Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Final
2050 Active Transportation Plan
Technical Appendix

Prepared for:
MetroPlan Orlando

April 2024

Appendix A: Existing Conditions

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Existing Conditions

Active Transportation Plan

Prepared for:
MetroPlan Orlando

Prepared September 2023
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Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

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Introduction

The MetroPlan Orlando Regional Active Transportation Plan (ATP): Ride & Stride 2050 will serve as a roadmap to enhance active transportation options on the MPO Roadway Network throughout Orange, Osceola, and Seminole Counties. This document summarizes the existing conditions assessment that was conducted through the lens of the Active Transportation Plan's key objectives:

1. Improve transportation safety outcomes for vulnerable roadway users, including pedestrians, bicyclists, and other non-auto transportation system users.
2. Identify a regional active transportation network that complements other travel modes, especially transit, and supports future land use patterns.
3. Develop a feasible project list to incorporate into the 2050 Metropolitan Transportation Plan.

Throughout this document, all references to pedestrians are inclusive of persons with disabilities who use mobility aids (i.e., scooters, manual and electric-powered wheelchairs) to access public pedestrian walkways.

This document is organized around the following main topics:

- Policies and Goals
- Regional Overview
- Existing Road Types and Facilities
- Collision Analysis
- Level of Traffic Stress and Pedestrian Level of Comfort
- Travel Access Analysis
- Planned Facilities
- Public Participation

For some of the topics, separate memorandums have been prepared, with this document providing a summary of results and the supporting documents provided as an attachment.

Policies and Goals

To support the development of the ATP, a review of relevant plans and policies from the three Counties, 22 incorporated cities and towns, and the Florida Department of Transportation (FDOT) was conducted to identify potential barriers to plan implementation and identify policy guidance that could be incorporated into the ATP.

Overall, MetroPlan Orlando member jurisdictions have goals and policies that are supportive of providing active transportation facilities within the region. However, some potential barriers were identified that could hinder the implementation of the Active Transportation Plan: Ride & Stride 2050 equally throughout the region, including:

- Some communities with vehicle delay-based level of service policies that do not have exceptions for prioritizing bicycle and pedestrian travel along some corridors.
- Lack of supportive regulations that require new developments to provide bicycle parking and other design features that could promote higher levels of walking, bicycling and transit use over time.
- Insufficient staffing resources to implement projects identified within their jurisdiction.
- Land Development Codes that may miss opportunities to require new bicycle and pedestrian facilities to be constructed as part of development.
- Technology changes that are not considered in local planning documents, such as e-scooters and e-bikes.

To help overcome some of these barriers, there are opportunities as part of the plan development to provide policy language and development code templates that could be used as municipal partners update various plans in the future. Some examples include:

- Example Level of Service Exemptions
- Level of Service Standards for Active Transportation Modes
- Bicycle Parking Standards
- E-Scooter and E-Bike Ordinances

Additionally, there may be a need to develop a technical assistance program to help some jurisdictions navigate project implementation, including identification of grant programs and coordinating with FDOT and other regional/local partners to implement projects. The full plan review is provided as Attachment A.

The following presents relevant policies and goals from the 2045 Metropolitan Transportation Plan (2045 MTP) and potential policy refinements to consider as part of the 2050 Metropolitan Transportation Plan.

MetroPlan Orlando

Policies and goals guide how an organization makes decisions and what it prioritizes. MetroPlan Orlando's primary guiding document is the 2045 MTP (available here: https://metroplanorlando.org/plans/metropolitan-transportation-plan/). The 2045 MTP sets the goals, objectives, and project evaluation process for the organization over the coming years. Preparation of the 2045 MTP was guided by five overarching goals that collectively advance the MetroPlan Orlando vision for a ***regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region's vitality***. The five goals are listed below along with objectives from the 2045 MTP that a robust bicycle and pedestrian system can help accomplish. Within the Bicycle & Pedestrian Needs Assessment document, active mobility strategies are identified, with these strategies helping to inform project prioritization criteria. Based on our review of the 2045 MTP goals, objectives and active mobility strategies, opportunities for policy refinement within the 2050 MTP were developed.

- Safety and Security – provide a safe and secure transportation system for all users

  2045 MTP Objectives

  - Eliminate the rate and occurrence of transportation system fatalities, injuries, and crashes with high emphasis on the most vulnerable users
  - Provide infrastructure and services to help prepare for, respond to, and recover from emergencies
  - Prevent and mitigate transportation-related security risks
  - Improve emergency response and incident clearance times
  - Increase the resiliency of infrastructure to risks, including extreme weather and environmental conditions

  2050 MTP Objective Opportunities

  - The 2045 MTP objectives as related to Safety and Security help advance the vision of a safer Active Transportation system in the region. Adoption of the regional Vision Zero Action Plan in 2024 will further enhance strategies to reduce the prevalence of fatal and severe injury crashes in the region.

- Reliability and Performance – leverage innovative solutions to optimize system performance

2045 MTP Objectives

- Improve travel time reliability on the transportation system
- Enhance and expand the region's ITS, adaptive and actively managed traffic systems
- Reduce travel time per capita (peak and off-peak travel times)
- Improve average transit on-time performance (bus and rail services)
- Adapt transportation infrastructure and technologies to meet changing traveler needs and desires

2050 MTP Objective Opportunities

- With the 2050 MTP, there are opportunities to incorporate reliability and performance standards for bicycling and pedestrian infrastructure. In specific contexts, providing increased opportunities for crossing the street, leading pedestrian intervals or bicycle detection are potential performance indicators for non-auto travel. Additionally, providing people with increased travel mode options can improve the reliability of their travel – if one mode is not available to them, there are other reasonable choices to complete a trip.

- Access and Connectivity – Enhance communities and lives through improved access to opportunities

  2045 MTP Objectives

  - Increase transit system frequency
  - Improve housing and employment access to high-frequency transit
  - Improve access to essential services across all modes of transportation
  - Reduce per capita vehicle miles traveled (VMT)
  - Increase ridership on public transportation
  - Reduce the reliance on single-occupant vehicle travel
  - Plan and develop transportation systems that reflect regional and community values

  2050 MTP Objective Opportunities

  - A barrier to higher transit use is the lack of safe pedestrian facilities connecting people from their origin or destination to transit facilities. The ATP also includes an accessibility analysis to identify locations in the region that have less accessibility via walking and bicycling modes. Incorporation of accessibility indicators for all travel modes could be used to identify communities in the region where walking and bicycling infrastructure should be prioritized.

- Health and Environment – Protect and preserve our region's public health and environmentally sensitive areas

  2045 MTP Objectives

  - Provide transportation solutions that contribute to improved public health
  - Expand conservation lands and minimize land consumption for future development
  - Increase population/employment densities and mix of land uses
  - Reduce per capita related air quality pollutants and greenhouse gas emissions
  - Reduce adverse health impacts associated with physical inactivity
  - Plan and develop transportation systems in a manner that protects and restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts
  - Reduce transportation system impacts caused by stormwater issues and flooding
  - Prevent disproportionate adverse effects of transportation projects on minority and low-income communities

  2050 MTP Objective Opportunities

  - The 2045 MTP policies are supportive of providing active transportation infrastructure to help improve public health outcomes. There are opportunities to reference providing lower stress walking and bicycling facilities to help encourage more frequent walking and bicycling trips.

- Investment and Economy – support economic prosperity through strategic transportation investment

  2045 MTP Objectives

  - Meet industry, state, and national standards for infrastructure and asset quality, condition, and performance for all public transportation infrastructure
  - Reduce per capita delay for residents, visitors, and businesses
  - Increase affordability for transportation and housing choices
  - Improve transportation experience for visitors and supportive-industry workers
  - Increase the number of skilled workers in Central Florida's transportation-related industries

- Promote transportation projects that expand and enhance economic prosperity

2050 MTP Opportunities

- Objectives related to reducing per-capita delay could be contrary to other goals and objectives related to safety and the provision of additional infrastructure for walking and bicycling. While reducing delay incurred by all roadway users as a result of improperly timed traffic signals may be appropriate, reducing delay through roadway widening to address periods of peak congestion may be contrary to other goals and should be carefully weighed against other strategies.

Guiding Principles

To guide the identification of specific projects, policies, and strategies, guiding principals were developed based on the existing conditions assessment described in this document, as well as project goals, feedback from the steering committee, the existing policy framework, and future policy opportunities. The three Guiding Principles include:

- **Safety –** as one of the most dangerous places in America for people walking and bicycling, improving transportation safety outcomes is a key priority and all projects, policies, and strategies will be evaluated through a safety lens.
- **Equity, Inclusion and Health –** there are disproportionate impacts in some communities related to transportation safety and health outcomes, partially due to fewer transportation options. Prioritizing active transportation improvements in communities where there has historically been less investment is a priority for the region.
- **Connectivity and Comfort –** providing comfortable and direct routes of travel to a variety of land uses, including transit stops, has been identified as a priority by the steering committee and the public to access educational, employment and shopping opportunities by a variety of travel modes.

Regional Overview

Land uses, population density, demographics, and development patterns are all key components of the transportation system and how it is used. This section describes some of the non-roadway elements that are considered in the ATP planning process.

Land Use and Key Destinations

The MetroPlan Orlando region is comprised of three counties, Orange, Osceola, and Seminole, each with different development patterns and geographies that affect the operation of the transportation system. The population of this region is currently about 2.3 million people. In 2022, over 74 million visitors came to the area, making it one of the most popular tourist destinations in the world, with current tourism levels on-track to exceed pre-pandemic visits. This section describes existing land uses and key destinations in the region.

Orange County is a predominantly urban area that is composed of 13 incorporated cities and towns. The largest city in Orange County is Orlando, where about a quarter of the county's population lives. In addition to local schools, parks, and businesses, the county is home to regional attractions including several universities and colleges, regional hospitals, museums, professional sports stadiums, event venues, and a major international airport. There are also many recreational and wildlife areas. Orange County is also home to several world-renowned theme parks, including Disney World, Sea Word, and Universal Studios, that draw millions of visitors every year.

Osceola County is predominantly rural, with most of the population living in the northwest of the County. The County has two incorporated cities: Kissimmee and St. Cloud. There are also several unincorporated towns within the County. While much of the remaining land is comprised of private agricultural land and preservation areas, planning for several large developments are underway that will house much of the projected population growth in the region. Osceola County is close to many of the destinations in Orange County, and many visitors stay in Osceola County.

Seminole County is comprised of seven incorporated cities. The eastern border of the County is mostly agricultural and wildlife lands. The County hosts an international airport, zoo, and a wide variety of parks and recreational areas. The county prides itself on its natural resources and outdoor attractions. Many of the shared-use paths/trails in the MetroPlan Orlando region are in Seminole County.

Population and Jobs

Approximately 2.39 million people live in the MetroPlan Orlando region, with Orange County having the highest population of about 1.48 million people. According to 2022 population

estimates prepared by the Office of Economic and Demographic Research, the population of Osceola County is about 425,000 people and the population of Seminole County is about 484,000. Florida is one of the fastest growing states, with the population of the region expected to increase by about 36 percent by 2045, adding an additional 880,000 people, as summarized in Table 1, to the MetroPlan Orlando region. The total employment by county is also summarized, with the region providing about 1.2 million jobs. Many people who live in Osceola and Seminole Counties commute to Orange County for work.

Table 1: Population and Job Density

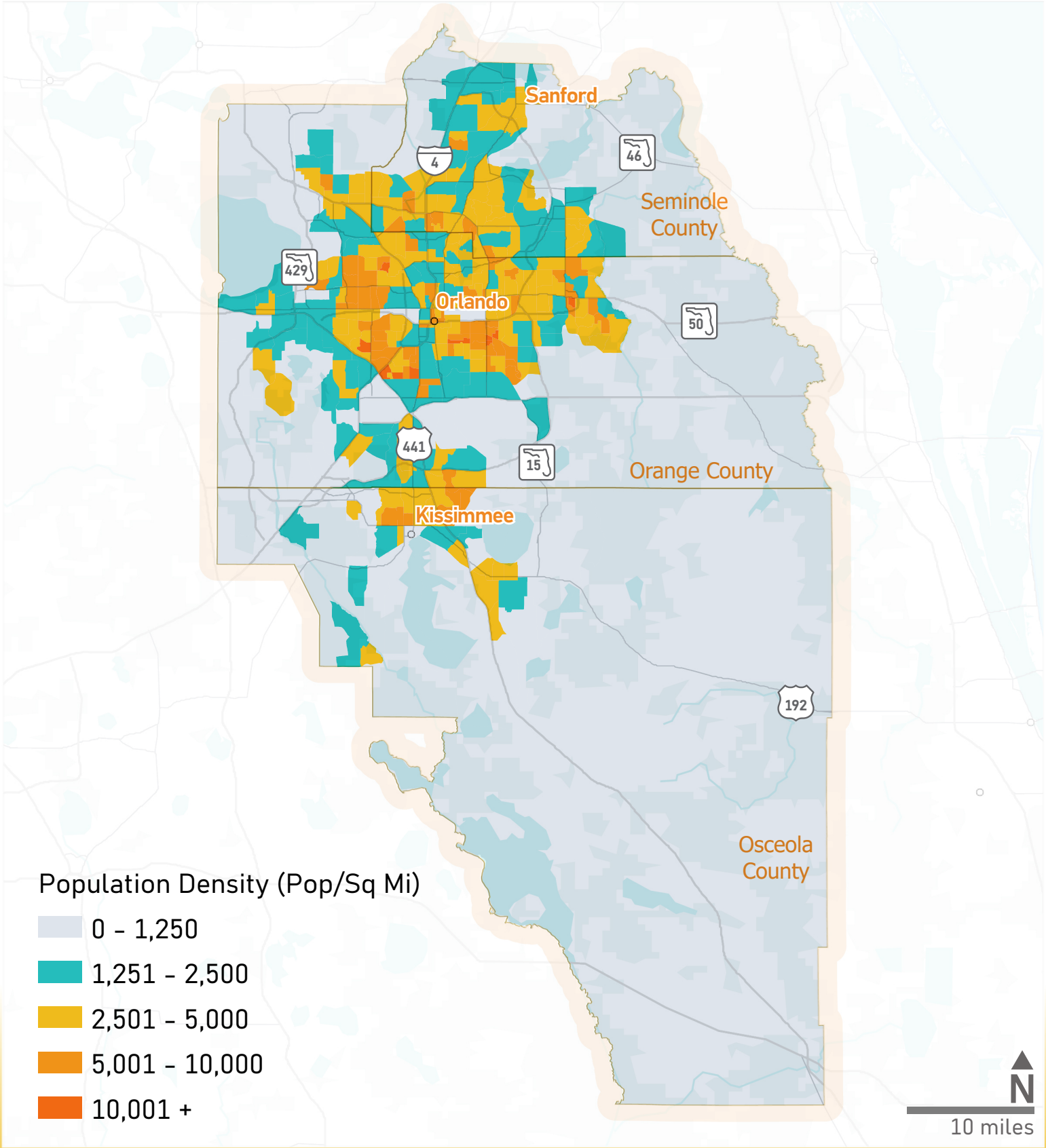
Variable	Orange County	Osceola County	Seminole County	Regional	Notes
Existing Population	1,481,300	424,950	484,000	2,390,250	2022 Population Estimates
Projected Population (2045)	1,987,400	705,700	578,800	3,721,900	2045 population estimates
Total Employment	894,330	98,420	209,940	1,202,690	2020 LEHD
Size (square miles)	1,003	1,506	345	2,854	
Existing Average Population Density (people/square mile)	1,477	282	1,403	838	
Projected Average Population Density (people/square mile)	1,981	469	1,678	1,304	
Existing Average Job Density (jobs/square mile)	892	65	609	421	

Notes: Longitudinal Employer-Household Dynamics (LEHD) data is based on tabulated and modeled administrative data provided states to the Census Bureau related to unemployment earnings, and the quarterly census of employment and wages. Additional information can be found here: https://onthemap.ces.census.gov/
Source: Office of Economic and Demographic Research, LEHD Data; Fehr & Peers, 2023

The existing population and job density, and projected population density were also calculated for each county, as shown on Table 1. As population density increases, higher levels of walking and bicycling may occur, as more land uses are proximate. However, the quality and perception of safety for the walking and bicycling infrastructure, along with area demographics, ultimately play a large role in an individual's decision to walk or bicycle. As the average population density by county can be misleading, especially in Osceola County where much of the land is undeveloped, the average existing population density by census tract is presented on Figure 1.

FIGURE 1

Existing Population Density by Census Tract



Demographics

A demographic assessment was conducted to identify key population characteristics that could contribute to an increased reliance on walking and bicycling as transportation modes. Populations that are reliant on non-auto travel modes, with limited access to walking and bicycling facilities, could have a higher risk for being involved in a crash that results in a fatal or severe injury. For the purposes of this analysis, the current MetroPlan Orlando Title VI Underserved Community Definitions were used, as documented in the Nondiscrimination Plan (document can be found here: https://metroplanorlando.org/plans/nondiscrimination-language-plans/). MetroPlan Orlando works to ensure that transportation decisions do not cause disproportionately high and adverse effects on low-income and minority populations – a concept known as environmental justice (EJ). A census tract must meet four of the seven indicators to be considered an EJ focus area:

1. **Low Income -** A person or family whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.
2. **Minority Population -** An individual belonging to any of the following groups:
    - Black – persons having origins in any of the black racial groups of Africa
    - Hispanic or Latino – persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race
    - Asian American – persons having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
    - American Indian and Alaskan Native – persons having origins in any of the original people of North America, South America (including Central America), and who maintain cultural identification through tribal affiliation or community recognition
    - Native Hawaiian and Other Pacific Islander – persons having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands
3. **Aging Population -** Because of the increasing number of persons aged 65 and older, the aging population is increasingly being categorized as young-old (65-74), old (75-84), and oldest-old (85+).
4. **People with Disabilities -** Persons who have mobility and/or self-care limitations, as defined by the U.S. Census. The disability may be physical or mental.
5. **Zero Car Households -** Households without automobiles or access to an automobile.
6. **Limited English Proficiency -** Individuals who do not speak, read, write, or understand the English language at a level that permits effective interaction.

7. **Female Head of Household with Child** - Households led by a single mother with children under age 18.

About 42 percent of the region's population lives in a census tract that is defined as an EJ area, with almost half of the population in both Orange and Osceola counties living in an EJ area. Figure 2 displays the number of criteria each census tract in the region meets.

Table 2 summarizes some of the key data inputs to the transportation disadvantaged designation.

MetroPlan Orlando is in the process of updating the approach to identifying underserved communities to align with the Justice40 Initiative and other efforts underway by the US Department of Transportation (USDOT). The adopted criteria in place at the time of project prioritization will be used for this project. Additional information is provided in Final Report (Appendix G).

FIGURE 2

Disadvantaged Census Tracts

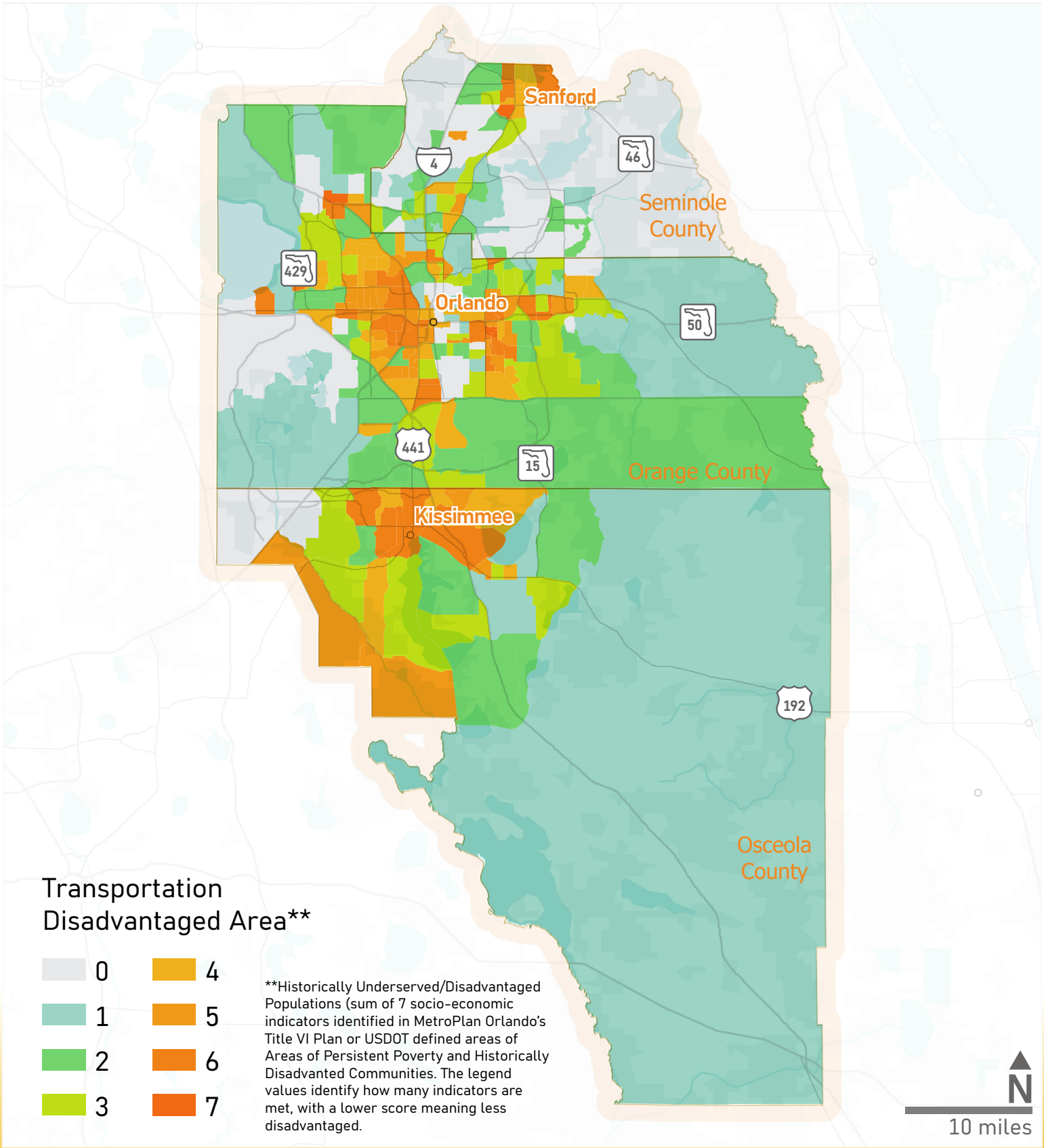


Table 2: Demographic Information

Variable	Orange County	Osceola County	Seminole County	Regional Total	Notes
2020 Households Below the Poverty Level (%)	13.5%	13.3%	9.6%	12.5%	2020 5 Year ACS
2020 Owner Occupied Housing Units (%)	56.5%	63.5%	63.9%	59.3%	2020 Census
2020 Renter Occupied Housing Units (%)	43.5%	36.5%	36.1%	40.7%	2020 Census
2020 Owner Households with No Vehicles (%)	2.3%	3.2%	1.8%	2.3%	2020 5 Year ACS
2020 Renter Households with No Vehicles (%)	9.2%	8.8%	7.2%	8.7%	2020 5 Year ACS
2020 Under 18 Years Old (%)	22%	24%	21%	22%	2020 5 Year ACS
2020 Senior Population (%)	13.1%	14.8%	16.9%	14.2%	2020 5 Year ACS
2020 Households With 1+ Persons with a Disability (%)	22.9%	30.6%	22.3%	23.9%	2020 5 Year ACS
Population in Underserved Communities Census Tracks (%)	45%	48%	31%	42%	USDOT

Source: 2020 5 Year American Community Survey (ACS) Data and US Department of Transportation (USDOT).

Travel Mode Share

The mode of travel a person will select for a specific trip is dependent on many factors, including:

- Destination distance
- Trip purpose
- Travel costs, including parking
- Availability of a vehicle, bicycle, or transit
- Personal disability
- How many people are traveling
- Transportation infrastructure, such as the presence of sidewalks and bicycling facilities

Data for work trips is the most readily available data from the Census, which shows that most people who work in the region drive a car or carpool to their place of employment, with about three percent of residents in the region walking, biking, or taking transit to work, as shown in Table 3.

Table 3: Travel Mode Share

Variable	Orange County	Osceola County	Seminole County	Regional Average	Notes
2020 Average Travel Time to Work (min)	28.8	34.3	27.8	29.4	2020 5 Year ACS
2020 Percent of Workers with Travel Time to work > 30 mins	46.7%	60.4%	42.7%	48.0%	2020 5 Year ACS
2020 Workers age 16+ Means of Transportation to Work: Public transportation (excluding cab) (%)	2.0%	1.2%	0.7%	1.6%	2020 5 Year ACS
2020 Workers age 16+ Means of Transportation to Work: Bicycle (%)	0.5%	0.3%	0.2%	0.4%	2020 5 Year ACS
2020 Workers age 16+ Means of Transportation to Work: Walk (%)	1.3%	0.7%	1.0%	1.1%	2020 5 Year ACS

Source: 2020 5 Year American Community Survey Data.

With an average travel time to work of about 29 minutes, most people do not live in proximity to their place of employment such that walking or bicycling is practical. The Florida Department of Transportation (FDOT) conducted a statewide survey in 2021 related to transportation use (documented here: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/customers/2021survey.pdf?sfvrsn=1afde675_4). While the responses are only available at the FDOT district level, people in District 5, which includes the MetroPlan Orlando region, reported that about 18.5 percent walk for travel at least 4 times a week, 9 percent bicycle for travel at least 4 times a week, and about 4.5 percent use transit at least 4 times a week for travel. These results include all trip purposes, so while commute modes are one indicator of the potential level of walking and bicycling in a community, commute trips represent a small percentage of overall trips people make.

Commute mode share for each city in the region is provided in Attachment B. The city with the highest percentage of people who walk, bike, or take transit is the City of Eatonville, with 8 percent of residents. Based on 2020 data, approximately 27 percent of Eatonville residents live in households with income below the poverty level with about 10 percent of households not having access to a vehicle.

Existing Road Types and Facilities

This section describes the existing roadway network, including bicycle and pedestrian facilities. This information will help the project team identify opportunities for new and enhanced facilities to include in the plan. This section is divided into the following subsections:

- MetroPlan Orlando Roadway Network
- Bicycle Facilities
- Pedestrian Facilities
- Transit Facilities
- Mobility Trends

MetroPlan Orlando Roadway Network

The ATP is focused on roadways along the designated MPO Roadway network, which includes the State Highway System, major arterials, and some major collector roadways throughout the region, as shown on Figure 3, serving as the major transportation network within the region. This network is also known as the Federal Aid Network. While bicycle and pedestrian facilities on the non-MPO roadway network provide important connections to the regional roadway network, modifications to the non-Federal Aid Network are planned at the local level and are not included in this assessment.

Posted Speed Limits

One of the key inputs to the level of traffic stress (LTS) and pedestrian level of comfort (PLOC) analysis, which are presented in a subsequent section, is the speed at which vehicles are traveling. The speed a vehicle is driven is one of the biggest factors in the outcome of a collision. The faster a vehicle is driven, the greater the likelihood that someone will be seriously injured or killed as the result of a collision, with people walking and bicycling being disproportionately represented in crashes that result in a severe injury or fatality. Walking or bicycling adjacent to fast-moving vehicles can also be uncomfortable for some people. A summary of the existing posted speed limits on the MPO Roadway Network are shown on Figure 4 with Table 4 providing a summary of the lane miles for each speed category. Most roadways on the MPO Network have a posted speed limit between 35 and 45 miles per hour (mph), with slower speed roadways in downtown areas. There are many commercial corridors in the MetroPlan Orlando region with a posted speed limit of 40 mph or greater with active land uses on both sides of the street as well as transit facilities.

FIGURE 3

MPO Roadway Network

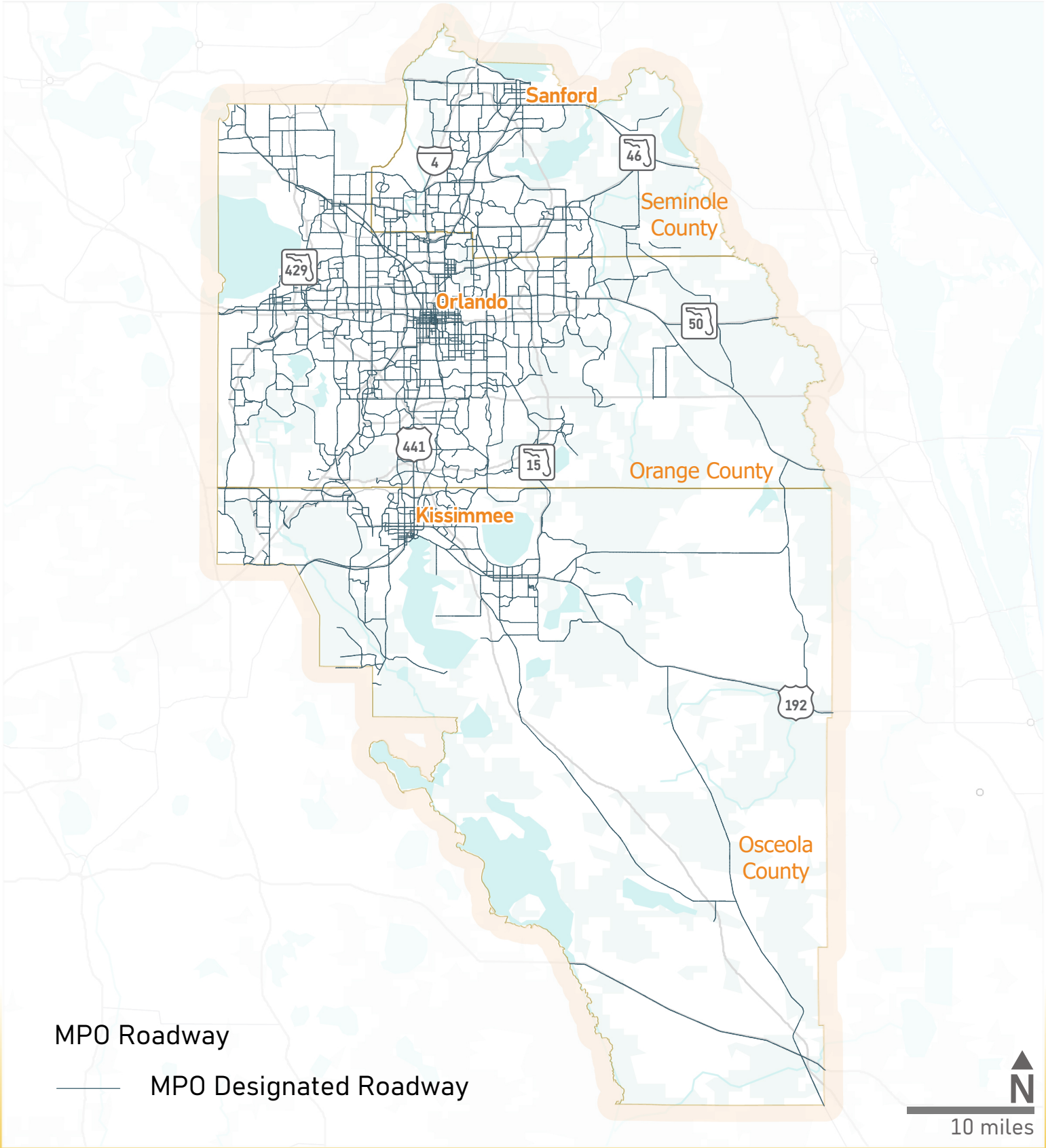


FIGURE 4

Posted Speed Limit MPO Roadway Network

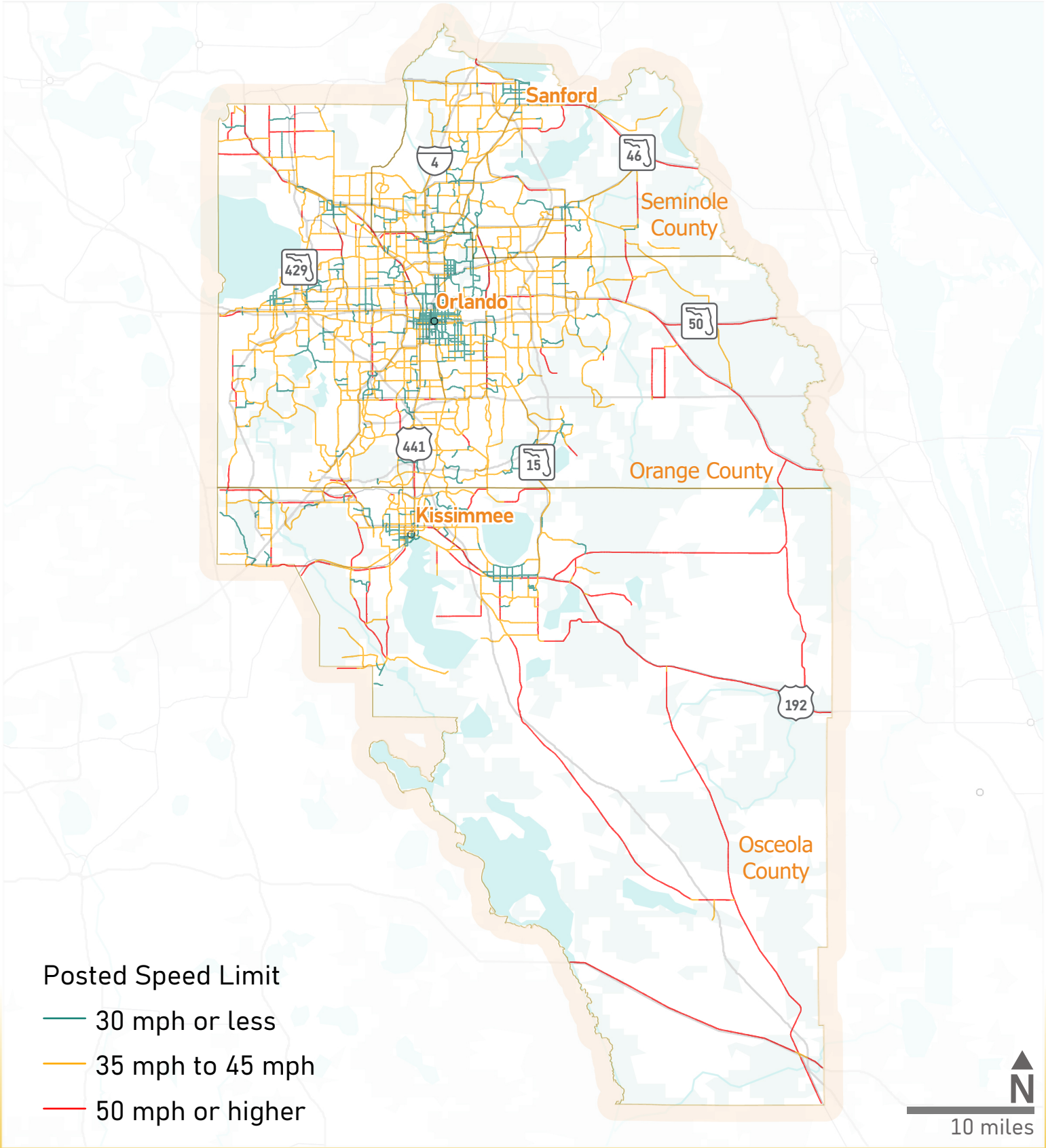


Table 4: Centerline Miles by Posted Speed Limit MPO Roadway Network

Posted Speed Limit	Orange County	Osceola County	Seminole County	Regional Total
30 mph or less	260	66	65	391
35 mph to 45 mph	738	200	253	1,191
50 mph or higher	127	229	33	389
Total	1,125	495	351	1,971

Notes: Centerline Miles represent the total length of a given road from a start point to an end point. The mileage does not include the size or number of lanes nor does it include other features, like shoulders and turn lanes.
Source: xGeographic Wave Database as summarized by Fehr & Peers, 2023

A consideration of where to invest in active transportation facilities and selection of the appropriate facility type is the speed at which people will be driving. On roadways with high travel speeds, a separation or physical barrier between the bicycling or walking facility would be desirable while on a slow speed roadway, less separation would be needed to provide a comfortable facility.

Vehicular Traffic Volumes and Travel Lanes

The amount of vehicle traffic and the number of travel lanes on a roadway is also an input to the LTS and PLOC analyses. Roadways with higher volumes increase potential exposure and conflicts between all roadway users, and roadways that have multiple lanes in each direction, typically designed for high levels of peak period travel, usually have excess capacity during off peak travel times that can encourage people to drive faster than the posted speed limit. Figure 5 shows the average annual daily traffic (AADT) for roads on the MPO network and Figure 6 shows the number of travel lanes on each roadway on the MPO network.

FIGURE 5

Existing Average Annual Daily Traffic

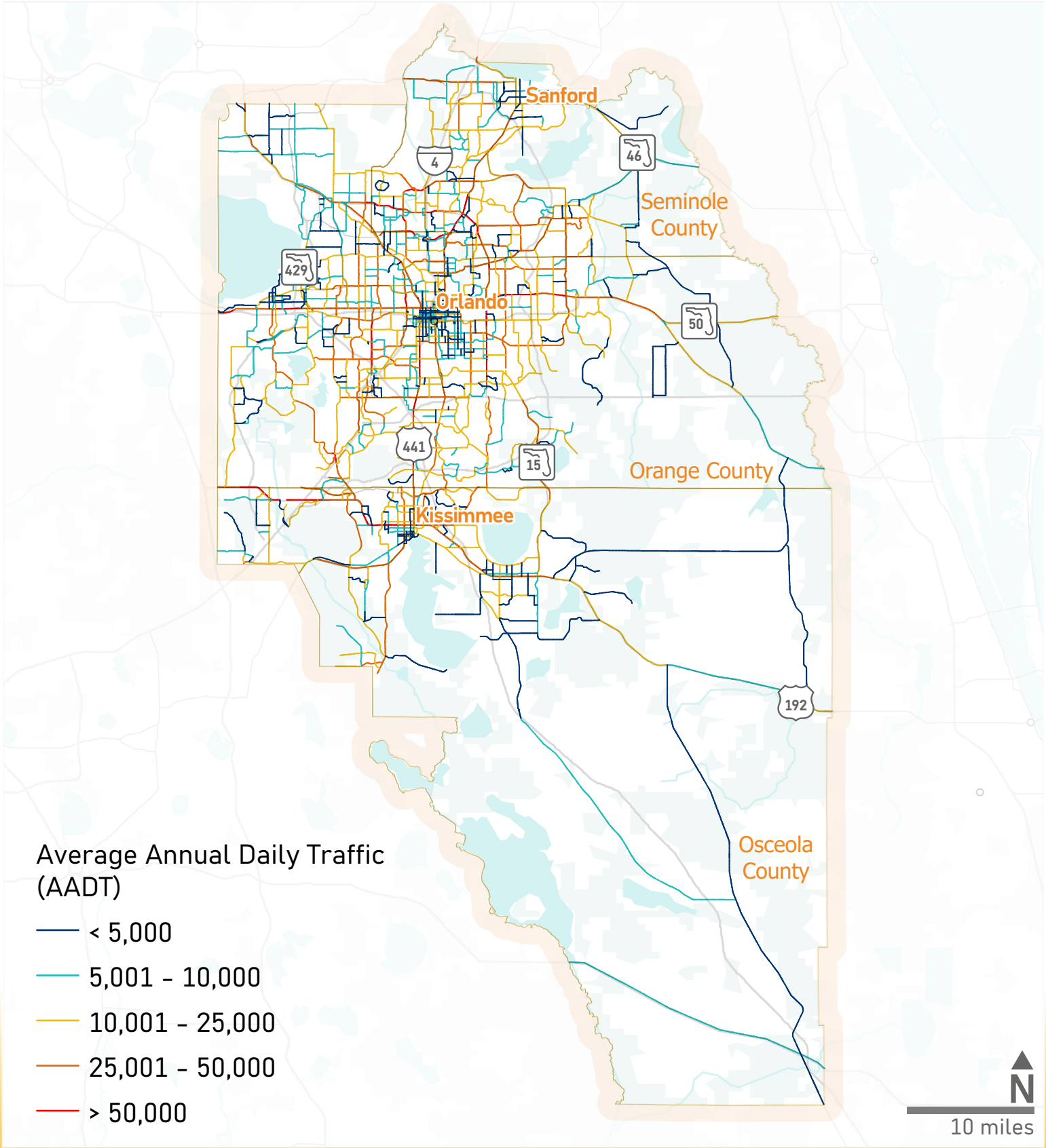
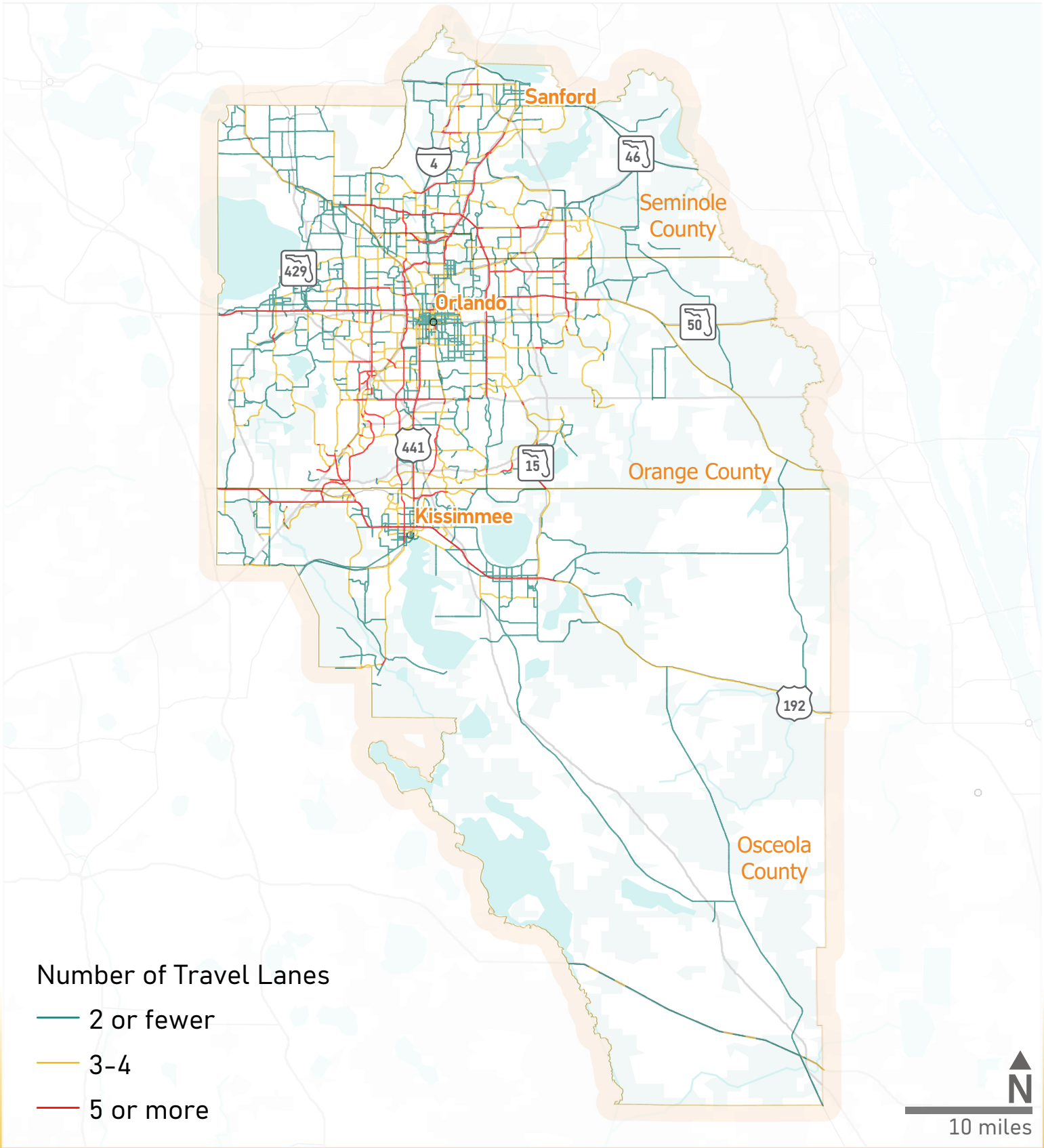


FIGURE 6

Existing Number of Travel Lanes



Bicycle Facilities

This section describes the type and location of existing bicycle facilities in the MetroPlan Orlando region with a focus on the MPO network, with the general extent of existing on-street bicycle facilities shown on **Figure 7** and off-street bicycle facilities shown on **Figure 8.** These maps categorize the bicycle facilities into four facility types, bike lanes, paved shoulders, side-paths, and shared-use paths/trails. More details about each category are provided below.

On-Street Bike Facilities – This category includes (see Figure 7):

- **bike lanes** – dedicated, on-road bicycle facilities (at least four-feet wide) (Image 1),
- **wide bike lanes** – bike lanes with horizonal separation between vehicle lanes (Image 2),
- **separated bike lanes** – exclusive bicycle facilities that are physically separate from the roadway and distinct from the sidewalk (Image 3), and
- **protected bike lanes** – exclusive bicycle facilities that are physically separated from vehicle and pedestrian traffic by a physical barrier (Image 4).
- **Paved shoulder** – roadways that do not have a dedicated bicycle facility, but that have a paved shoulder that's at least four-feet wide. These are often high-speed rural roadways with minimal cross traffic.

Prior to 2016, the minimum required width for a bicycle lane was 4-feet on FDOT facilities. Since that time, the standards have been updated to reflect a wider range of bicycle facility types, with the guidance to provide the bicycle facilities in the following priority order as conditions permit:

1. 7-foot buffered bicycle lane
2. 6-foot buffered bicycle lane
3. 5-foot bicycle lane
4. 4-foot bicycle lane

As roadways undergo periodic resurfacing, there may be opportunities to upgrade on-street bicycle facilities to current standards.

On-street facilities also include wide sidewalks (sidewalks that are at least 8-feet wide) that can be shared by people walking and bicycling (see Figure 8).

