TRANSPORTATION ELEMENT INTRODUCTION

The Transportation Element is required by State law and has been prepared in compliance with State of Florida comprehensive planning requirements for local governments. The current Transportation Element and Comprehensive Plan established a framework for multimodal transportation planning within Seminole County. This approach to transportation planning recognized the links between transportation, economic development, land use and urban design. Since its adoption, the County and its seven cities have continued to improve transportation mobility and quality of life for residents through completion of roadway, sidewalk, trails and transit facilities. Many of these improvements were funded through the renewal of the Local Option One Cent Sales Tax approved by County voters in 2001. These improvements have been focused on areas of the County that were expected to provide the greatest return of benefits in terms of community and economic development. The improvements to the County Road System, in conjunction with improvements to the State Road System, will maintain Seminole County's position of having one of the best major road systems in the Central Florida Region for several years to come.

While Seminole County should take pride in the community that it has created, it must also continue to address the challenges that past successes have created. The greatest challenge is to determine how to maintain the high level of mobility over the long term in order to sustain the future development of the County at the level its residents have come to expect.

This challenge has been recognized through recent efforts to address transportation mobility through land use strategies. All cities within the County have initiated efforts to strengthen their downtown cores or to establish new mixed-use town centers. Seminole County created the Higher Intensity Planned Development land use designations, intended for locations such as interchange areas and major arterials, to attract higher paying "target" industries and allow multiple and mixed use development that captures trips internally. Additionally, Seminole County has completed extensive planning efforts to promote redevelopment activities along the US 17-92 corridor, including a recommendation to allow Mixed Development (MXD) land use within the corridor.

A key principle of all of these land use planning efforts is the creation of pedestrian-friendly environments where residents and visitors have a range of travel choices. From a development standpoint, the results of these efforts have already materialized through the creation of centers such as Uptown Altamonte and extensive redevelopment in downtown Sanford. Pedestrian and transit-oriented development is anticipated to emerge within the US 17-92 corridor in unincorporated Seminole County, fostered by the County's redesignation of the area as MXD. Additional transit-oriented redevelopment with a mix of uses may occur in the vicinity of Central Florida Commuter Rail (SunRail) stations, as well as within major urban centers and along major transit corridors. The potential changes in land use pattern may be stimulated both by the presence of commuter rail and by the County's Mobility Strategy and Energy Conservation policies. From a transportation standpoint, the challenge to come is to strengthen non-auto connections between the County's urban centers through local and regional bicycle, pedestrian, transit and rail systems.

Since adoption of the Vision 2020 Comprehensive Plan, two new LYNX bus routes were added to serve the Orlando Sanford International Airport and Lake Mary employment centers within the County. The ridership rates on the Link serving the Airport proved to be the lowest in the system, so the fixed route was eliminated. Central Florida Commuter Rail (SunRail) will operate along the CSX rail corridor and will connect Seminole County population and employment centers with the rest of the Orlando region. However, several urban and

suburban areas within the County remain unserved by fixed transit, particularly in Winter Springs (on Red Bug Lake and Tuskawilla Roads) and within the Oviedo area. A PickUpLine (call service) has been created to serve much of Oviedo and to connect to the fixed transit Link 434 at Oviedo Marketplace. Depending upon demand, part of this service may evolve into a fixed route. Similar service may be examined for the Winter Springs area in future.

As part of the implementation of the Vision 2020 plan and the Seminole County Comprehensive Plan adopted in 2008, several major bicycle facilities have been completed within the past five years. Portions of the Cross Seminole Trail and the Crossings Trail have been completed in northwest and southeast Seminole County, including overpass bridges across Interstate 4 and US 17/92 at General Hutchinson Parkway. Missing links that remain to be constructed include the connection between Lake Mary High School and General Hutchinson Parkway. Additionally, over 50 miles of sidewalks have been constructed through sales tax funds, providing safe pedestrian access to schools, parks and other destinations. These improvements in the unincorporated County, along with similar efforts in cities such as Sanford, have placed Seminole County at the forefront of the Central Florida Region in terms of pedestrian and bicycle systems planning.

Many of the County's major arterial roadways are at the maximum number of lanes due to physical and/or policy constraints. In addition, directions from the State Legislature (such as the enactment of House Bill 697 in 2009) place increased emphasis on the reduction of greenhouse gases that result from automobile exhaust. As a result, it will no longer be possible or appropriate for the County to rely on roadway construction as the major preferred mobility solution. Yet, the population is still expected to increase, with the development of infill areas and the redevelopment of previously declining areas, such as the US 17-92 corridor. In addition, County policies adopted in response to House Bill 697 are anticipated to encourage redevelopment of less energy efficient areas within urban centers and along major transit corridors. These and other factors will combine to create a change in the land use pattern, and the transportation system must change as the County's transportation needs change.

As projected as part of the Comprehensive Plan, several features of the earlier plans - the flexibility in level of service standards, the trails and greenways programs, and the inclusion of transit-supportive land development features have grown in importance and impact as the County has evolved. These features are key components of this Transportation Element, which continues in this direction by focusing on improving balance within the transportation system. Seminole County’s road expansion program is largely complete, but Seminole County's future transportation system must fill in the gaps to create a multi-modal community through a system of roads, transit, commuter rail, trails, sidewalks, and bike lanes that connect people to where they work, live, shop, and play.

The implementation to date of the Comprehensive Plan is also consistent with the vision and principles established as part of the Central Florida Regional Growth Vision (“How Shall We Grow?”) planning effort. This plan established a 50-year vision for the seven-county Central Florida Region and is based around four themes: Countryside, Conservation, Centers, and Corridors. This Transportation Element builds upon the “How Shall We Grow?” effort by reinforcing transportation policies consistent with each of these themes.

A MULTIMODAL FOCUS

The transportation system of Seminole County brings people and goods into the County, accommodates traffic passing through the County, and provides the mobility and accessibility that allows residents to participate in the community's social and economic activities. Historically, the County's transportation system had been dominated by a single transportation mode - the private automobile. Public transit had played a relatively minor

role, and walking and biking played purely recreational roles. As the County continues to evolve from a bedroom community to an economically self-sufficient community, a wider choice of transportation options will be needed to maintain economic and population growth while conserving valuable environmental lands.

The previous Vision 2020 Comprehensive Plan established a multimodal transportation vision for Seminole County that included transit options such as commuter rail, light rail, express bus and transit circulator services. The current Comprehensive Plan advances that vision while acknowledging the implementation of several recommended strategies. Express bus service currently operates along Interstate 4, with stops in Seminole County. The Florida Department of Transportation, in partnership with Seminole, Orange, Osceola and Volusia counties and the City of Orlando, is initiating the 61-mile commuter rail system to operate along the CSX rail corridor. The first phase (31 miles connecting Debary and Orlando) is to be put into service in 2013, with four proposed stations in Seminole County. Ultimately, the Commuter Rail system will extend from Deland in Volusia County to Poinciana in Osceola County.

This Comprehensive Plan focuses the County efforts on continuing to develop an effective multi-modal transportation system. This Plan is also consistent with the "How Shall We Grow?" community-generated guidance efforts that identified a regional vision based on land use patterns supported by multiple transportation modes and preserving rural and environmentally sensitive areas. As the goals of the Comprehensive Plan are realized, employment opportunities will grow within the County and local residents will travel shorter distances to work. mixed use redevelopment and continued population growth will increase residential densities within concentrated mixed use centers. Neighborhoods will strengthen and develop identities. These trends all lead from long distance vehicular trips from low-density suburbs to regional employment centers and toward shorter distance connections to local jobs and daily needs. As the County's economy, land use, and mobility needs transition and mature, the transportation system will transition to a more balanced multi-modal approach.

Seminole County's transportation system must not only service the local needs of County residents, but longer distance travel as well. Orlando Sanford International Airport has grown from a general aviation facility to a regional airport with regular domestic and international service. Rental car facilities at the Airport provide local mobility for visitors. Amtrak AutoTrain links Seminole County with the nation's capital and delivers rail passengers with their vehicles to Central Florida.

The development of a balanced, integrated, and sustainable transportation system adds value to the community by providing alternative modes of moving people and goods, providing accessibility to markets, and providing economic returns. A concentration of transportation improvements in the urban area helps prevent urban sprawl, while the provision of open space and the protection of environmentally significant features in the increasingly dense urban area maintain the access to natural areas.

COMMUTER RAIL SYSTEM AND THE REGIONAL GROWTH VISION

Seminole County's commitment to the Commuter Rail system is a strong indicator of the evolving multi-modal transportation system within the County, as well as the County's support of the principles of the Central Florida Regional Growth Vision ("How Shall We Grow?"). The County has committed to contributing to the costs of constructing the system and the station platforms, and continues to work with the cities in which the stations will be located to plan for supportive land use patterns around the stations. Commitment to the commuter rail system, which will benefit regional commuters as well as Seminole County

residents by enabling the alternative mode, supports the Central Florida Regional Growth Vision principle "Provide a variety of transportation choices."

SEMINOLE COUNTY ROAD SYSTEM

There are approximately 2,320 centerline miles of roadways in Seminole County. These roadways have been assigned to the State Highway System, the County Road System and the City Street Systems based on the functional classification of individual roadway segments as determined by the Florida Department of Transportation.

Arterial and collector roadways are assigned to the State, County and City systems as indicated in *Exhibit TRA: Roadway Maintenance Responsibilities*. The remaining miles of local and unclassified roadways are assigned to the County Road System in the unincorporated area and to the City Street Systems in the incorporated areas.

Most of the roadways assigned to the State Highway System are four or more lanes wide within the urban boundary, while the County roadways are generally two or four lane facilities. In large part, this reflects the higher traffic volumes generally found on State highway facilities within the County. Congestion on State highways causes traffic to be diverted to County arterial and collector roadways which, in turn, become more congested.

As of March, 2008, the County maintains about 874 miles of roadways. Approximately 861 miles are paved while the remaining miles are unpaved. Approximately 360 signalized intersections are maintained by Seminole County.

COUNTY PROGRAMS

The County has initiated a number of programs to maintain and improve the County Road System. The Public Works Department has primary responsibility for the operation and maintenance of County Roads. The Traffic Engineering Office monitors traffic conditions utilizing travel time and delay studies, traffic counts, traffic accident reporting, speed studies, intersection studies and other techniques. It is also responsible for signage and markings and maintains traffic control devices. Public Works is also responsible for minor construction, resurfacing and routine maintenance of all roads, rights-of-way and drainage ditches that fall within the County's jurisdiction. A Roadway Characteristics Inventory has been developed and is being maintained by the Engineering Division. This Inventory is part of the Infrastructure Management System (IMS) database and documents the physical data described above Ultimately, the IMS and associated roadway data will be integrated into the County's GIS database.

The Public Works Department has primary responsibility for the planning, design and construction of major roadway improvements and manages the overall development of the transportation system. The Department performs surveys, prepares engineering designs, accomplishes plan preparation and review and provides transportation planning services. The Public Works Department also maintains the County's transportation modeling program and, in cooperation with other County departments, conducts transportation studies and evaluates the traffic impacts of land development proposals. The Planning and Development Division has primary responsibility to coordinate the review of all land development plans submitted to the County, including coordination of the review of transportation facilities and traffic impacts.

CONCLUSION

The Transportation Element sets out the framework for the development and maintenance of a multimodal transportation system that operates safely and efficiently. The transportation system will coordinate with existing and future land use activities, will enable the economic

growth of the County to continue, and will enhance the County's environmental protection and aesthetics.

SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

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TRANSPORTATION ELEMENT ISSUES AND CONCERNS

Issue TRA 1 Population Trends

The County and region are undergoing population shifts and trends that shape future transportation needs. These shifts not only impact the future demand for additional and reconstructed infrastructure, but also point to the need for a broader range of real mobility options.

Trend: Stabilizing Population Levels Amidst Changing Development Patterns

Between 2000 and 2007, Seminole County's population increased by over 10 percent per year. However, this growth was part of a larger leveling-off trend, where the County's rate of population change was more a reflection of redevelopment than new growth, as the available "greenfield" land for new residential land was reduced and development shifted into a redevelopment mode. As a result, total population growth between 2005 and 2025 was projected at 18 percent. The 2006 Evaluation and Appraisal Report found that the unincorporated County would move toward a development pattern more heavily oriented toward infill development and redevelopment. The change in development patterns would, in turn, have a large impact on the County and its style of growth.

At the end of 2007 and beginning of 2008, the national economy experienced a recession. This economic downturn also affected Seminole County. The Bureau of Economic and Business Research (BEBR) at the University of Florida, which is the source of population estimates used by most Florida counties, issued estimates showing that most counties has population losses. The BEBR figures for Seminole County showed a slight population decline, followed by a slight gain in 2010, with a consistent growth through the end of 2030. The gain projected by BEBR over this time period is 23 percent, which is higher than the 18 percent originally projected by Seminole County during its 2006 EAR update. However, the anticipated growth stimulus of the four commuter rail stations, plus policy changes adopted in 2010 in response to legislation enacted by the Florida Legislature in 2009 (requiring more energy efficient land use patterns to reduce greenhouse gas emissions) are anticipated to enable Seminole County to attract a greater share of the population growth anticipated by the "How Shall We Grow?" Central Florida Regional Growth Vision.

Redevelopment, with its slower and more compact residential populations, has transportation implications for the County. Redevelopment means that instead of building new roads in newly settling areas, the current transportation infrastructure will need to be maintained and improved. The Vision 2020 Comprehensive Plan established a framework for a shift toward road maintenance and a new concentration on making the transportation network more livable. The 2010 Comprehensive Plan update builds upon that framework by addressing the range of transportation options and policy actions needed to support redevelopment.

Accommodating population growth through infill and redevelopment means higher densities, which are targeted for mixed use activity centers and

transit corridors. The higher densities in these areas will require a mobility menu that is wider than the single-occupancy vehicle. Pedestrian paths and facilities, bicycle facilities, rail and transit connections will become more important as an increasing population and workforce will need a multi-modal transportation network.

Trend: Increasing Number of Jobs Relative to Population

The evolution of Seminole County from Orlando's bedroom community to employment self-sufficiency is expected to continue. With a limited supply of greenfields parcels available for residential development, employment growth is expected to outpace residential growth even more. In 2010, for the period between 2010 and 2030, the Bureau of Economic and Business Research (BEBR) and Seminole County projected a 23 percent increase in population, but the County projected a 57 percent increase in employment.

The population-jobs balance has a large impact on future transportation needs. As jobs become available in Seminole County, County residents are more likely to take jobs that are closer to their homes instead of driving into Orange County. With commuting trips shortening, traffic patterns on Interstate 4 and other intercounty connectors will change. Long distance rush hour trips on Interstate 4 are likely to mix with short distance trips from activity center to activity center. These changes will require the refocusing of resources from intercounty trips to defined employment centers on interstates and arterials, to shorter distance trips that remain in the county and are more dispersed. The improvement of street networks and multimodal connections around employment activity centers will increase in importance.

In addition to Seminole County residents taking jobs within the County, Seminole County is likely to become a regional employment center. Commuters from outside Seminole County are likely to travel to Seminole County, increasing the demands on its transportation network. The County must concentrate its resources on the multimodal transportation needs of County residents, but in support of the Central Florida Regional Growth Vision, the transportation needs of the region will become more important.

Trend: More Diverse Employment

The Commercial and Service sectors in Seminole County are expected to continue expansion over the next 20 years due to national and State growth patterns as well as a response to growth in other sectors such as technology and healthcare, and the presence of commuter rail stations that generate a need for nearby service and retail outlets.

Workers in various professions have differing transportation needs. Industrial and target industry jobs are higher paying and are shift-controlled. Conversely, commercial and service jobs have more flexible hours and are more likely to be lower wage. With the variety of shifts for commercial and service jobs, rush hours are likely to dissipate as commuters travel at all times of the day. Therefore, rush-hour-related road widenings are less necessary. Additionally, an increased variety of workers may opt for public transit. Riders may be attracted to the commuter rail in order to use their commuting time to accomplish other tasks. At the same time, fixed route transit connecting riders to transit stations will also provide options for retail and service workers employed by new businesses

locating in the vicinity of the rail stations. As the County's job mix continues to show an increase in commercial and service jobs to support County residents and an increase in target industry sector jobs, the transportation demands will continue to center on mobility options for employment-related trips.

Issue TRA 2 Mobility and Accessibility

Seminole County's transportation system provides mobility and accessibility to residents and visitors alike so that they can utilize the County's social, economic, and environmental resources. In this sense, the transportation system is not an "end in itself", but only a means to accomplish other tasks. Thus, the transportation system needs to support surrounding land uses and enhance their development. Accordingly, the transportation system must adapt as the County continues to evolve economically and socially.

Jobs in Seminole County

Seminole County is evolving from Orlando's bedroom community to a regional job center in itself. The transportation system must adapt from providing the means for Seminole County residents to reach Orange County jobs to providing the means for workers from all adjacent counties to access Seminole County jobs.

Different Groups of Seminole County Workers have Differing Transportation Needs:

- Seminole County residents: Job opportunities closer to home could reduce the commute of Seminole County residents. The transportation system previously collected commuters from a variety of residential areas spread throughout the County and delivered them to concentrated employment centers outside the County. The system must now provide access from these residential areas to a wide band of employment centers within the County, located along the Interstate 4 corridor and projected for the Seminole Way Corridor connecting to Innovation Way in Orange County. Where previously streets were the primary means to meet the commuting needs of Seminole County residents, new commuting patterns will require a more multi-modal network that offers more accessibility.
- Workers living outside Seminole County: Previously a bedroom community, Seminole County is now attracting workers from outside its jurisdiction. A commuting trends survey conducted in 2010 revealed that outside workers were drawn predominantly from Volusia County, followed by Orange and Lake County residents. The transportation system, originally oriented toward delivering Seminole County commuters to southern counties, must now accomplish the opposite task. Improving the connections from adjacent counties to employment centers will grow in importance as businesses continue to grow.
- Transportation Disadvantaged: The economic growth within Seminole County threatens to leave a portion of its residents completely behind. Past-development patterns had utilized the single-occupancy vehicle as the only viable transportation mode. While the single-occupancy vehicle offers great efficiency at low-density development patterns, the assumption that this mode is available to all residents is not realistic.

