Chapter 3

Safe and Convenient Mobility Options

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Transportation Element

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OUR VISION:

An efficient citywide transportation system that prioritizes safety, accessibility, and comfort for all ages and abilities, whether they travel by walking, rolling, riding, driving, or flying.

To achieve this vision, the City of Orlando will build a truly multimodal mobility system centered on repurposing streets, buoyed by supportive land use policies, equity, technology, innovation, and mobility approaches for a future-ready city.

The Core principles for the Transportation Element are consistent with the national-level Smart Growth America and Florida Department of Transportation (FDOT) strategies to ensure that our streets meet the needs of all users, including pedestrians of all ages and abilities, bicyclists, transit users, automobile drivers, residents, workers, and visitors.

By accommodating multiple purposes and users, promoting increased densities in activity centers, promoting infill and mixed-use developments, and considering the unique needs of our neighborhoods, the city can more efficiently create the transportation system it needs. The Transportation Element recognizes that the ability of the city to achieve this vision for its community in the coming decade is based upon comprehensive planning that not only meets the requirements of Chapter 163 of Florida Statutes but goes beyond to encourage a vibrant and inclusive community.

CHAPTER INTRODUCTION – ORLANDO'S TRANSPORTATION ELEMENT

While Central Florida is expected to continue experiencing significant growth well into the future, the City of Orlando focuses on an overall mobility strategy to effectively plan for all transportation alternatives. The City's mobility plan includes key components to provide a safe, efficient, and equitable transportation system for our communities to:

- Improve access to roadways, transit services, bikeways, sidewalks, and connectivity to meet local travel demands; pursue roadway improvements that help manage congestion and enhance the operational safety and effective capacity of the network; and emphasize walkability of the community in all places, particularly in transit-oriented corridors, and in the Downtown and International Drive activity areas.
- Support the City's strategies for a well-connected, multimodal transportation system with appropriate and coordinated land use planning; promote shorter vehicular trips and reduced energy consumption by supporting a mix of land uses throughout transit-oriented corridors, within activity centers, and within the larger city context; and allow for densities and intensities that support economically feasible transit services, where applicable.
- Cooperate and coordinate with county, regional and state transportation planning efforts to improve access and connectivity to multimodal regional transportation systems and maximize the benefit of public investments in those systems; and ensure regional systems are sensitive to the local vision for the City's redevelopment and future growth.
- Protect the public's investment in transportation infrastructure through access management, transportation demand management strategies, and standards intended to maximize capacity and manage efficiency of the existing transportation system without compromising safety.
- Ensure accessible and affordable mobility for everyone in our communities through the equitable distribution of transportation resources, benefits, costs, programs, and services.
- Support the implementation of repurposing our streets by integrating transit, bicycle and pedestrian facilities into the overall transportation planning, funding, and completion processes as executed through city, county, regional and state level work programs.
- Support a safe and efficient network for goods (freight) movement which will stimulate economic vitality and provide appropriate locations for intermodal facilities.
- Ensure a street network that responds to the demand for safe pedestrian and bicyclist movements, and that discourages disruption to neighborhood stability.

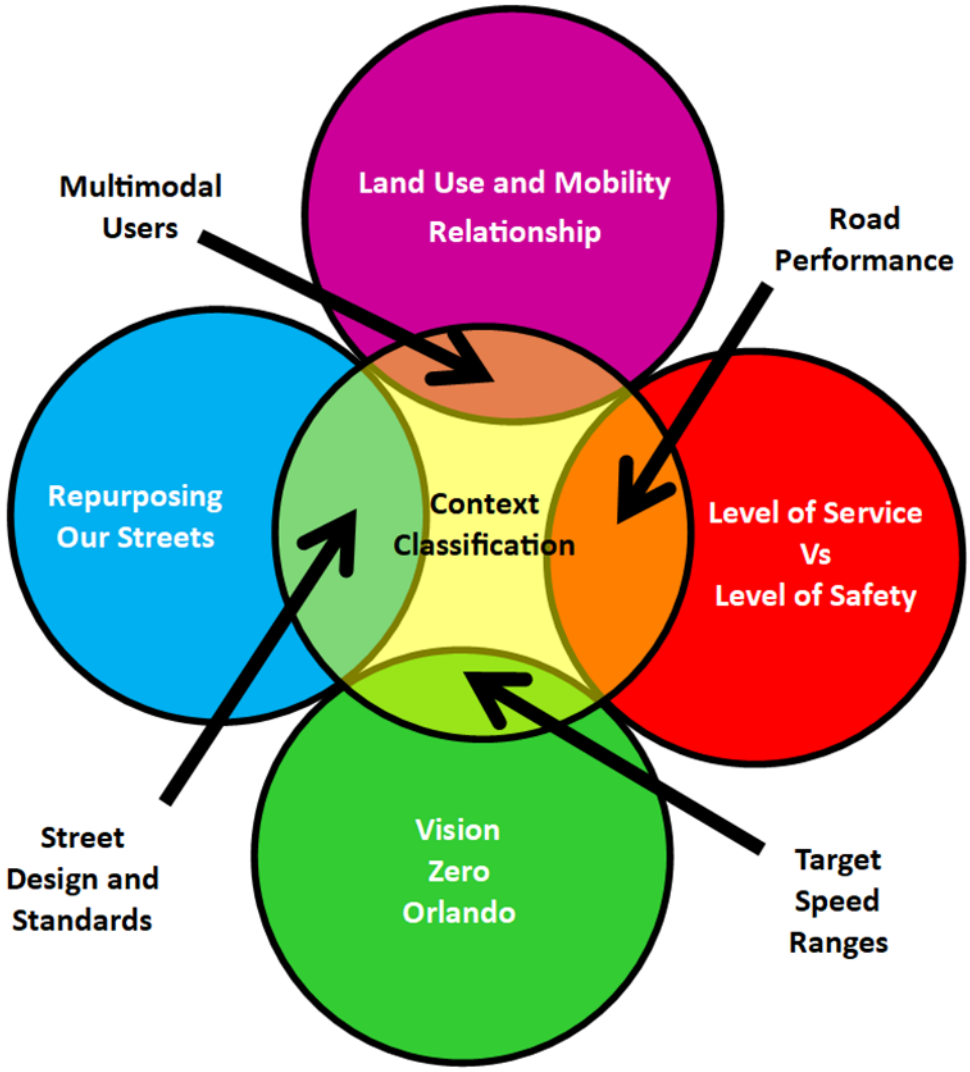
This Transportation Element arranges those core strategic actions and key components into specific mobility trends, with their associated goals, objectives, and policies, creating the necessary framework for attaining our vision.

The specific mobility trends identified for this Transportation Element include:

Land Use and Mobility Relationship **Vision Zero Orlando**

Level of Service vs Level of Safety **Repurposing Our Streets**

To visualize their multiple relationships, those mobility trends are strongly associated with a Context Classification of streets, as summarized in this graphic:



Context Classification is the grouping of roads based on adjacent land uses and development characteristics to express their potential type and frequency of multimodal users; Context Classification represents an ideal bonding of the many strategies and key components of mobility.

Supplementary transportation-related trends also include the Integration of Age-Friendly, Sustainability, and Future-Ready concepts; Advanced Air Mobility (AAM); Intermodal Needs; Funding Strategies; and Intergovernmental Coordination. Those mobility trends, strategies and key components are further explained throughout this Transportation Element.

Our Trends: Land Use and Mobility Relationship

The area between curbs is not the only space that defines in what way, when, and how effectively we travel; land use patterns, mixes, and building intensities also contribute to distinguishing personal mobility as a constraint or as a choice.

Since the 1970s, and especially during the 2020 COVID-19 pandemic, Orlando and Central Florida have seen increases in the number of residents, developments, and in the associated vehicular traffic (see **Figure T-1**). Increased development tends to decrease the safety and efficiency of the transportation system, especially when urban activities are sprawling; housing, schools, shopping, offices, medical facilities, entertainment, and other important destinations are built at low intensities, minimally connected by wide, high-speed roads with limited or no transit provisions, and this, in turn, makes trips longer, more expensive, and less safe.

The city and Central Florida are also dealing with the unique situation of becoming a post-pandemic work-from-home environment to reduce lengthy work trips; however, without the need for office travel, the demand for classic suburban developments will increase. In light of these development pressures and safety concerns, the city has set a future land use and transportation planning philosophy that promotes a compact, interconnected, mixed-use environment, thereby creating opportunities for responsible growth and a high quality of life.

The city annually analyzes whether it has adequate transportation facilities and services to support the Future Land Use Map (FLUM), which is the blueprint of allowable density, intensity, and land uses citywide and in potential annexation areas. Growth projections provide land use, population, and employment data for the City of Orlando, including past trends, current estimates, and predictions for the future. These projections form the basis for the City of Orlando's Growth Management Plan (GMP) goals, objectives, and policies.

For the purpose of analysis, five GMP Subareas have been defined as shown on **Figure V-3** of the GMP Vision Statement (please see Chapter 1): Northwest, Northeast, Downtown, Southwest, and Southeast.

The city can verify that adequate public facilities will be in place when developments are built by forecasting a specific quantity of new development and redevelopment. Growth projections are important to ensure that the GMP reflects current development trends and economic conditions. **Figure V-6** shows the city's projected resident population growth, and **Figure V-15** shows the city's projected employment growth between 2024 and 2050, found in Chapter 1 of this GMP.

When we know who is traveling where, how, and for how long, we can make better informed, efficient transportation decisions directed toward achieving our vision. **Figure T-2** shows the estimated trends in new person trips, by GMP Subarea, based on the City's projected resident population, the employment growth and the typical number of person trips made daily.

The 2024 average travel times between each GMP Subarea are shown in **Figure T-3**.

The major generators and attractors in the City of Orlando include:

- Downtown Orlando
- Orlando International Airport, and the Lake Nona area in the Southeast GMP Subarea
- Universal Orlando parks and resorts, The Mall at Millenia shopping, and the International Drive tourist area in the Southwest GMP Subarea
- Baldwin Park and surrounding areas in the Northeast GMP Subarea; and
- College Park, Packing District, and the Rosemont area in the Northwest GMP Subarea.

The estimated new daily trips distribution between 2024 and 2050 are summarized in **Figure T-4** using a "gravity" distribution model that weighs attractiveness based on the City's projected land use densities/intensities and based on longer future travel times. An estimated 18% increase in travel times was considered for 2050 after evaluating growth trends.

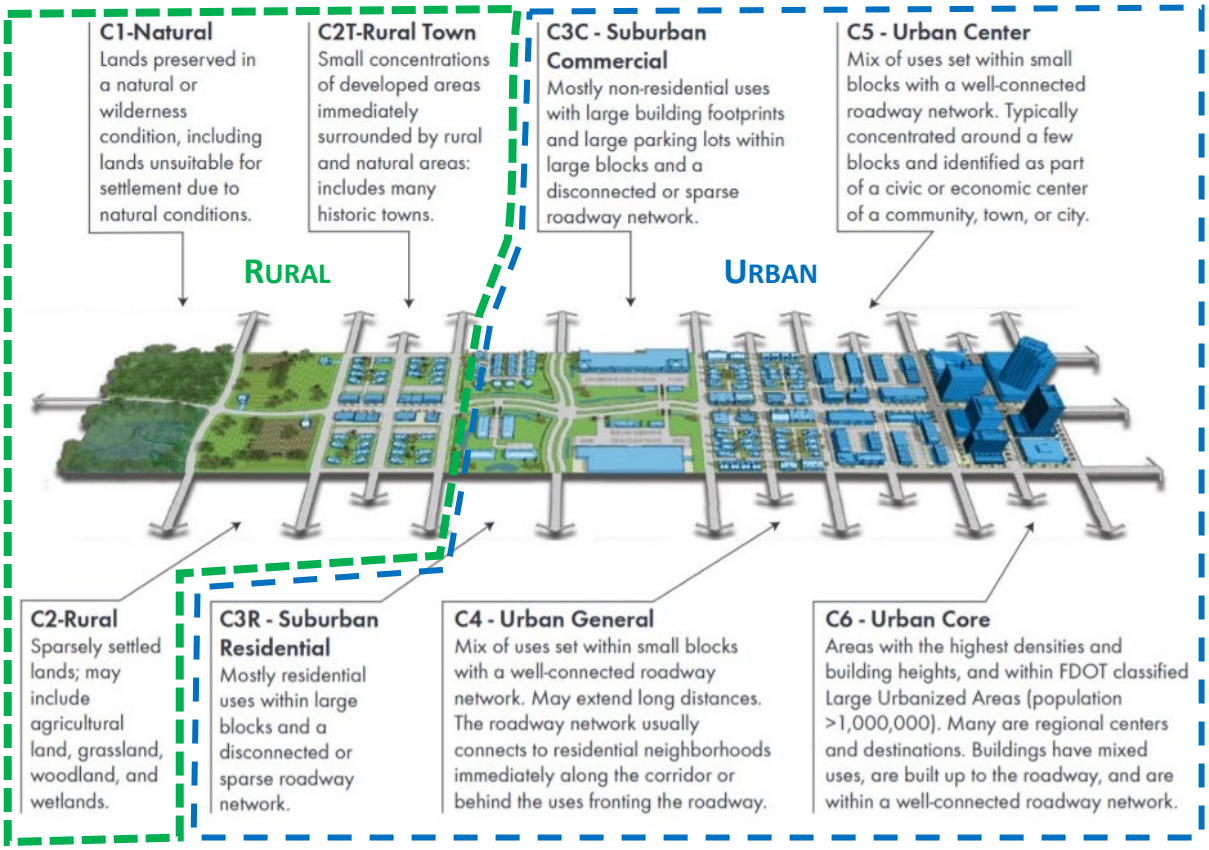
As shown in **Figure T-4**, the greatest trip increases are envisioned within the Southeast GMP Subarea and its interaction with other subareas; Southwest trips to other subareas, except to the Southeast, will be slightly reduced by 2050. Downtown and Southwest GMP subareas are nearly built-out while the Southeast will experience the highest overall person-trips growth. This predicted trip pattern is an opportunity to prioritize and complete transportation facilities and services during the coming years. Mobility options usually relate to the purpose and travel costs for each new trip.

Driving is expected to continue as the dominant travel choice, as the U.S. Bureau of Census' Travel Modes to Work at Place of Residence data indicated in 2017: Driving (81%); Walking

(12%); Using Transit Services (5%); Bicycling (1%); and Others/Homework (1%). **Figure T-5** shows our aspirational mobility goals for this plan.

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 automobiles. These types of developments have a much lower impact on the transportation system than typical suburban developments. Consistent with the Future Land Use Map (FLUM), increasing densities and intensities within the City's major activity centers and along the major thoroughfares are also conducive to increased use of transit, ridesharing, and other transportation modes. Promoting increased land use densities and intensities at these locations can complement other land use efforts to provide more travel choices.

CONTEXT CLASSIFICATION



Source: Florida Department of Transportation – Context Classification Guide, October 2024.

Context Classification is the division of roads based on adjacent land uses and development characteristics to show the potential type and frequency of multimodal users along the street.

The FDOT Design Manual (FDM) and other statewide guidebooks outline design criteria and standards based on Context Classification, so that safety strategies can be implemented, and the City of Orlando Land Development Code (LDC) defines the Context Classification of roadways.

This Transportation Element includes a list of mobility strategies and endorses urban development patterns that will modernize our streets, and that will foster a truly multimodal 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.

Our Trends: Level of Service vs Level of Safety

Making Choices About Roadways

The City of Orlando is served by a system of state, county, and local roadways, ranging from Interstate (I-4) to the local residential streets.

Traditionally, municipalities have assessed roadway performance and based its design decisions (such as lane width, geometry, landscaping, and speed limits) on two major factors: Functional class, which broadly describes the road's purpose (mobility vs access), and level of service, which describes its congestion.

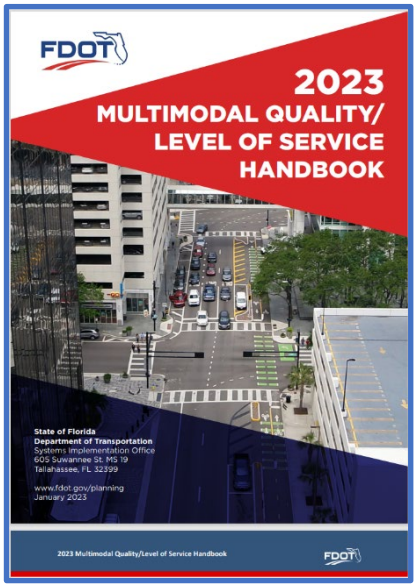
Newer repurposed streets initiatives recognize road functional classification but within a fine-grained land use context. The Context Classification provides an important layer of information that redefines the street design typology, recognizing travel demand characteristics along and across the roads, their users, scale, and safe travel speeds.

All roadways within Orlando have a functional classification based on the Federal Highway Administration (FHWA) general access categories: highway, arterial, collector, and local. The city's Major Thoroughfare Plan in the Land Development Code includes the arterial and collector roads and excludes highways (limited access, regional mobility) and local streets (only property access). **Figure T-6** provides a summary of those major thoroughfares with their approximate mileage.

State roads and selected county and city roads within the Orlando jurisdiction also have a "default" context classification in the Major Thoroughfare Plan, based on the Florida Department of Transportation's Context Classification Guide. Context classification, road characteristics, and the build form help understand who the users are, what is the regional and local travel demand of the roads, and which are the challenges/opportunities of each road user.

Level of Service (LOS) is a method to categorize the traffic flow along roadways. Using letter grades, A through F, with "A" as fast flow and "F" as slow flow, LOS is shorthand for how well travelers feel a roadway is operating, how far apart cars are spaced, and which are their operating speeds; thus, LOS has been traditionally used to make both operational and design decisions for road construction.

That traditional LOS concept was first developed for highways in a quick expansion time for private automobiles' use and availability. The primary purpose of the LOS was to rate congestion, and it was believed that only capacity expansions would ease congested highways; that is, the wider the road and the faster drivers can reach their destinations, the better the level of service of highways will be.



FDOT has also proposed level of service measurements that could be applicable to other travel modes; proposed measurements included operational and quality factors such as sidewalk continuity, separation from motorized vehicle lanes, types of bicycle facilities, and other design features, mostly related to safety and efficiency.

Jurisdictions have been establishing level of service standards to rate how well their transportation systems are performing. Urban areas typically have been adopting level of service standards between "C" and "E" for most car-focused roads, depending on the area's size and characteristics, and LOS "F" for roads in areas with improved pedestrian, bicycle, or transit facilities, since mobility among travel modes can compete.

For the purpose of this Transportation Element, the level of service standards for city streets should simply be their capacities.

Although the assessment of levels of service and the establishment of operational standards are based on efficiency principles, they should never be at the expense of safety for all road users. As the main Vision Zero mobility goal, level of safety standards shall prevail over level of service standards for roadways, and this is addressed herein through several objectives and policies.

More than 80% of existing mobility choices are driving by car; so, performance standards for roads usually reward high speeds and low delays at the expense of safety. It is proposed herein

to exchange performance standards with safety standards as a critical step in balancing the mobility safety and needs of all road users while supporting activities that could be served by other transportation alternatives.

New developments should also enhance their overall mobility, and enhancements should be implemented through a combination of strategies like pedestrian, bicycle, transit, and road/intersection improvements, as well as traffic calming and demand management solutions.

The purpose of Chapter 163.3177 (3)(a) of the Florida Statutes, which calls for meeting levels of service, was mainly intended for those public facilities supporting the local government's projected growth such as energy, water supply, waste services, schools, parks, etc., but should exclude transportation facilities and instead emphasize safety.

INTRODUCING LEVELS OF SAFETY

A proposed Level of Safety (or "loS") assessment for mobility could have components including, but not limited to, perceived comfort/safety of people walking or bicycling along a given road (Level of Traffic Stress or LTS), crash frequency/severity analyses (KABCO), travel modes, target speeds, geometric features, streetside or context/activities, street crossings, curbside management policies, and access to transit, among others; trips along roadways are events, and so are crashes.

The proposed level of safety (loS) analysis herein involves ranking crashes using available metrics; crash rates have been usually calculated by FHWA/FDOT as dividing the number and severity of crashes per unit of a specific traffic value (e.g., volumes, vehicle-miles travelled).

Measuring Risks and Injuries

A straightforward levels of safety assessment is to evaluate the "risk footprint" of road segments, based on the percent of crashes by severity levels. According to the *American Association of State Highway and Transportation Officials' (AASHTO) Highway Safety Manual (HSM)*, crashes are classified into five (5) severity levels, from fatalities to events with no injuries. The "KABCO" Crash Severity scale is:

(K) Fatal
(A) Severe Injury or incapacitating injuries
(B) Moderate Injury or non-incapacitating injuries
(C) Minor Injury or possible injuries
(O) Property Damage Only or no injuries

Generalized tables based on "risk footprints" are produced for road segments and intersections, or for other travel modes with sufficient demand. Crashes are usually evaluated using three (3) to five (5) years of data collected.

A proposed generalized table, shown below for streets, was based on three (3) years of crash data for a one-mile segment, considering the City's Vision Zero goal of eliminating all traffic fatalities and severe injuries by 2050:

ROAD SEGMENTS

Severity	Level of Safety	% Crashes per Mile (3 Years) C	D	E	F
	(K) Fatality			0%	>0%
	(A) Incapacitating Injury		0%	>0%	>0%
	(B) Non-Incapacitating Injury	0%	<10%	=>10%	
	(C) Possible Injury	<1%	=>1%		
	(O) No Injury	89%-100%	<89%		

The percent of crashes per mile, by severity and by level of safety (loS), was originally based on the AASHTO Highway Safety Manual and later adjusted with actual crash data sampled for Orlando, collected from the Signal Four Analytics tool. Consistent with the City's Vision Zero goals, if there are fatalities and incapacitating injuries reported in a 3-year time frame, that analyzed road segment is conclusively loS "F". Maps and tables showing levels of safety (loS) for main city streets are shown in the **Maps and Figures** section of this Transportation Element.

Measuring Congestion / Demand / Performance

Instead of a plain level of service rating for peak hours, an effective performance-based approach for repurposed streets should consider the all-day nature of operations and mobility in relationship to its geometric design; an all-day perspective on delays and travel times reveals tradeoffs to decision-makers about the opportunities to repurpose and complete existing urban streets.

A better method for understanding the relationship between cross-section changes and street capacity should include performance metrics that accounts for the all-day effects of repurposing travel lanes, as explained in the *NCHRP Roadway Cross-Section Reallocation: A Guide* report.

Therefore, it is recommended in this Transportation Element that street performance evaluations also consider the following measures, based on hourly directional volumes, number of lanes, and traffic control features:

1. Hourly demand-to-capacity (d/c) ratio: Assess whether demand exceeds capacity (d/c > 1) at any time during the day and, if so, for how long.

2. A 16-hour efficiency metric: Percentage of hours between 5:00 a.m. and 9:00 p.m. when the street exceeds capacity. An intersection is deemed to operate "efficiently" if it shows a d/c ratio greater than 0.8 for a given hour of the day. An intersection that falls below 60% of capacity is deemed inefficient for that hour. This metric excludes the eight hours of the day during which a street would unlikely come close to or exceeds capacity. An efficiency score of 100% indicates that the street is at over 60% capacity for every hour in the analysis; 75% shows that the street is operating about the efficiency threshold for 12 of 16 hours; and so forth.

3. A 16-hour excess capacity metric: Indicates that the capacity is provided for but unused during a 16-hour period, in lane hours of capacity. A value of 16 indicates that there are 16 full hours of excess lane capacity, and a value of 8 indicates that a full lane of capacity is unused for 8 hours each day.

4. Total hours below capacity: Number of hours (out of 24) during which the street is operating below capacity (d/c < 1).

These recommended performance measures can be calculated across different traffic control devices and/or cross-section configurations to weigh repurposed streets tradeoffs and better evaluate scenarios that are or will be at or below operational levels; those performance measures also help our communities to better understand the benefits and costs of cross-section reallocations beyond the peak traffic periods.

Figure T-7 shows an example on an all-day performance evaluation in 2022 for an existing Narcoossee Road segment, showing that its daily demand over capacity (d/c) ratio was between 38% and 42%, the road section had a 16-hour efficiency metric of 0%, it had 7-8 hours of excess lane capacity, and it was operating 24 hours below its capacity.

Regardless, that road segment has been widened to six lanes in anticipation of potential traffic growth and to provide acceptable levels of service in the future. However, no complete streets alternatives were previously developed to show if other cross sections would result in a more effective repurposing of this road, considering the land uses being served by the corridor.

In addition, a level of safety (loS) assessed herein along Narcoossee Road was "F" because of the significant number of crashes, fatalities, and severe injuries reported during the last three years.

Constrained Facilities

A constrained roadway is one in which adding more through lanes to meet current or future general traffic needs is not possible nor desirable due to physical, environmental, or policy considerations. FDOT requests that local governments identify constrained roadways in their comprehensive plans to ensure maintenance of the operating conditions, so that significant degradation in the levels of service does not occur.

The following road segments frequently exhibit levels of service "F" and are considered herein constrained facilities:

- Colonial Drive from Pine Hills Road to Semoran Boulevard
- Conway Road from Hoffner Avenue to McCoy Road
- Hiawassee Road from Old Winter Garden Road to Florida's Turnpike
- Hoffner Avenue from Conway Road to Semoran Boulevard
- Hoffner Avenue from Patch Road to Goldenrod Road
- International Drive from Kirkman Road to Universal Boulevard
- John Young Parkway from Interstate 4 to Sand Lake Road
- Kirkman Road from State Road 408 to International Drive
- Major Boulevard from Vineland Road to Universal Boulevard
- McCoy Road/Frontage Road from Conway Road to Semoran Boulevard
- Metrowest Boulevard from Hiawassee Road to Kirkman Road
- Narcoossee Road from Goldenrod Road to Osceola County limits
- Orange Blossom Trail from Interstate 4 to Holden Avenue
- Semoran Boulevard from Hoffner Avenue to State Road 528
- Tradeport Drive from McCoy Road to Jetport Drive
- Turkey Lake Road from Conroy Road to Orlando-Vineland Road
- Universal Boulevard from Vineland Road to International Drive
- Vineland Road from L.B. Mcleod Road to Conroy Road

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) refers to the total number of miles traveled by a motor vehicle in a region over a certain period of time. When measuring the VMT of an area like a neighborhood, a city, or a state, we are computing the total amount of miles traveled by all vehicles. According to the FDOT, as of January 1, 2022, the daily VMT in Orange County was 39,970,276; this is a decrease from the previous year by 366,493 or 8.1%. This decrease was most likely due to the number of employees working from home during the pandemic, and this trend may continue. Unfortunately, the overall road levels of service improved while the number and severity of car crashes intensified after this reduction in vehicle miles travelled.

