

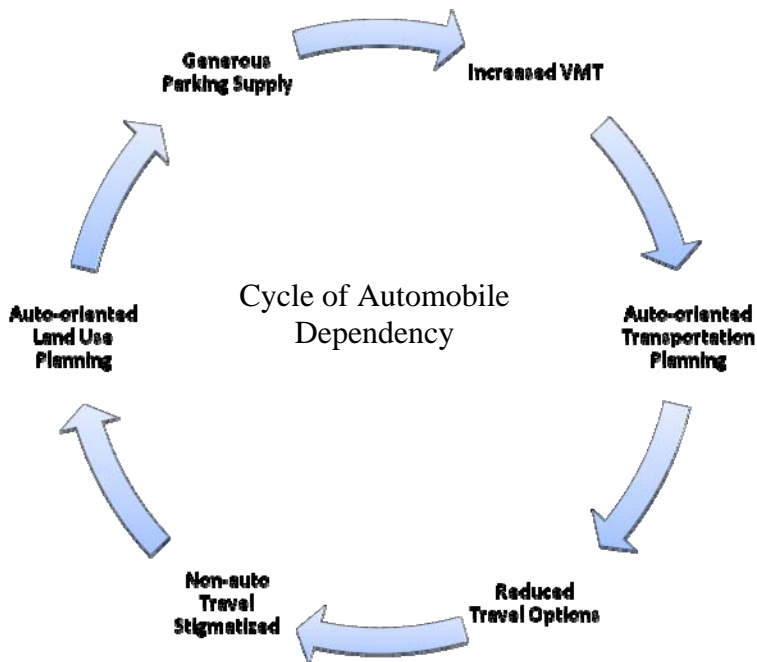
## 2. MULTI-MODAL TRANSPORTATION ELEMENT

### Data, Inventory, and Analysis

#### INTRODUCTION

The Data, Inventory and Analysis for the Multi-Modal Transportation Element addresses the requirements of Section 9J-5.019, F.A.C., Chapter 163, Florida Statutes (F.S.), and supports the Goals, Objectives, Policies (GOPs) designed to achieve the City's mobility objectives. The Multi-Modal Transportation Element establishes the policy guidance for the City's integrated, multi-modal transportation system that accommodates all transportation modes and is integrated with its land use strategies to enhance energy efficiency and sustainability, reduce vehicle miles traveled, and reduce the City's auto-dependency. The GOPs focus on all aspects of the transportation system and the relationship between site design and land use to break the cycle of auto-dependency and its direct and indirect impacts on the City's quality of life. The following sections describe the City's "Mobility Plan", including:

- Mobility definition and strategy
- Transportation Concurrency Exception Areas
- Mobility tiers
- Growth trends and land use
- Transportation system – existing and future



Source: Victoria Transport Policy Institute

The City's transportation system includes sidewalks and paths, bicycle lanes/routes/trails, transit (bus and rail), and roadways. Transportation planning in Altamonte Springs places an emphasis on public transit, and walking and the integration of these modes with the City's existing and future development. The intent is to connect all areas to meet the City's objectives.

### ***Mobility Definition***

The City of Altamonte Springs defines mobility as the provision of multiple opportunities or choices in 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. The City's land use and transportation strategies are based upon a hierarchy of modes.



### ***Mobility Strategy***

Consistent with the City's definition of mobility, the overall mobility strategy is to provide multiple travel choices based upon the hierarchy of modes. Individually, each mode has its own respective strategy which when aggregated with the other modes establishes the City's multi-modal transportation system.

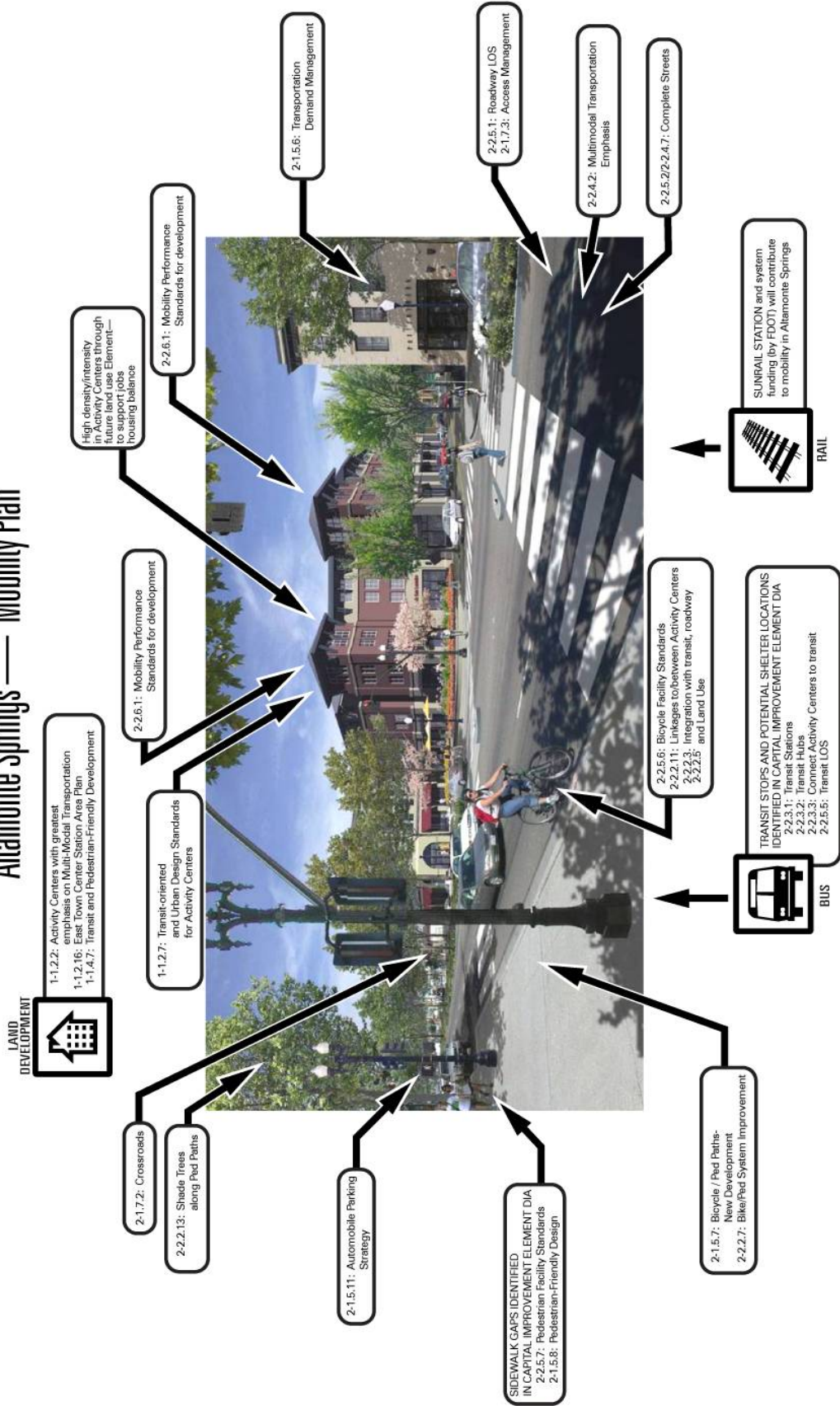
For sidewalks and bicycle facilities, the mobility strategy is the provision of facilities and connectivity with land use and transit, followed by the enhancement of the facilities including wider sidewalks, pedestrian amenities, and separate bicycle facilities. For transit, the primary mobility strategy is the enhancement of facilities and operations including shelters and reduced headways. The secondary strategy is the expansion of the transit service to include additional routes. For roadways, the mobility strategy is to effectively utilize the facilities 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.

The following illustrations show how the City desires to integrate its land use and transportation to create a sense of place. The figure on page 2-4 illustrates how the Future Land Use, Multi-Modal Transportation and Capital Improvement Elements support and fund mobility for the various components of the City's land use and transportation system.





# Altamonte Springs — "Mobility Plan"



### **TCEA**

In 2007, the City of Altamonte Springs adopted a transportation concurrency exception area (TCEA) for the Regional Business Center and the East Town Center. This TCEA boundary was generally consistent with the City's CRA boundaries with an extension to the east to include the SunRail station. The TCEA was designed to support redevelopment and infill and allow the City to address transportation through an alternative to transportation concurrency. This TCEA incorporated land use and strategies for land use mix, network connectivity, urban design, and policies to enhance mobility, including all modes.

In 2009, the Florida Legislature passed the Community Renewal Act which included significant changes to growth management in urban areas, such as Altamonte Springs. Key changes included:

- Defined "dense urban land area" (DULA) as a municipality or county with certain population totals and density (the developed portions of Seminole and Orange Counties, including the cities within them).
- Declared DULAs to also be transportation concurrency exception areas (TCEAs).
- Required DULAs (TCEAs) to adopt land use and transportation strategies into its comprehensive plan to support and fund mobility within the exception area, including alternative modes of transportation (often referred to as a "Mobility Plan").
- Encouraged local governments to adopt complementary land use and transportation strategies that reflect the region's shared vision for its future (i.e., How Shall We Grow?).

The above changes are consistent with the City of Altamonte Springs' approach to growth management and its Comprehensive Plan. The City has also embraced all multi-modal modes of transportation, including commuter rail, light rail, bus transit, FlexBus, bicycling, and walking. Similarly, the City pursued increases in development and redevelopment intensities which support these modes of transportation. The 2010 update to the City's Comprehensive Plan and the Multi-Modal Transportation Element further defines the City's approach to land use and transportation and expands the strategies to support and fund mobility citywide responding to the legislative requirement.

### **Mobility Tiers**

To provide the transportation system to serve the City's existing and projected population and employment, the City will continue to focus its resources on a multi-modal transportation system that emphasizes transit (bus, commuter rail and FlexBus service), and pedestrian and bicycle facilities. The City's priorities for mobility are based upon the Activity Centers. These are established as Tier 1 among the three mobility tiers. This consists of the City's Activity Centers and is 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. 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.

Mobility Tier 2 is generally at the edge or fringe of the Activity Centers and typically located along or in close proximity to collector and arterial roadways. The pattern of development 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.

Mobility Tier 3 is predominantly single family residential with pockets of multifamily residential and institutional. The pattern of development 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 multifamily and institutional redevelopment will be required to incorporate the same design principles as Tier 1 for pedestrian- and transit-oriented development.

## GROWTH TRENDS, DEVELOPMENT PATTERNS AND DEMOGRAPHICS

Altamonte Springs developed primarily as a single-family suburban community within the Orlando metropolitan area through the early 1980s. As both regional and City populations increased, the City has emerged into a diversified community with single family homes, apartment complexes, businesses, industrial and retail centers. Commerce in the City, particularly at the Interstate 4 (I-4) and State Road (SR) 436 intersection, serves a regional market extending well beyond the City's boundaries. With the exception of vacant land at the northeast corner of the SR 434 (Forest City Road) and SR 414 (Maitland Boulevard) intersection (which has been master planned as part of the Gateway Development of Regional Impact), few large tracts of vacant land remain within the City. Growth will be experienced through absorption of existing remaining vacant land and through redevelopment that has and will continue to bring higher residential densities and non-residential intensities within the Activity Centers.

## LAND USE PATTERN AND ACTIVITY CENTERS

Major commercial destinations and employment centers have formed into urban nodes strategically located at or near major road and highway intersections in the City. These nodes have evolved into Activity Centers providing a diversity of commercial, office, and multifamily residential development. Each Activity Center is described below and the location and boundaries are shown in Figure II-1.3. The Activity Centers represent the highest residential and employment concentrations within the City, along with the greatest opportunities for development redevelopment. Activity Centers serve as transportation hubs for bus and rail transit systems that link them with regional transportation systems serving the Orlando metropolitan area. For example, the planned commuter rail (SunRail) station is proposed within the East Town Center.–As previously indicated, the Activity Centers serve as the primary mobility tier where the City's transportation resources will be focused.

- A. *Regional Business Center.* The Regional Business Center (RBC) is the City's primary Activity Center located at the I-4/SR 436 interchange. As shown in Figure II-1.3, the RBC is a key focal point of mixed-uses consisting of commercial, office, residential apartments, condominiums, and hotel uses, including a regional shopping mall. Numerous apartment complexes are within and adjacent to the RBC, particularly at its north, south, and east perimeters. Recent redevelopment efforts have resulted in additional high density residential units within the mixed-use Uptown Altamonte development. Major employers located within or committed to this Activity Center include Florida Hospital, Lucent Technologies, Embassy Suites Hotel, and numerous businesses found within the Altamonte Mall, Renaissance Commercial Center, Uptown Altamonte, the Marketplace at Altamonte, and Cranes Roost Office Park.

Within the RBC, the Future Land Use Element concentrates the City's highest development intensities to an area generally located east and west of I-4. This general area is known as the core of the Regional Business Center (RBC Core-East and RBC Core-West). Its boundaries within the RBC are delineated in Figure II-1.3. The core strategic location makes it accessible to major roadways, I-4, and the current bus transit service. High intensity development is allowed and promoted in the core areas. Future transit services, including regional and local rail service, can be steered to the RBC core to serve employment and residential densities that make transit operation more efficient and cost effective. For example, the Transit System Concept Plan for MetroPlan ORLANDO, prepared as part of the 2030 Long Range Transportation Plan, includes two alternative light rail alignments (the Northern Corridor LRT and the N/S Light Rail Corridor) which would serve the RBC core. The RBC core is also intended to serve as a potential location for a regional transportation hub linking local bus transit systems and feeder bus transit routes with regional bus and rail systems. Currently, a bus transfer site is located within the RBC at the Altamonte Mall.

The City has begun implementing a pedestrian-oriented downtown district (Uptown Altamonte) within the RBC core. While the RBC core supports a mixture of high density residential and larger office and commercial buildings, other portions of the RBC provide locations needed to support small storefronts and office space for smaller businesses.

