



## TRANSPORTATION ELEMENT

### PURPOSE

The Transportation Element provides for a safe, convenient mobility system coordinated with the Future Land Use pattern of Seminole County, supporting the Central Florida Regional Growth Vision (“How Shall We Grow?”) and Envision Seminole 2045, emphasizing multimodal mobility and public transportation systems where feasible, and serving the unique characteristics of Seminole County’s Conservation, Countryside, and Urban Centers and Corridors. The Seminole County 2045 Transportation Mobility Plan shall implement the goals and objectives of this Element.



## TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

### GOAL TRA 1 COUNTRYSIDE AND CONSERVATION

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

### OBJECTIVE TRA 1.1 LEVEL OF SERVICE STANDARDS

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

#### Policy TRA 1.1.1 County Road Level of Service Standards

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

- A** All arterial and collector County Roads in the Countryside and Conservation Area: Level of Service (LOS) E
- B** Special Transportation Areas: LOS E as determined in accordance with provisions of the Comprehensive Plan
- C** Facilities parallel to exclusive mass transit or toll facilities: LOS E
- D** Physically/Policy constrained facilities: Not degrade more than 20% below applicable standard

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

#### Policy TRA 1.1.2 State Highway Level of Service Standards

The operational level of service standards, as defined by the Seventh Edition of the Highway Capacity Manual, for roadway segments in the unincorporated areas of the County on the Strategic Intermodal System (SIS) (Interstate 4 and SR 417) shall be based by the County on the Statewide minimum level of service standards established by the Florida Department of Transportation (FDOT). The FDOT minimum level of service standard "D" shall also apply to roadway segments classified as SIS connector facilities, including I-4 and the SIS connectors, Persimmon Avenue between SR 46 and the Amtrak Station entrance and SR 46 between I-4 and Persimmon Avenue; the emerging SIS facility, US



17-92 between I-4 and Volusia County and the emerging SIS connector, Lake Mary Boulevard between SR 417 and the airport. For other State roads on the State highway system that are not part of the Strategic Intermodal System, the operational level of service standards shall be "E", as listed in **Exhibit TRA: Level of Service Standards for State Highways**. Level of service standards based on travel time data are shown in **Exhibit TRA: Travel Time Level of Service Criteria**.

#### **Policy TRA 1.1.3 Policy Constrained County Facilities**

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

#### **Policy TRA 1.1.4 County Functional Classification of Roads**

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

#### **Policy TRA 1.1.5 Techniques for Determining Roadway Level of Service**

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

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

##### **Policy TRA 1.1.5.1 Refined Roadway Level of Service Analysis Techniques**

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

- A** Trip generation studies;
- B** Traffic studies;
- C** Trip characteristics studies;
- D** Travel time/speed/delay studies;
- E** Passer-by and internal trip analysis;



- F Person trip analysis;
- G Planning level models;
- H Traffic operation models;
- I Intersection analysis;
- J Corridor/subarea analysis; and
- K Multimodal analysis.

#### **Policy TRA 1.1.5.2 Multimodal Transportation Long-Term Strategies**

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

- A Improvements in overall operation of the County's overall mobility system outweigh localized deficiencies, and
- B Improvements in the overall multimodal transportation system outweigh deficiencies in the roadway system, and
- C Improvements in the overall urban environment benefit the rural area by attracting redevelopment to the urban area, thus reducing pressure on the rural area to develop.

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

#### **Policy TRA 1.1.6 Measurement of Roadway Operational Level of Service**

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

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

- A Intersection improvements;
- B Signal timing changes;
- C Turning or auxiliary lanes;
- D Access management;
- E Reclassification of the road;
- F Signal removal;



- G** Improvements in parallel corridors;
- H** Mass transit improvements;
- I** Improvement in other modes of travel; or
- J** Numerous other traffic engineering measures including roundabouts.

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

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

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

- A** Monitor operating conditions on transit, arterial, and collector roadways;
- B** Collect and evaluate data for the evaluation of existing transit level of service and possible updating of that level of service in certain areas;
- C** Collect and evaluate data for the establishment of peak hour level of service thresholds and maximum service volumes based on operational analysis of roadways, where needed;
- D** Establish strategies for measuring and improving bicycle and pedestrian facility availability and use; and
- E** Establish procedures for measuring roadway level of service thresholds using either travel speeds or traffic volumes, where needed.

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

- A** Pedestrian and bicycle studies and counts;
- B** Transit ridership studies;
- C** Travel time and delay studies;
- D** Traffic counts;
- E** Traffic crash reports;
- F** Speed studies;
- G** Intersection studies;



- H** Data from the transportation system characteristics inventory; and
- I** Data reported by the closed loop signal system.

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

**Policy TRA 1.1.8 Annual Evaluation of State Constrained/Backlogged Facilities**

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

**Policy TRA 1.1.9 Transportation Facility Transfer Standards**

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

**Policy TRA 1.1.10 Alternative Land and Mobility Development Proposals**

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

- A** When the following conditions are met:
  - 1 Seminole County's Comprehensive Plan is in compliance with State law at the time of the development approval;
  - 2 The proposed development would be consistent with the future land use designation for the specific property and pertinent parts of the Seminole County Comprehensive Plan, as determined by the Board of County Commissioners;
  - 3 The Seminole County Comprehensive Plan includes a financially feasible capital improvements element that provides for transportation facilities to serve the proposed development, and Seminole County has not implemented that element;
  - 4 Seminole County has provided the means by which a landowner will be assessed a fair share of the cost of the transportation facilities necessary to serve the proposed development; and
  - 5 The landowner has made a binding commitment to Seminole County to pay the fair share of the cost of providing the transportation facilities to serve the proposed development.
- B** The following specific project components that may be a part of a development project located outside of the boundary of the Seminole County Transportation Concurrency Exception Area (TCEA) are not subject to transportation concurrency, and the inclusion of one or more of these transit-



related mobility projects within a land development proposal that is consistent with the Central Florida Regional Growth Vision shall enable the County to evaluate the potential positive impacts of the proposal:

- 1 Transit stations and terminals;
  - 2 Vehicular parking associated with transit stations and terminals;
  - 3 Park and ride facilities;
  - 4 Intermodal public transit connection or transfer facilities; and
  - 5 Fixed busways, guideways and rail stations and associated park and ride facilities.
- C** In recognition of the need in rural communities such as Geneva (outside of a TCEA) for job creation, capital investment and economic development, transportation concurrency shall not be applied to the following job-generating specific project components that may be a part of a development proposal and that support the agricultural nature of the area, including:
- 1 Produce markets for sale of locally grown produce (permitted under the Right to Farm laws);
  - 2 Agritourism uses, including bed and breakfast uses, farm tours, horse and buggy rental services, hayrides, canoe and nonmotorized water tourism rides, fishing guide services and bicycle rental;
  - 3 Ecotourism uses, such as wetland, birding, and hiking tourism services; photography safaris, and tourism-related natural lands remediation projects;
  - 4 Cultural tourism uses, including locally operated rural history museums, historical re-enactment theatrical activities, and locally operated arts and crafts studios and galleries; and
  - 5 Seasonal roadside produce stands operated by the owners or renters of the land, selling produce, baked goods, locally produced eggs, dairy products, canned and bottled goods, local crafts, and the like (permitted under the Right to Farm laws).