Image 1: Bike Lane Example

Image 3: Separated Bicycle Facility Example

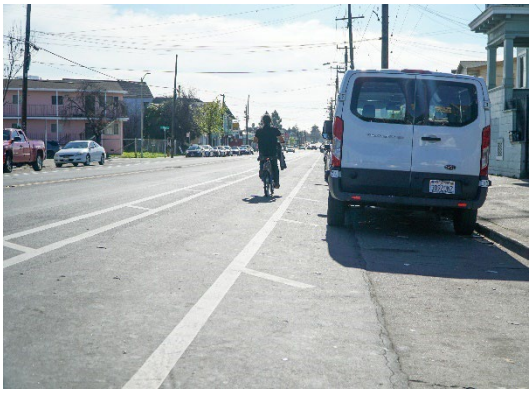


Image 2: Wide Bike Lane Example

Image 4: Protected Bike Lane Example

Image 5: Paved Shoulder Example

Off-Street Bike Facilities – This category includes (see Figure 8):

- **Share-use paths/trails** – provide a facility that is separated from the vehicular travel way for use by bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Conflicts between trail users and people driving exist at crossing locations. Trails are typically 12 feet wide, with a 2-foot unpaved shoulder, but can be reduced to 10 feet when there are right-of-way or environmental conditions, like a mature tree or wetlands area, that preclude a wider path (See Figure 8).
- **Side paths –** two-way path for both bicyclists and pedestrians adjacent to a roadway. Like shared-use paths, they are typically 12-feet wide but can be reduced to 10-feet where conflicts exist, and as narrow as 8-feet for short segments where there is a constrained right-of-way. On high-speed roadways (45 mph or greater) a separation of at least 5-feet from the vehicular travel way is required per the Florida Design Manual (FDM). In Urban and constrained areas, less separation is required (See Figure 8). Wide sidewalks are a subset of side paths, where the facility provides added width (8-feet) from a standard sidewalk, which is typically 5 or 6 feet.

Image 6: Shared-use path/Trail Example

Image 7: Side Path Example

Table 5 shows the number of on-street lane miles of bicycle facilities on the MetroPlan Orlando network, with an additional 128 miles of off-street trails and 151 miles of side-paths. There are about 425 miles of on-street bicycle facilities, with about 9 percent being on roadways with a posted speed limit of 30 mph or less, 54 percent on roadways with a posted speed of 35 to 45 mph, and 37 percent on roadways with a posted speed of 50 MPH or greater. Approximately 40 percent of roadways with a speed of 50 mph or greater have bicycle lanes or a paved shoulder that can be used by bicyclists.

Table 5: Lane Miles of On-Street Bicycle Facilities by Posted Speed Limit

	Lane Miles by Posted Speed of Roadway		
Facility Type	30 mph or Less	35 to 45 MPH	50 MPH or More
Bike Lane (4 ft +)	37	216	92
Paved shoulder (4 ft +)	1	15	64
Percent of Total Lane Miles by Speed (see Table 4)	9.7%	19.4 %	40.1%
Percent of Total On-street Facilities	8.9%	54.4%	36.7%

Source: xGeographic Wave Database as summarized by Fehr & Peers, 2023.

FIGURE 7

Existing On-Street Bicycle Facilities

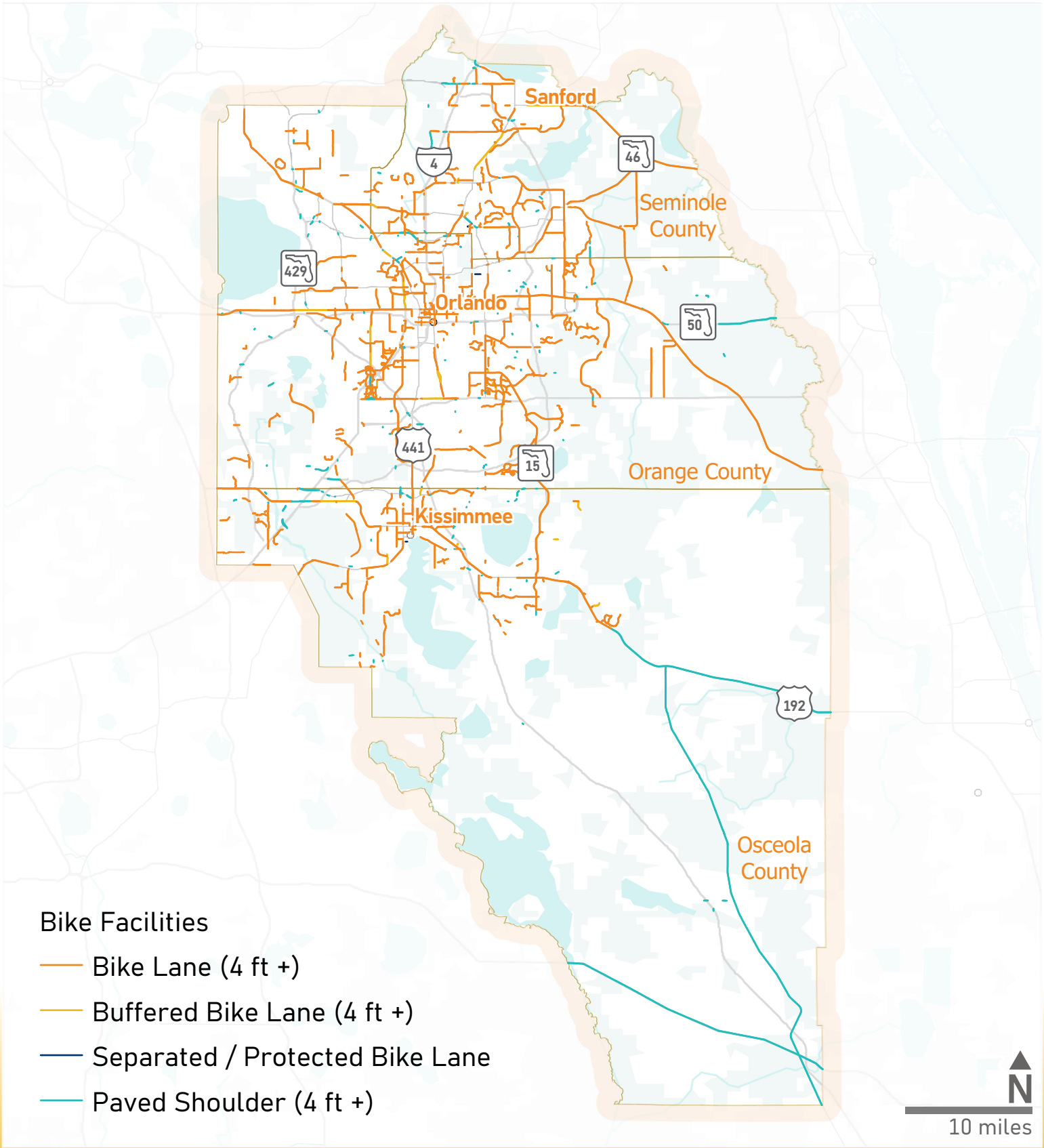
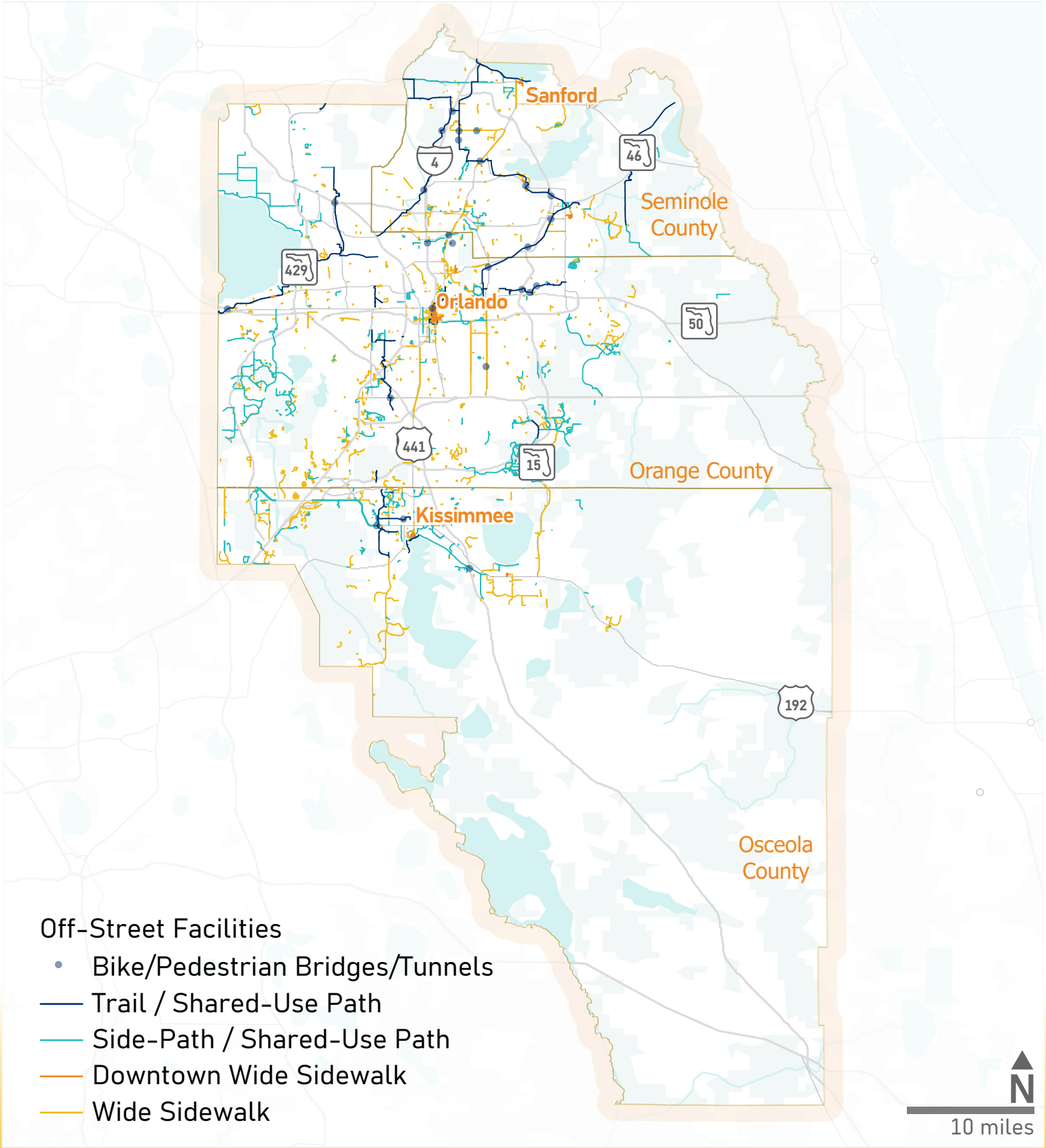


FIGURE 8

Existing Off-Street Facilities



Pedestrian Facilities

Pedestrian facilities in the region are typically provided by sidewalks, side paths and shared use paths. However, there are some roadways in the region where sidewalks are only provided on one side of the street, as shown on Figure 9 and summarized in Table 6. The sidewalk gaps by the posted speed limit of the roadway were assessed, as presented in Table 7, which shows that sidewalk gaps tend to be more prevalent on higher speed roadways. Of the MPO roadway network, approximately 26 percent of roadways do not provide any sidewalks and about 18 percent only provide sidewalks on one side of the street.

Table 6: Miles of Pedestrian Facilities

Facility Type	All Roadways (in miles)	MPO Roadway Network (in miles)
Sidewalk one side	1,544	348
Sidewalk both sides	5,103	1,037
Wide Sidewalk	439	194
Downtown Wide Sidewalk	27	18
Side Path	336	145
Shared-use path/trail	157	

Source: xGeographic Wave Database as summarized by Fehr & Peers, 2023

Table 7: MPO Network Sidewalk Gap Miles by Posted Speed

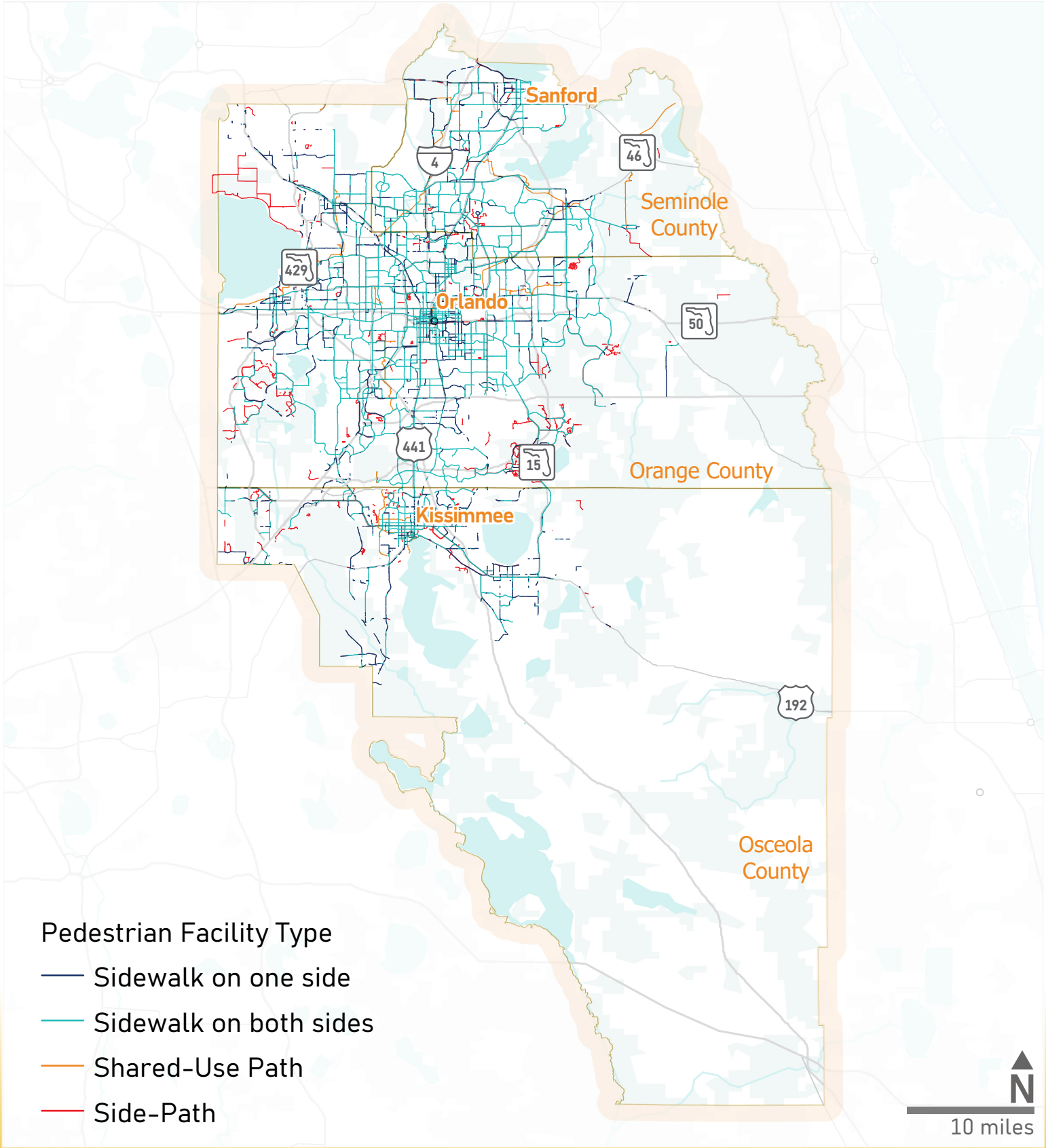
	Sidewalk Gap Miles by Posted Speed of Roadway		
Facility Type	30 mph or Less Gap Miles / (% of MPO Network Centerline Miles)	35 to 45 MPH Gap Miles / (% of MPO Network Centerline Miles)	50 MPH or More Gap Miles / (% of MPO Network Centerline Miles)
Sidewalk Missing	44 (11%)	203 (17%)	282 (72%)
Sidewalk One Side	108 (28%)	223 (19%)	38 (10%)

Source: xGeographic Wave Database as summarized by Fehr & Peers, 2023

As part of a separate project, the critical sidewalk gaps have been identified, and project bundles developed to address the gaps. The sidewalk gap project bundles will be added to project opportunities for the ATP.

FIGURE 9

Existing Pedestrian Facilities All Roadways in Region



Transit Facilities

LYNX is the transit provider for the MetroPlan Orlando Region. Each weekday, LYNX provides approximately 55,000 rides across 80 routes. In Fiscal Year 2022 (October 2021 to September 2022), approximately 16 million passenger trips were provided. Ridership significantly decreased during the COVID-19 pandemic, and while ridership continues to increase each month, it is still below the pre-pandemic peak of about 25 million annual riders. Existing fixed routes are shown on **Figure 10** with the average weekday boardings shown on **Figure 11**.

Bicycle and pedestrian facilities typically serve as first mile/last mile connectors to transit stops. Improving safety as people walk or bike to transit stops could help improve ridership and increase overall accessibility to transit in the region.

Mobility Trends

Micromobility has experienced significant growth and transformation in recent years. Micromobility refers to lightweight, often electric-powered vehicles designed for short-distance trips, including electric bikes, electric scooters, and shared mobility services. These devices can be individually owned, or they can be part of a sharing service, like Bird, Lime, and Lyft.

These micromobility services can offer an alternative to traditional modes of transportation like cars and public transit. Users can locate and unlock shared vehicles through smartphone apps, making it easy to hop on a scooter or bike for short trips.

The rapid proliferation of micromobility has presented challenges, including issues related to parking, improper usage, and sidewalk clutter. Local governments have responded by implementing regulations and permitting processes to manage the influx of vehicles and ensure safety for both riders and pedestrians, but not all jurisdictions in the region have developed e-scooter and e-bike ordinances. The City of Orlando has the most robust bike and scooter share program in the region, with an average of 1,500 shared devices in operation on City of Orlando streets on a typical day, with over 520,000 trips taken in 2022, covering about 489,000 miles – demonstrating that most trips using shared mobility devices are relatively short trips. Additional information can be found on the City's website (linked here: https://www.orlando.gov/Initiatives/Bike-Share-Scooter-Share-Program) with ridership information provided by Populus (linked here: https://app.populus.ai/orlando/public/routes).

E-bikes and e-scooters, either privately owned or shared, can travel at much faster speeds than human powered bicycles and scooters, potentially creating safety hazards due to speed differential. Additionally, e-bikes can be significantly heavier than traditional bikes, potentially increasing the risk of injury or death in a collision with people walking or on bikes/scooters.

Low Speed Vehicles (LSV) can help enhance mobility options by providing a lower cost and more sustainable transportation mode, especially for short trips within communities that may be too long to walk and are not well served by other non-auto travel modes for a wide range

of the population. LSVs are similar to golf carts with slightly different regulations for LSVs versus golf carts, as shown in Table 8. Given the speed of many roadways within the region, people driving golf carts or LSVs within their communities may choose to drive on the sidewalk, creating the potential for conflicts people walking and bicycling. As an example, the City of Belle Isle became a golf cart community in 2020, allowing golf carts on all streets except McCoy Road. People are also allowed to drive golf carts on select sidewalks on roadways within the city, including Hoffner Avenue and Conway Road. In some places the width of the sidewalk does not allow for two-way travel for both people in golf carts and people walking or bicycling.

Table 8: Distinction between Golf Carts and Low-Speed Vehicles

	Golf Cart	Low Speed Vehicle
Maximum Speed Allowed	20 mph	25 mph
Operator Requirements	14 years of age or older; no license or insurance required; no title or registration required	Driver's license and vehicle insurance; title and registration required
Allowable Roadways	Roadways designated for golf carts with a posted speed limit of 30 mph or less; may operate at dusk, night and dawn hours if equipped with headlights, brake lights, turn signals and windshield	Roadways with posted speed limit 35 mph or less; may operate on roadways with a 45-mph speed limit for short distances if there is no other route and not expressly prohibited
Allowable Crossings	To cross a FDOT or County facility, FDOT must review and approve the location and design of the crossing	Generally, no restrictions, but FDOT may prohibit the operation of LSV on or across a roadway if it is determined to cause a safety issue

Source: Section 320.01 (41) of the Florida Statutes.

The Active Transportation Plan will consider these competing demands on the existing and planned infrastructure for walking and bicycling.

FIGURE 10

Existing Transit Routes

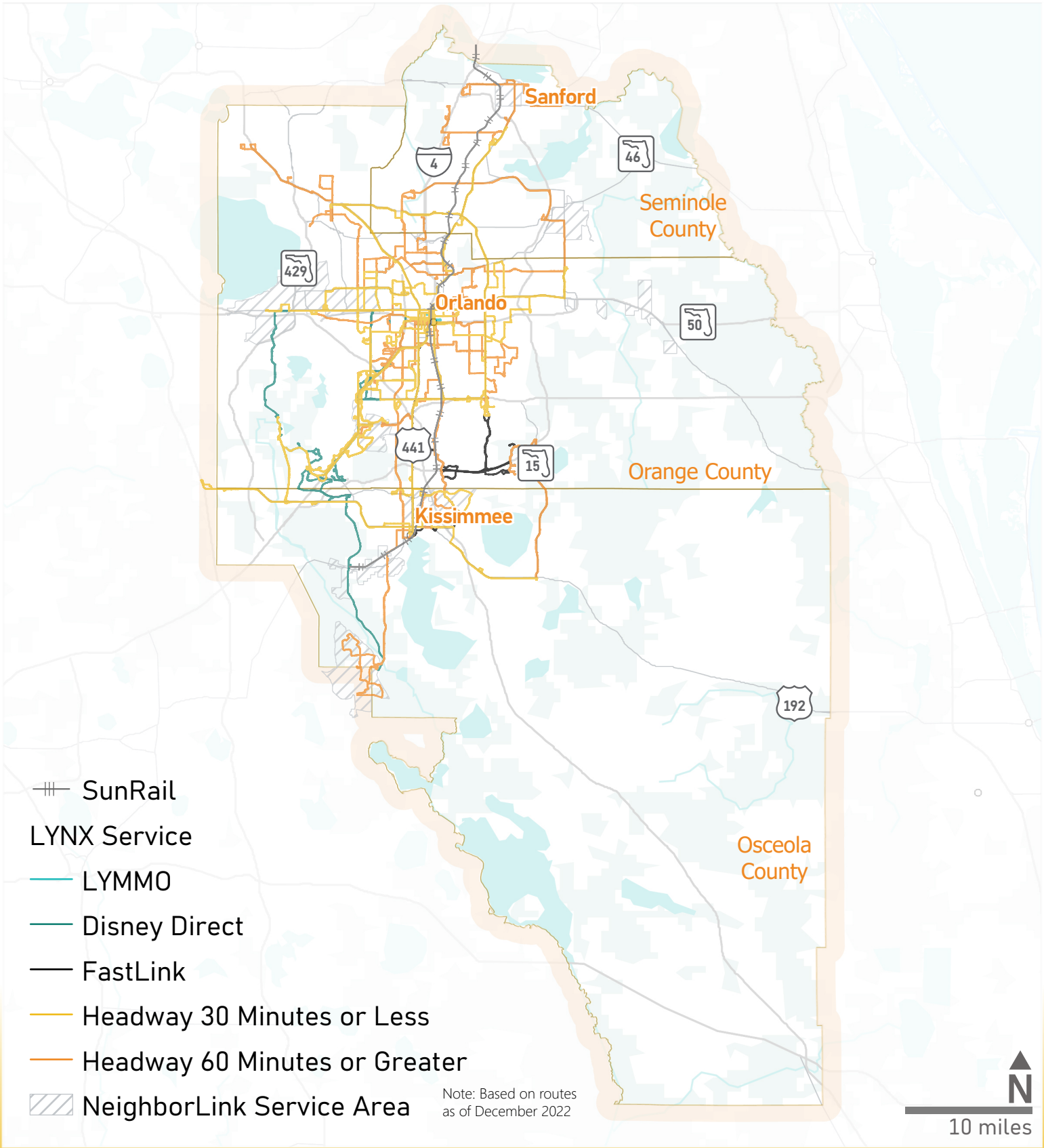
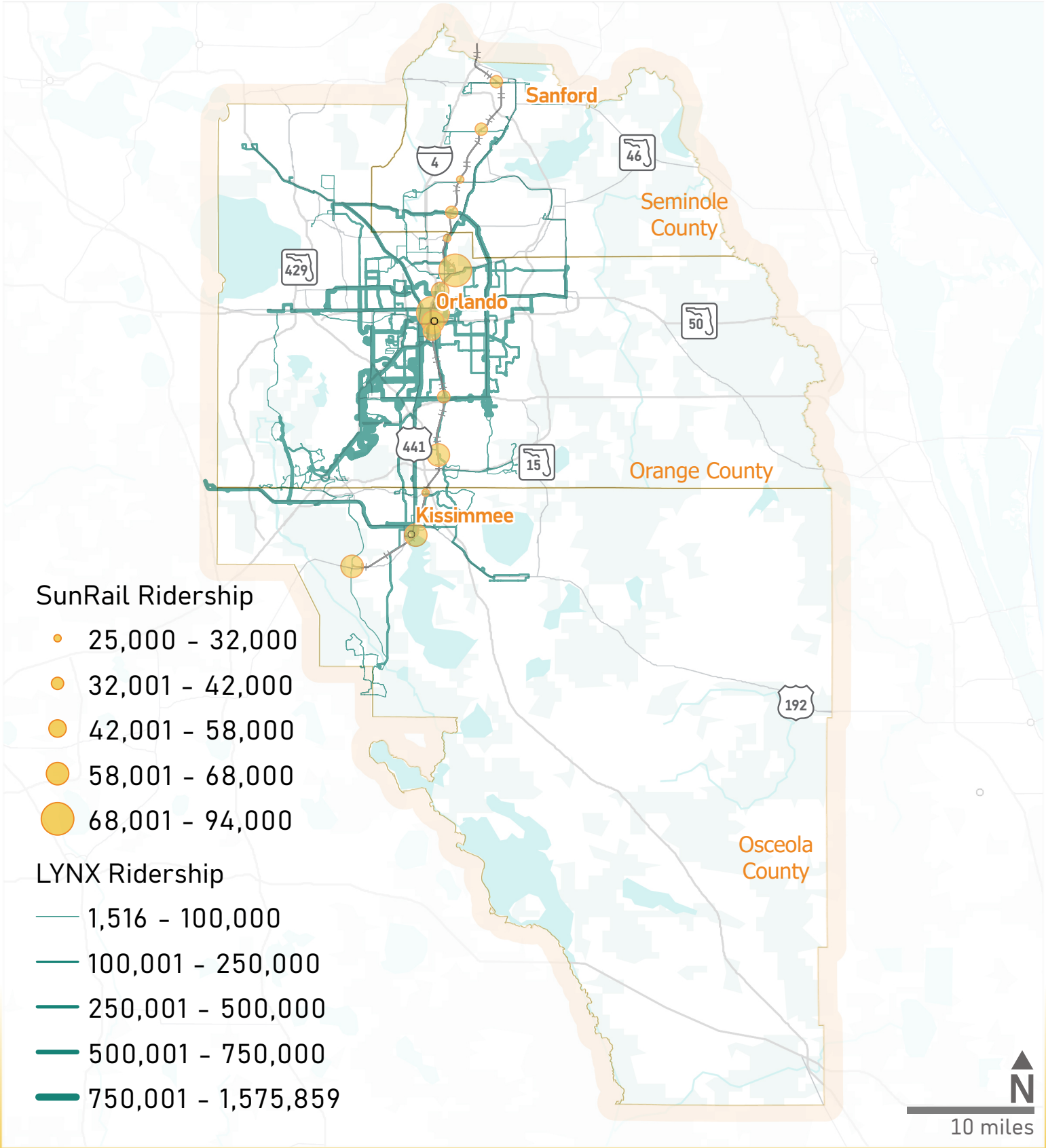


FIGURE 11

Existing Transit Ridership Fiscal Year 2022



Collision Analysis

The MetroPlan Orlando region has the unfortunate distinction of being one of the deadliest metropolitan areas for pedestrians in the country with our outcomes worsening over time. One of the goals of the ATP is to develop a safer bicycle and pedestrian network that improves transportation safety outcomes for vulnerable roadway users, including pedestrians, bicyclists, and other non-auto transportation system users. To support this goal, crash data reflective of 2018-2022 was reviewed and summarized in Table 9 based on data from Signal4. This data reflects crashes that occurred anywhere within the MetroPlan Orlando region, including access-controlled facilities and parking lots. Data in the table is presented for each County as well as the regional total, and crash rates were normalized by population to allow for a comparison between counties. Data reflective of bicyclists and pedestrians generally does not include injuries that might be sustained while using the transportation system if a vehicle was not involved. For example, a pedestrian that trips and is injured might not be included, and a bicyclist that falls off their bike and hits their head on the curb, if that fall was unrelated to a vehicle activity, may not be included in crash report data.

Between 2018 and 2022, there were approximately 344,670 reported crashes in the region. It should be noted that:

- During the height of the pandemic, there may have been some under reporting of crashes that did not result in injuries or property damage as people were social distancing,
- Some KSI (crash which results in a fatality or severe injury) collisions may be underreported because not all serious injuries are visible (i.e., brain injuries),
- Fatalities that are reported within 30 days of the crash are recorded as a fatal crash; fatalities that are reported more than 30 days after the crash are not recorded as a fatal crash.

Of the total crashes occurring within the MetroPlan Orlando region, about 3 percent resulted in a fatality or severe injury, referred to as a KSI crash, accounting for all travel modes, with the most crashes and most crashes per person occurring in Orange County.

A much smaller number of crashes involve someone bicycling or walking, less than 3 percent. Although people walking and bicycling are involved in about 2.6 percent of all crashes, people walking and bicycling that are killed or severely represent over 15 percent of KSIs in the region.

Orange County has a higher severe and fatal crash rate on a per resident basis for pedestrians than Osceola and Seminole Counties, while Osceola County has the highest fatal crash rate for bicyclists when normalized by population.

Table 9: Regional Collision Data (all roadways – 2018 to 2022)

Variable	Orange County Number (rate per 100k people)	Osceola County Number (rate per 100k people)	Seminole County Number (rate per 100k people)	Regional Total Number (rate per 100k people)
Total Population	1,420,000	400,000	470,000	2,290,000
Total Reported Collisions	222,999 **(3,141)**	56,397 (2,820)	65,268 (2,777)	344,664 (3,010)
Number of People Killed or Severely Injured (KSI)	8,074 **(114)**	1,778 (89)	1,206 (51)	11,058 (97)
Number of People Killed	946 **(13.32)**	329 **(16.45)**	199 (8.47)	1,474 (12.87)
Collisions that involve a Bicyclist	2,402 **(33.83)**	529 (26.45)	722 (30.72)	3,653 (31.90)
Number of Bicyclists Killed or Severely Injured	337 **(4.75)**	62 (3.10)	55 (2.34)	454 (3.97)
Number of Bicyclists Killed	49 **(0.69)**	17 **(0.85)**	8 (0.34)	74 (0.65)
Collisions that involve a pedestrian	3,482 **(49.04)**	799 (39.95)	1,076 (45.79)	5,357 (46.79)
Number of Pedestrians Killed or Severely Injured	893 **(12.58)**	165 (8.25)	141 (6.00)	1,199 (10.47)
Number of Pedestrians Killed	286 **(4.03)**	54 (2.70)	49 (2.09)	389 (3.40)

Source: Signal4; data from 2018 – 2022
Bold indicates a crash rate above the regional average.

Crash trends by the characteristics of the roadway system were also reviewed, with the number of crashes involving a person walking or bicycling increasing as the number of vehicular travel lanes and the traffic volumes increases. There are many factors that contribute to this trend, such as:

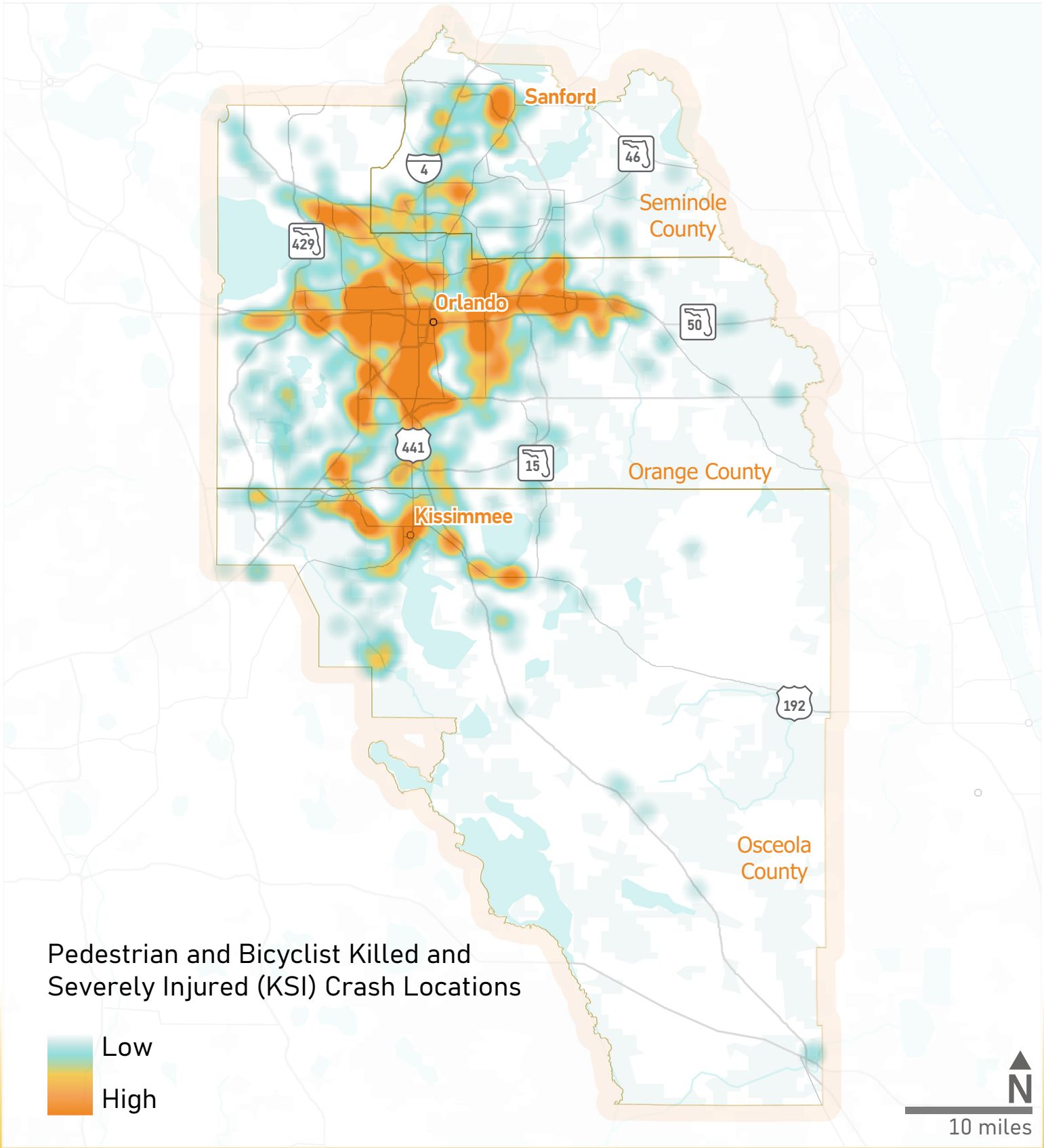
- Roadways with high traffic volumes and multiple travel lanes tend to serve commercial corridors where transit is operated, and there is a high density of destinations.

- Multi-lane roadways (more than 7 lanes) tend to have higher posted speed limits (40+) and higher speed vehicle traffic that can increase crossing distance of roadways, increasing the exposure of people walking and bicycling to conflicts with vehicles, and increasing the reaction time of a person driving to react to someone crossing the roadway.

A heat map showing the locations within the MetroPlan Orlando Region with the number of reported crashes that result in a severe injury or fatality for people walking and bicycling is shown on **Figure 12.**

FIGURE 12

Pedestrian and Bicyclist KSI Crash Locations (2018 – 2022)



LTS and PLOC

To evaluate where new and enhanced walking and bicycling facilities could improve accessibility within the MetroPlan Orlando region, a Level of Traffic Stress (LTS) analysis was conducted to assess the comfort for people bicycling on roadways within the region and a Pedestrian Level of Comfort (PLOC) analysis was conducted to assess the comfort of people walking on the transportation system. A technical memorandum was prepared to document the LTS and PLOC Methodology and is provided as **Attachment C.**

Level of Traffic Stress and Pedestrian Level of Comfort scores should not be construed as a predictor of facility use by people walking and bicycling. Area demographics and land uses along a corridor are better predictors of the volume of walking and bicycling that does and could occur. For example, in a low-density area where land uses are spread apart and most people have access to a vehicle, people may walk or bicycle for recreational purposes in the area, but not as a primary mode of travel. Conversely, in areas where complementary uses are within proximity and people have less access to vehicles, walking and bicycling activity is typically higher, even when low stress facilities are not available.

Bicycle Level of Traffic Stress

Inputs to the Level of Traffic Stress (LTS) analysis generally include:

- Type of bicycle facility present
- Speed limit of the roadway
- Traffic volumes on the roadway

LTS scores of 1 and 2 generally represent lower stress facilities than many people feel comfortable riding a bike on, while LTS 3 and 4 facilities are generally more stressful for people to use. Additional details are provided in the methodology memorandum. Shared Use Paths/trails and side paths are the least stressful bicycle facility type in the region, with paved shoulders and roadways with no bicycle facilities being the most stressful of roadways with bicycle lanes. A visual depiction of the LTS ratings is shown on **Image 8.** Results of the existing conditions LTS analysis are presented on **Figure 13** and summarized in **Table 10**.

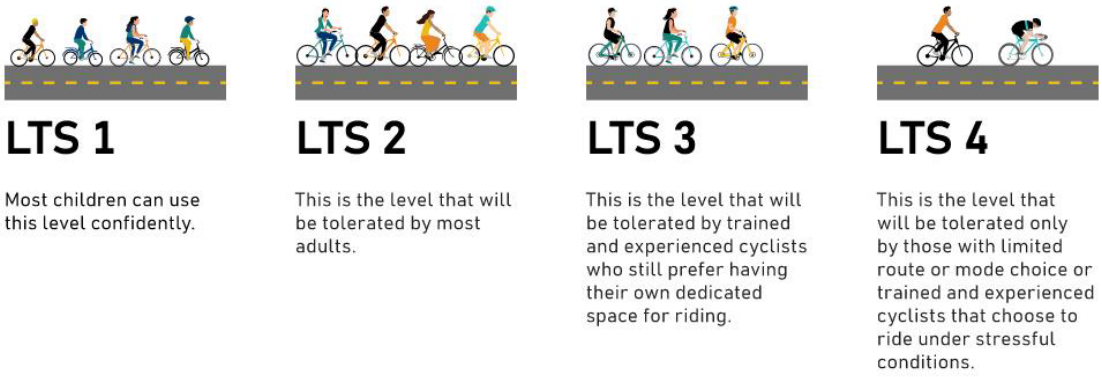


Image 8: Visual Depiction of Level of Traffic Stress

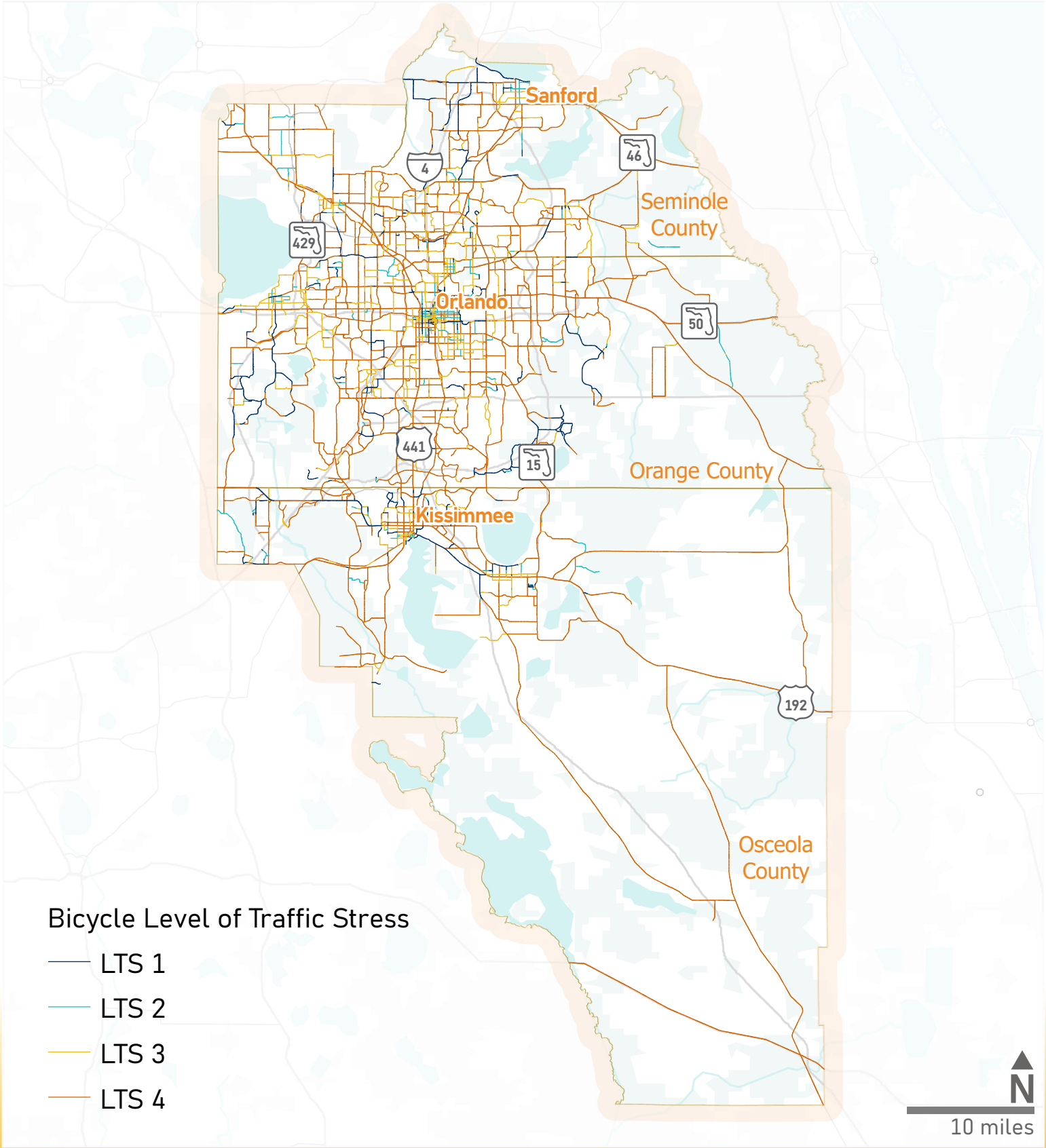
Table 10: LTS Score for MPO Network by Bicycle Facility Type (in miles of facility)

LTS Score	Shared Use Path/ Trail	Side Path*	Bicycle Lanes/Paved Shoulder	No Bicycle Facility
1	157 (100%)	145 (100%)	73 (10%)	123 (10%)
2	-	-	30 (4%)	74 (6%)
3	-	-	85 (12%)	249 (20%)
4	-	-	533 (74%)	802 (64%)

Note: * There are an additional 191 miles of side paths in the region that are not on a Federal Aid Network roadway.
Source: xGeographic; Fehr & Peers, 2024

FIGURE 13

Existing Bicycle Level of Traffic Stress



Pedestrian Level of Comfort

Inputs to the Pedestrian of Level of Comfort (PLOC) analysis generally include:

- Type of pedestrian facility present
- Distance between pedestrian facility and vehicular travel way
- Speed limit of the roadway
- Traffic volumes on the roadway

PLOC scores from one to five, with a PLOC 1 rating represents the lowest stress facility and primarily includes trails, side paths, and streets with sidewalks on both sides of the street as well as low volume and low speed vehicle travel. A PLOC 5 rating was reserved for roadways with no pedestrian facilities. More information about the PLOC methodology can be found in Attachment C and a graphic depiction of the PLOC scoring is shown on Image 9.

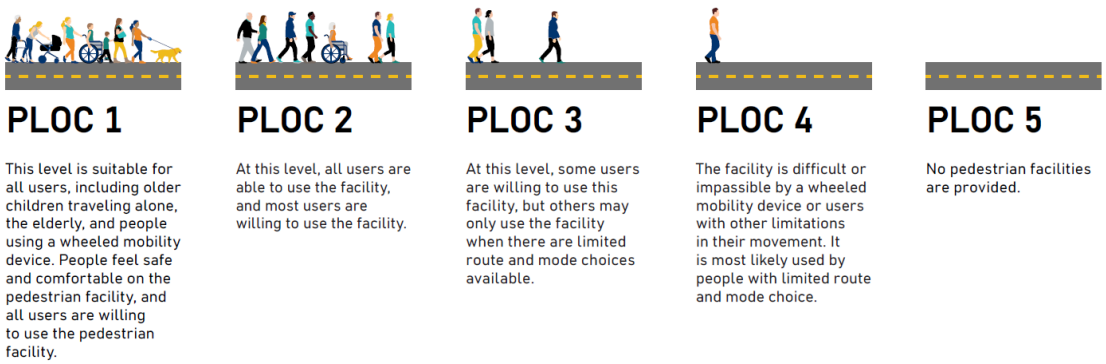


Image 9: Visual Depiction of Pedestrian Level of Comfort

Figure 14 displays the PLOC scores for the MetroPlan Orlando pedestrian network. Table 11 summarizes the miles of pedestrian facilities by PLOC score. There is a higher percentage of lower stress (PLOC 1 or 2) pedestrian facilities than bicycle facilities, with about 33 percent of the facilities rated as PLOC 1 or 2. As previously mentioned, PLOC does not always correlate with where people are currently walking. Filling gaps, particularly on high stress facilities where people are already walking could be a good opportunity to improve pedestrian comfort in the region.

