

TRANSPORTATION ELEMENT

(Section 9J-5.019)

GOALS, OBJECTIVES POLICIES

GOAL 1

To facilitate a balanced multi-modal transportation system that encourages increased mobility options, and provides for energy efficient transportation alternatives while minimizing environmental impacts.

OBJECTIVE 1.1

(Amend. 05/04, Ord.#04-06)

The County will continue to ensure minimum level-of-service standards on County roads and State roads within unincorporated Orange County.

POLICIES

1.1.1

The generalized peak hour level-of-service for roadways identified within the Florida Intrastate Highway System shall be as follows:

	Urban <u>Area *</u>	Rural <u>Area*</u>
FIHS	D	B

* As defined by MetroPlan Orlando

1.1.2

The generalized peak hour level-of-service for Orange County shall be as follows:

County and State Maintained Roads

	Urban <u>Area *</u>	Rural Service Area <u>Rural Settlements</u>
Freeways	D	B
Principal Arterials	E	D
Minor Arterial	E	D
Collectors	E	D

* Includes Approved Specific Area Plans in Horizon West

1.6.5.1
(Amend. 5/04, Ord.#04-06) Each roadway segment failing to meet the adopted level of service shall be reviewed and a determination shall be made as to whether the segment can be considered “constrained” or “backlogged”.

A. Constrained Facility: roadways that Florida Department of Transportation (FDOT) and Orange County have determined will not be expanded because of physical, environmental or policy constraints.

B. Backlogged roadways are defined as roadways which operate at a level below the minimum level of service standards, are either not programmed for construction in the first three years of the FDOT adopted work program or in the Orange County’s Public Works Engineering Five Year Road Program, and are not constrained.

1.6.5.2
(Amend. 5/04, ord.#04-06) The County shall use the adopted Orange County Transportation Map Series for the purpose of planning future transportation facilities.

1.6.5.3
(Amend, 5/04, Ord.#04-06) The County shall enforce applicable concurrency regulations on new development permits for non-vested development that adversely impact constrained or backlogged facilities.

1.1.2.4 The County shall maintain operating conditions on constrained and backlogged facilities at a level such that significant degradation does not occur based on 1999 conditions. Significant degradation means a cumulative increase of average annual daily traffic (AADT) of ten percent (10%) for urbanized areas and five percent (5%) for rural or transitioning area roadways.

OBJECTIVE 1.2
(Amend. 05/04, Ord.#04-06)

The County adopts the Orange County Long-Range Transportation Plan (LRTP) or most current annual update by reference as the County's 20-year roadway improvement program. This plan contains the five-year road program, selected state roadway projects for which the County will accelerate seed funds, and other needed county road improvement projects inclusive of proposed partnership projects. This annually updated plan represents a cost-feasible improvement plan that addresses current and future roadway deficiencies.

POLICIES

1.2.1
(Amend. 05/04, Ord.#04-06)

The County shall implement the LRTP by utilizing the following a four-step process, Roadway Conceptual Analysis, which confirms the improvement need, recommends the most suitable alignment, provides refined cost estimates and analyzes social/environmental impacts; Roadway Design; Right-of-way Acquisition; and Roadway Construction.

1.2.2
(Amend. 05/04, Ord.#04-6)

The County shall continue to implement, when appropriate, a Roadway Conceptual Analysis (RCA) as part of proposed County roadway improvement project. RCA studies include intensive public participation elements and are approved by the Board of County Commissioners. Following approval of the RCA, the project can then proceed to final design, right-of-way acquisition, and construction phases.

1.2.3
(Amend. 05/04, Ord.#04-06)

The County shall, to the maximum extent feasible, incorporate the backlogged County facilities into Capital Improvement Program.

1.2.4
(Amend. 05/04, Ord.#04-06)

The County shall when appropriate conduct Transportation Systems Management (TSM) studies and Travel Demand Management (TDM) studies on the County constrained facilities to improve traffic operations.

1.2.5

The County will continue to assess the investment of County funds in selected State roadway projects to accelerate the construction of needed capacity improvements.

1.2.6

The County will pursue a variety of public/private partnerships to complete roadway projects identified in the LRTP.

1.2.7

Proposed partnership projects cannot be used to satisfy traffic concurrency unless necessary interlocal agreements or joint participation agreements have been executed.

OBJECTIVE 1.3

The County will continue to directly coordinate with FDOT and METROPLAN Orlando to identify needed state transportation improvement projects.

POLICIES

- 1.3.1 Given that Interstate-4 is the backbone of the roadway transportation system in Central Florida, in that it provides for tourist mobility and access to and from a majority of the activity centers in the three county area, the County will continue to coordinate efforts with the FDOT to identify needed improvements to I-4 and the interstate system.
- 1.3.2 To maximize the efficiency of interstate system, the County will support and encourage improvements to I-4 that may include measures such as High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) lanes.
- 1.3.3 The County will continue to work with appropriate agencies to identify potential new revenue streams at both the state and federal levels.
- 1.3.4 The County will continue to coordinate with FDOT to identify future needs on the state highway system.
- 1.3.5 Orange County shall continue to support the construction of Part C of the Western Beltway, as an improvement by the Orlando/Orange County Expressway Authority and FDOT Turnpike District, or as a Federal Interstate Highway to the extent permissible.

