

2. MULTI-MODAL TRANSPORTATION ELEMENT

Goals, Objectives, and Policies

GOAL 2-1: TO INTEGRATE THE MULTI-MODAL TRANSPORTATION SYSTEM WITH THE FUTURE LAND USE ELEMENT, THE FUTURE LAND USE MAP, AND THE LAND DEVELOPMENT CODE TO GUIDE DEVELOPMENT TYPES, DENSITIES AND INTENSITIES, AND SITE DESIGN THAT SUPPORTS AND ENHANCES THE CITY'S MULTI-MODAL TRANSPORTATION SYSTEM AND THE CITY'S MOBILITY GOALS.

OBJECTIVE 2-1.1: MOBILITY TIERS. The City shall continue to address mobility throughout the City through a multi-modal transportation system that includes walking, bicycling, transit (bus and rail), and roadways. Mobility will be administered through three "Mobility Tiers", as indicated in Figure I-2.1. Each Mobility Tier has a distinct development pattern and associated opportunities for redevelopment that are also associated with the targeted mobility strategies.

Policy 2-1.1.1: Exception from State-mandated Transportation Concurrency. Development and/or redevelopment within the City is exempt from state-mandated concurrency within TCEAs. However, development / redevelopment shall continue to mitigate transportation impacts to the multi-modal transportation system based upon the density / intensity and respective location of the development.

Policy 2-1.1.2: Mobility Definition. The City of Altamonte Springs defines mobility as the provision of multiple opportunities or choices in transportation modes for travel within and to / from the City through a multi-modal transportation system. The hierarchy of modes is walking, bicycling, transit (bus and rail), and private vehicles. The primary focus or overall mobility strategy is on the minimum provision of facilities for all modes and the connectivity based upon the mode hierarchy. Where facilities exist for all modes, the City will prioritize enhancing the quality of the facilities based upon the mode hierarchy.

Policy 2-1.1.3: Mobility Strategies. For sidewalks and bicycle facilities, the mobility strategy is the provision of facilities and connectivity with land use and transit, followed by the enhancement of the facilities including wider sidewalks, pedestrian amenities, and separate bicycle facilities. For transit, the current mobility strategy is the enhancement of facilities and operations including shelters and reduced headways. The ultimate strategy is the addition of the FlexBus system, light rail, and commuter rail. For roadways, the mobility strategy is to effectively utilize the existing roadways and right-of-ways through transportation system management and the promotion of transportation demand management. To begin to establish a balance of modes within the City's multi-modal transportation system, modifications to the roadway network beyond maintenance and TSM projects is a low priority and funding / mitigation shall be prioritize pedestrian, bicycle, and transit facilities.

OBJECTIVE 2-1.2: MOBILITY TIERS 1 (PRIMARY). Tier 1 consists of the City's Activity Centers focused on redevelopment and offers the greatest opportunities for increased densities and intensities that incorporate the pedestrian-friendly / transit-oriented design principles and also contribute toward the City's prioritized mobility strategies defined by the respective activity center where the development is located.

Policy 2-1.2.1: Tier 1 – Development Pattern. The development pattern is compact and includes vertically and horizontally mixed uses that are designed to increase connectivity, walkability, and access / connections to local and regional transit, and the adjacent sidewalk and bicycle network.

Policy 2-1.2.2: Tier 1 – Mobility Strategies and Priorities. The mobility strategy is to enhance the existing transportation systems for all modes and increasing the connections between the Activity Centers. The degree to which a development will contribute toward enhancing the existing systems is dependent on the density and intensity of the development. The transportation contributions would include pedestrian and bicycle facilities, roadway TSM and capacity projects, transit infrastructure and contributions to operations. Any new streets or connections within this Tier will be designed as a “complete street.” TDM will also be integrated as a key part of the transportation / mobility system in this Tier.

OBJECTIVE 2-1.3: MOBILITY TIERS 2 (SECONDARY). This tier is generally at the edge or fringe of the Activity Centers and typically located along or in close proximity to collector and arterial roadways.

Policy 2-1.3.1: Tier 2 – Development Pattern. The existing development pattern is generally strip commercial or low intensity office, commercial, or industrial in a suburban site layout. These areas are generally built out, but still offer some opportunities for redevelopment. When redevelopment occurs, the development will be required to incorporate the same design principles as Tier 1 to the greatest extent possible, particularly pedestrian-oriented design and increased access / connectivity to transit.

Policy 2-1.3.2: Tier 2 – Mobility Strategies and Priorities. The mobility strategy is to enhance the existing transportation system for all modes, but generally at a less intense scale than Tier 1. The transportation contributions would include pedestrian and bicycle facilities, roadway TSM projects, and transit infrastructure. TDM will be encouraged, but will likely not be an integral part of mobility in this Tier.

OBJECTIVE 2-1.4: MOBILITY TIERS 3 (TERTIARY). This tier is predominantly single family residential with pockets of multifamily residential and institutional.

Policy 2-1.4.1: Tier 3 – Development Pattern. The existing development pattern is generally suburban and auto-oriented in semi-gridded and cul-de-sac street pattern with minimal connections between adjacent developments. This tier has the lowest potential for redevelopment. However, any MF and Institutional redevelopment will be required to incorporate the same design principles as Tier 1 for pedestrian- / transit-oriented development.

Policy 2-1.4.2: Tier 3 – Mobility Strategies and Priorities. The City will identify and develop opportunities to enhance bicycle and pedestrian facilities in these areas to provide connectivity to the facilities within the Tier 1 and Tier 2 areas. TDM activities in this Tier will be targeted toward the individual for ride-sharing / carpooling and related TDM activities. However, it is not expected to be an integral part of mobility in this Tier.

OBJECTIVE 2-1.5: TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA). The City of Altamonte Springs shall use TCEA as a tool for promoting infill development and

redevelopment. The TCEA shall be supported by land use and transportation strategies to support and fund mobility.

Policy 2-1.5.1: TCEA Progression. The City of Altamonte Springs established a TCEA in 2007 which included a portion of the Regional Business Center, the East Town Center, and other lands along the State Road 436 corridor. In 2010, upon becoming designated a Dense Urban Land Area (DULA) by the State, the comprehensive plan established a citywide TCEA.

(Revised: Ordinance 1734-19, Adopted 6/18/19)

Policy 2-1.5.2: Establishment of the TCEA. A citywide TCEA is hereby adopted. The TCEA boundary encompasses the entire City as illustrated in Figure I-2.2.

(Revised: Ordinance 1734-19, Adopted 6/18/19)

Policy 2-1.5.3: Exception from State-mandated Transportation Concurrency. Development and/or redevelopment within the TCEA is exempt from state-mandated concurrency. However, development / redevelopment shall continue to mitigate transportation impacts to the multi-modal transportation system based upon the density / intensity and respective location of the development.

(Revised: Ordinance 1734-19, Adopted 6/18/19)

OBJECTIVE 2-1.6: TRANSPORTATION AND LAND USE INTEGRATION. Integration of transportation with future land uses, as shown on the Future Land Use Map, shall occur by implementing policies that promotes development compatible with transit and pedestrian modes, by creating and enforcing pedestrian- and transit-oriented development standards and site design, and by concentrating transit-oriented development within Activity Centers.