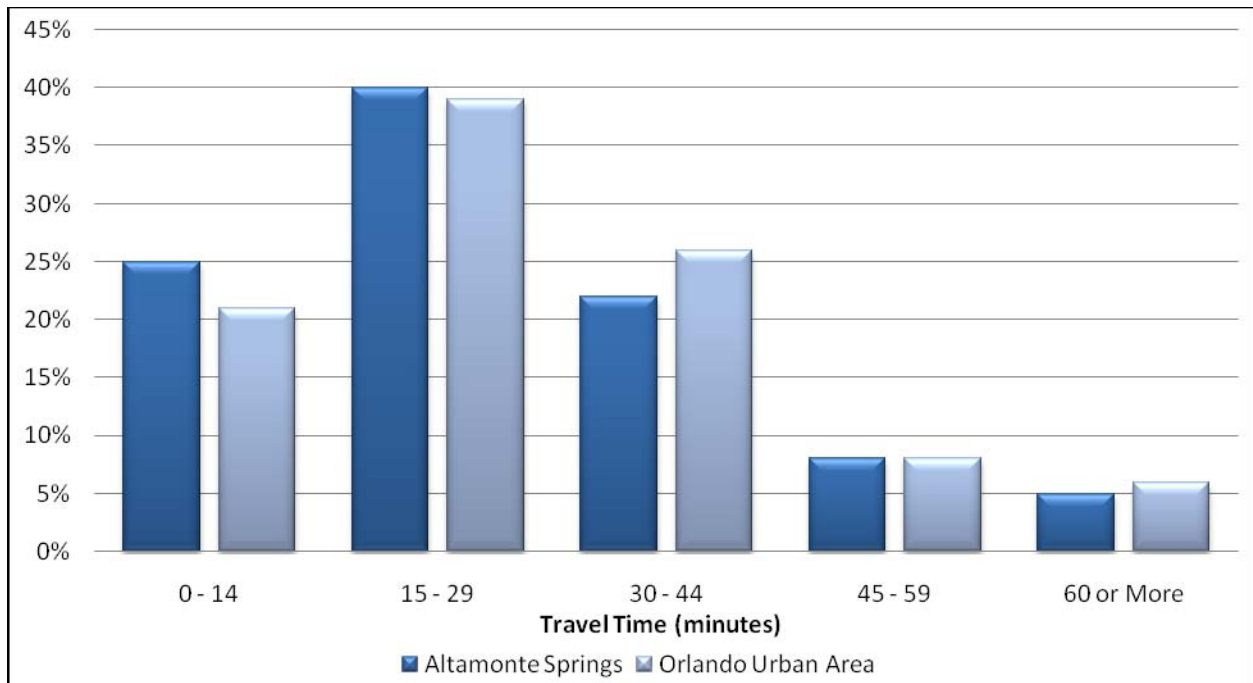
- B. *West Town Center.* The West Town Center located south of SR 436 and straddling SR 434 creates another focal point at the west central area of the City. Apartment complexes exist within or immediately south, west and east of this Activity Center. Major employers include Lowe's, Costco, Home Depot, Target, Wal-Mart and Winn-Dixie. This Activity Center can serve as a potential hub for local and regional bus transit. A bus transit transfer site is located in West Town Center.
- C. *East Town Center.* The East Town Center is located along SR 436 generally east of Maitland Avenue. The planned SunRail station is located in the middle of this Activity Center, in the northeast quadrant of the intersection of SR 436 and Ronald Reagan Boulevard. East Town Center serves as the home for the Galloway CenturyLink office building, City Hall complex, CenturyLink (fka Sprint Telephone) Training Facility, various retail developments, and a professional/business college. Land use strategies in Comprehensive Plan will be designed to support the SunRail Station within this Activity Center.
- D. *Gateway Center.* The Gateway Center is located at the northwest and northeast corners of Maitland Boulevard and SR 434 (Forest City Road). Land use designations assigned to the properties in this area are for medium to high density, residential, and mix-use development. Major developments within this Activity Center include apartment complexes, Seminole State College and the Gateway Development of Regional Impact (DRI). Major office parks are located southeast of this Activity Center along Maitland Boulevard. The City has been coordinating with the City of Maitland to provide multimodal connections between the Gateway DRI and the adjacent developments in Maitland. This Activity Center can serve as a potential hub for local and regional bus and rail transit.

## TRANSPORTATION TRENDS AND POPULATION CHARACTERISTICS

### TRAVEL TIMES TO WORK

Chart 2.1 shows the distribution of travel times to work of Altamonte Springs residents and the Orlando urban area. This chart shows that Altamonte Springs' residents travel times tend to be slightly lower than those of the entire urban area. A majority of work trips in both areas are less than 30 minutes (65 percent for Altamonte Springs' residents and 60 percent for the entire urban area).

**Chart 2.1**  
**Travel Times to Work**



Source: US Census, American Fact Finder, 2006-2008.

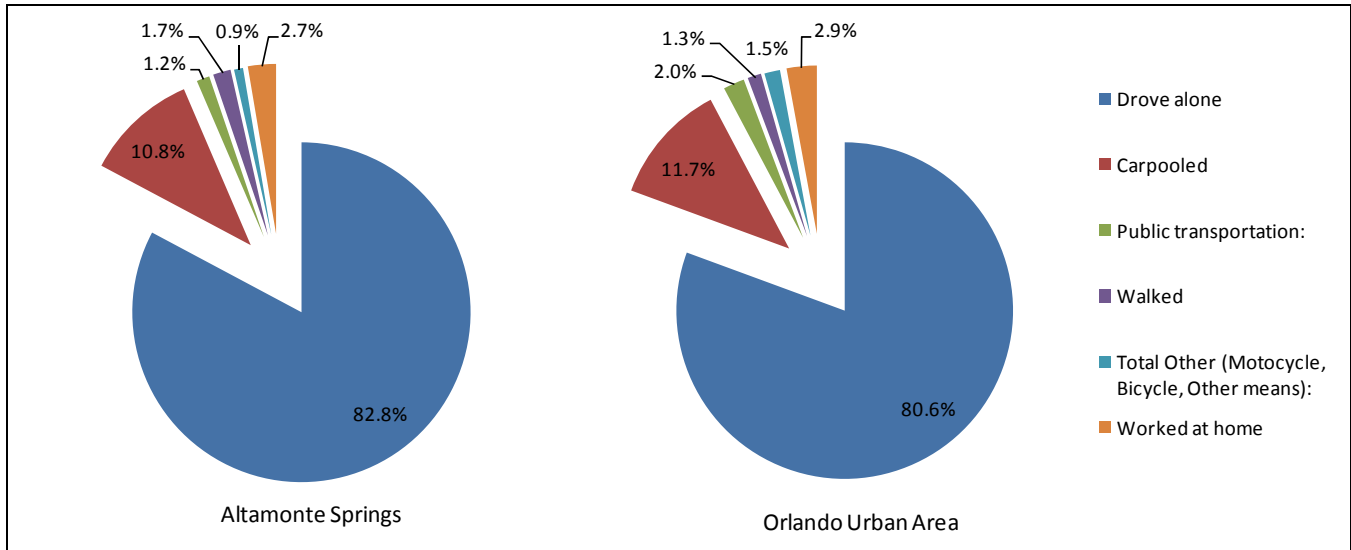
### COMMUTE TRENDS

Chart 2.2 shows the mode to work preferences for Altamonte Springs' residents and for all residents in the Orlando urban area, which includes Orange, Seminole, Osceola and Lake Counties. As this chart shows, the single passenger automobile is by far the predominant form of transportation for both areas, although more Altamonte Springs residents use this mode for work-related trips at a higher rate than the Orlando urban area as a whole (82.8% compared to 80.6%).

Carpooling, defined as automobile trips with two or more passengers, is the second most popular mode to work for both areas (10.8% for Altamonte Springs and 11.7% for the urban area). As Chart 2.2 shows, other forms of transportation, including riding the bus, bicycling, walking and working at home comprise less than 10 percent of work trips for both areas.



**Chart 2.2  
Commuter Trends**



Source: US Census 2000.

**TRANSIT DEPENDENT POPULATIONS**

Certain population or income groups are more dependent on transit than other demographic groups. For the purpose of this analysis, a household is considered transit dependent if it contains one or no vehicles (based on data from the 2000 Census). Among all occupied housing units (19,006), 1,122 (5.9 percent) did not have a vehicle available to its residents and 9,419 (49.6 percent) had one vehicle available.

These households are primarily clustered near major arterial roadways (SR 434 and SR 436) and I-4. Households in this area are generally located within walking distance (roughly one-quarter mile) to LYNX transit links 1, 23, 41, and 434. However, many transit dependent households residing in the vicinity of the SR 436/I-4 intersection are placed more than a one-quarter mile distance to SR 436. Such areas include apartment complexes along Central Parkway, Montgomery Road, Cranes Roost Boulevard and Hattaway Drive. These areas are not within the desired walking distance to current transit stops, and could be considered candidates for some type of locally-oriented transit service.

Typically, the elderly, disabled, lower income, and young adults may not have access to an automobile due to income limitations or physical abilities. Persons within these demographic groups may need transportation assistance. Based on the 2000 US Census, 10.7 percent of the City’s population is age 65 or older, amounting to 4,413 persons. The age group ranging from 15 to 19 years represents 5.9 percent of the total population, accounting for a total of 2,418 residents. For all persons 18 years and over, 6.8 percent live below the poverty level, amounting to a total of 2,200 persons.

**EXISTING POPULATION AND EMPLOYMENT CONCENTRATIONS**

Within the City of Altamonte Springs, the highest concentration of residential population occurs within that portion of the Regional Business Center south of SR 436 and straddling I-4. Other high concentrations occur adjacent to the RBC Core just south of SR 436 and east of I-4, along Central Parkway east of I-4,

and around Jamestown Boulevard. Figure II-2.8 identifies population densities according to the average number of persons per acre for the Altamonte Springs area.

The population densities appearing in Figure II-2.8 are based on socioeconomic data estimates for transportation analysis zones in the MetroPlan ORLANDO's Orlando Urban Area Transportation Study (OUATS) model. As transportation analysis zones do not always follow jurisdictional boundaries, socioeconomic data for some zones include population within unincorporated Seminole County. Based on socio-economic data for 2004 (model validation year) from the OUATS model, the highest population concentrations are located adjacent to or near the following roadway corridors: SR 436, SR 434, Wymore/Douglas Avenue, Montgomery Road, I-4, Jamestown Road, West Town Parkway, and Palm Springs Road. Table 2.1 lists the 2004 population and employment concentrations occurring along major corridors within the Altamonte Springs area.

Within the City of Altamonte Springs, the highest employment concentrations occur within the Regional Business Center. Figure II-2.9 illustrates the number of employees per acre according to Transportation Analysis Zones (TAZ) for 2004. While the highest employment concentrations occur in the Regional Business Center, areas within the East Town Center and West Town Center, Wymore Road just south of SR 436, and the east side of Montgomery Road north of Central Parkway also have some of the higher concentrations within the City.

## **FUTURE POPULATION AND EMPLOYMENT CONCENTRATIONS**

Population and employment density estimates were prepared for the year 2030 based on MetroPlan ORLANDO's 2030 Long Range Transportation Plan. It should be noted that the population and employment densities used by MetroPlan ORLANDO are consistent with the regional vision identified as part of "How Shall We Grow?" Employment and population density projections for TAZs for major transportation corridors in the Altamonte Springs area are presented in Table 2.2. Similar to the 2004 population and employment density estimates, future projections are made according to TAZs, whose boundaries may extend into adjacent unincorporated areas or into adjacent municipal jurisdictions. Future population and employment concentrations are identified within Figures II-2.20 and II-2.21, respectively. The results of these projections indicate that the highest future employment and population concentrations will continue to occur within the City's Activity Centers.

**Table 2.1**  
**Population and Employment Concentrations: 2004<sup>1</sup>**

Corridor	General Location	Existing (2004)			
		Total Population	Density <sup>2</sup>	Total Employment	Density <sup>3</sup>
SR 436	Around Altamonte Mall	17,761	6.68	21,387	8.04
SR 434	West Town Center & Jamestown Blvd. area	17,812	6.98	11,826	4.63
Wymore Rd./Douglas Ave.	South of SR 436	4,867	8.92	2,455	4.50
Maitland Ave.	North and South ends	8,125	7.65	4,374	4.12
Montgomery Rd.	Near SR 436	7,235	8.35	7,978	9.21
Palm Springs Rd.	Near Central Parkway	2,020	5.21	7,632	19.68
SR 434/Maitland Blvd	Gateway Center	7,034	6.05	1,877	1.61

<sup>1</sup> Data is based on TAZs. The data includes lands outside the City's jurisdictional area.

<sup>2</sup> Density based on persons per acre.

<sup>3</sup> Density based on employees per acre.

Source: MetroPlan ORLANDO OUATS Model

**Table 2.2**  
**Population and Employment Concentrations: 2030<sup>1</sup>**

Corridor	General Location	Future Population (2030)			
		Total Population	Density <sup>2</sup>	Total Employment	Density <sup>3</sup>
SR 436	Around Altamonte Mall	23,917	8.99	26,245	9.87
SR 434	West Town Center & Jamestown Blvd. area	18,761	7.35	13,743	5.38
Wymore Rd./Douglas Ave.	South of SR 436	5,004	9.17	2,540	4.65
Maitland Ave.	North and South ends	8,907	8.39	4,875	4.59
Montgomery Rd.	Near SR 436	8,056	9.30	9,104	10.51
Palm Springs Rd.	Near Central Parkway	2,621	6.76	8,150	21.02
SR 434/Maitland Blvd <sup>2</sup>	Gateway Center	5,725	4.92	2,928	2.52

<sup>1</sup> Data is based on TAZs. The data includes lands outside the City's jurisdictional area.

<sup>2</sup> Density based on persons per acre.

<sup>3</sup> Density based on employees per acre.

Source: MetroPlan ORLANDO OUATS Model



## INFLUENCE OF EMPLOYEE AND POPULATION DENSITY AND THE JOBS-HOUSING BALANCE ON A MULTIMODAL TRANSPORTATION SYSTEM

Mode choice is influenced by land use, including the balance of jobs and housing, as well as employment and population densities. 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 City researched various studies and guidelines and determined the best available information relevant to the City's objective to be the research publication "An Analysis of Relationships between Urban Form (Density, Mix, and Jobs: Housing Balance) and Travel Behavior (Mode Choice, Trip Generation, Trip Length, and Travel Time)" by the Washington State Department of Transportation.

### AN ANALYSIS OF THE RELATIONSHIPS BETWEEN URBAN FORM AND TRAVEL BEHAVIOR

Abstract from the Washington State Department of Transportation:

*This study was part of a research agenda to discover ways to plan and **implement urban forms that reduce dependence on the single occupancy vehicle (SOV)**. The purpose of this project was to empirically test the relationship between land use density, mix, jobs-housing balance, and travel behavior at the census tract level for two trip purposes: work and shopping. This project provides input into policies targeted at the reduction of SOV travel and for urban form policies.*

*This research employed a correlational research design in which urban form (e.g., density) and travel behavior (e.g., mode choice) relationships were analyzed while controlling for non-urban form factors (e.g., demographics). Data for travel behavior variables (mode choice, trip generation, trip distance, and travel time) were obtained from the Puget Sound Transportation Panel. Data for the urban form variables (employment density, population density, mix, and jobs-housing balance) were obtained from the U.S. Census Bureau, the Washington State Employment Security Department, and the King County Assessor's Office. The databases developed for this study were composed of these data sources, matched together by one common variable: the census tract. The databases were structured around two separate units of analysis: the trip and the tract. Relationships between urban form and modal choice were analyzed at the tract level, while urban form relationships with trip generation, distance, and travel time were analyzed at the trip level.*

*Simple statistical analytical methods were used to identify relationships between urban form and travel behavior variables, including T-tests, linear correlation, partial correlation, multiple regression, and cross-tabulation. Findings from the application of these methods indicated that employment density, population density, and land-use mix were negatively correlated with SOV usage and positively correlated with transit usage and walking for both work and shopping trips. Employment density, population density, and land-use mix were negatively correlated with trip distance and positively correlated with trip generation for work trips. Travel time was positively correlated with employment density and negatively correlated with mixing of uses for work trips. The jobs-housing balance was negatively correlated with trip distance and travel time for work trips. Transit, walking, and SOV usage were found to have non-linear relationships with population and employment density for both work and shopping trips. An analysis of density thresholds was conducted to identify levels of population and employment density, where significant decreases in SOV travel and increases in transit and walking*

occurred.