OBJECTIVE 1.4

The County will maintain a concurrency management system which ensures that transportation facilities and services needed to support development and redevelopment are available concurrent with the impacts of such development.

POLICIES

1.4.1 (Amend. 05/04, Ord.#04-06)

As part of the Concurrency Management System, Orange County shall establish procedures for reviewing the impacts of development in conjunction with the issuance of all development permits to ensure the following:

- A. The adopted level-of-service is maintained.
- B. Roadway improvements, for which construction is scheduled to commence on or before the third year of the County's five-year schedule of capital improvements and which, in addition to meeting all other statutory and rule requirements, are financially feasible; or, facilities included in the first three years of the FDOT's Five Year Transportation Plan shall be included in the roadway capacity analysis of the Concurrency Management System.
- C. Orange County shall not delete from the Capital Improvements Schedule any road improvement for which building permits were issued dependent upon the capacity of the road with the improvement.
- D. Improvements funded by developers, as stipulated within an executed developer's agreement, also shall be included in the capacity analysis if the services will be in place when the impacts of development occur.
- E. Improvements jointly funded by Orange County and developers or other jurisdictions, as provided for by an executed agreement, for which construction is scheduled to commence on or before the third year of the County's five-year schedule of capital improvements shall be included in the roadway capacity analysis of the Concurrency Management System.

1.4.2

For projects that degrade the roadway level-of-service below the adopted level-of-service standard, development permits shall not be issued unless the facility impacted is on the County's five-year capital improvement schedule. If, however, the facility is planned for improvements, the County will calculate a fairshare contribution based on the Pay-as-you-Go Process, and proceed accordingly.

1.4.3
(Amend. 05/03, Ord.#03-03)

The County's Concurrency Management System shall designate and utilize a grouping method of analysis for planning applications. Such groupings shall be used to maximize the use of existing roadway facilities, particularly those constructed to divert traffic from adjacent congested roadway facilities. Such analysis shall not deviate from the adopted level of service standards.

Transportation analysis groupings shall be based on the criteria listed below:

- A. Roadway facilities which are generally parallel to a roadway facility for a distance of not less than two (2) miles;
- B. Roadway facilities which are generally a distance of not more than two (2) miles from the parallel roadway facility;
- C. Roadway facilities serving functions similar to the parallel roadway facility;
- D. Roadway facilities that are designated or classified as at least a collector;
- E. Streets, that connect the roadways of a corridor, shall be no more than four (4) miles apart;
- F. Streets from adjacent jurisdictions may be used if their operating Level of Service is adequate; and,
- G. Limited access facilities may be included in a corridor group as long as the trip assignments are demonstrated.

1.4.4
(Amend. 05/03, Ord.#03-03)

The following Corridors shall be considered as part of the Concurrency Management System for the grouping method of analysis for planning applications.

Corridor	Road Name	From	To
A	Rock Springs Road	Orange Blossom Trail	Mt. Plymouth Road
A	Thompson Road	Semoran Boulevard	Welch Road
A	Round Lake Road	Ponkan Road	Seminole County Line
A	Orange Blossom Trail	Ponkan Road	Seminole County Line
A	Plymouth Sorrento Road	Orange Blossom Trail	Seminole County Line
A	N. Wekiva Springs Road	Semoran Boulevard	Welch Road
A	Mt. Plymouth Road	Kelly Park Road	Seminole County Line
B	Sadler Road	Orange Blossom Trail	Round Lake Road

Corridor	Road Name	From	To
B	Ponkan Road	Orange Blossom Trail	Rock Springs Road
B	Kelly Park Road	Ponkan Road	Mt. Plymouth Road
C	Binion Road	SR 429	Orange Blossom Trail
C	SR 429	Ocoee-Apopka Road	Orange Blossom Trail
D	Clarcona Road	Clarcona-Ocoee Road	Semoran Boulevard
D	Sheeler Road	Clarcona Road	Semoran Boulevard
D	Lakeville Road	Clarcona-Ocoee Road	Apopka Boulevard
D	Wekiva Springs Road	Clarcona-Ocoee Road	Semoran Boulevard
E	Rose Avenue	Clarcona-Ocoee Road	Maitland Boulevard
E	Eden Park Road	Edgewater Drive	Maitland Boulevard
E	Magnolia Homes Road	Edgewater Drive	Maitland Boulevard
E	Keller Road	Kennedy Boulevard	Seminole County Line
E	Forest City Road	Edgewater Drive	Seminole County Line
E	Wymore Road	Kennedy Boulevard	Seminole County Line
E	Maitland Avenue	Kennedy Boulevard	Seminole County Line
F	Kennedy Blvd/Lake Ave	Orange Blossom Trail	Orlando Avenue US 17/92
F	Lee Road	Orange Blossom Trail	Orlando Avenue US 17/92
F	Maitland Boulevard	Orange Blossom Trail	Orlando Avenue US 17/92
G	Clarcona-Ocoee Road	Clarke Road	Orange Blossom Trail
G	A. D. Mims Road	Clarke Road	Apopka-Vineland Road
G	North Lane	Powers Drive	Pine Hills Road
G	Indian Hill Road	Powers Drive	Pine Hills Road
H	Hiawassee Road	Colonial Drive	Clarcona-Ocoee Road
H	Pine Hills Road	Colonial Drive (W)	Clarcona-Ocoee Road
H	Hastings Street	Colonial Drive (W)	Silver Star Road
H	Powers Drive	Colonial Drive (W)	Clarcona-Ocoee Road
I	Colonial Drive (W)	Maguire Road	Orange Blossom Trail
I	Old Winter Garden Road / Professional Parkway	Colonial Drive (W) Maguire Road	Orange Blossom Trail
I	East West Expressway	Florida's Turnpike	Orange Blossom Trail
I	Balboa Road	Good Homes Road	Pine Hills Road
I	White Road	Bluford Road	Good Homes Road
I	Silver Star Road	SR 429	Orange Blossom Trail
J	Windermere Road	McKinnon Road	Tomyn Road
J	Maguire Road	Windermere Road	Old Winter Garden Road
K	Avalon Road	Tilden Road	Plant Street
K	CR 535	Tilden Road	Story Road
L	Hiawassee Road	Conroy Windermere Road	Colonial Drive (W)
L	Apopka-Vineland Road	Conroy Windermere Road	Old Winter Garden Road
L	Kirkman Road	Conroy Windermere Road	Colonial Drive (W)
L	Powers Drive	Old Winter Garden Road	Colonial Drive (W)
M	Apopka-Vineland Road	Winter Garden-Vineland Road	Conroy-Windermere Road

