd	Lake Underhill Rd	Arterial	Yes	3	II	6	53,387	F	6	55,099	F
Semoran Bv	Lake Underhill Rd	Hibiscus Rd	Arterial	Yes	4	II	6	75,331	F	6	96,694	F
Semoran Bv (HOV)	Beachline Ex	Hoffner Av/Leevista Bv	HOV	Yes	1	II				2	26,257	D
Semoran Bv (HOV)	Hoffner Av/Leevista Bv	Michigan St/Lake Margaret Dr	HOV	Yes	1	II				2	33,454	D
Semoran Bv (HOV)	Michigan St/Lake Margaret Dr	Lake Underhill Rd	HOV	Yes	1	II				2	30,115	D
Shader Rd	Mercy Dr	Heatherington Rd	Collector	Yes	6	I	2	14,823	E	2	19,950	F
Shader Rd	Heatherington Rd	Orange Blossom Tl	Collector	Yes	6	ns	2	14,616	D	2	20,786	F
Shadowridge Dr	Forbes Place	Hazeltine National Dr	Collector	Yes	6	ns	4	15,832	D	4	16,809	D
Shadowridge Dr	Hazeltine National Dr	Leevista Bv	Collector	Yes	6	I	4	11,997	D	4	16,809	D
Shadowridge Dr	Leevista Bv	Hoffner Av	Collector	Yes	6	ns	0			4	16,950	D
Silver Star Rd	Kingsland Av	Princeton St	Arterial	Yes	6	II	6	58,138	F	6	78,245	F
Silver Star Rd	Princeton St	Mercy Dr	Arterial	Yes	6	II	2	25,624	F	2	26,822	F
Silver Star Rd	Mercy Dr	John Young Py	Arterial	Yes	6	II	2	31,963	F	2	27,265	F
Silver Star Rd	John Young Py	Orange Blossom Tl	Arterial	Yes	6	II	2	24,094	F	2	25,689	F
Silver Star Rd	Orange Blossom Tl	Rio Grande Av	Collector	Yes	7	ns	4	22,173	D	4	25,758	D
Smith St	Ann Arbor Av	Edgewater Dr	Arterial	No	7	III	2	14,472	D	2	20,374	D
Smith St	Edgewater Dr	Princeton St	Arterial	No	7	III	2	11,727	D	2	20,188	D
South Lake Orlando Py	North Ln.	Lake Breeze Rd	Res. Coll.	Yes	7	I	2	4,382	D	2	9,329	D
South St	Lake Underhill Rd	Crystal Lake Dr	Collector	No	6	II	2	13,457	D	2	28,128	D
South St	Crystal Lake Dr	Primrose Dr	Collector	No	6	II	2	7,866	D	2	21,765	D
South St	Primrose Dr	Bumby Av	Collector	No	6	II	3	7,289	D	3	23,326	D
South St	Bumby Av	Mills Av	Collector	No	6	II	3	12,114	D	3	21,536	D
South St	Mills Av	Summerlin Av	Collector	No	6	II	3	12,015	D	3	23,723	D
South St	Summerlin Av	East-West Ex. Ramp	Collector	No	6	II	3	12,467	D	3	20,899	D
South St	East-West Ex. Ramp	Rosalind Av	Collector	No	6	II	3	25,927	D	3	34,133	D
South St	Rosalind Av	Magnolia Av	Collector	No	8	IV	3	25,392	D	3	27,005	D
South St	Magnolia Av	Orange Av	Collector	No	8	IV	3	25,722	D	3	28,926	D
South St	Orange Av	Garland Av	Collector	No	8	IV	3	23,460	D	3	35,284	D
South St	Garland Av	Interstate 4 Ramp	Collector	No	8	II	2	21,394	D	2	48,582	F
South St	Interstate 4 Ramp	Hughey Av	Collector	No	8	II	2	22,423	D	2	28,294	D
South St	Hughey Av	Division Av	Collector	No	7	II	2	8,498	D	2	18,683	D
South St	Division Av	Parramore Av	Res. Coll.	No	7	II	3	8,901	D	3	18,842	D
South St	Parramore Av	Westmoreland Dr	Res. Coll.	No	7	II	3	4,987	D	3	19,566	D
South St	Westmoreland Dr	Orange Blossom Tl	Res. Coll.	No	7	II	3	1,845	D	3	16,013	D
Summerlin Av	Kaley St	Briercliff Dr	Collector	Yes	7	I	2	10,448	D	2	16,297	F
Summerlin Av	Briercliff Dr	Anderson St	Collector	Yes	7	I	2	14,957	E	2	19,436	F
Summerlin Av	Anderson St	South St	Collector	Yes	7	I	2	15,155	E	2	20,992	F
Summerlin Av	South St	Central Bv	Collector	Yes	6	I	2	16,659	F	2	22,697	F
Summerlin Av	Central Bv	Robinson St	Collector	Yes	7	I	2	17,456	F	2	17,909	F
Summerlin Av	Robinson St	Livingston St	Res. Coll.	Yes	7	I	2	13,812	D	2	16,653	F
Summerlin Av	Livingston St	Colonial Dr	Res. Coll.	Yes	7	I	2	15,094	E	2	18,313	F
Summerlin Av	Colonial Dr	Marks St	Res. Coll.	Yes	7	I	2	15,484	E	2	20,839	F
T.G. Lee Bv	Semoran Bv	Augusta National Dr	Collector	Yes	6	I	4	27,414	D	4	39,864	F
T.G. Lee Bv	Augusta National Dr	TPC Bv	Collector	Yes	6	I	4	2,349	D	4	3,162	D
Tampa Av	Gore St	Carter St	Collector	Yes	7	I	2	9,606	D	2	14,021	D
Tampa Av	Carter St	Church St	Collector	Yes	7	I	2	5,450	D	2	12,487	D
Tampa Av	Church St	Central Bv	Collector	Yes	7	I	2	10,270	D	2	16,889	F
Tampa Av	Central Bv	Washington St	Collector	Yes	7	I	2	9,524	D	2	15,705	F
Tampa Av	Washington St	Colonial Dr	Collector	Yes	7	I	2	9,564	D	2	28,183	F
Terry Av	Gore St	Anderson St	Res. Coll.	Yes	8	ns	0			2	8,833	D
Terry Av	Anderson St	South St	Res. Coll.	Yes	8	ns	2	469	D	2	631	D
Terry Av	South St	Church St	Res. Coll.	Yes	8	ns	2	750	D	2	1,009	D

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

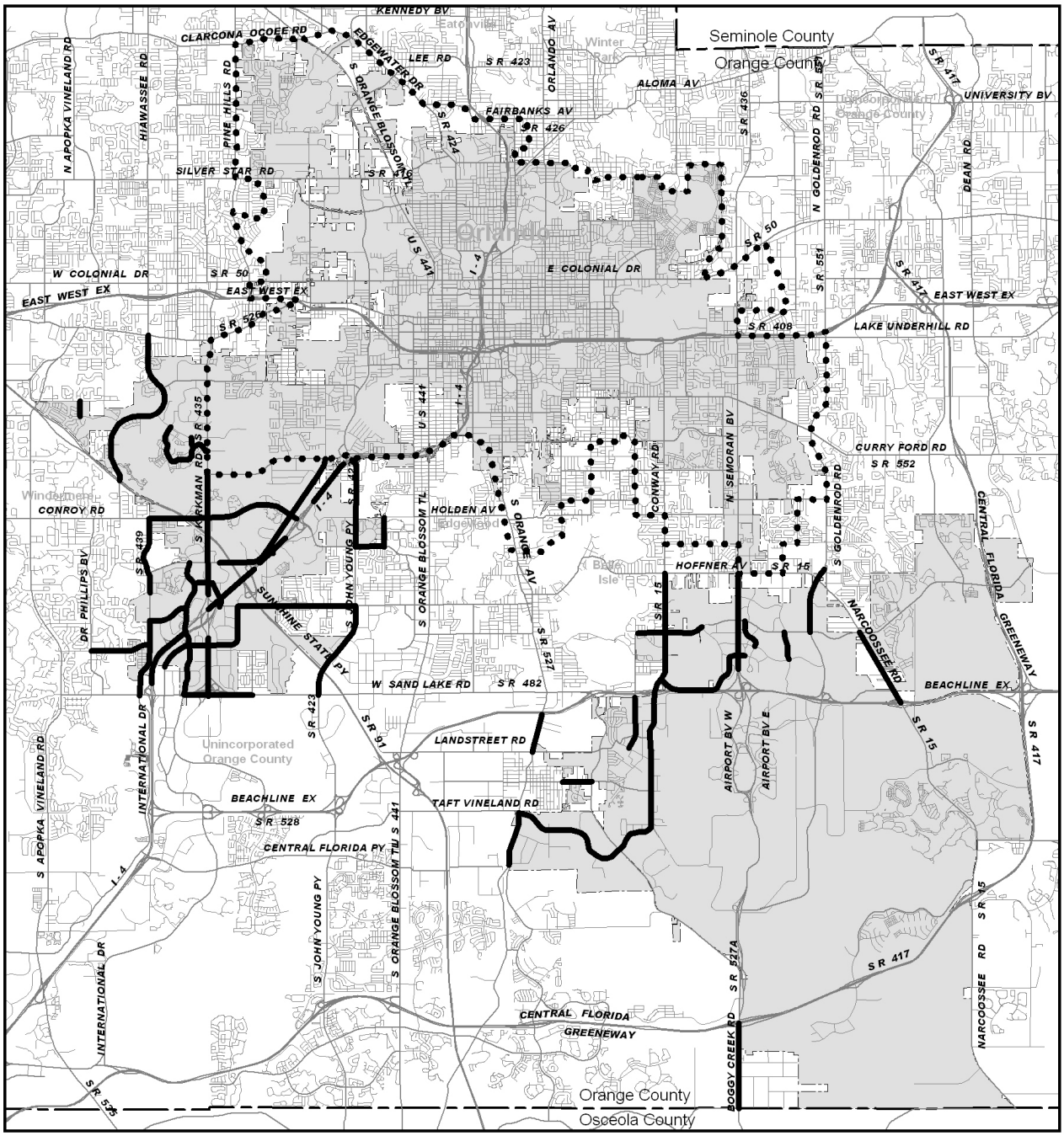
Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Terry Av	Church St	Central Bv	Res. Coll.	Yes	8	ns	2	1,054	D	2	1,419	D
Terry Av	Central Bv	Washington St	Res. Coll.	Yes	8	ns	2	1,347	D	2	1,813	D
Terry Av	Washington St	Robinson St	Res. Coll.	Yes	8	ns	2	844	D	2	1,135	D
Terry Av	Robinson St	Livingston St	Res. Coll.	Yes	8	ns	0			2	8,833	D
Terry Av	Livingston St	Colonial Dr	Res. Coll.	Yes	8	ns	0			2	8,833	D
Texas Av	Conroy Rd/Americana Bv	Holden Av	Collector	Yes	7	ns	2	14,751	E	2	18,894	F
Texas Av	Holden Av	Rio Grande Av	Collector	Yes	7	ns	2	12,836	D	2	11,244	D
TPC Bv	T.G. Lee Bv	Hazeltine National Dr	Collector	Yes	6	I	2	8,800	D	2	11,844	E
TPC Bv	Hazeltine National Dr	Leevista Bv	Collector	Yes	6	I	2	247	D	2	16,850	F
Tradeport Dr	Orange Av	Boggy Creek Rd	Collector	Yes	5	I	4	16,121	D	4	36,794	F
Tradeport Dr	Boggy Creek Rd	Jetport Dr	Collector	Yes	5	ns	4	24,627	D	6	34,229	F
Tradeport Dr	Jetport Dr	Beachline Ex.	Collector	Yes	5	I	4	42,396	F	4	56,326	F
Tradeport Dr	Beachline Ex	Mccoy Rd	Collector	Yes	5	ns	4	53,043	F	4	66,710	F
Turkey Lake Rd	Sand Lake Rd	Wallace Rd	Collector	Yes	5	ns	4	24,360	D	4	29,132	D
Turkey Lake Rd	Wallace Rd	Hollywood Way.	Collector	Yes	5	II	4	22,687	D	4	41,146	F
Turkey Lake Rd	Hollywood Way.	Vineland Rd	Collector	Yes	5	II	4	24,468	D	4	14,641	D
Turkey Lake Rd	Vineland Rd	Conroy Rd	Collector	Yes	5	I	2	15,801	E	2	17,487	F
Universal Bv	Sand Lake Rd	International Dr	Arterial	Yes	5	II	4	35,842	F	4	37,427	F
Universal Bv	International Dr	Interstate 4	Arterial	Yes	3	I	6	65,753	F	6	79,611	F
Universal Bv	Interstate 4	Hollywood Way	Arterial	Yes	3	I	6	45,509	D	6	76,286	F
Universal Bv	Hollywood Way	Major Bv	Collector	Yes	5	I	6	36,789	F	6	61,064	F
Universal Bv	Major Bv	Vineland Rd	Collector	Yes	5	I	6	24,387	D	6	47,275	F
Upper Park Rd	Glenridge Way	Lakemont Av	Res. Coll.	Yes	7	ns	2	3,120	D	2	4,200	D
Vineland Rd	Turkey Lake Rd	Universal Bv	Collector	Yes	5	III	4	13,823	D	4	15,979	D
Vineland Rd	Universal Bv	Kirkman Rd	Collector	Yes	5	III	4	12,710	D	4	28,800	D
Vineland Rd	Kirkman Rd	Major Bv	Collector	Yes	5	I	4	28,489	D	4	30,800	D
Vineland Rd	Major Bv	Radebaugh Way	Collector	Yes	5	I	4	28,990	D	4	39,426	F
Vineland Rd	Radebaugh Way	Conroy Rd	Collector	Yes	5	I	4	23,621	D	4	39,391	F
Vineland Rd	Conroy Rd	L.B. Mcleod Rd	Collector	Yes	5	I	4	14,957	D	4	43,606	F
Virginia Dr	Orange Av	Mills Av	Res. Coll.	Yes	7	I	2	17,655	F	2	18,218	F
Virginia Dr	Mills Av	Forest Av	Collector	Yes	7	III	4	33,477	F	4	31,150	E
Vista Park Loop	Narcoossee Rd	Econlockhatchee Tl (S)	Res. Coll.	Yes	5	ns	0			4	11,041	D
Vista Park Loop	Econlockhatchee Tl (S)	Econlockhatchee Tl (N)	Res. Coll.	Yes	5	ns	0			4	11,041	D
Vista Park Loop	Econlockhatchee Tl (N)	Leevista Bv	Res. Coll.	Yes	5	ns	0			4	11,041	D
W D Judge Dr	Mercy Dr	John Young Py	Collector	Yes	7	ns	2	9,273	D	2	8,457	D
Wallace Rd	Dr Phillips Bv	Turkey Lake Rd	Res. Coll.	Yes	5	ns	2	10,395	D	2	16,234	F
Washington St	Texas Av	Fred L Maxwell Bv	Arterial	Yes	7	II	4	30,128	F	4	41,194	F
Washington St	Fred L Maxwell Bv	Tampa Av	Arterial	Yes	7	I	2	19,133	F	2	31,909	F
Washington St	Tampa Av	Orange Blossom Tl	Arterial	Yes	7	I	2	21,469	F	2	38,064	F
Washington St	Orange Blossom Tl	Westmoreland Dr	Res. Coll.	Yes	7	I	2	8,330	D	2	16,951	F
Washington St	Westmoreland Dr	Parramore Av	Res. Coll.	Yes	7	I	2	8,730	D	2	14,841	E
Washington St	Parramore Av	Division Av	Res. Coll.	Yes	7	I	2	9,478	D	2	12,913	D
Washington St	Division St	Hughey Av	Collector	Yes	7	I	2	10,495	D	2	23,303	F
Washington St	Hughey Av	Garland Av	Collector	Yes	7	I	4	13,307	D	4	25,602	D
Washington St	Garland Av	Orange Av	Collector	Yes	8	I	4	14,024	D	4	21,300	D
Washington St	Orange Av	Magnolia Av	Collector	Yes	8	I	2	9,089	D	2	16,571	F
Washington St	Magnolia Av	Rosalind Av	Collector	Yes	8	I	2	6,256	D	2	13,355	D
Westmoreland Dr	Miller St	Gore St	Collector	Yes	6	I	2	12,840	D	2	23,130	F
Westmoreland Dr	Gore St	East-West Ex.	Collector	Yes	6	I	2	16,696	F	2	25,996	F
Westmoreland Dr	East-West Ex.	Anderson St	Collector	Yes	6	I	4	36,928	F	4	39,203	F
Westmoreland Dr	Anderson St	South St	Collector	Yes	6	I	4	32,611	F	4	34,383	F
Westmoreland Dr	South St	Church St	Collector	Yes	6	I	4	31,423	E	4	31,320	D
Westmoreland Dr	Church St	Central Bv	Collector	Yes	6	I	2	19,170	F	2	23,953	F
Westmoreland Dr	Central Bv	Washington St	Collector	Yes	6	I	2	18,861	F	2	23,185	F
Westmoreland Dr	Washington St	Robinson St	Collector	Yes	6	I	2	16,351	F	2	27,485	F
Westmoreland Dr	Robinson St	Amelia St	Collector	Yes	6	I	2	15,758	F	2	23,717	F
Westmoreland Dr	Amelia St	Colonial Dr	Collector	Yes	6	I	2	27,595	F	2	23,913	F

FIGURE TE-39
FUTURE LEVEL OF SERVICE FOR ROADS

Roadway Segment	S or W End	N or E End	City's Functional Class	Two Way	Access Class	FDOT Table Class	2015			2030		
							Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS	Future # Of Lanes	Average Daily Traffic	Peak Hour Directional LOS
Westmoreland Dr	Colonial Dr	Princeton St	Res. Coll.	Yes	7	ns	2	20,588	F	2	16,611	F
Westmoreland Dr	Princeton St	Smith St	Res. Coll.	Yes	7	ns	2	6,508	D	2	13,910	D
Westmoreland Dr	Smith St	Winter Park St	Res. Coll.	Yes	7	ns	2	5,740	D	2	13,784	D
Westpointe Bv	Lake Vilma Dr	Hiawassee Rd	Collector	Yes	5	ns	4	11,187	D	4	14,613	D
Wetherbee Rd	Boggy Creek Rd	South Access Rd	Collector	Yes	3	ns	2	5,612	D	4	17,956	D
Wilshire Dr	Arnold Palmer Dr	Metrowest Bv	Res. Coll.	Yes	5	ns	2	26,766	F	2	36,024	F
Winter Park St	Westmoreland Dr	Edgewater Dr	Res. Coll.	Yes	7	ns	2	10,191	D	2	16,837	F
Winter Park St	Edgewater Dr	Formosa Av	Res. Coll.	Yes	7	ns	2	15,541	E	2	16,354	F
Winter Park St	Formosa Av	Orange Av	Res. Coll.	Yes	7	ns	2	17,942	F	2	19,667	F

SOURCE: City of Orlando, Transportation Department, May 2009.

Figure TE-40 Future Peak Hour Level of Service - 2030



LEGEND

NORTH

0 1.5 3
Miles

City of Orlando
Transportation Department, May 2009

Road Segments with Level of Service F
All Other Roads at Level of Service "E" or Better

Transportation Concurrency Exception Area

Orlando City Limits (June 2008)

FIGURE TE-41: RESERVED.

5.D. FUTURE PUBLIC TRANSIT ANALYSIS

Projected Public Transit Demand

In general, auto dependency in the United States is increasing. Despite the recorded negative effects of the personal automobile, the typical American still treasures its use. Significant changes to our regional transit system over the last decade have created a rising market for public transit. The City, Lynx, and the region have an opportunity to build upon this market demand to capture larger shares of travelers.

Figures TE-42 and TE-43 indicate historical and projected transit ridership information at the national and local levels. Whereas the national transit figures have experienced fluctuations with near flat growth, Lynx ridership reflects a healthy average annual growth rate.

FIGURE TE-42: NATIONAL BUS RIDERSHIP 2001-2030

Year	National Ridership	% Change
HISTORICAL		
2001	5,849,000,000	-
2002	5,868,000,000	0.32%
2003	5,692,000,000	-3.00%
2004	5,731,000,000	0.69%
2005	5,842,000,000	1.94%
2006	6,042,000,000	3.42%
PROJECTED		
2015	6,418,662,292	
2030	7,099,332,809	0.674% per year(*)

(*) Based on average annual growth rate of 0.674% between 2001 and 2006.

Sources: American Public Transit Association, Transit Ridership Report, Fourth Quarter 2006.
American Public Transit Association, Transit Fact Book, 2007
City of Orlando Transportation Department, May 2009.

FIGURE TE-43: LYNX BUS RIDERSHIP 2001-2030

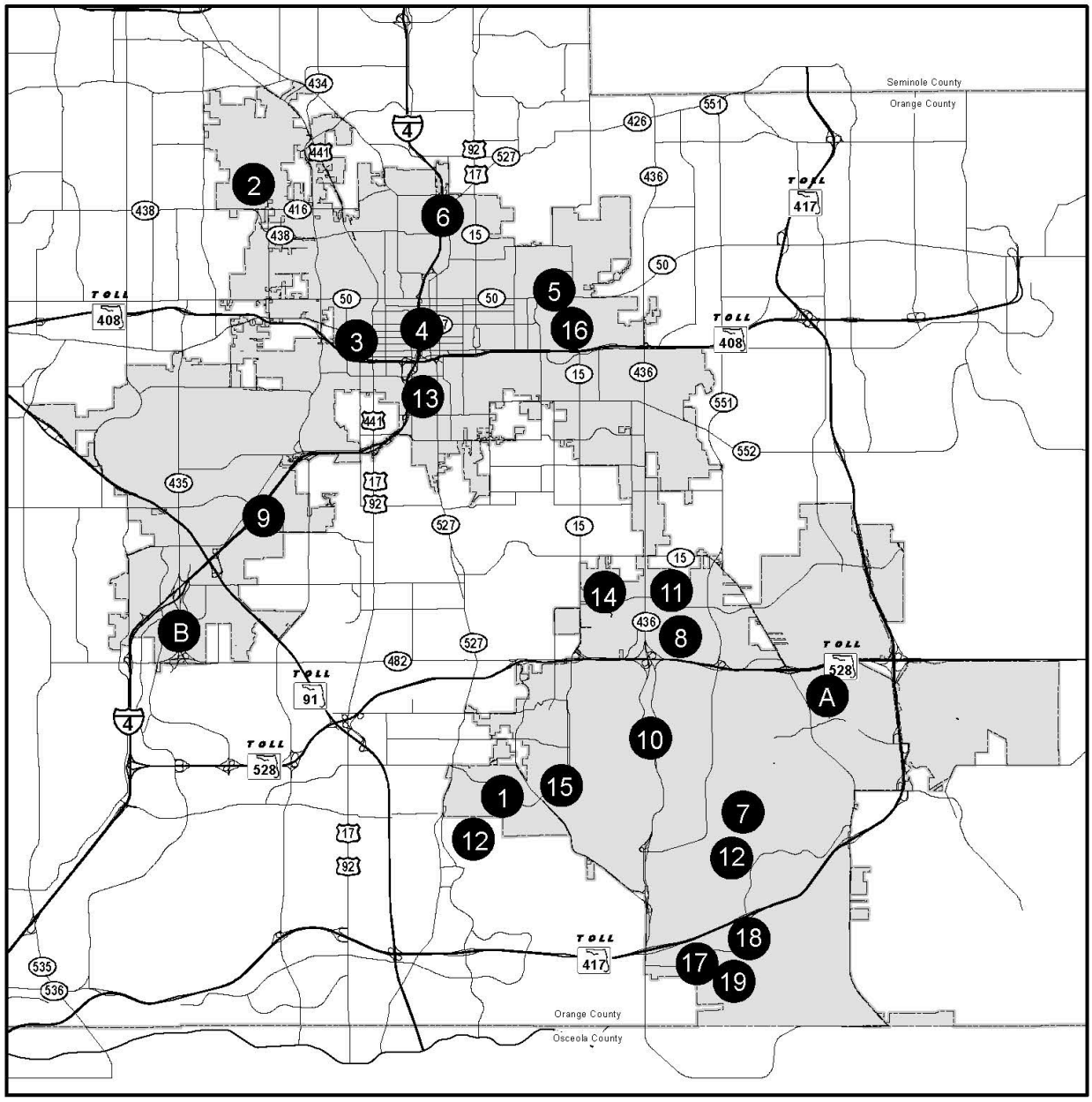
Year	Lynx Ridership	% Change
HISTORICAL		
2001	22,304,682	-
2002	21,486,416	-3.7%
2003	22,730,047	5.8%
2004	23,432,918	3.1%
2005	24,778,431	5.7%
2006	25,303,847	2.1%
2007	25,289,964	-0.1%
PROJECTED		
2015	30,679,892	
2030	42,357,944	2.2% per year(*)

(*) Based on linear regression projection between 2001 and 2007.

Sources: Lynx, 2007.
City of Orlando Transportation Department, May 2009.

Figure TE-44 includes future major trip generators and attractors in the region. Incorporating these land uses into the transit improvement plans is vital to developing strategies which will absorb the identified transit demand. Accommodating the projected demand increases the efficiency of our transportation system. It is important for the City and the region to coordinate transportation plans with Lynx to ensure plan consistency and availability of funds to achieve desired transit goals.

Figure TE-44 Future Major Trip Generators & Attractors



LEGEND

0 1 2 4
Miles

City of Orlando, Transportation Department
Transp. Planning Division, Sept 2018

1 Airport Industrial Park at Orlando
2 Center of Commerce at Orlando
3 Camping World Stadium
4 Downtown Orlando
5 Fashion Square Mall
6 Florida Hospital Orlando Expansion
7 Lake Nona
8 Lee Vista Center
9 Millenia Mall
10 New Terminal OIA
11 Orlando Corporate Centre
12 USTA National Campus
13 Orlando Regional Health System
14 Semoran Commerce Center
15 Trade Port
16 Orlando Executive Airport
17 UCF Medical School
18 Nemours Children's Hospital
19 Veterans Administration Hospital

Projects
A Bal Bay
B International Dr. Redevelopments

N

Orlando City Limits

Amended Jan. 28, 2019; Effective March 14, 2019, Doc No. 1901281204, Supp. 20

Public Transit Needs

In 2007, LYNX published a long-range vision and plan for transit structure and service for the tri-county area. The following information summarizes the highlights of that plan. The future transit system described includes fixed route bus, ridesharing programs (Commuter Assistance), ADA paratransit (ACCESS LYNX), and Commuter Rail transit (CRT).

The LYNX transit system currently relies on the traditional fixed-route mode complemented by the paratransit and commuter assistance programs. The fixed-route network has been evolving from a radial network to a multi-destination network. This trend is expected to continue in the future, as LYNX implements additional off-street transfer points.

Over the next ten to fifteen years, transit service in Central Florida will grow beyond the traditional fixed route bus to networked multi-modal services that will include flex-routes, deviated fixed-routes, bus rapid transit (BRT), and commuter rail, as well as paratransit service and car/van pools. The goal of this multi-modal approach is to better meet the wide range of mobility needs throughout the region as efficiently and effectively as possible. This new service structure also brings to an end the past approach of the standard sixe fixed-route transit bus fits the need of all.

In 2006, LYNX completed a 20 year Comprehensive Operations Analysis (COA) which provided a snapshot of the transit travel patterns throughout Central Florida and allowed for the calculation of the latent demand for areas presently not served by transit. Many areas with no transit service have some of the characteristics which produce latent demand but lack other characteristics, primarily population density, which would make transit service effective. Other areas lack facilities such as unobstructed walking access that would need to be addressed before transit service can be supplied. Most of these areas are outside the City of Orlando and even outside of Orange County. Using FDOT Transit Quality of Service ratings, most of the areas within the City of Orlando that exhibit TLOS of F are served by transit, but at headways of 60 minutes or more. Increases in the frequency of bus service could bring most of these areas to a higher TLOS.

To meet the challenges of providing service through a multi-destination network, LYNX has developed a new service classification system. These new service classifications are:

High Capacity Transit:	Directly follows major corridors and serve major transit hubs with access to other transit types, including commuter rail, BRT, & high frequency bus services.
Regionals:	Bus service with limited number of stops. Generally originate from transit centers or Park & Ride Lots.
Collectors:	Similar to majority of existing LYNX routes; connect communities with activity centers.

Local Collectors: Provide neighborhood circulation and connection to other transit types, includes diverged routes and flexible routes.

Commuter Services: Tailored to meet the needs of specific employers or employment centers.

Public Transit Facilities Expansion

Implementation of the new LYNX transit system requires an extensive network of transit centers and Park & Ride lots to support the proposed transit network. Transit Centers are locations that facilitate safe passenger transfers, accommodate layover/dwell times, and ensure a high level of on-time performance. Current plans envision a system with 16 Primary Transit Centers, 15 Secondary Transit Centers, 9 Regional Park & Ride Lots, and 8 Commuter Rail Park and Ride Lots.

Figure TE-45 shows the projected bus fleet. Figure TE-46 shows the future transit service routes including express routes. Figure TE-47shows future intermodal terminals.

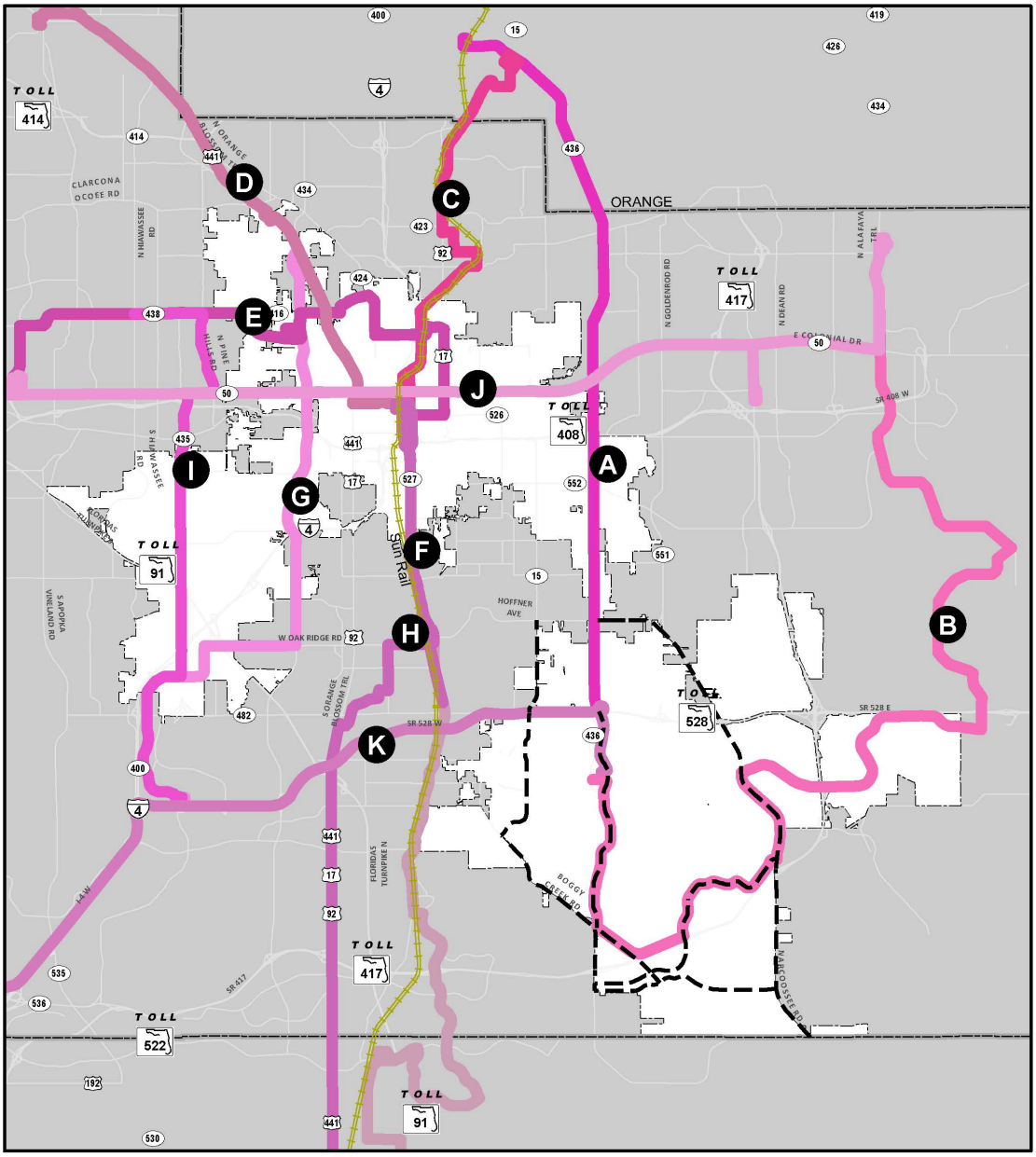
FIGURE TE-45: LYNX PROJECTED FLEET AND AGE

Fiscal Year	Total Fleet Size	Peak Vehicle Requirement	Avg. Seating Capacity	Avg. Vehicle Age (miles)
2009	292	243	43	500,000
2010	301	251	43	500,000
2011	323	269	43	500,000
2012	341	284	43	500,000
2013	358	298	43	500,000
2014	379	316	43	500,000
2015	407	339	43	500,000
2016	429	357	43	500,000
2017	438	365	43	500,000
2018	460	383	43	500,000

Source: Lynx, 2007.

Figure TE-46

Future Public Transit Corridors 2040



LEGEND

Miles
0 1.5 3 4.5

City of Orlando, Economic Development Department
City Planning Division, September 2018
Source: Metroplan 2018

A. Altamonte SunRail to OIA
B. OIA to UCF
C. Fern Park to Downtown
D. Apopka to Downtown
E. Silver Star Rd - Crosstown
Future Designated Transit Corridors
F. S. Orange Ave
G. John Young to Destination Pkwy
H. Downtown to Florida Mall
I. Kirkman to International Drive
J. SR 50 to UCF
K. OIA to Disney

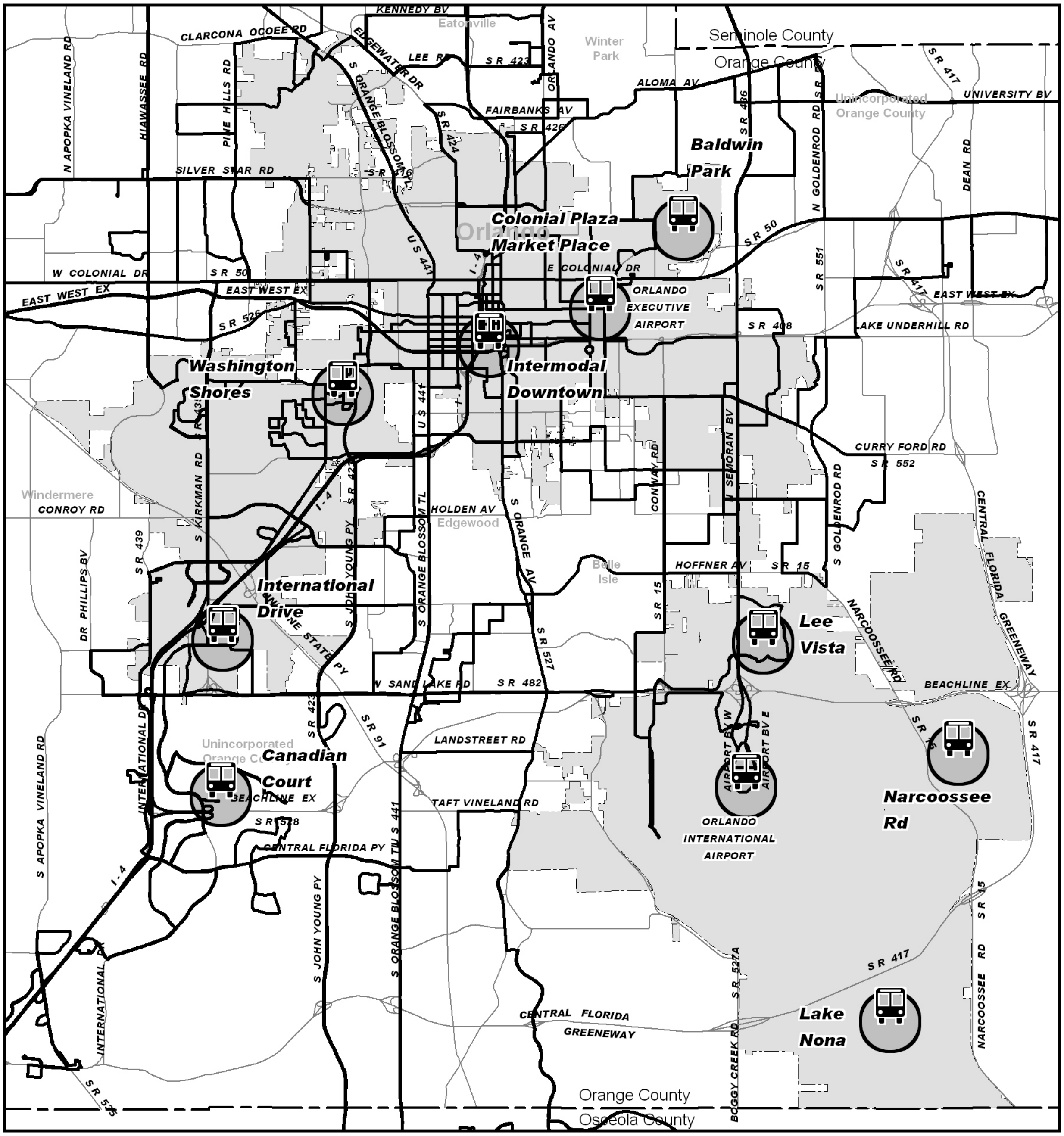
Sun Rail
County Boundary

N

Amended November 1, 2010, effective January 18, 2011. Doc No. 1011011101
Amended January 28, 2019, effective March 15, 2019. Doc No. 1901281204

Figure TE-47

Future Intermodal Terminals, Access & Routes - 2030



LEGEND

NORTH

Lynx Route

Intermodal Terminals and Transfer Station

City Jurisdiction (June, 2008)

0 1.5 3
Miles

City of Orlando
Transportation Department, May, 2009

Programs to improve transit facilities such as shelters and transit stations are currently underway. Lynx developed the Central Florida Mobility Design Manual and the Customer Amenities Manual. The manuals provide tools to incorporate mobility-oriented design in new developments as well as passenger amenities developed to address the unique environmental and social characteristics in Central Florida. Although the downtown area will remain the transit hub for the region, other transit facilities have been constructed or are underway. Private sector participation in the provision of these facilities will be important in increasing convenience and promoting transit ridership throughout the region.

Regarding park-and-ride lots, Lynx's Comprehensive Operations Analysis Report analyzed the regional needs for such facilities. The study was based on data from Lynx's Transportation Development Plan, the East Central Florida Regional Planning Council Park-and-Ride Study, and the preliminary express route structure for the long-range plan. The study identified the need for and recommended park-and-ride lots in locations within Orange, Seminole, Osceola, and Polk counties. No need for park-and-ride facilities within the City was identified.

5.E. FUTURE PARKING ANALYSIS

Future Public Parking

Future Public Parking Facilities

The City will benefit from the construction of a new shared parking garage in 2008: the 55 West garage (1,108 spaces, 628 of which are for private use). With the completion of this garage, additional parking opportunities could be considered in the future, including turning some of the existing parking lots into garages and the adding parking facilities at the future Orlando Events Center and the Orlando Performing Arts Center.

Parking and the Internal Transit System

The City's parking program attempts to capture downtown employees at the periphery of downtown in order to reduce congestion in the downtown core. As part of the downtown public transit program, the Lymmo system provides free transportation from public parking areas to work sites throughout the downtown area. Figure TE-18A shows the Lymmo route serving the public parking facilities. The availability of the internal transit system connecting parking facilities and work sites, the convergence of numerous regional transit routes downtown, and the pedestrian friendly environment provide conditions to reduce downtown employees' reliance on the automobile.

Funding

Construction of new parking may be funded by revenue bonds. Operation and debt service costs will continue to be covered by revenues generated from parking system.

Future Private Parking

Private parking will continue to be regulated by provisions in the Growth Management Plan and Land Development Code. The regulations provide minimum and maximum parking standards for the various uses allowed in the code, protect the capacity of the street system, avoid undue congestion, reduce vehicular/pedestrian conflicts, and encourage use of public transit and bicycles.

The City will continue to provide incentives that encourage transit use and development of accessible transit facilities. These incentives include allowing developers to provide bus spaces in lieu of required parking spaces, and implementing maximum number of parking spaces for high intensity zoning districts.

5.F. FUTURE AIRPORT ANALYSIS

Development of the City's aviation-related infrastructure will be a primary goal throughout the planning period. Many issues come into play with this development, including transportation, environmental and land use policy considerations. In planning for airport improvements, the City will work with Greater Orlando Aviation Authority (GOAA) and other entities to ensure an efficient aviation system and compatibility with the City's Growth Management Plan and Land Development Code.

This section provides an analysis of future airport systems, based on submittals from GOAA and other aviation-related entities. Orlando has two principal airport facilities and 15 existing private heliport/vertiport facilities (See Figure TE-28).

Orlando International Airport

Demand Capacity Analysis

Orlando International Airport (OIA) projects substantial growth throughout the planning period. Enplanements (passengers who boarded aircrafts in scheduled and non-scheduled domestic and international services) in 2007 were 34.8 million with forecasts indicating increases to approximately 38.6 million by 2010, 45.1 million by 2015, and ultimately 59.0 million by 2030. Based on these forecasts, the peak hour enplanements will increase from approximately 5,500 in 2007 to nearly 9,300 in 2030.

According to a 2004 Federal Aviation Administration study entitled, "Capacity Needs in the National Airspace System", OIA is not expected to need additional airside capacity through 2020 (FAA 2004). The fourth runway opened in 2003 should provide adequate airside capacity beyond 2020. Terminal capacity however, may be exceeded in the near future. GOAA has plans to increase this capacity to 45 million passengers per year (see Capital Improvement Program section below.). This should serve the expected demand until 2015. A detailed analysis of the airport's capacity is included in the OIA Master Plan.

Roadway Access

Based on OIA's projections, the facility should continue to expand and generate significant ancillary airport-related development. These new facilities will create a greater demand on the transportation network servicing the airport and surrounding areas. The Federal Aviation Administration (FAA) requires that every airport provide adequate access and transportation services consistent with facility expansions. Figure TE-41 displays the future road system while Figure TE-46 shows expanded bus service that will serve OIA.