Policy 2-1.6.1: Influence of Employee Density, Population Density, and the Jobs-Housing Balance on a Multi-Modal Transportation System to Reduce Dependence on Auto Dependency. Areas with jobs-housing balance, at the aggregate level, tend to exhibit short commuting distances and a reduction in auto-dependency. This approach recognizes that mode choice is influenced by employment and population densities, including a balance of jobs and housing. In addition, mode splits for transit and walking are also influenced by higher employment and housing densities. Higher housing densities increase the transit and walking mode split for shopping trips; higher employment densities increase the transit and walking mode split for work and shopping trips. The aim is to provide employment and/or housing opportunities to achieve a balance that may reduce the overall commuting distance for residents. A balance of jobs with housing provides an opportunity for shorter trips, and higher densities of employment and population support shifts from single occupant vehicles to other modes, such as transit and walking. The optimal range for the jobs-housing ratio is 0.75 to 1.5.

These three factors will be evaluated to gauge the potential impacts on travel behavior, the potential reduction in auto-dependency, and the integration of transportation and land use. The expectation is that the 2004 baseline thresholds for employee and population per acre will incrementally change for the planning period, but the distribution of jobs and housing is a function of the market demand for both. The jobs-housing ratio will remain high until a significant number of residential units are development in those activity centers. Residential will be encouraged in these Activity Centers. The West Town Center is predominantly commercial and will retain a higher jobs-housing ratio. Additional residential was added to the Regional Business Center between 2004 and 2010. This will likely lower the jobs-housing ratio in this Activity Center. The

Gateway District is expected to see an increase in jobs, but the jobs-housing ratio should remain within the optimal threshold. The factors outside of the Activity Centers are not expected to change in the planning period; the employment and population densities may increase slightly, but the jobs-housing ratio should remain within the optimal threshold.

Area	Measurements	2004 Baseline Threshold	Target Thresholds	
			2020	2030
Regional Business Center	Employee/Acre	16.3	18	20
	Population/Acre	7.0	10.8	15.2
	Jobs/Housing Ratio	4.4	3.8	3.0
East Town Center	Employee/Acre	7.0	9	12
	Population/Acre	3.4	4.1	6.1
	Jobs/Housing Ratio	5.9	5.0	4.5
West Town Center	Employee/Acre	8.8	9	9
	Population/Acre	5.8	6.8	7.3
	Jobs/Housing Ratio	3.4	3.0	2.8
Gateway Center	Employee/Acre	1.2	3.2	4.5
	Population/Acre	3.0	4.0	5.0
	Jobs/Housing Ratio	0.7	0.8	0.9
Outside Activity Centers	Employee/Acre	3.3	3.5	3.7
	Population/Acre	7.0	7.5	8.0
	Jobs/Housing Ratio	1.1	1.1	1.1

Policy 2-1.6.2: “Complete Streets” Principles Applied to All City Streets. The City shall implement “complete streets” principles for all new roadways and redesigns of existing roadways to address the needs of public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in all planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities for City streets. The City shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Policy 2-1.6.3: Densities Supporting Transit. Minimum densities within Activity Centers, as required in the Future Land Use Element, are required to be at levels appropriate to support transit service as documented by national research regarding transit-oriented densities. Activity centers are also established in the Future Land Use Element to provide a complementary mix of land uses (residential and non-residential oriented vertically or horizontally) to achieve shorter trip lengths, reduced vehicle miles traveled, and reduced greenhouse gas emissions.

Policy 2-1.6.4: DRI Review. The Development of Regional Impact (DRI) and Planned Unit Development (PUD) review and approval process shall be used as implementation measures in the

improvement of all roadways, transit corridors, bikeways, and pedestrian ways within major undeveloped land areas so as to ensure compliance with the City's transportation strategies.

Policy 2-1.6.5: Preservation of Transit Corridors and Access. The City will include considerations in development orders for the preservation and utilization of transit corridors when a proposed development is adjacent to such corridors. The Land Development Code shall administer standards for the dedication of transit easements that allow transit access onto commercial sites and employment centers.

Policy 2-1.6.6: Transportation Demand Management (TDM). The City will require new development to maximize the use of existing transportation facilities by implementing transportation demand management (TDM) programs as a means to address mobility and transportation impacts for employee-intensive developments projected to have more than 50 employees. Developments projected to have less than 50 employees will be encouraged to implement TMD programs. In addition, the City will coordinate with LYNX to disseminate information regarding the commuter services and benefits to the City residents and local businesses.

Policy 2-1.6.7: Bicycle/Pedestrian Paths – New Development. The City shall require that new development provide an on-site pedestrian circulation system that directly links the public sidewalk network with building entrances. Sidewalks or pedestrian ways shall connect the on-site pedestrian system to existing pedestrian systems on adjacent developments or public rights-of-way. All development shall provide sidewalks or pedestrian pathways designed to decrease the distance between parking areas, building entrances, bus stops, recreation facilities and public open space areas, external sidewalks or public pathways, and adjacent destination points.

Policy 2-1.6.8: Pedestrian-Friendly Design. Walking is the beginning and end of all trips. Enhancing the pedestrian network can significantly contribute to the City's multi-modal transportation system. The City shall administer pedestrian -friendly design standards that, at a minimum, address the following:

- (a) Pedestrian walkways between buildings, public gathering places, and public pathways
- (b) Adequate lighting along pathways
- (c) Landscaping
- (d) Shade trees and/or covered walkways
- (e) Pedestrian amenities
- (f) Needs of the transportation disadvantaged
- (g) Reduced setbacks and building separations
- (h) Parking placement behind building facades and pedestrian circulation in parking areas
- (i) Connectivity with public sidewalk network and adjacent properties
- (j) Connectivity to transit stops

Policy 2-1.6.9: Bicycle Parking. The City shall administer bicycle parking standards, including minimum bicycle parking space requirements, according to the needs of land use categories.

Policy 2-1.6.10: Parking Garage Compatibility and Design. The Land Development Code shall require multi-level parking garages to be architecturally compatible with adjacent buildings and to meet minimum construction and facade design standards. Provisions shall also be made to allow use of the first level of parking garages for limited retail services.

Policy 2-1.6.11: Automobile Parking Strategy. Parking is a requirement of the current auto-oriented transportation system. As the City enhances its multi-modal transportation system and achieves a greater balance between all modes, a shift from the conventional approach to parking can be achieved. In the interim, the City shall allow Activity Center development projects to request revised parking standards when the developer provides the City with a parking management plan which demonstrates a reduced need for parking through shared parking, TDM, or professionally accepted analysis. The City shall also implement a strategy for maximum parking space requirements, particularly within the Activity Centers, to support the balance of the multi-modal transportation system.

OBJECTIVE 2-1.7: RIGHT-OF-WAY. Policies, standards and regulations shall provide for the acquisition and protection of existing and future rights-of-way (ROWs) for roadways, transit facilities, and pedestrian pathways.

Policy 2-1.7.1: Functional Classification and Street Setbacks. The City herein adopts the roadway functional classifications as presented in Figure I-2.9. Major street standards shall be compatible with transit and pedestrian activity. Rights-of-way, centerline and dedications for major streets shall also be consistent with the standards set by the City, Seminole County, or the Florida Department of Transportation (FDOT) (depending on who is responsible for the roadway).

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Policy 2-1.7.2: Minimum Setbacks. The City shall continue to require, as set forth in the Land Development Code, setbacks for future road widening where appropriate. A minimum building setback from future rights-of-way on arterial and collector roadways will be requested upon approval of development proposals and subdivision plans. The City shall require setback and site design standards that are transit- and pedestrian-friendly.

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Policy 2-1.7.3: ROW Acquisition. The City shall seek to acquire strategically located lands needed for imminent roadway, transit, bikeway and pedestrian improvements, realignments and / or modifications prior to the improvement or development of such lands.

Policy 2-1.7.4: ROW Acquisition for Transit. In the planning and design of future right-of-way, transit operation needs shall be taken into consideration and coordinated with LYNX and FDOT for transportation corridors served by or planned for transit.

