Active Transportation Analysis Technical Memorandum

Date:	November 18, 2024
Project name:	Seminole County 2045 Transportation Mobility Plan
Project no:	CIP# 02207078
Attention:	William Wharton
Company:	Seminole County
Prepared by:	Jacobs

230914103446_94173274
200 S. Orange Avenue
Suite 900
Orlando, FL 32801
United States
T +1.407.903.5001
F +1.407.903.5150
www.jacobs.com

Contents

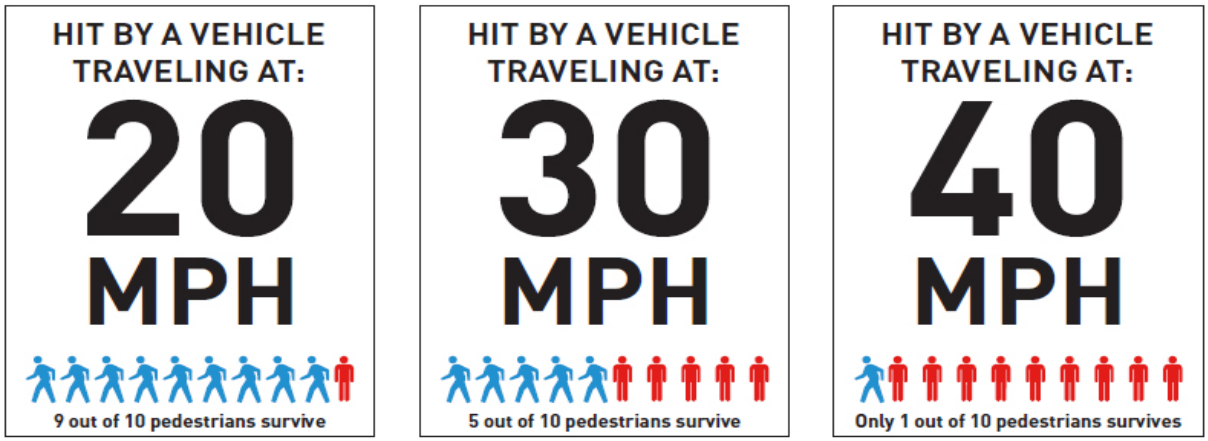
Acronyms and Abbreviations

AADT	annual average daily trips
ADT	average daily trips
FDOT	Florida Department of Transportation
MPH	miles per hour
Q/LOS	quality level of service
UCF	University of Central Florida

1. Introduction

The 2022 *Dangerous by Design* report ranks four Florida metropolitan areas in the top ten dangerous cities for pedestrians, and the Orlando-Kissimmee-Sanford area is the eighth highest based on deaths per 100,000 residents over a 5-year timeframe (Smart Growth America 2022). During the past few years, the County and state of Florida have been focusing on and funding projects that enhance bicycle and pedestrian safety. The Florida Department of Transportation (FDOT) Target Zero Initiative for road safety is a new paradigm that recognizes that traffic deaths are preventable, that transportation systems should anticipate human error, and that speed is a fundamental factor in crash severity (FDOT 2021). Figure 1-1 shows the relationship between speed and pedestrian mortality rate.

Figure 1-1: Relation between Vehicle Speed and Pedestrian Mortality



Source: Seattle 2015

Separating vulnerable road users from high-speed vehicles, planning for higher quality pedestrian environments, and completing the car-free transportation network are essential to fulfilling the 2045 Transportation Mobility Plan vision and meeting multiple goals and objectives of the plan, including the following:

- Be consistent with the *Florida Strategic Highway Safety Plan* and Target Zero Initiative, and improve the region's ranking in *Dangerous by Design* by emphasizing bicycle and pedestrian safety improvement projects.
- Improve access to multimodal options to advance equity, access to all users, and public health.
- Protect and preserve the environment and quality of life and promote energy conservation.

This technical memorandum documents the methodology used to support the identification of active transportation infrastructure improvements to include in the Seminole County 2045 Transportation Mobility Plan. The two primary analyses used include a bicycle and pedestrian quality level of service (Q/LOS) analysis and a last mile analysis around key transit hubs.

2. Bicycle and Pedestrian Quality Level of Service

Bicycle and pedestrian planning and design is a constantly evolving practice, with more emphasis in recent years placed on safety, equity, sustainability, and public health. The methods used to define bicycle and pedestrian Q/LOS vary greatly among transportation agencies and are heavily dependent on the context of the area being planned for. Therefore, this plan builds on the Q/LOS methodology used for the *Seminole County 2040 Transportation Plan*.

2.1 Bicycle Quality Level of Service

The *Seminole County Comprehensive Plan* (last amended April 26, 2022) defines Q/LOS as a measure of the user's perception of the quality of a transportation service and the traveler's satisfaction with that service. Q/LOS measurements are letter grades ranging from A to F, with A being the highest quality of service and satisfaction and F being the lowest. Bicycle Q/LOS is dependent upon the presence and type of designated bicycle infrastructure, motorized vehicle volume and speeds, and pavement condition (Seminole County 2022).

FHWA's *Separated Bike Lane Planning Guide* conveys the importance of low-stress bicycle networks to attract users such as women, children, and seniors (FHWA 2015). Classifying bicyclists by skill, as in the American Association of State Highway and Transportation Officials *Guide for the Development of Bicycling Facilities* (AASHTO 2012), has been critiqued for placing too much emphasis on the lack of bicyclist skills instead of the lack of bicycle infrastructure. The 2016 *MetroPlan Orlando Complete Streets Policy Report* similarly recognizes that bicycle facilities along Complete Streets-designated roadways should attempt to serve those bicyclists identified as "interested, but concerned." These are people interested in bicycling who may not feel comfortable sharing the road or being close to vehicular traffic, especially where vehicle speeds are high. The policy also suggests that where possible, consideration should be given for facilities that separate bicyclists from vehicular traffic, such as through buffered bicycle lanes, separated bike lanes (two-way cycle tracks), and off-street trails or shared use paths (MetroPlan Orlando 2016). The method for the Seminole County 2045 Transportation Mobility Plan will identify high-stress locations for all users and potential facilities where bicycle Q/LOS may be improved through transportation improvement projects such as lowering speeds, calming traffic, and increasing separation between motorized vehicles and bicyclists. The degrees of separation of bicycle facilities are shown on Figure 2-1.

Figure 2-1: Degrees of Bike Lane Separation

Source: FHWA 2015

Building on the bicycle Q/LOS methodology used in the *Seminole County 2040 Transportation Plan*, this plan used a maximum traffic range at >19,700 average daily trips (ADT) per lane, which would be approximately 40,000 ADT for a four-lane roadway. To facilitate simplicity and the use of one chart for all roads, the highest range of this analysis was set at 40,000 annual average daily trips (AADT) regardless of the number of lanes. Bicycle Q/LOS was increased one letter grade for each halving of the traffic volume until 5,000 AADT was reached as a practical minimum. The speed ranges, as with the pedestrian mortality rates in Figure 1-1, begin at 20 miles per hour (MPH) and increase in 10 MPH increments until 50 MPH is reached. The bike Q/LOS matrix depicting traffic volume, speed, and bicycle Q/LOS score for a given bicycle facility is shown in Table 2-1.