Access to the airport terminal complex is provided by Airport Boulevard from the north and by the South Access Road from the south. Airport Boulevard forms an interchange with the Bee Line Expressway (SR 528) and Semoran Boulevard (SR 436) while the South Access Road interchanges with the Central Florida GreeneWay (SR 417). Airport Boulevard consists of three inbound lanes and three outbound lanes which connect with a north terminal inner and outer loop road system. South Access Road currently is a two-lane facility providing one inbound and one outbound lane which also connects with the loop road system. The OIA Master Plan calls for the south access road to be widened to four lanes. Based on the OIA Master Plan, Airport Boulevard serves nearly 85 percent of the daily traffic to and from the airport, and South Access Road serves the remaining 15 percent. As the area south of the airport develops and as the public becomes more aware of the availability of the South Access Road via the Central Florida GreeneWay, trip orientation to the airport is expected to shift to a more balanced operation between the north and south access facilities.

The external public roadway system that provides access to the airport from the Orlando area consists of a system of expressways, arterials, and collector roads that ultimately connect with the on-site airport roadways. Existing external roadways in the immediate vicinity of the airport are, in general, operating within acceptable levels. As the area around the airport continues to experience growth and the airport continues to expand flight service, the local external public road system will require improvements.

Planned and programmed improvements to Conway Road, Boggy Creek Road, Narcoossee Road, and South Access Road, as well as several interchange improvements, have the potential to circulate traffic efficiently to and from the airport. Road improvements planned for the OIA area are included in the OIA Master Plan.

Public Transit Access

LYNX provides public transit access to OIA. Improvements to routes serving OIA will be implemented according to the public transit service improvement schedule included in this plan. Figure TE-46 shows future bus routes that will serve OIA.

Proposed Rail Access

Several rail-related improvements have been proposed to expand service to OIA (See Figure TE-48). The OIA Master Plan recognizes these proposals and incorporates a centralized intermodal transit facility on-site. These proposals feature rail alternatives and enhanced transit. The list of proposals includes the Central Florida Regional Transportation Authority

(CFRTA) light rail system, LYNX Major Investment Study (MIS) findings, and the Port Canaveral-Orlando International Airport rail system. The Master Plan recognizes that the intermodal transit facility will strengthen the airport's role as one of the major transportation hubs in the Orlando region. The intermodal facility will provide convenient transportation choices for OIA users and provide transfer capabilities for non-airport users. The City will determine how these initiatives can meet the City's goal of a multi-modal transportation system. None of these alternatives is currently being strongly pursued due to uncertainties in funding sources and in the general economy. It is unlikely that any of these rail options would be worked on vigorously until after the Commuter Rail project along the I-4 corridor is placed in service. The rail operations to serve OIA directly will probably not be operational during the planning period for this document.

Capital Improvements Program

The Greater Orlando Aviation Authority approved a $381 million plan in 2008 to extend the life of the Orlando International Airport's north terminal until at least 2015. The plan, for which the financing must still be approved, includes enhancements to the ticketing lobby, baggage system, rental car area, roads and parking. Of the five major areas slated for renovation, the ticketing lobby would be the most costly at $123 million followed by the rental car improvements at $102.6 million and the baggage system at $90.4 million.

The renovations would improve the capacity of the airport to 45 million passengers per year. The airport currently handles nearly 35 million passengers a year. The five-year plan of improvements is expected to start this year and to be completed by 2012.

Orlando Executive Airport

Demand Capacity Analysis

The demand for general aviation service is anticipated to increase significantly within the 20 year planning horizon. According to the GOAA, there are 400 based aircraft and 240,000 operations per year at OEA. Capacity limitations are likely to preclude these totals from increasing significantly over the next 20 years despite the expected increased demand. The FAA has determined that airfield capacity enhancement should commence when an airport reaches eighty (80%) percent of the weighted hourly capacity of the airfield. While FAA guidelines indicate that capacity enhancement actions should be undertaken at the 80% threshold, the viability of these actions at any particular site is a matter that must be considered carefully. Given the limited land area and extensive development in the vicinity of Orlando Executive Airport, significant airfield capacity improvements may not be feasible. More extensive information is included in the OEA Master Development Plan.

Roadway Access

Ground access improvements to the airport are necessary in the north, west and south areas of OEA. Due to its proximity to downtown, access to the north area is affected by traffic congestion on Colonial Drive. The OEA Master Plan calls for improvements to Fairgreen Street from Maguire Boulevard to the Old Cheney Highway area to act as a parallel reliever to Colonial

Drive. The Recommended Plan of Improvements calls for the construction of Fairgreen Street by 2020.

The major access route into the west area is via Crystal Lake Drive that was recently upgraded to a four-lane road with improved intersections near OEA.

The southeast area is served by Lake Underhill Drive, Andes Avenue and the East West Expressway. Approximately one million square feet of industrial development is proposed for the southeast area. This development will be timed with improvements to Andes Avenue, Lake Underhill Drive and possibly direct access to the East West Expressway.

Internal circulation on the OEA property must also be improved. The separation of ground vehicles from aircraft must be improved. Improvements to internal circulation, including the possible extension of Herndon Avenue and the reconfiguration of the terminal circulation drive, will be coordinated with the new terminal facility development. The City plans to work with GOAA and OEA to ensure that access-related improvements remain consistent with increased airport operations.

Public Transit Access

LYNX provides public transit access to OEA. Improvements to routes serving OEA will be implemented according to the public transit service improvement schedule included in this plan. Figure TE-46 shows future bus routes that will serve OEA.

Capital Improvements Program

OEA plans numerous improvements to the facility throughout the planning period, such as modification of the ramp and hangar areas. As part of these improvements, OEA already enhanced access to the airport with an ingress point from the extension of Livingston Street to the west area. Projected direct access to hangar areas in the north area will also improve access to OEA.

Projects in the north and west areas include building demolitions, paving and drainage improvements, the Fairgreen Street extension and runway rehabilitation. Southeast area improvements include aviation and non-aviation related development. Specific OEA capital improvements are incorporated in the OEA Master Development Plan.

5.G. FUTURE RAIL LINES ANALYSIS

In its effort to ensure a more efficient, multi-modal transportation system, Orlando is considering several proposed improvements to rail systems. The proposal that is furthest along in the lengthy process is the Commuter Rail project that will link Volusia, Seminole, Orange and Osceola counties. Preliminary planning has begun for a light rail system to extend through Orlando down to the activity centers near the Orange County Convention center and the theme park attractions. In addition to new rail proposals, Amtrak and CSX operations are

expected to continue in the Orlando area. Figure TE-48 shows potential rail corridors in the Orlando area.

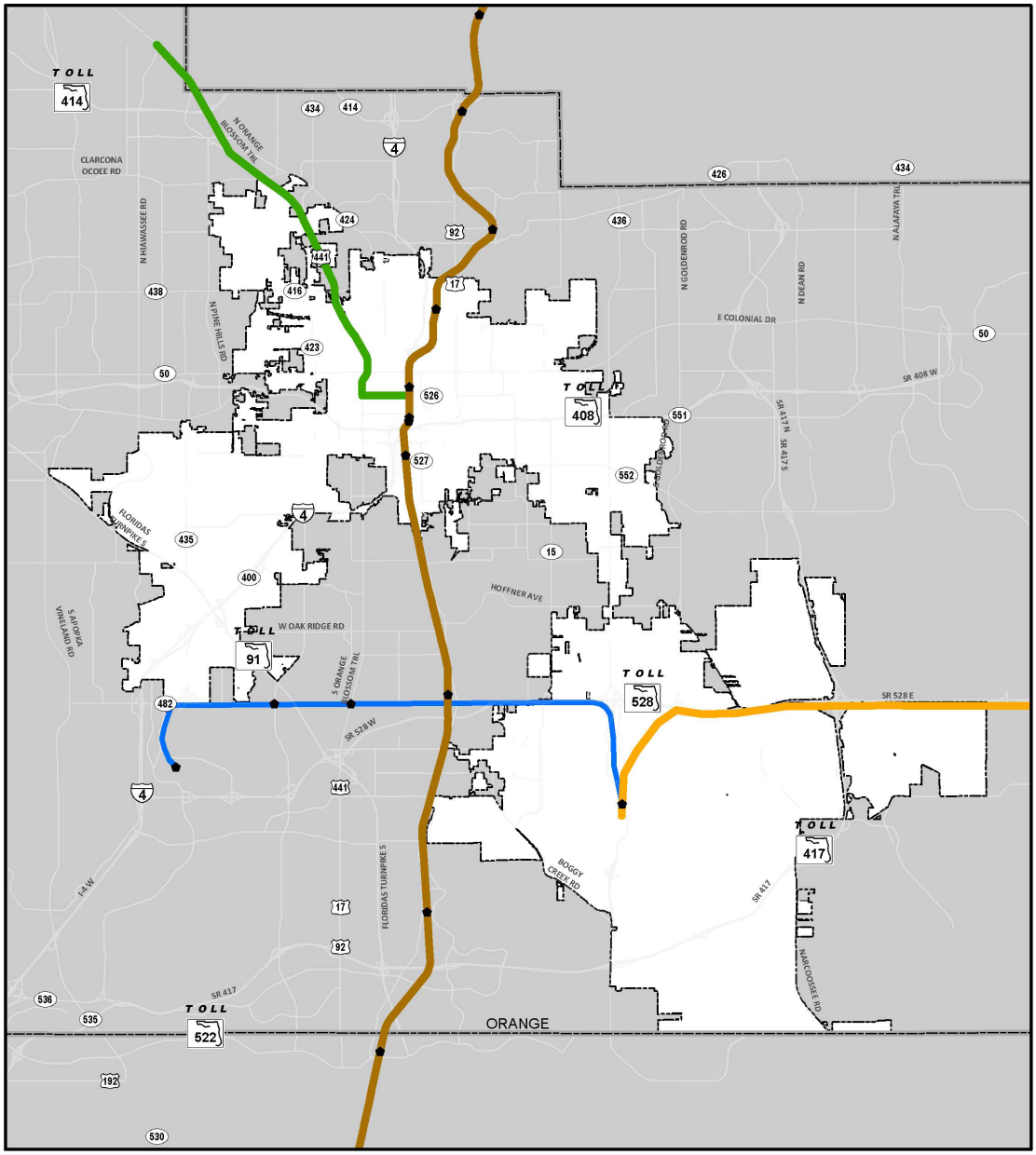
Commuter Rail

Commuter Rail Transit (CRT) uses steel-wheeled technology similar to a traditional train and is powered by a diesel locomotive. The Central Florida Commuter Rail project will use state-of-the-art Diesel Multiple Units that don't require a separate locomotive. CRT trains consist of one to three cars and can carry up to 218 passengers per trip. Maximum operating speed is generally between 65-79 mph.

The existing CSX railroad tracks will be utilized for the planned commuter rail service route. This route would consist of 61 miles of service to DeLand, Orlando and Kissimmee. The first phase of the service will include 31 miles, connecting DeBary/Ft. Florida Road to Sand Lake Road in Orange County. The CRT will offer a transportation alternative for commuters traveling from as far as Daytona Beach on the northern end and from Polk County on the southern end. This service will provide at least five trips during “peak” morning and afternoon rush hours. It would operate on a 30-minute frequency during those peak hours and a two-hour frequency during non-peak hours.

The Florida Department of Transportation's local partners in Orange, Volusia, Seminole and Osceola counties, and the City of Orlando, have unanimously approved local funding and operating agreements for the proposed Central Florida Commuter Rail project. The extraordinary display of local leadership and regional cooperation allowed FDOT to move forward with design, engineering and right-of-way acquisition for the project in 2007. Rep. John Mica and local officials from all of the funding partners are committed to keep the Commuter Rail project on track.

Figure TE-48 Future Rail Transit Routes - 2040



LEGEND

Miles
0 2 4 6

City of Orlando, Economic Development Department
Transportation Department, September 2018

- High Speed Rail (Brightline)
- OIA Connector AA
- SunRail
- US 441 Study
- Proposed Locations
- County Boundary
- Orlando City Limits

N

Amended November 1, 2010, effective January 18, 2011. Doc. No. 1011011101
Amended Jan. 28, 2019, effective March 14, 2019. Doc. No. 1901281204

Light Rail

Light rail transit (LRT) systems feature electronically powered vehicles that operate in their own right-of-way, but that can intersect streets and share the road. LRT vehicles offer system versatility, functioning well on both slow speed, inner-city and higher speed urban/suburban routes. The I-4 Priority Corridor LRT alignment would be double-tracked for its full length and constructed primarily at-grade in the median or adjacent to existing surface streets and Interstate 4, within or adjacent to the CSX railroad right-of-way, and in some cases, within new rights-of-way.

The LRT system is planned to link Osceola County with Sanford in northern Seminole County. The initial segment will extend from the International Drive area at SeaWorld to downtown Orlando. The LRT will be located in the median of a reconstructed Interstate 4, and parts may be adjacent to the existing CSX railroad corridor. In areas such as downtown Orlando and possibly along International Drive, the corridor will be at grade in a pedestrian friendly environment. Other LRT proposals include the Orlando International Airport to International Drive connection as well as a direct LRT from downtown to OIA. All of the LRT system plans have been delayed in favor of the CRT, but these plans are still active to some extent.

Maglev

As discussed in the Existing Rail section, the proposal for a 14-mile magnetic levitation (maglev) prototype between the Orlando International Airport and International Drive lost much of its support in 1994 and the project was terminated.

High Speed Rail

The Florida Department of Transportation (FDOT) identified the Tampa-Orlando-Miami corridor as the target market for a high speed, inter-city passenger rail service. FDOT awarded the high speed rail franchise to Florida Overland Express (FOX) in early 1996. In 1999, the Governor of Florida vetoed the project stating that its financial structure was not viable.

Port-to-Port Rail

A high speed rail system connecting OIA with Cape Canaveral has also been proposed. It is anticipated that this facility will be a port-to-port facility with no intermediate stops. No detailed plans have been developed.

Downtown Orlando Intermodal Center

Lynx Central Station (LCS) is located near the intersection of Amelia Street and Garland Avenue along the rail line. LCS is planned to be a multimodal center for all future transportation expansions, such as Lymmo expansions, North-South and East-West, proposed Commuter Rail System and future Light Rail. This station will also provide transportation and support services

to the future Performing Arts Center, Events Center and Citrus Bowl. These venues are projected to regenerate $10 billion in economic output and support 7,500 jobs annually for the City.

Amtrak

According to the Strategic Reform Initiatives and FY06 Grant Request report issued by Amtrak in 2005, three key long-term objectives for Amtrak in the coming decade are the development of new corridors, establishment of performance measures for long distance routes, and the introduction of competition.

Several new routes are being discussed including a New Orleans to Jacksonville route and a Chicago to Florida route. Passengers on these routes would connect in Jacksonville with the existing, and possibly new, Amtrak routes to Orlando, Miami, Tampa and New York. State and local governments' willingness to participate in funding these new routes may be critical.

The expansion of Amtrak services in Florida and Orlando will occur only if state and local governments contribute to funding new equipment and sharing operating costs. According to the President and Chairman of Amtrak, there is no possibility of any major new services without the combination of new equipment and substantial contribution to costs by state and local governments.

In addition to Amtrak, the FDOT Rail Office has long-term plans to develop intercity passenger rail system that could include Orlando as a central component. 2020 is the general time frame for when FDOT would like to see such a system operational.

The City should coordinate with LYNX and Amtrak to provide regular service to and from the Amtrak station. Transit service should be coordinated with Amtrak arrival and departure times.

CSX

Railroads will continue to play an important and large role in freight transportation in the foreseeable future but specific long term CSX freight projections are not available. However, when the Central Florida Commuter Rail system is implemented in 2010, the number of CSX trains that use the tracks through Orlando will decrease significantly. The current plan is to move these freight trains to parallel CSX facilities to the west of Orlando.

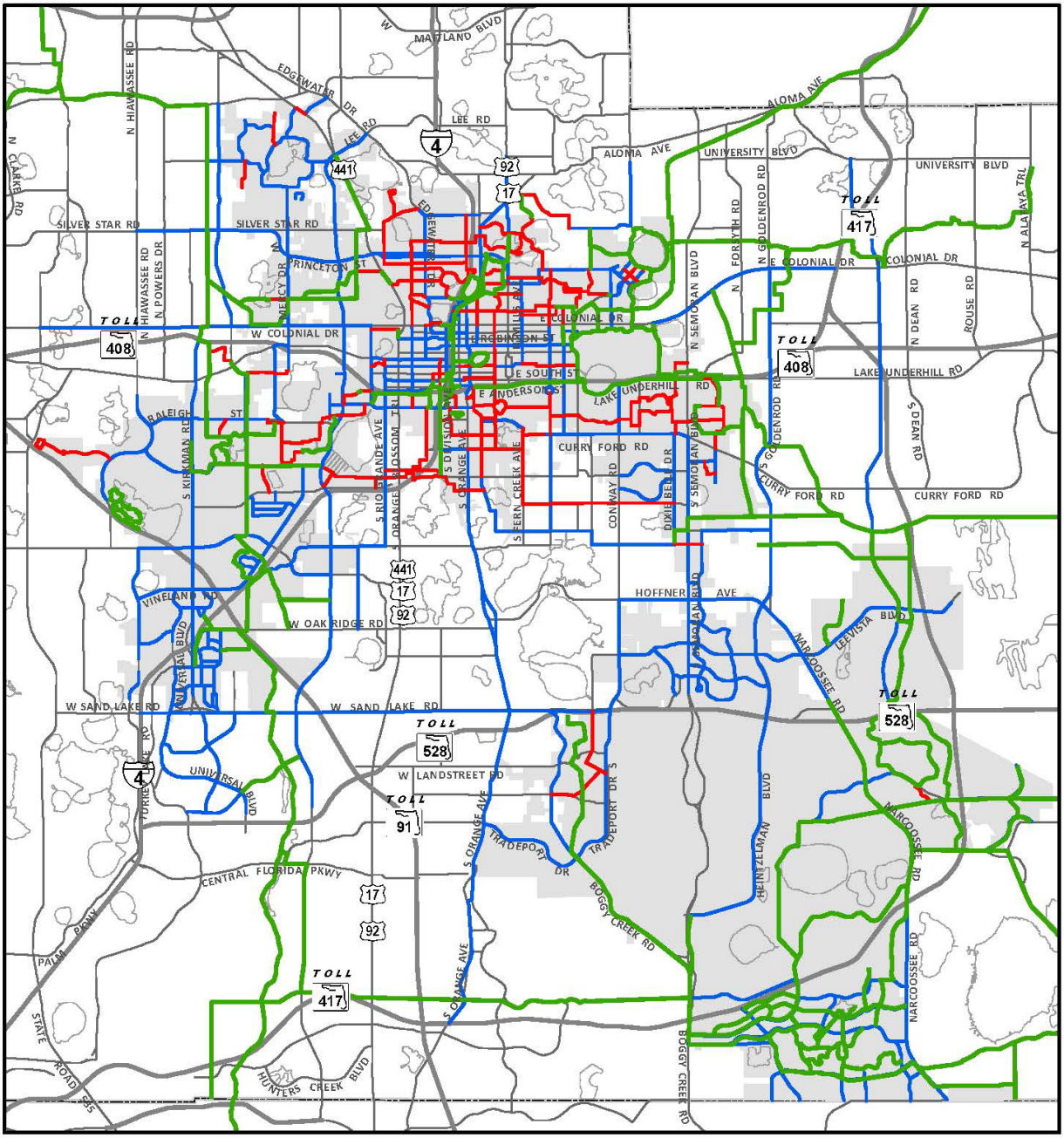
5.H. FUTURE BICYCLE SYSTEM ANALYSIS

The City of Orlando recognizes the need to provide transportation alternatives to increase accessibility and provide a multi-modal transportation system. Bicycling represents an alternative that offers recreational and fitness benefits as well.

Although the analysis of existing conditions shows a number of bicycle facilities, implementation of the City of Orlando Bicycle Plan will add even more. Currently, the City has 250 miles of bikeways. The Bicycle Plan includes an aggressive implementation schedule and support programs that will be in place by 2010. In addition to local funding, FDOT has programmed $900,000 in FY 2009/10 and FY 10/11 for design and construction of the Orlando Urban Trail. Additional funding has been programmed for $4 million through the Office of Greenways and Trails for land acquisition of the Shingle Creek Trail.

As part of the plan's implementation, the City will monitor its bicycle facilities to ensure that the future systems will meet the needs of its residents. Figure TE-49 shows the City's adopted Bicycle Plan map.

Figure TE-49 City of Orlando Planned Bikeways - 2030



LEGEND

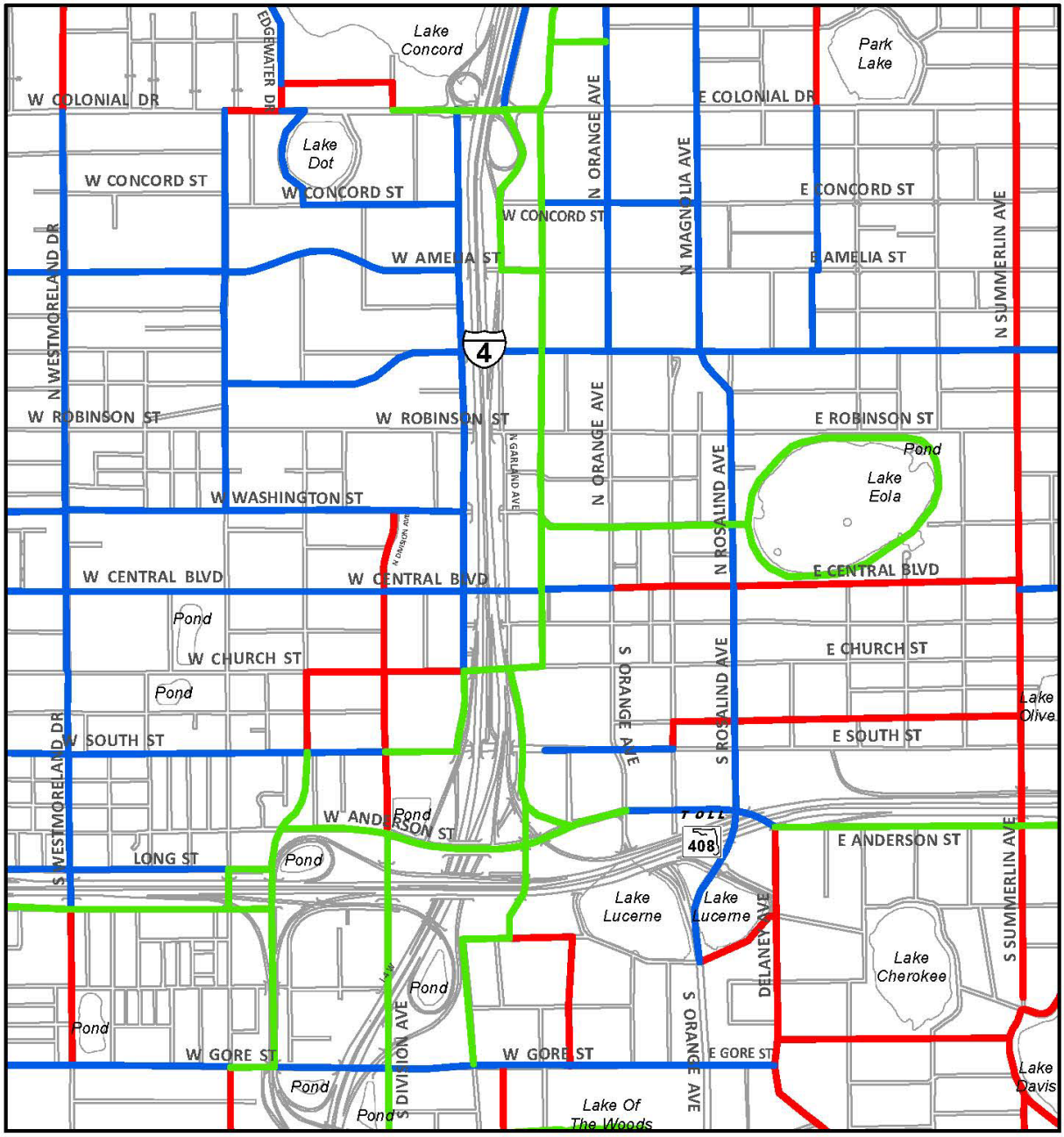
- Residential Street Signage
- Bike Lane
- Off-Street Dual Use Facilitiy
- Orlando City Limits

0 1 2 4
Miles

City of Orlando, Economic Development Department
Transportation Division, May 2015

Amended November 1, 2010; Effective January 18, 2011; Doc. Num. 1011011101
Amended March 12, 2012, Effective April 12, 2012, Doc. No. 1203121201
Amended September 8, 2014, Effective October 8, 2014, Doc. No. 1409081202
Amended February 9, 2015, Effective April 2, 2015, Doc. No. 1409081202

Figure TE-49A Downtown Orlando Planned Bikeways - 2030



LEGEND

0 0.125 0.25 0.5
Miles

- Residential Street Signage
- Bike Lane
- Off-Street Dual Use Facilitiy

City of Orlando, Economic Development Department
Transportation Division, May 2015

Amended November 1, 2010; Effective January 18, 2011; Doc. Num. 1011011101;
Amended March 12, 2012, Effective April 12, 2012, Doc. No. 1203121201
Amended February 9, 2015, Effective April 2, 2015, Doc. No. 1502091201

5.I. FUTURE PEDESTRIAN SYSTEM ANALYSIS

The City will continue to add to the inventory of sidewalks and crosswalks with Land Development codes that require their inclusion in development and re-development projects. The inventory will also be increased as the City continues to work to identify gaps in the pedestrian system and allow prioritization of pedestrian improvements along major thoroughfares, within metropolitan activity centers and throughout the traditional City. Implementation of these improvements will provide connectivity to the overall transportation system.

5.J. FUTURE TRANSPORTATION ALTERNATIVES

Analysis of options shows that the City's transportation system can be improved by taking a multi-modal approach in the design of facilities and services. As commuters and visitors are given mobility alternatives, there is a greater possibility that reliance on the single-occupancy vehicle will decrease. The following are strategies to integrate various transportation modes and enhance access:

- Coordinating roadway design, construction and reconstruction with the provision of transit facilities, bicycle lanes, sidewalks and safe pedestrian crossings.
- Including bicycle lanes as part of the roadway resurfacing program.
- Incorporating bicycle and pedestrian facilities in the design and construction of major transit facilities, such as light rail stations, transit centers, super stops and park-and-ride lots.
- Providing adequate pedestrian access to minor transit facilities, such as local and primary transit stops.
- Integrating transit, pedestrian and bicycle facilities in site plan design.
- Incorporating transit, pedestrian and bicycle facilities in aviation and rail systems improvements.

5.K. REGIONAL, STATE AND LOCAL PLANNED IMPROVEMENTS

The City's transportation system is part of the larger regional and statewide systems. Therefore, improvements proposed to the City's transportation system need to be consistent with approved regional and statewide transportation improvement plans. Therefore, analysis of the following plans has been integral to identifying necessary improvements to the City's transportation system:

- Florida Department of Transportation (FDOT), Five Year Work Program FY07-08/11-12.
- Orlando Urban Area Transportation Study (OUATS), Year 2030 Transportation Plan.
- Metroplan Orlando Transportation Improvement Plan (TIP), FY07-08/11-12.
- Central Florida Regional Transportation Authority (Lynx), Transportation Development Plan (TDP).
- Central Florida Regional Transportation Authority (Lynx), Light Rail Plans.

- Greater Orlando Aviation Authority (GOAA), Orlando International and Executive Airports Plans.

5.L. SUMMARY OF FUTURE TRANSPORTATION ANALYSIS

A multi-modal approach is needed to accommodate projected population growth and transportation needs. The region's transit ridership figures are projected to increase slightly faster than the national transit ridership trends. In addition to transit service increases related to headways and route adjustments, Lynx's plans include a series of new express service routes which will improve connectivity and significantly enhance transit service in the region. The analysis of future intermodal facilities includes facilities in all metropolitan activity centers and shows adequate connectivity and access to the transit system. Likewise, the location of proposed intermodal facilities provides excellent access to the planned Commuter Rail transit system.

The City developed a Transportation Impacts Assessment process to analyze the availability of adequate transportation facilities to support proposed Future Land Use Map (FLUM) revisions, consistent with the Florida's Department of Transportation and the Department of Community Affairs provisions for FLUM amendments.

The analysis of the future bicycle system reflects the City's commitment to the implementation of the adopted citywide bicycle plan. The future transportation analysis section includes a list of transportation alternatives and recommends development patterns that will foster a truly multimodal transportation system.

6. RECOMMENDED TRANSPORTATION PLAN

This section provides the plan recommendations for a safe, convenient, and energy efficient multi-modal transportation system, coordinated with future land use patterns, and the plans and programs offered by Metroplan Orlando and the Florida Department of Transportation (FDOT).

6.A. TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA)

Transportation performance is measured based on comparisons with level of service standards for roadways, transit services, bikeways and pedestrian systems. Section 163.3180, Florida Statutes (F.S.), and Rule 9J-5.0055, Florida Administrative Code (F.A.C.), require that jurisdictions establish a concurrency management system to ensure that public facilities and services needed to support development are available concurrent with the impacts of such development. To comply with this provision, Level of Service Standards for transportation have been adopted (see Policy Document, Transportation Element Policies 1.8.1, 1.8.2 and 1.8.3). In practice, past transportation concurrency requirements encouraged development to locate in outlying areas. These concurrency requirements have resulted in urban sprawl and

prevented development in close proximity to existing government, employment, and shopping facilities.

Section 163.3180 F.S. and Rule 9J-5 F.A.C. also provide guidelines for establishing Transportation Concurrency Exception Areas (TCEAs). This option allows exceptions to the transportation concurrency requirements for all types of development within specifically defined areas. The TCEA regulations are intended to reduce the adverse impact that transportation concurrency requirements had on urban infill development and redevelopment, and on the achievement of other goals and policies of the state comprehensive plan, such as development and support of public transportation and alternative mobility choices.

The following criteria were established to designate a TCEA:

- Not more than 10% developable vacant land
- If more than 60% residential, must have a minimum density of 5 dwelling units per acre
- If more than 60% non-residential, must have a minimum non-residential floor area ratio (FAR) of 1.0

The City of Orlando's Transportation Concurrency Exception Area complies with the previously mentioned criteria and the TCEA boundaries are shown in Figure TE-2. The TCEA includes Transportation Areas (TAs) 1, 2, 3, 4, 5, 6, 7, 11, and 15.

While the designated TCEA is not subject to specific Level of Service Standards for roadways, this plan recommends monitoring performance for roadways within the TCEA. Level of service standards for public transit apply inside and outside the TCEA.

Appendix B includes the methodology and analysis conducted to establish the City's TCEA.

Although Figure TE-3 includes projects inside and outside the TCEA, the TCEA provides the opportunity to reduce the focus on roadway building while enhancing the overall transportation system. For the TCEA to be successful, a package of transportation enhancements is recommended in this element, including:

- Roadway, transit, bicycle, and pedestrian improvements
- Roadway design standards
- Development connectivity provisions
- Intermodal access provisions
- Transportation demand management provisions
- Intergovernmental coordination requirements

Downtown Orlando Transportation Plan

For decades we have made transportation investments to move cars and trucks instead of people and goods. Today, only a fraction of all transit ridership begins and ends in downtown; residents living downtown seldom walk; and bicycling downtown is minimal. The City is enjoying a dramatic rise in downtown residential, office, and commercial development. This new development will bring demands for new and increased transportation services. The Downtown resident population is expected to increase by 157% in 20 years while the employment population will nearly double.

The City retained a consultant in 2005 to prepare the Downtown Transportation Plan and address the transportation needs of residents, employees, and visitors. This Plan comprehensively addresses the needs of pedestrians, cyclists, transit riders, motorists, and the delivery of freight in physically constrained locations. In 2006, the City completed the Downtown Transportation Plan, City Council adopted the Plan, and the recommendations are being incorporated into the City's Land Development Code.

It has been estimated that there are currently 460,000 commuter trips that either originate or end in Downtown each and every day. While this is significant, the Plan has found the number of trips is going to dramatically increase over the coming years, rising to 650,000 in 2025. With a minimal number of road improvements available, a multi-modal approach must be taken to address this growth. Recommendations of the Downtown Transportation Plan include:

Streets – Complete, Connected, Intuitive

- Serve ALL users and uses – Pedestrian, Vehicle, Bicycle, Transit and Parking.
- Extensions and Re-alignments to complete roadway network.
- Intersections improved with additional turn lanes and timing changes.
- Street Conversions from one way to two ways.

Intelligent Transportation System (ITS) – Priority, Real Time, Informative

- Parking Garage Fiber Optics for connecting with other ITS devices.
- Parking Garage Status Message Boards – to direct traffic to closest available parking.
- Signal Coordination.

Transit – Reliable, Convenient, Attractive

- Circulators as collector/distributor for Commuter Rail.
- Moving people within downtown efficiently.
- Additional Transit Shelters – with Bicycle Racks.
- External Connections – Downtown to major trip origins.

Bike/Pedestrian – Positive, Connected, Inviting

- Major North – South Pedestrian / Bicycle Spine.

- Orlando Urban Trail - Loch Haven to Parramore. Connecting Cultural Park with Major Employment and Activity Centers.
- Comfort through Good Design – include awnings, street trees, and building design to provide protection from sun and rain.
- Enhanced on-street Bike Lanes and Signage Network connecting to significant destinations.

Parking – Visible, Accessible, Equalized/Balanced

- Market Priced.
- Interceptor garages connecting parking supply to transit.
- Additional on-street parking identified.
- Off-street private parking requirements amended through the Land Development Code.
- Create attractive environment to serve Pedestrian.

Freight – Supportive, Efficient, Invisible

- Primary Freight Corridors with sufficient turning radii.
- Freight Loading Zones at strategic locations.
- Downtown Freight Village (s).

Land Use – Density, Intensity, Vibrant

- Mixed Use/Transit Oriented Development (TOD).
- Reduce Vehicle Trips and encourage alternate mode use.
- Encourage active street life.

The recommendations from the Downtown Transportation Plan are supported by the Policy Document of the Growth Management Plan. Changes to the Land Development Code are underway for implementation.

6.B. RECOMMENDED TRAFFIC CIRCULATION PLAN

Historically, roadways played a multi-faceted role. They were used as pathways for moving people and goods. Horses, bicycles, buses, and automobiles were common roadway users. Since World War II, the road system has been designed with the primary, overriding purpose of moving vehicles. Motor vehicle flow has been emphasized, often at the expense of other modes. Very little attention has been given to accommodating other modes such as bicycles, pedestrians, and transit.

The Transportation Element departs from this convention by looking at roads as multi-modal transportation corridors. Multiple modes are accommodated in these corridors through appropriate design. For example, major thoroughfare improvements will include appropriate bicycle, pedestrian, and transit features as part of the typical cross-section. At the same time, travel lane widths are reduced to eleven (11) feet or less to slow automobile travel speeds and foster the bicycle and pedestrian experience.

The recommended traffic circulation plan involved the following key directives:

- Ensure that the roadways proposed to serve the City are consistent with the existing and proposed population densities, housing and employment patterns, and land uses.
- Provide for the protection of existing and future rights-of-way from building encroachment.
- Evaluate the connections and access points between driveways and roads.
- Ensure that appropriate facility capacity will be provided to serve existing and future land uses.
- Coordinate roadway improvements with future needs for other public transportation facilities.
- Propose financially feasible roadway improvements.

The designation of a Transportation Concurrency Exception Area and the establishment of Level of Service Standards for the state's Strategic Intermodal System and for major thoroughfares outside the TCEA are intended to fulfill those general directives.

Recommended Traffic Circulation Level of Service Standards

The TCEA is intended to promote greater development densities and land use mixtures in the City that in turn support other transportation modes. This scenario provides personal mobility alternatives, reducing automobile dependency.

Figure TE-50 shows the recommended roadway functional classification for this plan. Roadway capacity is based on the functional classification and number of lanes. The Level of Service Standard selected for each roadway outside the TCEA was based either on its actual performance or its forecasted short term or long term performance. No Level of Service Standard of "F" shall be significantly degraded on major thoroughfares outside the TCEA. Additional traffic exceeding the following percentages shall be considered significant traffic degradation on roadways with Level of Service Standard "F":

Limited Access Facilities

- 4 Lanes 29%
- 6 Lanes 18%

Arterials and Collectors

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

One-Way Roads

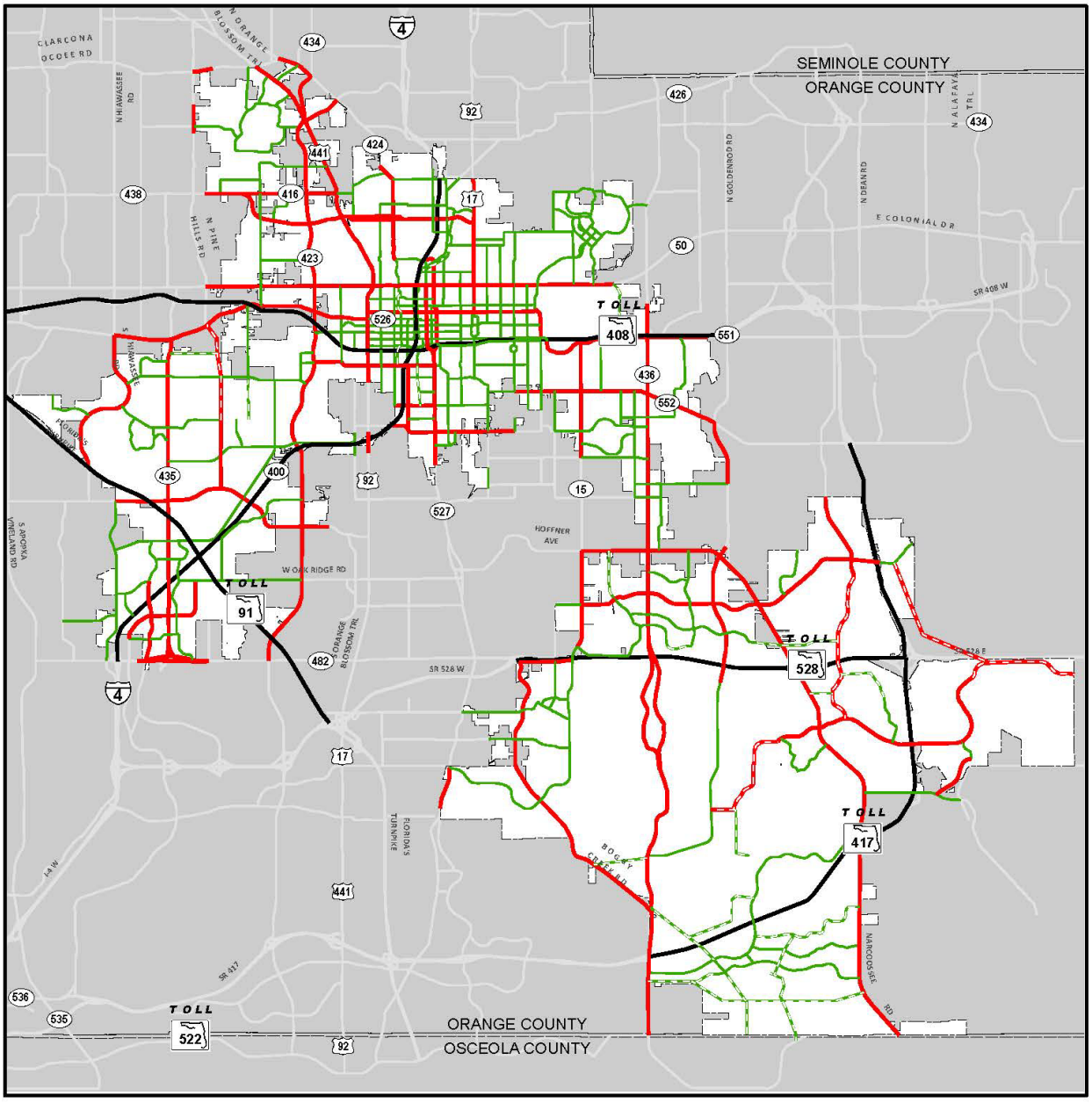
- 2 Lanes 25%
- 3 Lanes 17%
- 4 Lanes 15%

These percentages are consistent with the recommended acceptable errors in traffic assignment results related to AADT as shown in Table 4 of the "Model Update Task C: Develop Standardized Distribution and Assignment Model" for the Urban Transportation Planning System (UTPS) Update (FDOT 1981).

For constrained facilities, the Florida Department of Transportation significant degradation definition is recommended. Significant degradation for these facilities is defined in the Mobility Framework section of this plan.

Figure TE-51 shows a map of roadway segments with traffic volume restrictions, due to their Level of Service Standard of F, outside the TCEA. The Policy Document of this plan (Figure TE-1) indicates the recommended Level of Service Standards for the state's Strategic Intermodal System and for each of the major thoroughfare segments outside the TCEA.

Figure TE-50 Recommended Major Thoroughfare Network and Functional Classification - 2040



LEGEND

0 1 2 4
Miles

- Limited Access
- Arterial
- Collector
- Orlando City Limits
- Proposed Road (as of 2018)

N

City of Orlando, Economic Development Department
City Planning Division, September 2018

Amended November 1, 2010, effective January 18, 2011. Doc. No. 1011011101
Amended Jan. 28, 2019, effective March 14, 2019. Doc. No. 1901281204

FIGURE TE-51: RESERVED.

In accordance with Orlando City Code Sec. 59.209, and with Section 163.3180, F.S. and Rule 9J-5.0055, F.A.C., as amended, the City of Orlando's municipal jurisdiction is a Transportation Concurrency Exception Area.

Amended Jan. 28, 2019, effective March 14, 2019. Doc. No. 1901281204

Recommended Roadway Improvements

The Florida Standard Urban Transportation Model Structure (FSUTMS) transportation model was updated to reflect additional modifications to the roadway projects shown in Figure TE-38. These modifications are based on new City developments not previously contemplated in the Metroplan Orlando Urban Area Transportation Study (OUATS) 2030 plan.

Figure TE-3 in the Policy Document of this plan shows the recommended roadway improvements needed to achieve and maintain the Level of Service Standards established in Figure TE-1.

Recommended Roadway Design

A multi-modal approach to roadway design is incorporated into this element as an integral part of creating a sustainable community. The typical roadway cross-sections, street centerline setback requirements, and access classification standards are illustrated in Appendix C. The appendix illustrates accommodations for vehicles, bicycles, pedestrians and transit users as standard components of the City's roadway design. The standard cross-sections will be used for roadway design, as well as for right-of-way reservation and dedication during development review.

Recommended Development Connectivity

In addition to incorporating roadway design standards, this element recommends that developments be interconnected in a manner which enhances the transportation network. Development design must provide connectivity and access between adjacent residential developments and nearby land uses. This can be achieved while protecting neighborhoods through use of traffic calming techniques.