Our Trends: Vision Zero Orlando

The Orlando metro area continues to rank as one of the fastest growing regions in the nation with an average of 1,000 residents moving in per week, more than double the rate of growth in the United States. This growth contributes to an increased need for improvements to the city's transportation system across all mobility modes for residents and visitors alike.

Along with all of the growth described in the *Land Use and Mobility Relationship* section, there is another pressing reason for needing transportation system improvements: Orlando and other Central Florida cities continue to rank as some of the deadliest for bicyclists and pedestrians. As reported in Smart Growth America's *Dangerous by Design 2024 Report*, the Orlando-Kissimmee-Sanford Metro Area ranked No. 18 of the most dangerous metropolitan areas for pedestrians. Similarly, in the *2022 Bicycle Friendly State Report Card* by the League of American Bicyclists, Florida was ranked as the eighth most dangerous state for bicyclists and pedestrians as a percentage of all traffic fatalities.

The most noticeable change during the COVID-19 pandemic's arrival was a decrease in vehicle traffic across America's cities. While places like Orlando also experienced traffic reductions, a significant spike in deaths happened attributable to the drop in driving volume. According to recent traffic studies, there was a significant increase in speeding and even reckless driving during the pandemic, contributing to the severity of crashes and fatalities on our roads during 2020.

According to *Signal Four Analytics*, approximately every three days someone has died or sustained a serious injury in a traffic-related crash in Orlando over the last five years.

The city is dedicated to preventing death and serious injuries on our roadways through the adoption of transportation safety policies, programs, and investments in new infrastructure. In 2015, the City adopted Complete Streets policies into the Comprehensive Plan; in 2017, staff participated in Smart Growth America's Safe Streets Academy to learn more about creative ways to make city streets safer places for people.

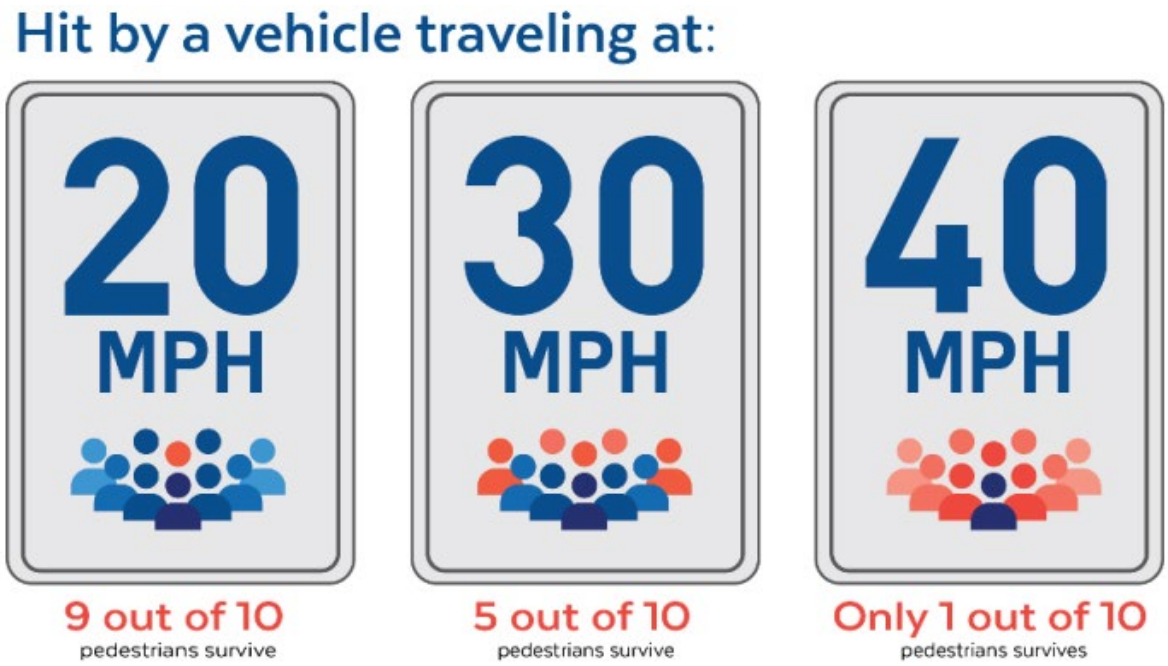
Orlando has increased bicycle facilities to include more than 186 miles of on-street bike lanes and 84 miles of off-road bike trails. The city's first bicycle/pedestrian bridge in Orlando opened in 2019 to safely carry its urban trail over traffic-heavy Colonial Drive (State Road 50) and the railroad tracks near Interstate 4.

In December 2017, Orlando joined cities across the world in adopting a Vision Zero goal. The Vision Zero program provides structure through which residents, visitors, and businesses actively work together to eliminate traffic-related deaths and serious injuries by 2050.

There are six goals in Orlando's Vision Zero Action Plan:

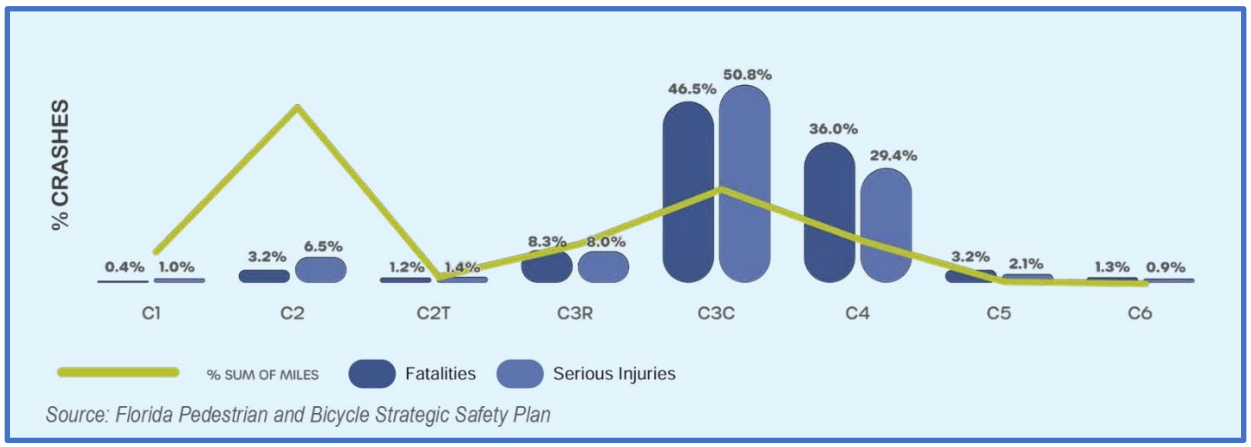
1. *Adopt a safe system approach in roadway design, operation, and maintenance.*
2. *Increase everyone's understanding of the leading causes of crashes resulting in fatalities and serious injuries.*
3. *Support law enforcement efforts to eliminate behaviors leading to fatal or serious injury crashes.*
4. *Demonstrate continuous progress toward Vision Zero.*
5. *Improve access and travel time to Level 1 Trauma Center and other hospitals.*
6. *Prioritize investments and programs in communities of concern.*

The Action Plan identified this High Injury Network, shown in **Figure T-8**. Two of the top contributing factors to fatal crashes are drivers' speed and dangerous behavior/distracted driving. When a driver is traveling at a slow speed and there is an error in judgement, either by the driver, pedestrian, or cyclist, the driver has a better opportunity to stop or take evasive maneuvers to avoid a crash or minimize the impact than when they are going faster and needing to respond quickly.



Orlando encourages target speed ranges based on their street's Context Classification and functional classification. **Figure T-9** summarizes the city's target speed ranges. The Context Classification describes the types of users that are expected to utilize the street, while the functional classification describes the type and proportion of trips (regional versus local trips) on their roads.

Context Classification is critical for all vulnerable road users. According to the *Florida Pedestrian and Bicycle Strategic Safety Plan*, pedestrian and bicyclist exposure on streets contextually classified as Suburban Commercial (C3C) or Urban General (C4) will have the highest risks of fatal and serious injuries in a crash:



According to the *Transportation Research Record 1254* article, 25,000 children are injured and more than 100 are killed on average annually while walking to or from school because of speeding motorists in school zones. The city is seriously committed to implement speed enforcement programs around school zones as one more tool from our Vision Zero toolbox to help reduce speed-related fatalities and serious injuries.

There is also a direct correlation between a driver's speed and how quickly they observe and react to avoid a collision due to their field of vision. Drivers often believe they can focus and see a wider spectrum than they actually can; that is, the faster they travel, the narrower their focus area becomes. This results in the danger they pose to themselves and other people using the roadway, especially vulnerable users like pedestrians, bicyclists and motorcycle riders. As the first Vision Zero goal, safety shall prevail for our streets and is addressed throughout this Transportation Element's objectives and policies.

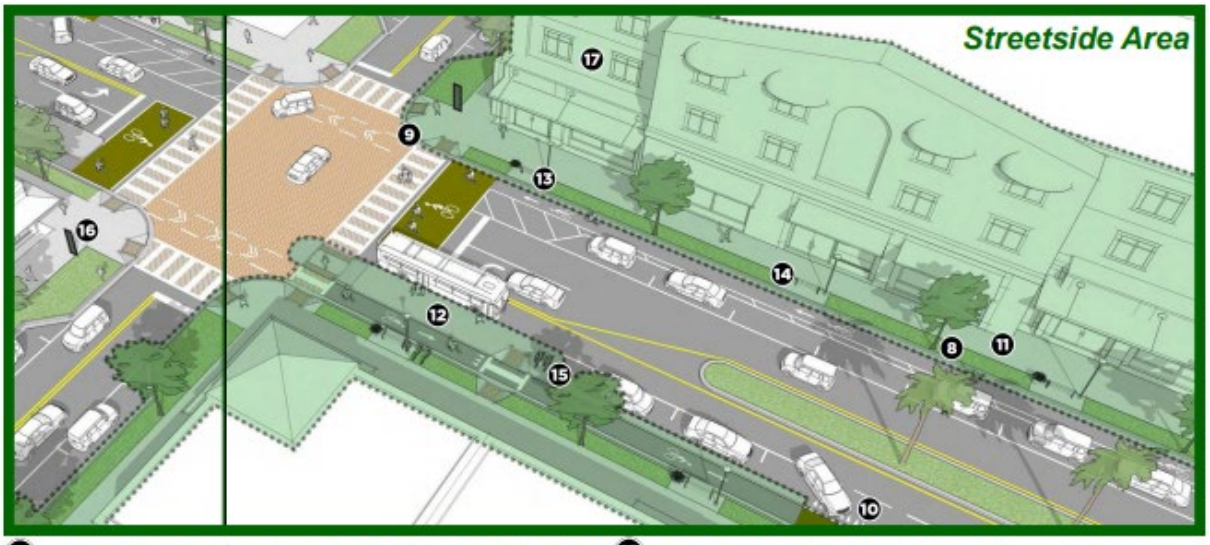
In addition, Federal Highway Administration (FHWA) developed the *Safe System Approach* (SSA) frameworks (Project-based & Policy-based) to address disproportionate fatal and serious injuries impacting underserved communities and vulnerable road users. The City is strongly committed to follow those SSA frameworks in the implementation of future transportation projects, which are also undertaken, at the regional level, by MetroPlan Orlando.

Our Trends: Repurposing Our Streets

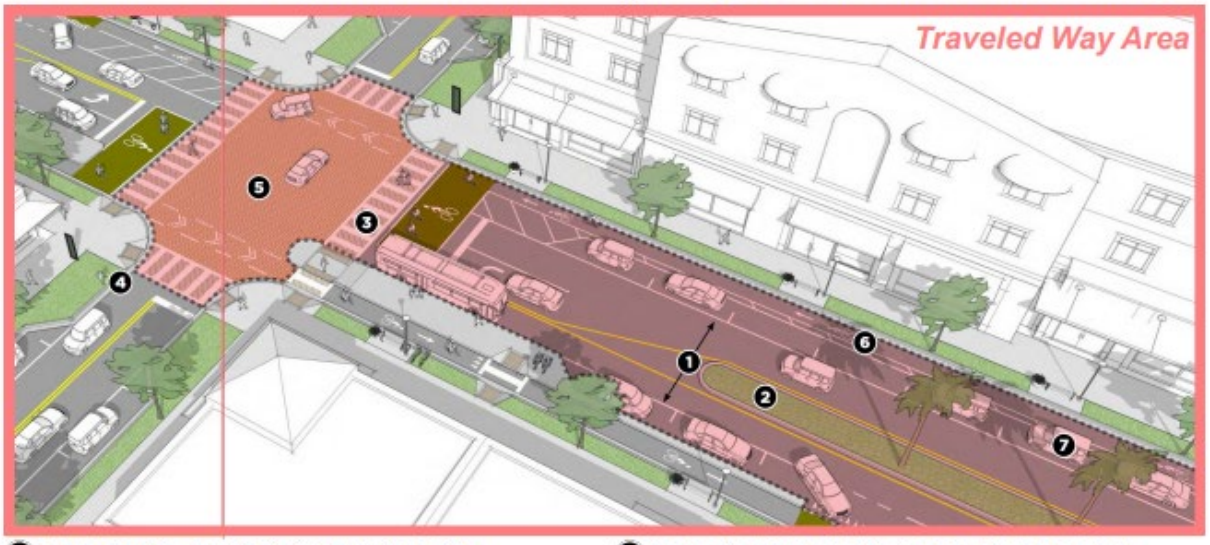
As mentioned previously, USDOT adopted the *Safe System Approach* (SSA) as the guiding paradigm to address roadway safety; this *Safe System Approach*, together with roadway safety policies, are inclusive of all road users in all communities and for the many people who use roads and streets outside of motor vehicles.

According to Smart Growth America, repurposing streets is the most recent approach to "planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities."

Repurposing any streets will vary in scale and design; and the design elements on any specific street will depend on the form and scale of adjacent developments (or Context Classification), the road's functional classification and the available right-of-way.



8 **Landscape features** - Separate cartway zone from sidewalk for safety.
9 **Peds accessibility improvements** - ADA-compliant features for safety.
10 **Driveway crossings** - Safe peds crossing at same level as driveways.
11 **Wide sidewalks** - Increase pedestrian comfort & allows more activities.
12 **Transit stops** - Shelters, benches, ADA-compliant access to transit.
13 **Pedestrian-scale lighting** - Mounted 12-14 feet above sidewalks.
14 **Street furniture** - Benches, trash receptacles, bollards for protection.
15 **Bicycle parking** - Access to secure spaces for storing bicycles.
16 **Peds wayfinding** - Clear signage, legible map displays for people.
17 **Building placement** - Closer to road with peds access to front door.



1 **"Cartway" width** - Combined vehicle travel lanes width.
2 **Raised medians** - Provides a refuge to pedestrians crossing a road.
3 **Pedestrian crossings** - Marked / safer places for pedestrians crossing.
4 **Curb extensions** - Decrease overall road width for pedestrian crossings.
5 **Intersection treatments** - Roundabouts, raised, textured, etc.
6 **Bicycle facility** - Serves bicyclists not comfortable sharing the road.
7 **On-street parking** - Access to adjacent properties & peds protection.

Two portions of the right-of-way are generally recognized: Streetside Area and Traveled Way Area (please see graphic above). The Streetside Area's design elements include sidewalk zones, materials, trees, stormwater management systems, wayfinding, street furnishings, transit access amenities, streetlights, parking meters, and electric vehicle charging stations, among other elements. The Traveled Way Area's design elements include safe speeds features, minimum lane widths, travel lanes, heavy vehicles, transit routes, transit lanes, bicycle facilities,

accessible parking, shared parking (bike share/car share programs), and freight zones, among others:

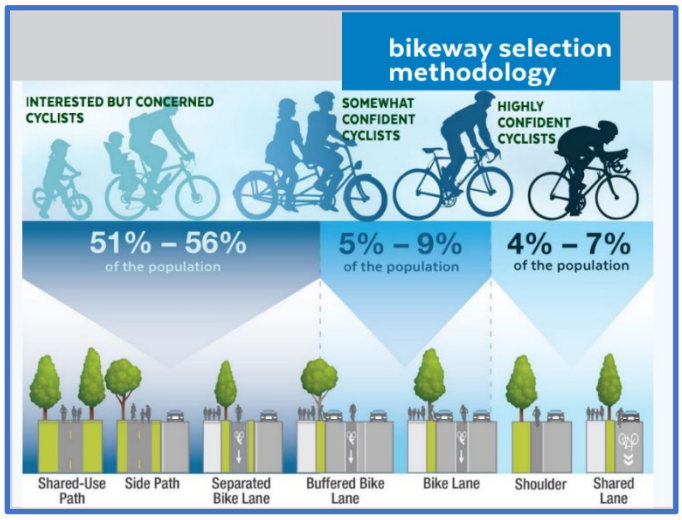
The City of Orlando's vision, for how and why our community needs to repurpose its streets, includes any solutions to complement and add value to the community context; the core Complete Streets principles are:

- All users: pedestrians, bicyclists, drivers and passengers of all ages and abilities.
- Encourage connectivity for a comprehensive, integrated network for all modes.
- Applicable to both new and retrofit transportation projects.
- Address design, planning, maintenance, and operations for the entire right of way.
- Encourage best design criteria & guidelines while recognizing flexibility in balancing user needs.
- Adoptable by all agencies to cover all roads.
- Users able to safely travel along and across, regardless of modes.
- Establish performance standards with measurable outcomes.

Micromobility is a recent trend in personal travel; micromobility is defined as any motorized means of transportation for individual use, by reservation through online applications for point-to-point trips, and which can travel at speeds no greater than 20 miles per hour. Micromobility services usually include motorized scooters and bicycle share programs; in Orlando, more than 2 million trips have been recorded since 2018.

The City of Orlando is working to improve walkability and bikeability by completing the Orlando Urban Trail connections. New developments in Baldwin Park, SODO (SOuth of DOwntown), Creative Village and the Packing District all emphasize pedestrian and bike-friendly facilities where residents can live, work, learn and play in their neighborhood.

Bicycling is a safe and viable mobility alternative; numerous urban areas across the country and around the world have built bicycle networks to provide a commuting alternative, as well as a recreational asset. The city adopted its first Bicycle Plan in 1994 and completed a comprehensive update to the plan in 2020, following the latest national best practices for planning bikeway networks.



The goal of the city's 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.

Network planning for the bike plan update followed a "visionary network". The visionary bikeway network is illustrative of the highly connected, convenient, low-stress complete network described in the bike plan vision statement. The visionary network comprehensively fills gaps in the existing network, adds new bikeway connections and identifies upgrades to existing bikeway facilities.

The city's existing network is made up of three designations:

- *Signed routes.*
- *On street bike lanes; and*
- *Off-street paths/ trails.*

As the visionary bikeway network puts particular focus on roadway stress, alternative designations were used to identify these low-stress bikeway types based on the 2019 FHWA guidance:

1. Neighborhood Bicycle Boulevards - Low traffic volume and low speed residential streets that give bicyclists priority using signs, pavement markings and traffic calming measures to discourage through trips by motor vehicles and provide bicyclists with enhanced crossings of arterial streets. While some of the city's existing signed routes meet the criteria for neighborhood bicycle boulevards, others are not good candidates based on the context of the street.

2. Bike Lanes (Buffered Preferred) - One-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle traffic on the left or right side of the street. A painted flush buffer zone between a bike lane and the adjacent travel lane is preferred to increase safety and the riding comfort for bicyclists as they increase separation from vehicular traffic and/or parked vehicles.

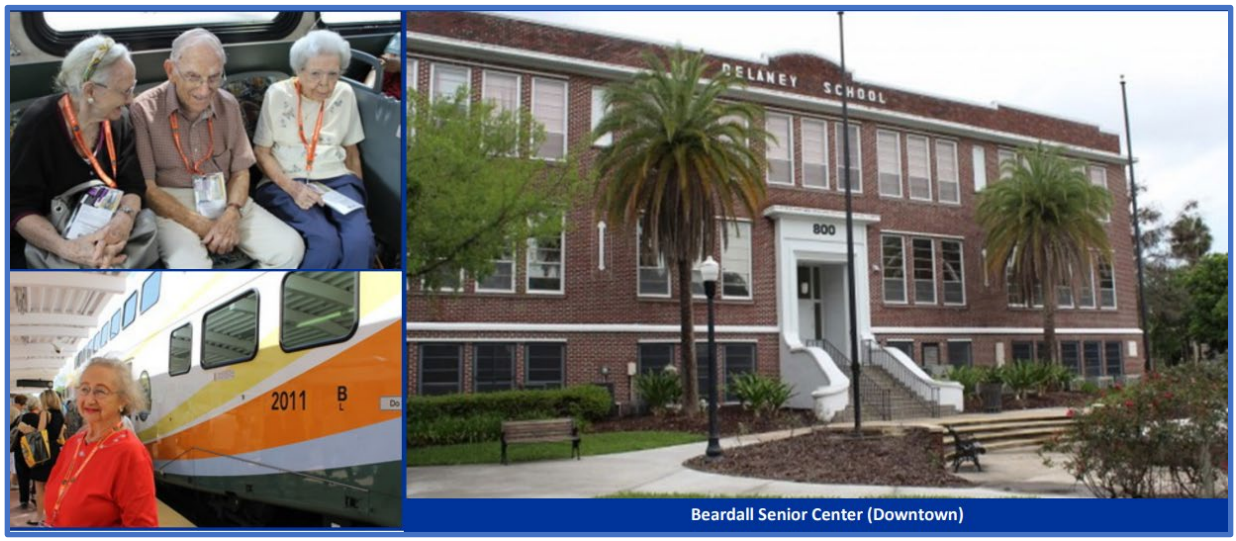
3. Separated Bike Lanes or Shared Use Paths - Physically separated space using a vertical element within a buffer area such as bollards, parked vehicles, raised curbs, or landscaping/planters. These may be shared spaces with pedestrians or dedicated for people on bikes.

We are all pedestrians. The City of Orlando will continue to increase its inventory of sidewalks and crosswalks, requiring 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 enhance first/last mile connectivity to the overall transportation system.

The city's Repurposing Our Streets objectives and policies herein are intended to guide safe solutions for complementing mobility options and adding value to our community.

Our Trends: Integration of Age-Friendly, Sustainability, & Future Ready

The City of Orlando joined the AARP Network of Age-Friendly Communities in 2019. Joining this network is a strong commitment to making Orlando inviting to aging populations. According to the American Communities Survey 2023, 23% of Orlando's population is age 55+, and this age group requires travel options that aren't limited by their mobility requirements. Typically, this is provided by public transit.



Beardall Senior Center (Downtown)

Successful transit services in a city benefit citizens and visitors, nourish economic prosperity, and protects the environment. Public transportation provides mobility for people who do not, or cannot, own or rent a vehicle, and it is also convenient for those who have a vehicle but prefer to avoid driving in heavy traffic.

Access to public transit gives employers an edge because they are more likely to attract potential recruits if they can commute to work on a train, or on a bus. Public transportation means better air quality and reduced carbon emissions and greenhouse gases for cities; the

majority of our buses are either electric or fueled by compressed natural gas (CNG). Transit increases retail sales and residential property values for homes and businesses with access to public transportation services.

Transit is more successful when the services are provided in dedicated transit corridors and when parking is not free; in addition, frequent service and quick routes also contribute to a better standard for transit. By offering a fast, reliable, and convenient experience to their users, the communities served by transit will consider it a personal benefit. Extensive use of public transportation can make cities more sustainable and have a significant positive effect on environmental conditions.

The key factor for the success of prosperous transit services is planning the routes in denser parts of the city where public transportation creates a substantial benefit for the largest group of people and workers. Because the City of Orlando is in a centralized location, approximately 52% of its population lives within ¼ mile of existing or future transit services; also, approximately 62% of employment centers in the city are within ¼ mile of existing or future transit services. The city considers one-quarter mile on either side of a station an adequate maximum distance, for planning purposes, that people would be willing to walk and use transit services; also, the Future Land Use Element of this plan encourages higher densities and intensities around transit stations.

The Central Florida Regional Transportation Authority (dba LYNX) is the existing public transit provider in Orlando. LYNX has sixty-eight (68) bus routes operating within a 2,500 square mile service area. LYNX operates service within Orange, Seminole and Osceola counties, serving an estimated population of 2.3 million. LYNX operates seven days a week, including holidays, and provides service on various modes including local, express, and flexible bus, bus rapid transit (BRT), and door-to-door demand response (paratransit), traveling more than 16 million miles.

Transit options for Orlando seniors feature a free bus service (LYMMO) that shuttles passengers around downtown, stopping at the downtown senior high-rise residential buildings, the public library, grocery stores, banks, the courthouse, post office, the performing arts center, sporting arenas and many more destinations.

LYNX's current transit system includes the fixed-route bus service, fare-free services in Downtown Orlando (LYMMO) and Downtown Kissimmee, FastLink limited stop service, flex-route services (NeighborLink) in the outlying areas, matching paratransit service throughout the LYNX service area, and commuter and agency vanpool programs. LYNX's current transit system

encompasses over 300 fixed-route buses, over 150 paratransit vehicles, and over 4,300 transit stops; one-third of which have bus shelters.

This city's comprehensive plan designates a set of transit corridors and transit service frequencies determined for each corridor. The existing transit levels of service show that 65% of designated transit corridors are operating at 30 minutes or less. Citywide, there are 156.4 miles of designated transit corridors and 112.9 miles (72%) of those corridors currently have LYNX service available for some portion of a typical day.

Future transit corridors are also planned, serving areas where the city supports additional density and redevelopment to potentially create more transit demand. This in turn will reduce service frequencies over time and create an incentive to provide premium transit. LYNX is currently studying the feasibility of providing bus rapid transit (BRT) along Colonial Drive, one of the City's most high-demand east/west transit corridors, and along Semoran Boulevard, one of the City's most high-demand north/south transit corridors.