**Policy TRA 1.1.11 Prior Development Order Conditions Remain Valid**

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

**OBJECTIVE TRA 1.2 LAND USE AND DESIGN COORDINATION**

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



**Policy TRA 1.2.1 Consistency with Future Land Use Element**

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

**Policy TRA 1.2.2 Transportation/Land Development Coordination**

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

**Policy TRA 1.2.3 Coordinating Compatibility with Future Land Use Designations**

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

**OBJECTIVE TRA 1.3 SAFE, EFFICIENT, AND LIVABLE TRANSPORTATION SYSTEM**

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

**Policy TRA 1.3.1 Rely on Existing Ordinances**

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

**Policy TRA 1.3.2 Update Ordinances**

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

**Policy TRA 1.3.3 Require Construction to County Standards**

The County shall require that all new or improved transportation facilities be constructed to County standards and shall review, on an annual basis, and amend, as deemed necessary, construction inspection practices. The County





requires transportation facilities be brought up to standard prior to development of unincorporated lands.

**Policy TRA 1.3.4 Require Context-Sensitive Design**

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

**Policy TRA 1.3.4.1 Context-Sensitive Landscape Standards.**

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

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

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

**Policy TRA 1.3.5 Enforce Performance Frameworks for Rural Areas**

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

- A** Streets should be recognized as public open space.
- B** Where consistent with the Future Land Use Element, streets should be designed to accommodate a mix of travel modes including vehicles, equestrians, bicycles, possible future transit service, and pedestrian access.
- C** Streets should be designed holistically, considering the pavement, adjacent rural land uses, drainage needs, and pedestrianways where safe and consistent with the Future Land Use Element, and preservation of existing canopy trees and Florida-Friendly vegetation.

**Policy TRA 1.3.6 Safety Considerations for New or Expanded Roadways**

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

**Policy TRA 1.3.7 Consideration of Intermodal Connections in Transportation Improvements**

In the planning, design and construction of transportation improvements, the County shall consider the safety and efficiency of features at intermodal



connections, should any be included on rural roads. These features may include: bus stops, bus shelters, signage, pedestrian and bicycle/trail access, and handicapped access.

#### **Policy TRA 1.3.8 Access Management**

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

#### **Policy TRA 1.3.9 Park Access and Accessibility**

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

- A** The County shall ensure, through the Land Development Code, adequate vehicular, pedestrian and bicycle access provided to on-site and adjacent park sites during the development of planned unit developments and residential developments.
- B** The County shall coordinate with all appropriate transportation providers to evaluate and expand, if necessary, transportation routes to parks and recreational facilities to provide access for special groups including the people with disabilities, lower income residents, senior citizens, and the general public.
- C** The County shall continue to require sidewalk connectors to public park sites and additional pavement width to be installed with new development and the expansion of public roadways.

#### **Policy TRA 1.3.10 Bicycle and Recreational Trail Planning and Coordination**

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

#### **Policy TRA 1.3.11 Livable Transportation System**

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



## GOAL TRA 2 CENTERS AND CORRIDORS

Seminole County shall continue to improve and manage a multimodal mobility system that supports the long range future land use pattern within the unincorporated urban area established in the Future Land Use Element. The long range future land use pattern encourages infill development and redevelopment at appropriate locations within the unincorporated urban area (a Dense Urban Land Area, or "DULA") to support the Central Florida Regional Growth Vision "Centers and Corridors" concept. The multimodal mobility system emphasizes a full range of modes of mobility in the built up urban area, including public transit, bicycle, and walking, as well as cars, vanpools and trucks for freight delivery. Use of alternative modes of mobility allows for development of infill parcels and redevelopment of declining areas in centers and corridors in a manner compatible with surrounding uses, avoiding or greatly reducing the emphasis on roadway capacity expansion as the main method of mobility. Capacity expansion alone undermines the desired future land use pattern by eliminating 'downtowns', 'main streets', and older historic neighborhoods while encouraging sprawl development.

### OBJECTIVE TRA 2.1 MOBILITY STRATEGIES AND QUALITY/LEVEL OF SERVICE STANDARDS AND TRANSPORTATION/LAND USE COORDINATION

Seminole County revised its Long Range Future Land Use pattern in 2008 to more closely align with the principles of the Central Florida Regional Growth Vision Centers and Corridors concept.

The County previously established the Urban Centers and Corridors Overlay as a component of the established long range future land use pattern. Quality/Level of Service standards set in the following Policies will guide the County's capital and operating expenditures on mobility toward achieving the stated goal of mobility within the unincorporated urban area, will be used to evaluate development proposals in accordance with the provisions for the TCEA in Chapter 10 of the County's Land Development Code, and will ensure coordination of the transportation network with the future land use plan.

#### Policy TRA 2.1.1 Transit Quality/Levels of Service for the TCEA

##### Fixed Route Bus Transit Q/LOS:

LOS	Headway (Minutes)	Comment
A	<10	Passengers do not need schedules
B	10-14	Frequent service, passengers consult schedules
C	15-20	Maximum desirable time to wait if bus is missed
D	21-30	Service is unattractive to choice riders
E	31-60	Service available during the hour
F	>60	Service unattractive to all users

Source: Transit Capacity and Quality of Service Manual, Transportation Research Board



### Existing LOS

Route	LOS
1	E
23	E
34	D
45	D
46E & 46W	E
102	C
103	C
106	D
434	E
436N & 436S	D

Level of Service will be increased when a route reaches 90% bus capacity over 80% of the route length.