OBJECTIVE 2-1.8: SITE ACCESS TO ACCOMMODATE MULTIPLE MODES. The Land Development Code shall contain design standards for site access and internal site circulation for pedestrian, bicycle, transit, automobile, and truck traffic.

Policy 2-1.8.1: Reduction of Conflicts and Hazards. The City shall require sites to minimize conflict and hazardous conditions to protect the safety of pedestrians by designing internal roadway, transit and pedestrian facilities.

Policy 2-1.8.2: Cross Access. The City shall require cross-access agreements when connecting adjacent properties to allow the traveling public to more conveniently enter and exit commercial, office and multi-family properties. It is the intent of the City to allow residents, people conducting business within the City, emergency vehicles, and special services such as transit vehicles to be

able to use the cross-access areas. The City shall require pedestrian pathways between adjacent properties, similar to cross-access easements for automobiles.

Policy 2-1.8.3: Access Management Program and Implementation. Access to properties from adjacent roadways shall be managed and designed to maintain public safety and quality of traffic flow along collector and arterial roadways, discourage cut-through traffic on private property, promote safety for bicyclist and pedestrians, and incorporate practical turning-movement needs for bus transit and truck shipping. The Land Development Code shall continue to include access management standards that advance these concerns. Furthermore, access management standards must take into consideration long-term redevelopment opportunities that enable existing driveway locations and access design to be modified to conform with more efficient and effective transportation corridor planning. The City shall utilize cross access easements, service driveway and roads, joint driveways, temporary driveway and access management site design, and other design practices and conveyances to manage traffic along its corridors. On State and County roadways, new development and redevelopment shall comply with City access management standards unless another government's access management standards are more restrictive or as otherwise waived by the City. The Land Development Code shall regulate access management standards, where appropriate, to address multi-modal transportation planning objectives set forth in this Element.

Policy 2-1.8.4: Access Control Measures and Jurisdictional Permits. The City shall, through site plan review and traffic impact studies, require, as necessary, access control measures such as geometrics, curb cut reductions, turn lanes, transit pullover bays, cross access agreements, striping, and/or signage to implement operational improvements that maximize the existing system capacity. The City shall continue to require permits from FDOT and Seminole County prior to initiating access-way construction for all proposals to access State or County roads. Access to State roads shall also be consistent with the provisions of Chapter 14-96 and 14-97 F.A.C., or as amended from time to time as set forth by FDOT.

Policy 2-1.8.5: Access Points for Activity Centers. The City shall continue to include conditions in development orders within Activity Centers to address limited access points onto arterial or collector roadways through joint access, service roads and reduced and shared median curb cuts.

Policy 2-1.8.6: Design Standard Enforcement. The City shall continue to enforce policies, standards, and regulations that require safe and convenient on-site traffic flow for both motorized and non-motorized movement of vehicles and pedestrians.

GOAL 2-2: TO MEET EXISTING AND FUTURE TRANSPORTATION NEEDS THROUGH A SUSTAINABLE, EFFECTIVE, AND ENERGY EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM THAT PROVIDES MULTI-MODAL TRAVEL OPTIONS TO ACHIEVE THE CITY'S MOBILITY GOALS.

OBJECTIVE 2-2.1: MULTI-MODAL TRANSPORTATION SYSTEM. The transportation system shall be designed to accommodate and promote multiple transportation modes.

Policy 2-2.1.1: Multiple Modes. The Comprehensive Plan Future Transportation Map Series shall provide transportation corridors that efficiently accommodate pedestrian and bicycle, automobile, freight, and transit modes of transportation consistent with and according to:

- (a) Compatibility of adjacent land use and population density; and
- (b) An ability to fund the long-term capital improvement, operation and maintenance of a mode through public (i.e., local, state or regional agencies) or private means.

Policy 2-2.1.2: Future Transportation System. The City of Altamonte Springs' Future Multi-Modal Transportation 2030 Map Series is hereby adopted and includes the following maps:

- Figure I-2-1: 2030 Mobility Strategy – Mobility Tiers
- Figure I-2-2: Citywide Transportation Concurrency Exception Area
- Figure I-2-3: 2030 Mobility Strategy – Major Transportation System
- Figure I-2-4: 2030 Pedestrian Plan
- Figure I-2-5: 2030 Bicycle Plan
- Figure I-2-6: 2030 Transit System
- Figure I-2-7: 2030 LYNX Bus Routes and Facilities
- Figure I-2-8: Project Roadway LOS (2030)
- Figure I-2-9: 2030 Roadway Functional Classification
- Figure I-2-10: 2030 Roadway Jurisdiction
- Figure I-2-11: 2030 Number of Roadway Lanes
- Figure I-2-12: 2030 Significant Parking Facilities

(Revised: Ordinance 1734-19, Adopted 6/18/19)

Policy 2-2.1.3: Multi-Modal Transportation Emphasis. The City of Altamonte Springs shall support multiple types of transportation modes, including public transit and walking, throughout the City but particularly within the Activity Centers and the TCEAs as designated on the Future Land Use Map and the Multi-Modal Transportation Map Series. The City shall regulate transit-oriented and pedestrian-friendly development standards applicable to the designated Activity Centers, and the TCEAs. At a minimum, these standards shall address transit- and pedestrian-friendly site design and development standards; complementary land use types and densities capable of supporting transit; mixed use development; parking maximums /reduction, and transit and pedestrian amenities (bicycle mode is included as part of pedestrian mode). The City may also apply such standards to other commercial development along transit and pedestrian corridors.

OBJECTIVE 2-2.2: BICYCLE AND PEDESTRIAN SYSTEMS. The transportation system for the Comprehensive Plan shall provide safe, convenient and energy efficient multi-modal options by accommodating bicycle and pedestrian modes through improvements or programs implemented by the City, other governmental entities, or private property owners.

Policy 2-2.2.1: Bicycle/Pedestrian Plan Coordination. The City shall coordinate bicycle and pedestrian plans and improvements with adjacent cities, Seminole County, and MetroPlan Orlando through the Bicycle and Pedestrian Advisory Committee of MetroPlan Orlando. The City shall also continue to participate as a member of the Bicycle and Pedestrian Advisory Committee.

Policy 2-2.2.2: Bicycle Parking. The City shall provide bicycle parking facilities at all City properties frequently visited by the general public. The City shall require development, redevelopment and any change in use of a property install bicycle parking facilities consistent with parking standards set forth in the Land Development Code.

Policy 2-2.2.3: Integration with Transit. The City shall request LYNX and FDOT to provide bicycle racks or storage facilities on or within all buses and other transit or rail vehicles serving Altamonte Springs.

Policy 2-2.2.4: Integration with Roadways. Roadway improvements and design shall consider needs of pedestrian, bicycle, and transit facilities through coordination with the Multi-Modal Transportation Element.

Policy 2-2.2.5: Integration with Land Use. The City shall administer enhanced site design and development standards to address such issues as: location of bicycle parking near public entrances; employee versus customer bicycle parking needs; and lighting for bicycle parking and storage areas.

Policy 2-2.2.6: Seminole Wekiva Trail. The City shall continue to support the connection of the Seminole Wekiva Trail to other regional bicycle and pedestrian trail systems.

Policy 2-2.2.7: Bicycle and Pedestrian System Improvements. By 2012, the City shall update its bicycle and pedestrian plan. This update shall evaluate and identify potential system connections to Seminole Wekiva Trail and to Central Parkway. The study shall also evaluate alternative engineering and design solutions to improve pedestrian crossing of SR 436, pedestrian linkages from residential and commercial areas to transit stops, and improved pedestrian/bicycle mobility within Activity Centers.