Table 2-1: Bike Quality Level of Service Matrix

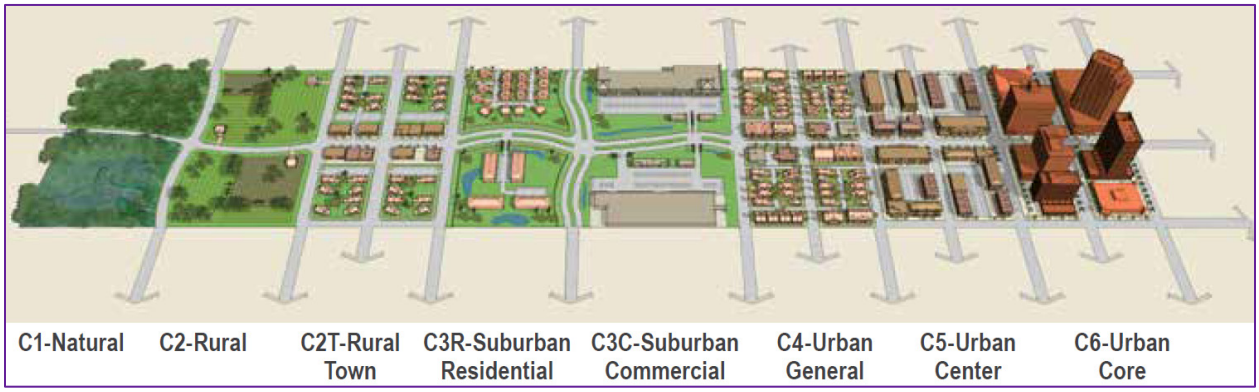
Below 5,000 AADT	A	B			
20-25 MPH	Signed Routes	None			
30-35 MPH	Shared Lane	None			
40-45 MPH	On-Street Bike Lanes	None			
50+ MPH	>5 ft. Shoulders	5 ft. Shoulder or Less			
5,000 - 10,000 AADT	**A**	**B**	**C**		
20-25 MPH	Shared Lane	Signed Route	None		
30-35 MPH	On-Street Bike Lanes	Shared Lane	None		
40-45 MPH	On-Street Buffered Bike Lanes	On-Street Bike Lanes	None		
50+ MPH	>5 ft. Shoulders	-	5 ft. Shoulder or Less		
10,000 - 20,000 AADT	**A**	**B**	**C**	**D**	
20-25 MPH	On-Street Bike Lanes	Shared Lane	Signed Routes	None	
30-35 MPH	On-Street Buffered Bike Lanes	On-Street Bike Lanes	Shared Lane Markings	None	
40-45 MPH	Separated Bike Lanes	On-Street Buffered Bike Lanes	On-Street Bike Lanes	None	
50+ MPH	Off Street Trails / Sidepaths	>5 ft. Shoulders	-	5 ft. Shoulder or Less	
20,000 - 40,000 AADT	**A**	**B**	**C**	**D**	**F**
20-25 MPH	On-Street Buffered Bike Lanes	On-Street Bike Lanes	Shared Lane Markings	Signed Routes	None
30-35 MPH	Separated Bike Lanes	On-Street Buffered Bike Lanes	On-Street Bike Lanes	Shared Lane Markings	None
40-45 MPH	Off Street Trails / Sidepaths	Separated Bike Lanes	On-Street Buffered Bike Lanes	On-Street Bike Lanes	None
50+ MPH	Off Street Trails / Sidepaths	-	>5 ft. Shoulders	-	5 ft. Shoulder or Less
Over 40,000 AADT	**A**	**B**	**C**	**D**	**F**
20-25 MPH	Separated Bike Lanes	On-Street Buffered Bike Lanes	On-Street Bike Lanes	Shared Lane Markings	Signed Routes or Less
30-35 MPH	Off Street Trails / Sidepaths	Separated Bike Lanes	On-Street Buffered Bike Lanes	On-Street Bike Lanes	Shared Lane Markings or Less
40-45 MPH	Off Street Trails / Sidepaths	-	Separated Bike Lanes	On-Street Buffered Bike Lanes	On-Street Bike Lanes or Less
50+ MPH	-	Off Street Trails / Sidepaths	-	>5 ft. Shoulders	5 ft. Shoulder or Less

The matrix is intended to be used to inventory the level of bicyclist comfort on existing roadways and is not necessarily a recommendation for improvements. By defining existing bicycle Q/LOS, roadway segments with the worst bicycle Q/LOS scores can be identified for further consideration for improvements. Additional analysis and engineering judgement is required to determine the most appropriate bicycle facility for each context.

2.2 Pedestrian Quality Level of Service

The *Seminole County Comprehensive Plan* recognizes that user perception of pedestrian quality is dependent upon the presence of pedestrian infrastructure, street lighting, separation distance from motor vehicles, motorized vehicle speed and volume, and available crosswalks (Seminole County 2022). The FDOT *Context Classification Guide* defines the use of the Context Classifications shown on Figure 2-2 (FDOT 2020). Existing Context Classification for Seminole County-maintained roadways will be assigned using Seminole County's data and aerial imagery to use as a proxy for the pedestrian Q/LOS evaluation.

Figure 2-2: FDOT Context Classifications



Source: FDOT 2020

Roadway functional classification will be used as a proxy for motorized volume and speed, which tend to decrease with a reduction in functional classification. The presence of pedestrian infrastructure and separation from traffic will consider the streetside zones that improve the pedestrian environment as generally described in the Institute of Transportation Engineers 2010 *Streetside Design Guidelines* and 2016 *MetroPlan Orlando Complete Streets Policy Report* and will directly relate to pedestrian Q/LOS as shown in Table 2-2.

Table 2-2: Pedestrian Quality Level of Service Matrix

C1-C2 Rural	A	B	C		
Local	None	-	-		
Collector	Throughway Only	None	-		
Arterial	Throughway + Furnishings	Throughway Only	None		
C2T - C3C Suburban	**A**	**B**	**C**	**D**	
Local	Throughway Only	None	-	-	
Collector	Throughway + Furnishings	Throughway Only	None	-	
Arterial	Wide Throughway + Furnishings	Throughway + Furnishings	Throughway Only	None	
C4 Urban	**A**	**B**	**C**	**D**	**F**
Local	Throughway + Furnishings or On-Street Parking	Throughway Only	None	-	-
Collector	Throughway + Furnishings and On-Street Parking	Throughway + Furnishings or On-Street Parking	Throughway Only	None	-
Arterial	Wide Throughway + Furnishings and On-Street Parking	Throughway + Furnishings and On-Street Parking	Throughway + Furnishings or On-Street Parking	Throughway Only	None
C5-C6 Urban	**A**	**B**	**C**	**D**	**F**
Local	Throughway +Furnishings and On-Street Parking	Throughway + Furnishings or On-Street Parking	Throughway Only	None	-
Collector	Wide Throughway + Furnishings and On-Street Parking	Throughway + Furnishings and On-Street Parking	Throughway + Furnishings or On-Street Parking	Throughway Only	None
Arterial	Frontage + Wide Throughway + Furnishings and On-Street Parking	Wide Throughway + Furnishings and On-Street Parking	Throughway + Furnishings and On-Street Parking	Throughway + Furnishings or On-Street Parking	Throughway or Less

The matrix is intended to be used to inventory the level of pedestrian comfort on existing roadways and is not necessarily a recommendation for improvements. By defining existing pedestrian Q/LOS, roadway segments with the worst pedestrian Q/LOS scores can be identified for further consideration for improvements. Additional analysis and engineering judgement is required to determine the most appropriate pedestrian facility for each context.

2.3 Results

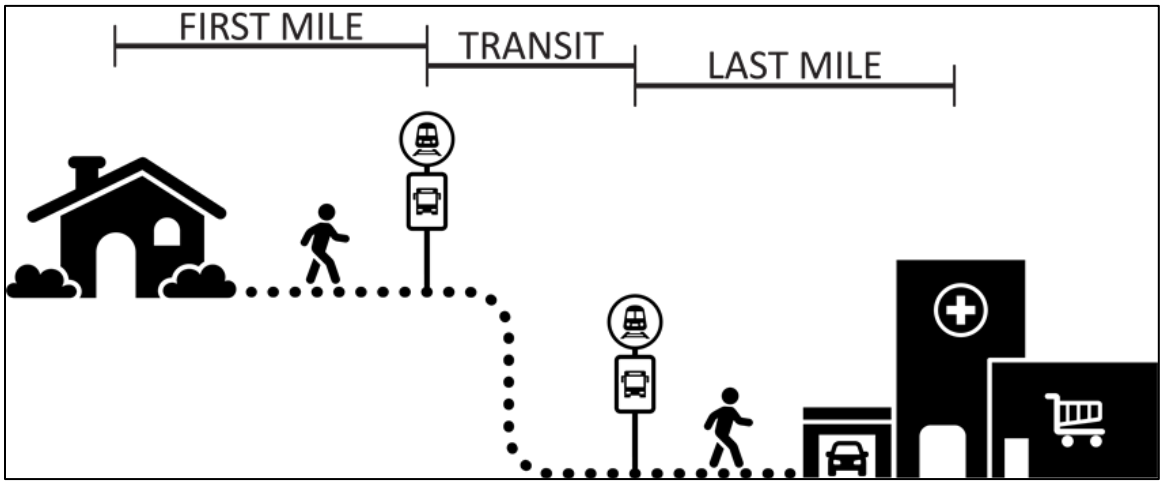
The bicycle and pedestrian Q/LOS analysis results will be used to identify the roadways with poor pedestrian and bicycle Q/LOS that could benefit from multimodal improvements. Additional detail about gaps and existing pedestrian and bicycle infrastructure will be noted during the desktop review to help define potential projects. The recommended projects could include the addition or improvement of sidewalk or bicycle facilities, lighting or landscaping, or other pedestrian improvements. The results of the bicycle and pedestrian Q/LOS analysis are summarized in Appendix A.