Corridor	Road Name	From	To
		Sand Lake Road	
M	Dr. Phillips Boulevard	Sand Lake Road	Conroy-Windermere Road
M	Turkey Lake Road	Sand Lake Road	Conroy-Windermere Road
M	Kirkman Road	Sand Lake Road	Conroy-Windermere Road
N	Metro West Boulevard	Hiawassee Road	Kirkman Road
N	Conroy Windermere Road	Hiawassee Road	Kirkman Road
N	Raleigh Street	Hiawassee Road	Kirkman Road
O	L.B. McLeod Road	Kirkman Road	Orange Blossom Trail
O	Conroy Windermere Road	Kirkman Road	Americana Boulevard
O	Americana Boulevard	Conroy Windermere Road	Orange Blossom Trail
O	Holden Avenue	Conroy Windermere Road	Orange Blossom Trail
P	Oakridge Road	International Drive	Orange Avenue
P	Lancaster Road	Orange Blossom Trail	Orange Avenue
P	Sand Lake Road	International Drive	Orange Blossom Trail
Q	Apopka-Vineland Road	Palm Parkway	Sand Lake Road
Q	Palm Parkway / Turkey Lake Road	Apopka-Vineland Road	Sand Lake Road
Q	CR 535	Apopka-Vineland Road	Chase Road
R	Universal Boulevard	Central Florida Parkway	International Drive
R	International Drive	SR 535	Oakridge Road
R	Interstate 4	Osceola County Line	Bee Line Expressway
R	SR 535	Palm Parkway	Osceola County Line
S	Landstreet Road	Orange Blossom Trail	Orange Avenue
S	Taft-Vineland Road	John Young Parkway	Boggy Creek Road
S	Bee Line Expressway	Interstate 4	Jetport Road
S	4 th Street	Orange Avenue	Boggy Creek Road
S	Central Florida Parkway	Palm Parkway	Orange Blossom Trail
S	Wetherbee Road	Orange Avenue	South Access Road
S	Sand Lake Road	Apopka-Vineland Road	Jetport Road
S	Wallace Road	Apopka-Vineland Road	Turkey Lake Road
T	Whisper Lakes Boulevard	John Young Parkway	Orange Blossom Trail
T	Central Florida Greeneway	John Young Parkway	Landstar Boulevard
T	Town Center Boulevard	John Young Parkway	Landstar Boulevard
T	Hunter's Creek Boulevard	John Young Parkway	Orange Blossom Trail
T	Osceola Parkway	John Young Parkway	Orange Avenue
T	Wetherbee Road	Orange Blossom Trail	Orange Avenue
U	Landstar Boulevard	Osceola County Line	Wetherbee Road
U	Orange Avenue	Osceola County Line	Wetherbee Road
U	John Young Parkway	Osceola Parkway	Lee Road
U	Orange Blossom Trail	Osceola Parkway	Lee Road
U	Orange Avenue	Osceola Parkway	Interstate 4
V	Conway Road	Sand Lake Road	Curry Ford Road
V	Dixie Belle Drive	Curry Ford Road	Gatlin Avenue

