

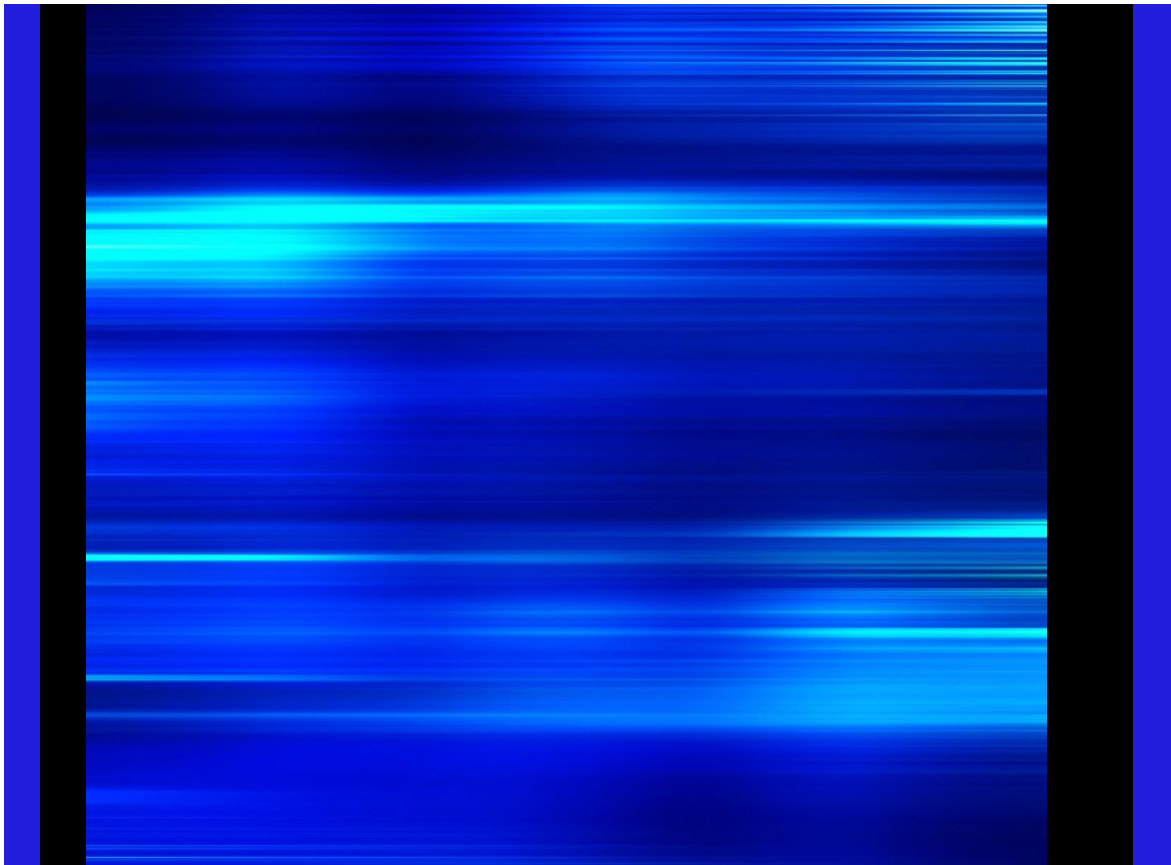


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Seminole County 2045 Transportation Mobility Plan
May 3, 2023





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Acronyms and abbreviations

| | |
|---------|--|
| CFX | Central Florida Expressway Authority |
| EV | electric vehicle |
| FDOT | Florida Department of Transportation |
| FTP | Florida Transportation Plan |
| MPO | Metropolitan Planning Organization |
| NEOCATS | North East Orange County Areawide Transportation Study |
| SIS | Strategic Intermodal System |
| TPO | Transportation Planning Organization |
| TDP | Transit Development Plan |
| UCF | University of Central Florida |
| US | United States Highway |
| VHB | Vanasse Hangen Brustlin, Inc. |

1. Introduction

This Technical Memorandum describes the existing plans and policies that guide the planning of the transportation system in Seminole County (hereinafter, the “County”). The County is situated in Central Florida, northeast of the City of Orlando and Orange County. The jurisdiction of the Metropolitan Planning Organization (MPO), MetroPlan Orlando, includes the County.

The goals, policies, and strategies of relevant transportation planning documents are summarized in this Technical Memorandum. The review included statewide, regional, and local transportation planning documents. These documents were used to guide and prioritize future County transportation projects through the horizon year 2045.

Transportation-related needs projects were also extracted from these documents to assist in generating a comprehensive needs list for the County. These projects will be included in the needs list as part of the iterative process of developing a cost-feasible list of projects for the Seminole County 2045 Transportation Mobility Plan. Projects prioritized by the Seminole County 2045 Transportation Mobility Plan are focused on facilities owned and maintained by the County; however, state and city facilities are being reviewed as well for consistency.

