

TRANSPORTATION ELEMENT DATA, INVENTORY AND ANALYSIS



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

This document provides the relevant data, inventory and analysis of transportation conditions in support of the City's Transportation Element of their Comprehensive Plan, as described in Florida Statutes (FS) 163.3177(1)(f). This information was considered in developing the Goals, Objectives and Policies in the City's Transportation Element.

Existing Conditions The existing conditions within Winter Park were identified in this document, including an inventory of sidewalks, trails, bicycle facilities, transit service, roadway laneage, functional classification, jurisdiction and traffic counts. This information was used to identify existing levels of service for each mode of travel – pedestrian, bicycle, transit and roadway.

Winter Park is served by a network of state, county and local roads which range from Interstate 4 to local neighborhood streets. *Table 2-1* summarizes the number of lanes, functional classification, and jurisdiction of the key roadways within the City.

The Jurisdiction refers to the "ownership" of the roadway. For example, the Florida Department of Transportation (FDOT) has the responsibility to maintain roadways within their jurisdiction. FDOT also controls access to these roads. Orange County and the City have similar responsibilities for roads within their jurisdiction. It should be noted that the City has the authority to establish the level of service standard for all roads within the City, regardless of jurisdiction. In addition, jurisdictions can be transferred between FDOT, Orange County and the City upon the parties reaching agreement as to the transfer.

All roadways within Winter Park are assigned a Functional Classification based on the agreement of the Florida Department of Transportation, MetroPlan Orlando and the Federal Highway Administration. Functional classification is the process when streets and highways are grouped into classes, or systems, according to the character of service they provide.

The designation of functional classification is made at least once every 10 years following the decennial Census. Five functional classification categories are common to roads:

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Table 2-1: Number of Lanes, Functional Classification and Jurisdiction

Roadway	From	To	Number of Lanes	Functional Classification	Jurisdiction
STATE ROADS					
I-4	Lee Rd.	Maitland Blvd.	3+2 Express	Principal Arterial-Interstate	State
I-4	Fairbanks Ave.	Lee Rd.	4+2 Express	Principal Arterial-Interstate	State
I-4	Par St.	Fairbanks Ave.	5+2 Express	Principal Arterial-Interstate	State
US 17-92/ Orlando Ave	SR-423/Lee Rd.	Park Ave.	3	Principal Arterial-Other	State
US 17-92/ Orlando Ave	SR-426/ Fairbanks Ave.	SR-423/Lee Rd.	2	Principal Arterial-Other	State
US 17-92/ Orlando Ave	SR-527/ Orange Ave.	SR-426/ Fairbanks Ave.	2	Principal Arterial-Other	State
US 17-92/ Orlando Ave	Princeton St.	SR-527/ Orange Ave.	2	Principal Arterial-Other	State
Lee Rd (SR 423)	I-4	US 17-92/ Orlando Ave.	2	Principal Arterial-Other	State
Fairbanks Ave (SR 426)	I-4	Formosa Ave.	2	Principal Arterial-Other	State
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/ Orlando Ave.	2	Principal Arterial-Other	State
Fairbanks Ave (SR 426)	US 17-92/ Orlando Ave.	Denning Dr.	2	Principal Arterial-Other	State
Fairbanks Ave (SR 426)	Denning Dr.	SR-527/ Orange Ave.	2	Principal Arterial-Other	State
Fairbanks Ave (SR 426)	SR-527/ Orange Ave.	Park Ave.	2	Principal Arterial-Other	State
Fairbanks Ave (SR 426)	Park Ave.	Lyman Ave.	2	Principal Arterial-Other	State
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	2	Principal Arterial-Other	State
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	2	Principal Arterial-Other	State
Aloma (SR 426)	Lakemont Ave.	SR 436	2	Principal Arterial-Other	State