A multimodal approach is needed to accommodate the projected senior 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 frequency and route adjustments, LYNX's plans include a series of new express service routes that will improve connectivity and significantly enhance transit service in the region. The analysis of future multimodal services included facilities in all of the metropolitan activity centers and adequate connectivity and access to the transit system. Likewise, the location of proposed multimodal facilities provides excellent access to the SunRail commuter rail service.

SeniorsFirst
Meals on Wheels, in-home care and more.

The Downtown Orlando Community Redevelopment Agency (CRA) has also partnered with Seniors First, Inc. to provide the Senior Tran shuttle service to 12 downtown Orlando senior apartment complexes. Seniors First operates this service three days a week using ADA-accessible buses. The goal is to provide mobility services to the pharmacy, grocery store, and general merchandise stores (such as Target) for low-income seniors who lack access to transportation. Seniors First also provides transportation to their Neighborhood Lunch program sites, which allows seniors to socialize and combat social isolation.

SunRail

The SunRail commuter rail service provides an alternative to get to/from downtown easily for those who may be reluctant to drive. Seniors 65 and over qualify for a 50% SunRail tickets discount. The SunRail service tracks are 61.5 miles long and have 17 stations, serving Volusia, Seminole, Orange, and

Osceola counties from DeLand to Poinciana. In the City of Orlando, SunRail has 4 stations and covers approximately 6 miles; the four Orlando stations are at the AdventHealth Orlando Hospital, LYNX Central Station, Church Street Station, and at the existing Amtrak Station, near the Orlando Regional Medical Center complex. Sites adjacent to each station are envisioned and encouraged to be redeveloped consistent with Transit Oriented Design (TOD) principles, with greater bicycle and pedestrian network connectivity.

Intercity transit is available in Orlando with the Amtrak rail service. 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 at Kissimmee, Orlando, Winter Park, and Sanford. Sanford, Winter Park, and Orlando have full-service station facilities, including ticket sales and checked baggage service.

Brightline is a new intercity private rail service between South Florida and Central Florida. It has partnered with numerous mobility services to provide first/last mile transportation solutions for travelers. Customers have the ability to book private rides through the Brightline app and take shared rides on a walk-up basis upon arrival at the stations. The Orlando's Brightline station is currently located at the Orlando International Airport, and potential future expansions will include service to the International Drive tourism area and the City of Tampa.

The transportation choices we make have a profound impact on the health, safety, and viability of a community. When private automobiles are the only option, lower income residents or those who cannot drive, such as youngsters or the elderly, are put at a disadvantage, making traveling to work, buying groceries, or going to the doctor difficult.

Sustainable means of transportation are characterized by mobility options with either low or zero emissions; the goal is to bring together alternatives that will reduce to a minimum their ecological footprint, and no more resources are consumed than are available or can be regenerated.

A future-ready city is one that uses stakeholder engagement, innovation, and technology to cultivate a thriving and enduring community. The City of Orlando *Future-Ready City Master Plan* is a strategic plan that seeks not only to stay on the city's path of innovation, but to continue in the tradition of learning, listening, and co-creating a beautiful community with the many diverse residents of the city.

The City of Orlando is finding ways to make it easier for residents to walk, bike, carpool, ride transit or use alternative fuel vehicles. The city is actively pursuing a series of future mobility improvements to help residents reduce their reliance on private automobiles and investing in infrastructure to encourage more sustainable mobility choices, guided by these goals and targets (see **Figures T-10 – Future-Ready City Master Plan and T-11 – Mobility Strategies**).

The *Future-Ready City Master Plan* guides Orlando's efforts to be a center of innovation, technological advancement, and resilience; yet the top mobility challenges for a future-ready city include:

1. *Connectivity and data systems to support infrastructure.*
2. *Cross-system standards that are user-friendly and integrated.*
3. *Perception of the public to accept alternative modes of travel.*
4. *Balance funding for existing and future uses.*
5. *Accessibility for vulnerable populations.*
6. *Location of affordable housing compared to workspaces may not be conveniently located and creates long commutes.*

The future-ready mobility strategies identified in that master plan that are also incorporated in the city comprehensive plan's objectives and policies are:

1. *Create a unified fare collection program such as a mobile application.*
2. *Develop a marketing and education campaign to make riding transit a more desirable mode of travel, including benefits such as Wi-Fi capability and working on the bus on your way to work.*
3. *Update the City of Orlando Engineering Standards Manual (ESM) to link land uses to the types of roadways and transportation networks.*

The integration of all of these mobility concepts into this growth management plan ensures that Orlando will properly handle the identified future challenges of a digital divide for internet access, and the need for alternative energy sources; serving vulnerable populations, including the elderly, and those experiencing homelessness and mental health crises; supporting affordable housing; providing safe transportation access and mobility for all users and abilities; and reducing waste and consumption of valuable resources.

***Spotlight**: In October 2024, the Downtown Orlando CRA launched **Ride DTO** which offers an on-demand transit service. Featuring an eco-friendly electric vehicle, people living, working, and visiting Downtown Orlando – including older adults – can be picked up and dropped off exactly where they need to be, for only $1.00 per ride. This service is an excellent of example of integrating age-friendly, sustainability, and future-ready concepts.*

Our Trends: Aviation and Advanced Air Mobility (AAM)

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 multimodal 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.

Orlando has two principal airport facilities and 5 existing private heliport/vertiport facilities. There are an additional 7 small public and private airports or airstrips operating in Orange County near the City, and Orange County also has an additional 14 operating heliports/vertiports. The Orlando International Airport (OIA, aka MCO) is located in southeast Orlando. The site is south of the Beachline Expressway (SR 528) and Semoran Boulevard (SR 436) interchange. The existing facility at OIA consists of approximately 11,600 acres making it the fourth largest airport in land area within the U.S. The Orlando Executive Airport (OEA, aka ORL) is a general aviation airport and non-scheduled commercial reliever facility to OIA, consisting of approximately 1,050 acres.

Advanced Air Mobility (AAM) has the potential to alleviate some of our most pressing transportation challenges, unlocking a new opportunity in mobility to connect distant destinations without having to invest in additional infrastructure between them. Just like airports, while it does require an investment in take-off and landing facilities, that investment can be used to spur economic growth and can generate revenue to offset initial costs.

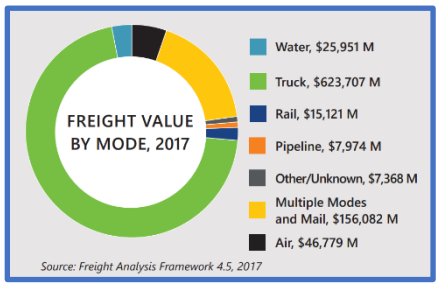
In addition to airports facilities, AAM has the potential to reshape the transportation landscape across the globe. Orlando's vision is not just to be one of the first cities with electric vertical take-off and landing (eVTOL) flights, but to be the first city to properly engage the community and set up operations and permitting of air mobility in a way that optimizes an eVTOL network for residents and visitors.

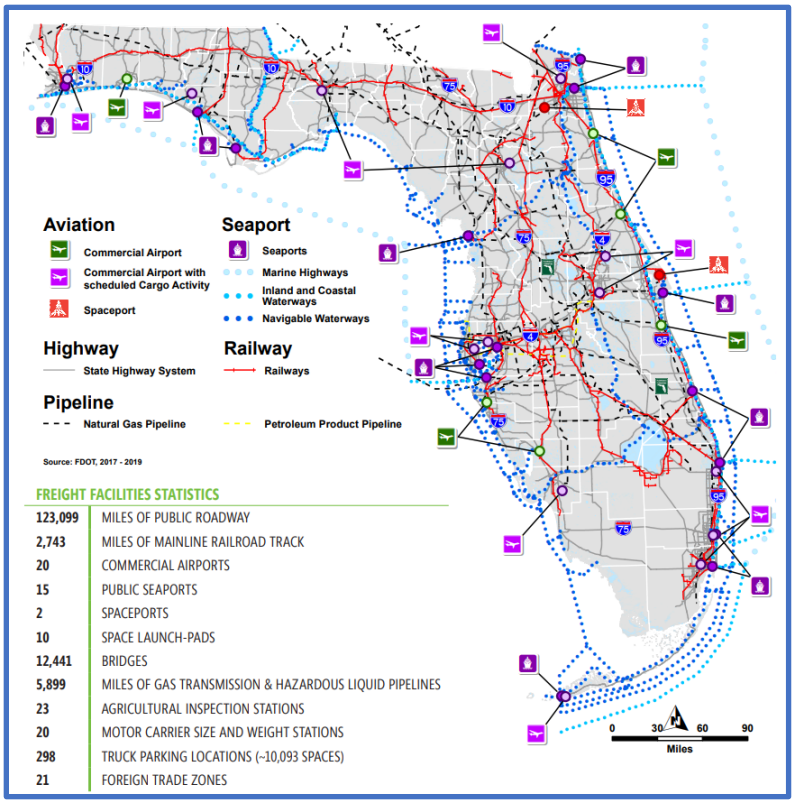
Often cities have financed rail or streetcar transit solutions through paying off bonds with the increase in taxes they generate due to the stations being in a specific area. That similar increase in economic activity could be provided by AAM solutions. In comparison to highways, AAM can provide an exclusive transportation option at scale, is environmentally friendly, drives economic growth, doesn't divide communities physically, requires less public infrastructure, and can be less obtrusive for neighborhoods.

Our Trends: Intermodal Needs

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. Florida established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments, and a primary focus for implementing the Florida Transportation Plan.

According to the *2016 Beyond Traffic 2045* report, the U.S. freight system moves approximately 63 tons of goods per person per year; and the majority freight value by mode is transported by trucks on our roads. All major routes are forecasted to have a significant growth in truck tonnage movement.



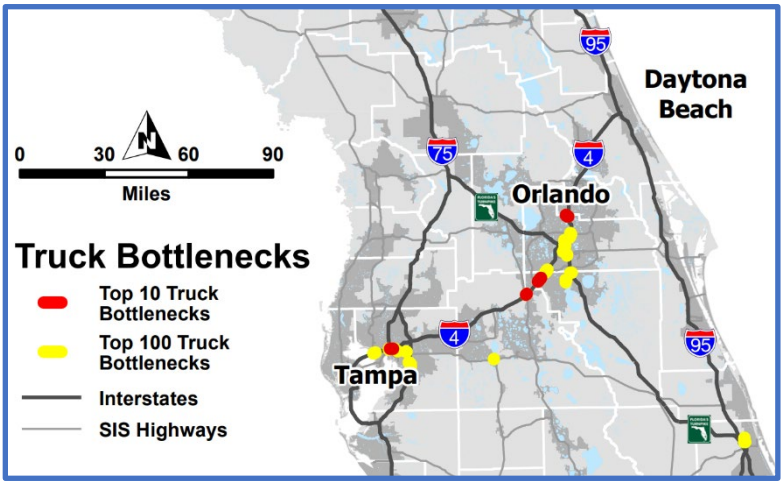


The trade sector has seen a tremendous amount of growth with a 40% increase in wholesale trade and 80% in retail trade industries during the last 10 years. Transportation and warehousing industries have seen a 60% growth since 2009. Florida is a consumer state because of its tourism and population growth, consuming more than it produces.

Nationally, e-commerce is responsible for 10% of retail sales. The growth rate for e-commerce spending has ranged from 13% to 16% annually over the past 5 years, outpacing the 1% to 5% annual growth in traditional retail sales. As e-commerce market share and rapid fulfillment expectations have continued to grow, a shift is taking place from large delivery vehicles to smaller vans and personal vehicles. In some cities, deliveries are even being made by robots. Similarly, large regional distribution centers are being replaced with smaller fulfillment centers, spread across a region to facilitate quick deliveries.

The growing population fueled by a growing economy has increased the number of trucks on the road. The number of intra-regional and last-mile truck trips have increased while the average length of haul has declined with more distribution/fulfillment centers being built. Average trip lengths have decreased 37% since 2000, while urban vehicle miles traveled have increased for much of this period. Due to the more frequent but shorter trips, congestion and

bottlenecks have increased in dense urban areas; not only are vehicle miles traveled increasing with more frequent trips, but trucking crashes and fatalities are also on the rise since 2012.



The top #1 recurring and non-recurring truck bottleneck is in Orange County, on State Road 414 (Apopka Expressway) eastbound between Seminole/Orange County border and Interstate 4. Freight users can schedule deliveries to consider recurring congestion; however non-recurring congestion is difficult to predict, which can lead to delays in deliveries. The growing number of mixed vehicles on the road are leading to unpredictability in travel times and to an increased number of crashes.

Truck parking is ranked as the second critical issue in the trucking industry by truck drivers in 2018. In Florida, the limited availability of truck parking spaces has caused overcrowding and overflow at existing truck parking locations; it was found that, during peak periods, truck parking demand can exceed 150 percent of parking supply in some areas of the state.

FDOT owns and operates 13 rest areas and turnpike service plazas within District Five. The sites are provided by the state to contribute to improved safety by providing truck drivers and the traveling public with a place to take a break from driving. The rest areas are located approximately 30 to 45 miles apart, consistent with FHWA's recommended spacing guidelines of a rest area every 60 minutes of drive time on highways and major arterials. Rest areas contribute to improved highway safety by providing fatigued or distracted drivers a chance to stop. Breaks interrupt what could be a 14-hour workday for truck drivers, reducing the potential of fatigued decision-making or drivers falling asleep behind the wheel.

It is clear that additional truck parking capacity is needed in areas where demand regularly exceeds supply. The I-4 corridor in Orange, Seminole, and Volusia Counties, as well as stretches of Florida's Turnpike, are the most difficult areas to find truck parking. Opportunities to maximize existing facilities and identify new locations are being explored, although both will require further evaluation and consideration.

Cities and counties are responsible for zoning, land use permitting, and creating and enforcing local laws while regional agencies provide transportation coordination, which can include truck parking policies.

Our Trends: Funding Strategies

City revenue for transportation improvements is currently generated by the Local Option Gas Tax, Transportation Impact Fees (TIF), federal/state grants and other sources. TIF revenues are mainly used for transportation capacity deficiencies while gas tax revenue is used for funding street improvements/maintenance, transit services and bicycle/pedestrian expansions.

One of the key issues regarding funding strategies for this plan is raising sufficient revenue to correct any mobility deficiencies throughout the planning periods. The transportation capacity enhancement program, annual street maintenance, transit funding, and bicycle/pedestrian facility expansions will require full allocation of the City's projected gas tax and Transportation Impact Fee (TIF) revenues. These will be our main future funding challenges: Revenue projections for gas tax may be impacted by a future shift in automobile technology, going from gas engines to electric or hydrogen-powered vehicles; and transportation impact fees collections may also be diminishing when the city approaches a buildout condition.
City gas tax, TIF and other revenues sources for capital and maintenance needs, are herein projected at a total of $564 million dollars over the next 25-year planning period (see **Figure T-12 – Recommended Mobility Projects**). The city is committed to implement a multimodal mobility improvement program including streets, intersections, transit services, and bicycle/pedestrian improvements; currently, Orlando spends 50% of its total annual gas tax revenue funding transit services and will continue to do so.

To finance its transportation improvements, Orlando spends its revenue sources supplemented with other state and county programs. The City's financial commitments are primarily for mobility projects located within City limits and under its jurisdiction; although there are major roads serving the City, responsibilities over most of those facilities are under the Florida Department of Transportation, Orange County, and the Orlando-Orange County Expressway Authority. Orlando is only responsible for a few major roads and for all local streets, and each agency has a shared responsibility to financially participate in the needed transportation improvements for this plan.

Our Trends: Intergovernmental Coordination

Local transportation planning takes place in a context where surrounding jurisdictions, as well as state and federal government decisions, affect the outcome of transportation planning efforts. The rapid growth in Central Florida 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 this Transportation Element. Technical and citizens' committees were formed since 1991 at the regional level 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 city staff representing the transportation department, the MetroPlan Orlando Technical Advisory Committee includes representatives from the following agencies:

- Florida Department of Transportation
- Central Florida Regional Transportation Authority (LYNX)
- East Central Florida Regional Planning Council (ECFRPC)
- Central Florida Expressway Authority (CFX)
- Greater Orlando Aviation Authority (GOAA)
- Orange, Seminole and Osceola Counties (Cities and Public Schools groups)

At the local level, the following city's citizen groups include representatives from each city commissioners' districts, as well as residents and developers:

- Board of Zoning Adjustment
- Downtown Development Board
- Downtown South Neighborhood Improvement District Advisory Council
- Municipal Planning Board
- Public Art Advisory Board
- Vehicle for Hire Appeal Board

The city continues to meet with these groups on a regular basis to ensure appropriate coordination in mobility planning.

Goals, Objectives, and Policies: Transportation

The following goals, objectives and policies are intended to direct decision-making related to the city's roadway network, transit services, bikeways, pedestrian facilities, and other mobility options. For purposes of understanding, goals are generalized statements of desired end states toward which objectives and policies are directed. The objectives provide the attainable ends toward which specific efforts are directed and typically include a timeframe. Policies are the specific recommended actions that the city will pursue to achieve the stated goal.

The following goals, objectives, and policies are consistent with the requirements of Chapter 163, Florida Statutes, the State Comprehensive Plan (Chapter 187, Florida Statutes), and with the goals and policies of the East Central Florida Regional Planning Council's 2060 Strategic Regional Policy Plan. The goals, objectives, and policies are the legally adopted portions of the Growth Management Plan and are used to evaluate development proposals and city investments.

TRANSPORTATION GOAL T-1 – LAND USE AND MOBILITY RELATIONSHIP

To develop a balanced multimodal transportation system, coordinated with future land uses, and designed to sustain the City's long-term growth vision while supporting the elements of this plan.

(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.1.1 Throughout the planning period, the City shall encourage the safe and effective use of its transportation infrastructure.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.1.1 The City's Major Thoroughfare Plan, as adopted in the Orlando Code of Ordinances, shall be periodically reviewed to identify amendments needed to respond to the changing characteristics of the built environment's land use and context classifications.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.1.1.2 The City shall continue use of the Orlando Code of Ordinances' maximum number of parking spaces permitted for each land use category to encourage walking, bicycling, ridesharing, transit use, shared parking, and micromobility options.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.1.3 The City shall review the Orlando Code of Ordinances' parking standards to identify amendments needed to promote infill development and also address the changing characteristics of non-residential uses.

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

Policy T.1.1.4 The City shall limit the addition of new long-term parking spaces in the Downtown.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.1.5 The City shall pursue designation of exclusive high-occupancy vehicle (HOV) lanes on limited access facilities through coordination with the Florida Department of Transportation, MetroPlan Orlando, the Central Florida Expressway Authority, and appropriate local governments.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.1.6 The City shall support Intelligent Transportation Systems (ITS) and transportation systems management techniques to encourage the most efficient use of its transportation infrastructure.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.1.1.7 Figure T-11 shall list key performance measures used by the City as transportation mobility strategies. Evaluation of these performance measures shall occur as part of each Evaluation and Appraisal Report of the City's Growth Management Plan.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy T.1.1.8 The City shall continue to support safe multimodal accommodation policies, consistent with the Vision Zero initiative and related policies.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; (Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.1.1.9 The City shall limit widening roads until such time as their capacities have been reached to encourage the effective use of its mobility infrastructure, and after other mobility options have been enhanced to eliminate all serious and deadly crashes due to speeding or other negligent driving behaviors.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.1.2 Every Metropolitan Activity Center shall be served by internal public transit, bikeway, and pedestrian systems by 2050, and every Urban Activity Center shall integrate such systems to the maximum extent possible.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.1.2.1 The City shall ensure the provision of transit centers, super stops, and other facilities necessary to support transit in metropolitan activity centers and to facilitate the transfer of passengers to and from the regional transit system.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.2.2 New or expanded metropolitan activity centers shall only be approved in conjunction with the approval of financially feasible plans for internal transit, bikeway, and pedestrian systems that reduce reliance on automobiles for access and internal circulation.

Policy T.1.2.3 The City shall encourage increased land use densities and mixed uses, consistent with the Future Land Use Element to enhance the feasibility of transit and to promote alternative transportation modes.

Objective T.1.3 By 2030, at least 5 percent of work trips should be accommodated by public transit.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.1.3.1 The City shall continue to provide annual contributions to the Central Florida Regional Transportation Authority (dba LYNX) to fund transit service improvements.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.1.3.2 The City shall continue to support the regional Mobility Assistance program that includes programs such as ridematching, vanpooling, and transit system information.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.3.3 The City shall ensure that super stops, transit centers, and park-and-ride lots are designed to accommodate bicyclists. Safe and adequate bicycle parking facilities shall be provided at these locations. The thoroughfare system providing access to these centers and lots should allow for safe and adequate bicycle use.

Objective T.1.4 The City shall maintain within the Orlando Code of Ordinances standards for access to public transit, bicycle and pedestrian systems. Such standards shall apply to new developments, substantial enlargements and substantial improvements of existing developments, and to road improvements.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.4.1 The City shall require site and building design for new developments and substantial enlargements and substantial improvements of existing developments within the transit service area to be coordinated with public transit, bicycle, and pedestrian systems. Requirements may include, but not be limited to, pedestrian access to transit vehicles, transit vehicle access to buildings, bus pull-offs, transfer centers, shelters, and bicycle facilities.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.4.2 The City shall implement in the Orlando Code of Ordinances requirements which improve pedestrian access to the transit system in order to assist the Central Florida Regional Transportation Authority (dba LYNX) in the transition of users from the Transportation Disadvantaged program into the fixed-route system.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.4.3 The City shall require developments to provide the following, if applicable:

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

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

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

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

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

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

Objective T.1.5 The City shall periodically review the Orlando Code of Ordinances to determine the need for amendments to make it consistent with changes to road classifications, transit, bicycle and pedestrian facility requirements,

micromobility needs, access management regulations, and transportation systems management techniques.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.5.1 The City shall enforce the Access Management Standards included in the Orlando Code of Ordinances to ensure safe and appropriate access to the city's transportation system.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.1.5.2 The City shall preserve the mobility function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roadways.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.5.3 The City shall amend the Orlando Code of Ordinances as appropriate to maintain consistency with changes to transit, bicycle and pedestrian facility requirements, micromobility options, access control regulations, and transportation systems management techniques.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.1.6 The City shall permit development that will support the Future Land Use Element, and which will further the goals, objectives, and policies of the Growth Management Plan.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.6.1 The City shall require developments and redevelopments to increase the area's connectivity for pedestrians, bicyclists, and transit users by providing easements and physical connections to adjacent parcels and appropriate on-site or near-site facilities such as bus shelters and bike facilities.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.6.2 Mitigation of roadway deficiencies may include solutions designed to improve transportation modes other than roadways.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Objective T.1.7 The City shall annually evaluate land use and transportation data. Mobility shortfalls identified through that process shall be monitored during the planning periods.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27,

2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.7.1 The City shall annually reevaluate volume to capacity on roadways within the Major Thoroughfare Plan using aggregated data from City, County and State traffic count information.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.1.7.2 The City shall report on pedestrian and bicycle facility safety and/or usage changes annually.
(Amended January 25, 1999, Effective February 25, 1999, Doc. No. 31838; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.7.3 The City shall report on transit headways or accessibility changes annually.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.1.7.4 The City should utilize the most current traffic projection models available through MetroPlan Orlando and/or the Florida Department of Transportation.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.1.8 The boundaries of the Transportation Concurrency Exception Area (TCEA) shall include all property within the City of Orlando jurisdiction. Within the TCEA, the City shall permit development, consistent with all applicable mobility requirements that will support the Future Land Use Element, and which will further the goals, objectives, and policies of the Growth Management Plan.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.8.1 The City shall coordinate with FDOT on any proposed mitigation plan for the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS) facilities inside the Transportation Concurrency Exception Area.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.1.9 Throughout the planning period, the City shall implement transportation mobility requirements within diverse target areas of the City. All new development and redevelopment must mitigate City identified impacts to public transportation facilities related to their proposed development.

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

Policy T.1.9.1 Applicants for development shall comply with mobility requirements contained in the Orlando Code of Ordinances.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.1.10 The City shall continually implement residential development roadway connection standards which promote convenient access to adjacent residential developments and nearby uses.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.10.1 The City shall ensure that existing and new residential developments are connected by roadways, bikeways, micromobility options, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.10.2 The City shall preserve existing roadway connections and restore connections that previously were severed, where appropriate, in accordance with the City's Street Closing Policy.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.1.10.3 The City shall require that streets in new residential developments are designed with stub-outs to connect to abutting undeveloped lands and/or land with redevelopment potential. A maximum stub-out 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 considered undevelopable.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.1.10.4 The City shall require that new developments align their roadways to connect with the stub-outs provided by adjacent developments.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.10.5 The City shall require multifamily developments to provide cross-access easements or public right-of-way stub-outs 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 considered undevelopable.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.1.10.6 Internal streets interconnecting residential subdivisions shall be designed to discourage speeding.