Corridor	Road Name	From	To
V	Tradeport Drive	Sand Lake Road	Boggy Creek Road
V	Boggy Creek Road	Taft-Vineland Road	Sand Lake Road
V	Semoran Boulevard	Sand Lake Road	Curry Ford Road
W	Semoran Boulevard	South Access Road	Curry Ford Road
W	Goldenrod Road	Beeline Expressway	Curry Ford Road
W	Chickasaw Road	Lee Vista Boulevard	Curry Ford Road
W	Narcoossee Road	SR 417	Hoffner Avenue
W	Econlockhatchee Trail	Lee Vista Boulevard	Curry Ford Road
W	Central Florida Greenway	Narcoossee Road	Curry Ford Road
X	Nela Avenue/ Seminole Drive / Judge Road	Orange Avenue	Semoran Boulevard
X	Hoffner Avenue	Orange Avenue	Semoran Boulevard
X	Gatlin Avenue / Pershing Avenue	Orange Avenue	Semoran Boulevard
X	Curry Ford Road	Mills Avenue	Semoran Boulevard
X	Lake Margaret Drive	Mills Avenue	Conway Road
X	Michigan Avenue	Mills Avenue	Semoran Boulevard
Y	Sand Lake Road	Boggy Creek Road	SR 417
Y	Lee Vista Boulevard	Semoran Boulevard	SR 417
Y	Narcoossee Road	Semoran Boulevard	Goldenrod Road
Y	Pershing Avenue	Semoran Boulevard	Goldenrod Road
Z	Curry Ford Road	Semoran Boulevard	Alafaya Trail
Z	Lake Underhill Road	Semoran Boulevard	Woodbury Road
Z	Colonial Drive (E)	Semoran Boulevard	Woodbury Road
Z	East-West Expressway	Semoran Boulevard	Colonial Drive (E)
Z	Valencia College Lane	Goldenrod Road	Econlockhatchee Trail
AA	New East-West Road	Semoran Boulevard	Rouse Road
AA	University Boulevard	Semoran Boulevard	Alafaya Trail
AA	Colonial Drive (E)	Semoran Boulevard	Alafaya Trail
AA	Buck Road	Dean Road	Rouse Road
BB	Alafaya Trail	Seminole County Line	Curry Ford Road
BB	Avalon Park Boulevard	Alafaya Trail	Colonial Drive
BB	Woodbury Road	Challenger Road	Lake Underhill Road
BB	Rouse Road	Lake Underhill Road	Seminole County Line
BB	Dean Road	Curry Ford Road	Seminole County Line
BB	Econlockhatchee Trail	Curry Ford Road	University Boulevard
BB	Chickasaw Trail	Curry Ford Road	Colonial Drive (E)
BB	Goldenrod Road	Bee Line Expressway Curry Ford Road	Aloma Avenue
BB	Forsyth Road	Colonial Drive (E)	Aloma Avenue
BB	Semoran Boulevard	Curry Ford Road	Howell Branch Road
CC	University Boulevard	Semoran Boulevard	Hall Road
CC	Aloma Avenue	Lakemont Avenue	Goldenrod Road

Corridor	Road Name	From	To
CC	Howell Branch Road	Seminole County Line	Hall Road

1.4.5 Orange County shall consider the establishment of areas and conditions for Transportation Concurrency Management Area designations or traffic corridors and shall file for a Transportation Concurrency Management Area designation as the need for each arises.

1.4.6 Orange County shall annually evaluate the need for additional Transportation Concurrency Management Areas or traffic corridors.

1.4.7 (Amend. 05/04, Ord.#04-06) The County shall investigate the implementation of a Transportation Concurrency Management System based on the following:

To correct existing deficiencies in transportation facilities and to set priorities for reducing transportation backlogs, Orange County shall adhere to the regulations as stipulated in the amended Concurrency Management System Ordinance consistent with Sections 163.3180(9) (b), Florida Statutes.

A. A long-term transportation concurrency management map which designates facilities with significant transportation backlogs under Orange County jurisdiction.

B. A long-term schedule of capital improvements which lists the transportation facilities under Orange County’s jurisdiction required to correct existing deficiencies and to accommodate additional development within a planning period of up to ten (10) years. The long-term schedule will be derived from the most current Approved Cost Feasible Highway Network plan for the year 2020 model called the Orlando Urban Area Transportation Study (OUATS).

C. The Capital Improvements Element (CIE) will be updated to include the long-term schedule. The updated CIE will include the estimated date of commencement of actual construction and the estimated date of project completion. The anticipated project construction and commencement dates will be derived from the Orange County Five Year Road Program.

D. Orange County shall use the projected funds from the adopted Orange County Road Impact Fee Ordinance and projected gas tax/vehicle tag revenues from the most current METROPLAN

Orlando Cost Feasible Plan as the method for implementing the long-term transportation concurrency management system.

- E. A plan amendment shall be required to eliminate, defer, or delay construction of any transportation facility, which is listed in the long-term schedule of capital improvements.
- F. Interim level-of-service (LOS) standards may be established on certain facilities within the long-term transportation concurrency management districts to allow for the issuance of development orders and permits. A schedule may be adopted to achieve specified improvements in the interim level-of-service standards for intervals of time in the future.
- G. A monitoring system will be used to ensure that the scheduled improvements are achieved in the interim levels-of-service. Should these improvements not be achieved within the adopted schedule, the monitoring system will require an amendment to the long-term transportation concurrency management system. This amendment will specify default level-of-service standards that will be utilized and be binding for the issuance of development orders and permits.

1.4.8

Orange County shall use the official transportation modeling structure as adopted by METROPLAN Orlando. Orange County shall coordinate with METROPLAN Orlando with updating their data sets by providing current land use data, socio-economic projections, and recent transportation improvements.

OBJECTIVE 1.5

Orange County shall consider commercial vehicles, defined as any heavy vehicle described by the Federal Highway Administration, Scheme F, Classes 4-13, including buses and trucks with six or more tires, in the planning and design of the County's transportation system.