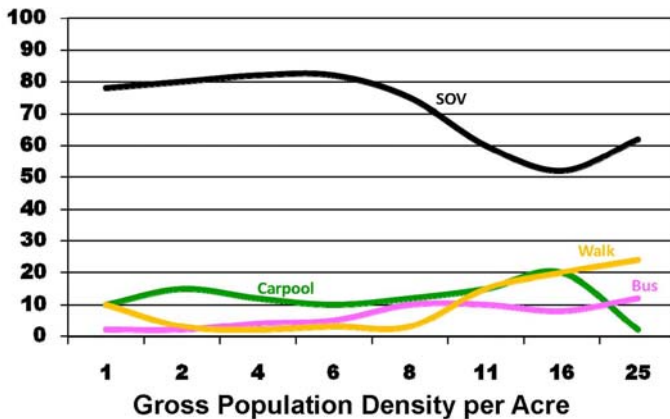
In summary, the following relationships were identified between urban form and travel behavior:

**Table 2.3  
Urban Form and Travel Behavior**

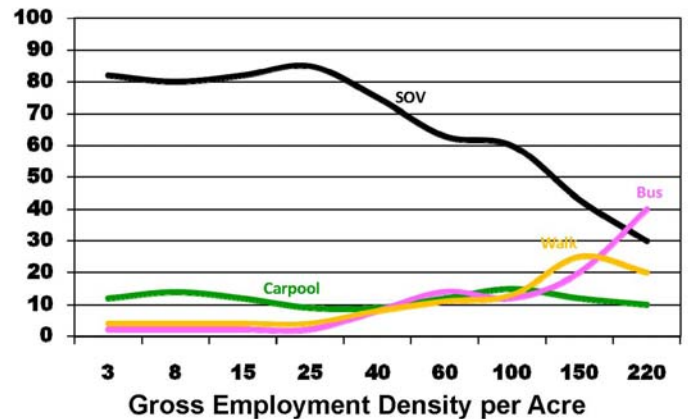
Urban Form	Travel Behavior
Higher Employment Density, Higher Population Density and Land Use Mix	Lower SOV travel, higher transit usage and walking for both work and shopping trips
Higher Employment Density, Higher Population Density and Land Use Mix	Shorter trip distance and higher trip generation for work trips
Higher Employment Density	Travel time increases
Land Use Mix	Travel time decreases
More Balanced Jobs to Housing	Shorter trip distance and shorter travel time

Also, as noted in the study results – *Transit, walking, and SOV usage were found to have non-linear relationships with population and employment density for both work and shopping trips.* This non-linear relationship is illustrated in Charts 2.3 through 2.6.

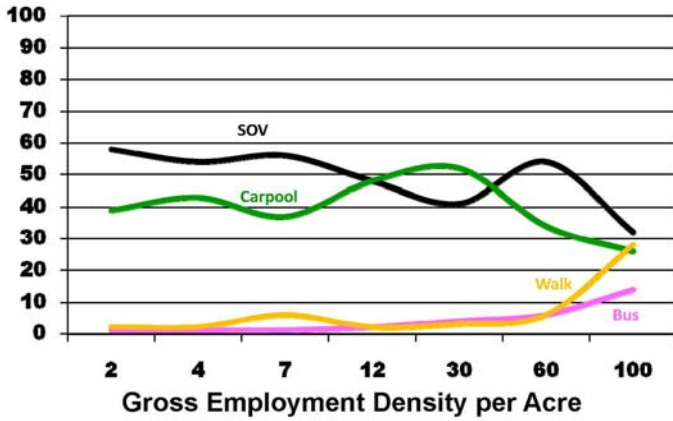
**Chart 2.3  
Work Trips  
Modal % Based on Origin**



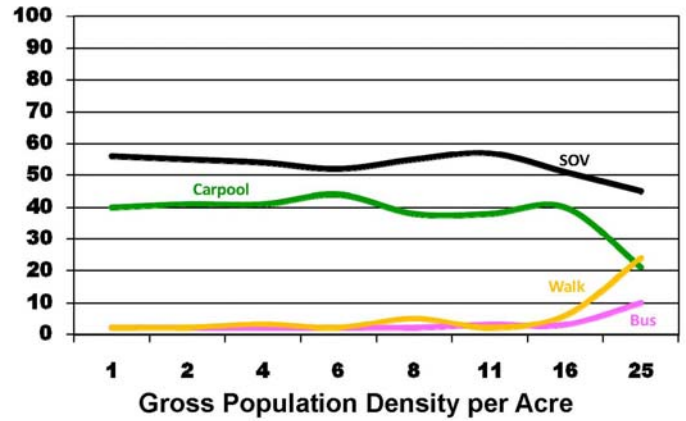
**Chart 2.4  
Work Trips  
Modal % Based on Destination**



**Chart 2.5**  
Shopping Trips  
Modal % Based on Destination



**Chart 2.6**  
Shopping Trips  
Modal % Based on Origin



Based on this information, the City established thresholds according to Table 2.4 for the City of Altamonte Springs to strive to achieve a greater balance of jobs and housing. The objective is to achieve a jobs/housing ratio closer between 0.75 and 1.5.

**Table 2.4**  
Multi-Modal Transportation Level of Service

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

Area	Measurements	2004 Baseline Threshold	Target Thresholds	
			2020	2030
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

## TRANSPORTATION FACILITIES AND PROGRAMS

This section inventories and analyzes existing transportation facilities and programs serving the City of Altamonte Springs. Transportation facilities and programs are provided for transit, pedestrian and bicycle, and automobile modes.

### TRANSIT SERVICES, FACILITIES, AND PROGRAMS

The existing public transit system in Altamonte Springs is comprised of both fixed-route and demand response transit service. No public commuter or light rail transit service presently serves the City; however, commuter rail service (SunRail) is planned to be in operation by late 2012/early 2013 and a light rail system is being planned. CSX operates a freight rail line along the eastern edge of the city limits along the same corridor as the proposed SunRail. Amtrak also provides regional passenger service on this line. However, a passenger station is not located in Altamonte Springs. Amtrak passenger stations are located in Sanford to the north and Winter Park to the south.

The Central Florida Regional Transportation Authority, also known as LYNX, provides existing bus transit service within the City. Services provided to Altamonte Springs by LYNX include bus transit, van pool/car pool programs and special services for the transportation disadvantaged.

### EXISTING FIXED-ROUTE BUS TRANSIT SERVICES AND FACILITIES

In 2010, fixed-route transit service consisted of six bus routes, or “links” as referred to by LYNX. These links primarily serve as public transit connectors between Altamonte Springs and other areas in the region. Each link’s service area is described below:

- *Link 1* serves the Altamonte Mall, the Wymore Road corridor, and provides a connection to the cities of Eatonville and Winter Park.
- *Link 23* serves the northwestern portion of the City from the Spring Village Shopping Center and areas to the south via the SR 434 corridor, and provides a connection to the Winter Park Village.
- *Link 41* serves the entire SR 436 corridor, from Apopka (west of Altamonte Springs) through the City, to the Orlando International Airport.
- *Link 102* and *Link 103* (just outside the City limits) replace the previous *Link 39*, connecting downtown Orlando and Sanford via US 17/92.
- *Link 434* serves the SR 434 corridor, from the Seminole State College in the City to the UCF Superstop.

Links 41 and 102 operate seven days a week. Links 1, 23, and 434 operate on all days except Sundays (as of March 2010). Characteristics associated with each of these links, including service times,



frequency, capacity and ridership are displayed in Table 2.5, while route alignments are shown in Figure II-2.10.

Two major attractors are located in Altamonte Springs: the Altamonte Mall and Florida Hospital, both are shown in Figure II-2.12.

**Table 2.5**  
**LYNX Bus Service in Altamonte Springs: 2010**

Link	Day of Week	Service Hours		Headway (minutes)			Total Daily Trips	Avg. Daily Riders (Feb 2010)
		From	To	Peak	Mid-day	Evening		
1	Wk	5:10 am	9:30 pm	60	60	60	32	298
	Sat	5:10 am	9:05 pm	60	60	60	32	191
	Sun	----- No service scheduled as of 2010 -----						
23	Wk	5:15 am	8:06 pm	60	60	60	29	444
	Sat	5:15 am	8:06 pm	60	60	60	29	251
	Sun	----- No service scheduled as of 2010 -----						
41	Wk	4:15am	12:26 am	30	30	30	75	5,122
	Sat	4:15am	12:26 am	30	30	30	75	3,783
	Sun	4:58 am	11:21 pm	60	60	60	34	2,245
102	Wk	4:30 am	12:35 am	15	15	60	120	2,342
	Sat	5:00 am	11:50 pm	30	30	30	70	1,345
	Sun	5:00 am	10:50 pm	30	30	60	67	866
103	Wk	5:00 am	8:58 pm	15	15	30	112	1,560
	Sat	5:10 am	9:04 pm	30	30	30	61	840
	Sun	5:05 am	8:13 pm	60	60	60	29	445
434	Wk	5:30 am	9:51 pm	60	60	60	31	526
	Sat	5:30 am	9:51 pm	60	60	60	31	317
	Sun	----- No service scheduled as of 2010 -----						

Source: LYNX, February 2010

## TRANSIT FACILITIES AND LOCATIONS

No park and ride facilities presently exist within or immediately adjacent to the City. Two of the City's Activity Centers serve as transfer stations for existing bus routes. One is located at the Altamonte Mall within the Regional Business Center. The other is located in the West Town Center. Bus patrons can transfer between bus routes at these locations. Transfer locations are identified in Figure II-2.10.

## SYSTEM-WIDE ACCESS AND INTERMODAL CONNECTIVITY

In addition to the areas directly served by the routes described above, access to other LYNX routes and service areas is provided through transfers. Transfer opportunities for LYNX routes that serve Altamonte Springs occur at two locations:

- The Winter Park Village station provides transfer opportunities with three other links that serve the Maitland area, Winter Park area, and the Rosemont neighborhood. Links 1 and 23 serve this stop.
- The Apopka Superstop, located west of the City, provides transfer opportunities through connections with three links that serve downtown Orlando, Apopka, and northwest Orange County. Link 41 serves the Apopka Superstop.

## **ANALYSIS OF EXISTING BUS TRANSIT SERVICE**

A majority of the Activity Centers and major employers in Altamonte Springs, including the downtown DRI, West Town Center and both of the City's major attractors are located adjacent to SR 436 and SR 434, and are thus served by transit. Conversely, many land uses in the City that are not adjacent to SR 436 and SR 434, including apartment buildings, neighborhoods and some commercial uses, are not served by any form of fixed-route service. This can be considered an unmet public transit need. These areas, which represent a significant share of the City's population, include:

- Central Parkway/Crane's Roost Boulevard
- Douglas Avenue
- Maitland Avenue
- Maitland Boulevard
- West Town Parkway
- Southern portion of Montgomery Road
- Palm Springs Drive

In addition to the need for local transit service to the areas identified above, a more focused, regional-oriented transit service is needed to connect Altamonte Springs to the Orlando Central Business District. The proposed SunRail is expected to fulfill this need.

## **DEMAND RESPONSE SERVICE**

LYNX through its Access LYNX shared ride paratransit service provides demand response service within the City. Demand response differs from fixed-route service in that trips are made on an individual, as needed basis, and does not adhere to a specific route or schedule. This service is provided in the Seminole, Orange, and Osceola county area to residents who cannot provide their own transportation because of age, income or disability.

In addition, the City, in partnership with LYNX, the FDOT and the Federal Transit Administration, is pursuing an innovative demand responsive transit service called FlexBus. This service will serve Altamonte Springs (and potentially Casselberry and Maitland) and involves "smart" station kiosks located at major travel origins and destinations which can communicate real time with the FlexBus vehicles using intelligent transportation system (ITS) technology. Riders will be able to enter trip requests at the kiosks and a vehicle will pick them up and take them to their destination within a travel time which is competitive to the personal automobile.

## **CAR POOL/VAN POOL PROGRAMS**

LYNX sponsors and administers a vanpool program for workers commuting between home and work within the Orlando Metropolitan area. This program allows the route, schedule and pick-up/drop-off points to be determined by a participating group's van driver and vanpool members. LYNX also sponsors a

carpool matching program. Commuters can coordinate with LYNX to identify other potential commuters who may want to share rides to work.

## CURRENT TRANSIT PLANNING INITIATIVES

1. *Enhanced Bus Service.* In the 2010 Transportation Development Plan (TDP), LYNX has plans to add a new link, Link 407, to service West Altamonte Springs as well as improvements to existing routes. These improvements consist of increases in frequency, extended service times and new weekend service. Future transportation plans for the region may include rapid bus transit and light rail to and through Altamonte Springs. The City will need to work with the appropriate entities, including LYNX, to ensure that necessary local feeder bus service is in place to connect residents with these premium services.
2. *Light Rail Transit.* MetroPlan ORLANDO's 2030 Long Range Transportation Plan included a Transit System Concept Plan which identifies regional passenger light rail transit service connecting downtown Orlando to Sanford, including Altamonte Springs, via the I-4 corridor. As part of this plan, a passenger station adjacent to the interchange of I-4 and SR 436 is proposed. The City of Altamonte Springs supports this alignment, and has established a land development strategy that is consistent with light rail transit service along this corridor. Among the components of the strategy are:
  - a. Utilize the Community Redevelopment Agency (CRA), which the City has in place within the Regional Business Center (RBC)
  - b. Establishment a Tax Increment Finance (TIF) district to promote redevelopment
  - c. Establish land use intensities that support efficient transit service
  - d. Encourage building and site design that supports safe, efficient and convenient transit service
3. *FlexBus Transit (North Orange/South Seminole ITS Enhanced Circulator).* An ITS based demand response bus transit system has been designed by Altamonte Springs and LYNX to link major activity centers in the south Seminole County/north Orange County area, including the City's Activity Centers and the planned SunRail Station. This system was originally proposed to provide alternatives to automobile travel as well as facilitate east-west connections to light rail transit. The plans have since been revised to be compatible and to support the planned SunRail Station.
4. *Transit Centers/Super Stops/Park-and-Ride Lot.* LYNX has programmed funding for the creation of super stops and transit center over the next five-years. The City will coordinate with LYNX regarding the placement of such transit facilities within the Regional Business Center and West Town Center within the next five years.

## BICYCLE AND PEDESTRIAN FACILITIES

In addition to riding transit, bicycling and walking can provide a healthy and attractive alternative to driving and reduce the number of vehicles on the road. However, safe, adequate facilities must be present for bicycling and walking to be a viable travel option. Such facilities include:

- Wide sidewalks
- Bicycle lanes
- Bicycle paths
- Multi-use trails

- Overpasses (where appropriate)

## EXISTING FACILITIES

Existing pedestrian and bicycle facilities in the City are shown in Figures II-2.2 and II-2.3, respectively. Figures II-1.14 and II-2.15 illustrate the pedestrian and bicycle plans, respectively, as envisioned by the Growth Management Department. The potential facilities identified here are focused on filling in gaps in the existing sidewalk system, connecting schools, parks and residential areas, addressing noted safety problems (as identified by accident location), connecting with the bicycle and pedestrian facilities in adjacent communities and planned roadway projects.

The Seminole-Wekiva Trail identified in Figures II-2.9 and II-2.10 was completed in 2000. This paved trail (formerly railroad right-of-way) originates just east of the intersection of SR 434 and SR 436 in Altamonte Springs and terminates north of the City at Wekiva Springs State Park, where it connects with the Cross-Seminole Trail. The Seminole-Wekiva Trail provides a valuable transportation and recreational amenity for Altamonte Springs residents, and access to the trail from adjacent development should be maximized. The Trail is primarily used for walking, jogging, rollerblading, bicycling, and other recreational purposes.

## SYSTEM COORDINATION

Communities adjacent to Altamonte Springs, including the cities of Maitland and Casselberry, are actively planning a system of bicycle facilities within their respective communities. By including provisions for connections with these facilities, in addition to the Seminole-Wekiva Trail, Altamonte Springs can greatly enhance bicycle travel throughout the region. Potential connections with bicycle facilities in Maitland and Casselberry are identified in Figure II-2.15.