Policy T.1.10.7 Speeding along interconnected residential subdivisions shall be discouraged through appropriate methods, such as mini-urban roundabouts, reduced roadway width and turn radii, raised pedestrian crossings and intersections, or other treatments consistent with the city's Neighborhood Traffic Management Policy.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.1.10.8 The City shall discourage cut-through traffic on local streets in residential neighborhoods by implementing traffic calming measures that reduce speeding.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101, Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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

Objective T.1.11 The City shall use incentives to encourage conformance with connectivity index standards in the Orlando Code of Ordinances when properties are developed or redeveloped, in order to ensure adequate internal connections, as well as connections to adjacent and nearby uses.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.1.11.1 The City shall require residential developments to offer a connectivity index of 1.4 or greater to provide for adequate internal and external connections, as well as to improve the city's overall roadway network. The connectivity index equals the number of street links divided by the number of nodes or link ends (all intersections including cul-de-sac heads). A connectivity index of 1.4 to 1.8 represents optimum connectivity for a residential development.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

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

Objective T.1.12 Throughout the planning period, the City shall promote active recreation such as walking and cycling.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.1.12.1 To the extent practical, as part of new or retrofitted capital improvement projects, the City shall enhance the quality of the pedestrian environment to promote a safe and comfortable walking environment and encourage recreational use of the City's pedestrian network.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.1.13 The City of Orlando shall increase the number of bus shelters serving its jurisdiction by three (3) per year.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.1.13.1 The City shall consider amending its Code of Ordinances to determine if and/or when any new development or redevelopment should fund any required bus shelter located within a quarter mile of their development sites to support transit services.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

TRANSPORTATION GOAL T-2 – LEVEL OF SERVICE VS. LEVEL OF SAFETY

To implement the Federal Highway Administration's (FHWA) Safe Systems Approach in the design, construction, performance, and maintenance of transportation facilities for the safe movement of people and goods in our communities.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.2.1 Throughout the planning period, the City shall maintain its roadway system consistent with the strategies of this element and regional transportation plans in order to balance the facility needs of private vehicles, buses and other transit vehicles, trucks, bicycles, and pedestrians.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.2.1.1 Assessment of the level of service for city streets and roads, where required, within city boundaries shall be based on accepted transportation engineering procedures.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.2.1.2 The City shall exempt development from transportation concurrency for roadways in order to promote infill development and encourage the use of alternative transportation modes.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended December 5, 2011, Effective December 5, 2011, Doc. No. 1112051203; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.2.1.3 The City shall develop roadway projects based on the need to improve transportation system efficiency and balanced with quality urban design. Where appropriate, roadways will be designed to ease the flow of buses by using turn-out bays, priority signals, high-occupancy vehicle lanes, and bus-only lanes.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.2.1.4 Improvements to the transportation system shall be prioritized based on safety considerations, existing deficiencies, multimodal and environmental considerations, physical, economic and policy constraints, contribution to quality urban design, required right-of-way needs, level of service, and appropriate system continuity.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)

Policy T.2.1.5 Applicants for Growth Management Plan amendments to an activity center designation shall demonstrate that transportation facilities have sufficient current and future capacity and transit service headways to accommodate the related travel demand changes.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.2.1.6 Applicants for development projects must mitigate their impacts. Mitigation must occur through a combination of roadway, transit, bicycle, and pedestrian improvements, as well as traffic calming and transportation demand management measures.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.2.1.7 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, as defined in the Orlando Code of Ordinances, may waive this requirement if there are no mitigation measures appropriate or applicable to the impacted roadway. If

traffic on City streets is projected to increase by more than ten (10%) percent due to the project development, the developer shall mitigate through appropriate traffic calming or transportation demand management measures. The City may require that the developer conduct special transportation studies, and/or signal warrants, if necessary, to determine the need for transportation modifications for improved traffic operation and/or safety on road segments impacted by the development.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.2.1.8 The City shall develop and apply traffic mitigation measures on streets that meet the conditions detailed in the City's Neighborhood Traffic Management Policy.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.2.1.9 No development order or building permit shall be issued which creates or exacerbates a significant safety hazard on the transportation system. The developer shall mitigate the adverse impact or provide safe and adequate access to other thoroughfares as long as such connections are consistent with access spacing, sight distance and other geometrics standards.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.2.1.10 The City shall evaluate any transfer of Florida Department of Transportation or Orange County jurisdictional roadways to the city's jurisdiction based on financial impacts to the City.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.2.1.11 Recognizing that traffic on toll roads is a function of the toll policies established by the responsible authorities, the City shall have no obligation to meet level of service standards established by these authorities.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.2.2 The City shall review, concurrently with the EAR process every seven years, its Major Thoroughfare Plan to ensure its appropriateness and to protect rights-of-way needed for transportation systems improvements listed in Figure T-12 and needed for the implementation of the City of Orlando Bicycle Plan.
(Amended June 7, 2004, Effective July 8, 2004, Doc. No. 040607904; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24,

2022, Doc. No. 2202211201; (Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.2.2.1 The City shall review through the Technical Review Committee process all proposed development for consistency with future transportation projects listed in Figure T-11 and the Major Thoroughfare Plan to protect needed rights-of-way, and to ensure consistency with the City of Orlando Bicycle Plan and the Orlando Code of Ordinances.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; (Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.2.2.2 The City's Major Thoroughfare Plan, as adopted in the Orlando Code of Ordinances, shall be used as the basis for right of way acquisition and for review of all development proposals and subdivision plats.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

TRANSPORTATION GOAL T-3 – VISION ZERO ORLANDO

To foster a culture of safety and accountability ensuring progress of Vision Zero by implementing data-driven strategies to reduce preventable traffic deaths and serious injuries, prioritizing our community's most vulnerable road users, and promoting equitable solutions that are multidisciplinary and multifaceted.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.3.1 The City of Orlando shall work towards the goal of zero transportation-related deaths and serious injuries by 2050, as adopted by the 2017 Resolution supporting the Vision Zero initiative.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.1.1 The latest adopted City of Orlando Vision Zero Action Plan shall be the means to demonstrate continuous progress toward the city's vision zero transportation goals.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.3.2 The City shall commit to address human behaviors that can result in death or serious injuries on roadways throughout the planning period, recognizing that people are bound to make voluntary and involuntary mistakes while driving.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.2.1 The City shall implement Road Safety Audits (RSAs) as a proactive tool to identify and address potential safety issues of environmental conditions and user behaviors on roadways.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.2.2 The City shall establish a standardized post-crash protocol to investigate serious injuries and fatal crash incidents, ensuring that findings are used to identify safety improvements and prevent similar incidents in the future.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.2.3 The City shall utilize the Memorial Marker Program to honor the lives lost on its roadways to raise public awareness about the importance of roadway safety.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.3.3 The City shall actively work throughout the planning period towards eliminating contributing factors that carry a higher risk of fatal or serious injuries such as speed, mode, and collision angle.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.3.1 To support its Vision Zero Action Plan implementation, the City of Orlando shall reduce the speed limits in Local Streets to 25 mph, to 35 mph in Collector Streets, and to 40 mph in Arterial Streets.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.3.2 Street lighting shall be required on all city streets to reduce the number of crashes related and caused by poor visibility.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.3.4 The City of Orlando agrees that there is a shared responsibility among all road users, government, and across all related disciplines when addressing crashes resulting in death and serious injuries as they are avoidable throughout the planning period.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.4.1 The City shall establish a collaborative, cross-departmental approach to the Vision Zero initiative, ensuring that its Transportation, Public Works, Economic Development, and any other relevant departments work together to achieve zero traffic-related deaths and serious injuries.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.4.2 The City of Orlando shall implement automated speed enforcement programs to help reduce traffic-related deaths and serious injuries, especially around school and construction zones.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.4.3 The City shall develop and implement ongoing education and outreach campaigns aimed at promoting safe behaviors among all road users, and consistent with national programs and statewide efforts, while tailoring

messages to Orlando's unique traffic patterns, community needs, and high-priority areas.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.3.5 Throughout the planning period, the City shall proactively and systematically eliminate road user risks and negligent behaviors to ensure that crashes resulting in serious injuries and death are eradicated to further advance safe transportation planning practices.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.5.1 The City shall integrate the Federal Highway Administration's (FHWA) Proven Safety Countermeasures initiative (PSCi) into its transportation planning, design, and operations to address key safety focus areas such as speed management, intersections, roadway departures, and pedestrian and bicyclist safety.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.5.2 The City shall annually monitor crash rates resulting in death and serious injury through collection and analysis of crash data within city jurisdiction to better direct intervention and prioritization efforts.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.5.3 The City shall maintain its Quick Build Guide to serve as the framework for planning, designing, implementing, and evaluating quick-build demonstration projects.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.5.4 The City shall prioritize and expand the use of quick-build demonstration projects as a core strategy to support the Vision Zero initiative.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.3.6 Throughout the planning period, the City shall prioritize the safety, accessibility, and mobility of its most vulnerable road users (pedestrians, cyclists, children, older adults, and individuals with disabilities) at the forefront of all transportation planning, programming, and project implementation to ensure equitable and inclusive transportation alternatives that minimizes risks and enhances the quality of life for all.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.6.1 The City shall utilize the Federal Highway Administration's (FHWA) Safe System Approach (SSA) frameworks in the implementation of transportation projects to address disproportionate fatal and serious injuries impacting underserved communities and vulnerable users.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.6.2 The City shall prioritize transportation infrastructure improvements in communities disproportionately impacted by safety mobility challenges.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.6.3 Transportation projects shall be designed and implemented with a context-sensitive approach to ensure that the unique needs, characteristics, and vulnerabilities of each community are thoroughly understood and addressed.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.3.6.4 The City Orlando shall allocate resources towards and prioritize transportation safety projects in city jurisdiction areas with the highest concentration of severe injuries and deadly crashes.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

TRANSPORTATION GOAL T-4 – REPURPOSING OUR STREETS

To develop a balanced transportation system that supports a livable community which ensure that transportation facilities and services are designed for all users and abilities.

(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.4.1 Throughout the planning period, the City shall utilize a Safe System approach to implement transportation infrastructure improvements.
(Amended March 14, 2016; Effective April 21, 2016, Doc. No. 1603141206; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.1.1 The City recognizes that repurposing our streets as rights of way that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, freight, motorists, and transit is appropriate.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.1.2 The City recognizes that policies related to repurposing streets must consider people of all ages and abilities, including children, teenagers, adults, senior citizens, and persons with disabilities.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.1.3 The City recognizes that not all streets have the same purpose or function in terms of movement and capacity. For example, the primary purpose of arterial roadways is different from that of local roadways in terms of the type of primary user served.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.1.4 Street repurposing policies shall apply to all roadway segments in the Major Thoroughfare Plan located in the Orlando Code of Ordinances. For roads that are not currently classified in the Major Thoroughfare Plan, the City of

Orlando will reserve the right to require the implementation of street repurposing policies.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.1.5 The City shall maintain a design guidebook for repurposing streets (a.k.a. Orlando Transportation Guidelines) and a corridor prioritization plan to implement these policies.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.1.6 The City shall support the goal of repurposing streets by analyzing the land uses adjacent to the proposed roadway project to account for the primary users served.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.4.2 Throughout the planning period, the City shall apply policies for repurposing streets during the planning of all City Streets.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.2.1 All new construction and reconstruction of roadways (except limited access highways) located within the City of Orlando will be planned, designed, constructed, and maintained to benefit all users, with consideration given to land use context, right-of-way availability and costs.

Policy T.4.2.2 The Transportation, Public Works and Economic Development Departments will utilize a multi- disciplinary approach that combines best engineering practices with best planning practices in order to provide the community with context-driven roadways.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.2.3 The City of Orlando will continue to consider all elements of the right-of-way and utilize all applicable repurposing streets policies as part of Public Works repaving and resurfacing projects.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.2.4 The City of Orlando will thoroughly evaluate the construction costs for each type of facility proposed within the right-of-way in order to maximize the benefit to the community.

Policy T.4.2.5 The City of Orlando will work to ensure the continued implementation of policies to repurpose streets on existing streets and incorporate these policies into projects included in the Transportation Capital Improvements Program.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.2.6 Streets designed and/or constructed by a developer, whether public or private, shall be developed, designed, and constructed for all users and abilities.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.2.7 The City shall request that projects funded by outside agencies such as FDOT and Orange County incorporate accommodations for all users and abilities.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.4.3 Throughout the planning period, the City shall incorporate quality improvements on projects to promote the use of alternate modes and enhance the economic viability of the area.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.3.1 Roadway design through commercial corridors and main street districts shall be enhanced to accommodate comfortable and safe pedestrian and bicycle travel; moreover, transit ridership is heavily encouraged on these facilities.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.3.2 Street trees, landscaping and amenities that provide shade and promote aesthetically pleasing and comfortable environments for walking and cycling shall be incorporated into street projects.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.3.3 Public Art integrated into the streetscape will be considered to help identify unique areas of the City of Orlando including designated Main Street, sports and entertainment districts, and the central business districts.

Policy T.4.3.4 The City shall ensure that pedestrian access to transit is safe and implemented with quality features, including but not limited to providing transit service information, weather protection and convenience for the users.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.4.4 Throughout the planning period, the City shall apply policies to construct safe and convenient bicycle facilities to accommodate cyclists of all ages and abilities.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.4.1 Bicycle facilities shall be recognized as a viable transportation option and shall be treated equally in the design of transportation corridors.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.4.2 Bicycle facilities shall be planned and designed to safely accommodate cyclists of all ages and abilities.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.4.3 No Major Thoroughfare shall be completely void of a bicycle facility.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.4.4 The model hierarchy for bicycle facilities shall be as follows: protected cycle way, off- street multiuse path, buffered bike bicycle lane, bicycle lane, and sharrow (shared lane marking).
(Amended March 14, 2016; Effective April 21, 2016, Doc. No. 1603141206; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.4.5 The latest City of Orlando Bicycle Plan, showing the general location of existing and proposed bikeway facilities, is hereby incorporated into this transportation element, and shall be maintained throughout the planning period.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.5.1 The City shall integrate its Bicycle Plan into residential areas, public schools, activity centers, recreational areas, major industrial zones, and the park system through activities such as the development review process, capital projects and the road resurfacing program.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.5.2 The City shall require protected cycle ways or multiuse paths that are at least 12 feet wide on all new or reconstructed roadways within the city, where feasible (excluding limited access facilities and residential streets). Wherever protected cycle ways or multi-use paths are not feasible, buffered bicycle lanes shall be used. If options are not feasible, justification shall be included as part of the road preliminary design process and alternative design, or routes, shall be identified.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.5.3 The City shall stripe selected Major Thoroughfares to allow for a buffered bike lane or a minimum of five (5) foot bicycle lanes and sign selected local roads as bikeways.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.5.4 The City shall continue to incorporate bicycle lanes as part of the resurfacing program by narrowing traffic lanes to a minimum of ten (10) feet and striping buffered bike lanes, or a minimum of five (5) foot bicycle lanes, when possible.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.5.5 The City shall require a minimum width of twelve (12) feet for the construction of dual-use bicycle/pedestrian facilities, where applicable.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.5.6 The City shall use the Bicycle Plan recommended improvements for acquisition of rights-of-way needed to implement bicycle projects.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.4.5.7 The City shall require that new bikeway projects meet or exceed the city's criteria for bicycle facility design in an effort to promote cycling.

Policy T.4.5.8 The City shall provide bicycle trails, overpasses, and underpasses where feasible to create unique transportation opportunities and to address specific access and safety problems.

Policy T.4.5.9 The City's bicycle facilities shall include directional signs. Warning and other signs shall be provided as needed.

Policy T.4.5.10 The City shall continue to evaluate opportunities to complete missing connections or gaps between existing bicycle facilities in all future transportation plans.
(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.4.6 Throughout the planning period, the City shall require bicycle and pedestrian connectivity within all new development and redevelopment, consistent with the Orlando Code of Ordinances.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.6.1 The City shall require safe and adequate pedestrian and bicycle facility connections between new residential developments and adjacent or nearby schools, neighborhood community centers, transit stops, parks, bikeways, commercial and office developments, and other compatible land uses and developable lands.

Policy T.4.6.2 The City shall require new developments be designed to maximize bicycle, pedestrian, and transit connections, internally and to adjacent or nearby compatible developments, by allowing movement in any direction to minimize travel distance.

Policy T.4.6.3 The City shall encourage and cooperate with neighborhood and homeowner associations to provide bicycle and pedestrian connections to adjacent or nearby schools, neighborhood community centers, transit stops, parks, bikeways, commercial and office developments, and other compatible land uses.

Policy T.4.6.4 The City shall work with the school board to promote bicycle and pedestrian connections between schools and adjacent or nearby residential developments.

Policy T.4.6.5 The City shall require new public and private schools to provide bicycle and pedestrian connections to adjacent or nearby residential developments, as well as to include provisions for internal bicycle and pedestrian circulation.

Policy T.4.6.6 The City shall encourage existing public and private schools to provide bicycle and pedestrian connections to adjacent or nearby residential developments, as needs are identified.

Objective T.4.7 Throughout the planning period, the City shall promote bicycle use as a mode of transportation by adding bikeway facilities, ensuring adequate bicycle parking, and enhancing the safety of bicyclists.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy T.4.7.1 The City shall periodically amend its Orlando Code of Ordinances to update parking and locker requirements for bicycles.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.7.2 The City shall encourage public transit providers to include secure bicycle parking at super stops, transit centers, park-and-ride lots and to provide bicycle racks on buses.

Objective T.4.8 The City shall annually collect and analyze crash and injury data within the city limits and use the findings to enhance the safety of bicyclists.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.8.1 The City shall ensure that traffic operation measures and traffic control devices support and accommodate bicycle use.

Policy T.4.8.2 The City shall adequately service city-maintained facilities to ensure continued safe operation by bicyclists.

Policy T.4.8.3 The City shall support programs which promote the use of helmets by cyclists.

Policy T.4.8.4 The City shall continue to support the School/Safety Sidewalk Program to accommodate school pedestrian and bicycle trips.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)

Policy T.4.8.5 The City shall update its Bicycle Plan at least every five years to assess existing conditions, evaluate plan progress, and redefine policies, as necessary.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.4.9 The City shall create a pedestrian facilities plan and update it in coordination with the Bicycle Plan at least every five years to assess existing conditions, evaluate plan progress, and redefine policies as necessary.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.4.9.1 The pedestrian facilities plan shall identify gaps in sidewalk continuity along the major thoroughfare network, within metropolitan activity centers, and within the Traditional City.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy T.4.9.2 The pedestrian facilities plan shall identify existing crosswalks at signalized intersections and other pedestrian designated crossings. The study will also identify recommended locations for additional pedestrian designated crossings and pedestrian areas, including areas accessing facilities such as transit stops, schools, and parks.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.9.3 The pedestrian facilities plan shall prioritize pedestrian improvement projects throughout the city. As priorities are identified, they will be planned for funding through incorporation into the Capital Improvement Program or by other funding means.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.4.10 Throughout the planning period, the City shall ensure completion of the sidewalk and crosswalk system along the major thoroughfare network, within Metropolitan Activity Centers, and within the Traditional City.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy T.4.10.1 The City shall require the construction of sidewalks to meet the standards set forth in the Orlando Code of Ordinances.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.4.10.2 The City shall complete the gaps in crosswalks running parallel to the major thoroughfare network at intersections.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy T.4.10.3 The City shall complete the gaps in crosswalks running perpendicular to the major thoroughfare network at signalized intersections and at pedestrian designated crossings.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

TRANSPORTATION GOAL T-5 – INTEGRATION OF AGE-FRIENDLY, SUSTAINABILITY, AND FUTURE READY

To ensure Orlando remains a 'community for a lifetime' by encouraging age-friendly, sustainable, and future-ready transportation/mobility strategies.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.5.1 Throughout the planning period, and to make Orlando a place to live better for longer, the City of Orlando shall integrate age-friendly concepts into its policy, programmatic, and organizational frameworks in relation to transportation and mobility, where appropriate.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.5.1.1 The City of Orlando is dedicating to implementing the Livable Orlando: An Age-Friendly Initiative Action Plan 2022-2025 including the goals and action items related to livability, longevity, and healthy aging by: promoting healthy mobility options for people of all ages and abilities; implementing the Vision Zero Orlando Action Plan; and promoting educational programming to increase older adults' knowledge of and access to healthy mobility options.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.5.2 The City shall prioritize transit headway improvements along designated transit service corridors throughout the planning period.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy T.5.2.1 The City shall strive to maintain or improve a 30-minute weighted average headway on the majority of the designated transit service corridors. When

evaluating transit service corridor performance, designated transit service corridors with less than a 30-minute average headway shall have a higher weight than transit service corridors with more than a 30-minute average headway.
(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.5.2.2 The City shall strive to enhance transit coverage along the designated transit service corridors.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; (Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.5.3 All new public transit systems, facilities and services in the City of Orlando shall be designed and operated to provide accessibility to all segments of the community.

Policy T.5.3.1 The special needs of transportation disadvantaged persons shall be accommodated in the design of all public transit systems.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.5.3.2 The City shall support the Central Florida Regional Transportation Authority (dba LYNX) in the improvement and expansion of special services for senior citizens and persons with disabilities through the enforcement of applicable requirements.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.5.3.3 The City shall support provisions for transit passenger convenience such as:

- Information programs which acquaint travelers with transit routes and available services.
- Weather protection at selected stops along transit routes.
- Clear signage which identifies transit stops.
- Lighting and emergency call boxes at selected stops.
- Route map signs at designated transit stops.
- More direct bus routing, if necessary, in order to extend service to major residential areas and traffic generators.

Policy T.5.3.4 The City shall require that transit facilities, such as turn-out bays, priority signals, high-occupancy vehicle lanes, bus-only lanes, and transit shelter locations, be included in roadway design proposals, as appropriate.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.5.3.5 The City shall seek opportunities for development around transit centers, including rail stations, in an effort to encourage public transit ridership.

Opportunities may include transit-supportive land uses designed to facilitate the linkages between other transportation modes, network connectivity, intermodal access, transit- oriented development, pedestrian-oriented design and intermodal connections between land uses.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy T.5.3.6 The City shall encourage the Central Florida Regional Transportation Authority (dba LYNX) to coordinate routing of the regional service and location of transit facilities with the location of activity centers and high intensity mixed use corridors as identified in the Future Land Use Element.

Policy T.5.3.7 The City shall monitor and guide as needed the operations of the Central Florida Regional Transportation Authority (dba LYNX) within the City of Orlando related to service levels, fare structures, ridership projections, financial needs, and recommended funding sources.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.5.3.8 The City shall protect planned public transit rights-of-way and exclusive transit corridors, including railroad and utility rights-of-way which have been identified for the construction of rail transit lines, express bus lanes, or managed lanes such as high occupancy vehicle (HOV) or exclusive transit lanes.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.5.3.9 The City may eliminate on-street parking from thoroughfares as required to support public transit, bicycle, micromobility, and pedestrian systems.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.5.3.10 When the public transportation provider improves the performance of its fleet to serve an Orange County transit deficiency, the increased service shall also be provided along the City's designated transit service corridors, to the maximum extent possible.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Objective T.5.4 The City shall continually work with the Florida Department of Transportation, MetroPlan Orlando, the Central Florida Commuter Rail Commission, the Central Florida Regional Transportation Authority (dba LYNX) and other agencies, as applicable, in the planning and construction of fixed guideway transit systems for the movement of people and goods.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.5.4.1 The City shall work with the Florida Department of Transportation, MetroPlan Orlando, the Central Florida Commuter Rail Commission, the Central Florida Regional Transportation Authority (dba LYNX) and other agencies, as applicable, in addressing stations siting and design and in promoting financial partnerships needed for construction of the fixed guideway systems for the movement of people and goods.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.5.5 Throughout the planning period, the City shall maintain its position as the hub of the Central Florida commuter rail and statewide intercity passenger rail systems.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.5.5.1 The City shall work with the Florida Department of Transportation to identify appropriate corridors and sites for stations and ancillary development to support the intercity passenger rail system and commuter rail system. Existing stations located downtown, and proposed stations at the Orlando International Airport, and at the International Drive activity centers are considered highly desirable by the city to provide access to the greatest number of users.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.5.5.2 The City shall work with the Central Florida Regional Transportation Authority (dba LYNX) to make available appropriate types and levels of public transit service to interconnect with the commuter rail system at stations within or near the City, and to help mitigate the traffic impacts of such stations and provide first and last-mile connections.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.5.5.3 The City shall seek to ensure that all new types of transportation systems are developed in an environmentally sensitive manner.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.5.5.4 The City shall foster, encourage, and support programs and projects designed to capture and enhance the secondary technological effects of rail projects including educational programs and centers, design and manufacturing firms, and research and development projects.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.5.5.5 The City shall work with the Florida Department of Transportation, and/or all applicable operators, to identify appropriate corridors and sites for stations and ancillary development to support the statewide intercity rail system.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.5.5.6 The City shall work with the Central Florida Regional Transportation Authority (dba LYNX) to make available appropriate types and levels of public transit service to interconnect with the statewide intercity rail system at stations, within or near the City, and to help mitigate the traffic impacts of such stations and provide first and last-mile connections.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.5.5.7 The City shall work to become the hub of the statewide intercity passenger rail system.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.5.6 Throughout the planning period, the City shall support Mobility as a Service (MaaS) initiatives, including but not limited to on-demand ridesharing services like taxis and Transportation Network Companies (TNCs), and vehicle rental services like car-sharing and micromobility services, to encourage more effective mobility alternatives.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.5.6.1 The City shall be prepared for future urban mobility changes, including but not limited to micromobility, to support first/last mile access to other available transportation alternatives.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.5.6.2 The City shall allow micromobility services citywide consistent with the Orlando Code of Ordinances. Micromobility is defined as any private motorized transportation device made available by reservation through an online application, website, or software for point-to-point trips, and which is purposively set to travel at low speeds.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.5.6.3 The City shall allow on-demand ridesharing services and Transportation Network Companies (TNCs) to temporarily pick-up/drop-off passengers within specific areas and/or within specific time limits, consistent with the City's curbside management regulations established in the Orlando Code of Ordinances.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

TRANSPORTATION GOAL T-6 – AVIATION AND ADVANCED AIR MOBILITY (AAM)

To unlock new opportunities in aerial mobility for people and goods that can connect different destinations, without investing in additional ground infrastructure other than takeoff/landing facilities while preserving existing aviation infrastructure and operations, and encouraging economic growth and accessibility within the city.

(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.6.1 Access to the Orlando International Airport and Orlando Executive Airport shall be maintained or improved throughout the planning period by integrating existing and future ground transportation systems.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.6.1.1 Access to the Orlando International Airport shall be improved through a combination of enhanced transit services and roadway connectivity expansions implemented by the City of Orlando, adjacent jurisdictions, the Central Florida Regional Transportation Authority (dba LYNX), the Florida Department of Transportation, the Central Florida Commuter Rail Commission, and the Greater Orlando Aviation Authority.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.6.1.2 The City shall promote the design and planning of multimodal facilities that provide adequate ingress and egress to existing and future aviation facilities.

Policy T.6.1.3 The City shall advocate the provision of enhanced access to the Orlando International Airport from Downtown Orlando and the northern half of the City. This access may be roadway and transit services.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.6.2 The City shall annually coordinate with the Greater Orlando Aviation Authority to identify transportation alternatives to serve the Orlando International Airport.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704)

Policy T.6.2.1 The City shall promote increased alternative transportation opportunities at the Orlando International Airport and Orlando Executive Airport to reduce reliance on automobile travel and encourage greater use of transportation alternatives.