POLICIES

1.5.1
(Amend. 05/04, Ord.#04-06) Orange County shall, to the maximum extent feasible, consider demand capacity of commercial vehicles when projecting future traffic.

1.5.2
(Amend. 05/04, Ord.#04-06) Orange County shall, to the maximum extent feasible, design all appropriate roadways to sufficiently accommodate commercial vehicles.

1.5.3 Orange County shall design the turning radii of roadway curves and intersections in order to provide safe maneuvers and sufficient site distances for commercial vehicles.

OBJECTIVE 1.6

The County shall promote the use of alternative modes of transportation in order to provide for a safe, convenient, and efficient multi-modal transportation system.

POLICIES

1.6.1 Orange County shall work with LYNX to develop a comprehensive multi-modal improvement strategy, which includes the connection of employment centers to residential areas and the eventual connection of high density and intensity land use areas to each other by appropriate modes.

1.6.2 According to the adopted Concurrency Management System, development permits shall not be issued if the total weekday transit capacity* drops below 73,500 person trips per day. This number is equal to 75 percent of the mass transit person trips that were available as of December 1999, system wide.

* Transit capacity is defined as the number of available person trips provided system-wide by mass transit.

1.6.3 Orange County shall coordinate with LYNX to establish new level of service standards upon which transit service performance can be

evaluated. These standards shall be relevant, technically sound, and financially feasible, and be subject to bi-annual review.

- 1.6.4 Orange County will promote Travel Demand Management (TDM) and Transportation Systems Management (TSM) Strategies, including Intelligent Transportation Systems (ITS) strategies along with other capacity improvements.
- 1.6.5 (Amend. 05/04, Ord.#04-06) Orange County shall work with the Orlando Orange County Expressway Authority (OOCEA) and FDOT to determine the feasibility of High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) lanes on appropriate interstate facilities and principal arterials.
- 1.6.6 Orange County shall encourage and coordinate with METROPLAN Orlando, FDOT and LYNX to continue their development of regional park and ride lot plans.
- 1.6.7 Orange County shall work with LYNX to evaluate the feasibility of incentives for promotion of private ridesharing programs and other transit services.
- 1.6.8 (Amend. 05/04, Ord.#04-06) Orange County shall, where appropriate, include on-street bicycle lanes, paved shoulders, wide outside lanes and other design features associated with major roadway improvements to accommodate bicycle travel.
- 1.6.8.1 (Amend. 05/04, Ord.#04-06) Orange County shall utilize the FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (FDOT Green Book) standards and FDOT's Bicycle Facilities Planning and Design Handbook for determining the conditions under which roads will have striped bike lanes and bikeway signage, as appropriate.
- 1.6.8.2 (Amend. 05/04, Ord.#04-06) Orange County shall continue to pursue a countywide multi-use trail system through implementation of the Orange County Bikeways, Trails and Greenways Master Plan.
- 1.6.8.3 The County shall coordinate the implementation of the Bikeways, Trails and Greenways Conceptual Master Plan with METROPLAN Orlando and other local jurisdictions.
- 1.6.8.4 The County shall encourage METROPLAN Orlando to continue sponsoring bicycle education and awareness activities.

- 1.6.9 The County shall ensure the provision of transit centers, super stops, and other facilities necessary to support transit in metropolitan activity centers and to facilitate transfer of passengers to and from the regional transit system.
- 1.6.10 The County 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.
- 1.6.11 (Amend. 05/04, Ord.#04-06) The Strategic Development Plans for all Activity Centers shall identify strategies to provide an internal transit system which includes a transportation circulation strategy integrating different modes of transportation to increase the internal capture rate.
- 1.6.12 Orange County shall include parking management requirements for Activity Centers in the Land Development Code in order to encourage mass transit.

OBJECTIVE 1.7

The County shall support the use of viable and financially feasible rail systems, including but not limited to commuter rail, light rail and circulator rail systems in order to provide a safe, convenient, and efficient multi-modal transportation system.

POLICIES

1.7.1
(Amend. 05/04, Ord.#04-06) Orange County shall consider fixed guide way systems consistent with the FDOT/LYNX adopted Central Florida Rail Vision Plan and subsequent programs..

1.7.2
(Amend. 05/04, Ord.#04-06) The County shall support, where feasible, a fully integrated circulator rail system in designated activity centers.

1.7.3
(Amend.05/04, Ord#04-06) The County, in collaboration with the appropriate agencies and jurisdictions, will plan viable and financially feasible mass transit systems, including appropriate rail technologies, on a local and regional scale.

1.7.4
(Amend. 05/04, Ord.#04-06) The County shall support a balanced multi-modal system using intermodal stations that facilitate transitions between appropriate travel modes, including pedestrians, bicycles, rail, bus, and automobiles.

1.7.5
(Deleted 05/04, Ord.#04-06)

OBJECTIVE 1.8

Orange County shall coordinate with GOAA to ensure that the expansions of existing publicly-owned airports are consistent with the goals, objectives, and policies of the Comprehensive Policy Plan, and the appropriate Federal and State regulations.