The expense of owning and operating a private vehicle is beyond the economic means of many Seminole County residents. In addition, some otherwise employable residents live with mobility or other developmental limitations that prevent their use of a car.

Creation of Mixed Use Centers

As the County continues to protect its rural and environmentally sensitive lands, and the population continues to increase, new development will wind down and the redevelopment of previously developed areas will increase. As development corridors and mixed-use centers redevelop, the transportation system that supports them will need to adapt to changing transportation needs and circumstances.

The current development pattern in Seminole County's development corridors and mixed use centers had previously emphasized unconnected businesses on arterials, low density strip shopping centers, interchange development, regional shopping malls, and office complexes. As these areas are redeveloped, a new pattern that is better suited to higher population densities, more diverse economic needs, and higher real estate values will emerge. More urban patterns of mixed uses will occur, with the attendant change in transportation patterns.

The County had ensured the coordination of growth and development by tying new development approvals to the provision of infrastructure and other facilities, per the requirements of Chapter 163, Florida Statutes, provisions for Concurrency. Thus, in areas where adequate facilities were not provided in time, development must slow to allow a catch up. While this method of growth coordination was useful in areas where new development must be paired with new infrastructure, it is not effective as the County's development corridors and activity centers redevelop. A concurrency management system based only on roadway capacity availability instead acts to discourage redevelopment and encourage urban sprawl. For that reason, as the County acted during its 2008 Evaluation and Appraisal Report -based comprehensive plan amendments to carry out the findings of the US 17-92 Community Redevelopment Agency 2006 Corridor Strategy by designating the US 17-92 CRA Corridor as a Transportation Concurrency Exception Area. This designation allows a local government to develop a multi-modal approach to mobility, instead of relying solely upon increased roadway capacity to accommodate potential traffic attracted to, or generated by, redevelopment. As a part of the mobility strategy that Seminole County developed with the cities that are partners in the US 17-92 CRA, the County has improved public transit headways for Route 103 serving most of the corridor. In addition, the County and the CRA partner cities continue to evaluate performance frameworks to facilitate pedestrian and transit-oriented development within the corridor. The County will continue to identify methods that encourage redevelopment and continued economic growth while still ensuring that these redevelopment efforts do not preclude mobility of pedestrians, transit riders and drivers.

In addition, amendments to Chapter 163, Florida Statutes adopted during 2009 identified the nonrural portion of Seminole County as a Transportation Concurrency Exception Area (TCEA). This area is depicted on *Exhibit TRA: Transportation Concurrency Exception Areas - Dense Urban Land Area.*

By July 9, 2011, Seminole County is required to both adopt into its comprehensive plan and implement long-term strategies to support and fund mobility within the designated exception area, including alternate modes of transportation. The plan amendment must demonstrate how strategies will support the purpose of the exception (enabling redevelopment and infill development that also prevents urban sprawl) and how mobility within the designated area will be provided. Strategies must address urban design, appropriate land use mixes (including density and intensity) and network connectivity plans needed to promote urban infill, redevelopment or downtown revitalization. Seminole County will continue to work with its cities, and with the City of Maitland and Orange County to achieve a unified approach to mobility management within the designated exception area which includes the US 17-92 CRA corridor. The strategy shall be developed through the use of public workshops that involve residents, interested property and business owners and commuters who work and live in Seminole County.

Appropriate Transportation Facilities

Within the transition of population and economy in Seminole County, it has an adopted goal of providing an effective, convenient, and economically feasible transportation system. To assess progress toward this goal, the Comprehensive Plan has established specific measurable objectives, and the County's regulations, investments, and incentives are focused on attaining the adopted goal.

Seminole County has utilized and continues to utilize, outside of the designated exception area, the conventional method of measuring transportation system efficacy - level of service standards. It has established LOS E as the standard for County arterial and collector streets that are located outside of the designated exception area. This level of service standard encourages the concentration of new development in established mixed use centers, maximizing the infrastructure investment in the centers while minimizing urban sprawl. Improvements in the operation of the transportation system should outweigh localized deficiencies. Improvements in the urban environment should outweigh deficiencies in the transportation system.

As the County transitions, the methods used by the County to measure its progress toward transportation goals must also transition. In addition to conventional methods of measurement, the County will continue to employ a variety of techniques and procedures.

A The County will continue addressing traffic safety through the County's accident analysis program.

B The County will continue to conduct special area and corridor transportation studies in order to refine the data reported in the Plan and to evaluate alternative transportation improvements, such as the use of Intelligent Transportation (IT) systems.

C The County will continue to conduct detailed studies of specific roadway segments as needed, such as travel time/delay studies as a means of evaluating either levels of service or success of mobility strategies, and

transportation systems management options for improvement of roadway corridor usage.

D In transit-oriented development and redevelopment corridors, within the Dense Urban Land Area/Transportation Concurrency Exception Area, and within mixed use centers, where conventional level of service standards alone fail to ensure that the desired land use pattern and desired levels of mobility and accessibility are achieved, the County, in concert with the cities, has developed multi-modal mobility strategies and implementation methodologies.

E The strategies include application of quality/level of service measures for transit service, pedestrian improvements and bicycle improvements. These quality standards are intended not as capacity targets that must be achieved in order to allow development to proceed, or as a basis for denying approval of a development that is otherwise consistent with the Comprehensive Plan. The quality/level of service measures provide the following: a set of guidelines for the County to use during facility and budget planning; a set of yardsticks to evaluate degree of improvement in mobility, and a basis for determining the fair share of a development's contribution toward achieving mobility and reduction of greenhouse gases. The County will continue to evaluate these quality standards and strategies during annual budget review, and propose revisions where needed.

F Evaluation of vehicle miles that would need to be traveled to reach jobs, retail and recreation, and potential reduction or increase of greenhouse gases, as required by House Bill 697 and the County's 2010 Energy Conservation strategy, shall also be evaluated when reviewing proposed developments, and shall be monitored to determine the degree of accomplishment of County goals.

Issue TRA 3 Key Themes of the Central Florida Regional Growth Vision

The regional vision developed through the "How Shall We Grow?" planning efforts focused development within centers and corridors in order to protect the character of surrounding Countryside and Conservation Areas. The identification of growth and redevelopment areas also allows a range of transportation options, including transit, to be provided in an efficient manner. To implement this vision, the County must prioritize its regulatory focus, its investments, and its incentive programs. The County recognizes that its existing long-range planning program has already established the framework for support of the principles of the Central Florida Regional Growth Vision ("How Shall We Grow?"). The 2008 Evaluation and Appraisal Report-Based Amendments to the Comprehensive Plan and this Transportation Element further the County's support of that Regional Growth Vision by addressing transportation needs in terms of its key themes – Conservation, Countryside, Centers, and Corridors – and by articulating methods of achieving the Regional Vision principle of providing a variety of transportation choices, with each set of choices designed to meet the needs within the theme areas.

Countryside and Conservation

The focus of transportation in Countryside areas (the County's designated East Rural Area) is in the private automobile. Land uses in rural areas are

spaced far apart, with residential density at 1 unit per 5 to 10 acres. Rural land is dedicated to environmental conservation, agriculture, and very low density residential. For daily needs, rural residents must travel some distance to the urban area, or to small neighborhood centers. The typical cross section for rural roadways is designed to omit urban amenities such as sidewalks, curb and gutter drainage, and lighting. At such low densities, walking is not a logical mode of travel for work or shopping purposes; however, where deemed necessary, sidewalks may be incorporated into a particular cross section. Biking in the countryside is primarily for recreational purposes. Public transit, an urban service, is not economically sustainable in areas of low population density. Paratransit and family and friends serve those that are not independently mobile.

Corridors

Developing and redeveloping corridors present a mix of transportation options, due to greater concentrations of residents, employers and other destinations. These corridors also present a mix of transportation needs. Seminole County residents become a part of regional traffic when they use State roads to access jobs and services in Orange, Lake, and Volusia Counties. The office and commercial land uses within development/ redevelopment corridors have a regional and countywide draw, and thus the streets that serve them carry both county and regional traffic. Finally, the retail that is mixed in with the office and commercial uses serves the neighborhoods that are directly adjacent to the development corridor, as well as residential uses contained within the corridors themselves. The development is linear in form - a thin veneer of office, commercial, mixed use and retail masks the large, predominantly single family residential neighborhoods directly behind it.

With a growing County in terms of population and economy, the traffic must increase on the current arterial system since geography and development patterns dictate no new major arterials. As the economy grows and transitions, the redevelopment on the County's development corridors will mix land uses, serving not only regional traffic but neighborhood residents as well. Yet, with increased traffic on limited arterials, congestion and travel time will increase for residents forced to travel on the arterials; therefore, a greater need for travel alternatives such as transit arises.

This Comprehensive Plan addresses these issues by encouraging local roads, bicycle facilities, sidewalks, trails and transit to provide connections between areas so that residents can travel using alternate modes and without greatly congesting corridors. Commuter rail and supporting bus connections will provide connections between corridors and other regional centers. This plan also seeks to manage and consolidate access along roads so that the roadway can serve the dual purpose of moving through vehicles as well as serving the local accessibility of mixed use corridors.

Centers

In mixed use centers, the kind of development seen along development corridors is concentrated into a single urban space, and residential and other land uses may occur on the same parcel or within the same structure. Frequently located at the crossroads of development corridors, mixed use

centers are distinctly different. There is a higher concentration of development and higher density of residential uses, and a sense of "place" is possible. Development patterns are more pedestrian-oriented, allowing for greater ease of service by bicycle, foot and public transit. The centers themselves may serve as transfer points between travel modes. A center may be served by both local and express transit, may contain pedestrian and bicycle connections to another center, and may contain intermodal facilities (rail stations with bus and taxi stops, for example). City downtowns that remain vibrant, or have redeveloped successfully, are examples of these mixed use centers.

As economic development continues to add jobs to activity centers, these areas begin to mix land uses with the inclusion of public buildings, multifamily residential and other uses less emphasized previously in Seminole County. The transportation needs that emerge stem from mobility and accessibility needs to and from and within centers. Residents from outside Seminole County will be attracted to regional job opportunities and travel long distances. Seminole County residents will travel shorter distances to mixed use centers. Finally, when commuters, shoppers, and residents come together in the center, effective circulation within the center becomes paramount. This Comprehensive Plan addresses these needs by encouraging a full network of roads, bike ways, and sidewalks within centers, effective and efficient transit to/from and between centers, and a network of local arterials so that regional commuting traffic is encouraged to shift more to Interstate 4, SR 417, and the commuter rail system. The resulting land use pattern is intended to achieve energy conservation goals through a multi-modal transportation system that reduces the production of greenhouse gases by increasing access to multiple modes of travel.

Neighborhoods

Neighborhoods, the basic building blocks of the economy, culture, and society of Seminole County, support development corridors and mixed use centers, but are different in character. Primarily residential in land use, neighborhoods also feature neighborhood-level retail and public buildings like schools and community centers. New and redeveloping neighborhoods will increasingly feature mixed use development in neighborhood centers.

The effects of continuing economic development in the County, residential growth, infill development and redevelopment, and the aging of the housing stock and commercial buildings all impact neighborhoods and their transportation needs. The overall transportation demand on arterials from vehicles and other modes increases, leading to longer travel times for motorists. Congestion on arterials may encourage some drivers to switch to other modes of travel, such as public transportation for local trips and commuter rail for regional trips. Congestion on arterials may also encourage motorists to seek to avoid the congestion on the arterials increases, and inappropriate neighborhood cut-through occurs.

Although there may be increased congestion and slow moving traffic on the arterials, the neighborhood residents still need to shop, play, and attend to personal business. To meet these needs while avoiding the congestion on the arterials, the residents will look for convenient access points and routes within their neighborhoods. Accessibility within neighborhoods means

connections between homes and nearby schools, shopping, and personal business. This Comprehensive Plan provides mobility options to neighborhood residents by encouraging increased connections among residential areas, schools, and local shopping through local roads, public transit, sidewalks, bike lanes, and trails. Future bicycle and pedestrian trails linking neighborhoods directly to commuter rail and nearby LYNX bus stops will be considered as part of the long term mobility and energy conservation strategies.

Connections among all Countryside, Corridors and Centers

Although the transportation and land use patterns within each of the key theme areas differ, they do not function independently of each other. A single road can transform from a rural high-speed truck route into a development corridor, then crossing into a mixed use center, and finally branching off into neighborhoods. The connections between these areas are as important as the transportation needs within them. Especially important are the critical but appropriately designed transit, pedestrian and bicycle/trail connections between neighborhoods and the corridors that form neighborhood boundaries.

Hierarchy of Modes

A Countryside

1 Single-Occupancy Vehicle

2 Multiple-Occupancy Vehicle

3 Public Transportation

4 Cyclist

5 Pedestrian

B Corridors, Mixed Use Activity Center and Neighborhoods

1 Pedestrian

2 Cyclist

3 Public Transportation

4 Multiple-Occupancy Vehicle

5 Single-Occupancy Vehicle

In rural (Countryside) areas, trips are generally made over a longer distance because the trip origins (homes) and destinations (shopping, school, employment and recreation) are more widely dispersed. As a result, automobile trips are the primary form of transportation and are top of the hierarchy of modes for rural Areas. In activity centers, however, trip distances are shorter due to higher densities and a greater mixing of land uses. In these areas, the hierarchy of users is reversed, as pedestrian trips are the priority. The land use and design attributes that help establish a safe and welcoming pedestrian environment in activity centers and neighborhoods also work to support bicycling and transit use.

Issue TRA 4 **Transportation Safety**

Safety is the primary concern for every transportation system. There is an implicit promise from the government to its residents that the County's transportation network will be safe and reliable. Because of this implicit promise, the County's efforts in regulating private development of new roads are justified and necessary.

In calendar year 2006, there were a total of 10,033 reported crashes countywide with 2,154 injuries and 31 fatalities. Since 2003, the number of crashes in the County has generally increased at a rate consistent with population growth, with increases of 10.2 percent and 9.6 percent, respectively. However, the number of crashes with injuries has decreased over the same period, while the number of fatal crashes has decreased since 2004. The top 15 vehicular crash sites of 2006 are listed and mapped in the Exhibits. These locations account for 1,420 crashes, or 14 percent of the total. Of these crashes, 631 were at a SR 436 intersection, and 397 were on the Interstate 4 mainline near one of its ramps. These corridors continue to represent the largest safety challenges within the County. In other areas, the County has made progress in improving the safety of the road system and should continue to do so. For example, the intersection of Lake Mary Boulevard and Primera Boulevard/Lake Emma Road was among the top 25 crash locations in the year 1999. With the completion of intersection improvements at this location, the number of crashes has decreased.

The County has made significant gains in pedestrian safety and crash rates. The number of pedestrian-related crashes in Seminole County has been decreasing since 2004, as well as the overall number of pedestrian injuries and fatalities. This is likely due in part to the completion of pedestrian sidewalk and overpass improvements throughout the County to provide safe access to schools and other destinations.

The common trend among all modes in Seminole County is that overall fatality and injury rates are decreasing. However, many high-traffic corridors, in particular SR 436, continue to pose a safety risk for all users. This is particularly significant given the County’s goals to increase pedestrian activity along the corridor through mixed use development and transit service. Seminole County should continue its research in the cause of vehicular, bicyclist, transit, and pedestrian crashes, and program modifications to improve safety.

TRANSPORTATION ELEMENT
GOALS, OBJECTIVES AND POLICIES

GOAL TRA 1 COUNTRYSIDE AND CONSERVATION

The County shall develop and maintain an effective, convenient and economically feasible transportation system in its Rural Countryside and Conservation Areas that provides regional access for people and goods, is compatible with environmental conservation, provides access to recreational opportunities, and that preserves the rural quality of life.

OBJECTIVE TRA 1.1 LEVEL OF SERVICE STANDARDS

The County shall establish and utilize level of service standards for the provision of the County Transportation System and for the portion of the State Highway System in the Rural Area of the County that will measure progress toward achieving the stated goal through implementation of the following policies. These levels of service shall be used for development review purposes, except as otherwise provided in *Policy TRA 1.1.10 Alternative Land and Mobility Development Proposals*.

Policy TRA 1.1.1 County Road Level of Service Standards

The County shall establish operational level of service standards for the peak operating hours based on the 2000 Highway Capacity Manual. For rural arterial and collector roadway segments on the County's major road system, the adopted level of service standards shall be as follows:

A All arterial and collector County Roads in the Countryside and Conservation Area: LOS E

B Special Transportation Areas: LOS E as determined in accordance with provisions of the Comprehensive Plan

C Facilities parallel to exclusive mass transit or toll facilities: LOS E

D Physically/Policy constrained facilities: Not degrade more than 20% below applicable standard

Exhibit TRA: Generalized Maximum Service Volumes for County Arterial and Collector Roadways shows maximum service volumes for rural arterial and collector roadways.

Policy TRA 1.1.2 State Highway Level of Service Standards

The operational level of service standards, as defined by the 2000 Highway Capacity Manual, for roadway segments in the unincorporated areas of the County on the Strategic Intermodal System (SIS) (Interstate 4 and SR 417) shall be based by the County on the Statewide minimum level of service standards established by the Florida Department of Transportation (FDOT). The FDOT minimum level of service standard "D" shall also apply to roadway segments classified as SIS connector facilities, including I-4 and the SIS connectors, Persimmon Avenue between SR 46 and the Amtrak Station entrance and SR 46 between I-4 and Persimmon Avenue; the emerging SIS facility, US 17-92 between I-4 and Volusia County and the emerging SIS connector, Lake Mary Boulevard between SR 417 and the airport. For other State roads on the State highway system that are not part of the Strategic Intermodal System, the operational level of service standards shall be "E", as listed in *Exhibit TRA: Level of Service Standards*

for State Highways. Level of service standards based on travel time data are shown in *Exhibit TRA: Travel Time Level of Service Criteria*.

Policy TRA 1.1.3 Policy Constrained County Facilities

For County roadways within Countryside (East Rural) and Conservation areas, all arterial road segments shall be constrained to four lanes and all collector road segments shall be constrained to two lanes.