3. Last Mile Analysis

Seminole County is home to an extensive multimodal transportation network, which provides expanded mobility options for all users. Central Florida Regional Transportation Authority (also known as LYNX) provides daily fixed-route and flex-route transit services throughout the County, with transit/transfer centers (also referred to as SuperStops) in Sanford and Fern Park on the U.S. Highway 17-U.S. Highway 92 corridor. The Central Florida Commuter Rail (as known as SunRail) provides weekday commuter rail service through the counties of Osceola, Orange, Seminole, and Volusia. Seminole County has SunRail stations in Altamonte Springs, Longwood, Lake Mary, and Sanford. All SunRail stations except for the Sanford Station are located within incorporated portions of the County, with Lake Mary and Longwood stations being within walking distance to their main street districts. LYNX provides feeder bus service to each of the SunRail stations.

The last mile connection, or sometimes referred to as first and last mile, is a term used to describe the beginning or end of an individual's trip. It often refers to public transit trips, such as SunRail or LYNX. Transit services using a fixed route often require another travel mode to access the beginning and end destinations of a trip. Public transit passengers often must complete the first and last portion of their trip by walking, biking, or other means, as presented in Figure 3-1. To meet Seminole County's mobility goal of providing "meaningful non-auto travel choices for County residents and workers," existing bicycle and pedestrian facilities surrounding key transit hubs in Seminole County were reviewed to identify active transportation improvements that enhance first and last mile connections (Seminole County 2019).

Figure 3-1: Depiction of First and Last Mile



3.1 Methodology

This plan reviewed areas in which a pedestrian or bicyclist may access key transit hubs in the County, also referred to as a walkshed or bikeshed. For this plan, the walkshed was defined as being within ½ mile (or a 10-minute walk) of a transit hub, while the bikeshed was defined as being within 3 miles (or a 10-minute bike ride) of a transit hub. Transit hubs included in this review are as follows:

SunRail Stations:

- Sanford
- Lake Mary
- Longwood
- Altamonte Springs

LYNX SuperStops:

- Sanford
- Fern Park
- University of Central Florida (UCF)

Although located in Orange County, this plan also reviewed the 3-mile bikeshed for the LYNX UCF SuperStop because of its connection and influence on the southeast portion of the County. Using geographic information systems and aerial imagery, the existing bicycle and pedestrian facilities within each access shed were reviewed to identify improvements to enhance access to and from transit hubs.

3.2 Results

The bicycle and pedestrian last mile analysis results will be used to identify the facilities within a walkshed or bikeshed that could benefit from multimodal improvements. Additional detail about gaps and existing pedestrian and bicycle infrastructure will be noted during the desktop review to help define potential projects. The recommended projects could include the addition or improvement of sidewalk or bicycle facilities, lighting, or landscaping or other pedestrian improvements. Additional analysis and engineering judgement is required to determine the most appropriate improvement for each context.

Although the Altamonte Springs SunRail station was included in the last mile analysis, the City of Altamonte Springs recent initiatives and plans, such as the *East Town Redevelopment Strategy and Action Plan* (Altamonte Springs 2014) and the Altamonte SunRail Bike/Ped Capital Improvement Project (#01785149), already identify bicycle and pedestrian improvements around the SunRail station (Seminole County 2023). Therefore, to avoid conflicts with existing plans, this analysis did not recommend last mile improvements around the Altamonte SunRail station. The ½ walkshed maps showing potential last mile improvements around key transit hubs are included as Appendix B. These maps do not represent the final recommendations for this plan, but instead show the potential improvements identified from this analysis.

4. References

American Association of State Highway and Transportation Officials (AASHTO). 2012. *Guide for the Development of Bicycling Facilities.* 4th Edition.

City of Altamonte Springs. 2014. *East Town Redevelopment Strategy and Action Plan.* https://www.altamonte.org/DocumentCenter/View/9666/East-Town-Redevelopment-Strategy-and-Action-Plan

City of Seattle. 2015. *Vision Zero Action Plan*. https://www.seattle.gov/documents/Departments/beSuperSafe/VisionZeroPlan.pdf

Federal Highway Administration (FHWA). 2015. *Separated Bike Lane Planning Guide*. May. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm

Florida Department of Transportation (FDOT). 2020. *Context Classification Guide.* July. https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf?sfvrsn=12be90da_2

Florida Department of Transportation (FDOT). 2021. *Strategic Highway Safety Plan*. https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/shsp-2021/shsp_mar21.pdf?sfvrsn=5452dad_0

Institute of Transportation Engineers. 2010. *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. http://library.ite.org/pub/e1cff43c-2354-d714-51d9-d82b39d4dbad

MetroPlan Orlando. 2016. *Metroplan Orlando Complete Streets Policy Report*. November. https://metroplanorlando.org/wp-content/uploads/17873_ComlpeteStreetsFinalReport-opt_CC.pdf

Seminole County. 2022. *Seminole County Comprehensive Plan*. https://www.seminolecountyfl.gov/core/fileparse.php/3289/urlt/Introduction-Element-thru-4-26-2022.pdf

Seminole County. 2023. Capital Improvement Projects. https://www.seminolecountyfl.gov/departments-services/public-works/engineering-division/capital-improvement-projects.stml

Smart Growth America. 2022. *Dangerous by Design 2022*. https://smartgrowthamerica.org/wp-content/uploads/2022/07/Dangerous-By-Design-2022-v3.pdf