Policy T.6.2.2 The City shall support a railway corridor parallel to State Road 528. This corridor shall be designed primarily to promote the movement of people and goods from the coast cities to the Orlando International Airport.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.6.3 The capacity of people and goods served by of the Orlando International Airport shall be increased through a combination of improvements implemented by the City, adjacent jurisdictions, the Central Florida Regional Transportation Authority (dba LYNX), the Florida Department of Transportation, and the Greater Orlando Aviation Authority.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.6.3.1 The City shall support the growth of aviation facilities needed to keep up with the increased demand of business, tourism, and convention travel.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.6.4 The City shall encourage the Greater Orlando Aviation Authority to operate cost-effective commercial aviation facilities at the Orlando International Airport and cost-effective general aviation facilities at the Orlando Executive Airport throughout the planning period~~s~~.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.6.4.1 The Greater Orlando Aviation Authority, as the agency currently responsible for providing air transportation services to Orlando and the Central Florida region, shall operate in a cost-effective and efficient manner, without compromising safety.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.6.5 Throughout the planning period, the City shall maintain land use regulations for lands surrounding the Orlando International Airport and Orlando Executive Airport, so as to prohibit incompatible land uses. This shall be accomplished by regulating airspace and aircraft noise consistent with the requirements of Federal Aviation Regulations Parts 77 and 150, as well as Chapter 333, Florida Statutes.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.6.5.1 The City, through proper land use planning, regulation, and site design techniques, shall limit costs associated with correcting land use incompatibilities.

Policy T.6.5.2 The City shall adopt and maintain comprehensive airport-related land use standards, consistent with those of Orange, Seminole and Osceola Counties.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.6.6 The City shall ensure that the aviation section of the Transportation Element is consistent to the maximum extent feasible with all applicable federal, state, and regional aviation plans.

Policy T.6.6.1 The City shall continue to participate in the Continuing Florida Aviation System Planning Process in coordination with MetroPlan Orlando and the Greater Orlando Aviation Authority.
(Amended April 14, 2003, Effective June 7, 2003, Doc. No. 030414702; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.6.6.2 The City shall participate in the identification of potential reliever airport facility locations as the needs become apparent.

Policy T.6.6.3 The City shall revise the Future Land Use and Transportation Elements as necessary to remain consistent with the noise exposure contours developed for the Orlando International and Orlando Executive Airports, as well as all Federal Aviation Regulations and Standards.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.6.7 The City shall continue to monitor all proposed expansions of aviation facilities at the Orlando International Airport and Orlando Executive Airport, for consistency with the city's Future Land Use Element and Conservation Element.

Policy T.6.7.1 In order to ensure land use compatibility and to protect sensitive environmental lands, the expansion of aviation facilities at the Orlando International Airport and the Orlando Executive Airport shall be consistent with the city's Future Land Use Element and Conservation Element.

Objective T.6.8 The City shall continue to review individual requests for the construction of vertiports as a conditional use consistent with the procedures in the Orlando Code of Ordinances, throughout the planning period.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.6.8.1 The City shall promote public safety, control noise exposure and noise pollution, and further land use compatibility through locational standards.

Policy T.6.8.2 The City shall encourage the development of public-use vertiport facilities only in designated areas to avoid the potential for undesirable

concentrations of private-use vertiport facilities located outside of designated areas.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

ObjectiveT.6.9 Throughout the planning period, the City shall continue to protect all environmentally sensitive areas on the Orlando International Airport and Orlando Executive Airport properties, including wetlands, floodways, lakes, existing wildlife habitats, sensitive ecological communities, and endangered and threatened species. Environmentally sensitive area designations shall be consistent with the Future Land Use and Conservation Elements of the Growth Management Plan and with the Orlando Code of Ordinances. The recommendations of the Federal Aviation Administration's Advisory Circular 150/5200-33C, as updated, Hazardous Wildlife Attractants On or Near Airports, shall be adhered to where practicable, as long as they are not incompatible with federal and state environmental law.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.6.9.1 The City shall protect the water quality of Lake Barton, Lake Underhill, Mud Lake, Lake Nona, Bull Slough, Boggy Creek, and other waterways within airport properties by restricting incompatible land uses through the Growth Management Plan and the Orlando Code of Ordinances.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.6.9.2 The City shall not permit construction within designated clear zones, except for appropriate navigational and public benefit facilities.

Objective T.6.10 In the event that designated sensitive environmental lands or developed areas are threatened by aviation facility expansions and/or development, mitigation scenarios shall be provided to the City and to the appropriate reviewing agencies for approval and/or modifications.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.6.10.1 The City shall ensure that potentially adverse environmental impacts are eliminated or minimized by utilizing best management practices during any aviation facility expansion.

Policy T.6.10.2 The City shall require the Greater Orlando Aviation Authority to eliminate or regulate potentially hazardous waste generators on any airport property in accordance with all applicable state and federal requirements.

Objective T.6.11 The City shall maintain aircraft noise/sound level reduction standards consistent with those adopted by Orange County, Seminole County, and Osceola County, throughout the planning period. These standards will include avigation easements and public courtesy notices of potential noise

impacts from the Orlando International Airport and Orlando Executive Airport within specific noise contours.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.6.11.1 The City shall ensure that noise pollution impacts will be reduced through the land use planning process and that airport facilities provide stringent noise mitigation measures.

Policy T.6.11.2 The city shall develop and maintain strategies to implement emerging aviation technologies such as Advanced Air Mobility (AAM) with electric aircraft and unmanned aerial systems (UAS) to allow for greater connectivity and the delivery of services to our communities while mitigating the potential impacts of these new modalities on our residents, visitors and the environment.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

TRANSPORTATION GOAL T-7 – INTERMODAL NEEDS

To support new freight movement opportunities in the region.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.7.1 Throughout the planning period, develop and maintain strategies to identify, evaluate, and mitigate the effects of freight transportation on our communities, particularly minority and low-income communities, and the environment.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.7.1.1 The City shall support incentives to increase truck parking with truck-related services and amenities in areas of high demand.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.7.1.2 The City shall encourage the development of freight infrastructure design criteria that promotes efficient and safe freight movement within its urban area.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.7.1.3 The City shall support operational strategies that will allow connected autonomous vehicles (CAV) and other related technologies to be implemented for freight transportation.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.7.1.4 The City shall participate in the Florida inter-agency freight mobility task force.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.7.1.5 Freight planning training and representation should be incorporated in transportation planning activities at the state, regional, and local levels.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.7.1.6 Freight planning processes shall prioritize engagement with minority, low income, and underserved communities to identify and address potential adverse impacts while promoting equitable access to the economic benefits of freight-related activities.
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

TRANSPORTATION GOAL T-8 – FUNDING STRATEGIES

To develop a financially feasible transportation system for everyone in our community through equitable distribution of transportation resources, benefits, costs, programs, and services, and which meets the accessibility needs of city residents and visitors.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.8.1 The City shall update its Transportation Impact Fee Program as needed to ensure that the City's transportation system is responsive to transportation needs generated by new growth and development.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy T.8.1.1 Transportation Impact Fee assessments to individual developments shall not exceed that development's share of the anticipated costs for transportation improvements within the Transportation Benefit Area.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy T.8.1.2 In addition to paying impact fees, new developments, and redevelopments shall be responsible for the cost of site-related road and traffic operations improvements that are necessary for safe and adequate access to the development site. This requirement shall apply citywide.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Objective T.8.2 The City shall continue to research and coordinate implementation of additional funding sources to fund necessary transportation improvements within the city over the next twenty years.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.8.2.1 The City shall participate in funding a capital improvement program that will add capacity to the transportation system over the planning periods.
(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; (Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.8.2.2 The City funds transportation improvements, maintenance, and operating costs with Gas Tax and the General Revenue Fund. The City will use Transportation Impact Fees to fund the construction of new transportation projects. The City shall pursue new sources of transportation funding to fully implement this element. All additional countywide funding sources shall be shared with the city based on a mutually agreeable formula.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.8.2.3 Improvements to the major thoroughfare network may be funded and built in accordance with this element by developers or other private sector parties pursuant to written agreements with the City.

Policy T.8.2.4 The City shall fund transportation infrastructure to encourage private sector investment in areas identified as appropriate in the Future Land Use Element.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.8.2.5 The City shall support the construction of transit centers and park-and-ride lot projects related to the area's regional transit facilities expansion. These projects will benefit current system users and encourage the use of alternative transportation modes.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.8.2.6 The City shall not support the construction of new roadway projects that promote sprawl development.

Policy T.8.2.7 The City may spend Transportation Impact Fees collected from within a benefit area to improve capacity or quality of service related to pedestrian, bicycle, and transit facilities.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.8.3 The City shall negotiate annually with the Central Florida Regional Transportation Authority (dba LYNX) on service improvements needed to meet Policy T.5.2.1 standards identified for the designated transit corridors.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Policy T.8.3.1 The City shall fund its local share of the cost of providing regional transit systems and services in a proportion equal to its share of the regional

population to the maximum degree feasible and to the extent that such regional costs are not funded through dedicated local tax sources, state, or federal funds.

Policy T.8.3.2 The City shall appropriate funds on an annual basis sufficient to meet the commitment stated in Policy T.8.3.1.

Policy T.8.3.3 The City shall actively support the establishment of dedicated revenue sources for public transit.

Policy T.8.3.4 The City shall seek commitments from other local governments to fund their local share of the cost of providing regional public transit systems and services.

Policy T.8.3.5 The first priority for funding transit improvements shall be based upon improving headways on existing routes. The City also shall consider funding expanded coverage of the transit system within the city limits as well as service enhancements which improve ridership, accessibility, and travel time.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.8.3.6 Internal public transit, bikeway and pedestrian systems in metropolitan activity centers shall be funded primarily by fees, taxes, and other revenue sources derived from the property and uses internal to the metropolitan activity centers. Funding may be considered and recommended by the City and by property owners.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.8.3.7 Fees, taxes, and other revenue sources derived from the property and uses may fund multimodal facilities such as public transit, bikeway, and pedestrian systems within the impact fee benefit area.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.8.4 The City shall commit funds annually through the Capital Improvement Program for the implementation of the City of Orlando Bicycle Plan.

Policy T.8.4.1 Funding for the City of Orlando Bicycle Plan shall be allocated based on the implementation phasing.

Policy T.8.4.2 The City shall pursue supplemental funding sources including federal and state grants and private contributions to enhance the City of Orlando Bicycle Plan implementation.

TRANSPORTATION GOAL T-9 – INTERGOVERNMENTAL COORDINATION

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

(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.9.1 The City shall continue supporting MetroPlan Orlando to serve as the primary funding and coordinating council to integrate the activities of transportation agencies and to support development and implementation of a regional transportation plan through the planning periods.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.1.1 The City shall work with MetroPlan Orlando to ensure consistency of the Transportation Element with the most recently adopted Metropolitan Transportation Plan (MTP).
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.1.2 The City shall continue to participate actively at the technical and policy levels of MetroPlan Orlando to ensure its role in planning for a balanced and efficient multi- modal transportation system.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.1.3 The City shall actively participate in planning for commuter rail ancillary facilities consistent with future regional consensus plans and the Future Land Use Element.
(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy T.9.1.4 The City shall promote, through MetroPlan Orlando, any regional transportation plan that provides maximum access to downtown and other metropolitan activity centers.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.1.5 The City shall work with MetroPlan Orlando and adjacent jurisdictions to coordinate regional connections for of bicycle, transit, and pedestrian facilities.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.9.2 The City shall coordinate periodically with MetroPlan Orlando and the Central Florida Regional Transportation Authority (dba LYNX) to undertake efforts to promote Transportation Demand Management programs focusing on the region's major activity centers.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.2.1 The City shall support and will participate in activities of MetroPlan Orlando and the Central Florida Regional Transportation Authority (dba LYNX) to promote Transportation Demand Management programs in the region.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.2.2 The City shall encourage MetroPlan Orlando and the Central Florida Regional Transportation Authority (dba LYNX) to undertake efforts to increase regional awareness on the importance of Transportation Demand Management programs in addressing traffic congestion, environmental protection, and energy conservation.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.2.3 The City shall encourage MetroPlan Orlando and the Central Florida Regional Transportation Authority (dba LYNX) to develop incentives for employers to implement Transportation Demand Management (TDM) programs. The TDM programs may include, but not be limited to, ridesharing, flexible work hours, telecommuting, preferential parking, bicycle parking, and transit subsidies.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.2.4 The City shall encourage MetroPlan Orlando and the Central Florida Regional Transportation Authority (dba LYNX) to develop thresholds at which various Transportation Demand Management measures could be required by local governments.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.2.5 The City shall encourage MetroPlan Orlando and the Central Florida Regional Transportation Authority (dba LYNX) to conduct transportation surveys to assess changes in alternative transportation modes use.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.2.6 All projects developments that are located outside metropolitan activity centers, and that will include a concentration of more than 500 employees, should coordinate with MetroPlan Orlando and the Central Florida Regional Transportation Authority (dba LYNX) to implement Transportation Demand Management programs.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Objective T.9.3 The City shall ensure continued coordination of its bicycle-related issues with Metroplan Orlando throughout the planning period.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.3.1 The City shall coordinate with surrounding jurisdictions to promote unified bicycle laws, enforcement procedures, and consistency with the State's bicycle use rules and regulations.

Policy T.9.3.2 The City shall coordinate the implementation of its Bicycle Plan with those of Orange County and MetroPlan Orlando.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.3.3 The City shall encourage MetroPlan Orlando to continue sponsoring bicycle education and awareness activities.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.3.4 The City shall work with MetroPlan Orlando in its efforts to seek bicycle sensitive revisions to the Florida's drivers licensing and driver's education programs.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Objective T.9.4 The City shall coordinate as needed with Orange, Seminole, and Osceola Counties, the Florida Department of Transportation, the Orlando-Orange County Expressway Authority, the Central Florida Regional Transportation Authority (dba LYNX), and the East Central Florida Regional Planning Council on key land development and transportation decisions affecting the transportation Level of Service Standards and Monitoring Level of Service for major thoroughfares set within the city's jurisdiction.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.4.1 The City shall coordinate transportation improvements with Orange, Seminole, and Osceola Counties, the Florida Department of Transportation, the Central Florida Expressway Authority, the Central Florida Regional Transportation Authority (dba LYNX), the East Central Florida Regional Planning Council, and with approved long-range plans or programs adopted by other municipalities and agencies. Coordination shall be accomplished through active participation in MetroPlan Orlando's Transportation Improvements Program annual update process, and the East Central Florida Regional Planning Council's strategic planning process.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.4.2 The City shall participate in cooperative planning efforts with MetroPlan Orlando, the East Central Florida Regional Planning Council, and other planning agencies to address key land development and transportation decisions affecting roadway levels of service within the city.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.4.3 The City shall work in coordination with the Florida Department of Transportation to implement access standards for roads on the state system which will be consistent with Florida Administrative Code Rule Chapters 14-96 and 14-97.

Policy T.9.4.4 The City shall work with adjacent jurisdictions, the East Central Florida Regional Planning Council, and the Florida Department of Transportation to promote consistency of land development code requirements. This shall include addressing the establishment of development criteria, including maximum intensities, transit service, and parking limits for the region's major activity centers.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.4.5 The City shall work with adjacent jurisdictions, the East Central Florida Regional Planning Council, and the Florida Department of Transportation to develop procedures to assess and mitigate transportation related development impacts across jurisdictional boundaries.

Policy T.9.4.6 The City shall seek to coordinate all transit proposals in metropolitan activity centers with the Central Florida Regional Transportation Authority (dba LYNX) and the Central Florida Commuter Rail Commission.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.4.7 The City shall work with MetroPlan Orlando, adjacent jurisdictions and the freight community in any effort to accommodate truck access needs for the region.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.4.8 The City shall coordinate with the Greater Orlando Aviation Authority, the East Central Florida Regional Planning Council, the Central Florida Expressway Authority, Orange, Seminole, and Osceola Counties to minimize costs associated with airport growth and operations.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.4.9 The City shall continue to actively participate and coordinate with the Central Florida Regional Transportation Authority (dba LYNX) and the Florida Department of Transportation in planning and developing the transit vision identified in the regional Metropolitan Transportation Plan (MTP).
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.4.10 Upon establishment of alternative mobility areas by Orange County, the City shall coordinate with Orange County to identify mobility areas that contain parcels within both jurisdictions where the requirements and functions of the mobility areas are furthered by the inclusion of such parcels.
(Amended August 4, 2008, Effective September 4, 2008, Doc. No.0808041001; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.4.11 The City shall participate and collaborate with Federal, State, other local governments, and the private sector in the deployment of Automated Vehicles (AVs) along transportation facilities.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.4.12 The City shall support the deployment of Automated Driving Systems (ADS) on vehicles operating along transportation facilities if such systems have the potential to maintain or improve safety, operations, and effectiveness.
(Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201)

Policy T.9.4.13 The City shall adopt and maintain the Transportation Map Series showing the general location of existing and proposed transportation system features for the City of Orlando, including: T-13 (Major Trip Generators), T-14 (Functional Classification of Roadways), T-15 (Transit Routes), T-16 (Intermodal Terminals, Access & Routes), T-17 (Public Transit Routes Level of Service), T-18 (Public Parking Facilities), T-19 (Airports & Heliports), T-20 (Public Transit Corridors), T-21 (Future Rail Transit Corridors 2050), and T-25 (Designated Transit Corridors).
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Maps & Figures: Transportation

Maps & Figures that support this Element include:

Figure T-1	Historical City of Orlando Population and VMT Changes
Figure T-2	Daily Person Trips Growth by GMP Subarea from 2024 to 2050
Figure T-3	Average 2024 Travel Times between GMP Subareas
Figure T-4	New Daily Trips Distribution - GMP Subareas 2024 through 2050
Figure T-5	Travel Modes and 2050 Aspirational Mobility Goals
Figure T-6	Miles of Roadways by Functional Classification
Figure T-7	All-Day Performance Evaluation Example – Narcoossee Road
Figure T-8	High Injury Network – Vision Zero Action Plan Orlando
Figure T-9	Target Speed Ranges by Context and Functional Classifications
Figure T-10	Future-Ready City Master Plan – Mobility Goals and Targets
Figure T-11	Mobility Strategies
Figure T-12	Recommended Mobility Projects
Figure T-13	**Major Trip Generators**
Figure T-14	**Functional Classification of Roadways**
Figure T-15	**Transit Routes**
Figure T-16	**Intermodal Terminals, Access & Routes**
Figure T-17	**Public Transit Routes Level of Service**
Figure T-18	**Public Parking Facilities**
Figure T-19	**Airports & Vertiports**
Figure T-20	**Public Transit Corridors**
Figure T-21	**Future Rail Transit Corridors 2050**
Figure T-22	Road Level of Service on the Vision Zero's Top 18 Severe Crash Corridors & Intersections
Figure T-23	Level of Service (LOS) vs Level of Safety (loS) Comparison
Figure T-24	Crash Analysis of Constrained Facilities
Figure T-25	**Designated Transit Corridors**
Figure T-26	Revenue Projections for Transportation Funding

Note: Figures in **Bold** are part of the Adopted Transportation Map Series (see Policy T.9.4.13).

Figures T-11 and T-12 are adopted parts of the Growth Management Plan (Orlando's comprehensive plan) and any amendments to those figures will be adopted by ordinance. The remaining figures are provided for reference and are not regulatory in nature.

(Adopted Figures Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-1 – Historical City of Orlando Population and VMT Changes

	City of Orlando Population	Orlando % Yearly Population Change	Orlando Square Miles	Population per Square Mile	Orlando VMT Growth per year	Orlando % Yearly VMT Change
1970	99,006					
1980	128,291	2.96%	43.16	2,972	40,981,814	
1990	164,693	2.84%	72.18	2,282	29,205,937	-29%
2000	185,951	1.29%	102.95	1,806	26,146,931	-10%
2010	238,300	2.82%	111.60	2,135	55,520,689	112%
2020	307,573	2.91%	118.60	2,593	81,255,928	46%

SOURCE: City of Orlando, Economic Development and Transportation Departments, 2024.

Figure T-2 – Daily Person Trips Growth by GMP Subarea from 2024 to 2050

PERSON TRIPS	2024 Daily Person Trips	2050 Daily Person Trips	Change/Growth 2024-2050 (Trips)	Share of City's Total Change/Growth
Northwest	159,088	264,752	105,664	16%
Northeast	138,864	186,184	47,320	7%
Downtown	100,816	162,532	61,716	10%
Southwest	390,084	438,164	48,080	7%
Southeast	540,356	931,892	391,536	60%
Orlando Totals	**1,329,208**	**1,983,524**	**654,316**	**100%**

SOURCE: USDOT Bureau of Transportation Statistics, 2017 & City of Orlando, Transportation Department, 2024.

Figure T-3 – Average 2024 Travel Times between GMP Subareas

AVERAGE TRAVEL TIMES (in minutes)		TO				
		Northwest	Northeast	Downtown	Southwest	Southeast
FROM	Northwest	13	25	15	22	29
	Northeast	25	14	20	30	25
	Downtown	15	20	10	20	23
	Southwest	22	30	20	15	23
	Southeast	29	25	23	23	31

SOURCE: City of Orlando, Transportation Department, 2024.

Figure T-4 – New Daily Trips Distribution - GMP Subareas 2024 through 2050

2024 - 2050 NEW DAILY TRIPS DISTRIBUTION		TO					
		Northwest	Northeast	Downtown	Southwest	Southeast	TOTALS
FROM	Northwest	23,836	8,363	24,217	15,238	34,010	**105,664**
	Northeast	1,811	6,200	6,140	*(2,775)*	35,944	**47,320**
	Downtown	5,301	4,080	19,623	7,004	25,707	**61,716**
	Southwest	*(2,441)*	*(4,079)*	*(2,316)*	*(9,726)*	66,641	**48,080**
	Southeast	24,858	61,726	84,817	125,870	94,265	**391,536**
	Orlando Totals	**53,365**	**76,291**	**132,482**	**135,611**	**256,567**	**654,316**

SOURCE: City of Orlando, Transportation Department, 2024.

Figure T-5 – Travel Modes and 2050 Aspirational Mobility Goals

TRAVEL MODES	Today	Mobility Goals (2050)
Driving	81%	Minor Decrease
Walking	12%	Increase to 13%
Using Transit Services	5%	Increase to 6%
Bicycling	1%	Increase to 2%
Other modes/Work from Home	1%	Slight Increase
TOTAL	**100%**	

SOURCE: U.S. Bureau of Census and City of Orlando, Transportation Department, 2024.

Figure T-6 – Miles of Roadways by Functional Classification

Functional Classification	Miles (approx.)
Arterials	150
Collectors	195

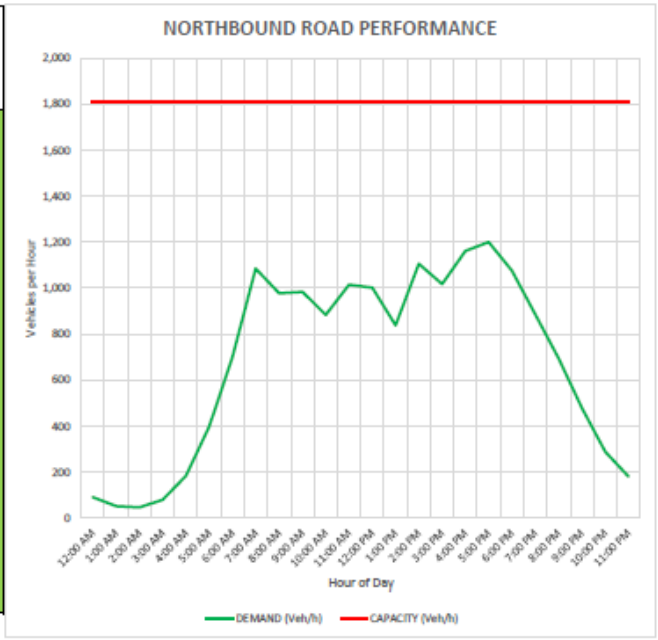
SOURCE: City of Orlando, Transportation Department, 2024.