Policy TRA 1.1.4 County Functional Classification of Roads

The County shall continue to establish and use functional classifications that provide greater detail and direction than those assigned by Federal Highway Administration, but are consistent with Federal Highway Administration's designations. *Exhibit TRA: Existing FDOT Functional Classifications, and Exhibit TRA: Future County Functional Classifications* depict the respective functional classifications. *Exhibit TRA: Functional Classifications - County Roadways and Exhibit TRA: Functional Classifications - State Roadways* list both classifications for State and County roadways.

Policy TRA 1.1.5 Techniques for Determining Roadway Level of Service

For the evaluation of existing and near term traffic conditions, the County has used: (1) Travel Time Delay Studies for selected County roadway segments; and (2) the maximum service volume table for roadways which were not evaluated using Travel Time and Delay Studies. *Exhibit TRA: Generalized Maximum Service Volumes for County Arterial and Collector Roadways and Exhibit TRA: Generalized Maximum Service Volumes for State Roadways* will be used where more specific analysis is not available.

Traffic operation models and other assessment techniques may be used where the County determines that a more detailed analysis is desired. In determining levels of service, the County shall follow procedures and techniques based on the 2000 Highway Capacity Manual.

Policy TRA 1.1.5.1 Refined Roadway Level of Service Analysis Techniques

Subject to prior approval by the County, the County may authorize refined methodologies and techniques to be used in the review and evaluation of development proposals for the determination of existing and future levels of service on specific roadway segments, the development of specific mitigation plans, corridor or intersection design analysis or other situations where more precise input data and analysis is desired by the County prior to final action on the development proposal. Acceptable methodologies and techniques may include, but are not limited to:

A Trip generation studies;

B Traffic studies;

C Trip characteristics studies;

D Travel time/speed/delay studies;

E Passer-by and internal trip analysis;

F Person trip analysis;

G Planning level models;

H Traffic operation models;

I Intersection analysis;

J Corridor/subarea analysis; and

K Multi-modal analysis.

Policy TRA 1.1.5.2 Multi-Modal Transportation Long-Term Strategies

By July 9, 2011, the County, in concert with its cities, shall develop and adopt long-term strategies to support and fund mobility within the designated exception areas located in the nonrural portion of Seminole County (the Dense Urban Land Area/Transportation Concurrency Exception Area). When appropriate, the County shall adopt strategies and standards that recognize that:

A Improvements in overall operation of the County's overall mobility system outweigh localized deficiencies, and

B Improvements in the overall multi-modal transportation system outweigh deficiencies in the roadway system, and

C Improvements in the overall urban environment benefit the rural area by attracting redevelopment to the urban area, thus reducing pressure on the rural area to develop.

These multimodal level of service standards shall address accessibility for vehicular traffic, pedestrians, cyclists, transit and other modes.

Policy TRA 1.1.6 Measurement of Roadway Operational Level of Service

The Seminole County Generalized Maximum Service Volumes for Arterial and Collector Roadways is an appropriate guideline for comparing the Level of Service (LOS) for different years, in order to establish the extent of traffic service improvement or deterioration over time.

The generalized guidelines are not an appropriate indicator of the actual operational LOS or of the improvement needed to correct a LOS that is deemed "deficient". Rather, the generalized guidelines, when applied to a specific road link, should be interpreted as meaning that under worst-case conditions, the "deficient" link might need improvement of some type, and that further analysis using the more rigorous procedures of the 2000 Highway Capacity Manual is warranted. It is further emphasized that even where a road link is found to be deficient according to Highway Capacity Manual methods, the appropriate remedy to restoring a satisfactory LOS is not necessarily widening of the link, but could instead be:

A Intersection improvements;

B Signal timing changes;

C Turning or auxiliary lanes;

D Access management;

E Reclassification of the road;

F Signal removal;

G Improvements in parallel corridors;

H Mass transit improvements;

I Improvement in other modes of travel; or

J Numerous other traffic engineering measures.

Current roadway operating level of service is displayed in *Exhibit TRA: Existing Roadway Level of Service 2007*. Operating roadway level of service for 2025 is shown in *Exhibit TRA: Projected Level of Service 2025.*

Policy TRA 1.1.7 Concurrency Management System, Mobility Management, and Ongoing Monitoring Program

The County shall maintain its Concurrency Management System (CMS) that monitors transportation level of service for facilities and services for which the County has established minimum acceptable level of service standards for those portions of the County that are not included within a Transportation Concurrency Exception Area (TCEA), and shall monitor mobility strategy success for those areas within a TCEA. The purpose of the CMS is to ensure that adequate public facilities and services are available or are scheduled to be available in a manner which is consistent with State law. The purposes of the Mobility Strategy are to ensure the availability of multiple modes of transportation while enabling the revitalization/redevelopment of urban areas and preventing urban sprawl. The County shall continue an ongoing program to:

A Monitor operating conditions on transit, arterial and collector roadways;

B Collect and evaluate data for the evaluation of existing transit level of service and possible updating of that level of service in certain areas, particularly within Transportation Strategy areas;

C Collect and evaluate data for the establishment of peak hour level of service thresholds and maximum service volumes based on operational analysis of roadways, where needed;

D Establish strategies for measuring and improving bicycle and pedestrian facility availability and use; and

E Establish procedures for measuring roadway level of service thresholds using either travel speeds or traffic volumes, where needed.

In implementing the program the County shall utilize methodologies, techniques and procedures based on the 2000 Highway Capacity Manual, such as, Travel Time and Delay Studies, arterial analysis procedures and other operational analysis techniques. The County shall collect transportation system characteristics data in support of the program utilizing various data collection activities, which may include:

A Pedestrian and bicycle studies;

B Transit ridership studies;

C Travel time and delay studies;

D Traffic counts;

E Traffic accident reporting speed studies;

F Intersection studies;

G Data from the transportation system characteristics inventory; and

H Data reported by the closed loop signal system.

The County shall coordinate its efforts with other public and private entities.

Policy TRA 1.1.8 Annual Evaluation of State Constrained/Backlogged Facilities

At least annually, the County shall determine the need to evaluate the operating conditions on constrained and backlogged State roadway facilities in order to determine whether operating conditions have been maintained.

Policy TRA 1.1.9 Transportation Facility Transfer Standards

The County shall oppose any transfer of roadways to the County's jurisdiction unless the roadways are improved to meet County established operational level of service and design standards and are accompanied by a commensurate level of operating funding or additional local authority to generate funding without referendum.

Policy TRA 1.1.10 Alternative Land and Mobility Development Proposals

In order to avoid a taking or to support the Central Florida Regional Growth Vision, the County shall evaluate the potential positive impacts of approval of land development projects within that portion of the County that is not included within the Transportation Concurrency Exception Area (TCEA) when such projects meet one of the following criteria: the project incorporates public transit-related mobility projects as listed and defined herein (and derived from Section 163.3180(4)(b), Florida Statutes (FS), or, the project involves the use of development agreements or the project involves the use of development phasing. This policy shall apply when a development order is subject to denial on the basis of backlogged substandard operational level(s) of service on the major road system outside of the TCEA under the following circumstances:

A In compliance with Section 163.3180(11), FS, the following conditions are met:

1 Seminole County's Comprehensive Plan is in compliance with State law at the time of the development approval;

2 The proposed development would be consistent with the future land use designation for the specific property and pertinent parts of the Seminole County Comprehensive Plan, as determined by the Board of County Commissioners;

3 The Seminole County Comprehensive Plan includes a financially feasible capital improvements element that provides for transportation facilities to serve the proposed development, and Seminole County has not implemented that element;

4 Seminole County has provided the means by which a landowner will be assessed a fair share of the cost of the transportation facilities necessary to serve the proposed development; and

5 The landowner has made a binding commitment to Seminole County to pay the fair share of the cost of providing the transportation facilities to serve the proposed development.

B As Section 163.3180(4)(b), FS, states that the concurrency requirement as implemented in a local comprehensive plan does not

apply to public transit-related mobility projects listed in that section of Florida Statute and as further defined as the transit-related mobility projects listed in this policy, the following specific project components that may be a part of a development project located outside of the boundary of the Seminole County Transportation Concurrency Exception Area (TCEA) are not subject to transportation concurrency, and the inclusion of one or more of these transit-related mobility projects within a land development proposal that is consistent with the Central Florida Regional Growth Vision shall enable the County to evaluate the potential positive impacts of the proposal:

1 Transit stations and terminals;

2 Vehicular parking associated with transit stations and terminals;

3 Park and ride facilities

4 Intermodal public transit connection or transfer facilities; and

5 Fixed busways, guideways and rail stations and associated park and ride facilities.

C In compliance with Section 163.3177(6)(a), FS, in recognition of the need in rural communities such as Geneva (outside of a TCEA) for job creation, capital investment and economic development, transportation concurrency shall not be applied to the following job-generating specific project components that may be a part of a development proposal and that support the agricultural nature of the area, including:

1 Produce markets for sale of locally grown produce (permitted under the Right to Farm laws);

2 Agritourism uses, including bed and breakfast uses, farm tours, horse and buggy rental services, hay rides, canoe and nonmotorized water tourism rides, fishing guide services and bicycle rental;

3 Ecotourism uses, such as wetland, birding and hiking tourism services; photography safaris, and tourism-related natural lands remediation projects;

4 Cultural tourism uses, including locally operated rural history museums, historical re-enactment theatrical activities and locally operated arts and crafts studios and galleries; and

5 Seasonal roadside produce stands operated by the owners or renters of the land, selling produce, baked goods, locally produced eggs, dairy products, canned and bottled goods, local crafts and the like (permitted under the Right to Farm laws).

Policy TRA 1.1.11 Prior Development Order Conditions Remain Valid

Developments approved prior to the adoption of this Plan with conditions to improve the transportation system shall not be exempted from those conditions as a result of adoption of any level of service standard or any County Comprehensive Plan provision. To that end, nothing in this Plan shall be deemed or construed to eliminate or obviate any development condition placed upon a development as a condition of approval.

OBJECTIVE TRA 1.2 LAND USE AND DESIGN COORDINATION

The County shall establish and enforce land use, performance frameworks and transportation policies, standards and regulations in the countryside area that coordinate the development of the transportation system with the land development activities shown on the Future Land Use Map exhibit and which discourage urban sprawl through implementation of the following policies.

Policy TRA 1.2.1 Consistency with Future Land Use Element

In terms of all development proposals, the County shall require consistency between the Future Land Use Element and the Transportation Element and all land development activities shall be consistent with the adopted Future Land Use Element.

Policy TRA 1.2.2 Transportation/Land Development Coordination

To provide adequate accessibility to land use activities and to preserve the mobility function of major roadways and to discourage urban sprawl, the County shall continue to adopt and enforce policies, standards and regulations which relate the design and function of the roadway to the type, size and location of the land uses which they serve.

Policy TRA 1.2.3 Coordinating Compatibility with Future Land Use Designations

The County shall coordinate with the Florida Department of Transportation, Florida's Turnpike Enterprise, MetroPlan Orlando, and other appropriate entities to ensure that new roadways or improvements to existing regional roadways in Rural Areas are designed in a way that is compatible with surrounding Future Land Use designations. The County shall ensure that proposed projects are designed in a context-sensitive fashion that addresses the physical, social, and environmental character of the area by requesting that the agencies responsible for the roadway improvements use the Federal Highway Administration process for Context Sensitive Solutions, or a similar process, for ensuring a collaborative, interdisciplinary planning process that involves all stakeholders in developing a transportation facility that (1) complements its physical setting; (2) preserves scenic, aesthetic, historic and environmental resources; and (3) maintains safety and mobility.

OBJECTIVE TRA 1.3 SAFE, EFFICIENT, AND LIVABLE TRANSPORTATION SYSTEM

The County shall establish and enforce policies, standards and regulations as one means of providing for a safe, efficient and livable transportation system that provides convenient intermodal connections among automobiles and more energy efficient transportation modes in the Rural Area through implementation of the following policies.

Policy TRA 1.3.1 Rely on Existing Ordinances

The County shall continue to rely on Chapter 1 of the Engineering Manual (Transportation Standards) and other appropriate chapters of the Land Development Code of Seminole County and other related laws, rules, ordinances and resolutions to provide for a safe, convenient and efficient transportation system.

Policy TRA 1.3.2 Update Ordinances

The County shall review and, as deemed necessary, amend the Land Development Code and other related ordinances to ensure compliance with changes to State law and the text of the Comprehensive Plan.

Policy TRA 1.3.3 Require Construction to County Standards

The County shall require that all new or improved transportation facilities be constructed to County standards and shall review, on an annual basis, and amend, as deemed necessary, construction inspection practices. The County requires transportation facilities be brought up to standard prior to development of unincorporated lands.

Policy TRA 1.3.4 Require Context-Sensitive Design

The County shall require that all new or improved roadways be designed and constructed in a manner that is supportive and reflective of adjacent land uses and development patterns. In accordance with the Future Land Use Element, the County shall adopt design standards that address the entire right-of-way.

Policy TRA 1.3.4.1 Context-Sensitive Landscape Standards.

The County shall amend its Engineering Manual to provide context-sensitive landscape standards for both rural and urban roadways within the County's rights-of-way.

Policy TRA 1.3.4.2 Required Context Sensitive Design or Use of Context Sensitive Solution Planning Process for Regional Roadway Projects in Rural Areas.

When new regional roadways are proposed or existing roadways are proposed for widening in the Rural Areas, Seminole County shall request that the Florida Department of Transportation or other agencies responsible for the project to employ either the principles of Context-Sensitive Design, or to initiate a Context Sensitive Solution Planning Process to ensure that the project occurs within an appropriate land use context. At a minimum, impacts to the following issues shall be evaluated: viewsheds, landscaping, water resources, historic and/or archaeological resources, environmental protection, and the continuing operation of existing Rural uses.

Policy TRA 1.3.5 Enforce Performance Frameworks for Rural Areas

The visual and functional characteristics of streets are important in the community. The performance frameworks are:

A Streets should be recognized as public open space.

B Where consistent with the Future Land Use Element, streets should be designed to accommodate a mix of travel modes including vehicles, equestrians, bicycles, possible future transit service, and pedestrian access.

C Streets should be designed holistically, considering the pavement, adjacent rural land uses, drainage needs, and pedestrianways where safe and consistent with the Future Land Use Element, and preservation of existing canopy trees and Florida-friendly vegetation.

Policy TRA 1.3.6 Safety Considerations for New or Expanded Roadways

For new or expanded roadways, the County shall continue to consider adding an additional width of the outside lanes on rural roads to enhance safe operating conditions on the roadways for both motorized and non-motorized roadway users.

Policy TRA 1.3.7 Consideration of Intermodal Connections in Transportation Improvements

In the planning, design and construction of transportation improvements, the County shall consider the safety and efficiency of features at intermodal connections, should any be included on rural roads. These features may include: bus stops, bus shelters, signage, pedestrian and bicycle/trail access, and handicapped access.

Policy TRA 1.3.8 Access Management

The County shall continue to establish and enforce policies, standards and regulations for the management of access points and connections to the County road system to include, but not be limited to, provisions for the location, design and frequency of access points and connections. Implementation of the State Access Management Program and the control of access connections to the State highway system consistent with Chapter 14-96 and 14-97, Florida Administrative Code and the Florida Department of Transportation (FDOT) Access Management Rule will be coordinated with the FDOT through the County's access permitting process.

Policy TRA 1.3.9 Park Access and Accessibility

The County shall ensure access to parks and accessibility within parks:

A The County shall ensure, through the Land Development Code, adequate vehicular, pedestrian and bicycle access provided to on-site and adjacent park sites during the development of planned unit developments and residential developments.

B The County shall coordinate with all appropriate transportation providers to evaluate and expand, if necessary, transportation routes to parks and recreational facilities to provide access for special groups including the handicapped, lower income residents, elderly and the general public.

C The County shall continue to require sidewalk connectors to public park sites and additional pavement width to be installed with new development and the expansion of public roadways.

Policy TRA 1.3.10 Bicycle and Recreational Trail Planning and Coordination

The County shall continue to fund and construct a countywide network of pedestrian, bicycle, recreational and equestrian trails. The County shall continue to coordinate with the Metropolitan Planning Organization, Florida Department of Transportation, municipalities and other appropriate agencies to study and implement options for coordinated provision of a pedestrian and bicycle/trail networks.

Policy TRA 1.3.11 Livable Transportation System

To ensure the implementation of a livable transportation system, the County will strive to provide its residents and business community multiple travel choices and the ability to move from one mode of travel to another with ease, such as, parking one's car at a park and ride lot and accessing rail, express bus or local transit circulator, to reach one's destination in a timely fashion. A livable, multimodal transportation system is depicted in *Exhibit TRA: 2025 Multimodal Transportation* map exhibit and will be used by the County to conceptually plan for future transportation needs.

Policy TRA 1.3.12 Long Term Concurrency Management System for SR 46 and SR 415

By 2010, the County shall, in coordination with the Florida Department of Transportation and the City of Sanford, establish a long-term concurrency management system to address potential roadway deficiencies along SR 46 (east of Interstate 4) and SR 415, and prioritize roadway improvements for these corridors within a timeframe of up to ten (10) years. The long- term concurrency management system will be coordinated with the Capital Improvements Element and will include periodic monitoring of level of service conditions and funding status.

GOAL TRA 2 CENTERS AND CORRIDORS

By July 9, 2011, the county shall adopt and implement long-term strategies to support and fund mobility within the designated Transportation Concurrency Exception Area that will maintain an effective, convenient and economically feasible multi-modal transportation system within its development/redevelopment corridors and mixed use centers. The strategy, developed through public workshops and in concert with its cities and Orange County, shall provide a balance between access and mobility, reduce greenhouse gases by encouraging use of alternatives to the single-occupant automobile, support development of infill parcels and redevelopment of adjacent land uses in a manner compatible with surrounding uses, and support the economic viability and natural features of the County.

