

Transportation Advisory Board



October 11, 2016 at 8:30 a.m.

Chief Raymond E. Beary Community Room • Second Floor
Public Safety Facility • 500 N. Virginia Ave.

1 administrative

- A. Call to order**
- B. Approval of Transportation Advisory Board Minutes from September 13, 2016 board meeting. 5 minutes**
- C. Best Workplace for Commuters (BWC) award presentation by reThink Your Commute. Recipient is Acomb, Ostendorf & Associates (AOA). 5 minutes**
- D. Chairman's Report. 5 minutes**
- E. Staff's Report. 5 minutes**

2 action items

- A. No Action Items. 0 minutes**

NOTE: Citizen Comments for Action Items (up to 3 minutes per person) will be heard after the second motion for each topic.

3 informational / discussion items

- A. Mission Statement. 5 minutes**
- B. Comprehensive Plan Update – Transportation Element, Goals, Objectives, and Policies, (GOPs). Review and comment on draft update. 30 minutes**
- C. Bike Parking Ordinance Update. 15 minutes**

4 new business

A. Citizen Comments for general traffic and transportation topics (up to 3 minutes per person). This item is scheduled for 9:30am.

5 adjourn

A. Agenda requests and/or announcements. 5 minutes

B. Review Action Items identified during meeting. 5 minutes

C. Next regular meeting, Tuesday November 8 at 8:30 a.m.

appeals & assistance

"If a person decides to appeal any decision made by the Board with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F. S. 286.0105).

"Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office (407-599-3277) at least 48 hours in advance of the meeting."

**The CITY OF WINTER PARK
TRANSPORTATION ADVISORY BOARD
MINUTES**

Regular Meeting
Public Safety Building, 500 N. Virginia Avenue
Chief Raymond E. Beary Community Room

September 13, 2016

Present: David Erne, Tonya Mellen, Harry Barley, Jim McFarland, Duane Skage and Marc Reicher

Absent: Jill Hamilton Buss

City of Winter Park Staff: Sergeant Stan Locke, Police Dept.; Dori Stone, Lindsey Hayes, and Abby Gulden, Planning and Community Development; Jody Lazar, Winter Park Public Library; Butch Margraf, Keith Moore, Debra Moore, Public Works Dept.

EXECUTIVE SUMMARY

- **Mission Statement**
- **Comprehensive Plan Update – Transportation Goals, Objectives, and Policies**
- **Lakemont Avenue Complete Streets Study Scope**
- **Current Projects Bike Parking – Kmart Plaza Renovations, Whole Foods Development, Lakeside Crossings, Project Wellness**
- **Bike Parking Ordinance Update**

I. ADMINISTRATIVE ITEMS

Call to Order: Chm. Erne called the meeting to order at 8:30 a.m.

Approval of Minutes

Chm. Erne asked for approval of the August 9, 2016 minutes. Mr. Barley moved to approve the minutes as amended; Mr. McFarland seconded the motion. Motion carried unanimously with a vote of 5-0.

Chairman's Report presented by Chairman Erne

1. Re-Thinking the City meets the last Tuesday every month (next meeting--September 27 at 7 pm) at the Juice Bike Share office downtown Orlando. They discuss how to spur positive change in our city.
2. There is a workshop a week from today at the Community Center.
3. Coffee talk is with Commissioner Cooper Thursday, September 15 at the Chamber of Commerce.

Abby Seelinger, Healthy Central Florida

- Walk90 Challenge is a community wide event to promote walking. It runs October 1 through December 29. It is an on-line platform which allows people to count and track steps. A team challenge is also offered; the teams are part of a work place or school. The City of Winter Park has a team.
- Walk and Bike to School Workshop on September 20, is an interactive panel discussion. Applications for grants will be available. Everyone is invited.

Jody Lazar, Winter Park Library

- We have a cargo bike-library on wheels which was donated by an Eagle Scout.
- This month is library card sign-up month.
- Bash for Books--(silent auction)--tickets are still on sale.

Staff Report presented by Mr. Margraf. (See attached Project Updates dated September 13, 2016).

St. Andrews Trail (LAP). Title search is done and we have a plan. We will draft a letter explaining our plan to the Four Seasons.

Denning Drive Design. Phase one design is ongoing. The remaining length of Denning Dr. is being surveyed.

Bicycle Wayfinding. Replace existing bike route signs from Cady Way to Mead Gardens with signs showing destination, time, and distance.

Scenic Boat Tour ADA Compliant Access. The City is entering into an agreement with the Department of Justice for providing ADA access to the Scenic Boat Tour.

Lee Road Bike Lanes. The recent RRR (resurface – restoration – rehabilitation) project on Lee Road has provided approximately two additional miles of bike lanes.

II. INFORMATION/DISCUSSION ITEMS

A. Mission Statement. Mr. Margraf reported he will e-mail all submittals to the Board members.

B. Comprehensive Plan Update–Transportation Goals, Objectives, and Policies.

Mr. Margraf reported there are 4 Vision Theme statements to base policy recommendations on. You will see draft finals before it is adopted.

Mr. Margraf commented on #9 in the Transportation Element, Policy 2-1.6: Route-to-School Plan. All the sidewalks and routes around the schools are located; there are multiple ways to get to schools. He will change the comment section to note it is completed with a “yes.”

Your goals, objectives and policies should be based on the data analysis. This matrix with your comments will go to P&Z and the City Commission.

Our main corridors are state and county roads. The state and county have adopted the philosophy that roads that fail are not necessarily closed to development. How do we adopt a level of service and make that work?

Ms. Stone mentioned we need to establish the standards and how we will monitor traffic and transportation systems in Winter Park. What should we require developers to do? The developer could contribute out of a basket of items that would go to mitigate it based on each project.

Transportation Element Timelines. The Comprehensive Plan Task Force will see the Transportation Element before P&Z. P & Z wants a work session on October 25th. P&Z will hear it at a special meeting on November 8. The City Commission will hear it on December 12. The Board members have about a month to make comments.

Land Use Element timelines are the same as the Transportation Element. Ms. Stone reported the future Land Use draft and matrix will be ready by the Board meeting on October 11. The focus is design issues.

C. Lakemont Avenue Complete Streets Study Scope. Mr. Margraf e-mailed a copy to all Board members. Healthy Central Florida is arranging to have walking audits around schools and Lakemont is included.

Police Report. Sergeant Locke stated a study was done over the last 3 months and no pedestrian or bicycle crashes were reported in the Lakemont school area. There is a crossing guard and officers at that school zone.

D. Current Projects: Bike Parking - Kmart Plaza Renovations, Whole Foods Development, Lakeside Crossings, Project Wellness. Reports by Mr. Margraf.

Kmart Plaza Renovations. This is a facelift. The City’s bicycle parking code does not require any bike parking to be added.

Whole Foods Development. The developer built the Lee Road extension causing the development. Mr. Margraf will meet with Whole Foods and work with them to get bike parking throughout the development.

Lakeside Crossings. They agreed to rebuild the signal and improve pedestrian crossings at 17/92 and Morse Blvd. Ten to fifteen bike racks will be located on the Harper Street side of the development.

Project Wellness. Bike facilities will be added to the plan sheets.

Bike Parking Ordinance Update. Mr. Margraf will take the existing ordinance and make modifications/changes and then send to Board members for their input.

III. CITIZEN COMMENTS - 9:30 am

David Bottomley, 305 Woodbury Pines Circle

Kmart Plaza Redevelopment. How much walkability and bike-ability is being considered to make the area more pedestrian/bicycle friendly? Mr. Margraf stated there are very minor changes in the layout. Ms. Stone added the developer has the right to build it as he wants to under our current codes without us having the ability to negotiate. The City's bicycle parking code does not require any bike parking to be added. It was a face-lift.

Sally Miller, 222 Alexander Place

What is the City's overall transit plan? What is the broader overlay vision in: residential neighborhoods by the schools and how the children get to school; traveling to work; recreational areas; or shopping areas? How can we link the main arteries to make our city be more cohesive, walkable and bike-able?

Mr. Margraf responded we have a Bicycle Connectivity Plan and a Sidewalk Inventory Plan. He mentioned various projects ongoing or projects in planning stages such as Denning Drive (with a 10 foot multi-use path), St. Andrews Trail, and bike trail improvements connected with the Lee Road Extension.

IV. ADJOURN Chm. Erne adjourned the meeting at 10:15 a.m. Next meeting is October 11, 2016 at 8:30 a.m., Public Safety Building, Chief Raymond E. Beary Community Room (2nd floor) at 500 N. Virginia Avenue.

Respectfully submitted,

Debra Moore, Staff Assistant

Project Updates by Staff for September 13, 2016 Transportation Advisory Board Meeting

St Andrews Trail (LAP) – The Title search for the property adjacent to the proposed trail is complete. The next step is to sit down with the City attorneys and discuss options to move forward.

Denning Drive – Design of the 10 feet wide multiuse path is continuing. Location of the path between the curb and right of way lines is being identified with focus on bus stops and preferred tree planting locations. The raised medians and median lane are being designed for left turning vehicle storage and median tree plantings.

Active Arterial Management (AAM) – This description is per Jim Stroz, P.E., TSM&O Engineer – Arterials, District 5, Florida Department of Transportation.

District Five has recently executed a contract to assist local agencies with the management of key corridors in the Metro-Orlando region. The project, named Active Arterial Management, consists of two consultant teams that will monitor arterial roadways to promote better synchronized traffic signals, coordinate activities across jurisdictional boundaries, and develop timings for incident management activities. The project includes the monitoring of more than 250 signals in Orange and Seminole Counties.

Transit Signal Priority (TSP) – Florida Department of Transportation has authorized a Transit Signal Priority system to be implemented in the Metro-Orlando region. This system permits authorized vehicles to capture unused green time at traffic signals along identified priority routes. Orange Ave at Cypress Ave, at Denning Drive, and at the Capen Pedestrian crossing has been added to the TSP corridors.

BikeShare – A location for bikeshare has been approved by staff and the Transportation Advisory Board at the Sunrail Station.

Funding partners for bikeshare are a key component for starting the bikeshare program. No sponsors have come forward. The City off-site commercial sign code Issue is remaining to be resolved for Bikeshare to precede in the City along with the location of additional bikeshare stations.

Zagster, a bikeshare vendor in other cities of Florida has contacted the City of Winter Park inquiring about serving the City with their bikeshare program. From phone conversations with a Zagster representative their program is similar in cost and operations. Lakeland Florida is under contract with this bikeshare program.

Bicycle Wayfinding - The pilot project design for the Cady Way Trail to Mead Botanical Gardens Trail is completed. Manufacturing of the 27 pilot project signs, field review for the removal of unnecessary existing trail signs, consolidation of new signs with existing signs, and installation of new signs and posts is beginning in September.

Scenic Boat Tour ADA Compliant Access – 3 alternative designs for ADA access to the boat tour have been considered. A wood ramp system on the north side of the property is the likely design to be built.

Lee Road Bike Lanes – The recent RRR (resurface – restoration – rehabilitation) project on Lee Road has provided approximately two additional miles of bike lanes. These lanes are part of the Pedestrian and Bicycle Connectivity Plan.

Butch Margraf, Traffic Manager, Public Works Department, City of Winter Park Florida
407-599-3411, wmargraf@cityofwinterpark.org

From: [Gabrielle Feulner](#)
To: [Wayne \(Butch\) Margraf](#); daviderne@gmail.com
Subject: Fwd: You are approved as a Best Workplace for Commuters
Date: Monday, September 19, 2016 3:05:06 PM
Attachments:

Good afternoon gentleman,

I am excited to share with you Winter Park's first Best Workplace for Commuters (BWC) - Acomb, Ostendorf & Associates (AOA). They are a guest experience project management, design/creative, and production firm that recently opened the doors to their new office space on Railroad Ave. AOA received this national designation by offering 100% employer-subsidized monthly SunRail passes, giving employees access to their free internal bikeshare program, and promotion of a flexible work schedule, along with additional office perks!

In the past, reThink has presented the BWC award to recipients at MetroPlan Board Meetings, City of Orlando City Commission Meetings, along with similar venues in outlying counties. Would the Transportation Advisory Board be interested in allowing time for the presentation of this award during the October 11 meeting? This would take just a few minutes and include a quick overview of the BWC program and the benefits AOA offers their employees, along with the presentation of the award their team.

Sincerely,

Gabrielle Feulner, MBA
Outreach Specialist
C: 321.247.2038



1.866.610.RIDE (7433)

----- Forwarded message -----

From: **Epps, Christine** <cepps@cutr.usf.edu>
Date: Thu, Sep 15, 2016 at 2:05 PM
Subject: You are approved as a Best Workplace for Commuters
To: "denise@aoabuilds.com" <denise@aoabuilds.com>
Cc: "Bond, Julie" <bond@cutr.usf.edu>, Gabrielle Feulner <gabrielle@rethinkyourcommute.com>

Dear Acomb Ostendorf & Associates,

Congratulations. Your **Best Workplaces for Commuters (BWC)** application meets the standard of excellence, and is approved. As a Florida business, you qualify for a FREE membership. You will receive BWC benefits, including free access to all web conferences, national recognition, and much more. Your recognition plaque is on its way to you now. In the meantime, please visit us at www.bestworkplaces.org.

Please let me know if I may assist you further. We look forward to working with you as a Best Workplace for Commuters.

Christine Epps

Training Support Specialist
Center for Urban Transportation Research

University of South Florida
4202 E. Fowler Avenue, CUT100

Tampa, Florida 33620

813-974-6898

cepps@cutr.usf.edu



Connect with us!