Appendix A
Bicycle and Pedestrian Q/LOS

#	Roadway	From-To	Posted Speed	Land Use	Road Type	Existing Bike Facility	Existing Ped Facility	Ped Gaps	Bike gaps	2045 Projected AADT	2045 Projected Roadway LOS	2045 Projected Bicycle Q/LOS	2045 Projected Pedestrian Q/LOS
1	**1st St (Sanford)**	US 17-92 to Mellonville Ave	25	C4	Collector	None	Wide Throughway + Furnishings + On Street Parking	N	N	6037	C	C	A
2	**Airport Boulevard**	SR 46 to McCracken Road	35	C2T	Collector	None	Throughway	N	N	1882	C	B	C
3	**Airport Boulevard**	McCracken Rd to Martin Luther King Jr Boulevard	35	C2T	Collector	None	Throughway	N	N	3627	C	B	B
4	**Airport Boulevard**	Martin Luther King Jr Boulevard to Old Lake Mary Road	45	C3R	Arterial	Bike Lane	Throughway + Furnishings	N	N	27779	C	D	B
5	**Airport Boulevard**	Old Lake Mary Road to US 17-92	45	C3R	Arterial	Bike Lane	Throughway	N	N	22070	C	E	C
6	**Airport Boulevard**	US 17-92 to CR 425 (Sanford Avenue)	35	C3R	Arterial	None	Throughway	N	N	7308	D	C	C
7	**Airport Boulevard**	CR 425 (Sanford Avenue) to Mellonville Avenue	35	C2T	Arterial	None	Throughway	Y	N	11631	D	D	D
8	**Bear Lake Road**	Orange County Line to Bunnell Road	35	C3R	Collector	None	Throughway	N	N	17554	E	D	B
9	**Bear Lake Road**	Bunnell Road to McNeil Road	35	C3R	Collector	None	Throughway	N	N	8641	D	C	B
10	**Bear Lake Road**	McNeil Road to SR 436	35	C3R	Collector	None	Throughway	N	N	5406	C	C	B
11	**Bunnell Road**	Bear Lake Road to Eden Park Road	35	C3R	Collector	None	Throughway	N	N	10216	D	C	B
12	**Bunnell Road**	Eden Park Road to Pearl Lake Causeway	35	C2T	Collector	Bike Lane	Throughway	N	N	20081	E+10%	C	B
13	**Bunnell Road**	Pearl Lake Causeway to West Town Parkway	35	C3C	Collector	Off-Street Trail	Throughway	N	N	20642	E+10%	A	B
14	**Central Parkway**	Montgomery Road to Douglas Avenue	35	C4	Collector	None	Throughway	N	N	17947	D	D	C
15	**Central Parkway**	Douglas Avenue to I-4	35	C4	Collector	Bike Lane*	Throughway	N	N	25884	D	C	C
16	**Central Parkway**	I-4 to Festival Dr	35	C4	Collector	Bike Lane*	Throughway + Furnishings	N	N	15923	D	B	B
17	**Central Parkway**	Festival Dr to Altamonte Mall	35	C4	Collector	Bike Lane*	Throughway + Furnishings	N	N	9547	C	A	B
18	**Central Parkway**	Altamonte Mall to Palm Springs Drive	30	C4	Collector	Bike Lane*	Throughway + Furnishings	N	N	9340	C	A	B
19	**Chapman Road**	SR 426 to SR 434	40	C2T	Collector	Bike Lane	Throughway	N	N	34942	C	D	B
20	**CR 15 (Monroe Road)**	US 17-92 to SR 46	40	C4	Collector	Off-Street Trail	Throughway	N	N	24539	C	A	C
21	**CR 15 (Upsala Road)**	SR 46 to CR 46A	45	C2T	Collector	None	Throughway	N	N	13531	D	D	B
22	**CR 15 (Country Club Road)**	CR 427 to Broadmoor Road	40	C2T	Collector	None	Throughway	N	N	13687	C	D	B
23	**CR 15 (Country Club Road)**	Broadmoor Road to Lake Mary Boulevard	35	C3R	Collector	None	Throughway	N	N	14323	E	B	B
24	**CR 15 (Country Club Road)**	Lake Mary Boulevard to CR 46A	35	C3C	Collector	None	Throughway	N	N	8439	D	C	B
25	**CR 46A (HE Thomas Jr. Pkwy)**	CR 431 (Orange Boulevard) to Rinehart Road	35	C4	Collector	None	Throughway	N	N	39661	E	F	C
26	**CR 46A (HE Thomas Jr. Pkwy)**	Rinehart Road to CR 15 (Upsala Road)	45	C4	Collector	None	Throughway + Furnishings	N	N	28716	C	F	B
27	**CR 46A (25th Street)**	CR 15 (Upsala Road) to Old Lake Mary Road	45	C3C	Collector	Bike Lane	Throughway	N	Y	32652	C	F	B
28	**CR 46A (25th Street)**	Old Lake Mary Road to US 17-92	45	C2T	Collector	Shoulders	Throughway	N	Y	26439	D	F	B

#	Roadway	From-To	Posted Speed	Land Use	Road Type	Existing Bike Facility	Existing Ped Facility	Ped Gaps	Bike gaps	2045 Projected AADT	2045 Projected Roadway LOS	2045 Projected Bicycle Q/LOS	2045 Projected Pedestrian Q/LOS
29	**CR 419/Broadway St**	SR 434 to Reed Avenue	30	C2	Collector	Shoulders	Throughway	N	Y	19168	D	D	A
30	**CR 419/Broadway St**	Reed Avenue to Lockwood Boulevard	45	C2	Arterial	Bike Lane	Throughway	N	N	22261	C	D	B
31	**CR 419**	Lockwood Boulevard to Snow Hill Rd	45	C2	Arterial	Bike Lane	Throughway	N	N	41345	E+10%	F	B
32	**CR 419**	Snow Hill Rd to Riverwoods Drive	45	C2	Arterial	Bike Lane	Throughway	Y	N	23299	E+10%	C	C
33	**CR 419**	Riverwoods Drive to Orange County Line	35	C3C	Arterial	Shoulders	Throughway	Y	N	18385	E+10%	D	D
34	**CR 415 (13th Street)**	US 17-92 to Park Avenue	30	C3R	Arterial	None	Throughway	N	N	12050	D	D	C
35	**CR 415 (13th Street)**	Park Avenue to Sanford Avenue	30	C4	Collector	None	Throughway + Furnishings	N	N	12161	D	D	B
36	**CR 415 (Celery Avenue)**	Sanford Avenue to Mellonville Avenue	45	C3C	Arterial	None	Throughway	N	N	16635	E+10%	D	C
37	**CR 415 (Celery Avenue)**	Mellonville Avenue to Sipes Avenue	35	C3C	Arterial	None	Throughway	Y	N	8309	C	C	D
38	**CR 415 (Celery Avenue)**	Sipes Avenue to SR 415	35	C2	Collector	None	Throughway	Y	N	8216	D	C	B
39	**CR 425 (Sanford Avenue)**	Lake Jesup Park to Lake Mary Boulevard	35	C2T	Collector	None	Throughway	Y	N	4051	C	B	C
40	**CR 425 (Sanford Avenue)**	Lake Mary Boulevard to Airport Boulevard	45	C2	Collector	None	Throughway	N	N	24306	C	F	A
41	**CR 425 (Sanford Avenue)**	Airport Boulevard to SR 46	45	C2	Collector	None	Throughway	N	N	19901	C	D	A
42	**CR 425 (Sanford Avenue)**	SR 46 to 1st Street	30	C3	Collector	None	Wide Throughway + Furnishings + On Street Parking	N	N	2194	C	B	A
43	**CR 426**	CR 419 to Reed Ave	30	C4	Arterial	None	Throughway	N	N	14143	C	D	C
44	**CR 426**	Reed Ave to Lockwood Blvd	40	C4	Arterial	None	Throughway	Y	N	12027	C	D	D
45	**CR 426**	Lockwood Blvd to Old Mims Road	45	C4	Arterial	Shoulders	Throughway + Furnishings	Y	N	17824	E+10%	C	D
46	**CR 426**	Old Mims Road to SR 46	40	C3C	Arterial	Shoulders	None	N	N	18313	E+10%	C	D
47	**CR 427 (Maitland Avenue)**	Orange County Line to Oranole Road	35	C3C	Arterial	None	Throughway	N	N	20907	D	F	C
48	**CR 427 (Maitland Avenue)**	Oranole Road to Spring Lake -O'Brien Road	40	C3R	Arterial	None	Throughway	N	N	22017	C	F	C
49	**CR 427 (Maitland Avenue)**	Spring Lake - O'Brien Road to Ballard Street	40	C2	Arterial	None	Throughway	N	N	16354	C	D	B
50	**CR 427 (Maitland Avenue)**	Ballard Street to Orienta Avenue	40	C2	Arterial	None	Throughway	N	N	15118	C	D	B
51	**CR 427 (Maitland Avenue)**	Orienta Avenue to SR 436	40	C3R	Arterial	None	Throughway	N	N	20284	C	F	C
52	**CR 427 Ronald Reagan Blvd)**	North Street to SR 436	40	C2T	Arterial	None	Throughway	N	N	21621	C	F	C
53	**CR 427 Ronald Reagan Blvd)**	Dog Track Road to North Street	40	C2T	Arterial	None	Throughway	N	N	40280	E+10%	F	C
54	**CR 427 Ronald Reagan Blvd)**	SR 434 to Dog Track Road	40	C2T	Arterial	None	Wide Throughway	N	N	39514	E+10%	F	C
55	**CR 427 Ronald Reagan Blvd)**	Longwood Hills Road to SR 434	45	C4	Arterial	Bike Lane	Throughway + On Street Parking	N	Y	44592	E+10%	F	C
56	**CR 427 Ronald Reagan Blvd)**	Longwood Lake Mary to Longwood Hills Rd	45	C2T	Arterial	None	Throughway	N	N	34762	C	F	C