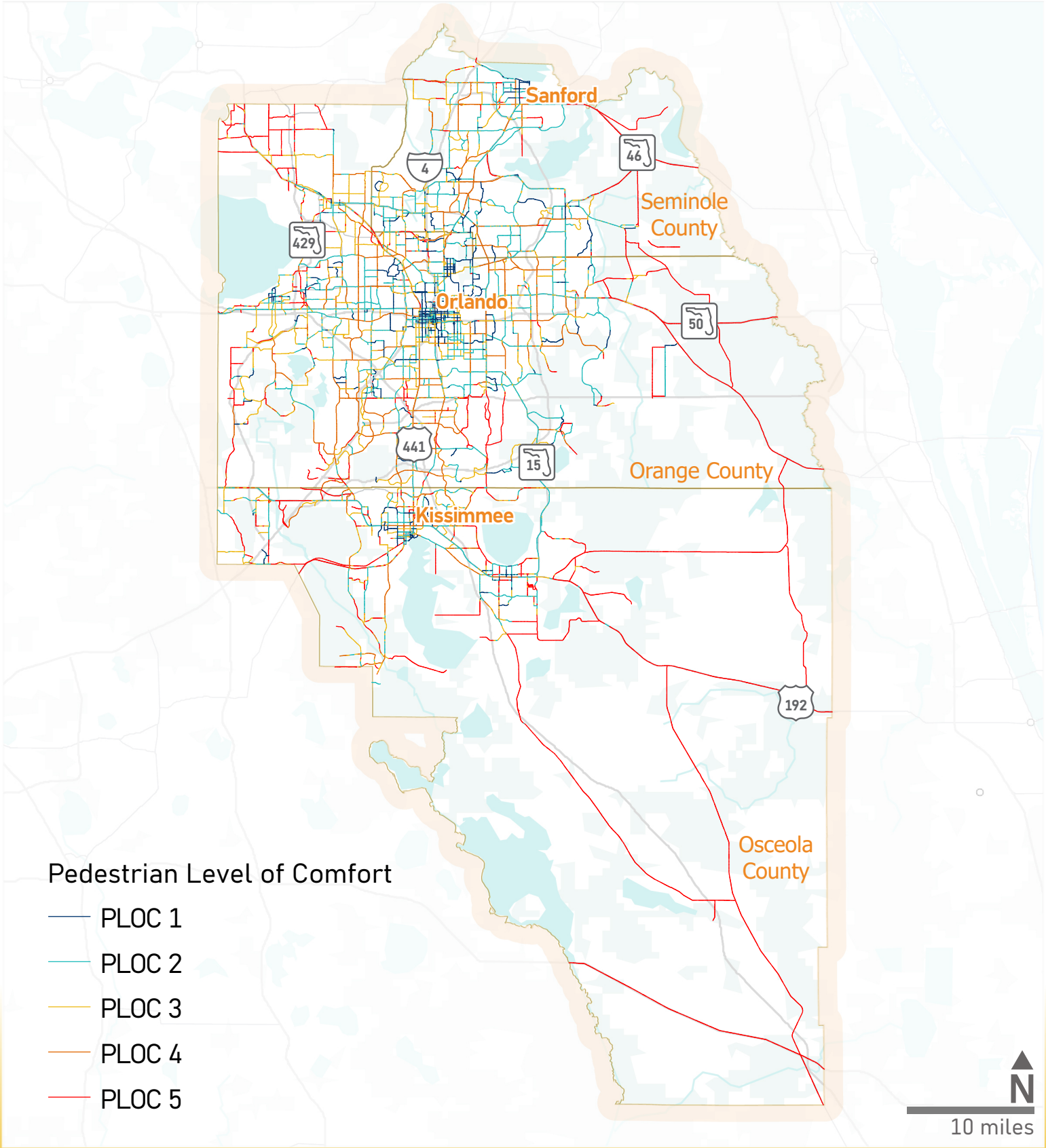
Table 11: PLOC Score for MPO Network by Pedestrian Facility Type (in miles of facility)

PLOC	Shared Use Path/ Trail	Side Path*	Sidewalks Both Side	Sidewalks One Side	No Sidewalks
1	157	145	166	-	-
2	-	-	396	88	-
3	-	-	250	195	-
4	-	-	260	85	-
5	-	-	-	-	529

Note: * There are an additional 191 miles of side paths in the region that are not on a Federal Aid Network roadway.
Source: xGeographic; Fehr & Peers, 2024

FIGURE 14

Existing Pedestrian Level of Comfort



Travel Access Analysis

A travel access analysis was conducted to identify locations in the region that have a high level of access to a variety of destinations via low stress walking and bicycling facilities, and parts of the region that may have high levels of access, but only on high-stress facilities. Analysis results will help guide where lower stress walking and bicycling facilities would be provided.

Based on feedback from the public as well as the steering committee, the travel access analysis considered how accessible a variety of key destinations are from the surrounding area, with the following destination types considered locations where travel access would be prioritized:

- Public Schools
- Transit Facilities, such as LYNX stops and SunRail stations
- Parks, including neighborhood parks and regional parks
- Jobs, based on the location of businesses in the xGeographic Wave database
- Shopping, including grocery stores

The distance that an average person might be able to bicycle within different time periods was based on an average biking speed of 10 miles per hour, meaning that it would take an average person about 30 minutes to travel 5-miles on their bicycle. For walking access, an average walking speed of 3 miles per hour was used. Some people may bike or walk faster or slower than the averages, with these speeds selected for planning purposes. For each destination type, the areas that could be reached within 1-5 minutes, 6-15 minutes, and 16-30 minutes were assessed. Where there are sidewalk gaps, it was set as a walking barrier with no walking trips able to pass by the area without a sidewalk. A similar impedance was not applied for bicycle travel. With all land uses combined, the allowable score ranges from 0 to 5. The results shown on Figure 15 for bicycling accessibility and Figure 16 for pedestrian accessibility, meaning that the higher the total accessibility score the, the higher the level of access via bicycling and walking. Additional information about the technical approach to calculating travel access is provided in Attachment D.

To account for the comfort of walking and bicycle facilities provided, the underlying LTS and PLOC rating were then factored into the analysis. Based on the stress of the routes, a score was assigned to assess the overall comfort of walking and biking to various destinations within the region. Areas that are either inaccessible or only accessible via high stress networks received a lower score than areas that are accessible via lower stress networks, with the results shown on Figure 17 for bicycling accessibility and Figure 18 for pedestrian accessibility. Roadways were rated with one of four scores:

- *High Access and Low LTS/PLOC* - these are roadways where there are many destinations within the travel buffers (above average access score), and the route is comfortable (average LTS/PLOC score of 2 or better).

- *Low Access and Low LTS/PLOC* - these are roadways where there are not that many destinations within the travel buffers (lower than average access score), but the route is comfortable (average LTS/PLOC score of 2 or better).

- *High Access and High LTS/PLOC*– these are roadways where there are many destinations within the travel buffers (above average access score), but the route is uncomfortable (average LTS/PLOC score greater than 2).

- *Low Access and High LTS/PLOC* - these are roadways where there are not that many destinations within the travel buffers (lower than average access score), and the route is uncomfortable (average LTS/PLOC score greater than 2).

The overall accessibility to different land use types by primarily low stress networks (route average LTS or PLOC is 2 or better) is summarized in Table 12 for a 15-minute travel time and Table 13 for a 30-minute travel time. In the region, about 28 percent of schools are accessible via a 15-minute low stress walking network and about 10 percent are accessible via a 15 minute-low stress bicycling network. Parks are the most accessible land use by both walking and bicycling travel modes. This is likely due to the placement of parks within neighborhoods as development occurs. Shopping destinations are the least accessible for people walking, with only about 12 percent of shopping destinations accessible via a 15-minute walk. This is likely due to the placement of many shopping centers on arterial roadway. About 20 percent of transit stops in the region are considered accessible by a 15-minute walk, with less than 2 percent accessible by a 15-minute bike ride. When travel time assumptions are increased, the number of walkable and bikeable destinations via a low stress route increases. For example, the number of parks accessible in a 30-minute walk increases to about 76 percent of parks in the region. Access to shopping centers also doubles and access to transit facilities almost doubles. There are also some modest gains for the bicycling access sheds, with parks remaining the most accessible land use in the region via bicycling.

It is important to note the distance traveled within a 15 (or 30) minute walk shed is considerably shorter than that of a 15-minute bicycle shed (since the assumed travel speed is 3 mph for pedestrians and 10 mph for bicyclists). This likely contributes to the result that facilities are generally more accessible via low-stress networks for pedestrians compared to bicyclists. This also suggests that low-stress accessibility decreases as trips get longer as consistently comfortable facilities are not provided. Additionally, due to the high granularity of the data, there may be short segments identified as uncomfortable or posing as a barrier to access, such as where no designated or controlled crossing locations are present in proximity to the nearby land uses.

FIGURE 15

Existing Bicycle Accessibility Score

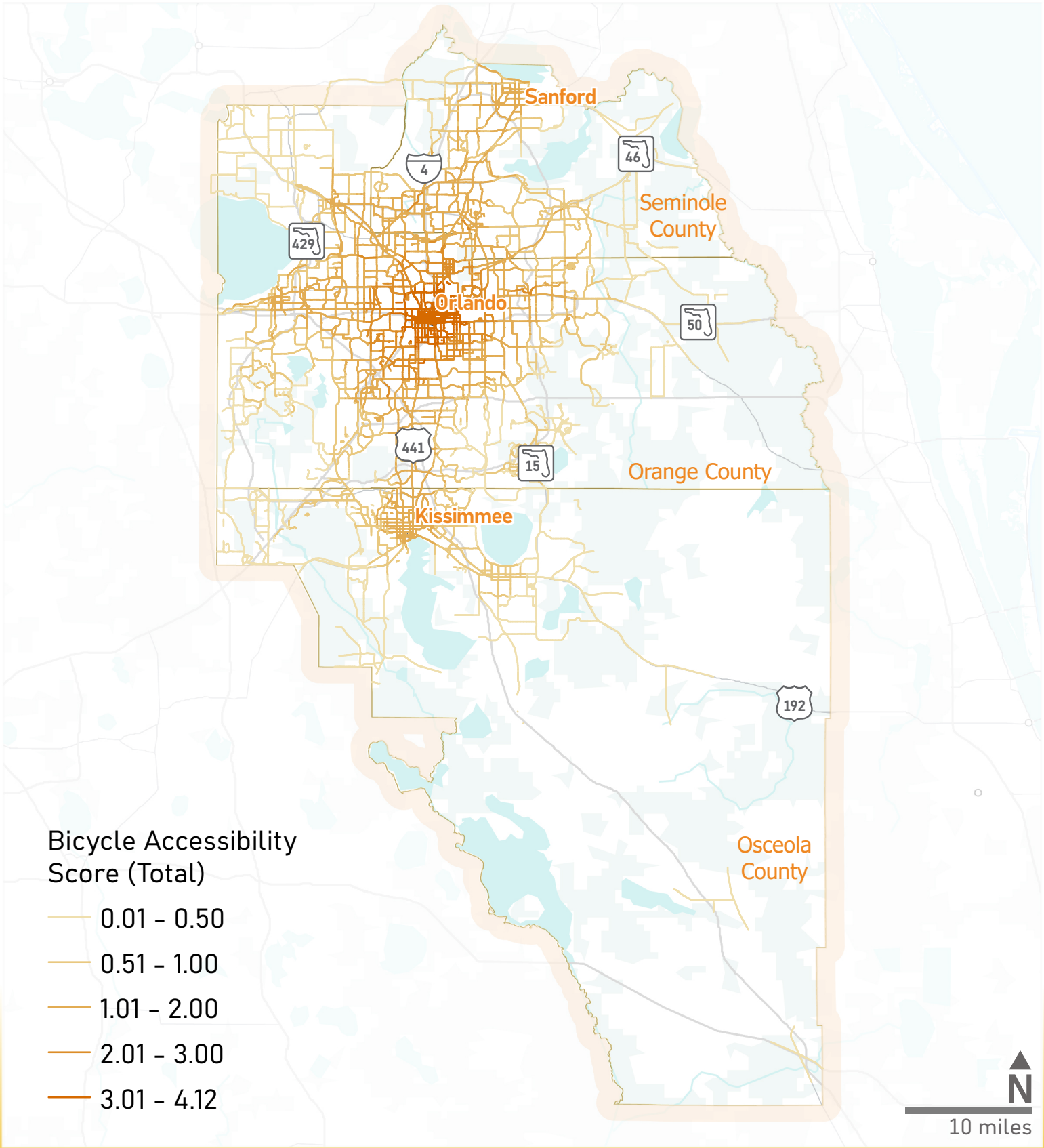


FIGURE 16

Existing Pedestrian Accessibility Score

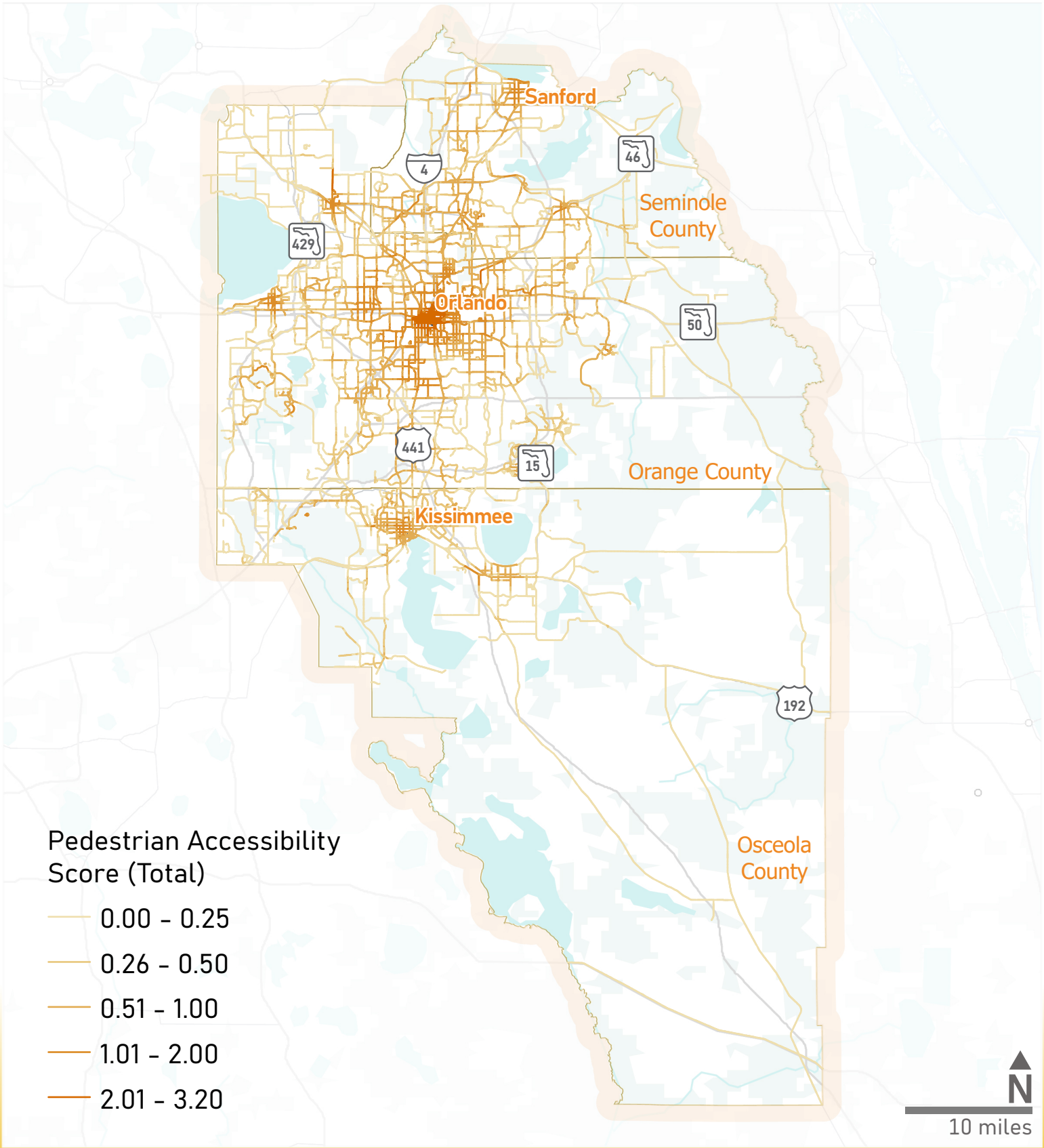


FIGURE 17

Existing Bike Access and Comfort Summary

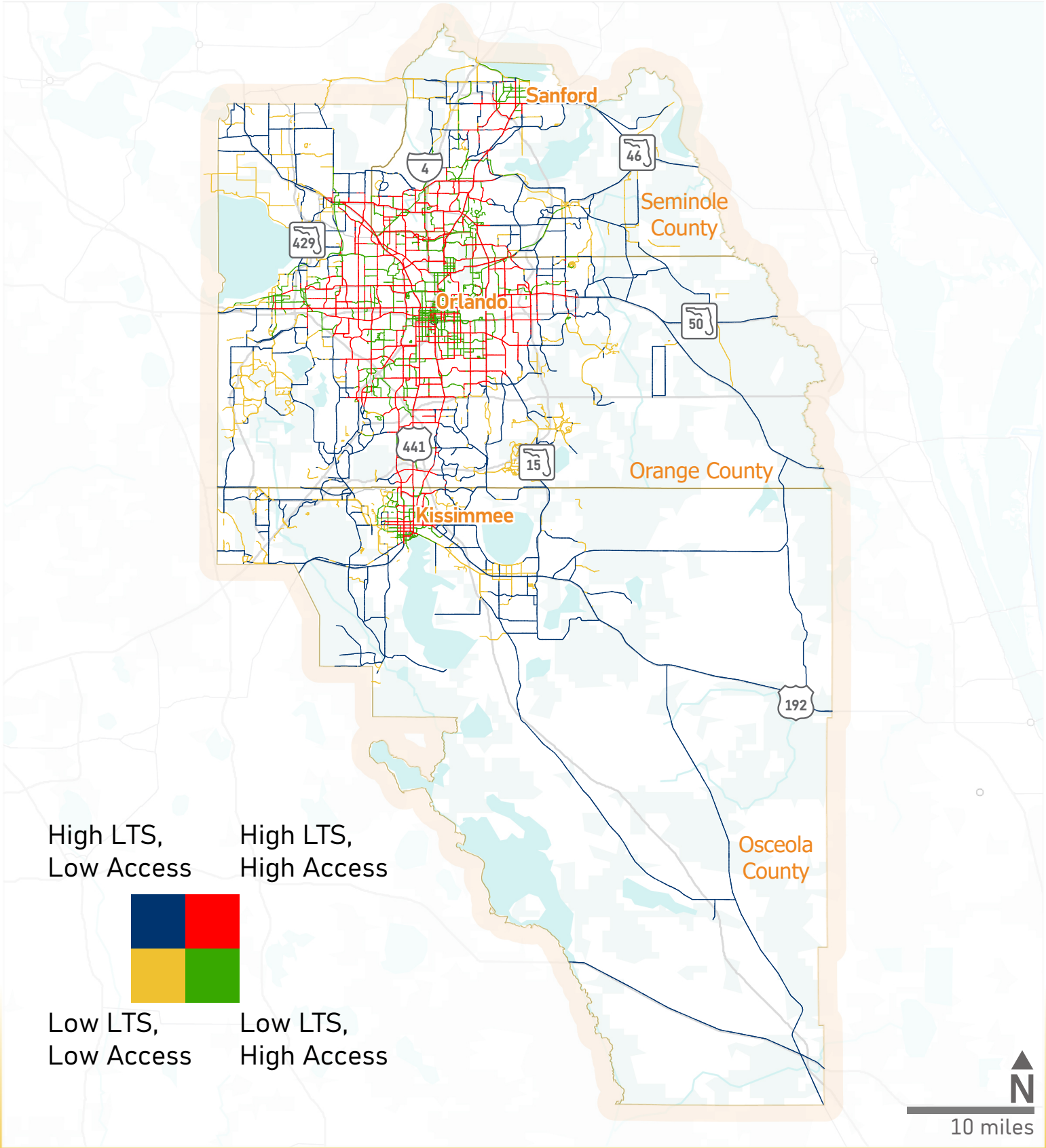


FIGURE 18

Existing Pedestrian Access and Comfort Summary

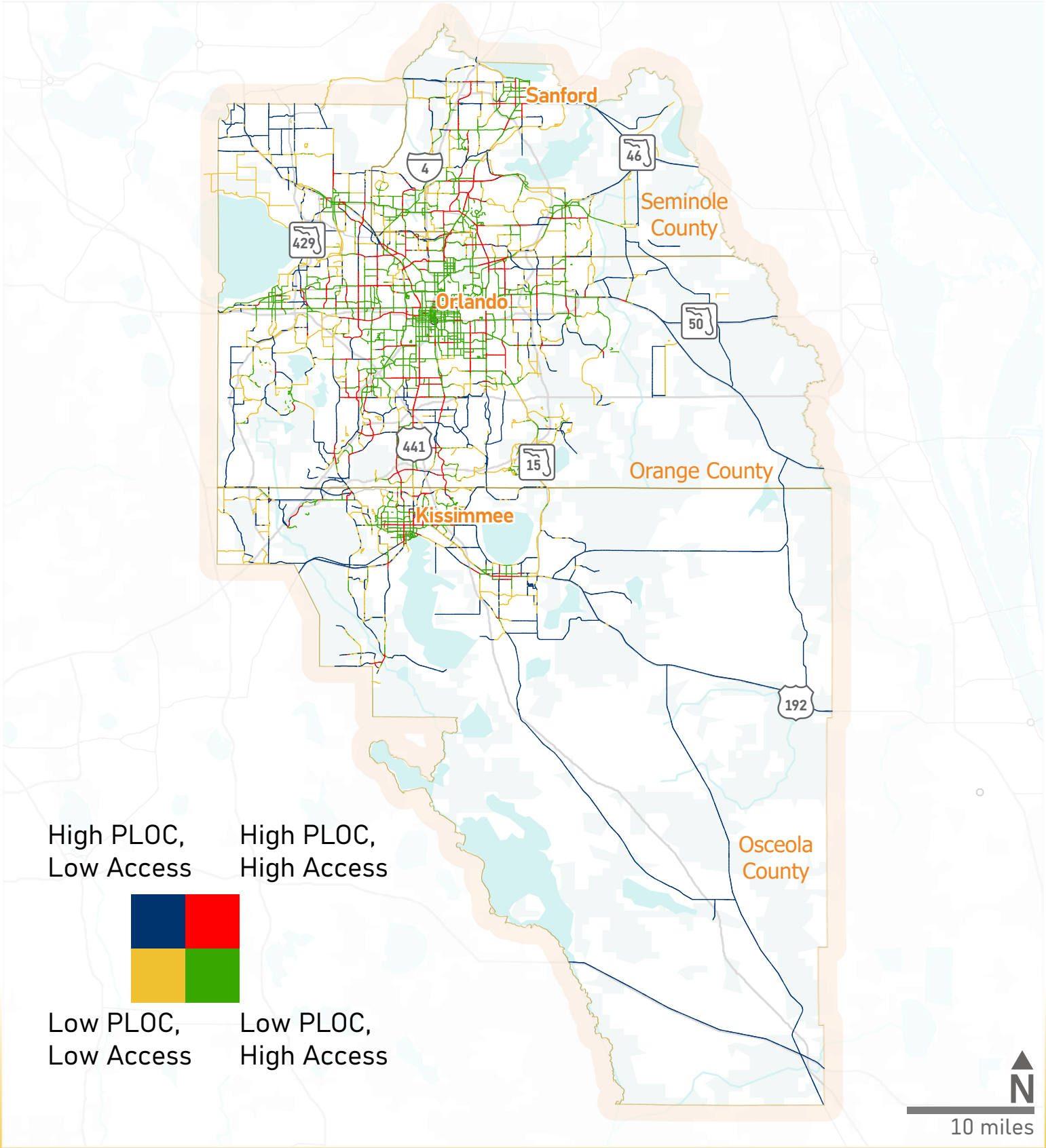


Table 12: Existing Travel Access Summary Via Predominately Low-Stress Network* – 0 -15 Minute Travel Time

Land Use Type	Total within Region	Total Accessible on walking network	Percent Accessible on walking network	Total Accessible on biking network	Percent Accessible on biking network
Schools	317	90	28%	26	8%
Transit Facilities	4,280	884	21%	63	1%
Parks	817	358	44%	82	10%
Jobs	1,090,253	265,378	24%	28,615	3%
Shopping	1,776	255	14%	38	2%

*Predominately low-stress network" definition: Average PLOC or LTS of all roads within shed is less than or equal to 2
Source: xGeographic; Fehr & Peers, 2023

Table 13: Existing Travel Access Summary Via Predominately Low-Stress Network* – 0 -30 Minute Travel Time

Land Use Type	Total within Region	Total Accessible on walking network	Percent Accessible on walking network	Total Accessible on biking network	Percent Accessible on biking network
Schools	317	71	22%	22	7%
Transit Facilities	4,280	798	19%	44	1%
Parks	817	295	36%	79	10%
Jobs	1,090,253	242,486	22%	17,001	2%
Shopping	1,776	230	13%	28	2%

*Predominately low-stress network" definition: Average PLOC or LTS of all roads within shed is less than or equal to 2
Source: xGeographic; Fehr & Peers, 2023

Accessibility was also measured in disadvantaged communities (meeting 4 or more of the factors listed previous in the Regional Overview section, starting on Page 10). Any travel shed whose area covered at least 50% of a disadvantaged community was flagged as a shed within a disadvantaged community. Table 14 and Table 15 show the number of predominately accessible facilities within disadvantaged communities for 15 and 30-minute travel times, respectively. It is apparent that disadvantaged communities are less likely to be found in low stress travel sheds compared to those that are not.

Table 14: Existing Travel Access Summary Via Predominately Low-Stress Network within Disadvantaged Communities – 0-15 Minute Travel Time

Land Use Type	Total within Region	Total Accessible on walking network	Percent Accessible on walking network	Total Accessible on biking network	Percent Accessible on biking network
Schools	85	13	15%	1	1%
Transit Facilities	1,995	420	21%	1	0%
Parks	155	56	36%	3	2%
Jobs	457,071	100,084	22%	8,625	2%
Shopping	769	96	12%	3	0%

Source: xGeographic; Fehr & Peers, 2023

Table 15: Existing Travel Access Summary Via Predominately Low-Stress Network within Disadvantaged Communities – 0-30 Minute Travel Time

Land Use Type	Total within Region	Total Accessible on walking network	Percent Accessible on walking network	Total Accessible on biking network	Percent Accessible on biking network
Schools	85	5	6%	0	0%
Transit Facilities	1,995	302	15%	0	0%
Parks	155	27	17%	0	0%
Jobs	457,071	79,085	17%	0	0%
Shopping	769	71	9%	0	0%

Source: xGeographic; Fehr & Peers, 2023

The population characteristics of each travel shed were also reviewed. Table 16 summarizes the average population within the travel shed for each of the destination land uses, with

Table 17 summarizing the percent of that population that resides in a disadvantaged community. In general, populations within predominantly accessible areas are higher when they are not within disadvantaged communities.

Table 16: Total Population in Travel Sheds

Land Use Type	Total Pop within 0-15 min walk shed	Total Pop within 0-15 min bike shed	Total Pop within 0-30 min walk shed	Total Pop within 0-30 min bike shed
Schools	527,984	1,181,212	1,817,604	2,050,111
Transit Facilities	880,476	1,240,200	1,774,614	2,029,487
Parks	644,946	1,197,325	1,829,002	2,042,872
Jobs	1,240,251	1,555,450	1,961,610	2,065,961
Shopping	932,863	1,439,865	1,925,675	2,058,551

Source: xGeographic; Fehr & Peers, 2023

Table 17: Total Population in Low Stress Travel Sheds

Land Use Type	Total Pop within 0-15 min low stress walk shed	Total Pop within 0-15 min low stress bike shed	Total Pop within 0-30 min low stress walk shed	Total Pop within 0-30 min low stress bike shed
Schools	176,785	264,452	132,752	158,393
Transit Facilities	287,303	328,444	85,727	117,401
Parks	289,555	365,898	138,556	206,065
Jobs	428,314	520,033	196,440	225,360
Shopping	221,128	343,114	115,100	124,146

Source: xGeographic; Fehr & Peers, 2023

Planned Facilities

As a starting point to the identification of new active transportation facilities in the region, the planned bicycle facility types were documented as shown on Figure 19 for on-street facilities and Figure 20 for off-street facilities, and summarized in Table 18. This planned network has been confirmed by local agencies in the region in early August 2023 and will serve as a starting point for the identification of new facilities in the region. Some new planned facilities were noted at the August 2023 Technical Advisory Workshop and will be incorporated into the Active Transportation Plan.

Table 18: Planned Facility Types BY LTS on MPO Network

LTS Score	Shared Use Path/ Trail	Side Path*	Bicycle Lanes/Paved Shoulder	No Bicycle Facility
1	41	613	0	--
2			31	--
3			27	--
4			57	--

Note: * There are approximately 850 additional miles of side paths planned in the region that are not on a Federal Aid Network roadway; those facilities are included in the accessibility analysis.
Source: xGeographic; Fehr & Peers, 2023

A preliminary future year accessibility analysis was also conducted to see how planned improvements could improve accessibility, with the results shown on Figure 21 for bicycling and Figure 22 for walking. The number of destinations accessible via a predominately low stress network was also calculated for the future planned system, with the results shown in Table 19 for a 15-minute low stress travel buffer and Table 20 for a 30-minute low stress travel buffer. Overall, the planned system will increase the number of low stress routes to key destinations within the region, although many destinations will continue to not be accessible via a low stress walking and bicycling network.

FIGURE 19

Planned On-Street Bicycle Facilities

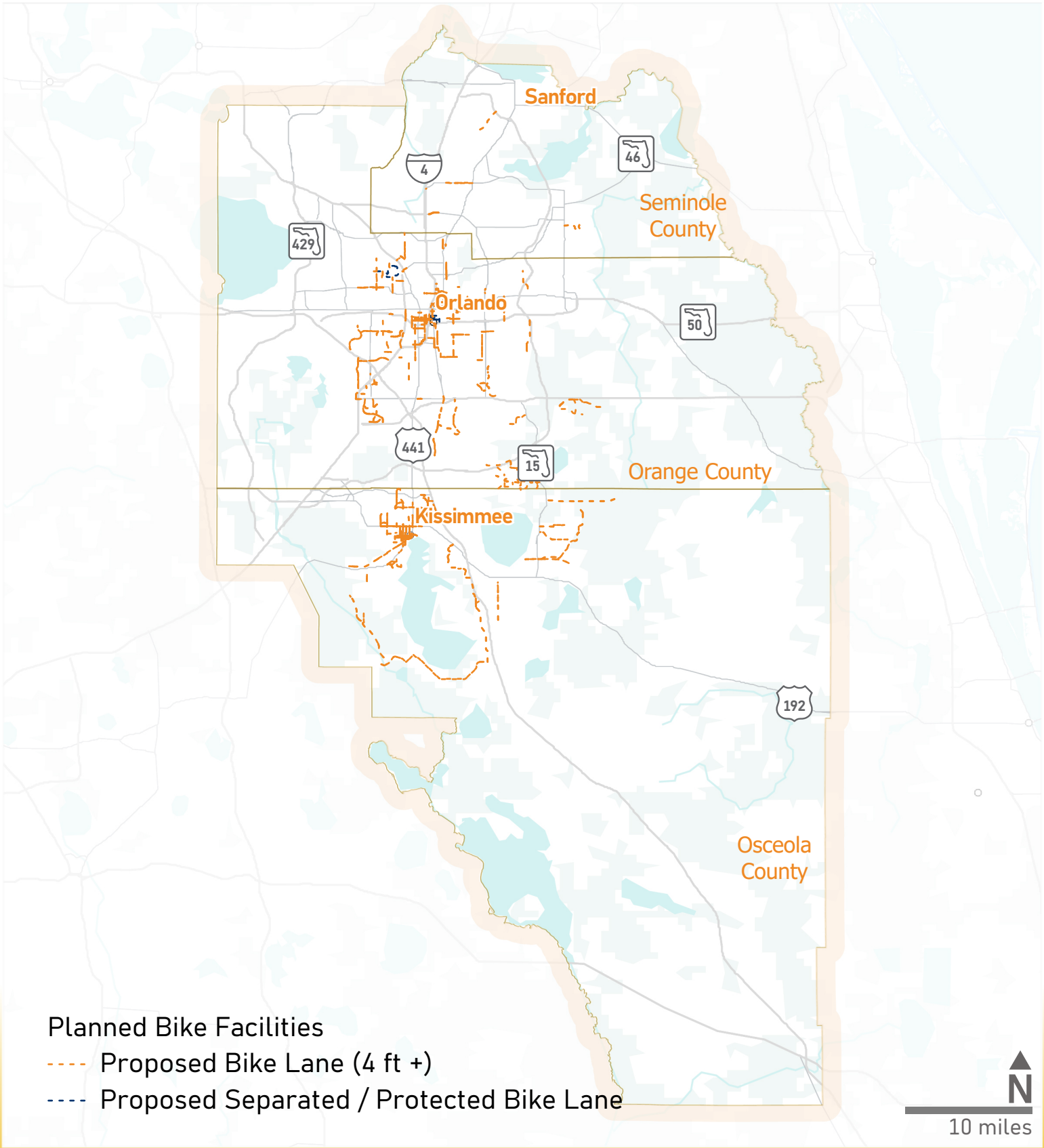


FIGURE 20

Planned Off-Street Facilities

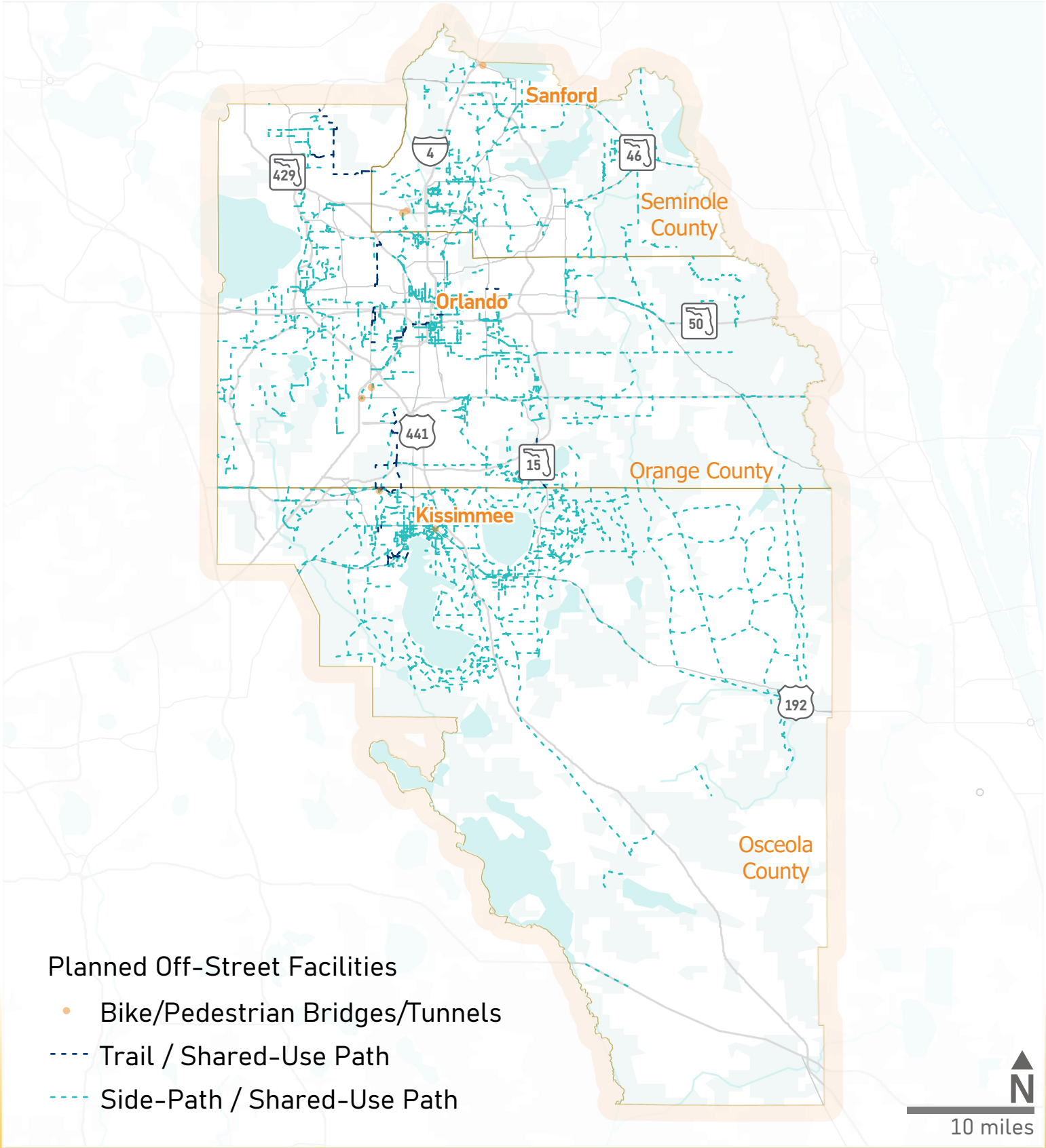


FIGURE 21

Future Bicyclist Accessibility with Planned Improvements

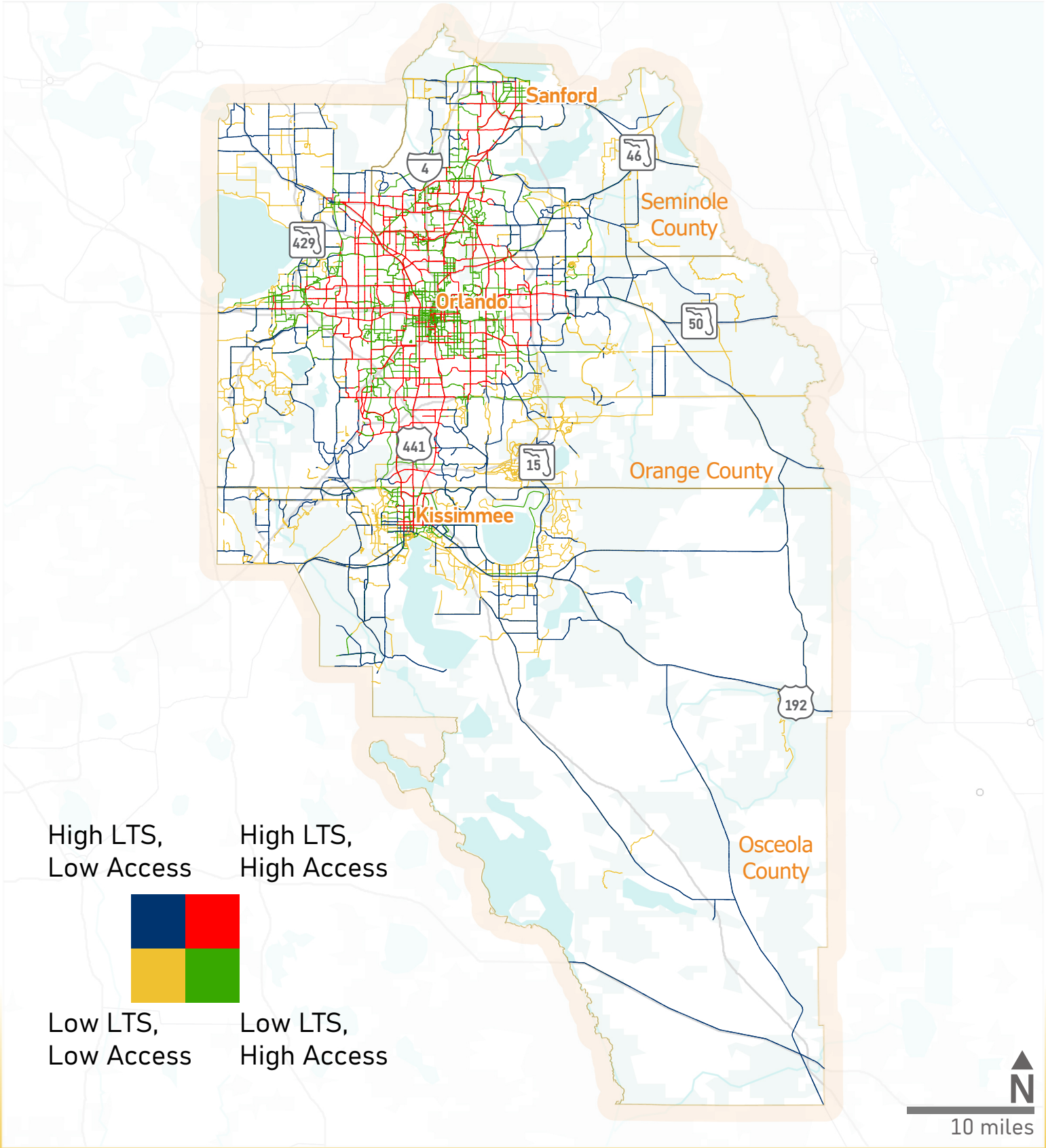


FIGURE 22

Future Pedestrian Accessibility with Planned Improvements

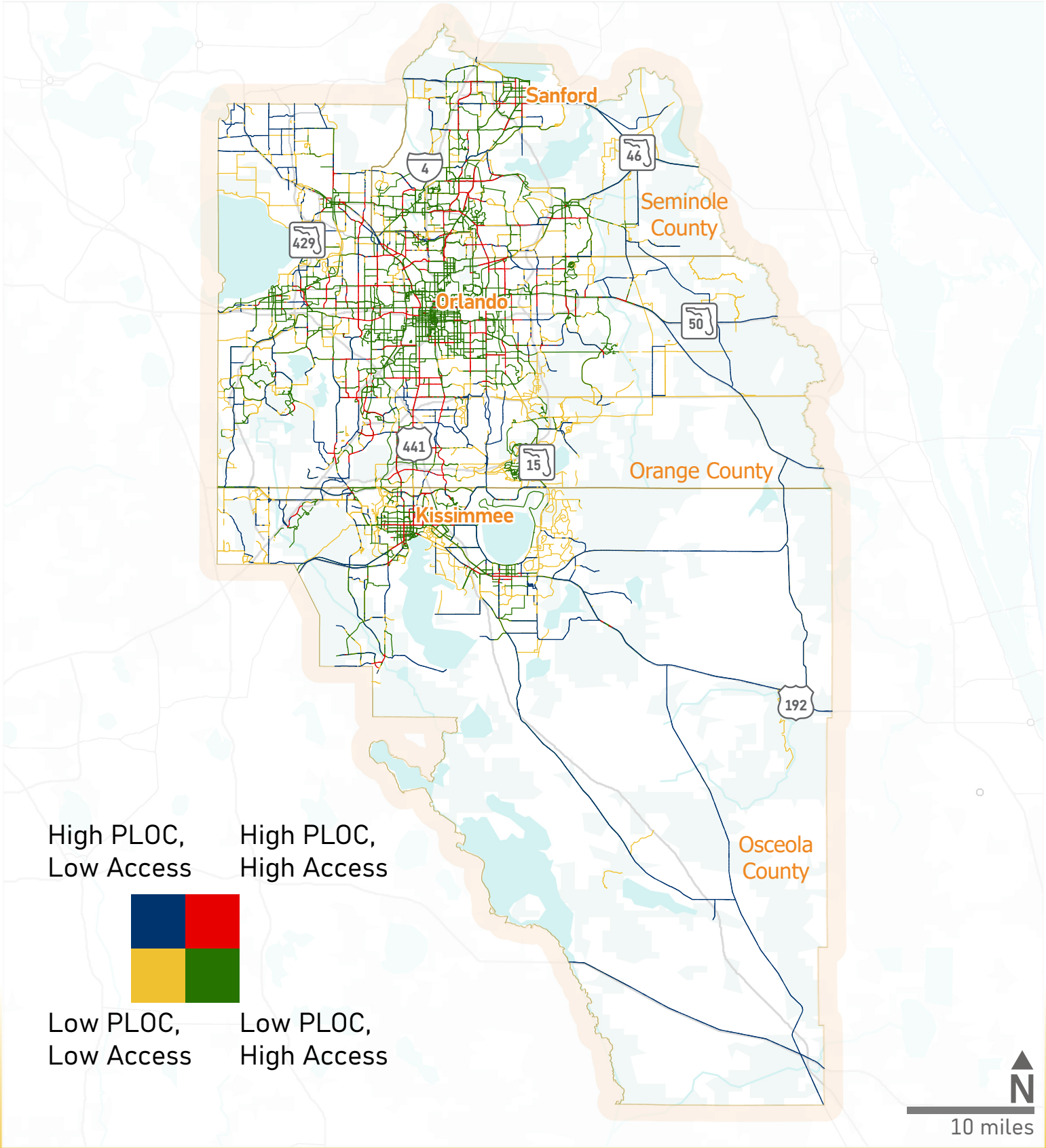


Table 19: Future Planned System Travel Access Summary Via Predominately Low-Stress Network* – 15 Minute Travel Time

Land Use Type	Total within Region	Total Accessible on walking network	Percent Accessible on walking network	Total Accessible on biking network	Percent Accessible on biking network
Schools	317	175	55%	53	17%
Transit Facilities	4280	2020	47%	372	9%
Parks	817	550	67%	175	21%
Jobs	2,010,435	925,825	46%	346,022	17%
Shopping	1776	724	41%	205	12%

*Predominately low-stress network" definition: Average PLOC or LTS of all roads within shed is less than or equal to 2
Source: xGeographic; Fehr & Peers, 2023

Table 20: Future Planned System Travel Access Summary Via Predominately Low-Stress Network* – 30 Minute Travel Time

Land Use Type	Total within Region	Total Accessible on walking network	Percent Accessible on walking network	Total Accessible on biking network	Percent Accessible on biking network
Schools	317	169	53%	53	17%
Transit Facilities	4,280	2248	53%	345	8%
Parks	817	549	67%	137	17%
Jobs	2,010,435	955,425	48%	375,000	19%
Shopping	1,776	834	47%	217	12%

*Predominately low-stress network" definition: Average PLOC or LTS of all roads within shed is less than or equal to 2
Source: xGeographic; Fehr & Peers, 2023

Public Participation

Community outreach and engagement is a critical component of the MetroPlan Orlando Regional Active Transportation Plan (ATP): Ride & Stride 2050 for both informing the public and key stakeholders about the effort and for soliciting their feedback.

Outreach and engagement are primarily focused on three different groups:

- Steering Committee
    - This diverse committee provided overall project guidance. We asked Steering Committee members to support public outreach efforts through their networks. Four steering committees have been held as of July 2023.
        - The first meeting introduced the overall project, specific tasks, and public engagement strategies.
        - The second reviewed the preliminary feedback from the public engagement process and discussed the approach to the LTS and PLOC analysis and presented the framework for the Travel Access analysis.
        - The third meeting presented the results of the initial public engagement survey as well as the results of the accessibility analysis. The framework for the toolbox of strategies was also presented.
        - The fourth meeting was an in-person workshop format where potential new projects, including new trail segments, potential crossing enhancements, corridor implements, safety improvements, and corridors for target speed reduction were presented for feedback from the TAC. Potential project prioritization criteria was also discussed and feedback received.
- MetroPlan Orlando committees, with a focus on the TAC and CAC
    - Project status updates were provided at regular intervals at CAC and TAC meetings. Opportunities for more in-depth feedback and comments were offered during project workshops. Feedback received during these status update meetings and workshops was considered and incorporated into the overall project.
    - The first set of workshops were held in October 2022 and feedback from the TAC and CAC have been incorporated into the base mapping and overall approach.
    - The second set of workshops were held in August 2023, and feedback on the draft 2050 ATP projects will be incorporated into the MetroPlan Orlando

Regional Active Transportation Plan (ATP): Ride & Stride 2050. Additionally, since the October 2022 workshop, some agencies have updated their local Active Transportation Plan; should GIS layers reflecting their updated planned project list be provided by early September, it will be incorporated in the plan and associated regional GIS database.