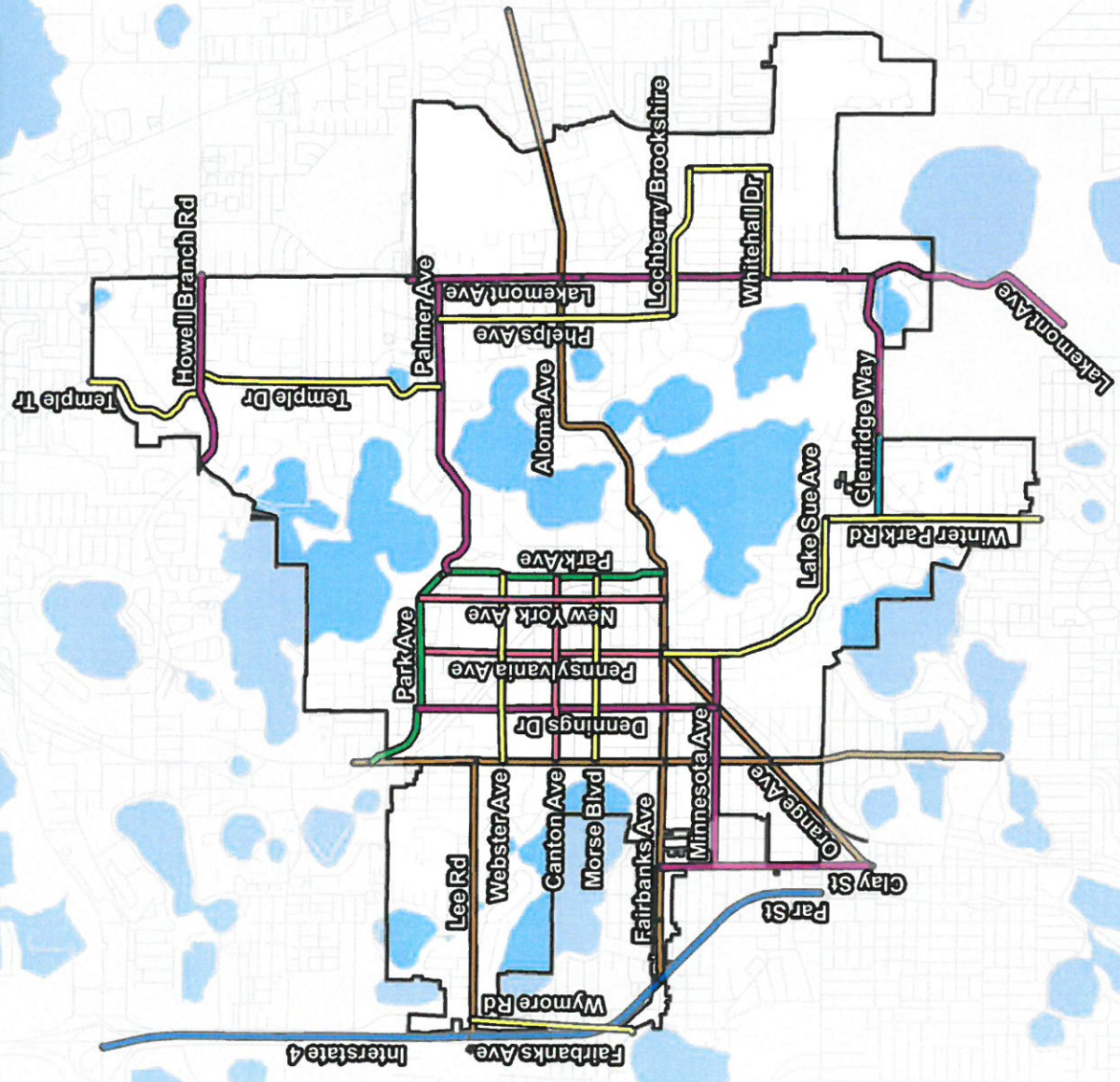


Winter Park Functional Classification



LEGEND

- Principal Arterial (Blue line)
- Interstate (Thick blue line)
- Principal Arterial (Orange line)
- Other (Green line)
- Minor Arterial (Purple line)
- Major Collector (Pink line)
- Minor Collector (Yellow line)
- City Collector (Red line)





Transportation Element Update

Prepared by
Kimley»Horn

September 27, 2016







EXIT ONLY
1/2 MILE

EXIT 6A

NW 62nd St
Dr Martin Luther
King Jr Blvd

CLOSED
09:30

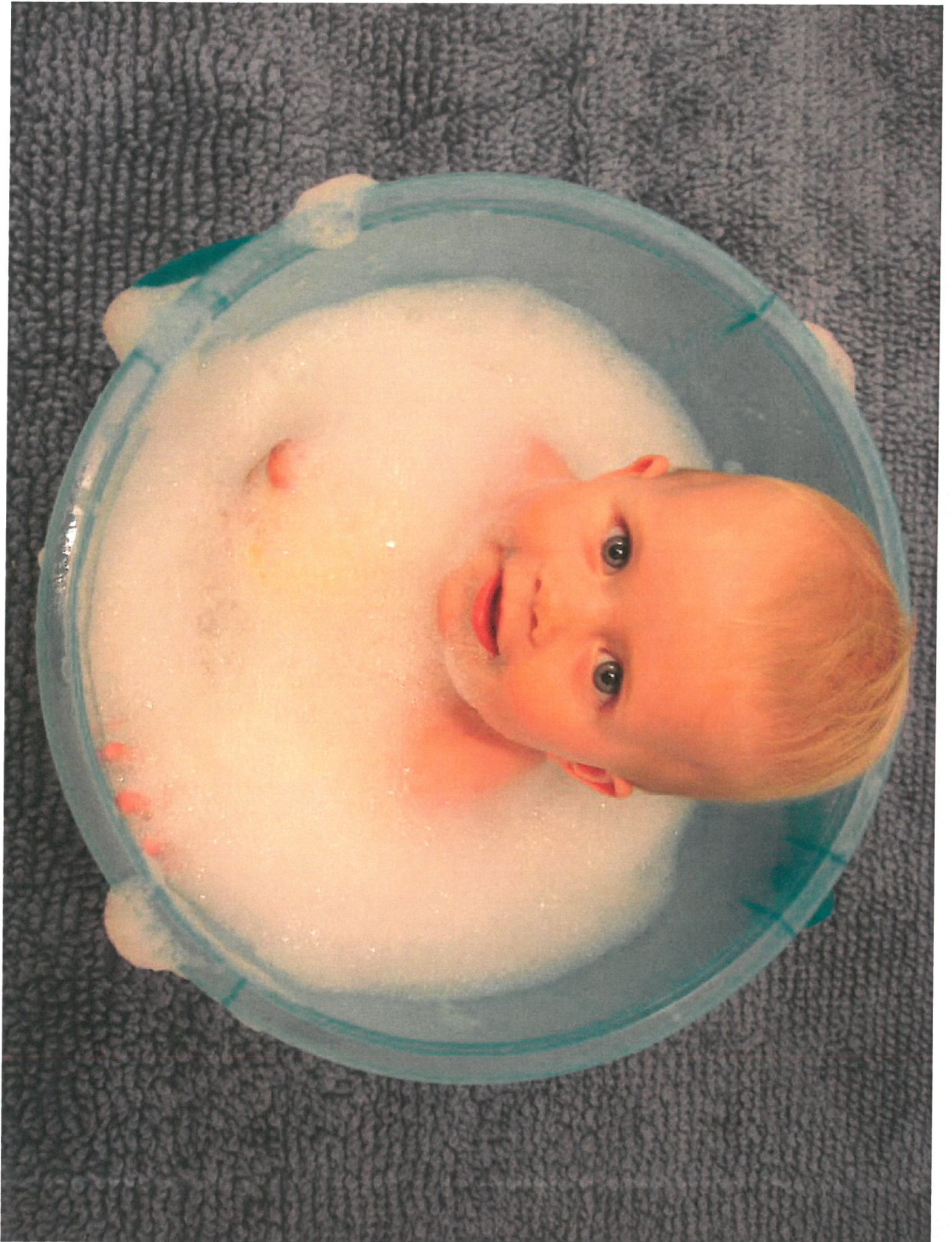
TARGET



Current Transportation Element

- 12-08-2006 – City submitted amendments to DCA
- 02-23-2009 – After back and forth with DCA and other agencies, the City adopted the current Comprehensive Plan
- 05-13-2009 – DEO found the plan to be in compliance







Statutory Changes

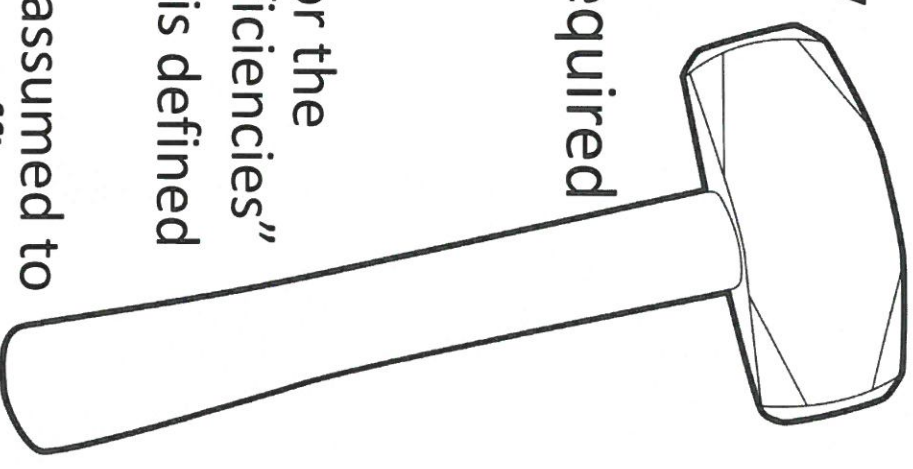
- Florida Administrative Code related to Comprehensive Plans was repealed
- FS 163.3177 Describes what Comprehensive Plans are to include and address
 - Simplified from before
 - No longer a firm financial feasibility requirement
- FS 163.3184 describes the process for adopting and reviewing comprehensive plans
 - Reviews are limited
- State Transportation Concurrency requirements repealed





Transportation Concurrency

- FS 163.3180 – Concurrency
- An option for Local Governments – Not required
- Removed TCEAs, MMTDs, LTCMS
- If you keep concurrency:
 - “An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies”
 - The proportionate share calculation method is defined differently from the past
 - The “fix” for any transportation deficiency is assumed to be in place before considering the applicant’s traffic.





Mobility Fees

- Similar to road impact fees
 - Can address other modes
 - Pedestrian
 - Bicycle
 - Transit
- Need to follow same legal basis as road impact fees
 - Levied only against new development
 - Dual Rational Nexus Test
 - Need created by new development
 - Use of funds benefit the new development





Plan Requirements

- Consider short term (5-yr) and long term (10+yrs)
- Establish Level of service standards (LOS)
 - Roadway, Pedestrian, Bicycle, Transit
- Consider existing and future LOS deficiencies
 - Data and Analysis
- Identify projects needed to maintain LOS
- Identify land use densities & intensities to support transit in transit corridors
- Identify procedures for monitoring the plan





Comprehensive Plan Structure

- GOALS
 - Objectives
 - Policies

G O P S





Goal: Balanced Transportation System

Objectives

1. Safe and balanced multimodal system
2. Level of Service standards
3. Provide adequate access to activities
4. Share transportation costs
5. Development and redevelopment contribute to transportation system
6. Coordination efforts





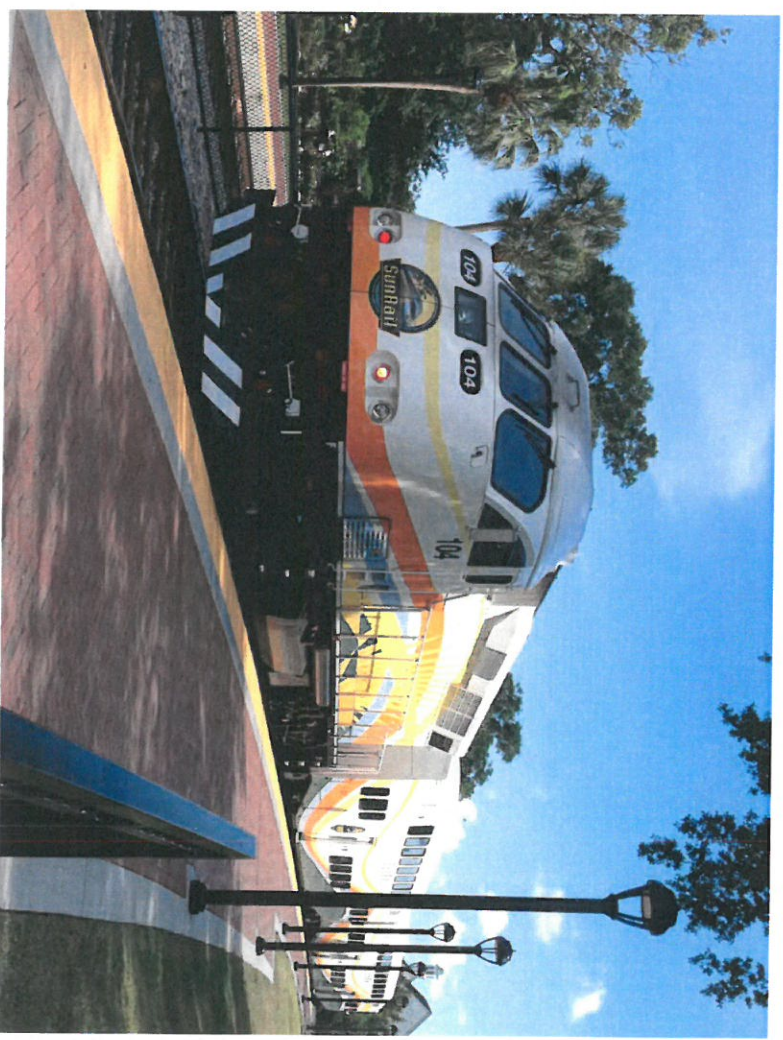
Vision Application

- Preserve the legacy of Winter Park as a safe, beautiful, healthy, and family-friendly environment.
 - Consider adding new policy to address transportation safety
- Invest in innovative infrastructure to ensure that our means to get around is safe and efficient, through prioritization of pedestrians, bicyclists, and transit users.
 - Consider a new policy to address innovative transportation infrastructure
 - Consider addressing priorities by mode



SunRail

- Consider adding policies to address SunRail
 - Pedestrian access
 - Bicycle access
 - Parking
 - Bus connections
 - Land Use