POLICIES

- 1.8.1 Orange County shall enforce the revised Airport Noise Zoning Ordinance. This Ordinance shall determine the compatibility of residential, commercial, office, industrial, recreational, conservation, and agricultural uses within the 75, 70 and 65 Ldn contours.
- 1.8.2 Orange County shall continue to assist the Greater Orlando Aviation Authority (GOAA) in establishing 55 Ldn noise contours for the Orlando International Airport (OIA) and the Orlando Executive Airport (OEA).
- 1.8.3 The Orlando/Orange County Airports Zoning Board of Adjustment shall monitor the placement of tall structures within the County, ensuring that clear zones of existing publicly-owned, for public use airports and Federal Aviation Administration Regulation Part 77 are not violated.
- 1.8.4 If no other feasible or practical alternatives exist for avoiding environmentally sensitive lands when siting new aviation facilities, then Orange County shall require appropriate mitigation measures to be consistent with the County's Conservation Element and Conservation Ordinance.
- 1.8.5 Orange County shall participate in the Development of Regional Impact (DRI) review process so that improvements to existing aviation facilities are reviewed against the criteria for new facilities to ensure that adverse transportation impacts from development are not realized.
- 1.8.6 The County shall ensure that potentially adverse environmental impacts are eliminated or minimized by utilizing the best management practices during any aviation expansion facility expansion.
- 1.8.7 Orange County, through its role on METROPLAN Orlando and the GOAA's governing boards, shall continue to ensure that planned aviation expansions are coordinated with the appropriate Federal, State, and regional agencies and regulations and consistent with the Comprehensive Policy Plan.

1.8.8 The Orlando/Orange County Airports Zoning Board of Adjustment shall incorporate any amendments to the airport flight zone areas they protect within six months from when the amendments are approved by the Federal Aviation Administration.

1.8.9 The County shall adopt and maintain comprehensive airport-related land use standards, consistent with those of the appropriate jurisdictions.

OBJECTIVE 1.9

Orange County and the Greater Orlando Aviation Authority (GOAA) shall coordinate airport ground traffic generating facilities with surface transportation and transit improvements. Existing and future airports shall be integrated into the overall transportation system. This objective is measured by the following policies.

POLICIES

1.9.1

The OIA access area shall be defined as all County and State roadway segments in which projected year 2020 airport traffic constitutes ten percent of the acceptable level-of-service volume threshold on the existing plus committed network. Projected OIA traffic shall also be added to existing traffic to determine access area roadway deficiencies using the acceptable level-of-service standards.

1.9.2
(Amend. 05/04, Ord.#04-06)

The State, County, City of Orlando, and GOAA shall coordinate on roadways providing OIA access identified as having deficiencies in order to determine appropriate mitigation measures. Mitigation measures, in order of preference, shall include one or a combination of the following:

- Complete funding or construction of roadway improvements that restore an acceptable level of in the Airport's access area;
- Restricting non-OIA development along congested corridors in the access area until roadway improvements which restore an acceptable level of service are added to the County or State capital improvements program; or,
- Ensure that new developments provide for a transportation plan that mitigates congestion in the appropriate corridors.

1.9.3

Orange County strongly supports using the Orlando International Airport (OIA) as a major multi-modal transfer station in the County and encourages publicly and privately funded transit service to the OIA and within the designated OIA "Activity Center."

OBJECTIVE 1.10 Orange County will work with proposed general aviation facilities in their development in Orange County.
(Amend. 05/03, Ord.#03-03)

POLICIES

1.10.1 The County shall ensure that the development of any general aviation facilities is consistent and compatible with the surrounding land uses and planned developments.
(Amend. 05/03, Ord.#03-03)

1.10.2 The County will participate with any proposed general airport authority and provide technical assistance as needed.
(Amend. 05/03, Ord.#03-03)

1.10.3 The County will coordinate with any proposed general aviation airport authority to ensure that an airport noise ordinance in compliance with the FAA is approved.
(Amend. 05/03, Ord.#03-03)

1.10.4 The County will ensure that adequate surface transportation access for any proposed general aviation facility is coordinated and consistent with all relevant transportation plans.
(Amend. 05/03, Ord.#03-03)

1.10.5
(Deleted 05/03, Ord.#03-03)

GOAL 2

To create a safe, accessible, convenient, and efficient transportation system for residents, employees and visitors, in coordination with the needs of land use activities, population densities, housing and employment patterns.

OBJECTIVE 2.1

Orange County shall support a future land use pattern that will facilitate safe, convenient, and efficient transportation services through the implementation of policies in the Future Land Use Element and revision of the Land Development Code.

POLICIES

2.1.1

Where there are opportunities Orange County shall ensure that existing and new residential developments are connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system.

2.1.1.1

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

2.1.1.2

Internal streets connecting residential subdivisions shall be designed to discourage non-residential traffic from using the facilities for through movements that should be accommodated by major thoroughfares.

2.1.1.3

Orange County shall discourage arterial traffic on local streets in residential neighborhoods by implementing traffic calming measures and improving traffic flow on major thoroughfares.

2.1.1.4

Orange County shall require the local street network to be designed to promote interconnectivity and to allow access between neighborhoods. Proposed gated communities and private streets will be evaluated on a case by case basis for appropriateness.

2.1.2

(Amend. 05/04, Ord.#04-06)

Orange County shall monitor and prioritize improvements for "high accident-frequency" locations.