- General Public
    - General public engagement occurred in the form of online surveys and interactive GIS based maps. An email list of potential interested parties was developed based on feedback from the Steering Committee as well as TAC/CAC to disseminate project information. A request for feedback was conducted during February and March 2023. A detailed summary of the first public engagement is provided as Attachment E. Another round of feedback requests will be conducted in late 2023 and the summary of that engagement is included as an appendix to the final report.

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Existing Conditions

Active Transportation Plan Technical Attachments

Prepared for:
MetroPlan Orlando

Prepared September 2023
Revised February 2024

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Attachment A: Policy Assessment

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Memorandum

Date: March 28, 2023

To: Taylor Laurent, MetroPlan Orlando
Slade Downs, MetroPlan Orlando

From: Kathrin Tellez, Fehr & Peers
Elizabeth Suárez, Fehr & Peers

Subject: Active Transportation Plan Regional Policy Review

Introduction

To support the development of the MetroPlan Orlando Regional Active Transportation Plan (ATP): Ride & Stride 2050, a review of relevant plans and policies from the three Counties, 22 incorporated cities and the Florida Department of Transportation (FDOT) was conducted to flag potential barriers to plan implementation and identify policy guidance that could be incorporated into the ATP.

This review was conducted through the lens of the Active Transportation Plan's key objectives:

1. Improve transportation safety outcomes for vulnerable roadway users, including pedestrians, bicyclists, and other non-auto transportation system users.
2. Identify a regional active transportation network that complements other travel modes, especially transit, and supports future land use patterns.
3. Develop a feasible project list to incorporate in the 2050 Metropolitan Transportation Plan.

The purpose of the review is to identify existing and planned bicycling and pedestrian infrastructure to incorporate into the project mapping (completed) and to identify if there are potential policy conflicts or regional needs that could be addressed through the preparation of this plan, and to identify how the preparation of this Active Transportation Plan can support other statewide, regional, or local goals and policies.

Document Review

For each jurisdiction within the MetroPlan Orlando region, including the Florida Department of Transportation (Statewide and District 5), various documents were reviewed including:

- Transportation Elements of Comprehensive Plans
- Active Transportation Plans
- Transportation Safety Documents

Each of the various document elements that were reviewed are described below. **Table 1** provides a summary of key regional documents. A matrix with a high-level summary for all counties/cites/towns in the MetroPlan Orlando region is provided as **Attachment A**.

Standalone Active Transportation Plan (ATP)

This type of plan includes a large menu of policy, program, and practice suggestions, as well as site-specific (and prototypical) engineering treatment suggestions. Active Transportation Plans document a jurisdiction's vision for improving walkability, bikeability, and bicycle and pedestrian safety; establish policies, programs, and practices; and outline the prioritization and budgeting process for project implementation. Different organizations use different terminology for their plans (i.e., Multi-modal Plan, Bicycle and Pedestrian Plan). Standalone Active Transportation Plans are more common for larger communities and those with extensive plans, as the work that goes into preparing the plan can help communities obtain implementation funding. One benefit of having identified alignments and standards for new active transportation facilities is that as development occurs, it either provides an opportunity to incorporate new facilities within planned development or ensures that development does not preclude the provision of facilities in the future.

Active Transportation Element Incorporated into Comprehensive Plan

If a jurisdiction did not have a standalone ATP, we reviewed the Comprehensive Plan to determine if it had an Active Transportation Element or specific maps highlighting the existing and planned active transportation facilities. Active Transportation Elements typically provide objectives and policies that promote a multi-modal transportation network. Policies can be related to active transportation directly (i.e., policies promoting pedestrian and bicycle safety) or indirectly (i.e., policies related to land use). Incorporation of ATP elements within a Comprehensive Plan is typical of smaller communities and those without extensive network plans.

Comprehensive Plan Policies that Support Development of Active Transportation Facilities

If an agency did not have a standalone ATP or an Active Transportation Element incorporated into their Comprehensive Plan, we reviewed the Comprehensive Plan policies to determine if they support the development of an active transportation network.

LOS Exemptions when Meeting LOS Standards Conflicts with Safety or ATP Goals

Traditional vehicle-delay based Level of Service (LOS) policies can conflict with safety and ATP goals. Meeting peak hour roadway LOS standards may require widening a roadway or intersection, which increases pedestrian and bicyclist crossing exposure, and can encourage higher speed vehicle travel outside periods of congestion. Roadway widening can also use right-of-way that could have otherwise been allocated for other roadway users, can encourage higher levels of auto use over time, and create land use patterns not conducive to non-auto modes. We examined the member agencies' Comprehensive Plans to understand if the jurisdiction provides exemptions to meeting roadway LOS standards and if meeting the standard would conflict with a safety or ATP goal. Some jurisdictions allow for operations beyond the LOS standard for constrained corridors or along corridors that have been identified for walking or bicycling priority.

Bicycle Parking Requirement

Providing bicycle parking and showers/locker rooms encourages more people to commute via an active mode. Bicycle parking can also facilitate last-mile connections between two modes, such as bicycle parking at a transit station. To be effective, bicycle parking needs to be visible and secure, and have enough capacity to accommodate bicycle demand, both long-term and short-term. Especially during hot months, it is common to sweat when commuting via an active mode. Showers and locker facilities promote active commutes by providing users a place to change and take a shower. This column indicates whether an agency requires new developments to provide bicycle parking and/or shower/locker rooms. A few jurisdictions do not require shower/locker rooms but allow developers to reduce their vehicle parking if they provide shower/locker rooms.

Active Transportation Planner

Active Transportation Planners provide guidance for pedestrian/bicycle planning efforts and oversee implementation of programs and helps with capacity building of staff. Typically, only large jurisdictions have a dedicated Active Transportation Planner position; in some agencies, the functions of an Active Transportation Planner are provided by staff with other primary responsibilities. Only the City of Orlando has a dedicated Active Transportation Planner position.

Organization has a BPAC

Bicycle Pedestrian Advisory Committees (BPACs) serve as important sounding boards for new policies, programs, and practices. Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to bicycle and pedestrian safety compared to a conventional approach of reacting to crashes. BPACs are common in jurisdictions with a high demand for bicycling and pedestrian facilities.

Vision Zero Plan

Vision Zero is a strategy to eliminate crashes that result in severe injuries and fatalities. It considers traffic-related fatalities and serious injuries to not only be unacceptable but also preventable. The approach stresses the importance of involving everyone that is connected to the transportation system, from engineers and planners, to the user, to enforcement personnel and first responders. This is a strategy that has been adopted worldwide. In the MetroPlan Orlando region, people walking and bicycling are more likely to be involved in a traffic crash that results in a severe injury or fatality. Providing improved bicycling and walking infrastructure can help reduce these deaths and injuries on our roadways. Currently only the City of Orlando has an adopted Vision Zero Plan, although several local agencies have adopted Vision Zero resolutions. The Federal Highway Administration recently announced grant funding that would support the development of Vision Zero Action plans for all jurisdictions within the MetroPlan Orlando region, furthering the goals of the ATP.

Electric-Bike and Electric-Scooter Ordinances

Electric-bikes and electric-scooters (e-bikes and e-scooters) have become increasingly popular and controversial. E-bikes and e-scooters can provide opportunities to increase mobility for underserved communities and people with mobility impairments but can also create issues as e-devices can block the sidewalk and some users may not ride appropriately for the condition (i.e., too fast on a crowded sidewalk). We reviewed the member jurisdictions' municipal codes to understand the various regulations around e-bikes and e-scooters in the MetroPlan Orlando region. Most agencies in the region do not have specific ordinances regulating e-bikes and e-scooters.

ADA Transition Plan

Americans with Disability Act (ADA) Transition Plans identify gaps and issues in the City/ County's current ADA infrastructure, prioritize projects for implementation, and set forth the process for bringing public facilities into compliance with ADA regulations. Transition Plans typically cover a range of locations, such as public buildings, sidewalks, ramps, and other pedestrian facilities. Each County has their own ADA Transition Plan covering "unincorporated areas" within the county. The County Plans provide guidance to the Cities, but do not identify, prioritize, or implement projects within these areas. ADA deficiencies can be a barrier for those with mobility disabilities to navigate through our communities.

Table 1. State and Regional Plan Review Summary

Plans Reviewed	Summary of Plan Reviewed	Applicability to ATP
State – Florida Pedestrian and Bicycle Strategic Safety Plan, September 2021	The primary goal of this plan is to identify strategies that ultimately eliminate roadway fatalities and serious injuries for people walking and bicycling on our roadways. This plan also incorporates other statewide plans, including the Highway Safety Improvement Plan (HSIP), the Highway Safety Plan (HSP), the Strategic Highway Safety Plan (SHSP), and the Florida Transportation Plan (FTP). The goals of this document are centered around data, law enforcement, emergency response, legislation, roadway planning, design and operations, education and outreach, and vision zero.	The MetroPlan Orlando ATP will incorporate the applicable statewide goals and objectives, with a focus on improving transportation safety outcomes.
State – District 5 Bicycle and Pedestrian Master Plan	This plan was not completed, but a detailed existing conditions assessment and public outreach campaign was conducted.	Relevant existing conditions data and public feedback was reviewed for the MetroPlan Orlando region and incorporated into background reports as appropriate.
Orange County Comprehensive Plan, July 2022	As a part of the comprehensive plan, numerous policies related to transportation safety and strategies to create multimodal transportation networks are provided, including network and connectivity considerations. Level of service standards have also been established for walking and bicycling modes and maps of future facilities have been created. Note: A draft of the Vision 2050 Comprehensive Plan is available but has not yet been adopted. A review of goals and strategies related to active transportation indicate similar multimodal transportation goals related to network planning and safety such that adoption of the Vision 2050 Comprehensive Plan would not change the findings of this review.	The ATP would Incorporate the existing and planned county-wide facilities and potentially identify new regional facilities that would help Orange County achieve goals related to bicycle and pedestrian network and connectivity.

Plans Reviewed	Summary of Plan Reviewed	Applicability to ATP
Orange County Multimodal Corridor Plan Phase 1, June 2014	To further goals articulated in the Comprehensive Plan, Orange County has several focused initiatives designed to ensure roadways and other transportation facilities are in place or planned to serve motorists, bicyclists, transit riders, pedestrians, and freight transport, referred to as multimodal planning. Phase 1 of the Plan reviews policy and design aspects of Orange Counties current and future transportation network, including analysis of network safety, livability, technology, economy, and amenity functions and needs. Phase 2 of the Multimodal Corridor Plan presents a conceptual year 2040 multimodal network for Orange County, including modeling, cost estimates, and phasing. Phase 3 will identify specific multimodal corridors for implementation, including corridor transition, funding options, and future alternatives to transportation concurrency.	The ATP will incorporate any new facilities identified as part of the Phase 2 Multimodal Corridor Plan, when it becomes available. The goals and strategies of the ATP would support the development of a multimodal network within Orange County.
Osceola County Comprehensive Plan, December 2018	The Transportation Element of the Osceola County Comprehensive Plan moves away from the conventional roadway functional classification and introduces thoroughfare types to better balance mobility, livability, and commerce. The goal of the throughfare-type system is to create a transportation network that is 100 percent walkable. Various goals and policies related to transportation and land use are articulated to support these goals.	The ATP will help further these goals by identifying the regional Active Transportation system that can be constructed as a part of new development to connect to and support the local network.
Osceola County Pedestrian and Bicycle Facility Master Plan, 2019	This plan contains policies that are supportive of providing a regionally coordinated bicycle and pedestrian system through the provision of multimodal corridors, off-street trails, and appropriate crossing infrastructure. One of the plan goals is to establish meaningful bicycle and pedestrian level of service standards for comprehensive planning. Potential facilities were identified.	The ATP mapping of potential new regional facilities incorporates the Osceola County vision as a starting point for new facilities in Osceola County.

Plans Reviewed	Summary of Plan Reviewed	Applicability to ATP
Seminole County 2040 Transportation Plan, February 2018	The Seminole County 2040 Transportation Plan was developed based on several key considerations supportive of the ATP effort: • Expand multimodal transportation options • Improve safety for all transportation users, especially pedestrians and bicyclists Bicycle and pedestrian quality of service standards are also identified. Various goals and objectives are aimed to improve transportation safety outcomes and provide multimodal travel options.	The ATP will help further these goals by identifying the regional Active Transportation system that can be constructed as a part of new development and connected to non MPO roadway network to provide improved walking and bicycling accessibility to existing and future residents of Seminole County.
Seminole County Trails Master Plan, Draft September 2021	The draft 2021 Trails Master Plan identifies new planned trail facilities, including cost estimates and project prioritization.	The ATP mapping of potential new regional facilities incorporates the Seminole County vision as a starting point for new facilities proposed in Seminole County.
Local Plans - Details of the local plan review are provided in Attachment A.	All local plans were reviewed to consider strategies for developing a complete and connected walking and bicycling network that promotes walking and bicycling access and safety.	The ATP aims to link ideas from local plans and align with them in both incorporated and unincorporated areas; however, it is the responsibility of each jurisdiction to fully implement their respective plans.

Source: Various documents as available from agencies on their website or by request.

Conclusion

Overall, MetroPlan Orlando member jurisdictions have goals and policies that are supportive of providing active transportation facilities within the region. However, some potential barriers were identified that could hinder the implementation of the Active Transportation Plan: Ride & Stride 2050 equally throughout the region, including:

- Some communities with vehicle delay-based level of service policies that do not have exceptions for prioritizing bicycle and pedestrian travel along some corridors.
- Lack of supportive regulations that require new developments to provide bicycle parking and other design features that could promote higher levels of walking, bicycling and transit use over time.
- Insufficient staffing resources to implement projects identified within their jurisdiction.
- Land Development Codes that may miss opportunities to require new bicycle and pedestrian facilities to be constructed as part of development.
- Technology changes that are not considered in local planning documents, such as e-scooters and e-bikes.

To help overcome some of these barriers, there are opportunities as part of the plan development to provide policy language and development code templates that could be used as jurisdictions update various plans in the future. Some examples include:

- Example Level of Service Exemptions
- Level of Service Standards for Active Transportation Modes
- Bicycle Parking Standards
- E-Scooter and E-Bike Ordinances

Additionally, there may be a need to develop a technical assistance program to help some jurisdictions navigate project implementation, including identification of grant programs and coordinating with FDOT and other regional/local partners to implement projects.

Attachment A – Policy Review Matrix

Attachment A: Policy Review Matrix

Agency	County	Standalone ATP?	ATP Year	Agency Active Transportation Element Incorporated into Comprehensive Plan?	Policies that support development of Active Transportation Facilities	LOS Exemptions when meeting LOS Standards conflicts with Safety or ATP Goals	Bicycle Parking and/or Shower/ lockers Required for New Developments	Organization has a BPAC	Vision Zero Resolutions and Plans	ATP Position	E-Scooter and E-Bike Ordinance	ADA Transition Plan
Orange County	Orange County	Yes	2014	Standalone ATP provided and incorporated into Comprehensive Plan by reference.	Yes	No	Bicycle Parking - yes Showers/lockers - no	Pedestrian Safety Initiative	Adopted Resolution	No	Private E-bikes and e-scooters permitted on trails	Yes
Osceola County	Osceola County	Yes	2013	Standalone ATP provided and incorporated into Comprehensive Plan by reference.	Yes	No	No	No	Adopted Resolution	No	Third party and private e-bikes and e-scooters permitted	Yes
Seminole County	Seminole County	Yes	2021	Standalone ATP provided and incorporated into Comprehensive Plan by reference.	Yes	No	Bicycle Parking - yes Showers/lockers - no	No	No	No	Private e-bikes and e-scooters permitted	Yes
Apopka, City	Orange County	No	N/A	No	Yes	No	Bicycle Parking - yes Showers/lockers - option to reduce required vehicle parking	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Bay Lake, City	Orange County	No	N/A	No	No	No	No	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Belle Isle, City	Orange County	No	N/A	No	Yes	No	No	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Eatonville, Town	Orange County	No	N/A	No	Yes	No	No	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Edgewood, City	Orange County	No	N/A	Yes	Yes	Yes	Bicycle Parking - yes Showers/lockers - no	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Lake Buena Vista, City	Orange County	No	N/A	No	No	No	No	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.

Attachment A: Policy Review Matrix

Agency	County	Standalone ATP?	ATP Year	Agency Active Transportation Element Incorporated into Comprehensive Plan?	Policies that support development of Active Transportation Facilities	LOS Exemptions when meeting LOS Standards conflicts with Safety or ATP Goals	Bicycle Parking and/or Shower/ lockers Required for New Developments	Organization has a BPAC	Vision Zero Resolutions and Plans	ATP Position	E-Scooter and E-Bike Ordinance	ADA Transition Plan
Maitland, City	Orange County	No	N/A	Yes	Yes	Guidance provided to prioritize multi-modal transportation and widen roadways as a last option.	Bicycle Parking - yes Showers/lockers - no	No	No	No	Private e-bikes and e-scooters permitted	No standalone plan, but guidance to the cities is provided in the County Plan.
Oakland, Town	Orange County	Yes	2017	Standalone ATP provided and incorporated into Comprehensive Plan by reference.	Yes	No	No	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Ocoee, City	Orange County	No	N/A	Yes	Yes	No	No	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Orlando, City	Orange County	Yes	2020	Standalone ATP provided and incorporated into Comprehensive Plan by reference.	Yes	No	Bicycle Parking - yes Showers/lockers - no	Maybe	Yes	Yes	Third party and private e-bikes and e-scooters permitted	Yes
Windermere, Town	Orange County	Yes	2015	Standalone ATP provided and incorporated into Comprehensive Plan by reference.	Yes	No	Bicycle Parking - yes Showers/lockers - no	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Winter Garden, City	Orange County	No	N/A	No	Yes	No	No	No	No	No	None	No standalone plan, but guidance to the cities is provided in the County Plan.
Winter Park, City	Orange County	Yes	2010	Standalone ATP provided and incorporated into Comprehensive Plan by reference.	Yes	Yes	Bicycle Parking - yes Showers/lockers - no	Yes	No	No	Permitted in some areas	No standalone plan, but guidance to the cities is provided in the County Plan.
Kissimmee, City	Osceola County	Yes	2010	Yes	Yes	No	Bicycle Parking - yes Showers/lockers - option to reduce required vehicle parking	No	No	No	Restricted in some areas	No standalone plan, but guidance to the cities is provided in the County Plan.

Attachment A: Policy Review Matrix

Agency	County	Standalone ATP?	ATP Year	Agency Active Transportation Element Incorporated into Comprehensive Plan?	Policies that support development of Active Transportation Facilities	LOS Exemptions when meeting LOS Standards conflicts with Safety or ATP Goals	Bicycle Parking and/or Shower/ lockers Required for New Developments	Organization has a BPAC	Vision Zero Resolutions and Plans	ATP Position	E-Scooter and E-Bike Ordinance	ADA Transition Plan
St. Cloud, City	Osceola County	No	N/A	No	Yes	No	Bicycle Parking - yes Showers/lockers - option to reduce required vehicle parking	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Altamonte Springs, City	Seminole County	No	N/A	Yes	Yes	Yes	Bicycle Parking - no Showers/Lockers - option to meet Mobility Performance Standards	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Casselberry, City	Seminole County	Yes	2019	Standalone ATP provided and incorporated into Comprehensive Plan by reference.	ATP	Yes	No	No	No	No	No related ordinances	Yes
Lake Mary, City	Seminole County	No	N/A	No	Yes	Yes	No	No	No	No	No related ordinances	Yes
Longwood, City	Seminole County	No	N/A	Yes	Yes	Yes	Bicycle Parking - yes Showers/lockers - yes, for large developments	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Oviedo, City	Seminole County	In Progress	In Progress	No	Yes	No	Bicycle Parking - yes Showers/lockers - no	No	No	No	Restricted in some areas	No standalone plan, but guidance to the cities is provided in the County Plan.
Sanford, City	Seminole County	No	N/A	No	Yes	Concurrency Exceptions	Bicycle Parking - TDM strategy Showers/lockers - TDM strategy	No	No	No	No related ordinances	No standalone plan, but guidance to the cities is provided in the County Plan.
Winter Springs, City	Seminole County	No	N/A	No	Yes	Concurrency Exceptions	No	Yes	No	No	No related ordinances	Yes

Source: Various documents as available from agencies on their website or by request.

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Attachment B: Mode Share by City

Appendix B: Mode Share for Cities in MetroPlan Orlando Region

Travel Mode	Altamonte Springs	Apopka	Bay Lake	Belle Isle	Casselberry	Eatonville	Edgewood	Kissimmee	Lake Buena Vista	Lake Mary	Longwood	Maitland	Oakland	Ocoee	Orlando	Oviedo	St. Cloud	Sanford	Windermere	Winter Garden	Winter Park	Winter Springs
Drove alone	81%	79%	93%	75%	72%	79%	86%	75%	100%	73%	86%	78%	64%	72%	77%	78%	81%	81%	76%	80%	73%	81%
Carpooled	7%	11%	8%	9%	13%	11%	6%	18%	0%	9%	4%	4%	20%	11%	8%	7%	10%	8%	6%	9%	5%	7%
Public transportation (excluding taxicab)	1%	1%	0%	0%	2%	1%	1%	2%	0%	1%	0%	2%	0%	2%	3%	0%	1%	2%	0%	0%	1%	0%
Walked	2%	1%	0%	1%	1%	2%	1%	1%	0%	1%	0%	4%	1%	1%	2%	1%	1%	1%	0%	1%	3%	1%
Bicycle	0%	0%	0%	0%	1%	5%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%
Walk, Bike, Transit	3%	2%	0%	1%	4%	8%	1%	3%	0%	2%	1%	6%	2%	4%	5%	1%	2%	3%	0%	1%	4%	1%
Taxicab, motorcycle, or other means	2%	2%	0%	4%	2%	0%	1%	1%	0%	3%	1%	1%	0%	6%	3%	1%	1%	2%	2%	2%	1%	3%
Worked from home	8%	7%	0%	11%	9%	2%	7%	3%	0%	14%	9%	11%	15%	7%	7%	14%	6%	6%	16%	8%	16%	9%

Source: 2020 5 Year ACS; Fehr & Peers

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Attachment C: Level of Traffic Stress/Pedestrian Level of Comfort Methodology

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Memorandum

Date: March 28, 2023

To: Taylor Laurent, MetroPlan Orlando
Slade Downs, MetroPlan Orlando

From: Kathrin Tellez, Fehr & Peers

Subject: Active Transportation Plan LTS/PLOC

Introduction

To evaluate where new and enhanced walking and bicycling facilities could improve accessibility within the MetroPlan Orlando region, a Level of Traffic Stress (LTS) analysis was conducted to assess the comfort for people bicycling on roadways within the region and a Pedestrian Level of Comfort (PLOC) analysis was conducted to assess the comfort of people walking on the transportation system.

The purpose of this memorandum is to document the data inputs and approach based on feedback from MetroPlan Orlando staff and the Steering Committee. The LTS and PLOC analysis was conducted using data inputs contained in the xGeographic Wave database, which includes an aggregation of roadway, property, demographic, environmental and other disparate data into a unified geodatabase. The most recent version of the Wave database incorporates feedback from all municipalities within the MetroPlan Orlando region to better reflect their existing bicycling infrastructure. Once the LTS and PLOC analysis is completed, an accessibility assessment to document the accessibility of different land uses by a low stress bicycling and walking network will be conducted and used to help set targets for the Active Transportation Plan.

This memorandum is organized to provide an overview of the LTS and PLOC methodology, scoring system and key data inputs.

Methodology

Level of Traffic Stress (LTS) is a way to evaluate the stress a person bicycling might experience while riding on the road and pedestrian level of comfort (PLOC) is a means to evaluate the stress a person walking might feel. The primary difference between the LTS and the PLOC analyses is that the LTS analysis considers the type of bicycle facility present while the PLOC analysis considers the type of pedestrian infrastructure present. A high-level description of LTS / PLOC Scores are presented in **Table 1**, with a visual depiction shown on **Figure 1** for LTS and **Figure 2** for PLOC.

Table 1. LTS / PLOC Scores

LTS / PLOC Score	Description	Typical Facilities
LTS / PLOC 1	Facilities are suitable for all users, including children traveling alone, the elderly and people using a wheeled mobility device. People generally feel safe and comfortable using the facility and they are willing to use the facility.	Low vehicle volume, low speed roadways with sidewalks on both sides of the street. As traffic volumes and speeds increase, the addition of separation between the vehicle lanes and walking and bicycling facilities increases.
LTS / PLOC 2	All users are able to use the facility, and most are willing to use the facility.	Moderate vehicle volume, moderate speed roadways with sidewalks on both sides of the street. As traffic volumes and speeds increase, the addition of separation between the vehicle lanes and walking and bicycling facilities increases. In some instances, there may only be sidewalks on one side of the roadway but typically not active uses on that side of the roadway.
LTS / PLOC 3	Tolerable for trained and experienced bicyclists and some pedestrians. People may only use the facility when there are limited route and mode choices available.	Higher vehicle volume, higher speed roadways with sidewalks on both sides of the street. Limited separation exists between vehicle lanes and walking and bicycling facilities. In some instances, there may only be sidewalks on one side of the roadway.

LTS / PLOC Score	Description	Typical Facilities
LTS / PLOC 4	Uncomfortable for most people and a barrier to walking and bicycling for many. For people using a wheeled mobility device, such as a wheelchair, the facility may be impassible. People may only use the facility when there are limited route and mode choices available.	Multilane roadways with high speed/high volume vehicle travel typically without facilities for bicycling. Sidewalks may be present, but typically with no separation between sidewalk and travel lane. Bicycle facilities may be present, but with no separation from the adjacent travel lane.
PLOC 5	No pedestrian facilities present. For people using a wheeled mobility device, such as a wheelchair, the facility is impassible. There may be an unimproved area where people can walk, but people typically only use the facility when there are limited route and mode choices available.	Roadways without sidewalks on both sides of the street (excludes limited access facilities where non-motorized vehicles are not permitted).

Notes: Adapted from the research conducted by the Mineta Transportation Institute

Level of Traffic Stress and Pedestrian Level of Comfort ratings should not be construed as a predictor of facility use by people walking and bicycling. Area demographics and land uses along a corridor are better predictors of the level of walking and bicycling that does and could occur. For example, in a low-density area where land uses are spread apart and most people have access to a vehicle, people may walk or bicycle for recreational purposes in the area, but not as a primary mode of travel. Conversely, in an area where complementary uses are within close proximity and people have less access to vehicles, walking and bicycling activity is typically higher, even when low stress facilities are not available.

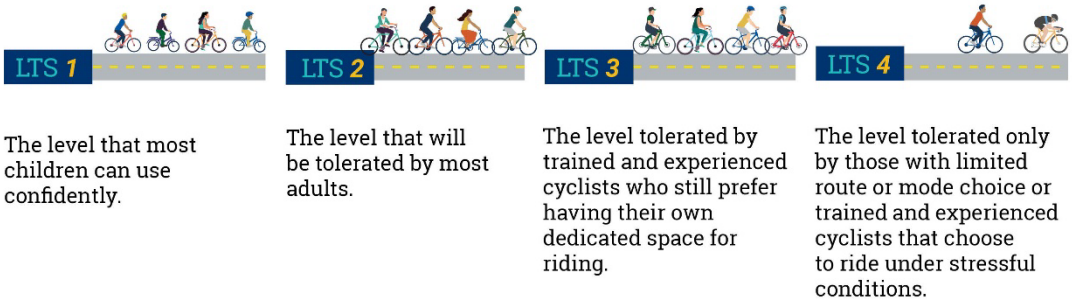


Figure 1: Visual Depiction of LTS

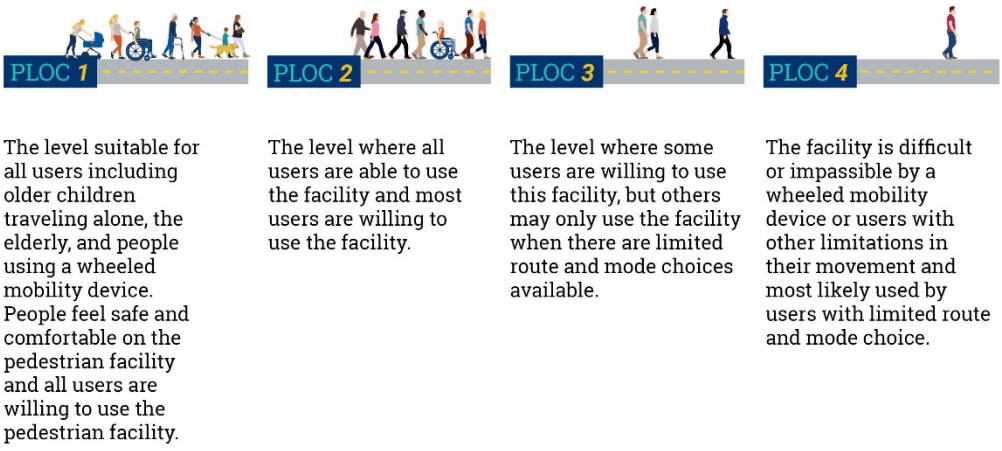


Figure 2: Visual Depiction of PLOC

Figure 3 provides a flowchart of the LTS methodology for roadways with bicycle facilities and **Figure 4** provides a flowchart of the LTS methodology for roadways without bicycle facilities. **Table 2** provides the scoring criteria for the PLOC calculations.

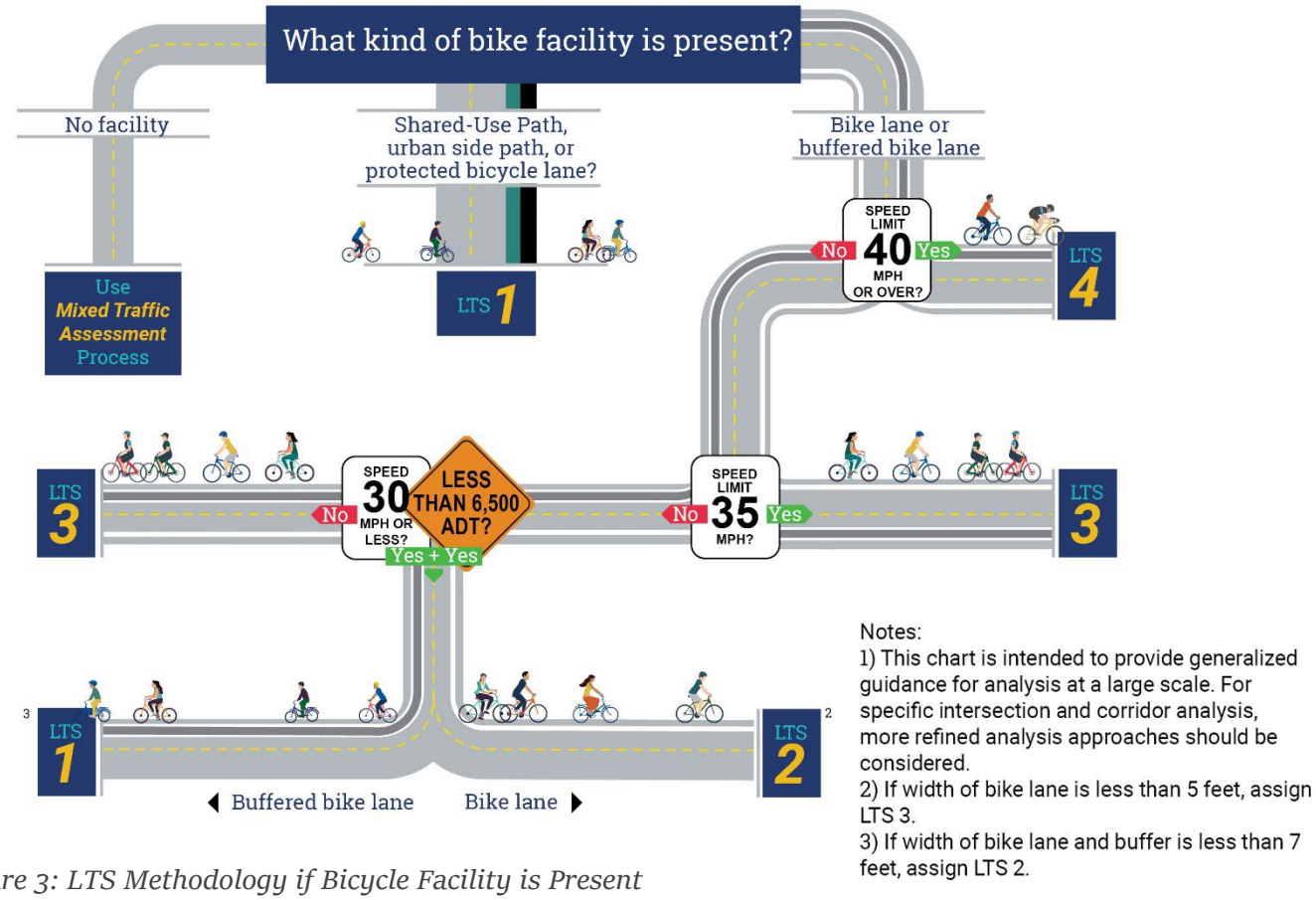


Figure 3: LTS Methodology if Bicycle Facility is Present

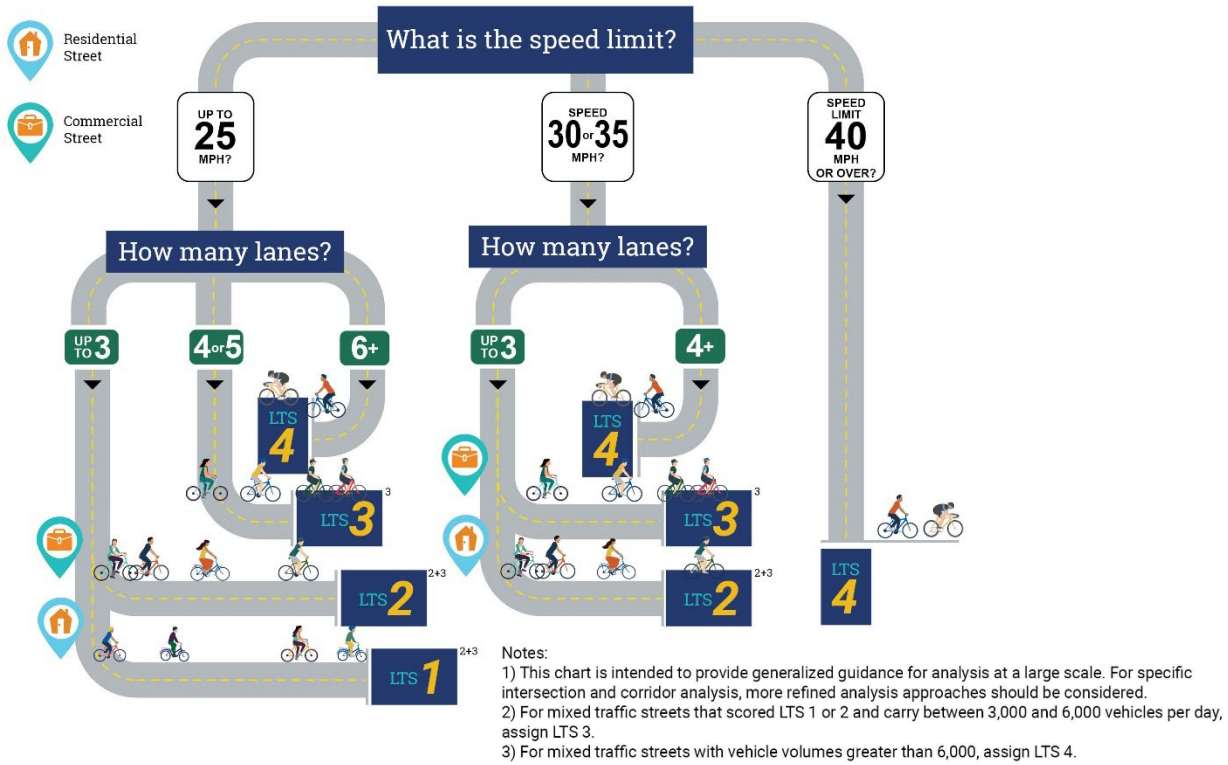


Figure 4: LTS Methodology if No Bicycle Facility is Present

Table 2. Pedestrian Level of Comfort Matrix

Sidewalk Separation	AADT	Posted Speed (mph)	Sidewalk Coverage						
			Both sides of the roadway			One side of the roadway			No sidewalk
			Number of Through-Lanes						
			<4	4-5	6+	<4	4-5	6+	2+
High Separation (distance from curb or edge of pavement to sidewalk is 7+ feet on both sides of roadway; separation elements could include bicycle lane, landscape strip or paved shoulder)	Low	25	1	1	2	2	2	3	5
		30-35	1	1	2	2	2	3	5
		40+	2	2	2	2	2	3	5
	Moderate	25	1	1	2	2	2	3	5
		30-35	1	1	2	2	2	3	5
		40+	2	2	2	2	2	3	5
	High	25	1	2	2	2	2	3	5
		30-35	2	2	2	2	3	3	5
		40+	2	2	2	3	3	3	5
Moderate Separation (distance from curb or edge of pavement to sidewalk is 3 to 6 feet on both sides of roadway; separation elements could include bicycle lane, landscape strip or paved shoulder)	Low	25	1	1	2	2	2	3	5
		30-35	1	1	2	2	2	3	5
		40+	2	2	3	3	3	4	5
	Moderate	25	1	1	2	2	2	3	5
		30-35	1	1	3	2	3	3	5
		40+	2	2	3	3	3	4	5
	High	25	1	2	2	2	3	3	5
		30-35	2	2	3	3	3	3	5
		40+	3	3	3	3	3	4	5
Low Separation (distance from curb or edge of pavement to sidewalk is 0-2 ft)	Low	25	1	1	2	2	2	3	5
		30-35	2	3	3	3	3	3	5
		40+	3	3	4	3	3	4	5
	Moderate	25	1	2	2	2	2	3	5
		30-35	2	3	3	3	3	3	5
		40+	3	4	4	4	4	4	5
	High	25	2	2	2	3	3	3	5
		30-35	3	3	3	3	3	4	5
		40+	4	4	4	4	4	4	5

Notes: AADT = Average Annual Daily Traffic

Low = < 10,000 vehicles per day

Moderate = 10,000 to 19,999 vehicles per day

High = over 20,000 vehicles per day

Speed Data

For both the LTS and PLOC analysis, two sets of speed data were used. One analysis was conducted using the posted speed limit for each roadway. The second was conducted using the 85th percentile speed as measured regionally through connected vehicle data. While the connected vehicle data only provides a sample of speeds along the corridor, it has been shown to be a good general representation of the speeds people are driving on roadways within the MetroPlan Orlando region. For most roadways, the LTS/PLOC results do not change between the two speed data sets, but for some roadways, especially those that have a posted speed limit of 35 to 40 miles per hour, the actual travel speed based on the connected vehicle data is closer to 45 to 50 miles per hour, resulting in more LTS / PLOC 4 facilities.

For the purposes of the LTS and PLOC analyses, the posted speed limit was used. Based on the initial results, potential strategies to enforce existing posted speed limits and identify opportunities to reduce the posted speed will be explored during the bicycle and pedestrian system planning phases of the Active Transportation Plan to improve the LTS and PLOC ratings, respectively.

FDOT Quality of Service Handbook – January 2023

The Florida Department of Transportation published an updated Quality of Service Handbook in January 2023 after an initial LTS analysis had been completed using the approach outlined in our January 27, 2023 technical memorandum. Based on the results of the initial analysis and feedback from MetroPlan Orlando staff, some changes were made to better incorporate the FDOT guidance while providing an approach that can be conducted at the regional level based on available data, which is reflected in the methodology which has been outlined in this document.

Next Steps

The final LTS and PLOC analyses incorporate feedback from MetroPlan Orlando staff and the Steering Committee. These results will be used as the basis for the accessibility analysis that will be used to help identify the location of new and modified walking and biking facilities as well as other systemwide strategies that can improve the comfort for people walking and bicycling in the region.

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Attachment D: Accessibility Analysis Methodology

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Draft Memorandum

Date: July 6, 2023

To: Taylor Laurent, MetroPlan Orlando
Slade Downs, MetroPlan Orlando

From: Kathrin Tellez and Stephen Spana, Fehr & Peers

Subject: Active Transportation Plan Accessibility Analysis Overview

Introduction

As a part of the MetroPlan Orlando Active Transportation Plan, a travel access analysis was conducted to identify locations in the region that have a high level of access to a variety of destinations via low stress walking and bicycling facilities, and parts of the region that may have high levels of access, but only on high-stress facilities.

Based on feedback from the public as well as the steering committee, the travel access analysis considered how accessible a variety of key destinations are from the surrounding area, with the following destination types considered locations where travel access should be prioritized:

- Public Schools
- Transit Facilities, such as LYNX stops and SunRail stations
- Parks, including neighborhood parks and regional parks
- Jobs, based on the location of businesses in the xGeographic Wave database
- Shopping, including grocery stores

The distance that an average person might be able to bicycle within different time periods was based on an average biking speed of 10 miles per hour, meaning that it would take an average person about 30 minutes to travel 5-miles on their bicycle. For walking access, an average walking speed of 3 miles per hour was used. Some people may bike or walk faster or slower than the averages, with these speeds selected for planning purposes. For each destination type, the areas that are reachable within 1-5 minutes, 6-15 minutes, and 16-30 minutes were assessed. It was assumed that sidewalk gaps were a barrier for walking trips.

Bike trips, however, were allowed to traverse any road with or without bike facilities (since bicyclists could presumably share the road with vehicles).

Analysis Inputs

Inputs to the analysis include network features and points of interest with the data sources for each provided below.

Network

- Bike: Federal Aid roadway network for Orange, Osceola, Seminole counties (minus limited access facilities); Existing shared-use paths, side paths, and cycle tracks
    - Planned shared-use paths, side paths, and cycle tracks were added to the future scenario
- Pedestrian: Federal Aid roadway network for Orange, Osceola, Seminole counties (minus limited access facilities and facilities with no sidewalks); Existing shared-use paths and side paths
    - Planned shared-use paths and side paths were added to the future scenario

Points of Interest (POIs)

- Schools (Elementary, Middle, High) – Wave
- Transit stops – bus stops from LYNX GTFS, SunRail stations form Wave
- Park centroids – Wave
- Shopping – Supermarkets (e.g. Publix, Winn Dixie, Walmart) and Markets (e.g. Dollar General, gas stations) from Wave
- Jobs – TAZ centroids from CFRPM7 model

Travel Sheds

Travel sheds for each point of interest type and each travel mode were developed using ArcGIS Pro, assuming a 10 mile per hour (mph) travel speed for bikes and 3 mph travel speed for pedestrians. Travel sheds were generated for 5-, 15-, and 30-minute travel times. Within each travel shed, an accessibility score was then developed:

- For each mode and POI, assign accessibility score to each travel shed
    - 0-5 minute sheds: Accessibility Score 3
    - 6-15 minute sheds: Accessibility Score 2
    - 16-30 minute sheds: Accessibility Score 1
- For Jobs POI only –number of jobs within each TAZ had to be represented differently
    - Multiply accessibility score by total TAZ employment to create weighted accessibility score. For example, a TAZ with 100 total jobs would be scored as follows:
        - 0–5-minute sheds: Accessibility Score 300
        - 6–15-minute sheds: Accessibility Score 200
        - 16–30-minute sheds: Accessibility Score 100

Joining accessibility scores to the network

For each travel mode and POI, the accessibility score for each travel shed was summed over each road segment in the network. This resulted in every road segment having an accessibility score associated with it. For example, for the shopping POI type using the pedestrian network, if there are 3 5-minute sheds, 6 15-minute sheds, 10 30-minute sheds overlapping a single roadway segment, the segment accessibility score would be:

Segment accessibility score (shopping, ped network) = 3*(5) + 6*(2) + 10*(1) = 37

Accessibility Score

To calculate an accessibility score for each roadway segment, the scores were normalized and combined. Specifically, for each mode the segment accessibility score for each POI was scaled to a value between 0 or 1, assuming all POI types are equally as important.

The total accessibility score was then calculated for each road segment for walking and bicycling modes as follows:

- Sum the normalized accessibility scores for all POI types to create a total accessibility score (which will be between 0 and 5). Example for road segment in ped network:
    - Normalized shopping accessibility score: 0.6
    - Normalized transit accessibility score: 0.8
    - Normalized job accessibility score: 0.2
    - Normalized school accessibility score: 0.1
    - Normalized park accessibility score: 0.1
    - Total road segment accessibility score (ped): 0.6 + 0.8 + 0.2 + 0.1 + 0.1 = 1.8

Incorporation of LTS/ PLOC

To account for the comfort of walking and bicycle facilities provided, the underlying Level of Traffic Stress (LTS) and Pedestrian Level of Comfort (PLOC) ratings were factored into the results. Based on the stress of the routes, a score was assigned to assess the overall comfort of walking and biking to various destinations within the region. High LTS/PLOC was defined as LTS/PLOC greater than 2, and Low LTS/PLOC was defined as less than or equal to 2. Areas that are either inaccessible or only accessible via high stress networks received a lower score than areas that are accessible via lower stress networks. High/Low access

thresholds were determined by the distribution of total road segment accessibility scores for each mode. Roadways were rated with one of four scores:

- *Low LTS/PLOC and High Access* - these are roadways where there are many destinations within the travel buffers (above average access score), and the route is comfortable (average LTS/PLOC score of 2 or better).

- *Low LTS/PLOC and Low Access* - these are roadways where there are not that many destinations within the travel buffers (lower than average access score), but the route is comfortable (average LTS/PLOC score of 2 or better).

- *High LTS/PLOC and Low Access* - these are roadways where there are not that many destinations within the travel buffers (lower than average access score), and the route is uncomfortable (average LTS/PLOC score greater than 2).

- *High LTS/PLOC and High Access* – these are roadways where there are many destinations within the travel buffers (above average access score), but the route is uncomfortable (average LTS/PLOC score greater than 2).

The results are presented in the Existing Conditions report for the existing and planned future Active Transportation system.

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Attachment E: First Round Public Engagement Summary

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Draft Memorandum

Date: May 25, 2023

To: Taylor Laurent, MetroPlan Orlando
Slade Downs, MetroPlan Orlando

From: Kathrin Tellez, Fehr & Peers
Elizabeth Suárez, Fehr & Peers

Subject: Active Transportation Plan Public Engagement Summary

Introduction

Community outreach and engagement is a critical component of the MetroPlan Orlando Regional Active Transportation Plan (ATP): Ride & Stride 2050 for both informing the public and key stakeholders about the effort and for soliciting their feedback. This memorandum summarizes feedback received from the public during the first round of community engagement, which occurred between February 1st and March 21st, 2023.