## SYSTEM AMENITIES

Similar to automobile transportation, secure locations must be created near building entrances for bicycle parking and storage. While current City codes do not require bicycle storage facilities for new development, many buildings and public places frequented by the public do not have adequate bicycle parking facilities at visible locations. Most LYNX buses include equipment to carry bicycles, allowing transit patrons to couple bicycle transportation with bus transit.

## FUTURE BICYCLE AND PEDESTRIAN FACILITIES

Width and traffic volumes on major state roads impede and discourage pedestrian and bicycle traffic from crossing these facilities. Improved pedestrian and bicycle crossing facilities would also increase safety for pedestrians and bicyclists. Within Seminole County's One-Cent Sales Tax Program, funding is currently programmed for a pedestrian/bike cross over to bridge SR 436, improving access to the Seminole Wekiva Trail and other pedestrian facilities. Seminole County and the City jointly continue to plan the connection of the Seminole Wekiva Trail to other regional trail systems.

## MOTORIZED VEHICLES

The automobile is the most frequently used transportation mode within the City. The roadway system in Altamonte Springs not only services automobiles but also serves as routes for trucks and buses. Transportation corridors have emerged over time to primarily serve automobiles. Land use patterns, development densities, and traffic conditions have promoted the use of automobiles in Altamonte Springs.



Right-of-way limitations, traffic congestion and the City's transition from a suburban area to a regional economic and residential center have prompted City interest to evaluate and plan for a more multi-modal transportation systems. Transit and other transportation modes were evaluated in the previous subsections and are components of multi-modal transportation system promoted in Comprehensive Plan. The automobile will continue to represent a transportation mode for which the City will plan facility improvements. However, transportation alternatives will be given equal or greater consideration in the City's long-range transportation planning activities. This subsection inventories and analyzes the roadway system serving motorized vehicles.

## ROADWAY CLASSIFICATION

A roadway system can be classified in two ways -- functionally and administratively. The functional classification defines a facility's physical and operational characteristics. The administrative classification refers to actual governmental responsibility. As part of the existing conditions analysis, the functional and administrative classifications of roads within the City were inventoried.

## FUNCTIONAL CLASSIFICATION

The function of roadways is two-fold: one function is to provide access to land uses adjacent to the roadway facility; the other function is to provide mobility through an area. As access to a roadway increases, the traffic mobility decreases. Inversely, roadway facilities designed for mobility generally have higher speeds and restrictive access controls. Facilities designed for mobility generally have more capacity than those designed for land access. The functional classification of the roadway system appears in Figure II-2.6.

There are five categories of the functional classification system as defined by the Federal Highway Administration and the Florida Department of Transportation that are relevant to Altamonte Springs and these have been identified in this Element. These categories and descriptions are listed below:

- a. *Principal Arterial - Interstate*: This classification is devoted primarily to the movement of trips over long distances. Access from the adjoining parcels is prohibited, and access is limited to entrance and exit ramps located at the intersections with major roadways. This roadway is generally a multi-lane divided facility designed to serve large volumes of high-speed traffic.
- b. *Principal Arterial - Other*: This facility is also designed for the movement of large volumes of traffic over a relatively long distance. This facility serves major movements of traffic entering or leaving an urban area, as well as a majority of trips not destined or originating in an urban area. Access to adjacent land is not prohibited. However, mobility is the primary function of this facility, thus access is strictly controlled.
- c. *Minor Arterial*: This roadway is very similar to a major arterial but is designed to serve moderate volumes of traffic as well as provide connections to the principal arterial system. This facility has a lower degree of vehicular throughput than a principal arterial. This type of roadway allows more land access than the previous two facilities.
- d. *Collector*: This classification serves internal traffic movement within an area of the city and connects this area to the arterial system. Collectors do not serve long, through trips, but rather short to moderate length trips. Land access is a function of this facility, provided it does not inhibit local traffic movement.

- f. *Local:* The primary function of local streets is to provide access to adjacent land uses. Average speeds and volumes are low, and trips are usually short in length. Local streets tend to make up a large percentage of a city roadway system but are limited to serving small local subareas. A local road does not typically carry through traffic.

## ADMINISTRATIVE CLASSIFICATION

The administrative classification of roads within Altamonte Springs is limited to state, county, and City maintenance responsibility. State controlled facilities include I-4, SR 436 and SR 434 with each classified as a principal arterial. County controlled facilities within the City include the following:

### *Minor Arterials*

- Ronald Regan Boulevard (CR 427) – SR 436 to City Limits
- Maitland Avenue (CR 427) – Orange County Line to SR 436

### *Major Collectors*

- Palm Springs Drive – SR 436 to City Limits (County owned, City maintained)
- North Street – City Limits to City Limits
- Wymore Road – Orange County Line to SR 436
- Douglas Avenue – SR 436 to City Limits
- Montgomery Road – SR 436 to SR 434
- Sand Lake Road – City Limits to SR 434

### *Minor Collectors*

- Bunnell Road – Pearl Lake Causeway to West Town Parkway
- Eden Park Road – Orange County Line to railroad tracks
- Oranole Road – Maitland Avenue to Mt. Vernon Parkway
- Pearl Lake Causeway – Bunnell Road to SR 436
- Spring Lake/O'Brien Road – R/R Track to US 17-92

City-controlled roadways include all local streets, as well as the following collector roads:

### *Major Collectors*

- Central Parkway – Montgomery Road to Palm Springs Drive (bridge over I-4 is FDOT jurisdiction)
- Gateway Drive – Maitland Boulevard to Keller Road
- West Town Parkway – Pearl Lake Causeway to Laurel Street

### *Minor Collectors*

- Ballard Street – Maitland Avenue to City limits
- Green Briar Boulevard – Spring Oaks Boulevard to Montgomery Road
- Cranes Roost Blvd – SR 436 to Central Parkway
- Hattaway Drive – Broadview Avenue to SR 436
- Hermits Trail – SR 436 to Magnolia Street
- Jamestown Boulevard – SR 434 to Montgomery Road
- Ronald Reagan Boulevard (fka Longwood Avenue) – Ballard Street to SR 436
- Newburyport Avenue – SR 436 to First Street
- Northlake Boulevard – Cherokee Court to SR 436

- Orange Avenue – SR 434 to Laurel Street
- Spring Lake/O'Brian Road – Maitland Avenue to R/R Tracks
- Spring Oaks Boulevard – SR 436 to Green Briar Boulevard
- Westmonte Drive – Wymore Road to Douglas Avenue

The functional classification of roads within the City of Altamonte Springs is presented in Figure II-2.6. Included in this figure is FDOT's existing functional classification of state and county roads.

## EXISTING CONDITIONS AND LEVEL OF SERVICE

To evaluate the existing transportation conditions, an evaluation of the current level of service (LOS) was undertaken.

As part of the Comprehensive Plan, the LOS standards are being updated to be consistent with the transportation and land use strategies being implemented to support and fund mobility. For SR 436 and SR 434, a LOS standard that is equal to either 15 percent or 10 percent above 1990 traffic volume was established. Roadways other than SR 436 and SR 434 typically were designated with an adopted LOS standard of "D" or "E", as defined by the rating system established in FDOT's LOS Handbook. Some roadways or road segments were designated with a LOS standard equal to a volume 20 percent above LOS standard "E" service volume.

As the City and region make the transition to an increased emphasis on mobility, it will be necessary to establish LOS standards for roadways that are not conventional. To that end, the City is adopting an LOS standard of "E" for Central Parkway, Douglas Avenue, Eden Park Road, Montgomery Road, Orange Avenue, Oranole Road, Spring Lake Road, and Westmonte Drive. Furthermore, the City is adopting an LOS standard of "F" for Bunnell Road, I-4, Maitland Avenue, Maitland Boulevard, Palm Springs Drive, Ronald Reagan Boulevard, Sand Lake Road, SR 434, SR 436, and Wymore Road. 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 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. It should be noted that the true LOS (as based on travel time runs) on existing roadways are often significantly better than reflected by the LOS determined by the daily or PHPD service volumes as presented in the FDOT Q/LOS Handbook. While it is not possible to project future travel time runs based on projected volumes, it is reasonable to expect that actual LOS conditions will be significantly better than the LOS based on the generalized service volumes in the FDOT Q/LOS Handbook.

The existing conditions and LOS analysis evaluates traffic conditions based on daily, peak hour peak direction (PHPD), and travel speed (where available). In general, the PHPD assessment of LOS is more accurate than a daily assessment of LOS. However, a LOS based on travel time runs is the most accurate assessment of LOS.

The City of Altamonte Springs does not maintain traffic counts for roadways within the City. Daily and peak hour peak direction traffic volumes were obtained from the latest (2009) Seminole County traffic count program. The traffic volumes for I-4 were obtained from FDOT's 2008 Florida Traffic Information DVD. Tables 2-6 and 2-7 present the existing daily and peak hour peak direction volumes for major roadways within the City. Note that while a roadway daily traffic volume may exceed its service volume at its adopted LOS, a roadway is not determined to be deficient unless its peak hour peak direction (PHPD) traffic operates below its adopted LOS standard. As identified in Tables 2.6 and 2.7, all existing

volumes (daily and PHPD) are within the service volumes at the adopted LOS standard; therefore, all roadways are operating acceptably.

**Table 2.6  
Existing (2009) Daily Roadway Conditions**

Roadway	From	Avg.	Federal Functional Classification	Existing # of Lanes	LOS Standard	Service Volume at LOS Std	AADT	Count Year	LOS	Achieves LOS Standard?
Bunnell Rd	Pearl Lake Cswy	West Town Pkwy	Collector	2	F	See Note 1	6,273	2009	B	YES
Central Pkwy	Montgomery Rd	Douglas Ave	Collector	4	E	36,700	19,914	2009	B	YES
	Douglas Ave	North Lake Blvd	Collector	4	E	36,700	22,607	2009	B	YES
	Northlake Blvd	Palm Springs Dr	Collector	4	E	36,700	18,732	2009	B	YES
Douglas Ave	SR 434	Central Pkwy	Collector	2	E	16,500	11,815	2009	C	YES
	Central Pkwy	SR 436	Collector	2	E	16,500	14,439	2009	C	YES
Eden Park Rd	Maitland Blvd	City limits	Collector	2	E	14,850	6,707	2009	B	YES
I-4	Maitland Blvd	SR 436	Principal Arterial - Interstate	6/8	F	See Note 1	149,000	2008	See PHPD	YES
	SR 436	SR 434	Principal Arterial - Interstate	7/6	F	See Note 1	139,500	2008	See PHPD	YES
Maitland Ave (CR 427)	SR 436	Ballard St	Minor Arterial	4	F	See Note 1	17,851	2009	B	YES
	Ballard St	Oranole Rd	Minor Arterial	4	F	See Note 1	20,243	2009	B	YES
Maitland Blvd (SR 414)	Orange County line (W)	Orange County line (E)	Principal Arterial	4	F	See Note 1	35,500	2009	C	YES
Montgomery Rd	SR 434	Central Pkwy	Collector	4	E	33,030	16,844	2009	B	YES
	Central Pkwy	SR 436	Collector	4	E	33,030	17,758	2009	B	YES
Orange Ave	SR 434	SR 436	Collector	2	E	14,850	9,618	2009	C	YES
Oranole Rd	Wymore Rd	Mt Vernon Pkwy	Collector	2	E	16,500	5,502	2009	B	YES
	Mt Vernon Pkwy	Maitland Ave	Collector	2	E	16,500	6,777	2009	B	YES
Palm Springs Dr	Oakhurst St	Central Pkwy	Collector	2	F	See Note 1	14,951	2009	C	YES
	Central Pkwy	SR 436	Collector	4	F	See Note 1	20,212	2009	B	YES
Ronald Reagan Blvd (CR 427)	1st St	SR 436	Minor Arterial	4	F	See Note 1	10,281	2009	B	YES
Sand Lake Rd	SR 434	Camden Rd	Collector	2	F	See Note 1	14,019	2009	D	YES
Spring Lake Rd	Maitland Ave	O'Brien Rd	Collector	2	E	14,850	4,232	2009	B	YES
SR 434	I-4	Douglas Ave	Principal Arterial	6	F	See Note 1	52,898	2008	D	YES
	Douglas Ave	Montgomery Rd/Wekiva Springs Rd	Principal Arterial	6	F	See Note 1	53,341	2008	D	YES
	Montgomery Rd/Wekiva Springs Rd	Sand Lake Rd	Principal Arterial	4	F	See Note 1	29,082	2009	D	YES
	Sand Lake Rd	SR 436	Principal Arterial	4	F	See Note 1	31,134	2009	D	YES
	SR 436	West Town Pkwy	Principal Arterial	6	F	See Note 1	38,000	2008	B	YES
	West Town Pkwy	Maitland Blvd	Principal Arterial	6	F	See Note 1	39,526	2009	B	YES
SR 436	US 17/92	Ronald Reagan Blvd (CR 427)	Principal Arterial	6	F	See Note 1	47,473	2009	D	YES
	Ronald Reagan Blvd (CR 427)	Maitland Ave (CR 427)	Principal Arterial	6	F	See Note 1	52,046	2009	E	YES
	Maitland Ave (CR 427)	Palm Springs Dr	Principal Arterial	6	F	See Note 1	57,287	2009	See PHPD	YES
	Palm Springs Dr	North Lake Blvd	Principal Arterial	8	F	See Note 1	57,780	2009	D	YES
	North Lake Blvd	Douglas Ave/Wymore Rd	Principal Arterial	8	F	See Note 1	67,145	2009	D	YES
	Douglas Ave/Wymore Rd	Montgomery Rd	Principal Arterial	8	F	See Note 1	57,983	2009	D	YES
	Montgomery Rd	SR 434	Principal Arterial	8	F	See Note 1	52,500	2008	B	YES
	SR 434	Pearl Lake Cswy	Principal Arterial	6	F	See Note 1	55,000	2008	See PHPD	YES
Westmonte Dr	Wymore Rd	SR 436	Collector	2	E	14,850	n/a	n/a	n/a	n/a
	SR 436	Douglas Ave	Collector	2	E	14,850	n/a	n/a	n/a	n/a
Wymore Rd	SR 436	Westmonte Dr	Collector	2	F	See Note 1	13,325	2009	C	YES
	Westmonte Dr	Spring Lake Hills Rd	Collector	2	F	See Note 1	14,884	2009	C	YES
	Spring Lake Hills Rd	Lake Destiny Dr	Collector	2	F	See Note 1	12,914	2009	C	YES

Source: Traffic counts from Seminole County (2009) except I-4 and Maitland Blvd from FDOT (2008)

Note 1: See Policy 2-2.5.1 Sub-Section C for Service Volumes at LOS F.



