

Transportation



TRANSPORTATION ELEMENT



CHERISH AND SUSTAIN WINTER PARK'S EXTRAORDINARY QUALITY OF LIFE

PLAN OUR GROWTH THROUGH A COLLABORATIVE PROCESS THAT PROTECTS OUR CITY'S TIMELESS SCALE AND CHARACTER

ENHANCE THE WINTER PARK BRAND THROUGH A FLOURISHING COMMUNITY OF ARTS AND CULTURE

BUILD AND EMBRACE OUR LOCAL INSTITUTIONS FOR LIFELONG LEARNING AND FUTURE GENERATIONS

GOAL 2-1: BALANCED TRANSPORTATION SYSTEM

The City of Winter Park desires to ensure a balanced and safe transportation system that promotes a walkable, bicycle-friendly environment that encourages transit as well as ensures efficiencies along the roadway network.

OBJECTIVE 2-1.1: Safe & Balanced Multimodal System The City shall create a Mobility Plan that promotes and supports the broad transportation needs of the community.

Policy 2-1.1.1: Multimodal Activities The City defines mobility as the provision of multiple opportunities or choices in transportation modes for travel within and to/from the City through a multi-modal transportation system. The general hierarchy of modes is 1) walking, 2) bicycling, 3) transit (bus and rail), and 4) private vehicles. The primary focus or overall mobility strategy is on the minimum provision of facilities for all modes and the connectivity based upon the mode hierarchy. Where adequate facilities exist for all modes, the City will prioritize enhancing the quality and integration of the facilities based upon the mode hierarchy.

Policy 2-1.1.2: Implementation Guidelines At a minimum, the City will incorporate the following principles into the City's Mobility Plan and under applicable sections of the City's Land Development Code regulations:

- Complete streets criteria
- Interconnected street network
- Access management
- The City's Pedestrian and Bicycle Circulation Plan (as updated)
- Transit opportunities through Lynx, SunRail and other providers
- Freight mobility

Policy 2-1.1.3: Provide a Bicycle Circulation System The City, in partnership with Orange and Seminole Counties, MetroPlan Orlando, and other local and state agencies, will continue to plan, fund and construct a network of bicycle facilities as depicted in the Winter Park Pedestrian and Bicycle Circulation Plan as amended, to increase the non-motorized transportation system.

Policy 2-1.1.4: Coordination The City shall coordinate with all appropriate local, regional, state, and federal agencies, particularly the Cities of Orlando and Maitland, the Counties of Orange and Seminole, FDOT, LYNX and MetroPlan Orlando regarding the location, classification, planning, and construction of needed transportation system improvements within the City.

Policy 2-1.1.5: SunRail Coordination The City's Mobility Plan will prioritize and encourage the use of SunRail through enhanced sidewalks, improved and new bicycle facilities, and greater use of technology in support of mobility.

Policy 2-1.1.6: Tree Canopy & Landscaping Along Transportation System Recognizing the integral part of the City's tree canopy and landscaping along the right-of-way, the City will see to protect the existing canopy and landscaping and expand it where possible in support of the Mobility Plan.

Policy 2-1.1.7: Support the Development of a Regional Trails System The City will coordinate with MetroPlan Orlando, the Cities of Orlando and Maitland, and Counties of Orange and Seminole to identify, program, and fund pedestrian and multiuse trails within the City limits as part of a regional trails system. In particular, bicycle facilities in the City shall connect to regional facilities, including connections between the Dinky Line Trail and trails within Mead Gardens, and the Cady Way Trail and the Cross Seminole Trail.

Policy 2-1.1.8: Facilitate Regional Transit at National Passenger Rail Station The City will work with FDOT, LYNX and the national passenger rail system (AMTRAK) to continue transit service that links national passenger rail users with major destinations in the City and region.