OBJECTIVE TRA 2.1 MOBILITY STRATEGIES AND QUALITY/LEVEL OF SERVICE STANDARDS

By July 9, 2011, the County shall establish and utilize mobility strategies and quality/level of service standards for transportation. The overall Mobility Strategy is the transitioning of the urban portion of the County from an emphasis on a single mode of transportation – the personal automobile – to a multi-modal system that enables residents, workers and visitors to access destinations via more than one mode of travel. By virtue of achieving this Mobility Strategy, the County shall also conserve energy and reduce greenhouse gases. As the County's urban area is not uniform in its ability to transition to multiple modes of transport as of 2010, a uniform quality/level of service cannot be set. In order to enable this transition, quality/level of service standards shall be set for the provision of a multi-modal transportation system (including pedestrian and bicycle facilities, fixed route mass transit, rider-determined call-first transit services, and paratransit services, as well as the County Road System and the portion of the State Highway System in the unincorporated area of the County), both within the Dense Urban Land Area/Transportation Concurrency Exception Area and outside of it, that will guide the County's capital and operating expenditures on mobility toward achieving the stated goal of mobility and reduction of the County's level of greenhouse gas emissions, through implementation of the following policies.

Policy TRA 2.1.1 County Transit, Pedestrian and Bicycle Multi-Modal Mobility Strategy and Quality/Levels of Service

The original operational level of service standard for transit services of 1.03 revenue miles per capita per year, based on the estimated functional population within the transit service area, as depicted in *Exhibit TRA: Transit Service 2007,* was adopted to comply with the concurrency management provisions of the Growth Management Act (Chapter 163, Florida Statutes). The standard was evaluated during the development of the County's mobility strategy during 2010. The evaluation concluded that quality standards for multiple modes were now needed. Analysis of conditions within the DULA/TCEA identified differing levels of "transit-readiness" (which also includes walkability), based on the existing land use pattern and existing mobility facilities. In addition, the urban portion of Seminole County contains important job-generating economic features, such as the Orlando Sanford International Airport, with a need for a supportive future land use pattern and mobility facilities in proximity to those economic assets. This fact points to the need for unique approaches to mobility within the urban area, as opposed to a single level of service for the urban portion of the County.

Accordingly, the DULA/TCEA is hereby divided into four Transportation Strategy Areas for mobility development and implementation purposes. The

locations of the Transportation Strategy Areas are shown on *Exhibit TRA: Transportation Strategy Areas (TSA)*. The initial quality/level of service has been identified in this policy. Evaluations shall be conducted annually during budget updates to determine if the need to change the quality/level of service has been triggered.

The Northwest Transportation Strategy Area and the Southwest Transportation Strategy Area, as of 2010, have land use patterns and transportation systems that are more 'transit-ready', as the areas are already served by nine fixed transit routes, and will include four SunRail (Central Florida Commuter Rail) stations. Therefore, the long-term mobility strategies for those areas shall place greater emphasis upon building on the existing multi-modal transportation network, and shall include efforts to increase percentage of available paved pedestrian paths, transit rider amenities, connected bicycle routes through neighborhoods and the Seminole County trail system.

The Northeast Transportation Strategy Area, containing the Orlando Sanford International Airport, as of 2010, has a land use pattern and transportation system that is less transit-ready. (One fixed route LYNX transit line serves the area along State Road 46 and has no direct access to the airport.) In addition, the transportation system serving this area needs to ensure roadway capacity to serve the airport, through measures such as the use of Intelligent Transportation Systems (ITS) to alter signalization if needed; therefore, initial transportation mobility strategies for this area shall place greater emphasis on roadway, intersection and public amenity improvements that will transition the mobility area toward a long-term multi-modal orientation while ensuring that roadway capacity for the passenger and freight traffic of the airport is served. The long-term strategies shall include evaluation of the possibility of use of the Aloma Spur to provide SunRail commuter rail service to the airport, and evaluate a possible PickUpLine (PUL) call-first bus route serving the vicinity of the airport. Both of these options could enable those who work on the airport grounds to use transportation other than personal automobiles. Such services would be scheduled if the annual evaluation demonstrates that demand for the service has been triggered.

The Southeast Transportation Strategy Area, as of 2010, had a land use pattern that is less "transit-ready". Link 434 passes through this Area and the existing PickUpLine (PUL) call-first bus route connects to Link 434. Based on citizen requests for service in the area and potential energy efficient redevelopment, the long-term transit mobility strategies for this Transportation Strategy Area shall include annual evaluation of the need for additional PUL service for the Red Bug Lake Road and Tuskawilla Road areas, with transition toward fixed route service for part of the existing PUL route. These changes would be scheduled when the annual evaluation demonstrates that demand for the service has been triggered.

Mobility quality/level of service standards for each Transportation Strategy Area shall be used for guiding capital improvement facility/operations planning to achieve and maintain mobility, to reduce greenhouse gases, and to assist in determining a fair share that a development should contribute to the achievement of these mobility strategies. Quality/level of service standards are not intended to be used to deny approval of a

development that is otherwise consistent with the goals of the Seminole County Comprehensive Plan.

A. The Quality/Level of Service standard for transit shall be "frequency of service" (headway).

1. Transit Quality/Level of Service: Northwest and Southwest Transportation Strategy Areas

Central Florida Commuter Rail (SunRail) Service:

Initial Quality/Level of Service Weekdays (beginning in 2013), as set by SunRail	Ultimate Quality/Level of Service Weekdays by 2030, as proposed by SunRail
Half hour headway – peak periods Two hour headway – off peak periods	Fifteen minute headway – peak periods One hour headway – off peak periods

Connecting LYNX transit service (serving commuter rail stations):

Link	Initial (2013) Quality/Level of Service Peak Hour Weekday	Next Goal (triggered by need) Quality/Level of Service Peak Hour Weekday
Link 34 Sanford Station	60 minute headway	30 minute headway
Link 41 Altamonte Station	30 minute headway	30 minute headway
Link 46 Sanford Station	60 minute headway	30 minute headway
Link 103 Altamonte Station	15 minute headway	15 minute headway
Link 102 Altamonte Station	15 minute headway	15 minute headway
PUL (LYNX PickUpLine) serving Lake Mary and Longwood Stations	60 minute headway 2 hour call in advance	Potential fixed route 30 minute headway

Fixed Route Public Transit:

Link	Initial (2010) Quality/Level of Service Standard Peak Hour Weekday	Next Goal (Triggered by need) Quality/Level of Service Standard Peak Hour Weekday
Link 1 - Altamonte Springs to Winter Park	60 minute headway	30 minute headway

Link 23 - State Road 434 to Winter Park	60 minute headway	30 minute headway
Link 34 - Sanford/Goldsboro	60 minute headway	45 minute headway
Link 41 Crosstown - Apopka Superstop through Altamonte to Orlando Sanford International Airport	30 minute headway	30 minute headway
Link 45 - Lake Mary Blvd. east-west	60 minute headway	30 minute headway
Link 46W - Seminole Towne Center to Central Florida Regional Hospital	60 minute headway	30 minute headway
Link 103 - US 17-92 Sanford to Fernwood Blvd.	15 minute headway	15 minute headway
Link 102 - Fernwood Blvd/Oxford Rd. to LYNX Central Station	15 minute headway	15 minute headway
Link 434 Crosstown - Rosemont through Oviedo/Winter Springs to University of Central Florida (UCF)	60 minute headway	30 minute headway

2. Transit Quality/Level of Service: Northeast/Airport Transportation Strategy Area

Type of Transit service	**Initial (2010) Quality/Level of Service Standard Peak Hour Weekday**	**Next Goal (triggered by need) Quality/Level of Service Standard Peak Hour Weekday**
Rail Service	NA	Evaluate possibility of using Aloma Spur to provide SunRail service
Link 46E Central Florida Regional Hospital to Midway Ave.	60 minute headway	30 minute headway
LYNX PickUpLine (LYNX PUL) Airport Vicinity	NA	minute headway 2 hour call in advance

3. Transit Quality/Level of Service: Southeast Transportation Strategy Area

Type of Transit service	**Initial (2010) Quality/Level of Service Standard Peak Hour Weekday**	**Next Goal (triggered by need) Quality/Level of Service Standard Peak Hour Weekday**
Rail Service	NA	NA
Link 434 Crosstown - From Altamonte Springs through Longwood, Winter Springs and Oviedo to UCF	60 minute headway	30 minute headway
LYNX PUL Oviedo Service Area (connects to Link 434)	60 minute headway 2 hour call in advance	Portion of Service Area Fixed Route; remainder 2 hour call in advance
LYNX PUL Red Bug Lake Rd.	NA	60 minute headway 2 hour call in advance
LYNX PUL Tuskawilla Rd.	NA	60 minute headway 2 hour call in advance

B. The Pedestrian Quality/Level of Service standards shall be: Presence of pedestrian path/sidewalk within ¼ mile of transit stops, within ¼ mile of mixed development/redevelopment in energy conservation overlay areas, and connecting abutting neighborhoods to SunRail stations. Need shall be identified during development review of projects that generate new transit trips. Improvement projects to address gaps shall be identified as part of Capital Improvements programming evaluation and during development review for new and redeveloping projects.

1. Pedestrian Quality/Level of Service: Northwest and Southwest Transportation Strategy Areas

Pedestrian Feature (Ped)	**Initial (2010) Quality/Level of Service Presence of Ped Path Complete**	**Next Goal (triggered by need) Quality/Level of Service Need for Ped Path to be completed**
Paved Pedestrian path or sidewalk within ¼ mile of LYNX stop on both sides of major transit corridors	Northwest 18% Southwest 16%	Both 50%
Paved Pedestrian path or sidewalk from neighborhoods within ½ mile radius to SunRail stations; coordination with cities needed	Northwest 2% Southwest 2%	Both 50%
Paved Pedestrian path or sidewalk along major mixed development or redevelopment/ energy conservation corridors (urban State Roads 46 and 46A, Lake Mary Blvd, State Road 434 and US 17-92; coordination with cities needed)	Northwest 25% Southwest 17%	Both 50%

2. Pedestrian Quality/Level of Service: Northeast Transportation Strategy Area

Pedestrian Feature (Ped.)	**Initial (2010) Quality/Level of Service Presence of Ped. Path Complete**	**Next Goal (triggered by need) Quality/Level of Service Need for Ped. Path to be completed**
Paved pedestrian path or sidewalk within ¼ mile of LYNX bus stop(s) on State Road 46	17%	25%
Paved pedestrian path or sidewalk on both sides of energy conservation corridors and centers (center at E. Lake Mary Blvd. & State Road 424; coordination with cities)	26%	50%

3. Pedestrian Quality/Level of Service: Southeast Transportation Strategy Area

Pedestrian Feature (Ped.)	**Initial (2010) Quality/Level of Service Presence of Ped. Path Complete**	**Next Goal (triggered by need) Quality/Level of Service Need for Ped. Path to be completed**
Paved pedestrian path or sidewalk within ¼ mile of LYNX bus stop (Link 434)	3%	25%
Paved pedestrian path or sidewalk on both sides of energy conservation corridors	27%	50%

C. The Bicycle Quality/Level of Service standards shall be: Completion of Cross Seminole Trail (approximately 24 miles) and initiation of "SunRail Trails"" and "LYNX Trails" from abutting neighborhoods to SunRail Stations and LYNX stops.

Bicycle Feature	Initial (2010) Quality/Level of Service Status	Next Goal (triggered by need) Quality/Level of Service Status
Cross Seminole Trail	Completed: Link from County Road 46A south to Greenway Boulevard in Lake Mary Link from Layer Elementary School in Winter Springs east to the intersection of State Road 434 and State Road 426 in Oviedo. In Progress: Link between Mikler and Red Bug Lake Road in Winter Springs Missing: Link between Layer Elementary School at County Road 419 Pedestrian overpass over Red Bug Lake Road with connection to State Road 426 Link from State Road 434 to Downtown Oviedo	Completion of Missing Links Consideration of new Links: Link from Highlands neighborhood in Winter Springs to Trail between US 17/92 and County Road 419
SunRail Trail	NA	Link from East Altamonte neighborhood to Altamonte SunRail station
LYNX Trail	NA	Link from Colonial Center to International Parkway

Policy TRA 2.1.1.1 Northwest Transportation Strategy Area – Need Indicators

The transit need indicator that will be used to determine the need to move to the next quality/level of service shall be "ratio of passengers to seats for buses during peak period". When the ratio indicates that more than 90% of seats on a LYNX route are filled during peak periods, it shall be an indicator of the need to shift to the next quality level.

The pedestrian needs indicators that will be used to determine the need to move to the next quality/level of service shall include the following: presence of sidewalk gaps within ¼ mile of a transit stop and presence of sidewalk gaps abutting and within ¼ mile of mixed development within energy conservation overlay areas when new development or redevelopment projects that generate new transit trips are approved**.** When such gaps are identified within ¼ mile of a transit stop, it shall be an indicator of the need to shift to the next quality level, which shall be the completion of the sidewalk. When such gaps are identified abutting and within ¼ mile of mixed developments, it shall be an indicator of the need to shift to the next quality level, which shall be the completion of the sidewalk.

The bicycle needs indicator that will be used to determine the need to move to the next quality level of service shall be "'gap in bike connection to LYNX stops and SunRail stations versus total miles of roads serving developing and redeveloping residential and mixed use areas". When the percentage exceeds 50%, it shall be an indicator of the need to shift to the next quality level, which shall be the removal of the gap.

Policy TRA 2.1.1.2 Northeast Transportation Strategy Area - Need Indicators

The roadway need indicator that will be used to determine the need to move to the next quality/level of service shall be a travel time index consisting of actual travel of vehicles to the airport during airport peak periods divided by the ideal free flow travel time. When the travel time index exceeds 50%, it shall be an indicator of the need to examine the roadway network serving this Mobility Area to determine the need for intersection improvements, signalization changes and introduction of alternative modes of mobility.

Policy TRA 2.1.1.3 Southwest Transportation Strategy Area – Need Indicators

The transit need indicator that will be used to determine the need to move to the next quality/level of service shall be ratio of passengers to seats for buses during peak period. When the ratio indicates that more than 90% of seats on a LYNX route are filled during peak periods, it shall be an indicator of the need to shift to the next quality level.

The pedestrian needs indicators that will be used to determine the need to move to the next quality/level of service shall include the following: presence of sidewalk gaps within ¼ mile of a transit stop and presence of sidewalk gaps abutting and within ¼ mile of mixed development within energy conservation overlay areas when new development or redevelopment projects that generate new transit trips are approved**.** When such gaps are identified within ¼ mile of a transit stop, it shall be an

indicator of the need to shift to the next quality level, which shall be completion of the sidewalk. When such gaps are identified abutting and within ¼ mile of mixed developments, it shall be an indicator of the need to shift to the next quality level, which shall be completion of the sidewalk.

The bicycle needs indicator that will be used to determine the need to move to the next quality level of service shall be "gap in bike connection to LYNX stops and SunRail stations versus total miles of roads serving developing and redeveloping residential and mixed use areas". When the percentage exceeds 50%, it shall be an indicator of the need to shift to the next quality level, which shall be the removal of the gap.

Policy TRA 2.1.1.4 Southeast Transportation Strategy Area – Need Indicators

The transit need indicator that will be used to determine the need to move to the next quality/level of service shall be "ratio of passengers to seats for buses during peak period". When the ratio indicates that more than 90% of seats on a LYNX route are filled during peak periods, it shall be an indicator of the need to shift to the next quality level.

The pedestrian needs indicators that will be used to determine the need to move to the next quality/level of service shall include the following: presence of sidewalk gaps within ¼ mile of a transit stop and presence of sidewalk gaps abutting and within ¼ mile of mixed development within energy conservation overlay areas when new development or redevelopment projects that generate new transit trips are approved**.** When such gaps are identified within ¼ mile of a transit stop, it shall be an indicator of the need to shift to the next quality level, which shall be completion of the sidewalk. When such gaps are identified abutting and within ¼ mile of mixed developments, it shall be an indicator of the need to shift to the next quality level, which shall be completion of the sidewalk.

The bicycle needs indicator that will be used to determine the need to move to the next quality level of service shall be "gap in bike connection to LYNX stops versus total miles of roads serving developing and redeveloping residential and mixed use areas". When the percentage exceeds 50%, it shall be an indicator of the need to shift to the next quality level, which shall be the removal of the gap.

Policy TRA 2.1.1.5 SunRail Parking Area - Needs Indicator

It is Seminole County's policy to encourage links between modes of travel to the extent possible. Therefore, a Quality/LOS for parking at SunRail stations was not recommended during the 2010 amendment period. However, the County recognizes that, even with connections to LYNX routes at SunRail stations, and improvements to pedestrian and bicycle facilities to enable access by foot or bicycle, parking may become heavily utilized. The needs indicator for additional parking shall be consistent weekly utilization of 80% of parking spaces during peak periods. When that level of usage has been reached at a particular station, the County shall initiate planning for additional parking facilities. The County shall examine a number of alternatives, including but not limited to entering into recorded agreements with nonresidential property owners within a ¼ mile radius for reservation

of parking spaces for SunRail users; seeking a partnership with a private sector developer to build structured parking at that station (including space for recharge of electric cars) in a profit-sharing agreement; and potential use of valet parking services at that station.

Policy TRA 2.1.2 County Road Level of Service Standards within and outside of the Dense Urban Land Area/Transportation Concurrency Exception Area

Florida Statutes require the inclusion of local roadway level of service standards within local comprehensive plans, even within a Transportation Concurrency Exception Area (TCEA), when roadway level of service is not the measure by which development is approved.

The County shall, therefore, use the Level of Service standards for roadways as shown in this Policy for the all Transportation Strategy Areas within the Dense Urban Land Area (DULA)/TCEA for monitoring purposes, in order to identify areas where multi-modal improvements are needed, and not for development approvals based on roadway capacity. If the multi-modal improvements needed require roadway improvements, first emphasis shall be upon intersection improvements to improve safety and reduce conflicts between modes; signalization/Transportation Demand Management improvements (especially those providing transit and pedestrian priority signalization); bicycle facility improvements, and pedestrian crosswalk/median improvements.

The level of service standards established within this policy for County roadways outside of the DULA/TCEA shall continue to be used for concurrency management purposes.