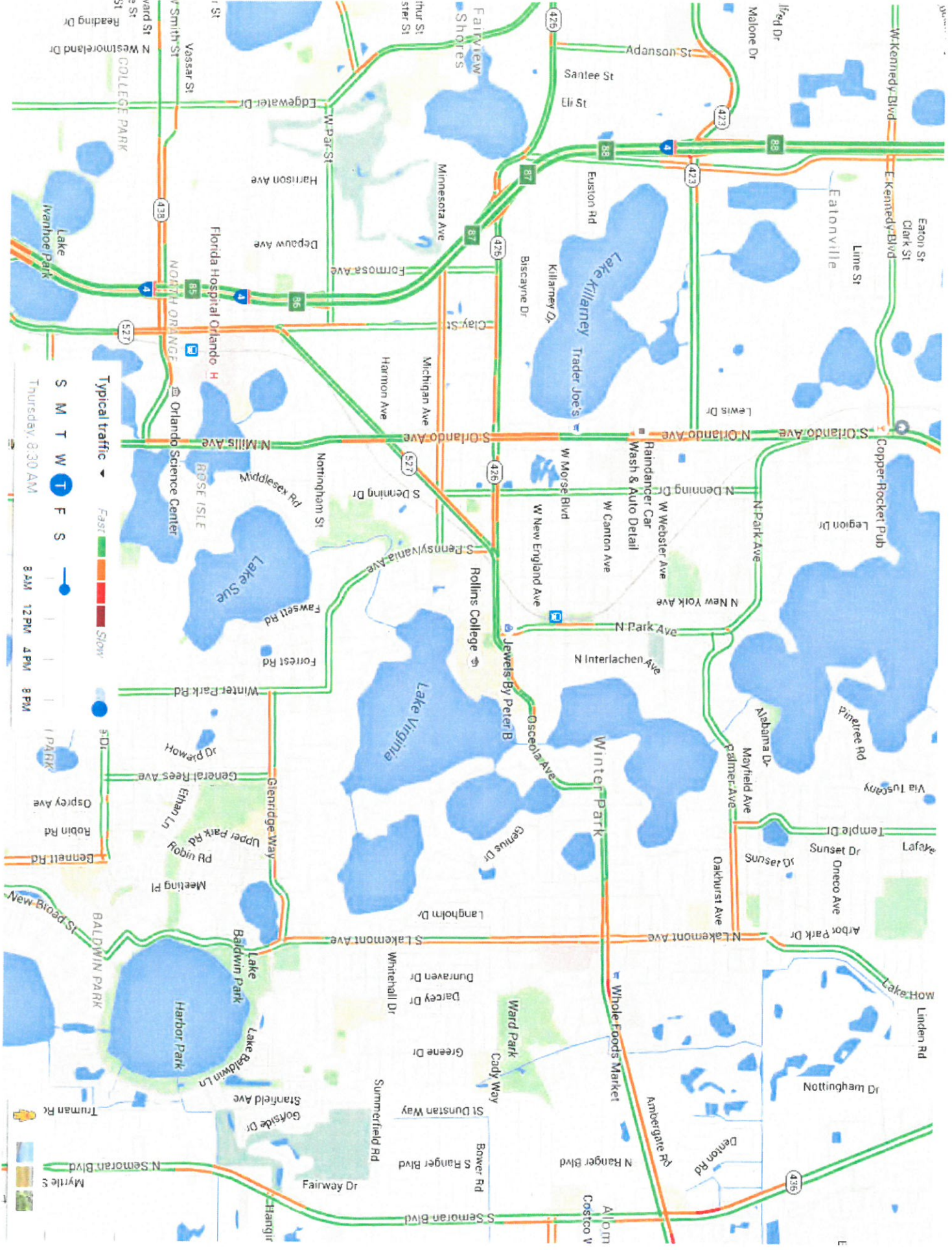


Roadway LOS Criteria

- Roadway LOS based on average speed
 - Over 1 to 2 miles

Speed Limit	LOS C	LOS D	LOS E	LOS F
40 MPH or Higher	> 23 MPH	> 18 MPH	> 15 MPH	≤ 15 MPH
35 MPH or Slower	> 17 MPH	> 13 MPH	> 10 MPH	≤ 10 MPH
US 17-92 through City	7 min.	9 min.	12 min.	> 12 min.

- Traffic volume is surrogate for speed



Typical traffic

S M T W T F S

Thursday 8:30 AM

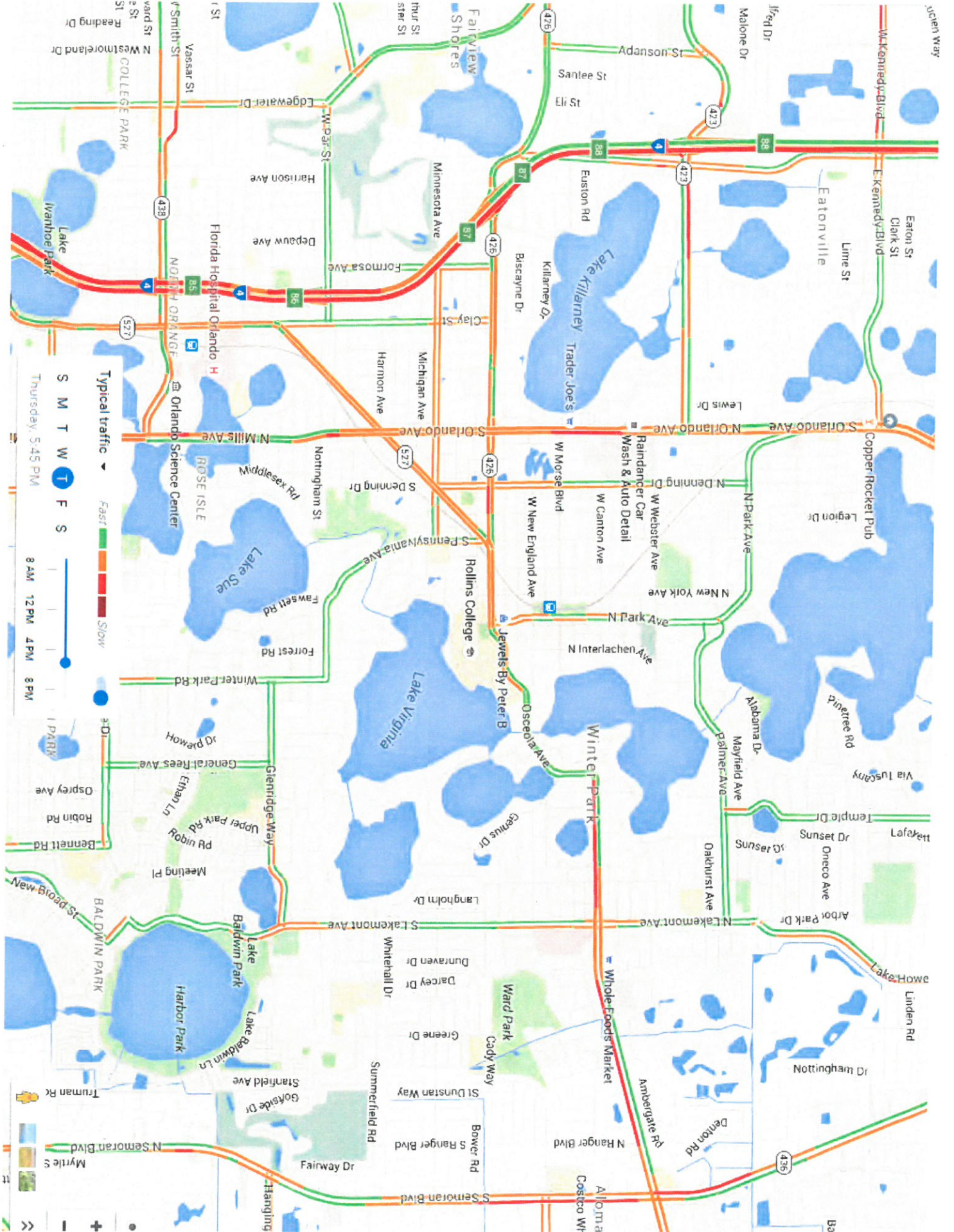
Fast

Slow

8 AM 12 PM 4 PM 8 PM

Myrtle
N Semoran Blvd
Truman Rd





Typical traffic

Fast Slow

S M T W T F S

Thursday, 5:45 PM

8 AM 12 PM 4 PM 8 PM

1 PARK

Legend:
 - Green line: Fast
 - Yellow line: Moderate
 - Orange line: Slow
 - Red line: Congested
 - Blue circle: Park
 - Blue square: School
 - Blue rectangle: Hospital
 - Blue triangle: Gas station
 - Blue diamond: Shopping center
 - Blue pentagon: Restaurant
 - Blue hexagon: Pub
 - Blue heptagon: Theater
 - Blue octagon: Stadium
 - Blue nonagon: Airport
 - Blue decagon: University
 - Blue hendecagon: Government
 - Blue dodecagon: Religious
 - Blue tridecagon: Sports
 - Blue tetradecagon: Entertainment
 - Blue pentadecagon: Industrial
 - Blue hexadecagon: Residential
 - Blue heptadecagon: Commercial
 - Blue octadecagon: Public
 - Blue nonadecagon: Military
 - Blue eicosagon: Healthcare
 - Blue heneicosagon: Education
 - Blue hextacosagon: Finance
 - Blue heptacosagon: Technology
 - Blue octacosagon: Media
 - Blue nonacosagon: Energy
 - Blue triacosagon: Transportation
 - Blue tetraicosagon: Agriculture
 - Blue pentaicosagon: Manufacturing
 - Blue hexaicosagon: Construction
 - Blue heptaicosagon: Retail
 - Blue octaicosagon: Wholesale
 - Blue nonaicosagon: Distribution
 - Blue eicosaicosagon: Logistics
 - Blue heneicacosagon: Supply Chain
 - Blue hextaicosagon: Procurement
 - Blue heptaicosagon: Inventory
 - Blue octaicosagon: Warehousing
 - Blue nonaicosagon: Freight
 - Blue eicosaicosagon: Shipping
 - Blue heneicacosagon: Customs
 - Blue hextaicosagon: Border
 - Blue heptaicosagon: Trade
 - Blue octaicosagon: Commerce
 - Blue nonaicosagon: Industry
 - Blue eicosaicosagon: Business
 - Blue heneicacosagon: Enterprise
 - Blue hextaicosagon: Corporation
 - Blue heptaicosagon: Company
 - Blue octaicosagon: Firm
 - Blue nonaicosagon: Organization
 - Blue eicosaicosagon: Institution
 - Blue heneicacosagon: Association
 - Blue hextaicosagon: Union
 - Blue heptaicosagon: Guild
 - Blue octaicosagon: Order
 - Blue nonaicosagon: Society
 - Blue eicosaicosagon: Club
 - Blue heneicacosagon: League
 - Blue hextaicosagon: Team
 - Blue heptaicosagon: Squad
 - Blue octaicosagon: Group
 - Blue nonaicosagon: Collective
 - Blue eicosaicosagon: Community
 - Blue heneicacosagon: Neighborhood
 - Blue hextaicosagon: District
 - Blue heptaicosagon: Zone
 - Blue octaicosagon: Area
 - Blue nonaicosagon: Region
 - Blue eicosaicosagon: Territory
 - Blue heneicacosagon: Domain
 - Blue hextaicosagon: Empire
 - Blue heptaicosagon: Kingdom
 - Blue octaicosagon: Realm
 - Blue nonaicosagon: State
 - Blue eicosaicosagon: Nation
 - Blue heneicacosagon: Country
 - Blue hextaicosagon: Republic
 - Blue heptaicosagon: Democracy
 - Blue octaicosagon: Monarchy
 - Blue nonaicosagon: Empire
 - Blue eicosaicosagon: Federation
 - Blue heneicacosagon: Confederation
 - Blue hextaicosagon: Alliance
 - Blue heptaicosagon: Coalition
 - Blue octaicosagon: Partnership
 - Blue nonaicosagon: Consortium
 - Blue eicosaicosagon: Joint Venture
 - Blue heneicacosagon: Venture Capital
 - Blue hextaicosagon: Private Equity
 - Blue heptaicosagon: Hedge Fund
 - Blue octaicosagon: Investment Firm
 - Blue nonaicosagon: Financial Institution
 - Blue eicosaicosagon: Bank
 - Blue heneicacosagon: Credit Union
 - Blue hextaicosagon: Insurance Company
 - Blue heptaicosagon: Real Estate Firm
 - Blue octaicosagon: Law Firm
 - Blue nonaicosagon: Accounting Firm
 - Blue eicosaicosagon: Consulting Firm
 - Blue heneicacosagon: Public Relations Firm
 - Blue hextaicosagon: Marketing Firm
 - Blue heptaicosagon: Advertising Agency
 - Blue octaicosagon: Media Company
 - Blue nonaicosagon: Entertainment Company
 - Blue eicosaicosagon: Sports Team
 - Blue heneicacosagon: Music Group
 - Blue hextaicosagon: Record Label
 - Blue heptaicosagon: Film Studio
 - Blue octaicosagon: Production Company
 - Blue nonaicosagon: Distribution Company
 - Blue eicosaicosagon: Retailer
 - Blue heneicacosagon: E-commerce Company
 - Blue hextaicosagon: Manufacturer
 - Blue heptaicosagon: Distributor
 - Blue octaicosagon: Wholesaler
 - Blue nonaicosagon: Importer
 - Blue eicosaicosagon: Exporter
 - Blue heneicacosagon: Supplier
 - Blue hextaicosagon: Contractor
 - Blue heptaicosagon: Subcontractor
 - Blue octaicosagon: Vendor
 - Blue nonaicosagon: Service Provider
 - Blue eicosaicosagon: Freelancer
 - Blue heneicacosagon: Gig Worker
 - Blue hextaicosagon: Part-time Employee
 - Blue heptaicosagon: Full-time Employee
 - Blue octaicosagon: Executive
 - Blue nonaicosagon: Manager
 - Blue eicosaicosagon: Director
 - Blue heneicacosagon: Vice President
 - Blue hextaicosagon: Chief Executive Officer
 - Blue heptaicosagon: Chief Financial Officer
 - Blue octaicosagon: Chief Operating Officer
 - Blue nonaicosagon: Chief Marketing Officer
 - Blue eicosaicosagon: Chief Technology Officer
 - Blue heneicacosagon: Chief Information Officer
 - Blue hextaicosagon: Chief Legal Officer
 - Blue heptaicosagon: Chief Human Resources Officer
 - Blue octaicosagon: Chief Sustainability Officer
 - Blue nonaicosagon: Chief Diversity Officer
 - Blue eicosaicosagon: Chief Compliance Officer
 - Blue heneicacosagon: Chief Risk Officer
 - Blue hextaicosagon: Chief Security Officer
 - Blue heptaicosagon: Chief Privacy Officer
 - Blue octaicosagon: Chief Data Officer
 - Blue nonaicosagon: Chief Analytics Officer
 - Blue eicosaicosagon: Chief Innovation Officer
 - Blue heneicacosagon: Chief Digital Officer
 - Blue hextaicosagon: Chief Experience Officer
 - Blue heptaicosagon: Chief Customer Officer
 - Blue octaicosagon: Chief Revenue Officer
 - Blue nonaicosagon: Chief Sales Officer
 - Blue eicosaicosagon: Chief Marketing Officer
 - Blue heneicacosagon: Chief Brand Officer
 - Blue hextaicosagon: Chief Communications Officer
 - Blue heptaicosagon: Chief Public Affairs Officer
 - Blue octaicosagon: Chief Government Affairs Officer
 - Blue nonaicosagon: Chief Investor Relations Officer
 - Blue eicosaicosagon: Chief Corporate Development Officer
 - Blue heneicacosagon: Chief Business Development Officer
 - Blue hextaicosagon: Chief Partnerships Officer
 - Blue heptaicosagon: Chief Strategic Initiatives Officer
 - Blue octaicosagon: Chief Special Projects Officer
 - Blue nonaicosagon: Chief Executive Assistant
 - Blue eicosaicosagon: Chief of Staff
 - Blue heneicacosagon: Chief of Operations
 - Blue hextaicosagon: Chief of Administration
 - Blue heptaicosagon: Chief of Finance
 - Blue octaicosagon: Chief of Marketing
 - Blue nonaicosagon: Chief of Sales
 - Blue eicosaicosagon: Chief of Technology
 - Blue heneicacosagon: Chief of Information Systems
 - Blue hextaicosagon: Chief of Legal
 - Blue heptaicosagon: Chief of Human Resources
 - Blue octaicosagon: Chief of Facilities
 - Blue nonaicosagon: Chief of Security
 - Blue eicosaicosagon: Chief of Compliance
 - Blue heneicacosagon: Chief of Risk Management
 - Blue hextaicosagon: Chief of Sustainability
 - Blue heptaicosagon: Chief of Diversity & Inclusion
 - Blue octaicosagon: Chief of Ethics & Governance
 - Blue nonaicosagon: Chief of Corporate Social Responsibility
 - Blue eicosaicosagon: Chief of Environmental, Social & Governance
 - Blue heneicacosagon: Chief of Public Policy
 - Blue hextaicosagon: Chief of Government Relations
 - Blue heptaicosagon: Chief of Investor Relations
 - Blue octaicosagon: Chief of Business Development
 - Blue nonaicosagon: Chief of Strategic Partnerships
 - Blue eicosaicosagon: Chief of Innovation & Entrepreneurship
 - Blue heneicacosagon: Chief of Digital Transformation
 - Blue hextaicosagon: Chief of Customer Experience
 - Blue heptaicosagon: Chief of Brand Management
 - Blue octaicosagon: Chief of Communications
 - Blue nonaicosagon: Chief of Public Relations
 - Blue eicosaicosagon: Chief of Media Relations
 - Blue heneicacosagon: Chief of Crisis Management
 - Blue hextaicosagon: Chief of Reputation Management
 - Blue heptaicosagon: Chief of Social Media
 - Blue octaicosagon: Chief of Content Marketing
 - Blue nonaicosagon: Chief of Performance Marketing
 - Blue eicosaicosagon: Chief of Direct Marketing
 - Blue heneicacosagon: Chief of Email Marketing
 - Blue hextaicosagon: Chief of Search Engine Optimization
 - Blue heptaicosagon: Chief of Search Engine Marketing
 - Blue octaicosagon: Chief of Display Advertising
 - Blue nonaicosagon: Chief of Video Advertising
 - Blue eicosaicosagon: Chief of Native Advertising
 - Blue heneicacosagon: Chief of Influencer Marketing
 - Blue hextaicosagon: Chief of Affiliate Marketing
 - Blue heptaicosagon: Chief of Referral Marketing
 - Blue octaicosagon: Chief of Partnership Marketing
 - Blue nonaicosagon: Chief of Sponsorship Marketing
 - Blue eicosaicosagon: Chief of Event Marketing
 - Blue heneicacosagon: Chief of Experiential Marketing
 - Blue hextaicosagon: Chief of Community Marketing
 - Blue heptaicosagon: Chief of Social Impact Marketing
 - Blue octaicosagon: Chief of Corporate Citizenship
 - Blue nonaicosagon: Chief of Environmental Stewardship
 - Blue eicosaicosagon: Chief of Social Responsibility
 - Blue heneicacosagon: Chief of Governance
 - Blue hextaicosagon: Chief of Ethics
 - Blue heptaicosagon: Chief of Compliance
 - Blue octaicosagon: Chief of Risk
 - Blue nonaicosagon: Chief of Security
 - Blue eicosaicosagon: Chief of Privacy
 - Blue heneicacosagon: Chief of Data Protection
 - Blue hextaicosagon: Chief of Information Security
 - Blue heptaicosagon: Chief of Cybersecurity
 - Blue octaicosagon: Chief of Digital Security
 - Blue nonaicosagon: Chief of Network Security
 - Blue eicosaicosagon: Chief of Cloud Security
 - Blue heneicacosagon: Chief of Mobile Security
 - Blue hextaicosagon: Chief of IoT Security
 - Blue heptaicosagon: Chief of AI Security
 - Blue octaicosagon: Chief of Blockchain Security
 - Blue nonaicosagon: Chief of Quantum Security
 - Blue eicosaicosagon: Chief of Space Security
 - Blue heneicacosagon: Chief of Maritime Security
 - Blue hextaicosagon: Chief of Air Security
 - Blue heptaicosagon: Chief of Land Security
 - Blue octaicosagon: Chief of Sea Security
 - Blue nonaicosagon: Chief of Sky Security
 - Blue eicosaicosagon: Chief of Space Security
 - Blue heneicacosagon: Chief of Cyber Security
 - Blue hextaicosagon: Chief of Digital Security
 - Blue heptaicosagon: Chief of Information Security
 - Blue octaicosagon: Chief of Data Security
 - Blue nonaicosagon: Chief of Network Security
 - Blue eicosaicosagon: Chief of Cloud Security
 - Blue heneicacosagon: Chief of Mobile Security
 - Blue hextaicosagon: Chief of IoT Security
 - Blue heptaicosagon: Chief of AI Security
 - Blue octaicosagon: Chief of Blockchain Security
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 - Blue nonaicosagon: Chief of Sky Security
 - Blue eicosaicosagon: Chief of Space Security