Figure T-7 – All-Day Performance Evaluation Example – Narcoossee Road

PERFORMANCE MEASURES	
1 Hourly demand-to-capacity (d/c) ratio:	*(Hourly demand-over-capacity ratio during the day by each hour)*
2 16-hour efficiency metric:	*(Percentage of the hours between 5:00 am and 9:00 pm that traffic demand exceeds capacity)*
3 16-hour excess capacity metric:	*(Capacity provided between 5:00 am and 9:00 pm but unused, in lane hours of capacity; ranges from 0 to 16)*
4 Total hours below capacity:	*(Number of hours out of 24 when the roadway operates below capacity, or d/c<1)*

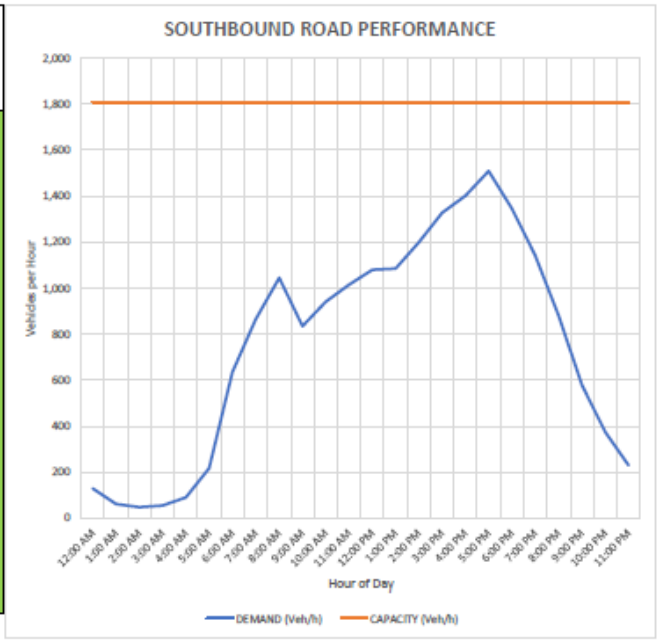
NARCOOSSEE ROAD (As 4 Lanes in 2020 - Lake Nona Club Drive to Northlake Road - 2020 NB Hourly Counts)

Time of Day	DEMAND (Veh/h)	(%)	CAPACITY (Veh/h)	1. Hourly d/c ratio (%)	2. 16-hour efficiency (%)	3. 16-hour excess capacity (Lane hours)	4. Hours below capacity (Hours)
12:00 AM	90	0.5%	1,810	5.0%			1
1:00 AM	52	0.3%	1,810	2.9%			1
2:00 AM	46	0.3%	1,810	2.5%			1
3:00 AM	79	0.5%	1,810	4.4%			1
4:00 AM	183	1.1%	1,810	10.1%			1
5:00 AM	397	2.4%	1,810	21.9%			1
6:00 AM	699	4.3%	1,810	38.6%	0	0.61	1
7:00 AM	1,084	6.6%	1,810	59.9%	0	0.40	1
8:00 AM	977	6.0%	1,810	54.0%	0	0.46	1
9:00 AM	983	6.0%	1,810	54.3%	0	0.46	1
10:00 AM	884	5.4%	1,810	48.8%	0	0.51	1
11:00 AM	1,015	6.2%	1,810	56.1%	0	0.44	1
12:00 PM	1,002	6.1%	1,810	55.4%	0	0.45	1
1:00 PM	838	5.1%	1,810	46.3%	0	0.54	1
2:00 PM	1,105	6.7%	1,810	61.0%	0	0.39	1
3:00 PM	1,017	6.2%	1,810	56.2%	0	0.44	1
4:00 PM	1,161	7.1%	1,810	64.1%	0	0.36	1
5:00 PM	1,200	7.3%	1,810	66.3%	0	0.34	1
6:00 PM	1,076	6.6%	1,810	59.4%	0	0.41	1
7:00 PM	886	5.4%	1,810	49.0%	0	0.51	1
8:00 PM	692	4.2%	1,810	38.2%	0	0.62	1
9:00 PM	477	2.9%	1,810	26.4%	0	0.74	1
10:00 PM	288	1.8%	1,810	15.9%			1
11:00 PM	180	1.1%	1,810	9.9%			1
DAILY	**16,411**	*100%*	**43,440**	**37.8%**	**0.0%**	**8**	**24**



NARCOOSSEE ROAD (As 4 Lanes in 2020 - Dowden Road to Northlake Road - 2020 SB Hourly Counts)

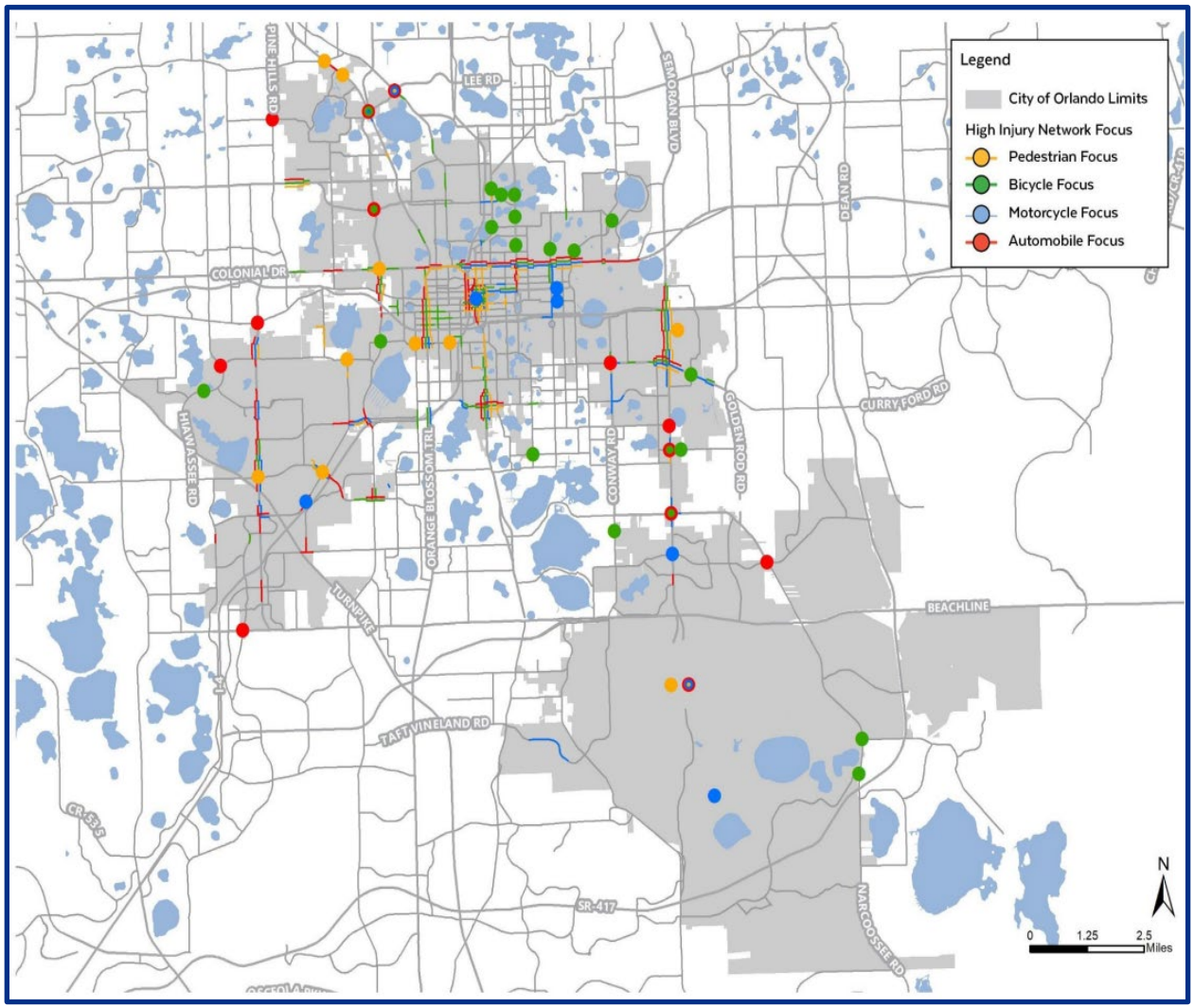
Time of Day	DEMAND (Veh/h)	(%)	CAPACITY (Veh/h)	1. Hourly d/c ratio (%)	2. 16-hour efficiency (%)	3. 16-hour excess capacity (Lane hours)	4. Hours below capacity (Hours)
12:00 AM	128	0.8%	1,810	7.1%			1
1:00 AM	61	0.4%	1,810	3.4%			1
2:00 AM	47	0.3%	1,810	2.6%			1
3:00 AM	54	0.3%	1,810	3.0%			1
4:00 AM	90	0.5%	1,810	5.0%			1
5:00 AM	217	1.3%	1,810	12.0%			1
6:00 AM	635	3.9%	1,810	35.1%	0	0.65	1
7:00 AM	864	5.3%	1,810	47.7%	0	0.52	1
8:00 AM	1,044	6.4%	1,810	57.7%	0	0.42	1
9:00 AM	834	5.1%	1,810	46.1%	0	0.54	1
10:00 AM	941	5.7%	1,810	52.0%	0	0.48	1
11:00 AM	1,015	6.2%	1,810	56.1%	0	0.44	1
12:00 PM	1,080	6.6%	1,810	59.7%	0	0.40	1
1:00 PM	1,085	6.6%	1,810	59.9%	0	0.40	1
2:00 PM	1,199	7.3%	1,810	66.2%	0	0.34	1
3:00 PM	1,327	8.1%	1,810	73.3%	0	0.27	1
4:00 PM	1,401	8.5%	1,810	77.4%	0	0.23	1
5:00 PM	1,509	9.2%	1,810	83.4%	0	0.17	1
6:00 PM	1,346	8.2%	1,810	74.4%	0	0.26	1
7:00 PM	1,142	7.0%	1,810	63.1%	0	0.37	1
8:00 PM	878	5.4%	1,810	48.5%	0	0.51	1
9:00 PM	578	3.5%	1,810	31.9%	0	0.68	1
10:00 PM	373	2.3%	1,810	20.6%			1
11:00 PM	229	1.4%	1,810	12.7%			1
DAILY	**18,077**	*100%*	**43,440**	**41.6%**	**0.0%**	**7**	**24**



SOURCES: FDOT QLOS 2023 Report; Road Cross-Section Reallocation's NCHRP Research 2022 Report; and City of Orlando, Transportation Engineering Department, 2020 Traffic Counts.

SOURCE: City of Orlando, Transportation Department, 2024.

Figure T-8 – High Injury Network – Vision Zero Action Plan Orlando



SOURCE: Vision Zero Action Plan Orlando, Transportation Department, 2024.

Figure T-9 – Target Speed Ranges by Context and Functional Classifications

TARGET SPEED RANGES *(mph)*	C3R Suburban Residential	C3C Suburban Commercial	C4 Urban General	C5 Urban Center	C6 Urban Core
Arterial	30 to 40	30 to 35	25 to 35	25 to 30	20 to 25
Collector	30 to 35	30 to 35	25 to 30	25 to 30	20 to 25
Local	20 to 25	20 to 25	20 to 25	20 to 25	20 to 25

SOURCE: City of Orlando, Transportation Department, 2024.

Figure T-10 – Future-Ready City Master Plan – Mobility Goals and Targets

Metrics	*2010 (baseline)*	*2018 (targets)*	2050 (goals)
Percent of daily trips made by carpool, transit, bicycle, or walking	*20% of all trips*	*30% of all trips*	*>50% of all trips.* *Increase the use of electric vehicles/alternative fuel vehicles throughout the city.* *Attain a "good" rating on the Air Quality Index (AQI) 365 days/year.*
Miles of "Complete Streets" across the city	*18.8 miles*	*20% increase (23 miles)*	*Double the miles of "complete streets" (38 miles)*
Eliminate pedestrian and bike fatalities		*50% reduction*	*100% reduction*

SOURCE: City of Orlando, Future-Ready City Master Plan.

Figure T-11 - Mobility Strategies

Categories	Measures	Strategies	Related Strategies
Alternative Modes of Transportation	*Sidewalk coverage near transit stops*	The percentage of transit stops within the city, with direct sidewalk access, shall be increased by 5% by next EAR (2030).	*Transportation Policies T.1.4.1, T.1.4.2, T.1.4.3., T.1.4.4.*
	Transit vehicles with bicycle accommodations	All transit rolling stock shall be equipped with bicycle racks.	*Transportation Policies T.4.7.2, T.4.8.2.*
	Transit shelters	The number of transit shelters shall be increased by at least 3 per year.	*Transportation Policies T.1.4.1, T.1.4.3, T.5.3.3, T.5.3.4.*
	Designated Transit Corridors having a weighted average headway of 30 min. or less.	The majority of designated Transit Corridors shall be maintained with a weighted average headway of 30 minutes or less.	*Transportation Policy T.5.2.1.*
Urban Design and Land Use Mix	*Urban Design Plans and Standards*	Each year, the number of activity centers and infill areas with pedestrian-oriented design standards and/or design plans shall be increased.	*Preservation & Design Objectives PD.2.4, PD.2.5, PD.3.1, PD.3.2.*
	Land Use Mix in Activity Centers	A mix of land uses shall be increased in Activity Centers, consistent with Future Land Use Objective LU.2.1.	*Future Land Use Objective LU.2.1.*

Figure T-11 - Mobility Strategies (Continued)

Categories	Measures	Strategies	Related Strategies
Land Use Density and Intensity	*Employee/Resident population ratio*	An employee/resident ratio between 0.98 and 1.3 shall be maintained citywide.	*GMP Indicators – Annual Report.*
	Population Density	The citywide population density shall be increased by the next EAR. This strategy may also help reduce VMT per dwelling unit.	*Future Land Use Objective LU.1.1.*
	Density and intensity of new developments	New development within ½ mile of commuter rail stations and in medium or high intensity future land use categories shall be approved at a minimum of 12 dwelling units/acre or at a minimum FAR of 0.3.	*Future Land Use Figure LU-1.*
	Active Ground Floor Uses Near Transit	Each year, the amount of pedestrian-oriented retail space within ½ mile of the two downtown commuter rail stations shall be increased.	*Future Land Use-Policy LU.5.4.11.*
Transportation Network Connectivity	*Pedestrian connectivity*	Each year, at least four (4) miles of new sidewalks shall be built within City limits.	*Transportation Objective T.4.10 and associated policies; GMP Indicators – Annual Report.*
	Bikeway connectivity	At least twenty (20) miles of bikeway facilities shall be built by the next EAR.	*Transportation Objectives T.4.5, T.4.6, & associated policies.*
	Street connectivity	A connectivity index of 1.4 or greater shall be maintained in new or redeveloped large-scale, single-family subdivisions and planned developments	*Transportation Policies T.1.10.1, T.10.2, T.1.10.3, T.1.10.4, T.1.10.5, T.1.10.9, T.1.11.1, T.2.1.1; Future Land Use Policy LU.4.2.5.*
	Multimodal transportation facilities	The percentage of major thoroughfares' miles within the City with more than two parallel modes (excluding highways) shall be more than 60% by the next EAR.	*Transportation Policies T.1.4.6, T.2.1.6, T.5.3.6.*
SIS and FIHS Facilities	*Traffic counts and queue lengths at SIS and FIHS ramps within the city*	The City shall coordinate traffic counts monitoring and queue lengths at SIS and FIHS ramps within the City with FDOT on an annual basis.	*Transportation Policies T.9.4.3, T.9.4.5.*

(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-12 – Recommended Mobility Projects

MOBILITY PROJECTS FOR PLANNING PERIOD 2025-2030				
Responsible Agency	**Project Name**	**From**	**To**	**Work Description[2]**
City of Orlando	Area Wide Signal Improvement	Signal Upgrading		Signal Improvements
Orlando/Orange Co./Other	Boggy Creek Rd.	Greeneway (SR 417)	Simpson Rd.	Widen to 4 Lanes
FDOT/City of Orlando	Robinson Street	Hughey Av.	Maguire Blvd.	Complete Streets
City of Orlando	Bicycle Sharing Program[1]	Downtown Orlando		Build Bike Sharing Infrastructure
City of Orlando	Bicycle Parking Racks[1]	Citywide		Provide & Install Bike Racks
City of Orlando	Car Sharing Program[1]	Citywide		Provide Infrastructure to Facilitate Car Sharing
City of Orlando	Signed Bicycle Routes[1]	Citywide		Use Signage to Designate Preferred Bike Routes
City of Orlando	Bicycle Lanes[1]	Citywide		Use Pavement Markings to Designate Preferred Bike Routes
City of Orlando	Sidewalk Enhancement	Citywide		Eliminate Gaps in Sidewalk Coverage
City of Orlando	Sidewalk Enhancement	Citywide		Extend Sidewalks on Unserved Roadways
City of Orlando	Streetscape[1]	Citywide		Enhance Landscaping & Hardscaping to Promote Pedestrian Activity
City of Orlando	Miscellaneous Intersection Capacity Needs[1]			Add Turn Lanes, Crosswalk, etc., as Needed

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

Figure T-12 – Recommended Mobility Projects (Continued)

MOBILITY PROJECTS FOR PLANNING PERIOD 2031-2040				
Responsible Agency	Project Name	From	To	Work Description[2]
City of Orlando	Area Wide Signal Improvement	Signal Upgrading		Signal Improvements
Orlando/Other	Hicks Avenue Extension	South St.	Anderson St.	New 2-Lane Road
Orlando/Other	Econlockhatchee Tl.	Lee Vista Bv.	Dowden Rd.	New 4 Lane Road
Other	Hazeltine National Dr.	Narcoossee Rd.	Econlockhatchee Tl.	New 4 Lane Road
City of Orlando	Bicycle Sharing Program[1]	Downtown Orlando		Build Bike Sharing Infrastructure
City of Orlando	Bicycle Parking Racks[1]	Citywide		Provide & Install Bike Racks
City of Orlando	Car Sharing Program[1]	Citywide		Provide Infrastructure to Facilitate Car Sharing
City of Orlando	Signed Bicycle Routes[1]	Citywide		Use Signage to Designate Preferred Bike Routes
City of Orlando	Bicycle Lanes[1]	Citywide		Use Pavement Markings to Designate Preferred Bike Routes
City of Orlando	Sidewalk Enhancement	Citywide		Eliminate Gaps in Sidewalk Coverage
City of Orlando	Sidewalk Enhancement	Citywide		Extend Sidewalks on Unserved Roadways
City of Orlando	Streetscape[1]	Citywide		Enhance Landscaping & Hardscaping to Promote Pedestrian Activity
City of Orlando	Miscellaneous Intersection Capacity Needs[1]			Add Turn Lanes, Crosswalk, etc. as Needed
Other	Augusta National Dr.	Bent Pine Dr.	Hoffner Avenue	New 2-Lane Road
Orlando/Orange Co./Other	Boggy Creek Rd.	Jetport Dr.	Wetherbee Rd.	Widen to 4 Lanes
Orlando/Other	Carrier Drive	Lakehurst Dr.	Universal Blvd.	Widen to 4 Lanes
City of Orlando	Ferguson Dr. at Colonial Dr.			Intersection Improvements
Orlando/Other	Hazeltine National Dr.	Goldenrod Rd.	Narcoossee Rd.	New 4-Lane Road
Orlando/Orange Co./Other	Landstreet Rd.	Atlantic Ave.	Boggy Creek Rd.	Widen to 4 Lanes
Orlando/Other	Lee Vista Blvd.	(End of 4 lanes)	Young Pine Rd.	Widen to 4 Lanes
Orlando/Other	Lee Vista Blvd./Judge Rd.	Conway Rd.	Shoalcreek Dr.	Widen to 4 Lanes
City of Orlando	Pres Barack Obama Py	Metrowest Blvd.	Old Winter Garden Rd.	New 4-Lane Road
Orlando/Other	Shadowridge Rd.	Lee Vista Blvd.	Hoffner Av.	New 4-Lane Road
City of Orlando	US 17/92 Mills Av.	Congestion Management		Congestion Mgmt.
City of Orlando	Virginia Dr.	Orange Av.	Mills Avenue	Capacity Improvements
LYNX	LYMMO	Rollins St.	Miller St.	BRT Expansion
LYNX	Airport Express	LYNX Central Station	Orlando Intlnl. Airport	Express Bus Route
LYNX	Waterford Lakes Express	LYNX Central Station	Waterford Lakes	Express Bus Route
LYNX	UCF Express	LYNX Central Station	Univ. of Central Florida	Express Bus Route
LYNX	East Seminole Co Express	LYNX Central Station	Sanford/Oviedo	Express Bus Route
LYNX	West Seminole Co Express	LYNX Central Station	Altamonte Springs	Express Bus Route
LYNX	North Seminole Co Express	LYNX Central Station	Lake Mary/Sanford	Express Bus Route
MetroPlan/City of Orlando	Orlando Urban Trail - South Extension	Creative Village	Clear Lake	Build Multi-Use Trail
Other	High Speed Rail Extension	Orlando	Tampa	High Speed Rail

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

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

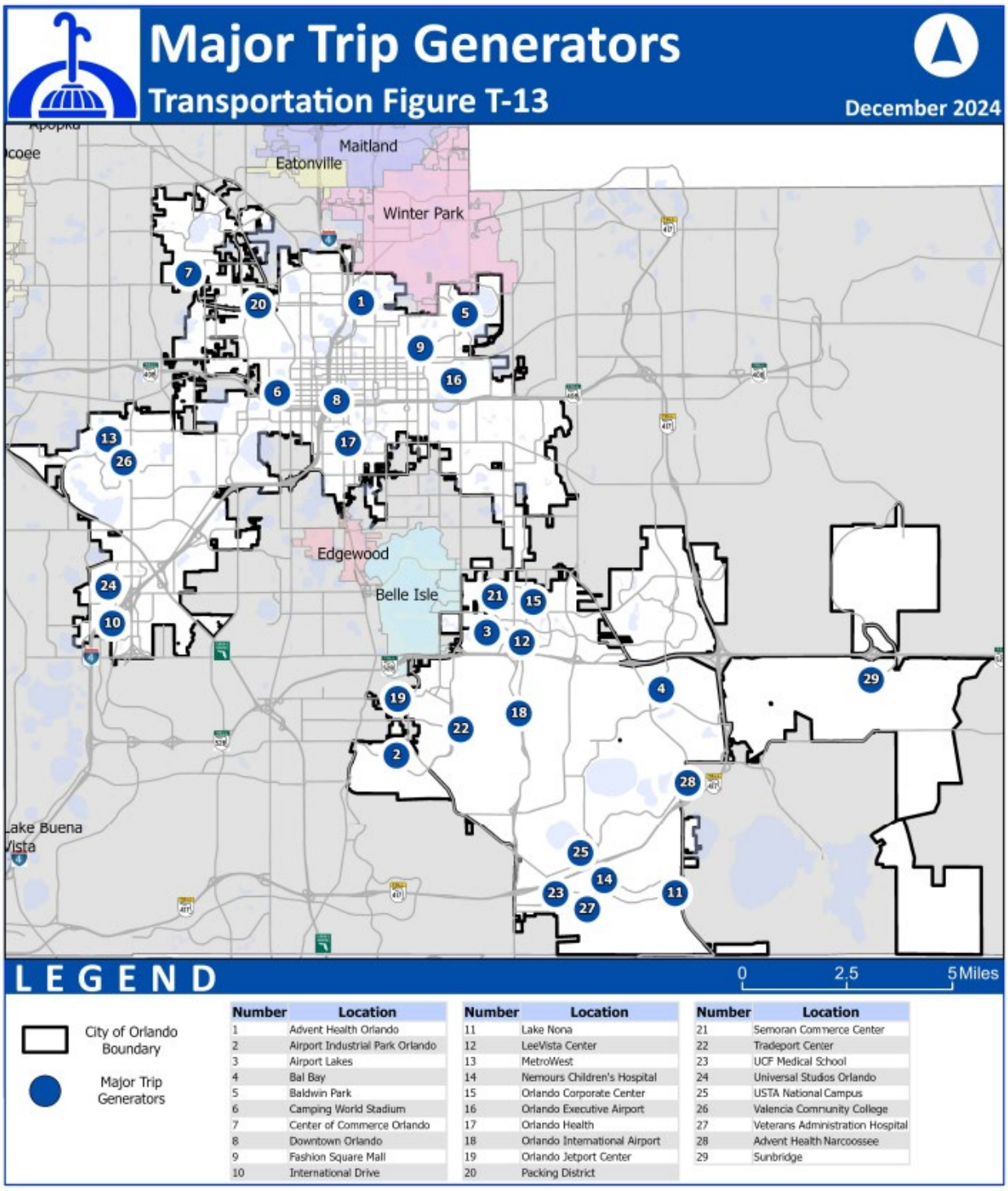
Figure T-12 – Recommended Mobility Projects (Continued)

MOBILITY PROJECTS FOR PLANNING PERIOD 2041-2050				
Responsible Agency	**Project Name**	**From**	**To**	**Work Description[2]**
City of Orlando	Andes Av.	Lake Underhill Rd.	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
City of Orlando	Fairgreen St.	Maguire Bv.	Old Cheney Highway	New 2 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
Orange County	Kirkman Rd.	Sand Lake Rd.	Universal Bv.	New 4 Lane Road
City of Orlando	Terry Av.	Colonial Dr. (SR 50)	Robinson St.	New 2 Lane Road
GOAA	Tradeport Dr.	Beachline (SR 528)	Boggy Creek Road	Widen to 6 Lanes
LYNX	Intermodal Station	Baldwin Park		Build Bus SuperStop
LYNX	Intermodal Station	Lake Nona		Build Bus SuperStop
LYNX	Intermodal Station	Lee Vista		Build Bus SuperStop
LYNX	Intermodal Station	Narcoossee Rd.		Build Bus SuperStop
LYNX	Intermodal Station	International Dr.		Build Bus SuperStop
LYNX	Kirkman Rd. BRT	Major Bv.	Colonial Dr. (SR 50)	Bus Rapid Transit
LYNX	Semoran Bv. BRT	Beachline (SR 528)	Baldwin Park	Bus Rapid Transit
LYNX	Orange Av. BRT	Sand Lake Rd.	LYNX Central Station	Bus Rapid Transit
LYNX	Colonial Dr./University Bv. BRT	Ocoee	Univ. of Central Florida	Bus Rapid Transit
LYNX	International Dr. Circulator	Major Bv.	Central Florida Py.	Bus Rapid Transit
FDOT/Orlando/Others	Light Rail	Seminole Co.	Attractions Area	Light Rail
MetroPlan/City of Orlando	Southeast Network	Curry Ford Rd.	Orange County Line	Build Multi-Use Trails
City of Orlando	Bicycle Parking Racks[1]	Citywide		Provide & Install Bike Racks
City of Orlando	Bicycle Lanes[1]	Citywide		Use Pavement Markings to Designate Preferred Bike Routes
City of Orlando	Streetscape[1]	Citywide		Enhance Landscaping & Hardscaping to Promote Pedestrian Activity
City of Orlando	Miscellaneous Intersection Capacity Needs[1]			Add Turn Lanes, Crosswalk, etc. as Needed