Data sources used to evaluate the goals, policies, and strategies came from the County, the seven cities within the County, MetroPlan Orlando, Florida Department of Transportation (FDOT), Central Florida Regional Transportation Authority (known as LYNX), SunRail, CSX Transportation and Orlando-Sanford International Airport (SFB), among other sources that are documented in this Technical Memorandum.

The review of initiatives and on-going efforts that may not necessarily include standalone plans included items on the following topics: the Transportation Concurrency Exception Area (TCEA), North Interstate 4 Target Industry Area, US 17-92 Mixed Use Corridor, Seminole Way Employment Center, Transportation Strategy Area, Dense Urban Land Areas, Seminole County Port Authority (SCOPA), the Central Florida Regional Growth Vision, and Amtrak intercity passenger rail service.

While this document reflects the existing plans and policies of the transportation system within the County, it is not meant to serve as an all-encompassing, comprehensive final assessment. Rather, it is a starting point for determining the existing state of plans, projects, and policies for the complete development of the Seminole County 2045 Transportation Mobility Plan.

2. Documents Reviewed

The project team reviewed state, regional, county, and other partner agency planning documents for their programs, projects, and policies. Planning documents reviewed in this Technical Memorandum were determined to be relevant to safety and transportation, demonstrate future corridor planning activities, or describe the present goals, policies, or strategies relating directly to the mobility posture of the County.

2.1 State

2.1.1 FDOT Target Zero

Authored by FDOT. Originally released as Vision Zero, this initiative was recently rebranded as Target Zero.

Florida shares the Federal Highway Authority's traffic safety vision "Toward Zero Deaths" by formally adopting the vision "Driving Down Fatalities." Every day, 8 fatalities and 49 serious injuries occur on Florida's road network. FDOT and its partners are committed to eliminating fatalities and reducing serious injuries, with the understanding that the death of any person is unacceptable. FDOT recently rebranded its Vision Zero initiative to Target Zero, which focuses on changing common behaviors by strengthening community engagement and partnerships throughout the state. By leveraging the Engineering, Education, Enforcement, and Emergency Response along with Innovation, Insight, Investments, and Intelligence, safety can be at the forefront to maximize the effectiveness of Target Zero. The County shares this vision and is also committed to eliminating fatalities and reducing serious injuries on its roadways. Policies will be taken into consideration for planned transportation mobility projects in the Seminole County 2045 Transportation Mobility Plan to achieve this goal.

2.1.2 FDOT Florida Transportation Plan

Authored by FDOT.

The Florida Transportation Plan (FTP) guides statewide transportation through four established plan elements: Vision, Policy, Implementation, and Performance. The FTP provides direction to FDOT for planning and managing statewide transportation systems. The Strategic Intermodal System (SIS) is a prioritized network of transportation facilities critical to Florida's economic competitiveness and quality of life. State Road 417 (Seminole Expressway), Interstate 4, the Central Florida Rail Corridor (CFRC), and segments of East Lake Mary Boulevard and State Road 46 are SIS freight routes. County transportation improvements will be consistent with statewide planning goals.

2.1.2.1 Vision Element

Last updated in May 2020.

The FTP Vision element characterizes the vision for Florida's transportation system over the next 25 years. The Vision element identifies major trends, uncertainties, opportunities, and desired transportation system outcomes.

2.1.2.2 Policy Element

Last updated in December 2020.

The FTP Policy element is Florida's long-range transportation plan. The plan defines goals, objectives, and strategies for Florida's transportation system. The Policy element is the core of the FTP and provides guidance to state, regional, and local transportation partners in making transportation decisions.

2.1.2.3 Implementation Element

Last updated in July 2022.

The FTP Implementation element is established to define the roles of state, regional, and local transportation partners in implementing the FTP, including specific, short- and medium-term actions and performance measures. The Vision and Implementation elements support the Policy element.

2.1.2.4 Performance Element

Last updated in December 2020.

The FTP Performance element is established to report on transportation system performance. This performance is measured based on parameters related to safety, asset condition, and mobility. Goals and objectives are clearly communicated and followed in the delivery of projects and continued operations and maintenance of the transportation systems. The primary focus of this element is on areas that are federally mandated, such as highway and transit infrastructure.

2.1.3 FDOT Strategic Highway Safety Plan

Authored by FDOT. Originally released in March 2021.

The FDOT Strategic Highway Safety Plan was developed to support the initiative toward eliminating all transportation-related fatalities and serious injuries for all modes of travel. The focus of this plan is on motor vehicle safety, but it also considers the interactions between all modes of the transportation network. The plan aims to use the “Safe System” approach to address all elements of the transportation network. Strategic partnerships, with more commitments from all stakeholders, are necessary to make significant change to accomplish the goals in this plan. The Seminole County 2045 Transportation Mobility Plan is aligned with the vision that this plan lays out and will continue to remain consistent with the County’s priorities.

2.1.4 FDOT EV Infrastructure Master Plan

Authored by FDOT. Originally released in July 2021.