Orange Ave (SR 527)	Clay Ave.	US 17-92/ Orlando Ave.	2	Principal Arterial- Other	State
NON-STATE ROADS					
Canton Ave	US 17-92/ Orlando Ave.	Park Ave.	1	City Collector*	City
Clay Street	SR 527/ Orange Ave.	Fairbanks Ave.	1	Major Collector	County
Denning Dr	Minnesota Ave.	Park Ave.	1	Major Collector	City
Greene Dr	Whitehall Cir.	Brookshire Ave.	1	Minor Collector	City
Glenridge Way	Winter Park Rd.	General Reese Ave.	1	Local	City
Glenridge Way	General Reese Ave.	Lakemont Ave.	1	Major Collector	City
Howell Branch Road	Maitland City Line	Seminole Co. Line	2	Major Collector	County
Lake Sue Ave/ Pennsylvania Ave	Winter Park Rd.	Orange Ave.	1	Minor Collector	City
Lakemont Ave	SR 426	Lake Howell Rd.	2	Major Collector	City
Lakemont Ave	Goodrich Ave.	SR 426	2	Major Collector	City
Lakemont Ave	Glenridge Way	Goodrich Ave.	1	Major Collector	City
Loch Berry/ Brookshire	Phelps Ave.	Greene Dr.	1	Minor Collector	City
Minnesota Ave	Clay St.	Pennsylvania Ave.	1	Major Collector	City
Morse Blvd	US 17-92/ Orlando Ave.	Park Ave.	2	Minor Collector	City
New York Ave	SR 426/ Fairbanks Ave.	Park Ave.	1	City Collector*	City
Orange Ave	US 17-92/ Orlando Ave.	SR-426/ Fairbanks Ave.	2	Minor Arterial	City
Palmer Ave	Park Ave.	Lakemont Ave.	1	Major Collector	City
Park Ave	US 17-92	Palmer Ave.	1	Minor Arterial	City
Park Ave	SR 426/ Fairbanks Ave.	Palmer Ave.	1	Minor Arterial	City
Pennsylvania Ave	SR 426/ Fairbanks Ave.	Park Ave.	1	City Collector*	City
Phelps Ave	Loch Berry Rd.	Palmer Ave.	1	Minor Collector	City
Temple Drive	Palmer Ave.	Horatio Ave.	1	Minor Collector	City
Temple Trail	Horatio Ave.	City Limits	1	Minor Collector	City
Webster Ave	US 17-92/ Orlando Ave.	Park Ave.	1	Minor Collector	City
Whitehall Dr	Lakemont Ave.	Greene Dr.	1	Minor Collector	City
Winter Park Rod	Corrine Dr.	Lake Sue Ave.	1	Minor Collector	City
Wymore Road	SR 426/ Fairbanks Ave.	Lee Rd.	1	Minor Collector	City

Note: * = City Collector is not recognized by FDOT or FHWA.

In addition to these classifications, the City has identified additional roads as City Collectors due to their function serving traffic with the City.

Level of service (LOS) is a quantitative stratification of quality of service established in the Highway Capacity Manual, published by Transportation Research Board. The LOS quality of service is divided into six letter grades, A through F, with A being the best and F being the worst. It is important to note that LOS for urban roadways which are controlled by signals is based on average travel speeds over a distance of 0.5 to 2 miles. *Table 2-2* summarizes the LOS for roadways based on the peak hour directional volume. *Table 2-3* summarizes the LOS for roadways based on the peak hour two-way volumes. *Table 2-4* summarizes the LOS for roadways based on AADT volumes.

Table 2-2: Roadway Level of Service Peak Hour Directional Thresholds				
Number of Lanes	Level of Service			
	LOS B	LOS C	LOS D	LOS E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

Source: FDOT 2023 Multimodal Quality/ Level of Service Handbook

Table 2-3: Roadway Level of Service Peak Hour Two-Way Thresholds				
Number of Lanes	Level of Service			
	LOS B	LOS C	LOS D	LOS E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

Source: FDOT 2023 Multimodal Quality/ Level of Service Handbook

Table 2-4: Roadway Level of Service AADT Thresholds				
Number of Lanes	Level of Service			
	LOS B	LOS C	LOS D	LOS E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

Source: FDOT 2023 Multimodal Quality/ Level of Service Handbook

Currently, the City has established a LOS Standard of E for all roads within the City. As part of the City's update to the Transportation Element, the City intends to establish at a LOS Standard of E or better for all roads within the City.

