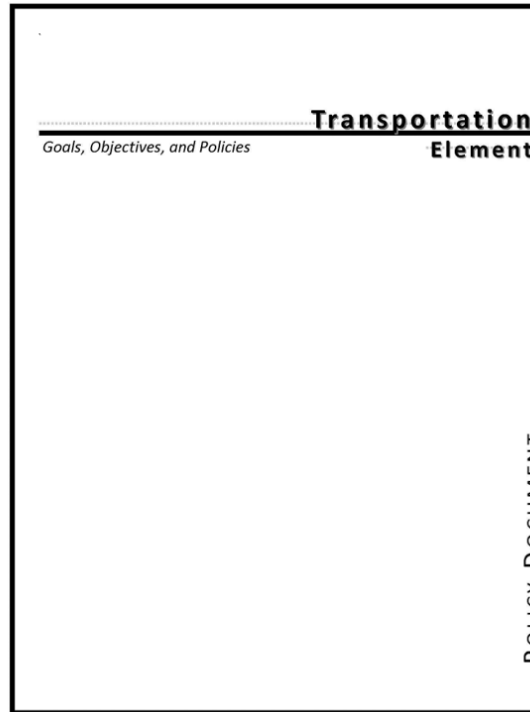




September 21, 2021
Staff Report to the
Municipal Planning Board

CASE #GMP2021-10022

TRANSPORTATION ELEMENT GMP AMENDMENTS



SUMMARY

<p>Owner/Applicant: City of Orlando</p> <p>Project Planner: Gustavo Castro</p> <p>Updated: September 13,</p>	<p>Requested Action:</p> <ol style="list-style-type: none"> 1. Amend several outdated or inconsistent goals, objectives, policies and figures of the Transportation Element in the City's Growth Management Plan (GMP), as well as add new objectives and policies consistent with recent urban transportation planning's best practices. 	<p>Staff's Recommendation:</p> <p>Approval of the requested action.</p> <p>Public Comments</p> <p>Staff posted this item on the City's website, and placed a classified ad in the Orlando Sentinel. No public comments have been received as of the date of the Staff Report.</p>
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PROJECT ANALYSIS

Project Description

Staff is requesting approval to amend several outdated or inconsistent goals, objectives, policies and figures of the Transportation Element in the City's Growth Management Plan (GMP), after cross-referencing it with the transportation-related sections of the Orlando Code of Ordinances (not only the Land Development Code section), with the City's Engineering Standard Manual (ESM), and with recent urban transportation planning's best practices. ~~Strikethrough~~ are deletions and underlined are additions.

Transportation Element Amendments - Background information

Several transportation goals, objectives and policies in the City's GMP, and their corresponding sections in the Orlando Code of Ordinances, are outdated or inconsistent with recent urban transportation planning's best practices. In reviewing other related transportation documents, such as the latest Engineering Standards Manual (ESM) and the recent Orlando Transportation Guidelines, updates will also be required for consistency among all transportation-related documents. Transportation and City Planning staff jointly reviewed each of those transportation documents and identified similarities and discrepancies, resulting in these proposed GMP Transportation Element amendments.

Within the Roadway System section, an outdated mobility approach previously set level of service "standards" for roadways that rewarded high speeds and low delays for automobiles. The latest Complete Streets approach integrates people and places into the transportation system to ensure that streets rank safety first. Removing those outdated road standards is an important step in balancing the mobility needs of all street users while supporting the land uses served by the transportation facilities. The City also adopted a Vision Zero initiative in 2017 to eliminate all traffic fatalities and related severe injuries by 2040. Therefore, Figure TE-1B (Level of Service Standards for Roadways) and Policies 1.8.3, 1.8.9 are herein proposed to be deleted.

The City established mobility areas in the GMP and addressed them in the Land Development Code with the intent of implementing different transportation requirements in diverse target areas. However, those mobility requirements were proven ineffective after several years, resulting only in proportionate share payments as the sole preferred mitigation strategy. Amendments are herein proposed to simplify those outdated mitigation requirements, in response to past performance. Specifically Goal 2, Objectives 2.1, 2.3, 2.4, Policies 2.1.1, 2.1.2, 2.1.5, 2.4.1, 2.4.2, 2.4.3, 2.4.4, 3.2.7 and 3.3.7 and Figure TE-3 have been amended or deleted.

Policy 1.8.10 references Development of Regional Impact, a Development of Regional Impact (DRI) is a large development project which has been reviewed at a state, regional and local level to assess that development's impacts to the natural and built environment. The DRI program was first established in 1973 and has been frequently updated. However, projects which in the past would have been classified as DRIs are now exempt if they are located in high populated urban areas like the City of Orlando; therefore, the policy herein addressing outdated DRIs requirements are proposed to be updated.

A new section has been added to address Mobility as a Service; Mobility as a Service (MaaS) is a recent transportation concept of a single mobility platform, where travelers can source and pay for rides across multiple transportation modes. The City supports this smart mobility initiative and a new section in the GMP Transportation Element addressing MaaS, Objective 1.37 and Policies 1.37.1, 1.37.2 and 1.37.3 are herein proposed to be added.

The City supports the deployment of Automated Vehicles (AVs) along transportation facilities if such vehicles have the potential to maintain or improve safety, operations and effectiveness; therefore, policies 4.4.12 and 4.4.13 addressing AV issues are herein added to the GMP Transportation Element.

Also, many mobility projects recommended in Figure TE-2 of the GMP Transportation Element Policy Documents are either outdated or completed; therefore, changes to this figure are herein proposed to reflect the latest project updates.

Orlando Code of Ordinances Relationship with the Proposed GMP Amendments

Updates to the Land Development Code (LDC) and to other sections of the Orlando Code of Ordinances associated with these GMP amendments are under development and planned to be presented to the Municipal Planning Board and City Council for approval following the final adoption of these GMP amendments. Below is a preliminary list of the code amendments that are being considered and which section of the Transportation Element they correspond with:

- Level of Service Standards for Roadways addressed in the GMP Transportation Element Policies 1.8.1 through 1.8.7 and Figure TE-1B are cross-referenced in the Land Development Code, Chapter 59 (Concurrency Management) PART 2 - Level of Service Standards for City Services: Sections 59.207 through 59.208.
- Mobility Areas addressed in the GMP Transportation Element Objective 2.4 and supporting Policies 2.4.1 through 2.4.4 are cross-referenced in the Land Development Code, Chapter 59 (Concurrency Management) PART 2 - Level of Service Standards for City Services: Section 59.209 and Figure TE-3.
- Micromobility devices added to GMP Transportation Element Objectives 1.5, 1.8 and Policies 1.1.1, 1.5.3, 1.10.1 and 1.14.9 are addressed in the Orlando Code of Ordinances, Chapter 10 (Bicycles, Scooters, Micromobility Devices).

es and Bicycle Paths), Sections 10.01 through 10.05.

Role of the Municipal Planning Board and City Council

Consistent with the Growth Management Plan and the Land Development Code, Chapter 65, the City shall update the Growth Management Plan (GMP) in order to keep it current with the most recent data and latest best practices. Any amendments to the GMP Plan requires the Municipal Planning Board recommendation for approval and the City Council conformance.

Other referenced transportation documents in the Growth Management Plan

The “Major Thoroughfare Plan”, as referenced in the GMP Transportation Element Policy Document, is currently found in the Orlando Code of Ordinance, Chapter 61 Part 2B. The “pedestrian facilities plan”, as referenced in Objective 1.30 of the GMP Transportation Element Policy Document, will be a separate document to be created as part of these amendments. The “curbside management regulations”, as referenced in the new Policy 1.37.3 of the GMP Transportation Element Policy Document, will be created as part of these amendments and it will be added to Chapter 61 of the Orlando Code of Ordinance. The “Orlando Transportation Guidelines”, as referenced in Policy 1.33.5 of the GMP Transportation Element Policy Document, is currently a separate document and is available upon request in draft form. The “corridor prioritization plan”, as referenced in Objective 1.33.5 of the GMP Transportation Element Policy Document, will be a separate document to be created as part of these amendments.

Proposed Amendments

The proposed amendments begin on the following page.

PROPOSED GMP AMENDMENTS

The proposed GMP Transportation Element **GOAL 1** amendment is as follows:

“To develop a balanced transportation system that supports ~~building~~ a livable community with complete streets and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, inter-modal facilities, demand management programs, and traffic management techniques.”

The proposed GMP Transportation Element **Objective 1.1** amendment is as follows:

“Throughout the planning period, the City shall encourage the ~~efficient~~ safe and effective use of its transportation infrastructure.”