The Electric Vehicle Infrastructure Master Plan was developed by FDOT to coordinate and develop a master plan for electric vehicle (EV) charging station infrastructure along the state highway system. The plan is to provide actionable progress toward an efficient and effective infrastructure to support EVs. Its three-pronged approach is to support, adapt, and ensure that the network is established as needs emerge within the industry. Given that the state highway system is well built out and accessible to residents of the County, FDOT’s leadership in this space is expected to continue. It is expected that FDOT will leverage its partnerships with local government and private industry to expand the EV infrastructure in the County and make use of existing park-and-ride facilities and SunRail stations as opportunities for growth in this sector.

2.1.5 FDOT District 5 Multi-Modal Corridor Planning Guidebook

Authored by FDOT. Last updated in September 2014.

The guidebook directs local government, transit agency, FDOT, MPO, and TPO staff in planning multi-modal transportation corridors. The guidebook includes a step-by-step process to understand the scope and budget of a transportation project so that a project may be thoughtfully considered for FDOT funding. The guidance and tools in this document are helpful for considering multimodal improvements that may be implemented by the County. If the County wants to position improvements for FDOT funding, this guide provides statewide funding approval requirements for providing efficient multi-modal infrastructure.

2.1.6 FDOT Tentative Work Program – Public Hearing Report, Fiscal Year 2023 to Fiscal Year 2027

Authored by FDOT. Last updated in October 2021.

FDOT’s Work Program covers 5 years of planned and programmed projects. It has allocated anticipated funding to the projects along with basic descriptions of what the improvements are to the transportation infrastructure. The document is updated on an annual basis and will be used to establish a baseline of projects that the State has already integrated into their program.

2.1.7 Florida's Turnpike Enterprise Tentative Five-Year Work Program – Fiscal Year 2024 to Fiscal Year 2028

Authored by Florida's Turnpike Enterprise. Last updated in December 2022.

Florida's Turnpike Enterprise Work Program covers 5 years of planned and programmed projects. It has allocated anticipated funding to the projects along with detailed descriptions, milepost limits, and project phase schedule for the improvements to the transportation infrastructure. The document is updated on an annual basis and will be used to establish a baseline of projects that Florida's Turnpike Enterprise has already integrated into their program. In the County, the responsibility for expressway infrastructure is shared with Florida's Turnpike Enterprise, FDOT, and CFX. Florida's Turnpike Enterprise currently owns and operates State Road 417 (Seminole Expressway) in the County. State Road 429 is currently operated by FDOT District 5 in the County. There are currently no CFX facilities in the County, but this is anticipated to change with new alignments and priorities moving into the future.

2.2 Regional

2.2.1 East Central Florida 2060 Plan

Authored by the East Central Florida Regional Planning Council. Last updated in November 2011.

The East Central Florida Regional Planning Council adopted their 2060 plan for East Central Florida, which includes Lake Volusia, Seminole, Orange, Osceola, Brevard, and Polk Counties. The council has considered the different elements of regional growth, including transportation. Regionally, the County is in the core of this area and within the three-county Metro Orlando area. Although this plan was last updated in 2011, many of the guiding principles still apply and will be carried throughout the Seminole County 2045 Transportation Mobility Plan.

2.2.2 MetroPlan Orlando 2045 Metropolitan Transportation Plan Cost Feasible Plan

Authored by MetroPlan Orlando. The adopted plan was released in December 2020; the revised plan was released in March 2022.

The MetroPlan Orlando 2045 Metropolitan Transportation Plan Cost Feasible Plan guides Central Florida transportation planning through the year 2045. The plan was adopted after extensive planning and community outreach. A cost feasibility assessment of the regional transportation mobility system was essential to providing affordable transportation improvements to implement. The plan includes prioritized improvement projects for the shared use paths and public transportation priorities described in the LYNX Vision 2030 plan. The plan has to goal to align countywide transportation improvements with regional goals and policies.

2.2.3 MetroPlan Orlando Regional Complete Streets Policy

Authored by MetroPlan Orlando. The draft policy report was released in November 2016; the policy was released in March 2020.

The Regional Complete Streets policy report supports street design identifying multi-modal travel options and serving future travel demands in the region. Complete Streets are streets that are planned, designed, constructed, operated, and maintained to accommodate people of all ages and abilities safely and comfortably, including pedestrians, cyclists, transit users, motorists, and freight and service operators. These context sensitive improvements are integral to the success of the Seminole County 2045 Transportation Mobility Plan. Infrastructure improvements in the County will incorporate the context sensitive improvement concepts and design to the extent practicable to improve multi-modal functionality in County transportation projects.

2.2.4 CFX Visioning + 2040 Master Plan

Authored by Central Florida Expressway Authority (CFX). Last updated in May 2016.