#### Policy TRA 2.1.1.1 Pedestrian and Bicycle Quality/Levels of Service for the TCEA

**Pedestrian Q/LOS (2017 - 2022):** Identify locations needing ADA-compliant paved sidewalk on any side of corridor where SunRail station is located, or along major corridor where major employer, mixed use development, multifamily development, public park, libraries or public school is located, and program improvements; identify locations on side of corridor directly opposite the use to be served with sidewalk, and program improvements if needed; identify presence or absence of marked and signalized crosswalk within ¼ mile of the use to be served with sidewalk on corridor; program improvements where needed. If such a gap is identified within ¼ mile of the boundary of a proposed development, the Development Review process shall identify the development's fair share contribution toward such program improvements.

**Pedestrian Q/LOS (2027):** Paved ADA compliant sidewalk connecting the nearest intersection to SunRail station, or to major employers, mixed use developments, multifamily developments, public parks, libraries and public schools on both sides of corridor, and on side streets feeding the corridor; special emphasis or elevated and signalized crosswalk within ¼ mile of the major trip attractor and at intersections where high pedestrian or bicycle and vehicle accident rates have been reported.

**Bicycle Q/LOS (2017 - 2022)** Identify presence or absence of paved outside shoulder on each side of major corridors linking to SunRail stations, or major corridors serving major employers, mixed use developments, multifamily developments, public parks, libraries, and public schools; program improvements where needed. Identify locations for bicycle parking at any Seminole County park and Seminole County office building located on the corridor and program improvements. If such a gap in paved outside shoulder is identified within ¼ mile of the boundary of a proposed development, the Development Review process shall identify the development's fair share contribution toward such program improvements.



**Long Range Bicycle Q/LOS (2027)** Paved outside shoulder on each side of corridor serving SunRail station or major corridor serving major employer, mixed use, multifamily development, public parks, libraries and public schools; bicycle parking at all County owned facilities along the corridor. On major collectors and arterials with greater than 3,500 ADT transition to FDOT standard bike lanes.

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

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

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

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

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

- A** All County Roadways within Development/Redevelopment/Energy Conservation Corridors: LOS E + 10%
- B** All County Roadways within, or impacted by, traffic from Urban Energy Conservation and Mixed Use Centers: LOS E + 10%
- C** All other roadways in neighborhoods: LOS E
- D** Special Transportation Areas: LOS E or determined in accordance with provisions of the Comprehensive Plan
- E** Facilities parallel to exclusive rail or bus rapid transit facilities: LOS E + 10%
- F** Physically/Policy constrained facilities: Not degrade more than 20% below applicable standard: LOS E + 20%
- G** County roadways outside of the DULA/TCEA: LOS D

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

**Policy TRA 2.1.3 State Highway Level of Service Standards**

State Law requires that planning for a local government Transportation Concurrency Exception Area (TCEA) must consider and mitigate possible impacts



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

### **Policy TRA 2.1.3.1 Reserved**

### **Policy TRA 2.1.4 Policy Constrained County Facilities**

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

- A** Bear Lake Road from Orange County line to S.R. 436 (permanent constraint to 2 lanes).
- B** Howell Branch Road from S.R. 436 to S.R. 426 (permanent constraint to 4 lanes).
- C** Lake Howell Road from Orange County line to S.R. 436 (permanent constraint to 2 lanes).
- D** Lake Markham Road from Markham Road to State Road 46 (permanent constraint to 2 lanes).
- E** Longwood Markham Road from Markham Road to State Road 46 (permanent constraint to 2 lanes).
- F** Markham Road from Orange Boulevard to Longwood-Markham Road (permanent constraint to 2 lanes).
- G** Markham Woods Road from S.R. 434 to Markham Road (permanent constraint to 2 lanes).
- H** Palm Springs Drive from Central Parkway to S.R. 434 (permanent constraint to 2 lanes).
- I** Red Bug Lake Road: from Eagle Circle to Tuskawilla Road (permanent constraint to 4 lanes).
- J** South Lake Sylvan Drive from Orange Boulevard to Lake Markham Rd. (permanent constraint to 2 lanes with alternative surface treatment program allowed to control erosion).
- K** General Hutchison Parkway from US 17-92 to Timocuan Way (permanent constraint to 2 lanes).



- L Wymore Road from SR 436 to Orange County Line (permanent constraint to 2 lanes).
- M All County facilities constructed or improved after December 15, 1999 that are located within the Wekiva River Protection Area are permanently constrained to their existing number of lanes. Exempted facilities are Orange Boulevard and those roads scheduled for improvement in the Capital Improvements Element in effect on December 15, 1999 (such as County Road 46A).

#### **Policy TRA 2.1.5 Policy Constrained State Facilities**

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

- A SR 46 from US 17-92 to Mellonville Avenue (permanent constraint to 4 lanes).
- B US 17-92 from Lake Monroe to Park Drive (permanent constraint to 4 lanes).

#### **Policy TRA 2.1.6 County Functional Classification of Roads**

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

#### **Policy TRA 2.1.7 Techniques for Determining Degree of Achievement of Mobility Strategy and Multimodal Quality/Level of Service**

At least annually, the County shall use ridership, revenue miles of service data reported by all transit service providers (including SunRail) and estimates of functional population within the transit service area developed by the County's Growth Management Department to determine the degree of achievement of the County's strategy to shift trips to multiple modes of transportation. Data will also be requested from all transit service providers on ridership of bicyclists. Possible impacts on the Strategic Intermodal System will be examined at that time. Analysis will also be conducted to determine degree of reduction of greenhouse gases. Findings will be made as to degree of achievement and the need, if any, to alter the quality/level of service or to increase or alter financial commitments.

#### **Policy TRA 2.1.8 Techniques for Determining Roadway Level of Service**

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

Traffic operation models and other assessment techniques may be used where the County determines that a more detailed analysis is desired. In determining





levels of service, the County shall follow procedures and techniques based on the 2000 Highway Capacity Manual.

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

#### **Policy TRA 2.1.8.1 Refined Quality/Level of Service Analysis Techniques**

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

- A** Multimodal analysis;
- B** Vehicle miles traveled from center of proposed development/ redevelopment to nearest SunRail station, major employer, major retail center and County park;
- C** Trip generation studies and greenhouse gas generation;
- D** Traffic studies, including impacts on Strategic Intermodal System (SIS) Facilities;
- E** Trip characteristics studies;
- F** Travel time/speed/delay studies (for the Northeast Mobility Area only);
- G** Passer-by and internal trip analysis, including internal trip capture for mixed use projects;
- H** Person trip analysis;
- I** Planning level models;
- J** Traffic operation models;
- K** Intersection analysis;
- L** Corridor/subarea analysis; and
- M** Impact on SIS facilities

#### **Policy TRA 2.1.8.2 Multimodal Transportation Quality/Level of Service Analysis Techniques/Standards**

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



- A** Improvements in the overall multimodal mobility system outweigh periodic congestion on individual roadways, and
- B** Improvements in the overall urban environment (including reduction of vehicle miles traveled, greenhouse gas production, revitalization of declining areas and creation of vibrant, safe areas to live, work, shop and play) outweigh periodic congestion in the roadway system.