The following level of service standards for the peak operating hours are based on the 2000 Highway Capacity Manual. For arterial and collector roadway segments on the County's major road system the level of service (LOS) standards, applied as described in this Policy, shall be as follows:

A All County Roadways within Development/Redevelopment/Energy Conservation Corridors: LOS E + 10%

B All County Roadways within, or impacted by, traffic from Urban Energy Conservation and Mixed Use Centers: LOS E + 10%

C All other roadways in neighborhoods: LOS E

D Special Transportation Areas: LOS E or determined in accordance with provisions of the Comprehensive Plan

E Facilities parallel to exclusive rail or bus rapid transit facilities: LOS E + 10%

F Physically/Policy constrained facilities: Not degrade more than 20% below applicable standard: LOS E + 20%

G County roadways outside of the DULA/TCEA: LOS D

Exhibit TRA: Generalized Maximum Service Volumes for County Arterial and Collector Roadways shows maximum service volumes for urban arterial and collectors roadways

Policy TRA 2.1.3 State Highway Level of Service Standards

State Law requires that planning for a local government Transportation Concurrency Exception Area (TCEA) must consider and mitigate possible impacts upon the State's Strategic Intermodal System (SIS), and must consult with the Florida Department of Transportation (FDOT) to ensure that operation of the SIS is not negatively affected. The mobility strategy for the Seminole County TCEA emphasizes incentives to attract riders to multiple modes of travel other than the SIS system, including the Central Florida Commuter Rail (SunRail) regional system, the LYNX routes that serve the TCEA, and pedestrian and bicycle paths. Quality/level of service standards have been defined for those modes to serve as guides in determining capital and operating expenses; annual evaluation of expenses will also provide an opportunity to determine if alternate modes are increasing in ridership. The County shall continue to coordinate its efforts with FDOT to ensure the optimal operation of both the County mobility strategy and the SIS facilities.

Policy TRA 2.1.3.1 Level of Service for SR 436

As part of the process of coordinating the County mobility strategy with those of the cities; the level of service standard for S.R. 436 within the Altamonte Springs City limits (from Spring Oaks Boulevard to east of the CSX railroad crossing) is LOS E, consistent with the adoption of the Transportation Concurrency Exception Area (TCEA) by the City of Altamonte Springs generally following the S.R. 436 corridor within the City limits as shown in *Exhibit TRA: Transportation Concurrency Exception Areas - Dense Urban Land Area*.

Policy TRA 2.1.4 Policy Constrained County Facilities

Policy constrained facilities are roadway segments on which it is not feasible to add at least two additional through-lanes to meet current or future traffic needs because of the need to achieve other important County goals, objectives or policies as determined by the Board of County Commissioners (Board). Based on prior and current direction of the Board , the following County arterial and collector roadway segments are currently identified as policy constrained regarding improvements:

A Bear Lake Road from Orange County line to S.R. 436 (permanent constraint to 2 lanes)

B Howell Branch Road from S.R. 436 to S.R. 426 (permanent constraint to 4 lanes)

C Lake Howell Road from Orange County line to S.R. 436 (permanent constraint to 2 lanes)

D Lake Markham Road from Markham Road to State Road 46 (permanent constraint to 2 lanes)

E Longwood Markham Road from Markham Road to State Road 46 (permanent constraint to 2 lanes)

F Markham Road from Orange Boulevard to Longwood-Markham Road (permanent constraint to 2 lanes.)

G Markham Woods Road from S.R. 434 to Markham Road (permanent constraint to 2 lanes)

H Palm Springs Drive from Central Parkway to S.R. 434 (permanent constraint to 2 lanes)

I Red Bug Lake Road: from Eagle Circle to Tuskawilla Road (permanent constraint to 4 lanes)

J South Lake Sylvan Drive from Orange Boulevard to Lake Markham Rd. (permanent constraint to 2 lanes with alternative surface treatment program allowed to control erosion)

K General Hutchison Parkway from US 17-92 to Timocuan Way (permanent constraint to 2 lanes)

L Wymore Road from SR 436 to Orange County Line (permanent constraint to 2 lanes)

M All County facilities constructed or improved after December 15, 1999 that are located within the Wekiva River Protection Area are permanently constrained to their existing laneage. Exempted facilities are Orange Boulevard and those roads scheduled for improvement in the Capital Improvements Element in effect on December 15, 1999 (such as County Road 46A.)

Policy TRA 2.1.5 Policy Constrained State Facilities

The County, the Florida Department of Transportation and the Metropolitan Planning Organization have identified the following State roadway segments as constrained facilities:

A SR 46 from US 17-92 to Mellonville Avenue (permanent constraint to 4 lanes.)

B US 17-92 from Lake Monroe to Park Drive (permanent constraint to 4 lanes.)

Policy TRA 2.1.6 County Functional Classification of Roads

The County shall continue to establish and use functional classifications that provide greater detail and direction than those assigned by Federal Highway Administration, but are consistent with Federal Highway Administration's designations. *Exhibit TRA: Existing FDOT Functional Classifications, and Exhibit TRA: Future County Functional Classifications* depict the respective functional classifications. *Exhibit TRA: Functional Classifications of County Roads and Exhibit TRA: Functional Classification for State Roads* list both classifications for State and County roadways.

Policy TRA 2.1.7 Techniques for Determining Degree of Achievement of Mobility Strategy and Multi Modal Quality/Level of Service

At least annually, the County shall use ridership, revenue miles of service data reported by all transit service providers (including SunRail) and estimates of functional population within the transit service area developed by the County's Growth Management Department to determine the degree of achievement of the County's strategy to shift trips to multiple modes of transportation. Data will also be requested from all transit service providers on ridership of bicyclists. Possible impacts on the Strategic Intermodal

System will be examined at that time. Analysis will also be conducted to determine degree of reduction of greenhouse gases. Findings will be made as to degree of achievement and the need, if any, to alter the quality/level of service or to increase or alter financial commitments.

Policy TRA 2.1.8 Techniques for Determining Roadway Level of Service

For the evaluation of existing and near term traffic conditions, the County has used: (1) Travel Time Delay Studies for selected County roadway segments; and (2) the maximum service volume table for roadways which were not evaluated using Travel Time and Delay Studies. *Exhibit TRA: Generalized Maximum Service Volumes for County Arterial and Collector Roadways and Exhibit TRA: Generalized Maximum Service Volumes for State Roadways* will be used where more specific analysis is not available.

Traffic operation models and other assessment techniques may be used where the County determines that a more detailed analysis is desired. In determining levels of service, the County shall follow procedures and techniques based on the 2000 Highway Capacity Manual.

For Transportation Strategy Areas this determination will be used to monitor the efforts of the County to implement a multi modal mobility strategy, and to determine the need for either increased efforts to attract ridership to alternate modes, or to identify Transportation System Management (TSM) improvements within existing corridors (such as intersection improvements and the use of Intelligent Transportation signalization). For the Northeast Mobility Area, containing the Orlando Sanford International Airport, this determination may also be used to schedule roadway improvements needed to ensure safe and effective service to the airport.

Policy TRA 2.1.8.1 Refined Quality/Level of Service Analysis Techniques

Subject to prior approval by the County, the County may authorize refined methodologies and techniques to be used in the review and evaluation of development proposals for the determination of the ability of the County's mobility strategy to succeed within specified Mobility Areas, given the trips to be generated by the proposed development or redevelopment. Acceptable methodologies and techniques may include, but are not limited to:

A Multi-modal analysis;

B Vehicle miles traveled from center of proposed development/ redevelopment to nearest SunRail station, major employer, major retail center and County park;

C Trip generation studies and greenhouse gas generation;

D Traffic studies, including impacts on Strategic Intermodal System (SIS) Facilities;

E Trip characteristics studies;

F Travel time/speed/delay studies (for the Northeast Mobility Area only);

G Passer-by and internal trip analysis, including internal trip capture for mixed use projects;

H Person trip analysis;

I Planning level models;

J Traffic operation models;

K Intersection analysis;

L Corridor/subarea analysis; and

M Impact on SIS facilities

Policy TRA 2.1.8.2 Multi-Modal Transportation Quality/Level of Service Analysis Techniques/Standards

The County has developed and shall continue to develop special area plans as needed, for areas of special concern, in consultation with local governments and the Florida Department of Community Affairs. By July 1, 2011, the County shall adopt multi-modal transportation quality/level of service standards and methods of analyzing results of those standards (including impacts on greenhouse gases) that recognize the following:

A Improvements in the overall multi-modal mobility system outweigh periodic congestions on individual roadways, and

B Improvements in the overall urban environment (including reduction of vehicle miles travelled, greenhouse gas production, revitalization of declining areas and creation of vibrant, safe areas to live, work, shop and play) outweigh periodic congestions in the roadway system.

These multi-modal quality/level of service standards shall address accessibility for vehicular traffic, pedestrians, cyclists, transit and other modes, and shall be used as guidelines for public expenditure, to determine if mobility strategies are succeeding, and to determine possible fair share contributions for developments. These standards shall not be used to deny approval of a development that is otherwise consistent with the Seminole County Comprehensive Plan and does not negatively impact the Strategic Intermodal System of the State of Florida.

Policy TRA 2.1.8.3 Measurement of Roadway Operational Level of Service

The Seminole County Generalized Maximum Service Volumes for Arterial and Collector Roadways are an appropriate guideline for comparing the level of service for different years, in order to establish the extent of mobility improvement or deterioration over time.

The generalized guidelines are not an appropriate indicator of the actual operational level of service or of the improvement needed to correct a level of service that is deemed "deficient". Rather, the generalized guidelines, when applied to a specific road link, should be interpreted as meaning that under worst-case conditions, the "deficient" link might necessitate mobility improvement of some type, and that further analysis is warranted. It is further emphasized that even where a road link is found to be deficient according to Highway Capacity Manual methods, the appropriate remedy to restoring a satisfactory level of service is not necessarily widening of the link, but could instead be:

A Mass transit or other mode improvements;

B Intersection improvements;

C Signal timing changes;

D Turning or auxiliary lanes;

E Access management;

F Reclassification of the road;

G Signal removal;

H Improvements in parallel corridors; or

I Numerous other mobility strategy measures.

Current roadway operating level of service is displayed in *Exhibit TRA: Existing Roadway Level of Service 2007*. Operating roadway level of service for 2025 is shown in *Exhibit TRA: Projected Level of Service 2025.*

Policy TRA 2.1.9 Concurrency Management System and Ongoing Monitoring Program

Outside of the Dense Urban Land Area/Transportation Concurrency Exception Area (DULA/TCEA), the County shall maintain its Concurrency Management System (CMA) that monitors transportation level of service for facilities and services for which the County has established minimum acceptable level of service standards. The purpose of the CMS is to ensure that adequate public facilities and services are available or are scheduled to be available in a manner which is consistent with State law. The County shall continue the ongoing program in order to:

A Monitor operating conditions on transit, arterial and collector roadways;

B Collect and evaluate data for the potential establishment of multi-modal quality levels of service where possible;

C Collect and evaluate data for the establishment of peak hour level of service thresholds and maximum service volumes based on operational analysis of roadways; and

D Establish procedures for measuring bicycle and pedestrian facility availability and use; and

E Establish procedures for measuring roadway level of service thresholds using either travel speeds or traffic volumes.

In implementing the program the County shall utilize methodologies, techniques and procedures based on the 2000 Highway Capacity Manual, such as, Travel Time and Delay Studies, arterial analysis procedures and other operational analysis techniques. The County shall collect transportation system characteristics data in support of the program utilizing various data collection activities, which may include:

A Pedestrian and bicycle studies;

B Transit ridership studies;

C Travel time and delay studies;

D Traffic counts;

E Traffic accident reporting speed studies;

F Intersection studies;

G Data from the roadway characteristics inventory; and

H Data reported by the closed loop signal system.

The County shall coordinate its efforts with other public and private entities.

Policy TRA 2.1.10 Annual Evaluation of State Constrained/Backlogged Facilities

At least annually, the County shall determine the need to evaluate the operating conditions on constrained and backlogged State roadway facilities in order to determine whether operating conditions have been maintained.

Policy TRA 2.1.11 Florida Department of Transportation Programs/Plans for Backlogged/Constrained Facilities

The County shall request the Florida Department of Transportation, following consultation with the County, to annually adopt strategies and a schedule to maintain/improve the operating conditions on State backlogged and constrained facilities and to incorporate these mitigation strategies into its improvement programs and longer-range plans. Such strategies may include, but are not limited to:

A Additional through lanes (backlogged facilities);

B Access management techniques;

C Traffic operations improvements;

D Construction or improvements of parallel facilities; and

E Alternative modal investments, such as, public transit, bicycle and pedestrian facilities.

Exhibit TRA: Backlogged and Constrained Facilities is a listing with maintenance of service thresholds and recommended actions.

Policy TRA 2.1.11.1 Alternative Mitigation Strategies for Backlogged and Constrained Facilities

Following consultation with the Florida Department of Community Affairs and appropriate local governments, the County shall devise alternative strategies and schedules for mitigating substandard conditions based on a determination of the extent or magnitude of the adverse condition, the relative significance of contributing factors, the degree of urgency to mitigate a deficiency and the relative priority of the adverse condition.

Policy TRA 2.1.12 Transportation Facility Transfer Standards

The County shall oppose any transfer of roadways to the County's jurisdiction unless the roadways are improved to meet County established operational level of service and design standards and are accompanied by a commensurate level of operating funding or additional local authority to generate funding without referendum.

Policy TRA 2.1.13 Approval of Developments Utilizing Backlogged and Constrained Facilities

For State and County roadway facilities designated as constrained facilities outside of the Transportation Concurrency Exception Area (TCEA), Seminole County shall evaluate how well the County's multi-modal mobility strategy is operating, in order to ensure that the mobility system overall is not

compromised by development approvals. Multi-modal mitigation strategies may be developed as needed, on a case by case basis, and fair share calculations performed, where a proposed development results in either a 5% increase in peak hour traffic volume or a 10% decrease in average peak hour travel speed over the designated service threshold.

A For facilities with Existing Acceptable Operating Conditions, the designated threshold is the appropriate minimum acceptable level of service standard.

B For facilities with Existing Substandard Operating Conditions, the designated threshold is existing operating conditions.

This policy does not apply to development within designated TCEA, or to development affecting County policy constrained roads to which two or more lanes can be added without exceeding the constrained number of lanes.

Policy TRA 2.1.14 Enhancement Techniques and Activities for Developments Utilizing Backlogged Facilities

New or expanded developments whose traffic is projected to utilize roadways designated as backlogged facilities outside of the Transportation Concurrency Exception Area shall be subject to additional enhancement techniques and activities to maintain and improve the roadway's average peak hour operating speeds at the time of plan adoption. These techniques and activities shall include, but are not limited to: ride-sharing, access control, signal optimization, transit accessibility, and staggered work hours. Other service enhancement techniques and activities may include:

A Site design shall provide a stacking lane or lanes to permit vehicles to wait on-site and enter the traffic flow when gaps occur;

B No new traffic signals which will reduce peak hour travel speeds will be permitted, unless a high accident rate exists;

C New or revised median openings will only be permitted where they do not impede flow of traffic;

D Out-parcels, created in previously approved developments, shall have no inherent right of direct access to major collector or arterial streets unless such access is the only access available to the property. New out-parcels may be denied direct access to arterial or collector streets;

E Where appropriate, primary access on backlogged streets should be directed to adjacent nonresidential collector streets, with limited secondary access to adjacent arterials;

F Access points to collector and arterial streets should be limited to one major access point or curb cut along each roadway frontage. Additional access and egress points may be granted for unusually large parcels, based on site characteristics or as considered appropriate by the Traffic Engineer and approving agencies, to provide for safe and efficient site-related traffic movements on adjacent street; and

G As a condition of site plan or subdivision plat approval for development or redevelopment, the access or egress points to collector or arterial

streets may be relocated, restricted or otherwise controlled to facilitate traffic flow along the adjacent thoroughfare.

Policy TRA 2.1.15 Alternative Land Development Proposals

The County may consider some alternative reasonable use, development agreement or development phasing when a development order is subject to denial on the basis of substandard operational level(s) of service on the major road system outside of the Transportation Concurrency Exception Area.

Policy TRA 2.1.16 Prior Development Order Conditions Remain Valid

Developments approved prior to the adoption of this Plan with conditions to improve the transportation system shall not be exempted from those conditions as a result of adoption of any LOS standard or any County Comprehensive Plan provision. To that end, nothing in this Plan shall be deemed or construed to eliminate or obviate any development condition placed upon a development as a condition of approval.

Policy TRA 2.1.17 Transportation Concurrency Exception Area (TCEA) for US 17-92 Community Redevelopment Area (CRA) Corridor: Strategies to Support and Fund Mobility Integrated into Mobility Strategy for Dense Urban Land Area/Transportation Concurrency Exception Area (DULA/TCEA) for Nonrural Unincorporated Seminole County

The Seminole County Board of Commissioners, in coordination with the municipalities of Sanford and Casselberry, had established and designated a Transportation Concurrency Exception Area (TCEA) as one of the Evaluation and Appraisal -based amendments to the Seminole County Comprehensive Plan in 2008. The intent of establishing this TCEA was to allow for redevelopment and infill opportunities along the US 17-92 Community Redevelopment Area (CRA) corridor. The TCEA corridor within unincorporated Seminole County was intended to link together those larger TCEA redevelopment areas identified by the cities of Sanford and Casselberry, and joint planning with those cities as part of the 2009 update of the CRA Plan was intended to ensure the creation of a unified, regional system of alternative mobility options to support the walkable, transit-oriented redevelopment desired by the participants in the US 17-92 CRA.

The Florida Legislature enacted Senate Bill 360 during its 2009 session, designating the nonrural portion of unincorporated Seminole County, and the majority of its cities, as Dense Urban Land Areas (DULAs) and Transportation Concurrency Exception Areas (TCEAs), in order to enable those areas to redevelop, or encourage infill development, and to prevent sprawl into the rural portion of the County. As a result of this designation, joint planning efforts to coordinate mobility strategies expanded beyond the participation of only those cities that participate in the US 17-92 CRA. An overall Mobility Strategy was developed that includes the US 17-92 CRA area. The details of this Mobility Strategy are provided in *Objective TRA 2.1 Mobility Strategies and Quality/Level Of Service Standards* and *Policy TRA 2.1.1 County Transit, Pedestrian and Bicycle Multi-Modal Mobility Strategy and Quality/Levels of Service*.