Existing Roadway LOS (based on volumes)

- LOS F
 - Aloma Ave., Lakemont Ave. to SR 436
 - Glenridge Way, General Reese Ave. to Lakemont Ave.
- LOS E
 - I-4, Lee Rd. to Maitland Blvd.
 - Aloma Ave., Lyman Ave. to Phelps Ave.
 - Lakemont Ave., Glenridge Way to Goodrich Ave.

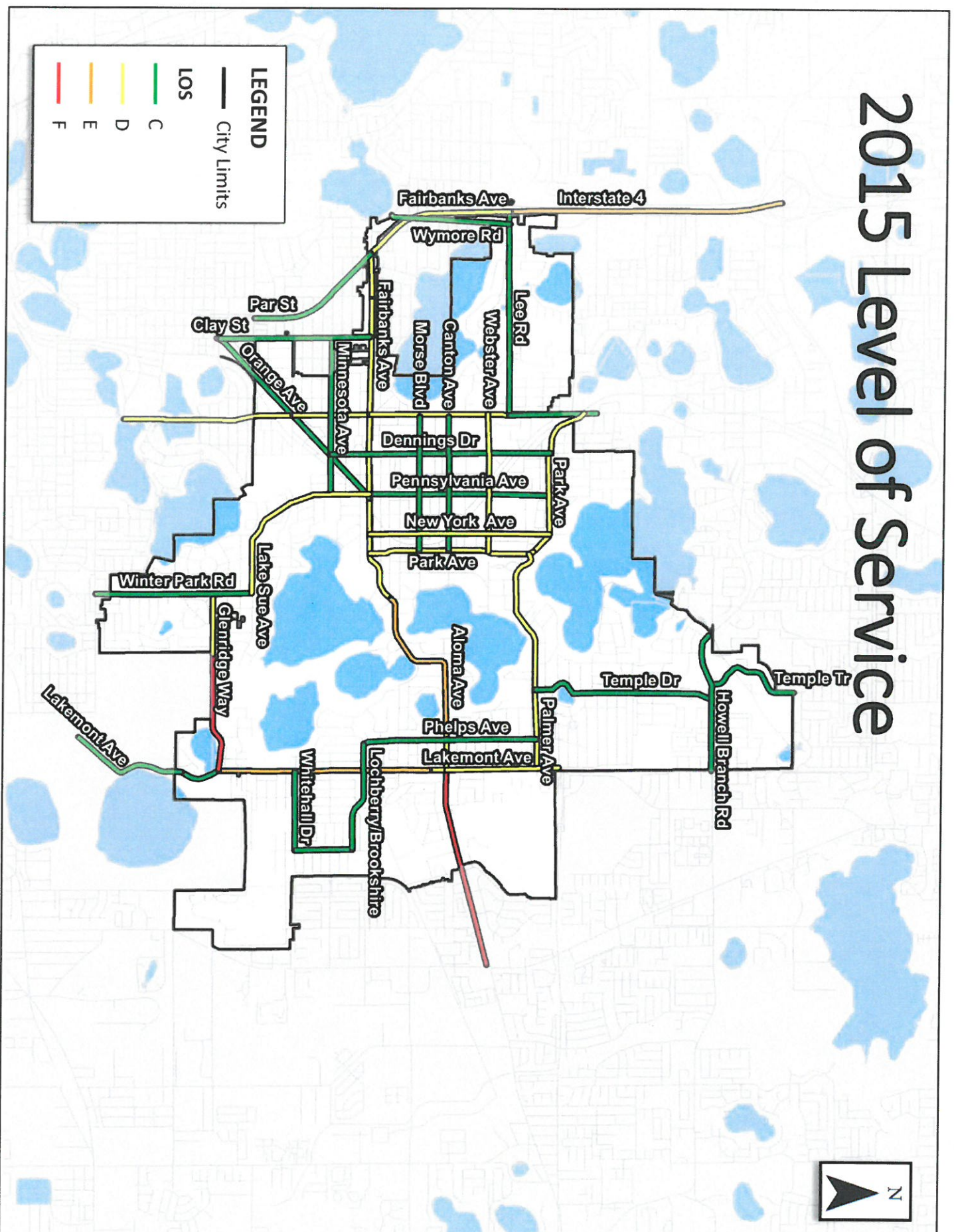


2015 Level of Service



LEGEND

- City Limits
- LOS
- C
- D
- E
- F





Modal LOS Standards

- **Revise LOS Standard for roads:**
 - Currently E for roads except I-4
 - Suggest E to all roads
- **Add LOS Standard for:**
 - Pedestrian
 - Bicycle
 - Transit
- **Consider context**
 - Functional Classification





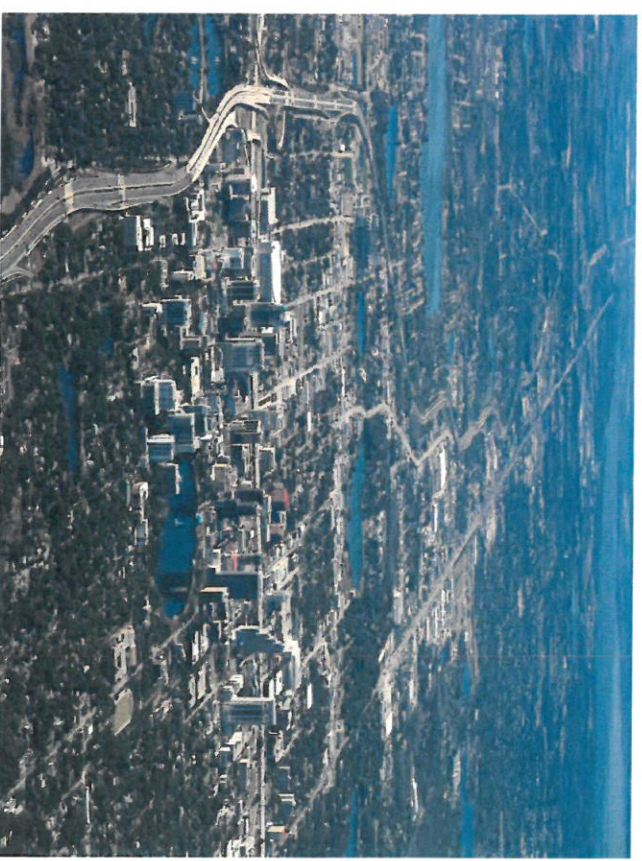
Functional Classification

Principal Arterial

- I-4
- US 17-92
- Lee Rd.
- Fairbanks Ave.
- Aloma Ave.
- Orange Ave.

Minor Arterials

- Park Ave.





Functional Classification

Major Collector

- Clay St.
- Denning Dr.
- Glenridge Way
- Howell Branch Rd.
- Lakemont Ave.
- Palmer Ave.

Minor Collector

- Green Dr.
- Lochberry/Brookshire
- Morse Blvd.
- Pennsylvania/Lake Sue Ave.
- Phelps Ave.
- Temple Dr. & Tr.
- Webster Ave.
- Winter Park Rd.
- Wymore Rd.





Functional Classification

City Collector

- Canton Ave.
- New York Ave.
- Pennsylvania Ave.