Policy 2-2.2.8: Central Parkway Pedestrian Orientation. Central Parkway is designated as a pedestrian corridor linking residential areas along Montgomery Road with the Regional Business Center, Crane's Roost Park, and activities along Palm Springs Drive. Development along this corridor shall include site design that promotes pedestrian activity within the Central Parkway corridor.

Policy 2-2.2.9: Eliminate Impediments to Walking and Bicycling. The City shall eliminate physical impediments along transportation corridors that discourage walking and bicycling by undertaking the following activities:

- (a) Sidewalk gaps shall be reduced through the City's sidewalk improvement program. Priority shall be given to completing unconnected sidewalk segments in the vicinity of public locations, schools, and transit stops. Where such gaps occur on sidewalks along State or County right-of-way, the City will coordinate with the State or County to encourage connection.
- (b) The City shall continue to replace deteriorated sidewalks and shall remove or cut back vegetation encroaching onto, or over, public sidewalks.
- (c) The City shall eliminate site design practices that create impediments for efficient pedestrian and bicycle networks, such as narrow elongated drainage ditches preventing pedestrian and bicycle access to adjacent property, and elongated landscape hedges with no breaks for entry to commercial, retail or residential developments.
- (d) Bicycle lane gaps shall be reduced as a part of roadway reconstruction projects within the City. The City shall also identify alternative routes parallel to major roadways to provide options for bicyclists to travel on roadways with lower speeds, less traffic, and better bicycle accommodations while still connecting bicyclists to the major destinations within the City, including the SunRail (commuter) rail station.

Policy 2-2.2.10: Linkages to and between Activity Centers. The City will continue to require new development to plan and provide for pedestrian circulation systems linking major land uses

within the Regional Business Center, West Town Center, East Town Center, and the Gateway Activity Center.

Policy 2-2.2.11: Arterial Pedestrian Crossings. As part of the Activity Center pedestrian and bicycle network expansion, the City shall coordinate with FDOT regarding feasibility of bicycle/pedestrian bridges or other alternatives to improve safety and to minimize the barrier that State arterial roads create for pedestrians and bicyclists, particularly I-4 and SR 436.

Policy 2-2.2.12: Sidewalk Program Establishment and Priorities. The City will continue to implement a sidewalk program with priority given to linking neighborhoods to schools, regional bicycle trails, transit stops, and Activity Centers.

Policy 2-2.2.13: Shade Trees along Pedestrian Pathways. The City shall incorporate tree planting standards along pedestrian pathways along public right-of-ways as well as those connecting building entrances to public sidewalk systems.

Policy 2-2.2.14: Bicycle and Pedestrian Advisory Committee. The City will continue to support the efforts of the MetroPlan Orlando Bicycle and Pedestrian Advisory Committee to provide bikeway facilities for new and reconstructed roadway facilities, with determination of need and costs being of primary consideration.

Policy 2-2.2.15: Bicycle Safety Education. The City, through its Police Department, will continue to work with the Seminole County School Board to promote bicycle safety.

OBJECTIVE 2-2.3: TRANSIT – BUS, BUS RAPID TRANSIT, AND COMMUTER RAIL. The City, in conjunction with other governmental entities, shall implement a comprehensive transit strategy within the Orlando Metropolitan Area and within Altamonte Springs through the implementation of transit programs and services designed to support and encourage transit use including bus, bus rapid transit, and commuter rail.

Policy 2-2.3.1: Safe and Convenient Transit Stations. The City shall coordinate with LYNX and FDOT regarding the location of transit stations (stops) and terminals, including the SunRail (commuter) station and any local transit circulator such as the proposed FlexBus system. The location and type of transit facilities and services shall be compatible to and consistent with the Comprehensive Plan. To ensure integration of transit with pedestrian and bicycle plans, as well as consistency with the Comprehensive Plan, the City shall coordinate with LYNX and FDOT for the planning, placement and modification of transit facilities within the City of Altamonte Springs.

Policy 2-2.3.2: Transit Hubs. Transit hubs and transfer stations shall be located inside or adjacent to Activity Centers. Placement of any transit station/hub outside of an Activity Center requires authorization of the City Commission. The Regional Business Center shall be the City's central transit hub for regional light rail and bus/bus rapid transit. West Town Center and Gateway Center shall serve as "minor" hubs for bus transit and bus rapid transit. East Town Center, particularly the SunRail (commuter rail) station, shall be the City's primary multi-modal hub and shall integrate rail, bus transit, walking, bicycling, and motor vehicles.

Policy 2-2.3.3: Connect Activity Centers by Transit. One of the integral components of the City's mobility strategy is to connect the Activity Centers by transit including the current LYNX service, BRT, and FlexBus. The City shall continue to coordinate with LYNX, Seminole County,

Orange County, MetroPlan Orlando (MPO), FDOT, and neighboring cities regarding opportunities to enhance and expand transit services.

Policy 2-2.3.4: Integration of Transit with Bicycle/Pedestrian Facilities. The City shall continue to provide adequate and safe pedestrian connections between transit stops and sidewalk and bicycle facilities. The City shall continue to assess transit stops to identify where improved pedestrian pathways can be made between public sidewalk systems and transit stops, particularly covered shelters and transfer facilities. Where sidewalk connections are needed, the City shall schedule improvements as part of its sidewalk maintenance and construction program; or coordinate with the appropriate agency to provide the sidewalk connection to the transit stop.

Policy 2-2.3.5: Creation of Transit Hubs within Activity Centers. The City shall coordinate and work with LYNX to identify mutually acceptable locations for future transit hub facilities in Activity Centers. The design of the transit hubs will include connections between the sidewalk and bicycle network and provide a safe and convenient system for mode and route transfers to enhance the connectivity between the Activity Centers, the SunRail (commuter rail) station, and the region.

Policy 2-2.3.6: Roadway Design – Transit. The City shall, in all new roadway and site construction, implement intersection radius and related operation improvements that will allow transit vehicles to operate efficiently.

Policy 2-2.3.7: LYNX Participation. The City shall continue attending the Central Florida Regional Transportation Authority (LYNX) Board of Directors meetings.

Policy 2-2.3.8: Transit Program Support. The City shall support regional transit (bus and rail) service that:

- benefits the residents and businesses of Altamonte Springs;
- provides safe and convenient access to and between the Activity Centers;
- enhances or expands the transportation system in the City of Altamonte Springs;
- contributes to the achievement of the City's mobility objectives;
- supports the potential reduction in single occupancy vehicle use and greenhouse gas emissions;
- represents an efficient use of public funds,
- does not adversely impact the environmental and built character of Altamonte Springs and its neighborhoods.

Policy 2-2.3.9: Support for Regional Passenger Rail Transit. The I-4 right-of-way is designated as the City's "Regional Transportation Corridor" (RTC), connecting Altamonte Springs to the Orlando metropolitan area, both to the north and to the south. The RTC shall be shown on the Multi-Modal Transportation Map Series. Any RTC located in the City of Altamonte Springs should serve the Regional Business Center.

Policy 2-2.3.10: Coordination of Transit Services with the CRA and Business Community. The City shall coordinate with the Business Advisory Group and the business community regarding transit services and plans within the Activity Centers.

Policy 2-2.3.11: Participation in Transportation Program. The City shall continue to require all development and redevelopment to participate in the City's Transportation programs to achieve the

City's mobility objectives. In addition to transportation funds from LYNX, Seminole County, Federal Transit Administration, and other municipal governments, the City intends to augment funds for capital and operating expenditures of the mass transit system through assessments on all properties except single family residential property in a manner similar to a special taxing district. In lieu of monetary commitments, such assessments may include grants of rights of way or easements for transit, pedestrian or other multi-modal improvements, annual purchase of transit bus or rail passes for a portion of employees or apartment tenants, or other similar contributions acceptable to the City.