OBJECTIVE TRA 2.2 CENTERS AND CORRIDORS LAND USE, PERFORMANCE FRAMEWORKS, ENERGY CONSERVATION, AND MOBILITY COORDINATION

The County shall establish and enforce land use, performance frameworks and mobility policies, quality/level of service standards and land development regulations in major transit development/redevelopment corridors and mixed-use centers that coordinate the transportation system with the land uses shown in the Future Land Use map, and that discourage urban sprawl, encourage energy conservation, reduce vehicle miles traveled, and reduce greenhouse gas emissions through implementation of the following policies.

Policy TRA 2.2.1 Consistency with Future Land Use Element

In terms of all development proposals, the County shall ensure a linkage between the Future Land Use Element and the Transportation Element and all land development activities shall be consistent with the adopted Future Land Use Element.

Policy TRA 2.2.2 Promote Mixed Use Centers

To reduce trip lengths and greenhouse gas emissions, reduce the demand for automobile travel and discourage urban sprawl, the County shall adopt and enforce land use policies, performance frameworks and regulations that increase the County's share of the Central Florida Regional Growth Vision urban retail and employment activities, promote vibrant mixed use development centers that feature a range of housing opportunities (including workforce and affordable housing, and affordable housing for the elderly) and provide convenient shopping and recreational opportunities easily accessible by multiple modes of travel.

Policy TRA 2.2.3 Promote Clustering of Development

The County shall incentivize policies, performance frameworks and regulations that promote and encourage the clustering of urban development into patterns more easily served by multiple modes of transportation, which will reduce greenhouse gases.

Policy TRA 2.2.4 Transportation/Land Development Coordination

To provide adequate accessibility to land use activities and to ensure mobility while discouraging urban sprawl, the County shall adopt and enforce policies, performance frameworks and regulations that relate the design and function of the mobility options to the type, size and location of the land uses they serve.

Policy TRA 2.2.5 Transportation/Affordable and Workforce Housing Coordination

The County shall continue to provide incentives through policies, performance frameworks and land development regulations that encourage and promote affordable and workforce housing in close proximity to employment, shopping and recreational opportunities and multi-modal mobility opportunities, and shall also support the provision of affordable housing for the elderly.

Policy TRA 2.2.6 Promote Shared and Reduced Parking

The County shall adopt and enforce performance frameworks, policies, and land development regulations that encourage and incentivize shared parking and reduced parking requirements within mixed use centers and

major transit development/redevelopment corridors, especially as a part of development approvals including ride sharing, vanpooling and other Transportation Demand Management (TDM) agreements.

The County shall, from time to time, evaluate and, as deemed necessary, modify its land use policies, performance frameworks and land development regulations to incentivize the use of TDM measures, to establish parking ratio maximums for mixed use centers and major transit development/redevelopment corridors, and the evaluate the success of these measures.

Policy TRA 2.2.7 Require Multi-Modal Facilities in Site Planning and Design

Through the policies and performance frameworks of the Comprehensive Plan, and land development regulations in the Land Development Code, the County shall continue to require the accommodation of desirable multi-modal features in site planning and design. Such features may include, but not be limited to:

A Parking requirements (including shared parking, structured parking "wrapped" with other uses, recharge stations for electric and hybrid vehicles, and parking ratio maximums);

B Parking management;

C Pedestrian/bicycle/transit facilities (including, but not limited to, bicycle lockers for employees and transit shelters attached to multi-use structures);

D Pedestrian/bicycle/transit access (including sidewalk and bicycle path connections to adjacent parcels and to transit stops within ¼ mile of entrance to a development or a SunRail station within ½ mile of the entrance to a development);

E Taxi stands;

F Lot sizes;

G Land use intensities;

H Mixed-uses;

I Internal circulation; and

J Car pools/van pools.

Policy TRA 2.2.8 Evaluate Transit Corridor Land Use Policies, Regulations

The County shall, from time to time, evaluate and, as deemed necessary, modify its land use policies, performance framework and land development regulations to allow higher density, mixed-use development along designated transit corridors to encourage increased transit ridership and discourage urban sprawl.

Policy TRA 2.2.9 Criteria for Designation of New Mixed Use Centers

The County's establishment of new mixed use centers shall be coordinated with the County's approval of plans for multi-modal mobility, which include, at a minimum, integrated roadway, transit, pedestrian and bikeway systems designed to reduce demand for automobile travel and reduce greenhouse gas emissions.

Policy TRA 2.2.10 Joint Use of Public Lands, Facilities

In the planning, siting and design of transportation system facilities, the County shall take into consideration the potential benefits and/or cost savings that may accrue from joint use of the site with other existing or planned public facilities or multi-use of the facilities.

Policy TRA 2.2.11 Orlando Sanford International Airport Area

The County shall, from time to time, evaluate the need to amend the Comprehensive Plan and Land Development Code to designate airport compatible land uses in the Airport flight paths and noise zones. At a minimum, the amendments shall include:

A Designation of uses and development forms which will not prohibit expansion of Airport operations or pose a safety danger to aircraft;

B Strategies to permit the conversion of existing neighborhoods to airport compatible uses and to minimize nonresidential impacts during the conversion process; and

C Identification of services and facilities needed to support the future land use designations assigned.

Policy TRA 2.2.11.1 Coordination of Land Development Standards

The County shall continue to coordinate with the City of Sanford to create land development performance frameworks and planning criteria in the vicinity of Orlando Sanford International Airport that further the long-range goals for both the County and the City.

Policy TRA 2.2.11.2 Continued Cooperation and Coordination Efforts

The County will continue its cooperation and coordination with the Orlando Sanford International Airport and City of Sanford.

Policy TRA 2.2.11.3 Consistency in Planning Efforts

The County will ensure all planning efforts for future aviation transportation are consistent with the State, regional, adjacent county, and municipal transportation plans.

Policy TRA 2.2.11.4 Roadway Design Compatibility

The County will work with the City of Sanford and the Florida Department of Transportation to ensure that roadway improvements in the Orlando Sanford International Airport area are designed to support safe operating conditions for freight and industrial uses, where appropriate.

Policy TRA 2.2.12 Use of requirements in Development Orders to Regulate Airport Area Uses

The County shall, where necessary, continue to impose requirements such as avigation easements to ensure that developments in proximity to the Orlando Sanford International Airport (OSIA) are compatible land uses consistent with the OSIA Noise Compatibility Program approved by the Federal Aviation Administration.

Policy TRA 2.2.13 Purchase of Noise Impacted Land

In order to minimize land use/noise conflicts, the County shall continue to recommend that the Sanford Airport Authority purchase lands where noise contours are 65 and greater Day/Night Levels consistent with the FAA Part 150 OSIA Noise and Land Use Compatibility Program approved by the Federal Aviation Administration.

Policy TRA 2.2.14 Interstate 4 High Tech Corridor

The County shall continue to encourage the growth of high tech industries in the HIP-Target Industry designation in keeping with efforts of economic development agencies such as Enterprise Florida and the Florida High Tech Corridor Council which have designated I-4 as the "I-4 High Tech Corridor" from Tampa to Volusia County.

Policy TRA 2.2.15 Seminole Way Land Use/Transportation Coordination

As part of the implementation of any future land use changes associated with the proposed Seminole Way employment centers located at interchange areas along SR 417, Seminole County shall ensure that transportation impacts are addressed through the policies identified as part of this Objective. Additional land use/transportation coordination activities shall include, but not be limited to, the following:

A Funding and implementation of transit service concurrent with areawide increases in employment;

B Transportation demand management requirements to reduce peak period roadway impacts;

C Site planning and access requirements to protect interchange operating conditions;

D Implementation of local street network to protect arterial level of service conditions; and

E Coordination with Florida Department of Transportation and Florida's Turnpike Enterprise regarding the timing of roadway improvements

Policy TRA 2.2.16 Mitigation of Traffic Impacts of Redevelopment and Infill Projects

Seminole County shall adopt performance frameworks in its Land Development Code by 2011 to guide infill development and redevelopment projects in the mitigation of traffic and other impacts on adjacent residential areas. In part, the performance frameworks shall ensure reduction of traffic impacts by ensuring the availability of multiple modes of mobility.

Policy TRA 2.2.16.1 Requirements for Mitigating Traffic Impacts

The County performance frameworks shall require site plan layout/phasing that supports reduced travel demand, shortened trip lengths, higher internal capture, and balanced trip demand.

Policy TRA 2.2.16.2 Discourage Speeding and Cut-Through Automobile Traffic

The County's performance frameworks shall require infill and redevelopment projects to be designed to discourage speeding and cut-

through automobile traffic onto adjacent residential streets. This shall be accomplished through appropriate methods, such as gateway treatments, roundabouts, reduced roadway width and turn radii, or other treatments as identified by the County. Pedestrian and bicycle connections between infill and redevelopment projects and adjacent neighborhoods may be encouraged along major transit corridors where transit stops serve the adjacent neighborhoods, in order to create "LYNX trails" to enable bicyclists to use transit.

Policy TRA 2.2.16.3 Discourage Arterial Automobile Traffic on Local Streets

The County's performance frameworks shall require infill and redevelopment projects to discourage arterial automobile traffic on local streets in residential neighborhoods through planning that emphasizes access to multiple modes of travel, and directs automobile traffic toward arterial and collector roads and away from local streets.

Policy TRA 2.2.16.4 Coordinate Project Design with Transit, Bicycle, and Pedestrian Systems

To encourage the use of transit in redevelopment areas, Seminole County shall require site and building design for infill and redevelopment projects 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, pedestrian and bicycle "LYNX trails" to allow neighborhood access to nearby transit stops and shelters via dedicated paths rather than limiting such access to vehicular rights-of-way only, and bicycle facilities. Further guidance is provided in the Future Land Use Element.

Policy TRA 2.2.17 Increase Local Street Connectivity for Redevelopment Projects

In order to reduce the traffic impacts caused by infill and redevelopment projects on existing collector and/or arterial roadways within mixed development centers and major transit development/redevelopment corridors, the County shall require all infill and redevelopment projects to improve local street connectivity by creating new local streets, where feasible.

Policy TRA 2.2.17.1 Encourage Travel between Neighborhoods

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

Policy TRA 2.2.17.2 Preserve or Restore Roadway Connections

The County shall preserve existing roadway connections, and restore connections that previously were severed, where appropriate.

Policy TRA 2.2.17.3 Stubouts to Adjacent Parcels

The County shall ensure that streets, pedestrian ways and bicycle ways in redevelopment areas are designed with stubouts to connect to abutting undeveloped lands and/or land with redevelopment potential. Provisions for

future connections shall be provided in all directions whether the streets are public or private, except where land is undevelopable.

Policy TRA 2.2.17.4 Align Roadways to Connect to Stubouts

The County shall ensure that new development and redevelopment projects align their roadways, pedestrian ways and bicycle ways to connect with the stubouts provided by adjacent developments. Where a transit stop exists, particular care shall be exercised to ensure that pedestrian ways and bicycle ways connect with the stubouts to enable the creation of "LYNX Trails".

OBJECTIVE TRA 2.3 SAFE, EFFICIENT AND LIVABLE TRANSPORTATION SYSTEM

The County shall continue to enforce policies, performance frameworks and regulations as one means of providing for a safe, efficient and livable transportation system that provides convenient intermodal connections among automobile and more energy efficient transportation modes within development corridors and mixed use centers through implementation of the following policies.

Policy TRA 2.3.1 Rely on Existing Ordinances

The County shall continue to rely on Chapter 1 of the Engineering Manual (Transportation Standards) and other appropriate chapters of the Land Development Code of Seminole County and other related laws, rules, ordinances and resolutions to provide for a safe, convenient and efficient transportation system.

Policy TRA 2.3.2 Update Ordinances

The County shall review and, as deemed necessary, amend the Land Development Code and other related ordinances to ensure compliance with changes to State law and the text of the Comprehensive Plan.

Policy TRA 2.3.2.1 Evaluate Land Development Code for Pedestrian and Bicycle Design

By 2011, the County shall evaluate the Land Development Code requirements, guidelines and incentives that encourage the design of well-connected pedestrian and bicycle facilities and circulation systems that promote walking and biking and encourage the use of alternatives to the single-occupant vehicle as a mode of transportation.

Policy TRA 2.3.2.2 Evaluate Regulations and Policies for Multi-Modal Design Standards

By 2011, the County shall evaluate Land Development Code requirements, guidelines, and incentives and County investment policies and incentives to implement integrated, multi-modal transportation/ development/ redevelopment corridor design standards ("Complete Streets") for transportation improvements throughout the Dense Urban Land Area/Transportation Concurrency Exception Area .

Policy TRA 2.3.2.3 Include Regulations for High Technology Development

By 2011, the County shall update the Land Development Code to include guidelines, and incentives that provide for high-technology ("smart building") upgrades for telecommunications, energy efficiency, Leadership in Energy and Environmental Design (LEED), Green Design and other features.

Policy TRA 2.3.3 Transit Planning Considerations

In its transit planning activities, including the funding of existing services, the addition or removal of services, and the development of new systems the County and its transit service providers shall consider:

A Existing and proposed major trip generators and attractors;

B Coordination with the SunRail commuter rail service;

C Triggers that show the need for changes in service, per *Policies TRA 2.1.1.1 Northwest Transportation Strategy Area – Need Indicators* through *TRA 2.1.1.4 Southeast Transportation Strategy Area – Need Indicators*;

D Service improvements to attract riders;

E Accommodation of the special needs of the service population;

F The provision of safe and convenient transit stops, transit shelters, mass transit terminals, transfer stations and other facilities;

G The financial feasibility, costs and benefits of potential transit service options; and

H The overall improvement in the intermodal transportation system.

Policy TRA 2.3.3.1 Evaluate Transit Service Options and Mobility Strategies

The County shall continue to evaluate and, as deemed necessary, implement additional mass transit, paratransit and transportation demand management strategies and programs which support the Future Land Use Element, improve the Mobility Strategy for the Dense Urban Land Area/Transportation Concurrency Exception Area , address the special needs of the service population, and increase the efficiency of transit services. Such strategies and programs may include improved services at rail stations, carpools/vanpools, Park-and-Ride, Dial-a-Ride, parking management, express bus services, transfer stations and increasing frequency of bus service. The County shall continue to evaluate and, as deemed necessary, modify its policies, standards and regulations to promote increased usage of taxi, limousine and other "for hire" paratransit services.

Policy TRA 2.3.3.2 Monitor Transit Services

The County shall monitor the provision of transit services within the County and, as deemed necessary, actively pursue improvements that increase the safety, efficiency and livability of transit services.

A The County shall monitor the marketing and public information programs and internal management of local transit providers and, as deemed necessary, actively pursue improvements in these programs to increase the efficiency of transit services.

B The County shall encourage local transit providers to coordinate and provide adequate mass transit and paratransit services for the transportation disadvantaged in compliance with federal and State requirements.

C The County shall continue to support efforts of local transit providers to provide bicycle racks on all transit vehicles.

D The County shall encourage local transit providers to evaluate the provision of service to the Orlando Sanford International Airport.

E The County shall support efforts by LYNX to operate a possible bus rapid transit line on State Road 436.

F The County shall support efforts by LYNX and FDOT to offer PickUpLine service in areas not now served, such as the Red Bug Lake Road area, in order to create a more "transit ready"' mobility system.

G The County shall continue to support the City of Altamonte Springs and LYNX in their efforts to establish and maintain the Altamonte Springs Flexbus Project, which will operate through use of Intelligent Transportation Systems to accept customer reservations and dispatch vehicles, and will connect key activity centers in the City with the Altamonte Springs SunRail station.

H The County shall continue to support the efforts of LYNX to improve air quality by converting its fleet to biodiesel.

Policy TRA 2.3.4 Evaluate Desirability of Transportation Management Associations

The County shall continue to evaluate the desirability of requiring the establishment of private/semi-private transportation management associations within mixed use centers and other concentrations of major trip generators and attractors to sponsor worker van pools, car pools and other transportation management programs.

Policy TRA 2.3.5 Require Construction to County Standards

The County shall require that all new or improved transportation facilities be constructed to County standards and shall review, on a time to time basis, and amend, as deemed necessary, construction inspection practices. The County requires transportation facilities be brought up to standard prior to development of unincorporated lands.

Policy TRA 2.3.6 Require Context-Sensitive Design

The County shall require that all new or improved roadways be designed and constructed in manner that is supportive and reflective of adjacent land uses and development patterns.

In accordance with the Future Land Use Element, the County shall adopt performance frameworks that address the entire right of way and enable creation of "Complete Streets"' in urban areas where needed.

Policy TRA 2.3.7 Enforce Performance Frameworks

The visual and functional characteristics of streets are important in the creation of the community. The performance frameworks include:

A Streets should be recognized as public open space.

B Streets should accommodate a mix of travel modes including vehicles, bicycles, transit and pedestrians ("Complete Streets").

C Streets should be examined holistically, considering the pavement, curbing, bikeways, pedestrian ways, lighting signs, front yard setback areas and building facades.

Policy TRA 2.3.8 Require Multi-Modal Facilities

The County shall require the construction of sidewalks on both sides of new and improved County urban arterials and collectors and all transit routes, and on at least one side of new and improved County local urban roads

unless deemed unsafe. Bicycle "trails" linking new or redeveloped projects to transit stops on major transit corridors shall be incorporated into the planning for the projects. Bicycle lanes may be incorporated into new or improved road projects unless deemed unnecessary or unsafe. In coordination with LYNX, the County shall require the inclusion of transit stops or transit shelters during the redevelopment of parcels on a current or future transit corridors.

Policy TRA 2.3.9 Energy Conservation Features along County Roads

The County shall promote the use of energy conservation features, such as greenways and treed roadway corridors, to absorb portions of greenhouse gases through native tree planting, landscaping and other programs and techniques within development corridors and mixed use centers. This shall also include protection of existing canopy roadways such as General Hutchison Parkway and those roadways located within the East Seminole County Scenic Corridor Overlay District.

Policy TRA 2.3.10 Safety Considerations for New or Expanded Roadways

For new or expanded roadways, the County shall continue to consider adding an additional width of the outside lanes on multi-lane roadways with curbs and gutters and on rural roads to enhance safe operating conditions on the roadways for both motorized and non-motorized roadway users.