Local

- All other roads

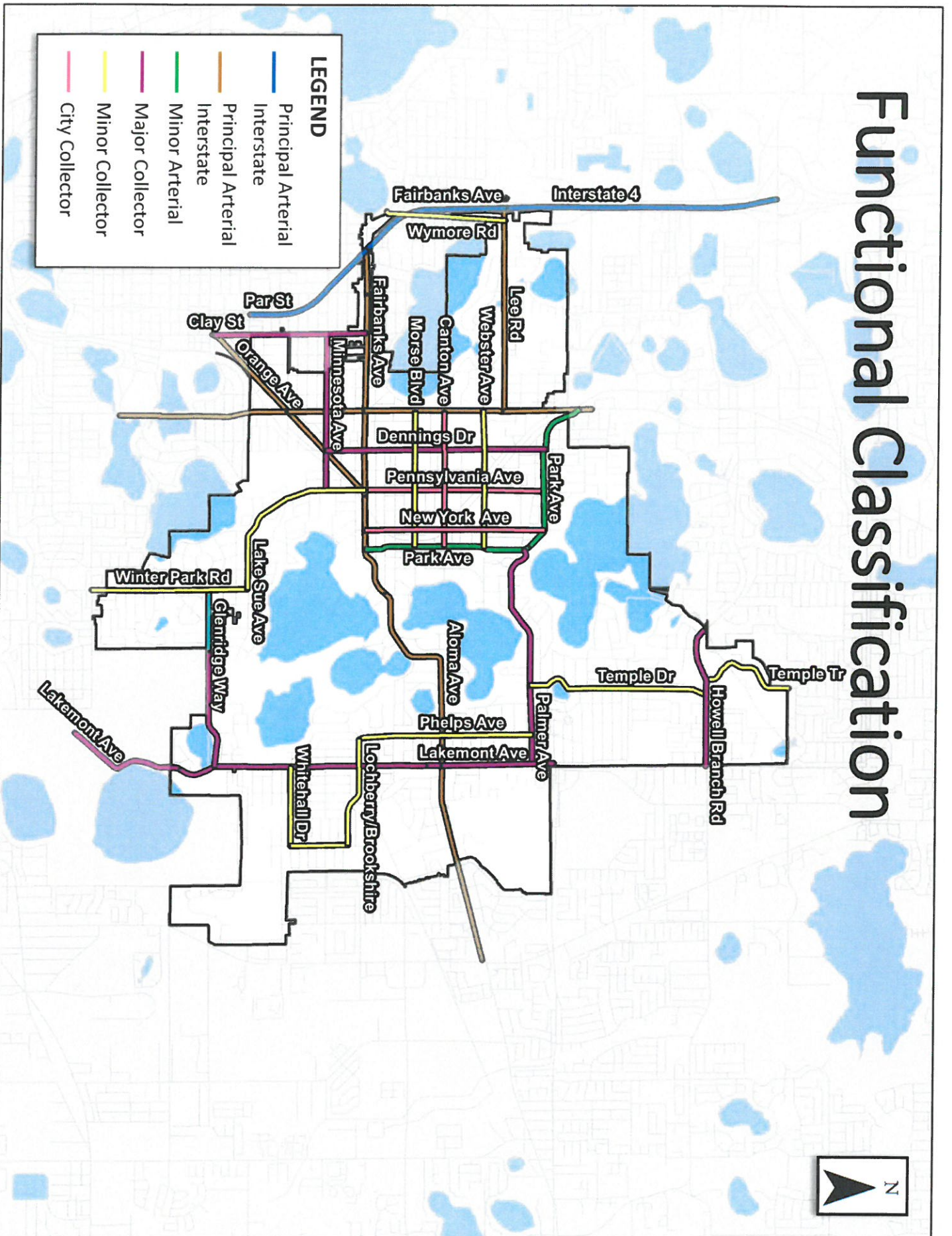


Functional Classification



LEGEND

- Principal Arterial
- Interstate
- Principal Arterial
- Interstate
- Minor Arterial
- Major Collector
- Minor Collector
- City Collector





Draft Pedestrian LOS Criteria

Functional Classification	Sidewalk Coverage			
	LOS C	LOS D	LOS E	LOS F
Principal and Minor Arterials	85% to 100%	50% to 84%	0% to 49%	
Major and Minor Collectors	85% to 100%	50% to 84%	0% to 49%	
Local Roadways	50% to 100%	0% to 49%		n/a

Source: Adaptation of FDOT 2013 Q/LOS Handbook

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000



Resulting Pedestrian LOS

- LOS D
 - Lochberry/Brookshire *(collector)*
 - Minnesota Ave. *(collector)*
 - Park Ave., US 17-92 to Palmer Ave. *(arterial)*
 - Phelps Ave. *(collector)*
 - Temple Dr. *(collector)*
 - Temple Tr. *(collector)*
 - Webster Ave. *(collector)*
 - Wymore Rd. *(collector)*
- LOS C – All other Arterials and Collectors





Draft Bicycle LOS Criteria

Functional Classification	Sidewalk Coverage			
	LOS C	LOS D	LOS E	
Principal and Minor Arterials	85% to 100%	50% to 84%	0% to 49%	
Major and Minor Collectors	85% to 100%	50% to 84%	0% to 49%	
Local Roadways	50% to 100%	0% to 49%		n/a

Source: Adaptation of FDOT 2013 Q/LOS Handbook

Paved Shoulder/Bicycle

Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**



Resulting Bicycle LOS

- LOS C
 - US 17-92, Princeton Ave. to Orange Ave. (*arterial*)
 - Fairbanks Ave., I-4 to US 17-92 (*arterial*)
 - Glenridge Way, General Reese Ave. to Lakemont Ave. (*collector*)
 - Palmer Ave., Park Ave. to Lakemont Ave. (*collector*)
- LOS D
 - US 17-92, Fairbanks Ave. to Lee Rd. (*arterial*)
 - Glenridge Way, Winter Park Rd. to General Reese Ave. (*local*)
 - Lakemont Ave., Glenridge Way to Goodrich Ave. (*collector*)
- LOS E – All other Arterials and Collectors

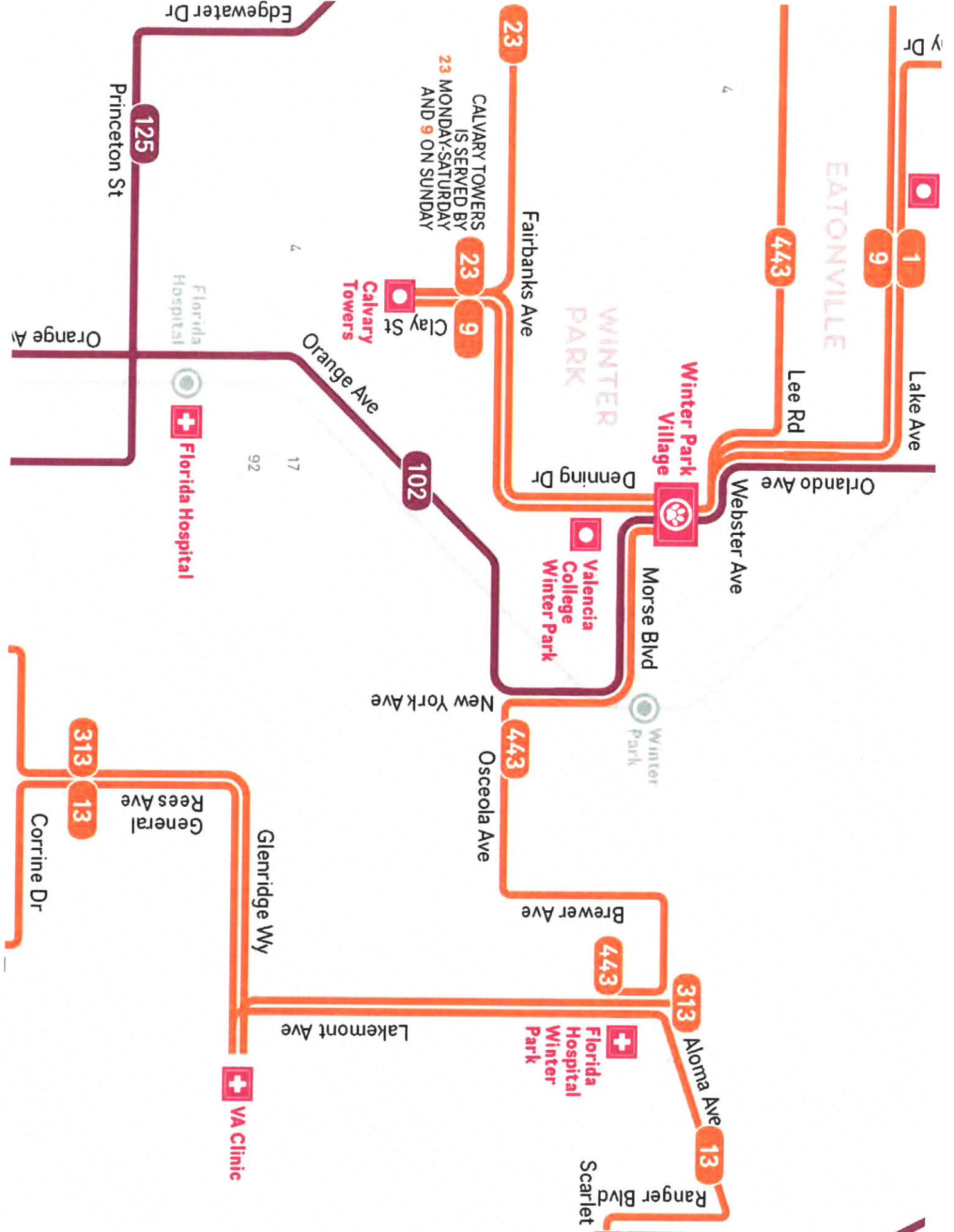




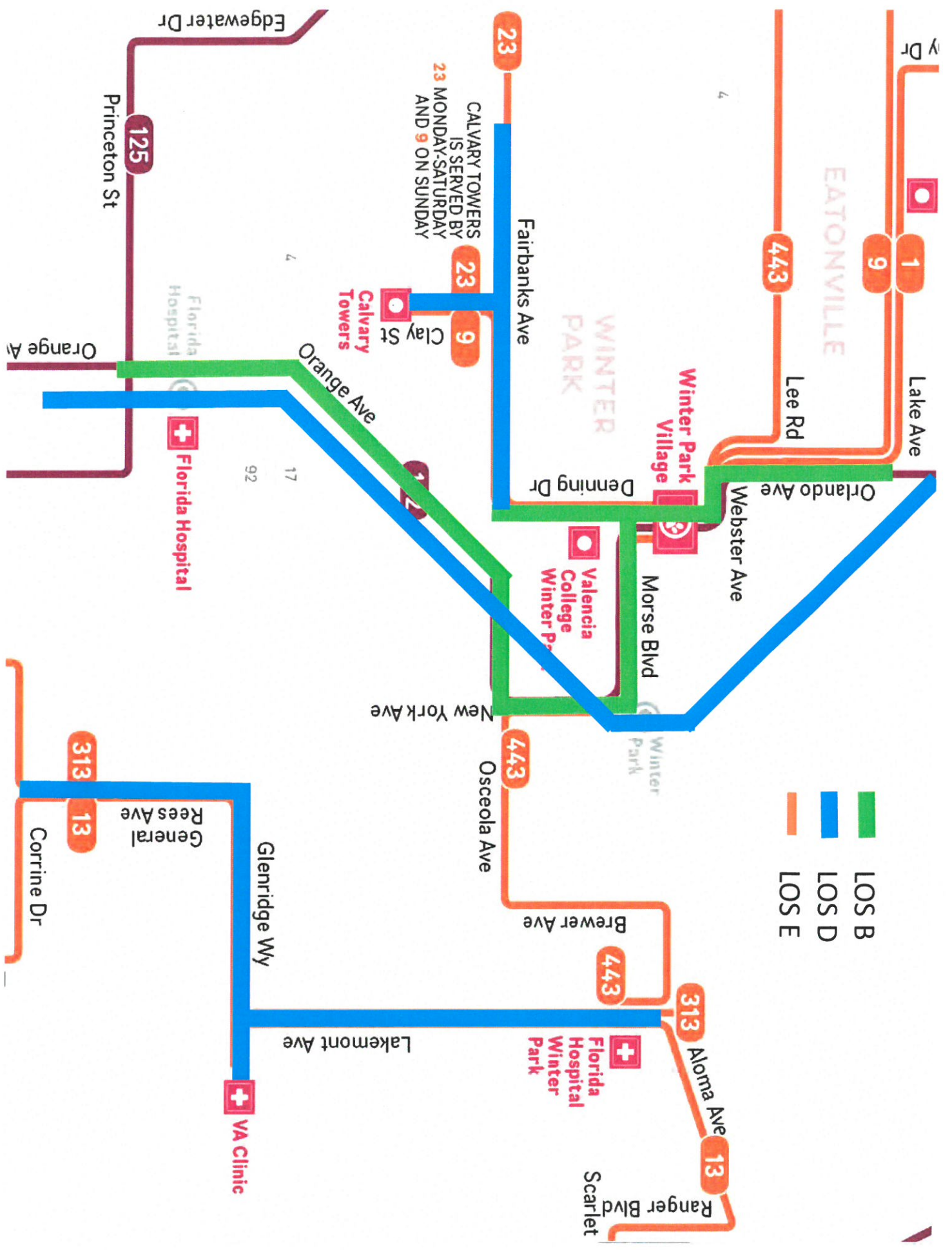
Draft Transit LOS Criteria

Sidewalk Coverage	Transit vehicles in 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	