**Table 2.7  
Existing (2009) Peak Hour Peak Direction (PHPD) Roadway Conditions**

Roadway	From	To	Existing # of Lanes	LOS Standard	Service Volume at LOS Std	PM PH Vol	PM Peak Hour Peak Direction					2008 Average Travel Speed <sup>2</sup>		
							Vol	Pk Dir	Count Year	LOS	Achieves LOS Std?	mph	LOS	Achieves LOS Std?
Bunnell Rd	Pearl Lake Cswy	West Town Pkwy	2	F	See Note 1	586	299	WB	2009	B	YES			
Central Pkwy	Montgomery Rd	Douglas Ave	4	E	1,960	1,933	1,104	EB	2009	B	YES	17.1	D	YES
	Douglas Ave	North Lake Blvd	4	E	1,960	2,228	1,260	WB	2009	B	YES	19.3	C	YES
	Northlake Blvd	Palm Springs Dr	4	E	1,960	1,876	957	WB	2009	B	YES	19.3	C	YES
Douglas Ave	SR 434	Central Pkwy	2	E	880	1,103	689	NB	2009	C	YES	33.7	A	YES
	Central Pkwy	SR 436	2	E	880	1,197	610	NB	2009	C	YES	13.7	E	YES
Eden Park Rd	Maitland Blvd	City limits	2	E	792	753	506	NB	2009	C	YES			
I-4	Maitland Blvd	SR 436	6/8	F	See Note 1	11,420	6,297	EB	2008	See Speed	YES	54.4	E	YES
	SR 436	SR 434	7/6	F	See Note 1	10,692	5,896	EB	2008	E	YES	58.1	C	YES
Maitland Ave (CR 427)	SR 436	Ballard St	4	F	See Note 1	1,619	990	NB	2009	B	YES	22.6	C	YES
	Ballard St	Oranole Rd	4	F	See Note 1	1,994	1,186	NB	2009	B	YES	22.6	C	YES
Maitland Blvd (SR 414)	Orange County line (W)	Orange County line (E)	4	F	See Note 1	3,085	1,591	WB	2009	B	YES			
Montgomery Rd	SR 434	Central Pkwy	4	E	1,764	1,594	937	NB	2009	B	YES	16.5	E	YES
	Central Pkwy	SR 436	4	E	1,764	1,550	776	NB	2009	B	YES	19.3	D	YES
Orange Ave	SR 434	SR 436	2	E	792	795	427	EB	2009	B	YES			
Oranole Rd	Wymore Rd	Mt Vernon Pkwy	2	E	880	780	580	EB	2009	C	YES			
	Mt Vernon Pkwy	Maitland Ave	2	E	880	778	470	EB	2009	B	YES			
Palm Springs Dr	Oakhurst St	Central Pkwy	2	F	See Note 1	1,473	797	NB	2009	C	YES	17.1	D	YES
	Central Pkwy	SR 436	4	F	See Note 1	1,769	1,013	NB	2009	B	YES	19.4	C	YES
Ronald Reagan Blvd (CR 427)	1st St	SR 436	4	F	See Note 1	921	505	NB	2009	B	YES	31	B	YES
Sand Lake Rd	SR 434	Camden Rd	2	F	See Note 1	1,390	909	WB	2009	See Speed	YES	30.2	A	YES
Spring Lake Rd	Maitland Ave	O'Brien Rd	2	E	792	414	229	EB	2009	B	YES			
SR 434	I-4	Douglas Ave	6	F	See Note 1	3,824	1,969	WB	2008	B	YES			
	Douglas Ave	Montgomery Rd/Wekiva Springs Rd	6	F	See Note 1	4,060	2,270	EB	2008	B	YES			
	Montgomery Rd/Wekiva Springs Rd	Sand Lake Rd	4	F	See Note 1	2,277	1,214	EB	2009	B	YES	30.3	B	YES
	Sand Lake Rd	SR 436	4	F	See Note 1	2,514	1,407	NB	2009	D	YES	38.3	A	YES
	SR 436	West Town Pkwy	6	F	See Note 1	3,258	1,942	NB	2008	B	YES			
	West Town Pkwy	Maitland Blvd	6	F	See Note 1	3,389	2,020	NB	2009	B	YES	19.3	D	YES
SR 436	US 17/92	Ronald Reagan Blvd (CR 427)	6	F	See Note 1	3,780	2,084	EB	2009	D	YES	26.2	C	YES
	Ronald Reagan Blvd (CR 427)	Maitland Ave (CR 427)	6	F	See Note 1	4,004	2,162	EB	2009	D	YES	19.7	D	YES
	Maitland Ave (CR 427)	Palm Springs Dr	6	F	See Note 1	4,400	2,326	WB	2009	D	YES	14.7	E	YES
	Palm Springs Dr	North Lake Blvd	8	F	See Note 1	4,149	2,136	WB	2009	B	YES	12.3	F	YES
	North Lake Blvd	Douglas Ave/Wymore Rd	8	F	See Note 1	5,011	2,653	WB	2009	B	YES	13.4	E	YES
	Douglas Ave/Wymore Rd	Montgomery Rd	8	F	See Note 1	4,456	2,561	WB	2009	B	YES	19.8	D	YES
	Montgomery Rd	SR 434	8	F	See Note 1	4,276	2,361	WB	2008	B	YES	18.3	D	YES
	SR 434	Pearl Lake Cswy	6	F	See Note 1	4,508	2,429	WB	2008	D	YES	31.4	B	YES
Westmonte Dr	Wymore Rd	SR 436	2	E	792	n/a	n/a	n/a	n/a	n/a	n/a			
	SR 436	Douglas Ave	2	E	792	n/a	n/a	n/a	n/a	n/a	n/a			
Wymore Rd	SR 436	Westmonte Dr	2	F	See Note 1	1,213	751	NB	2009	D	YES	10.9	E	YES
	Westmonte Dr	Spring Lake Hills Rd	2	F	See Note 1	1,454	851	NB	2009	D	YES	28.9	B	YES
	Spring Lake Hills Rd	Lake Destiny Dr	2	F	See Note 1	1,437	903	NB	2009	D	YES	28.9	B	YES

Source: Traffic counts from Seminole County (2009) except I-4 and Maitland Blvd from FDOT (2008)

Note 1: See Policy 2-2.5.1 Sub-Section C for Service Volumes at LOS F.

Note 2: Based on Seminole County 2008 Travel Time & Delay Study

## CRASH ANALYSIS

In addition to assessing the impact of traffic volumes on roadway facilities, crash data was reviewed to determine high crash locations as well as similar accident characteristics. The 2009 crash data obtained from the City of Altamonte Springs Police Department indicated that there were 1,617 traffic-related accidents in Altamonte Springs. Aside from crashes in parking lots and on private property, the greatest number of crashes occurred at the SR 436 and I-4 interchange. Figure II-2.13 illustrates intersections that were found to have 30 or more nearby crashes per year in 2009. There were nine intersections in Altamonte Springs that met this criterion. Most of the intersections displayed on Figure II-2.13 are along SR 436. Table 2.8 and Table 2.9 present the number of crashes by day of week and time of day in 2009 along with the top crash locations in Altamonte Springs.

**Table 2.8**  
**Crashes by Day of Week and Time of Day (2009)**

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
0:00	4	1	0	2	2	2	3	14
1:00	7	2	1	2	3	6	6	27
2:00	3	0	2	3	2	1	1	12
3:00	2	0	0	1	2	1	2	8
4:00	0	1	1	0	3	0	0	5
5:00	0	0	1	0	1	2	1	5
6:00	0	3	2	4	3	7	2	21
7:00	1	12	12	13	10	6	6	60
8:00	2	15	13	21	13	22	3	89
9:00	5	8	11	16	10	8	5	63
10:00	6	8	12	6	14	8	10	64
11:00	7	15	19	14	18	12	12	97
12:00	8	23	22	18	19	23	9	122
13:00	10	29	19	32	15	23	13	141
14:00	11	17	25	22	11	27	16	129
15:00	7	26	20	21	15	22	12	123
16:00	8	22	21	20	23	25	11	130
17:00	11	17	17	23	32	27	4	131
18:00	5	11	16	30	21	29	16	128
19:00	5	11	18	14	6	16	11	81
20:00	12	4	6	8	16	9	6	61
21:00	3	7	11	1	8	7	4	41
22:00	2	3	4	4	5	11	8	37
23:00	7	2	4	5	5	3	2	28
Total	126	237	257	280	257	297	163	1,617

Source: Altamonte Springs Police Department, 2010.

**Table 2.9**  
**Crash Causes and Top Locations**

Contributing Cause	% of all Crashes	Top Locations	Number of Crashes
Careless Driving	64.61%	Parking Lot/Private Property	194
Failed to Yield	8.70%	SR 436 & I-4	78
Improper Lane Change	7.75%	E Altamonte Dr & Boston Ave	56
Improper Backing	5.02%	SR 436 & SR 434	50
Improper Turn	3.81%	I-4 & SR 436	44
		E Altamonte Dr & Palm Springs Dr	43
		SR 436 & Montgomery Rd	40
		SR 436 & Wymore Rd	37
		E Altamonte Dr & Ronald Reagan Blvd	36
		SR 436 & Westmonte Dr	35

Source: Altamonte Springs Police Department, 2010.

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## FINANCIAL FEASIBILITY

### PROGRAMMED AND PLANNED IMPROVEMENTS

Programmed and planned road improvements for the City of Altamonte Springs are listed in Table 2.10. Figure II-2.24 displays these improvements on the City's transportation network. Information for this table was obtained from Altamonte Springs, Seminole County, and the Orlando Urban Area 2030 Long Range Transportation Plan. Programmed improvements are defined as projects that have funding committed towards construction within the next five years. Planned improvements are longer term projects without financial commitment towards construction. Instead, these improvements have funding committed towards some aspect of the project other than construction (such as right-of-way acquisition).

**Table 2.10**  
**Programmed and Planned Road Improvements**

Project Name	Improvement	Year Scheduled within TIP
Bunnell Rd. and Eden Park Ave. (by Seminole Co.)	Widen from 2 to 4 lanes from West Town Parkway to Orange Co. line.	Construction in 2009
SR 434 (by Seminole Co. and FDOT)	Widen from 4 to 6 lanes from Montgomery Rd. to I-4	Construction in 2009
SR 434 (by FDOT)	Widen from 4 to 6 lanes from Gateway Dr. to Maitland Blvd.	Construction in 2010
Wymore Road (by Seminole Co.)	Reconstruct 2 lanes, add center turn lane, from Orange Co. Line to SR 436	Construction in 2013
I-4 (by FDOT)	Reconstruct with special use lanes in median	By 2015
Sand Lake Road (by Seminole Co.)	Widen from 2 to 4 lanes from SR 434 to West Lake Brantley Road.	By 2015
CR 427 (by Seminole Co.)	Widen 4 to 6 lanes, from SR 436 to North St.	By 2020
SR 434 (by Seminole Co.)	Widen from 4 to 6 lanes from Sand Lake Rd. to Montgomery Rd.	By 2025
SR 436 (by Seminole Co.)	Widen from 6 to 8 lanes, from Orange Co. Line to Lake Harriet Dr.	By 2025
SR 436 (by Seminole Co.)	Widen from 6 to 8 lanes, from Palm Springs Dr. to US 17-92	By 2025
West Town Parkway Extension (by Altamonte Springs)	New 4 lanes from West Town Parkway to Orange Ave.	By 2030

Source: Seminole County Public Works Project List (as of 4/5/2010); MetroPlan ORLANDO Long Range Transportation Plan; City of Altamonte Springs.

Table 2.11 lists the programmed and planned transit improvements for the City of Altamonte Springs and Seminole County as presented in the MetroPlan Orlando 2030 Long Range Transportation Plan. The sources of funding for these transit improvements include Federal, State, and County funds through various funding mechanisms. The MetroPlan Orlando Board has designated SunRail as the first transit

priority and Light Rail from International Drive to Medical City/Innovation Way as the second priority.

**Table 2.11**  
**Programmed and Planned Transit Improvements**

Note:

Project Name	2011-15	2016-20	2121-25	2026-30	Total
LYNX <sup>1</sup>	\$563,688	\$621,407	\$801,424	\$967,848	\$2,975,366
SunRail <sup>2</sup>	\$714,013	\$204,802	\$271,949	\$297,124	\$1,487,888
Light Rail <sup>3</sup>	-	\$4,586,021	\$3,282,860	\$4,406,303	\$12,275,184
Fast Bus <sup>4</sup>	\$186,721	\$148,542	\$171,486	\$201,668	\$708,416

1. Regular LYNX Funding for operation of transit routes. Also includes major expansion of regular route service.
2. Includes Capital, operations, and maintenance costs for the 61.5 mile line from Volusia County through Seminole and Orange Counties, ending in Osceola County.
3. Includes light rail from International Drive to Medical City/Innovation Way (including Orlando International Airport).
4. Includes reducing headways to ten minutes on Transit Emphasis Corridors (TEC) for LYNX routes. Corridors include portions of US 17/92, US 192, US 441, SR 46, SR 50, SR 434, SR 482, SR 435, SR 436, SR 535; reduces time between buses to 10 minutes.

Source: MetroPlan ORLANDO 2030 Long Range Transportation Plan.

**Table 2.12**  
**Pedestrian Projects Identified in the 2030 LRTP**

Priority	Road Name	From	To	Length (mi)	Construction Cost Estimate
2	North Lake Blvd	SR 436	End of section	1.05	\$133,461
3	Oranole Rd	Wymore Rd	Maitland Ave	1.51	\$220,059
4 (tie)	Douglas Ave	SR 434	SR 436	1.88	\$231,727
4 (tie)	Palm Springs Dr	North St	Central Pkwy	0.96	\$27,87

**Table 2.13**  
**Bicycle Projects Identified in the 2030 LRTP**

Priority	Road Name	From	To	Length (mi)	Construction Cost Estimate
6 (tie)	Oranole Rd	Wymore Rd	Maitland Ave	1.51	\$391,462



**Table 2.14**  
**Planned Sidewalk Projects – City of Altamonte Springs**

Roadway	Side of Road	From (Approx.)	To (Approx.)	Approx. Distance
Ballard St	North	Beverly Ave	Ronald Reagan Blvd	600 ft
Central Pkwy	North	Altamira Dr	Cranes Way	1,320 ft
Douglas Ave	East	SR 436	Gas station driveway	100 ft
	East	Hampton Inn south driveway	Hampton Inn north driveway	500 ft
	East	South of Lorraine Dr	Central Pkwy	1,828 ft
	East	Orange St	Citrus St	300 ft
	Both	Citrus St	Highland St	300 ft
	West	Highland St	Lamplighter Rd	1,100 ft
	Both	Lamplighter Rd	Pineview St	600 ft
	East	Pineview St	Interior Décor Center driveway	900 ft
Essex St	East	Orange Dr	SR 436	1,000 ft
Gateway Dr	Both	Oranole Rd	Lotus Vista Dr (south)	1,320 ft
	North	Lotus Vista Dr (north)	Lotus Landing Blvd	700 ft
Hattaway Dr	West	Plumosus Dr	Genevieve Dr	2,900 ft
	East	North of Sharon Dr	90 degree bend near lake	1,828 ft
Northlake Blvd	West	Southern end	Hattaway Apartments	1,690 ft
	East	Cherokee Ct	About 500' to the north	500 ft
	East	North of Hattaway Apartments	Tiffany Oaks	2,100 ft
	West	First driveway south of SR 436	SR 436	400 ft
Orange Dr	North	East of Orienta Point St	West of Boston Ave	1,320 ft
Oranole Rd	South	Wymore Rd	Wood Lake Dr (west)	420 ft
	Both	Flame Ave/Southview Rd	Oranole Rd/Cammack Dr	1,320 ft
	Both	Oranole Rd/Cammack Dr	Hickory Dr	900 ft
	East	Hickory Dr	Oranole Rd	450 ft
Orienta Ave	North	Creekwood Village Apt driveway (west)	Creekwood Village Apt driveway (east)	600 ft
Pearl Lake Cswy	East	Alden Pkwy	Halfway between Pisgah Dr and Lakeview Circle	1,475 ft
Ronald Reagan Blvd	East	Ballard St	SR 436	3,430 ft
Spring Lake Rd	North	East of Maitland Ave	Woodling Pl	1,200 ft
Wymore Rd	East	Trinity Woods Ln	SR 436	1.5 mi
	West	Trinity Woods Ln	Between Ashford Oaks Dr south and north	3,590 ft
	West	Maison Ct	Wymore Grove apartments northernmost driveway	2,100 ft

Roadway	Side of Road	From (Approx.)	To (Approx.)	Approx. Distance
	West	Westmonte Dr	First driveway south of SR 436	600 ft

Note: Many of these sidewalk projects may be part of future roadway improvement projects.