Policy TRA 2.3.11 On-Street Parking in Retail Districts

Within retail districts adjacent to designated development corridors and within mixed use centers, the County shall encourage the inclusion of on-street parking except where deemed unsafe or unnecessary.

Policy TRA 2.3.12 Consideration of Intermodal Connections in Transportation Improvements

In the planning, design and construction of transportation improvements, the County shall consider the safety and efficiency of features at intermodal connections, such as: bus stops, bus shelters, signage, pedestrian and bicycle access, handicapped access and park-and-ride lots. *Exhibit TRA: Greenways and Trails Linkages* and *Exhibit TRA: 2025 Multimodal Transportation* map exhibits display potential points where proposed park and ride lots connect to conceptual neighborhood transit circulators, express buses, or major roadways and potential connections between transit and trails.

Policy TRA 2.3.13 Dedication of Access Rights

The County shall continue to require parcels adjacent to collector or arterial streets to dedicate all access rights to the County when lawful access has been granted to the property owners.

Policy TRA 2.3.14 On-Site Traffic Flow

The County shall continue to establish and enforce policies, performance frameworks and regulations that provide safe and convenient on-site mobility, considering site access, pedestrian and bicyclist circulation, car traffic circulation and parking for both motorized and non-motorized vehicles.

Policy TRA 2.3.15 Access Management

The County shall continue to establish and enforce policies, performance frameworks and regulations for the management of access points and connections to the County Road System to include, but not be limited to, provisions for the location, design and frequency of access points and connections. Implementation of the State Access Management Program and the control of access connections to the State highway system consistent with Chapter 14-96 and 14-97, Florida Administrative Code and the Florida Department of Transportation Access Management Rule will be coordinated with the Florida Department of Transportation through the County's access permitting process.

Policy TRA 2.3.16 Park Access and Accessibility

The County shall ensure access to parks and accessibility within parks:

A The County shall ensure, through the Land Development Code, adequate vehicular, pedestrian and bicycle access provided to on-site and adjacent park sites during the development of planned developments, mixed use developments and residential developments, and shall ensure pedestrian and bicycle access to County parks located in cities wherever possible.

B The County shall coordinate with all appropriate transportation providers to evaluate and expand, if necessary, transportation routes to parks and recreational facilities to provide access for special groups including the handicapped, lower income residents, elderly and the general public.

C The County shall continue to require sidewalk connectors to public park sites and additional pavement width to be installed with new development and the expansion of public roadways.

Policy TRA 2.3.17 Bicycle and Recreational Trail Planning and Coordination

The County shall continue to fund and construct a countywide network of pedestrian, bicycle recreational and equestrian trails. The County shall continue to coordinate with the Metropolitan Planning Organization, Florida Department of Transportation, municipalities and other appropriate agencies to study and implement options for coordinated provision of a bike/trail network.

Policy TRA 2.3.18 Require Multi-Modal School Access

In coordination with the Seminole County School Board, the neighborhood associations and affected developers, and consistent with the provisions of the 2007 Interlocal Agreement with the School Board, as amended in 2008, and approved by State agencies, the County shall coordinate with School Board, throughout the County's Development Review process, the provision of sidewalks and bicycle paths for all roadways within two miles of each elementary, middle and high school for all new, improved and existing roadways in the urban area.

Policy TRA 2.3.19 Identifying Airport Transportation Needs

The County shall assist the Sanford Airport Authority in identifying transportation improvements and funding sources needed for the expansion

of the Airport in order to correct existing access problems and to provide efficient and safe access to the Airport.

Policy TRA 2.3.20 Livable Transportation and Mobility System

To ensure the implementation of a livable transportation and mobility system, the County will strive to provide its residents and business community multiple travel choices and the ability to move from one mode of travel to another with ease, such as, parking one's car at a park and ride lot and accessing rail, express bus or local transit circulator, to reach one's destination in a timely fashion. A livable, multimodal transportation system is depicted in *Exhibit TRA: 2025 Multi-modal Transportation* map exhibit and will be used by the County to conceptually plan for future transportation needs.

Policy TRA 2.3.21 Florida Strategic Intermodal System

To protect the interregional and intrastate functions of the Florida Strategic Intermodal System (SIS), the County will continue to:

A Provide alternatives to SIS for local travel: complete and maintain parallel arterial or collector roads, encourage connections among non-SIS roads;

B Coordinate the implementation of the Mobility Strategy for Seminole County's Dense Urban Land Area/Transportation Concurrency Exception Area with the Florida Department of Transportation;

C Support the Florida Department of Transportation's efforts to enhance operating conditions for SIS facilities through multimodal transportation improvements; and

D Implement supporting land use and economic development policies that further the SIS goals of safety, preservation, mobility, economic development and community/ environment.

OBJECTIVE TRA 2.4 NEIGHBORHOOD ENHANCEMENT AND PRESERVATION

The County shall develop and maintain an effective, convenient and economically feasible multi-modal transportation system in its neighborhoods that provides local accessibility for travelers of all modes, favors pedestrian and bicycle mobility over automobile use, provides access to neighborhood developments and attractors, and that preserves and strengthens the residential quality of life. The County shall also establish and enforce land use, performance and transportation policies, frameworks and regulations applicable within neighborhoods to coordinate the transportation system with the residential and residential-supportive land uses shown on the Future Land Use map exhibit and that promote the mixing of uses on a neighborhood scale.

Policy TRA 2.4.1 Consistency with Future Land Use Element

In terms of all development proposals, the County shall ensure a linkage between the Future Land Use Element and the Transportation Element and all land development activities shall be consistent with the adopted Future Land Use Element.

Policy TRA 2.4.2 Promote Neighborhood Scale Retail, Office, and Services

To reduce trip lengths and greenhouse gas emissions, reduce the demand for automobile travel, and discourage urban sprawl, the County shall continue to allow the conversion of residential units within the Medium Density Residential (MDR) land use designation to residential professional offices at neighborhood scale, continue to allow small scale neighborhood commercial comprehensive plan amendments on lands designated for residential land use as permitted by *Policy FLU 2.4 Neighborhood Commercial Uses*, continue to allow conversion of existing residential structures to office and restricted neighborhood commercial uses as allowed by *Policy FLU 2.6 Conversion of Residential Structures,* and continue to allow properties with Commercial land use designation to develop as mixed use developments in compliance with the performance framework contained in the Land Development Code to ensure compatibility, as required by *Policy FLU 5.2 Mixed Commercial/Residential Use Development*. These policies provide increased opportunities to reduce vehicle miles traveled, in order to reduce greenhouse gases, and also allow for a mixture of land uses that enable use of alternative forms of mobility.

Policy TRA 2.4.3 Promote Infill Development

To make the most efficient use of the existing transportation network, encourage multi-modal transportation and reduce greenhouse gas emissions within existing urban areas, and to discourage urban sprawl, the County shall enforce policies, performance frameworks and regulations that promote the redevelopment of neighborhoods and neighborhood scale nonresidential development consistent with the Future Land Use Element.

Policy TRA 2.4.4 Transportation/Land Development Coordination

To provide adequate accessibility to land use activities and to preserve the mobility function of major roadways and to discourage urban sprawl, the County shall continue to adopt and enforce policies, standards and regulations which relate the design and function of the roadway to the type, size and location of the land uses which they serve.

Policy TRA 2.4.5 Transportation/Affordable Housing Coordination

The County shall continue to establish policies, standards and regulations that promote affordable housing in close proximity to employment opportunities and transit services.

Policy TRA 2.4.6 Require Multi-Modal Facilities in Site Planning and Design

Through the policies, standards and regulations in the Land Development Code, the County shall require the construction of desirable multi-modal features in site planning and design for nonresidential development within neighborhoods. Such features may include, but not be limited to:

A Parking requirements (including shared parking and parking ratio maximums);

B Parking management;

C Pedestrian/bicycle/transit facilities;

D Pedestrian/bicycle/trail/transit access (including sidewalk and bicycle path connections to adjacent parcels);

E Taxi stands;

F Lot sizes;

G Land use intensities;

H Mixed-uses;

I Internal circulation; and

J Car pools/van pools.

Policy TRA 2.4.7 Joint Use of Public Lands, Facilities

In the planning, siting and design of transportation system facilities, the County shall take into consideration the potential benefits and/or cost savings that may accrue from joint use of the site with other existing or planned public facilities or multi-use of the facilities.

OBJECTIVE TRA 2.5 NEIGHBORHOOD CUT-THROUGH TRAFFIC

The County shall establish a coordinated set of policies, standards and regulations designed to discourage neighborhood automobile cut-through traffic in new and existing residential subdivisions through the implementation of the following policies.

Policy TRA 2.5.1 Interconnecting System of Internal Streets

The County shall enforce all policies, performance framework and regulations for the inclusion of convenient pedestrian, bicycle and vehicular linkages between abutting residential areas, transit stops, rail stations, parks, schools, libraries and shopping.

Policy TRA 2.5.2 Discourage Through Traffic

The County shall endeavor to ensure that vehicular connections between subdivisions are designed to serve local residents and preclude automobile through traffic.

Policy TRA 2.5.3 Review of Development Applications

As part of the review of development applications, the County shall evaluate the potential impacts of the proposed development on surrounding residential neighborhoods (particularly cut-through automobile traffic impacts) and, as may be required, conditions for approval which will mitigate the potential impacts of the proposed development on surrounding neighborhoods.

Policy TRA 2.5.4 Review Regulations

The County shall continue to evaluate and, as deemed necessary, revise its transportation and land use policies, performance frameworks and regulations so as to continue to discourage neighborhood cut-through traffic.

Policy TRA 2.5.5 Consideration of Techniques to Reduce Traffic Impacts

In the planning, design and construction of transportation improvements, the County shall take into consideration design and operational techniques to mitigate adverse impacts on established neighborhoods and planned residential areas.

Policy TRA 2.5.6 Discourage Direct Access

The County in partnership with other public and private entities shall continue to discourage the creation of individual lots and parcels that require direct access and connections to any county roadway with the exception of residential subdivision streets.

Policy TRA 2.5.7 Prohibit Direct Access

The County shall continue to prohibit the creation of any individual lots within a residential subdivision that have direct access to any county roadway with the exception of residential subdivision streets.

Policy TRA 2.5.8 Approval of Developments Utilizing Backlogged and Constrained Facilities

For State and County roadway facilities designated as constrained facilities outside of the Transportation Concurrency Exception Area, Seminole County shall not approve development that results in either a 5% increase in peak hour traffic volume or a 10% decrease in average peak hour travel speed over the designated service threshold.

A For facilities with Existing Acceptable Operating Conditions, the designated threshold is the appropriate minimum acceptable level of service standard.

B For facilities with Existing Substandard Operating Conditions, the designated threshold is existing operating conditions.

This policy does not apply to County policy constrained roads to which two or more lanes can be added without exceeding the constrained number of lanes.

Policy TRA 2.5.9 Access Control to Protect Residential Uses

The County shall require that access to properties fronting on more than one roadway shall be designed to minimize impact to adjacent residential areas. Access should be permitted on adjacent collector or arterial roadways and not on the adjacent local or residential streets. However, where improved traffic control can be achieved with minimum impact to adjacent residential neighborhoods, access may be considered on a local or residential street.

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GOAL TRA 3 COUNTYWIDE

The County shall develop and maintain an effective, convenient, and economically feasible multi-modal transportation system throughout the County that is financially feasible, in cooperation with local and regional mobility planning agencies and groups and is compatible with protection of environmentally significant areas.

OBJECTIVE TRA 3.1 PROTECTION OF RIGHTS-OF-WAY

The County shall establish policies, performance frameworks and regulations as one means of providing for the acquisition, reservation and protection of existing and future transportation rights-of-way throughout the County through the implementation of the following policies.

Policy TRA 3.1.1 Rights-of-Way and Building Setback Policies, Regulations

The County shall continue to adopt and enforce policies, standards and regulations which specify the County's right-of-way and building setback standards based on generally accepted planning principles adopted by the County and the needs identified in the County's long range transportation plans.

Policy TRA 3.1.2 Dedication of Rights-of-Way

The County shall continue to require, as set forth in the Land Development Code and as authorized by law, the dedication of rights-of-way and appropriate building setbacks as conditions of approval for all development proposals and subdivision plats.

Policy TRA 3.1.3 Evaluation of Rights-of-Way and Building Setback Policies, Regulations

The County shall continue to review and, as deemed necessary, revise its right-of-way and building setback policies, standards and regulations to include new or additional provisions for the acquisition, reservation and protection of mass transit rights-of-way and designated rail/mass transit corridors.

Policy TRA 3.1.4 Designation of Future Enhanced Transit Corridors

The County shall designate the Interstate 4, CSX, and State Road 436 corridors as future enhanced high capacity mass transit corridors. *Exhibit TRA: Future Enhanced Transit Corridor* depicts this area.

Policy TRA 3.1.5 Identification of Future Enhanced Transit Corridors

The County shall continue to evaluate deed reservations, rail rights-of-way, major utility corridors and undeveloped platted road rights-of-way for potential use as future multi-use corridors and make a determination of consistency of these corridors with other elements of the Plan.

Policy TRA 3.1.6 Designation of Future Rail/Enhanced Mass Transit Corridors

No new or additional rail/enhanced high capacity mass transit corridors shall be designated, designed, engineered or improved within Seminole County without the express consent and approval of the Board of County Commissioners.

Policy TRA 3.1.7 Review of Development Proposals

The County shall continue to review all proposals for new or expanded land development activities for consistency with future transportation

improvements in order to address rights-of-way (existing and future) and the viability of the property in the post road construction state.

Policy TRA 3.1.8 Review Requests to Vacate or Abandon Rights-of-Way

The County shall continue to review all requests to vacate or abandon rights-of-way for consistency with the Plan and future transportation improvement needs.

Policy TRA 3.1.9 Rail Sidings

The County shall review all plans to eliminate freight sidings and, at a minimum, estimate the public economic cost and benefit from the loss of industrial infrastructure.

Policy TRA 3.1.10 Utility of Railroad Spurs and Sidings

The County shall recommend that the Orlando Sanford Airport Authority consider, in updates of the Orlando Sanford International Airport Master Plan, the potential utility of the Airport's existing railroad siding and spurs.

Policy TRA 3.1.11 Evaluate Rail Rights-of-Way, Utility Corridors, Etc.

The County shall continue to evaluate rail rights-of-way, major utility corridors, Murphy Deed reservations, and undeveloped platted road rights-of-way for potential use as future transportation corridors and, as deemed necessary, establish rights-of-way standards and building setback requirements which will enhance their use as future multi-use corridors.

Policy TRA 3.1.12 Coordinate Transportation/Other Public Facilities

As part of the process for the acquisition or development of land for public uses, such as, parks, open space, environmental protection or other public purpose, the County shall evaluate the impacts of the proposed project on the future transportation system and the potential for the development of future transportation corridors as a joint use.

OBJECTIVE TRA 3.2 COORDINATION WITH NATURAL RESOURCES, ENVIRONMENTAL QUALITY

The County shall continue to implement policies, performance frameworks and regulations as one means of coordinating the future development of the multi-modal transportation system with the County's desire to conserve natural resources, protect the East Rural Area, maintain the quality of the environment and to improve the aesthetic and sensory quality of the urban community through the implementation of the following policies.

Policy TRA 3.2.1 Consideration of Techniques to Protect Natural Resources, Environmental Quality

In the planning, design and construction of multi-modal transportation improvements, the County shall take into consideration:

A Design techniques to mitigate adverse impacts on natural resources, the quality of the environment and surrounding development;

B Design and operational techniques which complement adjacent development, preserve existing tree canopy to enable absorption of carbon dioxide and provide shade for pedestrians, and enhance the aesthetic and sensory quality of the transportation corridor; and

C Operational techniques to minimize fuel consumption, conserve energy, and reduce greenhouse gas emissions through increased transit use, ridesharing, walking and bicycling.

Policy TRA 3.2.2 Prohibit Use of Roadway Improvements as Sole Justification for Land Use Amendments

The County shall prohibit the use of new or expanded roadway facilities as sole justification for amendments to the Future Land Use Element where new or expanded development will adversely impact resource/environmentally sensitive areas or neighborhoods or will otherwise be deemed to adversely affect the problem.

Policy TRA 3.2.3 Consideration of Multi-use in Acquisition of Land

In the planning and design of transportation improvements, the County shall take into consideration the acquisition of land for other public purposes as a joint use in order to provide buffers for the control of access to new or expanded transportation facilities and to make them more compatible with the surrounding environment.

Policy TRA 3.2.4 Enforcement of Environmental Regulations

In the planning, design and construction of new transportation facilities, the County shall continue to enforce policies, standards and regulations which provide for the protection of wetland areas by requiring documented evidence of an overriding public interest and appropriate mitigation of any unavoidable disturbance of the wetland areas as required by other environmental agencies.

Policy TRA 3.2.5 Aesthetics and Visual Appearance of Transportation Facilities

The County shall promote the aesthetic and visual enhancement of roadways through the programs and standards contained in the Future Land Use Element.

Policy TRA 3.2.6 Evaluate Transportation Systems Management Activities

The County shall evaluate and, as deemed necessary, support transportation systems management activities that reduce travel demands or increase the use of alternative modes of transportation in order to conserve energy, reduce noise, water and air pollution, greenhouse gas emissions and discourage urban sprawl.

Policy TRA 3.2.7 Support Quality of Environment

The County shall continue to consider mass transit, paratransit and transportation demand management activities as one means of supporting the County's goals, objectives and policies to conserve natural resources, maintain the quality of the environment, reduce greenhouse gas emissions, improve the aesthetic and sensory quality of the urban community, and discourage urban sprawl.

Policy TRA 3.2.8 Conservation Compliance

The County shall maintain close coordination with the Sanford Airport Authority during the expansion of existing or new facility siting improvements and shall endeavor to ensure compliance with the Conservation Element and conservation and natural resource laws, rules and regulations and to ensure protection and conservation of natural resources within the Airport.

Policy TRA 3.2.9 Conservation Information

The County shall provide current available information on wetland boundaries, floodplains, threatened or endangered species and other environmentally regulated areas and transmit them to the Sanford Airport Authority and rail companies as necessary.