Source: FDOT 2013 Q/LOS Handbook

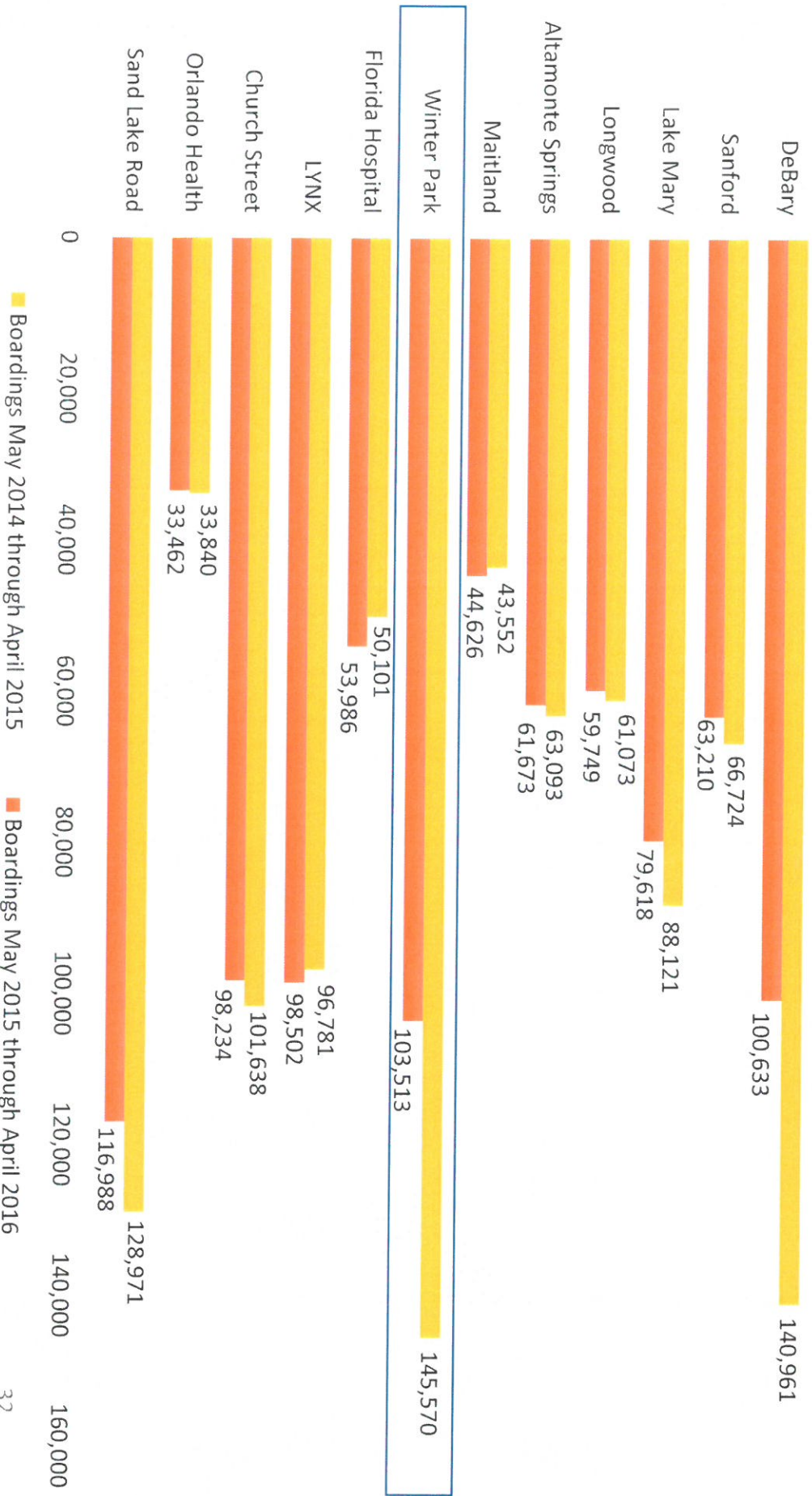


- █ LOS B
- █ LOS D
- █ LOS E





SunRail Annual Boardings



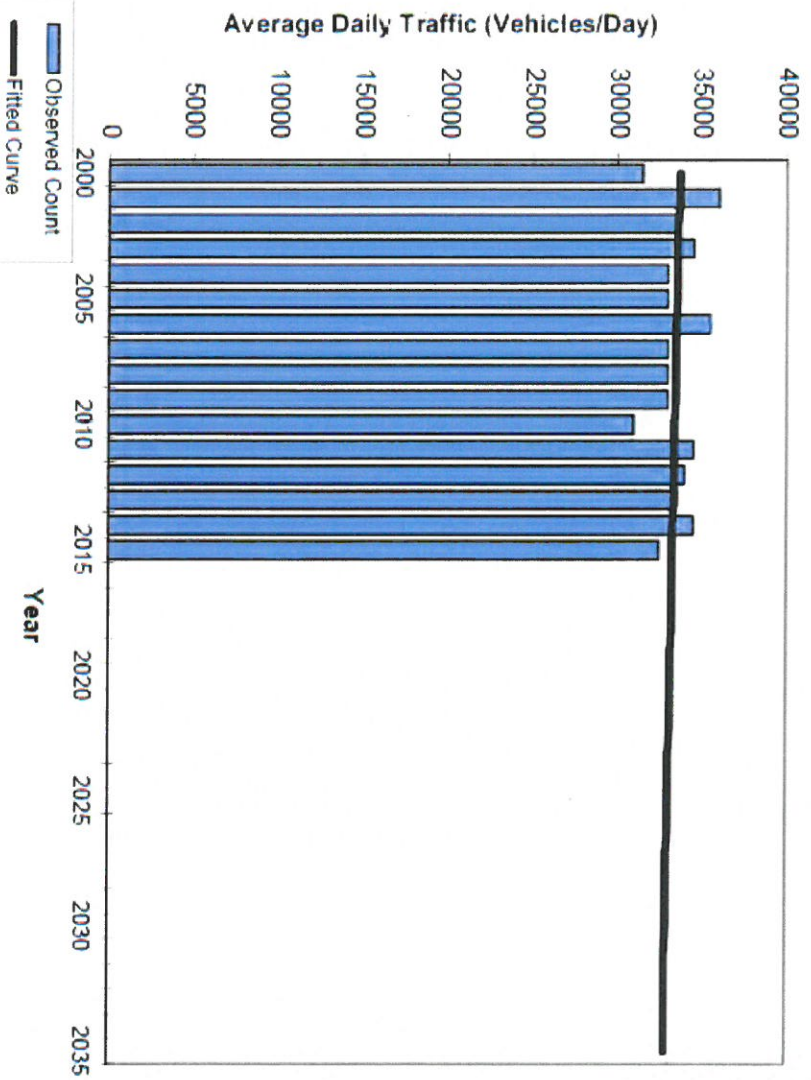


TRENDS



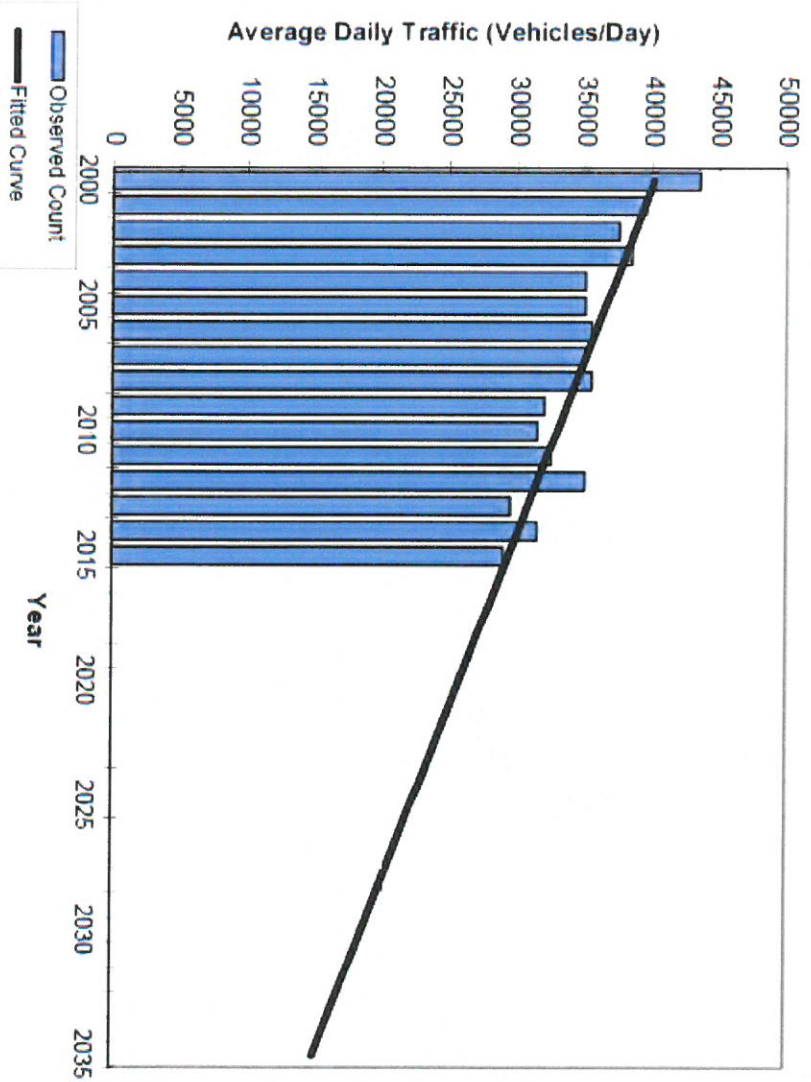


Aloma Ave., west of US -17/92



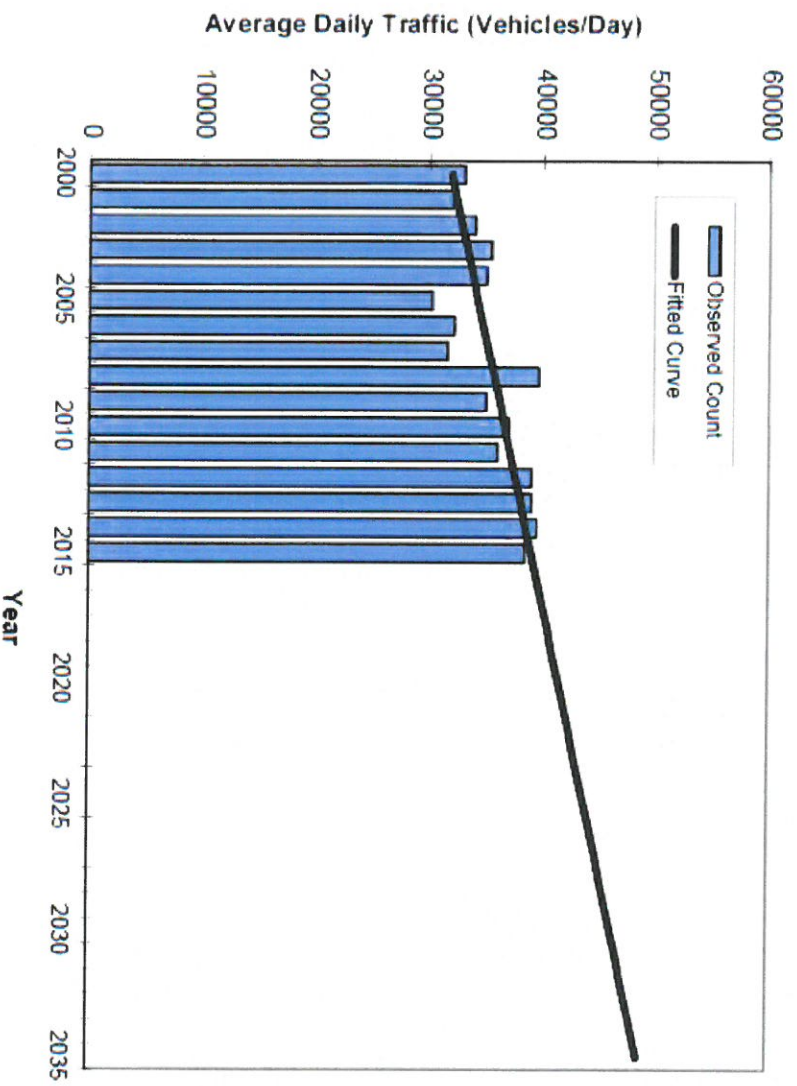


US 17/92, north of Aloma Ave.





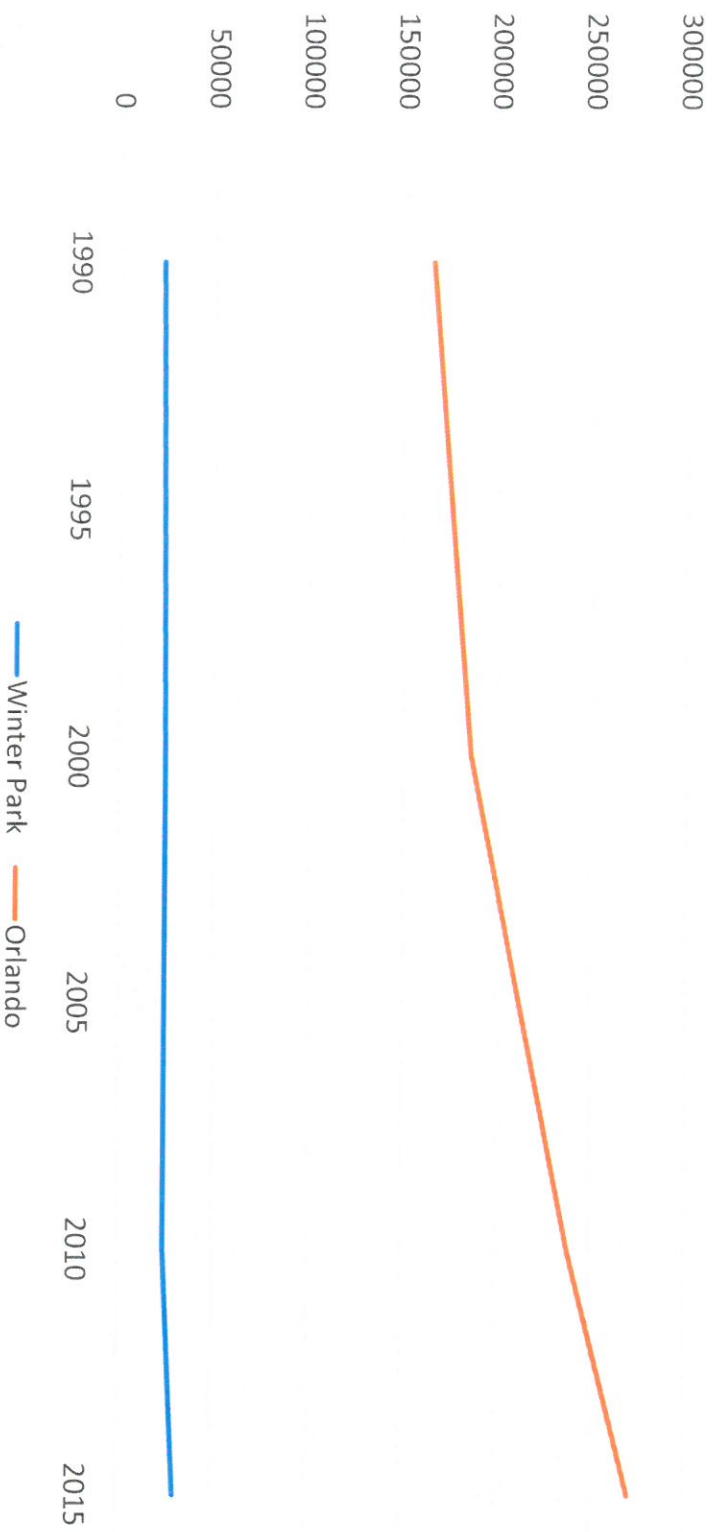
Aloma Ave., west of Park Ave.