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

### **Policy TRA 2.1.8.3 Measurement of Roadway Operational Level of Service**

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

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

- A** Mass transit or other mode improvements;
- B** Intersection improvements;
- C** Signal timing changes;
- D** Turning or auxiliary lanes;
- E** Access management;
- F** Reclassification of the road;
- G** Signal removal;
- H** Improvements in parallel corridors; or
- I** Numerous other mobility strategy measures.

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

### **Policy TRA 2.1.9 Concurrency Management System and Ongoing Monitoring Program**

Outside of the Dense Urban Land Area/Transportation Concurrency Exception Area (DULA/TCEA), the County shall maintain its Concurrency Management System (CMA) that monitors transportation level of service for facilities and services for which the County has established minimum acceptable level of



service standards. The purpose of the CMS is to ensure that adequate public facilities and services are available or are scheduled to be available in a manner which is consistent with State law. The County shall continue the ongoing program in order to:

- A** Monitor operating conditions on transit, arterial and collector roadways;
- B** Collect and evaluate data for the potential establishment of multimodal quality levels of service where possible;
- C** Collect and evaluate data for the establishment of peak hour level of service thresholds and maximum service volumes based on operational analysis of roadways; and
- D** Establish procedures for measuring bicycle and pedestrian facility availability and use; and
- E** Establish procedures for measuring roadway level of service thresholds using either travel speeds or traffic volumes.

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

- A** Pedestrian and bicycle studies;
- B** Transit ridership studies and counts;
- C** Travel time and delay studies;
- D** Traffic counts;
- E** Traffic crash reporting and speed studies;
- F** Intersection studies;
- G** Data from the roadway characteristics inventory; and
- H** Data reported by the closed loop signal system.

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

**Policy TRA 2.1.10 Annual Evaluation of State Constrained/Backlogged Facilities**

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

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

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

- A** Additional through lanes (backlogged facilities);



- B** Access management techniques;
- C** Traffic operations improvements;
- D** Construction or improvements of parallel facilities; and
- E** Alternative modal investments, such as, public transit, bicycle and pedestrian facilities.

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

#### **Policy TRA 2.1.11.1 Alternative Mitigation Strategies for Backlogged and Constrained Facilities**

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

#### **Policy TRA 2.1.12 Transportation Facility Transfer Standards**

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

#### **Policy TRA 2.1.13 Approval of Developments Utilizing Backlogged and Constrained Facilities**

For State and County roadway facilities designated as constrained facilities outside of the Transportation Concurrency Exception Area (TCEA), Seminole County shall evaluate how well the County's multimodal mobility strategy is operating, in order to ensure that the mobility system overall is not compromised by development approvals. Multimodal mitigation strategies may be developed as needed, on a case by case basis, and fair share calculations performed, where a proposed development results in either a 5% increase in peak hour traffic volume or a 10% decrease in average peak hour travel speed over the designated service threshold.

- A** For facilities with Existing Acceptable Operating Conditions, the designated threshold is the appropriate minimum acceptable level of service standard.
- B** For facilities with Existing Substandard Operating Conditions, the designated threshold is existing operating conditions.

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

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

New or expanded developments whose traffic is projected to utilize roadways designated as backlogged facilities outside of the Transportation Concurrency Exception Area shall be subject to additional enhancement techniques and activities to maintain and improve the roadway's average peak hour operating



speeds at the time of plan adoption. These techniques and activities shall include, but are not limited to: ride-sharing; access control; signal optimization; transit accessibility; and staggered work hours. Other service enhancement techniques and activities may include:

- A** Site design shall provide a stacking lane or lanes to permit vehicles to wait on-site and enter the traffic flow when gaps occur;
- B** No new traffic signals which will reduce peak hour travel speeds will be permitted, unless a high accident rate exists;
- C** New or revised median openings will only be permitted where they do not impede flow of traffic;
- D** Out-parcels, created in previously approved developments, shall have no inherent right of direct access to major collector or arterial streets unless such access is the only access available to the property. New out-parcels may be denied direct access to arterial or collector streets;
- E** Where appropriate, primary access on backlogged streets should be directed to adjacent nonresidential collector streets, with limited secondary access to adjacent arterials;
- F** Access points to collector and arterial streets should be limited to one major access point or curb cut along each roadway frontage. Additional access and egress points may be granted for unusually large parcels, based on site characteristics or as considered appropriate by the Traffic Engineer and approving agencies, to provide for safe and efficient site-related traffic movements on adjacent street; and
- G** As a condition of site plan or subdivision plat approval for development or redevelopment, the access or egress points to collector or arterial streets may be relocated, restricted or otherwise controlled to facilitate traffic flow along the adjacent thoroughfare.

#### **Policy TRA 2.1.15 Alternative Land Development Proposals**

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

#### **Policy TRA 2.1.16 Prior Development Order Conditions Remain Valid**

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

#### **Policy TRA 2.1.17 Transportation Concurrency Exception Area (TCEA): Strategies to Support and Fund Mobility Integrated into Mobility Strategy for Dense Urban Land Area/Transportation Concurrency Exception Area (DULA/TCEA) for Nonrural Unincorporated Seminole County**

The Seminole County Board of Commissioners, in coordination with the municipalities of Sanford and Casselberry, had established and designated a Transportation Concurrency Exception Area (TCEA) as one of the Evaluation and



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

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

## **OBJECTIVE TRA 2.2 URBAN CENTERS AND CORRIDORS LAND USE, PERFORMANCE FRAMEWORKS, AND MOBILITY COORDINATION**

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

### **Policy TRA 2.2.1 Consistency with Future Land Use Element**

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

### **Policy TRA 2.2.2 Promote Mixed Use Centers**

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



**Policy TRA 2.2.3 Promote Clustering of Development**

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

**Policy TRA 2.2.4 Transportation/Land Development Coordination**

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

**Policy TRA 2.2.5 Transportation/Affordable and Workforce Housing Coordination**

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

**Policy TRA 2.2.6 Promote Shared and Reduced Parking**

The County shall adopt and enforce performance frameworks, policies, and land development regulations that encourage and incentivize shared parking and reduced parking requirements within mixed use centers and major transit development/redevelopment corridors, especially as a part of development approvals including ride sharing, vanpooling, and other Transportation Demand Management (TDM) agreements.