It should be noted that FDOT does not identify service volumes for LOS A. *Table 2-5* identifies the generalize volumes by LOS for freeways (i.e., Interstate 4).

Lanes	LOS B	LOS C	LOS D	LOS E
2	2,400	3,170	3,970	4,150
3	3,390	4,600	5,810	6,130
4	4,340	6,060	7,700	8,170
5	5,480	7,450	9,680	10,390
6	6,630	9,220	11,520	12,760

The existing levels of service for roadways within Winter Park are identified in *Table 2-5*. All roadways currently operate at LOS D or better, except for the following:

- Aloma Avenue, from Lyman Avenue to Phelps Avenue, which operates at LOS F
- Aloma Avenue, from Phelps Avenue to Lakemont Avenue, which operates at LOS F
- Aloma Avenue, from Lakemont Avenue to SR 436, which operates at LOS F
- Fairbanks Avenue, from I-4 to Formosa Avenue, which operates at LOS F
- Fairbanks Avenue, from Formosa Ave. to US Highway 17-92/Orlando Avenue, which operates at LOS F
- Fairbanks Avenue, from SR-527/Orange Avenue to Park Avenue, which operates at LOS E
- Fairbanks Avenue, from Park Avenue to Lyman Avenue, which operates at LOS E
- Lee Road, from I-4 to US 17-92/Orlando Avenue, which operates at LOS E
- Glenridge Way, from Winter Park Road to General Reese Avenue, which operates at LOS E
- Glenridge Way, from General Reese Avenue to Lakemont Avenue, which operates at LOS E
- Lakemont Avenue, from Goodrich Avenue to SR 426, which operates at LOS E
- Lakemont Avenue, from Glenridge Way to Goodrich Avenue, which operates at LOS E
- Orange Avenue, from US Highway 17-92/Orlando Avenue to SR-426/Fairbanks Avenue, which operates at LOS E

Table 2-6: 2023 Roadway Level of Service

Roadway	From	To	No. Lanes	AADT	PHPD	Road LOS
STATE ROADS						
I-4	Lee Road	Maitland Blvd.	3+2 Express	178,500	7,625	D
I-4	Fairbanks Ave.	Lee Road	4+2 Express	160,500	6,958	C
I-4	Par Street	Fairbanks Ave.	5+2 Express	174,000	7,333	B
US 17-92/Orlando Ave.	SR-423/Lee Road	Park Ave.	3	37,496	1,733	C
US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Road	2	39,333	1,642	D
US 17-92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	2	34,328	1,467	D
US 17-92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	2	38,375	2,005	D
Lee Road (SR 423)	I-4	US 17-92/Orlando Ave.	2	39,905	1,821	E
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	2	33,149	1,260	F
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	2	33,149	1,260	F
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	2	24,319	956	D
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	2	24,319	956	D
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	2	35,466	1,332	E
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	2	35,466	1,332	E
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	2	36,747	1,743	F
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	2	40,387	1,893	F
Aloma (SR 426)	Lakemont Ave.	SR 436	2	45,203	1,692	F
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	2	14,142	681	C
NON-STATE ROADS						
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	1	2,900	123	C
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	1	10,294	605	C
Denning Dr.	Minnesota Ave.	Park Ave.	1	4,200	207	C
Greene Dr.	Whitehall Circle	Brookshire Ave.	1	2,434	195	C
Glenridge Way	Winter Park Road	General Reese Ave.	1	7,001	298	E
Glenridge Way	General Reese Ave.	Lakemont Ave.	1	19,000	809	E
Howell Branch Road	Maitland City Line	Seminole Co. Line	2	27,702	1,367	D
Lake Sue Ave/Penn Ave.	Winter Park Road	Orange Ave.	1	6,600	293	C
Lakemont Ave.	SR 426	Lake Howell Road	2	17,369	845	C
Lakemont Ave.	Goodrich Ave.	SR 426	2	21,339	975	E
Lakemont Ave.	Glenridge Way	Goodrich Ave.	1	21,339	975	E
Loch Berry/Brookshire	Phelps Ave.	Greene Dr.	1	900	45	C
Minnesota Ave.	Clay St.	Pennsylvania Ave.	1	6,000	207	C
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	2	6,000	293	C
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	1	5,000	431	D
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	2	14,873	600	E
Palmer Ave.	Park Ave.	Lakemont Ave.	1	12,473	774	C
Park Avenue	US 17-92	Palmer Ave.	1	5,555	328	C
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	1	4,702	351	C
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	1	3,600	153	C
Phelps Avenue	Loch Berry Road	Palmer Ave.	1	1,350	65	C
Temple Drive	Palmer Ave.	Horatio Ave.	1	5,529	338	C
Temple Trail	Horatio Ave.	City Limits	1	4,500	196	C
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	1	8,900	396	C
Whitehall Drive	Lakemont Ave.	Greene Dr.	1	5,200	232	C
Winter Park Road	Corrine Dr.	Lake Sue Ave.	1	6,033	355	C
Wymore Road	Fairbanks Ave.	Lee Rd.	1	5,527	434	C