Policy 2-2.3.12: Transit Funding District. The City shall implement mechanisms to establish special assessment or other funding methods for the specific purpose of creating an on-going revenue source to help fund operating, management and capital costs of transit facilities serving Altamonte Springs and fund future transportation and mobility strategies to support the Activity Centers and the TCEAs. This on-going funding source is intended to augment but not replace funds committed, pledged or contributed by LYNX, Seminole County and as well as funds from those municipalities also served by the same sub-regional and regional transit systems serving Altamonte Springs.

OBJECTIVE 2-2.4: ROADWAYS. The City, along with other governmental entities, shall implement roadway infrastructure expansions and modifications, as necessary, to effectively utilize the existing roadway network and maintain the adopted level of service (LOS) standards for roadways.

Policy 2-2.4.1: Roadway Widening Evaluation. Prior to adding lanes or widening any City roadway, the City shall first evaluate whether transit, bicycle, or pedestrian improvements or service enhancements, or transportation system management (TSM) projects can effectively provide and maintain mobility and address the identified transportation issue.

Policy 2-2.4.2: Transportation Systems Management. The City will also implement Transportation Systems Management (TSM) projects including computer-coordinated signals, turning movement storage lanes; ITS dedicated lanes, signal pre-emption and prioritization, and other transportation technologies that optimize traffic flow and improve operational levels of service for roadways, to effectively use the existing roadway system.

Policy 2-2.4.3: County and State Roadway Improvement Evaluation. For County and State arterial and collector roadways, the City shall encourage the respective jurisdictional authority to evaluate pedestrian, bicycle, transit, and TSM projects prior to adding lanes to a roadway.

Policy 2-2.4.4: Roadway Project Implementation. The City shall implement roadway projects within the City listed in Year 2030 Multi-Modal Transportation Plan in a phased program consistent with the Capital Improvement Element.

Policy 2-2.4.5: County Road Improvement Implementation. The City shall coordinate with Seminole County to implement County roadway projects listed in the City's Year 2030 Multi-Modal Transportation Plan consistent with the Capital Improvement Element.

Policy 2-2.4.6: FDOT Improvements Coordination. The City shall continue to coordinate with the FDOT) by participating in their annual work program to ensure regarding implementation of state projects in the City consistent with the Capital Improvement Element.

Policy 2-2.4.7: “Complete Streets” Roadway Design. The design of roadway improvements and new roadways shall include bicycle, pedestrian, and transit facilities. The City shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the overall transportation system.

Policy 2-2.4.8: Wekiva Parkway Construction. The City of Altamonte Springs shall continue to support the construction of the Wekiva Parkway and associated improvements, as well as the Maitland Boulevard Extension (Apopka Bypass), as improvements by the Orlando/Orange County Expressway Authority, the FDOT, Enterprise Florida (Turnpike District), or as a Federal Interstate Highway to the greatest extent possible.

OBJECTIVE 2-2.5: TRANSPORTATION SYSTEM LOS STANDARDS. The City shall hereby adopt LOS standards for transportation systems within the City, including transit and roadways, as required by Florida Statutes. The City shall also administer facility standards for bicycle and pedestrian facilities. The City shall grant exceptions to transportation concurrency for future development projects within TCEAs.

Policy 2-2.5.1: Roadway LOS Standards. The City herein adopts the roadway LOS standards as presented below in sections A-C. Roadway functional classifications listed below are delineated on Figure I-2.3. Any road not listed as a collector or an arterial is considered to be a local road. All roadway LOS standards are based on peak hour, peak direction (PHPD) conditions. LOS categories (i.e. “C”, “D”, “E”, and “F”) are defined by the most recent edition of the Highway Capacity Manual (HCM), published by the Transportation Research Board, which quantifies LOS based on speed or density, not traffic volumes or vehicular capacity. The analytical methodology described in the HCM and the associated professionally acceptable software may be used to present a detailed LOS evaluation. This includes the most recent Florida Department of Transportation Quality/Level of Service (Q/LOS) Handbook (with the consideration of items described in Sub-Section “C” below) which is based on the most recent HCM. The City’s Land Development Code provides procedures and methodology for evaluating roadway LOS as part of the City’s mobility management system.

A. *Collector Roadways.* The following LOS standards apply to collector roads except for those assigned a special designation.

1. *City Collectors.* All City collectors shall operate at LOS “E” or better on a PHPD basis.
2. *County Collectors.* All County-classified collectors shall operate at LOS “F” or better on a PHPD basis.

B. *Arterial Roads.* The following LOS standards apply to arterial roads and freeways except for those assigned a special designation.

1. *City Arterial Roads.* No City roadways are designated as arterials. An amendment to the Comprehensive Plan must occur prior to designating a City road as an arterial facility. LOS standards for City arterials shall be established at such time.
2. *County Minor Arterial.* All County classified minor arterials that are within the County’s proposed Urban Center Boundary shall operate at LOS “F” or better on a PHPD basis.
3. *State Minor Arterials.* All State classified minor arterials shall operate at LOS “F” or better on a PHPD basis.

4. *State Principal Arterials.* All State principal arterials shall operate at LOS “F” or better on a PHPD basis.
5. *Freeways.* I-4, a state-classified principal arterial, which currently operates with only general use lanes; however, plans include improving I-4 to include general use and special use lanes. I-4 shall operate at LOS “F” or better for its general use lanes and LOS “E” or better for its special use lanes, when operational.

C. *Special Provisions.*

In recognition that the City is in the process of transitioning from a largely single occupant vehicle mode to a multi-modal system, the following special provisions will be considered in quantifying the acceptable service volumes at the associated LOS on roadways within the City:

1. *Service Volumes at LOS “F”.* LOS “F” represents conditions based on speeds (for signalized arterials) and density (for freeways). Technically, the traffic volumes served actually decrease under LOS “F” operating conditions. Per the FDOT Q/LOS Handbook, the maximum capacity of a roadway is considered the maximum service volume at LOS “E”. Therefore, service volumes at LOS “F” will be established as the service volume for LOS “E” (the maximum number of vehicles which can be processed) for a two hour period compared to the volume served over a two hour period. Generalized PHPD Service Volumes identified in the most recent FDOT Q/LOS Handbook shall provide the initial service volumes. If determined appropriate by the City, more specific service volumes can be calculated using acceptable software. When identifying existing conditions, Seminole County travel time runs are an acceptable method for identifying actual LOS.
2. *Minimum/Maximum Acceptable Key Input Values (K, D, g/C).* The minimum/maximum acceptable key input values for K, D and g/C (as defined in the most recent FDOT Q/LOS Handbook) for determining service volumes shall be the most recently measured values at the location being evaluated. Values for future conditions shall be determined by City Growth Management staff.

Policy 2-2.5.2: Achieve and Maintain Roadway LOS. Consistent with Florida Statute 163.3177(3)(f), the City’s comprehensive plan and plan amendments for land uses shall be deemed to meet the requirement to achieve and maintain LOS standards for roadways. With the City making the transition to a more balanced multi-modal transportation system, under some circumstances the actual roadway LOS may drop below the City’s LOS standard. This shall represent acceptable conditions and the City shall be deemed to meet the requirement to achieve and maintain LOS standards for roadways.

Policy 2-2.5.3: Update Mobility Management Program. The City shall meet all concurrency requirements through a Mobility Management Program which is responsive to statutory concurrency requirements. The City shall review, on an annual basis, and update the mobility management system to assess the LOS for the City’s roadways. The City shall coordinate with LYNX to determine the operating LOS for transit within the City as a part of its LOS monitoring. The City shall also continually update the information related to its bicycle and pedestrian facility network and associated standards.