The engagement materials were hosted on an online platform called Social Pinpoint, which people could access through the MetroPlan Orlando project website (https://metroplanorlando.org/atp). The goal of the engagement was to understand the barriers to walking and biking that community members face, what their values and interests are related to walking and biking, and what kind of projects they would like to see implemented to make it easier for them to walk and bike to key destinations. The outreach was comprised of two components, a survey and a comment map. An option for people to call or email feedback was also available for people who do not have access to the internet or do not feel comfortable using it. Because Spanish is the most prevalent language in the region after English, all outreach materials were provided in both English and Spanish.

Targeted online outreach was conducted via Facebook and Instagram, with a sample outreach ad shown on **Figure 1**. MetroPlan Orlando public information staff sent information to the general MetroPlan Orlando mailing list. Information was also shared through the various MetroPlan Orlando committees and boards, and the project Steering Committee also shared the opportunity to provide project feedback through their networks. MetroPlan

Orlando staff also participated in the Healthy West Orange Take Over the Trails Day on February 17, 2023, to promote the project, answer questions and provide links to the survey and comment map.

Between the survey and comment map, approximately 371 people participated. The following sections provide summaries of the feedback received from the survey and comment map.

Figure 1: Sample Outreach Ad

Survey Results

The survey consisted of six key questions related to where people currently walk and bike and where they would like to walk and bike, as well as what types of improvements could be made to increase their comfort level when walking and bicycling on our transportation system. Each question is provided below with a summary of responses.

There were 336 people who took the survey, of which 4 people took the survey in Spanish. Not every person answered each question.

The survey asked community members what the most important land uses are to connect to with safe walking paths/sidewalks and, in a separate question, with biking facilities. Respondents were able to select from the following land uses, including an open response option, and asked them to provide a score from one to ten, with one being the lowest, to each category:

- Jobs
- Schools
- Shopping Centers, including grocery stores
- Medical centers
- Transit facilities (bus stops or SunRail stations)
- Recreational facilities (park, trail, neighborhood center)
- Other (open response)

Of the land uses provided, survey respondents thought it was most important to provide safe walking and biking facilities to schools, with recreational facilities and transit facilities being a close second. Although respondents indicated that providing walking and biking access to medical facilities was the least important of the given land uses, more than half indicated it was an important destination for people walking and biking. Respondents ranked the ability to bike to jobs higher than the ability to walk to jobs, presumably given the distance most people live from their place of employment.

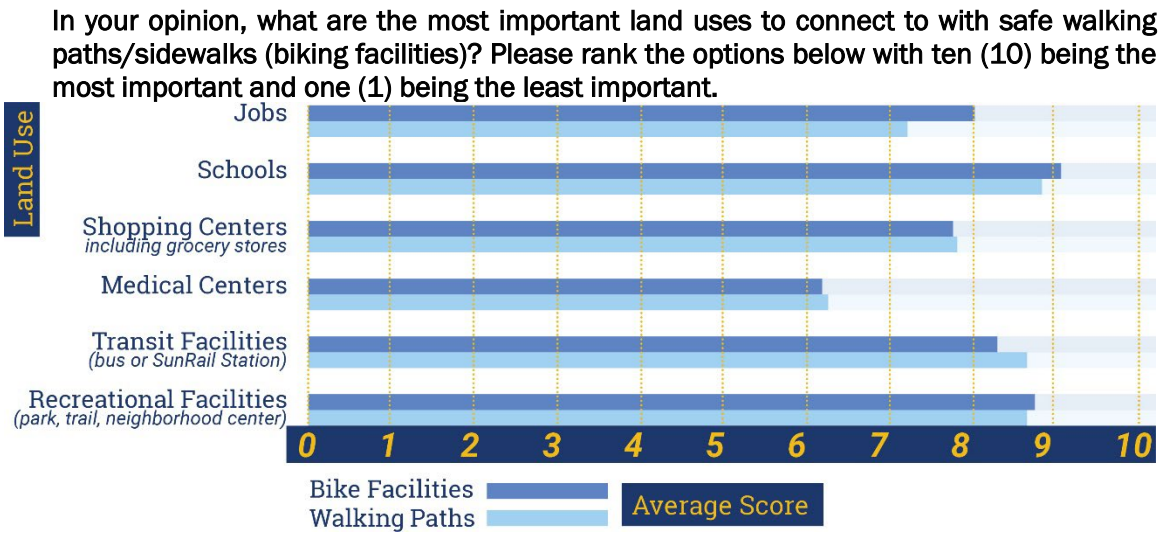


Figure 2: Walking and Biking Connections Preferences

In response to what other places people think should be connected to walking or biking facilities, the most common answers were:

- Churches and religious facilities
- Neighborhoods, particularly a desire to walk to a friend's house
- Community centers
- Sports arenas and event venues
- Local businesses (coffee shops, restaurants/bars, local shops, gyms etc.)

The next question asked where people are **currently walking and biking.** We asked them if they currently walk or bike to the following places:

- Work
- School – alone
- School – with children
- Medical centers
- Shopping Centers, including grocery stores
- Recreational facilities (park, trail, neighborhood center)
- Transit facilities (bus stops or SunRail stations)
- Walk for fun/exercise with no specific destination
- Other (open response)

Around 90 percent of survey respondents walk or bike for fun or exercise, with no specific destination. If going somewhere specific, most participants walk or bike to recreational facilities. The second most popular destination is shopping centers/grocery stores. For most of the destinations noted in the survey, similar numbers of people tend to walk or bike, except for employment uses. About 22 percent of respondents said they bike to work, and only 6 percent said they walk to work.

Do you currently walk or bike to the following places? Please rank the options below with ten (10) being the most important and one (1) being the least important.

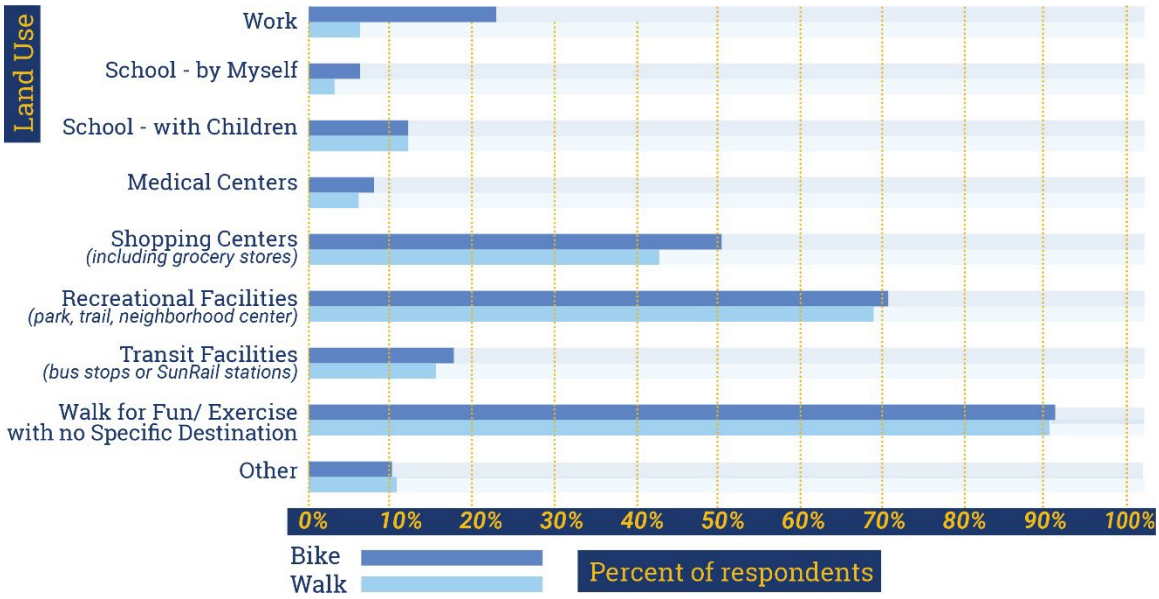


Figure 3: Walking and Bicycling Destinations

A review of the survey responses comparing the responses about where people think they should be able to walk and bike versus where they actually walk and bike shows that if safer walking and bicycling facilities were provided, more people might walk and bike places if the destination is within a reasonable distance from their origin, such as schools and transit facilities.

Next, we asked users what improvements would make it easier for them to walk or bike to the destinations discussed in the previous questions.

Below is a list of improvements that respondents said would make it easier for them to walk to desired destinations:

- Wide, continuous, shaded, buffered, unobstructed sidewalks
- Better sidewalk maintenance
- More and enhanced crosswalks
- Pedestrian bridges/underpasses at large intersections
- Traffic calming
- Better lighting
- Having more destinations within walking distance
- More reliable transit
- Enforcement of reckless driving

The following is a list of improvements that respondents said would make it easier for them to bike to desired destinations:

- Wider sidewalks to accommodate bikes

- Separation between bicyclists and pedestrians
- More and wider bike lanes
- Protected bike lanes, particularly on wide, fast roads
- Better maintenance – clear of debris and vegetation
- Smooth facilities, including adding concrete bike lanes on brick streets
- Better intersection crossings, including signal priority, shorter cycle lengths, bicycle detection, and pavement markings
- Bike paths
- Better connectivity, including continuous bike lanes
- More connections to transit
- More secured bike parking
- Lighting along routes including trails
- Signs warning drivers to look for bikes
- Improved wayfinding
- More shade
- Fewer vehicle lanes in residential areas
- Housing built near destinations
- Lower speed limits and traffic calming measures
- More enforcement of reckless driving
- Routine driver education

Then, we wanted to understand what types of bicycle facilities people feel comfortable using. We showed users images of different facility types and asked them to select the ones they would feel comfortable riding on. The results are shown on Figure 4. Most respondents were comfortable riding on a roadway with a protected bike lane (including vertical separation) and trails. The facilities respondents were least comfortable riding on were roadways without any dedicated bicycle facility. These results confirm feedback from other local engagement efforts and national research, in that that there is a public preference for bicycling facilities that have a physical separation from vehicle traffic.

Figure 3: Visual Preference Survey Results

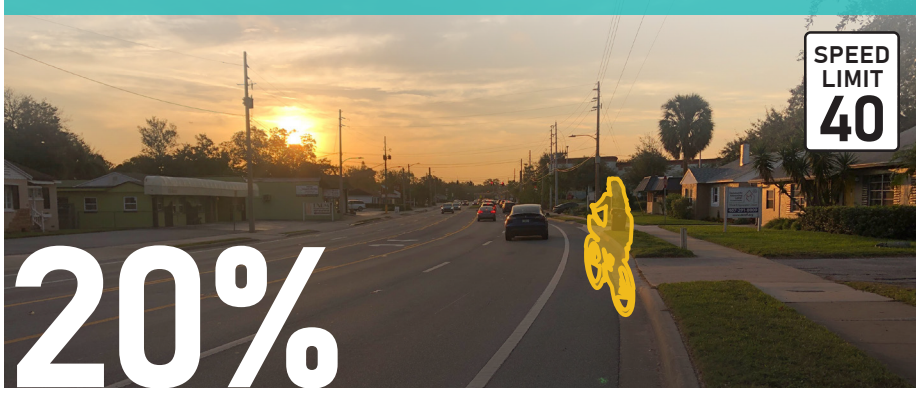
Two-Lane Roads with No Bike Lanes

Roads with Shared Lane Markings *("sharrows")*

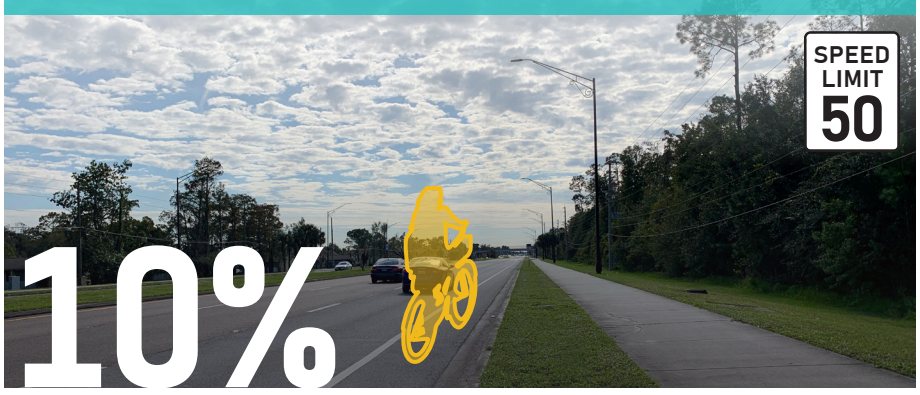
Two-Lane Roads with Bike Lanes

Four-Lane Roads with No Bike Lanes

Four-Lane Roads with Bike Lanes



Six-Lane Roads with Bike Lanes

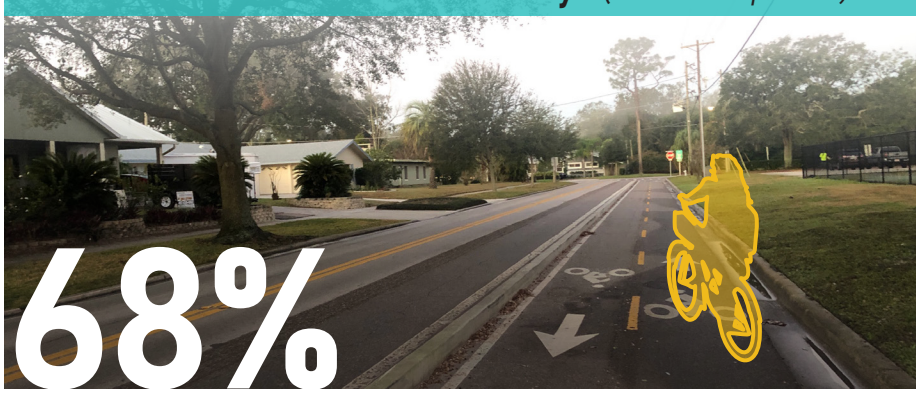


Roads with Buffered Bike Lanes *(narrow buffer)*

Roads with Buffered Bike Lanes *(wide buffer)*

Roads with Protected Bikeways *(vertical protection)*

Roads with Protected Bikeways *(concrete separator)*



Roads with Side Paths

Trails / Shared-Use Biking & Walking Paths

At the end of the survey, we asked participants to provide additional comments. Below is a summary of some of the general themes from those who provided further feedback.

- Maintain continuity of bicycle facilities
- Don't implement sharrows
- Don't provide unprotected bike lanes on large roads
- Look to the Europeans for inspiration
- Provide bicyclist education
- Provide vertical separation between bike lanes and travel lanes
- Implement new land use policies to encourage bike/ped/transit friendly development
- Start with temporary materials if permanent materials are too expensive
- Provide walking and biking education in schools
- Freight loading and unloading should be prohibited during the morning and evening commute hours
- Use asphalt instead of jointed concrete for facilities where bikes are supposed to ride
- Buses should have more than two bike racks
- Provide clearer regulations around electric bikes and scooters

Although the Active Transportation Plan is focused on bicycle and pedestrian facilities, there were several comments related to improving transit in the region. Below is a summary of the transit-related comments:

- Bus reliability needs to be improved
- Buses need to operate at a higher frequency
- Some of the bus lines need to be rerouted to create more efficient routes
- High speed rail is needed
- Buses should have dedicated lanes
- SunRail should operate 24 hours a day, 7 days a week
- Buses should have room for more than two bikes

Comment Map

Geographic Information

The comment map provided an online map of the existing and planned bicycle facilities in the MetroPlan Orlando region and allowed users to leave comments. There were four pre-set options for comment types, each of which gave the user the possibility to write in a comment. The map was in English and Spanish although no map comments in Spanish were provided. The four options were:

- Great facility
- Currently unsafe
- Facilities needed
- Additional comments

About 83 percent of the comments 240 were placed in Orange County. Osceola and Seminole Counties received a similar number of comments. Based on population, responses from Orange County (62 percent of population and about 83 percent of responses) are disproportionately higher than both Osceola (16 percent of population and about 9 percent of responses) and Seminole (21 percent of population and about 9 percent of responses) Counties. This was noted throughout the public engagement period and additional outreach was conducted to the Public Information Officers with each jurisdiction in Osceola and Seminole Counties to further promote the project.

Of the total responses, about 75 percent of the comments related to a facility not feeling safe or that a facility was needed. Approximately 13 percent of comments noted that a facility was great (**Table 1**). The remainder of comments were related to a wide range of topics, mostly related to maintenance, such as potholes and faded paint, and driver behavior, such as failure to yield at marked crosswalks. **Figure 5** displays the geographic distribution of the comments.

The location of comments was also compared against the Level of Traffic Stress (LTS) analysis results to see if there was a relationship between the public's perception of facilities and their calculated stress level based on the number of travel lanes, vehicle volumes, vehicle speeds and roadway characteristics (please see technical memorandum that describes the LTS analysis methodology dated March 28, 2023). As shown in **Table 2,** approximately half of the comments related to the safety of a facility are within 250 feet of an LTS 3 or 4 facility, which is generally a higher stress facility, and a disproportionate number of the overall comments related to safety are within 250 feet of a LTS 3 or 4 facility.

Finally, general themes, such as speeding, were compared geographically (**Table 3**). Top themes in the comments include: speeding, lighting, visibility, roadway condition, and a need for bicycling and walking facilities.

This information will be used in combination with the LTS, Pedestrian Level of Comfort (PLOC) and accessibility analyses to identify locations on the MPO roadway network for new and enhanced facilities. How each comment was incorporated into the analysis will be documented here.

Table 1: Comment Geographic Distribution

County	Total	Total (%)	Currently Unsafe		Facilities Needed		Great Facility		Additional Comments	
			Total	%	Total	%	Total	%	Total	%
Orange	240	83%	98	41%	84	35%	34	14%	24	10%
Osceola	25	9%	7	28%	8	32%	3	12%	7	28%
Seminole	25	9%	12	48%	8	32%	1	4%	4	16%
Total	*290*		*117*	*40%*	*100*	*35%*	*38*	*13%*	*35*	*12%*

Source: Social Pinpoint Comment Map; Fehr & Peers, 2023

Table 2: Comment Proximity to High Stress Facilities for Bicycling (LTS 3 or 4)

County	Total	Total (%)	Currently Unsafe		Facilities Needed		Great Facility		Additional Comments	
			Total	%	Total	%	Total	%	Total	%
Orange	144	50%	69	48%	50	35%	15	10%	10	7%
Osceola	15	5 %	5	33%	3	20%	3	20%	4	27%
Seminole	17	6%	7	41%	7	41%	0	0%	3	18%
Total	**176**		**81**	**46%**	**60**	**34%**	**18**	**10%**	**17**	**10%**

Source: Social Pinpoint Comment Map; Fehr & Peers, 2023:

Table 3: Comment Themes by Geography

County	Total	Speeding	Connectivity	Road Condition	Lighting/ Visibility	Mentions Sidewalks	Mentions Bike Lanes	Ped Comments	Bike Comments
Orange	206	26	44	12	24	56	43	121	105
Osceola	22	4	3	0	0	7	6	11	9
Seminole	24	0	4	0	1	6	9	11	13
Total	*252*	30	51	12	25	69	58	143	127

Source: Social Pinpoint Comment Map; Fehr & Peers, 2023:

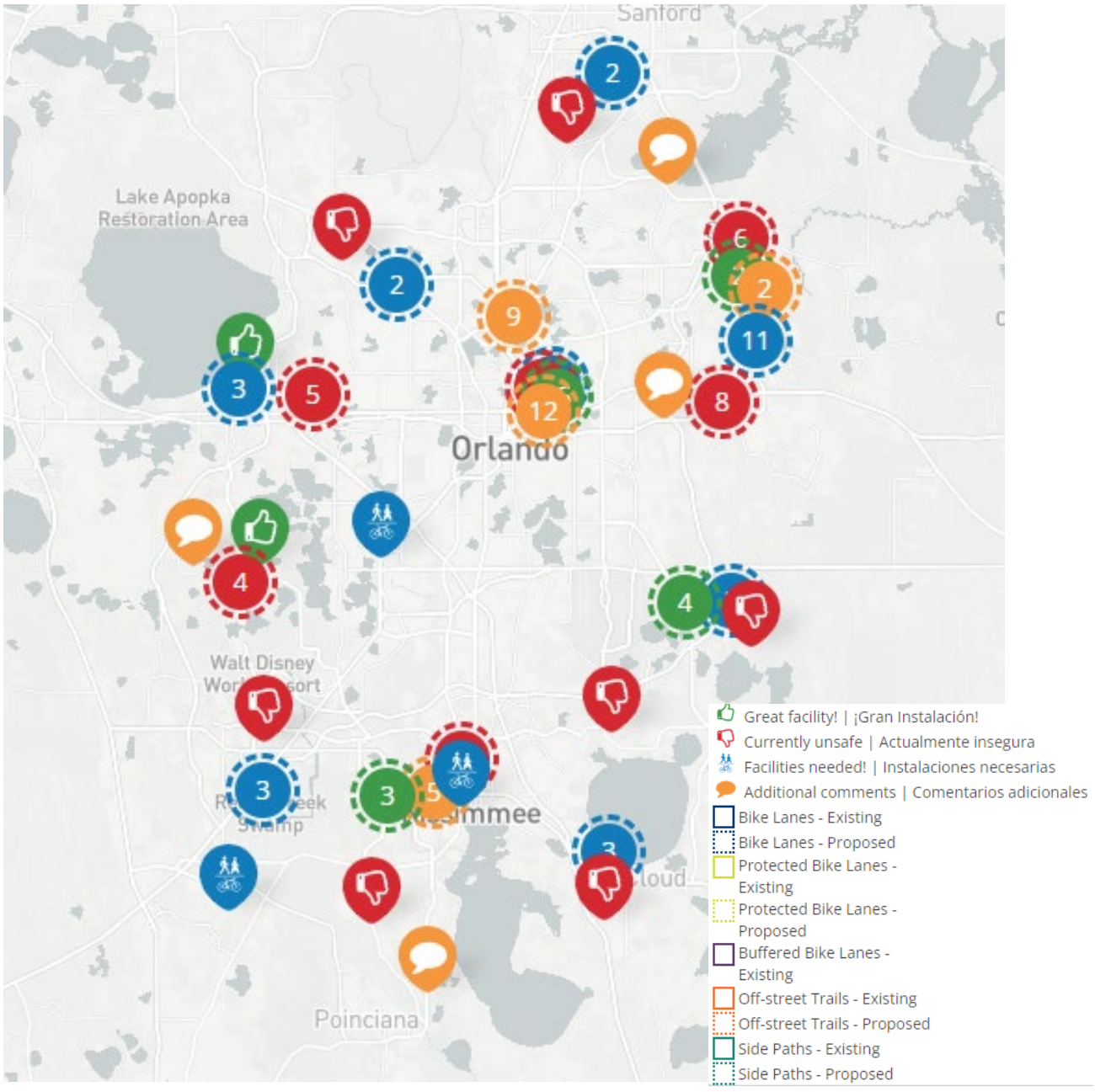


Figure 5: Geographic Distribution of Comments

Comment Summary

There were many comments about specific facilities. These comments will be considered when developing recommendations. Many of the comments are similar to the ones provided in the survey. Below is a summary of the general concerns of respondents.

Enhanced Facilities

- Wider sidewalks/bike lanes
- Buffered facilities including vertical separation
- Enhanced intersection and trail crossings
- Reduced intersection crossing distances and properly timed flash don't walk phase
- Enhanced crosswalks including raised crosswalks
- Landscaping and shade
- Trashcans along walking and biking paths
- Trails instead of bike lanes on large, high-speed roadways
- Delineation between bicycle and pedestrian spaces
- Bulb-outs
- Curb ramps

New Facilities

- More sidewalks
- More crosswalks
- Pedestrian bridges
- Dedicated bicycle facilities, especially where sidewalks are narrow
- Consistent, continuous facilities
- Fill in gaps in the bicycle and pedestrian network

Better connections

- Between different cities and neighborhoods
- To transit
- To parks and lakes
- To trails
- To UCF
- To schools
- To shopping centers

Dangerous or Uncomfortable Facilities

- Bike lanes on busy, high-speed roads
- Brick roads
- Inconsistent infrastructure (bike lanes that stop and start, bike lanes that shift cyclists to the sidewalk)

Driver behavior

- Speeding
- Drivers don't look for or yield to bicyclists or pedestrians

- Drivers parking on the sidewalk

Maintenance

- Faster maintenance
- Clear debris and overgrown vegetation
- Fix potholes and bumps in bike lanes
- Fix broken sidewalks

Miscellaneous

- Biking and walking facilities need better lighting
- Core areas like Ivanhoe and Mills should prioritize walking and biking
- Concerns about criminal activity and safety in wooded or secluded areas
- Address bicycle and pedestrian conflicts with railroad crossings
- Roads should fit the context of the neighborhood
- Push buttons are on the wrong side of trail

Demographic Information

As part of the survey, we asked participants for demographic data, including race/ethnicity, gender and age. The percentage of survey respondents who are white is disproportionately higher than the regional population, and the Black or African American population bring the most underrepresented. Responses by gender were slightly higher for people that identify as males (48 percent) than females (45 percent). Approximately 6 percent of responds preferred not to state or are non-binary. No persons under the age of 18 responded to the survey. Persons over the age of 65 are slightly overrepresented in the survey responses.

Next Steps

The public engagement participants provided insightful feedback about what they would like the regional bicycle and pedestrian network to look like. The project team will work to incorporate this feedback when developing recommendations for the types of facilities to provide and their locations. For each comment related to specific infrastructure (safety or identification of a project need), a record of how the project team incorporated the feedback will be kept. For comments not on the MPO Roadway network, the comments will be forwarded to the appropriate jurisdiction.

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Appendix B: 2050 ATP Accessibility Analysis

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Final Memorandum

Date: February 5, 2024

To: Taylor Laurent, MetroPlan Orlando
Slade Downs, MetroPlan Orlando

From: Kathrin Tellez and Stephen Spana, Fehr & Peers

Subject: 2050 ATP Accessibility/Comfort Analysis

Introduction

As a part of the MetroPlan Orlando Active Transportation Plan, a travel access and comfort analysis was conducted to estimate the potential access gains that could occur with development of the 2050 ATP network as compared to the Existing and Planned future condition. This analysis identifies locations in the region that would have a high level of access to a variety of destinations via low stress walking and bicycling facilities with the 2050 ATP projects, and parts of the region that may have high levels of access, but only on high-stress facilities. The 2050 ATP results were compared to the results from the Existing and Planned future conditions to understand how the identified projects would affect accessibility and comfort for active transportation users in the region.

LTS/PLOC Analysis

Level of traffic stress (LTS) and Pedestrian Level of Comfort (PLOC) were evaluated for the planned network and iterative evaluated to help identify the final 2050 ATP network. The analysis methodology is detailed in the existing conditions report, which is provided as Appendix A. Results of the analysis, as compared to the existing condition, as presented in Table 1 and Table 2.

Table 1: LTS Score for MPO Network by Bicycle Facility Type (in miles of facility)

	Existing				Planned				2050 ATP			
LTS Score	Shared Use Path/ Trail	Side Path*	Bicycle Lanes	No Bicycle Facility	Shared Use Path/ Trail	Side Path*	Bicycle Lanes	No Bicycle Facility	Shared Use Path/ Trail	Side Path*	Bicycle Lanes	No Bicycle Facility
1	157	145	73	123	198	758	73	113	215	808	140	144
2	-	-	30	74			61	69			60	69
3	-	-	85	249			112	224			103	223
4	-	-	533	802			590	721			532	691

Source: xGeographic; Fehr & Peers, 2024

Table 2: PLOC Score for MPO Network by Pedestrian Facility Type (in miles of facility)

PLOC Score	Existing				Planned				2050 ATP			
	Paths[1]	Both Sides[2]	One Side[3]	No None	Paths[1]	Both Sides[2]	One Side[3]	No None	Paths[1]	Both Sides[2]	One Side[3]	No None
1	302	166	-	-	956	166	46		1,023	230	67	
2	-	396	88	-		396	125			371	120	
3	-	250	195	-		250	131			235	124	
4	-	260	85	-		260	66			238	59	
5	-	-	-	529				526				526

Notes: 1. Includes shared use paths, side paths and trails; 2. Sidewalks on both sides of street; 3. Sidewalks on one side of street.
Source: xGeographic; Fehr & Peers, 2024

Travel Access Analysis

The travel access analysis considered how accessible a variety of key destinations are from the surrounding area, with the following destination types considered locations where travel access should be prioritized:

- Public Schools
- Transit Facilities, such as LYNX stops and SunRail stations
- Parks, including neighborhood parks and regional parks
- Jobs, based on the location of businesses in the xGeographic Wave database
- Shopping, including grocery stores

The distance that an average person might be able to bicycle within different time periods was based on an average biking speed of 10 miles per hour, meaning that it would take an average person about 30 minutes to travel 5-miles on their bicycle. For walking access, an average walking speed of 3 miles per hour was used. Some people may bike or walk faster or slower than the averages, with these speeds selected for planning purposes. For each destination type, the areas that could be reached within 0 to 5, 6 to 15 and 16 to 30 minutes were assessed. Where there are sidewalk gaps (i.e. where a sidewalk is not present), it was set as a walking barrier with no walking trips able to pass through the area without a sidewalk facility. A similar impedance was not applied for bicycle travel, as bicycles are permitted to use road travel lanes where distinct or separate bicycle facilities are not present.

For each destination type, accessibility scores were given to each travel shed, i.e. a score of 3 was given to all 0–5-minute travel sheds, a score of 2 was given to all 6–15-minute travel sheds, and a score of 1 was given to all 16–30-minute travel sheds, with sample bike travel sheds shown on Figure 1 and sample walk travel sheds shown on Figure 2.

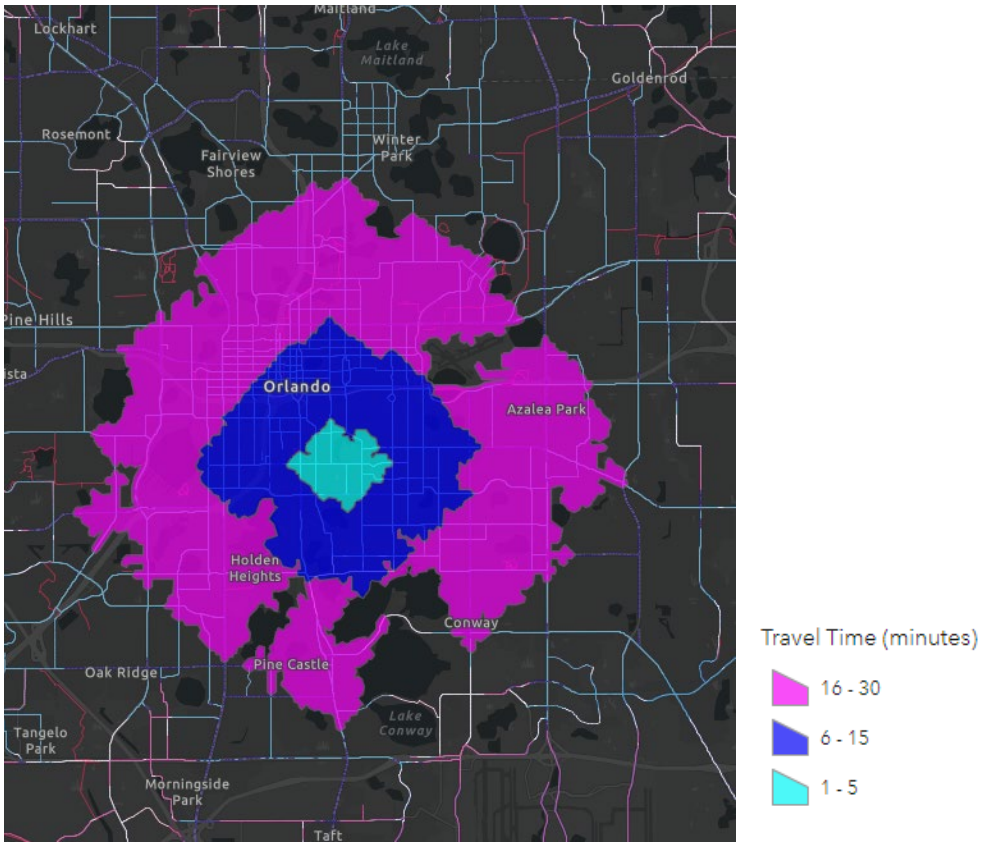


Figure 1: Boone High School Bike Shed

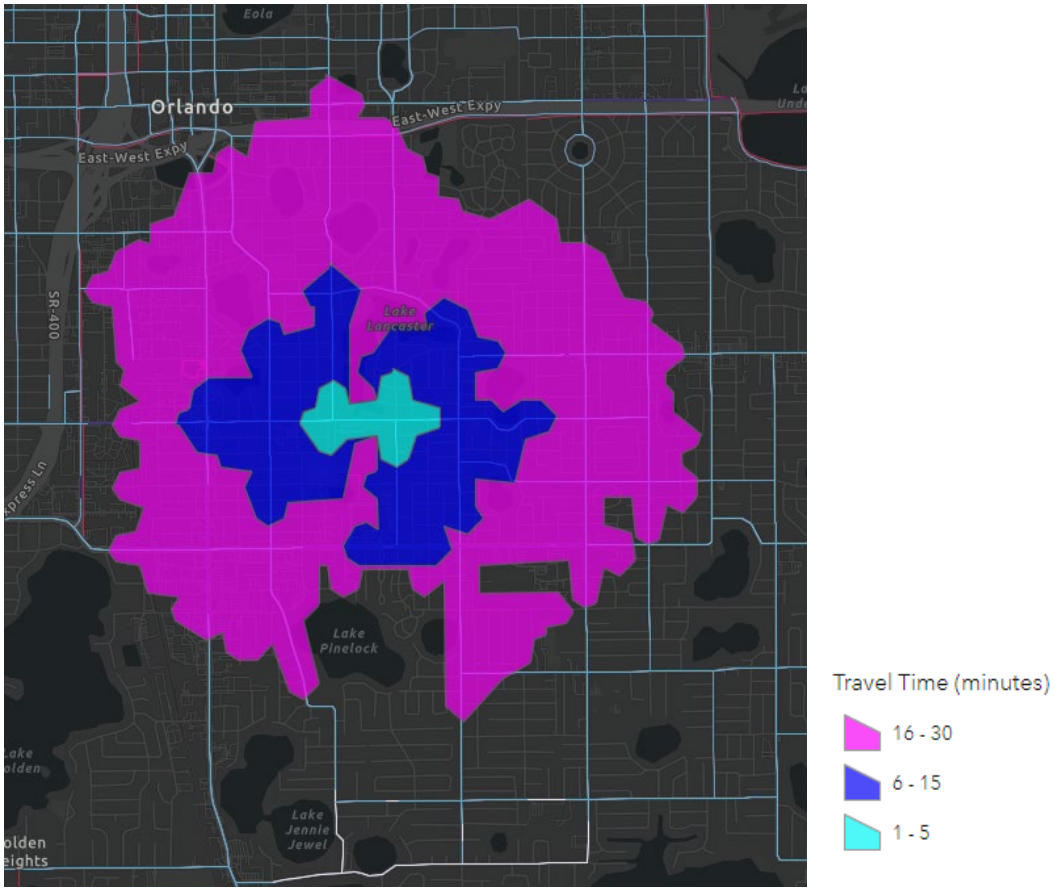


Figure 2: Boone High School Walk Shed

These values were then summed over the traversable network, giving a total accessibility score for each link in the network, with an example of a combined walk shed of all schools in the central Orlando shown on Figure 3. A link with a higher accessibility score would have a higher likelihood of being within a short travel distance to many destinations (since higher scores are assigned to travel sheds close to the destination locations) than the lower scoring ones. Each destination type was weighted equally by normalizing the accessibility score for each destination type to a value between 0 and 1, with a one representing higher accessibility for a single destination type, and then summing the resulting access scores for the active transportation facilities within the travel sheds. For all land use types combined, the allowable score ranges from 0 to 5, with a five representing higher accessibility to all destinations included in the analysis.

To account for the comfort of walking and bicycle facilities provided, the underlying LTS and PLOC rating were then factored into the analysis. Based on the stress of the routes, a ratio of accessibility and LTS/PLOC was assigned to assess the overall comfort of walking and biking to various destinations within the region and then separated into four categories:

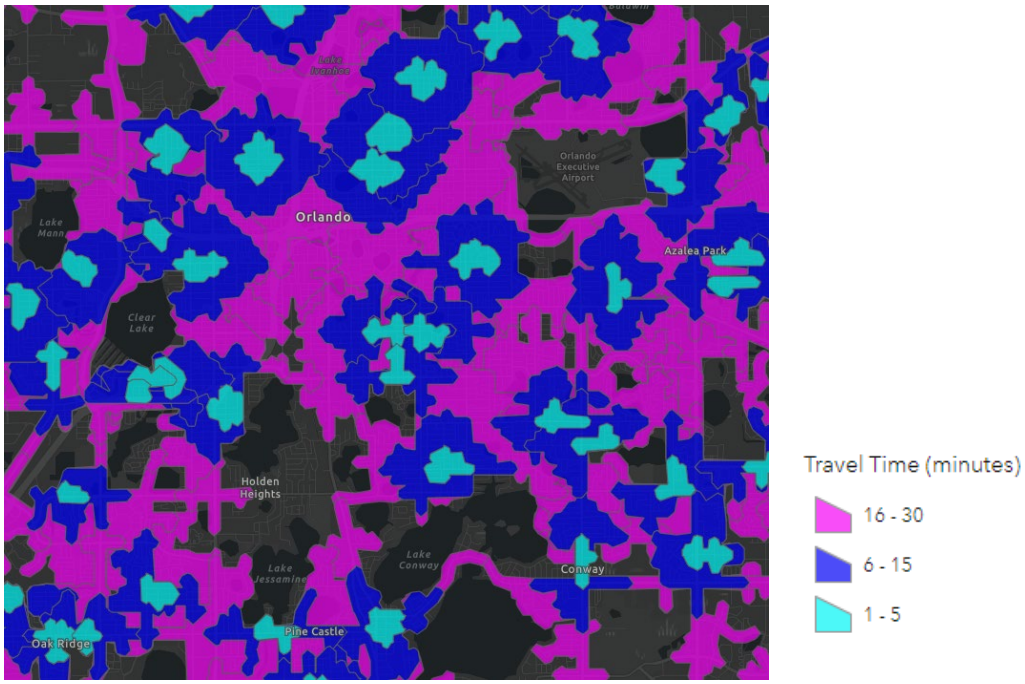


Figure 3: Example of All School Walk Sheds Combined in Central Orlando

- ***High Access and Low LTS/PLOC*** - these are facilities where there are many destinations within the travel buffers (above average access score), and the route is comfortable (average LTS/PLOC score of 2 or better).

- ***Low Access and Low LTS/PLOC*** - these are facilities where there are not that many destinations within the travel buffers (lower than average access score), but the route is comfortable (average LTS/PLOC score of 2 or better).

- ***High Access and High LTS/PLOC***– these are facilities where there are many destinations within the travel buffers (above average access score), but the route is uncomfortable (average LTS/PLOC score greater than 2).

- ***Low Access and High LTS/PLOC*** - these are facilities where there are not that many destinations within the travel buffers (lower than average access score), and the route is uncomfortable (average LTS/PLOC score greater than 2).

Areas that are either inaccessible or only accessible via high stress networks received a lower score than areas that are accessible via lower stress networks, with the results shown on **Figure 4** for bicycling accessibility and **Figure 5** for pedestrian accessibility for the 2050 ATP Condition (for other scenarios, please refer to the Existing Conditions Technical memorandum).

FIGURE 4

2050 ATP Network Bike Access & Comfort Summary

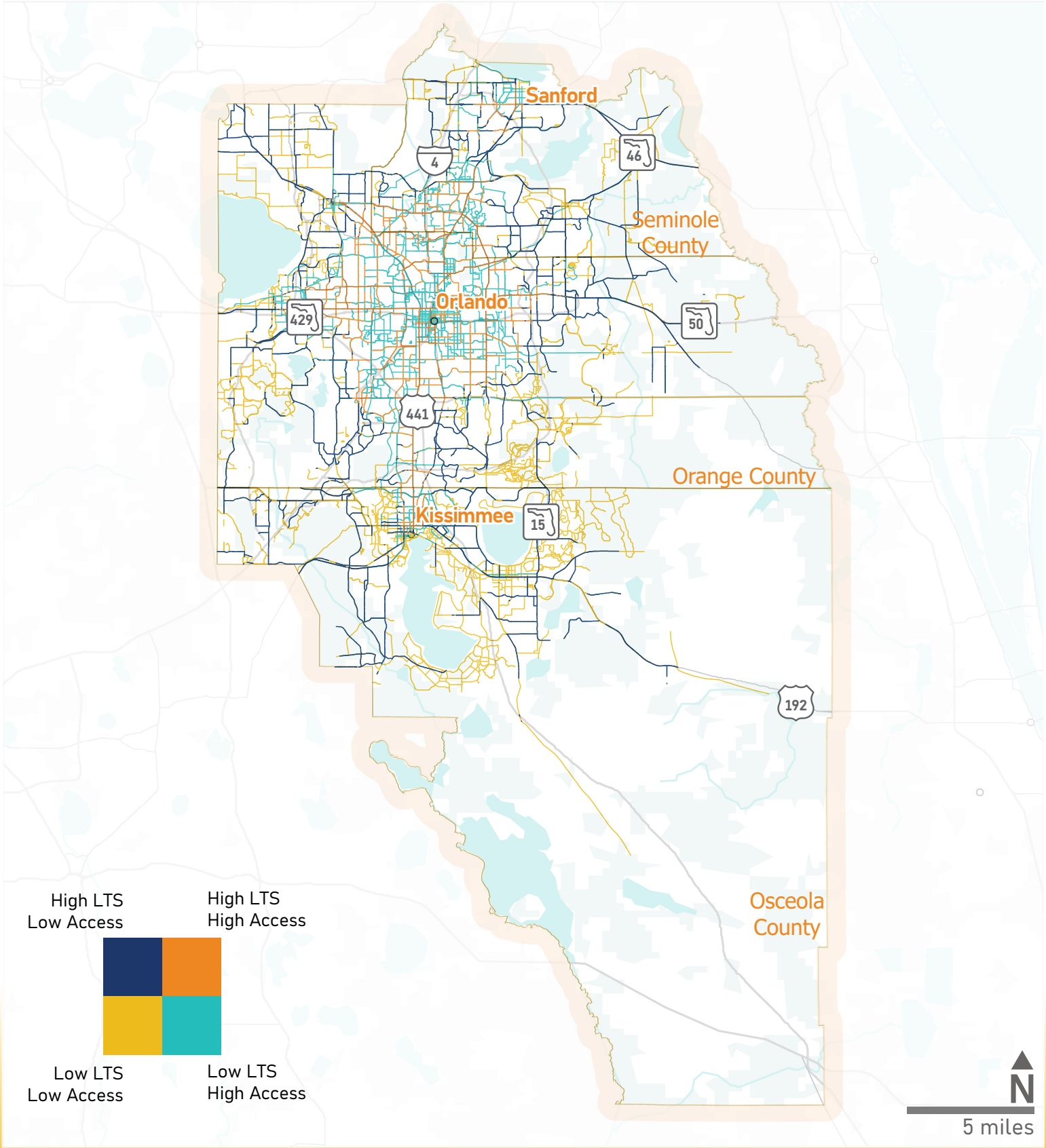
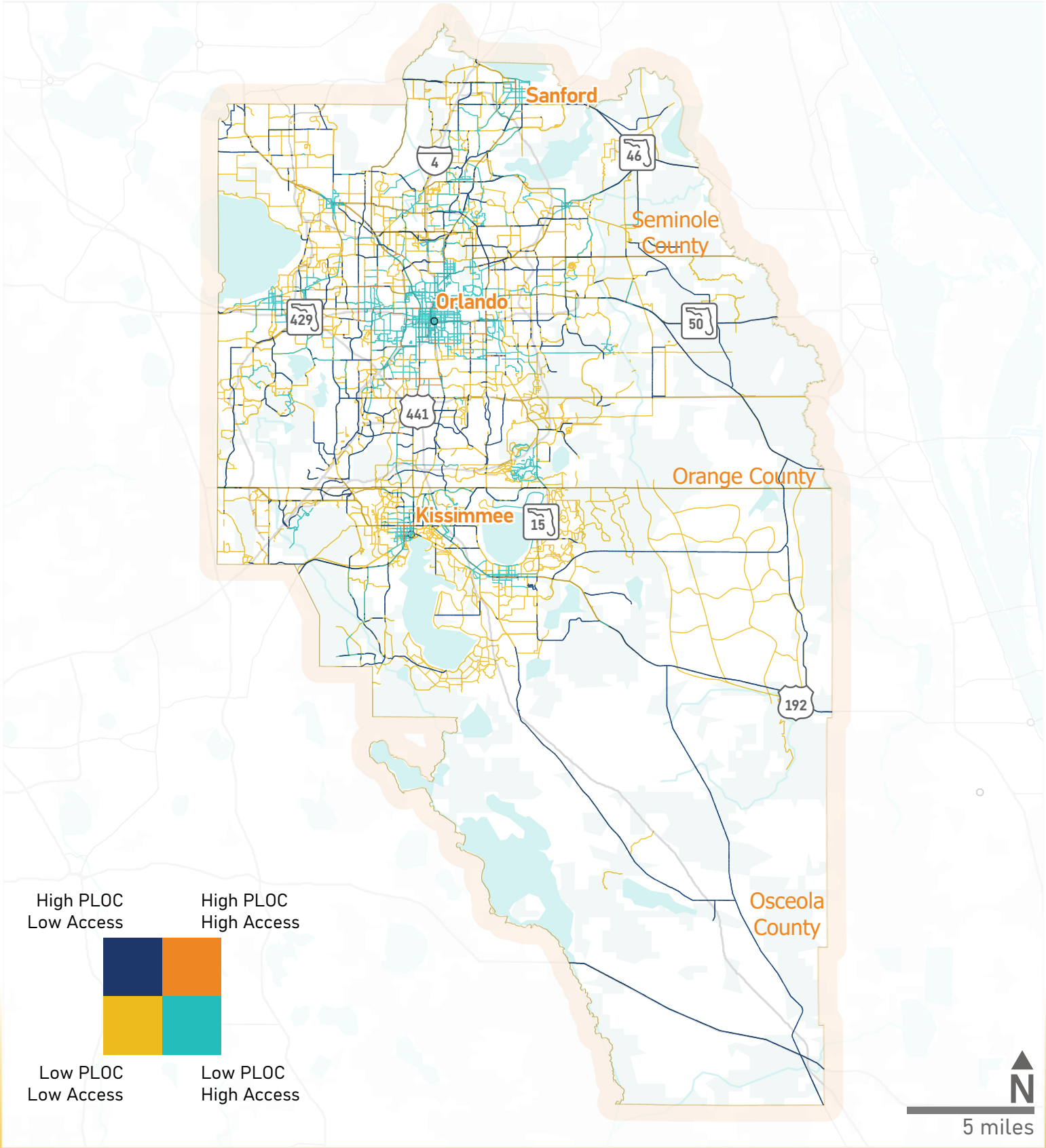


FIGURE 5

2050 ATP Network Pedestrian Access & Comfort Summary



Analysis Results

The overall accessibility to different land use types by primarily low stress networks (defined as a travel shed where the average LTS or PLOC is 2 or better across all links in the travel shed) is summarized in Table 3 for a 15-minute travel time and Table 4 for a 30-minute travel time. The tables display the results for Existing conditions, the Planned network, and the 2050 ATP network, which also includes the Planned network.