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

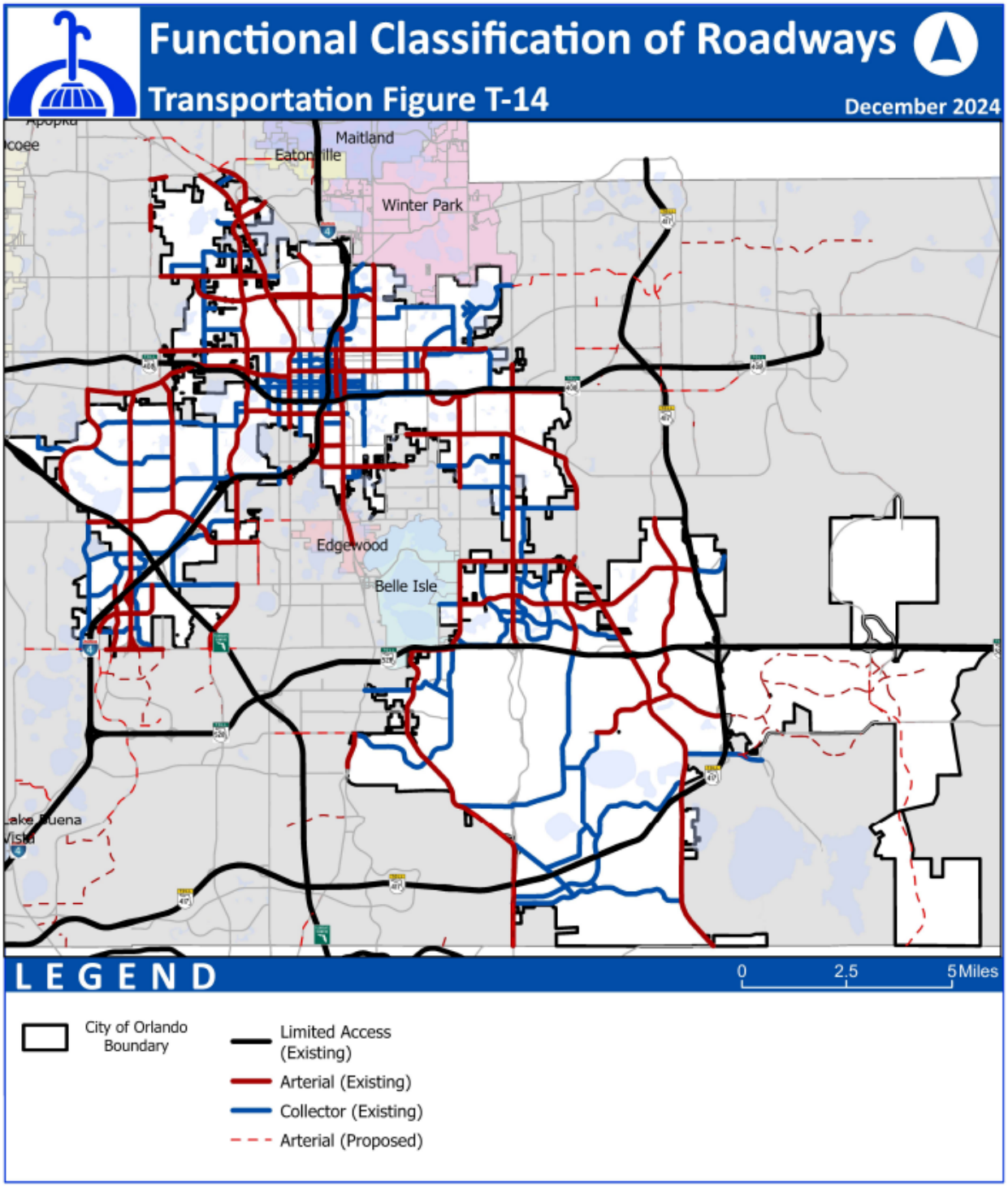
(Amended January 22, 2007, Effective February 21, 2007, Doc. No. 0701221001; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended February 9, 2015, Effective April 2, 2015, Doc. No. 1502091201; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended February 21, 2022, Effective March 24, 2022, Doc. No. 2202211201; Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-13 – Major Trip Generators



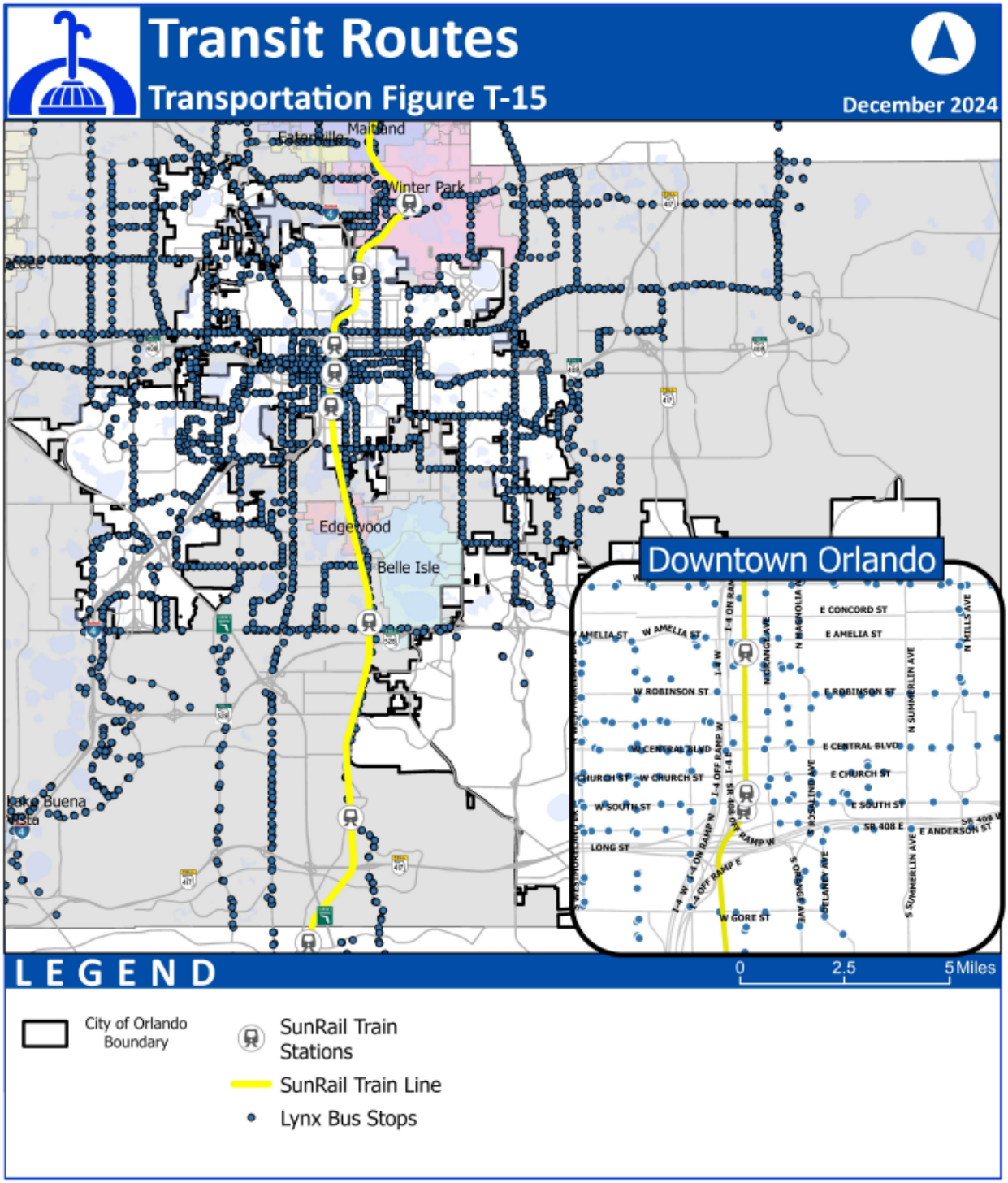
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-14 – Functional Classification of Roadways



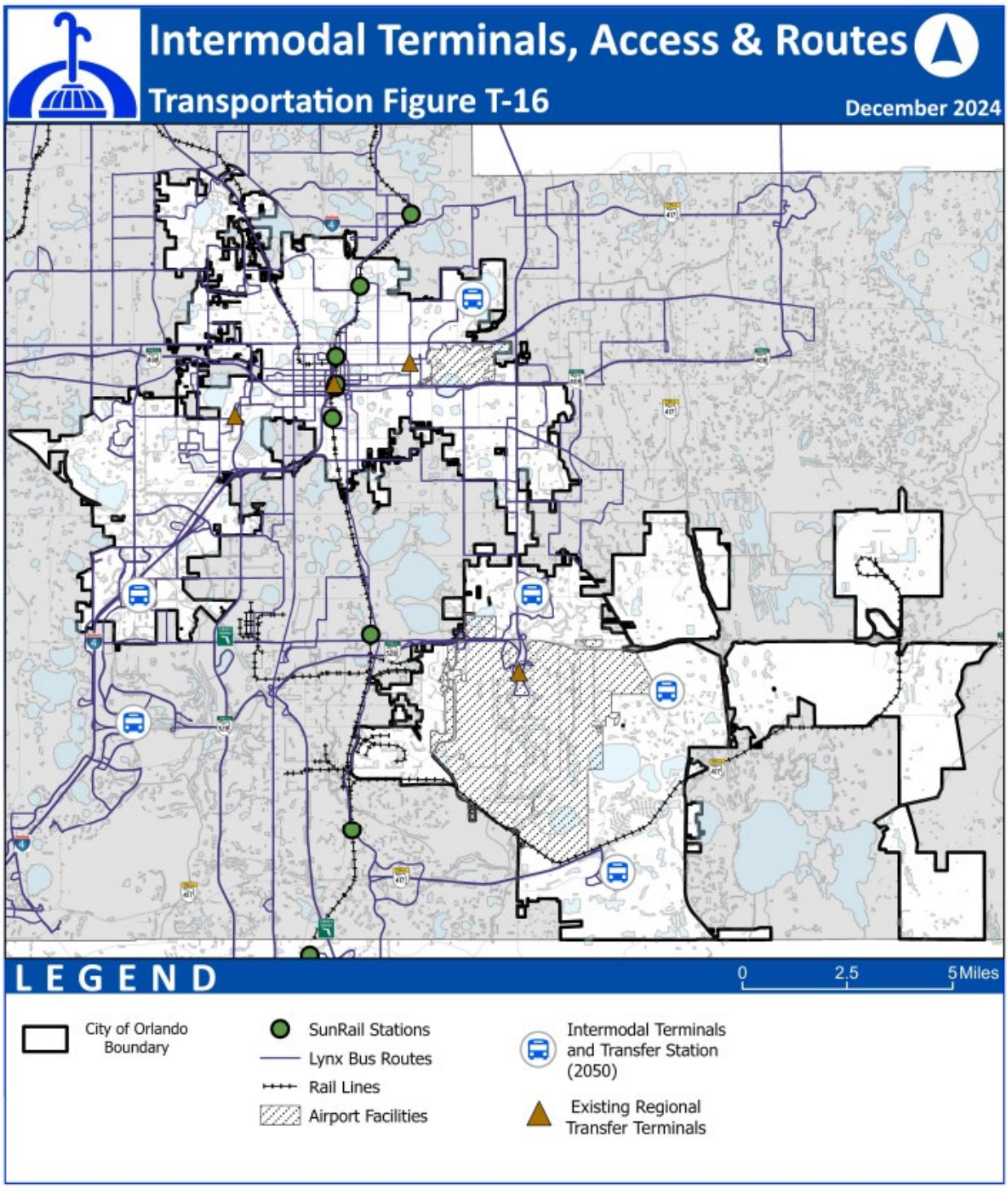
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-15 – Transit Routes



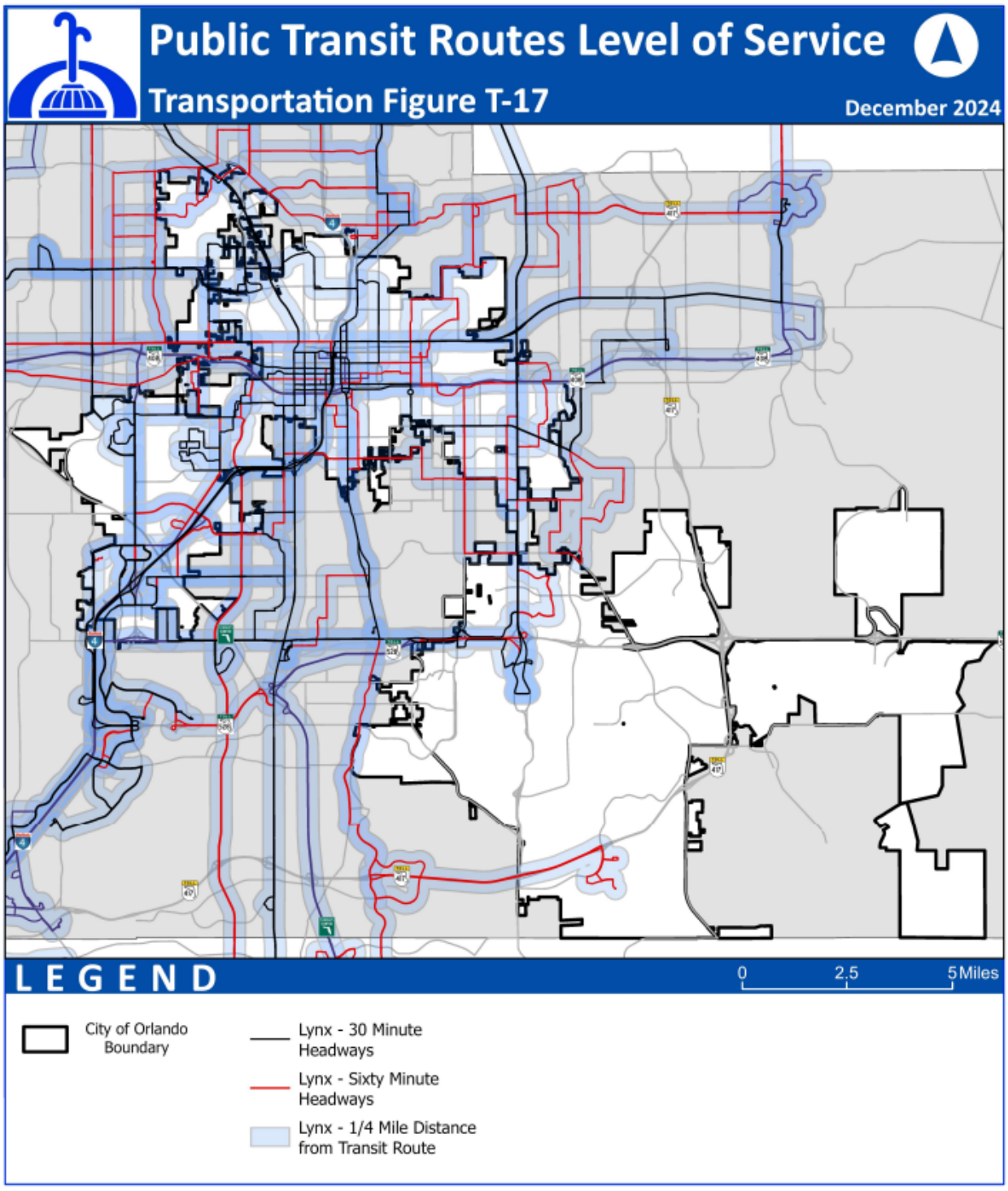
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-16 – Intermodal Terminals, Access & Routes



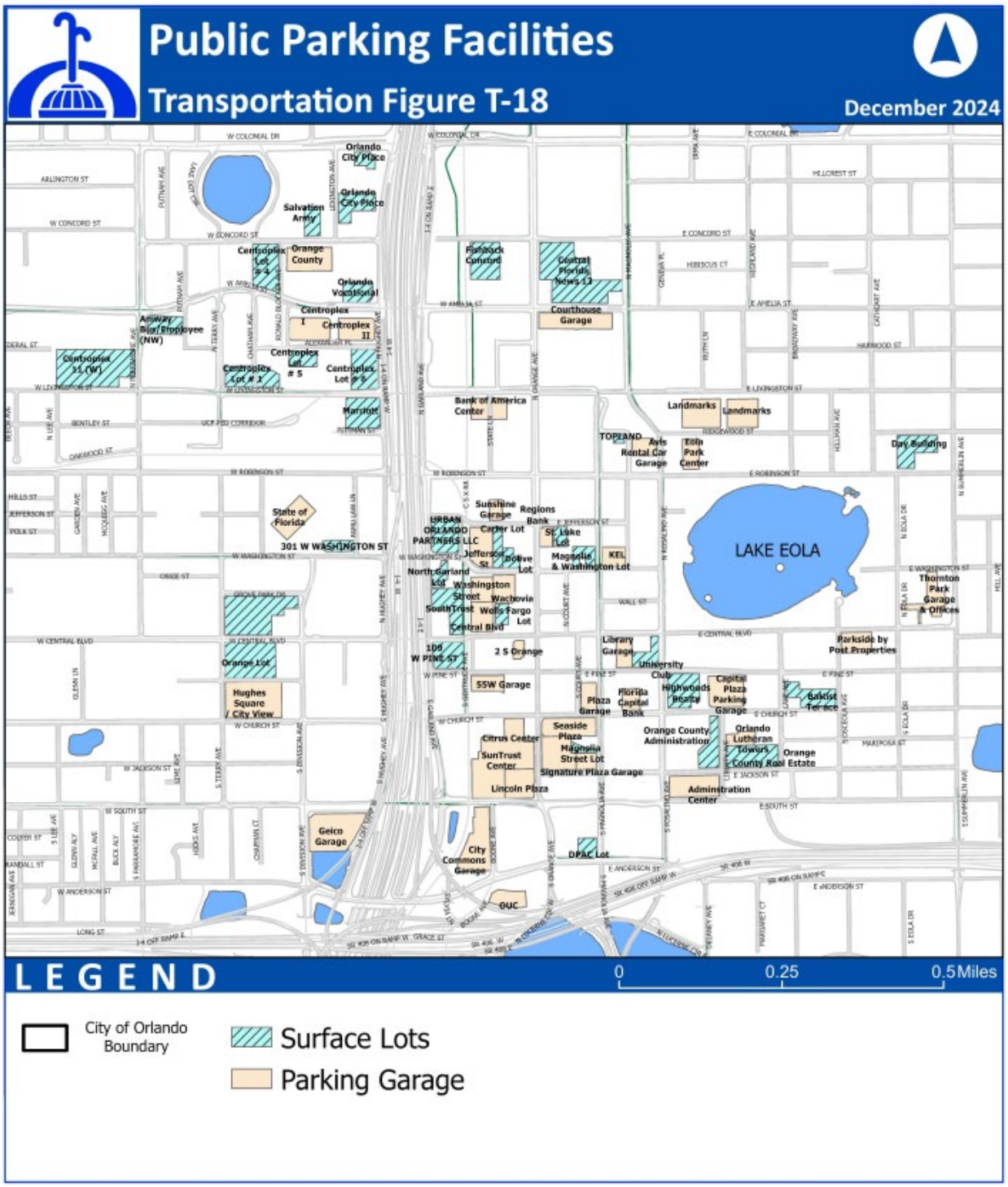
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-17 – Public Transit Routes



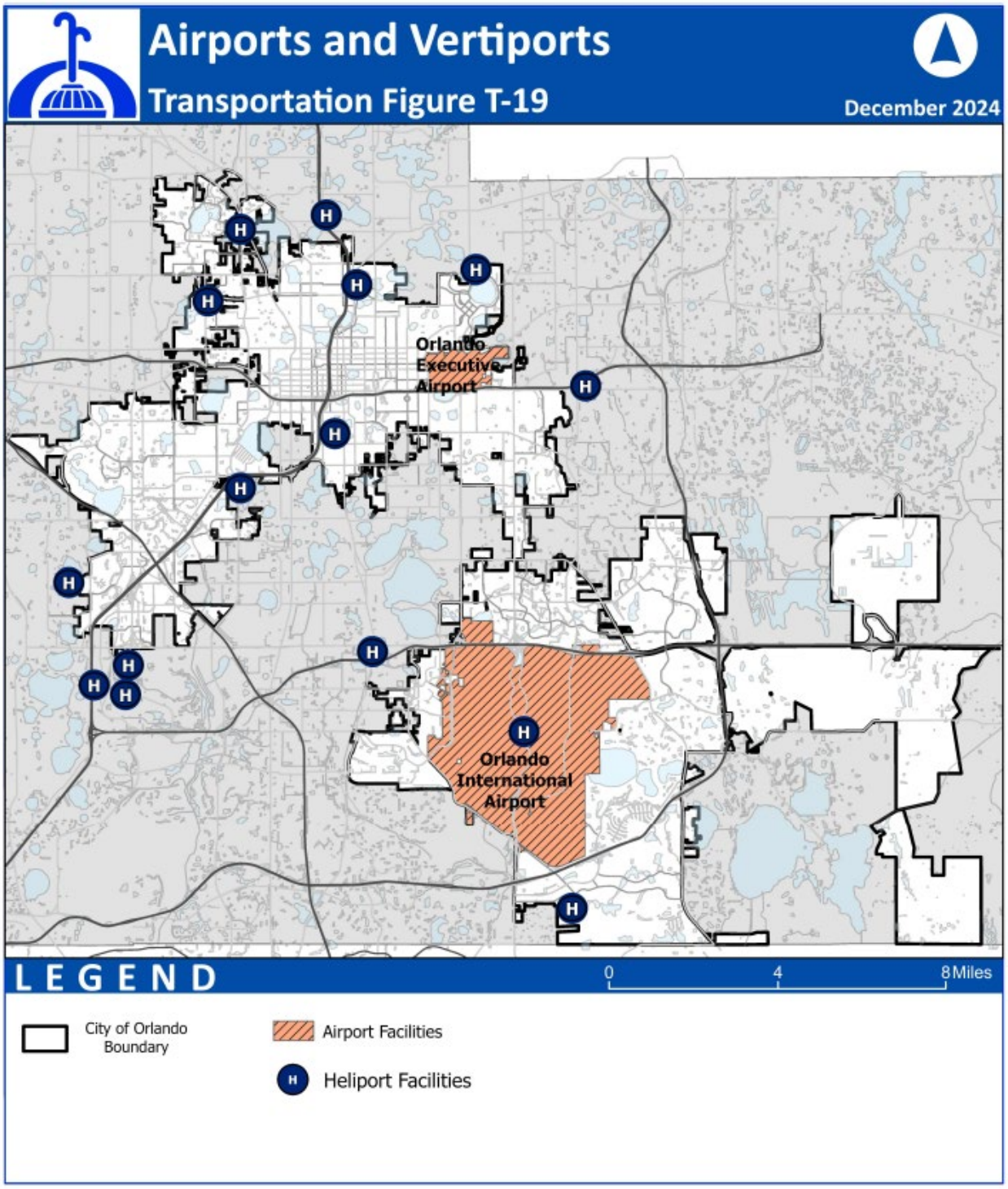
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-18 – Public Parking Facilities



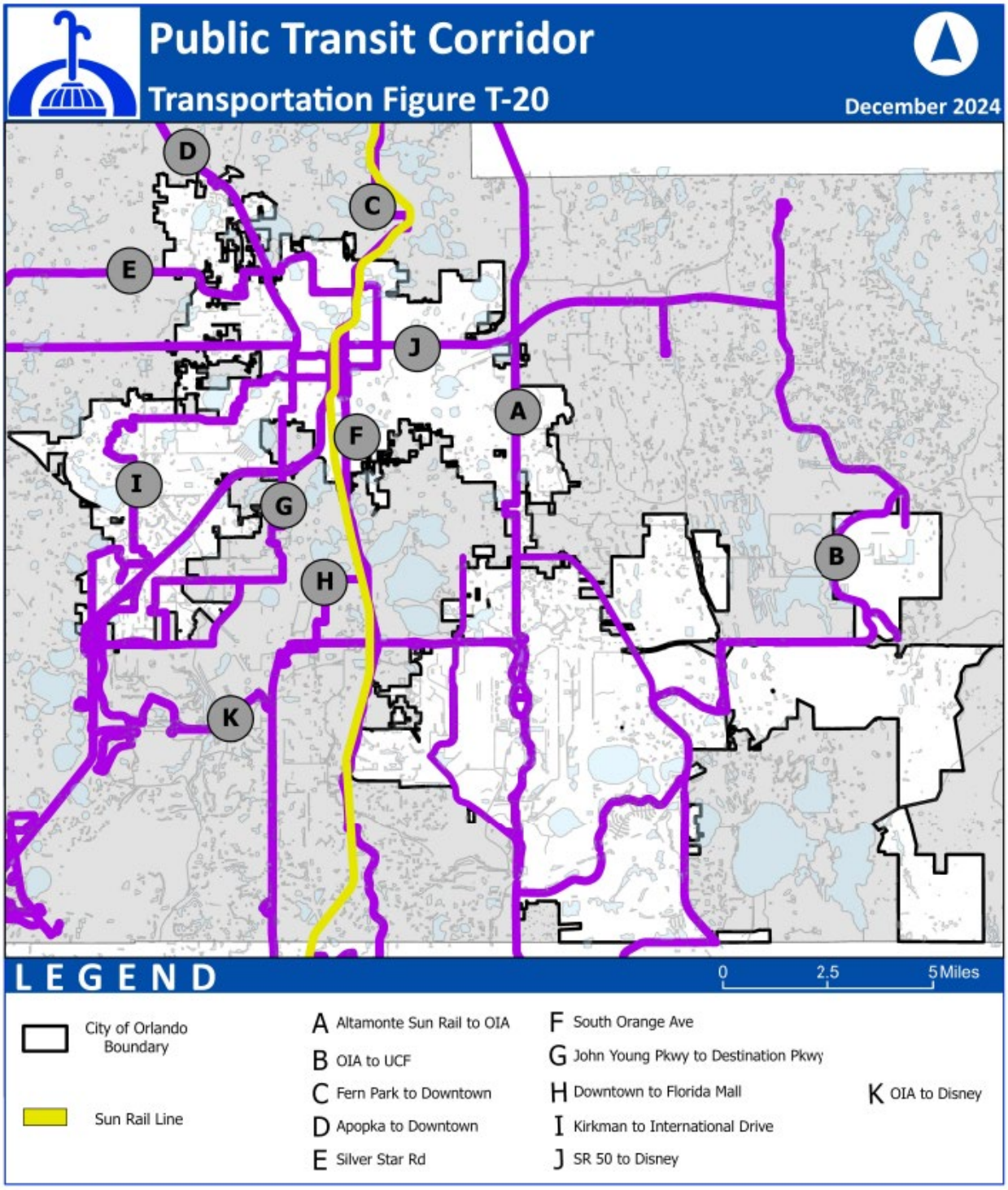
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-19 – Airports & Vertiports