Policy 2-1.1.9: Constrained Facilities within the Transportation Network The City designates all roadways within the City as Constrained (no additional through lanes shall be added), except for Interstate 4. A comprehensive transportation study shall be required for all development or redevelopment within the City along these facilities, and if the adopted level of service cannot be met under current or future configuration, the City will determine the mitigating improvements.

Policy 2-1.1.10: Functional Classification The City recognizes the roadway Functional Classification established by the Florida Department of Transportation, MetroPlan Orlando and the Federal Highway Administration; and the City designates

additional roadways as City Collectors as illustrated in the data, inventory and analysis section of the Transportation Element.

Policy 2-1.1.11: Level of Service Standards The City established the following Level of Service (LOS) standards based on the tables below:

- Pedestrian LOS Standard LOS C
- Bicycle LOS Standard LOS C
- Transit LOS Standard LOS D
- Roadway LOS Standard LOS E

Pedestrian Level of Service Thresholds			
FUNCTIONAL CLASSIFICATION	SIDEWALK COVERAGE		
	LOS C	LOS D	LOS E
Arterials & Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	0% to 100%	N/A	N/A

Bicycle Level of Service Thresholds			
FUNCTIONAL CLASSIFICATION	PAVED SHOULDER/BICYCLE LANE/ TRAIL COVERAGE/SHARROW		
	LOS C *	LOS D	LOS E
Arterials & Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	0% to 100%	N/A	N/A

* LOS C can be achieved by providing equivalent bicycle facility parallel to subject roadway.

Transit Level of Service Thresholds				
SIDEWALK COVERAGE	TRANSIT VEHICLES PEAK HOUR IN PEAK DIRECTION			
	LOS B	LOS C	LOS D	LOS E
0% to 84%	>5	≥4	≥3	≥2
85% to 100%	>4	≥3	≥2	≥1

The City recognizes the appropriate method for measuring roadway level of service as the methods described in the latest Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB). Other acceptable methods include evaluating level of service using the FDOT 2013 Quality/Level of Service Handbook (including FDOT programs such as ARTPLAN), and MetroPlan Orlando’s Travel Time Runs. The acceptable K factors and D factors shall be the most recently measured values at the location being evaluated. Values for future conditions shall be determined by the City’s Traffic Engineer. The City shall consider level of service calculations based on more in-depth studies of roadway operation as these are available, provided that such studies are prepared in a professionally acceptable manner and, if necessary, are subjected to independent review and confirmation. Such studies may be performed by regional agencies, the City and/or individual developers subject to the stipulations herein.

Policy 2-1.1.12: Monitoring The City shall monitor, evaluate and appraise the implementation of its Mobility Plan, the City shall annually collect the following information:

- Pedestrian levels of service
- Bicycle levels of service
- Transit levels of service, including SunRail ridership
- Roadway levels of service
- Crashes involving vehicles, pedestrians & bicyclists

GOAL 2-2: SAFE TRANSPORTATION NETWORK

Winter Park seeks to create a safe transportation system for all modes of travel.

OBJECTIVE 2-2.1: Safety For All Modes Of Transportation The City shall provide the safest possible transportation network using all means necessary including development review, technology and redesign.

Policy 2-2.1.1: Transportation Safety The Winter Park Police Department will provide crash summary reports each quarter to the Transportation Advisory Board and City Staff. If determined appropriate by City staff, a study will be initiated to identify potential strategies (i.e., engineering, enforcement, education or technology) to address the safety issues associated with the crashes.

Policy 2-2.1.2: Pedestrian & Bicycle Safety The City will annually review the FDOT Safety Office Geographic Information System Crash Query Tool to identify locations with multiple pedestrian or bicycle crashes and initiate studies to identify potential improvements to improve the safety for pedestrians and cyclist where warranted.

Policy 2-2.1.3: Roadway Safety The City will annually review the FDOT High Crash Locations Web Application to determine if any high crash intersections or facilities are located in the City and if so, will initiate a study to identify potential improvements to increase the safety of the roadway or intersection.