The proposed GMP Transportation Element **Policy 1.1.1** amendment is as follows:

“The City shall continue use of the ~~Land Development Orlando~~ Code of Ordinances’ maximum number of parking spaces permitted for each land use category to encourage walking, bicycling, ridesharing, transit use, and shared parking, and micromobility options.”

The proposed GMP Transportation Element **Policy 1.1.2** amendment is as follows:

“The City shall review the ~~Land Development Orlando~~ Code of Ordinances’ parking standards to identify amendments needed to promote infill development and ~~at the same time also~~ address the changing characteristics of ~~office and manufacturing~~ non-residential uses.”

The proposed GMP Transportation Element **Policy 1.1.3** amendment is as follows:

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

The proposed GMP Transportation Element **Policy 1.1.4** amendment is as follows:

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

The proposed GMP Transportation Element **Policy 1.1.5** amendment is as follows:

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

A new GMP Transportation Element **Policy 1.1.7** is as follows:

“The City shall continue to support safe multimodal accommodation policies, consistent with the Vision Zero initiative and the Complete Street policies.”

The proposed GMP Transportation Element **Policy 1.2.1** amendment is as follows:

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

The proposed GMP Transportation Element **Policy 1.3.2** amendment is as follows:

“The City shall continue to support the regional Mobility Assistance program ~~as a provider of services such that includes~~ programs such as ridematching, vanpooling, and transit system information .”

The proposed GMP Transportation Element **Objective 1.4** amendment is as follows:

“The City shall maintain within the ~~Land Development Orlando~~ Code of Ordinances standards for access to public transit, bicycle and pedestrian systems. Such standards shall apply to new developments, substantial enlargements and substantial improvements of existing developments, and to road improvements.”

The proposed GMP Transportation Element **Policy 1.4.1** amendment is as follows:

“The City shall require site and building design for new developments or substantial enlargements and substantial improvements of existing developments within the transit service area and for Developments of Regional Impact to be coordinated with public transit, bicycle, and pedestrian systems. Requirements may include, but not be limited to, pedestrian access to transit vehicles, transit vehicle access to buildings, bus pull-offs, transfer centers, shelters, and bicycle facilities.”

The proposed GMP Transportation Element **Policy 1.4.2** amendment is as follows:

“The City shall implement in the Land Development Orlando Code of Ordinances requirements which improve pedestrian access to the transit system in order to assist the Central Florida Regional Transportation Authority (dba Lynx) in the transition of users from the Transportation Disadvantaged program into the fixed-route system.”

The proposed GMP Transportation Element **Policy 1.4.3** amendment is as follows:

“The City shall require developments to provide the following, if applicable:

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

The proposed GMP Transportation Element **Objective 1.5** amendment is as follows:

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

The proposed GMP Transportation Element **Policy 1.5.1** amendment is as follows:

“The City shall enforce the Access Management Standards included in the ~~Land Development Orlando~~ Code of Ordinances to ensure appropriate access to the city’s transportation system.”

The proposed GMP Transportation Element **Policy 1.5.2** amendment is as follows:

“The City shall preserve the ~~movement~~ mobility function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roadways.”

The proposed GMP Transportation Element **Policy 1.5.3** amendment is as follows:

“The City shall amend the ~~Land Development Orlando~~ Code of Ordinances as appropriate to maintain consistency with changes to transit, bicycle and pedestrian facility requirements, ~~micromobility options~~, access control regulations, and transportation systems management techniques.”

The proposed GMP Transportation Element **Policy 1.6.1** amendment is as follows:

“Access to the Orlando International Airport shall be improved through a combination of improvements (including enhanced transit service and ~~implemented~~ roadway ~~s-system~~ connectivity expansion) implemented by the City of Orlando, adjacent jurisdictions, the Central Florida Regional Transportation Authority (dba Lynx), the Florida Department of Transportation, ~~the Central Florida Commuter Rail Commission~~, and the Greater Orlando Aviation Authority.”

The proposed GMP Transportation Element **Policy 1.6.3** amendment is as follows:

“The City shall advocate the provision of ~~better~~ enhanced access to the Orlando International Airport from Downtown Orlando and the northern half of the ~~urban area~~ City. This access may be ~~highway, rail and/or bus~~ roadway and transit services.”

The proposed GMP Transportation Element **Policy 1.7.2** amendment is as follows:

“The City shall support ~~the a proposed Port Canaveral/Orlando International Airport~~ railway corridor ~~parallel to State Road 528~~. This corridor shall be designed to promote the movement of people and goods from ~~the~~ coast cities to the Orlando International Airport and not to facilitate the premature development of urban uses along the corridor.”

The proposed GMP Transportation Element **Objective 1.8** amendment is as follows:

“Throughout the planning period, the City shall maintain its roadway system consistent with this element, ~~the Vision Zero initiatives~~ and regional transportation plans in order to balance the ~~facility infrastructure~~ needs of private vehicles, buses and other transit vehicles, trucks, bicycles ~~and other micromobility options~~, and pedestrians.”

The proposed GMP Transportation Element **Policy 1.8.1** amendment is as follows:

“~~Figure TE-1B and Policy 1.8.3 depict the Traffic Circulation Level of Service Standards within city boundaries.~~ Assessment of the level of service for ~~major thoroughfares~~ City streets and roads, where required, within city boundaries shall be based on ~~peak hour directional traffic, using the most recent Highway Capacity Manual or other~~ accepted ~~transportation engineering~~ procedures.”

The proposed GMP Transportation Element **Policy 1.8.2** amendment is as follows:

“The City shall exempt development ~~within a transportation mobility area, as shown in Figure TE-3~~ from transportation concurrency for roadways in order to promote infill development and encourage ~~the~~ use of alternative transportation modes.”

The proposed GMP Transportation Element **Policy 1.8.3** amendment is as follows:

~~“Reserved. Where an assessment of the actual level of service is undertaken for major thoroughfares not included in Figure TE-1B, the default Level of Service (LOS) Standard for such major thoroughfares should be as follows: 1) LOS Standard “E”, or 2) If the roadway is operating at LOS “F”, it should not be significantly degraded, as defined in Policy 1.8.7.”~~

The proposed GMP Transportation Element **Policy 1.8.7** amendment is as follows:

~~“Reserved. Major thoroughfares operating at a level of service of “F” should not be significantly degraded as a result of a proposed new development project, unless an appropriate mitigation plan, proportionate to the impacts of the proposed development, is approved consistent with the City’s adopted mobility strategies. Significant degradation occurs when the increase in vehicles per hour per lane (vphpl) exceeds the following percentages:~~

~~Limited Access Facilities~~

~~4 Lanes — 29%~~
~~6 Lanes — 18%~~

~~Arterials and Collectors~~

~~2 Lanes Undivided — 56%~~
~~4 Lanes Undivided — 34%~~
~~4 Lanes Divided — 25%~~
~~6 Lanes Divided — 17%~~

~~One-Way Roads~~

~~2 Lanes — 25%~~
~~3 Lanes — 17%~~
~~4 Lanes — 15%~~

~~Constrained Facilities~~

~~4 or 6 lanes — 10%”~~

The proposed GMP Transportation Element **Policy 1.8.8** amendment is as follows:

“Applicants for Growth Management Plan amendments to an activity center designation shall demonstrate that transportation facilities have sufficient current and future capacity and transit service headways to handle accommodate the related travel demand changes.”

The proposed GMP Transportation Element **Policy 1.8.10** amendment is as follows:

“Applicants for development projects ~~that exceed the thresholds for Developments of Regional Impact~~ must mitigate their impacts. Mitigation must occur through a combination of roadway, transit, bicycle, and pedestrian improvements, as well as traffic calming and transportation demand management measures.”

The proposed GMP Transportation Element **Policy 1.8.11** amendment is as follows:

“Applicants for development proposals shall conduct a neighborhood traffic impact analysis if the proposed development is projected to generate more than 1,000 daily trips. The Transportation Official or designee Municipal Planning Board may waive this requirement ~~upon recommendation by the Transportation Official~~, if there are no mitigation measures appropriate or applicable to the impacted roadway. If existing traffic on ~~collector or local streets within the City streets~~ is projected to increase by more than ten (10%) percent due to the project development, the developer shall mitigate through appropriate traffic calming or transportation demand management measures. The City may require that the developer conduct special transportation studies, and/or signal warrants, if necessary, to determine the need for transportation modifications for improved traffic operation and/or safety on road segments impacted by the development.”