**Table 2.15**  
**Planned Transit Shelter Improvements**

Location	Current Transit Stops (without shelters)	Total Transit Stops
Regional Business Center	30	33
East Town Center	18	18
West Town Center	19	21
Gateway Center	8	8
Outside of Activity Centers	36	36

Note: These are the currently designated LYNX transit stops within the City of Altamonte Springs. Modifications to these stops will require coordination with LYNX.

## FUTURE CONDITIONS

Historic trends and the MetroPlan ORLANDO 2030 Long Range Transportation Plan (LRTP) model were used as the base to develop future traffic projections. Historic trends were used for 2015 projections and model was used for 2030. Prior to using the travel demand-forecasting model to project traffic volumes, the socio-economic data for each study area TAZ in Altamonte Springs was reviewed. The socio-economic data used in the MetroPlan ORLANDO model is consistent with the regional “How Shall We Grow?” vision.

No additional roadways were added to the network during the modeling task for traffic projections for consistency with regional planning agencies. As a result, the future traffic estimates are available only for those roadways that are part of the MetroPlan ORLANDO LRTP model. The methodology used in the MetroPlan ORLANDO model estimates future traffic volumes on area-wide facilities is briefly described below.

## FUTURE TRAVEL DEMAND

Travel demand is a function of existing and future land use projections based on existing and anticipated development activities. Prior to the projection of future conditions, an existing conditions analysis is typically performed to ensure that the transportation modeling tool is calibrated and validated. The MetroPlan ORLANDO model was calibrated to replicate 2004 conditions. The following paragraphs briefly outline the process by which traffic projections for the year 2030 were developed for Altamonte Springs.

After development of a 2030 socio-economic database, production and attraction trips were generated at the TAZ level. The OUATS model, as provided by MetroPlan ORLANDO, was used to determine

appropriate production and attraction equations by trip purpose. Trips were then distributed from the production zones to the attraction zones, based upon the gravity model. A “loaded” network was then developed; that is trips were loaded onto the simulated roadway network. Completion of the outlined steps resulted in 2030 computer generated traffic volumes for the entire Altamonte Springs planning Area.

The transportation planning tool that is used to estimate traffic on roadways, the Florida Standard Urban Transportation Model Structure (FSUTMS), incorporates the gravity model into the trip distribution process. First, projected socio-economic data were used to estimate the number of future vehicle trip ends. Trip ends were then assigned throughout the study area by linking travel between trip origins and trip destinations (productions and attractions). The summary of trips by road segments results in an estimate of traffic using each road segment. The model’s traffic volume assignments are direct results of the land use and socio-economic data projections input into the computer model.

These traffic estimates were compared to the roadway’s service volumes to determine future roadway problems. To better prepare for the projected traffic in the future, the City can prepare and study alternative roadway network configurations through the model to determine how to best address traffic congestion on roadways within City limits. These final solutions will then become implementation strategies for existing and future comprehensive planning efforts.

## FUTURE SYSTEM CONDITIONS

This section presents the results of the analysis for the short-term (2015) and long-term (2030) planning horizons. The short-term volumes were forecasted based on the existing volumes, which were grown to 2015 using historic growth rates. The long-term volumes were forecasted based on adopted OUATS Model. Future system needs are defined through a deficiency analysis of the forecasted traffic volumes. Roadway segments are considered deficient when they do not meet the City’s LOS standards. It is important to note that the same LOS standards that are applied to the existing conditions analysis are also applicable to the projected 2015 and 2030 conditions analysis with the exception of I-4.

The OUATS Cost Feasible network for 2015 and 2030 were used in the analysis. The Cost Feasible network includes area-wide planned improvements. For the Altamonte Springs area, the OUATS Cost Feasible network includes:

- I-4 special use (four) lanes through the City beginning by 2015
- Orange Avenue and Sand Lake Road are to be widened to four lanes by 2015
- SR 434 from West Town Parkway to Maitland Boulevard is to be widened to six lanes by 2015
- Ronald Reagan Boulevard is to be widened to six lanes by 2030
- SR 434 from Montgomery Road to SR 436 is to be widened to six lanes
- SR 436 is to be widened to eight lanes between US 17/92 and Palm Springs Drive and between SR 434 and Pearl Lake Causeway by year 2030
- The regional commuter rail system (SunRail) is to be operating by 2015.

Other than these improvements, no roadway improvements within Altamonte Springs were included in the model.

The short-term (2015) and long-term (2030) daily and peak hour peak direction vehicular LOS for major roadways within the City are summarized in Tables 2.16 through 2.19. Based on the projected peak hour peak direction traffic volumes, all roadways are expected to operate under acceptable conditions except possibly four segments in 2030.

In 2030, Eden Park Road is expected to exceed its service volume at the adopted LOS. However, Eden Park Road is located in the southwest corner of the City and only about 0.5 mile is in the City of Altamonte Springs. Seminole County is to the north and Orange County is to the south of the portion of Eden Park Road within the City. The traffic on Eden Park Road is primarily due to surrounding development in unincorporated Seminole and Orange Counties. The City will monitor conditions on this roadway as part of the Capital Improvement Element update and will work with the adjacent counties to address potential future deficiencies on Eden Park Road.

In 2030, two segments of Maitland Avenue are projected to exceed their adopted service volume capacity. This roadway is parallel to the SunRail tracks (it is approximately ½ mile west of the tracks). It is likely that SunRail will reduce the demand on Maitland Avenue and furthermore, adding roadway capacity to facilities parallel to SunRail will be counter-productive for encouraging ridership on SunRail. It should be noted that both segments are projected to operate at LOS B in 2015; thus, they are far from reaching their adopted service volume capacity.

One segment on SR 436 is projected to exceed its adopted service volume capacity in 2030. This segment is from Ronald Regan Boulevard to Maitland Avenue. As part of a previous study of SR 436, the City identified a possible improvement to a parallel facility, Orienta Avenue. The City will monitor this segment as part of their Capital Improvement Element update and will pursue parallel improvements if actually needed to achieve and maintain the adopted LOS standard.

All other roadways within the City are projected to operate at acceptable LOS conditions in 2015 and 2030.

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Table 2.16: Short-Term (2015) Daily Traffic Conditions

Roadway	From	To	2015 Number of Lanes		LOS Standard	Service Vol at LOS Std	Applied Growth Rate	2015 AADT	LOS	Achieves LOS Standard?
Bunnell Rd	Pearl Lake Cswy	West Town Pkwy	4	imp	F	See Note 1	1.00%	6,649	B	YES
Central Pkwy	Montgomery Rd	Douglas Ave	4		E	36,700	1.00%	21,109	B	YES
	Douglas Ave	North Lake Blvd	4		E	36,700	1.00%	23,963	B	YES
	Northlake Blvd	Palm Springs Dr	4		E	36,700	1.00%	19,856	B	YES
Douglas Ave	SR 434	Central Pkwy	2		E	16,500	1.00%	12,524	C	YES
	Central Pkwy	SR 436	2		E	16,500	1.00%	15,305	C	YES
Eden Park Rd	Maitland Blvd	City limits	2		E	14,850	1.00%	10,441	C	YES
I-4	Maitland Blvd	SR 436	6/8 + 4	imp	F	See Note 1	1.00%	157,940	D	YES
	SR 436	SR 434	7/6 + 4	imp	F	See Note 1	1.00%	147,870	C	YES
Maitland Ave (CR 427)	SR 436	Ballard St	4		F	See Note 1	1.00%	18,922	B	YES
	Ballard St	Oranole Rd	4		F	See Note 1	1.00%	21,458	B	YES
Maitland Blvd (SR 414)	Orange County line (W)	Orange County line (E)	4		F	See Note 1	1.00%	37,630	C	YES
Montgomery Rd	SR 434	Central Pkwy	4		E	33,030	1.00%	17,855	B	YES
	Central Pkwy	SR 436	4		E	33,030	1.00%	18,823	B	YES
Orange Ave	SR 434	SR 436	4	imp	E	33,030	1.00%	10,195	B	YES
Oranole Rd	Wymore Rd	Mt Vernon Pkwy	2		E	16,500	1.00%	5,832	B	YES
	Mt Vernon Pkwy	Maitland Ave	2		E	16,500	1.00%	7,184	B	YES
Palm Springs Dr	Oakhurst St	Central Pkwy	2		F	See Note 1	1.00%	15,848	C	YES
	Central Pkwy	SR 436	4		F	See Note 1	1.00%	21,425	B	YES
Ronald Reagan Blvd (CR 427)	1st St	SR 436	4		F	See Note 1	1.00%	10,898	B	YES
Sand Lake Rd	SR 434	Camden Rd	4	imp	F	See Note 1	1.00%	14,860	B	YES
Spring Lake Rd	Maitland Ave	O'Brien Rd	2		E	14,850	1.00%	4,486	B	YES
SR 434	I-4	Douglas Ave	6		F	See Note 1	1.00%	56,072	D	YES
	Douglas Ave	Montgomery Rd/Wekiva Springs Rd	6		F	See Note 1	1.00%	56,541	D	YES
	Montgomery Rd/Wekiva Springs Rd	Sand Lake Rd	4		F	See Note 1	1.00%	30,827	D	YES
	Sand Lake Rd	SR 436	4		F	See Note 1	1.00%	33,002	D	YES
	SR 436	West Town Pkwy	6		F	See Note 1	1.00%	40,280	B	YES
	West Town Pkwy	Maitland Blvd	6		F	See Note 1	1.00%	41,898	B	YES
SR 436	US 17/92	Ronald Reagan Blvd (CR 427)	6		F	See Note 1	1.00%	50,321	E	YES
	Ronald Reagan Blvd (CR 427)	Maitland Ave (CR 427)	6		F	See Note 1	1.00%	55,169	See PHPD	YES
	Maitland Ave (CR 427)	Palm Springs Dr	6		F	See Note 1	1.00%	60,724	See PHPD	YES
	Palm Springs Dr	North Lake Blvd	8		F	See Note 1	1.00%	61,247	D	YES
	North Lake Blvd	Douglas Ave/Wymore Rd	8		F	See Note 1	1.22%	72,056	See PHPD	YES
	Douglas Ave/Wymore Rd	Montgomery Rd	8		F	See Note 1	1.00%	61,462	D	YES
	Montgomery Rd	SR 434	8		F	See Note 1	1.00%	55,650	D	YES
	SR 434	Pearl Lake Cswy	8/6	imp	F	See Note 1	1.00%	58,300	See PHPD	YES
Westmonte Dr	Wymore Rd	SR 436	4	imp	E	33,030	n/a	8,500	B	YES
	SR 436	Douglas Ave	4	imp	E	33,030	n/a	16,200	B	YES
Wymore Rd	SR 436	Westmonte Dr	2		F	See Note 1	1.00%	14,125	C	YES
	Westmonte Dr	Spring Lake Hills Rd	2		F	See Note 1	1.00%	15,777	C	YES
	Spring Lake Hills Rd	Lake Destiny Dr	2		F	See Note 1	1.00%	13,689	C	YES

Source: Traffic forecast based on historical traffic counts from Seminole County

imp = improved

Note 1: See Policy 2-2.5.1 Sub-Section C for Service Volumes at LOS F.



Table 2.17: Short-Term (2015) Peak Hour Peak Direction Traffic Conditions

Roadway	From	To	2015 Number of Lanes		LOS Standard	Service Vol at LOS Std	PM PH Vol	PM PHPD		LOS	Achieves LOS Standard?
				imp				Vol	Pk Dir		
Bunnell Rd	Pearl Lake Cswy	West Town Pkwy	4	imp	F	See Note 1	621	317	WB	B	YES
Central Pkwy	Montgomery Rd	Douglas Ave	4		E	1,960	2,049	1,170	EB	B	YES
	Douglas Ave	North Lake Blvd	4		E	1,960	2,362	1,336	WB	B	YES
	Northlake Blvd	Palm Springs Dr	4		E	1,960	1,989	1,014	WB	B	YES
Douglas Ave	SR 434	Central Pkwy	2		E	880	1,169	730	NB	C	YES
	Central Pkwy	SR 436	2		E	880	1,269	647	NB	C	YES
Eden Park Rd	Maitland Blvd	City limits	2		E	792	1,172	788	NB	D	YES
I-4	Maitland Blvd	SR 436	6/8 + 4	imp	F	See Note 1	12,105	6,675	EB	C	YES
	SR 436	SR 434	7/6 + 4	imp	F	See Note 1	11,333	6,249	EB	C	YES
Maitland Ave (CR 427)	SR 436	Ballard St	4		F	See Note 1	1,716	1,049	NB	B	YES
	Ballard St	Oranole Rd	4		F	See Note 1	2,114	1,257	NB	B	YES
Maitland Blvd (SR 414)	Orange County line (W)	Orange County line (E)	4		F	See Note 1	3,270	1,686	WB	B	YES
Montgomery Rd	SR 434	Central Pkwy	4		E	1,764	1,690	993	NB	B	YES
	Central Pkwy	SR 436	4		E	1,764	1,643	823	NB	B	YES
Orange Ave	SR 434	SR 436	4	imp	E	1,764	843	453	EB	B	YES
Oranole Rd	Wymore Rd	Mt Vernon Pkwy	2		E	880	827	615	EB	C	YES
	Mt Vernon Pkwy	Maitland Ave	2		E	880	825	498	EB	B	YES
Palm Springs Dr	Oakhurst St	Central Pkwy	2		F	See Note 1	1,561	845	NB	C	YES
	Central Pkwy	SR 436	4		F	See Note 1	1,875	1,074	NB	B	YES
Ronald Reagan Blvd (CR 427)	1st St	SR 436	4		F	See Note 1	976	535	NB	B	YES
Sand Lake Rd	SR 434	Camden Rd	4	imp	F	See Note 1	1,473	964	WB	B	YES
Spring Lake Rd	Maitland Ave	O'Brien Rd	2		E	792	439	243	EB	B	YES
SR 434	I-4	Douglas Ave	6		F	See Note 1	4,053	2,087	WB	B	YES
	Douglas Ave	Montgomery Rd/Wekiva Springs Rd	6		F	See Note 1	4,304	2,406	EB	D	YES
	Montgomery Rd/Wekiva Springs Rd	Sand Lake Rd	4		F	See Note 1	2,414	1,287	EB	B	YES
	Sand Lake Rd	SR 436	4		F	See Note 1	2,665	1,491	NB	D	YES
	SR 436	West Town Pkwy	6		F	See Note 1	3,454	2,059	NB	B	YES
	West Town Pkwy	Maitland Blvd	6		F	See Note 1	3,592	2,141	NB	B	YES
SR 436	US 17/92	Ronald Reagan Blvd (CR 427)	6		F	See Note 1	4,007	2,209	EB	D	YES
	Ronald Reagan Blvd (CR 427)	Maitland Ave (CR 427)	6		F	See Note 1	4,244	2,292	EB	D	YES
	Maitland Ave (CR 427)	Palm Springs Dr	6		F	See Note 1	4,664	2,466	WB	D	YES
	Palm Springs Dr	North Lake Blvd	8		F	See Note 1	4,398	2,264	WB	B	YES
	North Lake Blvd	Douglas Ave/Wymore Rd	8		F	See Note 1	5,377	2,847	WB	D	YES
	Douglas Ave/Wymore Rd	Montgomery Rd	8		F	See Note 1	4,723	2,715	WB	B	YES
	Montgomery Rd	SR 434	8		F	See Note 1	4,533	2,503	WB	B	YES
	SR 434	Pearl Lake Cswy	8/6	imp	F	See Note 1	4,778	2,575	WB	D	YES
Westmonte Dr	Wymore Rd	SR 436	4	imp	E	1,764	765	421	n/a	B	YES
	SR 436	Douglas Ave	4	imp	E	1,764	1,458	802	n/a	B	YES
Wymore Rd	SR 436	Westmonte Dr	2		F	See Note 1	1,286	796	NB	D	YES
	Westmonte Dr	Spring Lake Hills Rd	2		F	See Note 1	1,541	902	NB	D	YES
	Spring Lake Hills Rd	Lake Destiny Dr	2		F	See Note 1	1,342	785	NB	D	YES

Source: Traffic forecast based on historical traffic counts from Seminole County  
 imp = improved  
 Note 1: See Policy 2-2.5.1 Sub-Section C for Service Volumes at LOS F.