In 2016, CFX set forth its vision following the widening of its service area scope beyond Orange County. The visioning and master planning process is described throughout this document. CFX has always coordinated with other entities and agencies but now is fully integrated with these agencies and jurisdictions. The plan lays out the expressway network plans through 2040; although the system scope has widened, most projects are focused on the urban core. The expressway network is shared with Florida's Turnpike Enterprise, which currently owns and operates State Road 417 (Seminole Expressway) in the County. State Road 429 is currently operated by FDOT District 5 in the County. There are currently no CFX facilities in the County, but this is anticipated to change with new alignments and priorities moving into the future. Although this document is expected to have minimal impact within the planning horizon, considerations are being made.

2.2.5 CFX Five-Year Work Plan 2023–2027

Authored by CFX. Last updated in May 2022.

The CFX Five-Year Work Plan covers 5 years of planned and programmed projects. It has allocated anticipated funding to the projects along with a detailed description of system project improvements being made to the transportation infrastructure. The document is updated on an annual basis and will be used to establish a baseline of projects that CFX has already integrated into their program. With CFX having no current facilities in the County, this document is expected to have minimal impact; however, the agency will have more of a role in the future as the expressway system is expanded into the County.

In August 2022, CFX began a Concept, Feasibility, and Mobility (CF&M) Study of the approximately two-mile long potential limited-access connector from State Road 417 (Seminole Expressway) to Orlando-Sanford International Airport. The Study is anticipated to be completed in June 2023.

2.2.6 LYNX Vision 2030 Transit Master Plan

Authored by Tindale-Oliver & Associates, Inc. for LYNX and MetroPlan Orlando. Originally released in October 2011.

LYNX provides public transit services to Orange, Seminole, and Osceola counties. The LYNX Vision 2030 includes a comprehensive examination of 22 corridors in these counties. The study identifies potential improvements to the transit network, supporting networks, and interconnectivity between activity centers, residences, and employers within these transportation corridors. Cost estimates and potential revenue sources for the proposed improvements are included in the plan. LYNX Vision 2030 will help guide transportation improvements alongside planned public transportation enhancements. This document is currently undergoing an update. All available feedback from this update will be integrated into the Seminole County 2045 Transportation Mobility Plan.

2.2.7 LYNX Transit Development Plan 2022

Authored by LYNX. Originally released in August 2021.

The Transit Development Plan (TDP) is a comprehensive self-evaluation of the transit infrastructure and services that was completed by LYNX. The TDP is a 10-year, needs-based evaluation allowing the agency to qualify for Public Transit Block Grant Program funding. This TDP update includes an assessment of existing transit services, anticipated demand for these services, and development patterns and trends. The TDP also outlines strategic initiatives and service plans for the upcoming 10-year planning period. The largest impact to the County will be the implementation of Premium Bus Service and the change in routes proposed for 2029. Connectivity to SunRail and major corridors is still expected to remain. Plan updates are currently in the works. The plan will be reviewed for planned actions being completed by the agency to guide the County's multi-modal transportation mobility planning efforts.

2.2.8 LYNX Seminole County Transit Plan

Authored by Connectics Transportation Group for LYNX. Originally released in January 2021.

The LYNX Seminole County Transit Plan is a subset of the TDP. The plan is a comprehensive assessment of the needs specifically within the County. It includes the transit infrastructure and services that LYNX provides. This in-depth look at services provides the necessary information that is needed to consider while developing the transit portion of the Seminole County 2045 Transportation Mobility Plan.

2.2.9 LYNX SR 50/UCF Connector Alternative Analysis

Authored by Kittleson & Associates, Inc. for LYNX. Originally released in October 2015.

The analysis reviews the alternative of a transit connector along State Road 50, also connecting the University of Central Florida (UCF) via State Road 434. The analysis looks at all facets of the corridor and connectivity to activity centers along the route. This analysis has a very limited impact on the County. Although, if connectivity is achieved via the UCF SuperStop, this can bring transit connectivity to residents of the County with services through the Oviedo area. The UCF SuperStop, although in Orange County, will be assessed as part of the Seminole County 2045 Transportation Mobility Plan due to its close proximity to the County and UCF being a large employment activity center in the area.

2.2.10 LYNX SR 436 Transit Corridor Study

Authored by Kittleson & Associates, Inc. for LYNX. Originally released in January 2019.

The analysis reviews the transit alternatives that are viable for implementation along State Road 436. The analysis looks at all facets of the corridor and connectivity to activity centers along the route along with ridership on the current routes. Premium Bus Service does provide an opportunity for rapid transit service between Altamonte Springs and Casselberry (including SunRail) to the Orlando International Airport. This alternative would ultimately benefit the County, in addition to SunRail service directly to the Orlando International Airport via rail. The service will be assessed as part of the Seminole County 2045 Transportation Mobility Plan.

2.3 Seminole County

2.3.1 Seminole County Comprehensive Plan

Authored by Seminole County. Originally released in July 2004 and updated in May 2022.