The proposed GMP Transportation Element **Policy 1.8.16** amendment is as follows:

“Recognizing that traffic along on toll roads is a function of the toll policies established by the responsible authorities, the City shall have no obligation to meet level of service standards established by these authorities.”

A new GMP Transportation Element **Policy 1.8.17** is as follows:

“New and improved streets in the City shall be constructed to achieve the same posted speed and target design speed, consistent with the Vision Zero initiatives. Design speeds should be appropriately targeted for the street type and surrounding land uses context.”

The proposed GMP Transportation Element **Objective 1.9** amendment is as follows:

“The City shall review, concurrently with the EAR process every seven years, its Major Thoroughfare Plan ~~shown in Ap-~~

~~pendix C~~, to ensure its appropriateness and to protect rights-of-way needed for transportation system improvements listed in Figure TE-2 and needed for the implementation of the City's Bicycle Plan."

The proposed GMP Transportation Element **Policy 1.9.1** amendment is as follows:

"The City shall review through the Technical Review Committee process all proposed development for consistency with future transportation projects listed in Figure TE- 2 and the Major Thoroughfare Plan to protect needed rights-of-way, and to ensure consistency with the city's Bicycle Plan and the Land Development Orlando Code of Ordinances."

The proposed GMP Transportation Element **Policy 1.9.2** amendment is as follows:

"The City's Major Thoroughfare Plan, as adopted in the Land Development Orlando Code of Ordinances, shall be used as the basis for right of way acquisition and for review of all development proposals and subdivision plats."

The proposed GMP Transportation Element **Objective 1.10** amendment is as follows:

"The City shall continually implement residential development roadway connection standards which promote convenient access to adjacent residential developments and nearby uses ~~yet discourage cut-through traffic~~."

The proposed GMP Transportation Element **Policy 1.10.1** amendment is as follows:

"The City shall ensure that existing and new residential developments are connected by roadways, bikeways, micromobility options and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system."

The proposed GMP Transportation Element **Policy 1.10.3** amendment is as follows:

"The City shall ensure require that streets in new residential developments are designed with stubouts to connect to abutting undeveloped lands and/or land with redevelopment potential. A maximum stubout spacing shall be required, where feasible, consistent with the city's access management spacing standards. Provisions for future connections shall be provided in all directions whether the streets are public or private, except where abutting land is undevelopable."

The proposed GMP Transportation Element **Policy 1.10.4** amendment is as follows:

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

The proposed GMP Transportation Element **Policy 1.10.5** amendment is as follows:

"The City shall require multi-family developments to provide cross-access easements or public right-of-way stubouts to adjacent parcels ~~when such connections will improve connectivity to the surrounding roadway system and enhance access to surrounding land uses~~. Provisions for future connections shall be provided in all directions, except where abutting land is undevelopable."

The proposed GMP Transportation Element **Policy 1.10.8** amendment is as follows:

"The City shall discourage arterial cut-through traffic on local streets in residential neighborhoods by implementing traffic calming measures ~~that reduce speeding and improving the flow of traffic on major thoroughfares. Major thoroughfare improvements shall be implemented according to Figure TE-2~~."

The proposed GMP Transportation Element **Objective 1.11** amendment is as follows:

"The City shall use incentives to encourage conformance with connectivity index standards in the Land Development Orlando Code of Ordinances when properties are developed or redeveloped, in order to ensure adequate internal connections, as well as connections to adjacent and nearby uses."

The proposed GMP Transportation Element **Policy 1.11.1** amendment is as follows:

"The City shall require residential developments ~~that include dedication of public streets~~ to offer a connectivity index of 1.4 or greater to provide for adequate internal and external connections, as well as to improve the city's overall roadway network. The connectivity index equals the number of street links divided by the number of nodes or link ends (all intersections including cul-de-sac heads). A connectivity index of 1.4 to 1.8 represents optimum connectivity for a residential development."

A new GMP Transportation Element **Policy 1.11.2** is as follows:

"The City shall require a maximum block size for developments in order to accomplish a fine grain grid network. Multiple connections to arterial streets are required, where applicable, to ensure multiple options for accessing developments."

The proposed GMP Transportation Element **Policy 1.14.2** amendment is as follows:

"The City shall support the Central Florida Regional Transportation Authority (dba Lynx) in the improvement and expansion of special services for ~~the elderly and handicapped senior citizens and persons with disabilities~~ through the enforcement of applicable requirements."

The proposed GMP Transportation Element **Policy 1.14.9** amendment is as follows:

“The City may eliminate on-street parking from thoroughfares as required to ~~support~~ enable the development of public transit, bicycle, micromobility, and pedestrian systems.”

The proposed GMP Transportation Element **Objective 1.15** amendment is as follows:

“The City shall continually work with the Florida Department of Transportation, MetroP~~l~~an Orlando, the Central Florida Commuter Rail Commission, ~~and~~ the Central Florida Regional Transportation Authority (dba Lynx) and other agencies, as applicable, in the planning and construction of fixed guideway ~~transit~~ systems for the movement of people and goods.”

The proposed GMP Transportation Element **Policy 1.15.1** amendment is as follows:

“The City shall work with the Florida Department of Transportation, MetroP~~l~~an Orlando, the Central Florida Commuter Rail Commission, ~~and~~ the Central Florida Regional Transportation Authority (dba Lynx) and other agencies, as applicable, in addressing stations siting and design.”

The proposed GMP Transportation Element **Policy 1.15.2** amendment is as follows:

“The City shall work with the Florida Department of Transportation, MetroP~~l~~an Orlando, the Central Florida Commuter Rail Commission, ~~and~~ the Central Florida Regional Transportation Authority (dba Lynx) and other agencies, as applicable, in promoting financial partnerships needed for construction of the fixed guideway ~~transit~~ systems for the movement of people and goods.”

The proposed GMP Transportation Element **Policy 1.16.2** amendment is as follows:

“The City shall work with the Central Florida Regional Transportation Authority (dba Lynx) to make available appropriate types and levels of public transit service to interconnect with the commuter rail system at stations within or near the City, and to help mitigate the traffic impacts of such stations and provide first and last-mile connections.”

The proposed GMP Transportation Element **Policy 1.16.3** amendment is as follows:

“The City shall seek to ensure that all new types of high technology transportation systems are developed in an environmentally sensitive manner.”

The proposed GMP Transportation Element **Policy 1.16.5** amendment is as follows:

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

The proposed GMP Transportation Element **Policy 1.16.6** amendment is as follows:

“The City shall work with the Central Florida Regional Transportation Authority (dba Lynx) to make available appropriate types and levels of public transit service to interconnect with the statewide intercity rail system at stations within or near the City and to help mitigate the traffic impacts of such stations and provide first and last-mile connections.”

The proposed GMP Transportation Element **Objective 1.17** amendment is as follows:

“The capacity of people and goods ~~capacity served by~~ of the Orlando International Airport shall be increased through a combination of improvements implemented by the City, adjacent jurisdictions, the Central Florida Regional Transportation Authority (dba Lynx), the Florida Department of Transportation, and the Greater Orlando Aviation Authority.”

The proposed GMP Transportation Element **Policy 1.17.1** amendment is as follows:

“The City shall support the growth of aviation facilities needed to ~~keep up with~~ provide for the increased demand of business, tourism, and convention travel.”

The proposed GMP Transportation Element **Policy 1.19.2** amendment is as follows:

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

The proposed GMP Transportation Element **Policy 1.20.1** amendment is as follows:

“The City shall continue to participate in the Continuing Florida Aviation System Planning Process in coordination with MetroP~~l~~an Orlando and the Greater Orlando Aviation Authority.”

The proposed GMP Transportation Element **Policy 1.20.3** amendment is as follows:

“The City shall revise the aviation section of the Transportation Element as necessary to remain consistent with the noise exposure contours developed for the Orlando International and Orlando Executive Airports, as well as all Federal Aviation Regulations and Standards.”

The proposed GMP Transportation Element **Objective 1.22** amendment is as follows:

“The City shall continue to review individual requests for the construction of vertiports as a conditional use consistent with the procedures in the Land Development Orlando Code of Ordinances, throughout the planning period.”

The proposed GMP Transportation Element **Policy 1.22.2** amendment is as follows:

“The City shall encourage the development of public-use vertiport facilities only in designated urban areas and metropolitan activity centers to avoid the potential for undesirable concentrations of private-use vertiport facilities located outside of designated areas.”