6.C. RECOMMENDED PUBLIC TRANSIT PLAN

Increasing traffic congestion problems and continued population growth require service plans where public transit can play an important role. A transportation system which offers multi-modal opportunities has the potential to absorb a significantly higher number of person trips than a system which focuses solely on accommodating vehicle trips. Improved transit service frequencies offer a viable transportation alternative and promote transit use, and are the focus of the City's recommendation for transit service improvements. Transit facilities and amenities also are recommended as necessary components to achieve increased transit ridership.

Recommended Transit Level of Service Standards

Designated transit corridors within the Transportation Concurrency Exception Area (TCEA) provide a focus to prioritize headway improvements through the planning periods. Figure TE-52 shows the location of the designated transit corridors.

The following Level of Service Standard is used to prioritize transit service improvements citywide:

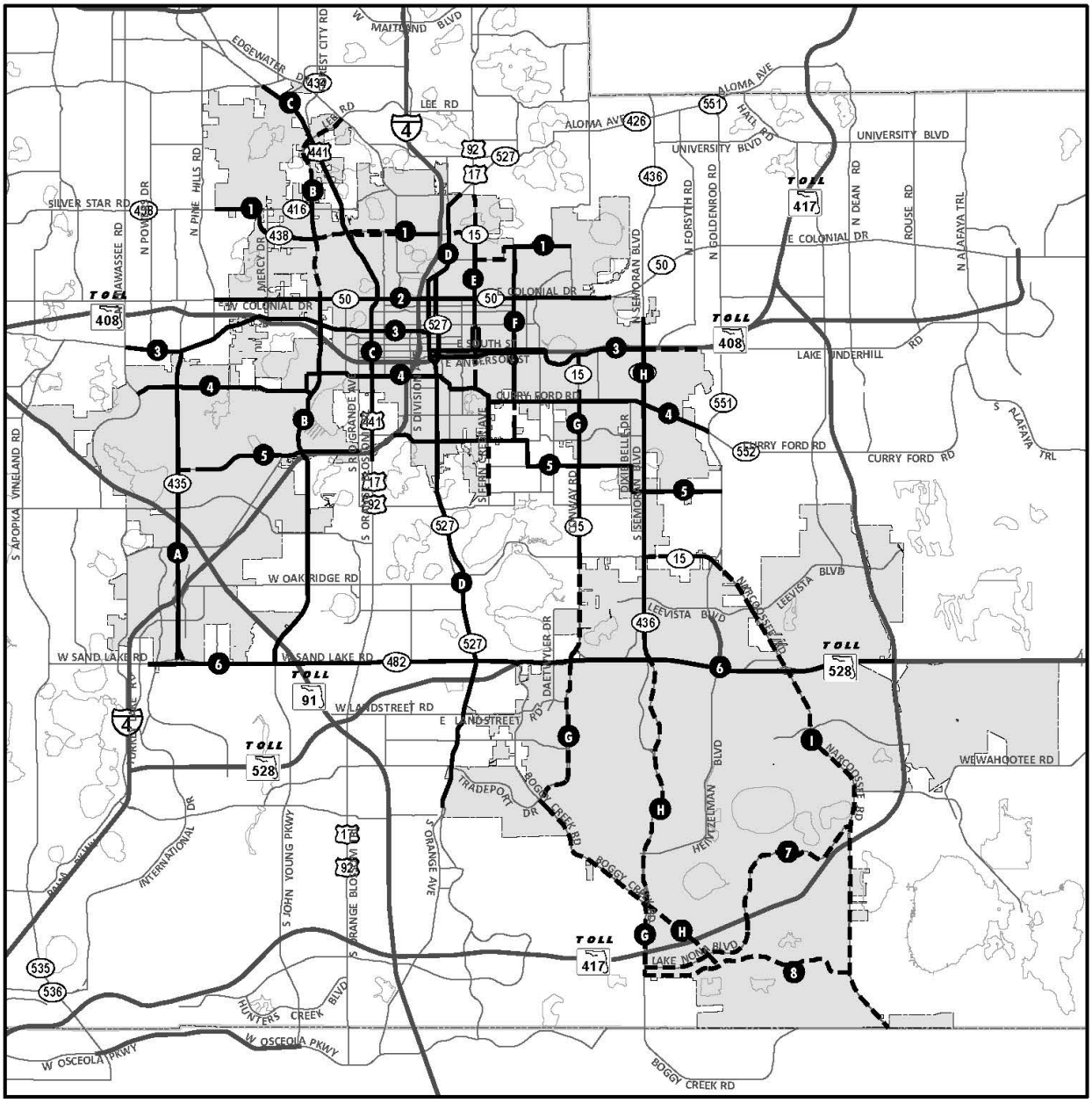
- Fifty-nine percent (59%) of the designated transit service corridors within the Transportation Concurrency Exception Area (TCEA) shall maintain or improve a 30 minute weighted headway through the planning period.

Average Weighted Headway Level of Service Standards

The recommendation for weighted headway Level of Service Standards for transit applies to the TCEA. This recommendation considered the characteristics of the TCEA as an area mostly built-out and generally containing mixed uses. The TCEA is approximately ten by ten (10 x 10) miles wide. The average transit trip length within the regional transit system is five (5) miles. Therefore, it is assumed that a large percentage of transit trips within the TCEA will have both their origin and destination within the TCEA. Although some trips will require transfers, the recommended weighted headway seeks to ensure that waiting times for transfers will be short.

The designated corridors were classified by direction as north/south or east/west. Generally, Orange Avenue delineates the east and west portions of the corridors and Colonial Drive delineates the north and south portions. There is an exception for the Orange and Rosalind corridors which function as the main transit routes into the downtown core and provide access to the regional transit hub. For Orange and Rosalind Avenues, the north and south portions are delineated by Central Boulevard. Other designated corridors do not directly reach Orange Avenue or Colonial Drive and their corridor delineation reflect that fact. Figure TE-53 lists the designated transit corridors and calculates the average weighted headway for each corridor by direction. The methodology to calculate the average weighted headway for transit level of service is included in Appendix D.

Figure TE-52 Designated Transit Corridors



LEGEND

0 1 2 4
Miles

Orlando City Limits

Existing Designated Transit Corridor

Future Designated Transit Corridor

1-8 East/West Corridor / A-I North/South Corridor

City of Orlando, Economic Development Department
City Planning Division, August 2018

Amended Jan. 28, 2019, effective March 14, 2019. Doc. No. 1901281204 Source: Figure TE-53

FIGURE TE-53
Designated Transit Corridor Analysis

Corridor	From	To	Total Length Served (ft)	Total Length Served (mi)	% of Corridor Served by Segment	Segment Length (ft)	Segment Length Served (mi)	Route No. Serving Segment	Routes Peak Headway	Buses per Hour	Adjusted Segment Headway (min)	Old Segment Headway (min)	Adjusted CHC Reciprocal
A KIRKMAN													
	COLONIAL DR	WESTGATE DR	33,080	6.3	**22.8%**	7,550	1.4	301	1,440	0.042	**1,440**	1440	0.000158496
	WESTGATE DR	RALEIGH ST	33,080	6.3	**4.5%**	1,500	0.3	37	30	2	**29**	30	0.001542977
								301	1,440	0.042			
	RALEIGH ST	CONROY RD	33,080	6.3	**37.8%**	12,500	2.4	21	30	2	**15**	15	0.025978688
								37	30	2			
								301	1,440	0.042			
								302	1,440	0.042			
								305	1,440	0.042			
	CONROY RD	MAJOR BV	33,080	6.3	**17.7%**	5,870	1.1	21	30	2	**12**	15	0.015157069
								37	30	2			
								40	60	1			
								301	1,440	0.042			
								302	1,440	0.042			
								305	1,440	0.042			
	MAJOR BV	I-4	33,080	6.3	**4.2%**	1,400	0.3	37	30	2	**28**	29	0.001498892
								301	1,440	0.042			
								302	1,440	0.042			
								303	1,440	0.042			
	I-4	INTERNATIONAL DR	33,080	6.3	**12.9%**	4,260	0.8	37	30	2	**12**	30	0.010820990
								38	20	3			
								304	1,440	0.042			
			Corridor Length Served		**100.0%**	33,080	6.3						**18.1**
B LEE RD/ JOHN YOUNG PY													
	SHADER RD	SILVER STAR RD	42,930	8.1	**6.1%**	2,640	0.5	25	30	2	**30**	30	0.002049849
	SILVER STAR RD	PRINCETON ST	42,930	8.1	**7.2%**	3,100	0.6	25	30	2	**12**	30	0.008017548
								125	20	3			
	PRINCETON ST	WASHINGTON ST	42,930	8.1	**5.9%**	2,520	0.5	20	60	1	**19**	30	0.003016539
								25	30	2			
								302	1,440	0.042			
								303	1,440	0.042			
	WASHINGTON ST	COLUMBIA ST	42,930	8.1	**12.6%**	5,400	1.0	20	60	1	**20**	60	0.006376660
								21	30	2			
								303	1,440	0.042			
	COLUMBIA ST	AMERICANA BV	42,930	8.1	**34.7%**	14,900	2.8	57	60	1	**60**	60	0.005784611
	AMERICANA BV	OAK RIDGE RD	42,930	8.1	**12.4%**	5,310	1.0	57	60	1	**58**	58	0.002147391
								305	1,440	0.042			
	OAK RIDGE RD	SAND LAKE RD	42,930	8.1	**21.1%**	9,060	1.7	57	60	1	**60**	60	0.003517354
			Corridor Length Served		**100.0%**	42,930	8.1						**34.6**
C OBT													
	CLARCONA-OCOEE RD	AMELIA ST	35,500	6.7	**76.6%**	27,200	5.2	106	30	2	**30**	30	0.025539906
	AMELIA ST	GRAND ST	35,500	6.7	**23.4%**	8,300	1.6	107	30	2	**30**	30	0.007793427
			Corridor Length Served		**100.0%**	35,500	6.7						**30.0**
D ORANGE AV													
	MILLS AV	CENTRAL STATION	63,320	12.0	**24.5%**	15,500	2.9	102	15	4	**15**	15	0.016319225
	CENTRAL STATION	GORE ST	63,320	12.0	**10.1%**	6,420	1.2	3	60	1	**8**	13	0.016898294
								7	60	1			
								11	30	2			
								13	60	1			
								15	30	2			
								18	60	1			
								40	60	1			
								313	60	1			
	GORE ST	HOFFNER AV	63,320	12.0	**33.5%**	21,190	4.0	7	60	1	**12**	15	0.027687450
								11	30	2			
								18	60	1			
								40	60	1			
	HOFFNER AV	SAND LAKE/ McCOY	63,320	12.0	**14.2%**	9,010	1.7	11	30	2	**20**	20	0.007114656
								18	60	1			
	SAND LAKE/ McCOY	TRADEPORT DR	63,320	12.0	**17.7%**	11,200	2.1	18	60	1	**30**	60	0.005895978
								418	60	1			
			Corridor Length Served		**100.0%**	63,320	12.0						**13.5**
E FERN CREEK/ MILLS													
	ROLLINS ST	ROBINSON ST	10,000	1.9	**100.0%**	10,000	1.9	125	20	3	**20**	20	0.050000000
			Corridor Length Served		**100.0%**	10,000	1.9						**20.0**
F BUMBY/PRIMROSE													
	CORRINE DR	COLONIAL DR	17,170	3.3	**30.2%**	5,180	1.0	313	60	1	**60**	60	0.005028150
	COLONIAL DR	ROBINSON ST	17,170	3	**15.6%**	2,670	0.5	6	60	1	**20**	20	0.007775189
								13	60	1			
								313	60	1			
	ROBINSON ST	CENTRAL BV	17,170	3.3	**7.9%**	1,360	0.3	6	60	1	**15**	12	0.005280528
								13	60	1			
								51	60	1			
								313	60	1			
	CENTRAL BV	SOUTH/ANDERSON	17,170	3.3	**8.7%**	1,490	0.3	6	60	1	**20**	15	0.004338963
								13	60	1			
								51	60	1			
	SOUTH/ANDERSON	CURRY FORD RD	17,170	3.3	**30.0%**	5,150	1.0	15	30	2	**30**	20	0.009938059
	CURRY FORD RD	LAKE MARGARET DR	17,170	3.3	**7.7%**	1,320	0.3	3	60	1	**60**	60	0.001281305
			Corridor Length Served		**100.0%**	17,170	3.3						**29.7**
G CONWAY/TRADEPORT/BOGGY CREEK													
	CURRY FORD RD	HOFFNER AV	15,960	3.0	**100.0%**	15,960	3.0	51	60	1	**60**	60	0.016666667
			Corridor Length Served		**100.0%**	15,960	3.0						**60.0**

H SEMORAN/OIA/MEDICAL CITY														
	HIBISCUS RD	LAKE UNDERHILL RD	43,260	8.2	**7.7%**	3,330	0.6	*28*	*30*	*2*	**15**	*30*	*0.005129390*
								436S	*30*	*2*			
	LAKE UNDERHILL RD	LA COSTA DR	43,260	8	**9.6%**	4,160	0.8	*6*	*60*	*1*	**12**	*15*	*0.008009858*
								28	*30*	*2*			
								436S	*30*	*2*			
	LA COSTA DR	GRANT ST	43,260	8.2	**8.8%**	3,820	0.7	*28*	*30*	*2*	**15**	*20*	*0.005884165*
								436S	*30*	*2*			
	GRANT ST	LAKE MARGARET DR	43,260	8.2	**9.6%**	4,150	0.8	*436S*	*30*	*2*	**30**	*30*	*0.003198242*
	LAKE MARGARET DR	GATLIN AV	43,260	8.2	**9.0%**	3,880	0.7	*3*	*60*	*1*	**20**	*20*	*0.004482440*
								436S	*30*	*2*			
	GATLIN AV	HOFFNER AV	43,260	8.2	**12.8%**	5,340	1.0	*436S*	*30*	*2*	**30**	*30*	*0.004112754*
	HOFFNER AV	OIA	43,260	8.2	**43.0%**	18,600	3.5	*436S*	*30*	*2*	**20**	*20*	*0.021487985*
								51	*60*	*1*			
			Corridor Length Served		**100.0%**	43,260	8.2						**19.1**
I HOFFNER/ NARCOOSSEE														
	REDDIT RD	OLD GOLDENROD RD	4,460	0.8	**100.0%**	4,460	0.8	*3*	*60*	*1*	**60**	*120*	*0.016666667*
			Corridor Length Served		**100.0%**	4,460	0.8						**60.0**
1 SILVER STAR/PRINCETON/VIRGINIA/CORRINE														
	KINGSLAND AV	JOHN YOUNG PY	34,400	6.5	**34.6%**	11,900	2.3	*20*	*60*	*1*	**20**	*19*	*0.017536741*
								25	*30*	*2*			
								302	*1,440*	*0.042*			
	JOHN YOUNG PY	EDGEWATER DR	34,400	6.5	**25.0%**	8,600	1.6	*125*	*20*	*3*	**20**	*20*	*0.012500000*
	EDGEWATER DR	MILLS AV	34,400	6.5	**23.5%**	8,100	1.5	*125*	*20*	*3*	**20**	*20*	*0.011773258*
	BUMBY AV	BENNETT RD	34,400	6.5	**16.9%**	5,800	1.1	*313*	*60*	*1*	**60**	*60*	*0.002810078*
			Corridor Length Served		**100.0%**	34,400	6.5	6.5					**22.4**
2 COLONIAL DR														
	PINE HILLS RD	FERGUSON DR	40,670	7.7	**21.7%**	8,820	1.7	*48*	*30*	*2*	**10**	*10*	*0.021686747*
								49	*30*	*2*			
								105	*30*	*2*			
	FERGUSON DR	JOHN YOUNG PY	40,670	7.7	**4.9%**	2,000	0.4	*25*	*30*	*2*	**8**	*9*	*0.008558840*
								48	*30*	*2*			
								49	*30*	*2*			
								105	*30*	*2*			
	JOHN YOUNG PY	GARLAND AV	40,670	7.7	**25.4%**	10,350	2.0	*48*	*30*	*2*	**10**	*10*	*0.025448734*
								49	*30*	*2*			
								105	*30*	*2*			
	GARLAND AV	OLD CHENEY HY	40,670	7.7	**47.8%**	19,500	3.7	*28*	*30*	*2*	**10**	*10*	*0.047946890*
								29	*30*	*2*			
								104	*30*	*2*			
			Corridor Length Served		**100.0%**	40,670	7.7						**9.6**
3 OLD WINTER GARDEN/SOUTH/ANDERSON/LK UNDERHILL														
	KIRKMAN RD	JOHN YOUNG PY	44,900	8.5	**34.1%**	15,300	2.9	*54*	*60*	*1*	**60**	*60*	*0.005879287*
	JOHN YOUNG PY	GARLAND	44,900	8.5	**13.8%**	6,200	1.2	*25*	*60*	*1*	**30**	*30*	*0.004802821*
								54	*60*	*1*			
	GARLAND AV	BUMBY AV	44,900	8.5	**21.2%**	9,500	1.8	*13*	*60*	*1*	**30**	*30*	*0.007052710*
								15	*60*	*1*			
	BUMBY AV	SEMORAN BV	44,900	8.5	**31.0%**	13,900	2.6	*6*	*60*	*1*	**30**	*60*	*0.010319228*
								51	*60*	*1*			
			Corridor Length Served		**100.0%**	44,900	8.5						**36.2**
4 RALEIGH/GORE/CURRY FORD														
	HIAWASSEE RD	KIRKMAN RD	62,200	11.8	**6.8%**	4,200	0.8	*37*	*30*	*2*	**30**	*30*	*0.002250804*
	KIRKMAN RD	IVEY LN	62,200	11.8	**19.8%**	12,300	2.3	*21*	*30*	*2*	**29**	*29*	*0.006728966*
								302	*1,440*	*0.042*			
	IVEY LN	WASHINGTON SUPERSTOP	62,200	11.8	**8.7%**	5,400	1.0	*20*	*60*	*1*	**20**	*20*	*0.004340836*
								21	*30*	*2*			
	W. SUPERSTOP	DIVISION AV	62,200	11.8	**13.2%**	8,200	1.6	*36*	*30*	*2*	**15**	*20*	*0.008788853*
								319	*30*	*2*			
	DIVISION AV	ORANGE AV	62,200	11.8	**4.2%**	2,600	0.5	*40*	*60*	*1*	**60**	*60*	*0.000696677*
	ORANGE AV	GOLDENROD RD	62,200	11.8	**47.4%**	29,500	5.6	*15*	*60*	*1*	**60**	*60*	*0.007904609*
			Corridor Length Served		**100.0%**	62,200	11.8						**32.6**
5 LB MCLEOD/MICHIGAN/LK MARGARET/PERSHING														
	WILLIE MAYS BV	RIO GRANDE AV	53,800	10.2	**21.2%**	11,400	2.2	*36*	*30*	*2*	**30**	*30*	*0.007063197*
	RIO GRANDE AV	ORANGE AV	53,800	10.2	**15.4%**	8,300	1.6	*40*	*60*	*1*	**60**	*60*	*0.002571252*
	ORANGE AV	GOLDENROD RD	53,800	10.2	**63.4%**	34,100	6.5	*3*	*60*	*1*	**60**	*60*	*0.010563817*
			Corridor Length Served		**100.0%**	53,800	10.2						**49.5**
6 SAND LAKE RD/BEACHLINE EXPY														
	INTERNATIONAL DR	MANDARIN DR	59,800	11.3	**13.4%**	8,000	1.5	*304*	*1,440*	*0.042*	**720**	*720*	*0.000185805*
								305	*1,440*	*0.042*			
	MANDARIN DR	ORANGE BLOSSOM TL	59,800	11.3	**24.4%**	14,600	2.8	*37*	*30*	*2*	**30**	*30*	*0.008138239*
	ORANGE BLOSSOM TL	ORANGE AV	59,800	11.3	**20.1%**	12,000	2.3	*11*	*30*	*2*	**15**	*15*	*0.013377926*
								42	*30*	*2*			
	ORANGE AV	OIA	59,800	11.3	**42.1%**	25,200	4.8	*11*	*30*	*2*	**12**	*10*	*0.035117057*
								42	*30*	*2*			
								111	*60*	*1*			
			Corridor Length Served		**100.0%**	59,800	11.3						**17.6**
7 LAKE NONA														
	BOGGY CREEK RD	NARCOOSSEE RD	0	0.0	**100.0%**	0	0.0	*0*	*0*	*0*	**0**	*0*	*0.000000000*
			Corridor Length Served		**100.0%**	0	0.0						**0.0**
8 POITRAS														
	BOGGY CREEK RD	NARCOOSSEE RD	0	0.0	**100.0%**	0	0.0	*0*	*0*	*0*	**0**	*0*	*0.000000000*
			Corridor Length Served		**100.0%**	0	0.0						**0.0**

Total Corridor Length Served (miles) =	**106.3**

CORRIDOR HEADWAYS

15 min or less:	**2**
more than 15 min: less than or equal to 30 min:	**7**
over 30 min:	**6**
Percentage of Corridors with 30 min or less Headways	**60%**

Prepared by City of Orlando Transportation Department, July 2017

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Amended Jan. 28, 2019, effective March 14, 2019. Doc. No. 1901281204

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Recommended Transit Service Improvements

Figure TE-54 shows the recommended plan of improvements necessary to maintain the adopted transit corridor Level of Service Standards. Figure TE-55 shows transit corridors meeting the adopted Level of Service Standards.

Evaluation of System Performance

To ensure that the City's Level of Service Standards of average weighted headways are met, periodic evaluations are recommended.

- The City conducts annual transit routes' performance reviews consistent with the service performance criteria defined above.

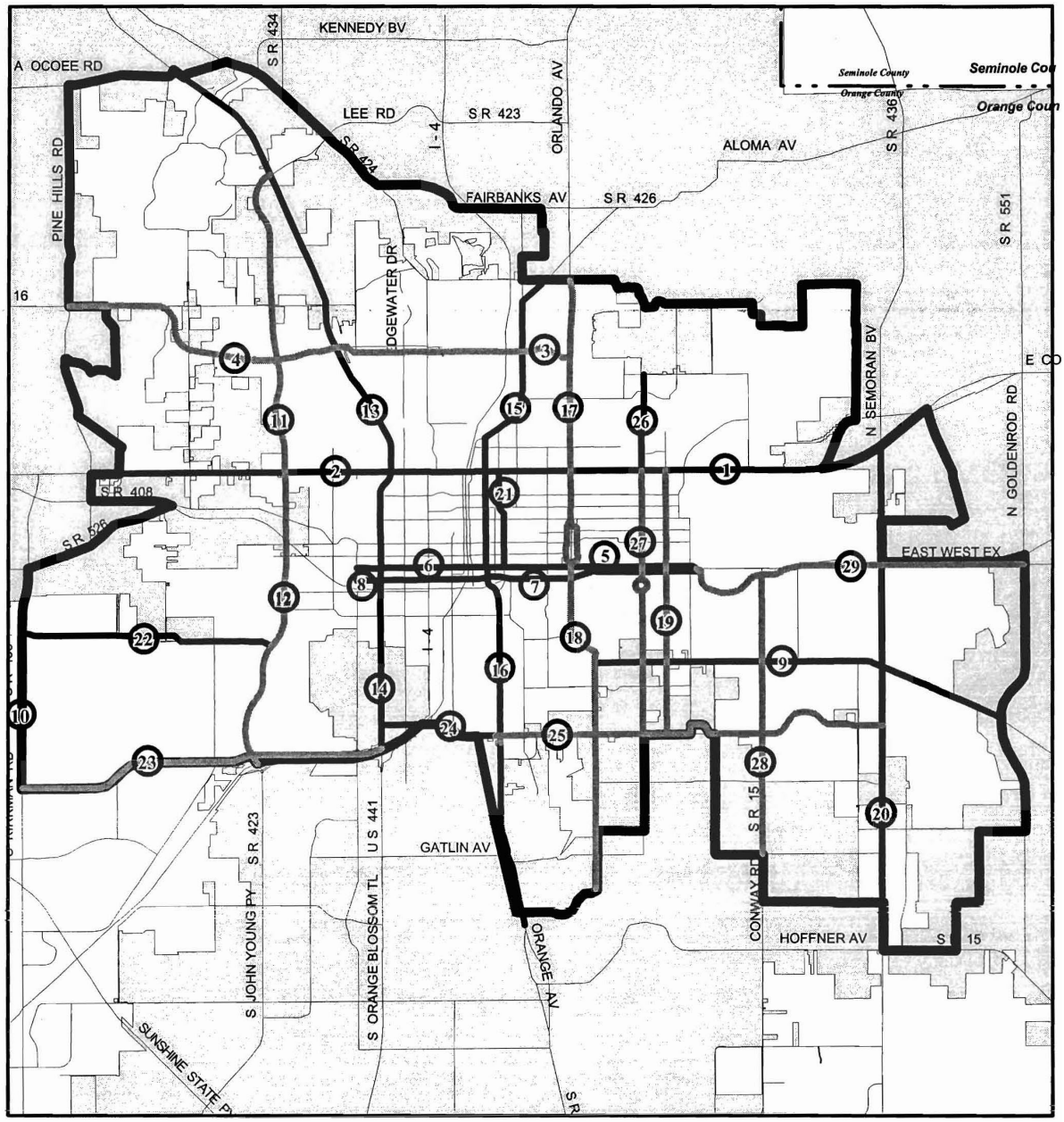
- Performance profiles shall be developed annually by the transit provider (Lynx), including the assessment of level of service performance in relation to the recommended headway standards by transit corridors.

FIGURE TE-54: ADOPTED TRANSIT CORRIDOR HEADWAY STANDARDS

#	Corridor Name	From	To	Weighted Corridor Headway Standards	2008 Corridor Headway Evaluation
1	East Colonial Dr.	Orange Ave.	Old Cheney Hwy E.	***12.90 min***	***12.90 min***
2	West Colonial Dr.	Pine Hills Rd.	Orange Ave.	***11.54 min***	***11.54 min***
3	East Princeton Street	Orange Ave.	Mills Av.		0.00 min
4	West Princeton/Silver Star	Pine Hills Rd.	Orange Ave.	50.00 min	48.09 min
5	East South Street	Orange Ave.	Lake Underhill Dr.	**17.14 min**	18.18 min
6	West South Street	Division Ave.	Orange Blossom Trail	**30.00 min**	30.00 min
7	East Anderson Street	S. Orange Ave	Lake Underhill Dr.	**17.14 min**	19.20 min
8	West Anderson Street	Orange Blossom Trail	Division Ave.	**30.00 min**	30.00 min
9	East Curry Ford Road	Ferncreek Ave.	S. Goldenrod Rd.	**25.00 min**	22.34 min
10	South Kirkman Road	Old Winter Garden Road	L.B. McLeod Rd.	**18.75 min**	28.59 min
11	North John Young Parkway	Colonial Drive	Orange Blossom Trail		
12	South John Young Parkway	W. Colonial Drive	L.B. McLeod Rd.	133.33 min	63.29 min
13	North Orange Blossom Tr.	Clarcona-Ocoee Rd.	W. Colonial Drive	**30.00 min**	**30.00 min**
14	South Orange Blossom Tr.	W. Colonial Drive	Interstate 4	**19.35 min**	***8.93 min***
15	North Orange Avenue	Westminster St.	Central Blvd.	***14.42 min***	**15.35 min**
16	South Orange Avenue	Central Blvd.	Mandalay Rd.	***11.72 min***	***13.02 min***
17	North Mills Avenue	Nottingham Street	Colonial Drive	35.29 min	37.21 min
18	South Mills/Ferncreek Av.	Colonial Drive	Lake Conway	75.00 min	122.33 min
19	South Primrose Drive	Colonial Drive	Michigan Street	41.38 min	43.43 min
20	South Semoran Blvd.	Colonial Drive	Hoffner Avenue	**17.65 min**	**20.29 min**
21	North Rosalind/Magnolia Ave.	Central Blvd.	Colonial Drive	***6.00 min***	***8.34 min***
22	West Raleigh/Columbia St.	Kirkman Road	John Young Parkway	**20.69 min**	23.73 min
23	West L.B. McLeod Road	Kirkman Road	Rio Grande Avenue	54.55 min	50.65 min
24	West Michigan Street	Orange Blossom Trail	S. Orange Ave.	60.00 min	60.00 min
25	East Michigan Street	S. Orange Ave.	Semoran Blvd.	60.00 min	60.00 min
26	North Bumby Avenue	Corrine Drive	Colonial Drive	**30.00 min**	30.00 min
27	South Bumby Avenue	Colonial Drive	Michigan Street	42.86 min	40.26 min
28	South Conway Road	Lake Underhill Road	Gatlin Avenue	41.38 min	38.77 min
29	East Lake Underhill Road	Anderson Street	Goldenrod Road	92.31 min	88.44 min
			15 Minutes or less ***(bold italics)***:	6	6
			Between 16 and 30 Minutes **(bolded)**:	10	11
			More than 30 Minutes:	11	11
			Corridors with Headways:	***27***	***28***
			30 Minutes or less:	***59.3 %***	***60.7 %***
			More than 30 Minutes:	**40.7 %**	**39.3 %**

Source: City of Orlando, Transportation Department, Transportation Planning Division, 2008.

FIGURE TE-55: TRANSIT CORRIDORS MEETING LEVEL OF SERVICE STANDARDS



TRANSIT CORRIDORS MEETING LEVEL OF SERVICE STANDARDS
Figure TE-55

N

Transit Corridor with 30 minute average headways or less

TCEA Boundary

(2) See TE-53 for Corridor Descriptions

Prepared by: City of Orlando Planning and Development Department, 1997, rvsd. 03/2000

6.D. RECOMMENDED PEDESTRIAN IMPROVEMENTS

The analysis of existing pedestrian conditions found that in order to develop a pedestrian improvement program, a citywide inventory of sidewalks, crosswalks and other pedestrian facilities must be completed. By identifying gaps in the pedestrian system, the inventory will allow prioritization of pedestrian improvements along major thoroughfares, within metropolitan activity centers, and throughout the traditional City. Implementation of these improvements will provide pedestrian connectivity to the overall transportation system. Further, private developers are required to add sidewalks on all rights-of-way abutting the development site. This is required for new development and redevelopment.

6.E. CONSISTENCY WITH THE CITY'S BICYCLE PLAN

The adopted City of Orlando Bicycle Plan recognizes the need for transportation alternatives to provide a multi-modal transportation system. Implementation of the Bicycle Plan is underway. When completed, the City will provide a network of near 500 miles of on and off-street bikeways.

6.F. CONSISTENCY WITH AVIATION PLANS

The aviation sections of the Transportation Element are consistent with approved aviation plans and studies for the Orlando area. These plans include the Orlando International Airport (OIA) Master Plan, Orlando Executive Airport (OEA) Master Plan, and the Orlando Urban Area Vertiport System Needs Study. The City will ensure that the aviation sections of the Transportation Element remain consistent with aviation related plans.

6.G. CONSISTENCY WITH RAIL PLANS

The Transportation Element rail sections are consistent with approved rail plans and proposals for the Orlando area. These plans and proposals include the Central Florida Regional Transportation Authority (CFRTA) Project Feasibility Study, which later evolved into the Central Florida Commuter Rail Commission (CFCRC) Commuter Rail system, currently in design stage, the Central Florida North/South and OIA Connector Light Rail Transit studies, and the Orlando International Airport/Port Canaveral Corridor Study. The City will ensure that the rail section of Transportation Element remains consistent with future rail-related plans.

Recommended Rail Level of Service Standard

A designated rail corridor within the Transportation Concurrency Exception Area (TCEA) provides the means to establish performance measures through the planning period, consistent with the other supporting public transit corridors within the TCEA. The rail tracks parallel to Interstate 4 are herein designated as the main rail corridor for the TCEA. The following Level of Service Standard will be utilized to evaluate future commuter rail service: The designated commuter rail service corridor within the Transportation Concurrency

Exception Area (TCEA) shall maintain or improve a 30 minute headway during peak hours through the planning period.

Recommended Rail Service Improvements

The following capacity and operating characteristics are recommended to achieve the rail corridor Level of Service Standard: A Commuter Rail peak service schedule / frequency of 30 minute headways from 5:30 a.m. to 8:30 a.m. and from 3:30 p.m. to 6:30 p.m. and an off-peak service schedule / frequency of two hours. No weekend service is proposed at this point.

The recommended Commuter Rail capacity is proposed to start with a 2-car train set and 30 minutes peak hour headways. Later, based on demand growth, the service will evolve into a 3-car-train set and 15 minutes peak hour headways. Specific seating capacity information and service capacity are as follows:

- *Car Capacity (double-decker): 218 seats per car.*
- *Train capacity of two (2) car-train set: 436 seats per train.*
- *Train capacity of three (3) car-train set: 654 seats per train.*

Starting Service: A peak hour service of 30 minutes headways, 2 car-train set represents the capacity to carry 1,744 passengers per hour in both directions.
Full service: A peak hour service of 30 minutes headways, 3 car-train set represents the capacity to carry 2,616 passengers per hour in both directions.
Ultimate service: A peak hour service of 15 minutes headways, 3 car-train set represents the capacity to carry 5,232 passengers per hour in both directions.

To ensure that the City's rail service Level of Service Standard is met, periodic evaluations are recommended. The City will conduct annual rail-related performance reviews consistent with the service performance criteria defined above.

6.H. RECOMMENDED TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

The analysis of existing ancillary mobility services and programs identifies a number of efforts already in place in the Orlando region to facilitate and promote use of alternative transportation modes. These efforts include internal transit circulators in activity centers, computerized ride matching programs, preferential parking for rideshare employees, flexible work schedules, and transit subsidies. With the exception of the transit ridership increases, efforts to promote alternative transportation modes have not been very successful.

An important reason for the low participation in these programs is that they are not promoted on a regionwide basis. Transportation Demand Management (TDM) Programs must affect and benefit the entire region to be successful. Metroplan Orlando, in coordination with Lynx, is an appropriate agency to initiate a highly visible, regional effort to promote TDMs. It is recommended that Metroplan Orlando develop a series of activities to inform regional

decisionmakers of the benefits of implementing TDM measures, such as relieving traffic congestion, protecting the environment, and conserving energy.

As a common understanding of TDMs is achieved throughout the region, and jurisdictions realize a shared purpose in promoting alternative transportation modes, TDM programs will have a better opportunity to succeed in the Orlando region.

6.I. MULTI-MODAL TRANSPORTATION DISTRICTS

The Urban Infill and Redevelopment Act or Growth Management Act of 1999 provided for the establishment of Multimodal Transportation Districts (MMTD) in areas exhibiting certain land use and design features and recognizing the importance of encouraging and facilitating the use of alternative modes of transportation.

Potential areas must meet certain basic criteria to obtain the MMTD designation. FDOT's "*Multimodal Transportation District and Areawide Quality of Service Handbook*" (The Handbook) contains quantifiable measures that include a diverse mixture of land uses, an interconnected intermodal transportation network, appropriate land use densities and intensities, daily activity centers within walking distance of residential areas, and the demonstration of the importance of alternative transportation modes proven through accepted analyses (FDOT 2003).

The designation of this type of District provides the City of Orlando with a method of managing growth and concurrency assessments within a planning framework emphasizing the relationships between transportation and land use.

As stated in The Handbook, strong MMTD candidates include urban centers, regional hubs, and traditional towns and villages. Poor MMTD candidates include single use developments, suburban multi-use developments, and isolated transit oriented developments. Proposals for the creation of MMTD districts are evaluated based on population, access to public transit (including number of stops and headways), access to bikeway facilities, vehicular and pedestrian connections, and land use patterns.

The City added Objective 1.32 and the necessary supporting policies to address MMTDs in the GMP, based on the recommendations contained in the FDOT Handbook. The proposed objective establishes a timeline to consider adoption of an MMTD. The objective and policies are kept generic, so they may apply to locations throughout the City, when needed.

The City is considering the establishment of an MMTD for the International Drive area, but others, particularly in southeast Orlando, may be considered in the future. Streets in the vicinity of International Drive are nearing capacity due to development and intensification, a limited street network, a lack of street connectivity and limited mass transit facilities. The City will be developing multimodal solutions to transportation issues in the vicinity of International Drive. The City also coordinates with Orange County to develop joint solutions to

transportation issues resulting from development in the surrounding area of the Orange County Convention Center within the unincorporated portion of International Drive. Proposed solutions should be incorporated into the GMP to reduce the need for project-by-project analysis.

The majority of study area recommendations are designed to further the area's adherence to these guidelines, as well as to further the mission the North International Drive Special Plan, approved by Orlando City Council in December 1994 (LDC Sec. 62.496). The purpose of the Special Plan is to preserve, enhance and promote the positive aspects of the district by developing a unique identity and attractive image.

The proposed MMTD overlay district is a valuable policy tool that can be used to require property owners to contribute to the success of the multi-modal facilities. In particular, the City may need additional right-of-way to allow for construction of sidewalks, transit shelters, or road/transit expansions. The MMTD designation provides the City of Orlando with a tool for managing growth, as well as a framework for directing future growth to attain desired community goals.

It is anticipated that the proposed International Drive district will meet the majority of the recommendations to qualify as an MMTD. Acknowledging that concurrency management issues will occur in the International Drive area, the City of Orlando has initiated a study with the primary goal of finding transportation solutions that will alleviate excessive traffic congestion, provide transit alternatives and encourage economic development.

7. TRANSPORTATION PLAN IMPLEMENTATION

One of the key issues regarding the implementation of the recommended plan is raising sufficient revenue to fund necessary transportation needs throughout the planning period. The road capacity enhancement program, annual road maintenance, transit funding, and bicycle facility improvements will require full allocation of the City's projected gas tax, Transportation Impact Fee (TIF) and Proportionate Fair-Share contribution revenues. City gas tax, TIF and Proportionate Fair-Share revenue, for capacity and non-capacity improvements, is projected at a total of $560,457,950 over the next 20 year planning period (see Figures TE-56 and TE-57). The City is committed to implementing a multi-modal transportation improvement program. These improvements include road, intersection, transit, bicycle, and pedestrian improvements as well as Transportation Demand Management Programs.

FIGURE TE-56: GAS TAX, IMPACT FEE AND PROPORTIONATE FAIR-SHARE REVENUE PROJECTIONS

	Revenue Projections			
Fiscal Year	Gas Tax	Transportation Impact Fee	Proportionate Fair Share	Total by Year
2009	$7,524,677	$12,392,107	$1,500,000	$21,416,784
2010	$7,524,677	$12,763,870		$20,288,548
2011	$7,524,677	$13,146,786	$1,500,000	$22,171,464
2012	$7,524,677	$13,541,190		$21,065,867
2013	$7,524,677	$13,947,426	$1,500,000	$22,972,103
2014	$7,524,677	$14,365,848		$21,890,526
2015	$7,524,677	$14,796,824	$1,500,000	$23,821,501
2016	$7,524,677	$15,240,729		$22,765,406
2017	$7,524,677	$15,697,950	$1,500,000	$24,722,628
2018	$7,524,677	$16,168,889		$23,693,566
2019	$7,524,677	$16,653,956	$1,500,000	$25,678,633
2020	$7,524,677	$17,153,574		$24,678,252
2021	$7,524,677	$17,668,181	$1,500,000	$26,692,859
2022	$7,524,677	$18,198,227		$25,722,904
2023	$7,524,677	$18,744,174	$1,500,000	$27,768,851
2024	$7,524,677	$19,306,499		$26,831,176
2025	$7,524,677	$19,885,694	$1,500,000	$28,910,371
2026	$7,524,677	$20,482,265		$28,006,942
2027	$7,524,677	$21,096,733	$1,500,000	$30,121,410
2028	$7,524,677	$21,729,635		$29,254,312
2029	$7,524,677	$22,381,524	$1,500,000	$31,406,201
2030	$7,524,677	$23,052,969		$30,577,647
TOTAL	**$165,542,901**	**$378,415,049**	**$16,500,000**	**$560,457,950**

Source: City of Orlando OMB & Transportation Department, May 2009.

FIGURE TE-57: TOTAL GAS TAX, IMPACT FEE AND PROPORTIONATE FAIR-SHARE REVENUE BY PLANNING PERIOD

Planning Period	Gas Tax	Impact Fee	Prop. Fair Share	**Total**
2009-2015	$52,672,741	$94,954,051	$6,000,000	**$153,626,792**
2016-2020	$37,623,387	$80,915,098	$3,000,000	**$121,538,484**
2021-2030	$75,246,773	$202,545,900	$7,500,000	**$285,292,673**
TOTAL	$165,542,901	$378,415,049	$16,500,000	**$560,457,950**

Source: City of Orlando OMB & Transportation Department, May 2009.

Road and Intersection Improvements

The City funds a balanced transportation capacity enhancement program. Road capacity projects include new and widened roads as well as improved intersections. Projects are prioritized based on need and financial feasibility. Projects are funded with gas tax, transportation impact fees, and by developer obligations (i.e. Proportionate Fair-Share).

Transit Improvements

The City's commitment to funding the recommended transit improvements is based on the City's share of the county's population. These improvements will be funded mainly with gas tax funds.

Bikeway Projects

The Bicycle Plan includes an aggressive facility implementation schedule and support programs that will be in place by 2015. Funding for the Bicycle Plan includes local funds allocated annually through the City's Capital Improvement Program. Plan implementation is also coordinated with the City's roadway resurfacing program to identify existing facilities that can accommodate bikeways through pavement restriping. Several of the City's major off-road bicycle projects have received federal and state assistance. In some cases, developers are contributing with supporting components, such as bicycle parking facilities, bikeway signs, and bikeway connections to the citywide system. Additional funding sources will be explored.

Pedestrian Projects

Implementation of pedestrian projects will be determined by the results of the pedestrian facilities inventory to be completed in 2008. It is anticipated that implementation of pedestrian projects will be accomplished in phases through 2015. The pedestrian facilities inventory will include recommendations for specific local, state, and federal sources to fund this citywide project.

Transportation Demand Management Programs

To be effective, Transportation Demand Management (TDM) programs must be promoted and implemented on a regional level. Highly visible, promotional efforts should be undertaken by Metroplan Orlando and Lynx to inform decision makers and employers of the benefits of TDM programs. Metroplan Orlando, Lynx, and local jurisdictions, as well as private firms, should contribute to funding this regional effort.

The following section provides a summary of revenue projections and the financial feasibility of the improvements recommended in the Transportation Element.

7.A. TRANSPORTATION PROGRAM FUNDING

Orlando uses its revenue sources combined with state and Orange County program funds to finance the transportation improvement program. The City's financial commitments are primarily for transportation improvements located within City limits and under the jurisdiction of the City of Orlando. Although there are major thoroughfares within the City, jurisdiction

over most of these facilities is under the Florida Department of Transportation, Orange County, and the Orlando-Orange County Expressway Authority. Orlando is responsible for a few of the thoroughfares and all local roads. Each agency has a responsibility to participate financially in transportation improvements included in this element.