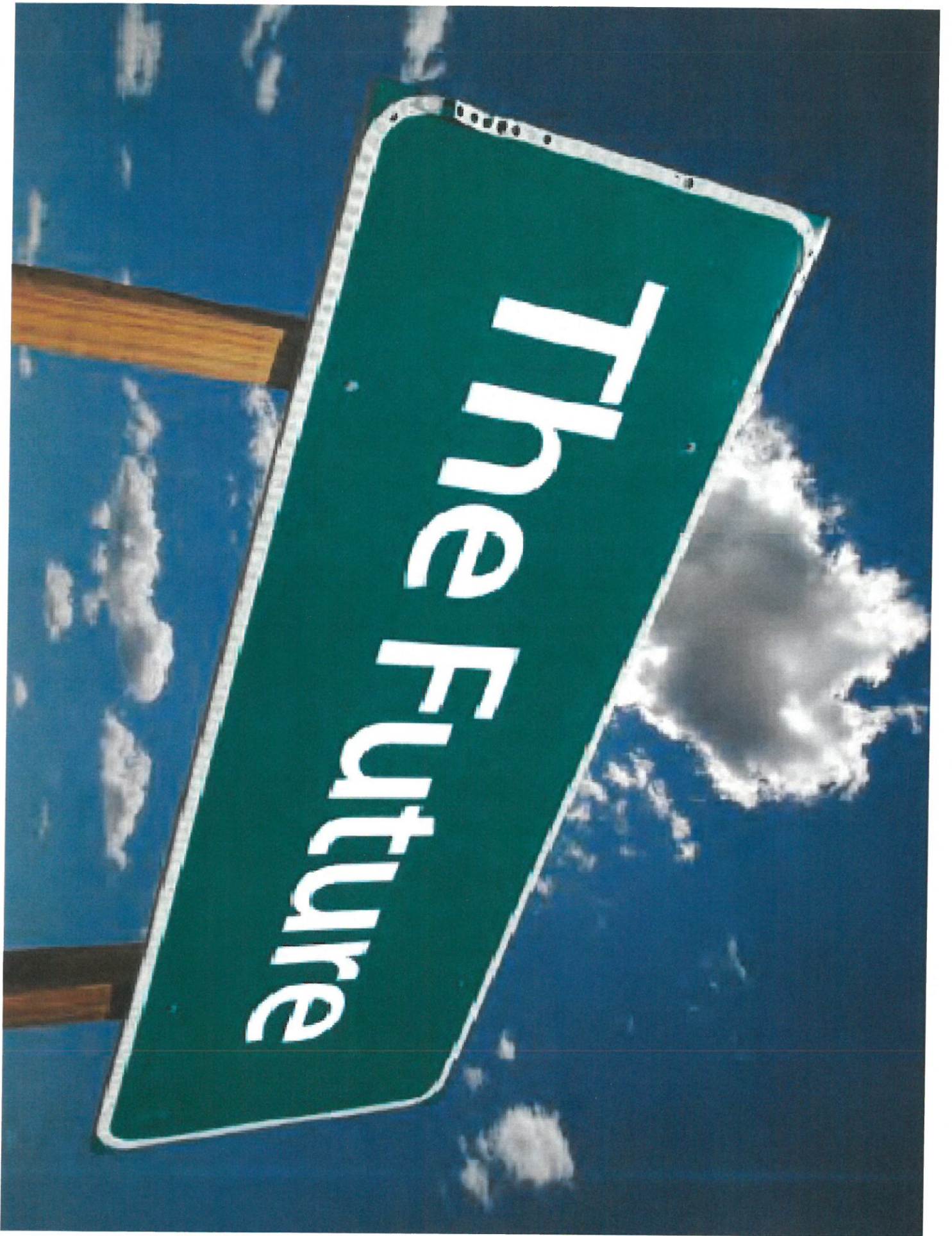




Population Growth

Winter Park and City of Orlando





The Future



2021 Roadway LOS (average 0.67% growth)

- LOS F
 - Aloma Ave., Lakemont Ave. to SR 436 (*Currently F*)
 - Glenridge Way, General Reese Ave. to Lakemont Ave. (*F*)
- LOS E
 - Fairbanks Ave., I-4 to Formosa Ave. (*D*)
 - Aloma Ave., Lyman Ave. to Phelps Ave. (*E*)
 - Lakemont Ave., Glenridge Way to Goodrich Ave. (*E*)

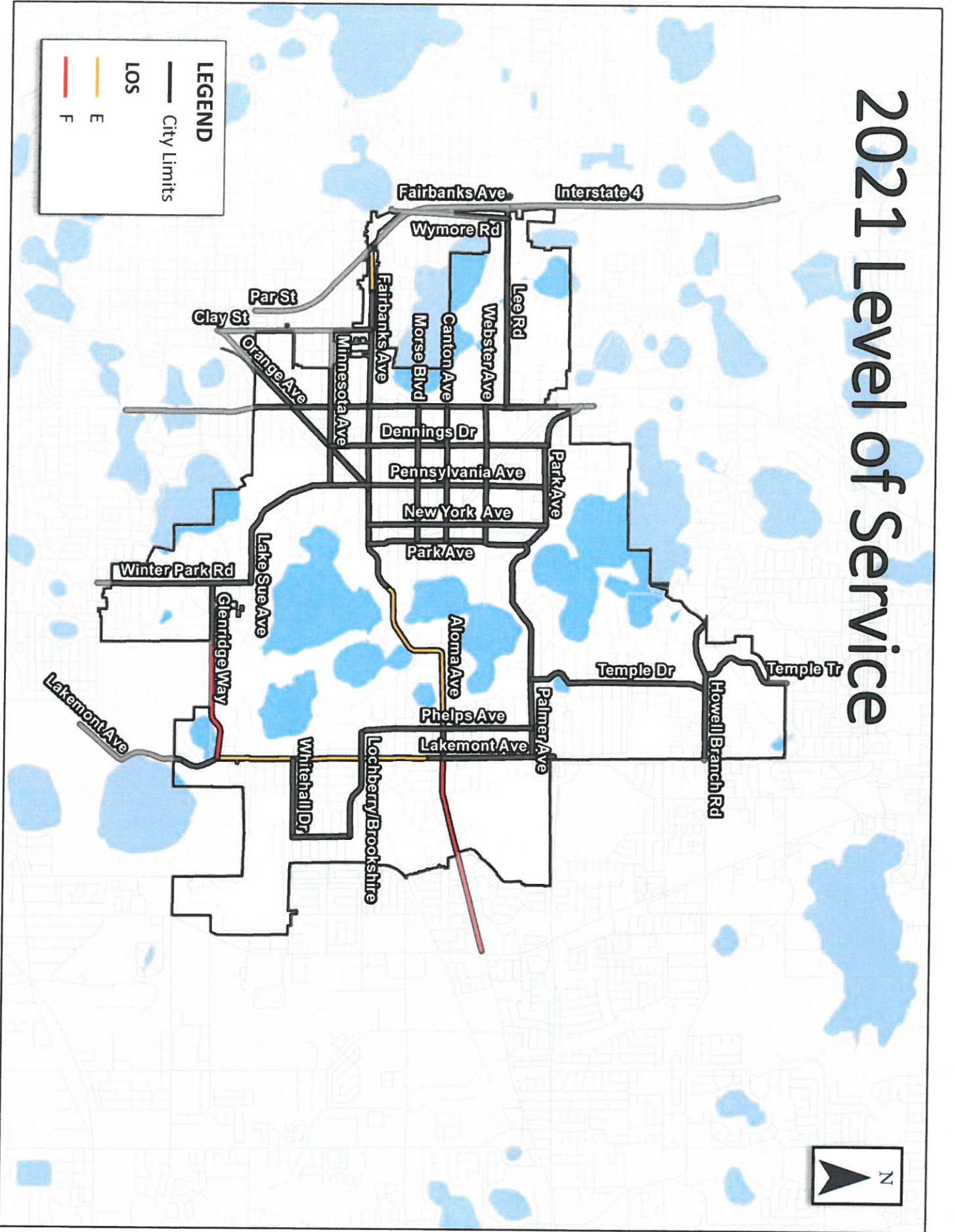


2021 Level of Service



LEGEND

- City Limits
- LOS
- E
- F





2030 Roadway LOS (average 0.67% growth)

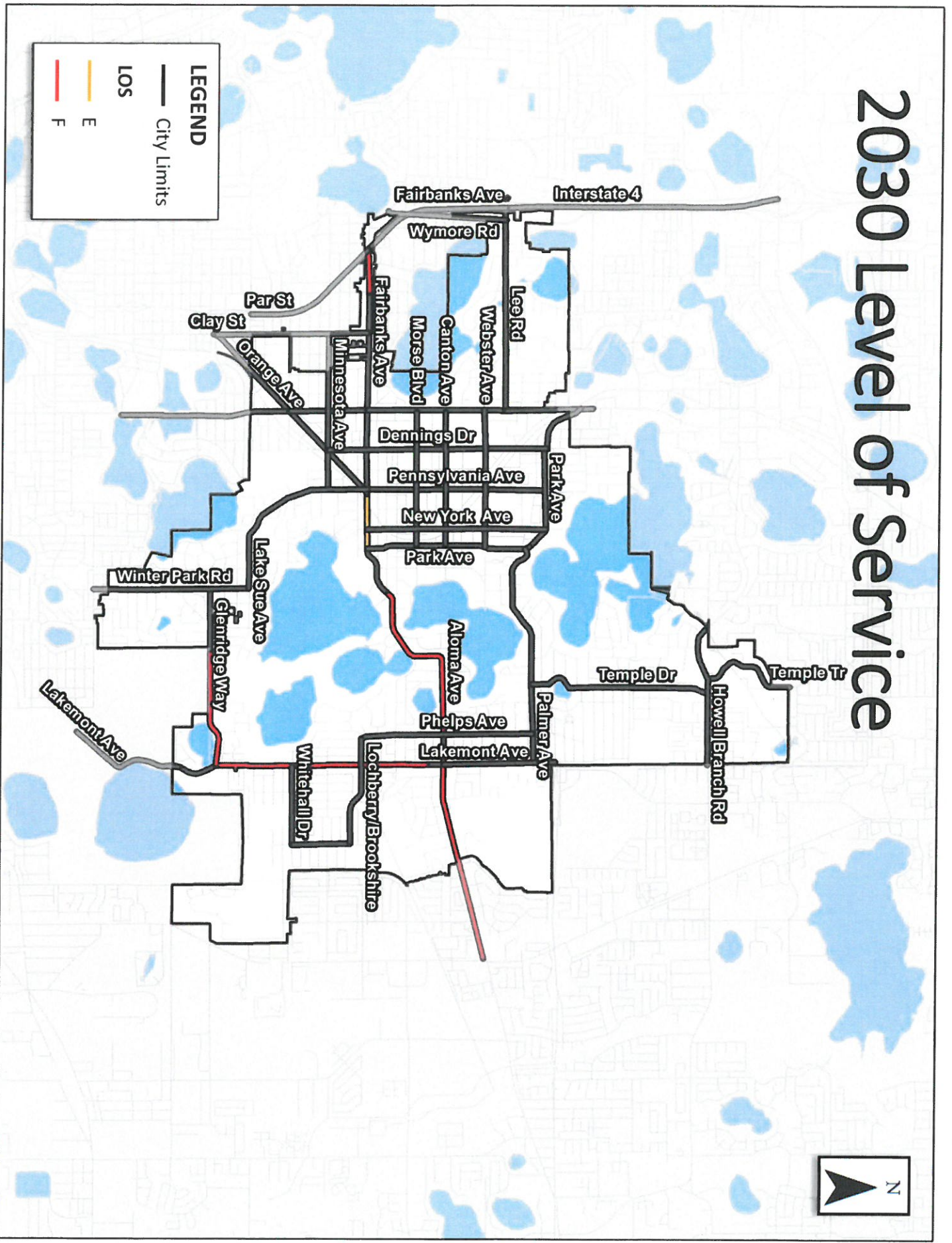
- LOS F
 - Fairbanks Ave., I-4 to Formosa Ave. (*Currently D*)
 - Aloma Ave., Lyman Ave. to Phelps Ave. (*E*)
 - Aloma Ave., Lakemont Ave. to SR 436 (*F*)
 - Glenridge Way, General Reese Ave. to Lakemont Ave. (*F*)
 - Lakemont Ave., Glenridge Way to Goodrich Ave. (*E*)
- LOS E
 - Fairbanks Ave., Orange Ave. to Park Ave. (*D*)

2030 Level of Service



LEGEND

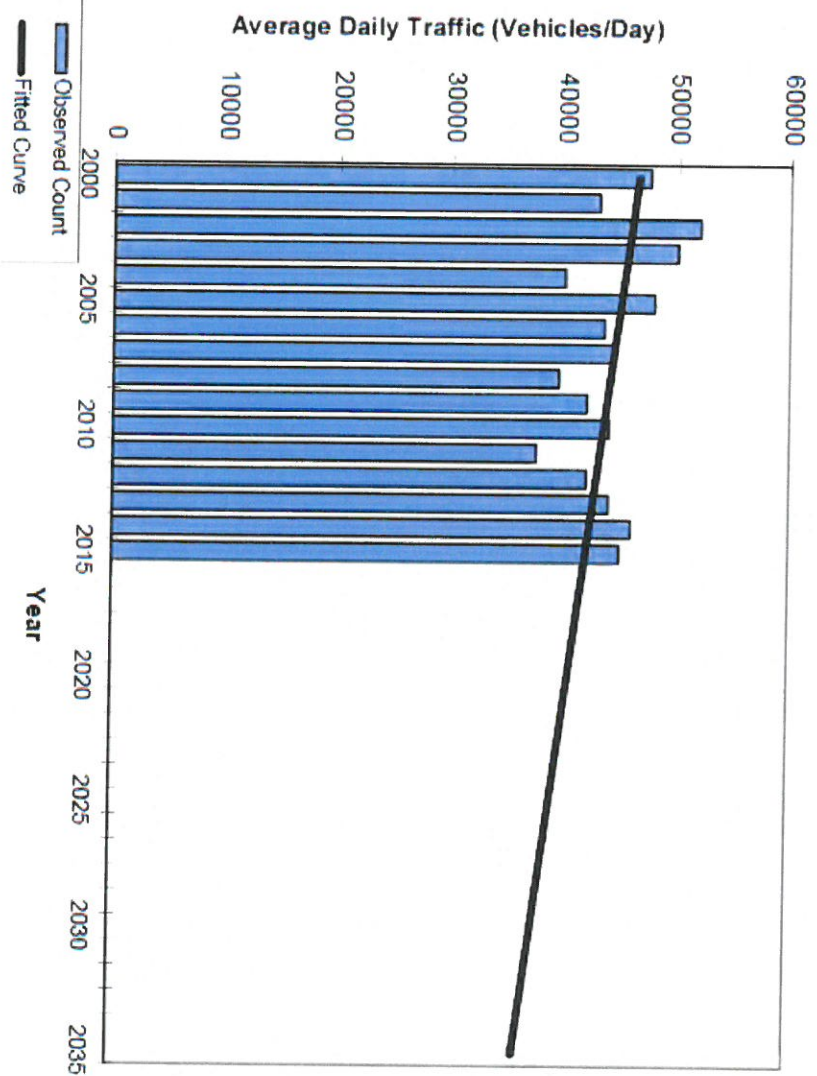
- City Limits
- LOS
- E
- F







Aloma Ave., east of Lakemont Ave.