Pedestrian Facilities The City uses the criteria summarized in *Table 2-7* to establish the pedestrian level of traffic stress for roadways.

Table 2-7: Pedestrian Level of Traffic Stress Thresholds	
Pedestrian Level of Traffic Stress Categories (PLTS)	Comments
PLTS 1	The level suitable for all users including teenagers traveling alone, the elderly, and people using a wheeled mobility device. People feel safe and comfortable on the pedestrian facility and all users are willing to use the pedestrian facility.
PLTS 2	The level where all users are able to use the facility and most users are willing to use the facility.
PLTS 3	The level where some users are willing to use this facility, but others may only use the facility when there are limited route and mode choices available.
PLTS 4	The facility is difficult or impassible by a wheeled mobility device or users with other limitations in their movement and most likely used by users with limited route and mode choice.

Currently, the City does not have a PLTS Standard for pedestrian facilities. As part of the City’s update to the Transportation Element, the City intends to establish a PLTS of 2 for all pedestrian facilities within the City.

The existing levels of service for pedestrian facilities within Winter Park are identified in *Table 2-8*. All roadways within the City have a PLTS of 2 or better, except for the following:

- US Highway 17-92/Orlando Avenue, from Princeton Street to Park Avenue
- Lee Road, from I-4 to US 17-92/Orlando Avenue
- SR 426, from I-4 to SR 436
- Clay Street, from SR 527/Orange Avenue to Fairbanks Avenue
- Denning Drive, from Minnesota Avenue to Park Avenue
- Glenridge Way, from General Reese Avenue to Lakemont Avenue

- Minnesota Ave., from Clay St. to Pennsylvania Ave.
- Palmer Ave., from Park Ave. to Lakemont Ave.
- Park Ave., from US 17-92 to Palmer Ave.
- Park Ave., from SR 426/Fairbanks Ave. to Palmer Ave.
- Phelps Ave., from Loch Berry Rd. to Palmer Ave.
- Temple Dr., from Palmer Ave. to Horatio Ave.
- Temple Tr., from Horatio Ave. to the City Limits
- Webster Ave., from US 17-92 to Park Ave.
- Wymore Rd., from Fairbanks Ave. to Lee Rd.

Table 2-8: 2023 Pedestrian Levels of Service			
Roadway	From	To	Ped LOS
State Roads			
I-4	Lee Rd.	Maitland Blvd.	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a
I-4	Par St.	Fairbanks Ave.	n/a
US 17-92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	3
US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	4
US 17-92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	4
US 17-92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	4
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	3
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	3
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	3
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	4
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	4
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	4
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	4
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	4
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	4
Aloma (SR 426)	Lakemont Ave.	SR 436	4
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	1
Non-State Roads			
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	1
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	4
Denning Dr.	Minnesota Ave.	Park Ave.	2 & 4
Greene Dr.	Whitehall Cir.	Brookshire Ave.	1
Glenridge Way	Winter Park Road	General Reese Ave.	1
Glenridge Way	General Reese Ave.	Lakemont Ave.	1 & 4
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	1
Lake Sue Ave./Penn Ave.	Winter Park Road	Orange Ave.	1
Lakemont Ave.	SR 426	Lake Howell Rd.	1
Lakemont Ave.	Goodrich Ave.	SR 426	1
Lakemont Ave.	Glenridge Way	Goodrich Ave.	1
Loch Berry/Brookshire	Phelps Ave.	Greene Dr.	4
Minnesota Ave.	Clay St.	Pennsylvania Ave.	1, 2, & 4