Policy 2-2.5.4: Coordinate Mobility Strategies. The City will continue to regularly coordinate with Seminole County, adjacent municipalities, LYNX, MetroPlan Orlando, and FDOT as part of the

City's administration of the Mobility Management System to achieve the City's mobility objectives and establish consistency with the areawide mobility objectives.

Policy 2-2.5.5: LOS Standards for Transit. The City shall utilize the 2009 FDOT Quality/Level of Service Handbook Transit Level of Service (TLOS) thresholds based on the Transit Capacity and Quality of Service Manual (TCQSM). These thresholds are limited and applicable to scheduled fixed route bus transit. The City of Altamonte Springs hereby adopts a TLOS standard of "E" within the Mobility Tiers 1 and 2.

Policy 2-2.5.6: Facility Standards for Bicycle Facilities. The presence of a bike lane, paved shoulder, or multi-use path which runs the length of the respective roadway segment shall be the measure for bicycle facilities and shall be considered an LOS standard of "B". The City's objective is to achieve an LOS B within Mobility Tier 1 and 2 for the collector and arterial roadways by 2030, not a standard that is intended to be achieved on an annual basis for each roadway.

Policy 2-2.5.7: Facility Standards for Pedestrian Facilities. The presence of a sidewalk (minimum five feet wide) on both sides of the roadway or a multi-use lane on one side which runs the length of the respective roadway shall be the measure for pedestrian facilities and shall be considered an LOS standard of "B". The City's objective is to achieve an LOS B within Mobility Tiers 1 and 2, for the collector and arterial roadways by 2030, not a standard that is intended to be achieved on an annual basis for each roadway. The City will strive to achieve an LOS B within Tier 3 and will require five feet wide sidewalks on both sides of streets for redevelopment projects.

OBJECTIVE 2-2.6: MOBILITY STRATEGIES. The City shall require development to implement mobility strategies to mitigate the respective transportation impacts and to improve mobility within the City.

Policy 2-2.6.1: Mobility Performance Standards. Development or redevelopment projects shall be required to satisfy the following mobility performance standards based upon the net new average daily vehicle traffic generation projected by the project:

- a. Development or redevelopment projects shall be required to satisfy the appropriate mobility performance standard level based on the development's (including all phases) trip generation and proportionate impact on adjacent roadways.
- b. The developer may sign a development agreement or contract with the City for the provision of the required standards. The performance standards proposed by the developer to satisfy the required level shall be subject to final approval by the City. The performance standards shall relate to the development and the transportation system where the development is located. The City may authorize provision of one or more standards to satisfy the requirements for transportation facilities that are not directly impacted by the proposed development but are deemed priorities of the City's transportation system and contribute to the City's overall mobility strategy. In recognition of the varying costs associated with the standards, the City shall adopt a methodology for the mobility performance standards in the land development code that establishes a proportionate and equitable relationship between the cost of the performance standard and the projected vehicle traffic impacts. The mobility performance standards required shall not be considered toward the density / intensity bonus within the Activity Centers.

(Policy continued on next page)

c. Mobility Performance Standards:

Level	Net New Average Daily Vehicle Trip Generation	Required Number of Mobility Performance Standards
1	Up to 399	At least 1 standard.
2	400 to 1,999	At least 2 standards. No more than 1 standard can be selected from the Enhancement Group.
3	Greater than 2,000 but less than 5,000	At least 3 standards. No more than 2 standards can be selected from the Enhancement Group.
4	Greater than 5,000 - 9,999	At least 4 standards. No more than 2 standards can be selected from the Enhancement Group.
5	Greater than 10,000 and/or 50 or more employees	At least 5 standards. Transportation Demand Management (TDM) plan is required. No more than 2 standards can be selected from the Enhancement Group.

- d. A transportation impact analysis is required for any project that generates 400 or more net new average daily vehicle trips. For projects projected to generate less than 400 net new average daily trips, the developer is still required to comply with the City's requirements for pedestrian and transit-oriented design, incorporate bicycle parking, and provide enhanced connectivity to the adjacent transportation system including sidewalks, bike paths/trails, transit stops/shelters, and roadways, as well as any impact contribution requirements.
- e. Projects that generate more than 10,000 net new Average Daily Trips (ADT) will be required to perform a traffic analysis of the roadways within a 2-mile radius of the project and shall review any impact to I-4. The specific methodology will be established by the City and FDOT. Once the Traffic Impact Analysis is prepared, a copy will be provided to the City and FDOT for review and comment.
- f. For any redevelopment project, only the net new trips are subject to the appropriate performance criteria. Example: Redevelopment of 100,000 sq ft retail (@ 40 trips 1,000 sq ft = 4,000 ADT redevelopment credit). New project is 5,000 ADT. The project must satisfy Level 2 performance standards (400-1,999 average daily trip generation).
- g. The following table lists the mobility performance standards, categorized by groups, and as referenced in the Mobility Performance Standards requirement.
- h. Additionally, any development consisting of, or occupying a facility with provisions for 50 or more employees is required to participate in a Transportation Demand Management (TDM) program. The TDM program must be provided in writing to the City for review and acceptance.

i. *Mobility Performance Standards by Group:*

Performance Standard
<i>Operational Group</i>
Intersection and/or signal improvements to provide countdown pedestrian signals.
Construction of bus turn-out facilities.
Use of joint driveways and/or cross-access to reduce curb cuts.
Intersection and/or signalization modifications to improve roadway operation and safety.
Intersection and/or signalization modifications to improve transit operations and safety.
<i>Capacity Group</i>
Payments to the City which will either increase existing transit service frequency for a minimum of 3 years.
Construction of new road facilities that provide alternate routes to reduce congestion.
Addition of lanes on existing road facilities, where acceptable to the City and/or FDOT, or proportionate share contribution for a programmed improvement.
Addition of dedicated turn lanes for ingress and egress
Construction of new public sidewalks along all street frontages where they do not currently exist (minimum of 5 feet wide).
Construction of new bicycle lanes.
Shuttle to/from the 22-mile LRT station or the SunRail station.
<i>Enhancement Group</i>
Payment for transit shelters or provision of transit shelter on-site if immediately adjacent to a transit stop.
Widening of existing public sidewalks to increase pedestrian mobility and safety (existing sidewalk must be a minimum of 5 feet wide and widening to a minimum of 8 feet wide).
Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) within public right-of-ways or medians.
Provision of shading through awnings or canopies over public sidewalks. The awning or canopy shall provide pedestrian shading for a significant length of the public sidewalk.
Design and installation of way finding signage for pedestrians, bicyclists, or transit facilities.
Provision of lockers and shower facilities for employees.

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Policy 2-2.6.2: Mobility Monitoring. The City of Altamonte Springs shall monitor the development activity and implementation of mobility strategies. The monitoring will include analysis and/or information for the following:

- (a) The amount of development/redevelopment as a function of density, FAR, and percentage of mixed use. Other site planning performance criteria may be used as part of the evaluation such as building placement, parking location and number of spaces, connection

to adjacent properties, proximity to transit stops/shelters, connection to adjacent sidewalk network, and provision of pedestrian, bicycle, and transit amenities.