7.B. CURRENT REVENUE SOURCES

City revenue for transportation improvements is generated by the Local Option Gas Tax, Transportation Impact Fees (TIF) and Proportionate Fair-Share contributions. TIF revenues are used solely for road capacity enhancements while gas tax revenue is used for funding road capacity improvements, road maintenance, Lynx transit services and bicycle and pedestrian improvements. Proportionate Fair-Share revenue is a method by which the impacts of new development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors. The detailed methodology to assess Proportionate Fair-Share obligations on impacted transportation facilities identified because of lack of capacity is depicted in the transportation concurrency management section of the City's Land Development Code (LDC). Adoption of an MMTD would expand the allowable uses of TIF to also support alternative modes of transportation.

Local Option 6 Cent Gas Tax

In 1983, Orange County and all the respective municipalities entered into an interlocal agreement that imposed a 4 cent Local Option Gas Tax on all gasoline sold within Orange County. The agreement included an option to raise it to 5 and 6 cents. Presently, Orange County levies 6 cents per gallon of gas. The Local Option Gas Tax Revenue is determined by the number of gallons of gas sold each year within Orange County.

Historically, the City received 30% of the gas tax revenue generated within Orange County with 100% being earmarked specifically for transportation related improvements. As part of the 1996 gas tax redistribution legislation, Orange County gas tax revenue is now distributed based on the most recent Bureau of Economic and Business Research (BEBR) medium population estimates. Due to the population based redistribution formula, the City's future share of the gas tax revenue may be reduced. Nevertheless, gas tax revenue projection for the next twenty years herein is based on the past collected gas tax trend average from 1986 through 2007. Figure TE-56 and TE-57 display gas tax projections that reflect this assumption. The City anticipates receiving a total of $165,542,901 in gas tax revenue between 2009 and 2030.

Transportation Impact Fees

Impact Fees are collected pursuant to the Orlando Road Impact Fee Ordinance, Chapter 56 of the City Code, originally adopted on August 25, 1986 with subsequent newer amendments. The ordinance was adopted to ensure that new development pays its share of the cost of new and expanded transportation facilities necessary to accommodate that development. Impact fee revenue can be used only for growth and development related road capacity

improvements. Roadway improvements that mitigate pre-1985 deficiencies cannot be funded with transportation impact fees.

Impact fee revenue is linked to the amount of new growth and development occurring within the City. The Transportation Department's Fiscal Division provided detailed TIF projections based on historic revenue collections and growth trends. An estimated three (3%) percent annual growth is assumed starting in 2008 for TIF revenue projections. To avoid over-estimating TIF revenue projections, interest accumulation was not included. The projections estimate that approximately $378,415,049 will be generated in Transportation Impact Fee revenue between 2009 and 2030 (See Figures TE-56 and TE-57).

Proportionate Fair-Share Contributions

The City has had a concurrency management system in place since 1991. The Florida legislature mandated in 2006 that each local jurisdiction shall adopt a methodology by which the impacts of development on transportation facilities can be mitigated with the cooperative efforts of public and private sectors, as part of the local jurisdiction's transportation concurrency management system. This methodology allows developers to proceed under certain conditions, despite the failure in transportation concurrency, by contributing their proportionate fair-share of the cost of improving specific failing transportation facilities, identified by the periodic concurrency evaluation process. The City adopted a Proportionate Fair-Share ordinance in 2007 and collected nearly $1,400,000 for a single concurrency-related transportation improvement. It was herein assumed that a similar bi-annual collection of $1,500,000 between 2009 and 2030 was reasonable as projected Proportionate-Fair Share revenues for this plan.

7.C. THE CAPITAL IMPROVEMENT PROGRAM AND AVAILABLE REVENUE

The City implements its capital facility objectives through its Capital Improvement Program (CIP). The adopted CIP for fiscal years 2008 - 2013 will implement a variety of multi-modal transportation projects over a 5-year period. The CIP is updated annually. Transportation improvements for all modes are funded by a variety of city, county, state, federal and developer funding sources.

The City programs gas tax and TIF for transportation improvements. Revenue from gas tax and TIF combined is projected to be $543,957,950 from 2009 to 2030. Additional revenue anticipated for transportation improvements includes an additional $16,500,000 from developer's Proportionate Fair-Share contributions for a total base amount of $560,457,950 between 2009 and 2030.

Fifty (50%) percent of the City's total annual gas tax revenue will be spent on funding Lynx transit services (See Figure TE-58). Approximately 40 percent of the remaining annual gas tax will be used to conduct annual road maintenance and the remaining 10 percent of gas tax will be used for transportation capacity improvements. After being reduced for Lynx contributions

and annual road maintenance, the remaining gas tax and TIF revenue is used to fund the City's share of road, intersection, bicycle and pedestrian improvements (See Figure TE-59). Figure TE-60 includes the historical and projected annual contributions to Lynx.

FIGURE TE-58: TOTAL LYNX AND ROAD MAINTENANCE FUNDING BY PLANNING PERIOD

Planning Period	Gas Tax Revenue Projections	Lynx Funding from Gas Tax (*)	Road Maintenance Funding from Gas Tax	Remaining Gas Tax For Capacity Projects
2009-2015	$52,672,741	$29,785,000	$21,069,096	$1,818,645
2016-2020	$37,623,387	$21,275,000	$15,049,355	$1,299,032
2021-2030	$75,246,773	$42,550,000	$30,098,709	$2,598,064
Total	$165,542,901	$93,610,000	$66,217,160	$5,715,741

(*) See FIGURE TE-60 for 20-year annual contributions to Lynx.
Source: City of Orlando OMB & Transportation Department, May 2009.

FIGURE TE-59: TOTAL GAS TAX, TRANSPORTATION IMPACT FEES AND PROPORTIONATE FAIR SHARE FOR CAPACITY PROJECTS BY PLANNING PERIOD

Planning Period	Remaining Gas Tax for Capacity Projects	Impact Fees For Capacity Projects	Proportionate Fair-Share For Capacity Projects	Total Funding For Capacity Projects
2009-2015	$1,818,645	$94,954,051	$6,000,000	$102,772,696
2016-2020	$1,299,032	$80,915,098	$3,000,000	$85,214,130
2021-2030	$2,598,064	$202,545,900	$7,500,000	$212,643,964
Total	$5,715,741	$378,415,049	$16,500,000	$400,630,789

Source: City of Orlando OMB & Transportation Department, May 2009.

FIGURE TE-60
CITY OF ORLANDO
CONTRIBUTIONS TO TRANSIT
FY1995 - FY2030

Fiscal Year	Annual Contributions Fixed-Route Bus Service				Total
	From Gas Tax	From General Fund (1)	From CRA for O&M CRT	From Developers (2)	
1995-96	$3,859,931	-	-	-	$3,859,931
1996-97	$4,104,056	-	-	-	$4,104,056
1997-98	$3,777,344	-	-	$171,723	$3,949,067
1998-99	$3,926,250	-	-	$171,723	$4,097,973
1999-00	$3,536,720	-	-	$61,034	$3,597,754
2000-01	$3,419,458	-	-	$25,000	$3,444,458
2001-02	$3,534,900	-	-	$25,000	$3,559,900
2002-03	$3,725,233	-	-	$25,000	$3,750,233
2003-04	$3,862,500	-	-	$25,000	$3,887,500
2004-05	$3,978,375	-	-	$25,000	$4,003,375
2005-06	$4,268,545	-	-	$25,000	$4,293,545
2006-07	$4,524,659	-	-	$25,000	$4,549,659
2007-08	$4,525,000	-	-	$25,000	$4,550,000
2008-09	$4,255,000	$716,548	-	$42,500	$5,014,048
2009-10	$4,255,000	$2,045,133	-	$42,500	$6,342,633
2010-11	$4,255,000	$2,045,133	-	$42,500	$6,342,633
2011-12	$4,255,000	$2,045,133	-	$42,500	$6,342,633
2012-13	$4,255,000	$2,045,133	-	$42,500	$6,342,633
2013-14	$4,255,000	$2,045,133	-	$42,500	$6,342,633
2014-15	$4,255,000	$2,045,133	-	$42,500	$6,342,633
2015-16	$4,255,000	$2,045,133	-	$42,500	$6,342,633
2016-17	$4,255,000	$2,045,133	-	$42,500	$6,342,633
2017-18	$4,255,000	$1,328,585	$2,968,000	$42,500	$8,594,085
2018-19	$4,255,000	-	$2,739,000	$42,500	$7,036,500
2019-20	$4,255,000	-	$2,711,000	$42,500	$7,008,500
2020-21	$4,255,000	-	$2,821,000	$42,500	$7,118,500
2021-22	$4,255,000	-	$2,791,000	$42,500	$7,088,500
2022-23	$4,255,000	-	$2,907,000	$42,500	$7,204,500
2023-24	$4,255,000	-	$2,876,000	$42,500	$7,173,500
2024-25	$4,255,000	-	$2,999,000	$42,500	$7,296,500
2025-26	$4,255,000	-	$2,967,000	$42,500	$7,264,500
2026-27	$4,255,000	-	$3,094,000	$42,500	$7,391,500
2027-28	$4,255,000	-	$3,061,000	$42,500	$7,358,500
2028-29	$4,255,000	-	$3,192,000	$42,500	$7,489,500
2029-30	$4,255,000	-	$3,158,000	$42,500	$7,455,500

Notes:

(1) State Infrastructure Bank (SIB) commuter rail loan (at 2.4%) repayment.

(2) Contributions from private developers may increase overtime as other developers' commitments are established.

- Includes ORHS and Florida Hospital transit contributions after FY 07-08.

Source: City of Orlando, Finance Department & Transportation Department, May 2009.

7.D. TRANSPORTATION IMPROVEMENTS COST ESTIMATION

In determining financial feasibility, the City's financial commitments to Lynx and road maintenance were subtracted from total gas tax revenue over the planning period. The remaining gas tax and TIF revenue is then applied to transportation capacity improvements. Transportation improvements in the Recommended Plan (Figure TE-3 and TE-61) include new road construction, widening existing roads, intersection improvements and Bicycle Plan implementation projects.

New road construction and widening costs consist of preliminary design and engineering (PD&E), right-of-way and construction costs. Improvement costs were estimated using cost information from Orlando's Public Works Department, the Florida Department of Transportation, the Orlando-Orange County Expressway Authority, Orlando Urban Area Transportation 2020 Study, the South Central Corridor Alternatives Study, and Orange County. In some cases costs were adjusted based on other detailed and available references, such as completed corridor studies. Roadway improvement costs vary for many reasons including the number of lanes, value of the land being acquired for construction, the need for bridges or overpasses, and wetlands mitigation. For projects where no PD&E or preliminary cost estimates have been conducted, average road improvement costs were estimated at $1,600,000 per new lane mile for arterials and collectors. Inflation adjustment rates vary based on the specific characteristics and timetable of each project.

City Cost Share Assumptions

The City's share of each project cost was determined on a project-by-project basis. The City's share is influenced by outside agency contributions, developer obligations and jurisdictional responsibilities. The City's assumed cost share is reflected in Figure TE-61.

7.E. INTERSECTIONS AND BICYCLE FACILITY IMPROVEMENTS

The CIP shows an increased commitment by the City to improve intersections and implement bicycle facilities throughout the planning period. Approximately ten to twenty percent of capacity funding will be spent on these types of improvements in each planning period. The need for specific intersection improvements will be determined during the annual CIP update.

FIGURE TE-61 RECOMMENDED FINANCIALLY FEASIBLE PLAN 2009-2030

Responsible Agency	Project Name	From	To	Work Description	Lane Miles	Est. $/Lane Miles	Projected Roadway Cost	CITY's SHARE	CITY's SHARE
CAPACITY PROJECTS FOR PLANNING PERIOD 2009-2013									
CITY	Area Wide Signal System Upgrading			CAPACITY IMPROVEMENTS			$500,000	100%	$500,000
CITY	Crystal Lake/Maguire Blvd.	Debt Service		CAPACITY IMPROVEMENTS			$3,940,450	100%	$3,940,450
FDOT	I-4 & E/W Expy Interchange Interim Improvements			CAPACITY IMPROVEMENTS			$8,059,298	0%	$0
FDOT	I-4 Orange County Master Plan ROW Acquisition			CAPACITY IMPROVEMENTS			$121,071,090	0%	$0
FDOT	I-4	US 441	Ivanhoe Blvd.	CAPACITY IMPROVEMENTS			$216,001,237	0%	$0
FDOT	I-4	Ivanhoe Blvd.	Kennedy Blvd.	CAPACITY IMPROVEMENTS			$1,158,768	0%	$0
CITY	Mission Rd	Conroy Rd	Metrowest Blvd.	NEW 4 LANE ROAD			$14,000,000	100%	$14,000,000
OOCEA	Narcoossee Rd. / Hoffner (SR 15) at Beachline (SR 528) Interchange Improvements			CAPACITY IMPROVEMENTS			$9,236,000	0%	$0
CITY/FDOT	Narcoossee Rd. / Hoffner (SR 15)	Goldenrod Rd.	Leevista Blvd.	WIDEN TO 4 LANES			$13,500,000	50%	$6,750,000
COUNTY	SR 15/Narcoossee Rd	SR 417	Orange County Line	WIDEN TO 6 LANES			$55,280,000	0%	$0
FDOT	Sand Lake Road	Turkey Lake Rd.	Presidents Dr.	CAPACITY IMPROVEMENTS			$21,394,864	0%	$0
OOCEA	SR 408	Crystal Lake Dr.	Conway Rd.	WIDEN TO 8 LANES			$55,795,000	0%	$0
OOCEA	SR 408	Conway Rd.	Goldenrod Rd.	WIDEN TO 8 LANES			$42,843,000	0%	$0
OOCEA	SR 417	Beachline (SR 528)	Curry Ford Rd.	WIDEN TO 6 LANES			$9,946,000	0%	$0
OOCEA	SR 417	Interchange at Boggy Creek Rd.		CAPACITY IMPROVEMENTS			$84,431	0%	$0
							City Share Cost of Capacity by Period:		**$25,190,450**
CAPACITY PROJECTS FOR PLANNING PERIOD 2014-2020									
DEVELOPER	Augusta National Dr	Bent Pine Dr	Hoffner Avenue	NEW 2 LANE ROAD	0.87	$2,764,368	$2,405,000	0%	$0
CITY/CNTY/DEV	Boggy Creek Rd	Greeneway	Tindall Rd	WIDEN TO 4 LANES	2.94	$3,763,086	$11,063,474	33%	$3,650,946
CITY/CNTY/DEV	Boggy Creek Rd	Jetport Dr	Greeneway (SR 417)	WIDEN TO 4 LANES	8.10	$3,763,086	$30,481,000	33%	$10,058,730
CITY	Boone Ave.	Anderson St	Lucerne Terrace	NEW 2 LANE ROAD	42.00	$50,952	$2,140,000	100%	$2,140,000
CITY/DEV	Carrier Drive	Grand National Dr	Universal Blvd.	WIDEN TO 4 LANES	2.16	$15,304,630	$33,058,000	50%	$16,529,000
FDOT	Colonial Drive and Summerlin Avenue	Intersection Improvements		CAPACITY IMPROVEMENTS	0.04	$14,650,000	$586,000	0%	$0
CITY	Division Av	Gore St	Church Street	CAPACITY IMPROVEMENTS	1.26	$1,162,698	$1,465,000	100%	$1,465,000
CITY	Ferguson Dr.	Colonial Dr		CAPACITY IMPROVEMENTS			$1,385,000	100%	$1,385,000
CITY/DEV	Grand National Drive Overpass	Oak Ridge Rd	E. Half of Caravan Court	NEW 4 LANE ROAD	1.48	$13,347,973	$19,755,000	50%	$9,877,500
DEVELOPER	Hazeltine National Dr	Goldenrod Rd	Narcoossee Road	NEW 4 LANE ROAD	2.76	$5,514,855	$15,221,000	0%	$0
FDOT	I-4	Kirkman Rd	Maitland Bv	I-4 MASTER PLAN			$78,228,000	0%	$0
DEVELOPER	Lake Nona E/W rd	Boggy Creek	Narcoossee	NEW 4 LANE ROAD	17.00	$3,449,300	$58,638,100	0%	$0
DEVELOPER	Lake Nona Eastern Rd	Lake Nona N/S	Narcoossee	NEW 4 LANE ROAD	11.40	$3,449,300	$39,322,020	0%	$0
DEVELOPER	Lake Nona N/S Rd	Goldenrod Rd	Lake Nona E/W	NEW 4 LANE ROAD	11.08	$3,449,300	$38,218,244	0%	$0
CITY/CNTY/DEV	Landstreet Rd	Beachline	Boggy Creek	WIDEN TO 4 LANES	6.26	$3,763,086	$23,556,921	33%	$7,773,784
CITY/DEV	Lee Vista Bv	SR 417	Young Pine Rd.	NEW 4 LANE ROAD	5.84	$3,449,315	$20,144,000	50%	$10,072,000
CITY/DEV	Lee Vista Bv	Conway Rd	Semoran Bv	WIDEN TO 4 LANES	1.52	$4,232,895	$6,434,000	50%	$3,217,000
CITY	Mission Rd	Metrowest Blvd.	Old Winter Garden	NEW 4 LANE ROAD	9.52	$3,350,840	$31,900,000	100%	$31,900,000
CITY/DEV	Narcoossee Road / Hoffner Road (SR 15)	Lee Vista Blvd.	Beachline (SR 528)	WIDEN TO 4 LANES	5.60	$3,161,429	$17,704,000	50%	$8,852,000
CITY/CNTY/DEV	Narcoossee/Hoffner Roads (SR 15)	Lee Vista Bv	Conway Road	WIDEN TO 4 LANES	16.00	$3,600,688	$57,611,000	33%	$19,011,630
CITY/CNTY/DEV	Narcoossee Road & Goldenrod Road	Intersection Improvements		CAPACITY IMPROVEMENTS	0.80	$6,282,500	$5,026,000	33%	$1,658,580
CITY	Pine St	Hughey Av	Garland Av	NEW 2 LANE ROAD	1.60	$4,568,125	$7,309,000	100%	$7,309,000
CITY/DEV	Shadowridge Rd	Lee Vista Bv	Hoffner Av	NEW 4 LANE ROAD	1.96	$7,347,449	$14,401,000	50%	$7,200,500
DEVELOPER	Shadowridge Rd	Forbes Pl.	Lee Vista Blvd.	NEW 4 LANE ROAD	2.55	$6,763,529	$17,247,000	0%	$0
OOCEA	SR 417	SR 528	SR 408	WIDEN TO 6 LANES			N/A	0%	$0
OOCEA	SR 417	Interchange at Boggy Creek Rd.		CAPACITY IMPROVEMENTS			N/A	0%	$0
OOCEA	SR 528	Boggy Creek Rd.	SR 417	WIDEN TO 8 LANES			N/A	0%	$0
CITY	Tampa Av	Carter St	Washington Street	WIDEN TO 3 LANES	0.72	$2,198,611	$1,583,000	100%	$1,583,000
FDOT	US 17/92 Mills Av.	Congestion Management		CAPACITY IMPROVEMENTS			N/A	0%	$0
CITY	Virginia D	Orange Av	Mills Avenue	CAPACITY IMPROVEMENTS	1.14	$2,632,456	$3,001,000	100%	$3,001,000
							City Share Cost of Capacity by Period:		**$146,684,670**
CAPACITY PROJECTS FOR PLANNING PERIOD 2021-2030									
CITY	Alden Road	Orange Av	Rollins Street	NEW 2 LANE ROAD	4.17	$9,135,492	$38,095,000	100%	$38,095,000
CITY	Andres Av	Lake Underhill	Colonial Dr. (SR 50)	NEW 4 LANE ROAD	4.00	$3,449,250	$13,797,000	100%	$13,797,000
CITY/DEV	Chickasaw Tr.	Lake Melrose Dr.	Red Bay Dr.	WIDEN TO 4 LANES	1.21	$4,079,446	$4,944,783	50%	$2,472,391
CITY	Division Av	Gore St	Michigan Street	WIDEN TO 4 LANES	2.46	$7,229,268	$17,784,000	100%	$17,784,000
CITY/DEV	Dowden Rd	Narcoossee Rd	Greeneway	WIDEN TO 6 LANES	7.52	$2,969,282	$22,329,000	50%	$11,164,500
CITY/DEV	Dowden Rd	Pine Lily St.	Heintzelman Rd.	NEW 4 LANE ROAD	6.67	$5,914,869	$39,432,462	50%	$19,716,231
CITY/CNTY/DEV	Econlockhatchee Tl	Curry Ford Rd	Lee Vista Blvd.	WIDEN TO 4 LANES	9.00	$3,752,222	$33,770,000	33%	$11,144,100
CITY/DEV	Econlockhatchee Tl	Lee Vista Bv	Dowden Road	NEW 4 LANE ROAD	12.24	$5,914,869	$72,398,000	50%	$36,199,000
CITY	Fairgreen St	Maguire Bv	Old Cheney Highway	NEW 2 LANE ROAD	3.00	$4,714,333	$14,143,000	100%	$14,143,000
DEVELOPER	Hazeltine National Dr	Narcoossee Rd	Econlockhatchee Tl	NEW 4 LANE ROAD	10.00	$3,449,300	$34,493,000	0%	$0
CITY/DEV	International Dr	Carrier Dr	Oak Ridge Rd	CAPACITY IMPROVEMENTS	3.40	$565,000	$1,921,000	50%	$960,500
CITY/FDOT	John Young Py	Orange Blosson Tl	Edgewater Dr	NEW 6 LANE ROAD	6.00	$5,914,869	$35,489,216	50%	$17,744,608
CITY/CNTY/FDOT	John Young Py	Colonial Dr (SR 50)	Lee Rd	WIDEN TO 6 LANES	4.66	$3,581,116	$16,688,000	33%	$5,507,040
TURNPIKE	Kirkman Rd.	Sand Lake Rd.	Canadian Ct.	NEW 4 LANE ROAD			N/A	0%	$0
CITY/CNTY/DEV	Narcoossee Rd	SR 417 (Greeneway)	Beachline (SR 528)	WIDEN TO 6 LANES	7.40	$3,609,865	$26,713,000	33%	$8,815,290
OOCEA	SR 408	Hiawassee Rd.	I-4	WIDEN TO 8 LANES			N/A	0%	$0
OOCEA	SR 408	I-4	SR 417	WIDEN TO 10 LANES			N/A	0%	$0
CITY	Terry Av	Colonial Dr. (SR 50)	Robinson St.	NEW 2 LANE ROAD	1.30	$4,906,154	$6,378,000	100%	$6,378,000
GOAA	Tradeport Dr	Beachline (SR 528)	Boggy Creek Road	WIDEN TO 6 LANES	6.40	$3,687,813	$23,602,000	0%	$0
							City Share Cost of Capacity by Period:		**$203,920,660**

SOURCES: City of Orlando, Transportation Department, May 2009.

TOTAL City Share Capacity Cost: **$375,795,780**

7.F. 20-YEAR TRANSPORTATION PROGRAM FUNDING SUMMARY

Figure TE-61 summarizes the 20-year transportation capacity improvement program's cost. This figure includes the City's share of the program's costs through the methods discussed above. Under the current revenue stream, the City will be able to finance its Lynx commitments, road maintenance, share of capacity improvements, intersection improvements, and bicycle facility improvements.

The City's projected revenues from the gas tax, TIF and Proportionate Fair-Share contributions revenue is $560,457,950. The City's share of the total cost of the projects identified in Figure TE-61 is $375,795,780. Therefore, the recommended transportation program is financially feasible.

While the City is proposing a financially feasible plan, additional transportation improvements are needed to promote access and mobility, while not necessarily needed to meet level of service standards. Transportation improvement needs outweigh the City's ability to fund them and therefore are not reflected in the 20-year plan. The City will continue to pursue additional funding sources to fund these necessary improvements.

7.G. ALTERNATIVE REVENUE SOURCES

The current revenue sources were used to provide a financially feasible transportation multi-modal plan. Given the City's continued growth, additional revenue sources could be used to supplement and improve the City's transportation system. Therefore, additional revenue sources were explored. Alternative transportation funding sources include the following:

Additional 1 Cent Voted Gas Tax

Local governments may impose an additional 1 cent of gas tax, provided the voters pass it through a referendum. Historically, an additional voted gas tax has failed when put on the ballot. An additional 1 cent of gas tax would generate $1,360,920 per year in revenue.

One Cent Additional Sales Tax

Presently, Orange County levies a six percent sales tax on all taxable items that are sold within Orange County. Orlando presently receives approximately 20% of the 1/2 cent net revenue allocated to Orange County. Orange County may impose an additional 1/2 or 1 cent of sales tax for a period up to 15 years to be spent specifically on infrastructure improvements. In November 1997, Orange County residents defeated a 1 cent sales tax referendum. Residents defeated again a 1 cent sales tax referendum in 2003 during the Mobility 2020 initiative. Had the referendum passed, the additional 1 cent of sales tax would have generated $4,764,495 per year in additional revenue for Orlando that could have been spent on infrastructure improvements over 15 years.

Additional 1 to 2 Mills Ad Valorem Tax (Property Tax)

Orlando had gone almost a decade before 1988 without raising the millage rate. In 1988 and 1989, the City raised the millage rate an additional mill each year. The rate was 6.0666 mills in the late 90's and has been lowered to the actual 4.9307 mills in 2007. During the 1980's and 1990's, one mill was set aside for capital improvements. A smaller percentage has been set aside in recent years.

The possibility of setting aside existing CIP Fund money for transportation related projects is unlikely at this time since funds already are tight. One option would be to raise the millage rate an additional 1 mills and dedicate the additional revenue to transportation related improvements. This increase would generate $20,800,000 per year. This option is difficult to implement due to state limitations on local taxing options.

Transportation Impact Fees

As shown in Figure TE-59, Transportation Impact Fees are projected to generate $378,415,049 between 2009 and 2030, assuming an average of three (3%) percent annual growth in collections. If the rate schedule is further updated to reflect rising road construction costs, additional revenue could be generated.

The City will continue to explore alternative funding sources to supplement and add to the proposed financially feasible plan.

8. INTERGOVERNMENTAL COORDINATION

Local planning takes place in a context where surrounding jurisdictions, as well as state and federal government decisions, affect the outcome of planning efforts. The rapid growth in the central Florida area demands the coordinated planning efforts of all responsible agencies to assure quality development and equal protection of finite resources. Intergovernmental coordination can best be accomplished through discussion, negotiations, and adoption of formal interlocal agreements.

Although this interactive participation and coordination is time consuming, it is essential to developing a successful transportation plan. It is important to maintain internal consistency and be consistent with the regional policy plans and the surrounding jurisdictions.

An extensive public participation program has been integral in developing the Transportation Element. Technical and Citizens' Committees were formed in 1991, 1998 and 2006 for staff to present ideas and receive input from participants. This allowed for coordination with regional and state transportation planning agencies, developers, consultants, and area residents. In addition to consultants and staff representing various City departments, the Technical Committee included members from the following agencies:

- Florida Department of Transportation
- Lynx
- Metroplan Orlando
- East Central Florida Regional Planning Council
- Orlando Orange County Expressway Authority
- Greater Orlando Aviation Authority
- Orange County

The Citizens' Committee included a representative from each of the City's commissioners' districts as well as private developers. The City continues to meet with these organizations on a regular basis.

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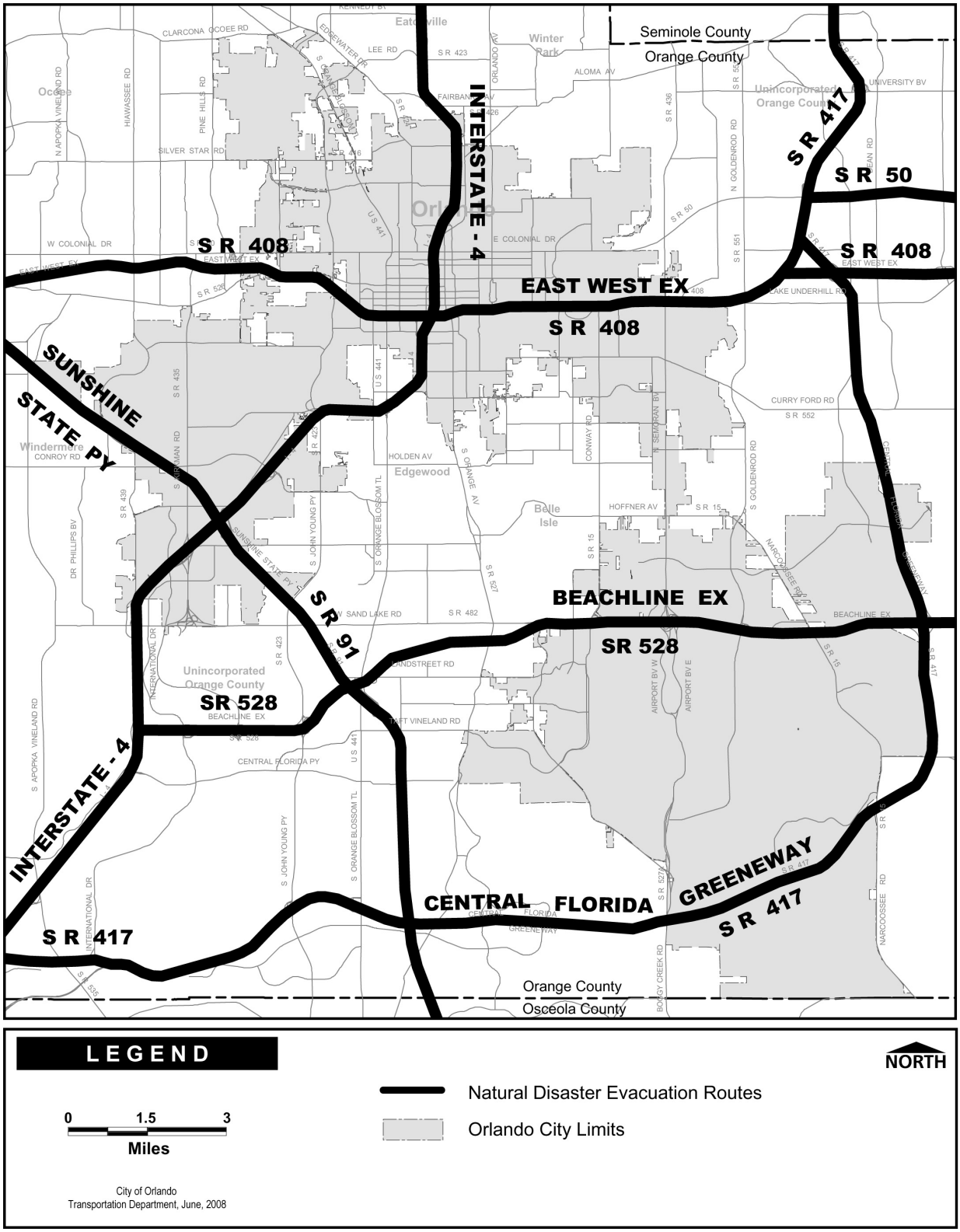
APPENDIX A: NATURAL DISASTER PREPAREDNESS

Figure TE-62 Natural Disaster Evacuation Routes



APPENDIX B: TRANSPORTATION CONCURRENCY EXCEPTION AREA

TCEA Overview

Section 163.3180, Florida Statutes, and Rule 9J-5.0055, F.A.C., require that cities have in place a concurrency management system to ensure that the public facilities and services needed to support development are available concurrent with the impacts of development. In practice, this requirement can encourage development to locate in outlying areas where roads are under capacity and preclude development in central areas where the full range of urban services and facilities are readily available. The unintended impacts of the transportation concurrency requirement can be avoided if development is allowed to locate in central areas where the mixture of government, employment, housing and shopping areas is conducive to multi-destination trips.

In order to reduce the adverse impact of transportation concurrency requirements, Section 163.3180 and Rule 9J-5 also provide specific criteria for defining a Transportation Concurrency Exception Area (TCEA). As provided in section 163.3180(5), F.S., a local government may grant an exception from the concurrency requirement for transportation facilities if the proposed development is otherwise consistent with the adopted local government comprehensive plan and is a project that promotes public transportation or is located within an area designated in the comprehensive plan for:

1. Urban infill development,
2. Urban redevelopment,
3. Downtown revitalization, or
4. Urban infill and redevelopment under s. 163.2517.

The City of Orlando established a Transportation Concurrency Exception Area (TCEA) on January 26, 1998 and intends to maintain the TCEA for the foreseeable future. The original purpose of this TCEA was to discourage sprawl, promote urban infill development and support the viability of other transportation modes. The TCEA has also fostered urban redevelopment, downtown intensification, job creation, new housing choices, and neighborhood revitalization within the urban core.

According to 2005 Growth Management legislation, the local government is required to assess the impact that the TCEA is expected to have on the adopted level-of-service standards established for Strategic Intermodal System facilities, as defined in s. 339.64, F.S., and for roadway facilities funded in accordance with s. 339.2819. Further, the local government, in cooperation with the Department of Transportation, is required develop a plan to mitigate any impacts to the Strategic Intermodal System, including, if appropriate, the development of a long-term concurrency management system pursuant to subsection (9) and s. 163.3177(3)(d). The exceptions may be available only within the specific geographic area of the jurisdiction designated in the plan.

The City of Orlando's TCEA is shown in Figure TE-2 and is generally bound by L. B. McLeod Road and Hoffner Avenue on the south, Kirkman Road on the west and the meandering City limits

line on the northwest, north and east. The MetroWest and I-Drive areas and the Orlando International Airport/Southeast Orlando Sector Plan areas are not within the TCEA.

The TCEA boundary follows Traffic Analysis Zone (TAZ) boundaries. The TCEA only applies to the portion of each TAZ actually located within the City limits; however, the data supporting the creation of the TCEA covers both incorporated and unincorporated property within each TAZ. Therefore, unincorporated property located within the TCEA boundary can be automatically added to the TCEA upon annexation.

A TCEA must be supported by data and analysis demonstrating conformance to the minimum criteria provided in Section 163.3180, F.S. and Rule 9J-5.0055, F.A.C. These regulations allow the TCEA to be justified using either residential density or nonresidential intensity criteria. The City of Orlando's TCEA was created using the minimum residential density criteria. Under these criteria, the TCEA must have not more than 10% developable vacant land, residential uses must comprise more than 60% of the developed land, and the average residential density must be at least 5 dwelling units per acre.

The City used two existing databases to justify the TCEA. Rule 9J-5.0055(6)(a)1 states that developable land shall not include water bodies and land designated for conservation use, public road rights-of-way, public recreation sites, or related activities or uses designated in the local government's comprehensive plan as unavailable for development. The GIS system was particularly well suited to creating this data because the GIS system is parcel based, automatically excluding most lakes and public rights-of-way. The following three-step process was used to demonstrate conformance with the TCEA criteria:

1. The total acreage of Residential, Non-Residential and Conservation land was calculated using the City of Orlando/Orange County GIS system. "Residential Land" was defined as parcels with an R or PD zoning designation. "Non-Residential Land" was defined as parcels in the City zoned MXD-1, MXD-2, MU-1, MU-2, I-G, I-C, I-P, H, P C, AC-N, AC-1, AC-2, AC-3, AC-3A/T (inside and outside the Traditional City) and parcels in Orange County zoned P-O and C. Property zoned C (Conservation) was assumed to be vacant and unavailable for development.

2. The total acreage of Developed and Vacant Developable Residential and Non-Residential lands were determined using the GIS system and Department of Revenue (DOR) use codes. Vacant Developable Residential land was defined as residentially zoned property with no development. The Orlando Executive Airport (OEA) was subtracted from the acreage of Developed Non-Residential land in TAZ 767 because the airport property is considered unavailable for development.

3. The density of existing residential development within the City limits was determined using the City Land Use Database (CLUDB). CLUDB is an inventory of existing occupied development throughout the City. This inventory is updated monthly using Certificates of Occupancy. CLUDB was used to identify the current number of single-family and multifamily residential units within Developed Residential parcels in the City portion of

each TAZ. Detailed data is not available for unincorporated parcels, so Developed Residential parcels in the unincorporated portion of each TAZ were conservatively assumed to have only one dwelling unit. The total number of dwelling units and density within the overall TCEA is actually higher that indicated because some of the unincorporated parcels that were assumed to have one dwelling unit are actually multifamily parcels.

As indicated in Exhibit 4-2 below, the 2007 TCEA conforms to the residential criteria provided in Section 163.3180, F.S. and Rule 9J-5.0055, F.A.C.:

FIGURE TE-63: 2007 TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA) DATA

(a)	(b)	(c)	(d)	(e)	(f)	(g)
	Developed Land			**Developable Vacant Land**		
Total Land Area (Acres)	Residential (Acres)	Non-Residential (Acres)	Total (Acres)	Residential (Acres)	Non-Residential (Acres)	Total (Acres)
38,148	15,821	8,862	24,683	1,203	630	1,833
	41.5%	23.2%	64.7%	3.2%	1.7%	4.8%

(h)	(i)	(j)	(k)	(l)	(m)	(n)
Undevelopable Land			**Residential Density**			
Conservation (Acres)	ROW (Acres)	Total (Acres)	Single-Family (Dwelling Units)	Multifamily (Dwelling Units)	Total (Dwelling Units)	Density (Dwelling Units/Acre)
4,299	7,333	11,632	39,172	48,029	87,201	5.5
11.3%	19.2%	30.5%	44.9%	55.1%		

TCEA Criteria:

The area contains not more than 10% developable vacant land (Rule 9J-5.0055(6)(a)1.a).

(g) / (d + g + h) = **5.9%**

Residential Use is the predominant type of use comprising greater than 60% of the developed land (Rule 9J-5.0055(6)(a)1.b).

(b) / (d) = **64.1%**

Average residential density shall be at least five dwelling units per gross residentially developed acre of land use (Rule 9J-5.0055(6)(a)1.b).

(m) / (b) = **5.5**

NOTES

1. Total Land Area includes all property (parcels and ROW) within TCEA boundary (City and County). The TCEA only applies to property in the City.
2. "Conservation" includes water bodies and land designated for conservation use.
3. "Developed Land" is presented in gross acreage of parcels, including building, parking, drainage, open space and landscaping, but not including lakes.
2. Orlando Executive Airport (650 acres in TAZs 766, 767 and 768) is considered unavailable for development. Executive Airport acreage was added to ROW.
3. "Residential Land" includes parcels with an R or PD zoning designation in the City and parcels with an R zoning designation in Orange County.
4. "Non-Residential Land" includes parcels zoned MXD-1, MXD-2, MU-1, MU-2, I-G, I-C, I-P, H, P C, AC-N, AC-1, AC-2, AC-3, AC-3A/T (inside and outside the Traditional City) and P-O, C and I in Orange County.
5. Vacant parcels have a Department of Revenue (DOR) Vacant Use Code.
6. Dwelling Units on parcels in the City is from City Land Use Data Base (CLUDB), June 2007.
7. Dwelling Units on parcels in Orange County is conservatively based on one dwelling unit per parcel. Actual total dwelling units and density is higher because some parcels have multi-unit buildings.
8. Acreage is from Orlando/Orange County GIS, June 2007.

As shown in this analysis, the TCEA continues to meet the statutory requirements. Figure TE-66 provides this analysis for each individual TAZ.

Measures of Success inside the TCEA

Although the statutes do not require any particular benchmarks to measure the success of the TCEA, the City has a number of policies and procedures to ensure that private development and City-funded projects support the development of a variety of transportation modes.

The City of Orlando has already adopted objectives and policies in its Growth Management Plan to support a comprehensive strategy promoting the purposes of the TCEA (i.e. urban infill development, redevelopment, Downtown revitalization and incentives for other transportation modes). Future Land Use Objective 1.3, Transportation Policy 1.8.2 and Capital Improvement Policy 1.2.3 establish measurements for evaluating the success of this TCEA related to its purposes.

The City of Orlando requires new development to support and fund mobility in the TCEA based on the development's impacts to the transportation system. The City also measures performance through periodic area-wide travel demand modeling. Annual transportation

modeling efforts are part of the City's concurrency management regulations. New development and redevelopment projects are required to submit transportation impacts analyses to ensure compliance with the purposes of the TCEA.

Pedestrian Facilities

Redeveloping properties are required to install sidewalks on all rights-of-way. Sidewalk width, the number and location of street trees, and street furniture, are established consistent with the Major Thoroughfare Plan, included as Appendix C in the Transportation Element. City funding for sidewalk improvements is focused on filling in gaps in the network, with highest priority given for gaps located on routes to schools.

Bicycle Facilities

Redeveloping properties are required to install bike racks, lockers, and for commercial properties, shower facilities. The City worked in partnership with other agencies to construct the Cady Way trail, located in the eastern portion of the TCEA. The Orlando Urban Trail is proposed to lead from Winter Park to Downtown. Portions, including the Lake Formosa bridge, have already been constructed. Much of the remaining route will be built in conjunction with FDOT's I-4 improvements. In addition, the City has an ongoing signage program to identify on-road bicycle routes.

Transit Facilities

The recently adopted Downtown Transportation Plan addressed transportation across all modes. Most importantly, the plan recognized that regardless of individual travel preferences, all trips begin and end as a pedestrian. Transit is a natural extension of a pedestrian trip and vastly expands the range a pedestrian can cover in a short time. Transit becomes practical and attractive to auto owners when transit is faster and/or cheaper than driving and parking for the same trip. Moreover, potential roadway capacity projects will be costly and can provide only limited net new capacity to the Downtown core.

The Downtown Transportation Plan identified projects and strategies that will lead to future plans, programs and policies in the Land Development Code, Capital Improvement Plan, and Growth Management Plan. The Downtown Transportation Plan also identified the need to expand LYMMO services north/south and east/west to support mobility within the TCEA and to supplement the upcoming commuter rail service.

The City of Orlando is also actively participating in the Central Florida Commuter Rail initiative. There will be four commuter rail stations in the TCEA and land use patterns are being evaluated to ensure that it's possible to create compact commercial development and housing within a five-minute walk of each transit stop. Redevelopment opportunities, particularly for struggling commercial areas near proposed stations, will also be identified. The City of Orlando is working closely with Florida Hospital and Orlando Regional Health Care to ensure that their future development plans around the commuter rail stations are compatible with the Transit-Oriented Development (TOD) principles.

As stated in Transportation Policy 1.13.1, the City has committed to a transit level of service of no less than 30 minute bus headways for at least 59% of transit service corridors inside the TCEA. This standard has been met every year since 1999. Additional information about how the headway is calculated is provided under the analysis for Transportation Policy 2.2.3.

LYMMO, the free downtown circulator bus, has been very successful. Ridership has been remarkably stable over the last seven years, averaging approximately 4000 riders per weekday on a route that travels a one-mile section of the downtown core. Constant ridership shows that many people depend on LYMMO for their transportation needs.

Overall, 95 percent of land area within the TCEA is within ½ a mile of a LYNX bus stop, and 70 percent is within ¼ mile. Of the 1508 LYNX bus stops within City limits, 1250 are within the TCEA. In other words, although the TCEA is 53 percent of the City's land area, it accounts for 83 percent of the bus stops.