Morse Blvd.	US 17-92/Orlando Ave.	Park Ave.	2
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	2
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	1
Palmer Ave.	Park Ave.	Lakemont Ave.	1 & 4
Park Ave.	US 17-92	Palmer Ave.	1 & 4
Park Ave.	SR 426/Fairbanks Ave.	Palmer Ave.	1 & 4
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	2
Phelps Ave.	Loch Berry Road	Palmer Ave.	1 & 4
Temple Drive	Palmer Ave.	Horatio Ave.	4
Temple Trail	Horatio Ave.	City Limits	1 & 4
Webster Ave.	US 17-92/Orlando Ave.	Park Ave.	1 & 4
Whitehall Drive	Lakemont Ave.	Greene Dr.	1
Winter Park Road	Corrine Dr.	Lake Sue Ave.	1
Wymore Road	Fairbanks Ave.	Lee Road	4

Bicycle Facilities The City uses the criteria summarized in *Table 2-9* to establish the bicycle level of service for roadways. These bicycle facilities consist of paved shoulders, bicycle lanes, shared lanes (i.e., marked with sharrows), and trails.

Table 2-9: Bicycle Level of Traffic Stress Thresholds	
Bicycle Level of Traffic Stress Categories (BLTS)	Comment
BLTS 1	The level that most children can use confidently
BLTS 2	The level that will be tolerated by most adults
BLTS 3	The level tolerated by confident cyclists who still prefer having their own dedicated space for riding
BLTS 4	The level tolerated only by those with limited route or mode choice or cycling enthusiasts that choose to ride under stressful conditions

Source: FDOT 2023 Multimodal Quality/ Level of Service Handbook

Currently, the City does not have a BLTS Standard for bicycle facilities. As part of the City’s update to the Transportation Element, the City intends to establish a BLTS Standard of 2 for all bicycle facilities within the City.

The existing levels of service for bicycle facilities within Winter Park are identified in *Table 2-10*. Most roads currently operate with a BLTS of 3 or better.

Table 2-10: 2023 Bicycle Level of Traffic Stress

Roadway	From	To	Bike BLTS
State Roads			
I-4	Lee Rd.	Maitland Blvd.	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a
I-4	Par St.	Fairbanks Ave.	n/a
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	4
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	4
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	4
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	4
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	3 & 4
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	3
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	3 & 4
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	4
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	4
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	4
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	4
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	4
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	4
Aloma (SR 426)	Lakemont Ave.	SR 436	4
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	4
Non-State Roads			
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	3
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	3
Denning Dr.	Minnesota Ave.	Park Ave.	1 & 2
Greene Dr.	Whitehall Cir.	Brookshire Ave.	2

Glenridge Way	General Reese Ave.	Lakemont Ave.	3
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	4
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	2
Lakemont Ave.	SR 426	Lake Howell Rd.	4
Lakemont Ave.	Goodrich Ave.	SR 426	3
Lakemont Ave.	Glenridge Way	Goodrich Ave.	3
Minnesota Ave	Clay St.	Pennsylvania Ave.	3
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	3
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	3
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	4
Palmer Ave.	Park Ave.	Lakemont Ave.	3
Park Avenue	US 17-92	Palmer Ave.	3
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	3
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	3
Phelps Avenue	Loch Berry Rd.	Palmer Ave.	2
Temple Drive	Palmer Ave.	Horatio Ave.	3
Temple Trail	Horatio Ave.	City Limits	2 & 3
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	3 & 4
Whitehall Drive	Lakemont Ave.	Greene Dr.	2
Winter Park Road	Corrine Dr.	Lake Sue Ave.	2
Wymore Road	Fairbanks Ave.	Lee Rd.	4

Transit Service SunRail provides commuter rail service to downtown Winter Park with trains scheduled every 30 minutes (northbound and southbound) during the morning and afternoon peak periods. Mid-day service is every 2 hours. Service runs from 5:30 am to 9:30 pm on weekdays. SunRail does not operate on weekends except on some occasions.