Under the Existing condition, the roadway network is reflective of 2022 conditions with the point data (location of transit stops, schools, jobs, etc.,) based on data from with XGeographic Wave Database. Population numbers are from the most recent census (2020).

For the assessment of the future condition (Proposed Projects and the 2050 ATP recommendations), population and employment totals are consistent with the assumptions in the Central Florida Regional Planning Model, Version 7, reflective of 2045 estimates. Transportation system attributes and land use information was from the xGeographic Wave database. Boundaries of transportation disadvantaged communities were the same in both the existing and future conditions evaluations, however it is acknowledged that these boundaries are likely to change over time. Additionally, the specific locations of future schools, transit stops, parks and shopping destinations that have not yet been planned were not factored into this analysis.

Accessibility was also measured for transportation disadvantaged communities (information related to how communities are identified as transportation disadvantaged can be found in the project prioritization memo). Any travel shed whose area covered at least 50% of a transportation disadvantaged community was flagged as a shed within a transportation disadvantaged community. Table 5 and Table 6 show the number of predominately accessible facilities within disadvantaged communities for 15 and 30-minute travel times, respectively. It is apparent that disadvantaged communities are less likely to be found in low stress travel sheds compared to those that are not. However, implementation of planned and 2050 ATP projects results in some significant access gains in transportation disadvantaged communities, especially for 15-minute walking trips.

Key findings of the analysis include:

- Implementation of planned and 2050 ATP projects would improve walking and bicycling accessibility on a low stress network to all land uses in the region. While accessibility would improve throughout the region, accessibility gains are slightly lower in transportation disadvantaged communities.

- With implementation of the ATP projects, in combination with planned projects, over 50% of schools, transit facilities, parks, jobs and shopping opportunities would be accessible via a low-stress 15-minute walk for all communities. In transportation disadvantaged communities, significant improvements would occur for all land use types, with access to transit facilities, parks and jobs increasing to the highest level.

- Bicycling accessibility would increase, but at a lower rate than walking accessibility, partly because the distance that can be traveled within a 15-minute bike ride and the barriers created by large roadways.

- Parks are the most accessible land use for both walking and biking trips given their prevalence throughout the community. However, park accessibility is lower in disadvantaged communities. Contributing factors to this finding may be how many parks are within transportation disadvantaged communities.

- The number of schools accessible within a 15-minute low stress walk increases from 28% in the current condition to 55% with implementation of planned projects and 60% with the ATP projects. Bicycling accessibility within a 15-minute bike ride increases from 8% in the current condition to 25% with planned and ATP projects. There are greater accessibility gains in disadvantaged communities, although overall accessibility is less than the regional average.

- Large accessibility gains are projected for jobs, with approximately 1,000,000 jobs accessibility via a low stress 15-minute walk in 2050. Job accessibility is slightly better in transportation disadvantaged communities (53% as compared to 50% for the region).

- Regionally, access to shopping centers also doubles and access to transit facilities almost doubles. In transportation disadvantaged communities, low stress access to transit almost triples and low-stress access to shopping quadruples.

- There are also some modest gains for the bicycling access sheds, with parks remaining the most accessible land use in the region via bicycling.

It is important to note the distance traveled within a 15 (or 30) minute walk shed is considerably shorter than that of a 15-minute bicycle shed (since the assumed travel speed is 3 mph for pedestrians and 10 mph for bicyclists). This likely contributes to the result that facilities are generally more accessible via low-stress networks for pedestrians compared to bicyclists. This also suggests that low-stress accessibility decreases as trips get longer as consistently comfortable facilities are not provided. Additionally, due to the high granularity of the data, there may be short segments identified as uncomfortable or posing as a barrier to access, such as where no designated or controlled crossing locations are present in proximity to the nearby land uses.

Table 3: Travel Access Summary Via Predominately Low-Stress Network* – 15 Minute Travel Time

	Schools	Transit Facilities	Parks	Jobs	Shopping
Total within Region	317	4,280	817	1,090,253 (Existing)/ 2,010,435 (2045 CFRPM7)	1,776
Total Accessible on existing walking network	90	884	358	265,378	255
Percent Accessible on existing walking network	28%	21%	44%	24%	14%
Total Accessible on planned walking network	175	2,020	550	925,825	724
Percent Accessible on planned walking network	55%	47%	67%	46%	41%
Total Accessible on 2050 ATP walking network	191	2,457	567	1,000,617	900
Percent Accessible on 2050 ATP walking network	60%	57%	69%	50%	51%
Total Accessible on existing biking network	26	63	82	28,615	38
Percent Accessible on existing biking network	8%	1%	10%	3%	2%
Total Accessible on planned biking network	53	372	175	346,022	205
Percent Accessible on planned biking network	17%	9%	21%	17%	12%
Total Accessible on 2050 ATP biking network	78	827	240	496,399	378
Percent Accessible on 2050 ATP biking network	25%	19%	29%	25%	21%

*Predominately low-stress network" definition: Average PLOC or LTS of all roads within shed is less than or equal to 2

Source: xGeographic; Fehr & Peers, 2024

Table 4: Travel Access Summary Via Predominately Low-Stress Network* – 30 Minute Travel Time

	Schools	Transit Facilities	Parks	Jobs	Shopping
Total within Region	317	4,280	817	1,090,253 (Existing)/ 2,010,435 (2045 CFRPM7)	1,776
Total Accessible on existing walking network	71	798	295	242,486	230
Percent Accessible on existing walking network	22%	19%	36%	22%	13%
Total Accessible on planned walking network	169	2,248	549	955,425	834
Percent Accessible on planned walking network	53%	53%	67%	48%	47%
Total Accessible on 2050 ATP walking network	191	2,649	767	1,060,923	982
Percent Accessible on 2050 ATP walking network	60%	62%	94%	53%	55%
Total Accessible on existing biking network	22	44	79	17,001	28
Percent Accessible on existing biking network	7%	1%	10%	2%	2%
Total Accessible on planned biking network	53	345	137	375,000	217
Percent Accessible on planned biking network	17%	8%	17%	19%	12%
Total Accessible on 2050 ATP biking network	56	389	158	407,053	250
Percent Accessible on 2050 ATP biking network	18%	9%	19%	20%	14%

*Predominately low-stress network" definition: Average PLOC or LTS of all roads within shed is less than or equal to 2

Source: xGeographic; Fehr & Peers, 2024

Table 5: Existing Travel Access Summary Via Predominately Low-Stress Network within Disadvantaged Communities – 0-15 Minute Travel Time

	Schools	Transit Facilities	Parks	Jobs	Shopping
Total within Region	85	1,995	155	457,071 (Existing)/ 747,458 (2045 CFRPM7)	769
Total Accessible on existing walking network	13	420	56	100,084	96
Percent Accessible on existing walking network	15%	21%	36%	22%	12%
Total Accessible on planned walking network	30	834	98	335,615	267
Percent Accessible on planned walking network	35%	42%	63%	45%	35%
Total Accessible on 2050 ATP walking network	37	1,112	106	397,961	371
Percent Accessible on 2050 ATP walking network	44%	56%	68%	53%	48%
Total Accessible on existing biking network	1	1	3	8,625	3
Percent Accessible on existing biking network	1%	0%	2%	2%	0%
Total Accessible on planned biking network	15	196	18	78,071	78
Percent Accessible on planned biking network	18%	10%	12%	10%	10%
Total Accessible on 2050 ATP biking network	15	409	37	146,727	144
Percent Accessible on 2050 ATP biking network	18%	21%	24%	20%	19%

Source: xGeographic; Fehr & Peers, 2024

Table 6: Existing Travel Access Summary Via Predominately Low-Stress Network within Disadvantaged Communities – 0-30 Minute Travel Time

	Schools	Transit Facilities	Parks	Jobs	Shopping
Total within Region	85	1,995	155	457,071 (Existing)/ 747,458 (2045 CFRPM7)	769
Total Accessible on existing walking network	5	302	27	79,085	71
Percent Accessible on existing walking network	6%	15%	17%	17%	9%
Total Accessible on planned walking network	28	839	85	290,849	287
Percent Accessible on planned walking network	33%	42%	55%	39%	37%
Total Accessible on 2050 ATP walking network	33	1,109	107	355,238	366
Percent Accessible on 2050 ATP walking network	39%	56%	69%	48%	48%
Total Accessible on existing biking network	0	0	0	0	0
Percent Accessible on existing biking network	0%	0%	0%	0%	0%
Total Accessible on planned biking network	6	198	16	62,196	79
Percent Accessible on planned biking network	7%	10%	10%	8%	10%
Total Accessible on 2050 ATP biking network	7	212	18	74,961	90
Percent Accessible on 2050 ATP biking network	8%	11%	12%	10%	12%

Source: xGeographic; Fehr & Peers, 2024

The population characteristics of each travel shed were also reviewed. Table 7 through Table 11 summarizes the total population within 15- and 30-minute walk and bike travel sheds for schools, transit facilities, parks, jobs, and shopping, respectively. The population of each of the low stress 15- and 30-minute walk and bike is also shown for the Existing, Planned and 2050 ATP scenarios. As additional low stress walking and bicycling facilities are added to the area, more people will live within a low stress walk or bike shed. For example, in the existing condition, about 8% of the regional population lives within a 15-minute low stress walk shed to a school; with the 2050 ATP that percentage is expected to increase to 12%, with 31% of the population living within a 30-minute low stress school walk shed.

Table 7: Population in School Travel Sheds

	Existing (2020 Population)	Planned (2045 Population Estimates)	2050 ATP (2045 Population Estimates)
Pop within a 15-min walk shed / % of total Pop	527,984 / 23%	593,888 / 18%	595,333 / 18%
Pop within a 15-min. low stress walk shed / % of total Pop	176,785 / 8%	356,683 / 11%	392,224 / 12%
Pop within a 30-min. walk shed / % of total Pop	1,181,212 / 52%	1,447,489 / 45%	1,451,503 / 45%
Pop within a 30-min. low stress walk shed / % of total Pop	264,452 / 12%	899,562 / 28%	1,001,795 / 31%
Pop within a 15-min. bike shed / % of total Pop	1,817,604 / 81%	2,240,618 / 69%	2,240,618 / 69%
Pop within a 15-min. low stress bike shed / % of total Pop	132,752 / 6%	546,540 / 17%	827,498 / 26%
Pop within a 30-min. bike shed / % of total Pop	2,050,111 / 91%	2,708,873 / 84%	2,708,873 / 84%
Pop within a 30-min. low stress bike shed / % of total Pop	158,393/7%	812,136 / 25%	863,902 / 27%

Source: xGeographic; Fehr & Peers, 2024

Table 8: Population in Transit Facility Travel Sheds

	Existing (2020 Population)	Planned (2045 Population Estimates)	2050 ATP (2045 Population Estimates)
Pop within a 15-min walk shed / % of total Pop	880,476 / 39%	1,067,440 / 33%	1,068,717 / 33%
Pop within a 15-min. low stress walk shed / % of total Pop	287,303 / 13%	659,631 / 20%	754,656 / 23%
Pop within a 30-min. walk shed / % of total Pop	1,240,200 / 55%	1,549,338 / 48%	1,551,747 / 48%
Pop within a 30-min. low stress walk shed / % of total Pop	328,444 / 15%	1,101,854 / 34%	1,217,115 / 38%
Pop within a 15-min. bike shed / % of total Pop	1,774,614 / 79%	2,190,084 / 68%	2,190,084 / 68%
Pop within a 15-min. low stress bike shed / % of total Pop	85,727 / 4%	624,588 / 19%	1,082,632 / 34%
Pop within a 30-min. bike shed / % of total Pop	2,029,487 / 90%	2,645,839 / 82%	2,645,839 / 82%
Pop within a 30-min. low stress bike shed / % of total Pop	117,401 / 5%	763,794 / 24%	799,327 / 25%

Source: xGeographic; Fehr & Peers, 2024

Table 9: Population in Park Travel Sheds

	Existing (2020 Population)	Planned (2045 Population Estimates)	2050 ATP (2045 Population Estimates)
Pop within a 15-min walk shed / % of total Pop	644,946 / 29%	775,113 / 24%	777,298 / 24%
Pop within a 15-min. low stress walk shed / % of total Pop	289,555 / 13%	525,975 / 16%	557,916 / 17%
Pop within a 30-min. walk shed / % of total Pop	1,197,325 / 53%	1,506,097 / 47%	1,510,123 / 47%
Pop within a 30-min. low stress walk shed / % of total Pop	365,898 / 16%	1,014,004 / 31%	1,151,049 / 36%
Pop within a 15-min. bike shed / % of total Pop	1,829,002 / 81%	2,278,115 / 71%	2,278,115 / 71%
Pop within a 15-min. low stress bike shed / % of total Pop	138,556 / 6%	726,658 / 23%	990,831 / 31%
Pop within a 30-min. bike shed / % of total Pop	2,042,872 / 90%	2,667,803 / 83%	2,667,803 / 83%
Pop within a 30-min. low stress bike shed / % of total Pop	206,065 / 9%	938,717 / 29%	992,204 / 31%

Source: xGeographic; Fehr & Peers, 2024

Table 10: Population in Job Travel Sheds

	Existing (2020 Population)	Planned (2045 Population Estimates)	2050 ATP (2045 Population Estimates)
Pop within a 15-min walk shed / % of total Pop	1,240,251 / 55%	1,549,339 / 48%	1,617,275 / 50%
Pop within a 15-min. low stress walk shed / % of total Pop	428,314 / 19%	987,868 / 31%	1,062,216 / 33%
Pop within a 30-min. walk shed / % of total Pop	1,555,450 / 69%	2,106,566 / 65%	2,111,147 / 65%
Pop within a 30-min. low stress walk shed / % of total Pop	520,033 / 23%	1,543,059 / 48%	1,647,717 / 51%
Pop within a 15-min. bike shed / % of total Pop	1,961,610 / 87%	2,625,690 / 81%	2,625,690 / 81%
Pop within a 15-min. low stress bike shed / % of total Pop	196,440 / 9%	1,023,368 / 32%	1,484,525 / 46%
Pop within a 30-min. bike shed / % of total Pop	2,065,961 / 92%	2,860,944 / 89%	2,860,944 / 89%
Pop within a 30-min. low stress bike shed / % of total Pop	225,360 / 10%	1,205,893 / 37%	1,411,473 / 44%

Source: xGeographic; Fehr & Peers, 2024

Table 11: Population in Shopping Travel Sheds

	Existing (2020 Population)	Planned (2045 Population Estimates)	2050 ATP (2045 Population Estimates)
Pop within a 15-min walk shed / % of total Pop	932,863 / 41%	1,124,055 / 35%	1,125,948 / 35%
Pop within a 15-min. low stress walk shed / % of total Pop	221,128 / 10%	592,140 / 18%	695,192 / 22%
Pop within a 30-min. walk shed / % of total Pop	1,439,865 / 64%	1,829,322 / 57%	1,833,064 / 57%
Pop within a 30-min. low stress walk shed / % of total Pop	343,114 / 15%	1,166,208 / 36%	1,340,390 / 42%
Pop within a 15-min. bike shed / % of total Pop	1,925,675 / 85%	2,471,812 / 77%	2,471,812 / 77%
Pop within a 15-min. low stress bike shed / % of total Pop	115,100 / 5%	749,589 / 23%	1,135,243 / 35%
Pop within a 30-min. bike shed / % of total Pop	2,058,551 / 91%	2,768,586 / 86%	2,768,586 / 86%
Pop within a 30-min. low stress bike shed / % of total Pop	124,146 / 5%	1,020,863 / 32%	1,154,783 / 36%

Source: xGeographic; Fehr & Peers, 2024

Overall, the accessibility analysis shows that as the region develops, the number of people that are expected to live within a 15- or 30-minute walk or bicycle ride of a variety of land uses is expected to increase. However, a large gap is expected to remain between the total number of those travel sheds that are considered low stress from the perspective of a pedestrian or bicyclist. The population expected to be in low stress walk or bike sheds to jobs is expected to increase at one of the higher rates, which ultimately could encourage more people to walk or bike to their place of employment.

This completes the accessibility analysis of the 2050 ATP for incorporation into the final report.

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Appendix C: Project Development Process

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Final Memorandum

Date: April 1, 2024

To: Taylor Laurent, MetroPlan Orlando
Slade Downs, MetroPlan Orlando

From: Kathrin Tellez and Elizabeth Suárez, Fehr & Peers

Subject: 2050 ATP Project Development Process

Introduction

The MetroPlan Orlando Regional Active Transportation Plan (ATP): Ride & Stride 2050 will serve as a roadmap to enhance active transportation options on the MPO Roadway Network throughout Orange, Osceola, and Seminole Counties. This document outlines the process that was used to identify new active transportation facilities to include in the 2050 ATP, building on existing and already planned active transportation projects in the region, including how feedback from the public and partner agencies was collected, how that feedback was incorporated, and the final project list.

Project Development

The first step of 2050 ATP project development was to confirm existing and planned active transportation facilities in the region, including the facility type, extents, and other characteristics. The starting point was the xGeographic Wave database, which is a land use, transportation, environmental and demographic mapping database, usable across Geographic Information System (GIS) mapping platforms, that has been built for the Orlando Metropolitan Area. This database is regularly updated, and partner agency feedback was also utilized throughout the project process to add recently completed improvements, add new improvements under construction, or remove potential improvements that were deemed infeasible.

Once the existing and planned active transportation facilities were documented, the project team combined the active transportation networks with the following information:

- Number of vehicle lanes
- Existing traffic counts
- Posted speed limit
- Observed 85th percentile speeds from connected vehicle data
- Crash data from 2018-2022
- Planned roadway improvements from FDOT, improvements documented in the MetroPlan Orlando Transportation Improvement Plan (TIP), Metropolitan Transportation Plan (MTP), and Prioritized Project List (PPL), and projects identified by various jurisdiction in their Capital Improvement Plans
- Utility right-of-way by ownership status
- Land Use and population information

Using the above data, a series of analyses were conducted using a Geographic Information System (GIS) to identify specific corridors for project consideration. Descriptions of specific analyses are provided below.

- Roads with ***higher motor vehicle speeds*** where bicycles and pedestrians could benefit from separated or dedicated facilities, using the posted speed limit and connected vehicle speed data, and the location of existing or planned on-street bicycle facilities, or pedestrian facilities with limited buffer between the sidewalk and vehicular travel way. Potential project types were focused on speed management strategies, including traffic calming, lane narrowing, as well as adding a buffer to an on-street bike lane through lane narrowing, adding side paths, lane repurposing, etc.

- Roads where there have been five or more ***bicyclist or pedestrian crashes*** per mile, or there was one or more pedestrian or bicyclist that was killed or severely injured in the past five years. Potential project types were focused on safety improvements, such as adding additional marked and controlled crossings, especially around transit stops, lane repurposing, sidewalk widening, protecting bicycle facilities, etc.

- Intersections where ***trails cross six-lane roadways*** and intersections where there have been three or more bicyclist or pedestrian crashes, or there was one or more pedestrian or bicyclist that was killed or severely injured in the past five years. Potential project types focused on intersection treatments, including signal timing modifications, improvements to shorten pedestrian crossing distances, and above grade or below grade crossings. Quick-build and longer-term improvements where identified.

- ***Utility rights-of-way***, keeping in mind feasibility, including factors such as ownership and proximity to sensitive land uses. Projects that were identified include new trail sections and neighborhood connections on utility corridors.

- Identified ***gaps*** in the bicycling and walking networks. Projects that were identified include sidewalks and bicycle facilities to close network gaps.
- Facility ***comfort and access***, described below.

For the facility and access analysis, roads were rated with one of four scores. Details on the methodology are provided in the Existing Conditions Report as well as the 2050 ATP Accessibility and Comfort Analysis:

- ***High Access and Low LTS/PLOC*** - these are roadways where there are many destinations within the travel buffers (above average access score), and the route is comfortable (average LTS/PLOC score of 2 or better).

- ***Low Access and Low LTS/PLOC*** - these are roadways where there are not that many destinations within the travel buffers (lower than average access score), but the route is comfortable (average LTS/PLOC score of 2 or better).

- ***High Access and High LTS/PLOC***– these are roadways where there are many destinations within the travel buffers (above average access score), but the route is uncomfortable (average LTS/PLOC score greater than 2).

- ***Low Access and High LTS/PLOC*** - these are roadways where there are not that many destinations within the travel buffers (lower than average access score), and the route is uncomfortable (average LTS/PLOC score greater than 2).

Roadways that were classified as High LTS/PLOC and High Access were considered project opportunities because improving comfort on these roads has greater potential to increase walking and biking in the area as there are many destinations in close proximity that people could walk or bike to. Improvements identified through this process are similar to improvements identified with the other analyses, such as gap closures and enhancements to existing and planned facilities to improve comfort.

In some instances, the data analyses resulted in overlapping segments. For example, many of the roadways with high levels of bicyclist and pedestrian crashes also had prevailing travel speeds higher than the posted speed limit, and on-street bicycling facilities.

Once the existing and planned active transportation facilities were documented, gaps in the network were identified through the above process and potential projects were preliminarily identified in the following categories throughout the region:

- Bicycle / Pedestrian Bridge or Tunnel
- Off-Street Trail Segment
- Intersection Crossing Improvement - Signing, Striping & Signal Timing
- Intersection Crossing Improvement - Intersection Reconfiguration
- Corridor Improvement - Safety Focus with Speed Management

- Corridor Improvement - Safety Focus
- Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane

Approximately 400 potential project locations were initially identified with the locations cross referenced with other planned transportation system projects in the region, including projects from the MetroPlan Orlando Prioritized Project List, MetroPlan Orlando Transportation Improvement Plan, Florida Department of Transportation District Five Project Website, various county and local plans, and input from local agencies. The locations of the planned transportation system improvements were then overlaid with 2050 ATP opportunity locations to identify if there was already a planned transportation system improvement. Of the initial 2050 ATP project need list, approximately half were on roads or at intersections where there was already a planned improvement.

For the locations where there was an overlap between the locations of 2050 ATP needs and other planned projects, the descriptions for planned projects were reviewed to determine if the already planned project would meet the 2050 ATP goals. Where the existing project met the goals of the 2050 ATP, no additional recommendations were identified. Otherwise, recommendations to adjust the scope(s) of the planned projects were made to advance active transportation access, connectivity, and comfort; examples of which are noted below:

- ***Projects with insufficient information*** – Some projects had insufficient information to assess if they met the goal of the ATP. For these projects, some general elements to consider in the final planning process were provided based on the limited description available, which may include considerations such as adding a side path, providing more frequent marked and controlled crossing locations or evaluating a lane repurposing.

- ***Roadway widening*** – Several roadway widening projects were identified that would result in a 6+ lane road, with 4-foot bike lanes and a target speed more than 35 miles per hour. In those instances, we recommended either providing a side path / trail or providing a buffered bike lane.

- ***Resurfacing, Restoration, and Rehabilitation (RRR) Project*** – RRR projects present opportunities to restripe narrower travel lanes to increase the width of an on-street bike lane within the existing right-of-way.

- ***Project Extent Extension*** – Extension of a planned project extent to better fill corridor gaps. These projects are referred to as 2050 ATP Enhancements and are intended to be implemented in conjunction with the planned project.

In addition to enhancements to planned projects, opportunities for new projects were also identified. Identified 2050 ATP projects that did not overlap with previously planned projects

were added to a new project list. A high-level project description was developed for each new project.

Feedback

Feedback on the 2050 ATP Enhancements and 2050 ATP Projects list was provided by the following groups between July and November 2023:

> ***Steering Committee*** – This is a diverse committee that includes representatives from FDOT, a bicycle and pedestrian advocacy group, an advocacy group for individuals with visual impairments, FDOT, county staff, neighborhood groups, and law enforcement, among others.
>
> ***Partner Agencies*** – MetroPlan Orlando is made up of 23 partner agencies including municipalities and counties.
>
> ***Technical Advisory Committee*** – The Technical Advisory Committee is composed of transportation planners and engineers appointed by local governments and the region's transportation operating agencies.
>
> ***Community Advisory Committee*** – The Community Advisory Committee membership includes members of the public who represent multimodal transportation advocates, underserved communities, and business interests.
>
> ***General Public*** to obtain feedback from those already using active transportation facilities, as well as those who might be interested in using facilities if they connected to places they wanted to go and felt safer.

Information on how feedback was collected from each group is described in the following sections.

Committee Members

The 2050 ATP has been guided by three committees: the Steering Committee, the Technical Advisory Committee, and the Community Advisory Committee. All three groups were given the opportunity to provide feedback through a workshop format. On different days, each group was invited to the MetroPlan office where they were given an overview of the project to date. Boards displaying the proposed 2050 ATP Enhancements and proposed 2050 ATP projects were set up and committee members could leave notes on the boards, with project team members, or an online interactive map.

Partner Agencies

After feedback from the Steering Committee, Technical Advisory Committee and Community Advisory Committee were incorporated into the network, draft versions of the 2050 ATP Enhancements and the 2050 ATP Projects list were sent to representatives from each partner agency to collect their feedback. Jurisdictions had up to three weeks to review and provide feedback.

For the Enhancements list, partners were asked to indicate if there were any errors or modifications that needed to be made to the project list. They were also asked to select one of the four following options for each of the projects in their jurisdiction.

- Add the proposed enhancement be added to existing project
- Create a new standalone project for the proposed enhancement
- Create a new standalone project for the proposed project extension
- Remove the proposed enhancement

For the 2050 ATP Projects list, agencies were asked to select one of the following three options for each of the projects in their jurisdiction.

- Include the project in the ATP
- Remove the project from the ATP
- Modify the project and include in the ATP

The partners were also asked to prioritize both the project enhancements and the new projects based on the following categories:

- High - construct in next 5-10 years
- Medium – construct in next 10-20 years
- Low – construct in 30+ years

Based on the review from the partner agencies, several projects were removed, some potential project enhancements became standalone projects, and some new projects were added.

General Public

The engagement materials for the public were hosted on an online platform called Social Pinpoint, which people could access through the MetroPlan Orlando project website (https://metroplanorlando.gov/atp) through October 2nd and October 27th, 2023.

The goal of the engagement was to obtain the community's feedback on the draft ATP projects. Feedback was collected via a comment map that was available in both English and Spanish. The comment map provided an online map of the existing, planned, and draft 2050 ATP facilities in the MetroPlan Orlando region and allowed users to leave comments. There

were three pre-set options for comment types, each of which gave the user the possibility to write in a comment. The three options were:

- New Facility
- Safety Improvement
- Additional Comments

The general themes of the comments included:

- Pedestrian Enhancements
- Transit Facilities
- Speeding
- Intersection Improvements
- Better Connections
- Bicycle Facilities
- Miscellaneous

Based on the feedback, an additional 14 projects were added to the plan. Comments that were related to broader transportation safety issues were incorporated into feedback for the Central Florida Vision Zero Action Plan (https://www.visionzerocfl.gov/) to help inform safety improvements. Some comments were also related to local maintenance issues, and these comments were forwarded to the appropriate agency. Other comments outside of the ATP scope, either because they were not on the federal aid roadway network or were not related to ATP goals, are included in the project record. More details about the feedback received from the public can be found in the December memo titled " Active Transportation Plan Public Engagement 2 Summary."

2050 ATP Project List

Based on the technical analysis and the feedback from partner agencies and the public, a final list of 2050 ATP Projects was developed, which includes 253 projects in the following general categories:

- 3 existing bicycle lane modifications
- 47 bicycle lane enhancements to already planned projects
- 4 bicycle bridges/tunnels
- 65 new corridor projects, which include adding or widening bike lanes, adding side paths, speed management, and/or a safety focus
- 20 enhancements to already planned corridor projects
- 7 new trail segments

- 5 trail gap closures
- 25 enhancements to already planned trail crossing projects
- 7 new trail crossing improvements
- 57 new intersection improvements, some with a signing, striping & signal timing focus, and others with reconfiguration elements, such as reducing curb radii, adding pedestrian refuge islands, and providing directional curb ramps
- 10 enhancements to already planned intersection improvements
- 3 enhancements to already planned trail crossing improvements

Of the 253 projects, 103 are enhancements to already planned projects in the region. The remaining 148 projects are new projects. **Attachment A** includes project descriptions and extents of the 2050 ATP Projects and Enhancements.

ATP Map ID	FPID / FM#	MTP ID	MTP Bundle ID	Other ID	Needs Type	Road Name	Project Start	Project End	Project Length (In Miles)	Project Description	Jurisdiction	ATP Preliminary Priority Score
8.04	-	-	-	-	Trail Segment	Trail along Clarcona-Ocoee Rd	Pine Hills Rd	US 441 / Orange Blossom Trl	1.2	Evaluate widening the sidewalk on the north side of this segment to 8-10 feet to connect to planned trails. Evaluate opportunities to install marked crossings and RRFBs at the transit stops on the corridor, including an enhanced crossing at Rose Ave	Orange County	63.8
1.46	-	-	-	-	Corridor Improvement - Safety Focus	Ivey Ln	SR 526 / Old Winter Garden Rd	Columbia St	1.3	Conduct corridor assessment to identify potential opportunities to enhance the on-street bicycle facilities; including considering a raised median or lane repurposing. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Potential improvements, including lane elimination, have been identified by City in their SW Bike/Ped Plan.	Orlando, Orange County	63.3
1.27	-	-	-	-	Corridor Improvement - Safety Focus	Americana Blvd	John Young Pkwy	Texas Ave	0.5	Evaluate widening the sidewalk to a 12-ft side path (8-ft where 12-ft is not feasible) on the south side of the roadway and providing a crosswalk with an RRFB east of Grand Central Pkwy	Orange County	62.4
1.48	449763-1	2178	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 423 / John Young Pkwy	SR 50 / Colonial Dr	Church St	1.1	There is a proposed Complete Streets project along the corridor as well as a ITS/Technology Project. Incorporate safety enhancements at high crash locations. Review transit stop locations in conjunction with marked and controlled crossing locations and providing protected bike lanes or a side path. Opportunity for speed management. Potential improvements on adjacent roadway segments should be considered in the planning/phasing of improvements. Extend extents of improvement to Church Street.	Orlando, Orange County	61.6
4.07	-	2252	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 535 / S. Apopka Vineland Rd	US 192	SR 536 / World Center Dr	2.0	There is a planned project to widen the roadway from 4 lanes to 6 lanes and incorporate bike lanes. As a part of that project, incorporate a side path on at least one side of the street. If on-street bike lanes are provided, a buffer should be provided.	Orange County, Orange County	59.9
4.49	-	2187	-	-	Bike Lane Modification - Enhance Already Planned Project	Sand Lake Rd	Kirkman Rd	John Young Pkwy	1.9	As a part of the planned Complete Street project on the corridor, widen the sidewalk to side path standards on at least one side of the street. There may also be opportunities to incorporate speed management and signal timing modifications, including bicycle detection to extend all red time when bicyclists are detected.	Orange County, Orange County	59.9
5.12	445299-1 437174-2	2252 2253	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 535 / S Apopka Vineland Rd	International Drive	US 192 / W Irlo Bronson Memorial Hwy	1.8	There is a planned resurfacing, with bicycle lanes maintained and keyhole bicycle lanes added at two intersections. Pedestrian improvements are also proposed at intersections and new marked crossings are planned at several locations. In the long-term, there are also plans to widen the roadway from 4 to 6 lanes. With the widening project, widen the existing sidewalks on the east side of the roadway to side path standards and fill in the gaps in the network. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	59.9
1.47	-	-	-	-	Corridor Improvement - Safety Focus	SR 526 / Old Winter Garden Rd	Powers Dr	Ivey Ln	2.2	Evaluate potential to widen sidewalk to side path standards on at least one side of the street. Consider providing a raised median. Evaluate potential speed reduction strategies. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops.	Orlando, Orange County	59.6
8.09	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Nashville Ave	45th St	W Miller Ave	2.6	Evaluate as an alternative route to Orange Blossom Trail, south of 34th Street. Near-term improvements could include sharrows, wayfinding and traffic calming along Nashville Ave, 30th Street and 33rd Street - in lieu of 30th Street, evaluate a short path from the dead end of Nashville to the dead end of LB McLeod. Evaluate potential to provide a two-way separated facility on Rio Grande Ave along the east side to better facilitate the transition under I-4. Incorporate improvements at Miller Ave and Orange Blossom Trail, like a signal or PHB to facilitate access to the parallel corridor.	Orlando, Orange County	59.5
1.06	-	2152	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	US 441 / N Main St	US 192	Osceola Pkwy	2.3	There is a planned complete street project along the corridor. As a part of the Complete Street project planned for corridor, include sidewalk widening, filling sidewalk gaps, and providing additional marked and controlled crossing locations, especially at Washington Ave and Cypress Street.	Kissimmee, Osceola County	59.5
4.09	-	2250	-	-	Bike Lane Modification - Enhance Already Planned Project	US 17/92 / John Young Pkwy	Pleasant Hill Rd	Portage St	2.4	There is a planned project to widen the roadway from 4 lanes to 6 lanes and incorporate bike lanes as part of an urban interchange. As a part of that project, consider eliminating bike lanes and providing side paths on both sides of the street. If on-street bike lanes are provided, a vertical protection element should be provided. This facility would also connect with the proposed shingle creek trail extension at the bridge and wayfinding and appropriate connections should be incorporated.	Osceola County	59.5
4.19	-	2152	-	-	Bike Lane Modification	US 441 / N Main St	US 192 / Vine St	Osceola Pkwy	2.3	There is a proposed MTP project that would incorporate complete street elements into the roadway. As a part of that project (2152), provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated. This roadway connects with the proposed Main Street trail.	Kissimmee, Osceola County	59.5
5.18	447104-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	US 441 / Orange Blossom Trl	SR 50 / Colonial Dr	SR 414 / Maitland Blvd	6.5	The purpose of this project is to resurface about 6.5 miles of U.S. 441 (Orange Blossom Trail) from north of State Road (S.R.) 50 to the S.R. 414 ramps. In addition to repaving, the project will provide bike lanes in select locations, fill in sidewalk gaps and reconstruct pedestrian curb ramps to current Americans with Disabilities Act (ADA) standards. Provide a side path on one of both sides of the street in lieu of or in addition to on-street bike lanes. Additionally, evaluate bus stop locations and provide crossing treatments as warranted. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	59.5

ATP Map ID	FPID / FM#	MTP ID	MTP Bundle ID	Other ID	Needs Type	Road Name	Project Start	Project End	Project Length (In Miles)	Project Description	Jurisdiction	ATP Preliminary Priority Score
1.57	-	-	-	-	Corridor Improvement - Safety Focus	SR 414 / Maitland Blvd	Rose Ave	Magnolia Homes Rd	1.0	There are plans to provide a side path on the northside of the roadway, Potential opportunity to connect to existing pedestrian under crossing at Lake Lotus Park (east of Magnolia Homes Road) to improve neighborhood connections from the south.	Orange and Seminole Counties	57.9
5.19	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 423 / John Young Pkwy	SR 408	Shader Rd	3.0	Evaluate providing a shared use path on Install a shared use path on one side of the roadway, and review transit stop locations in conjunction with locations of marked and controlled crossings. Some transit stops along the corridor do not have pedestrian connections from sidewalk to curb at stop location.	Orlando, Orange County	57.8
1.38	-	2201	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 551 / Goldenrod Rd	SR 50 / Colonial Dr	University Boulevard	2.0	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes. As a part of widening, add a side path to both sides of street; if bike lanes are retained, reconstruct to current standards. Target speed should consider mix of roadway users along the corridor. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops.	Orange County, Orange County	57.5
1.15	445694-1 447607-1	2168 2098 2179 2154 2166	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	Pine Hills Rd	Highland Ave	3.7	FDOT is planning to enhance safety and operations along Colonial Drive (State Road (S.R.) 50) between Pine Hills Road and Tampa Ave (https://www.cflroads.com/project/445694-1). At a minimum, where buffer exists between bike lane and curb (west of Tampa Ave), restripe so that buffer is between bike lane and vehicle traffic and add vertical separation. Between Tampa Ave and N Rio Grand Ave, widen sidewalk to 10 feet (appears to be sufficient RW but may be tree conflicts); Between Orange Blossom Trail and Orange Ave provide 7 ft separated bike lane with vertical separation. Between Orange Ave and Highland Ave, the bike lane should be 8 feet (5 ft bike lane and 3 ft buffer for dooring zone), or consider parking protected bike lanes. Will require removing some parking spots. Throughout corridor, continue bike facilities through intersections and add bicycle detection at signalized intersections. Project should also include recommendations that are developed as part of the SR 50 BRT study (TSP and bus stop relocation).	Orlando, Orange County	57.4
4.71	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	John Young Pkwy	SR 482 / Sand Lake Rd	Hunters Creek Blvd	6.9	Evaluate opportunities to upgrade existing sidewalks to side path standards and bus stop locations in the context of where marked and controlled crossings are provided. Speed management strategies should also be evaluated for the corridor.	Orange County	57.4
4.74	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 435 / Kirkman Rd	SR 526 / Old Winter Garden Rd	SR 50 / Colonial Dr	1.0	Along Kirkman Road, evaluate opportunities to increase width of bike lane as part of the RRR process and evaluate location of transit stops in the context of marked and controlled crossing locations.	Orange County	57.4
1.32	-	2204	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 551 / Goldenrod Rd	Beatty Dr	Pershing Ave	1.0	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes. As a part of the widening project, incorporate a 10-ft side path on one side of the roadway in conjunction with PHBs and crosswalks at Quail Pond St Target speed should consider mix of roadway users along the corridor. Transit stop locations should be evaluated and crossing enhancements added as appropriate.	Orange County, Orange County	55.8
1.04	448783-1	2120	-	-	Corridor Bike/Ped Safety Project	US 192 / Vine St	Bamboo Lane	Main Street	5.7	There is a planned project to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. In addition to repaving the roadway, the project will provide new 7-foot-wide buffered bicycle lanes from east of Bamboo Lane to Hoagland Boulevard. As a separate, evaluate opportunities for targeted safety enhancements at intersections and evaluate transit stop locations in relationship to marked and controlled crossing locations and install crossing treatments as warranted. PPL Project 2120 overlaps with a portion of the corridor between Hoagland Blvd and John Young Parkway. See also 448783-1.	Kissimmee, Osceola County	55.8
1.24	-	-	-	-	Corridor Improvement - Safety Focus	Lancaster Rd	US 17/92/441 / Orange Blossom Trl	Calypso Dr	1.2	Conduct a detailed assessment to identify feasibility improvement opportunities, which could include lane repurposing (AADT between 16,600 and 17,900 over the past 5 years) and adding protected bikeways. If lane repurposing is not feasible, there could be opportunities to narrow travel lanes, converting the TWLTL to a landscaped median, and/or provide improved walking routes to the school. Evaluate placement of marked and controlled crossings along the roadway in relationship to activity centers; consider converting RRFB at Voltaire Drive to a PHB.	Orange County	55.8
4.21	-	2120	-	-	Bike Lane Modification - Enhance Already Planned Project	US 192 / Vine St	Hoagland Blvd	John Young Pkwy	1.8	There is a planned project for this corridor that aims to relieve congestion, improve access, extend bicycle and pedestrian facilities, enhance aesthetics, and add landscaping within the project area. These improvements will consider capacity, safety, and multi-modal enhancements. As a part of the planning process, the location of transit stops in relationship to marked and controlled crossings should be evaluated and enhanced crossings added as appropriate.	Kissimmee, Osceola County	55.8
1.44	-	-	-	-	Corridor Improvement - Safety Focus	Washington St	Ferguson Dr	Westmoreland Dr	1.7	Evaluate potential to provide a side path on at least one side of street, or widen sidewalks. Combine transit stops where practical and relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Evaluate potential to reduce curb radii and provide marked crossings along side streets Also consider implementing a protected intersection at John Young Pkwy	Orlando, Orange County	55.7
5.21	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Osceola Pkwy	Dyer Blvd	Florida Turnpike	3.3	Evaluate potential to provide a side path on at least one side of the street; evaluate potential to increase width of sidewalk on bridge structures. Evaluate bus stop locations in the context of marked and controlled crossing locations and provide connections from the sidewalk to the curb.	Kissimmee, Osceola County	55.7
1.22	-	-	-	-	Corridor Improvement - Safety Focus	SR 527 / Orange Ave	Prince St	Office Ct.	0.9	Evaluate widening the sidewalk on east side of roadway to a 12-foot side path north of Lancaster Rd and on the west side south of Lancaster Road with improved crossing treatments at intersection of Orange at Lancaster. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Consider installing a crosswalk with an RRFB at Perkins Rd Evaluate high crash locations for additional safety improvements.	Orange County	54.1

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1.25	-	-	-	-	Corridor Improvement - Safety Focus	Oak Ridge Rd	Millenia Blvd	Defiance Ave	3.7	West of Orange Blossom Trail, evaluate widening sidewalk on the north side to 10 feet where possible; East of Orange Blossom Trail, evaluate providing 6-foot protected bike lanes (5-foot bike lane with 1-foot buffer/vertical element) in each direction, 10-foot vehicle lanes, and an 11-foot two-way left-turn lane. A portion of this project is included as part of the Shingle Creek Regional Trail extension. Consider a raised median along portions of the corridor, along with enhanced crossings that consider the location of activity centers and transit stops.	Orange County	54.1
1.52	-	-	-	-	Corridor Improvement - Safety Focus	SR 438 / Silver Star Rd	Princeton St	John Young Pkwy	1.2	Evaluate providing a sidewalk on the southside of the street and consider providing side path on either north or south side of street (or both). Install crosswalks with RRFBs between John Young Pkwy and Eunice Ave and between Eunice Ave and Mercy Dr	Orange County	54.1
1.53	-	-	-	-	Corridor Improvement - Safety Focus	Princeton St	Dardanelle Dr	John Young Pkwy	1.7	Evaluate eliminating channelized right-turn lanes at Princeton St & Mercy Dr Widen sidewalk on one side of the roadway to side path standards. Install PHBs at Brengle Ave and between Mercy Dr and Silver Star Rd	Orlando, Orange County	54.1
4.6	-	4005	-	-	Bike Lane Modification - Enhance Already Planned Project	Gore St	US 441	Delaney Ave	1.6	There is a proposed lane repurposing project on Gore St from Delaney Ave to Rio Grande Ave As a part of the project study, evaluate potential to relocate transit stops to marked crossings or install enhanced crossings at transit stops.	Orlando, Orange County	54.1
4.75	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 435 / Kirkman Rd	Conroy Rd	SR 526 / Old Winter Garden Rd	3.1	Evaluate modifying the sidewalk between Conroy Road and LB McLeod Road to side path standards, consistent with other segments of the corridor. Evaluate for speed management strategies and review transit stop locations in the context of marked and controlled crossing locations.	Orange County	54.1
5.27	-	-	-	92107 (TIP	Bike Lane Modification - Enhance Already Planned Project	Hoagland Blvd	US 192 / W Vine St	Donnegan Ave	1.0	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Kissimmee, Osceola County	54.1
4.107	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Hall Road	Aloma Ave	University Blvd	1.3	Evaluate opportunity to widen sidewalk to sidepath standards on east side of street, and potentially add sidepath on westside of street, connecting University Boulevard to Aloma Ave	Orange County, Orange County	53.8
4.112	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Bumby Ave	Livingston Street	South Street	0.7	As a part of the planning process to add bike lanes along this section of Bumby Ave, evaluate the potential to widen the sidewalks and add a landscape buffer.	Orlando, Orange County	53.7
4.04	239422-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 434/Forest City Rd	SR 424/Edgewater Dr	Seminole Co. Line	2.1	Improvements are currently under evaluation, which could potentially include widening the roadway to six lanes, adding bicycle lanes, and improving sidewalks and crosswalks throughout this section of the corridor. As a part of the planned project, incorporate a side path in lieu or in addition to the on-street bike lanes. If on-street bike lanes are provided, there should be a buffer between the bike lane and the travel lane. Additionally, there is a proposed trail segment that runs parallel to this segment from Edgewater to Maitland Blvd Wayfinding could be used to direct users to that parallel facility if sufficient improvements on Forest City Road are not feasible.	Orange County, Orange County	53.7
8.08	-	-	-	-	Trail Segment	Hunters Creek Blvd	John Young Pkwy	US 17/92/441 / Orange Blossom Trl	1.2	As a part of plans to expand Shingle Creek Trail along John Young Pkwy, evaluate potential to widen sidewalk on the west side of the roadway to 10 feet where possible. Evaluate adding marked crossings at Eagles Crossing Dr, Traders Path, and Cypress Crossing Dr	Orange County	52.9
1.09	-	2181	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	US 17/92/441 / Orange Blossom Trl	I-4	Washington St	2.3	There is a planned complete street project along the corridor. As a part of the Complete Street project planned for southern portion, extend treatments to the northern portion, as it has similar characteristics. Constrained right-of-way may limit opportunities for enhanced/improved walking and biking facilities; speed management and crossing improvements should be explored. Project overlaps with previous project between Kaley and I-4.	Orlando, Orange County	52.0
1.23	-	-	-	-	Corridor Improvement - Safety Focus	Winegard Rd	Lancaster Rd	SR 482 / Sand Lake Rd	1.0	Evaluate the potential to widen sidewalk on east side of roadway to 12 feet where possible. Consider installing a crosswalk with an RRFB north of Creekwood Drive. Move bus stops that are south of Lancaster Rd, closer to the intersection (north). Evaluate walking and biking routes to the school along this corridor .	Orange County	52.0
1.28	-	-	-	75093 (TIP	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	Texas Ave	Americana Blvd	Oak Ridge Rd	1.0	Texas Ave is planned to be widened from 2 to 4 lanes. As part of the roadway widening project, widen sidewalks to provide a side path on each side; if only sufficient right-of-way for side path on one side, consider prioritizing west side of roadway. Install RRFBs at crossings near Duskin Ave and near Wakulla Way.	Orange County, Orange County	52.0
5.38	-	-	-	75093 (TIP	Bike Lane Modification - Enhance Already Planned Project	Texas Ave	Oak Ridge Rd	Holden Ave	0.5	Texas Ave will be widened from two to four lanes, from Oak Ridge Road to Holden Ave The project will provide drainage improvements, bike lanes, sidewalks, median landscaping, and roadway lighting. The bike lanes should be buffered or separated bike lanes. Install enhanced crossings where appropriate, particularly at transit stops.	Orange County, Orange County	52.0
1.37	-	-	-	-	Corridor Improvement - Safety Focus	Chickasaw Trl	SR 50 / Colonial Dr	Valencia College Ln	1.0	Evaluate widening the sidewalk on the west side to side path standards where possible. Consider traffic calming measures along the corridor. Consider adding enhanced crossing connecting the school to the library. Consider installing crosswalks with RRFBs at Richwood Dr and Carolina Ln	Orange County	52.0