OBJECTIVE TRA 3.3 FINANCING AND PROGRAMMING TRANSPORTATION IMPROVEMENTS

The County shall provide a financially feasible program for funding transportation improvements necessary to support the growth forecasts and redevelopment efforts, goals, objectives, and policies of the Future Land Use Element and as one means of providing for a safe, convenient and efficient transportation system, through implementation of the following policies.

Policy TRA 3.3.1 Adopt Capital Improvements Program

The County shall continue to maintain a Capital Improvements Program (CIP) that shall be updated annually. The CIP shall list planned improvements for all vehicular, transit, pedestrian, and bicycle modes and their interconnections. At the time of update of the CIP, the County shall also update the Capital Improvements Element of the Seminole County Comprehensive Plan, which shall identify necessary improvements for the intermodal transportation system.

Policy TRA 3.3.2 Programming of Transportation Improvements

The County shall plan, program and implement transportation improvements based on the costs and benefits of individual projects as they relate to improving the overall performance of the transportation system and in coordination with the land development program reflected in the Future Land Use Element. The County shall consider existing and projected mobility strategies, mobility system capacity deficiencies, safety deficiencies, physical and policy constraints, required right-of-way needs, design deficiencies and system continuity considerations in the prioritization of transportation improvements.

Policy TRA 3.3.3 Funding of Transportation Improvements

The County shall continue to fund transportation improvement costs and operation and maintenance costs of the County Mobility Road System, including roadways, transit, and bicycle and pedestrian facilities through available sources of revenue, such as:

A State and federal funds;

B Constitutional gas tax;

C Countywide road and bridge ad valorem tax;

D Local option gas tax;

E Local option sales tax;

F Special assessment districts;

G Developer Fair-Share contributions; and

H Impact fees.

Policy TRA 3.3.4 Use of Transportation Plans as Basis for Funding Improvements

The County shall use its transportation plans at the regional and State levels as the basis for securing federal and State funds for improvements to the major mobility system.

Policy TRA 3.3.5 Pursue Alternate Forms of Funding

The County shall pursue funding outside the normal funding process for transportation projects that are needed by Seminole County residents but are not listed in either the financially feasible transportation plans or in the 5-year work programs at the regional and State levels.

The County will pursue additional and alternative funding, as appropriate, for improvements indicated in *Exhibit TRA: Roadway Number of Lanes 2025* and *Exhibit TRA: Transit Service 2025*. A list of high priority transportation projects not included in the MetroPlan Orlando Financially Feasible Plan 2025 Revised can be found at *Exhibit TRA: Needed Unfunded Transportation Improvements.*

Policy TRA 3.3.6 Promote Increased Funding Support

The County shall support legislative initiatives to increase existing funding and provide new State funding sources for the County road system, the State highway system within the County, the city street system, transit capital and operations, pedestrian and bicycle facilities, and other transportation facilities and services of regional significance such as SR 417. The County shall request the Legislature to support legislative initiatives to establish dedicated sources of revenue for the provision of transit services without a requirement for a local referendum.

Policy TRA 3.3.7 Evaluate Local Funding Options

The County shall continue to evaluate and, as deemed necessary, establish new or alternative assessments, fees or charges for the improvement, operation and maintenance of the major road system and for the provision of mass transit, paratransit, transportation demand management, and/or pedestrian and bicycle services, facilities and equipment.

Policy TRA 3.3.8 Mitigation of Transportation Impacts Generated by New or Expanded Land Development Activities

The County shall continue to require new or expanded land development activities to be responsible for the costs of transportation improvement needs generated by new growth and development.

Policy TRA 3.3.9 Update Impact Fee Program

As required, the County shall evaluate the need to update its Impact Fee Program to ensure that it is responsive to the transportation needs generated by new growth and development. The County shall ensure that transit service and Orlando Sanford International Airport and rail facility expansion plans are adequately reflected in Road Impact Fee Program Updates.

Policy TRA 3.3.10 Mitigation of Site Related Transportation Impacts

In addition to the payment of Impact Fee Assessments, the County shall continue to require new or expanded land development activities to provide transportation improvements for: (1) safe and convenient on-site traffic circulation; and (2) safe and adequate access to the major mobility system when such land development activities cause, in whole or part, the need for new improvements or the earlier completion of the improvement.

Policy TRA 3.3.11 Support Private Initiatives

The County shall support private initiatives for the implementation of transportation improvements that are consistent with the Plan.

Policy TRA 3.3.12 Coordinated Capital Plans with Airport Authority and Rail Companies

The County shall coordinate with the Sanford Airport Authority and rail companies during annual Capital Improvements Element updates to ensure participation in the County roads and utilities programs.

Policy TRA 3.3.13 Consideration of Economic Vitality and Environmental Quality

In its planning activities, the County shall consider the role that the multi-modal transportation system plays in maintaining the economic vitality and environmental quality of the County.

Policy TRA 3.3.14 Public Participation

The County shall continue to require public notice of and public meetings on the planning and design of transportation improvements as required by law or as established by policy of the Board of County Commissioners.

Policy TRA 3.3.15 Consideration of Transportation Systems Management Activities

In order to make more efficient use of the existing transportation infrastructure and available financial resources, the County shall continue to consider and implement transportation systems management activities which discourage urban sprawl, reduce travel time, increase capacity at a relatively low cost, and increase the use of alternative modes of transportation.

Policy TRA 3.3.16 Adopted Future Transportation System Map Series

The County adopts the Future Transportation System Map Series as depicted in the Exhibits.

Policy TRA 3.3.17 Transportation Element Support Document

The County acknowledges that the policies and exhibits included in this Element are based on the transportation analysis documented in the Transportation Element Support Document.

Policy TRA 3.3.18 Demonstration of Financial Feasibility

The County shall demonstrate a financially feasible Transportation Element that supports the proposed Future Land Use designations and is coordinated with the Capital Improvements Element of the Plan. The County's Five-Year Capital Improvement Program addresses mobility improvement needs identified in the transportation analysis included in the Support Document. For constrained roadway segments identified as deficient, the County shall employ policies included in this Element to maintain safe mobility system operating conditions.

OBJECTIVE TRA 3.4 INTERGOVERNMENTAL COORDINATION

The County shall coordinate its transportation plans and programs with the plans and programs of appropriate federal, State, regional and local agencies and authorities as one means of providing for a safe, convenient, and efficient transportation system.

Policy TRA 3.4.1 Coordination of Plans and Programs

Through its transportation planning program, comprehensive planning program, representation on boards and committees, and through other activities, the County shall continue to coordinate its transportation plans and programs with those of:

A Florida Department of Transportation;

B East Central Florida Regional Planning Council;

C METROPLAN Orlando;

D Central Florida Regional Transportation Authority (aka LYNX);

E SunRail;

F Other transit providers;

G Transportation authorities;

H Orlando Sanford International Airport;

I Other counties and municipalities; and

J With any other plans or programs prepared pursuant to Chapter 380, Florida Statutes.

In addition, the County shall coordinate airport and rail expansion plans with the appropriate agencies and plans, including, but not limited to, the:

A Army Corps of Engineers;

B Federal Aviation Administration;

C METROPLAN Orlando;

D Military services;

E Approved Resource Management Plan;

F Department of Transportation 5-Year Transportation Plan;

G Adopted Continuing Florida Aviation System Planning Process; and

H All Joint Planning Agreements.

Policy TRA 3.4.2 Monitor and Update Data

In cooperation with federal, State, regional and local agencies, the County shall continue to monitor and, at least annually, update its information on land development activities and transportation system characteristics.

Policy TRA 3.4.3 Coordination with the Florida Department of Transportation

The County shall coordinate the development of the State Highway System with the planning, construction, maintenance, and permitting functions of the Florida Department of Transportation through the County programs and

activities which parallel these Florida Department of Transportation functions.

Policy TRA 3.4.4 Mitigation of Impacts of Extra-Jurisdictional Traffic

The County shall coordinate with the Florida Department of Transportation, the Florida Department of Community Affairs, and appropriate local governments, on a program and schedule for mitigating the impacts of extra-jurisdictional traffic on the County and State road system.

Policy TRA 3.4.5 Efficient Use of International Airport Capacity

The County shall endeavor to ensure full utilization of the Orlando Sanford International Airport by requesting the East Central Florida Regional Planning Council (ECFRPC), the Federal Aviation Authority and the Florida Department of Transportation to include a policy in the Metropolitan Aviation Systems Plan and their appropriate agency plans that supports full utilization of the ECFRPC's existing Airport capacity when new capacity is planned.

Policy TRA 3.4.6 Active Participation

The County shall continue to actively participate on the technical advisory committees and the policy making boards such as those of the East Central Florida Regional Planning Council, METROPLAN Orlando, and Central Florida Regional Transportation Authority (aka LYNX) in order to represent the County's transportation policies, needs, and desires.

Policy TRA 3.4.7 Support Regional Transportation Planning

The County shall actively participate in transportation planning efforts for projects that are outside Seminole County when those projects impact the regional travel needs of Seminole County residents.

Policy TRA 3.4.8 Regional Approach for Provision of Mobility and Accessibility

The County shall continue to work with the Florida Department of Transportation, the Metropolitan Planning Organization, local governments and other public/private entities to identify, promote and construct transportation improvements of various modes and intermodal facilities that will:

A Increase the mobility options for the movement of people, freight and goods, and

B Enhance the accessibility of the County from the balance of the Central Florida Region and the urban/economic centers.

Policy TRA 3.4.9 Support Transit Programs of Other Agencies

The County shall continue to support and promote the adoption of policies and programs by federal, State and local agencies and transit service providers that insure that the County receives its fair share of federal and State transit funds and that the County can contract for transit services at a fair and reasonable price.

Policy TRA 3.4.10 Support Establishment of Mechanisms to Enhance Intergovernmental Coordination

The County shall continue to support the establishment of coordinating committees, interlocal agreements, and other formal mechanisms to enhance intergovernmental coordination efforts through continued participation/representation of policy, technical and coordinating committees, related to by way of examples:

A Monitoring of land development activities and transportation system characteristics;

B Conducting transportation studies;

C Planning and programming transportation improvements;

D Evaluation of development impacts on transportation facilities;

E Protection of existing and future rights-of-way;

F Compatibility among adopted transportation standards; and

G Maintaining level of service standards on transportation facilities.

Policy TRA 3.4.11 Municipal Participation

The County shall promote and actively pursue the cooperation and participation of the several municipalities in funding their share of the cost for the delivery of transit services. The County shall continue to implement the Road Impact Fee Program on a Countywide basis.

Policy TRA 3.4.12 Multi-Jurisdictional Review

The County shall continue to support multi-jurisdictional participation in the development review and approval process of development projects through standing committees and boards, interlocal agreements, and other mechanisms.

Policy TRA 3.4.13 Encourage Coordination with Educational/Training Institutions

The County shall encourage local transit providers to coordinate with the Seminole County School Board, Seminole State College, University of Central Florida, and other educational and training institutions to provide efficient transit services to students and faculty and for educational activities. The County shall continue to coordinate with the School Board in providing safe access to existing and future school sites through the proper design of future roadway, pedestrian, and bicycle improvements and by requiring access control, and sidewalks for new developments.

Policy TRA 3.4.14 Encourage Public Agencies to Provide Transit Related Programs for Employees

The County shall encourage public agencies to provide transit, paratransit, and transportation demand management programs for employees.

Policy TRA 3.4.15 Economy Studies

The County shall include the Orlando Sanford International Airport facilities as economic factors when preparing an economic plan and when coordinating with the Economic Development Commission of Mid-Florida,

the Private Industry Council, chambers of commerce, and other economic development agencies.

Policy TRA 3.4.16 Airport Economic Role

The County shall recommend that the Orlando Sanford International Airport include in its Master Plan an evaluation of the relative impact that different aviation activities may potentially have on the Airport's overall economic development.

Policy TRA 3.4.17 Tourism Potential of Airport

The County shall coordinate its tourism development program with the Orlando Sanford International Airport by promoting Airport facilities and capacity in tourist development activities.

Policy TRA 3.4.18 Provision of Socio-economic Data

The County shall assist the Sanford Airport Authority in attracting passenger and cargo service by providing the Airport Authority with copies of County socio-economic projections and economic/demographic data relevant to attracting Airport industries.

Policy TRA 3.4.19 Preservation of Rail Service

The County shall monitor the service plans of railroad companies servicing the County (Amtrak, CSX, and SunRail) to endeavor to ensure that passenger and freight service to Seminole County is maintained as required by the Florida Department of Transportation's Florida Rail System Plan.

Policy TRA 3.4.20 Florida Trail/Rails to Trails

The County shall coordinate with the Florida Trail Association, the Rails to Trails Conservancy, and other organizations involved in the acquisition and development of trail systems within Seminole County.

Policy TRA 3.4.21 State Road 13

The County shall continue to permit the use of the Old SR 13 property by the Florida Trail Association and shall encourage the expansion of the Flagler Trail within Seminole County.

Policy TRA 3.4.22 Adopted Standards

As the County's adopted standards for transportation facility planning and to adhere to the provisions of State law relating to same, it shall continue to utilize:

A Manual of Uniform Standards for Design, Construction and Maintenance for Streets and Highways ("The Green Book"),

B Manual of Uniform Traffic Control Devices,

C Seminole County Land Development Code,

D Seminole County Transportation Guidelines, and

E Florida Department of Transportation's, 1986 Standard Specifications for Road and Bridge Construction.

Policy TRA 3.4.23 Wekiva Parkway

The County shall coordinate with the Florida Department of Transportation, the Orlando-Orange County Expressway Authority, and Florida's Turnpike Enterprise regarding construction of the Wekiva Parkway within Seminole County, as authorized by Section 369.317(5), Florida Statutes. Coordination efforts will ensure that design and construction of the Parkway and related transportation improvements occur in a cost effective and environmentally sensitive manner that will:

A Avoid or minimize negative impacts from the Wekiva Parkway to existing neighborhoods, wildlife corridors, natural areas, existing vegetation, parks, trails, lakes, most effective recharge areas, karst features, sensitive natural habitats, and public lands;

B Provide access to properties adjacent to the Wekiva Parkway through appropriate frontage roads integrated into the Parkway design to ensure safe and efficient traffic flow; and

C Ensure development of the Wekiva Parkway is consistent with the applicable requirements and provisions of the State Road 46 Scenic Corridor Overlay District and the State Road 46 Gateway Corridor Overlay Standards Zoning Classification.

Policy TRA 3.4.24 Wekiva Parkway Land Development Regulations

Subsequent to approval of the alignment of the Wekiva Parkway by the Seminole County Expressway Authority, the Florida Department of Transportation, and the Florida's Turnpike Enterprise, the County shall enact land development regulations as necessary to implement Comprehensive Plan *Objective FLU 13 Protection of the Natural Resources of the Wekiva Study Area* and its policies regarding the protection of recharge areas, karst features, sensitive natural habitat, and private property rights during design and construction of the Wekiva Parkway within Seminole County.

Policy TRA 3.4.25 Coordination on Regionally Significant Transportation Corridors.

The County shall coordinate with all appropriate local, regional, State, and federal agencies, particularly the municipalities in Seminole County, the Counties of Orange, Lake, and Volusia, Florida Department of Transportation, and the Central Florida Regional Transportation Authority (aka LYNX) regarding the location, classification, planning, and construction of needed transportation system improvements within the County. The County shall fully evaluate newly proposed regionally significant transportation projects not identified in the Comprehensive Plan to ensure that they support the vision of the County with regard to mobility, land use, environmental protection, and other provisions of the Comprehensive Plan.

Policy TRA 3.4.26 Central Florida Commuter Rail

The County shall continue to support the Florida Department of Transportation in its implementation of the Central Florida Commuter Rail system in Seminole County along the CSX rail corridor. This support shall occur through the implementation of transit-supportive policies in the Transportation and Future Land Use Elements.

Policy TRA 3.4.26.1 Development of Station Area Plans

Seminole County shall continue to coordinate with the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs to develop Station Area Plans to guide the implementation of transit-supportive land uses surrounding the proposed rail stations. These Station Area Plans will address the scale, design and type of land uses around the station, as well as specific transportation and development implementation actions related to key parcels.

Policy TRA 3.4.26.2 Affordable and Workforce Housing

Seminole County shall coordinate with the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs to explore options for providing affordable and/or workforce housing options within walking distance of commuter rail station areas.

Policy TRA 3.4.26.3 Transportation Demand Management for Station Area Land Uses

For each of the commuter rail station areas, Seminole County shall continue to coordinate with the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs to ensure the implementation of demand management strategies to increase transit use and reduce the vehicular impacts of new development.

Policy TRA 3.4.26.4 Revisions to Land Development Code

Seminole County shall, in conjunction with the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs, amend its Land Development Code to accommodate the implementation of transit-supportive development around the station areas in accordance with Station Area Plans.

Policy TRA 3.4.26.5 Context Sensitive Street Design

Seminole County shall, in conjunction with the Florida Department of Transportation and the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs, develop and implement context-sensitive street improvements within station areas that prioritize pedestrian movement and safety.

Policy TRA 3.4.26.6 Coordination with Fixed Route Service

Seminole County shall support the viability of the Central Florida Commuter Rail by prioritizing transit service improvements within the County that provide connections to this commuter rail service. The County shall coordinate with the Central Florida Regional Transportation Authority (aka LYNX) and local governments with respect to this issue.

Policy TRA 3.4.26.7 Pedestrian and Bicycle Access to Station Areas

Seminole County shall support the viability of the Central Florida Commuter Rail by implementing improvements to pedestrian and bicycle systems that improve access to commuter rail service and development within the station areas.

Policy TRA 3.4.26.8 Support of Expanded Rail Transit Service

Should future expansions to rail transit service be considered for the CSX corridor, Seminole County shall support the Florida Department of

Transportation in these efforts, consistent with the stated mobility goals of the County to provide meaningful non-auto travel choices for County residents and workers. Seminole County may coordinate with the Florida Department of Transportation, the Orlando Sanford International Airport, and the City of Sanford to evaluate the potential benefits of exercising the Aloma Spur option in providing SunRail service to the Orlando Sanford International Airport.