No.	DRAFT Transportation Element	Alternative Language
1	<p>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 and alternative modes of transportation as well as ensures efficiencies along the roadway network.</p>	
	<p>OBJECTIVE 2-1.1: SAFE AND BALANCED MULTIMODAL SYSTEM. The city shall create a Mobility Plan that promotes and supports the board transportation needs of the community.</p>	
	<p>Policy 2-1.1.1: Multimodal Activities. The city recognizes pedestrian, bicycle, <u>and</u> transit activities as alternative modes of transportation <u>to the private automobile and that all modes of travel need to work together to efficiently provide mobility to the City and region</u>that operate on each street in the community.</p>	
	<p>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 <u>C</u>ode regulations:</p> <ul style="list-style-type: none"> • Complete Streets criteria • Interconnected street network • Access management • <u>The City's</u> Pedestrian and <u>B</u>bicycle Circulation Plan <u>(as updated)</u> • Transit opportunities through Lynx, SunRail and other providers • Freight Mobility 	
	<p>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 <u>2010 Pedestrian and Bicycle Circulation Plan Update</u>, to increase the non-motorized transportation system.</p>	
	<p>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 and implementation of the regional mobility strategy.</p>	
	<p>Policy 2-1.1.5 SunRail Coordination. The city's Mobility Plan will prioritize and encourage the use of SunRail through enhanced sidewalks, <u>improved and new</u>increased bicycle facilities, <u>and</u> greater use of <u>transit alternative and</u> technology <u>in support of mobility to the SunRail station.</u></p>	
	<p>Policy 2-1.1.6 Tree Canopy along Transportation System. Recognizing the integral part of the city's tree canopy along the right-of-way, the city will <u>seek to protect the existing canopy and expand it where possible in support of the Mobility Plan</u>include landscaping and new trees in all transportation infrastructure enhancement projects.</p>	
	<p>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.</p>	
	<p>Policy 2-6.7: Facilitate Regional Transit at National Passenger Rail Station. The City will work with FDOT, <u>LYNX</u>Central Florida Regional Transportation Authority 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.</p>	

No.	DRAFT Transportation Element	Alternative Language																								
	<p>Policy 2-1.1.7: Constrained Facilities within the Transportation Network. The following roadways are designated constrained within the City of Winter Park as shown in MetroPlan Orlando's 2040 Long Range Transportation Plan.</p> <table border="0" data-bbox="170 252 1547 544"> <thead> <tr> <th data-bbox="170 252 574 282"><u>Roadway</u></th> <th data-bbox="606 252 1010 282"><u>From</u></th> <th data-bbox="1041 252 1547 282"><u>To</u></th> </tr> </thead> <tbody> <tr> <td>Aloma Avenue</td> <td>Fairbanks Avenue</td> <td>Eastern city limits</td> </tr> <tr> <td>Fairbanks Avenue</td> <td>W. city limits</td> <td>Aloma Avenue</td> </tr> <tr> <td>Lakemont Avenue</td> <td>Glenridge Way</td> <td>Aloma Avenue</td> </tr> <tr> <td>Lakemont Avenue</td> <td>Aloma Avenue</td> <td>S. city limits</td> </tr> <tr> <td>Lee Road</td> <td>City limits</td> <td>Wymore Road</td> </tr> <tr> <td>Orange Avenue</td> <td>Orlando Avenue</td> <td>Fairbanks Avenue</td> </tr> <tr> <td>Orlando Avenue</td> <td>Lee Road</td> <td>city limits</td> </tr> </tbody> </table> <p>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.</p>	<u>Roadway</u>	<u>From</u>	<u>To</u>	Aloma Avenue	Fairbanks Avenue	Eastern city limits	Fairbanks Avenue	W. city limits	Aloma Avenue	Lakemont Avenue	Glenridge Way	Aloma Avenue	Lakemont Avenue	Aloma Avenue	S. city limits	Lee Road	City limits	Wymore Road	Orange Avenue	Orlando Avenue	Fairbanks Avenue	Orlando Avenue	Lee Road	city limits	<p>Policy 2-1.1.7: 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.</p>
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	<p>Policy 2-1.1.8: Functional Classification. The functional classification for the roadways within Winter Park are illustrated in Map_X</p>	<p>Policy 2-1.1.8: 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 as illustrated in Figure X.</p>																								

No.	DRAFT Transportation Element	Alternative Language																																																																												
	<p>Policy 2-1.1.9: Level of Service Standards. The city established the following Level of Service standards based on the tables below:</p> <p>Pedestrian LOS Standard: LOS C Bicycle LOS Standard: LOS C Transit LOS Standard: LOS D Roadway LOS Standard: LOS E</p> <p>Pedestrian Level of Service Thresholds</p> <table border="1" data-bbox="170 403 1361 604"> <thead> <tr> <th rowspan="2">Functional Classification</th> <th colspan="3">Sidewalk Coverage</th> </tr> <tr> <th>LOS C</th> <th>LOS D</th> <th>LOS E</th> </tr> </thead> <tbody> <tr> <td>Principal and Minor Arterials and Collectors</td> <td>85% to 100%</td> <td>50% to 84%</td> <td>0% to 49%</td> </tr> <tr> <td>Major and Minor Collectors</td> <td>85% to 100%</td> <td>50% to 84%</td> <td>0% to 49%</td> </tr> <tr> <td>Local Roadways</td> <td>0% to 10049%</td> <td>n/a</td> <td>n/a</td> </tr> </tbody> </table> <p><i>Source: Adaptation of FDOT 2013 Q/LOS Handbook</i></p> <p>Bicycle Level of Service Thresholds</p> <table border="1" data-bbox="170 695 1361 897"> <thead> <tr> <th rowspan="2">Functional Classification</th> <th colspan="3">Paved Shoulder/Bicycle Lane/Trail Coverage/Sharrow</th> </tr> <tr> <th>LOS C</th> <th>LOS D</th> <th>LOS E</th> </tr> </thead> <tbody> <tr> <td>Principal and Minor Arterials and Collectors</td> <td>85% to 100%</td> <td>50% to 84%</td> <td>0% to 49%</td> </tr> <tr> <td>Major and Minor Collectors</td> <td>85% to 100%</td> <td>50% to 84%</td> <td>0% to 49%</td> </tr> <tr> <td>Local Roadways</td> <td>0% to 10049%</td> <td>n/a</td> <td>n/a</td> </tr> </tbody> </table> <p><i>Source: Adaptation of FDOT 2013 Q/LOS Handbook</i></p> <p>Transit Level of Service Thresholds</p> <table border="1" data-bbox="170 997 1361 1128"> <thead> <tr> <th rowspan="2">Sidewalk Coverage</th> <th colspan="4">Transit Vehicles in Peak Hour in Peak Direction</th> </tr> <tr> <th>LOS B</th> <th>LOS C</th> <th>LOS D</th> <th>LOS E</th> </tr> </thead> <tbody> <tr> <td>0% to 84%</td> <td>> 5</td> <td>≥ 4</td> <td>≥ 3</td> <td>≥ 2</td> </tr> <tr> <td>85% to 100%</td> <td>> 4</td> <td>≥ 3</td> <td>≥ 2</td> <td>≥ 1</td> </tr> </tbody> </table> <p><i>Source: FDOT 2013 Q/LOS Handbook</i></p> <p>Roadway Level of Service Thresholds</p> <table border="1" data-bbox="170 1229 1361 1360"> <thead> <tr> <th rowspan="2">Speed Limit</th> <th colspan="4">Average Travel Speed for 0.5 to 2 miles</th> </tr> <tr> <th>LOS C</th> <th>LOS D</th> <th>LOS E</th> <th>LOS F</th> </tr> </thead> <tbody> <tr> <td>40 MPH or Higher</td> <td>>23 MPH</td> <td>>18 MPH</td> <td>>15 MPH</td> <td>≤15 MPH</td> </tr> <tr> <td>35 MPH or Slower</td> <td>>17 MPH</td> <td>>13 MPH</td> <td>>10 MPH</td> <td>≤10 MPH</td> </tr> </tbody> </table> <p><i>Source: FDOT 2013 Q/LOS Handbook</i></p> <p>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.</p>	Functional Classification	Sidewalk Coverage			LOS C	LOS D	LOS E	Principal and Minor Arterials and Collectors	85% to 100%	50% to 84%	0% to 49%	Major and Minor Collectors	85% to 100%	50% to 84%	0% to 49%	Local Roadways	0% to 100 49%	n/a	n/a	Functional Classification	Paved Shoulder/Bicycle Lane/Trail Coverage/Sharrow			LOS C	LOS D	LOS E	Principal and Minor Arterials and Collectors	85% to 100%	50% to 84%	0% to 49%	Major and Minor Collectors	85% to 100%	50% to 84%	0% to 49%	Local Roadways	0% to 100 49%	n/a	n/a	Sidewalk Coverage	Transit Vehicles in 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	Speed Limit	Average Travel Speed for 0.5 to 2 miles				LOS C	LOS D	LOS E	LOS F	40 MPH or Higher	>23 MPH	>18 MPH	>15 MPH	≤15 MPH	35 MPH or Slower	>17 MPH	>13 MPH	>10 MPH	≤10 MPH	
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No.	DRAFT Transportation Element	Alternative Language
		<p>Policy 2-1.1.10: Monitoring. The City shall monitor, evaluate and appraise the implementation of its Mobility Plan, the City shall annually collect the following information:</p> <ul style="list-style-type: none"> • Pedestrian levels of service • Bicycle levels of service • Transit levels of service, including SunRail ridership • Roadway levels of service • Crashes involving vehicles, pedestrians and bicyclists
	<p>GOAL 2-2: SAFE TRANSPORTATION NETWORK. Winter Park seeks to create a safe transportation system for all modes of travel.</p>	
	<p>Objective 2-2.1: Safety for all Modes of transportation. The City will strive to provide the safest possible transportation network using all means necessary including development review, technology and redesign.</p>	
		<p>Policy 2-2.1.1: Transportation Safety. The Winter Park Police Department will provide crash summary reports each month 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 or education) to address the safety issues associated with the crashes.</p>
	<p>Policy 2-2.1.1: Transportation 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 improve the safety of the intersection. 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.</p>	<p>Policy 2-2.1.2: 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 improve the safety of the roadway or intersection.</p>
		<p>Policy 2-2.1.3: Bicycle and Pedestrian 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.</p>
	<p>Policy 2-2.1.2: Cross Access and Access Management for State Roadways. To maintain or improve mobility and safety on State roadways, sites shall be designed to manage access to State roadways. These access management techniques and activities may include, but are not limited to:</p> <ul style="list-style-type: none"> • 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 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; 	
	<p>GOAL 2-3: Pursuit of technology: The city will strive to be the premier community within Central Florida using advanced technology to create a safe and efficient transportation system.</p>	
	<p>Objective 2-3.1: Innovative Transportation Infrastructure: The City will invest in innovative transportation infrastructure to ensure that travel is safe and efficient, through prioritization of pedestrians, bicyclists and transit users.</p>	
	<p>Policy 2-3.1.1 In order to facilitate more efficient regional and local mobility, the City is investigating several intersections along State roadway facilities where technology improvements can be made to improve the operating conditions. The City will coordinate with the Florida Department of Transportation on these potential improvements.</p>	<p>Policy 2-3.1.1: Intelligent Transportation System. The City will 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.</p>
		<p>Policy 2-3.1.2: Web Site and Smart Phone Apps. The City will invest in web site 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.</p>
		<p>Policy 2-3.1.3: Automated Vehicles. The City will consider improvements to support automated vehicles which promote improved safety and efficiency.</p>

No.	DRAFT Transportation Element	Alternative Language
		Policy 2-3.1.4: Innovative Modes of Transportation. The City will consider improvements to support existing and evolving innovative modes of transportation, such as Uber, Lyft, bicycle sharing programs 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	
	<p>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 bicycle and pedestrian facilities through available sources of revenue, which include, but are not be limited to:</p> <ul style="list-style-type: none"> • State and Federal funds, • Constitutional gas tax, • Local road and bridge ad valorem tax, • Local option gas tax, • Local option sales tax, • General revenue funds, • Special grants, • Special assessment districts, and • Development site access and off-site impact assessments. <p>The City may jointly fund projects with Orange County, City of Orlando, City of Maitland, Florida Department of Transportation.</p>	
	<p>Policy 2-4.1.2: Regional Mobility Strategy. The City currently has agreed to contribute local funding for the Central Florida Commuter Rail Transit project (<u>SunRail</u>), 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, 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 <u>and operation</u> of the Central Florida Commuter Rail Transit System (<u>SunRail</u>).</p>	<p>Policy 2-4.1.2: 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.</p>
	<p>Policy 2-4.1.3: Mobility Fees: Within 24 months of adoption of this <u>the City's Mobility</u> Plan, the city will explore the use and implementation of a mobility fee as a means to fund improvements to the Mobility Plan.</p>	Suggest moving this policy to follow Policy 2-4.1.1: Transportation Funding Sources.
	<p>Policy 2-4.1.4: Participate in Regional Transportation Planning Efforts. In order to pursue <u>funding for</u> the City's <u>Mobility</u> transportation Plan within the regional transportation system including funding of both regional and local projects, the City will continue to develop its partnership with FDOT, MetroPlan Orlando and Orange County to ensure that the <u>C</u>eity's Mobility Plan <u>is incorporated</u> enhancements into <u>MetroPlan Orlando's</u> the region's Long Range Transportation Plan.</p>	
	<p>Policy 2-4.1.5: Funding of Transit Capital Improvements. To promote the effectiveness of the transit system, the City shall partner with the Central Florida Regional Transportation Authority (LYNX) to require new development to fund up to half of bus transit capital costs, all of the capital costs for bus shelters/transit amenities, full funding for maintenance of the bus shelters/amenities and the net operations and maintenance costs for new or modified existing bus routes, less fare box revenues, as determined through the submittal of a traffic impact analysis.</p>	Any fee like this would need to be credited against the Mobility Fee, and I am not sure if the City has the legal ability to implement this policy. I suggest removing it.