The proposed GMP Transportation Element **Objective 1.23** amendment is as follows:

“Throughout the planning period, the City shall continue to protect all environmentally sensitive areas on the Orlando International Airport and Orlando Executive Airport properties, including wetlands, floodways, lakes, existing wildlife habitats, sensitive ecological communities, and endangered and threatened species. Environmentally sensitive area designations shall be consistent with the Future Land Use and Conservation Elements of the Growth Management Plan and with the Land Development Orlando Code of Ordinances. The recommendations of the Federal Aviation Administration’s Advisory Circular 150/5200-33, Hazardous Wildlife Attractants On or Near Airports, shall be adhered to where practicable, as long as they are not incompatible with federal and state environmental law.”

The proposed GMP Transportation Element **Policy 1.23.1** amendment is as follows:

“The City shall protect the water quality of Lake Barton, Lake Underhill, Mud Lake, Lake Nona, Bull Slough, Boggy Creek, and other waterways within airport properties by restricting incompatible land uses through the Growth Management Plan and the Land Development Orlando Code of Ordinances.”

The proposed GMP Transportation Element **Objective 1.24** amendment is as follows:

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

The proposed GMP Transportation Element **Objective 1.25** amendment is as follows:

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

The proposed GMP Transportation Element **Objective 1.26** amendment is as follows:

“By 2025 2030, the City shall add at least 60 46 miles of bikeway facilities to the 364 410 miles of bikeway facilities already constructed within the City.”

The proposed GMP Transportation Element **Policy 1.26.1** amendment is as follows:

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

The proposed GMP Transportation Element **Policy 1.26.2** amendment is as follows:

“The City shall require twelve (12) foot multiuse paths bicycle lanes of five (5) feet minimum on all new or reconstructed roadways within the city, where feasible (excluding limited access facilities and residential streets). Wherever multi-use paths are not feasible, buffered bicycle lanes shall be used. If either option is are not feasible, justification shall be included as part of the road preliminary design process and alternative design or routes shall be identified.”

The proposed GMP Transportation Element **Policy 1.26.3** amendment is as follows:

“The City shall stripe selected Major Thoroughfares to allow for a buffered bike lane or a minimum of five (5) foot bicycle lanes and sign selected local roads as bikeways.”

The proposed GMP Transportation Element **Policy 1.26.4** amendment is as follows:

“The City shall continue to incorporate bicycle lanes as part of the resurfacing program by narrowing traffic lanes to a minimum of ten (10) feet and striping buffered bike lanes or a minimum of five (5) foot bicycle lanes, when possible.”

The proposed GMP Transportation Element **Policy 1.26.5** amendment is as follows:

“The City shall require a minimum width of ten (10) feet or twelve (12) feet preferred for the construction of dual-use bicycle/pedestrian facilities, where applicable.”

The proposed GMP Transportation Element **Policy 1.26.11** amendment is as follows:

“The City shall continue to ~~look for~~ evaluate opportunities to complete missing connections or gaps between existing bicycle facilities in all future transportation plans.”

The proposed GMP Transportation Element **Objective 1.27** amendment is as follows:

“Throughout the planning period, the City shall require bicycle and pedestrian connectivity within all new development and re-development, consistent with the ~~City’s Land Development Orlando~~ Code of Ordinances.”

The proposed GMP Transportation Element **Policy 1.28.1** amendment is as follows:

“The City shall periodically amend its ~~Land Development Orlando~~ Code of Ordinances to update parking and locker requirements for bicycles.”

The proposed GMP Transportation Element **Objective 1.29** amendment is as follows:

“The City shall annually collect and analyze accident crash and injury data within the city limits and use the findings to enhance the safety of bicyclists.”

The proposed GMP Transportation Element **Objective 1.30** amendment is as follows:

“The City shall ~~create annually update and maintain~~ a pedestrian facilities plan, and update it annually.”

The proposed GMP Transportation Element **Policy 1.30.2** amendment is as follows:

“The pedestrian facilities plan shall identify existing crosswalks at signalized intersections and other pedestrian designated crossings. The study will also identify recommended locations for additional pedestrian designated crossings and pedestrian areas, including areas accessing facilities such as transit stops, schools, and parks.”

The proposed GMP Transportation Element **Policy 1.30.3** amendment is as follows:

“The pedestrian facilities plan shall prioritize pedestrian improvement projects throughout the city. As priorities are identified, they will be planned for funding through incorporated incorporation ~~into~~ the Capital Improvement Program or by other funding means.”

The proposed GMP Transportation Element **Policy 1.31.1** amendment is as follows:

“The City shall require the construction of sidewalks to meet the standards set forth in the ~~Land Development Orlando~~ Code of Ordinances.”

The proposed GMP Transportation Element **Policy 1.32.1** amendment is as follows:

“To the extent practical, as part of new or retrofitted capital improvement projects, the City shall enhance the quality of the pedestrian environment to promote a safe and comfortable walking environment and encourage recreational use of the City’s pedestrian network. ”

The proposed GMP Transportation Element **Policy 1.33.3** amendment is as follows:

“The City recognizes that not all streets have the same purpose or function ~~or hierarchy of streets~~ in terms of movement and capacity. For example, the primary purpose of arterial roadways is different from that of local roadways in terms of the type of primary user served.”

The proposed GMP Transportation Element **Policy 1.33.4** amendment is as follows:

“Complete Streets policies shall apply to all roadway segments in the Major Thoroughfare Plan located in Appendix C ~~and the City’s Land Development Orlando~~ Code of Ordinances. For roads that are not currently classified in the Major Thoroughfare Plan, the City of Orlando will reserve the right to require the implementation of the Complete Streets policies.”

The proposed GMP Transportation Element **Policy 1.33.5** amendment is as follows:

“The City shall establish a Complete Streets design guidebook (a.k.a. Orlando Transportation Guidelines) and a corridor prioritization plan to implement these policies.”

The proposed GMP Transportation Element **Policy 1.34.2** amendment is as follows:

The Transportation, Public Works and Economic Development Departments will utilize a multi-disciplinary approach that combines best engineering practices with best planning practices in order to provide the community with context-driven roadways the best roadway possible.”

The proposed GMP Transportation Element **Policy 1.34.5** amendment is as follows:

“The City of Orlando will work to ensure the gradual continued implementation of Complete Streets policies on existing streets, and incorporate these policies into projects included in the Transportation Capital Improvements Program (see Figure CI-14).”

The proposed GMP Transportation Element **Policy 1.34.6** amendment is as follows:

“Streets designed and/or constructed by a developer, whether public or private, shall be ~~developed~~ designed and constructed consistent with Complete Streets policies.”

The proposed GMP Transportation Element **Objective 1.35** amendment is as follows:

“Throughout the planning period, the City shall incorporate ~~qualitative quality~~ improvements to Complete Streets projects to promote the use of alternate modes and enhance the economic viability of the area.”

The proposed GMP Transportation Element **Policy 1.35.1** amendment is as follows:

“Roadway design through commercial corridors and main street districts shall be enhanced to accommodate comfortable and safe pedestrian and bicycle travel; ~~moreover~~, transit ridership is heavily encouraged on these facilities.”

A new GMP Transportation Element **Policy 1.35.4** is as follows:

“The City shall ensure that pedestrian access to transit is safe and implemented with quality features, including but not limited to providing transit service information, weather protection and convenience for the users.”

The proposed GMP Transportation Element **Policy 1.36.4** amendment is as follows:

“The model hierarchy of ~~bicycle bikeway~~ facilities within Complete Streets corridors shall be as follows: protected cycle way, off-street multiuse path, ~~protected cycle way~~, buffered bike bicycle lane, bicycle lane, and sharrow (shared lane marking).”

A new GMP Transportation Element section named **MOBILITY AS A SERVICE** with new **Objective 1.37** and new supporting policies **1.37.1**, **1.37.2**, and **1.37.3** are as follows:

“MOBILITY AS A SERVICE

Objective 1.37 Throughout the planning period, the City shall support Mobility as a Service (MaaS) initiatives, including but not limited to on-demand ridesharing services like taxis and Transportation Network Companies (TNCs), and vehicle rental services like car-sharing and micromobility services, to encourage more effective mobility alternatives.

Policy 1.37.1 The City shall be prepared for future urban mobility changes, including but not limited to micromobility, to support first/last mile access to other available transportation alternatives.

Policy 1.37.2 The City shall allow micromobility services citywide consistent with the Orlando Code of Ordinances. Micromobility is defined as any private motorized transportation device made available by reservation through an online application, website, or software for point-to-point trips, and which is purposefully set to travel at low speeds.