Road Facilities

As stated in Transportation Policy 2.2.2, the City annually monitors performance of the roadway system inside the TCEA by analyzing major thoroughfares and reporting their performance through a Monitoring Level of Service Report. The City's transportation model supports the conclusion that the road network inside the TCEA is functional and despite congestion in some locations, has not reached "gridlock."

State SIS Facilities

Regarding the impact of the TCEA on the level of service standards established for Strategic Intermodal System facilities and roadway facilities funded in accordance with s. 339.2819, the City of Orlando, in cooperation with the Florida Department of Transportation, will be developing a plan to evaluate and mitigate impacts to those facilities. However, the mitigation plan will also need to recognize that roadway levels of service are in direct competition with transit service demand for central cities like Orlando. Furthermore, opportunities to expand roadway services are limited and expensive. Therefore, the plan should focus on improving other modes to provide people with choices that allow them to avoid congested roads.

Using a travel demand model, a select link analysis was conducted on all of the I-4 and East/ West Expressway (SR 408) segments within the City of Orlando. The model found the quickest path for each direction between each of the 170 traffic analysis zones (TAZ) within the TCEA in terms of uncongested time. A second model run found the quickest path between each of the TAZ's in the TCEA and each of the 64 TAZ's within the city, but outside of the TCEA. As the results in the Exhibit 4-4 show, the percentage of paths which use segments of either I-4 or the East/ West Expressway is low, which implies that a small percentage of the drivers would likely choose to use these SIS facilities to navigate around the City. The segment which would logically be used the most frequently was the segment of the East/ West between the Mills Av. and Bumby Av. exits immediately east of downtown Orlando. On average, the East/ West segments were a part of the quickest path in slightly less than 5% of the combinations of TAZ's. The average for I-4 segments was even lower, at less than 2%. Only the segment of I-4

between the John Young Parkway and the Orange Blossom Trail interchanges was part of the quickest path in even 4% of the total paths.

While this data on paths cannot be directly translated into trips on the SIS facilities, it is a clear indication that there are quicker paths for drivers to move throughout the City without the need for impacting SIS facilities. Given that this analysis was conducted using uncongested travel times and the widely held public perception of I-4, in particular, being a difficult road to use within Orlando, it is reasonable to predict that even a smaller percentage of actual intra-city trips would utilize I-4 or the East/ West Expressway.

FIGURE TE-64: PERCENT OF TRAVEL PATHS INSIDE THE TCEA THAT USE SIS FACILITIES

SIS Facility	% of Paths between TCEA zones	% of Paths between TCEA & Other City zones	% of Paths between TCEA & All City zones
Average for All I-4 Segments	0.5 %	3.9%	2.0%
John Young to OBT	1.0%	8.6%	4.3%
Average for All SR 408 Segments	4.9%	4.7%	4.9%
Mills to Bumby	10.2%	9.5%	9.9%

Connected Street Network

The TCEA is composed of a connected street network that provides multiple routes to most destinations. Multiple routes allow for provision of bicycle facilities on less busy streets, and transit stations that are convenient for residents and the workforce. An analysis of links (roadway segments) divided by nodes (intersections) inside the TCEA provides the following connectivity index.

- Links: 11,748
- Nodes: 8,352
- Connectivity index: 1.41

In practice, the City has found that a connectivity index of 1.4 or greater is sufficient to ensure an appropriate level of street connectivity. The TCEA meets this standard.

In addition, because development in the TCEA is largely infill, the City has no plans to construct any major new roads inside the TCEA. Transportation Policy 1.10.2 ensures that the City preserves existing roadway connections, and restores connections that may have been eliminated at some point in the past. Therefore, the City expects to maintain or improve the connectivity index throughout the planning period.

The Land Use – Transportation Connection

The development pattern inside the TCEA is designed to support alternative transportation modes. Traditional City design standards require most types of development to be built to the street along commercial corridors. Parking is in the side or the rear, and minimum

transparency to provide "eyes on the street" is required. Furthermore, development review inside the TCEA focuses on providing bicycle racks, good pedestrian connections from the building to the sidewalk, and a scale of development (lighting, etc) that is compatible with the pedestrian environment.

Most future land use designations and zoning districts inside the Traditional City (which is within the TCEA) have minimum densities and intensities to promote an urban development pattern, rather than single use buildings with a sea of parking.

A traditional transportation concurrency system would stifle this type of development, as roadway capacity would have to be prioritized over supporting infill. With traditional concurrency, developers must pay a proportionate share fee if trips are not currently available. Fees pay for improvements to the road network, such as adding lanes or new streets. This is not feasible inside the TCEA for practical reasons: right of way is expensive, and there's limited room available for new roadways; as well as for policy reasons: a "concurrent" downtown would make infill development so expensive that economic growth would be stifled and pushed to the periphery, thus exacerbating sprawl.

In lieu of traditional concurrency, large projects inside the TCEA are still required to prepare a traffic study. However, impacts may be addressed in multiple ways, such as by contributing a transit stop, dedicating space for a bicycle route, or paying a contribution toward improved crosswalks and pedestrian connections in the vicinity. The City has found this to be a much more useful way of encouraging development, while at the same time promoting mobility inside the TCEA. Successful examples include:

- Mills Park donated right of way and plans to construct a portion of the Orlando Urban Trail.
- Developers in the South Eola neighborhood have contributed to construction of an additional left turn lane to allow easier access to the East-West Expressway (SR 408). The contributions also support funding for additional sidewalk links and countdown crosswalks.
- Numerous downtown developments are required to subsidize reduced rate transit passes for employees.

<u>Mode split inside the TCEA</u>

Although there are many measures of success for the TCEA, one of the most convincing would be to demonstrate that the use of alternative transportation modes has increased. In reality, measuring the number of walkers, bikers, and transit riders on any given day is incredibly difficult. A full estimate of the breakdown of total trips by mode is nearly impossible.

The US Census is one of the few reliable data sources that provide information regarding travel mode. The Census' annual American Community Survey asks respondents to provide the mode of travel to work. The most detailed geographic area for which these responses are available is called a PUMA (Public Use Microdata Area). As shown in EAR Exhibit 4-5, the downtown Orlando PUMA (#2204) is similar to the boundaries of the TCEA.

Figure TE-65 shows the change in mode use between 2000 and 2006. The number of people driving alone grew more slowly than the total growth in the workforce. Conversely, the number of people taking transit, choosing other modes, and working at home, grew significantly faster than the workforce as a whole. The number of people carpooling decreased.

FIGURE TE-65: TRAVEL MODE CHOICE FOR TRIPS TO WORK, 2000 AND 2006

	2000	2006	Change
Total workforce, PUMA #2204	66,416	71,889	+8.2%
Drove alone	50,361	53,053	+5.4%
Carpool	8,445	7,022	-16.9%
Public Transit	3,393	4,253	+25.6%
Other (walk, bike, etc)	2,732	4,093	+49.8%
Worked at home	1,485	3,468	+133.5%

While it is gratifying to find that transit and walking/biking are becoming more popular, interpretations of this data can be difficult. Because the majority of all trips are not work-related, and data for non-work related trips is not available, mode splits for total trips may be significantly different. Furthermore, the data do not tell us *why* people have shifted to alternate modes. While one would hope that the connected street network, walkable development pattern and improved facilities inside the TCEA have induced people to choose not to drive alone, many other possibilities exist. In particular, the price of gasoline has risen dramatically since 2000, and this alone may be sufficient incentive for people to choose alternative modes.

One surprising result is a decrease in carpooling. This is not necessarily a negative result, particularly given that driving alone has not significantly increased. National carpool rates have also decreased over this time period. Because Orlando does not have carpool lanes or other incentives to share rides, it is likely that carpooling is not entirely voluntary. In other words, most people would rather not depend on a friend or family member for a ride to work if they can find an alternative. The data suggest that increasing availability of other modes has allowed people without exclusive use of a car to increase their travel independence.

Overall, these data show that over 25 percent of the workforce has chosen alternatives to driving alone. For the total population, including students, the elderly, and disabled people,

this proportion may be even higher. Therefore, a balanced transportation system is absolutely necessary to ensure that all of Orlando's residents can get to work, doctor's appointments, and school.

Conclusion

Without a walkable development pattern, hardly anyone will walk, bike or take transit. Good transit, walking and bike facilities are not "frills" to accompany the road network; instead they are used by many thousands of people as integral parts of the transportation system. The TCEA supports this vision and provides an incentive to develop in infill areas. Orlando is working hard to communicate this message throughout the development process.

FIGURE TE-66

TAZ'S INSIDE THE TRANSPORTATION CONCURRENCY EXCEPTION AREA

	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
		Developed Land			Developable Land			Undevelopable Land			Dwelling Units			
TAZ2025	TAZ Acres	Residential Zoning Built Acres	Commercial Zoning Built Acres	Total Acres	Residential Vacant Acres	Commercial Vacant Acres	Total Acres	Conservation	ROW Acres	Total	Single Family	Multi-family	Total Units	Density (Dwelling Units/Acre)
350	462.94	326.97	61.56	388.53	9.61	4.30	13.91		60.50	60.50	571	178	749	2.29
402	731.63	476.60	132.80	609.40	21.56	5.79	27.35		94.88	94.88	255	1433	1688	3.54
403	144.73	89.18	14.23	103.41	7.66	4.32	11.99	26.76	2.57	29.33	0	1421	1421	15.93
404	107.83	72.42	19.61	92.04			0.00		15.79	15.79	3	1036	1039	14.35
405	737.43	428.05	69.34	497.38	106.30	3.85	110.15	69.50	52.02	121.52	1550	1471	3021	7.06
406	480.64	351.22	29.21	380.43	4.30	2.03	6.34		93.88	93.88	236	47	283	0.81
407	120.41	119.55		119.55			0.00	0.01	0.85	0.86	0	1327	1327	11.10
408	177.73	85.32	56.85	142.17	7.94	3.65	11.60		23.96	23.96	181	483	664	7.78
409	312.65	193.16	38.48	231.64			0.00		81.01	81.01	696	752	1448	7.50
466	224.53	159.30	0.91	160.21	4.21	0.97	5.19	0.29	58.84	59.13	55	199	254	1.59
475	278.02	71.69	62.15	133.83	73.95	3.30	77.24	57.63	9.31	66.94	259	654	913	12.74
476	225.38	126.13	35.47	161.59	2.44	3.94	6.39	26.92	30.49	57.40	391	565	956	7.58
642	457.11	32.91	340.51	373.42	2.64	5.47	8.11		75.58	75.58	198	17	215	6.53
647	234.80	108.97	5.95	114.92	4.68	0.23	4.91	46.50	68.48	114.98	1	6	7	0.06
648	936.28	170.89	200.56	371.44	22.13	8.60	30.73	405.04	129.06	534.10	271	140	411	2.41
649	161.70		124.11	124.11		12.83	12.83		24.75	24.75	0	0	0	#DIV/0!
650	427.89	78.65	288.32	366.98	12.46	3.59	16.05		44.86	44.86	89	0	89	1.13
651	366.99		273.75	273.75	48.88	5.06	53.95	7.53	31.77	39.29	0	0	0	#DIV/0!
652	538.23	150.12	100.30	250.42	20.63		20.63	233.01	34.17	267.18	292	585	877	5.84
653	266.96	87.93	120.81	208.74	2.54	2.91	5.45	12.47	40.30	52.77	20	1440	1460	16.61
654	861.80	553.11	122.17	675.28	29.16	2.77	31.92	14.55	140.05	154.59	1143	2299	3442	6.22
655	491.16	355.67	30.96	386.63	12.77	1.97	14.74	1.27	88.52	89.79	627	616	1243	3.49
657	341.82	232.15	4.45	236.61	0.10		0.10	65.89	39.22	105.11	0	0	0	0.00
659	219.27	39.35	149.89	189.23	2.14	2.51	4.64	20.66	4.74	25.40	211	139	350	8.90
660	276.96	129.17	61.33	190.50	8.10	6.17	14.27	55.29	16.90	72.19	133	568	701	5.43
661	302.25	18.57	159.34	177.91		56.07	56.07	31.09	37.18	68.27	0	0	0	0.00
662	428.92	189.42	80.51	269.93	52.59	19.13	71.73	39.17	47.87	87.03	88	76	164	0.87
663	199.28	63.27	88.33	151.60	15.33		15.33	9.25	23.09	32.34	108	277	385	6.08
664	328.42	21.31	209.54	230.85	0.64	27.85	28.49	2.00	67.09	69.08	8	0	8	0.38
665	212.02	28.23	113.58	141.81	1.27	7.20	8.47		61.73	61.73	5	3	8	0.28
671	314.56	145.12	77.16	222.28	0.17		0.17	37.96	54.16	92.12	604	96	700	4.82
672	514.40	272.60	97.03	369.62	8.01	2.14	10.15	6.62	127.77	134.40	1475	34	1509	5.54
673	610.57	228.74	115.67	344.41	0.39		0.39	212.06	53.71	265.77	526	1962	2488	10.88
674	558.77	261.20	99.14	360.34	78.78	26.47	105.25		93.18	93.18	526	1080	1606	6.15
675	410.54	239.14	61.26	300.39	22.35	4.02	26.38		83.34	83.34	453	197	650	2.72
676	565.82	173.68	41.85	215.53	30.03	6.19	36.22	270.53	32.22	302.75	138	199	337	1.94
677	376.45	196.28	29.48	225.76	18.01	4.45	22.46	9.09	118.74	127.84	615	311	926	4.72

FIGURE TE-66
TAZ'S INSIDE THE TRANSPORTATION CONCURRENCY EXCEPTION AREA

	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
		Developed Land			Developable Land			Undevelopable Land			Dwelling Units			
TAZ2025	TAZ Acres	Residential Zoning Built Acres	Commercial Zoning Built Acres	Total Acres	Residential Vacant Acres	Commercial Vacant Acres	Total Acres	Conservation	ROW Acres	Total	Single Family	Multi-family	Total Units	Density (Dwelling Units/Acre)
678	196.85	75.67	24.81	100.48	4.72	7.48	12.20	32.32	51.85	84.17	185	736	921	12.17
679	181.36	95.96	16.95	112.90	9.44	3.99	13.43	11.94	43.09	55.03	213	154	367	3.82
680	244.23	119.11	48.24	167.35	5.43	1.68	7.11	22.86	46.91	69.77	377	194	571	4.79
681	320.92	193.03	15.35	208.38	7.28		7.28	28.42	68.48	96.90	390	216	606	3.14
682	642.04	120.97	109.13	230.09	11.74	2.47	14.22	331.19	66.54	397.73	922	198	1120	9.26
683	112.34	33.39	30.68	64.06	3.63	7.54	11.17		37.10	37.10	5	18	23	0.69
684	124.17	44.03	44.62	88.65	5.63	3.92	9.55		25.98	25.98	693	16	709	16.10
685	94.34		75.07	75.07			0.00		19.27	19.27	0	0	0	#DIV/0!
686	190.23	11.32	115.08	126.40	0.24	1.98	2.22	17.89	43.72	61.61	45	111	156	13.79
687	117.99	22.71	44.82	67.53	6.75	5.15	11.90		38.55	38.55	541	136	677	29.81
688	177.32	36.31	89.54	125.85	10.13	12.02	22.15		29.32	29.32	672	54	726	19.99
689	205.19	58.72	58.51	117.23	1.64	4.39	6.04	47.18	34.74	81.92	306	88	394	6.71
690	130.61	40.09	41.03	81.12	2.21	25.33	27.55		21.95	21.95	141	42	183	4.56
691	143.49			0.00		71.37	71.37	45.67	26.46	72.13	0	0	0	#DIV/0!
692	190.98	31.24	125.48	156.72		0.64	0.64		33.63	33.63	310	0	310	9.92
693	54.73	1.44	44.34	45.78	4.70		4.70		4.25	4.25	9	0	9	6.24
694	365.54	248.96	18.55	267.52	22.35	0.93	23.28	47.56	27.17	74.74	247	14	261	1.05
695	240.79	137.81	13.94	151.75	4.44	1.26	5.70	26.38	56.97	83.34	496	103	599	4.35
696	240.97	83.65	27.22	110.87	6.41	0.13	6.54	67.92	55.63	123.56	241	214	455	5.44
697	80.56	48.59	10.01	58.60	0.70		0.70		21.25	21.25	273	10	283	5.82
698	179.62	113.58	16.97	130.55	2.06		2.06		47.00	47.00	522	21	543	4.78
699	84.20	37.03	27.13	64.16	1.06		1.06		18.98	18.98	352	31	383	10.34
700	380.53	166.05	71.68	237.73	2.39	2.88	5.27	75.15	62.38	137.53	789	103	892	5.37
701	271.95	178.81	28.58	207.39	5.79	0.61	6.40		58.16	58.16	784	285	1069	5.98
702	140.37	87.89	12.85	100.74	2.66	1.14	3.81		35.82	35.82	365	353	718	8.17
703	251.91	106.02	10.44	116.45	4.78		4.78	67.58	63.09	130.67	492	72	564	5.32
704	131.85	18.77	28.03	46.80	0.15	0.79	0.94	38.90	45.21	84.11	40	171	211	11.24
705	60.96	18.39	17.01	35.40	0.99	4.49	5.48		20.07	20.07	28	49	77	4.19
706	147.58	87.35		87.35			0.00	41.18	19.05	60.23	184	14	198	2.27
707	62.84	5.90	46.24	52.14		0.30	0.30	0.00	10.39	10.39	0	0	0	0.00
708	485.35	154.67	66.92	221.59	2.91	2.11	5.02	195.46	63.28	258.74	501	0	501	3.24
709	387.06	83.24	193.80	277.04	11.18	0.17	11.35	2.43	96.22	98.66	135	7	142	1.71
710	234.71	162.23	11.01	173.24	1.06		1.06		60.42	60.42	715	141	856	5.28
711	109.63	51.69	26.23	77.92	0.94	0.66	1.59		30.11	30.11	256	106	362	7.00
712	95.28	59.69	11.03	70.72	1.63	0.17	1.80		22.75	22.75	240	171	411	6.89
713	137.12	36.53	26.14	62.67	0.18	15.40	15.59	33.70	25.17	58.86	151	83	234	6.41
714	174.59	71.76	32.56	104.32	0.88	0.53	1.40	36.24	32.63	68.87	156	42	198	2.76

FIGURE TE-66

TAZ'S INSIDE THE TRANSPORTATION CONCURRENCY EXCEPTION AREA

	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
		Developed Land			Developable Land			Undevelopable Land			Dwelling Units			
TAZ2025	TAZ Acres	Residential Zoning Built Acres	Commercial Zoning Built Acres	Total Acres	Residential Vacant Acres	Commercial Vacant Acres	Total Acres	Conservation	ROW Acres	Total	Single Family	Multi-family	Total Units	Density (Dwelling Units/Acre)
715	90.08	39.58	17.50	57.08	1.33	0.15	1.48	10.12	21.40	31.52	150	102	252	6.37
716	65.69	9.71	29.63	39.34		3.34	3.34		23.00	23.00	7	246	253	26.05
717	82.95		47.45	47.45	0.41	9.78	10.19		25.31	25.31	13	363	376	#DIV/0!
718	59.16		36.68	36.68	0.18	0.88	1.06	5.54	15.88	21.42	2	326	328	#DIV/0!
719	73.06	19.62	37.22	56.85	0.50		0.50		15.71	15.71	42	99	141	7.19
720	121.88	41.44	32.55	73.99	12.19	2.43	14.62		33.03	33.03	167	437	604	14.58
721	98.78	4.82	69.37	74.19	0.36	0.31	0.67		23.92	23.92	6	58	64	13.27
722	32.74	2.88	18.47	21.35	0.91	2.05	2.96		8.42	8.42	5	49	54	18.74
723	32.44	3.99	18.07	22.06		1.84	1.84		8.54	8.54	1	326	327	81.88
724	82.22	8.28	54.04	62.32	1.51	2.00	3.51		16.39	16.39	25	121	146	17.63
725	109.57	32.78	25.57	58.35	11.30	2.01	13.31		37.88	37.88	134	376	510	15.56
726	85.80	25.39	11.01	36.40	3.72	2.32	6.03		43.03	43.03	48	359	407	16.03
727	138.97	56.04	10.44	66.48	8.19	1.55	9.75		62.52	62.52	133	423	556	9.92
728	192.68	96.30	28.22	124.52	9.27	0.54	9.81		58.35	58.35	334	145	479	4.97
729	122.59	18.68	70.16	88.84	4.50	3.10	7.59	3.36	22.79	26.16	39	3	42	2.25
730	182.74	65.72	32.74	98.46	8.59	1.97	10.55	0.02	73.71	73.72	40	7	47	0.72
731	112.17		87.78	87.78			0.00		24.39	24.39	0	0	0	#DIV/0!
732	91.09	16.08	33.89	49.97	1.59	21.28	22.87		18.25	18.25	60	64	124	7.71
733	51.09	16.55	18.44	34.99		2.86	2.86	0.52	12.71	13.24	7	12	19	1.15
734	59.61	28.96	14.63	43.59		0.41	0.41		15.61	15.61	0	14	14	0.48
735	95.23	2.64	61.73	64.38		1.53	1.53		29.33	29.33	7	2	9	3.41
736	86.50	4.24	45.01	49.24		3.68	3.68	3.93	29.64	33.58	1	2	3	0.71
737	112.63	46.37	19.92	66.29	2.74	0.67	3.41	12.31	30.63	42.93	162	151	313	6.75
738	81.08	50.16	9.75	59.91	1.35	1.10	2.46		18.71	18.71	203	117	320	6.38
739	241.64	106.79	78.47	185.26	7.38	1.13	8.51	2.98	44.89	47.87	323	176	499	4.67
740	343.90	200.76	17.08	217.84	5.70		5.70	24.18	96.19	120.37	794	111	905	4.51
741	223.36	63.63	87.84	151.47	2.53		2.53	27.24	42.13	69.37	209	414	623	9.79
742	135.30	53.13	25.44	78.57	0.73	0.52	1.25	14.89	40.59	55.48	77	868	945	17.79
743	92.84	10.92	40.04	50.96		0.23	0.23	11.97	29.68	41.64	2	529	531	48.62
744	28.00		11.59	11.59		0.57	0.57		15.84	15.84	0	0	0	#DIV/0!
745	26.37		16.77	16.77		1.20	1.20		8.40	8.40	0	520	520	#DIV/0!
746	30.51		21.65	21.65		1.06	1.06		7.79	7.79	0	734	734	#DIV/0!
747	16.09		11.64	11.64			0.00		4.44	4.44	0	0	0	#DIV/0!
748	15.68		10.18	10.18		0.68	0.68		4.82	4.82	0	0	0	#DIV/0!
749	33.25		24.30	24.30		0.11	0.11		8.85	8.85	0	0	0	#DIV/0!
750	33.46		22.64	22.64		0.48	0.48		10.34	10.34	0	0	0	#DIV/0!
751	14.93		10.72	10.72			0.00		4.21	4.21	0	0	0	#DIV/0!

FIGURE TE-66

TAZ'S INSIDE THE TRANSPORTATION CONCURRENCY EXCEPTION AREA

	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
		Developed Land			Developable Land			Undevelopable Land			Dwelling Units			
TAZ2025	TAZ Acres	Residential Zoning Built Acres	Commercial Zoning Built Acres	Total Acres	Residential Vacant Acres	Commercial Vacant Acres	Total Acres	Conservation	ROW Acres	Total	Single Family	Multi-family	Total Units	Density (Dwelling Units/Acre)
752	15.02		9.21	9.21		1.54	1.54		4.27	4.27	0	125	125	#DIV/0!
753	62.75		33.60	33.60		7.38	7.38		21.77	21.77	0	0	0	#DIV/0!
754	57.87		32.83	32.83	4.00	0.15	4.16		20.88	20.88	0	20	20	#DIV/0!
755	61.73	30.05	15.91	45.96	0.55	0.29	0.83		14.93	14.93	79	199	278	9.25
756	61.32	33.46	10.66	44.11	0.30	0.84	1.14		16.07	16.07	82	211	293	8.76
757	41.93	16.91	11.40	28.31	1.06	0.32	1.38		12.25	12.25	47	200	247	14.61
758	125.66	47.06	19.43	66.49	1.35	7.01	8.36	12.21	38.60	50.81	87	956	1043	22.16
759	121.35	70.95	16.12	87.07	1.12		1.12		33.16	33.16	300	156	456	6.43
760	121.18	39.89	47.58	87.47	0.95	2.41	3.36		30.34	30.34	219	222	441	11.05
761	81.17	11.86	58.28	70.14			0.00		11.03	11.03	0	0	0	0.00
762	248.45	135.14	19.91	155.05	1.59	0.57	2.17	27.60	63.63	91.23	488	452	940	6.96
763	85.34	37.52	20.17	57.69	2.30	0.31	2.61		25.05	25.05	85	303	388	10.34
764	83.83	38.05	22.00	60.05	1.11	0.64	1.75		22.03	22.03	144	126	270	7.10
765	52.00		39.13	39.13			0.00		12.88	12.88	2	0	2	#DIV/0!
766	92.12		37.59	37.59			0.00		54.54	54.54	0	0	0	#DIV/0!
767	871.82		704.71	704.71		0.71	0.71	267.71	-101.31	166.40	1	0	1	#DIV/0!
768	233.51	10.96	59.41	70.37		0.33	0.33	58.65	104.16	162.81	202	0	202	18.43
769	158.13	69.57	38.51	108.08	1.73	0.08	1.81	3.92	44.32	48.25	266	0	266	3.82
772	172.50	80.53	17.48	98.01	17.77		17.77	22.77	33.94	56.71	6	13	19	0.24
773	92.03	21.39	37.74	59.13	1.01	1.36	2.36	6.76	23.78	30.53	58	62	120	5.61
774	87.82		74.77	74.77			0.00		13.05	13.05	0	212	212	#DIV/0!
775	81.68		76.42	76.42		2.01	2.01		3.25	3.25	0	0	0	#DIV/0!
776	71.99	6.87	47.67	54.53			0.00	1.00	16.46	17.46	34	0	34	4.95
777	76.45	5.06	69.43	74.48			0.00	7.53	-5.57	1.96	19	27	46	9.10
778	55.51	30.51	7.16	37.67		0.83	0.83		17.02	17.02	173	0	173	5.67
779	228.96	93.93	41.33	135.26	0.27		0.27	42.49	50.94	93.43	488	181	669	7.12
780	111.43	79.23		79.23			0.00		32.21	32.21	378	0	378	4.77
781	1,103.85	541.92	52.41	594.33	108.18	60.64	168.82	252.80	87.90	340.70	813	1469	2282	4.21
788	187.44	47.74	88.38	136.12	4.36	2.83	7.20		44.13	44.13	34	161	195	4.08
833	235.51	139.21	26.11	165.32	4.97	5.88	10.86	1.48	57.86	59.34	573	197	770	5.53
834	359.48	225.01	21.91	246.92	2.73	0.94	3.67	31.69	77.20	108.89	751	558	1309	5.82
835	240.15	144.31	32.02	176.33	0.03		0.03		63.80	63.80	590	270	860	5.96
836	470.83	226.40	26.69	253.09	6.48		6.48	121.87	89.39	211.26	761	806	1567	6.92
837	157.35	106.83	8.65	115.48	0.27	0.41	0.67		41.19	41.19	481	40	521	4.88
838	155.02	92.63	16.33	108.96	2.71	0.18	2.89		43.17	43.17	514	0	514	5.55
839	258.90	162.26	9.22	171.47	2.32	1.09	3.41	12.66	71.35	84.02	586	209	795	4.90
840	242.61	145.76	23.56	169.32	6.81	1.26	8.07	9.95	54.78	64.72	40	21	61	0.42

FIGURE TE-66
TAZ'S INSIDE THE TRANSPORTATION CONCURRENCY EXCEPTION AREA

	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
		Developed Land			Developable Land			Undevelopable Land			Dwelling Units			
TAZ2025	TAZ Acres	Residential Zoning Built Acres	Commercial Zoning Built Acres	Total Acres	Residential Vacant Acres	Commercial Vacant Acres	Total Acres	Conservation	ROW Acres	Total	Single Family	Multi-family	Total Units	Density (Dwelling Units/Acre)
841	351.90	241.25	20.25	261.50	16.83		16.83	3.57	70.00	73.57	151	405	556	2.30
842	241.88	189.87	12.06	201.92	0.45		0.45		39.51	39.51	620	1910	2530	13.33
843	241.01	157.79	23.55	181.34	1.15	0.19	1.34	5.64	52.70	58.33	481	466	947	6.00
844	158.85	87.06	35.07	122.13	10.57	2.45	13.02		23.70	23.70	239	526	765	8.79
845	486.19	310.99	31.79	342.78	17.14		17.14	42.67	83.60	126.27	1305	1492	2797	8.99
846	201.98	76.49	75.82	152.31	7.85	12.75	20.60		29.06	29.06	2	1581	1583	20.70
847	485.63	298.92	52.97	351.88	5.07	1.69	6.76	73.67	53.32	126.98	511	531	1042	3.49
848	443.85	271.13	26.75	297.88	64.38	3.08	67.46		78.51	78.51	107	417	524	1.93
857	395.65	126.85	190.47	317.32	5.89	1.32	7.21	12.82	58.31	71.13	38	0	38	0.30
860	403.67	270.65	16.02	286.67	9.59	1.13	10.72	31.42	74.85	106.28	101	1	102	0.38
862	323.38	256.99	4.01	261.00	1.15		1.15	1.63	59.60	61.23	16	3	19	0.07
863	399.40	231.93	26.10	258.02	6.36		6.36	75.23	59.79	135.02	243	683	926	3.99
864	444.12	157.32	143.44	300.76	5.86	6.59	12.45	68.01	62.90	130.91	67	293	360	2.29
897	145.25		110.40	110.40		5.07	5.07		29.78	29.78	0	0	0	#DIV/0!
898	114.92	18.14	53.75	71.89	8.42		8.42	15.19	19.41	34.60	6	0	6	0.33
902	424.67		305.46	305.46	1.01		1.01	102.72	15.48	118.20	0	786	786	#DIV/0!
903	68.79	39.90	14.70	54.60		0.60	0.60		13.59	13.59	0	0	0	0.00
904	66.70	30.65	11.55	42.20		1.70	1.70		22.80	22.80	79	22	101	3.30
905	61.72	29.14	16.82	45.95	0.23	1.26	1.49		14.28	14.28	42	471	513	17.61
906	57.71	25.86	16.55	42.41	0.13	1.01	1.13		14.16	14.16	31	235	266	10.28
907	69.13	2.35	28.32	30.67		1.91	1.91	28.60	7.95	36.55	2	233	235	99.98
923	335.27	162.58	116.70	279.28	4.24	0.11	4.35	9.11	42.53	51.64	335	60	395	2.43
TOTAL	**38,179.39**	**15,820.93**	**9,511.47**	**25,332.40**	**1,203.22**	**629.96**	**1,833.19**	**4,299.48**	**6,683.68**	**10,983.16**	**39,172**	**48,029**	**87,201**	**5.51**

APPENDIX C: MAJOR THOROUGHFARE PLAN

MAJOR THOROUGHFARE PLAN								
Roadway Segment	S or W End	N or E End	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
4Th St	11Th Av	Boggy Creek Rd	Existing	Existing	2	2	Res. Coll.	7
8Th St	Armed Forces Reserve Dr	Tradeport Dr	Existing	Existing	2	2	Res. Coll.	7
Alden Rd	Orange Av	Magnolia Av	TBD	J-3A [1]	0	2	Collector	6
Alden Rd	Magnolia Av	Highland Av	TBD	J-3A [1]	0	2	Collector	6
Alden Rd	Highland Av	Virginia Dr	Existing	Existing	2	2	Collector	6
Alden Rd	Virginia Dr	Princeton St	Existing	Existing	2	2	Collector	6
Alden Rd	Princeton St	Rollins St	Existing	Existing	2	2	Collector	6
All American Bv	Orange Blossom Tl	Edgewater Dr	Existing	Existing	2	2	Collector	5
Amelia St	Orange Blossom Tl	Westmoreland Dr	Existing	Existing	4	4	Collector	7
Amelia St	Westmoreland Dr	Parramore Av	Existing	Existing	4	4	Collector	7
Amelia St	Parramore Av	Hughey Av	Existing	Existing	4	4	Collector	7
Amelia St	Hughey Av	Garland Av	Existing	Existing	4	4	Collector	7
Amelia St	Garland Av	Orange Av	Existing	Existing	4	4	Collector	7
Amelia St	Orange Av	Magnolia Av	Existing	Existing	4	4	Collector	7
Americana Bv	John Young Py	Texas Av	Existing	Existing	4	4	Arterial	5
Anderson St	Orange Blossom Tl	Westmoreland Dr	Existing	Existing	2	2	Res. Coll.	7
Anderson St	Westmoreland Dr	Parramore Av	Existing	Existing	2	2	Res. Coll.	7
Anderson St	Parramore Av	Division Av	Existing	Existing	2	2	Res. Coll.	7
Anderson St	Division Av	Interstate 4	Existing	Existing	2	2	Collector	7
Anderson St	Interstate 4	Orange Av	Existing	Existing	3	3	Collector	7
Anderson St	Orange Av	Magnolia Av	Existing	Existing	3	3	Collector	7
Anderson St	Magnolia Av	Rosalind Av	Existing	Existing	3	3	Collector	7
Anderson St	Rosalind Av	Delaney Av	Existing	Existing	3	3	Collector	6
Anderson St	Delaney Av	Summerlin Av	Existing	Existing	3	3	Collector	6
Anderson St	Summerlin Av	Mills Av	Existing	Existing	2	2	Collector	6
Anderson St	Mills Av	Bumby Av	Existing	Existing	2	2	Collector	6
Anderson St	Bumby Av	Primrose Dr	Existing	Existing	2	2	Collector	6
Anderson St	Primrose Dr	Crystal Lake Dr	Existing	Existing	2	2	Collector	6
Anderson St	Crystal Lake Dr	Lake Underhill Rd	Existing	Existing	2	2	Collector	6
Andes Av	Lake Underhill Rd	Colonial Dr	35 ft.	J-3	0	4	Collector	4
Arnold Palmer Dr	Robert Trent Jones Dr	Kirkman Rd	Existing	Existing	2	2	Res. Coll.	5
Augusta National Dr	T.G. Lee Bv	Hazeltine National Dr	Existing	Existing	2	2	Collector	6
Augusta National Dr	Hazeltine National Dr	Leevista Bv	36 ft. [2]	LE-5	0	2	Collector	6
Augusta National Dr	Leevista Bv	Bent Pine Dr	36 ft. [2]	LE-5	2	2	Collector	6
Augusta National Dr	Bent Pine Dr	Hoffner Av	36 ft. [2]	LE-5	0	4	Collector	6
Baldwin Park St	Lake Baldwin Ln	Semoran Bv	Existing	Existing	2	2	Collector	5
Beachline Ex (EB)	Boggy Creek Rd	Tradeport Dr	----	----	2	4	Highway	1
Beachline Ex (EB)	Tradeport Dr	Semoran Bv	----	----	2	4	Highway	1
Beachline Ex (EB)	Semoran Bv	Goldenrod Rd	----	----	2	4	Highway	1
Beachline Ex (EB)	Goldenrod Rd	Narcoossee Rd	----	----	2	4	Highway	1
Beachline Ex (EB)	Narcoossee Rd	Greeneway Ex	----	----	2	4	Highway	1
Beachline Ex (WB)	Greeneway Ex	Narcoossee Rd	----	----	2	4	Highway	1
Beachline Ex (WB)	Narcoossee Rd	Goldenrod Rd	----	----	2	4	Highway	1
Beachline Ex (WB)	Goldenrod Rd	Semoran Bv	----	----	2	4	Highway	1
Beachline Ex (WB)	Semoran Bv	Tradeport Dr	----	----	2	4	Highway	1
Beachline Ex (WB)	Tradeport Dr	Boggy Creek Rd	----	----	2	4	Highway	1
Bennet Rd	Fairgreen St	Colonial Dr	40 ft.	H-4U	2	4	Collector	5
Bennet Rd	Colonial Dr	Maguire Bv	Existing	Existing	4	4	Collector	5
Bennet Rd	Maguire Bv	Corrine Dr	Existing	Existing	4	4	Collector	5
Bent Pine Dr	Semoran Bv	Augusta National Dr	36 ft. [2]	LE-5	2	2	Collector	6
Bent Pine Dr	Augusta National Dr	Corporate Centre Bv/Patch Rd	36 ft. [2]	LE-5	2	2	Collector	6
Binnacle Way	Landsreet Rd	Tradeport Dr	Existing	Existing	2	2	Collector	5
Boggy Creek Rd	Orange/Osceola County Line	Central Florida Greeneway	Existing	Existing	4	4	Arterial	3
Boggy Creek Rd	Central Florida Greeneway	Airport Southern Ext	60 ft.	X-4D	2	4	Arterial	3
Boggy Creek Rd	Airport Southern Ext	Wetherbee Rd	60 ft.	X-4D	2	4	Arterial	3
Boggy Creek Rd	Wetherbee Rd	Tradeport Dr	60 ft.	X-4D	2	4	Arterial	3
Boggy Creek Rd	Tradeport Dr	4Th St/ Dowden Rd	60 ft.	X-4D	2	4	Arterial	3
Boggy Creek Rd	4Th St/ Dowden Rd	Landstreet Rd	60 ft.	X-4D	2	4	Arterial	3
Boggy Creek Rd	Landstreet Rd	Jetport Dr	60 ft.	X-4D	2	4	Arterial	3
Boone Av	Gore St	Anderson St	35 ft.	J-2	0	2	Collector	7
Boone Av	Anderson St	South St	Existing	Existing	2	2	Collector	8

[1] *Width of Median TBD by needs of Transit Facilities.*
[2] *Sidewalks and parkway requirements included in the easement area outside the right-of-way.*

Page 1

MAJOR THOROUGHFARE PLAN

Roadway Segment	S or W End	N or E End	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Brengle Av	Country Club Dr	Bryn Mawr St	Existing	Existing	2	2	Res. Coll.	7
Briercliff Dr	Delaney Av	Summerlin Av	Existing	Existing	2	2	Res. Coll.	7
Briercliff Dr	Summerlin Av	Mills Av	Existing	Existing	2	2	Res. Coll.	7
Briercliff Dr	Mills Av	Fern Creek Av	Existing	Existing	2	2	Res. Coll.	7
Bruton Bv	L.B. Mcleod Rd	Nimons St	Existing	Existing	4	4	Collector	5
Bruton Bv	Nimons St	Columbia St	Existing	Existing	4	4	Collector	6
Bryn Mawr St	Brengle Av	Eunice Av	Existing	Existing	2	2	Res. Coll.	7
Bumby Av	Michigan St	Grant Av	Existing	Existing	2	2	Res. Coll.	7
Bumby Av	Curry Ford Rd	Raehn St	Existing	Existing	2	2	Res. Coll.	7
Bumby Av	Anderson St	South St	Existing	Existing	4	4	Collector	6
Bumby Av	South St	Central Bv	Existing	Existing	4	4	Collector	6
Bumby Av	Central Bv	Robinson St	Existing	Existing	4	4	Collector	6
Bumby Av	Robinson St	Livingston St	Existing	Existing	4	4	Collector	6
Bumby Av	Livingston St	Colonial Dr	Existing	Existing	4	4	Collector	6
Bumby Av	Colonial Dr	Corrine Dr	Existing	Existing	2	2	Res. Coll.	7
Bumby Av (Inc. Lk. Como Cir.)	Raehn St	Anderson St	Existing	Existing	2	2	Res. Coll.	7
C R Smith St	Goldwyn Av	John Young Py	Existing	Existing	4	4	Collector	7
Caravan Ct	Grandnational Dr	Major Bv	Existing	Existing	4	4	Collector	5
Carrier Dr	International Dr	Universal Bv	Existing	Existing	4	4	Collector	6
Carrier Dr	Universal Bv	Kirkman Rd	53 ft.	GM-5	2	4	Collector	6
Carrier Dr	Kirkman Rd	Grandnational Dr/ Greenbrier Py	Existing	Existing	4	4	Collector	6
Central Bv	Tampa Av	Orange Blossom Tl	Existing	Existing	2	2	Collector	7
Central Bv	Orange Blossom Tl	Westmoreland Dr	Existing	Existing	2	2	Collector	7
Central Bv	Westmoreland Dr	Parramore Av	Existing	Existing	2	2	Collector	7
Central Bv	Parramore Av	Division Av	Existing	Existing	2	2	Collector	7
Central Bv	Division Av	Hughey Av	Existing	Existing	2	2	Collector	7
Central Bv	Hughey Av	Garland Av	Existing	Existing	2	2	Collector	7
Central Bv	Garland Av	Orange Av	Existing	Existing	2	2	Collector	7
Central Bv	Orange Av	Magnolia Av	Existing	Existing	2	2	Collector	7
Central Bv	Magnolia Av	Rosalind Av	Existing	Existing	2	2	Collector	7
Central Bv	Rosalind Av	Lake Av	Existing	Existing	2	2	Collector	8
Central Bv	Lake Av	Summerlin Av	Existing	Existing	2	2	Collector	8
Central Bv	Summerlin Av	Mills Av	Existing	Existing	2	2	Res. Coll.	7
Central Bv	Mills Av	Bumby Av	Existing	Existing	2	2	Res. Coll.	7
Central Bv	Bumby Av	Primrose Dr	Existing	Existing	2	2	Res. Coll.	7
Central Bv	Primrose Dr	Crystal Lake Dr	Existing	Existing	2	2	Res. Coll.	7
Central Florida Greeneway (NB)	Boggy Creek Rd	Lake Nona Bv	----	----	2	3	Highway	1
Central Florida Greeneway (NB)	Lake Nona Bv	Narcoossee Rd	----	----	2	3	Highway	1
Central Florida Greeneway (NB)	Narcoossee Rd	Moss Park Rd	----	----	2	3	Highway	1
Central Florida Greeneway (NB)	Moss Park Rd	Dowden Rd/Innovation Way	----	----	2	3	Highway	1
Central Florida Greeneway (NB)	Dowden Rd/Innovation Way	Beachline Ex	----	----	2	3	Highway	1
Central Florida Greeneway (NB)	Beachline Ex	Leevista Bv	----	----	2	3	Highway	1
Central Florida Greeneway (NB)	Leevista Bv	Curry Ford Rd	----	----	2	3	Highway	1
Central Florida Greeneway (SB)	Leevista Bv	Beachline Ex	----	----	2	3	Highway	1
Central Florida Greeneway (SB)	Curry Ford Rd	Leevista Bv	----	----	2	3	Highway	1
Central Florida Greeneway (SB)	Beachline Ex	Dowden Rd/Innovation Way	----	----	2	3	Highway	1
Central Florida Greeneway (SB)	Dowden Rd/Innovation Way	Moss Park Rd	----	----	2	3	Highway	1
Central Florida Greeneway (SB)	Moss Park Rd	Narcoossee Rd	----	----	2	3	Highway	1
Central Florida Greeneway (SB)	Narcoossee Rd	Lake Nona Bv	----	----	2	3	Highway	1
Central Florida Greeneway (SB)	Lake Nona Bv	Boggy Creek Rd	----	----	2	3	Highway	1
Chickasaw Tl	Leevista Bv	Lake Melrose Dr	Existing	Existing	4	4	Res. Coll.	5
Chickasaw Tl	Lake Melrose Dr	Red Bay Dr	Existing	Existing	2	2	Res. Coll.	6
Church St	John Young Py	Tampa Av	Existing	Existing	2	2	Collector	7
Church St	Tampa Av	Rio Grande Av	Existing	Existing	2	2	Collector	7
Church St	Rio Grande Av	Orange Blossom Tl	Existing	Existing	4	4	Collector	7
Church St	Orange Blossom Tl	Westmoreland Dr	Existing	Existing	4	4	Collector	7
Church St	Westmoreland Dr	Parramore Av	Existing	Existing	4	4	Collector	7
Church St	Parramore Av	Division Av	Existing	Existing	4	4	Collector	7
Church St	Division Av	Hughey Av	Existing	Existing	4	4	Collector	7
Church St	Hughey Av	Garland Av	Existing	Existing	3	3	Collector	7
Church St	Garland Av	Orange Av	Existing	Existing	2	2	Collector	8
Church St	Orange Av	Magnolia Av	Existing	Existing	1	1	Collector	8