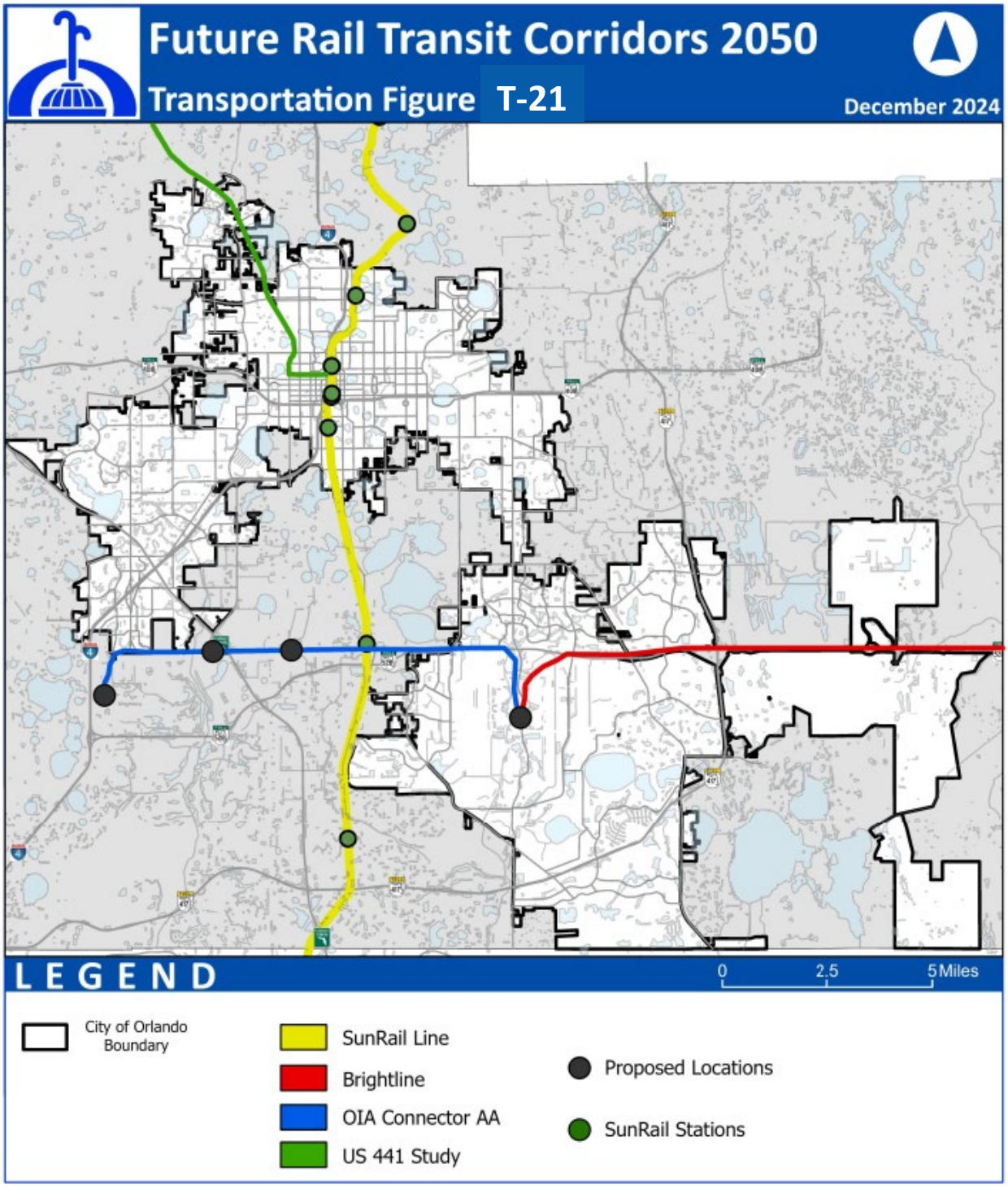
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-20 – Public Transit Corridors



(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-21 – Future Rail Transit Corridors 2050



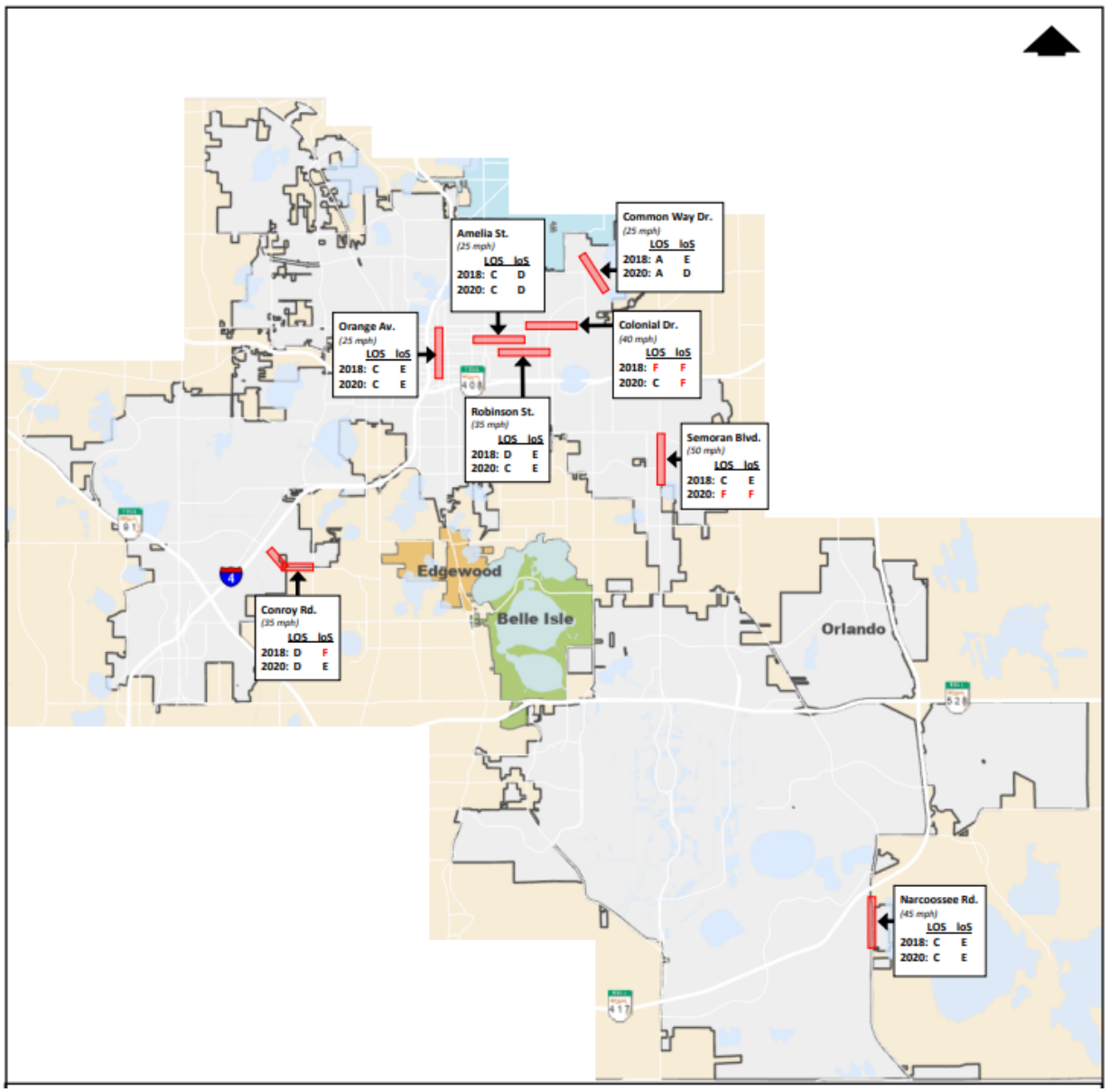
(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-22 – Road Level of Service on the Vision Zero's Top 18 Severe Crash Corridors & Intersections

District		Focus Corridor or Intersection	From	To	LEVELS OF SERVICE				COMPLETE STREETS	VISION ZERO					
					Number of Lanes	Posted Speed (mph)	2018 Daily Traffic (AADT/LOS)	2022 Daily Traffic (AADT/LOS)	Context Classification	Community of Concern Focus		Mode of Transportation Focus			
										Equity	School	Pedestrian	Bicycle	Motorcycle	Automobile
1	A	Narcoossee Road	Moss Park Rd.	Lake Nona Blvd.	6	45	38,500 / C	38,000 / C	Suburban Commercial						
	B	West Taft Vineland/Tradeport Dr.	Central Port Dr.	Boggy Creek Rd.	4	40	16,400 / C	16,700 / C	Suburban Commercial						
	C	Semoran Blvd. at Pershing Ave. Intrsection							Suburban Commercial						
2	D	Semoran Blvd.	Lake Underhill Rd.	Curry Ford Rd.	6	45	60,000 / F	43,000 / C	Suburban Commercial						
	E	Curry Ford Rd.	Don San George Ct.	Colton Dr.	4	40	32,750 / D	30,250 / C	Suburban Commercial						
	F	Semoran Blvd. at Hoffner Ave. Intersection							Suburban Commercial						
3	G	Orange Blossom Tr.	Clarcona Ocoee Rd.	All American Blvd.	4	45	31,500 / D	27,000 / C	Suburban Commercial						
	H	Lee Rd.	Edgewater Dr.	Orange Blossom Tr.	6	45	30,500 / C	22,000 / C	Suburban Commercial						
	I	Audubon Park/Colonialtown North Bike Network Intersections (with D4)							Urban General						
4	J	Colonial Dr.	Maguire Blvd.	Mills Ave.	4	40	48,250 / F	38,250 / D	Urban Center						
	K	Curry Ford Rd. at Conway Rd. Intersection							Suburban Commercial						
	L	Orange Ave. at Michigan Ave. Intersection							Urban Center						
5	M	Silver Star Rd.	Pine Hills Rd.	Princeton St.	6	40	39,500 / C	33,500 / C	Suburban Commercial						
	N	Orange Blossom Tr.	Gore St.	Robinson St.	4	35	38,000 / D	33,000 / D	Urban Center						
	O	Orange Ave. at Washington St. Intersection							Urban Core						
6	P	Conroy Rd. at Kirkman Rd. Intersection							Suburban Commercial						
	Q	Conroy Rd. at Vineland Rd. Intersection							Suburban Commercial						
	R	L.B. McLeod Rd.	John Young Pkwy.	Bartlett Rd.	4	40	33,000 / D	29,000 / C	Suburban Commercial						

Sources: FDOT 2023 Multimodal Quality/Level of Service Handbook; City of Orlando Vision Zero Action Plan; and City of Orlando Transportation Department, 2023.

Figure T-23 – Level of Service (LOS) vs Level of Safety (loS) Comparison



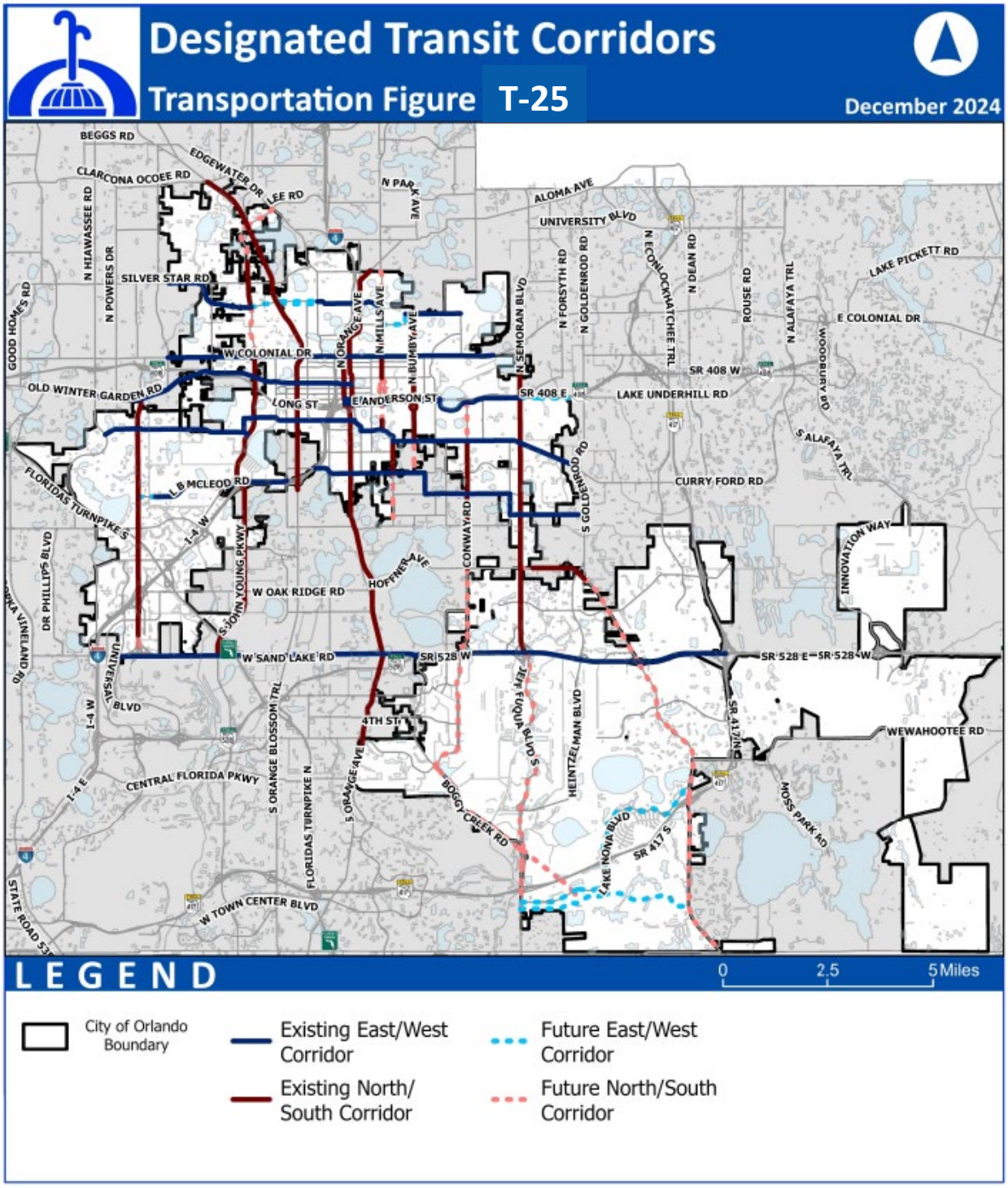
Source: City of Orlando Transportation Department, 2024.

Figure T-24 – Crash Analysis of Constrained Facilities

ROAD NAME	FROM	TO	WEST/NORTH END	EAST/SOUTH END	CONTEXT CLASSIFICATION	POSTED SPEED	NUMBER OF LANES	DAILY CAPACITY	2022 TRAFFIC DEMAND	LEVEL OF SERVICE (LOS)	LENGTH (miles)	CRASHES Date Range	TOTAL Crashes	TOTAL Fatalities	TOTAL Serious Injuries	Crashes/ Mile	%	Fatalities/ Mile	%	Serious Injuries/ Mile	%	LEVEL OF SAFETY (LoS)
COLONIAL DRIVE	Pine Hills Road	Semoran Boulevard	Pine Hills Rd.	Fairvilla Rd.	Suburban Commercial	45 mph	6	54,100	37,000	C						285.2	100%	1.3	0.47%	4.7	1.64%	F
			Fairvilla Rd.	JYP	Suburban Commercial	45 mph	6	54,100	36,500	C						285.2	100%	1.3	0.47%	4.7	1.64%	F
			JYP	Tampa	Suburban Commercial	45 mph	6	54,100	32,500	C						285.2	100%	1.3	0.47%	4.7	1.64%	F
			Tampa	OBT	Urban Center	40 mph	4	43,000	25,000	C						285.2	100%	1.3	0.47%	4.7	1.64%	F
			OBT	Orange Av.	Urban Center	40 mph	4	43,000	31,000	D	8.35	6/2020 - 6/2023	2,567	12	42	285.2	100%	1.3	0.47%	4.7	1.64%	F
			Orange Av.	Summerlin Av.	Urban Core	40 mph	4	38,800	41,000	F						285.2	100%	1.3	0.47%	4.7	1.64%	F
			Summerlin Av.	Bumby Av.	Urban Center	40 mph	6	62,800	35,000	D						285.2	100%	1.3	0.47%	4.7	1.64%	F
			Bumby Av.	Herndon Plz.	Urban Center	40 mph	6	62,800	41,500	D						285.2	100%	1.3	0.47%	4.7	1.64%	F
			Herndon Plz.	Semoran Blvd.	Urban Center	45 mph	6	62,800	42,000	D						285.2	100%	1.3	0.47%	4.7	1.64%	F
CONWAY ROAD	Hoffner Avenue	McCoy Road	Hoffner Av.	Judge Rd.	Suburban Commercial	45 mph	4	36,600	28,500	C	1.84	6/2020 - 6/2023	145	1	4	72.5	100%	0.5	0.69%	2.0	2.76%	F
			Judge Rd.	McCoy Road	Suburban Commercial	45 mph	4	36,600	28,500	C						72.5	100%	0.5	0.69%	2.0	2.76%	F
HIAWASSEE ROAD	Old Winter Garden Road	Florida's Turnpike	Old Winter Garden Rd.	Raleigh St.	Suburban Commercial	45 mph	4	36,600	27,500	C	3.2	6/2020 - 6/2023	437	1	11	145.7	100%	0.3	0.23%	3.7	2.52%	F
			Raleigh St.	Via Venzano Av.	Suburban Commercial	45 mph	4	36,600	27,500	C						145.7	100%	0.3	0.23%	3.7	2.52%	F
			Via Venzano Av.	Florida's Turnpike	Suburban Commercial	45 mph	4	36,600	27,500	C						145.7	100%	0.3	0.23%	3.7	2.52%	F
HOFFNER AVENUE	Conway Rd.	Semoran Blvd.	Conway Rd.	Semoran Blvd.	Suburban Commercial	45 mph	4	36,600	28,000	C	1.26	6/2020 - 6/2023	125	1	5	99.2	100%	0.8	0.80%	4.0	4.00%	F
HOFFNER AVENUE	Patch Rd.	Goldenrod Rd.	Patch Rd.	Goldenrod Rd.	Suburban Commercial	45 mph	4	36,600	27,000	C	0.62	6/2020 - 6/2023	33	0	5	52.8	100%	0.0	0.00%	8.0	15.15%	E
INTERNATIONAL DRIVE	Universal Blvd.	Kirkman Rd.	Universal Blvd.	Kirkman Rd.	Urban Core	30 mph	4	38,800	25,000	D	0.32	6/2020 - 6/2023	62	0	0	191.0	100%	0.0	0.00%	0.0	0.00%	D
JOHN YOUNG PARKWAY	Interstate 4	Sand Lake Road	Interstate 4	Americana Blvd.	Suburban Commercial	45 mph	6	54,100	66,500	F	4.24	6/2020 - 6/2023	627	5	27	156.8	100%	1.3	0.80%	6.8	4.31%	F
			Americana Blvd.	Oakridge Rd.	Suburban Commercial	45 mph	6	54,100	66,500	F						156.8	100%	1.3	0.80%	6.8	4.31%	F
			Oakridge Rd.	Presidents Dr.	Suburban Commercial	45 mph	6	54,100	66,500	F						156.8	100%	1.3	0.80%	6.8	4.31%	F
			Presidents Dr.	Sand Lake Rd.	Suburban Commercial	45 mph	6	54,100	66,500	F						156.8	100%	1.3	0.80%	6.8	4.31%	F
KIRKMAN ROAD	State Road 408	International Drive	State Road 408	Carter St.	Suburban Commercial	45 mph	6	54,100	30,500	C	6.01	6/2020 - 6/2023	1,803	10	28	300.5	100%	1.7	0.55%	4.7	1.55%	F
			Carter St.	Valencia College Dr.	Suburban Commercial	50 mph	6	54,100	49,000	D						300.5	100%	1.7	0.55%	4.7	1.55%	F
			Valencia College Dr.	L B McLeod Rd.	Suburban Commercial	50 mph	6	54,100	48,000	D						300.5	100%	1.7	0.55%	4.7	1.55%	F
			L B McLeod Rd.	Florida's Turnpike	Suburban Commercial	50 mph	6	54,100	49,500	D						300.5	100%	1.7	0.55%	4.7	1.55%	F
			Florida's Turnpike	Major Blvd.	Suburban Commercial	50 mph	6	54,100	53,500	D						300.5	100%	1.7	0.55%	4.7	1.55%	F
			Major Blvd.	International Dr.	Suburban Commercial	50 mph	6	54,100	34,500	C						300.5	100%	1.7	0.55%	4.7	1.55%	F
MAJOR BOULEVARD	Universal Boulevard	Vineland Road	Universal Blvd.	Kirkman Rd.	Urban Center	30 mph	4	43,000	6,800	C	0.96	6/2020 - 6/2023	65	0	0	32.5	100%	0.0	0.00%	0.0	0.00%	D
			Kirkman Rd.	Vineland Rd.	Suburban Commercial	30 mph	4	36,600	6,800	C						32.5	100%	0.0	0.00%	0.0	0.00%	D
McCOY ROAD	Conway Road	Semoran Boulevard	Conway Rd.	Shadowridge Dr.	Suburban Commercial	35 mph	2	21,700	8,900	C	1.79	6/2020 - 6/2023	55	0	0	30.7	100%	0.0	0.00%	0.0	0.00%	D
			Shadowridge Dr.	Semoran Blvd.	Suburban Commercial	30 mph	4	36,600	8,900	C						30.7	100%	0.0	0.00%	0.0	0.00%	D
METROWEST BOULEVARD	Hiawassee Road	Kirkman Road	Hiawassee Rd.	Kirkman Rd.	Suburban Commercial	40 mph	4	36,600	25,500	C	1.01	6/2020 - 6/2023	107	1	1	105.9	100%	1.0	0.93%	1.0	0.93%	F
NARCOOSSEE ROAD	Goldenrod Road	Osceola County Line	Goldenrod Rd.	LeeVista Blvd.	Suburban Commercial	45 mph	4	36,600	23,000	C	10.22	6/2020 - 6/2023	1,196	6	18	119.6	100%	0.6	0.50%	1.8	1.51%	F
			LeeVista Blvd.	McCoy Rd.	Suburban Commercial	45 mph	4	36,600	23,000	C						119.6	100%	0.6	0.50%	1.8	1.51%	F
			McCoy Rd.	Bal Bay Dr.	Suburban Commercial	45 mph	6	54,100	38,000	C						119.6	100%	0.6	0.50%	1.8	1.51%	F
			Bal Bay Dr.	Northlake Pkwy.	Suburban Commercial	45 mph	6	54,100	38,000	C						119.6	100%	0.6	0.50%	1.8	1.51%	F
			Northlake Pkwy.	Savannah Park Dr.	Suburban Commercial	45 mph	6	54,100	38,000	C						119.6	100%	0.6	0.50%	1.8	1.51%	F
			Savannah Park Dr.	State Road 417	Suburban Commercial	45 mph	6	54,100	38,000	C						119.6	100%	0.6	0.50%	1.8	1.51%	F
			State Road 417	Tagore Pl.	Suburban Commercial	45 mph	6	54,100	38,000	C						119.6	100%	0.6	0.50%	1.8	1.51%	F
			Tagore Pl.	Tavistock Lakes Blvd.	Suburban Commercial	45 mph	6	54,100	38,000	C						119.6	100%	0.6	0.50%	1.8	1.51%	F
			Tavistock Lakes Blvd.	Luminary Blvd.	Suburban Commercial	45 mph	6	54,100	38,000	C						119.6	100%	0.6	0.50%	1.8	1.51%	F
			Luminary Blvd.	Osceola County Line	Suburban Commercial	45 mph	6	54,100	38,000	C						119.6	100%	0.6	0.50%	1.8	1.51%	F
ORANGE BLOSSOM TRAIL	Interstate 4	Holden Road	I-4	Holden Rd.	Suburban Commercial	40 mph	6	54,100	42,000	C	1.09	6/2020 - 6/2023	416	2	20	416.0	100%	2.0	0.48%	20.0	4.81%	F
SEMORAN BOULEVARD	Hoffner Avenue	State Road 528	Hoffner Av.	Augusta National Dr.	Suburban Commercial	50 mph	6	54,100	56,692	F	2.01	6/2020 - 6/2023	437	2	5	218.5	100%	1.0	0.46%	2.5	1.14%	F
			Augusta National Dr.	State Road 528	Suburban Commercial	45 mph	6	54,100	74,000	F						218.5	100%	1.0	0.46%	2.5	1.14%	F
TRADEPORT DRIVE	McCoy Road	Jetport Drive	McCoy Rd.	Jetport Dr.	Suburban Commercial	45 mph	4	36,600	28,500	C	0.28	6/2020 - 6/2023	103	0	5	370.0	100%	0.0	0.00%	18.0	4.85%	E
TURKEY LAKE ROAD	Conroy Road	Vineland Road	Conroy Rd.	Vineland Rd.	Suburban Commercial	35 mph	2	21,700	23,500	F	0.96	6/2020 - 6/2023	52	0	2	54.0	100%	0.0	0.00%	2.1	3.85%	E
UNIVERSAL BOULEVARD	Vineland Road	International Drive	Vineland Rd.	Hollywood Way	Urban Center	30 mph	6	62,800	24,000	C	1.51	6/2020 - 6/2023	179	0	0	89.5	100%	0.0	0.00%	0.0	0.00%	D
			Hollywood Way	International Dr.	Suburban Commercial	30 mph	6	54,100	24,000	C						89.5	100%	0.0	0.00%	0.0	0.00%	D
VINELAND ROAD	L.B. McLeod Road	Conroy Road	L.B. McLeod Rd.	Conroy Rd.	Suburban Commercial	45 mph	4	36,600	24,500	C	1.15	6/2020 - 6/2023	54	1	1	47.0	100%	0.9	1.85%	0.9	1.85%	F

SOURCES: City of Orlando, Land Development Code 2023; Florida Department of Transportation, Florida Traffic Online 2022; and Signal Four Analytics, Queries 2020-2023.

Figure T-25 – Designated Transit Corridors



(Amended September 8, 2025, Effective October 9, 2025, Doc. No. 25090812a)

Figure T-26 – Revenue Projections for Transportation Funding

Fiscal Year	REVENUE PROJECTIONS (in 2023 Dollars)					Total by Fiscal Year
	Gas Tax	Transportation Impact Fee			Grants/Other	
		North	Southwest	Southeast		
2024/2025	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2025/2026	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2026/2027	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2027/2028	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2028/2029	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2029/2030	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2030/2031	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2031/2032	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2032/2033	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2033/2034	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2034/2035	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2035/2036	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2036/2037	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2037/2038	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2038/2039	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2039/2040	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2040/2041	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2041/2042	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2042/2043	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2043/2044	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2044/2045	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2045/2046	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2046/2047	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2047/2048	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2048/2049	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
2049/2050	$9,100,000	$2,800,000	$2,500,000	$5,800,000	$1,500,000	$21,700,000
TOTAL	$236,600,000	$72,800,000	$65,000,000	$150,800,000	$39,000,000	$564,200,000

Planning Period	Gas Tax	TIF North	TIF SW	TIF SE	Grants/Other	TOTAL
2025 - 2030	$54,600,000	$16,800,000	$15,000,000	$34,800,000	$9,000,000	$130,200,000
2031 - 2040	$91,000,000	$28,000,000	$25,000,000	$58,000,000	$15,000,000	$217,000,000
2041 - 2050	$91,000,000	$28,000,000	$25,000,000	$58,000,000	$15,000,000	$217,000,000
TOTAL	$236,600,000	$72,800,000	$65,000,000	$150,800,000	$39,000,000	$564,200,000

Source: City of Orlando Transportation Department, March 2024.