(b) The implementation of mobility strategies, programs, and policies as detailed below:

Mobility Strategy	Performance Measure*	Target*
Transportation Demand Management	Persons participating in ridesharing or vanpooling programs	3% annual increase of participants
	Number of businesses/employers offering flexible work schedules	5% annual increase of participants
Transportation Demand Management	Number of bus turn out facilities (at locations desired by LYNX)	1 per year as coordinated with LYNX
	Number of improved and/or new bus shelters on LYNX routes	1 improved and/or new shelter each year
Transportation System Management	Number of intersection and/or signal improvements	1 per project generating > 5,000 net new daily trips
	Optimize signal synchronization	Annually, coordinated with Seminole County
	Number of joint driveways and/or cross-accesses or combined driveways	1 per redevelopment/development project
Pedestrian (Sidewalk) Enhancements	Amount of sidewalks added and/or expanded to the network	500 linear feet of sidewalk per year
	Linear feet of streetscaping/landscaping which enhances the pedestrian environment	500 linear feet per year
	Number of enhanced crosswalks	1 intersection per year

Mobility Strategy	Performance Measure*	Target*
Bicycle Facilities Enhancement	Number of bicycle racks/lockers	1 bicycle rack/locker for every 20 vehicle parking spaces provided within Activity Centers for redevelopment and new development
Bicycle Facilities Enhancement	Linear feet of bicycle lanes and related facilities	Bicycle lanes and related facilities including bicycle provisions at intersections as part of programmed street resurfacing and/or rehabilitation (where feasible)

* Performance measures and targets may be subject to further consideration (i.e., if these performance measures and targets cannot be supported by reasonably available data or additional measures are identified that may also be appropriate).

- (c) The effects of the Mobility strategies, programs, and policies in accomplishing the objective of improved mobility for the multi-modal transportation system within the City shall be monitored by the following performance measures, including, but not limited to:

Performance Measure	Target*
Change in ridership, including boardings/alightings for LYNX routes (Routes 1 and 41)	1% annual increase
Change in headways for LYNX routes (Routes 1 and 41)	10-minute headway decrease every 5 years
FlexBus ridership (change in ridership will be reported in subsequent years after the implementation of the service)	Achieve 1st year ridership projections with a 3% annual increase
Commuter Rail ridership (change in ridership will be reported in subsequent years after the implementation of the service)	3% annual increase each year after implementation
Altamonte Springs Commuter Rail Station boardings/alightings	3% annual increase each year after implementation
Proposed trip generation from redevelopment/new developments (based on Mobility CMS Applications and TIAs) versus actual traffic counts on adjacent roadways	Achieve a 5% reduction in actual traffic counts versus trip generation projections

Performance Measure	Target*
Change in daily and peak hour traffic volumes on SR 436 and I-4	Achieve less than 1% annual increase
Change in traffic counts and queue lengths at the ramps from I-4 to SR 436	Achieve less than 1% annual increase in traffic counts and queue lengths

* Performance measures and the associated targets will be coordinated with the respective agencies such as LYNX, the FlexBus/commuter rail providers, and FDOT. The facilities and infrastructure for several of the targets, such as bus shelters, are contingent upon development/redevelopment activity and associated developer contributions.

* Performance measures and targets may be subject to further consideration (i.e., if these performance measures and targets cannot be supported by reasonably available data or additional measures are identified that may also be appropriate).

(d) The City, with consultation of FDOT, will present the evaluation and information for the implemented mobility strategies and the effects on multi-modal mobility, as referenced above, and the extent to which the strategy has affected mobility within the City.

(e) In addition, the City will evaluate the strategies to determine whether modifications to the strategies are necessary. This evaluation will be conducted every seven years and the results will be included in the Evaluation and Appraisal Report along with any recommendations to refine the mobility strategies through EAR-based amendments.

OBJECTIVE 2-2.7: MONITORING TRANSPORTATION TRENDS. The City shall maintain a transportation plan that adapts to changing conditions, trends, and technology through monitoring programs, transportation assessment procedures, and inter-agency coordination.

Policy 2-2.7.1: Traffic Count Program. The City shall continue to maintain a comprehensive traffic count monitoring program for the City's primary roadway network. This effort will provide historical documentation of traffic volume data that can be used for project evaluation, establishing priorities and requesting reclassification and assistance.

Policy 2-2.7.2: Process for Plan Refinement. The City shall develop and maintain a process for periodic, timely refinement and revision of the Multi-Modal Transportation Element and the Land Development Code in keeping with the local and state requirements, transportation trends, and new technology.

Policy 2-2.7.3: Roadway Evaluation. The City shall establish, and maintain an on-going comprehensive evaluation system of the City primary roadway network by which all conditions and design data of each roadway can be compared and rated so as to objectively establish future improvements priorities and make effective land use decisions.

Policy 2-2.7.4: Transit Evaluation. The City shall coordinate with LYNX at least annually to identify transit service performance, ridership levels, and other trends in local transit service.

Policy 2-2.7.5: Traffic Impact Monitoring. Although development within the TCEAs are exempt from traffic concurrency, new development and redevelopment shall submit to the City a Mobility Management Application, and when necessary, as directed by the City's Land Development Code (LDC), a traffic impact analysis (TIA). The TIA shall evaluate all roadways identified by the City.

The evaluation shall follow professional standards and requirements found in the City's LDC. The TIA shall evaluate traffic safety and operational standards and identify road and access improvements necessary to promote public safety. The application information shall also include an assessment of the pedestrian, bicycle, and transit facilities within an impact radius determined by the City.

OBJECTIVE 2-2.8: EVALUATION PROCESS AND ACHIEVEMENT MEASURES. The City shall evaluate the effectiveness of the Multi-Modal Transportation Element and the Comprehensive Plan to achieve its mobility goals as part of the City's local evaluation and appraisal review.

(Revised: Ordinance 1734-19, Adopted 6/18/19)

Policy 2-2.8.1: Multi-Modal Achievement Indicators. To measure the whether the City is achieving its multi-modal goals, the City establishes the following indicators:

- (a) By year 2030, 50 percent of all internal trips within the Activity Centers are projected to occur through modes other than a single-occupant automobile; 20 percent of trip origination external to Activity Centers shall occur by modes other than a single-occupant automobile.
- (b) By year 2030, the single-occupant automobile as a mode to work shall decrease from 83 percent to 75 percent within those census boundaries containing the Activity Centers.

Policy 2-2.8.2: Monitoring Transit Service. The City will monitor development trends and traffic and transit service levels to ensure that new development will not precede provision for needed transportation facilities or services. Such monitoring activities may be coordinated through LYNX.

Policy 2-2.8.3: Future Right-of-Way. The City shall ensure the reservation of strategically located lands needed for roadway, transit, bikeway and pedestrian improvements, realignments and/or modifications prior to the improvements or development of such lands.

Policy 2-2.8.4: Application of Development Regulations. The City shall utilize land use, zoning, and subdivision regulations to coordinate the location and design of new roadway network facilities and transit corridors, as well as bikeway and pedestrian facilities.

Policy 2-2.8.5: Mobility Evaluation. The City shall evaluate the effectiveness of the mobility strategies every seven years and report as part of the EAR the impacts of the following:

- (a) Amount and type of development/redevelopment activity;
- (b) Amount and type of improvements to transit infrastructure and service;
- (c) Change in transit ridership within the City as a function of the amount and type of development/redevelopment activity;
- (d) Adoption and implementation of programs which promote pedestrian and non-automobile travel including improvements to pedestrian and bicycle facilities.

(Revised: Ordinance 1734-19, Adopted 6/18/19)

Policy 2-2.8.6: Detailed Traffic Analysis. An assessment of the need for a detailed traffic analysis will be conducted as part of the City's local evaluation and appraisal review to provide information to the City and FDOT to evaluate the effectiveness of the City's mobility strategies.

(Revised: Ordinance 1734-19, Adopted 6/18/19)

OBJECTIVE 2-2.9: NEIGHBORHOOD PROTECTION FROM VEHICLE TRAFFIC IMPACTS.