[1] *Width of Median TBD by needs of Transit Facilities.*
[2] *Sidewalks and parkway requirements included in the easement area outside the right-of-way.*

Page 2

MAJOR THOROUGHFARE PLAN								
Roadway Segment	S or W End	N or E End	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Church St	Magnolia Av	Rosalind Av	Existing	Existing	2	2	Collector	8
Church St	Rosalind Av	Summerlin Av	Existing	Existing	2	2	Collector	8
Cinderlane Py	Lake Orlando Py	Orange Blossom Tl	Existing	Existing	2	2	Res. Coll.	5
Clarcona - Ocoee Rd	Pine Hills Rd	Lee Ann Dr	Existing	Existing	4	4	Arterial	6
Clay Av	Orange Av	Par St	Existing	Existing	2	2	Res. Coll.	7
Coastline Dr	Silver Star Rd	Seaboard Rd	Existing	Existing	2	2	Collector	5
Colonial Dr	Pine Hills Rd	Mercy Dr	Existing	Existing	6	6	Arterial	5
Colonial Dr	Mercy Dr	John Young Py	Existing	Existing	6	6	Arterial	5
Colonial Dr	John Young Py	Tampa Av/ Country Club Ln	Existing	Existing	6	6	Arterial	5
Colonial Dr	Tampa Av/ Country Club Ln	Ramona Ln.	Existing	Existing	4	4	Arterial	6
Colonial Dr	Ramona Ln.	Orange Blossom Tl	Existing	Existing	4	4	Arterial	6
Colonial Dr	Orange Blossom Tl	Westmoreland Dr	Existing	Existing	4	4	Arterial	7
Colonial Dr	Westmoreland Dr	Parramore Av	Existing	Existing	4	4	Arterial	7
Colonial Dr	Parramore Av	Edgewater Dr	Existing	Existing	4	4	Arterial	7
Colonial Dr	Edgewater Dr	Hughey Av	Existing	Existing	4	4	Arterial	7
Colonial Dr	Hughey Av	Garland Av	Existing	Existing	4	4	Arterial	7
Colonial Dr	Garland Av	Orange Av	Existing	Existing	4	4	Arterial	7
Colonial Dr	Orange Av	Magnolia Av	Existing	Existing	4	4	Arterial	7
Colonial Dr	Magnolia Av	Highland Av	Existing	Existing	4	4	Arterial	7
Colonial Dr	Highland Av	Cathcart Av	Existing	Existing	4	4	Arterial	7
Colonial Dr	Cathcart Av	Summerlin Av	Existing	Existing	4	4	Arterial	7
Colonial Dr	Summerlin Av	Mills Av	Existing	Existing	4	4	Arterial	7
Colonial Dr	Mills Av	Bumby Av	Existing	Existing	4	4	Arterial	7
Colonial Dr	Bumby Av	Maguire Bv	Existing	Existing	6	6	Arterial	5
Colonial Dr	Maguire Bv	Bennet Rd	Existing	Existing	6	6	Arterial	5
Colonial Dr	Bennet Rd	Old Cheney Hwy.	Existing	Existing	6	6	Arterial	5
Columbia St	Ivey Ln	Bruton Bv	Existing	Existing	4	4	Collector	5
Columbia St	Bruton Bv	Goldwyn Av	Existing	Existing	4	4	Collector	5
Columbia St	Goldwyn Av	John Young Py	Existing	Existing	4	4	Collector	5
Columbia St	Division St	Orange Av	Existing	Existing	4	4	Collector	7
Commander Dr	Hoffner Av	Turnbull Dr	Existing	Existing	2	2	Collector	6
Commander Dr	Turnbull Dr	Pershing Av	Existing	Existing	2	2	Collector	6
Common Way Rd	Lake Baldwin Ln	Lower Park Rd	Existing	Existing	2	2	Res. Coll.	7
Conroy Rd	Turkey Lake Rd	Kirkman Rd	Existing	Existing	4	4	Arterial	3
Conroy Rd	Kirkman Rd	Mission Rd	Existing	Existing	6	6	Arterial	3
Conroy Rd	Mission Rd	Vineland Rd	Existing	Existing	4	4	Arterial	3
Conroy Rd	Vineland Rd	I-4 Interchange	Existing	Existing	6	6	Arterial	3
Conroy Rd	I-4 Interchange	Millenia Bv	Existing	Existing	6	6	Arterial	3
Conroy Rd	Millenia Bv	John Young Py	Existing	Existing	4	4	Arterial	5
Conway Gardens Rd	Michigan St	Esther St	Existing	Existing	2	2	Res. Coll.	7
Conway Gardens Rd	Esther St	Edland Dr	Existing	Existing	2	2	Res. Coll.	7
Conway Gardens Rd	Edland Dr	Curry Ford Rd	Existing	Existing	2	2	Res. Coll.	7
Conway Rd	McCoy Rd	Judge Rd	53 ft.	E-4D	2	4	Arterial	5
Conway Rd	Judge Rd	Hoffner Av	53 ft.	E-4D	2	4	Arterial	5
Conway Rd	Lake Margaret Dr	Michigan St	Existing	Existing	4	4	Arterial	5
Conway Rd	Michigan St	Curry Ford Rd	Existing	Existing	4	4	Arterial	5
Conway Rd	Curry Ford Rd	Lake Underhill Rd	Existing	Existing	4	4	Arterial	6
Corporate Centre Bv	Leevista Bv	Bent Pine Dr	Existing	Existing	4	4	Collector	5
Corrine Dr	Forest Av	Bumby Av	Existing	Existing	4	4	Collector	7
Corrine Dr	Bumby Av	General Reese Rd	Existing	Existing	4	4	Collector	7
Corrine Dr	General Reese Rd	Bennet Rd	Existing	Existing	4	4	Collector	7
Corrine Dr	Bennet Rd	Common Way Rd	Existing	Existing	2	2	Collector	7
Crystal Lake Dr	Tennessee Tl	Curry Ford Rd	Existing	Existing	2	2	Res. Coll.	7
Crystal Lake Dr	Curry Ford Rd	Anderson St	Existing	Existing	2	2	Res. Coll.	7
Crystal Lake Dr	Anderson St	South St	Existing	Existing	4	4	Arterial	6
Crystal Lake Dr	South St	Central Bv	Existing	Existing	4	4	Arterial	6
Crystal Lake Dr	Central Bv	Robinson St	Existing	Existing	4	4	Arterial	6
Curry Ford Rd	Fern Creek Av	Bumby Av	Existing	Existing	2	2	Res. Coll.	7
Curry Ford Rd	Bumby Av	Primrose Dr/Peel Av	Existing	Existing	4	4	Arterial	5
Curry Ford Rd	Primrose Dr/Peel Av	Crystal Lake Dr	Existing	Existing	4	4	Arterial	5
Curry Ford Rd	Crystal Lake Dr	Conway Gardens Rd	Existing	Existing	4	4	Arterial	5
Curry Ford Rd	Conway Gardens Rd	Conway Rd	Existing	Existing	4	4	Arterial	5

[1] *Width of Median TBD by needs of Transit Facilities.*
[2] *Sidewalks and parkway requirements included in the easement area outside the right-of-way.*

MAJOR THOROUGHFARE PLAN

Roadway Segment	S or W End	N or E End	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Curry Ford Rd	Conway Rd	Gaston Foster Rd	Existing	Existing	4	4	Arterial	5
Curry Ford Rd	Gaston Foster Rd	Dixie Belle Dr	Existing	Existing	4	4	Arterial	5
Curry Ford Rd	Dixie Belle Dr	Semoran Bv	Existing	Existing	4	4	Arterial	5
Curry Ford Rd	Semoran Bv	Goldenrod Rd	Existing	Existing	4	4	Arterial	5
Daetwyler Dr	Landstreet Rd	Jetport	Existing	Existing	2	2	Res. Coll.	7
Delaney Av	Pineloch Av	Michigan St	Existing	Existing	4	4	Collector	7
Delaney Av	Michigan St	Kaley St	Existing	Existing	2	2	Res. Coll.	7
Delaney Av	Kaley St	Briercliff Dr	Existing	Existing	2	2	Res. Coll.	7
Delaney Av	Briercliff Dr	Gore St	Existing	Existing	2	2	Res. Coll.	7
Delaney Av	Gore St	Anderson St	Existing	Existing	2	2	Res. Coll.	7
Division Av	Michigan St	Kaley St	35 ft.	J-3	2	4	Arterial	7
Division Av	Kaley St	Gore St	35 ft.	J-3	2	4	Arterial	7
Division Av	Gore St	Anderson St	Existing	Existing	4	4	Collector	7
Division Av	Anderson St	South St	Existing	Existing	4	4	Collector	7
Division Av	South St	Church St	Existing	Existing	4	4	Collector	7
Division Av	Church St	Central Bv	Existing	Existing	4	4	Collector	7
Division Av	Central Bv	Washington St	Existing	Existing	4	4	Collector	7
Dixie Belle Dr	Gatlin Av	Pershing Av	Existing	Existing	2	2	Collector	6
Dixie Belle Dr	Pershing Av	Lake Margaret Dr	Existing	Existing	2	2	Collector	6
Dixie Belle Dr	Lake Margaret Dr	Michigan St	Existing	Existing	2	2	Collector	6
Dixie Belle Dr	Michigan St	Curry Ford Rd	Existing	Existing	2	2	Collector	6
Dowden Rd	Boggy Creek Rd	Armed Forces Reserve Dr	Existing	Existing	2	2	Res. Coll.	5
Dowden Rd	Lake Nona (L)	Narcoossee Rd	75 ft.	EH-4D	0	4	Arterial	5
Dowden Rd	Narcoossee Rd	Central Florida Greeneway	75 ft.	EH-4D	0	4	Arterial	5
East-West Ex (EB)	Pine Hills Rd	John Young Py	----	----	3	4	Highway	1
East-West Ex (EB)	John Young Py	Tampa Av	----	----	3	4	Highway	1
East-West Ex (EB)	Tampa Av	Orange Blossom Tl	----	----	3	4	Highway	1
East-West Ex (EB)	Orange Blossom Tl	Interstate 4	----	----	3	4	Highway	1
East-West Ex (EB)	Interstate 4	Orange Av	----	----	3	5	Highway	1
East-West Ex (EB)	Orange Av	Rosalind Av	----	----	3	5	Highway	1
East-West Ex (EB)	Rosalind Av	Mills Av	----	----	3	5	Highway	1
East-West Ex (EB)	Mills Av	Bumby Av	----	----	3	5	Highway	1
East-West Ex (EB)	Bumby Av	Lake Underhill Rd	----	----	3	5	Highway	1
East-West Ex (EB)	Lake Underhill Rd	Conway Rd	----	----	3	5	Highway	1
East-West Ex (EB)	Conway Rd	Semoran Bv	----	----	3	5	Highway	1
East-West Ex (EB)	Semoran Bv	Goldenrod Rd	----	----	2	5	Highway	1
East-West Ex (WB)	Goldenrod Rd	Semoran Bv	----	----	2	5	Highway	1
East-West Ex (WB)	Semoran Bv	Conway Rd	----	----	3	5	Highway	1
East-West Ex (WB)	Conway Rd	Lake Underhill Rd	----	----	3	5	Highway	1
East-West Ex (WB)	Lake Underhill Rd	Bumby Av	----	----	3	5	Highway	1
East-West Ex (WB)	Bumby Av	Mills Av	----	----	3	5	Highway	1
East-West Ex (WB)	Mills Av	Rosalind Av	----	----	3	5	Highway	1
East-West Ex (WB)	Rosalind Av	Orange Av	----	----	3	5	Highway	1
East-West Ex (WB)	Orange Av	Interstate 4	----	----	3	5	Highway	1
East-West Ex (WB)	Interstate 4	Orange Blossom Tl	----	----	3	4	Highway	1
East-West Ex (WB)	Orange Blossom Tl	Tampa Av	----	----	3	4	Highway	1
East-West Ex (WB)	Tampa Av	John Young Py	----	----	3	4	Highway	1
East-West Ex (WB)	John Young Py	Pine Hills Rd	----	----	3	4	Highway	1
Econlockhatchee Tl	Dowden Rd	Leevista Bv	75 ft.	EH-4D	0	4	Arterial	3
Econlockhatchee Tl	Leevista Bv	Trivoli Chase Dr	75 ft.	EH-4D	2	4	Arterial	3
Edgewater Dr	Colonial Dr	Lakeview St	Existing	Existing	2	2	Res. Coll.	7
Edgewater Dr	Forest City Rd	Clarcona-Ocoee Rd	Existing	Existing	4	4	Arterial	6
Edgewater Dr	Lakeview St	Princeton St	Existing	Existing	2	2	Arterial	6
Edgewater Dr	Princeton St	Smith St	Existing	Existing	2	2	Arterial	6
Edgewater Dr	Smith St	Preston St	Existing	Existing	2	2	Arterial	6
Edgewater Dr	Preston St	Par St	Existing	Existing	2	2	Arterial	6
Edgewater Dr	Par St	Maury Rd	Existing	Existing	4	4	Arterial	6
Edgewater Dr	Maury Rd	Dowd Rd	Existing	Existing	4	4	Arterial	6
Eunice Av	Bryn Mawr St	Silver Star Rd	Existing	Existing	2	2	Res. Coll.	7
Fairgreen St	Maguire Bv	Colonial Dr/ Old Cheney Hwy.	35 ft.	J-3A	0	2	Collector	6
Fern Creek Av	Overlake Av	Baxter Av	Existing	Existing	2	2	Res. Coll.	7
Fern Creek Av	Michigan St	Kaley St	Existing	Existing	2	2	Res. Coll.	7

[1] *Width of Median TBD by needs of Transit Facilities.*
[2] *Sidewalks and parkway requirements included in the easement area outside the right-of-way.*

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MAJOR THOROUGHFARE PLAN

Roadway Segment	S or W End	N or E End	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Fern Creek Av	Kaley St	Curry Ford Rd	Existing	Existing	2	2	Res. Coll.	7
Fern Creek Av	Curry Ford Rd	Briercliff Dr	Existing	Existing	2	2	Res. Coll.	7
Fern Creek Av	Central Bv	Robinson St	Existing	Existing	2	2	Res. Coll.	7
Fern Creek Av	Robinson St	Livingston St	Existing	Existing	2	2	Res. Coll.	7
Fern Creek Av	Livingston St	Colonial Dr	Existing	Existing	2	2	Res. Coll.	7
Fern Creek Av	Colonial Dr	Virginia Dr	Existing	Existing	2	2	Res. Coll.	7
Florida's Turnpike (NB)	Beachline Ex/ Orange Blossom Tl	Interstate 4	---	---	2	4	Highway	1
Florida's Turnpike (NB)	Interstate 4	East-West Ex	---	---	2	4	Highway	1
Florida's Turnpike (SB)	East-West Ex	Interstate 4	---	---	2	4	Highway	1
Florida's Turnpike (SB)	Interstate 4	Beachline Ex/ Orange Blossom Tl	---	---	2	4	Highway	1
Forbes Place	North Frontage Rd	Shadowridge Dr	75 ft.	EH-4D	0	4	Collector	5
Forest Av	Virginia Dr	Corrine Dr	Existing	Existing	4	4	Collector	7
Formosa Av	Princeton St	Stymie Dr	Existing	Existing	2	2	Res. Coll.	7
Fred L Maxwell Bv	Washington St	Central Bv	Existing	Existing	2	2	Collector	7
Garland Av	South St	Church St	Existing	Existing	2	2	Collector	8
Garland Av	Church St	Central Bv	Existing	Existing	3	3	Collector	8
Garland Av	Central Bv	Washington St	Existing	Existing	3	3	Collector	8
Garland Av	Washington St	Robinson St	Existing	Existing	3	3	Collector	8
Garland Av	Robinson St	Livingston St	Existing	Existing	3	3	Collector	8
Garland Av	Livingston St	Amelia St	Existing	Existing	3	3	Collector	8
Garland Av	Amelia St	Colonial Dr	Existing	Existing	3	3	Collector	8
Garland Av	Colonial Dr	Orange Av	Existing	Existing	2	2	Collector	8
Gaston Foster Rd	Curry Ford Rd	Lake Underhill Rd	Existing	Existing	2	2	Res. Coll.	7
Gatlin Av	Dixie Belle Dr	Semoran Bv	Existing	Existing	2	2	Res. Coll.	7
General Reese Rd	Corrine Dr	Glenridge Way	Existing	Existing	2	2	Res. Coll.	7
Glenridge Way	General Reese Av	St George St	Existing	Existing	2	2	Res. Coll.	7
Glenridge Way	St George St	Lake Baldwin Ln	Existing	Existing	2	2	Res. Coll.	7
Goldenrod Rd	Heinzelman Bv	Beachline Ex.	Existing	Existing	4	4	Arterial	3
Goldenrod Rd	Beachline Ex.	Leevista Bv	Existing	Existing	4	4	Arterial	3
Goldenrod Rd	Leevista Bv	Hoffner Av/ Narcoossee Rd	Existing	Existing	4	4	Arterial	3
Goldenrod Rd	Hoffner Av/ Narcoossee Rd	Old Goldenrod Rd	Existing	Existing	4	4	Arterial	3
Goldenrod Rd	Pershing Av	Curry Ford Rd	Existing	Existing	4	4	Arterial	3
Goldwyn Av	Columbia St	Orange Center Bv	Existing	Existing	4	4	Collector	7
Goldwyn Av	Orange Center Bv	C R Smith St	Existing	Existing	4	4	Collector	7
Gore St	Tampa Av	Rio Grande Av	Existing	Existing	4	4	Arterial	6
Gore St	Rio Grande Av	Orange Blossom Tl	Existing	Existing	4	4	Arterial	6
Gore St	Orange Blossom Tl	Westmoreland Dr	Existing	Existing	4	4	Arterial	6
Gore St	Westmoreland Dr	Parramore Av	Existing	Existing	4	4	Arterial	6
Gore St	Parramore Av	Division Av	Existing	Existing	4	4	Arterial	6
Gore St	Division Av	Orange Av	Existing	Existing	4	4	Arterial	6
Gore St	Orange Av	Delaney Av	Existing	Existing	4	4	Collector	6
Gore St	Mills Av	Bumby Av	Existing	Existing	2	2	Res. Coll.	7
Gore St	Bumby Av	Primrose Dr	Existing	Existing	2	2	Res. Coll.	7
Grandnational Dr	Carrier Dr	International Dr	53 ft.	GM-5	2	4	Collector	6
Grandnational Dr	International Dr	Oak Ridge Rd	53 ft.	GM-5	3	4	Collector	6
Grandnational Dr	Oak Ridge Rd	Caravan Ct	40 ft.	H-4U	0	4	Collector	3
Grant St	Semoran Bv	Raper Dairy Rd	Existing	Existing	4	4	Res. Coll.	5
Greenbrier Py	Sand Lake Rd	Carrier Dr	50 ft.	FM-4D	2	4	Collector	5
Hampton St	South St	Central Bv	Existing	Existing	2	2	Res. Coll.	7
Hampton St	Central Bv	Robinson St	Existing	Existing	2	2	Res. Coll.	7
Hampton St	Robinson St	Livingston St	Existing	Existing	2	2	Res. Coll.	7
Hampton St	Livingston St	Colonial Dr	Existing	Existing	2	2	Res. Coll.	7
Hampton St	Colonial Dr	Virginia Dr	Existing	Existing	2	2	Res. Coll.	7
Hazeltine National Dr	Shadowridge Dr	Semoran Bv	Existing	Existing	4	4	Collector	6
Hazeltine National Dr	Semoran Bv	Augusta National Dr	Existing	Existing	4	4	Collector	6
Hazeltine National Dr	Augusta National Dr	TPC Bv	Existing	Existing	4	4	Collector	6
Hazeltine National Dr	TPC Bv	Goldenrod Rd	36 ft. [2]	LE-5	0	4	Collector	6
Hazeltine National Dr	Goldenrod Rd	Narcoossee Rd	75 ft.	EH-4D	0	4	Collector	6
Heintzelman Rd	South Access Rd	Dowden Rd	Existing	Existing	4	4	Collector	3
Heintzelman Rd	Dowden Rd	Goldenrod Rd	Existing	Existing	4	4	Collector	3
Hiawassee Rd	Florida's Turnpike Bridge	Westpointe Bv	Existing	Existing	4	4	Arterial	3
Hiawassee Rd	Westpointe Bv	Metrowest Bv	Existing	Existing	4	4	Arterial	3

[1] *Width of Median TBD by needs of Transit Facilities.*
[2] *Sidewalks and parkway requirements included in the easement area outside the right-of-way.*

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MAJOR THOROUGHFARE PLAN

Roadway Segment	S or W End	N or E End	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Hiawassee Rd	Metrowest Bv	Raleigh St	Existing	Existing	4	4	Arterial	3
Hiawassee Rd	Raleigh St	Old Winter Garden Rd	Existing	Existing	4	4	Arterial	3
Highland Av	Livingston St	Colonial Dr	Existing	Existing	2	2	Res. Coll.	7
Highland Av	Colonial Dr	Marks St	Existing	Existing	2	2	Res. Coll.	7
Highland Av	Marks St	Lake Highland Dr	Existing	Existing	2	2	Res. Coll.	7
Highland Av	Lake Highland Dr	Orange Av	Existing	Existing	2	2	Res. Coll.	7
Hoffner Av	Conway Rd	Shadowridge Dr	75 ft.	EH-4D	2	4	Arterial	6
Hoffner Av	Shadowridge Dr	Turnbull Dr	75 ft.	EH-4D	2	4	Arterial	6
Hoffner Av	Turnbull Dr	Semoran Bv	75 ft.	EH-4D	2	4	Arterial	6
Hoffner Av	Semoran Bv	Commander Dr	75 ft.	EH-4D	2	4	Arterial	6
Hoffner Av	Commander Dr	Patch Rd	75 ft.	EH-4D	2	4	Arterial	6
Hoffner Av	Patch Rd	Goldenrod Rd	75 ft.	EH-4D	2	4	Arterial	6
Hollywood Way.	Turkey Lake Rd	Universal Bv	Existing	Existing	6	6	Collector	5
Hughey Av	South St	Church St	Existing	Existing	4	4	Collector	7
Hughey Av	Church St	Central Bv	Existing	Existing	3	3	Collector	7
Hughey Av	Central Bv	Washington St	Existing	Existing	3	3	Collector	7
Hughey Av	Washington St	Robinson St	Existing	Existing	3	3	Collector	7
Hughey Av	Robinson St	Livingston St	Existing	Existing	3	3	Collector	7
Hughey Av	Livingston St	Amelia St	Existing	Existing	3	3	Collector	7
Hughey Av	Amelia St	Colonial Dr	Existing	Existing	3	3	Collector	7
Hughey Av	Colonial Dr	Lakeview St	75 ft.	EH-4D	0	4	Collector	3
Humphries Av	Fairgreen St	Colonial Dr	40 ft.	H-4U	0	4	Collector	5
Humphries Av	Colonial Dr	Roush Av	Existing	Existing	2	2	Collector	5
International Dr	Carrier Dr	Universal Bv	Existing	Existing	4	4	Arterial	7
International Dr	Universal Bv	Kirkman Rd	Existing	Existing	4	4	Arterial	5
International Dr	Kirkman Rd	Grandnational Dr	Existing	Existing	4	4	Arterial	5
International Dr	Grandnational Dr	Oakridge Rd	Existing	Existing	4	4	Arterial	5
Interstate 4 (EB)	Sand Lake Rd	Kirkman Rd	----	----	3	3	Highway	1
Interstate 4 (EB)	Kirkman Rd	Florida's Turnpike	----	----	3	4	Highway	1
Interstate 4 (EB)	Florida's Turnpike	Conroy Rd	----	----	4	4	Highway	1
Interstate 4 (EB)	Conroy Rd	John Young Py	----	----	4	4	Highway	1
Interstate 4 (EB)	John Young Py	Orange Blossom Tl	----	----	4	4	Highway	1
Interstate 4 (EB)	Orange Blossom Tl	Michigan St Off ramp	----	----	4	4	Highway	1
Interstate 4 (EB)	Michigan St Off ramp	Kaley St	----	----	4	4	Highway	1
Interstate 4 (EB)	Kaley St	East-West Ex	----	----	4	5	Highway	1
Interstate 4 (EB)	East-West Ex	South St. Off Ramp	----	----	4	4	Highway	1
Interstate 4 (EB)	South St. Off Ramp	South St. On Ramp	----	----	4	4	Highway	1
Interstate 4 (EB)	South St. On Ramp	Amelia St Off ramp	----	----	4	4	Highway	1
Interstate 4 (EB)	Amelia St Off ramp	Colonial Dr On ramp	----	----	4	4	Highway	1
Interstate 4 (EB)	Colonial Dr On ramp	Ivanhoe Bv	----	----	4	4	Highway	1
Interstate 4 (EB)	Ivanhoe Bv	Princeton St	----	----	4	4	Highway	1
Interstate 4 (EB)	Princeton St	Par St	----	----	4	4	Highway	1
Interstate 4 (EB/HOV)	Sand Lake Rd	Kirkman Rd	----	----	0	1	HOV	1
Interstate 4 (EB/HOV)	Kirkman Rd	Florida's Turnpike	----	----	0	1	HOV	1
Interstate 4 (EB/HOV)	Florida's Turnpike	John Young Py	----	----	0	1	HOV	1
Interstate 4 (EB/HOV)	John Young Parkway	E-W Expressway	----	----	0	1	HOV	1
Interstate 4 (EB/HOV)	E-W Expressway	Lakeview/Magnolia Ramp	----	----	0	1	HOV	1
Interstate 4 (EB/HOV)	Lakeview/Magnolia Ramp	Par St.	----	----	0	1	HOV	1
Interstate 4 (WB)	Par St	Princeton St	----	----	4	4	Highway	1
Interstate 4 (WB)	Princeton St	Ivanhoe Bv	----	----	4	4	Highway	1
Interstate 4 (WB)	Ivanhoe Bv	Colonial Dr	----	----	4	4	Highway	1
Interstate 4 (WB)	Colonial Dr	South St Off ramp	----	----	4	4	Highway	1
Interstate 4 (WB)	South St Off ramp	Anderson St Off ramp	----	----	4	4	Highway	1
Interstate 4 (WB)	Anderson St Off ramp	Gore St off ramp	----	----	4	4	Highway	1
Interstate 4 (WB)	Gore St off ramp	East-West Ex	----	----	4	4	Highway	1
Interstate 4 (WB)	East-West Ex	Kaley St	----	----	4	5	Highway	1
Interstate 4 (WB)	Kaley St	Michigan St Off ramp	----	----	4	4	Highway	1
Interstate 4 (WB)	Michigan St Off ramp	Orange Blossom Tl	----	----	4	4	Highway	1
Interstate 4 (WB)	Orange Blossom Tl	John Young Py	----	----	4	4	Highway	1
Interstate 4 (WB)	John Young Py	Conroy Rd	----	----	4	4	Highway	1
Interstate 4 (WB)	Conroy Rd	Florida's Turnpike	----	----	4	4	Highway	1
Interstate 4 (WB)	Florida's Turnpike	Kirkman Rd	----	----	4	4	Highway	1

[1] *Width of Median TBD by needs of Transit Facilities.*
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MAJOR THOROUGHFARE PLAN

Roadway Segment	S or W End	N or E End	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Interstate 4 (WB)	Kirkman Rd	Sand Lake Rd	----	----	4	4	Highway	1
Interstate 4 (WB/HOV)	Par St.	Lakeview/Magnolia Ramp	----	----	0	1	HOV	1
Interstate 4 (WB/HOV)	Lakeview/Magnolia Ramp	E-W Expressway Ramp	----	----	0	1	HOV	1
Interstate 4 (WB/HOV)	E-W Expswy. Off ramp	John Young Parkway	----	----	0	1	HOV	1
Interstate 4 (WB/HOV)	John Young Py	Florida's Turnpike	----	----	0	1	HOV	1
Interstate 4 (WB/HOV)	Florida's Turnpike	Kirkman Rd	----	----	0	1	HOV	1
Interstate 4 (WB/HOV)	Kirkman Rd	Sand Lake Rd	----	----	0	1	HOV	1
Ivey Ln.	Raleigh St/Columbia St	Old Winter Garden Rd	Existing	Existing	4	4	Res. Coll.	7
Jake St	Lake Baldwin Ln	Lakemont Av	Existing	Existing	2	2	Collector	7
Jetport Dr	Boggycreek Rd	Tradeport Dr	Existing	Existing	2	2	Arterial	5
John Young Py	Sand Lake Rd	Oak Ridge Rd	Existing	Existing	6	6	Arterial	3
John Young Py	Conroy Rd/Americana Bv	Millenia Bv	Existing	Existing	6	6	Arterial	3
John Young Py	Millenia Bv	Interstate 4	Existing	Existing	6	6	Arterial	3
John Young Py	Interstate 4	Columbia St	Existing	Existing	6	6	Arterial	3
John Young Py	Columbia St	Orange Center Bv	Existing	Existing	6	6	Arterial	3
John Young Py	Orange Center Bv	C R Smith St	Existing	Existing	6	6	Arterial	3
John Young Py	C R Smith St	Church St	Existing	Existing	6	6	Arterial	3
John Young Py	Church St	East-West Ex.	Existing	Existing	6	6	Arterial	3
John Young Py	East-West Ex.	Old Winter Garden Rd	Existing	Existing	6	6	Arterial	3
John Young Py	Old Winter Garden Rd	Colonial Dr	Existing	Existing	6	6	Arterial	3
John Young Py	Colonial Dr	Country Club Dr	100 ft.	IJ-6D	4	6	Arterial	3
John Young Py	Country Club Dr	Princeton St	100 ft.	IJ-6D	4	6	Arterial	3
John Young Py	Princeton St	Silver Star Rd	100 ft.	IJ-6D	4	6	Arterial	3
John Young Py	Silver Star Rd	Shader Rd	100 ft.	IJ-6D	4	6	Arterial	3
John Young Py	Shader Rd	Lake Breeze Rd	100 ft.	IJ-6D	4	6	Arterial	3
John Young Py	Lake Breeze Rd	Orange Blossom Tl	100 ft.	IJ-6D	4	6	Arterial	3
John Young Py	Orange Blossom Tl	Edgewater Dr	100 ft.	IJ-6D	0	6	Arterial	3
Judge Rd	Datewyler Dr	Conway Rd	Existing	Existing	2	2	Collector	7
Judge Rd	Conway Rd	Shadowridge Dr	48 ft. [2]	LE-6D	2	6	Arterial	3
Kaley St	Parramore Av	Interstate 4	Existing	Existing	2	2	Arterial	7
Kaley St	Interstate 4	Division Av	Existing	Existing	4	4	Arterial	6
Kaley St	Division St	Orange Av	Existing	Existing	4	4	Arterial	6
Kaley St	Orange Av	Fern Creek Av	Existing	Existing	2	2	Res. Coll.	7
Kirkman Rd	Sand Lake Rd	International Dr	Existing	Existing	6	6	Arterial	3
Kirkman Rd	International Dr	Interstate 4	Existing	Existing	6	6	Arterial	3
Kirkman Rd	Interstate 4	Major Bv	Existing	Existing	6	6	Arterial	3
Kirkman Rd	Major Bv	Vineland Rd	Existing	Existing	6	6	Arterial	3
Kirkman Rd	Vineland Rd	Conroy Rd	Existing	Existing	6	6	Arterial	3
Kirkman Rd	Conroy Rd	L.B. Mcleod Rd	Existing	Existing	6	6	Arterial	3
Kirkman Rd	L.B. Mcleod Rd	Metrowest Bv	Existing	Existing	6	6	Arterial	3
Kirkman Rd	Metrowest Bv	Raleigh St	Existing	Existing	6	6	Arterial	3
Kirkman Rd	Raleigh St	Old Winter Garden Rd	Existing	Existing	6	6	Arterial	3
L.B. Mcleod Rd	Kirkman Rd	Mission Rd	Existing	Existing	4	4	Collector	6
L.B. Mcleod Rd	Mission Rd	Bruton Bv	Existing	Existing	4	4	Collector	6
L.B. Mcleod Rd	Bruton Bv	John Young Py	Existing	Existing	4	4	Collector	6
L.B. Mcleod Rd	John Young Py	Rio Grande Av	Existing	Existing	2	2	Collector	6
Lake Baldwin Ln	Roush Av	Baldwin Park St	Existing	Existing	2	2	Collector	7
Lake Baldwin Ln	Baldwin Park St	Glenridge Way	Existing	Existing	2	2	Res. Coll.	7
Lake Breeze Rd	North Lake Orlando Py	John Young Py	Existing	Existing	2	2	Collector	6
Lake Como Cr	Bumby Av	Bumby Av	Existing	Existing	2	2	Res. Coll.	7
Lake Margaret Dr	Conway Rd	Dixie Belle Dr	Existing	Existing	2	2	Collector	6
Lake Margaret Dr	Dixie Belle Dr	Semoran Bv	Existing	Existing	2	2	Collector	6
Lake Nona Bv	Boggy Creek Rd	Lake Nona Rd (N/S)	75 ft.	EH-4D	0	4	Collector	5
Lake Nona Bv	Lake Nona Rd (N/S)	Lake Nona Rd (B)	100 ft.	IJ-6D	0	6	Collector	3
Lake Nona Bv	Lake Nona Rd (B)	Central Florida Greeneway	100 ft.	IJ-6D	0	6	Collector	3
Lake Nona Bv	Central Florida Greeneway	Lake Nona Rd (L)	100 ft.	IJ-6D	4	4	Collector	3
Lake Nona Bv	Lake Nona Rd (L)	Narcoossee Rd	75 ft.	EH-4D	4	4	Collector	5
Lake Nona Rd (B)	Lake Nona Bv	Narcoossee Rd	75 ft.	EH-4D	0	4	Res. Coll.	5
Lake Nona Rd (E/W)	Boggy Creek Rd	Lake Nona Rd (N/S)	75 ft.	EH-4D	0	4	Res. Coll.	5
Lake Nona Rd (E/W)	Lake Nona Rd (N/S)	Lake Nona Rd (L)	75 ft.	EH-4D	0	4	Res. Coll.	5
Lake Nona (H)	Heintzelman Rd	Lake Nona Rd (L)	75 ft.	EH-4D	0	4	Res. Coll.	5
Lake Nona Rd (L)	Lake Nona Bv	Lake Nona Rd (E/W)	75 ft.	EH-4D	0	4	Collector	5

[1] *Width of Median TBD by needs of Transit Facilities.*
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MAJOR THOROUGHFARE PLAN								
Roadway Segment	**S or W End**	**N or E End**	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Lake Nona Rd (L)	Lake Nona Rd (E/W)	Lake Nona (H)	75 ft.	EH-4D	0	4	Collector	5
Lake Nona Rd (L)	Lake Nona (H)	Dowden Rd	75 ft.	EH-4D	0	4	Collector	5
Lake Nona Rd (N/S)	Lake Nona Bv	Lake Nona Rd (E/W)	75 ft.	EH-4D	0	4	Res. Coll.	5
Lake Underhill Dr	South St/Anderson St	Conway Rd	Existing	Existing	2	2	Arterial	4
Lake Underhill Dr	Conway Rd	Gaston Foster Rd	Existing	Existing	2	2	Arterial	4
Lake Underhill Dr	Gaston Foster Rd	Semoran Bv	Existing	Existing	2	2	Arterial	4
Lake Underhill Dr	Semoran Bv	Cocos Dr	Existing	Existing	2	2	Arterial	4
Lake Vilma Dr	Westpointe Bv	Steer Lake Rd	Existing	Existing	2	2	Collector	5
Lakemont Av	Common Way Rd	Glenridge Way	Existing	Existing	2	2	Res. Coll.	7
Lakeview St	Edgewater Dr	Interstate 4	Existing	Existing	2	2	Res. Coll.	7
Lakeview St	Interstate 4	Ivanhoe Bv/ Legion Pl	Existing	Existing	2	2	Res. Coll.	7
Landsreet Rd	Orange Av	Boggy Creek Rd	Existing	Existing	4	4	Collector	5
Landsreet Rd	Boggy Creek Rd	Binnacle Way	Existing	Existing	2	2	Collector	7
Lee Rd	Orange Blossom Tl	Edgewater Dr	Existing	Existing	6	6	Arterial	5
Leevista Bv	Shadowridge Dr	Semoran Bv	48 ft. [2]	LE-6D	4	6	Arterial	3
Leevista Bv	Semoran Bv	Augusta National Dr	48 ft. [2]	LE-6D	4	6	Arterial	3
Leevista Bv	Augusta National Dr	TPC Dr/Patch Rd	48 ft. [2]	LE-6D	4	6	Arterial	3
Leevista Bv	TPC Dr/Patch Rd	Goldenrod Rd	48 ft. [2]	LE-6D	4	6	Arterial	3
Leevista Bv	Goldenrod Rd	Narcoossee Rd	48 ft. [2]	LE-6D	4	6	Arterial	3
Leevista Bv	Narcoossee Rd	Chickasaw Tl	48 ft. [2]	LE-6D	4	6	Arterial	3
Leevista Bv	Chickasaw Tl	Econlockhatchee Tl	48 ft. [2]	LE-6D	4	6	Arterial	3
Leevista Bv	Econlockhatchee Tl	Greeneway Ex.	48 ft. [2]	LE-6D	4	6	Arterial	3
Leevista Bv	Greeneway Ex.	Young Pine Rd	75 ft.	EH-4D	0	4	Collector	5
Legion Pl	Orange Av	Lakeview St	Existing	Existing	3	3	Collector	7
Livingston St	Parramore Av	Hughey Av	Existing	Existing	4	4	Collector	7
Livingston St	Hughey Av	Garland Av	Existing	Existing	4	4	Collector	7
Livingston St	Garland Av	Orange Av	Existing	Existing	4	4	Collector	8
Livingston St	Orange Av	Magnolia Av	Existing	Existing	4	4	Collector	8
Livingston St	Magnolia Av	Rosalind Av	Existing	Existing	4	4	Collector	7
Livingston St	Rosalind Av	Highland Av	Existing	Existing	2	2	Res. Coll.	7
Livingston St	Highland Av	Summerlin Av	Existing	Existing	2	2	Res. Coll.	7
Livingston St	Summerlin Av	Mills Av	Existing	Existing	2	2	Res. Coll.	7
Livingston St	Mills Av	Altaloma Av	Existing	Existing	2	2	Res. Coll.	7
Livingston St	Altaloma Av	Bumby Av	Existing	Existing	2	2	Res. Coll.	7
Livingston St	Bumby Av	Maguire Bv	Existing	Existing	2	2	Res. Coll.	7
Long Rd	North Lake Orlando Py	Clarcona Ocoee Rd	Existing	Existing	2	2	Res. Coll.	7
Lower Park Rd	General Rees Av	Lakemont Av	Existing	Existing	2	2	Res. Coll.	7
Magnolia Av	Anderson St	South St	Existing	Existing	2	2	Collector	8
Magnolia Av	South St	Jackson St	Existing	Existing	2	2	Collector	8
Magnolia Av	Jackson St	Church St	Existing	Existing	1	1	Collector	8
Magnolia Av	Church St	Central Bv	Existing	Existing	1	1	Collector	8
Magnolia Av	Central Bv	Washington St	Existing	Existing	1	1	Collector	8
Magnolia Av	Washington St	Robinson St	Existing	Existing	1	1	Collector	8
Magnolia Av	Robinson St	Livingston St	Existing	Existing	1	1	Collector	8
Magnolia Av	Livingston St	Amelia St	Existing	Existing	3	3	Arterial	8
Magnolia Av	Amelia St	Concord St	Existing	Existing	3	3	Arterial	8
Magnolia Av	Concord St	Colonial Dr	Existing	Existing	3	3	Arterial	8
Magnolia Av	Colonial Dr	Marks St	Existing	Existing	3	3	Arterial	8
Magnolia Av	Marks St	Orange Av	Existing	Existing	3	3	Arterial	8
Magnolia Av	Orange Av	Lakeview St	Existing	Existing	2	2	Arterial	8
Maguire Bv	Robinson St	Livingston St	55 ft.	FM-6D	4	6	Arterial	5
Maguire Bv	Livingston St	Colonial Dr	55 ft.	FM-6D	4	6	Arterial	5
Maguire Bv	Colonial Dr	Bennet Rd	Existing	Existing	4	4	Collector	6
Major Bv	Universal Bv	Kirkman Rd	Existing	Existing	6	6	Collector	5
Major Bv	Kirkman Rd	Caravan Ct	Existing	Existing	4	4	Collector	5
Major Bv	Caravan Ct	Vineland Rd	Existing	Existing	4	4	Collector	5
Marks St	Garland Av	Orange Av	Existing	Existing	2	2	Collector	7
Marks St	Orange Av	Magnolia Av	Existing	Existing	2	2	Collector	7
Marks St	Magnolia Av	Highland Av	Existing	Existing	2	2	Collector	7
Marks St	Highland Av	Summerlin Av	Existing	Existing	2	2	Res. Coll.	7
Marks St	Summerlin Av	Mills Av	Existing	Existing	2	2	Res. Coll.	7

[1] *Width of Median TBD by needs of Transit Facilities.*
[2] *Sidewalks and parkway requirements included in the easement area outside the right-of-way.*