LYNX currently serves Winter Park with seven routes, including:

- 1 – Winter Park/Maitland/Altamonte Springs
- 6 – Dixie Belle Drive/Bumby Avenue
- 9 – Winter Park/Rosemont/Pine Hills
- 13 – University Boulevard/Winter Park
- 23 – Winter Park/Rosemont/Springs Plaza
- 102 – Orange Avenue/South US Highway 17-92
- 443 – Winter Park/Lee Road/Pine Hills

The routes and the hours of service and headways are summarized in *Table 2-11*.

Table 2-11: 2023 Bus Service						
Route	Weekday		Saturday		Sunday	
	Hours	Headway	Hours	Headway	Hours	Headway
1 – Winter Park/ Maitland/ Altamonte Springs	6 am – 10 pm	1 hr.	6:30 am – 10 pm	1 hr.	None	N/A
6 – Dixie Belle Dr/ Bumby Ave	5:30 am – 7:30 pm	1 hr.	None	N/A	None	N/A
9 – Winter Park/ Rosemont/ Pine Hills	6 am – 11:30 pm	1 hr.	6 am – 10 pm	1 hr.	5:30 am – 8 pm	45 min.
13 – University Blvd/Winter Park	5:30 am – 12 am	1 hr.	5:30 am – 12 am	1 hr.	6 am – 10 pm	1 hr.
23 – Winter Park/ Rosemont/ Springs Plaza	5:30 am – 9 pm	1 hr.	6:30 am – 9 pm	1 hr.	None	N/A
102 – Orange Ave/ S. US 17-92	4:30 am – 12:30 am	20 min.	5 am – 11:30 pm	30 min.	5 am – 10:30 pm	30 min.
443 – Winter Park/ Lee Rd/Pine Hills	5 am – 9:30 pm	1 hr.	5 am – 9 pm	1 hr.	6 am – 6 pm	1 hr.

The City Future Land Use Element is consistent with, and supportive of, the transit service with higher land use densities and intensities located along transit routes. In addition, the City supports the implementation of transit priority along transit routes to facilitate efficient transit service through the City.

The City uses the criteria summarized in *Table 2-12* to establish the level of service for transit. It is based on the frequency of buses during the peak hour and the availability of sidewalks along the route to facilitate bus riders to travel between the bus stops and their final destination.

Level of Service	Service Frequency (vehicle/hour)	Headway (minutes)	Comments
A	>6	<10	Passengers don't need schedules
B	5-6	10-14	Frequent service, passengers consult schedules
C	3-4	15-20	Maximum desirable time to wait if transit vehicles missed
D	2	21-30	Service unattractive to choice riders
E	1	31-60	Service available during hour
F	<1	>60	Service unattractive to all riders

Source: FDOT 2023 Multimodal Quality/ Level of Service Handbook

Currently, the City does not have a LOS Standard for transit service. As part of the City's update to the Transportation Element, the City intends to establish a LOS Standard of D for all transit service within the City.

The existing levels of service for transit routes within Winter Park are identified in *Table 2-13*. All of the transit routes currently operate at transit LOS of E with SunRail operating at LOS D.

Roadway	From	To	Bus LOS
STATE ROADS			
I-4	Lee Rd.	Maitland Blvd.	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a
I-4	Par St.	Fairbanks Ave.	n/a