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

**Policy TRA 2.2.7 Require Multimodal Facilities in Site Planning and Design**

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

- A** Parking requirements (including shared parking, structured parking “wrapped” with other uses, recharge stations for electric and hybrid vehicles, and parking ratio maximums);
- B** Parking management;
- C** Pedestrian/bicycle/transit facilities (including, but not limited to, bicycle lockers for employees and transit shelters attached to multi-use structures);
- D** Pedestrian/bicycle/transit access (including sidewalk and bicycle path connections to adjacent parcels and to transit stops within ¼ mile of entrance to a development or a SunRail station within ½ mile of the entrance to a development);
- E** Taxi stands;
- F** Lot sizes;





- G** Land use intensities;
- H** Mixed-uses;
- I** Internal circulation; and
- J** Car pools/van pools.

**Policy TRA 2.2.8 Evaluate Transit Corridor Land Use Policies, Regulations**

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

**Policy TRA 2.2.9 Criteria for Designation of New Mixed Use Centers**

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

**Policy TRA 2.2.10 Joint Use of Public Lands, Facilities**

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

**Policy TRA 2.2.11 Orlando Sanford International Airport Area**

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

- A** Designation of uses and development forms which will not prohibit expansion of Airport operations or pose a safety danger to aircraft;
- B** Strategies to permit the conversion of existing neighborhoods to airport compatible uses and to minimize nonresidential impacts during the conversion process; and
- C** Identification of services and facilities needed to support the future land use designations assigned.

**Policy TRA 2.2.11.1 Coordination of Land Development Standards**

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

**Policy TRA 2.2.11.2 Continued Cooperation and Coordination Efforts**

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

**Policy TRA 2.2.11.3 Consistency in Planning Efforts**

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

**Policy TRA 2.2.11.4 Roadway Design Compatibility**

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

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

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

**Policy TRA 2.2.13 Purchase of Noise Impacted Land**

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

**Policy TRA 2.2.14 Interstate 4 High Tech Corridor**

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

**Policy TRA 2.2.15 Seminole Way Land Use/Transportation Coordination**

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

- A** Funding and implementation of transit service concurrent with areawide increases in employment;
- B** Transportation demand management requirements to reduce peak period roadway impacts;
- C** Site planning and access requirements to protect interchange operating conditions;
- D** Implementation of local street network to protect arterial level of service conditions; and
- E** Coordination with Florida Department of Transportation and Florida's Turnpike Enterprise regarding the timing of roadway improvements

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

Seminole County shall adopt performance frameworks in its Land Development Code to guide infill development and redevelopment projects in the mitigation of traffic and other impacts on adjacent residential areas. In part, the performance



frameworks shall ensure reduction of traffic impacts by ensuring the availability of multiple modes of mobility.

**Policy TRA 2.2.16.1 Requirements for Mitigating Traffic Impacts**

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

**Policy TRA 2.2.16.2 Discourage Speeding and Cut-Through Automobile Traffic**

The County's performance frameworks shall require infill and redevelopment projects to be designed to discourage speeding and cut-through automobile traffic onto adjacent residential streets. This shall be accomplished through appropriate methods, such as gateway treatments, roundabouts, reduced roadway width and turn radii, or other treatments as identified by the County. Pedestrian and bicycle connections between infill and redevelopment projects and adjacent neighborhoods may be encouraged along major transit corridors where transit stops serve the adjacent neighborhoods, in order to create safe and convenient pedestrian and bicycle access to transit.

**Policy TRA 2.2.16.3 Discourage Arterial Automobile Traffic on Local Streets**

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

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

To encourage the use of transit in redevelopment areas, Seminole County shall require site and building design for infill and redevelopment projects within the transit service area to be coordinated with public transit, bicycle, and pedestrian systems. Requirements may include, but not be limited to, pedestrian access to transit vehicles, transit vehicle access to buildings, bus pull-offs, transfer centers, shelters, pedestrian and bicycle connections to allow neighborhood access to nearby transit stops and shelters via dedicated paths rather than limiting such access to vehicular rights-of-way only, and bicycle facilities. Further guidance is provided in the Future Land Use Element.

**Policy TRA 2.2.17 Increase Local Street Connectivity for Redevelopment Projects**

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

**Policy TRA 2.2.17.1 Encourage Travel between Neighborhoods**

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

**Policy TRA 2.2.17.2 Preserve or Restore Roadway Connections**



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

**Policy TRA 2.2.17.3 Stubouts to Adjacent Parcels**

The County shall ensure that streets, pedestrian ways and bicycle ways in redevelopment areas are designed with stubouts to connect to abutting undeveloped lands and/or land with redevelopment potential. Provisions for future connections shall be provided in all directions whether the streets are public or private, except where land is undevelopable.

**Policy TRA 2.2.17.4 Align Roadways to Connect to Stubouts**

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

**OBJECTIVE TRA 2.3 SAFE, EFFICIENT AND LIVABLE TRANSPORTATION SYSTEM**

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

**Policy TRA 2.3.1 Rely on Existing Ordinances**

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

**Policy TRA 2.3.2 Update Ordinances**

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

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

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

**Policy TRA 2.3.2.2 Evaluate Regulations and Policies for Multimodal Design Standards**

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



### **Policy TRA 2.3.2.3 Include Regulations for High Technology Development**

The County shall update the Land Development Code when needed to stay current with guidelines, and incentives that provide for high-technology ("smart building") upgrades for telecommunications, energy efficiency, Leadership in Energy and Environmental Design (LEED), Green Design and other emerging innovative features.

### **Policy TRA 2.3.3 Transit Planning Considerations**

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

- A** Existing and proposed major trip generators and attractors;
- B** Coordination with the SunRail commuter rail service;
- C** Triggers that show the need for changes in service, per ***Policies TRA 2.1.1.1 Northwest Transportation Strategy Area – Need Indicators*** through ***TRA 2.1.1.4 Southeast Transportation Strategy Area – Need Indicators***;
- D** Service improvements to attract riders;
- E** Accommodation of the special needs of the service population;
- F** The provision of safe and convenient transit stops, transit shelters, mass transit terminals, transfer stations and other facilities;
- G** The financial feasibility, costs and benefits of potential transit service options; and
- H** The overall improvement in the intermodal transportation system.