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MAJOR THOROUGHFARE PLAN								
Roadway Segment	S or W End	N or E End	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Maury Rd	Rio Grande Av	Edgewater Dr	Existing	Existing	4	4	Res. Coll.	7
Mccoy Rd	Conway Rd/ Tradeport Dr	North Frontage Rd	Existing	Existing	2	2	Collector	5
Meeting Pl	Lake Baldwin Ln	Lakemont Av	Existing	Existing	2	2	Collector	7
Meeting Pl	Lakemont Av	Upper Park Rd	Existing	Existing	2	2	Res. Coll.	7
Mercy Dr	Old Winter Garden Rd	Colonial Dr	Existing	Existing	2	2	Collector	5
Mercy Dr	Colonial Dr	Princeton St	Existing	Existing	2	2	Collector	5
Mercy Dr	Princeton St	Silver Star Rd	Existing	Existing	2	2	Collector	5
Mercy Dr	Silver Star Rd	Shader Rd	Existing	Existing	2	2	Collector	5
Metrowest Bv	Hiawassee Rd	Kirkman Rd	Existing	Existing	4	4	Collector	5
Metrowest Bv	Kirkman Rd	Mission Rd	35 ft.	J-3	0	2	Collector	5
Michigan St	Interstate 4	Division Av	Existing	Existing	4	4	Arterial	5
Michigan St	Conway Gardens Rd	Conway Rd	Existing	Existing	2	2	Collector	5
Michigan St	Division St	Orange Av	Existing	Existing	4	4	Arterial	5
Michigan St	Orange Av	Delaney Av	Existing	Existing	4	4	Arterial	5
Michigan St	Delaney Av	Fern Creek Av	Existing	Existing	4	4	Arterial	5
Michigan St	Fern Creek Av	Bumby Av	Existing	Existing	4	4	Arterial	5
Michigan St	Conway Rd	Dixie Belle Dr	Existing	Existing	4	4	Collector	5
Michigan St	Dixie Belle Dr	Semoran Bv	Existing	Existing	4	4	Collector	5
Millenia Bv	Oak Ridge Rd	Radebaugh Way	Existing	Existing	4	4	Collector	5
Millenia Bv	Radebaugh Way	Conroy Rd	Existing	Existing	4	4	Collector	5
Millenia Bv	Conroy Rd	John Young Py	Existing	Existing	4	4	Collector	5
Mills Av	Briercliff Dr	Gore St	Existing	Existing	2	2	Res. Coll.	7
Mills Av	Gore St	Anderson St	Existing	Existing	2	2	Res. Coll.	7
Mills Av	Anderson St	East-West Ex.	Existing	Existing	4	4	Res. Coll.	7
Mills Av	East-West Ex.	South St	Existing	Existing	4	4	Res. Coll.	7
Mills Av	Central Bv	Robinson St	Existing	Existing	2	2	Res. Coll.	7
Mills Av	Robinson St	Livingston St	Existing	Existing	4	4	Arterial	6
Mills Av	Livingston St	Colonial Dr	Existing	Existing	4	4	Arterial	6
Mills Av	Colonial Dr	Marks St	Existing	Existing	4	4	Arterial	6
Mills Av	Marks St	Lake Highland Dr	Existing	Existing	4	4	Arterial	6
Mills Av	Lake Highland Dr	Virginia Dr	Existing	Existing	4	4	Arterial	6
Mills Av	Virginia Dr	Princeton St	Existing	Existing	4	4	Arterial	6
Mills Av	Princeton St	Lakeshore Dr/Rollins St	Existing	Existing	4	4	Arterial	6
Mills Av	Lakeshore Dr/Rollins St	Nottingham Dr	Existing	Existing	4	4	Arterial	6
Mills Av (NB-Brown Av)	South St	Central Bv	Existing	Existing	2	2	Res. Coll.	7
Mills Av (SB-Thornton Av)	Robinson St	South St	Existing	Existing	2	2	Res. Coll.	7
Mission Rd (Pine Hills Ext.)	Conroy Rd	L.B. Mcleod Rd	53 ft.	E-4D	0	4	Arterial	3
Mission Rd (Pine Hills Ext.)	L.B. Mcleod Rd	Raleigh St	53 ft.	E-4D	0	4	Arterial	3
Mission Rd (Pine Hills Ext.)	Raleigh St	Central Av/Pine Hills Rd	53 ft.	E-4D	0	4	Arterial	3
Moss Park Rd	Narcoossee Rd	Wewahootee Rd	Existing	Existing	4	4	Collector	5
Narcoossee Rd	Orange County Line	Central Florida Greeneway	100 ft.	IJ-6D	2	6	Arterial	3
Narcoossee Rd	Greeneway Ex.	Moss Park Rd	100 ft.	IJ-6D	4	6	Arterial	3
Narcoossee Rd	Moss Park Rd	Dowden Rd	100 ft.	IJ-6D	4	6	Arterial	3
Narcoossee Rd	Dowden Rd	Beachline Ex	100 ft.	IJ-6D	4	6	Arterial	3
Narcoossee Rd	Beachline Ex.	Leevista Bv	75 ft.	EH-4D	2	6	Arterial	3
Narcoossee Rd	Leevista Bv	Goldenrod Rd	75 ft.	EH-4D	2	6	Arterial	3
Nebraska St	Mills Av	Forest Av	Existing	Existing	2	2	Res. Coll.	7
New Broad St	Bennet Rd	Common Way Rd	Existing	Existing	2	2	Res. Coll.	7
New Broad St	Common Way Rd	Jake St	Existing	Existing	2	2	Collector	7
New Hampshire St	Mercy Dr	Brengle Av	Existing	Existing	2	2	Res. Coll.	7
North Frontage Rd	Mccoy Rd	Forbes Place	Existing	Existing	2	2	Collector	5
North Frontage Rd	Forbes Pl.	Semoran Bv	Existing	Existing	2	2	Collector	5
North Lake Orlando Py	North Ln.	Cinderlane Py	Existing	Existing	2	2	Res. Coll.	7
North Lake Orlando Py	Cinderlane Py	Rosamond Dr	Existing	Existing	2	2	Res. Coll.	7
North Lake Orlando Py	Rosamond Dr	Lake Breeze Rd	Existing	Existing	2	2	Res. Coll.	7
North Ln.	Pine Hills Rd	North Lake Orlando Py	Existing	Existing	2	2	Res. Coll.	6
Oakridge Rd	Grandnational Dr	International Dr	53 ft.	GM-5	3	4	Collector	5
Oakridge Rd	International Dr	Millenia Bv	Existing	Existing	4	4	Collector	5
Oakridge Rd	Millenia Bv	John Young Py	Existing	Existing	4	4	Collector	5
Old Winter Garden Rd	Kirkman Rd	Texas Av	Existing	Existing	4	4	Arterial	5
Old Winter Garden Rd	Hiawassee Rd	Kirkman Rd	Existing	Existing	4	4	Arterial	5
Orange Av	Wetherbee Rd	Tradeport Dr/Taft-Vineland Rd	Existing	Existing	6	6	Arterial	3

[1] *Width of Median TBD by needs of Transit Facilities.*
[2] *Sidewalks and parkway requirements included in the easement area outside the right-of-way.*

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MAJOR THOROUGHFARE PLAN								
Roadway Segment	S or W End	N or E End	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Orange Av	Highway Pl.	Michigan St	Existing	Existing	4	4	Arterial	7
Orange Av	Landstreet Rd	Jetport Dr	Existing	Existing	4	4	Arterial	5
Orange Av	Michigan St	Kaley St	Existing	Existing	4	4	Arterial	7
Orange Av	Kaley St	Gore St	Existing	Existing	4	4	Arterial	7
Orange Av	Gore St	Lake Lucerne Cir.	Existing	Existing	4	4	Arterial	5
Orange Av	Lake Lucerne Cir.	East-West Ex.	Existing	Existing	3	3	Arterial	8
Orange Av	East-West Ex.	Anderson St	Existing	Existing	3	3	Arterial	8
Orange Av	Anderson St	South St	Existing	Existing	3	3	Arterial	8
Orange Av	South St	Church St	Existing	Existing	3	3	Arterial	8
Orange Av	Church St	Central Bv	Existing	Existing	3	3	Arterial	8
Orange Av	Central Bv	Washington St	Existing	Existing	3	3	Arterial	8
Orange Av	Washington St	Jefferson St	Existing	Existing	3	3	Arterial	8
Orange Av	Jefferson St	Robinson St	Existing	Existing	4	4	Arterial	8
Orange Av	Robinson St	Livingston St	Existing	Existing	4	4	Arterial	8
Orange Av	Livingston St	Amelia St	Existing	Existing	4	4	Arterial	8
Orange Av	Amelia St	Colonial Dr	Existing	Existing	4	4	Arterial	8
Orange Av	Colonial Dr	Marks St	Existing	Existing	4	4	Collector	7
Orange Av	Marks St	Garland Av	Existing	Existing	4	4	Collector	7
Orange Av	Garland Av	Magnolia Av	Existing	Existing	3	3	Collector	6
Orange Av	Magnolia Av	Highland Av	Existing	Existing	2	2	Collector	6
Orange Av	Highland Av	Virginia Dr	Existing	Existing	2	2	Collector	6
Orange Av	Virginia Dr	Princeton St	Existing	Existing	2	2	Collector	6
Orange Av	Princeton St	Clay Av	Existing	Existing	4	4	Collector	6
Orange Av	Clay Av	Berkshire Av	Existing	Existing	4	4	Collector	6
Orange Blossom Tl	35Th St	29Th St	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	Grand St	Gore St	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	Gore St	East-West Ex.	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	East-West Ex.	Anderson St	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	Anderson St	South St	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	South St	Church St	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	Church St	Central Bv	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	Central Bv	Washington St	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	Washington St	Robinson St	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	Robinson St	Amelia St	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	Amelia St	Colonial Dr	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	Colonial Dr	Golfview St	Existing	Existing	4	4	Arterial	6
Orange Blossom Tl	Golfview St	Princeton St	Existing	Existing	4	4	Arterial	5
Orange Blossom Tl	Princeton St	Silver Star Rd	Existing	Existing	4	4	Arterial	5
Orange Blossom Tl	Silver Star Rd	John Young Py/ Lee Rd	Existing	Existing	4	4	Arterial	5
Orange Blossom Tl	John Young Py/ Lee Rd	Rosamond Dr	125 ft.	I-6D	4	6	Arterial	3
Orange Blossom Tl	Rosamond Dr	All American Bv	125 ft.	I-6D	4	6	Arterial	3
Orange Blossom Tl	All American Bv	Cinderlane Py	125 ft.	I-6D	4	6	Arterial	3
Orange Blossom Tl	Cinderlane Py	Clarcona-Ocoee Rd	125 ft.	I-6D	4	6	Arterial	5
Orange Center Bv	Goldwyn Av	John Young Py	Existing	Existing	4	4	Collector	5
Orange Center Bv	John Young Py	Tampa Av	Existing	Existing	4	4	Arterial	5
Osceola Av	Delaney Av	Michigan St	Existing	Existing	4	4	Collector	7
Oxalis Av	Curry Ford Rd	Lake Underhill Rd	Existing	Existing	2	2	Res. Coll.	7
Par St	Edgewater Dr	Interstate 4	Existing	Existing	2	2	Res. Coll.	7
Par St	Interstate 4	Clay Av/ Clay St	Existing	Existing	2	2	Res. Coll.	7
Parramore Av	Kaley St	Gore St	Existing	Existing	2	2	Res. Coll.	7
Parramore Av	Gore St	East-West Ex.	Existing	Existing	2	2	Res. Coll.	7
Parramore Av	East-West Ex.	Anderson St	Existing	Existing	2	2	Collector	7
Parramore Av	Anderson St	South St	Existing	Existing	2	2	Collector	7
Parramore Av	South St	Church St	Existing	Existing	2	2	Collector	7
Parramore Av	Church St	Central Bv	Existing	Existing	2	2	Collector	7
Parramore Av	Central Bv	Washington St	Existing	Existing	2	2	Collector	7
Parramore Av	Washington St	Robinson St	Existing	Existing	2	2	Collector	7
Parramore Av	Robinson St	Livingston St	Existing	Existing	2	2	Collector	7
Parramore Av	Livingston St	Amelia St	Existing	Existing	2	2	Collector	5
Parramore Av	Amelia St	Colonial Dr	Existing	Existing	4	4	Collector	5
Patch Rd	Bent Pine Dr	Hoffner Av	35 ft.	J-3	0	2	Collector	5
Peel Av	Stoneview Rd	Curry Ford Rd	Existing	Existing	2	2	Res. Coll.	7

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MAJOR THOROUGHFARE PLAN

Roadway Segment	S or W End	N or E End	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Pershing Av	Dixie Belle Dr	Semoran Bv	Existing	Existing	2	2	Collector	6
Pershing Av	Semoran Bv	Goldenrod Rd	Existing	Existing	4	4	Collector	5
Pine Hills Rd	Fir Dr	Liming Av	Existing	Existing	4	4	Arterial	3
Pineloch Av	Orange Av	Delaney Av	Existing	Existing	4	4	Collector	3
Primrose Dr	Curry Ford Rd	Anderson St	Existing	Existing	2	2	Res. Coll.	7
Primrose Dr	Anderson St	South St	Existing	Existing	2	2	Res. Coll.	7
Primrose Dr	South St	Central Bv	Existing	Existing	2	2	Res. Coll.	7
Primrose Dr	Central Bv	Robinson St	Existing	Existing	2	2	Res. Coll.	7
Primrose Dr	Robinson St	Livingston St	Existing	Existing	4	4	Collector	7
Primrose Dr	Livingston St	Colonial Dr	Existing	Existing	4	4	Collector	7
Princeton St	Silver Star Rd	Mercy Dr	Existing	Existing	4	4	Arterial	3
Princeton St	Mercy Dr	John Young Py	Existing	Existing	4	4	Arterial	3
Princeton St	John Young Py	Orange Blossom Tl	Existing	Existing	6	6	Arterial	3
Princeton St	Orange Blossom Tl	Smith St	Existing	Existing	6	6	Arterial	7
Princeton St	Smith St	Westmoreland Dr	Existing	Existing	2	2	Arterial	7
Princeton St	Westmoreland Dr	Edgewater Dr	Existing	Existing	2	2	Arterial	7
Princeton St	Edgewater Dr	Ann Arbor Av	Existing	Existing	2	2	Arterial	7
Princeton St	Ann Arbor Av	Interstate 4	Existing	Existing	4	4	Arterial	5
Princeton St	Interstate 4	Orange Av	Existing	Existing	4	4	Arterial	5
Princeton St	Orange Av	Alden Rd	Existing	Existing	4	4	Arterial	5
Princeton St	Alden Rd	Mills Av	Existing	Existing	4	4	Arterial	6
Radebaugh Way	Millenia Bv	Vineland Rd	Existing	Existing	2	2	Collector	5
Raleigh St	Hiawassee Rd	Kirkman Rd	Existing	Existing	4	4	Collector	3
Raleigh St	Kirkman Rd	Mission Rd	Existing	Existing	2	2	Collector	3
Raleigh St	Mission Rd	Ivey Ln	Existing	Existing	2	2	Collector	3
Raper Dairy Rd	Grant St	Curry Ford Rd	Existing	Existing	2	2	Res. Coll.	5
Rio Grande Av	36Th St	29Th St	Existing	Existing	2	2	Collector	5
Rio Grande Av	Columbia St	Church St	Existing	Existing	2	2	Collector	7
Rio Grande Av	Princeton St	Smith St	Existing	Existing	2	2	Res. Coll.	7
Rio Grande Av	Smith St	Silver Star Rd	Existing	Existing	2	2	Res. Coll.	7
Rio Grande Av	Silver Star Rd	Maury Rd	Existing	Existing	4	4	Res. Coll.	7
Robert Trent Jones Dr	Metrowest Bv	Arnold Palmer Dr	Existing	Existing	2	2	Res. Coll.	5
Robinson St	Orange Blossom Tl	Westmoreland Dr	Existing	Existing	2	2	Arterial	7
Robinson St	Westmoreland Dr	Parramore Av	Existing	Existing	2	2	Arterial	7
Robinson St	Parramore Av	Division St	Existing	Existing	2	2	Arterial	7
Robinson St	Division St	Hughey Av	Existing	Existing	2	2	Arterial	7
Robinson St	Hughey Av	Garland Av	Existing	Existing	2	2	Arterial	7
Robinson St	Garland Av	Orange Av	Existing	Existing	4	4	Arterial	7
Robinson St	Orange Av	Magnolia Av	Existing	Existing	4	4	Arterial	7
Robinson St	Magnolia Av	Rosalind Av	Existing	Existing	4	4	Arterial	7
Robinson St	Rosalind Av	Summerlin Av	Existing	Existing	4	4	Arterial	7
Robinson St	Summerlin Av	Mills Av	Existing	Existing	4	4	Arterial	7
Robinson St	Mills Av	Fern Creek Av	Existing	Existing	4	4	Arterial	7
Robinson St	Fern Creek Av	Bumby Av	Existing	Existing	4	4	Arterial	7
Robinson St	Bumby Av	Primrose Dr	Existing	Existing	4	4	Arterial	7
Robinson St	Primrose Dr	Maguire Bv	Existing	Existing	4	4	Arterial	7
Rollins St	Orange Av	Mills Av	Existing	Existing	2	2	Collector	5
Rosalind Av	Orange Av	Anderson St	Existing	Existing	3	3	Arterial	8
Rosalind Av	Anderson St	South St	Existing	Existing	3	3	Arterial	8
Rosalind Av	South St	Church St	Existing	Existing	3	3	Arterial	8
Rosalind Av	Church St	Central Bv	Existing	Existing	3	3	Arterial	8
Rosalind Av	Central Bv	Robinson St	Existing	Existing	3	3	Arterial	8
Rosalind Av	Robinson St	Livingston St	Existing	Existing	3	3	Arterial	8
Rosamond Dr	North Lake Orlando Py	Orange Blossom Tl	Existing	Existing	2	2	Res. Coll.	5
Sand Lake Rd	Canada Av	Universal Bv	100 ft.	IJ-6D	4	6	Arterial	3
Sand Lake Rd	Universal Bv	Kirkman Rd	100 ft.	IJ-6D	4	6	Arterial	3
Sand Lake Rd	Kirkman Rd	Mandarin Dr	100 ft.	IJ-6D	4	6	Arterial	3
Seaboard Rd	Coast Line Dr	Mercy Dr	Existing	Existing	2	2	Collector	6
Semoran Bv	Beachline Ex.	T.G. Lee Bv	Existing	Existing	6	6	Arterial	3
Semoran Bv	T.G. Lee Bv	Hazeltine National Dr	Existing	Existing	6	6	Arterial	3
Semoran Bv	Hazeltine National Dr	Leevista Bv	Existing	Existing	6	6	Arterial	3
Semoran Bv	Leevista Bv	Bent Pine Dr	Existing	Existing	6	6	Arterial	3

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[2] *Sidewalks and parkway requirements included in the easement area outside the right-of-way.*

MAJOR THOROUGHFARE PLAN

Roadway Segment	S or W End	N or E End	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Semoran Bv	Bent Pine Dr	Hoffner Av	Existing	Existing	6	6	Arterial	3
Semoran Bv	Hoffner Av	Pershing Av	Existing	Existing	6	6	Arterial	3
Semoran Bv	Pershing Av	Lake Margaret Dr	Existing	Existing	6	6	Arterial	3
Semoran Bv	Lake Margaret Dr	Michigan St	Existing	Existing	6	6	Arterial	3
Semoran Bv	Michigan St	Curry Ford Rd	Existing	Existing	6	6	Arterial	3
Semoran Bv	Curry Ford Rd	Lake Underhill Rd	Existing	Existing	6	6	Arterial	3
Semoran Bv	Lake Underhill Rd	Hibiscus Rd	Existing	Existing	6	6	Arterial	4
Semoran Bv (HOV)	Beachline Ex	Hoffner Av/Leevista Bv	----	----	0	2	HOV	1
Semoran Bv (HOV)	Hoffner Av/Leevista Bv	Michigan St/Lake Margaret Dr	----	----	0	2	HOV	1
Semoran Bv (HOV)	Michigan St/Lake Margaret Dr	Lake Underhill Rd	----	----	0	2	HOV	1
Shader Rd	Mercy Dr	Heatherington Rd	Existing	Existing	2	2	Collector	6
Shader Rd	Heatherington Rd	Orange Blossom Tl	Existing	Existing	2	2	Collector	6
Shadowridge Dr	Forbes Place	Hazeltine National Dr	35 ft.	J-3	0	4	Collector	6
Shadowridge Dr	Hazeltine National Dr	Leevista Bv	Existing	Existing	4	4	Collector	6
Shadowridge Dr	Leevista Bv	Hoffner Av	75 ft.	EH-4D	0	4	Collector	6
Silver Star Rd	Kingsland Av	Princeton St	Existing	Existing	6	6	Arterial	6
Silver Star Rd	Princeton St	Mercy Dr	Existing	Existing	2	2	Arterial	6
Silver Star Rd	Mercy Dr	John Young Py	Existing	Existing	2	2	Arterial	6
Silver Star Rd	John Young Py	Orange Blossom Tl	Existing	Existing	2	2	Arterial	6
Silver Star Rd	Orange Blossom Tl	Rio Grande Av	Existing	Existing	4	4	Collector	7
Smith St	Ann Arbor Av	Edgewater Dr	Existing	Existing	2	2	Arterial	7
Smith St	Edgewater Dr	Princeton St	Existing	Existing	2	2	Arterial	7
South Lake Orlando Py	North Ln.	Lake Breeze Rd	Existing	Existing	2	2	Res. Coll.	7
South St	Lake Underhill Rd	Crystal Lake Dr	Existing	Existing	2	2	Collector	6
South St	Crystal Lake Dr	Primrose Dr	Existing	Existing	2	2	Collector	6
South St	Primrose Dr	Bumby Av	Existing	Existing	3	3	Collector	6
South St	Bumby Av	Mills Av	Existing	Existing	3	3	Collector	6
South St	Mills Av	Summerlin Av	Existing	Existing	3	3	Collector	6
South St	Summerlin Av	East-West Ex. Ramp	Existing	Existing	3	3	Collector	6
South St	East-West Ex. Ramp	Rosalind Av	Existing	Existing	3	3	Collector	6
South St	Rosalind Av	Magnolia Av	Existing	Existing	3	3	Collector	8
South St	Magnolia Av	Orange Av	Existing	Existing	3	3	Collector	8
South St	Orange Av	Garland Av	Existing	Existing	3	3	Collector	8
South St	Garland Av	Interstate 4 Ramp	Existing	Existing	2	2	Collector	8
South St	Interstate 4 Ramp	Hughey Av	Existing	Existing	2	2	Collector	8
South St	Hughey Av	Division Av	Existing	Existing	2	2	Collector	7
South St	Division Av	Parramore Av	Existing	Existing	3	3	Res. Coll.	7
South St	Parramore Av	Westmoreland Dr	Existing	Existing	3	3	Res. Coll.	7
South St	Westmoreland Dr	Orange Blossom Tl	Existing	Existing	3	3	Res. Coll.	7
Summerlin Av	Kaley St	Briercliff Dr	Existing	Existing	2	2	Collector	7
Summerlin Av	Briercliff Dr	Anderson St	Existing	Existing	2	2	Collector	7
Summerlin Av	Anderson St	South St	Existing	Existing	2	2	Collector	7
Summerlin Av	South St	Central Bv	Existing	Existing	2	2	Collector	6
Summerlin Av	Central Bv	Robinson St	Existing	Existing	2	2	Collector	7
Summerlin Av	Robinson St	Livingston St	Existing	Existing	2	2	Res. Coll.	7
Summerlin Av	Livingston St	Colonial Dr	Existing	Existing	2	2	Res. Coll.	7
Summerlin Av	Colonial Dr	Marks St	Existing	Existing	2	2	Res. Coll.	7
T.G. Lee Bv	Semoran Bv	Augusta National Dr	Existing	Existing	4	4	Collector	6
T.G. Lee Bv	Augusta National Dr	TPC Bv	32 ft. [2]	J-3A	0	4	Collector	6
Tampa Av	Gore St	Carter St	Existing	Existing	2	2	Collector	7
Tampa Av	Carter St	Church St	Existing	Existing	2	2	Collector	7
Tampa Av	Church St	Central Bv	Existing	Existing	2	2	Collector	7
Tampa Av	Central Bv	Washington St	Existing	Existing	2	2	Collector	7
Tampa Av	Washington St	Colonial Dr	Existing	Existing	2	2	Collector	7
Terry Av	Gore St	Anderson St	35 ft.	J-3	0	2	Res. Coll.	8
Terry Av	Anderson St	South St	Existing	Existing	2	2	Res. Coll.	8
Terry Av	South St	Church St	Existing	Existing	2	2	Res. Coll.	8
Terry Av	Church St	Central Bv	Existing	Existing	2	2	Res. Coll.	8
Terry Av	Central Bv	Washington St	Existing	Existing	2	2	Res. Coll.	8
Terry Av	Washington St	Robinson St	Existing	Existing	2	2	Res. Coll.	8
Terry Av	Robinson St	Livingston St	35 ft.	J-3	0	2	Res. Coll.	8
Terry Av	Livingston St	Colonial Dr	35 ft.	J-3	0	2	Res. Coll.	8

[1] *Width of Median TBD by needs of Transit Facilities.*
[2] *Sidewalks and parkway requirements included in the easement area outside the right-of-way.*

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MAJOR THOROUGHFARE PLAN								
Roadway Segment	**S or W End**	**N or E End**	ROW Width from Street Centerline	Cross Section Type	EXIST. # of Lanes 2007	# Of Lanes in 2030 (as of 2007)	City's Functional Class	ACCESS CODE 2007
Texas Av	Conroy Rd/Americana Bv	Holden Av	Existing	Existing	2	2	Collector	7
Texas Av	Holden Av	Rio Grande Av	Existing	Existing	2	2	Collector	7
TPC Bv	T.G. Lee Bv	Hazeltine National Dr	32 ft. [2]	J-3A	0	2	Collector	6
TPC Bv	Hazeltine National Dr	Leevista Bv	Existing	Existing	2	2	Collector	6
Tradeport Dr	Orange Av	Boggy Creek Rd	Existing	Existing	4	4	Collector	5
Tradeport Dr	Boggy Creek Rd	Jetport Dr	100 ft.	IJ-6D	4	6	Collector	5
Tradeport Dr	Jetport Dr	Beachline Ex.	Existing	Existing	4	4	Collector	5
Tradeport Dr	Beachline Ex	Mccoy Rd	Existing	Existing	4	4	Collector	5
Turkey Lake Rd	Sand Lake Rd	Wallace Rd	Existing	Existing	4	4	Collector	5
Turkey Lake Rd	Wallace Rd	Hollywood Way.	Existing	Existing	4	4	Collector	5
Turkey Lake Rd	Hollywood Way.	Vineland Rd	Existing	Existing	4	4	Collector	5
Turkey Lake Rd	Vineland Rd	Conroy Rd	Existing	Existing	2	2	Collector	5
Universal Bv	Sand Lake Rd	International Dr	Existing	Existing	4	4	Arterial	5
Universal Bv	International Dr	Interstate 4	Existing	Existing	6	6	Arterial	3
Universal Bv	Interstate 4	Hollywood Way	Existing	Existing	6	6	Arterial	3
Universal Bv	Hollywood Way	Major Bv	Existing	Existing	6	6	Collector	5
Universal Bv	Major Bv	Vineland Rd	Existing	Existing	6	6	Collector	5
Upper Park Rd	Glenridge Way	Lakemont Av	Existing	Existing	2	2	Res. Coll.	7
Vineland Rd	Turkey Lake Rd	Universal Bv	Existing	Existing	4	4	Collector	5
Vineland Rd	Universal Bv	Kirkman Rd	Existing	Existing	4	4	Collector	5
Vineland Rd	Kirkman Rd	Major Bv	Existing	Existing	4	4	Collector	5
Vineland Rd	Major Bv	Radebaugh Way	Existing	Existing	4	4	Collector	5
Vineland Rd	Radebaugh Way	Conroy Rd	Existing	Existing	4	4	Collector	5
Vineland Rd	Conroy Rd	L.B. Mcleod Rd	Existing	Existing	4	4	Collector	5
Virginia Dr	Orange Av	Mills Av	Existing	Existing	2	2	Res. Coll.	7
Virginia Dr	Mills Av	Forest Av	Existing	Existing	4	4	Collector	7
Vista Park Loop	Narcoossee Rd	Econlockhatchee Tl (S)	75 ft.	EH-4D	0	4	Res. Coll.	5
Vista Park Loop	Econlockhatchee Tl (S)	Econlockhatchee Tl (N)	75 ft.	EH-4D	0	4	Res. Coll.	5
Vista Park Loop	Econlockhatchee Tl (N)	Leevista Bv	75 ft.	EH-4D	0	4	Res. Coll.	5
W D Judge Dr	Mercy Dr	John Young Py	Existing	Existing	2	2	Collector	7
Wallace Rd	Dr Phillips Bv	Turkey Lake Rd	Existing	Existing	2	2	Res. Coll.	5
Washington St	Texas Av	Fred L Maxwell Bv	Existing	Existing	2	2	Arterial	7
Washington St	Fred L Maxwell Bv	Tampa Av	Existing	Existing	2	2	Arterial	7
Washington St	Tampa Av	Orange Blossom Tl	Existing	Existing	2	2	Arterial	7
Washington St	Orange Blossom Tl	Westmoreland Dr	Existing	Existing	2	2	Res. Coll.	7
Washington St	Westmoreland Dr	Parramore Av	Existing	Existing	2	2	Res. Coll.	7
Washington St	Parramore Av	Division Av	Existing	Existing	2	2	Res. Coll.	7
Washington St	Division St	Hughey Av	Existing	Existing	2	2	Collector	7
Washington St	Hughey Av	Garland Av	Existing	Existing	4	4	Collector	7
Washington St	Garland Av	Orange Av	Existing	Existing	4	4	Collector	8
Washington St	Orange Av	Magnolia Av	Existing	Existing	2	2	Collector	8
Washington St	Magnolia Av	Rosalind Av	Existing	Existing	2	2	Collector	8
Westmoreland Dr	Miller St	Gore St	Existing	Existing	2	2	Collector	6
Westmoreland Dr	Gore St	East-West Ex.	Existing	Existing	2	2	Collector	6
Westmoreland Dr	East-West Ex.	Anderson St	Existing	Existing	4	4	Collector	6
Westmoreland Dr	Anderson St	South St	Existing	Existing	4	4	Collector	6
Westmoreland Dr	South St	Church St	Existing	Existing	4	4	Collector	6
Westmoreland Dr	Church St	Central Bv	Existing	Existing	2	2	Collector	6
Westmoreland Dr	Central Bv	Washington St	Existing	Existing	2	2	Collector	6
Westmoreland Dr	Washington St	Robinson St	Existing	Existing	2	2	Collector	6
Westmoreland Dr	Robinson St	Amelia St	Existing	Existing	2	2	Collector	6
Westmoreland Dr	Amelia St	Colonial Dr	Existing	Existing	2	2	Collector	6
Westmoreland Dr	Colonial Dr	Princeton St	Existing	Existing	2	2	Res. Coll.	7
Westmoreland Dr	Princeton St	Smith St	Existing	Existing	2	2	Res. Coll.	7
Westmoreland Dr	Smith St	Winter Park St	Existing	Existing	2	2	Res. Coll.	7
Westpointe Bv	Lake Vilma Dr	Hiawassee Rd	Existing	Existing	4	4	Collector	5
Wetherbee Rd	Boggy Creek Rd	South Access Rd	75 ft.	EH-4D	0	4	Collector	3
Wilshire Dr	Arnold Palmer Dr	Metrowest Bv	Existing	Existing	2	2	Res. Coll.	5
Winter Park St	Westmoreland Dr	Edgewater Dr	Existing	Existing	2	2	Res. Coll.	7
Winter Park St	Edgewater Dr	Formosa Av	Existing	Existing	2	2	Res. Coll.	7
Winter Park St	Formosa Av	Orange Av	Existing	Existing	2	2	Res. Coll.	7

[1] *Width of Median TBD by needs of Transit Facilities.*
[2] *Sidewalks and parkway requirements included in the easement area outside the right-of-way.*

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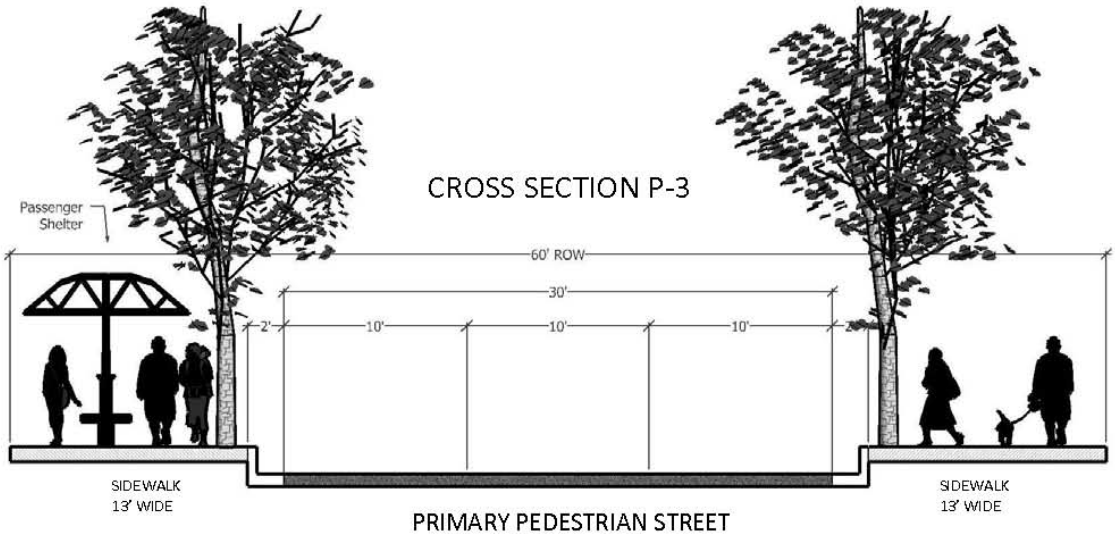
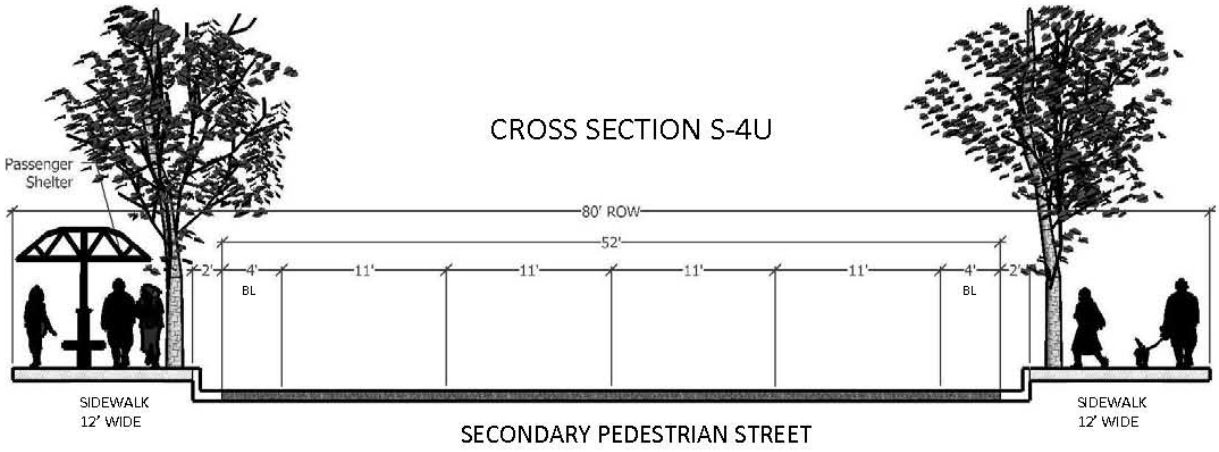
Downtown Pedestrian Cross Sections