The Seminole County Comprehensive Plan contains 14 “elements” that inventory existing County facilities and guide development goals by prioritizing future County projects. The State has required comprehensive plan elements and allows flexibility for optional elements to be completed by the jurisdiction. The Comprehensive Plan is the guiding document for the County’s long-range planning efforts and locally significant objectives. Multi-modal transportation, improved roadway systems, and mixed-use centers support top the transportation system priorities countywide. The County transportation goals and policies are aligned with the Central Florida Regional Growth Vision “How Shall We Grow?” planning document. The regional growth vision supports multiple transportation modes while preserving rural and environmentally sensitive areas. Improving multi-modal transportation systems with mixed-use centers will minimize issues resulting from population trend increases, differing transportation needs, safety, and conserving countryside and rural lands. Supporting multi-modal transportation and Urban Centers and Corridors initiatives is a focus of the Seminole County 2045 Transportation Mobility Plan. The Comprehensive Plan assists with establishing priorities and benchmarks and, conversely, identifying recommended updates to the plan based on findings.

2.3.1.1 Transportation Element

Authored by Seminole County. Originally released in July 2004 and updated in October 2019.

The transportation element of the Comprehensive Plan contains the goals, objectives, and policies related to the mobility network within the County. The goals are supported by objectives to achieve the goals, with policies to drive these objectives. The element is meant to guide the transportation system to be an integral part of the community without compromising the quality of life for residents of the County. This document will be used extensively throughout the Seminole County 2045 Transportation Mobility Plan.

2.3.2 Seminole County 2040 Transportation Plan

Authored by CH2M for Seminole County. Last updated February 15, 2019.

The County updated its transportation master plan through the 2040 planning horizon. This document outlines the vision and policy for moving the County's transportation network forward. In the Seminole County 2045 Transportation Mobility Plan, this plan is being taken to the next level, not only with an enhanced focus on mobility but also an emphasis on equity. The previous plan laid the foundation for maintaining a process and performance measures to ensure that the transportation network continues to thrive and support the economic vitality of the County. Extensive public outreach was conducted for this plan along with the implementation of an evaluation framework for ensuring that projects suit the needs of the users. As part of this plan development process, projects that are not underway already will be reevaluated for their purpose and need along with being assessed through the evaluation framework process.

2.3.3 Seminole County 5-Year Capital Improvement Program – Fiscal Year 2021/2022

Authored by Seminole County. Originally released in 2021.

The County's Capital Improvement Program covers 5 years of planned and programmed projects. It has allocated anticipated funding to the projects and provides brief descriptions of the planned and programmed improvements to the transportation infrastructure. The document is updated on an annual basis and will be used to establish a baseline of projects that the County has already integrated into their program.

2.3.4 Seminole County Home Rule Charter – Rural Area Amendment

Authored by Seminole County. Originally released in July 2004 and updated in January 2013.

The amendment establishes a rural boundary within the Home Rule Charter. The document defines rural lands and provides authority to amend the boundary and land use designations within the Rural Area to the Seminole County Board of County Commissioners. The Board of County Commissioners has final decision-making power on all land use amendments within the Rural Area as established by this amendment. The authority is valid in all areas of the Rural Area, whether located in unincorporated Seminole County or within any of the cities. The intent of the amendment is to maintain a consistent policy for the Rural Area by designating one governing body to have final authority on proposed land use changes and development within the Rural Area. Transportation projects within the Rural Area will take into consideration land use and development sensitivities within this specially designated boundary.

2.3.5 Seminole County Trails Master Plan

Authored by S&ME for Seminole County. Originally released in 1995 (Greenways & Trails System Master Plan), with updates in January 2013 (Parks & Trails Master Plan Update) and September 2021.

The plan evaluated the County's trails network. The network has been organized into a hierarchy of five trail types: signature trails, pathways, connectors, wilderness, and destination trails. The plan provides a comprehensive review and recommendations for future improvements and expansion. The mobility portion of this plan focuses on the signature trails, which are to provide increased amenities and separation from vehicular traffic where possible

while providing regional connectivity to points beyond the County. The pathways provide connectivity to the signature trails. These shared use paths are typically shared with roadway right-of-way. Connectors provide access to local sidewalks, pathways, and the signature trails network. These facilities are most like sidewalks but typically are wider to accommodate bicycles and pedestrians. The study evaluates all corridors, built and proposed, for enhanced amenities and opportunities to enhance their safety and use. The plan does not include information on local sidewalks and on-roadway bicycle lanes.

2.3.6 Seminole County 2006 Rural Character Plan

Authored by Glatting Jackson Kercher Anglin Lopez Rinehart, Inc. for Seminole County. Originally released in January 2006; updated in March 2006.

The study analyzed the current conditions in rural areas and identified concerns affecting the continued preservation and protection of these lands. This included an evaluation of the existing Comprehensive Plan policies, land development regulations, and substantive strategic recommendations to preserve the Rural Area. Sensitivity for the Rural Area character will be prioritized when identifying mobility projects within its boundaries. The Rural Area contains the East Seminole County Scenic Corridor Overlay District and applies to major roadways in east Seminole County. Roadways considered part of the scenic corridor include State Road 46, County Road 426, and Snow Hill Road.