### **Policy TRA 2.3.3.1 Evaluate Transit Service Options and Mobility Strategies**

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

### **Policy TRA 2.3.3.2 Monitor Transit Services**

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

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



- B** The County shall encourage local transit providers to coordinate and provide adequate mass transit and paratransit services for the transportation disadvantaged in compliance with federal and State requirements.
- C** The County shall continue to support efforts of local transit providers to provide bicycle racks on all transit vehicles.
- D** The County shall encourage local transit providers to evaluate the provision of service to the Orlando Sanford International Airport.
- E** The County shall support efforts by LYNX to operate a possible bus rapid transit line on State Road 436.
- F** The County shall support efforts by LYNX and FDOT to offer NeighborLink service in areas not now served, such as the Red Bug Lake Road area, in order to create a more "transit ready" mobility system.
- G** The County shall continue to support the efforts of LYNX to improve air quality by converting its fleet to biodiesel and compressed natural gas.

**Policy TRA 2.3.4 Evaluate Desirability of Transportation Management Associations**

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

**Policy TRA 2.3.5 Require Construction to County Standards**

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

**Policy TRA 2.3.6 Require Context-Sensitive Design**

The County shall require that all new or improved roadways be designed and constructed in manner that is supportive and reflective of adjacent land uses and development patterns. In accordance with the Future Land Use Element, the County shall adopt performance frameworks that address the entire right of way and enable creation of "Complete Streets" in all areas where feasible. Low Impact Development (LID) principles and BMPs shall be used in the creation of "Complete Streets".

**Policy TRA 2.3.7 Enforce Performance Frameworks**

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

- A** Streets should be recognized as public open space.
- B** Streets should accommodate a mix of travel modes including vehicles, bicycles, transit and pedestrians per the Complete Streets principles.
- C** Streets should be examined holistically, considering the pavement, curbing, bikeways, pedestrian ways, lighting signs, front yard setback areas and building facades.



### **Policy TRA 2.3.8 Require Multimodal Facilities**

The County shall require the construction of sidewalks on both sides of new and improved County urban arterials and collectors and all transit routes, and on at least one side of new and improved County local urban roads unless deemed unsafe. Bicycle trails linking new or redeveloped projects to transit stops on major transit corridors shall be incorporated into the planning for the projects. Bicycle lanes may be incorporated into new or improved road projects unless deemed unnecessary or unsafe. In coordination with LYNX, the County shall require the inclusion of transit stops or transit shelters during the redevelopment of parcels on current or future transit corridors.

### **Policy TRA 2.3.9 Energy Conservation Features along County Roads**

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

### **Policy TRA 2.3.10 Safety Considerations for New or Expanded Roadways**

For new or expanded roadways, the County shall utilize Complete Streets principles to enhance safe operating conditions on the roadways for both motorized and non-motorized roadway users.

### **Policy TRA 2.3.11 On-Street Parking in Retail Districts**

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

### **Policy TRA 2.3.12 Consideration of Intermodal Connections in Transportation Improvements**

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

### **Policy TRA 2.3.13 Dedication of Access Rights**

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

### **Policy TRA 2.3.14 On-Site Traffic Flow**

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



**Policy TRA 2.3.15 Access Management**

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

**Policy TRA 2.3.16 Park Access and Accessibility**

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

- A** The County shall ensure, through the Land Development Code, adequate vehicular, pedestrian, and bicycle access provided to on-site and adjacent park sites during the development of planned developments, mixed use developments, and residential developments, and shall ensure pedestrian and bicycle access to County parks located in cities wherever possible.
- B** The County shall coordinate with all appropriate transportation providers to evaluate and expand, if necessary, transportation routes to parks and recreational facilities to provide access for special groups including the handicapped, lower income residents, senior citizens and the general public.
- C** The County shall continue to require sidewalk connectors to public park sites and additional pavement width to be installed with new development and the expansion of public roadways.

**Policy TRA 2.3.17 Bicycle and Recreational Trail Planning and Coordination**

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

**Policy TRA 2.3.18 Require Multimodal School Access**

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

**Policy TRA 2.3.19 Identifying Airport Transportation Needs**

The County shall assist the Sanford Airport Authority in identifying transportation improvements and funding sources needed for the expansion of the Airport in order to correct existing access problems and to provide efficient and safe access to the Airport.



### **Policy TRA 2.3.20 Livable Transportation and Mobility System**

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

### **Policy TRA 2.3.21 Florida Strategic Intermodal System**

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

- A** Provide alternatives to SIS for local travel: complete and maintain parallel arterial or collector roads, encourage connections among non-SIS roads;
- B** Coordinate the implementation of the Mobility Strategy for Seminole County's Dense Urban Land Area/Transportation Concurrency Exception Area with the Florida Department of Transportation;
- C** Support the Florida Department of Transportation's efforts to enhance operating conditions for SIS facilities through multimodal transportation improvements; and
- D** Implement supporting land use and economic development policies that further the SIS goals of safety, preservation, mobility, economic development and community/ environment.

## **OBJECTIVE TRA 2.4 NEIGHBORHOOD ENHANCEMENT AND PRESERVATION**

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

### **Policy TRA 2.4.1 Consistency with Future Land Use Element**

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

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

To reduce trip lengths and greenhouse gas emissions, reduce the demand for automobile travel, and discourage urban sprawl, the County shall continue to allow the conversion of residential units within the Medium Density Residential (MDR) land use designation to residential professional offices at neighborhood scale, continue to allow small scale neighborhood commercial comprehensive plan amendments on lands designated for residential land use as permitted by **Policy FLU 5.4.3 Neighborhood Commercial Uses**, continue to allow conversion of



existing residential structures to office and restricted neighborhood commercial uses as allowed by **Policy FLU 5.4.5 Conversion of Residential Structures**, and continue to allow properties with Commercial land use designation to develop as mixed use developments in compliance with the performance framework contained in the Land Development Code to ensure compatibility, as required by **Policy FLU 4.2.3 Mixed Commercial/Residential Use Development**. These policies provide increased opportunities to reduce vehicle miles traveled, in order to reduce greenhouse gases, and also allow for a mixture of land uses that enable use of alternative forms of mobility.

**Policy TRA 2.4.3 Promote Infill Development**

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

**Policy TRA 2.4.4 Transportation/Land Development Coordination**

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

**Policy TRA 2.4.5 Transportation/Affordable Housing Coordination**

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

**Policy TRA 2.4.6 Require Multimodal Facilities in Site Planning and Design**

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

- A** Parking requirements (including shared parking and parking ratio maximums);
- B** Parking management;
- C** Pedestrian/bicycle/transit facilities;
- D** Pedestrian/bicycle/trail/transit access (including sidewalk and bicycle path connections to adjacent parcels);
- E** Taxi stands;
- F** Lot sizes;
- G** Land use intensities;
- H** Mixed-uses;
- I** Internal circulation; and
- J** Carpools/vanpools.