The City shall prioritize transportation projects, including transit, bicycle, and pedestrian, in a manner that protects predominantly single and multifamily residential neighborhoods from vehicle traffic impacts through context sensitive transportation planning and design.

Policy 2-2.9.1: Diverting and Discouraging Traffic from Residential Areas. In order to divert and discourage through traffic from local residential streets, it shall be the policy of the City to give priority to increasing the capacity and improving traffic flow on arterial and major collector roadways through roadway improvements or improved transit service. The City shall first evaluate whether transit and/or pedestrian improvements, transportation demand management programs, or other innovative transportation approaches can increase capacity and improve traffic flow before planning additional roadway travel lanes.

Policy 2-2.9.2: Capacity Improvements in Residential Areas. Consistent with the City's overall mobility strategy, the City shall add through lanes to minor residential collectors only after all reasonable alternatives for expansion of arterial and major collectors have been exhausted, including evaluation of transit, bicycle, and pedestrian improvements. The City will work with the potentially impacted residential neighborhood to develop a strategy to address the identified transportation issue.

Policy 2-2.9.3: Maintain Arterial and Collector Roads to Protect Residential Areas. The City will implement transportation improvements or programs, as identified in the Multi-Modal Transportation Element, as a means to augment the existing major transportation system and protect residential neighborhoods from traffic impacts and cut-through traffic.

Policy 2-2.9.4: Neighborhood Protection. The City will continue to implement projects in predominantly single family neighborhood to protect these neighborhoods from the negative effects of increased vehicle traffic and speeds. Projects, where feasible, may include:

- (a) Closing segments of local streets
- (b) Creating one-way streets
- (c) Eliminating secondary access to commercial parcels on local residential streets that do not directly intersect with a higher functionally classified road
- (d) Application of traffic calming

Policy 2-2.9.5: Review of Development Plans. In the review of circulation plans for large single family or multifamily residential projects outside of the Activity Centers, the City will require:

- (a) Limited entrances of no more than two on major collectors and arterials.
- (b) One-way ingress and egress as the project's secondary access.
- (c) Single residential lots will not front on a major collector or other street with a higher functional classification.
- (d) Traffic calming where and if appropriate.

Policy 2-2.9.6: Local Streets. The City shall designate residential streets "Local" in the functional roadway classifications system. The City will restrict uses on such roadways that generate more daily traffic per acre than single-family residential development, as defined in the Land Development Code.

Policy 2-2.9.7: Road Buffers. The City will implement road buffer and design measures on road widening projects through residential areas.

GOAL 2-3: TO OBTAIN FUNDS THROUGH A VARIETY OF SOURCES TO FINANCE THE CITY'S MULTI-MODAL TRANSPORTATION SYSTEM.

OBJECTIVE 2-3.1: TRANSPORTATION FUNDING. Transportation improvements and services will be funded from a mix of local, regional and State agency road, pedestrian, bicycle, and transit programs by coordinating with these various agencies.

Policy 2-3.1.1: FDOT Work Program and MPO Five-Year Transportation Improvement Plan (TIP). The City will seek funds from the Metropolitan Planning Organization (MetroPlan Orlando) or any similar agency to finance improvements to deficient roadways by programming eligible projects within the FDOT Work Program and MPO Five-Year TIP.

Policy 2-3.1.2: Seminole County Coordination. The City will continue to jointly fund projects with Seminole County and where appropriate consider advance funding of projects.

Policy 2-3.1.3: MPO Coordination. The City will continue its participation in the MetroPlan Orlando, its Transportation Technical Committee, Bicycle & Pedestrian Advisory Committee, and Citizen's Advisory Committee in order to include City related improvements in the Metropolitan Orlando Urban Area Transportation Plan.

Policy 2-3.1.4: LYNX Coordination. The City will continue to coordinate with LYNX regarding bus, bus rapid transit, and regional transit service to Altamonte Springs.

OBJECTIVE 2-3.2: FINANCING STRATEGIES. User-based financing strategies are the preferred means to fund new transportation (including transit) improvements and programs, and will utilize new funding mechanisms.

Policy 2-3.2.1: Impact Fees. The City shall continue to collect transportation impact fees for County and City facilities. The City shall periodically evaluate its impact fee program to determine whether fees appropriately represent improvement costs demanded by the impacts generated from new development.

Policy 2-3.2.2: Tax Increment Financing. The City shall use revenue from the tax increment finance districts to fund needed multi-modal transportation improvements within those districts.

Policy 2-3.2.3: State Funds for Improvements and Services. The City shall support changes to state legislation that enable local and regional governments to increase the revenue base for transportation improvements and services, including transit and pedestrian programs.

Policy 2-3.2.4: Federal and State Funds. The City will coordinate with federal and state transportation and transit agencies to identify potential federal and state funds that may be eligible for transportation improvements and programs within Altamonte Springs.

Policy 2-3.2.5: Evaluate Alternative Funding Sources to Supplement Transit Funds. The City shall evaluate the feasibility of establishing special assessment districts, impact fees, or other alternative methods to fund ongoing operating, management and capital costs for transit serving

Altamonte Springs. Any special City transit funding source is intended to augment but not supplant funds provided by LYNX, Seminole County, Orange County, Maitland and other governments served by the same sub-regional transit systems serving Altamonte Springs.

Policy 2-3.2.6: Pursue Transportation Grants: Annually, the City shall coordinate with the FDOT, MetroPlan Orlando, Seminole County, LYNX, the Federal Highway Administration (FHA) and the Federal Transit Authority (FTA) to identify federal and state transportation grant programs may be eligible to the City as a means to implement and advance improvements or programs proposed in the City's Multi-Modal Transportation Plan.

GOAL 2-4: TO PROMOTE COORDINATION AMONG GOVERNMENTAL UNITS AND AMONG AFFECTED GROUPS.

OBJECTIVE 2-4.1: TRANSPORTATION COORDINATION. The City will coordinate planning, funding, design and enforcement efforts with all relevant levels and agencies of government through implementation of the policies listed below.

Policy 2-4.1.1: Inter-Agency Coordination. The City shall coordinate with Seminole County, the Florida Department of Transportation, LYNX, and other relevant agencies to implement recommendations contained in future transportation studies recommended within this Element, supported the Metropolitan Orlando Urban Area Transportation Plan, and the Year 2030 Multi-Modal Transportation Plan.

Policy 2-4.1.2: Joint Planning Activities. The City shall coordinate with County officials in the resolution of specific transportation issues impacting upon the City with respect to enclosed areas (i.e., areas of the County surrounded by municipal limits) and areas adjacent to the various cities' outer boundaries.

Policy 2-4.1.3: Coordination with Jurisdictional Policies and Standards. The City shall coordinate with all appropriate local, regional, state and federal agencies regarding the location, classification, planning and construction of needed roads within the City so as to ensure maximum compatibility of said roads with local, regional, state, and federal policies and standards.

Policy 2-4.1.4: Coordination with LYNX. The City shall coordinate with LYNX to ensure that adequate regional transit service is provided to the citizens and major employers.

Policy 2-4.1.5: Local Agency Program Certification. The City shall coordinate with FDOT regarding a Local Agency Program (LAP) Certification for the City to address amenity improvements along the Seminole Wekiva Trail.

OBJECTIVE 2-4.2: PUBLIC INVOLVEMENT. Public involvement shall be programmed in the City's transportation planning process.

Policy 2-4.2.1: Business and Citizen Participation. The City will seek business and citizen participation in those decision-making processes as related to: transportation planning, facility widening, and the provision of mass transit service.

Policy 2-4.2.2: Dissemination of Information. The City shall distribute information and maintain dialogue among all interested parties regarding transportation plans and programs affecting Altamonte Springs.