- 2.1.3 The adopted Future Land Use Map shall be used to guide the planning of future transportation corridors to ensure coordination between transportation planning and future development patterns.
- 2.1.4 Orange County shall encourage the use of new urbanism concepts, such as but not limited to Traditional Neighborhood Development, Urban Villages, and Transit Oriented Development and incorporate such concepts into the Land Development Code, in order to reduce urban sprawl, decrease trip lengths, promote internal capture and promote multi-modal travel.
- 2.1.5 Orange County will support land use policies that reinforce effective transportation management. This includes support for activity centers, transportation-oriented developments, and sector planning.
- 2.1.6 (Amend. 05/04, Ord.#04-06) The planning, design and construction of all road widening or new corridor projects shall be sensitive to adjoining residential areas. Through the RCA process, or other appropriate method, the County will seek public involvement to determine measures to mitigate adverse impacts to established neighborhoods.
- 2.1.7 Whenever reasonably possible, future road improvements shall be designed to avoid severing or fragmenting existing neighborhoods.
- 2.1.8 Activity Center plans shall include both residential and nonresidential development, and transportation services between these uses to minimize the need for individual vehicular movement.
- 2.1.9 The County shall work with LYNX to coordinate routing of the regional service and location of facilities with the location of activity centers as identified in the Future Land Use Element.

OBJECTIVE 2.2

Orange County shall encourage LYNX to continue to provide adequate transportation services in compliance with the service criteria and funding specifications of the Federal protections for persons with disabilities of Section 504 of the Rehabilitation Act of 1973, as amended and the Americans with Disabilities Act (ADA) of 1990, as amended, for those persons with physical or developmental disabilities.

POLICIES

- 2.2.1 Orange County shall continue to support in the accommodation of the special needs of the transportation disadvantaged, including the provision of safe and convenient transit terminals, through financial and technical assistance and through inter-agency agreements.
- 2.2.2 Orange County shall continue to work with LYNX to continue to provide and improve public transportation for the transportation disadvantaged, and coordinate improvements with the METROPLAN Orlando Transportation Improvement Program.
- 2.2.3 Orange County shall stipulate that a percentage of the County's monetary contribution to LYNX be directed to public transit service that meets the special needs of persons with physical or developmental disabilities.
- 2.2.4 Orange County shall support the continuation of discounted fares for the elderly and persons with physical or developmental disabilities.
- 2.2.5 Orange County shall continue to work with the Orange County School Board and LYNX to facilitate transportation of students to and from school.
- 2.2.6 In association with construction of any County roadway at the collector level or above, Orange County shall coordinate mass transit needs with LYNX.

OBJECTIVE 2.3

(Deleted 05/04, Ord.#04-06)

POLICIES

2.3.1

(Deleted 05/04, Ord.#04-06)

2.3.2

(Deleted 05/04, Ord.#04-06)

2.3.3

(Deleted 05/04, Ord.#04-06)

GOAL 3

To promote coordination among government agencies, public and private entities in order to encourage regional system-wide transportation solutions.

OBJECTIVE 3.1

Orange County shall, on a continuous basis, coordinate with all appropriate multi-jurisdictional entities to provide a safe, convenient, and efficient transportation system.

POLICIES

3.1.1

Orange County shall continue to participate in METROPLAN Orlando in order to coordinate transportation on a regional basis.

3.1.2

Orange County shall continue to integrate its public transportation planning with LYNX, METROPLAN Orlando, the FDOT, and other local governments in order to coordinate transportation on a regional basis.

3.1.3

Orange County shall continue to coordinate the Orange County Five-Year Transportation Improvement Program with the appropriate governmental agencies.

3.1.4

Orange County shall continue to coordinate with all adjacent counties and local governments, in or adjacent to Orange County, to ensure the impacts generated by future development occurring within one jurisdiction will not cause the level of service on arterial and collector roads within Orange County to diminish below the adopted standard. Orange County shall coordinate through the comprehensive plan amendment and review process and by providing up to date information and data sets regarding proposed and future developments, as appropriate.

3.1.5

Orange County shall coordinate with other jurisdictions so the impacts generated by future development occurring within unincorporated Orange County will not cause the level of service on arterial and collector roads in another jurisdiction to diminish below the adopted standard. This coordination shall be achieved through scheduled meetings and data information sharing on an as-needed basis.

3.1.6

The County will continue to work with Lake County to complete the areawide transportation improvement study called the Southwest Orange /Southeast Lake Counties Transportation Alternatives Study (SO/SLC TAS).

OBJECTIVE 3.2

Orange County shall continue to coordinate with appropriate governmental entities and the private sector in the implementation of mass transit strategies as measured by the following policies.

POLICIES

- 3.2.1 Recognizing that air quality, tourism and commerce are key components that significantly impact the County's transportation system, the County shall coordinate with METROPLAN Orlando to ensure that these issues are considered in the development of the future Long Range Plan.
- 3.2.2 Orange County shall continue to coordinate with the LYNX, METROPLAN Orlando, the FDOT, and other local governments to identify and designate strategic locations for additional park and ride lots.
- 3.2.3 Orange County shall actively support initiatives by the State Legislature to provide a permanent increase in State transportation funding. Those additional funds would be used to accelerate the construction of high-priority State transportation projects in METROPLAN Orlando 's currently adopted long-range plan.
- 3.2.4 To reduce reliance on automobile travel and encourage greater use of transportation alternatives, The County shall coordinate with the GOAA, the City of Orlando, LYNX, and the FDOT to promote increased alternative transportation opportunities at the OIA and OEA.