**Policy TRA 2.4.7 Joint Use of Public Lands, Facilities**

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

**OBJECTIVE TRA 2.5 NEIGHBORHOOD CUT-THROUGH TRAFFIC**

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

**Policy TRA 2.5.1 Interconnecting System of Internal Streets**

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

**Policy TRA 2.5.2 Discourage Through Traffic**

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

**Policy TRA 2.5.3 Review of Development Applications**

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

**Policy TRA 2.5.4 Review Regulations**

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

**Policy TRA 2.5.5 Consideration of Techniques to Reduce Traffic Impacts**

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

**Policy TRA 2.5.6 Discourage Direct Access**

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

**Policy TRA 2.5.7 Prohibit Direct Access**

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



**Policy TRA 2.5.8 Approval of Developments Utilizing Backlogged and Constrained Facilities**

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

- A** For facilities with Existing Acceptable Operating Conditions, the designated threshold is the appropriate minimum acceptable level of service standard.
- B** For facilities with Existing Substandard Operating Conditions, the designated threshold is existing operating conditions.

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

**Policy TRA 2.5.9 Access Control to Protect Residential Uses**

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



### **GOAL TRA 3 COUNTYWIDE**

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

#### **OBJECTIVE TRA 3.1 PROTECTION OF RIGHTS-OF-WAY**

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

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

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

##### **Policy TRA 3.1.2 Dedication of Rights-of-Way**

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

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

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

##### **Policy TRA 3.1.4 Designation of Future Enhanced Transit Corridors**

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

##### **Policy TRA 3.1.5 Identification of Future Enhanced Transit Corridors**

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

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

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

##### **Policy TRA 3.1.7 Review of Development Proposals**

The County shall continue to review all proposals for new or expanded land development activities for consistency with future transportation improvements in order to address rights-of-way (existing and future) and the viability of the property in the post road construction state.

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

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

**Policy TRA 3.1.9 Rail Sidings**

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

**Policy TRA 3.1.10 Utility of Railroad Spurs and Sidings**

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

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

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

**Policy TRA 3.1.12 Coordinate Transportation/Other Public Facilities**

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

**OBJECTIVE TRA 3.2 COORDINATION WITH NATURAL RESOURCES, ENVIRONMENTAL QUALITY**

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

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

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

- A** Design techniques, including LID principles and BMP's, to mitigate adverse impacts on natural resources, the quality of the environment, and surrounding development;
- B** Design and operational techniques which complement adjacent development, preserve existing tree canopy to enable absorption of carbon dioxide and provide shade for pedestrians, and enhance the aesthetic and sensory quality of the transportation corridor; and





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

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

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

**Policy TRA 3.2.3 Consideration of Multi-Use in Acquisition of Land**

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

**Policy TRA 3.2.4 Enforcement of Environmental Regulations**

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

**Policy TRA 3.2.5 Aesthetics and Visual Appearance of Transportation Facilities**

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

**Policy TRA 3.2.6 Evaluate Transportation Systems Management Activities**

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

**Policy TRA 3.2.7 Support Quality of Environment**

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

**Policy TRA 3.2.8 Conservation Compliance**

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



### **Policy TRA 3.2.9 Conservation Information**

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

## **OBJECTIVE TRA 3.3 FINANCING AND PROGRAMMING TRANSPORTATION IMPROVEMENTS**

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

### **Policy TRA 3.3.1 Adopt Capital Improvements Program**

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

### **Policy TRA 3.3.2 Programming of Transportation Improvements**

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

### **Policy TRA 3.3.3 Funding of Transportation Improvements**

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

- A** State and federal funds;
- B** Constitutional gas tax;
- C** Countywide road and bridge ad valorem tax;
- D** Local option gas tax;
- E** Local option sales tax;
- F** Special assessment districts;
- G** Developer Fair-Share contributions; and
- H** Impact fees.

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

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

**Policy TRA 3.3.5 Pursue Alternate Forms of Funding**

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

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

**Policy TRA 3.3.6 Promote Increased Funding Support**

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

**Policy TRA 3.3.7 Evaluate Local Funding Options**

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

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

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

**Policy TRA 3.3.9 Update Impact Fee Program**

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

**Policy TRA 3.3.10 Mitigation of Site Related Transportation Impacts**

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



activities cause, in whole or part, the need for new improvements or the earlier completion of the improvement.

**Policy TRA 3.3.11 Support Private Initiatives**

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

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

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

**Policy TRA 3.3.13 Consideration of Economic Vitality and Environmental Quality**

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

**Policy TRA 3.3.14 Public Participation**

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

**Policy TRA 3.3.15 Consideration of Transportation Systems Management Activities**

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

**Policy TRA 3.3.16 Adopted Future Transportation System Map Series**

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

**Policy TRA 3.3.17 Transportation Element Exhibit**

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

**Policy TRA 3.3.18 Demonstration of Financial Feasibility**

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

**OBJECTIVE TRA 3.4 INTERGOVERNMENTAL COORDINATION**

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



### **Policy TRA 3.4.1 Coordination of Plans and Programs**

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

- A** Florida Department of Transportation;
- B** East Central Florida Regional Planning Council;
- C** METROPLAN Orlando;
- D** Central Florida Regional Transportation Authority (aka LYNX);
- E** SunRail;
- F** Other transit providers;
- G** Transportation authorities;
- H** Orlando Sanford International Airport;
- I** Other counties and municipalities; and
- J** With any other plans or programs prepared pursuant to Chapter 380, Florida Statutes.

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

- A** Army Corps of Engineers;
- B** Federal Aviation Administration;
- C** METROPLAN Orlando;
- D** Military services;
- E** Approved Resource Management Plan;
- F** Department of Transportation 5-Year Transportation Plan;
- G** Adopted Continuing Florida Aviation System Planning Process; and
- H** All Joint Planning Agreements.

### **Policy TRA 3.4.2 Monitor and Update Data**

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

### **Policy TRA 3.4.3 Coordination with the Florida Department of Transportation**

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

### **Policy TRA 3.4.4 Mitigation of Impacts of Extra-Jurisdictional Traffic**

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

**Policy TRA 3.4.5 Efficient Use of International Airport Capacity**

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

**Policy TRA 3.4.6 Active Participation**

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

**Policy TRA 3.4.7 Support Regional Transportation Planning**

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

**Policy TRA 3.4.8 Regional Approach for Provision of Mobility and Accessibility**

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

- A** Increase the mobility options for the movement of people, freight and goods, and
- B** Enhance the accessibility of the County from the balance of the Central Florida Region and the urban/economic centers.