2.3.7 Strategic Action Plan – E. Lake Mary Boulevard Small Area Study

Authored by Renaissance Planning for Seminole County. Originally released in September 2021.

The County conducted a small area study in the areas along the E. Lake Mary Boulevard corridor, surrounding the west, south, and east boundaries of the Orlando-Sanford International Airport. The study is being conducted for the County to have a clear program of land use and policy. This plan is intended to serve as a guide for growth in the area that has influences on the City of Sanford, Orlando-Sanford International Airport, and the surrounding areas. From a mobility perspective, the study identifies pedestrian lighting improvements and bike lane markings and signage as priorities for the corridor. Connectivity of these facilities should also be considered to provide access to Downtown Sanford via Ronald Reagan Boulevard and shared use path connectivity to the Cross Seminole Trail. Operational improvements were also identified at the intersection of E. Lake Mary Boulevard and Ronald Reagan Boulevard.

2.4 Other

2.4.1 Dangerous by Design

Authored by Smart Growth America. Originally released in July 2022.

Dangerous by Design identifies dangerous places to walk in the United States based on statistical evidence, identifies methods to improve pedestrian safety through design, and recommends improvement strategies to decision-makers. The report ranks more than 100 of the largest metro areas in the United States by the average passenger deaths per 100,000 people per year. The shift in statistics has not changed the top 20 locations in the United States. Seven of the top 20 are located in Florida. “Improvements” in ranking have only occurred due to other cities becoming statistically worse for pedestrians rather than a reduction in the fatality rate. Street design contributes to fatal collisions, and many of these fatalities occur on streets with fast-moving vehicles and inadequate pedestrian infrastructure. The report considered the Orlando-Kissimmee-Sanford metro area as the eighth highest metro area for pedestrian fatalities.

2.4.2 Seminole County and City of Sanford Joint Planning Agreement

Authored by Seminole County with input from the City of Sanford. Originally released in October 2015 and updated August 2018.

The County and the City of Sanford entered into a joint planning agreement. The area designates a joint planning area within unincorporated Seminole County and Sanford city limits. The joint planning area is located north and

west of Lake Jesup, bordering the City of Lake Mary, CR 46A (HE Thomas Jr Parkway), Interstate 4, and the St. John's River. The area includes the entirety of the City of Sanford. The land also includes the Orlando-Sanford International Airport. Transportation projects consistent with land uses and the goals and policies of the joint planning agreement will be taken into consideration throughout the planning process.

2.4.3 Seminole County Transportation and Education Infrastructure Plan Interlocal Agreement

Authored by Seminole County with input from the School Board of Seminole County and the cities of Altamonte Springs, Casselberry, Lake Mary, Longwood, Oviedo, Sanford, and Winter Springs. Originally released in March 2014.

The County, School Board of Seminole County, and the cities of Altamonte Springs, Casselberry, Lake Mary, Longwood, Oviedo, Sanford, and Winter Springs entered into an agreement regarding the enacted 1 cent sales tax.

2.4.4 City of Altamonte Springs Fiscal Year 2021-2022 Five-Year Capital Improvement Plan

Authored by the City of Altamonte Springs. Originally adopted in 2021.

The City of Altamonte Springs' Five-Year Capital Improvement Plan covers planned and programmed projects. It has allocated anticipated funding to the projects and provides brief descriptions of the planned and programmed improvements to the transportation infrastructure.

2.4.5 City of Casselberry Fiscal Year 2021-2022 Adopted Budget

Authored by the City of Casselberry. Originally adopted in 2021.

The City of Casselberry's Adopted Budget covers planned and programmed projects. It has allocated anticipated funding to the projects and provides brief descriptions of the planned and programmed improvements to the transportation infrastructure.

2.4.6 Oxford Road Redevelopment Plan

Authored by VHB and for MetroPlan Orlando, Seminole County, and the City of Casselberry. Originally released in July 2014.

The Oxford Road Redevelopment Plan is a long-range development plan for the corridor. This corridor is located in the City of Casselberry near the intersection of US 17-92 and State Road 436. The US 17-92 Corridor Redevelopment Master Plan identified key "catalyst" sites where investment of Community Redevelopment Agency funds could stimulate redevelopment and reinvestment along key corridors. Oxford Road was identified for improvement in the US 17-92 Master Plan because of its regional strength as a commercial marketplace and pivotal position within the transportation network. This position has only strengthened with the addition of SunRail, increased investment in the corridors by FDOT, and the continued presence of the Fern Park LYNX SuperStop. The Oxford Road Redevelopment Plan uses a retail market analysis, stakeholder outreach, redevelopment analogs, and a technical advisory panel review to make recommendations for corridor redevelopment. The plan identified the US 17-92 and SR 436 interchange as a priority project. The interchange was completed in 2016. Multimodal improvements supporting the interchange have also been completed in the area. All remaining projects will be assessed and prioritized in the project evaluation criteria.