FIGURE 4

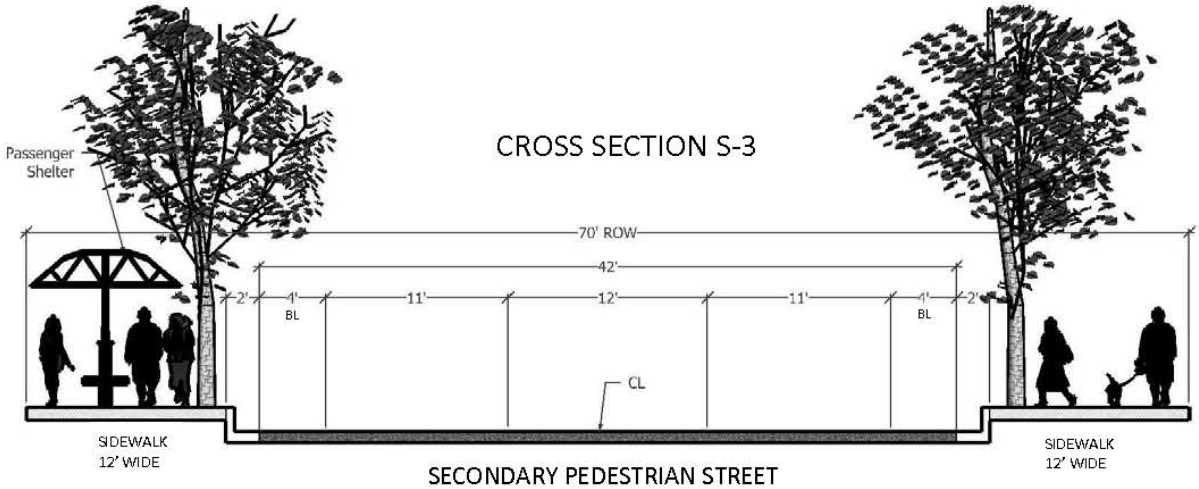
PAGE 1 OF 11



PRIMARY PEDESTRIAN STREET



SECONDARY PEDESTRIAN STREET

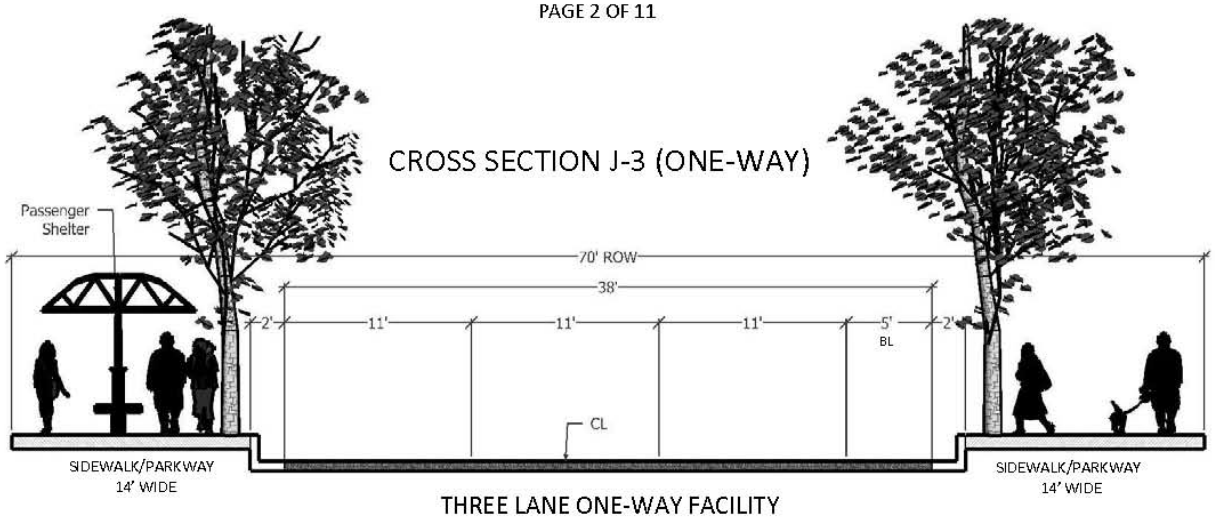


SECONDARY PEDESTRIAN STREET

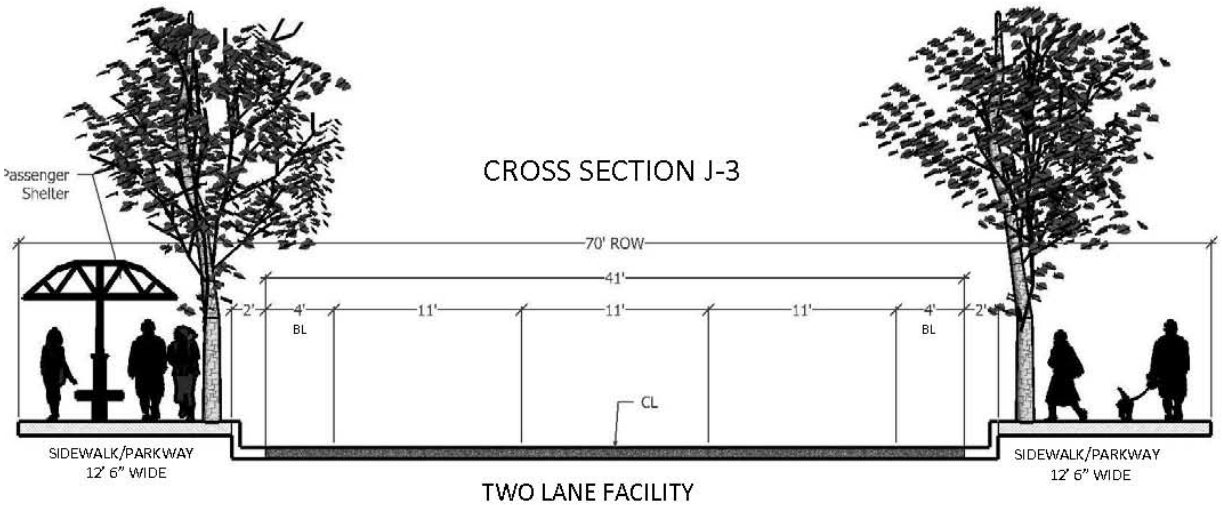
TWO & THREE LANE CROSS SECTIONS

FIGURE 4

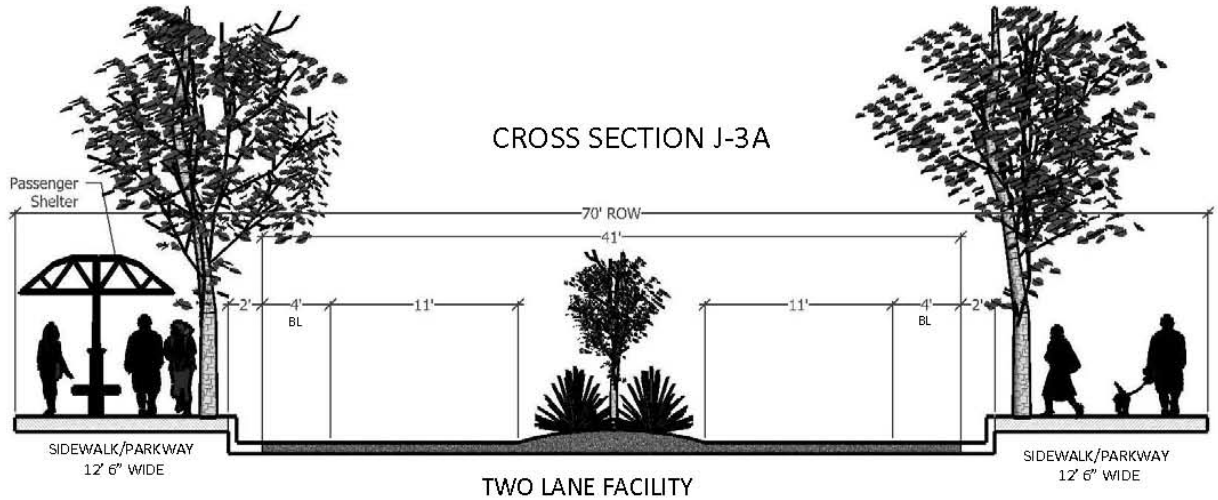
PAGE 2 OF 11



THREE LANE ONE-WAY FACILITY



TWO LANE FACILITY
with continuous left turn lane

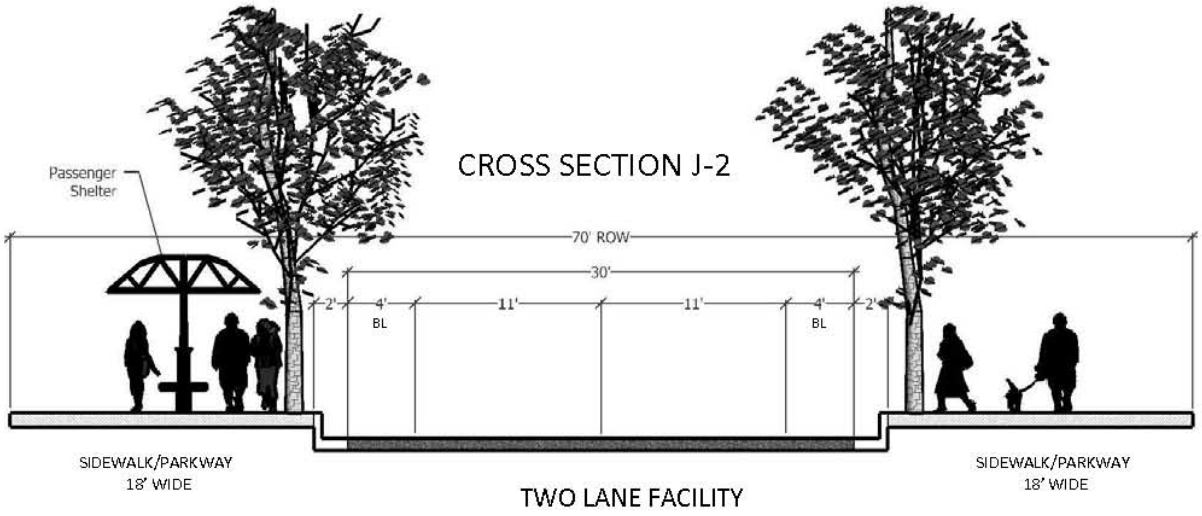


TWO LANE FACILITY
with landscaped median

TWO & THREE LANE CROSS SECTIONS

FIGURE 4

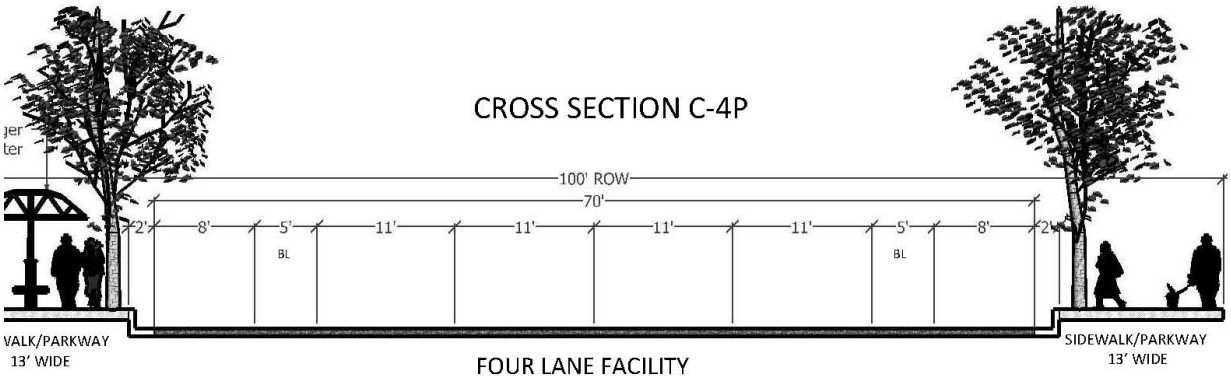
PAGE 3 OF 11



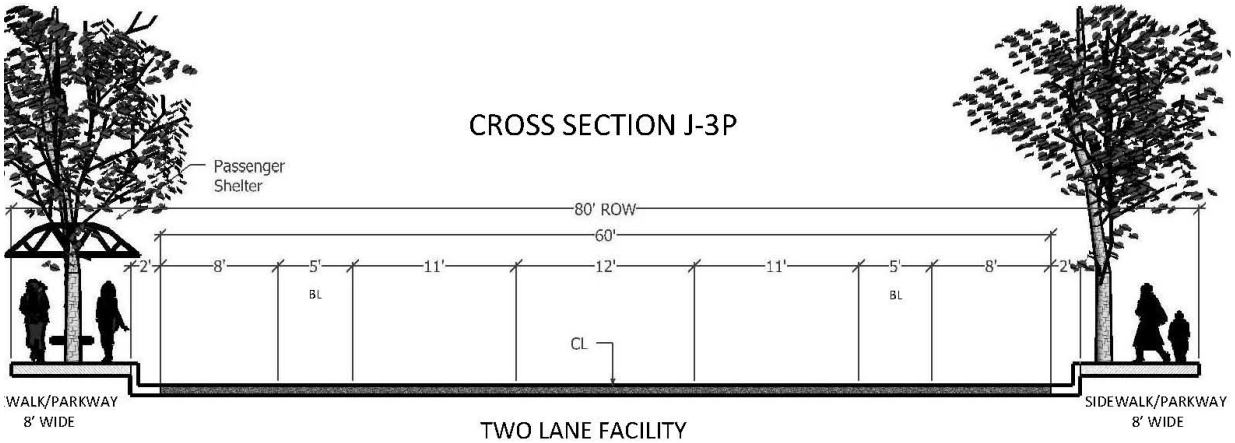
ON-STREET PARKING CROSS SECTIONS

FIGURE 4

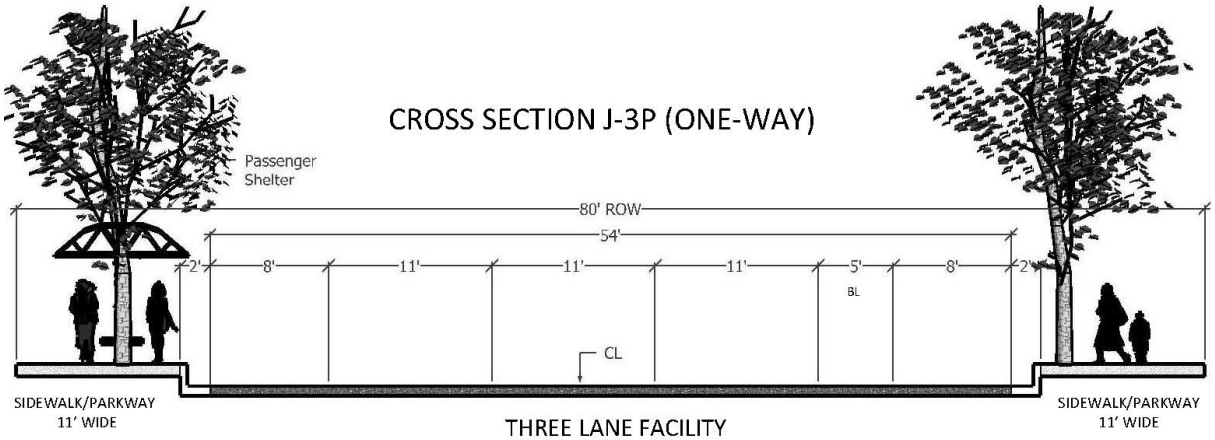
PAGE 5 OF 11



FOUR LANE FACILITY
with parking



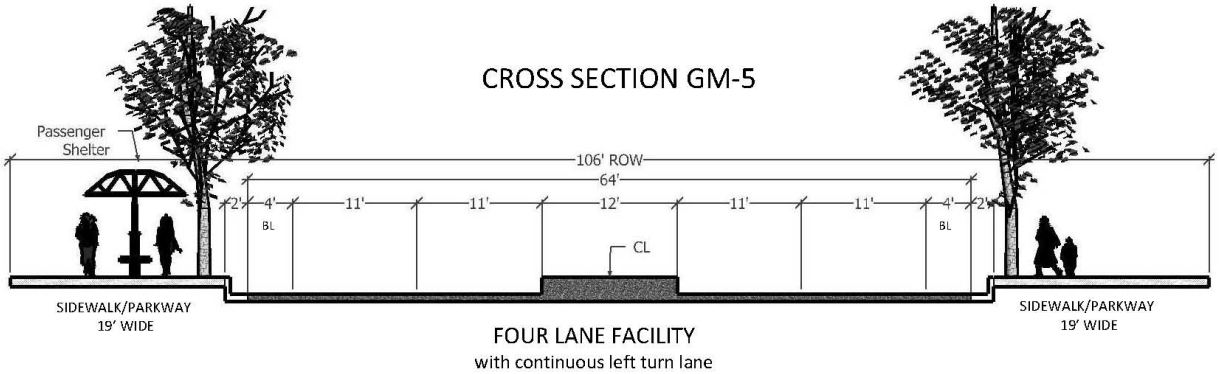
TWO LANE FACILITY
with continuous left turn lane and parking



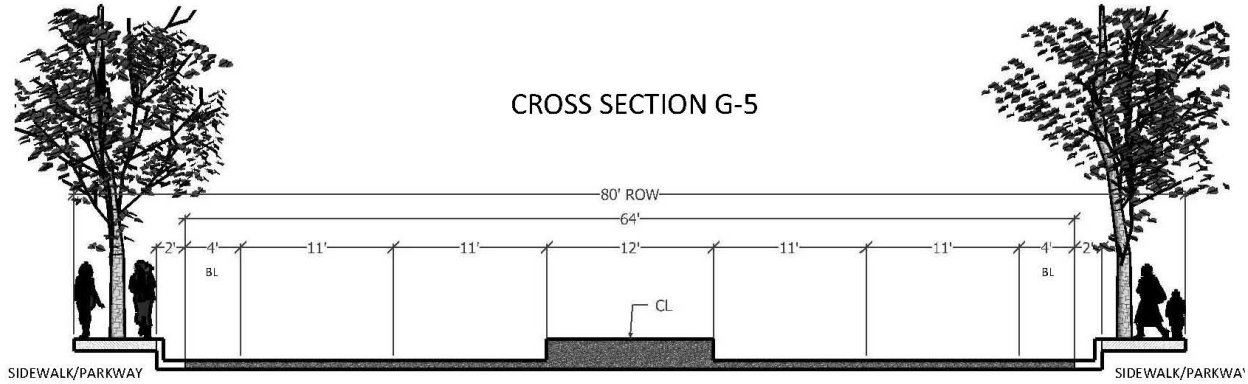
THREE LANE FACILITY
with parking on both sides

FOUR LANE CROSS SECTIONS
WITH CONTINUOUS LEFT-TURN LANE

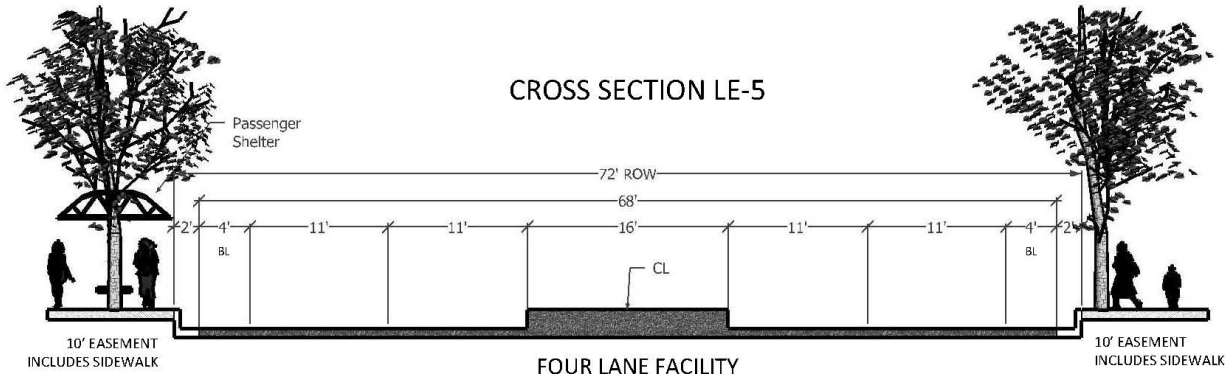
FIGURE 4



FOUR LANE FACILITY
with continuous left turn lane



FOUR LANE FACILITY
with continuous left turn lane (CBD DESIGN)



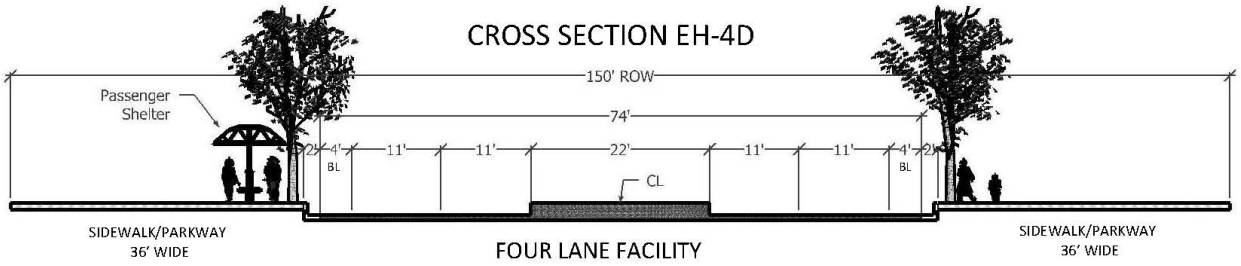
FOUR LANE FACILITY

FOUR LANE DIVIDED CROSS SECTIONS

FIGURE 4

PAGE 7 OF 11

CROSS SECTION EH-4D

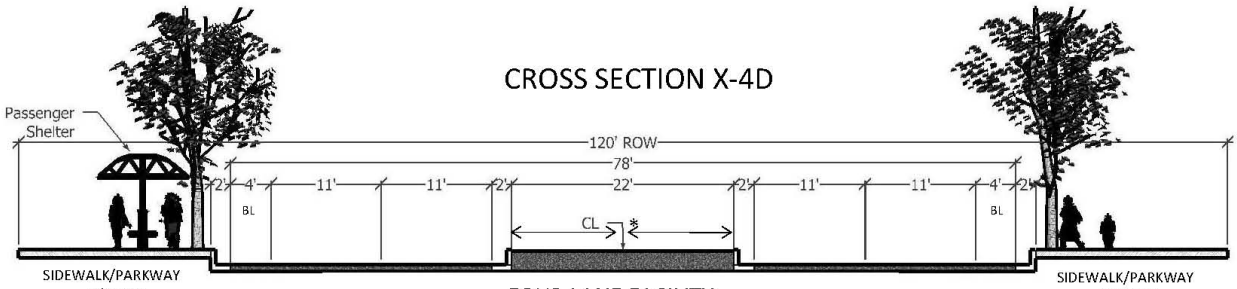


SIDEWALK/PARKWAY 36' WIDE

FOUR LANE FACILITY

SIDEWALK/PARKWAY 36' WIDE

CROSS SECTION X-4D



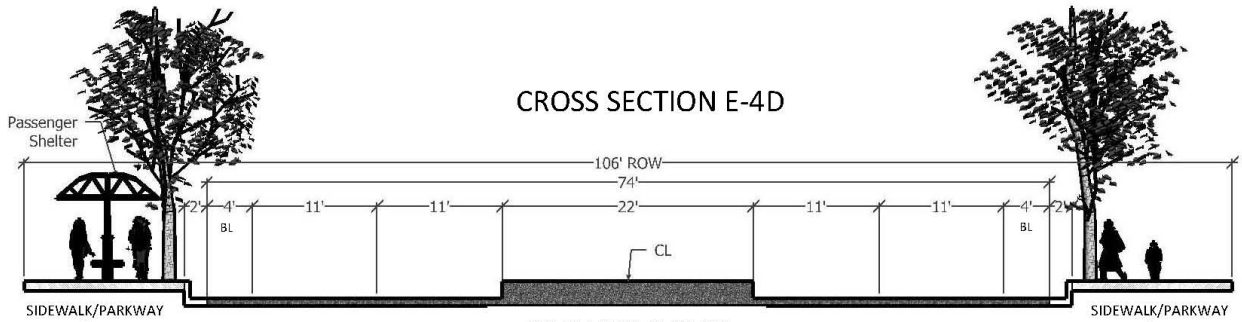
SIDEWALK/PARKWAY 19' WIDE

FOUR LANE FACILITY

SIDEWALK/PARKWAY 19' WIDE

(*)NOTE: CENTERLINE AND ½ ROW MAY NOT ALWAYS MATCH

CROSS SECTION E-4D

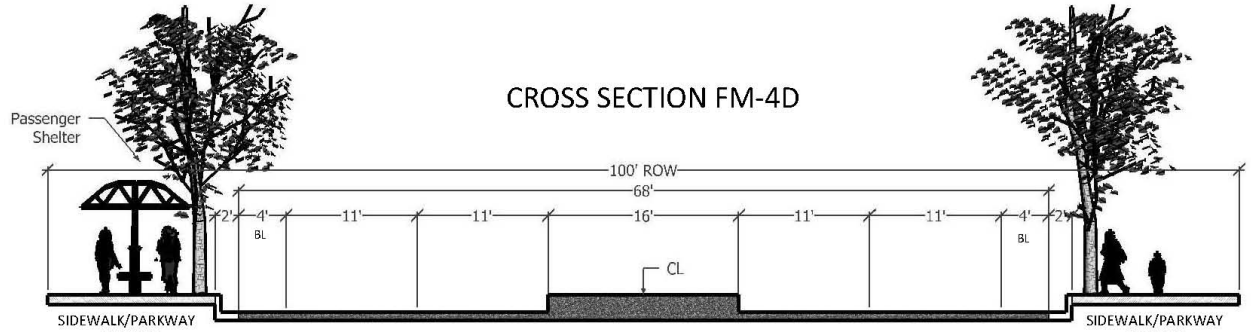


SIDEWALK/PARKWAY 14' WIDE

FOUR LANE FACILITY

SIDEWALK/PARKWAY 14' WIDE

CROSS SECTION FM-4D



SIDEWALK/PARKWAY 14' WIDE

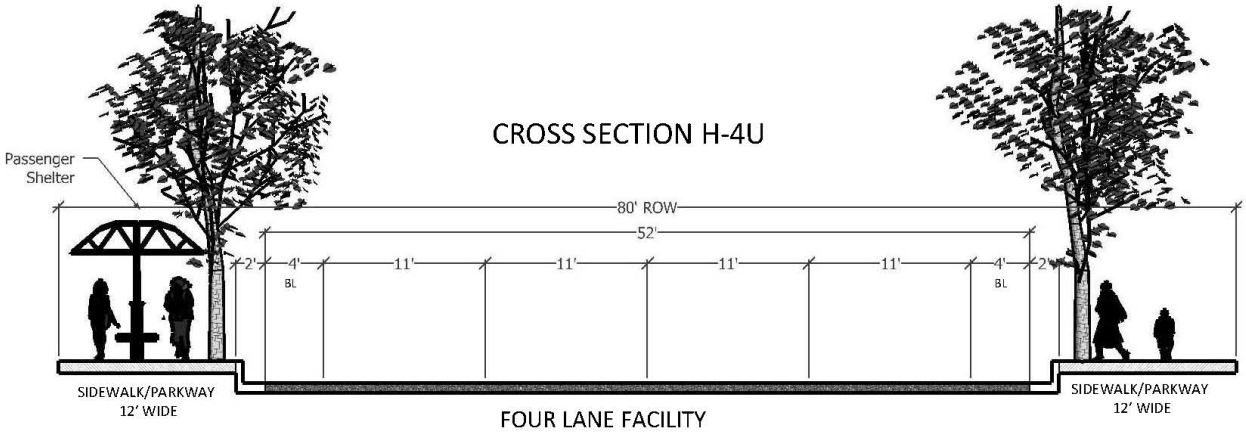
FOUR LANE FACILITY

SIDEWALK/PARKWAY 14' WIDE

FOUR LANE UNDIVIDED CROSS SECTIONS

FIGURE 4

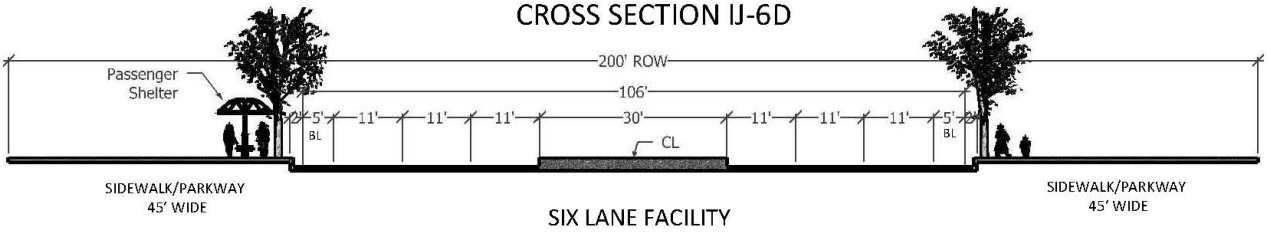
PAGE 8 OF 11



SIX LANE DIVIDED CROSS SECTIONS

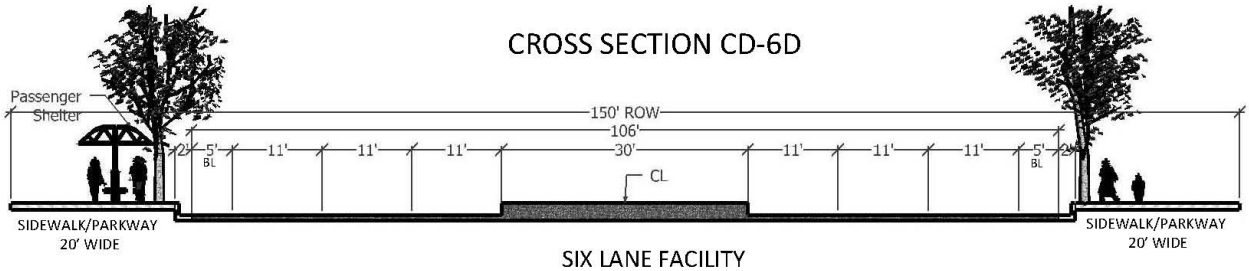
FIGURE 4

CROSS SECTION IJ-6D



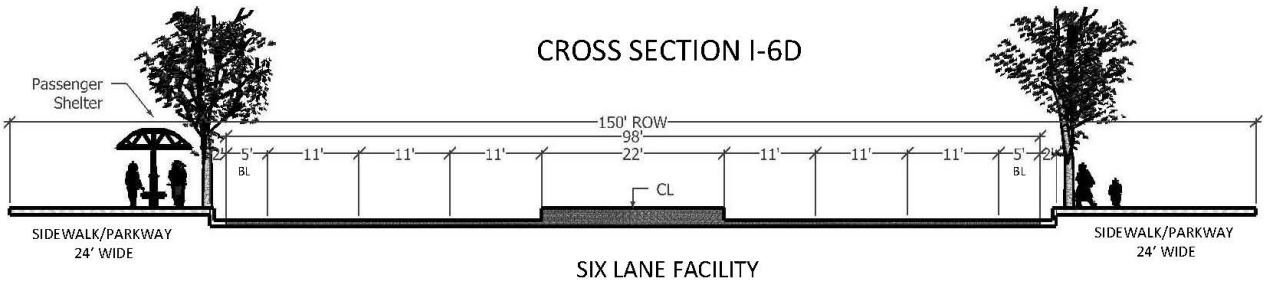
SIX LANE FACILITY

CROSS SECTION CD-6D



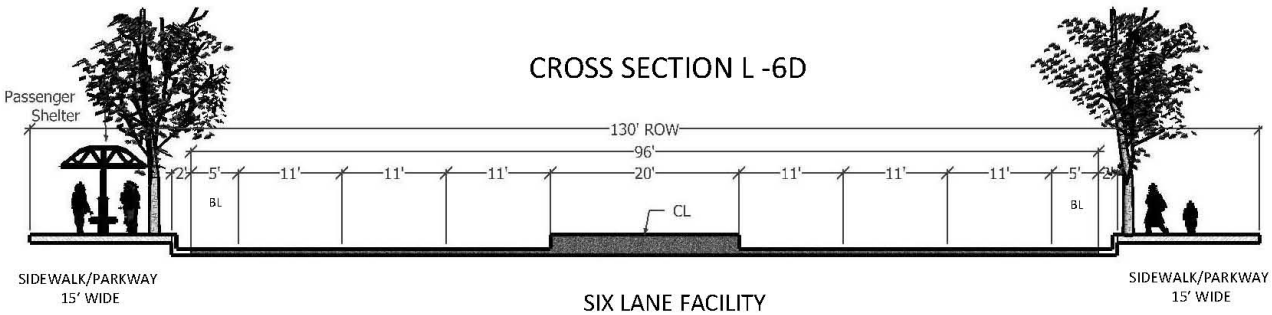
SIX LANE FACILITY

CROSS SECTION I-6D



SIX LANE FACILITY

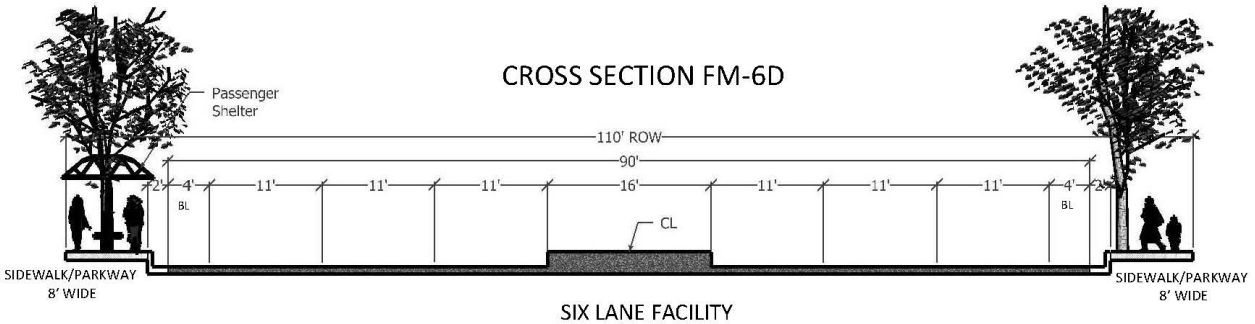
CROSS SECTION L -6D



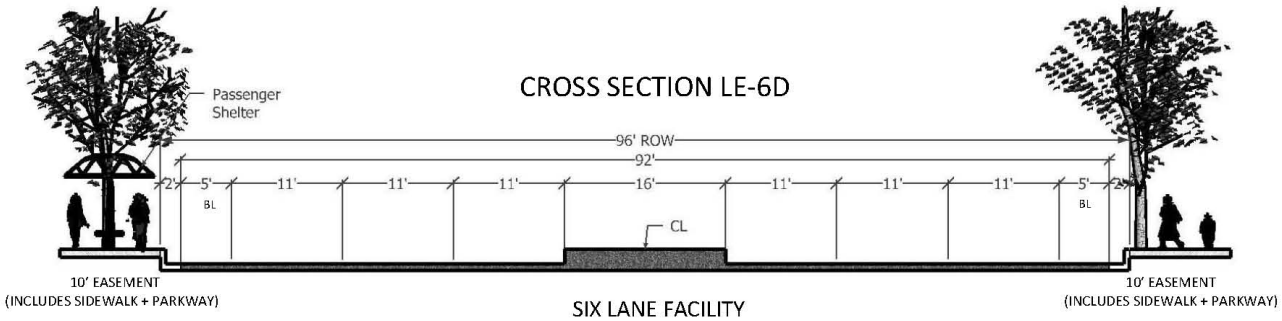
SIX LANE FACILITY

SIX LANE DIVIDED CROSS SECTIONS (CONT.)

FIGURE 4



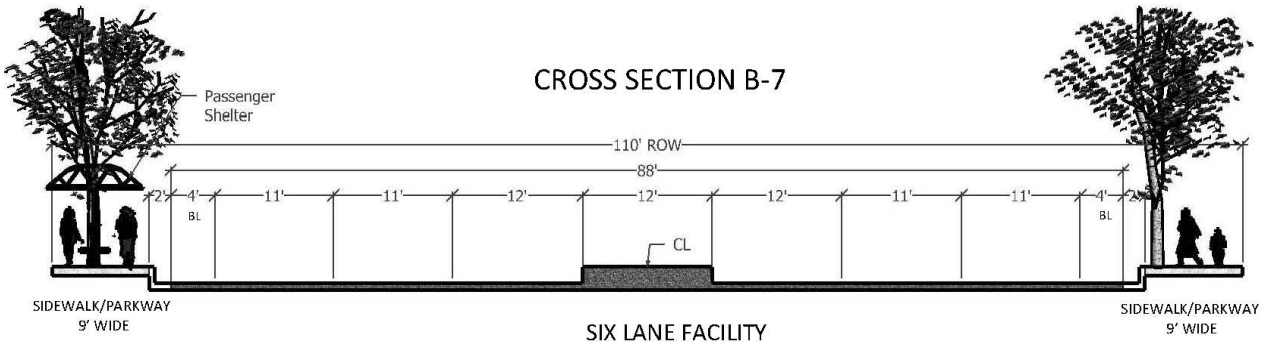
SIX LANE FACILITY



SIX LANE FACILITY

SIX LANE CROSS SECTIONS
WITH CONTINOUS LEFT-TURN LANE

FIGURE 4



SIX LANE FACILITY
WITH CONTINUOUS LEFT TURN LANE

APPENDIX D: WEIGHTED HEADWAY METHODOLOGY

Figure TE-53 of the Support Document lists the designated transit corridors and calculates the weighted average for each corridor. The following shows the weighted headway calculation methodology. A sample calculation of the weighted headway for the Colonial Drive East corridor is also provided below following the steps of the recommended methodology.

1. The transit routes serving each corridor are identified.
2. The length of each corridor is directionally measured (in linear feet)
3. The subtotal corridor length by route served is calculated (adding both directions)
4. The corridor total length is calculated by adding each route length
5. The percentage of the corridor served by each route is assessed
6. The linear feet served is calculated by multiplying the subtotal corridor linear feet by the percentage of the corridor served by each route
7. Headways by route are identified from the LYNX service schedules
8. The "ideal" number of buses is calculated by dividing each route length by each route headway
9. An "adjusted" route headway is evaluated based on the "ideal" number of buses by route operating along the subtotal corridor length
10. The total corridor's weighted headway is calculated based on the total "ideal" number of buses operating along the total corridor length

Sample Weighted Headway Calculation

Corridor: Colonial Drive East

1. Transit routes serving the corridor = Routes 28, 29, and 30
2. Corridor length east direction = 25,000 linear feet
   Corridor length west direction = 25,000 linear feet
3. Subtotal corridor length by route = 50,000 linear feet (east plus west directions)
4. Total corridor length:
   Route 28 (50,000 linear feet) + Route 29 (50,000 linear feet) + Route 30 (50,000 linear feet) = 150,000 linear feet
5. Percentage of the corridor served by each route (assessed visually from the LYNX transit route map):
   Route 28 = 85%
   Route 29 = 100%
   Route 30 = 95%
6. Linear feet served by route (total linear feet times percent of corridor served by route):
   Route 28 = 50,000 x 85% = 42,500
   Route 29 = 50,000 x 100% = 50,000
   Route 30 = 50,000 x 95% = 47,500
7. Headway by route (identified from LYNX service schedule)
   Route 28 = 30 minutes
   Route 29 = 30 minutes

Route 30 = 60 minutes

8. The “ideal” number of buses by route (60 times route length in miles divided by route headway in minutes times average bus speed (assumed 6 mph, including congestion, stop time, acceleration and deceleration)):
   Route 28 = 60 * ((42,500 feet / 5,280) / (30 min * 6 mph)) = 3 buses
   Route 29 = 60 * ((50,000 feet / 5,280) / (30 min * 6 mph)) = 3 buses
   Route 30 = 60 * ((47,500 feet / 5,280) / (60 min * 6 mph)) = 1 buses
9. Adjusted route headway (60 times subtotal corridor length in miles divided by “ideal” number of buses times average bus speed (same 6 mph)):
   Route 28 = 60 * ((50,000 feet / 5,280) / (3 buses * 6 mph)) = 35 minutes
   Route 29 = 60 * ((50,000 feet / 5,280) / (3 buses * 6 mph)) = 30 minutes
   Route 30 = 60 * ((50,000 feet / 5,280) / (1 bus * 6 mph)) = 63 minutes
10. Total weighted corridor headway (60 times total corridor length in miles divided by total “ideal” number of buses times average bus speed divided by the number of routes in the corridor):
    Weighted headway = (60 * ((150,000 feet / 5,280) / (7 buses * 6 mph))) / 3 routes = 13.5 minutes

Based on the above calculation, the weighted headway for the Colonial Drive East corridor is 13.5 minutes.

APPENDIX E: DEFINITIONS

Arterial (Road) – A facility interconnecting with limited-access facilities and other roads with partial access control and forming a continuous sub-network designed to feed limited-access facilities. Arterial serve mobility functions around and through urban and community activity cores. Access to abutting land uses is subordinate to the movement of vehicles.

Bicycle Lane – A portion of the roadway which has been reserved for the exclusive use of bicyclists. These lanes should be defined by solid lines to visually separate the area for motor vehicles from that reserved for bicyclists. One-way bicycle lanes should be four (4) feet wide.

Bicycle Path – Off-street facilities used exclusively by bicycles but can also be utilized by pedestrians if properly designed. They may be located within the right-of-way of parallel roadways but often are located in separate rights-of-way.

Bicycle Route – A series of roads designated for use by experienced bicyclists. Bicycle routes should be identified by appropriate signs.

Capital Improvement Program (CIP) – A comprehensive long-range schedule of capital improvements indicating priority as to the urgency of need and ability to finance. The program covers a five-year period, the first year of which is adopted as the Capital Budget.

Collector (Road) – A facility that distributes trips between local streets and the arterial network. Collectors serve residential, commercial, and industrial areas and collect the traffic generated, providing continuity between local roads and the rest of the system. These facilities accommodate inter-neighborhood traffic and serve community and neighborhood activity cores. These facilities balance the need for individual lot access with traffic mobility.

Dual-Use Bicycle/Pedestrian Facilities – Off-street facilities used by bicyclists and pedestrians. The standard width for dual-use facilities is 10 feet.

Constrained Facilities – A constrained roadway is one in which adding two (2) or more through lanes to meet current or future traffic needs is not possible due to physical, environmental, or policy barriers.

Development of Regional Impact – Any development which, because of its character, magnitude, or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county.

Floor Area Ratio (FAR) – The Gross Floor Area divided by the Net Lot Area or Building Site Area. The permitted floor area is measured after platting but before any additional right-of-way dedication on an already-platted lot.

Growth Management Plan (GMP) – The Comprehensive Plan of the City of Orlando adopted pursuant to the Local Government Comprehensive Planning Act, F.S. 163.3161 et. seq.

Headway – Time interval between successive in-service vehicles traveling in the same direction, usually expressed as an average number of minutes.

Infrastructure – The equipment, facilities, and other physical assets necessary to serve the public. Roads, sewers, storm drainage, and parks are examples of infrastructure.

Ldn – A day/night 24-hour weighted average sound level, in decibels obtained after the addition of ten decibels to the night-time sound level measured from 10:00pm to 7:00am. Ldn lines are used to determine noise contours.

Level of Service Standards – An indicator used to measure the degree of service provided by, or proposed by the City of Orlando for a specific facility or service based on operational characteristics of the particular facility or service. Level of service shall indicate the capacity per unit of demand for each public facility.

Limited Access Facilities – Facilities with full access control designed to encourage uninterrupted travel flow. Access to abutting land is prohibited.

Local Option Gas Tax – One cent per gallon tax increase voted by local referendum.

Local Road – A facility that provides direct access to abutting properties. The only traffic using local roads should be that originating in or traveling to properties within a neighborhood, office, or commercial development.

Major Thoroughfare Plan – Includes all collectors, arterials, and limited access roads but does not include local roads.

Mixed Use – Any one of the following uses:

Mixed residential/office use
Mixed office/commercial use
Mixed residential/commercial use
Any other similar mixture of uses

Residential Collector – A specialized type of collector road. While they function as a collector, they serve primarily residential areas and specific nonresidential areas identified as appropriate in the Growth Management Plan. Designation as a residential collector is intended to recognize the role the roadway plays in the overall thoroughfare system while acknowledging the importance of service and preserving adjacent residential neighborhoods.

Service Road – A public or private street or road, auxiliary to and normally located parallel or perpendicular to a controlled access road, which has as its purpose to provide access to a small number of parcels.

Thoroughfare – Any street which is required to have a Street Centerline Setback in accordance with Chapter 61 of the City Code.

Traditional City – The area of the City that was developed prior to World War II, as shown in Figure UD-1 of the Urban Design Element.

Transit Center – A base for regional transit, local circulator service, and express routes. These centers operate as easy transfer points between transit modes and routes. Transit centers focus on service in major activity centers.

Transit Super Stop – Transit facilities with a focus on commercial and mixed use conveniences. These centers are useful in integrating mobility stations into existing commercial developments.

Vertiport – An identifiable ground or elevated area, including any buildings or facilities thereon, that has been designated to be used for the takeoff and landing of tiltrotor aircraft and rotorcraft.

APPENDIX F: ACRONYMS

AADT	annual average daily traffic
ADT	average daily traffic
AZB	Orlando-Orange County Airport Zoning Board
BEBR	Bureau of Economic and Business Research (University of Florida)
CAC	Citizens Advisory Committee (Metroplan Orlando subcommittee)
CDR	Corridor Designation Report
CFCRA	Central Florida Commuter Rail Authority
CFRTA	Central Florida Regional Transportation Authority
CIP	Capital Improvement Program
COA	Comprehensive Operational Analysis
CSX	CSX Transportation
CTC	Community Transportation Corridor
DCA	Department of Community Affairs
DEIS	Draft environmental impact statement
DRI	Development of Regional Impact
ECFRPC	East Central Florida Regional Planning Council
E-E	External/external (type of trip production)
EIS	Environmental Impact Statement
ETC	Efficient Transportation for the Community
FAA	Federal Aviation Administration
F.A.C.	Florida Administrative Code
FAR	floor area ratio
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
F.S.	Florida Statutes
FOX	Florida Overland Express
FSUTMS	Florida Standard Urban Transportation Model Structure
GMP	Growth Management Plan
GOAA	Greater Orlando Aviation Authority
HOV	high occupancy vehicle lanes
I-E	internal/external (type of trip production)
I-4	Interstate 4
Ldn	day/night sound level (scale)
LOS	level of service
LPA	locally preferred alternative
LRT	light rail transit
MIS	major investment study
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MSTU	municipal service taxing units
OEA	Orlando Executive Airport
OIA	Orlando International Airport

OSOTA	Orange-Seminole-Osceola Transportation Authority
OUATS	Orlando Urban Area Transportation Study
OUC	Orlando Utilities Commission
PD&E	preliminary design and engineering
PE	preliminary engineering
RMSE	root mean square error
SOV	single occupancy vehicle
SR or S.R.	state road
TA(s)	Transportation Area(s)
TCEA	Transportation Concurrency Exception Area
TDD	Telecommunications Device for the Deaf
TDM	transportation demand management
TDP	Transportation Development Plan (for Lynx)
TIF	Transportation Impact Fee
TTC	Transportation Technical Committee (Metroplan Orlando subcommittee)
UCF	University of Central Florida
USDOT	United States Department of Transportation
UTPS	Urban Transportation Planning System (Florida Department of Transportation)
VMT	vehicle miles traveled
VPHPL	vehicles per hour per lane
VTOL	vertical take-off and land aircraft

APPENDIX G: CITIZENS AND TECHNICAL COMMITTEE MEMBERS – 1998

CITIZENS COMMITTEE

Louise Dutton	District 1
Nancy Flora	District 2
Stan Whittington	District 3
Anne Tiepel	District 4
Leon Theodore	District 5
Mary Maxwell	District 6
Andrew Pughe	Homebuilders' Association c/o Metrowest
Gary Jarhaus	Major Realty
Sona Strickland	National Association of Industrial & Office Parks
Frank Schrimsher	Schrimsher Properties
Richard Lee	Lee Vista
Allen Eberly	Universal Studios
John Gustin	Florida Hospital, Facilities Management
Thomas Hyatt	Orlando Regional Health System
Dean Asher	Don Asher & Associates
Marcia Hope	Neighborhood Services Director

TECHNICAL COMMITTEE

Rob Gregg	Lynx
Tim Crobons	Lynx
David Grovdahl	Metroplan Orlando
Fred Milch	East Central Florida Regional Planning Council
Dave Marsh	FDOT
Chris Testerman	Orange County Planning
Carla Bell	Orange County Planning
Christine Kefauver	Orange County Planning
Tom Blanton	Greater Orlando Aviation Authority
Harold Worrall	Orlando Orange Co. Expressway Authority
William Tew	Municipal Planning Board
Tim Jackson, AICP	Glatting Jackson Kercher Anglin Lopez
Dan Pressler	Glatting Jackson Kercher Anglin Lopez
Cathryn Welch	Cathryn Welch Analysis
Laura Firtel, AICP	Kimley-Horn & Associates
Richard Adams	Kimley-Horn & Associates
Mark Boggs, P.E.	BRW, Inc.
Mark Callahan, P.E.	CH2M HILL
Mark Hardgrove, AICP	Planning Innovations, Inc.
Luann Brooks	I-Drive Transit District