Policy 1.37.3 The City shall allow on-demand ridesharing services and Transportation Network Companies (TNCs) to temporarily pick-up/drop-off passengers within specific areas and/or within specific time limits, consistent with the City’s curbside management regulations established in the Orlando Code of Ordinances.”

The proposed amendments for the GMP Transportation Element section named **“TRANSPORTATION MOBILITY AREAS AND REQUIREMENTS”** and **GOAL 2** are as follows:

“TRANSPORTATION MOBILITY ~~AREAS AND~~ REQUIREMENTS

GOAL 2

To sustain the City’s long-term land use vision by implementing mobility requirements, ~~within defined mobility areas~~, which ensure that transportation facilities and services are available for ~~multiple~~ all users of modes of travel for existing and new developments.”

The proposed GMP Transportation Element **Objective 2.1** amendment is as follows:

“The City shall permit development, ~~consistent with the applicable mobility area requirements described in Objective 2.4~~, that will support the Future Land Use Element and which will further the goals, objectives and policies of the Growth Management Plan.”

The proposed GMP Transportation Element **Policy 2.1.1** amendment is as follows:

“The City shall require developments ~~or~~ and redevelopments ~~within mobility areas~~ to increase the area’s connectivity for pedestrians, bicyclists and transit users by providing easements and physical connections to adjacent parcels and ap-

appropriate on-site or near-site facilities such as bus shelters and bike facilities.”

The proposed GMP Transportation Element **Policy 2.1.2** amendment is as follows:

~~“Reserved. The City shall require developments or redevelopments within mobility areas to promote the use of transit options for employees.”~~

The proposed GMP Transportation Element **Policy 2.1.5** amendment is as follows:

~~“Reserved. A multi-use Development of Regional Impact (DRI) may satisfy the City’s transportation mobility requirements through the payment of a proportionate share contribution for locally and regionally significant traffic impacts. Approval shall be subject to all of the conditions provided in sections 163.3180(12)(a) and (b), Florida Statutes, and to the applicable sections of the City Code. The amount of any proportionate share contribution shall be calculated using the method established in Florida Statutes.”~~

The proposed GMP Transportation Element **Policy 2.1.9** amendment is as follows:

~~“Reserved. The City of Orlando and the Florida Department of Transportation shall develop a common methodology to address level of service standards on facilities funded through the Transportation Regional Incentive Program when the State and the City standards are inconsistent.”~~

The proposed GMP Transportation Element **Objective 2.2** amendment is as follows:

~~“At each update of the Orlando Urban Area Transportation Study (OUATS), t~~The City shall ~~facilitate the update of the~~ annually evaluate land use and transportation data. Capacity Mobility shortfalls identified through that process shall be monitored during the planning periods.”

The proposed GMP Transportation Element **Policy 2.2.2** amendment is as follows:

~~“The City shall report on pedestrian and bicycle facility~~ safety and/or usage changes annually.”

The proposed GMP Transportation Element **Policy 2.2.4** amendment is as follows:

~~“The City shall utilize the most current models available through MetroPlan Orlando, including the Orlando Urban Area Transportation Study (OUATS).”~~

The proposed GMP Transportation Element **Objective 2.3** amendment is as follows:

~~“The boundaries of the Transportation Concurrency Exception Area (TCEA) shall include all property~~ within a transportation mobility area, as shown in Figure TE-3 within the City of Orlando jurisdiction. Within the TCEA, the City shall permit development, consistent with the all applicable mobility area requirements ~~described in Objective 2.4~~, that will support the Future Land Use Element and which will further the goals, objectives and policies of the Growth Management Plan.”

The proposed GMP Transportation Element **Policy 2.3.1** amendment is as follows:

~~“The City shall coordinate with FDOT~~ on any proposed mitigation plan for the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS) facilities inside the Transportation Concurrency Exception Area.”

The proposed GMP Transportation Element **Objective 2.4** amendment is as follows:

~~“Throughout the planning period, designated mobility areas shall be categorized to the City shall~~ implement different transportation mobility requirements within diverse target areas of the City. All new development and redevelopment must mitigate their City identified impacts to public transportation facilities related to their proposed development, proportionate to the proposed development, consistent with Figure TE-2 and according to the different transportation mobility needs for each mobility area of the City.”

The proposed GMP Transportation **Element Policy 2.4.1** amendment is as follows:

~~“Applicants for development~~ located within a mobility area shall comply with the mandatory mobility requirements contained in the Land Development Orlando Code of Ordinances.”

The proposed GMP Transportation Element **Policy 2.4.2** amendment is as follows:

~~“Reserved. Mobility area “A,” shown in Figure TE-3, must generally represent the traffic zones encompassing the Downtown Orlando Transportation Plan boundaries. Roadways, transit services, bikeways or pedestrians improvements needed to support new development and redevelopment within mobility area “A” must also be consistent with the Downtown Orlando Transportation Plan.”~~

The proposed GMP Transportation Element **Policy 2.4.3** amendment is as follows:

~~“Reserved. Mobility area “B,” shown in Figure TE-3, must represent the City’s 1998 Transportation Concurrency Exception Area, excluding the Downtown Orlando Transportation Plan boundaries, and including the City’s traffic zones generally south of State Road 417 and north of the Osceola County line in Southeast Orlando, plus the traffic zones generally encompassing the Southwest Orlando Transportation Infrastructure Plan boundaries. Supplemental mobility require-~~

~~ments are needed for these areas to support new development and redevelopment, in addition to the mandatory requirements contained in the Land Development Code, and to help build the multimodal transportation infrastructure needed to steer urban infill and redevelopment towards these target areas.”~~

The proposed GMP Transportation Element **Policy 2.4.4** amendment is as follows:

~~“Reserved. Mobility area “C,” shown in Figure TE-3, must represent the remainder of the City’s traffic zones, outside of mobility areas “A” and “B”. Supplemental mobility requirements are needed in these areas to support new development and redevelopment, in addition to the mandatory requirements contained in the Land Development Code, and to implement the City’s long-term land use and transportation vision.”~~

The proposed GMP Transportation Element **GOAL 3** amendment is as follows:

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

The proposed GMP Transportation Element **Policy 3.2.2** amendment is as follows:

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

The proposed GMP Transportation Element **Policy 3.2.4** amendment is as follows:

“The City shall invest fund transportation infrastructure dollars to encourage private sector investment in areas identified as appropriate in the Future Land Use Element.”

The proposed GMP Transportation Element **Policy 3.2.5** amendment is as follows:

“The City shall support the construction of transit centers and park-and-ride lot projects related to the area’s regional transit facilities expansion. These projects will benefit current system users and encourage the use of alternative transportation modes.”

The proposed GMP Transportation Element **Policy 3.2.7** amendment is as follows:

“The City may spend Transportation Impact Fees collected from within a mobility benefit area to improve capacity or quality of service related to pedestrian, bicycle and transit infrastructures facilities.”

The proposed GMP Transportation Element **Objective 3.3** amendment is as follows:

“The City shall negotiate annually with the Central Florida Regional Transportation Authority (dba Lynx) on service improvements s needed to meet the Level of Service Standards identified in Objective 1.13.”

The proposed GMP Transportation Element **Policy 3.3.5** amendment is as follows:

“The First priority for funding transit improvements shall be based upon improving headways on existing routes. The City also shall consider funding expanded coverage of the transit system within the city limits as well as service enhancements which improve ridership, accessibility and travel time.”

The proposed GMP Transportation Element **Policy 3.3.7** amendment is as follows:

“Fees, taxes, and other revenue sources derived from the property and uses ~~internal to a mobility area shall be directed primarily toward improvements within that mobility area. Such revenue~~ may fund multimodal facilities such as public transit, bikeway and pedestrian systems within the benefit area.”

The proposed GMP Transportation Element **Objective 4.1** amendment is as follows:

“The City shall continue supporting strengthening MetroPPlan Orlando to serve as the primary funding and coordinating council to integrate the activities of transportation agencies and to support development and implementation of a regional transportation plan through the planning periods.”

The proposed GMP Transportation Element **Policy 4.1.1** amendment is as follows:

“The City shall work with MetroPPlan Orlando to ensure consistency of the Transportation Element with the most recently adopted Long Range Metropolitan Transportation Plan (MTP).”

The proposed GMP Transportation Element **Policy 4.1.2** amendment is as follows:

“The City shall continue to participate actively at the technical and policy levels of MetroPPlan Orlando to ensure its role in planning for a balanced and efficient multi-modal transportation system.”

The proposed GMP Transportation Element **Policy 4.1.4** amendment is as follows:

“The City shall promote, through MetropPlan Orlando, a regional transportation plan that provides maximum access to downtown and other metropolitan activity centers.”