US 17-92/Orlando Ave.	SR-423/Lee Road	Park Ave.	E
US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Road	n/a
US 17-92/Orlando Ave.	SR-527/Orange Ave.	SR-426/ Fairbanks Ave.	n/a
US 17-92/Orlando Ave.	Princeton St.	SR-527/ Orange Ave.	n/a
Lee Road (SR 423)	I-4	US 17-92/ Orlando Ave.	E
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	E
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/ Orlando Ave.	E
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	E
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/ Orange Ave.	n/a
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	E
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	E
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	E
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	E
Aloma (SR 426)	Lakemont Ave.	SR 436	E
Orange Ave. (SR 527)	Clay Ave.	US 17-92/ Orlando Ave.	B
NON-STATE ROADS			
Canton Ave.	US 17-92/ Orlando Ave.	Park Ave.	n/a
Clay Street	SR 527/ Orange Ave.	Fairbanks Ave.	E
Denning Dr.	Minnesota Ave.	Park Ave.	E
Greene Dr.	Whitehall Cir.	Brookshire Ave.	n/a
Glenridge Way	Winter Park Road	General Reese Ave.	n/a
Glenridge Way	General Reese Ave.	Lakemont Ave.	E
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	n/a
Lake Sue Ave./Penn Ave.	Winter Park Road	Orange Ave.	n/a
Lakemont Ave.	SR 426	Lake Howell Road	n/a
Lakemont Ave.	Goodrich Ave.	SR 426	E
Lakemont Ave.	Glenridge Way	Goodrich Ave.	E
Loch Berry/Brookshire	Phelps Ave.	Greene Dr.	n/a
Minnesota Ave.	Clay St.	Pennsylvania Ave.	n/a
Morse Blvd.	US 17-92/ Orlando Ave.	Park Ave.	E
New York Ave.	SR 426/ Fairbanks Ave.	Park Ave.	E
Orange Ave.	US 17-92/ Orlando Ave.	SR-426/ Fairbanks Ave.	E
Palmer Ave.	Park Ave.	Lakemont Ave.	n/a
Park Ave.	US 17-92	Palmer Ave.	n/a
Park Ave.	SR 426/Fairbanks Ave.	Palmer Ave.	n/a
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	n/a
Phelps Ave.	Loch Berry Rd.	Palmer Ave.	n/a
Temple Drive	Palmer Ave.	Horatio Ave.	n/a
Temple Trail	Horatio Ave.	City Limits	n/a
Webster Ave.	US 17-92/ Orlando Ave.	Park Ave.	n/a
Whitehall Dr.	Lakemont Ave.	Greene Dr.	n/a
Winter Park Road	Corrine Dr.	Lake Sue Ave.	n/a
Wymore Road	Fairbanks Ave.	Lee Rd.	n/a

Population Trends Based on projections provided by the Bureau of Economic and Business Research (BEBR), the 2022 population within the City of Winter Park was 30,465 and the population of Orange County was 1,477,627 (see *Table 2-14*). Since 1990, Winter Park has experienced an annual growth rate ranging from 0.0% to 1.6%. Over this same period, Orange County has experienced an annual growth rate ranging from 1.9% to 4.4%. Although no projections are available for the City of Winter Park, Orange County is projected to experience annual growth rates ranging from 1.0% to 1.7% between 2030 and 2050.

Table 2-14: Population Trends and Projections					
Year	Winter Park		Orange County		Source
	Population	Growth Rate	Population	Growth Rate	
2050	n/a	n/a	1,987,400	1.0%	BEBR
2040	n/a	n/a	1,861,500	1.0%	BEBR
2030	n/a	n/a	1,688,500	1.7%	BEBR
2022	30,465	0.7%	1,477,627	2.5%	BEBR
2015	28,967	0.8%	1,252,396	1.9%	US Census
2010	27,852	1.6%	1,145,956	2.8%	US Census
2000	24,090	0.8%	896,344	3.2%	US Census
1990	22,242	0.0%	677,491	4.4%	US Census

Historic traffic volumes were obtained from FDOT and Orange County for roads within Winter Park. Based on the data, traffic volume remained consistent up until 2019 and 2020. During the COVID 19 Pandemic, the traffic volumes were reduced significantly, and even in 2022 and 2023, the traffic volumes are not as high as before the pandemic. However, while the traffic volumes have decreased overall, there seems to be an increase in volume during the peak hours.

The City of Winter Park City Commission approved and adopted the Transportation Master Plan on August 23, 2023. The level of service and traffic stress are also indicated on the Master Plan with the list of projects that will improve the roadways’ standards. As projects are completed, the maps indicating the level of service and traffic stress will be updated to ensure the city’s goals, objectives, and strategies are being met and on track.