#	Roadway	From-To	Posted Speed	Land Use	Road Type	Existing Bike Facility	Existing Ped Facility	Ped Gaps	Bike gaps	2045 Projected AADT	2045 Projected Roadway LOS	2045 Projected Bicycle Q/LOS	2045 Projected Pedestrian Q/LOS
57	CR 427 Ronald Reagan Blvd)	Country Club Road to Longwood Lake Mary	45	C2T	Arterial	None	Throughway	N	N	23674	C	F	C
58	CR 427 Ronald Reagan Blvd)	US 17-92 to Country Club Road	45	C2	Collector	None	Throughway	N	N	24293	C	F	A
59	CR 427 Ronald Reagan Blvd)	County Home Road to US 17-92	45	C3R	Collector	Shoulders	Throughway	N	N	29987	C	F	B
60	CR 427 Ronald Reagan Blvd)	Sunland Drive to County Home Road	45	C2	Collector	Shoulders	Throughway	N	N	27969	C	F	A
61	CR 427 Ronald Reagan Blvd)	E Lake Mary Blvd to Sunland Drive	45	C3R	Collector	Shoulders	Throughway	N	N	45455	E+10%	F	B
62	CR 431 (Orange Boulevard)	Wayside Drive to CR 46A	40	C2T	Arterial	None	Throughway	N	N	6820	C	C	D
63	CR 431 (Orange Boulevard)	SR 46 to Wayside Drive	40	C4	Arterial	None	Throughway	N	N	5613	C	C	D
64	CR 431 (Orange Boulevard)	Oregon Street to SR 46	35	C3C	Arterial	None	Throughway	Y	N	7444	D	C	D
65	CR 431 (Orange Boulevard)	Monroe Road (CR 15) to Oregon Street	45	C3C	Arterial	None	Wide Throughway	Y	N	8695	D	C	D
66	Dean Road	Orange County Line to SR 426	40	C3R	Arterial	None	Throughway	N	N	22906	E+10%	D	C
67	Dike Road	Howell Branch Road to Princess Gate Boulevard	35	C3R	Collector	None	Throughway	N	N	1392	C	B	B
68	Dike Road	Princess Gate Boulevard to Dodd Road	35	C3R	Collector	None	Throughway	N	N	2568	C	B	B
69	Dike Road	Dodd Road to Tuskawilla Road	35	C3R	Collector	None	Throughway	N	N	5784	C	C	B
70	Dodd Road	Howell Branch Road to Dike Road	40	C3R	Collector	Bike Lane	Throughway	N	Y	21823	C	F	B
71	Dodd Road	Dike Road to Red Bug Lake Road	40	C3R	Collector	Bike Lane	Throughway	N	N	18467	C	C	B
72	Dodd Road	Red Bug Lake Road to Eagle Boulevard	40	C3R	Collector	None	Throughway	N	N	12106	D	D	B
73	Dog Track Road	US 17-92 to CR 427	40	C3C	Arterial	None	Throughway	N	N	34124	C	F	C
74	Douglas Avenue	SR 436 to Citrus Street	35	C3C	Collector	None	Throughway	N	N	5938	C	C	B
75	Douglas Avenue	Citrus Street to North Street	35	C3R	Collector	None	Throughway	N	N	11803	D	D	B
76	Douglas Avenue	North Street to SR 434	35	C3C	Collector	None	Throughway + Landscape	N	N	15266	E+10%	D	A
77	E Lake Drive	Seminola Boulevard to Tuskawilla Road	45	C3R	Arterial	Bike Lane	Throughway	N	N	29791	C	D	C
78	Eastbrook Boulevard	Howell Branch Road to Orange County Line	25	C3R	Local	None	Throughway	N	N	899	C	B	A
79	Eden Park Road	Orange County Line to Country Creek	40	C2T	Collector	Bike Lane	Wide Throughway	N	N	16560	D	C	B
80	Eden Park Road	Country Creek (N Entrance) to Bunnell Road	40	C2T	Collector	Bike Lane	Wide Throughway	N	N	12621	C	C	B
81	EE Williamson Road	Markham Woods Road to Sunshine Tree Blvd	35	C3R	Collector	None	Throughway	N	N	13821	D	D	B
82	EE Williamson Road	Sunshine Tree to Tollgate Trail	35	C3R	Collector	Bike Lane	Wide Throughway + Landscape	N	Y	13440	D	C	A
83	EE Williamson Road	Tollgate Trail to Rangeline Road	35	C3R	Collector	None	Throughway + Landscape	N	N	16259	E+10%	D	A

#	Roadway	From-To	Posted Speed	Land Use	Road Type	Existing Bike Facility	Existing Ped Facility	Ped Gaps	Bike gaps	2045 Projected AADT	2045 Projected Roadway LOS	2045 Projected Bicycle Q/LOS	2045 Projected Pedestrian Q/LOS
84	**Longwood Hills Road**	Rangeline Road to Lake Emma Road	35	C3R	Collector	None	Throughway + Landscape	N	N	20,309	E+10%	F	A
85	**Longwood Hills Road**	Lake Emma Road to CR 427	40	C2T	Collector	None	Throughway	Y	N	16,946	D	D	C
86	**Fort Christmas Rd**	Lake Mills Road to County Line	40	C2	Collector	None	None	N	N	4943	C	B	B
87	**General Hutchison Parkway**	CR 427 to US 17-92	45	C1	Collector	Off-Street Trail	Wide Throughway (Off Street Trail)	N	N	6961	C	A	A
88	**Green Way Boulevard**	Lake Emma Road to Lake Park Drive	30	C3R	Collector	Off-Street Trail	Wide Throughway	N	N	6513	C	A	A
89	**Green Way Boulevard**	Lake Park Drive to Longwood Lake Mary Road	30	C3R	Collector	Off-Street Trail	Wide Throughway	N	N	5307	C	A	A
90	**Greenwood Boulevard**	Lake Emma Road to Buttonwood Drive	35	C3C	Collector	None	Wide Throughway + Landscape	N	N	6058	C	A	C
91	**Greenwood Boulevard**	Buttonwood Drive to Lake Mary Boulevard	35	C3R	Collector	Off-Street Trail	Throughway + Landscape	N	N	12309	C	A	A
92	**Howell Branch Road**	Orange County Line to Lake Howell Road	40	C3R	Arterial	None	Throughway	N	N	46094	E+10%	F	C
93	**Howell Branch Road**	Lake Howell Road to SR 436	40	C4	Arterial	None	Throughway	N	N	43623	E+10%	F	D
94	**Howell Branch Road**	SR 436 to Eastbrook Boulevard	40	C3R	Arterial	None	Throughway	N	N	41692	E	F	C
95	**Howell Branch Road**	Eastbrook Boulevard to Dike Road	40	C3R	Arterial	None	Throughway	N	N	38808	E	F	C
96	**Howell Branch Road**	Dike Road to Dodd Road	40	C3R	Arterial	None	Throughway	N	N	35908	C	F	C
97	**Howell Branch Road**	Dodd Road to SR 426	40	C3R	Arterial	None	Throughway	N	N	24032	C	F	C
98	**Hunt Club Boulevard**	SR 436 to Sand Lake Road	35	C3R	Collector	None	Throughway	N	N	15638	D	D	B
99	**Hunt Club Boulevard**	Sand Lake Road to E-W Wekiva Trail (S)	35	C3R	Collector	None	Throughway + Landscape	N	N	14338	D	D	A
100	**Hunt Club Boulevard**	E-W Wekiva Trail (S) to E-W Wekiva Trail (N)	35	C3R	Collector	None	Throughway + Landscape	N	N	4410	C	B	A
101	**Hunt Club Boulevard**	E-W Wekiva Trail (N) to Wekiva Springs Road	35	C3C	Collector	None	Throughway	N	N	6052	C	C	B
102	**International Parkway**	Lake Mary Boulevard to CR 46A (HE Thomas Jr. Pkwy)	45	C3C	Collector	Off-Street Trail	Wide Throughway	N	N	24082	D	A	A
103	**International Parkway**	CR 46A (HE Thomas Jr. Pkwy) to SR 46	45	C3C	Collector	Bike Lane	Wide throughway	N	N	11762	C	C	A
111	**Lake Emma Road**	Longwood Hills Road to Greenway Boulevard	40	C3R	Collector	Bike Lane	Throughway	N	N	30447	C	D	B
112	**Lake Emma Road**	Greenway Boulevard to Sand Pond Road	45	C3R	Collector	Bike Lane	Throughway	N	N	33409	C	D	B
113	**Lake Emma Road**	Sand Pond Road to Greenwood Boulevard	45	C3R	Collector	Bike Lane	Throughway	N	N	34878	C	D	B
114	**Lake Emma Road**	Greenwood Boulevard to Lake Mary Center	45	C3C	Collector	Bike Lane	Throughway	N	N	40610	E+10%	F	B
115	**Lake Emma Road**	Lake Mary Center to Lake Mary Boulevard	35	C3C	Collector	None	Throughway	N	N	39483	E+10%	F	B
116	**Lake Howell Road**	Orange County Line to Howell Branch Road	25	C3R	Collector	None	Throughway	N	N	10811	D	D	B
117	**Lake Howell Road**	Howell Branch Road to Tuscarora Trail	35	C3R	Collector	None	Throughway	N	N	13823	D	D	B
118	**Lake Howell Road**	Tuscarora Trail to SR 436	35	C3C	Collector	None	Throughway	N	N	13033	D	D	B
119	**Lake Mary Boulevard**	Markham Woods Road to I-4	45	C3R	Arterial	Shoulders+Off-street trail	Throughway	N	N	27766	C	D	C