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4.14	-	2205	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 551 / Goldenrod Rd	Pershing Ave	SR 552 / Curry Ford Rd	1.2	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes. Should on-street bike lanes be retained, they should provide a buffer between the bike lane and the travel lane. Alternatively, provide a side path on at least one side of the street. Evaluate the location of marked and controlled crossings in relationship to transit stops, and provide enhanced crosswalks and crossing treatments near bus stops. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated.	Orange County, Orange County	52.0
1.32a	-	2205	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 551 / Goldenrod Rd	Pershing Ave	SR 552 / Curry Ford Rd	1.2	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes. As a part of the widening project, provide a 10-ft side path on one side of the roadway in conjunction with PHBs and crosswalks at Bayle Way (near the basketball courts). Target speed should consider mix of roadway users along the corridor. Transit stop locations should be evaluated and crossing enhancements added as warranted.	Orange County, Orange County	52.0
4.63	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Kaley St	Division Ave	SR 527 / Orange Ave	0.5	Evaluate potential for lane repurposing to add bicycle facilities or improve sidewalks. Evaluate transit stop and marked and controlled crossing locations.	Orlando, Orange County	51.6
9.02	-	2118	-	-	Trail Gap Closure	Kissimmee Trail and Central Ave Trail	Thacker Ave	Central Ave	1.2	There is an operational/safety (freight bottleneck) project planned along the corridor. Widening the sidewalk to side path standards by eliminating the on-street bike lanes.	Kissimmee, Osceola County	51.3
1.42	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	Parramore Ave	South St	Grand St	0.8	Evaluate adding additional marked and controlled crossings and other traffic calming elements, in addition to safety improvements at high crash locations.	Orlando, Orange County	50.4
1.10	-	2036 2058 2164	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	US 441 / Orange Blossom Trl	Errol Pkwy	McGee Ave	2.5	There are planned complete street projects along the corridor from SR 436 to Alabama Ave (2036), Alabama Ave to S. Park Ave (2058, and from SR 451 to Errol Parkway (2164). Incorporate opportunities to improve bike lanes and widen sidewalks (or provide a side path). Evaluate safety improvements at high crash locations, speed management and opportunities to provide additional marked and controlled crossings co-located with transit stops.	Apopka, Orange County	50.3
1.26	-	-	-	-	Corridor Improvement - Safety Focus	SR 435 / Kirkman Rd	LB McLeod Rd	Major Blvd	1.8	Evaluate widening the sidewalk on the east side to 10-12 feet depending on available width; on the bridge crossing the Florida Turnpike, move curb line to edge of bike lane to create a shared use path. Consider installing 2 crosswalks with PHBs south and north of Pine Shadows Pkwy (near side of bus stops). Consider installing a crosswalk with a PHB at the bus stop between Eaglesmere Dr and Windhover Dr Relocate the bus stop on the west side (north of Major Blvd) further north and provide a PHB and crosswalk.	Orlando, Orange County	50.3
1.9	450640-1	-	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 436	US 441	Seminole County Line	2.3	The purpose of this project is to resurface State Road 436 from U.S. 441 to the Seminole County Line. As part of the RRR process, incorporate potential improvements within the existing pavement cross-section that could improve safety. Long-term, widen the sidewalks to side path standards. Evaluate bus stop locations in relationship to crossing locations and consider consolidation of bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Apopka, Orange County	50.3
4.17	-	2036	-	-	Bike Lane Modification - Enhance Already Planned Project	US 441 / Orange Blossom Trl	From WB SR 436	Alabama Ave	0.2	There is a proposed MTP project that would incorporate complete street elements into the roadway, As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element). provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated. PPL Projects 2058 and 2036 should be implemented together.	Apopka, Orange County	50.3
4.18	-	2058	-	-	Bike Lane Modification - Enhance Already Planned Project	US 441 / Orange Blossom Trl	Alabama Ave	S Park Ave	0.5	There is a proposed MTP project that would incorporate complete street elements into the roadway, As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element). provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated. PPL Projects 2058 and 2036 should be implemented together.	Apopka, Orange County	50.3
8.13	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 434	SR 414	Montgomery Road	4.1	Evaluate the potential to widen the sidewalks on both sides of the street to side path standards in conjunction with improving existing crossing locations. Evaluate the potential to provide additional marked and controlled crossing locations in conjunction with evaluating the location of transit stops and other roadway crossing desire lines.	Altamonte Springs, Seminole County	50.3
1.6	443838-1 441015-1 435777-1	2150	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 434	Grant St	Winter Park Dr	1.0	Several projects are planned along this corridor, including adding 4-foot on street bike lanes through resurfacing, upgrading lighting, and constructing raised medians. A shared use path may also be provided as right-of-way permits. Incorporate additional safety enhancements, including constructing sidepaths in lieu of 4 foot bike lanes. Transit stop and crossing locations should be evaluated and improvements incorporated as feasible. Extend planned improvements from east of East Street to Winter Park Drive to connect with planned bicycle and pedestrian improvements on Winter Park Drive and the Central Seminole Trail.	Longwood/Winter Springs, Seminole County	50.0

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5.22	441015-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 434	Rangeline Rd	US 17 / 92	2.2	The planned project would repave a section of State Road (S.R.) 434 from Rangeline Road to west of Talmo Street and enhance mobility and safety for all users by adding a 4-foot-wide bicycle lane by restriping the travel lanes and installing upgraded lighting. As SR 434 has a posted speed limit of 45 mph, the speed would need to be significantly reduced or the bike lane increased to 7 feet (5 feet + 2 foot buffer). If it is not feasible to provide an appropriate on-street bike lane for the roadway characteristics, consider widening the sidewalk to side path standards. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Longwood, Seminole County	50.0
9.01	444993-1 445303-2 75071	-	-	-	Trail Gap Closure	Little Econ Trail Phase 3	Baldwin Park St	Richard Crotty Pkwy	Intersection	The Little Econ Phase 3 trail is proposed to run between N Semoran Blvd to Forsyth Rd just north of Baldwin Park St This trail will fill a gap in the Little Econ Greenway. Incorporate enhanced crossing at Forsythe where proposed meets existing trail.	Orange County, Orange County	49.6
4.16	-	2164	-	-	Bike Lane Modification - Enhance Already Planned Project	US 441 / Orange Blossom Trl	SR 451	Errol Pkwy	0.6	There is a proposed MTP project that would incorporate complete street elements into the roadway. As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element). provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated.	Apopka, Orange County	48.3
5.33	-	-	-	75016 (TIP	Bike Lane Modification - Enhance Already Planned Project	Kennedy Blvd	Forest City Rd	Wymore Rd	1.8	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the proposed widening, provide 7-foot buffered or separated bike lanes and install enhanced crossings where appropriate, particularly at transit stops. Transit stops along the corridor should be co located with crossings.	Orange County, Orange County	48.3
1.070	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	US 441 / Orange Blossom Trl	Central Florida Pkwy	Deerfield Blvd	2.0	Detailed study is needed to identify specific safety improvements. Consider midblock crossings at transit stops (Heritage Village Ln & Orlando Gymnastics driveway entrance & LYNX Stop 108); safety improvements at crash locations, speed management as appropriate.	Orange County	47.1
1.13	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	SR 50 / Colonial Dr	Maguire Rd	Good Homes Rd	2.3	Evaluate reallocating 2-3 feet of vehicle lane width to provide a buffer between the bike lane and vehicle travel lane. Additionally, evaluate safety improvements at high-crash locations and incorporate speed management as appropriate. If feasible, widen sidewalk.	Ocoee, Orange County	47.1
1.30	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	Rio Grande Ave	40th St	22nd St	1.1	South of 33rd St, evaluate providing a shared use path on the west side of the roadway. North of 33rd St, consider reduction of vehicle lanes to one lane in each direction (AADT between 8,900 and 13,400 over past 5 years) and install protected bikeways. Throughout, install traffic calming measures such as traffic circles, raised crosswalks, etc. Install an RRFB at crossing at 23rd Street.	Orange County	47.1
1.39	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	SR 436 / Semoran Blvd	Santa Rosa Dr	Michigan St	2.8	North of this corridor, there is a planned project to add traffic calming measures and dedicated bicycle and pedestrian facilities; if feasible, continue similar treatments along this segment as right-of-way permits. Consolidate bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings at transit stops. Consider incorporating speed reduction strategies. Some safety improvements have already been constructed along corridor, including improvements under construction at Curry Ford.	Orlando, Orange County	47.1
1.50	-	-	-	-	Corridor Improvement - Safety Focus	Hiawassee Rd	SR 438 / Silver Star Rd	Vernon St	1.3	Consider a lane repurposing to provide a protected bike lane or on-street parking. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Add marked crossings at intersections. Consider PHB or RRFB at Balboa/Vernon to link with proposed side path on that road. Implement speed management strategies.	Orange County	47.1
1.51	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	SR 438 / Silver Star Rd	Summer Glen Dr	Dardanelle Dr	2.9	Evaluate potential to improve walking and biking facilities, implement speed reduction and increase crossing density to improve access to transit.	Orange County	47.1
1.43	-	7300	-	-	Corridor Bike/Ped Safety Project	Washington St	Westmoreland Dr	Hughey Ave	0.7	There is a current unfunded project in the MTP between Westmoreland Dr and Division Ave to provide a shared use path on one side of the street. There is also a plan to install a cycle track between Gertrude Ave & Rosalind Ave As a separate project, evaluate extending the shared use path from Westmoreland Dr to Hughey Ave and evaluate providing additional safety improvements. Could also be considered with PPL 7300.	Orlando, Orange County	46.6
1.56	-	-	-	-	Corridor Improvement - Safety Focus	SR 424 / Edgewater Dr	John Young Pkwy	SR 423 / Lee Rd	0.7	As part of a RRR process, evaluate opportunities to increase width of bike lane. Longer-term, evaluate potential to increase width of sidewalk to provide side path standard on at least one side of the street.	Orange County	46.6
5.11	-	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 434	SR 414	SR 436	1.8	The purpose of this project is to resurface State Road (S.R.) 434 from S.R. 414 to S.R. 436. As part of the RRR, narrow the total travel lane width by 3 feet to add a buffer to the bike lane. Additionally, widen the sidewalk on one side of the roadway to provide at 12-foot shared use path. Install enhanced marked crossings at transit stops and where warranted. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Seminole County	46.6

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1.03	450778-1	-	-	-	Corridor Bike/Ped Safety Project	US 192	Simpson Rd	Partin Settlement Rd	0.8	There is a planned project to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. As a separate project, evaluate providing side path on both sides of street and provide additional marked and controlled crossings co-located with transit stops. Speed management should also be considered. Extending the southern extents of FDOT Project 450778-1 from Aeronautical Drive to Partin Settlement Road due to the bike/ped crash history on the segment between Aeronautical Drive and Partin Settlement Road. This would change the extents of the FDOT project by about 2,000 feet.	St Cloud, Osceola County	46.2
4.32	-	2194	-	-	Bike Lane Modification - Enhance Already Planned Project	Hoffner Ave	Goldenrod Rd	Semoran Blvd	1.4	As a part of the planned Complete Street project on the corridor, narrow the travel lane and provide a buffer between the travel lane and bike lane. There may also be opportunities to incorporate speed management and signal timing modifications, such as leading pedestrian intervals. Transit stop locations in relationship to marked and controlled crossings should also be evaluated and enhanced crossing treatments added as warranted.	Orange County, Orange County	46.2
4.85	445415-3	-	-	-	Bike Lane Modification - Enhance Already Planned Project	Neptune Rd	Partin Settlement Rd	US 192	1.3	Construction underway to widen the roadway to 4 lanes (Neptune Rd from Partin Settlement Rd to S of King Crest Rd). As part of the project to widen the roadway from 2 to 4 lanes, evaluate widening the existing trail to 12-feet. Incorporate speed management and crossing treatments at key intersections/activity centers.	Kissimmee, Osceola County	46.2
1.14	-	-	-	-	Corridor Improvement - Safety Focus	SR 50 / Colonial Dr	Apopka Vineland Rd	Pine Hills Rd	2.6	As a part of the TIP/PPL planning process, consider evaluating potential to reallocate 2-ft of vehicle lane width to widen bike lanes to 7-ft and evaluation potential provide vertical separation. Could require bus platforms to accommodate transit stops; location of transit stops should be evaluated and potential to add additional marked and controlled crossings considered. Evaluate potential to use quick build materials.	Orange County	45.0
1.16	437131-1 447593-1 447717-1	2154	-	-	Corridor Bike/Ped Safety Project	SR 50 / Colonial Dr	Fern Creek Ave	Maguire Blvd	1.0	There are planned projects to construct drainage improvements between Irvington Ave and Maguire Boulevard as well as pedestrian safety improvements at Fern Creek Road, Primrose Drive, and Maguire Way. A Complete Streets project is planned for the corridor, with the details not known. As a separate project, evaluate opportunities to incorporate additional ATP and safety features, including speed management/traffic calming strategies and midblock crossing opportunities (particularly on west end of corridor where only one side of road has transit stops). Recommendations developed as part of the SR 50 BRT (TSP and bus stop relocation) should be included. Could be considered with 437131-1 (https://www.cflroads.com/project/437131-1), 447593-1 (https://www.cflroads.com/project/447593-1), 447717-1 (https://www.cflroads.com/project/447717-1) and PPL 2154.	Orlando, Orange County	45.0
1.20	450638-1	2158	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 482 / Sand Lake Rd	Chancellor Dr	Support Dr	2.4	The planned project will resurface two segments of Sand Lake Road (State Road (S.R.) 482) to rehabilitate and restore the asphalt pavement. As a part of that project, incorporate opportunities to provide midblock crossing opportunities at transit stops, safety improvements at high crash locations, and speed management as appropriate. Extend project extents from Chancellor Drive to Skyview Drive, and from east of Golden Sky Lane to Support Dr Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	45.0
1.29	-	-	-	-	Corridor Improvement - Safety Focus	Holden Ave	US 17/92/441 / Orange Blossom Trl	Almark Dr	0.2	Evaluate eliminating the westbound right turn lane at Holden Ave & Orange Blossom Trail. Shift westbound lanes to the north and provide a pedestrian refuge (with median nose) between Orange Blossom Trail and eastern most commercial driveway.	Orange County	45.0
1.40	445303-1 445303-2	-	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 436 / Semoran Blvd	Hanging Moss Rd	SR 50 / Colonial Dr	1.7	There is a planned project to add traffic calming measures and dedicated bicycle and pedestrian facilities along the majority of the corridor. As a part of that project, consolidate bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings at transit stops. Transit stop locations will need to be coordinated with LYNX's BRT study proposed along 436.	Orange County, Orange County	45.0
1.41	451256-1 445303-1 445303-2	-	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 436 / Semoran Blvd	Orange County Line	Hanging Moss Rd	2.4	There is a planned project to add traffic calming measures and dedicated bicycle and pedestrian facilities along the majority of the corridor. Consolidate bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Transit stop locations will need to be coordinated with LYNX's BRT study proposed along 436. Project should be coordinated with potential improvements along University Boulevard to enhance bicycling and pedestrian access to Full Sail University. Project 445303-1/2 covers the portion of the project from Old Cheney Highway to University Boulevard, and 451256-1 incorporates improvements at the intersection of University Boulevard. Extend the project extents of project 445303-1/2 to the Orange County Line in the north and Hanging Moss Drive in the south.	Orange County, Orange County	45.0
1.450	-	4005	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	Gore St	Ohio Ave	US 17/92/441 / Orange Blossom Trl	0.6	There is a proposed Complete Streets project on Gore St from Delaney Ave to Rio Grande Ave Extend the Complete Streets project for the entire corridor, which would extend the extents approximately 1/2 mile west to Tampa Ave where it connects with Orange Center Drive. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops.	Orlando, Orange County	45.0
1.61	-	2142 2148	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	US 17/92 / French Ave	20th St	Park Dr	0.6	There is a Complete Streets project proposed for the corridor. As a part of the planned project, evaluate consolidating bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings at transit stops.	Sanford, Seminole County	45.0

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2.06	451372-1	2132	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 438 / Silver Star Rd	Hiawassee Rd	-	Intersection	Safety project planned; In addition to signalization strategies, incorporate more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands.	Orange County, Orange County	45.0
2.07	-	2132	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 438 / Silver Star Rd	Pine Hills Rd	-	Intersection	There is a planned operational/safety project along the corridor between Pine Hills Road and Hiawassee Rd Incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. into the existing planned Operational / Safety project on the corridor.	Orange County, Orange County	45.0
2.110	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 436 / Semoran Blvd	Old Cheney Hwy.	-	Intersection	Evaluate potential signal timing/phasing changes. Consider implementation of red light cameras.	Orlando, Orange County	45.0
2.13	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 50 / Colonial Dr	SR 435 / Kirkman Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, eliminating right-turn channelization, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	45.0
2.14	445694-1 449763-1	2178 2098 2154	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	John Young Pkwy	-	Intersection	This FDOT project is intended to enhance safety and operations along Colonial Drive (State Road (S.R.) 50) between Pine Hills Road and Tampa Ave There is also a planned ITS Communication System upgrade planned along the corridor, which includes this intersection. As a part of the planned complete street/safety project, incorporate potential signalization strategies, in addition to more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, etc., and implement recommendations for this intersection as recommended in the Orlando CROSS Study (2024 grant funded study).	Orlando, Orange County	45.0
2.23	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Oak Ridge Rd	John Young Pkwy	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, eliminating right-turn channelization, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	45.0
2.24	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Oak Ridge Rd	Chancellor Dr	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Orange County	45.0
2.25	-	-	-	75093 (TIP	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	Oak Ridge Rd	Texas Ave	-	Intersection	Texas Ave is planned to be widened from 2 to 4 lanes north of Oak Ridge Road, which would require modifications to the intersection Oak Ridge at Texas Ave Incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. With Implementation of planned widening of Texas Ave, north of Oak Ridge, there are opportunities to better align the pedestrian crossing on the east side of the street and potentially reduce the pedestrian crossing distance.	Orange County, Orange County	45.0
2.27	437575-1	2181 4005	-	-	Intersection Bike/Ped Safety Project	US 17/92/441 / Orange Blossom Trl	Gore St	-	Intersection	There is a planned project to reconstruct the concrete sidewalk along both sides of Orange Blossom Trail from 30th Street to Gore Street. Work will be performed in coordination with the Orange Blossom Development Board and includes reconstructing sidewalk with decorative elements, adjusting the curb line, improving pedestrian lighting and constructing new mast arm signals at Michigan Street and Grand Street. As a separate project, evaluate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Could be considered in conjunction with 437575-1 and PPL 2181 and 4005.	Orlando, Orange County	45.0
2.38	448783-1	2120, 2118	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	US 192	US 17/92 / John Young Pkwy	-	Intersection	The purpose of this project is to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. In addition to repaving the roadway, the project will provide new 7-foot-wide buffered bicycle lanes from east of Bamboo Lane to Hoagland Boulevard. A new signal and pedestrian crossing at Oren Brown Road, and a turn lane extension and pedestrian improvements at Old Vineland Road are included. The project also includes pedestrian curb ramp upgrades, and sidewalk connections at Yates Road and Mann Street. Construction is expected to start July 2025. As a part of planned improvements along the corridor, incorporate intersection for safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like access modifications, tighter curb radii, adding pedestrian refuge islands, etc. On-Street bike lanes are proposed through this intersection - bicycle detection should be incorporated in addition to increased add-red time to allow bicyclists to clear the intersection. Evaluate providing side paths in lieu of on-street bike lanes.	Kissimmee, Osceola County	45.0
3.41	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 436 / Semoran Blvd	Lake Underhill Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	45.0

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3.55	451246-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 526 / Old Winter Garden Rd	SR 435 / Kirkman Rd	-	Intersection	There is a planned safety project at the intersection, with design expected to start in 2025. As a part of planned improvements, incorporate more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies. This intersection will connect the Little Econ Trail to the planned Innovation Trail.	Orange County, Orange County	45.0
3.63	448783-1	2120	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192	Hoagland Blvd	-	Intersection	There is a planned resurfacing of this corridor, with design work underway. As a part of planned safety improvements on US 192, incorporate more extensive intersection modifications including but not limited to tighter curb radii, eliminating the channelized right-turn lane, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies at the intersection of US 192 at Hoagland Blvd Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	45.0
3.64	448783-1	2120	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192	US 17/92 / John Young Pkwy	-	Intersection	There is a planned resurfacing of this corridor, with design work underway. As a part of planned safety improvements on US 192, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies at the intersection of US 192 at John Young Parkway. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	45.0
3.66	-	2118	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 17/92 / John Young Pkwy	US 192	-	Intersection	There is a planned operational/safety freight bottleneck project along this corridor, which includes the intersection. As a part of planned safety improvements on John Young Parkway, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Kissimmee, Osceola County	45.0
3.73	-	2154	-	-	Planned Trail Crossing Improvement	SR 50 / Colonial Dr	Herndon Ave	-	Intersection	A complete street/safety / ops project on SR 50 between Bumby Ave and Old Cheney Hwy. The project extents include this intersection. As part of a separate project, evaluate incorporating signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Could also be considered with PPL 2154.	Orlando, Orange County	45.0
3.76	452289-1	2131	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 50 / Colonial Dr	SR 435 / Kirkman Rd	-	Intersection	The Shingle Creek Phase 4 extension from Alhambra Dr to Old Winter Garden Road is proposed in addition to a Complete Street corridor improvement. As a part of planned Complete Street improvements on Colonial Drive, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County, Orange County	45.0
3.77	445694-1	2131	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 50 / Colonial Dr	Pine Hills Rd	-	Intersection	There is a safety improvement from Pine Hills Rd to Tampa Boulevard, as well as a Complete Street corridor project. As a part of planned safety improvements on Colonial Drive, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Evaluate speed management strategies as well.	Orange County, Orange County	45.0
4.101	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Lakemont Ave	Dundee Drive	Glenridge Way	1.1	Evaluate opportunities to widen and protect the bike lane.	Winter Park, Orange County	45.0
4.108	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Colonial Drive	Magnolia Ave	Old Cheney Highway	3.9	Implement traffic calming along the roadway and provide intersection improvements, such as leading pedestrian intervals and enhanced crosswalks, along the corridor. There is a planned project to construct a shared use paths along Colonial and these improvements could be implemented with that project.	Orlando, Orange County	45.0
4.110	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Orangewood Blvd	Central Florida Parkway	Deer Creek Drive	1.0	Add a protected Bike Lane in each direction and lower speed limit to 25 mph.	Orange County, Orange County	45.0
4.11	-	2142	-	-	Bike Lane Modification - Enhance Already Planned Project	US 17/92 / S French Ave	S of W 27th St	W 25th St	0.8	The proposed MTP project would incorporate complete street elements into the roadway, As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element) and provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Evaluate opportunities to incorporate additional safety improvements, such as speed management and signal strategies.	Sanford, Seminole County	45.0
4.15	-	2148	-	-	Bike Lane Modification - Enhance Already Planned Project	US 17/92 / French Ave	SR 417	SR 46 / 1st St	2.9	There is a proposed MTP project that would incorporate complete street elements into the roadway, As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element). provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated.	Sanford, Seminole County	45.0
5.02	437932-2	-	-	-	Bike Lane Modification - Enhance Already Planned Project	Central Ave	Dakin Ave at Church St	W. Donegan Ave	1.6	There is a planned Urban Corridor Improvement project, with bike lanes planned to be added to the roadway. Design is expected to start 10/24. The proposed bike lanes should incorporate a buffer, and the location of transit stops and crossing locations along the corridor should be reviewed and enhance crosswalks added as warranted.	Kissimmee, Osceola County	45.0

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5.25	447103-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 46 / W 25th St	E of CR 15/Upsala Rd	US 17/92 / French Ave	2.9	FDOT plans to resurface State Road (S.R.) 46 from east of Monroe Road/Upsala Road (County Road 15) to French Ave (U.S. 17-92). In addition to resurfacing the roadway, the project recommends replacing the existing center two-way left turn with a raised median to enhance safety and help encourage slower driving speeds. Safety improvements will be made to pedestrian and transit facilities. Curb ramps will be reconstructed to current ADA criteria and new sidewalk will be constructed to fill gaps, providing a continuous route through the project limits. Some on-street parking will be eliminated to provide 7-foot-wide buffered bicycle lanes. New midblock crossings, along with new sidewalk to fill gaps and upgraded pedestrian curb ramps, are also planned. Existing lighting will be retrofitted to current criteria at three intersections: Central Park Dr/ Old England Loop, Martin Luther King Jr Boulevard/Rand Yard Road, and Airport/ SunRail Station/ FPL Sanford Substation. Obsolete driveways are to be removed to improve pedestrian mobility. Incorporate additional marked and controlled crossings co-located with transit stops where warranted. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Sanford, Seminole County	45.0
4.44	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Narcoossee Rd	SR 551 / Goldenrod Rd	SR 528	2.7	Evaluate widening sidewalk on N/E side of road to side path standards. There may also be opportunities to incorporate speed management and signal timing modifications, such as leading pedestrian intervals. Transit stop locations in relationship to marked and controlled crossings should also be evaluated. In the near-term, consider narrowing travel lane and increasing width of bike lane.	Orlando, Orange County	44.5
4.57	449477-1	4001	-	-	Bike Lane Modification - Enhance Already Planned Project	Buenaventura Blvd	Simpson Rd	Osceola Pkwy	2.4	There is a feasibility study underway to evaluate the feasibility of a Complete Streets project on the corridor, which could include a multi-modal trail, access management, and transit connectivity. As the plan progresses to design, evaluate incorporating additional safety features, such as additional marked and controlled crosswalks collocated with transit stops, high visibility crosswalks, bicycle detection and additional signal timing strategies. Where possible, widen sidewalk to create multi-use trails versus adding/widening bike lanes.	Kissimmee, Osceola County	44.5
1.120	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	SR 50 / Colonial Dr	Tubb St	Park Ave	2.2	In the near-term, consider reallocating 2-3 feet of vehicle lane width to provide a buffer between the bike lane and vehicle travel lane. Additionally, evaluate safety improvements at high-crash locations and incorporate speed management. Long-term, consider widening sidewalk to side path standards. There are currently no transit stops on this section of the corridor. Should transit stops be added, their placement should consider existing crossing locations or evaluate the potential to provide a new marked and controlled crossing.	Winter Garden, Orange County	43.3
1.55	-	-	-	-	Corridor Improvement - Safety Focus	SR 423 / Lee Rd	SR 424 / Edgewater Dr	Diplomat Cir.	1.2	Evaluate the potential for lane repurposing (AADT on highest volume segment between 42,500 and 36,500 over the past 5 years) to provide bicycle facilities. Evaluate opportunities to provide marked and controlled crossings at transit stop locations.	Orange County	43.3
1.31	-	2195	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 527 / Orange Ave	Holden Ave	Michigan St	1.3	There is a planned complete streets/safety/operational project along the corridor. As part of the planned Complete Street project proposed for the corridor, incorporate separated bike facilities, wider sidewalks and midblock crossings. Include recommendations from Orlando CROSS study (2024 grant funded study). Note: Part of the corridor is in Edgewood and would require additional coordination.	Orlando, Orange County	42.9
1.36	-	-	-	-	Corridor Improvement - Safety Focus	University Blvd	Dean Rd	SR 434 / Alafaya Trl	2.2	Evaluate consolidating bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Provide PHBs and crosswalks at regular intervals along the roadway, co-located with transit stops. Widen the sidewalk to provide a side path on each side.	Orange County	42.8
5.13	CFX-048	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 551 / Goldenrod Rd	Lee Vista Blvd	Hoffner Ave	1.0	There is a planned resurfacing. As a part of planned resurfacing, reallocate 2 feet of vehicle travel lane width to add a buffer to the bike lane as part of the project. Buffer should include a vertical protection element. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orlando, Orange County	42.5
5.04	448796-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	US 192 / 441	CR 532 / Nova Rd	Arthur J Gallagher Blvd	5.8	As part of the resurfacing project, provide a shared use path on one side of the roadway and add enhanced marked crossings at transit stops were warranted. Speed management should be incorporated into the project, as feasible. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Osceola County	42.4
1.17	239203-7	2062 2154	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	Avalon Park Blvd	CR 419	2.4	The purpose of the planned project is to increase roadway capacity and enhance safety along State Road (S.R.) 50 (Colonial Drive) from east of Avalon Park Boulevard to east of Chuluota Road (County Road (C.R.) 419) near Bithlo in Orange County. The roadway will be widened from four to six lanes. Full and directional median openings will be provided at certain locations along the corridor. Incorporate opportunities to provide additional marked and controlled crossings co-located with transit stops and incorporate speed management strategies.	Orange County, Orange County	41.3
1.19	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	SR 527 / Rosalind Ave	Central Blvd	Church St	0.1	Evaluate reallocating 2-3 feet of vehicle lane width to provide a buffer between the bike lane and vehicle parking to reduce the likelihood of a dooring collision. Additionally, evaluate safety improvements at crash locations and incorporate speed management as appropriate. Consider opportunities to extend corridor extents. City of Orlando Downtown Master Plan improvements may identify additional improvements that should be included. For example, Master Plan includes two-waying and separated bike lanes from Amelia to South St	Orlando, Orange County	41.3
2.15	-	2098 2179	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	Edgewater Dr	-	Intersection	There is a planned complete street/safety/operations project along the corridor, incorporating the intersection. As a part of planned Safety improvements, incorporate additional safety features, including those to be developed as part of the Orlando CROSS Study (2024 grant funded study).	Orlando, Orange County	41.3
2.16	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 50 / Colonial Dr	SR 551 / Goldenrod Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Orange County	41.3

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2.2	-	2055	-	-	Intersection Bike/Ped Safety Project	SR 435 / Kirkman Rd	SR 435 / Kirkman Rd	-	Intersection	There is a planned operational project along the corridor, including the intersection. As a separate project, implement recommendations for this intersection as recommended in the Orlando CROSS Study (2024 grant funded study) and add Pedestrian bridge as proposed in the SW Bike/Ped Feasibility Study. Could also be considered with PPL 2055.	Orlando, Orange County	41.3
2.21	-	2055	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 435 / Kirkman Rd	Vineland Rd	-	Intersection	There is a planned operational project along the corridor, including the intersection. As a part of planned improvements along the corridor, incorporate safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like tighter curb radii, adding pedestrian refuge islands, etc.	Orlando, Orange County	41.3
2.26	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Columbia St	Crooms. Ave/ Drew Ave	-	Intersection	Evaluate warrants for RRFB, PHB or other controlled crossing treatment; consider location of transit stops.	Orlando, Orange County	41.3
2.35	450638-1	2158	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 482 / Sand Lake Rd	Voltaire Dr	-	Intersection	The purpose of this project will be to resurface two segments of Sand Lake Road (State Road (S.R.) 482) to rehabilitate and restore the asphalt pavement. As a part of planned improvements along the corridor, incorporate intersection for safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like tighter curb radii, adding pedestrian refuge islands, etc. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	41.3
2.37	450778-1 92043	-	-	-	Intersection Bike/Ped Safety Project	US 192	Simpson Rd	-	Intersection	There is a planned project to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. Please note that this is next to SWB012 along Simpson Rd The planned project extents include this intersection. As a separate project, evaluate intersection for safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like tighter curb radii, adding pedestrian refuge islands, etc. The planned widening of Simpson Rd north of US 192 would likely result in geometric changes to the intersection as well. Could be consider with 450778-1 (https://www.cflroads.com/project/450778-1), 92043.	Osceola County	41.3
3.21	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Destination Pkwy	Universal Blvd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	41.3
3.30	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	International Dr	SR 435 / S Kirkman Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, eliminating right-turn channelization, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	41.3
3.54	451245-1 450209-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 434/Alafaya Trl	Science Dr	-	Intersection	There is a planned safety project at the intersection, with design expected to start in 2025. As a part of planned improvements, incorporate more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies. This intersection will connect the Little Econ Trail to the planned Innovation Trail.	Orange County, Orange County	41.3
3.56	437174-2 445299-1	2252	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	Vineland Rd	Kyngs Heath Rd	-	Intersection	FDOT is conducting a Project Development and Environment (PD&E) Study to evaluate improvements to State Road (S.R.) 535 from U.S. 192 to north of World Center Drive (S.R. 536), a project length of approximately 2.2 miles within Orange and Osceola counties. The intersection is along the study corridor. Vineland Road, north of Kyngs Heath Road is also planned to be widened from 4 to 6 lanes. As a part of planned improvements, incorporate more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies in conjunction with the planned widening of Vineland Rd from 4 to 6 lanes. As part of the widening project, evaluate target speed and incorporate speed management as appropriate.	Osceola County	41.3
3.67	443838-1 441015-1	2150	-	-	Planned Trail Crossing Improvement	SR 434	US 17/92	-	Intersection	As a part of planned resurfacing, the roadway would be restriped to provide 4-foot-wide bicycle lanes as well as upgraded lighting. As part of a separate project, evaluate intersection for more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies. Evaluate potential for speed management strategies. A secondary project (443838-1) to the west of the intersection would provide a raised median and access management. Could also be considered with 443838-1, 441015-1 and PPL 2150.	Longwood, Seminole County	41.3
3.84	450778-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192	Simpson Rd	-	Intersection	The purpose of this project is to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. The project extents include this intersection. As a part of the planned resurfacing of US 192, evaluate potential modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization modifications. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	41.3
3.86	450778-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192	Fortune Rd	-	Intersection	The purpose of this project is to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. As a part of the planned resurfacing of US 192, incorporate intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization modifications. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	41.3
4.20	-	2184	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 15 / Hoffner Ave	SR 436 / Semoran Blvd	SR 15 / Conway Rd	1.3	There is a proposed MTP project that would incorporate complete street elements into the roadway, As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element), provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated.	Orange County, Orange County	41.3
4.81	-	-	-	-	Corridor Improvement - Increase Width of Bike Lane	US 441 / Orange Blossom Trl	Alpine Dr	Piedmont Wekiwa Rd	1.0	In near-term, evaluate narrowing travel lanes to provide a buffer between travel lane and bike lane/shoulder. Longer term, consider adding side path to at least one side of street, Also incorporate speed management strategies and evaluate providing enhanced crossings at bus stop locations.	Apopka, Orange County	41.3
4.82	-	-	-	-	Corridor Improvement - Increase Width of Bike Lane	US 441 / Orange Blossom Trl	SR 436 / Semoran Blvd	Alpine Dr	1.2	In near-term, evaluate narrowing travel lanes to provide a buffer between travel lane and bike lane/shoulder. Longer term, consider adding side path to at least one side of street, Also incorporate speed management strategies and evaluate providing enhanced crossings at bus stop locations.	Apopka, Orange County	41.3

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4.29	-	2189	-	-	Bike Lane Modification - Enhance Already Planned Project	Mills Ave	Virginia Dr	Princeton St	0.4	As a part of the planned Complete Street project on the corridor, which may including adding bike lanes, widen the sidewalk to side path standards on at least one side of the street and add a raised median. There may also be opportunities to incorporate speed management and signal timing modifications, such as leading pedestrian intervals.	Orlando, Orange County	40.8
1.33	-	-	-	-	Corridor Improvement - Safety Focus	Avalon Park Blvd	Golden Isle Blvd	Timber Springs Blvd	0.7	In the near-term, evaluate potential to add a buffer to the bike lane through restriping. In long-term, evaluate potential to reconstruct roadway to provide a side path.	Orange County	39.1
5.1	448813-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 434	SR 436	Mobile Ave	2.3	There is a planned resurfacing of this corridor. As part of the resurfacing project, incorporate speed management strategies. Long-term term, evaluate widening sidewalk on one side of the roadway to provide side path. Install enhanced marked crossings at transit stops and where warranted. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Altamonte Springs, Seminole County	39.1
2.03	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 414 / Maitland Blvd	Eden Park Rd	-	Intersection	Evaluate potential signalization strategies in addition to more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands.	Orange County	37.5
2.1	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 436 / Semoran Blvd	Hanging Moss Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Orlando, Orange County	37.5
2.170	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 50 / Colonial Dr	Econlockhatchee Trl	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	37.5
2.22	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	John Young Pkwy	Americana Blvd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Orange County	37.5
2.34	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Lancaster Rd	Winegard Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Orange County	37.5
3.69	-	2132	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 438 / Silver Star Rd	Belco Dr	-	Intersection	There is a planned operational/safety project along this corridor, which includes the intersection. As a part of planned safety improvements on Silver Star Road, incorporate more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Orange County, Orange County	37.5
3.87	450778-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192 / Vine St	E. Oak St	-	Intersection	The purpose of this project is to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. As a part of the planned resurfacing of US 192, incorporate intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization modifications. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	37.5
1.02	-	-	-	-	Corridor Bike/Ped Safety Project	US 192 / Irlo Bronson Memorial Hwy.	St Cloud Commons	Old Canoe Creek Rd	1.0	There is a planned project to add a side path on one side of street. As a separate project, evaluate if there is sufficient ROW to provide a side path on both sides of street and incorporate additional marked and controlled crossings co-located with transit stops, specifically at St Cloud Village Court. Speed management should also be considered.	St Cloud, Osceola County	37.0
4.102	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Rouse Rd	McCulloch Road	University Blvd	1.1	Widen the sidewalk on the eastside of the roadway to sidepath standards to improve bicyclist connectivity.	Orange County, Orange County	37.0
4.13	-	2203	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 551 / Goldenrod Rd	SR 552 / Curry Ford Rd	SR 408	1.8	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes. Should on-street bike lanes be retained, they should provide a buffer between the bike lane and the travel lane. Alternatively, provide a side path on at least one side of the street. Evaluate the location of marked and controlled crossings in relationship to transit stops, and provide enhanced crosswalks and crossing treatments near bus stops. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated. An enhanced crosswalk should be provided at the future Azalea Trail Crossing.	Orange County, Orange County	37.0
5.07	450953-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 530	SR 429	Reedy Creek Bridge	3.3	There is a planned resurfacing project with design scheduled to start in April 2024. No details other than resurfacing is planned are provided. There are side paths on both sides of the roadway along the majority of the corridor - close gaps along the entire corridor. Add enhanced marked crossings at transit stops and where warranted. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Osceola County	37.0
5.29	-	-	-	75115 (TIP	Bike Lane Modification - Enhance Already Planned Project	CR 419 / Chuluota Rd	SR 50 / Colonial Dr	Lake Pickett Rd	1.9	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Orange County, Orange County	37.0

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4.55	-	8002	-	3012	Bike Lane Modification	Canoe Creek Rd	Deer Run Rd	Pine Tree Dr	1.3	There are plans to widen the roadway from 2 to 4 lanes. As a part of a separate project, construct side paths and provide enhanced marked crosswalks where warranted and incorporate speed management features into the roadway. Could also be considered with PPL 8002.	St Cloud, Osceola County	35.3
3.03	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	US 192	International Dr	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, removing channelized right-turn-lane, etc., in addition to potential signalization improvements.	Osceola County	33.8
4.109	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Orange Ave	South of Town Center Blvd	Mary Louis Lane	1.6	Construct sidepath to close sidewalk and bike lane gap from south of Town Center Boulevard to Mary Luis Lane.	Orange County, Orange County	33.8
1.21	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	McCoy Rd	Gondola Dr	Boggy Creek Rd	0.4	Evaluate adding a buffer to the existing bike lane and widening the sidewalk on one side of the roadway to 12 feet. Evaluate transit stop placement in relationship to crossing opportunities, evaluate safety improvements at crash locations, and incorporate speed management as appropriate.	Orange County	32.1
1.08	441142-1 437575-1	2181	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	US 17/92/441 / Orange Blossom Trl	Kaley Ave	Taft Vineland Rd	6.9	There is a resurfacing planned between I-4 and Washington Street in 2028 (441142-1) and a sidewalk reconstruction project on both sides of OBT between 30th Street and Gore Street. Planned projects only cover a portion of the roadway. Extend the extents from I-4 to Taft Vineland Road and conduct a more detailed study is to identify specific safety improvements that could be incorporated into future RRR process. Consider midblock crossings at transit stops; safety improvements at crash locations, and speed management as appropriate. Consider a closer evaluation as part of the SS4A process. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	30.0
1.18	239203-8	-	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	CR 419	CR 520	3.1	The purpose of this project is to increase roadway capacity and enhance safety along State Road (S.R.) 50 (Colonial Drive) from east of Chuluota Road (County Road (C.R.) 419) to S.R. 520 through Bithlo in Orange County. The roadway is planned to be widen from four to six lanes. Full and directional median openings will be provided at certain locations along the corridor. Incorporate opportunities to provide additional marked and controlled crossings co-located with transit stops and incorporate speed management strategies.	Orange County, Orange County	30.0
2.02	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 434	Manor Ave	-	Intersection	Evaluate potential signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Seminole County	30.0
2.04	-	2031	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	Aloma Ave	Howell Branch Rd	-	Intersection	There is a planned operational/safety project along the corridor between Palmetto Ave and Hall Road, incorporating the intersection. In addition to signalization strategies, incorporate more expansive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands. As this is a trail crossing, evaluate an exclusive pedestrian phase at the intersection to allow bicyclists and pedestrians to cross both legs of the intersection at one time.	Seminole County	30.0
2.18	-	2062	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	Rouse Rd	-	Intersection	There is a planned operational/safety project along the corridor, incorporating the intersection. Incorporate additional safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like tighter curb radii, adding pedestrian refuge islands, etc.	Orange County, Orange County	30.0
2.19	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 50 / Colonial Dr	SR 434 / Alafaya Trl	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	30.0
3.6	-	2203	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 551 / Goldenrod Rd	Curry Ford Rd	-	Intersection	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes, through the intersection of Curry Ford Road. As a part of planned improvements, incorporate for more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization strategies that could be implemented in conjunction with the planned widening of Goldenrod Road from 4 to 6 lanes. As part of the widening project, evaluate target speed and incorporate speed management as appropriate.	Orange County, Orange County	30.0
3.80	-	3261	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	John Young Pkwy	Town Loop Blvd	-	Intersection	There is a planned ITS/Technology project on John Young Parkway from Sand Lake Road to Hunters Creek. As a part of planned improvements, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Evaluate the potential to provide pedestrian refuge islands.	Orange County, Orange County	30.0
4.100	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	4th Street	Bridge over Turnpike	Sadler Ave	0.4	Evaluate providing a paved shoulder to connect to the future Trail section on Tubbs and Sadler Ave	Oakland, Orange County	30.0
4.10	-	2006	-	-	Bike Lane Modification - Enhance Already Planned Project	US 17/92 / Orlando Ave	Nottingham St	Monroe Ave	1.9	There is a proposed MTP project that aims to improve the existing bicycle facility and construct medians by narrowing roadways to 11 feet minimum with sidewalks ranging between 4.5' to 10' within the project limits. Bike lanes are proposed to remain at 4'. This project is still in 60% design with FDOT. As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element where feasible) or eliminate the bike lanes and extend the width of the sidewalk. There are also opportunities to improve parallel facilities, such as Denning Drive, and incorporate wayfinding.	Winter Park, Orange County	30.0
4.103	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Westwood Boulevard	Central Florida Parkway	International Drive	1.6	Evaluate opportunities to widen sidewalk to sidepath standards on both sides of the street and provide marked and potentially controlled crossings at transit stops.	Orange County, Orange County	30.0

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4.104	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Sea Harbor Dr	Central Florida Parkway	Westwood Boulevard	0.4	Evaluate opportunities to widen sidewalk to sidepath standards on both sides of the street and provide marked and potentially controlled crossings at transit stops.	Orange County, Orange County	30.0
4.92	445298-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 50 / Colonial Dr	SR 520	St Anne Ave	6.2	There is a planned resurfacing project; no design details are available. Design work has already started and based on the project schedule, there may not be an opportunity to incorporate additional ATP and safety measures, but if feasible, as a part the planned resurfacing, incorporate narrower travel lanes and increase the width of the shoulder to better accommodate cyclists. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	30.0
5.28	-	-	-	75002 (TIP)	Bike Lane Modification - Enhance Already Planned Project	Boggy Creek Rd	Simpson Rd (Orange/Osceola CL)	SR 417	1.5	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Orange County, Orange County	30.0
5.36	-	-	-	75091 (TIP	Bike Lane Modification - Enhance Already Planned Project	Reams Rd	Summerlake Park Blvd	Taborfield Ave	3.1	Reams Road will be widened from a two to four-lane roadway, from Summerlake Park Boulevard to Taborfield Ave A 5-foot-wide sidewalk is located on the south side of the roadway, and a 14-foot-wide multiuse trail will be located along the north side of the roadway. The project will incorporate drainage improvements, lighting, and landscaping along the roadway corridor. A 14-foot shared use trail is included as part of the planned project to widen the roadway from 2 to 4 lanes. Install enhanced crossings where appropriate.	Orange County, Orange County	30.0
6.02	-	-	-	-	Corridor Improvement - Increase Width of Bike Lane	Markham Woods Rd	Lake Mary Blvd	E.E Williamson Rd	6.1	Evaluate potential to increase width of bike lane narrowing the travel lane and potentially select widening within the existing right-of-way. Provide an enhanced crossing at Long Pond Rd and Old Post Rd to connect to the Seminole Wekiva Trail.	Longwood, Seminole County	30.0
7.03	-	-	-	-	Bike/Ped Bridge or Tunnel	SR 426 / Aloma Ave	at Howell Branch Road	-	Crossing Improvement	Evaluate potential to provide a grade separated crossing of Howell Branch Road over SR 426/Aloma Ave	Seminole County	30.0
7.08	-	-	-	-	Bike/Ped Bridge or Tunnel	US 17/92 at Rail Crossing	near Park Ave	-	Crossing Improvement	Evaluate the potential to provide a bicycle and pedestrian bridge over US 17/92 at the rail crossing near Park Ave in Maitland	Maitland, Orange County	30.0
9.03	452290-1	-	-	-	Trail Gap Closure	SunTrail segment along Neptune Rd	Lawrence Silas Blvd	Lakeshore Blvd	0.2	There is a planned intersection improvement at the intersection of Lawrence Silas Blvd/Neptune Road, with preliminary engineering scheduled in 2028. The section of Neptune Rd between Lawrence Silas Blvd and Lakeshore Blvd is considered part of the Sun Trail network; however this segment only provides a 6-foot sidewalk. As a part of adjacent intersection improvements, narrow the traveling lanes to permit widening of trail sections on the south side of the roadway. Add a wider crosswalk where existing trail meets proposed trail at Lawrence Silas. Widening the sidewalk here could also allow a connection to the trail system in this area.	Kissimmee, Osceola County	28.8
4.11	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	W Amelia Street	N Orange Blossom Trail	Westmoreland Drive	0.3	Evaluate opportunities to provide a protected bicycle facility connecting to the OCPS Academic Center for Excellence	Orlando, Orange County	28.3
4.70	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	Amelia St	Garland Ave	Magnolia Ave	0.3	Evaluate potential to provide speed management strategies along the corridor in conjunction with signalization strategies at intersections.	Orlando, Orange County	28.3
4.72	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Amelia St	US 17/92/441 / Orange Blossom Trl	Parramore Ave	0.5	Evaluate extending bike lane on Amelia Street west of Westmoreland Drive and incorporating speed management along corridor.	Orlando, Orange County	28.3
4.83	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Seminola Blvd	Button Road	Lake Kathryn Circle	0.4	Reconstruct the sidewalk on the northside of Seminola Blvd to provide at least an +/- 8 ft wide sidewalk from Button Rd to Lake Kathryn Circle. This improvement would fill a gap between shared use path improvements the City has completed on Sunset Drive and Lake Kathryn Circle.	Casselberry, Seminole County	28.3
5.46	-	4008	-	CIP 017853	Bike Lane Modification - Enhance Already Planned Project	Orange Blvd	SR 46	US 17 / 92	3.2	Seminole County is currently designing and then constructing safety improvements for Orange Boulevard from State Road (S.R.) 46 to Monroe Road (C.R. 15). The project includes adding bike lanes, sidewalks, and a multi-use path. As a part of the project, improve the frequency of marked and controlled crossing locations along the corridor.	Seminole County	28.3
8.14	-	-	-	-	Trail Segment	SR 417	Black Hammock Trailhead	Planned Trails in Mecca	5.2	Evaluate providing a trail extension from Black Hammock Trailhead along the SR 417 alignment, connecting to future facilities in Seminole County.	Seminole County	27.9