2.4.7 Howell Branch Road Complete Streets Case Study

Authored by Kittleson & Associates, Inc. for MetroPlan Orlando. Originally released in May 2016.

MetroPlan Orlando's Complete Streets Task Force conducted a series of case studies to highlight local projects potentially benefitting from Complete Streets design. Three corridors were selected to incorporate Complete Streets design standards: Orange Center Boulevard in Orlando, Columbia Avenue in Kissimmee, and Howell Branch

Road in the City of Casselberry and unincorporated Seminole County. Land use, traffic volumes, safety, and roadway opportunities were analyzed for beneficial design improvements along the corridor. The analysis also included a cost estimate to incorporate recommended improvements. Suggested improvements from this report will be incorporated in the initial needs list and prioritized for funding based on the established criteria. Connections to this corridor may be prioritized as this supports connectivity of bicycle and pedestrian facilities.

2.4.8 Winter Park Drive Complete Street and Concept Development Study: Existing Conditions

Authored by Fehr & Peers for the City of Casselberry. Originally released in August 2021.

Consistent with the City of Casselberry's goal of becoming the most walkable and bikeable city in Central Florida, the Winter Park Drive corridor is a vital component of making that goal a reality. Winter Park Drive extends from Red Bug Lake Road to SR 434. This corridor connects the City of Casselberry to areas within the cities of Longwood and Winter Springs to the north. This study aims to identify roadway improvements that improve the multi-modal posture of the area. Improvements also focus on safety and ensuring modal choice is a daily opportunity for users along the corridor. All aspects of the existing conditions are explored throughout, including the transportation system network, traffic operations, health impacts, and land use statistics. This project continues to be a priority for the City of Casselberry and continues to move forward. The City of Casselberry has developed alternatives that include shared use paths, buffered on-street bike lanes, and other improvements to mobility and connectivity.

2.4.9 City of Lake Mary 3rd Generation One Cent Infrastructure Sales Tax

Authored by the City of Lake Mary. Originally published in 2014.

The City of Lake Mary's 3rd Generation One Cent Infrastructure Sales Tax document covers planned and programmed projects. It has allocated anticipated funding to the projects and provides brief descriptions of the planned and programmed improvements to the transportation infrastructure.

2.4.10 City of Longwood Fiscal Year 2021-2022 Adopted Budget

Authored by the City of Longwood. Originally adopted in 2021.

The City of Longwood's Adopted Budget covers planned and programmed projects. It has allocated anticipated funding to the projects and provides brief descriptions of the planned and programmed improvements to the transportation infrastructure.

2.4.11 City of Oviedo Fiscal Year 2021-2022 Adopted Budget

Authored by the City of Oviedo. Originally adopted in 2021.

The City of Oviedo's Adopted Budget covers planned and programmed projects. It has allocated anticipated funding to the projects and provides brief descriptions of the planned and programmed improvements to the transportation infrastructure.

2.4.12 City of Oviedo 10-Year Mobility Plan

Authored by Vanasse Hangen Brustlin, Inc. (VHB) for the City of Oviedo and MetroPlan Orlando. Originally released in June 2022.

The City of Oviedo initiated the implementation of a 10-Year Mobility Plan to handle the significant growth that is expected by 2045. Encouraging dense, urban growth is essential to ensure that mobility is kept at the forefront of the city's offerings. The aim is to responsibly grow and address the challenges that face the city's transportation network. The plan analyzes the existing transportation network along with initiatives that are already in place. Needs were reviewed in their entirety to develop a funding strategy that would include an implementation schedule for improvements. These projects are considered as part of the Seminole County 2045 Transportation Mobility Plan.

2.4.13 City of Sanford 2022 Adopted Budget

Authored by the City of Sanford. Originally adopted in 2022.

The City of Winter Sanford's Adopted Budget covers planned and programmed projects. It has allocated anticipated funding to the projects and provides brief descriptions of the planned and programmed improvements to the transportation infrastructure.

2.4.14 City of Winter Springs Capital Improvement Element

Authored by the City of Winter Springs. Originally adopted in 2022.

The City of Winter Springs' Capital Improvement Element covers planned and programmed projects. It has allocated anticipated funding to the projects and provides brief descriptions of the planned and programmed improvements to the transportation infrastructure.

2.4.15 Orlando-Sanford International Airport (SFB) Master Plan

Authored by WS Atkins, Inc. for the Sanford Airport Authority. Originally released in August 2021.