#	Roadway	From-To	Posted Speed	Land Use	Road Type	Existing Bike Facility	Existing Ped Facility	Ped Gaps	Bike gaps	2045 Projected AADT	2045 Projected Roadway LOS	2045 Projected Bicycle Q/LOS	2045 Projected Pedestrian Q/LOS
120	**Lake Mary Boulevard**	I-4 to Lake Emma Road	45	C3C	Arterial	None	Throughway	Y	N	63898	E+10%	F	D
121	**Lake Mary Boulevard**	Lake Emma Road to Rinehart Rd/Greenwood Blvd	45	C3C	Arterial	Bike Lane	Wide throughway + Landscape	N	N	51324	C	F	A
122	**Lake Mary Boulevard**	Rinehart Rd/Greenwood Blvd to CR 15 (Country Club Rd)	45	C3C	Arterial	Bike Lane	Wide throughway + Landscape	N	N	49078	E+10%	F	A
123	**Lake Mary Boulevard**	CR 15 (Country Club Rd) to US 17-92	45	C3C	Arterial	Bike Lane	Throughway	N	N	41355	E	F	C
124	**Lake Mary Boulevard**	US 17-92 to SR 417	45	C3R	Arterial	Bike Lane	Throughway	N	N	36361	D	D	C
125	**Lake Mary Boulevard**	SR 417 to CR 427 (Ronald Reagan Blvd)	45	C3C	Arterial	Bike Lane	Throughway	N	N	26849	C	D	C
126	**Lake Mary Boulevard**	CR 427 (Ronald Reagan Blvd) to Red Cleveland Blvd	45	C2	Arterial	Bike Lane	Throughway	N	N	30727	C	D	B
127	**Lake Mary Boulevard**	Red Cleveland Blvd. to SR 46	45	C2	Arterial	Bike Lane	Wide throughway	N	N	28331	C	D	A
128	**Lake Mills Road**	CR 419 to Tropical Avenue	35	C2	Collector	None	None	N	N	5165	C	C	B
129	**Lake Mills Road**	Tropical Avenue to Fort Christmas Road	40	C2	Collector	None	None	N	N	5491	C	C	B
130	**Lockwood Boulevard**	McCulloch Road to Oviedo City Limits	35	C3R	Collector	Bike Lane	Throughway	N	N	23195	D	C	B
131	**Lockwood Boulevard**	Oviedo City Limits to Mitchell Hammock Road	35	C3R	Collector	Bike Lane	Throughway	N	N	23975	D	C	B
132	**Lockwood Boulevard**	Mitchell Hammock Road to CR 419	35	C3R	Collector	None	Throughway	N	N	44292	E+10%	F	B
133	**Lockwood Boulevard**	CR 419 to CR 426	45	C2	Collector	None	Throughway + Landscape	N	N	9000	C	C	A
134	**Longwood Lake Mary Road**	CR 427 to Green Way Boulevard	40	C3C	Collector	None	Wide Throughway	N	N	23081	E+10%	F	B
135	**Longwood Lake Mary Road**	Green Way Boulevard to Lake Way Road	40	C3R	Collector	None	Throughway	N	N	20032	E+10%	F	B
136	**Longwood Lake Mary Road**	Lake Way Road to Lake Mary Boulevard	40	C3R	Collector	None	Throughway	N	N	11403	C	D	B
137	**Longwood Markham Road**	Markham Road to Via Hermosa Street	40	C2T	Collector	None	Wide Throughway	N	N	1339	C	B	B
138	**Longwood Markham Road**	Via Hermosa Street to SR 46	40	C2T	Collector	None	Wide Throughway	N	N	2365	C	B	B
139	**Markham Road**	Longwood Markham Road to Lake Markham Road	40	C2	Collector	Off-Street Trail	Wide throughway	N	N	3025	C	A	A
140	**Markham Road**	Lake Markham Road to Markham Woods Road	40	C2	Collector	Off-Street Trail	Wide throughway	N	N	6240	C	A	A
141	**Markham Road**	Markham Woods Road to Orange Boulevard (CR 431)	40	C2	Collector	Off-Street Trail	Wide throughway	N	N	3170	C	A	A
142	**Markham Woods Road**	SR 434 to EE Williamson Road	45	C3C	Collector	Off-Street Trail	Wide throughway	N	N	24976	E+10%	A	A
143	**Markham Woods Road**	EE Williamson Road to Lake Mary Boulevard	30	C2T	Collector	Off-Street Trail	Wide throughway	N	N	16166	D	A	A
144	**Markham Woods Road**	Lake Mary Boulevard to Bridgewater Drive	45	C2T	Collector	None	Throughway + Landscape	N	N	23229	E+10%	F	A
145	**Markham Woods Road**	Bridgewater Drive to Michigan Street	45	C2T	Collector	None	Throughway	N	N	9467	C	C	B
146	**Markham Woods Road**	Michigan Street to Markham Road	45	C3R	Collector	None	Throughway	N	N	9128	C	C	B