The proposed GMP Transportation Element **Policy 4.1.5** amendment is as follows:

“The City shall work with MetropPlan Orlando and adjacent jurisdictions to coordinate regional connections ~~for~~ of bicycle, transit, and pedestrian facilities.”

The proposed GMP Transportation Element **Objective 4.2** amendment is as follows:

“The City shall coordinate periodically with MetropPlan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to undertake efforts to promote Transportation Demand Management programs focusing on the region's major activity centers.”

The proposed GMP Transportation Element **Policy 4.2.1** amendment is as follows:

“The City shall support and will participate in activities of MetropPlan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to promote Transportation Demand Management programs in the region.”

The proposed GMP Transportation Element **Policy 4.2.2** amendment is as follows:

“The City shall encourage MetropPlan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to undertake efforts to increase regional awareness on the importance of Transportation Demand Management programs in addressing traffic congestion, environmental protection, and energy conservation.”

The proposed GMP Transportation Element **Policy 4.2.3** amendment is as follows:

“The City shall encourage MetropPlan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to develop incentives for employers to implement Transportation Demand Management (TDM) programs. The TDM programs may include, but not be limited to, ridesharing, flexible work hours, telecommuting, preferential parking, bicycle parking, and transitsubsidies.”

The proposed GMP Transportation Element **Policy 4.2.4** amendment is as follows:

“The City shall encourage MetropPlan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to develop thresholds at which various Transportation Demand Management measures could be required by local governments.”

The proposed GMP Transportation Element **Policy 4.2.5** amendment is as follows:

“The City shall encourage MetropPlan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to conduct transportation surveys to assess changes in alternative transportation modes use.”

The proposed GMP Transportation Element **Policy 4.2.6** amendment is as follows:

“All ~~projects developments~~ that are located outside metropolitan activity centers, and that will include a concentration of more than 500 employees, shall coordinate with MetropPlan Orlando and the Central Florida Regional Transportation Authority (dba Lynx) to implement Transportation Demand Management programs.”

The proposed GMP Transportation Element **Objective 4.3** amendment is as follows:

“The City shall ensure continued coordination of its ~~micromobility and~~ bicycle-related issues with MetropPlan Orlando throughout the planning period.”

The proposed GMP Transportation Element **Policy 4.3.2** amendment is as follows:

“The City shall coordinate the implementation of its Bicycle Plan with those of Orange County and MetropPlan Orlando.”

The proposed GMP Transportation Element **Policy 4.3.3** amendment is as follows:

“The City shall encourage MetropPlan Orlando to continue sponsoring bicycle education and awareness activities.”

The proposed GMP Transportation Element **Policy 4.3.4** amendment is as follows:

“The City shall work with MetropPlan Orlando in its efforts to seek bicycle sensitive revisions to the Florida's drivers licensing and driver's education programs.”

The proposed GMP Transportation Element **Objective 4.4** amendment is as follows:

“The City shall coordinate as needed with Orange, Seminole, and Osceola Counties, the Florida Department of Transportation, the ~~Orlando-Orange County Central Florida~~ Expressway Authority, the Central Florida Regional Transportation Authority (dba Lynx), and the East Central Florida Regional Planning Council on key land development and transportation decisions affecting ~~the transportation Level of Service Standards and Monitoring Level of Service for~~ major thoroughfares ~~set~~ within the city's jurisdiction.”

The proposed GMP Transportation Element **Policy 4.4.1** amendment is as follows:

“The City shall coordinate transportation improvements with Orange, Seminole, and Osceola Counties, the Florida Department of Transportation, the Orlando-Orange County Central Florida Expressway Authority, the Central Florida Regional Transportation Authority (dba Lynx), the East Central Florida Regional Planning Council, and with approved long range plans or programs adopted by other municipalities and agencies. Coordination shall be accomplished through active participation in MetroPlan Orlando's Transportation Improvements Program annual update process, and the East Central Florida Regional Planning Council's strategic planning process.”

The proposed GMP Transportation Element **Policy 4.4.2** amendment is as follows:

“The City shall participate in cooperative planning efforts with MetroPlan Orlando, the East Central Florida Regional Planning Council, and other planning agencies to address key land development and transportation decisions affecting roadway levels of service within the city.”

The proposed GMP Transportation Element **Policy 4.4.4** amendment is as follows:

“The City shall work with adjacent jurisdictions, the East Central Florida Regional Planning Council and the Florida Department of Transportation to promote consistency of land development code requirements. Discussions This shall include addressing the establishment of development criteria, including maximum intensities, transit service, and parking caps limits, for the region's major activity centers.”

The proposed GMP Transportation Element **Policy 4.4.6** amendment is as follows:

“The City shall seek to coordinate all transit proposals in metropolitan activity centers with the Central Florida Regional Transportation Authority (dba Lynx) and the Central Florida Commuter Rail Commission.”

The proposed GMP Transportation Element **Policy 4.4.7** amendment is as follows:

“The City shall work with MetroPlan Orlando, adjacent jurisdictions and the freight community in any effort to accommodate truck access needs for the region.”

The proposed GMP Transportation Element **Policy 4.4.8** amendment is as follows:

“The City shall coordinate with the Greater Orlando Aviation Authority, the East Central Florida Regional Planning Council, the Orlando-Orange County Central Florida Expressway Authority, Orange, Seminole, and Osceola Counties to minimize costs associated with airport growth and operations.”

The proposed GMP Transportation Element **Policy 4.4.9** amendment is as follows:

“The City shall continue to actively participate and coordinate with the Central Florida Regional Transportation Authority (dba Lynx) and the Florida Department of Transportation in planning and developing the regional fixed guideway corridor transit vision identified in the regional long-range transportation plan Metropolitan Transportation Plan (MTP).”

The proposed GMP Transportation Element **Policy 4.4.10** amendment is as follows:

“The City shall adopt by reference Figures TE-26, TE-28, ~~TE-41~~, TE-44, TE-46, TE-48, TE-49, TE-49A, TE-50, ~~TE-51~~, and TE-52 (located in the Support Document) and hereby known as the Transportation Map Series.”

The proposed GMP Transportation Element **Policy 4.4.11** amendment is as follows:

“Upon establishment of alternative mobility areas by Orange County, the City shall coordinate with Orange County to identify mobility areas that contain land parcels within both jurisdictions where the requirements and functions of the mobility areas are furthered by the inclusion of such parcels.”

A new GMP Transportation Element **Policy 4.4.12** is as follows:

“The City shall participate and collaborate with Federal, State, other local governments and the private sector in the deployment of Automated Vehicles (AVs) along transportation facilities.”

A new GMP Transportation Element **Policy 4.4.13** is as follows:

“The City shall support the deployment of Automated Driving Systems (ADS) on vehicles operating along transportation facilities if such systems have the potential to maintain or improve safety, operations and effectiveness.”

The proposed GMP Transportation Element FIGURE TE-1B amendment is as follows:

“Reserved.” **FIGURE TE-1B**

TRANSPORTATION ELEMENT

LEVEL OF SERVICE STANDARDS FOR ROADWAYS

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

The proposed GMP Transportation Element FIGURE TE-1B amendment continues as follows:

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

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

The proposed GMP Transportation Element FIGURE TE-1B amendment continues as follows:

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

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

The proposed GMP Transportation Element FIGURE TE-2 amendment is as follows:

FIGURE TE-2: RECOMMENDED MOBILITY PROJECTS 2016-2040

MOBILITY PROJECTS FOR PLANNING PERIOD 2016-2020 2021-2030				
RESPONSIBLE AGENCY	PROJECT NAME	FROM	TO	WORK DESCRIPTION ²
City of Orlando	Area Wide Signal Improvement	Signal Upgrading		Signal Improvements
FDOT	I-4 Orange County Master Plan ROW Acquisition			ROW Acquisition
FDOT	I-4	Kirkman Rd	US 441	Add 4 Special Use Lanes
FDOT	I-4	US 441	Ivanhoe Blvd.	Add 4 Special Use Lanes
Orlando/Other	Narcoossee Rd.	SR 528	SR 417	Widen to 6 Lanes
FDOT/Orange County	Sand Lake Rd.	Turkey Lake Rd./I-4	John Young Pkwy.	Widen to 6 Lanes
Orlando/Other	Terry Ave. South Hicks Avenue Extension	South St.	Anderson St.	New 2-Lane Road
Orlando/Other	W. Livingston Street	Parramore Ave.	Terry Avenue	New 2-Lane Road
MetroPlan/City of Orlando	Shingle Creek Trail	Oak Ridge Road	Sand Lake Road	Build Multi-Use Trail
City of Orlando	Bicycle Sharing Program ¹	Downtown Orlando		Build Bike Sharing Infrastructure
City of Orlando	Bicycle Parking Racks ¹	Citywide		Provide & Install Bike Racks
City of Orlando	Car Sharing Program	Downtown Orlando		Provide Infrastructure to Facilitate Car Sharing
City of Orlando	Signed Bicycle Routes ¹	Citywide		Use Signage to Designate Preferred Bike Routes
City of Orlando	Bicycle Lanes ¹	Citywide		Use Pavement Markings to Designate Preferred Bike Routes
City of Orlando	Sidewalk Enhancement	Citywide		Eliminate Gaps in Sidewalk Coverage
City of Orlando	Sidewalk Enhancement	Citywide		Extend Sidewalks on Unserved Roadways
City of Orlando	Streetscape ¹	Citywide		Enhance Landscaping & Hardscaping to Promote Pedestrian Activity
City of Orlando	Miscellaneous Intersection Capacity Needs ¹			Add Turn Lanes, Crosswalks, etc at Needed