The Orlando-Sanford International Airport (SFB) Master Plan identifies and recommends airport improvements to support growth through its 2037 planning horizon. Baseline property, facility, location, tenant, access, utility, and environmental conditions were evaluated to determine the support needed for future growth. Demand projection and capacity analysis, facility requirements, and cost estimating and financial planning were also evaluated. Build scenarios were also considered for future improvements on the property. The airport is currently experiencing deficiencies, and is expected to experience additional deficiencies in future years, with ground and commercial transportation, along with airside and facilities deficiencies. Improvements to airport access is identified via Airport Boulevard; however, Red Cleveland Boulevard will maintain an adequate level of service through the planning horizon. Considerations also need to be made for the limited-access connector to State Road 417 (Seminole Expressway) and bus and rail connectivity to the airport. Information identified in the plan will be used to consider transportation improvements in support of airport needs.

2.4.16 Regional Northeast Corridor Concept Study (Aloma Spur)

Authored by MetroPlan Orlando with contributions from LYNX, CSX Transportation, FDOT, Orange County, the Orlando-Sanford International Airport, Seminole State College, UCF, Seminole County, and cities of Lake Mary, Longwood, Oviedo, Sanford, and Winter Springs. Originally released in July 2014.

MetroPlan Orlando, the County, and the cities of Sanford, Winter Springs, and Oviedo conducted the study to evaluate existing conditions along the Aloma Spur railroad corridor, which is owned by CSX Transportation. The study includes demographic characteristics, economic vitality, land use, mobility, travel demand, and environmental constraints and recommends cost-feasible projects throughout the corridor. The study concluded that transportation infrastructure primarily focuses on automobile access. The existing land use density does not support sustainable transportation services, transit offered is minimal and does not attract choice riders due to infrequent service, and there is a lack of multi-use trails in the eastern portion of the County. These findings will be used to help prioritize multimodal transportation projects in this portion of the County. No further updates have been made to this plan since it was published. The Central Florida Commuter Rail Commission and FDOT are focused on the extensions of service in Volusia and Orange counties. There is no expected impacts to Amtrak intercity passenger rail service.

2.4.17 Campus Master Plan, University of Central Florida, 2020-2030

Authored by UCF. Originally released in November 2019.

UCF is situated just south of the County; its north boundary is McCulloch Road, which is the county boundary as well. UCF is one of the largest universities in the United States. The campus not only attracts a large number of students, but it is a major employment hub in the area, attracting employees from all over Central Florida. The university had made a concerted effort to integrate its growth strategy by coordinating with local businesses,

residences, and governments in the area. The campus has been laid out in a way that encourages walkability onsite; however, there are also mobility options such as transit, rideshare, micromobility, and biking, to name a few. UCF also encourages multi-modal connectivity with their transit station, which is a LYNX SuperStop, and shuttle service to select off-campus housing, some of which is in the County. Although active transportation is a viable means of traveling to the campus, most areas of activity on the campus have a large buffer zone from off-campus. There is an existing agreement with Orange County that encourages connectivity for the pedestrian and bicycle network. UCF promotes multi-modal options due to parking limitations on the campus.

2.4.18 NEOCATS Final Draft Needs Plan Study Report (Orange County)

Authored for Orange County by VHB. Originally released in June 2022.

The North East Orange County Areawide Transportation Study (NEOCATS) was established to review the transportation conditions in this rapidly growing area of east Orange County. The area of interest is a transitioning area from urban to rural with transportation opportunities to facilitate existing conditions and ensure that future demands are met. The area is also of interest because of the large employment activity centers and UCF, which is one of the largest universities in the United States. The plan establishes the overall needs to improve transportation in the area, while supporting the established initiatives and character within the area.

2.4.18.1 NEOCATS Final Existing Conditions Report (Orange County)

Authored for Orange County by VHB. Originally released in November 2021.

The Existing Conditions sections of NEOCATS explores the planned/programmed improvements, traffic operations, existing level of service for all modes, travel demand modeling, speed characteristics, transportation mobility facility assessments, and crash data throughout the study area. The NEOCATS area is adjacent to the southern boundary of the County and several major facilities from this area cross the boundary. Considering that many of the locations within the NEOCATS area are employment centers for users traveling from the County, considerations are to be made to ensure consistency with the network and access to transportation facilities. Supporting multi-modal initiatives and encouraging sidewalk, shared use path, roadway, and transit connections is a priority for this area to continue to thrive.

2.4.18.2 NEOCATS Draft Existing Conditions Report – Section 6.0 Environmental (Orange County)

Authored for Orange County by VHB. Originally released in October 2021.

The Environmental section of NEOCATS explores the land use/development plans, archaeological/historic features, social resources, utilities, hazardous sites, soils, hydraulic/natural features, and wildlife characteristics. Since the NEOCATS area is adjacent to the southern boundary of the County and also shares a significant portion of the Rural Area boundary, it is imperative that the County considers the environmental compatibility of the area. The rural areas of east Orange County do not have the development restrictions that Seminole County has established; however, there is strong community and government support for the area remaining rural. There are also several wetland areas and surface water locations within the study area. The Econlockhatchee River is the unofficial urban boundary for Orange County. Several developments have occurred east of the river, increasing transportation concerns and putting pressure on the Rural Area of the County.

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