#	Roadway	From-To	Posted Speed	Land Use	Road Type	Existing Bike Facility	Existing Ped Facility	Ped Gaps	Bike gaps	2045 Projected AADT	2045 Projected Roadway LOS	2045 Projected Bicycle Q/LOS	2045 Projected Pedestrian Q/LOS
147	**Martin Luther King Jr Boulevard**	Airport Blvd to 20th St	45	C3R	Arterial	Bike Lane	Throughway	N	N	24930	C	D	C
148	**Martin Luther King Jr Boulevard**	20th St to St John's Pkwy	45	C3C	Arterial	Bike Lane	Throughway	N	N	22006	C	D	C
149	**Martin Luther King Jr Boulevard**	St John's Pkwy to SR 46	45	C2	Arterial	Bike Lane	Throughway	N	N	23412	C	D	C
150	**McCulloch Road**	SR 434 to Lockwood Boulevard	45	C3R	Collector	None	Throughway	N	N	38164	E+10%	F	B
151	**McCulloch Road**	Lockwood Boulevard to Old Lockwood	45	C3R	Collector	None	Throughway	N	N	26577	E+10%	F	B
152	**Mellonville Avenue**	SR 46 to Celery Avenue	30	C3R	Collector	None	Throughway	Y	N	4474	C	B	C
153	**Mellonville Avenue**	Celery Avenue to Seminole Boulevard	25	C3R	Collector	None	Throughway + Parking	N	N	2792	C	B	A
154	**Mitchell Hammock Road (City of Oviedo)**	SR 426 to SR 434	45	C2	Arterial	None	Throughway	N	N	56847	E+10%	F	B
155	**Mitchell Hammock Road (City of Oviedo)**	SR 434 to Alafaya Woods Boulevard	45	C3R	Arterial	None	Throughway	N	N	47695	E+10%	F	C
156	**Mitchell Hammock Road (City of Oviedo)**	Alafaya Woods Boulevard to Lockwood Road	45	C3R	Arterial	None	Throughway	N	N	42480	E+10%	F	C
157	**Montgomery Road**	SR 436 to Central Parkway	40	C3R	Collector	Bike Lane	Throughway	N	N	13904	C	C	B
158	**Montgomery Road**	Central Parkway to SR 434	40	C3R	Collector	Bike Lane	Throughway	N	N	16950	C	C	B
159	**North Street**	Raymond Avenue to Palm Springs Drive	35	C3R	Collector	None	Throughway	N	N	5946	C	C	B
160	**North Street**	Palm Springs Drive to Seminole Avenue	35	C3R	Collector	None	Throughway	N	N	7751	D	C	B
161	**North Street**	Seminole Avenue to CR 427 (Ronald Reagan Blvd)	35	C3R	Collector	None	Throughway	N	N	13235	D	D	B
162	**Old Lake Mary Road**	Country Club Road to Airport Boulevard	35	C3R	Collector	None	Throughway	N	N	8966	D	C	B
163	**Old Lake Mary Road**	Airport Boulevard to CR 46A	35	C3R	Collector	None	Throughway	Y	N	3503	C	B	C
164	**Old Lake Mary Road**	CR 46A to Country Club Road	35	C3C	Collector	None	Throughway	Y	N	5191	C	C	C
165	**Old Lake Mary Road**	Country Club Road to Southwest Road	35	C3C	Collector	None	None	N	N	1665	C	B	C
166	**Oranole Road**	Wymore Road to Mt. Vernon Parkway	30	C3R	Collector	None	Throughway + Landscape	N	N	10608	D	D	A
167	**Oranole Road**	Mt. Vernon Parkway to Maitland Avenue (CR 427)	30	C3R	Collector	None	Throughway + Landscape	N	N	8933	D	C	A
168	**Oregon Avenue**	SR 46 to Orange Boulevard (CR 431)	35	C3R	Local	None	Throughway + Landscape	N	N	9122	D	C	A
169	**Oxford Road**	SR 436 to Derbyshire Road	25	C3R	Collector	None	Throughway + Landscape	N	N	5631	C	C	A
170	**Palm Springs Drive**	SR 436 to Central Parkway	30	C3C	Collector	None	Throughway	N	N	18078	D	D	B
171	**Palm Springs Drive**	Central Parkway to North Street	30	C3R	Collector	None	Throughway + Landscape	N	N	12462	D	D	A
172	**Palm Springs Drive**	North Street to SR 434	30	C3R	Collector	None	Throughway + Landscape	N	N	5759	C	C	A
173	**Park Avenue**	US 17-92 to SR 46	35	C4	Collector	None	Throughway	N	N	15467	E+10%	D	C
174	**Park Avenue**	SR 46 to 13th Street	25	C3R	Collector	None	Throughway + Landscape + On Street Parking	N	N	315	C	B	A

#	Roadway	From-To	Posted Speed	Land Use	Road Type	Existing Bike Facility	Existing Ped Facility	Ped Gaps	Bike gaps	2045 Projected AADT	2045 Projected Roadway LOS	2045 Projected Bicycle Q/LOS	2045 Projected Pedestrian Q/LOS
175	**Park Avenue**	13th Street to 1st Street	25	C3R	Collector	None	Throughway + Landscape + On Street Parking	N	N	1361	C	B	A
176	**Park Avenue**	1st Street to Seminole Boulevard	25	C5	Collector	None	Wide Throughway + Furnishings + On Street Parking	N	N	3004	C	B	A
177	**Park Drive**	Lake Dr to Winter Park Dr	25	C3R	Collector	Shared Lane	Throughway	N	N	5471	C	A	B
178	**Pearl Lake Causeway**	McNeil Road to SR 436	30	C3R	Collector	None	Throughway + Landscape	N	N	10059	D	D	A
179	**Rangeline Road**	SR 434 to Church Avenue	35	C3R	Collector	None	Throughway + Landscape	N	N	20304	E+10%	F	A
180	**Rangeline Road**	Church Avenue to Longwood Hills Road/EE Williamson Road	25	C3R	Collector	None	Throughway	N	N	14985	E+10%	D	B
181	**Raymond Avenue**	SR 434 to North Street	30	C3R	Collector	None	Throughway	N	N	5270	C	C	B
182	**Red Bug Lake Road**	SR 436 to Eagle Circle	45	C3R	Arterial	None	Throughway	N	N	51628	E+10%	F	C
183	**Red Bug Lake Road**	Eagle Circle to Tuskawilla Road	45	C3R	Arterial	Bike Lane	Throughway	N	Y	47240	E+10%	F	C
184	**Red Bug Lake Road**	Tuskawilla Road to Rising Sun Boulevard	45	C3R	Arterial	None	Throughway	N	N	57649	E	F	C
185	**Red Bug Lake Road**	Rising Sun Boulevard to Slavia Road	45	C3C	Arterial	None	Throughway	N	N	56620	D	F	C
186	**Red Bug Lake Road**	Slavia Road to SR 417 (Seminole Expressway)	45	C3C	Arterial	None	Throughway	N	N	45234	C	F	C
187	**Red Bug Lake Road**	SR 417 (Seminole Expressway) to SR 426	45	C3C	Arterial	None	Throughway	N	N	76246	E+10%	F	C
188	**Rinehart Road**	Lake Mary Boulevard to Anderson Lane	45	C3C	Collector	Off-Street Trail	Throughway	N	N	39224	E+10%	A	B
189	**Rinehart Road**	Anderson Lane to CR 46A (HE Thomas Jr. Pkwy)	45	C3C	Collector	Off-Street Trail	Throughway	N	N	39209	E+10%	A	B
190	**Rinehart Road**	CR 46A (HE Thomas Jr. Pkwy) to S Mall Entrance	45	C3C	Collector	Off-Street Trail	Throughway	N	N	27007	C	A	B
191	**Rinehart Road**	S Mall Entrance to SR 46	45	C3C	Collector	Off-Street Trail	Throughway	N	N	24445	C	A	B
192	**Sand Lake Road**	Orange County Line to Hunt Club Boulevard	35	C3R	Collector	None	Throughway	N	N	14757	E	D	B
193	**Sand Lake Road**	Hunt Club Boulevard to W. Lake Brantley Road	35	C3R	Collector	None	Throughway	N	N	16025	E+10%	D	B
194	**Sand Lake Road**	W. Lake Brantley Road to SR 434	35	C3R	Collector	None	Throughway	N	N	19956	E+10%	D	B
195	**Seminola Boulevard**	US 17-92 to Button Road	40	C3R	Arterial	None	Throughway	N	N	27941	C	F	C
196	**Seminola Boulevard**	Button Road to Winter Park Drive	40	C3R	Arterial	None	Throughway	N	N	40009	E+10%	F	C
197	**Seminola Boulevard**	Winter Park Drive to E Lake Drive	40	C3R	Arterial	Bike Lane	Throughway	N	N	33525	C	D	C
199	**Seminole Boulevard**	US 17-92 to Mellonville Avenue	20	C4	Arterial	Off-Street Trail	Wide Throughway + Furnishings + On Street Parking	N	N	1511	C	A	A
200	**Slavia Road**	Red Bug Lake Road to SR 426	40	C3R	Collector	None	Throughway (one side)	Y	N	21054	E+10%	F	C
201	**Snow Hill Road**	CR 419 to Avenue H/Brumley Road	45	C3R	Collector	None	Throughway	N	N	12088	C	D	B
202	**Snow Hill Road**	CR 426 to Old Mims Road	35	C2	Collector	None	None	N	N	7976	C	C	B
203	**Snow Hill Road**	Old Mims Road to Brumley Road	35	C2	Collector	None	None	N	N	6032	C	C	B