**Policy TRA 3.4.9 Support Transit Programs of Other Agencies**

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

**Policy TRA 3.4.10 Support Establishment of Mechanisms to Enhance Intergovernmental Coordination**

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

- A** Monitoring of land development activities and transportation system characteristics;
- B** Conducting transportation studies;
- C** Planning and programming transportation improvements;
- D** Evaluation of development impacts on transportation facilities;



- E** Protection of existing and future rights-of-way;
- F** Compatibility among adopted transportation standards; and
- G** Maintaining level of service standards on transportation facilities.

**Policy TRA 3.4.11 Municipal Participation**

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

**Policy TRA 3.4.12 Multi-Jurisdictional Review**

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

**Policy TRA 3.4.13 Encourage Coordination with Educational/Training Institutions**

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

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

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

**Policy TRA 3.4.15 Economy Studies**

The County shall include the Orlando Sanford International Airport facilities as economic factors when preparing an economic plan and when coordinating with the Economic Development Commission of Mid-Florida, the Private Industry Council, chambers of commerce, and other economic development agencies.

**Policy TRA 3.4.16 Airport Economic Role**

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

**Policy TRA 3.4.17 Tourism Potential of Airport**

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

**Policy TRA 3.4.18 Provision of Socio-economic Data**

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



**Policy TRA 3.4.19 Preservation of Rail Service**

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

**Policy TRA 3.4.20 Florida Trail/Rails to Trails**

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

**Policy TRA 3.4.21 State Road 13**

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

**Policy TRA 3.4.22 Adopted Standards**

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

- A** Manual of Uniform Standards for Design, Construction and Maintenance for Streets and Highways ("The Green Book"),
- B** Manual of Uniform Traffic Control Devices,
- C** Seminole County Land Development Code,
- D** Seminole County Transportation Guidelines, and
- E** Florida Department of Transportation's, 1986 Standard Specifications for Road and Bridge Construction.

**Policy TRA 3.4.23 Wekiva Parkway**

The County shall continue to support and coordinate with the Florida Department of Transportation, and the Central Florida Expressway Authority regarding construction of the Wekiva Parkway within Seminole County, as authorized by Section 369.317(5), Florida Statutes. The County shall represent the interests of County residents to ensure that design and construction of the Parkway and related transportation improvements occur in a cost effective and environmentally sensitive manner that will:

- A** Avoid or minimize negative impacts from the Wekiva Parkway to existing neighborhoods, wildlife corridors, natural areas, existing vegetation, parks, trails, lakes, most effective recharge areas, karst features, sensitive natural habitats, and public lands; and
- B** As a part of representing the interests of County residents, Seminole County shall endeavor to ensure safe access to properties adjacent to the Wekiva Parkway through appropriate frontage roads or other measures integrated into the Parkway design to ensure safe and efficient traffic flow.

**Policy TRA 3.4.24 Coordination on Regionally Significant Transportation Corridors.**

The County shall coordinate with all appropriate local, regional, State, and federal agencies, particularly the municipalities in Seminole County, the Counties of Orange, Lake, and Volusia, Florida Department of Transportation, and the Central Florida Regional Transportation Authority (LYNX) regarding the location,



classification, planning, and construction of needed transportation system improvements within the County. The County shall fully evaluate newly proposed regionally significant transportation projects not identified in the Comprehensive Plan to ensure that they support the vision of the County with regard to mobility, land use, environmental protection, and other provisions of the Comprehensive Plan.

#### **Policy TRA 3.4.25 Central Florida Commuter Rail (SunRail)**

The County shall continue to support the Florida Department of Transportation in its implementation of the SunRail system in Seminole County along the rail corridor. This support shall occur through the implementation of transit-supportive policies in the Transportation and Future Land Use Elements as well as financial support for the operation of SunRail and the LYNX bus routes serving the stations.

#### **Policy TRA 3.4.26 Development of Station Area Plans**

Seminole County shall continue to coordinate with the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs in the development of transit-supportive land uses surrounding the SunRail stations. In addition, with the use of a grant from the US Department of Housing and Urban Development (HUD) administered by the East Central Florida Regional Planning Council, the County shall work with the East Altamonte neighborhood and the City of Sanford to develop plans for areas surrounding the Altamonte Springs and Sanford SunRail stations. These Station Area Plans will serve as the basis for potential amendments to the County Comprehensive Plan and Land Development Code, which will be coordinated with amendments to the City of Sanford Comprehensive Plan and Land Development Code. The Station Plans will address improved and safe access to the SunRail station from the surrounding areas to enable them to benefit from proximity to commuter rail, as well as identifying potential types of land uses desired around the stations (including mixed use development and employment based land uses), and may identify specific transportation and development implementation actions related to key parcels.

##### **Policy TRA 3.4.26.1 Affordable and Workforce Housing**

Seminole County shall coordinate with the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs to explore options for providing affordable and/or workforce housing options within walking distance of commuter rail station areas, considering inclusion of the findings of the HUD-financed Station Area Plans.

##### **Policy TRA 3.4.26.2 Transportation Demand Management for Station Area Land Uses**

For each of the Commuter Rail Station Areas, Seminole County shall evaluate with the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs the potential implementation of demand management strategies to increase transit use and reduce the vehicular impacts of new development. Findings of the HUD-financed studies shall be considered during this evaluation.

##### **Policy TRA 3.4.26.3 Revisions to Comprehensive Plan and Land Development Code**

Seminole County shall, upon completion of the HUD-financed Station Area Plans, and in conjunction with the City of Sanford, identify any needed amendments to the County and City Comprehensive Plans and Land Development Codes to accommodate the implementation of transit-supportive development around the station areas in accordance with Station Area Plans. Seminole County shall seek to coordinate these amendments where possible with those of the City of Sanford.

**Policy TRA 3.4.26.4 Context Sensitive Street Design**

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

**Policy TRA 3.4.26.5 Coordination with Fixed Route Service**

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

**Policy TRA 3.4.26.6 Pedestrian and Bicycle Access to Station Areas**

Seminole County shall Complete Streets principles the station areas.

**Policy TRA 3.4.26.7 Support of Expanded Rail Transit Service**

Seminole County shall support the Metropolitan Planning Organization (MetroPlan) in its study of the potential for expansion of any multimodal transportation alternatives that may be realized through exercising the Aloma Spur option to extend service to the Orlando Sanford International Airport and to areas beyond the Airport, consistent with the stated mobility goals of the County, to provide meaningful non-auto travel choices for County residents and workers.



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