Table 2.18: Long-Term (2030) Daily Traffic Conditions

Roadway	From	To	2015 Number of Lanes		LOS Standard	Service Vol at LOS Std	2030 AADT	LOS	Achieves LOS Standard?
Bunnell Rd	Pearl Lake Cswy	West Town Pkwy	4		F	See Note 1	23,100	B	YES
Central Pkwy	Montgomery Rd	Douglas Ave	4		E	36,700	30,800	C	YES
	Douglas Ave	North Lake Blvd	4		E	36,700	32,100	C	YES
	Northlake Blvd	Palm Springs Dr	4		E	36,700	33,100	C	YES
Douglas Ave	SR 434	Central Pkwy	2		E	16,500	13,300	C	YES
	Central Pkwy	SR 436	2		E	16,500	18,000	See PHPD	YES
Eden Park Rd	Maitland Blvd	City limits	2		E	14,850	22,200	See PHPD	See PHPD
I-4	Maitland Blvd	SR 436	6/8 + 4		F	See Note 1	200,300	E	YES
	SR 436	SR 434	7/6 + 4		F	See Note 1	175,600	D	YES
Maitland Ave (CR 427)	SR 436	Ballard St	4		F	See Note 1	42,600	See PHPD	See PHPD
	Ballard St	Oranole Rd	4		F	See Note 1	41,200	See PHPD	See PHPD
Maitland Blvd (SR 414)	Orange County line (W)	Orange County line (E)	4		F	See Note 1	50,100	See PHPD	YES
Montgomery Rd	SR 434	Central Pkwy	4		E	33,030	29,000	C	YES
	Central Pkwy	SR 436	4		E	33,030	27,600	C	YES
Orange Ave	SR 434	SR 436	4		E	33,030	24,300	B	YES
Oranole Rd	Wymore Rd	Mt Vernon Pkwy	2		E	16,500	14,300	C	YES
	Mt Vernon Pkwy	Maitland Ave	2		E	16,500	11,200	C	YES
Palm Springs Dr	Oakhurst St	Central Pkwy	2		F	See Note 1	19,600	See PHPD	YES
	Central Pkwy	SR 436	4		F	See Note 1	36,200	C	YES
Ronald Reagan Blvd (CR 427)	1st St	SR 436	6	imp	F	See Note 1	45,500	C	YES
Sand Lake Rd	SR 434	Camden Rd	4		F	See Note 1	22,200	B	YES
Spring Lake Rd	Maitland Ave	O'Brien Rd	2		E	14,850	9,300	C	YES
SR 434	I-4	Douglas Ave	6		F	See Note 1	75,800	See PHPD	YES
	Douglas Ave	Montgomery Rd/Wekiva Springs Rd	6		F	See Note 1	77,200	See PHPD	YES
	Montgomery Rd/Wekiva Springs Rd	Sand Lake Rd	6	imp	F	See Note 1	62,600	See PHPD	YES
	Sand Lake Rd	SR 436	6	imp	F	See Note 1	49,300	D	YES
	SR 436	West Town Pkwy	6		F	See Note 1	52,000	D	YES
	West Town Pkwy	Maitland Blvd	6		F	See Note 1	58,500	See PHPD	YES
SR 436	US 17/92	Ronald Reagan Blvd (CR 427)	8	imp	F	See Note 1	71,900	See PHPD	YES
	Ronald Reagan Blvd (CR 427)	Maitland Ave (CR 427)	8	imp	F	See Note 1	102,200	See PHPD	See PHPD
	Maitland Ave (CR 427)	Palm Springs Dr	8	imp	F	See Note 1	81,100	See PHPD	YES
	Palm Springs Dr	North Lake Blvd	8		F	See Note 1	75,300	See PHPD	YES
	North Lake Blvd	Douglas Ave/Wymore Rd	8		F	See Note 1	81,100	See PHPD	YES
	Douglas Ave/Wymore Rd	Montgomery Rd	8		F	See Note 1	81,500	See PHPD	YES
	Montgomery Rd	SR 434	8		F	See Note 1	68,700	E	YES
	SR 434	Pearl Lake Cswy	8	imp	F	See Note 1	71,100	See PHPD	YES
Westmonte Dr	Wymore Rd	SR 436	4		E	33,030	11,200	B	YES
	SR 436	Douglas Ave	4		E	33,030	15,600	B	YES
Wymore Rd	SR 436	Westmonte Dr	2		F	See Note 1	9,500	B	YES
	Westmonte Dr	Spring Lake Hills Rd	2		F	See Note 1	19,600	See PHPD	YES
	Spring Lake Hills Rd	Lake Destiny Dr	2		F	See Note 1	17,400	C	YES

Source: Traffic forecast derived from METROPLAN ORLANDO's 2030 OUATS travel demand model

imp = improved

Note 1: See Policy 2-2.5.1 Sub-Section C for Service Volumes at LOS F.

Table 2.19: Long-Term (2030) Peak Hour Peak Direction Traffic Conditions

Roadway	From	To	2015 Number of Lanes		LOS Standard	Service Vol at LOS Std	PM PH Vol	PM PHPD		LOS	Achieves LOS Standard?
								Vol	Pk Dir		
Bunnell Rd	Pearl Lake Cswy	West Town Pkwy	4		F	See Note 1	2,158	1,101	WB	B	YES
Central Pkwy	Montgomery Rd	Douglas Ave	4		E	1,960	2,990	1,708	EB	C	YES
	Douglas Ave	North Lake Blvd	4		E	1,960	3,164	1,789	WB	C	YES
	Northlake Blvd	Palm Springs Dr	4		E	1,960	3,310	1,689	WB	C	YES
Douglas Ave	SR 434	Central Pkwy	2		E	880	1,242	745	NB	C	YES
	Central Pkwy	SR 436	2		E	880	1,492	760	NB	C	YES
Eden Park Rd	Maitland Blvd	City limits	2		E	792	2,220	1,332	NB	F	See Note 2
I-4	Maitland Blvd	SR 436	6/8 + 4		F	See Note 1	15,352	8,465	EB	D	YES
	SR 436	SR 434	7/6 + 4		F	See Note 1	13,459	7,421	EB	C	YES
Maitland Ave (CR 427)	SR 436	Ballard St	4		F	See Note 1	3,834	2,185	NB	F	See Note 3
	Ballard St	Oranole Rd	4		F	See Note 1	3,708	2,114	NB	F	See Note 3
Maitland Blvd (SR 414)	Orange County line (W)	Orange County line (E)	4		F	See Note 1	4,008	2,204	WB	D	YES
Montgomery Rd	SR 434	Central Pkwy	4		E	1,764	2,744	1,613	NB	C	YES
	Central Pkwy	SR 436	4		E	1,764	2,409	1,206	NB	B	YES
Orange Ave	SR 434	SR 436	4		E	1,764	2,009	1,079	EB	B	YES
Oranole Rd	Wymore Rd	Mt Vernon Pkwy	2		E	880	1,430	858	EB	D	YES
	Mt Vernon Pkwy	Maitland Ave	2		E	880	1,120	672	EB	C	YES
Palm Springs Dr	Oakhurst St	Central Pkwy	2		F	See Note 1	1,764	953	NB	D	YES
	Central Pkwy	SR 436	4		F	See Note 1	3,168	1,814	NB	C	YES
Ronald Reagan Blvd (CR 427)	1st St	SR 436	6	imp	F	See Note 1	4,076	2,235	NB	C	YES
Sand Lake Rd	SR 434	Camden Rd	4		F	See Note 1	2,201	1,321	WB	B	YES
Spring Lake Rd	Maitland Ave	O'Brien Rd	2		E	792	910	503	EB	C	YES
SR 434	I-4	Douglas Ave	6		F	See Note 1	5,480	2,821	WB	D	YES
	Douglas Ave	Montgomery Rd/Wekiva Springs Rd	6		F	See Note 1	5,876	3,173	EB	E	YES
	Montgomery Rd/Wekiva Springs Rd	Sand Lake Rd	6	imp	F	See Note 1	4,901	2,613	EB	D	YES
	Sand Lake Rd	SR 436	6	imp	F	See Note 1	3,981	2,228	NB	D	YES
	SR 436	West Town Pkwy	6		F	See Note 1	4,459	2,657	NB	D	YES
	West Town Pkwy	Maitland Blvd	6		F	See Note 1	5,016	2,990	NB	D	YES
SR 436	US 17/92	Ronald Reagan Blvd (CR 427)	8	imp	F	See Note 1	5,725	3,156	EB	D	YES
	Ronald Reagan Blvd (CR 427)	Maitland Ave (CR 427)	8	imp	F	See Note 1	7,862	4,245	EB	F	See Note 4
	Maitland Ave (CR 427)	Palm Springs Dr	8	imp	F	See Note 1	6,229	3,293	WB	D	YES
	Palm Springs Dr	North Lake Blvd	8		F	See Note 1	5,407	2,784	WB	B	YES
	North Lake Blvd	Douglas Ave/Wymore Rd	8		F	See Note 1	6,052	3,204	WB	D	YES
	Douglas Ave/Wymore Rd	Montgomery Rd	8		F	See Note 1	6,263	3,600	WB	E	YES
	Montgomery Rd	SR 434	8		F	See Note 1	5,595	3,090	WB	D	YES
	SR 434	Pearl Lake Cswy	8	imp	F	See Note 1	5,828	3,140	WB	D	YES
Westmonte Dr	Wymore Rd	SR 436	4		E	1,764	1,008	554	n/a	B	YES
	SR 436	Douglas Ave	4		E	1,764	1,404	772	n/a	B	YES
Wymore Rd	SR 436	Westmonte Dr	2		F	See Note 1	855	513	NB	B	YES
	Westmonte Dr	Spring Lake Hills Rd	2		F	See Note 1	1,764	1,032	NB	E	YES
	Spring Lake Hills Rd	Lake Destiny Dr	2		F	See Note 1	1,566	916	NB	D	YES

Source: Traffic forecast derived from METROPLAN ORLANDO's 2030 OUATS travel demand model

imp = improved

Note 1: See Policy 2-2.5.1 Sub-Section C for Service Volumes at LOS F.

Note 2: Monitor as part of CIE Update. Coordinate with Seminole and Orange County.

Note 3: Monitor as part of CIE Update. Maitland Ave. is parallel to SunRail tracks.

Note 4: Monitor as part of CIE Update. Evaluate improvements to Orienta Ave. for parallel capacity.

## COMPATIBILITY BETWEEN FUTURE LAND USE AND MULTI-MODAL TRANSPORTATION ELEMENTS

### FUTURE LAND USE SUMMARY

Higher density residential and non-residential land use designations are located along arterial and collector roadways. Lower density developments, such as those occurring in the Low Density Residential future land use designation on the Future Land Use Map (FLUM), are placed away from major travel corridors to allow higher density development to better access transportation facilities. Land use designation descriptions include location criteria mandating the type of roadway functional classification that a land use designation must access. Future land use designations shown on the FLUM appear compatible with roadway functional classification serving each designation.

### ACTIVITY CENTER LAND USE DESIGNATIONS

A site's external road impacts can be reduced through a complementary mix of office, retail, and residential land uses. The Future Land Use Element provides Activity Center land use designations that allow a diversity of land use activities according to specified density and intensity ranges. Multiple uses are also allowed in individual buildings. Diverse land uses concentrated within strategic location within a concentrated area or within buildings encourages pedestrian activity. Employees and residents can walk to retail commercial uses from offices or homes, reducing reliance on the automobile. While a diversity of complementary land uses promotes pedestrian activity, development densities determine the success of transit ridership. Higher concentrations of population and employment at strategic locations generate sufficient number of potential riders where transit service becomes economical to operate.

If population or employment densities are allowed to concentrate at the levels necessary to support transit, the local and regional economic markets will direct residential and office development and offices to areas close to transit services and transportation hubs. In turn, commercial uses will be attracted to the population and employment density. While mixed uses should be encouraged to locate near each other or within the same buildings, greater emphasis should be placed on the concentration of higher intensity uses along transportation corridors currently accessible to transit or where future transit is likely to occur.

Land use designations can be integrated with multi-modal transportation system by:

1. Creating and promoting urban nodes that accommodate development intensities capable of supporting transit.
2. Promote land use diversity by allowing residential, commercial retail, office and light industrial to locate near each other or within the same buildings.
3. Centrally locate such diverse activity-oriented, intensive land uses where transportation corridors meet.

### TRANSIT-FRIENDLY DEVELOPMENT

A number of transportation and land use studies document that transit ridership increases significantly with density.<sup>1</sup> Residential densities found compatible with transit should be at a minimum of seven to nine units per acre. Concentrating higher density office, residential and commercial activities within the designated Activity Centers creates more compatibility with transit operations. Provisions should be made through policy to guide future development towards more pedestrian- and transit-friendly development.

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<sup>1</sup> Creating Transit-Supportive Land Use Regulations, Marya Morris, editor, APA PAS Report Number 468, 1996.

Existing bus transit routes pass through each of the four designated Activity Centers and adjacent to or within a half-mile of most apartment complexes. Multi-family land uses and existing developments not within a half-mile walk to a transit stop include Northlake Boulevard near the south City boundary, apartments along Maitland Avenue, and multiple family complexes along or near the west end of Central Parkway. Multi-family developments along Central Parkway, north of the Altamonte Mall, is more than a half-mile walk using public right-of-way, but less than a half-mile distance following a path through the Altamonte Mall property.

## **PROTECTION OF RIGHT-OF-WAY AND COMPATIBILITY WITH TRANSIT/PEDESTRIAN ACTIVITIES**

Protection of right-of-way reduces cost of roadway construction and traffic impacts to adjacent residential neighborhoods and businesses. While current policy promotes placement of buildings further from the street to protect future right-of-way needs, locating buildings closer to a street encourages pedestrian and transit use by reducing walking distances between transit stops, sidewalks and building entrances. Certain locations, such as within designated Activity Centers, are appropriate areas where building orientation is suitable closer to the right-of-way.

## **PEDESTRIAN AND TRANSIT LINKAGES**

Interaction between transportation and land use has primarily focused on the needs of the automobile. Land use designations promoting higher density development should include measures to create linkages between buildings and transportation systems, both for transit and pedestrian connections. Existing commercial and office buildings lack designated pedestrian pathways to transit facilities and to adjacent pedestrian systems. With the exception to Bus Route 41, which stops directly in front of an Altamonte Mall entranceway, pedestrian linkages from transit stops to the building entrances typically occurs through internal site travel lanes or parking spaces. To promote pedestrian activity and transit ridership, transit stops and pedestrian systems should be coordinated with site design.