#	Roadway	From-To	Posted Speed	Land Use	Road Type	Existing Bike Facility	Existing Ped Facility	Ped Gaps	Bike gaps	2045 Projected AADT	2045 Projected Roadway LOS	2045 Projected Bicycle Q/LOS	2045 Projected Pedestrian Q/LOS
204	**Southwest Road**	Old Lake Mary Road to 13th Street	35	C3R	Collector	None	Throughway (one side)	N	N	2504	C	B	C
275	**Tuskawilla Road**	SR 426 to Dike Road	45	C3R	Arterial	Bike Lane	Throughway	N	N	40378	E	F	C
276	**Tuskawilla Road**	Dike Road to Red Bug Lake Road	45	C3R	Arterial	Bike Lane	Throughway	N	N	41426	C	F	C
277	**Tuskawilla Road**	Red Bug Lake Road to Eagle Boulevard	45	C3R	Arterial	Bike Lane	Throughway	N	N	47154	E+10%	F	C
278	**Tuskawilla Road**	Eagle Boulevard to E Lake Drive	45	C3R	Arterial	Bike Lane	Throughway	N	N	50046	E+10%	F	C
279	**Tuskawilla Road**	E Lake Drive to Dyson Drive	45	C3R	Arterial	Bike Lane	Throughway	N	N	32332	C	D	C
280	**Tuskawilla Road**	Dyson Drive to Winter Springs Boulevard	45	C3R	Arterial	Bike Lane	Throughway	N	N	29155	C	D	C
281	**Tuskawilla Road**	Winter Springs Boulevard to Trotwood Boulevard	45	C3R	Arterial	Bike Lane	Throughway	N	N	30022	C	D	C
282	**Tuskawilla Road**	Trotwood Boulevard to SR 434	45	C3R	Arterial	Bike Lane	Throughway	N	N	22169	C	D	C
300	**Wekiva Springs Road**	Orange County Line to Hunt Club Boulevard	40	C3R	Arterial	None	Throughway	N	N	20328	E+10%	D	C
301	**Wekiva Springs Road**	Hunt Club Boulevard to Fox Valley Drive	35	C3R	Arterial	None	Throughway	N	N	16775	E	D	C
302	**Wekiva Springs Road**	Fox Valley Drive to E Lake Brantley Drive	35	C3R	Arterial	None	Throughway	N	N	28012	D	F	C
303	**Wekiva Springs Road**	E Lake Brantley Drive to SR 434	40	C3R	Arterial	None	Throughway	N	N	36276	D	F	C
304	**Winter Park Drive**	SR 436/Red Bug Lake Road to Wilshire Drive	30	C3R	Collector	None	Throughway	N	N	10125	D	D	B
305	**Winter Park Drive**	Wilshire Drive to Queen's Mirror Circle	30	C3R	Collector	Shared Lane	Throughway	N	N	11343	D	C	B
306	**Winter Park Drive**	Queen's Mirror Circle to Crystal Bowl Circle	30	C3R	Collector	Bike Lane	Throughway	N	N	9204	D	A	B
307	**Winter Park Drive**	Crystal Bowl Circle to Seminola Boulevard	30	C3R	Collector	Bike Lane	Throughway	N	N	10824	D	B	B
308	**Wymore Road**	Orange County Line to Lake Destiny Road	35	C3R	Collector	Bike Lane	Throughway	N	N	7191	D	A	B
309	**Wymore Road**	Lake Destiny Road to Spring Lake Hills Drive	35	C3R	Collector	Bike Lane	Throughway	N	N	10481	D	B	B
310	**Wymore Road**	Spring Lake Hills Drive to Westmonte Drive	35	C3R	Collector	Bike Lane	Throughway	N	N	11449	D	B	B
311	**Wymore Road**	Westmonte Drive to SR 436	35	C3R	Collector	Bike Lane	Throughway	N	N	10959	D	B	B

Appendix B
Last Mile (1/2 Mile Walkshed) Improvement Maps

Sanford SunRail Station
1/2 Mile Walkshed Improvements

Lake Mary SunRail Station
1/2 Mile Walkshed Improvements

N

0 0.25 0.5 Miles

Legend

- Railroad
- SunRail Station
- LYNX Bus Stop
- Pedestrian Connectivity Project

Longwood SunRail Station
1/2 Mile Walkshed Improvements

N

0 0.25 0.5 Miles

Legend

- Railroad
- SunRail Station
- LYNX Bus Stop
- Bicycle Connectivity Project
- Pedestrian Connectivity Project
- Wayfinding Program
- Safe Bicycle/Pedestrian Intersection Project

Fern Park LYNX SuperStop
1/2 Mile Walkshed Improvements

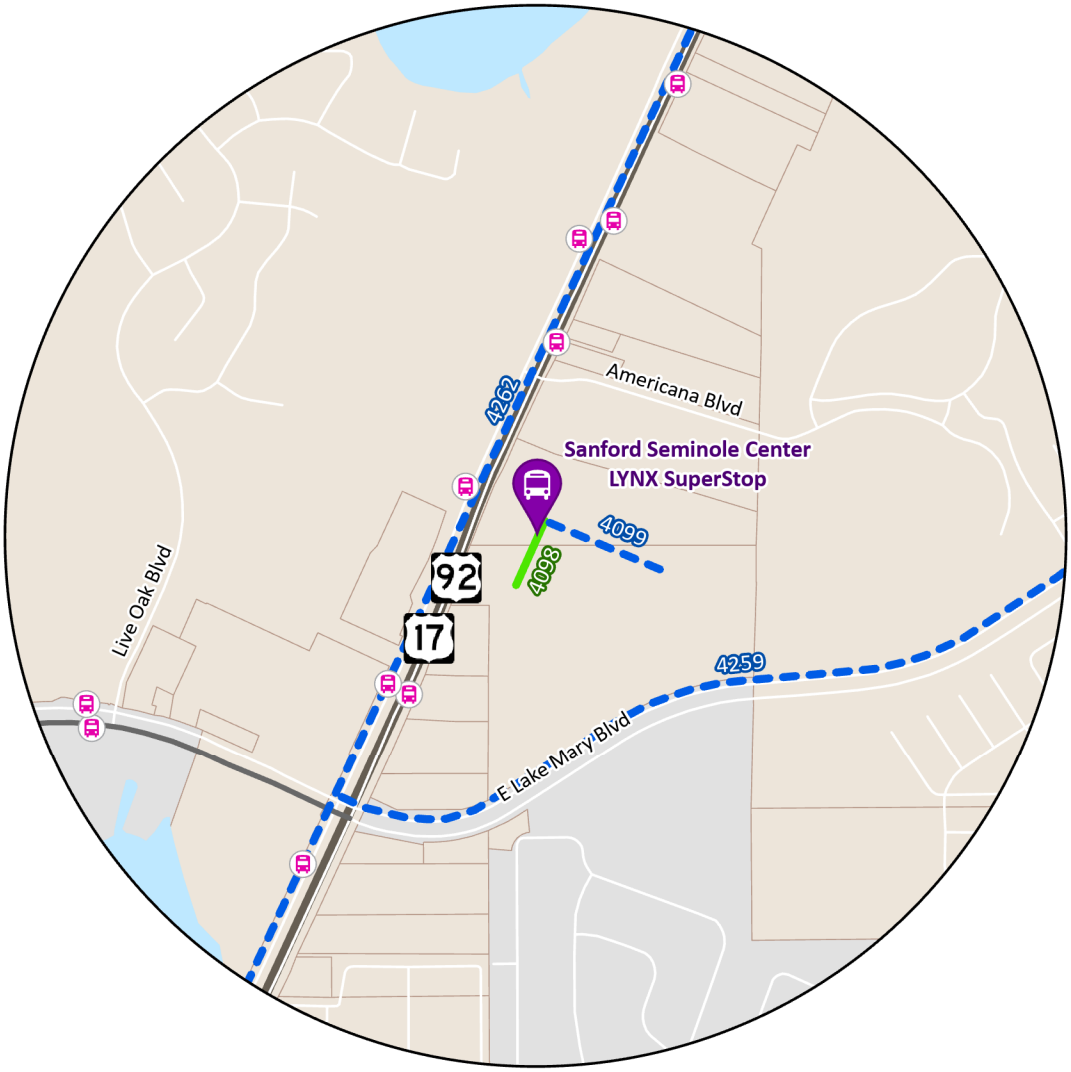
N

0 0.25 0.5 Miles

Legend

- LYNX SuperStop
- LYNX Bus Stop
- Bicycle Connectivity Project
- Pedestrian Connectivity Project

Sanford Seminole Center LYNX SuperStop
1/2 Mile Walkshed Improvements



N

0 0.25 0.5 Miles

Legend

- LYNX SuperStop
- LYNX Bus Stop
- Bicycle Parking
- Pedestrian Connectivity Project