Policy 2-2.1.2: Cross Access & Access Management To maintain or improve mobility and safety on roadways, sites shall be designed to manage access to roadways. These access management techniques and activities may include, but are not limited to:

- Direct cross access connections to all adjacent parcels (except parcels with single family zoning);
- No inherent right of direct access to arterial streets for out-parcels, unless such access is the only access available to the property;
- Design that directs primary access toward adjacent Collector and Local level facilities, with limited secondary access to the adjacent State roadway;

- Limitation of access points to one major access point or curb cut along each roadway frontage; additional access and egress points may be granted, 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.

GOAL 2-3: PURSUIT OF TECHNOLOGY & INNOVATION

The City will be the premier community within Central Florida using advanced technology and innovation to create a safe and efficient transportation system.

OBJECTIVE 2-3.1: Innovative Transportation Infrastructure The City will embrace innovative transportation infrastructure to ensure that travel is safe and efficient, through prioritization of pedestrians, bicyclists and transit users.

Policy 2-3.1.1: Intelligent Transportation System The City will continue to invest in Intelligent Transportation System (ITS) solutions to improve the efficiency of the arterial roadway system as well as cross streets which serve local traffic. The ITS will consider bus priority and improved pedestrian crossings.

Policy 2-3.1.2: Website & Smart Phone Apps The City will invest in website and smart phone apps which enhance mobility for pedestrians, bicyclists, transit riders, automobiles and freight delivery; as well as providing real time information for parking, and other transportation related activities.

Policy 2-3.1.3: Automated Vehicles The City will consider improvements to support automated vehicles which promote improved safety and efficiency.

Policy 2-3.1.4: Innovative Transportation Services The City will consider improvements to support existing and evolving innovative modes of transportation, such as bicycle sharing programs, Uber, Lyft and other such services.

Policy 2-3.1.5: Alternative Fuel The City will continue to support alternative fuel vehicles through encouraging the provision of charging stations throughout the City.

GOAL 2-4: FUNDING OPPORTUNITIES

The City will pursue innovative funding strategies to implement a balanced and safe transportation system.

OBJECTIVE 2-4.1 Funding Partnerships The City will work with governmental partnerships, private developers and the community to fund and share in the cost of a balanced transportation network

Policy 2-4.1.1: Transportation Funding Sources The City shall continue to fund transportation improvements, operation, and maintenance costs of the applicable Arterial, and all Collector and Local Streets, Sidewalk Program, Street Tree Program, and pedestrian and bicycle facilities through available sources of revenue, which include, but are not be limited to:

- State and Federal funds
- Constitutional gas tax
- Local road & bridge ad valorem tax
- Local option gas tax
- Local option sales tax
- General revenue funds
- Special grants
- Special assessment districts
- Development site access & off-site impact assessments
- The City may jointly fund projects with other entities as appropriate

Policy 2-4.1.2: Mobility Fees Within 24 months of adoption of the City's Mobility Plan, the City will explore the use and implementation of a mobility fee as a means to fund improvements to the Mobility Plan.

Policy 2-4.1.3: Regional Mobility Strategy The City currently has agreed to contribute local funding for SunRail, which is a cornerstone of the regional mobility strategy. In order to continue this partnership and cooperation, the City commits, on a proportional basis, to program and budget revenue on other regional mobility improvements within the City limits, which are consistent with our Mobility Plan, coordinating the City's Five-Year Capital Improvements Plan with improvements identified in MetroPlan Orlando's Transportation Improvement Program (TIP) and Long Range Transportation Plan. The City will work with the Florida Department of Transportation (FDOT) in the planning, implementation and operation of SunRail.

Policy 2-4.1.4: Participate in Regional Transportation Planning Efforts In order to pursue funding for the City's Mobility Plan within the regional transportation system, the City will continue to develop its partnership with FDOT, MetroPlan Orlando and Orange County to ensure that the City's Mobility Plan is incorporated into MetroPlan Orlando's Long Range Transportation Plan.