## **MULTIMODAL ISSUES AND OPPORTUNITIES**

As Altamonte Springs continues to evolve as a regionally significant community in the Orlando metropolitan area and begins to be served by a balanced, multimodal transportation system, there are several issues and opportunities that need to be addressed. The key issues and opportunities are identified below and will serve as a point of departure for the development of multimodal goals, objectives and policies for the City's updated comprehensive plan.

## **EMPHASIS ON ACCESSIBILITY AND COMPATIBILITY**

As the City pursues and ultimately implements several transit and multi-use facilities in the City, it is critical that the surrounding land use include elements that maximize accessibility, convenience and safety, particularly in areas adjacent to proposed stations. Examples of key land use characteristics include higher densities and intensities, minimal building setbacks, joint development and dedicated pedestrian connections between stations and adjacent buildings. From initial feasibility studies to final design stages, the planning of these facilities must address and be consistent with the land use proposed as part of the Future Land Use Element of the Comprehensive Plan. At the same time, the Future Land Use Element and the local land development regulations must include provisions that complement the land use environment surrounding the facilities. New development and redevelopment projects should be



evaluated for their ability to accommodate bicycling, walking and transit use.

## **INTERMODAL CONNECTIVITY**

As the preceding sections have demonstrated, in addition to the implementation of commuter rail, several transit and multi-use facilities are proposed for Altamonte Springs, including light rail transit, an ITS FlexBus system, and the Seminole-Wekiva Trail. System-wide access and intermodal connectivity would be greatly enhanced through provisions for seamless transfers between these proposed facilities. Ideally, this would occur through a master intermodal facility served by all transit modes, with provisions for automobile, bicycle and pedestrian access. In the absence of a master intermodal facility, some form of connection must be established between the modes. The East Town Center will serve as the intermodal facility serving commuter rail. In the future, the Regional Business Center should serve as the location for any intermodal facility involving light rail transit. The other three Activity Centers should be designed to serve as transfer stations, a hub, for local and regional transit service.

## **LOCALLY-ORIENTED TRANSIT SERVICE**

Current transit service is oriented regionally, connecting Altamonte Springs to other areas in the metropolitan area via SR 436, SR 434 and Wymore Road. Consequently, many residential areas of the City, specifically those areas not adjacent to the corridors identified above, do not receive transit service. These deficiencies will become more pronounced in the future as Altamonte Springs adds premium, regional transit facilities to its transportation system and the City's Activity Centers evolve. The City needs to address the provision of a locally oriented transit service, connecting residential areas in the City to regional transit facilities and Activity Centers. Long-term bus transit development plans should address a system that connects designated Activity Centers to each other and a regional intermodal facility in the Regional Business Center, linking local bus transit circulator and feeder systems to light rail service following the I-4 corridor.

## **SYSTEM-WIDE BICYCLE, PEDESTRIAN AND TRANSIT AMENITY ENHANCEMENTS**

To make the City an easier place to walk, ride a bike or ride transit, the City needs to improve its bicycle and pedestrian facilities and transit amenities. These improvements include an interconnected sidewalk system, on-road bicycle facilities (where feasible), off-road trails and transit shelters. These improvements receive the highest priority adjacent to schools, parks and activity centers. In the future, bicycle and pedestrian connections to regional transit facilities will also be critical. The City should coordinate with LYNX regarding future planning for transfer site, regional hubs, shelters and facilities at each of the Activity Centers. Pedestrian cross over or overpass facilities should be constructed across sections of SR 436 and west SR 434 to improve pedestrian connections to the local sidewalk and bicycle system, including the Seminole Wekiva Trail.

## **INTERGOVERNMENTAL COORDINATION**

Altamonte Springs must continue to coordinate with regional and local entities to ensure compatibility between all transportation and land use plans. Important coordinating entities include:

- MetroPlan ORLANDO
- LYNX
- Florida Department of Transportation
- Seminole County
- City of Maitland
- City of Casselberry
- City of Longwood
- Orange County

## STATE COMPREHENSIVE PLAN CONSISTENCY

### INTRODUCTION

As part of their compliance review, the Department of Community Affairs (DCA) will review local government comprehensive plans for consistency with the *State Comprehensive Plan (SCP)* (Chapter 187, Florida Statutes). The Plan must then be brought into compliance to avoid the sanctions available pursuant to Chapter 163.3184(11).

Since the SCP goals and policies are very broad, it is not difficult for the City to be "compatible" with them. It is considerably more difficult to demonstrate that the City's Plan has clearly "...taken action in the direction of realizing the goals and policies..." of the SCP. In order to assist the City in developing goals, objectives, and policies for the Multi-Modal Transportation Element of its Plan that is consistent with the SCP, the SCP was analyzed to determine which of its policies are appropriate to this Element. The SCP policies applicable to this Element are listed below in no particular order of importance.

The SCP Transportation Goal is listed below with its associated policies applicable to this Element. The goal and the policies are reproduced verbatim. The policy number refers to the specific SCP policy and may, therefore, appear out of sequence. Also, the City as part of developing its Level of Service Standards, especially for state roads, has listed State goals and policies from areas other than transportation that we feel have furthered the State Comprehensive Plan.

The list should not be considered as complete or the final authority of the applicability to the Multi-Modal Transportation Element. The DCA has the final authority to determine the City's compliance with the *State Comprehensive Plan*.

### SCP GOALS AND POLICIES

**TRANSPORTATION GOAL -- FLORIDA SHALL DIRECT FUTURE TRANSPORTATION IMPROVEMENTS TO AID IN THE MANAGEMENT OF GROWTH AND SHALL HAVE A STATE TRANSPORTATION SYSTEM THAT INTEGRATES HIGHWAY, AIR, MASS TRANSIT, AND OTHER TRANSPORTATION MODES.**

**Policy 2** - Coordinate transportation investments in major travel corridors to enhance system efficiency and minimize adverse environmental impacts.

**Policy 3** - Promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans.

**Policy 8** - Encourage the construction and utilization of a public transit system, including, but not limited to, a high speed rail system, in lieu of the expansion of the highway system, where appropriate.

**Policy 9** - Ensure that the transportation system provides Florida's citizens and visitors with timely and efficient access to services, jobs, markets, and attractions.

**Policy 10** - Promote ride sharing by public and private sector employees.

**Policy 11** - Emphasize state transportation investments in major travel corridors and direct state transportation investments to contribute to efficient urban development.

**Policy 13** - Coordinate transportation improvements with state, local, and regional plans.

**Policy 14** - Acquire advanced rights-of-way for transportation projects in designated transportation corridors consistent with state, regional, and local plans.

**Policy 15** - Promote effective coordination among various modes of transportation in urban areas to assist urban development and redevelopment efforts.

**ENERGY GOAL -- FLORIDA SHALL REDUCE ITS ENERGY REQUIREMENTS THROUGH ENHANCED CONSERVATION AND EFFICIENCY MEASURES IN ALL END-USE SECTORS, WHILE AT THE SAME TIME PROMOTING AN INCREASED USE OF RENEWABLE ENERGY RESOURCES.**

**Policy 3** - Improve efficiency of traffic flow on existing roads.

**Policy 4** - Ensure energy efficiency in transportation design and planning and increase the availability of more efficient modes of transportation.

**LAND USE GOAL -- IN RECOGNITION OF THE IMPORTANCE OF PRESERVING THE NATURAL RESOURCES AND ENHANCING THE QUALITY OF LIFE OF THE STATE, DEVELOPMENT SHALL BE DIRECTED TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, THE LAND AND WATER RESOURCES, FISCAL ABILITIES, AND SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.**

**Policy 3** - Enhance the livability and character of urban areas through the encouragement of an attractive and functional mix of living, working, shopping, and recreational activities.

**DOWNTOWN REVITALIZATION GOAL -- IN RECOGNITION OF THE IMPORTANCE OF FLORIDA'S DEVELOPING AND REDEVELOPING DOWNTOWNS TO THE STATE'S ABILITY TO EXISTING INFRASTRUCTURE AND TO ACCOMMODATE GROWTH IN AN ORDERLY, EFFICIENT, AND ENVIRONMENTALLY ACCEPTABLE MANNER, FLORIDA SHALL ENCOURAGE THE CENTRALIZATION OF COMMERCIAL, GOVERNMENTAL, RETAIL, RESIDENTIAL, AND CULTURAL ACTIVITIES WITHIN DOWNTOWN AREAS.**

**Policy 1** - Provide incentives to encourage private sector investment in the preservation and enhancement of downtown areas.

**PUBLIC FACILITIES GOAL -- FLORIDA SHALL PROTECT THE SUBSTANTIAL INVESTMENTS IN PUBLIC FACILITIES THAT ALREADY EXIST AND SHALL PLAN FOR AND FINANCE NEW FACILITIES TO SERVE RESIDENTS IN A TIMELY, ORDERLY, AND EFFICIENT MANNER.**

**Policy 1** - Provide incentives for developing land in a way that maximizes the use of existing public facilities.

## REGIONAL POLICY PLAN CONSISTENCY

As part of their compliance review, the Department of Community Affairs (DCA) will review local government comprehensive plans for consistency with the *Strategic Regional Policy Plan* (SRPP) adopted by the East Central Florida Regional Planning Council (ECFRPC) in 1998. The ECFRPC also reviews the Plan and makes a consistency recommendation to DCA. This consistency recommendation is based on the relationship of the City's Plan to the SRPP as a whole.

In addition, the City's Comprehensive Plan is striving to be consistent with the regional vision – "2050 How Shall We Grow". The City's Plan supports the "4 C's" of the regional vision as stated below.

The "4 C's" of the Regional Vision stand for:

- *Conservation*- Identifying and protecting our most critical natural resources of regional significance, and doing this first.
- *Centers*- Promoting more future growth and development in compact urban centers with great amenities (great places to live, work, shop and recreate in a more pedestrian-friendly setting).
- *Corridors*- Connecting centers with mixed-use corridors served by multi-modal (motor vehicles, light rail, commuter rail, bus, bus rapid transit, bike lanes and pedestrian trails) transportation systems.
- *Countryside*- Taking the pressure off countryside by increasing the density and intensity of great urban centers, and thus deferring the need for more sprawl into the countryside.

In order to assist the City in developing goals, objectives and policies for the Future Land Use Element consistent with the SRPP, the SRPP was reviewed to determine which of its policies were applicable to the City. The SRPP policies applicable to this Element are shown below.

SRPP Sections	Policies
Economic Development	1.1, 1.2
Emergency Management	n/a
Housing	3.1
Natural Resources	4.9
Transportation	5.1 – 5.10; 5.16 – 5.28
Land Use	6.1, 6.2, 6.8
Public Facilities	7.1 – 7.19

The following is an addendum to the Multi-Modal Transportation Element. The information below is provided to demonstrate the City's financial resources to "fund" mobility as required by Section 163.3180, Florida Statutes.

### **Mobility Plan – Financial Feasibility**

Sources of revenue for transportation within the City of Altamonte Springs include the Seminole County infrastructure surtax, impact fees, state and federal funds programmed by METROPLAN ORLANDO (the MPO) and a transit tax (identified as part of the MPO's cost feasible Transportation Plan).

County Infrastructure Surtax – The City of Altamonte Springs currently receives a portion of the Seminole County Infrastructure Surtax. This tax is scheduled to expire in 2011; however, the City currently has a balance of approximately \$15 million from this source and they are projected to receive approximately \$2 million per year (including interest on their balance). Thus, the total available revenues from this source are projected to be approximately \$18 million.

Impact Fees – The City currently collects impact fees from development within the City. The City currently has a balance of approximately \$5 million from impact fees. While the current revenues from impact fees are around \$150,000 per year, these are expected to increase to approximately \$500,000 per year by 2015 (based on the amount of development projected within the regional travel demand model).

Community Redevelopment Agency (CRA) – The City has a CRA for the Uptown Altamonte area which has been instrumental in creating a walkable, transit friendly redevelopment area. The CRA is scheduled to retire in 2015; however, between 2010 and 2015 it is projected to generate approximately \$15 million of which a portion can be utilized to further the transportation and land use strategies to support mobility.

METROPLAN ORLANDO (MPO) – The City participates in the regional metropolitan planning process through the MPO. Several transportation improvements are included in the MPO's cost feasible Long Range Transportation Plan, including the following:

- SR 434, from Montgomery Rd. to I-4 by 2015 (\$7.5 million);
- Sand Lake Rd., from SR 434 to W. Lake Brantley Rd. by 2015 (\$19.2 million);
- I-4, from Orange Co. Line to North of SR 434 by 2015 (\$373.0 million);
- CR 427, from SR 436 to North St. by 2020 (\$20.3 million);
- SR 436, from Palm Springs Dr. to US 17-92 by 2025 (\$30.3 million);
- SR 436, from Orange Co. Line to Lake Harriet Dr. by 2025 (\$31.9 million); and,
- SR 434, from Sand Lake Rd. to Calabria Dr. by 2025 (\$11.1 million).

These improvements are projected to total \$485.7 million and are financially feasible based on the MPO's cost feasible plan. These improvements have been considered in the analysis of future transportation conditions in the City.

**Sub Total** – As summarized in Table X, the combination of sales tax revenues, impact fees, CRA funds and MPO funds totals \$533.7 million for mobility within Altamonte Springs.

**Transit Tax** – As part of the funding plan for the SunRail system Seminole County is expected to implement a Charter County Transportation Surtax. This tax is projected to generate \$642.1 million (for all of Seminole County) through the 2030 planning horizon. This amount is projected to be adequate to fund the operation of SunRail.

#### Projected Revenues (Year Of Expenditure)

	Sales Tax <sup>(1)</sup>	Impact Fees	CRA <sup>(2)</sup>	MPO <sup>(3)</sup>	Sub Total	Transit Tax <sup>(4)</sup>	Total
Balance	15,155,153	5,294,536			20,449,689		40,899,378
2010	2,117,211	145,891	3,117,588	7,489,000	12,869,690		25,739,380
2015	2,975,355	1,143,331	15,408,711	392,164,600	411,691,997	143,066,400	966,450,393
2020	0	2,650,000	0	20,330,900	22,980,900	154,123,100	200,084,900
2025	0	2,650,000	0	73,245,600	75,895,600	166,034,400	317,825,600
2030	0	2,650,000	0	0	2,650,000	178,866,200	184,166,200
Total	18,130,508	14,387,867	15,408,711	485,741,100	533,668,186	642,090,100	1,709,426,471

- Notes:
- (1) - The sales tax will expire in 2011
  - (2) - The CRA will expire in 2015
  - (3) - These revenues are tied to specific projects in the Long Range Transportation Plan
  - (4) - Charter County Transportation Surtax for all of Seminole County.

The transportation analysis for 2015 and 2030 assumes the implementation of the cost feasible transportation improvements identified in the METROPLAN ORLANDO Long Range Transportation Plan, as well as the SunRail and supporting bus system (as coded in the MPO's travel demand model). As identified in the supporting analysis, with these improvements, the City is able to achieve and maintain its adopted level of service standards.

The analysis did not assume any additional improvements to be funded by the sales tax, impact fees or CRA; however, the City anticipates implementing various improvements using these funds and they will be reflected in the City's CIP as these funds are programmed. Thus, the actual mobility provided by the City is expected to be better than reflected in the supporting analysis.

In addition, the City has established policies whereby new development and redevelopment will fund mobility improvements consistent with the development's impacts and needs. These mobility strategies address all modes of travel and include operational improvements, capacity improvements, enhancements as well as innovative strategies to address unique situations, or transportation demand management. This approach provides the City the flexibility to tailor the specific mobility strategies to the specific needs and opportunities.