OBJECTIVE 3.3

Orange County shall provide the opportunity for the public to participate in the transportation planning process through participation at public meetings, public workshops, small group meetings, and other public forums. These meetings shall be scheduled as needed in accordance with county guidelines.

POLICIES

3.3.1

Public input shall be solicited at the initial stage of planning and development of transportation improvements through public meetings held in the impact area. Additional public meetings shall be held prior to approval of a project by the Board of County Commissioners.

3.3.2
(Amend. 05/04, Ord.#04-06)

Orange County will continue to ensure that transportation improvements are coordinated with the various local, state and federal government agencies, as well as continue to elicit input from citizens, policy makers and interested individuals and groups through the appropriate public involvement process.

GOAL 4: To develop a financially feasible multi-modal transportation plan that meets the future needs of Orange County.

OBJECTIVE 4.1
(Amend. 05/04, Ord.#04-06) Orange County shall continue to annually review its Capital Improvements Program to ensure that it is responsive to the transportation demand and provides for a safe, convenient, and efficient transportation system.

POLICIES

4.1.1
(Amend. 05/04, Ord.#04-06) Orange County shall establish a financially feasible phased Five-Year Capital Improvements Program for implementing the identified transportation improvements required to maintain the designated level of service.

4.1.2
(Amend. 05/04, Ord.#04-06) To fund the 5-year Capital Improvements Program, Orange County shall consider all available funding sources, including those at State and Federal levels, gasoline taxes, impact fees, and public/private initiatives.

4.1.3
(Amend. 05/04, Ord.#04-06) The Five Year Road Program - Capital Improvements Program shall be revised annually.

4.1.4
(Amend. 05/04, Ord.#04-06) The County shall use revenues generated from Transportation Impact Fees to provide new road capacity.

4.1.5
(Amend. 05/04, Ord.#04-06) The County shall fund, maintenance and operating costs with revenues generated from the Constitutional Gas Tax, Local Option Gas Tax and other appropriate funding sources.

4.1.6 In addition to paying Impact Fees, new development and redevelopment shall be responsible for the costs on all internal subdivision roads, as required by the Land Development Code, and any necessary access improvements at project entrances.

4.1.7
(Amend. 05/04, Ord.#04-06) The County will continue to participate in interlocal agreements and Joint Participation Agreements with other local jurisdictions and public/private partnerships with private developers as a means of funding necessary transportation improvements.

4.1.8 Orange County shall continue to lobby the Florida Legislature to increase existing transportation funding. The County shall aggressively pursue all additional funding sources such as additional user fees (car rental tax), bonding of toll road facilities, and higher license and tag fees.

- 4.1.9 Orange County shall oppose any transfer of FDOT's jurisdictional roadways to Orange County's jurisdiction unless the roads are improved by the State to meet County adopted level of service and design standards, and additional State funds for adequate maintenance and alleviation of deficiencies are made available.
- 4.1.10 The priority for funding County transportation improvement projects shall be as follows:
- A. Safety;
 - B. Capacity Deficiency;
 - C. Right-of-way Availability/Reservation;
 - D. Partnership Potential;
 - E. Consistency with the Comprehensive Policy Plan/ METROPLAN Orlando's Long Range Transportation Plan;
 - F. Intermodal Support; and
 - G. Located within the County's Urban Service Area Boundary, Growth Centers or Urban Villages Future Land Use Designations.
- 4.1.11 Orange County shall continue to utilize special assessments as a means of paving streets in existing neighborhoods.
- 4.1.12 Orange County shall coordinate its funding programs with other agencies and municipalities so that joint projects can be continued to the benefit of both jurisdictions.
- 4.1.13 Orange County shall continue to support private development transportation improvements that are consistent with the County's adopted comprehensive plan.
- 4.1.14 Development orders shall not be approved if funding sources are not identified for the scheduled financing of capital improvements, or where necessary facilities are not guaranteed by the developer in an enforceable development agreement pursuant to Section 163.3220, or to Chapter 380 Florida Statutes. This agreement must guarantee that the necessary facilities and services will be in place when the impacts of the development occur. This shall be interpreted to include all transportation facilities and services, including mass transit.

4.1.15
(Amend. 05/04, Ord.#04-06) Orange County shall continue to support mass transit through the appropriation of funds on an annual basis, based upon a two-year operating budget. Should LYNX require additional funding appropriate supporting documentation shall be presented to the Transportation Planning Group for review and approval, and then to the County Commission for approval.

4.1.16 Orange County shall work with LYNX to seek commitments from other local governments to fund their financial share of providing regional public mass transit systems and services.

OBJECTIVE 4.2

Orange County shall continue to preserve rights-of-way, to the extent financially practical and permitted by law, to provide for an efficient and cost-effective transportation system.

POLICIES

4.2.1 The County will continue to enforce building setback requirements as defined in the Land Development Code to preserve roadway rights-of-way.

4.2.2 The County will continue to conduct RCA studies to identify project right-of-way so that community stakeholders are noticed, early acquisition can begin and the development review process can accommodate future roadway alignments at minimal negative impact to the developers and the County.