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

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

The proposed GMP Transportation Element FIGURE TE-2 amendment continues as follows:

FIGURE TE-2: RECOMMENDED MOBILITY PROJECTS 2016-2040

MOBILITY PROJECTS FOR PLANNING PERIOD 2016-2020 2021-2030				
RESPONSIBLE AGENCY	PROJECT NAME	FROM	TO	WORK DESCRIPTION ²
Other	Augusta National Dr.	Bent Pine Dr.	Hoffner Avenue	New 2-Lane Road
Orlando/Orange Co./Other	Boggy Creek Rd.	Greeneway (SR 417)	Findall Rd. Simpson Rd.	Widen to 4 Lanes
Orlando/Orange Co./Other	Boggy Creek Rd.	Jetport Dr.	Greeneway (SR 417) Wetherbee Rd.	Widen to 4 Lanes
City of Orlando	Boone Av.	Anderson St.	Lucerne Terrace	New 2 Lane Road
Orlando/Other	Carrier Drive	Grand National Dr. Lake-hurst Dr.	Universal Blvd.	Widen to 4 Lanes
Orlando/FDOT	Colonial Drive at Summerlin Avenue			Intersection Improvements
City of Orlando	Division Av.	Gore St.	Church Street	Capacity Improvements
City of Orlando	Ferguson Dr. at Colonial Dr.			Intersection Improvements
Orlando/Other	Grand National Drive Overpass	Oak Ridge Rd.	E. Half of Caravan Court	New 4 Lane Road
Other	Hazeltine National Dr.	Goldenrod Rd.	Narcoossee Rd.	New 4 Lane Road
FDOT	I-4	Ivanhoe Blvd.	Kennedy Blvd.	Add 4 Special Use Lanes
Other	Lake Nona E/W Rd.	Boggy Creek Rd.	Narcoossee Rd. (S.R.15)	New 4 Lane Road
Other	Lake Nona Eastern Rd.	Lake Nona N/S Rd.	Narcoossee Rd. (S.R.15)	New 4 Lane Road
Other	Lake Nona N/S Rd.	Goldenrod Rd.	Lake Nona E/W Rd.	New 4 Lane Road
Orlando/Orange Co./Other	Landstreet Rd.	Beachline (SR 528) Atlantic Ave.	Boggy Creek Rd.	Widen to 4 Lanes
Orlando/Other	Lee Vista Blvd.	SR 417	Young Pine Rd.	New 4 Lane Road
Orlando/Other	Lee Vista Blvd. / Judge Rd.	Conway Rd.	Semoran Blvd. Shoal Creek Dr.	Widen to 4 Lanes
City of Orlando	Pres Barack Obama Py	Metrowest Blvd.	Old Winter Garden Road	New 4 Lane Road
FDOT/City of Orlando	Robinson Street	Hughey Av.	Maguire Blvd.	Complete Streets
FDOT/Orlando/Other	Narcoossee Rd. / Hoffner Road (SR 15)	Lee Vista Blvd.	Beachline (SR 528)	Widen to 4 Lanes
FDOT/Orlando/Orange Co.	Narcoossee Rd. / Hoffner Road (SR 15)	Lee Vista Blvd.	Conway Rd.	Widen to 4 Lanes
Orlando/Orange Co./Other	Narcoossee Road & Goldenrod Road			Intersection Improvements
Orlando/Other	Shadowridge Rd.	Lee Vista Blvd.	Hoffner Av.	New 4 Lane Road
Other	Shadowridge Rd.	Forbes Pl.	Lee Vista Blvd.	New 4 Lane Road
OOCEA	SR 417	SR 528	SR 408	Widen to 6 Lanes
OOCEA	SR 417	Interchange at Boggy Creek Rd.		Improve Interchange
OOCEA	SR 528	Boggy Creek Rd.	SR 417	Widen to 8 Lanes
City of Orlando	Tampa Av.	Carter St.	Washington Street	Widen to 3 Lanes
City of Orlando	US 17/92 Mills Av.	Congestion Management		Congestion Mgmt.
City of Orlando	Virginia Dr.	Orange Av.	Mills Avenue	Capacity Improvements
LYNX	LYMMO	Rollins St.	Miller St.	BRT Expansion
LYNX	LYMMO	Eola Av.	Westmoreland Av.	BRT Expansion
LYNX	Airport Express	Lynx Central Station	Orlando Intl. Airport	Express Bus Route
LYNX	Waterford Lakes Express	Lynx Central Station	Waterford Lakes	Express Bus Route
LYNX	UCF Express	Lynx Central Station	Univ. of Central Florida	Express Bus Route
LYNX	East Seminole Co Express	Lynx Central Station	Sanford/Oviedo	Express Bus Route
LYNX	West Seminole Co Express	Lynx Central Station	Altamonte Springs	Express Bus Route
LYNX	North Seminole Co Express	Lynx Central Station	Lake Mary/Sanford	Express Bus Route
MetroPlan/City of Orlando	Cody West Extension West	Fashion Sq. Mall	Lake Eola Park	Build Multi-Use Trail
MetroPlan/City of Orlando	Shingle Creek TI — Conway Connector	Conway Rd.	Oak Ridge Rd.	Build Multi-Use Trail
MetroPlan/City of Orlando	Shingle Creek TI — Mall Connection	Oak Ridge Rd.	Sand Lake Rd.	Build Multi-Use Trail
MetroPlan/City of Orlando	Orlando Urban Trail — South Extension	Creative Village	Clear Lake	Build Multi-Use Trail
FDOT/Orlando/Others	High Speed Rail	Orlando	Tampa	High Speed Rail
City of Orlando	Bicycle Parking Racks ¹	Citywide		Provide & Install Bike Racks
City of Orlando	Signed Bicycle Routes ¹	Citywide		Use Signage to Designate Preferred Bike Routes
City of Orlando	Bicycle Lanes ¹	Citywide		Use Pavement Markings to Designate Preferred Bike Routes
City of Orlando	Sidewalk Enhancement	Citywide		Eliminate Gaps in Sidewalk Coverage
City of Orlando	Sidewalk Enhancement	Citywide		Extend Sidewalks on Unserved Roadways
City of Orlando	Streetscape ¹	Citywide		Enhance Landscaping & Hardscaping to Promote Pedestrian Activity
City of Orlando	Miscellaneous Intersection Capacity Needs ¹			Add Turn Lanes, Crosswalks, etc at Needed

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

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

The proposed GMP Transportation Element FIGURE TE-2 amendment continues as follows:

FIGURE TE-2: RECOMMENDED MOBILITY PROJECTS 2016-2040

MOBILITY PROJECTS FOR PLANNING PERIOD 2031-2040				
RESPONSIBLE AGENCY	PROJECT NAME	FROM	TO	WORK DESCRIPTION ²
City of Orlando	Alden Road	Orange Av	Rollins Street	New 2 Lane Road
City of Orlando	Andres Andes Av.	Lake Underhill	Colonial Dr. (SR 50)	New 4 Lane Road
Orlando/Other	Chickasaw Tl.	Lake Melrose Dr	Red Bay Dr.	Widen to 4 Lanes
City of Orlando	Division Av.	Gore St	Michigan Street	Widen to 4 Lanes
Orlando/Other	Dowden Rd.	Narcoossee Rd	Greeneway (SR 417)	Widen to 6 Lanes
Orlando/Other	Dowden Rd.	Pine Lily St	Heintzelman Rd.	Widen /New 4 Lane Road
Orlando/Other	Econlockhatchee Tl.	Lee Vista Bv	Dowden Road	New 4 Lane Road
City of Orlando	Fairgreen St.	Maguire Bv	Old Cheney Highway	New 2 Lane Road
Other	Hazeltine National Dr	Narcoossee Rd	Econlockhatchee Tl.	New 4 Lane Road
FDOT	I-4 (Beyond the Ultimate)	Kirkman Rd	City Limits south	Widen to 6 Lanes & Add 4 Special Use Lanes
Orlando/Other	International Dr.	Carrier Dr	Oak Ridge Rd.	Capacity Improvements
Orlando/FDOT	John Young Pkwy.	Orange Blossom Tl	Edgewater Dr.	New 6 Lane Road
Orlando/Orange Co./FDOT	John Young Pkwy.	Colonial Dr (SR 50)	Lee Rd.	Widen to 6 Lanes
Turnpike Authority	Kirkman Rd.	Sand Lake Rd	Canadian Ct.	New 4 Lane Road
Orlando/Orange Co./Other	Narcoossee Rd.	SR 417 (Greeneway)	Beachline (SR 528)	Widen to 6 Lanes
OOCEA	SR 408	Hiawassee Rd	I-4	Widen to 8 Lanes
OOCEA	SR 408	I-4	SR 417	Widen to 10 Lanes
City of Orlando	Terry Av.	Colonial Dr. (SR 50)	Robinson St.	New 2 Lane Road
GOAA	Tradeport Dr.	Beachline (SR 528)	Boggy Creek Road	Widen to 6 Lanes
LYNX	Intermodal Station	Baldwin Park		Build Bus SuperStop
LYNX	Intermodal Station	Lake Nona		Build Bus SuperStop
LYNX	Intermodal Station	Lee Vista		Build Bus SuperStop
LYNX	Intermodal Station	Narcoossee Rd		Build Bus SuperStop
LYNX	Intermodal Station	International Dr.		Build Bus SuperStop
LYNX	Kirkman Rd BRT	Major Bv.	Colonial Dr (SR 50)	Bus Rapid Transit
LYNX	Semorán Bv. BRT	Beachline (SR 528)	Baldwin Park	Bus Rapid Transit
LYNX	Orange Av. BRT	Sand Lake Rd.	Lynx Central Station	Bus Rapid Transit
LYNX	Colonial Dr /University Bv. BRT	Ocoee	Univ. of Central Florida	Bus Rapid Transit
LYNX	International Dr Circulator	Major Bv	Central Florida Py	Bus Rapid Transit
FDOT/Orlando/Others	Light Rail	Seminole Co	Attractions Area	Light Rail
MetroPlan/City of Orlando	Southeast Network	Curry Ford Rd.	Orange County Line	Build Multi-Use Trails
City of Orlando	Bicycle Parking Racks ¹	Citywide		Provide & Install Bike Racks
City of Orlando	Bicycle Lanes ¹	Citywide		Use Pavement Markings to Designate Preferred Bike Routes
City of Orlando	Streetscape ¹	Citywide		Enhance Landscaping & Hardscaping to Promote Pedestrian Activity
City of Orlando	Miscellaneous Intersection Capacity Needs ¹			Add Turn Lanes, Crosswalks, etc at Needed

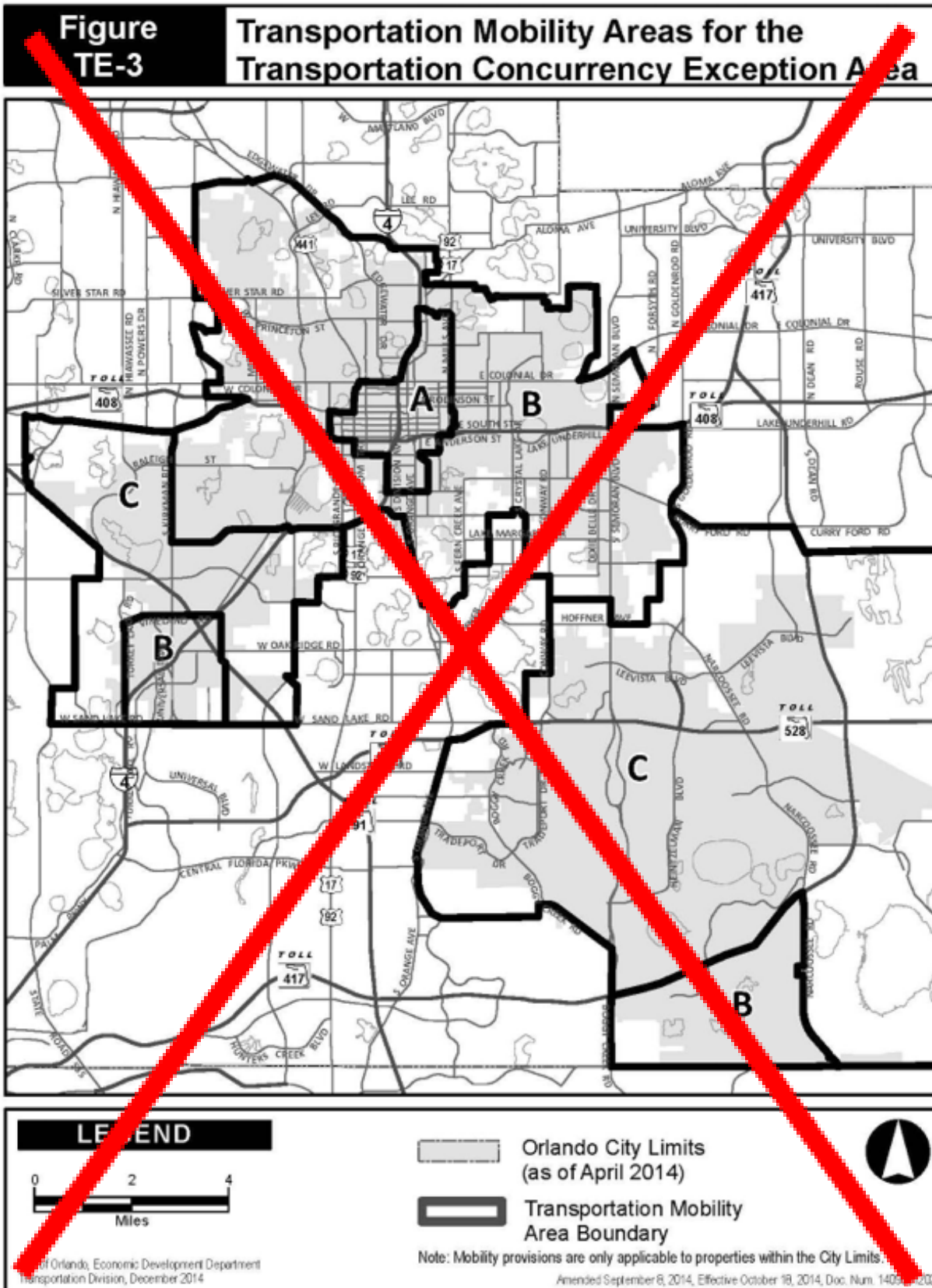
¹ Project Cost below threshold for inclusion in CI Element project list.

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

The proposed GMP Transportation Element FIGURE TE-3 amendment is as follows:

~~“Reserved.” **FIGURE TE-3**~~

~~**Transportation Mobility Areas for the Transportation Concurrency Exception Area**~~



FINDINGS

- 1) The proposed Transportation Element amendments are consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes).
- 2) The proposed Transportation Element amendments are consistent with the East Central Florida Strategic Policy Plan.
- 3) The proposed Transportation Element amendments are consistent with the provisions of Chapter 163, Part II, Florida Statutes.
- 4) The proposed Transportation Element amendments are consistent with the goals, objectives and policies of the City's adopted Growth Management Plan (GMP).

SUMMARY

Staff recommends approval of the proposed amendments to the City of Orlando Growth Management Plan Transportation Element.

REVIEW/APPROVAL PROCESS—NEXT STEPS

- 1) City Council approval of the MPB minutes.
- 2) Amendments incorporated into the Winter 2021 Cycle of GMP amendments ordinance which will be prepared by the City Attorney's Office.
- 3) City Council approval of the Winter 2021 Cycle of GMP amendments ordinance (1st reading/public hearing).
- 4) City Council adoption of the Winter 2021 Cycle of GMP amendments ordinance (2nd reading/public hearing).
- 5) Winter 2021, Cycle of GMP amendments become effective 31 days after the adoption of the ordinance.