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3.04	437174-2 445299-1	2252	-	-	Existing Trail Crossing Improvement - Enhance Already Planned Project	SR 535 / Apopka Vineland Rd	US 192	-	Intersection	Intersection is along two corridors with improvements being evaluated by FDOT. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate improvements to State Road (S.R.) 535 from U.S. 192 to north of World Center Drive (S.R. 536), a project length of approximately 2.2 miles within Orange and Osceola counties. Innovative intersection alternatives are being evaluated, such as displaced left-turns, quadrant roads, median U-turns, and loop roads. The other project intends to resurface State Road (S.R.) 535 from north of U.S. 192 to south of International Drive and implement operational and safety improvements along the corridor. Included in the safety improvements are modifying the intersection design at LBV Factory Stores Drive, which will restrict left turns onto S.R. 535 from LBV Factory Stores Drive. As a part of planned improvements along both corridors, incorporate intersection safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like tighter curb radii, adding pedestrian refuge islands, etc.	Osceola/Orange County, Osceola/Orange County	26.3
3.1	428047-2	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	Clarcona Ocoee Rd	Pine Hills Rd	-	Intersection	The extension of the Pine Hills Trail from Bonnie Brae North to Clarcona-Ocoee Road planned to start design in 2024 and be constructed in 2027. As a part of the planned trail along the corridor, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County, Orange County	26.3
3.2	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Universal Blvd	Convention Way	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	26.3
3.42	445303-1 445303-2 444993-1	-	-	-	Existing Trail Crossing Improvement - Enhance Already Planned Project	SR 436 / Semoran Blvd	Baldwin Park St	-	Intersection	This project plans to construct improvements along State Road (S.R.) 436 from north of Old Cheney Highway to north of University Park Drive in Orlando. This project will repave the roadway and implement strategies to increase safety for all users along the project corridor. Safety improvements include speed management enhancements such as lane width reduction, a barrier curb, right turn lane elimination, driveway modifications, and traffic-calming landscaping. The project will also focus on cyclist safety with separated and designated bicycle facilities and particular emphasis on pavement markings. A midblock crossing with a Pedestrian Hybrid Beacon (PHB) will also be installed at University Park Drive. As a part of planned improvements, incorporate modifications such as tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signal timing strategies, such as LPIs.	Orange County, Orange County	26.3
3.44	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Hobson Rd	Clarcona Ocoee Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, bicycle detection to extend all red-time, etc.	Orange County	26.3
3.95	450974-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	Michigan Ave	Carroll St	-	Intersection	There is a planned safety project on Michigan Ave between US 192 to E of Osceola Parkway. As a part of planned safety improvements on Michigan Ave, incorporate intersection modifications including but not limited to tighter curb radii, removing channelized right-turn lanes, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Kissimmee, Osceola County	26.3
5.24	-	2251	-	CIP No. 017	Bike Lane Modification - Enhance Already Planned Project	SR 434	Jetta Pt	Artesia St	2.4	Seminole County is working with FDOT on the final design of SR 434 from Jetta Point, just west of SR 417, to Artesia Street to improve traffic operations and safety for motorists, pedestrians, and cyclists. The design includes roundabouts at Mactavandash Drive, Hammock Lane, and Artesia Street, as well as a continuous shared-use path on the south/west side of the road and a shared-use path/sidewalk on the north/east side of the road, providing access to the Cross Seminole Trail. Changes to access management will occur upon construction of this project. As a part of the planned project, incorporate additional marked and controlled crossings co-located with transit stops. Should on-street bicycle facilities also be maintained, they should incorporate a buffer. Incorporate safety features into the project, including additional marked and controlled crossings at frequent intervals, such as at Artesia Street.	Oviedo, Seminole County	24.1
2.12	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 50 / Colonial Dr	Clarke Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Ocoee, Orange County	22.5
3.36	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Oak Ridge Rd	Millenia Blvd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	22.5
3.65	-	2118	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 17/92 / John Young Pkwy	MLK Blvd	-	Intersection	There is a planned operational/safety freight bottleneck project along this corridor, which includes the intersection. As a part of planned safety improvements on John Young Parkway, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Kissimmee, Osceola County	22.5
3.70	-	2189 2193	-	-	Planned Trail Crossing Improvement	US 17/92 / Mills Ave	Virginia Dr	-	Intersection	There is a planned operational/safety project along this corridor, which includes the intersection. As part of a separate project, evaluate intersection for more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies. Could also be considered with PPL 2189, 2193.	Orlando, Orange County	22.5
3.72	447717-1	2154	-	-	Planned Trail Crossing Improvement	SR 50 / Colonial Dr	Primrose Dr	-	Intersection	There is a planned project at this intersection that will reconstruct the existing traffic signals at the intersections of Colonial Drive (State Road (S.R.) 50) and North Fern Creek Ave and Colonial Drive at Primrose Drive with upgraded signal poles and signal heads. Pedestrian safety improvements include reconstructing the curbs on all four corners, reconstructing sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing a new bus pad at Primrose Drive. A complete street/safety / ops project is also identified in the PPL. As a separate project, evaluate incorporating signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Also consider closing median at Irvington Ave Could also be considered with 447717-1 and PPL 2154.	Orlando, Orange County	22.5

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3.74	-	2154	-	-	Planned Trail Crossing Improvement	SR 50 / Colonial Dr	Fairgreen St	-	Intersection	A complete street/safety / ops project on SR 50 between Bumby Ave and Old Cheney Hwy. The project extents include this intersection. As part of a separate project. evaluate incorporating signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Could also be considered with PPL 2154.	Orlando, Orange County	22.5
3.83	448783-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192 / Vine St	Central Ave	-	Intersection	The purpose of this project is to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. In addition to repaving the roadway, the project will provide new 7-foot-wide buffered bicycle lanes from east of Bamboo Lane to Hoagland Boulevard. As a part of the planned resurfacing of US 192, incorporate intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization modifications.	Kissimmee, Osceola County	22.5
9.06	-	-	-	PR1906	Trail Gap Closure	Rummell Road Trail	Mississippi Ave	Narcoossee Rd	1.8	St Cloud has plans to construct an 8' shared use path along Rummell Road. The facility is part of the SunTrail network. As part of a separate project, increasing the trail width to at least 12 feet. Could also be considered with PR1906.	St Cloud, Osceola County	22.5
4.54	-	8001	-	5002 3012	Bike Lane Modification	Canoe Creek Rd	Pine Tree Dr	US 192/441 / 13th St	3.3	There are plans to widen the roadway from 2 to 4 lanes. As a part of a separate project, construct side paths and provide enhanced marked crosswalks where warranted and incorporate speed management features into the roadway. Could also be considered with PPL 8001.	St Cloud, Osceola County	22.0
8.06	-	-	-	-	Trail Segment	Dixie Bell Dr	Pershing Ave	Lake Margaret Dr	0.5	Widen the existing sidewalk on the west side of Dixie Belle Dr to 10-12 feet depending on available RW and distance between utilities to connect to other trail and side path projects. Evaluate potential to provide enhanced crossings at the transit stops at Hickey Dr and incorporate speed management strategies along the corridor.	Orlando, Orange County	20.8
3.35	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	International Dr	Oak Ridge Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, bicycle detection, etc.	Orlando, Orange County	18.8
3.57	437174-2 445299-1	2252	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	Vineland Rd	Poinciana Blvd	-	Intersection	This project intends to resurface State Road (S.R.) 535 from north of U.S. 192 to south of International Drive and implement operational and safety improvements along the corridor. As a part of planned improvements, incorporate more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies in conjunction with the planned widening of Vineland Rd from 4 to 6 lanes. As part of the widening project, evaluate target speed and incorporate speed management as appropriate. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Osceola County	18.8
3.97	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Seminola Boulevard	Button Road	-	Intersection	Evaluate eliminating the channelized right-turn lane southbound direction at the intersection of Button Road at Seminola Boulevard. As a part of the project consider phasing and traffic signal modifications, such as incorporating leading pedestrian intervals.	Casselberry, Seminole County	18.8
4.69	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Carrier Dr	International Dr	Grand National Dr	0.9	Evaluate potential enhancements along the corridor, which could include lane repurposing and closing sidewalk gaps. Traffic volumes along some portions of the corridor are less than 10,000 vehicles per day and do not warrant 2 travel lanes in each direction. There are also sidewalk gaps along the corridor. Evaluate potential to remove channelized right-turn lanes at Lakehurst Dr and add an enhanced marked crossing.	Orlando, Orange County	18.8
9.09	-	-	-	-	Trail Gap Closure	SR 46 Gateway	Towne Center Blvd	Rinehart Rd	0.2	There is a gap between the SR 46 Gateway Trail and the Rinehart Riverwalk Connector. Evaluate constructing an 8-10 foot trail on the north side of the roadway and provide wayfinding a the intersection of Hickman Dr & Towne Center Blvd to guide bicyclists and pedestrians. Additionally, consider wide crosswalk where trail crosses SR-46	Sanford, Seminole County	17.5
4.43	-	2173	-	-	Bike Lane Modification - Enhance Already Planned Project	Fairbanks Ave	Clay St	Orlando Ave	0.5	As a part of the planned Complete Street project on the corridor, narrow travel lane and provide a buffer between the travel lane and bike lane. There may also be opportunities to incorporate speed management and signal timing modifications, such as leading pedestrian intervals. Transit stop locations in relationship to marked and controlled crossings should also be evaluated and enhanced crossing treatments added as warranted.	Winter Park, Orange County	17.1
5.47	-	-	-	77025 (TIP	Bike Lane Modification - Enhance Already Planned Project	SR 426/CR 419	Ave B	W of Lockwood Blvd	1.2	There is a planned widening from 2 to 4 lanes with bike lanes and sidewalks. Provide a 7-foot separated bike lanes (5-foot bike lane with 2 foot buffer).	Seminole County, Seminole County	16.7
5.34	-	-	-	75090 (TIP	Bike Lane Modification - Enhance Already Planned Project	Lake Underhill Rd	Econlockhatchee Tr	Rouse Rd	1.5	There is a proposed widening of the corridor, which would include bike lanes, sidewalks, roadway lighting, and median landscaping. As a part of the final design process, provide either buffered or separated bike lanes. Install enhanced crossings where warranted.	Orange County, Orange County	16.3
3.10	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Metrowest Boulevard	Kirkman Road	--	Intersection	As a part of the extension of the Shingle Creek Trail along Metrowest Boulevard from Shingle Creek to Kirkman Road, evaluate providing a leading pedestrian interval at the intersection of Metrowest Boulevard at Kirkman Road in conjunction with a prohibition on right-turns on red.	Orlando, Orange County	15.0
3.11	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Lake Nona Blvd	Veterans Way	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	15.0

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3.43	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 434/Alafaya Trl	Avalon Park Blvd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County	15.0
3.47	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 436	Wilshire Dr	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications, such as LPIs.	Casselberry, Seminole County	15.0
3.59	418403-3	2250	-	-	Planned Trail Crossing Improvement	US 17/92 / John Young Pkwy	Osceola Park Dr	-	Intersection	FDOT has some planned projects in the vicinity of this intersection. As a part of a separate project, evaluate intersection for more extensive modifications including but not limited to access management, tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization strategies. Evaluate target speed and incorporate speed management as appropriate. Could be considered with 418403-3 and PPL 2250.	Kissimmee, Osceola County	15.0
3.71	-	2033	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 434	Wekiva Springs Rd	-	Intersection	There is a planned operational/safety project along this corridor, which includes the intersection. As a part of planned safety improvements on SR 434, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Altamonte Springs, Seminole County	15.0
4.42	-	2169	-	-	Bike Lane Modification - Enhance Already Planned Project	Fairbanks Ave	I-4	Clay St	0.6	As a part of the planned Complete Street project on the corridor, narrow travel lane and provide a buffer between the travel lane and bike lane. There may also be opportunities to incorporate speed management and signal timing modifications, such as leading pedestrian intervals. Transit stop locations in relationship to marked and controlled crossings should also be evaluated and enhanced crossing treatments added as warranted.	Winter Park, Orange County	15.0
4.53	-	7423	-	-	Bike Lane Modification - Enhance Already Planned Project	Econlockhatchee Trl	Lee Vista Blvd	Curry Ford Rd	2.3	As a part of the planned widening to 4 Lanes with Shared Use Path, provide marked and controlled crossings at regular intervals connecting neighborhoods to the side path.	Orange County, Orange County	15.0
7.07	-	-	-	-	Bike/Ped Bridge or Tunnel	John Young Pkwy	Shingle Creek Trail	-	Crossing Improvement	In conjunction with planned improvements to the Shingle Creek Trail, evaluate incorporating a bridge or tunnel over John Young Pkwy	Orange County	15.0
8.11	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 527 / Orange Ave/Hansel Ave	Kelsey Road	Hoffner Ave	3.3	Evaluate widening sidewalks to a minimum of 8 feet along the Orange/Hansel corridor within the City of Edgewood as well as potential to provide landscaped medians along the corridor.	Edgewood, Orange	12.9
4.111	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Gateway Ave	Orangewood Boulevard	Gifford Ave	0.4	Eliminate and travel lane, add a protected Bike Lane in each direction, construct 5 foot sidewalk on southside of roadway and lower speed limit to 25 mph.	Orange County, Orange County	12.4
3.05	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	US 192	Storey Lake Blvd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, etc., in addition to potential signalization improvements.	Osceola County	11.3
3.06	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	John Young Parkway	Centerview Blvd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. Could be a candidate for grade separation depending on volumes.	Osceola County	11.3
3.105	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	South Street	at SunRail Station	--	Intersection	Add a designated pedestrian crossing between the northbound and southbound SunRail platforms on South Street.	Orlando, Orange County	11.250
3.29	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	International Dr	Universal Blvd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County	11.3
3.34	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	International Dr	Del Verde Way	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, bicycle detection, etc.	Orlando, Orange County	11.3
3.51	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 46	US 17/92 / Monroe Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications, such as LPIs.	Sanford, Seminole County	11.3
3.61	450435-1	2152	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 441 / Orange Blossom Trl	Donegan Ave	-	Intersection	There is a planned project that would upgrade the Traffic Control Device System. As a part of planned complete street improvements on OBT, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Kissimmee, Osceola County	11.3

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3.62	-	2152	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 441 / Orange Blossom Trl	Carroll St	-	Intersection	There is a planned complete street project on OBT As a part of planned complete street improvements on OBT, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Osceola County	11.3
3.85	450778-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192	Bill Beck Blvd	-	Intersection	The purpose of this project is to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. As a part of the planned resurfacing of US 192, incorporate intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization modifications. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	11.3
3.91	447104-1	-	-	-	Planned Trail Crossing Improvement	US 441 / Orange Blossom Trl	SR 423 / Lee Rd	-	Intersection	There is a planned project to resurface about 6.5 miles of U.S. 441 and provide bike lanes in select locations, fill in sidewalk gaps and reconstruct pedestrian curb ramps to current Americans with Disabilities Act (ADA) standards. To reduce potential conflicts between turning vehicles, the project plans to replace the existing open median with a directional median at the intersection of Mott Ave As a part of a separate project, evaluate providing tighter curb radii, removing channelized right-turn lanes, adding pedestrian refuge islands, updated curb ramps, etc. The RR crossing needs to be incorporated into the intersection planning process. Could also be considered with 447104-1.	Orlando, Orange County	11.3
3.940	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Osceola Pkwy	Florida's Turnpike	-	Intersection	As a part of planned trail improvements, incorporate improvements such as tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc.	Osceola County	11.3
5.31	-	-	-	75056 (TIP	Bike Lane Modification - Enhance Already Planned Project	Econlockhatchee Trl	Lake Underhill Rd	SR 408	1.4	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Orange County, Orange County	9.1
3.09	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Boggy Creek Rd	Lake Nona Blvd	-	Intersection	Evaluate intersection for signalization strategies including but not limited to leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	7.5
3.24	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Hamlin Groves Trl	Porter Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	7.5
3.37	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Apopka Vineland Rd	Conroy Windermere Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	7.5
3.450	450576-1	2145	-	-	Existing Trail Crossing Improvement - Enhance Already Planned Project	SR 434	Orange Ave	-	Intersection	The purpose of this project is to resurface State Road (S.R.) 434 from S.R. 414 to S.R. 436, which includes Orange Ave Project is planned for construction starting July 2025. As a part of planned improvements, incorporate modifications such as tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signal timing strategies, such as LPIs at the intersection of Orange Ave Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Altamonte Springs, Seminole County	7.5
3.46	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Montgomery Rd	Central Pkwy	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, bicycle detection to extend all red-time, etc.	Altamonte Springs, Seminole County	7.5
3.5	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 46	International Pkwy	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications, such as LPIs.	Seminole County	7.5
3.75	-	2145	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 434	Gateway Dr	-	Intersection	There is a planned Complete Street project along the corridor, which includes this intersection. As a part of planned Complete Street improvements on SR 434, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Provide a pedestrian connection to the Seminole State buildings via a new sidewalk connection.	Altamonte Springs, Seminole County	7.5
3.88	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 46	N. Oregon St	-	Intersection	Evaluate the potential to provide extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in additional to signalization strategies.	Sanford, Seminole County	7.5

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3.98	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Lake Drive	Park Drive	-	Intersection	Evaluate reconstructing the intersection to remove the channelized right-turn lane, reconfigure crosswalks, add advance warning for crosswalks, potentially add traffic calming to Lake Drive like speed cushions, and improve intersection lighting.	Casselberry, Seminole County	7.5
5.32	-	-	-	75109 (TIP	Bike Lane Modification - Enhance Already Planned Project	Hartzog Rd	Western Way	CR 545	2.2	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes, as development occurs. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Orange County, Orange County	7.5
8.05	-	-	-	-	Trail Segment	Trail along Timber Spring Blvd	Avalon Park Blvd	Timber Isle Dr	0.6	Evaluate potential to provide additional trail connectivity in Avalon Park to key destinations, including high school, middle school, and elementary school. Trail connections to the sidewalk system should incorporate appropriate crossing treatments.	Orange County	6.3
8.10	-	-	-	-	Trail Segment	Trail across SR 50 along Little Econlockhatchee River	N/A	N/A	0.8	Evaluate potential to a connection to the Little Econ Greenway trail runs under the SR 50 bridge, crossing the river and connecting the trail to the surrounding neighborhoods. If routing under SR 50 is not feasible, consider connecting trail to Colonial at-grade to facilitate use of signalized crossing at Econlockhatchee. As a second phase, evaluate extending further down Little Econ to Valencia East Campus to serve as parallel route to Econlockhatchee (high LTS/access) with signalized crosswalk/intersection already in place at Millinockett Ln for additional trail access.	Orange County	6.3
8.150	-	-	-	-	Trail Segment	Utility Easement	Wirz Park	Snug Harbor Drive	1.3	Evaluate constructing a trail along the utility easement connecting Wirz Park to Snug Harbor Drive. Traffic calming improvements may need to be provided along roadway connecting the trail to Red Bug Lake Road and at trail crossing locations.	Casselberry, Seminole County	6.3
4.105	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Livingston Street	Highland Ave	Summerlin Ave	0.4	Evaluate opportunities to widen the effective width of bike facilities. Could be a candidate for an advisory bike lane.	Orlando, Orange County	5.0
1.58	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	Gatlin Ave	SR 527 / Orange Ave	Summerlin Ave	0.4	Evaluate potential speed management strategies on Gatlin Ave	Edgewood, Orange	1.7
4.01	-	2255	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 60	Grape Hammock Rd (Polk Co.)	E of Kissimmee River Bridge (Osceola Co.)	1.8	There is a planned widening from 2 to 4 lanes including wide shoulders to function as bike facilities. As a part of the planned widening from 2 lanes to 4 lanes, provide a side path on the north side of the roadway. Consider extending along the length of the roadway, connecting to Florida's scenic trail.	, Osceola County	1.7
5.30	-	-	-	75098 (TIP	Bike Lane Modification - Enhance Already Planned Project	CR 545	Schofield Rd	McKinney Rd	2.0	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Orange County, Orange County	1.7
3.101	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 527 / Hansel Ave	Mary Jess Rd	-	Intersection	Evaluate the installation a traffic signal at the intersection of Hansel Ave at Mary Jess to facilitate access to transit.	Edgewood, Orange County	0.0
3.102	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	US 17/92 / Orlando Ave	SunRail	-	Intersection	Evaluate the installation a traffic signal at the entrance to the SunRail Station on N Orlando Ave to facilitate bus transit transfers to SunRail.	Maitland, Orange County	0.0
3.104	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	E Central Blvd	S Summerlin Ave	--	Intersection	In conjunction with planned improvements on S Summerlin Ave to the south of E Central Ave, evaluate intersection improvement opportunities, such as curb extensions and realigning the intersection to decrease the pedestrian crossing distance.	Orlando, Orange County	0.0
3.13	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Lake Nona Blvd	Tavistock Lakes Blvd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	0.0
3.14	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Lake Nona Blvd	Nemours Pkwy	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	0.0
3.16	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Central Florida Pkwy	Westwood Blvd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	0.0

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3.18	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	International Dr	Central Florida Pkwy	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	0.0
3.23	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Avalon Rd	Hartzog Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County	0.0
3.25	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	New Independence Pkwy	Hamlin Groves Trl	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County	0.0
3.48	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	International Pkwy	H E Thomas Pkwy	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Lake Mary, Seminole County	0.0
3.78	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 528	Narcoossee Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, removing channelized right-turn-lane, etc., in addition to potential signalization improvements.	Orange County	0.0
3.79	-	3261	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	John Young Pkwy	Deerfield Blvd	-	Intersection	There is a planned ITS/Technology project on John Young Parkway from Sand Lake Road to Hunters Creek. As a part of planned improvements, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County, Orange County	0.0
3.96	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Broadway St	Lockwood Blvd	-	Intersection	Evaluate incorporating signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Oviedo, Seminole County	0.0
3.99	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Hansel Ave	Bagshaw Way	-	Intersection	Evaluate constructing a Pedestrian Hybrid Beacon at Hansel Ave at Bagshaw Way to facilitate access to transit.	Edgewood, Orange	0.0
7.09	-	-	-	-	Bike/Ped Bridge or Tunnel	W Broadway Street	Cross Seminole Trail	Intersection	Crossing Improvement	In the near-term, install a pedestrian hybrid beacon. In the long-term, evaluate for bike/ped bridge.	Oviedo, Seminole County	0.0

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Appendix D: ATP Projects and Existing Planned Project Enhancements

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8.04	-	-	-	-	Trail Segment	Trail along Clarcona-Ocoee Rd	Pine Hills Rd	US 441 / Orange Blossom Trl	1.2	Evaluate widening the sidewalk on the north side of this segment to 8-10 feet to connect to planned trails. Evaluate opportunities to install marked crossings and RRFBs at the transit stops on the corridor, including an enhanced crossing at Rose Ave	Orange County	63.8
1.46	-	-	-	-	Corridor Improvement - Safety Focus	Ivey Ln	SR 526 / Old Winter Garden Rd	Columbia St	1.3	Conduct corridor assessment to identify potential opportunities to enhance the on-street bicycle facilities; including considering a raised median or lane repurposing. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Potential improvements, including lane elimination, have been identified by City in their SW Bike/Ped Plan.	Orlando, Orange County	63.3
1.27	-	-	-	-	Corridor Improvement - Safety Focus	Americana Blvd	John Young Pkwy	Texas Ave	0.5	Evaluate widening the sidewalk to a 12-ft side path (8-ft where 12-ft is not feasible) on the south side of the roadway and providing a crosswalk with an RRFB east of Grand Central Pkwy	Orange County	62.4
1.48	449763-1	2178	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 423 / John Young Pkwy	SR 50 / Colonial Dr	Church St	1.1	There is a proposed Complete Streets project along the corridor as well as a ITS/Technology Project. Incorporate safety enhancements at high crash locations. Review transit stop locations in conjunction with marked and controlled crossing locations and providing protected bike lanes or a side path. Opportunity for speed management. Potential improvements on adjacent roadway segments should be considered in the planning/phasing of improvements. Extend extents of improvement to Church Street.	Orlando, Orange County	61.6
4.07	-	2252	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 535 / S. Apopka Vineland Rd	US 192	SR 536 / World Center Dr	2.0	There is a planned project to widen the roadway from 4 lanes to 6 lanes and incorporate bike lanes. As a part of that project, incorporate a side path on at least one side of the street. If on-street bike lanes are provided, a buffer should be provided.	Orange County, Orange County	59.9
4.49	-	2187	-	-	Bike Lane Modification - Enhance Already Planned Project	Sand Lake Rd	Kirkman Rd	John Young Pkwy	1.9	As a part of the planned Complete Street project on the corridor, widen the sidewalk to side path standards on at least one side of the street. There may also be opportunities to incorporate speed management and signal timing modifications, including bicycle detection to extend all red time when bicyclists are detected.	Orange County, Orange County	59.9
5.12	445299-1 437174-2	2252 2253	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 535 / S Apopka Vineland Rd	International Drive	US 192 / W Irlo Bronson Memorial Hwy	1.8	There is a planned resurfacing, with bicycle lanes maintained and keyhole bicycle lanes added at two intersections. Pedestrian improvements are also proposed at intersections and new marked crossings are planned at several locations. In the long-term, there are also plans to widen the roadway from 4 to 6 lanes. With the widening project, widen the existing sidewalks on the east side of the roadway to side path standards and fill in the gaps in the network. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	59.9
1.47	-	-	-	-	Corridor Improvement - Safety Focus	SR 526 / Old Winter Garden Rd	Powers Dr	Ivey Ln	2.2	Evaluate potential to widen sidewalk to side path standards on at least one side of the street. Consider providing a raised median. Evaluate potential speed reduction strategies. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops.	Orlando, Orange County	59.6
8.09	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Nashville Ave	45th St	W Miller Ave	2.6	Evaluate as an alternative route to Orange Blossom Trail, south of 34th Street. Near-term improvements could include sharrows, wayfinding and traffic calming along Nashville Ave, 30th Street and 33rd Street - in lieu of 30th Street, evaluate a short path from the dead end of Nashville to the dead end of LB McLeod. Evaluate potential to provide a two-way separated facility on Rio Grande Ave along the east side to better facilitate the transition under I-4. Incorporate improvements at Miller Ave and Orange Blossom Trail, like a signal or PHB to facilitate access to the parallel corridor.	Orlando, Orange County	59.5
1.06	-	2152	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	US 441 / N Main St	US 192	Osceola Pkwy	2.3	There is a planned complete street project along the corridor. As a part of the Complete Street project planned for corridor, include sidewalk widening, filling sidewalk gaps, and providing additional marked and controlled crossing locations, especially at Washington Ave and Cypress Street.	Kissimmee, Osceola County	59.5
4.09	-	2250	-	-	Bike Lane Modification - Enhance Already Planned Project	US 17/92 / John Young Pkwy	Pleasant Hill Rd	Portage St	2.4	There is a planned project to widen the roadway from 4 lanes to 6 lanes and incorporate bike lanes as part of an urban interchange. As a part of that project, consider eliminating bike lanes and providing side paths on both sides of the street. If on-street bike lanes are provided, a vertical protection element should be provided. This facility would also connect with the proposed shingle creek trail extension at the bridge and wayfinding and appropriate connections should be incorporated.	Osceola County	59.5
4.19	-	2152	-	-	Bike Lane Modification	US 441 / N Main St	US 192 / Vine St	Osceola Pkwy	2.3	There is a proposed MTP project that would incorporate complete street elements into the roadway. As a part of that project (2152), provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated. This roadway connects with the proposed Main Street trail.	Kissimmee, Osceola County	59.5
5.18	447104-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	US 441 / Orange Blossom Trl	SR 50 / Colonial Dr	SR 414 / Maitland Blvd	6.5	The purpose of this project is to resurface about 6.5 miles of U.S. 441 (Orange Blossom Trail) from north of State Road (S.R.) 50 to the S.R. 414 ramps. In addition to repaving, the project will provide bike lanes in select locations, fill in sidewalk gaps and reconstruct pedestrian curb ramps to current Americans with Disabilities Act (ADA) standards. Provide a side path on one of both sides of the street in lieu of or in addition to on-street bike lanes. Additionally, evaluate bus stop locations and provide crossing treatments as warranted. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	59.5

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1.57	-	-	-	-	Corridor Improvement - Safety Focus	SR 414 / Maitland Blvd	Rose Ave	Magnolia Homes Rd	1.0	There are plans to provide a side path on the northside of the roadway, Potential opportunity to connect to existing pedestrian under crossing at Lake Lotus Park (east of Magnolia Homes Road) to improve neighborhood connections from the south.	Orange and Seminole Counties	57.9
5.19	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 423 / John Young Pkwy	SR 408	Shader Rd	3.0	Evaluate providing a shared use path on Install a shared use path on one side of the roadway, and review transit stop locations in conjunction with locations of marked and controlled crossings. Some transit stops along the corridor do not have pedestrian connections from sidewalk to curb at stop location.	Orlando, Orange County	57.8
1.38	-	2201	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 551 / Goldenrod Rd	SR 50 / Colonial Dr	University Boulevard	2.0	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes. As a part of widening, add a side path to both sides of street; if bike lanes are retained, reconstruct to current standards. Target speed should consider mix of roadway users along the corridor. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops.	Orange County, Orange County	57.5
1.15	445694-1 447607-1	2168 2098 2179 2154 2166	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	Pine Hills Rd	Highland Ave	3.7	FDOT is planning to enhance safety and operations along Colonial Drive (State Road (S.R.) 50) between Pine Hills Road and Tampa Ave (https://www.cflroads.com/project/445694-1). At a minimum, where buffer exists between bike lane and curb (west of Tampa Ave), restripe so that buffer is between bike lane and vehicle traffic and add vertical separation. Between Tampa Ave and N Rio Grand Ave, widen sidewalk to 10 feet (appears to be sufficient RW but may be tree conflicts); Between Orange Blossom Trail and Orange Ave provide 7 ft separated bike lane with vertical separation. Between Orange Ave and Highland Ave, the bike lane should be 8 feet (5 ft bike lane and 3 ft buffer for dooring zone), or consider parking protected bike lanes. Will require removing some parking spots. Throughout corridor, continue bike facilities through intersections and add bicycle detection at signalized intersections. Project should also include recommendations that are developed as part of the SR 50 BRT study (TSP and bus stop relocation).	Orlando, Orange County	57.4
4.71	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	John Young Pkwy	SR 482 / Sand Lake Rd	Hunters Creek Blvd	6.9	Evaluate opportunities to upgrade existing sidewalks to side path standards and bus stop locations in the context of where marked and controlled crossings are provided. Speed management strategies should also be evaluated for the corridor.	Orange County	57.4
4.74	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 435 / Kirkman Rd	SR 526 / Old Winter Garden Rd	SR 50 / Colonial Dr	1.0	Along Kirkman Road, evaluate opportunities to increase width of bike lane as part of the RRR process and evaluate location of transit stops in the context of marked and controlled crossing locations.	Orange County	57.4
1.32	-	2204	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 551 / Goldenrod Rd	Beatty Dr	Pershing Ave	1.0	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes. As a part of the widening project, incorporate a 10-ft side path on one side of the roadway in conjunction with PHBs and crosswalks at Quail Pond St Target speed should consider mix of roadway users along the corridor. Transit stop locations should be evaluated and crossing enhancements added as appropriate.	Orange County, Orange County	55.8
1.04	448783-1	2120	-	-	Corridor Bike/Ped Safety Project	US 192 / Vine St	Bamboo Lane	Main Street	5.7	There is a planned project to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. In addition to repaving the roadway, the project will provide new 7-foot-wide buffered bicycle lanes from east of Bamboo Lane to Hoagland Boulevard. As a separate, evaluate opportunities for targeted safety enhancements at intersections and evaluate transit stop locations in relationship to marked and controlled crossing locations and install crossing treatments as warranted. PPL Project 2120 overlaps with a portion of the corridor between Hoagland Blvd and John Young Parkway. See also 448783-1.	Kissimmee, Osceola County	55.8
1.24	-	-	-	-	Corridor Improvement - Safety Focus	Lancaster Rd	US 17/92/441 / Orange Blossom Trl	Calypso Dr	1.2	Conduct a detailed assessment to identify feasibility improvement opportunities, which could include lane repurposing (AADT between 16,600 and 17,900 over the past 5 years) and adding protected bikeways. If lane repurposing is not feasible, there could be opportunities to narrow travel lanes, converting the TWLTL to a landscaped median, and/or provide improved walking routes to the school. Evaluate placement of marked and controlled crossings along the roadway in relationship to activity centers; consider converting RRFB at Voltaire Drive to a PHB.	Orange County	55.8
4.21	-	2120	-	-	Bike Lane Modification - Enhance Already Planned Project	US 192 / Vine St	Hoagland Blvd	John Young Pkwy	1.8	There is a planned project for this corridor that aims to relieve congestion, improve access, extend bicycle and pedestrian facilities, enhance aesthetics, and add landscaping within the project area. These improvements will consider capacity, safety, and multi-modal enhancements. As a part of the planning process, the location of transit stops in relationship to marked and controlled crossings should be evaluated and enhanced crossings added as appropriate.	Kissimmee, Osceola County	55.8
1.44	-	-	-	-	Corridor Improvement - Safety Focus	Washington St	Ferguson Dr	Westmoreland Dr	1.7	Evaluate potential to provide a side path on at least one side of street, or widen sidewalks. Combine transit stops where practical and relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Evaluate potential to reduce curb radii and provide marked crossings along side streets Also consider implementing a protected intersection at John Young Pkwy	Orlando, Orange County	55.7
5.21	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Osceola Pkwy	Dyer Blvd	Florida Turnpike	3.3	Evaluate potential to provide a side path on at least one side of the street; evaluate potential to increase width of sidewalk on bridge structures. Evaluate bus stop locations in the context of marked and controlled crossing locations and provide connections from the sidewalk to the curb.	Kissimmee, Osceola County	55.7
1.22	-	-	-	-	Corridor Improvement - Safety Focus	SR 527 / Orange Ave	Prince St	Office Ct.	0.9	Evaluate widening the sidewalk on east side of roadway to a 12-foot side path north of Lancaster Rd and on the west side south of Lancaster Road with improved crossing treatments at intersection of Orange at Lancaster. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Consider installing a crosswalk with an RRFB at Perkins Rd Evaluate high crash locations for additional safety improvements.	Orange County	54.1

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1.25	-	-	-	-	Corridor Improvement - Safety Focus	Oak Ridge Rd	Millenia Blvd	Defiance Ave	3.7	West of Orange Blossom Trail, evaluate widening sidewalk on the north side to 10 feet where possible; East of Orange Blossom Trail, evaluate providing 6-foot protected bike lanes (5-foot bike lane with 1-foot buffer/vertical element) in each direction, 10-foot vehicle lanes, and an 11-foot two-way left-turn lane. A portion of this project is included as part of the Shingle Creek Regional Trail extension. Consider a raised median along portions of the corridor, along with enhanced crossings that consider the location of activity centers and transit stops.	Orange County	54.1
1.52	-	-	-	-	Corridor Improvement - Safety Focus	SR 438 / Silver Star Rd	Princeton St	John Young Pkwy	1.2	Evaluate providing a sidewalk on the southside of the street and consider providing side path on either north or south side of street (or both). Install crosswalks with RRFBs between John Young Pkwy and Eunice Ave and between Eunice Ave and Mercy Dr	Orange County	54.1
1.53	-	-	-	-	Corridor Improvement - Safety Focus	Princeton St	Dardanelle Dr	John Young Pkwy	1.7	Evaluate eliminating channelized right-turn lanes at Princeton St & Mercy Dr Widen sidewalk on one side of the roadway to side path standards. Install PHBs at Brengle Ave and between Mercy Dr and Silver Star Rd	Orlando, Orange County	54.1
4.6	-	4005	-	-	Bike Lane Modification - Enhance Already Planned Project	Gore St	US 441	Delaney Ave	1.6	There is a proposed lane repurposing project on Gore St from Delaney Ave to Rio Grande Ave As a part of the project study, evaluate potential to relocate transit stops to marked crossings or install enhanced crossings at transit stops.	Orlando, Orange County	54.1
4.75	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 435 / Kirkman Rd	Conroy Rd	SR 526 / Old Winter Garden Rd	3.1	Evaluate modifying the sidewalk between Conroy Road and LB McLeod Road to side path standards, consistent with other segments of the corridor. Evaluate for speed management strategies and review transit stop locations in the context of marked and controlled crossing locations.	Orange County	54.1
5.27	-	-	-	92107 (TIP	Bike Lane Modification - Enhance Already Planned Project	Hoagland Blvd	US 192 / W Vine St	Donnegan Ave	1.0	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Kissimmee, Osceola County	54.1
4.107	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Hall Road	Aloma Ave	University Blvd	1.3	Evaluate opportunity to widen sidewalk to sidepath standards on east side of street, and potentially add sidepath on westside of street, connecting University Boulevard to Aloma Ave	Orange County, Orange County	53.8
4.112	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Bumby Ave	Livingston Street	South Street	0.7	As a part of the planning process to add bike lanes along this section of Bumby Ave, evaluate the potential to widen the sidewalks and add a landscape buffer.	Orlando, Orange County	53.7
4.04	239422-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 434/Forest City Rd	SR 424/Edgewater Dr	Seminole Co. Line	2.1	Improvements are currently under evaluation, which could potentially include widening the roadway to six lanes, adding bicycle lanes, and improving sidewalks and crosswalks throughout this section of the corridor. As a part of the planned project, incorporate a side path in lieu or in addition to the on-street bike lanes. If on-street bike lanes are provided, there should be a buffer between the bike lane and the travel lane. Additionally, there is a proposed trail segment that runs parallel to this segment from Edgewater to Maitland Blvd Wayfinding could be used to direct users to that parallel facility if sufficient improvements on Forest City Road are not feasible.	Orange County, Orange County	53.7
8.08	-	-	-	-	Trail Segment	Hunters Creek Blvd	John Young Pkwy	US 17/92/441 / Orange Blossom Trl	1.2	As a part of plans to expand Shingle Creek Trail along John Young Pkwy, evaluate potential to widen sidewalk on the west side of the roadway to 10 feet where possible. Evaluate adding marked crossings at Eagles Crossing Dr, Traders Path, and Cypress Crossing Dr	Orange County	52.9
1.09	-	2181	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	US 17/92/441 / Orange Blossom Trl	I-4	Washington St	2.3	There is a planned complete street project along the corridor. As a part of the Complete Street project planned for southern portion, extend treatments to the northern portion, as it has similar characteristics. Constrained right-of-way may limit opportunities for enhanced/improved walking and biking facilities; speed management and crossing improvements should be explored. Project overlaps with previous project between Kaley and I-4.	Orlando, Orange County	52.0
1.23	-	-	-	-	Corridor Improvement - Safety Focus	Winegard Rd	Lancaster Rd	SR 482 / Sand Lake Rd	1.0	Evaluate the potential to widen sidewalk on east side of roadway to 12 feet where possible. Consider installing a crosswalk with an RRFB north of Creekwood Drive. Move bus stops that are south of Lancaster Rd, closer to the intersection (north). Evaluate walking and biking routes to the school along this corridor .	Orange County	52.0
1.28	-	-	-	75093 (TIP	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	Texas Ave	Americana Blvd	Oak Ridge Rd	1.0	Texas Ave is planned to be widened from 2 to 4 lanes. As part of the roadway widening project, widen sidewalks to provide a side path on each side; if only sufficient right-of-way for side path on one side, consider prioritizing west side of roadway. Install RRFBs at crossings near Duskin Ave and near Wakulla Way.	Orange County, Orange County	52.0
5.38	-	-	-	75093 (TIP	Bike Lane Modification - Enhance Already Planned Project	Texas Ave	Oak Ridge Rd	Holden Ave	0.5	Texas Ave will be widened from two to four lanes, from Oak Ridge Road to Holden Ave The project will provide drainage improvements, bike lanes, sidewalks, median landscaping, and roadway lighting. The bike lanes should be buffered or separated bike lanes. Install enhanced crossings where appropriate, particularly at transit stops.	Orange County, Orange County	52.0
1.37	-	-	-	-	Corridor Improvement - Safety Focus	Chickasaw Trl	SR 50 / Colonial Dr	Valencia College Ln	1.0	Evaluate widening the sidewalk on the west side to side path standards where possible. Consider traffic calming measures along the corridor. Consider adding enhanced crossing connecting the school to the library. Consider installing crosswalks with RRFBs at Richwood Dr and Carolina Ln	Orange County	52.0

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4.14	-	2205	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 551 / Goldenrod Rd	Pershing Ave	SR 552 / Curry Ford Rd	1.2	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes. Should on-street bike lanes be retained, they should provide a buffer between the bike lane and the travel lane. Alternatively, provide a side path on at least one side of the street. Evaluate the location of marked and controlled crossings in relationship to transit stops, and provide enhanced crosswalks and crossing treatments near bus stops. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated.	Orange County, Orange County	52.0
1.32a	-	2205	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 551 / Goldenrod Rd	Pershing Ave	SR 552 / Curry Ford Rd	1.2	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes. As a part of the widening project, provide a 10-ft side path on one side of the roadway in conjunction with PHBs and crosswalks at Bayle Way (near the basketball courts). Target speed should consider mix of roadway users along the corridor. Transit stop locations should be evaluated and crossing enhancements added as warranted.	Orange County, Orange County	52.0
4.63	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Kaley St	Division Ave	SR 527 / Orange Ave	0.5	Evaluate potential for lane repurposing to add bicycle facilities or improve sidewalks. Evaluate transit stop and marked and controlled crossing locations.	Orlando, Orange County	51.6
9.02	-	2118	-	-	Trail Gap Closure	Kissimmee Trail and Central Ave Trail	Thacker Ave	Central Ave	1.2	There is an operational/safety (freight bottleneck) project planned along the corridor. Widening the sidewalk to side path standards by eliminating the on-street bike lanes.	Kissimmee, Osceola County	51.3
1.42	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	Parramore Ave	South St	Grand St	0.8	Evaluate adding additional marked and controlled crossings and other traffic calming elements, in addition to safety improvements at high crash locations.	Orlando, Orange County	50.4
1.10	-	2036 2058 2164	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	US 441 / Orange Blossom Trl	Errol Pkwy	McGee Ave	2.5	There are planned complete street projects along the corridor from SR 436 to Alabama Ave (2036), Alabama Ave to S. Park Ave (2058, and from SR 451 to Errol Parkway (2164). Incorporate opportunities to improve bike lanes and widen sidewalks (or provide a side path). Evaluate safety improvements at high crash locations, speed management and opportunities to provide additional marked and controlled crossings co-located with transit stops.	Apopka, Orange County	50.3
1.26	-	-	-	-	Corridor Improvement - Safety Focus	SR 435 / Kirkman Rd	LB McLeod Rd	Major Blvd	1.8	Evaluate widening the sidewalk on the east side to 10-12 feet depending on available width; on the bridge crossing the Florida Turnpike, move curb line to edge of bike lane to create a shared use path. Consider installing 2 crosswalks with PHBs south and north of Pine Shadows Pkwy (near side of bus stops). Consider installing a crosswalk with a PHB at the bus stop between Eaglesmere Dr and Windhover Dr Relocate the bus stop on the west side (north of Major Blvd) further north and provide a PHB and crosswalk.	Orlando, Orange County	50.3
1.9	450640-1	-	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 436	US 441	Seminole County Line	2.3	The purpose of this project is to resurface State Road 436 from U.S. 441 to the Seminole County Line. As part of the RRR process, incorporate potential improvements within the existing pavement cross-section that could improve safety. Long-term, widen the sidewalks to side path standards. Evaluate bus stop locations in relationship to crossing locations and consider consolidation of bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Apopka, Orange County	50.3
4.17	-	2036	-	-	Bike Lane Modification - Enhance Already Planned Project	US 441 / Orange Blossom Trl	From WB SR 436	Alabama Ave	0.2	There is a proposed MTP project that would incorporate complete street elements into the roadway, As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element). provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated. PPL Projects 2058 and 2036 should be implemented together.	Apopka, Orange County	50.3
4.18	-	2058	-	-	Bike Lane Modification - Enhance Already Planned Project	US 441 / Orange Blossom Trl	Alabama Ave	S Park Ave	0.5	There is a proposed MTP project that would incorporate complete street elements into the roadway, As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element). provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated. PPL Projects 2058 and 2036 should be implemented together.	Apopka, Orange County	50.3
8.13	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 434	SR 414	Montgomery Road	4.1	Evaluate the potential to widen the sidewalks on both sides of the street to side path standards in conjunction with improving existing crossing locations. Evaluate the potential to provide additional marked and controlled crossing locations in conjunction with evaluating the location of transit stops and other roadway crossing desire lines.	Altamonte Springs, Seminole County	50.3
1.6	443838-1 441015-1 435777-1	2150	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 434	Grant St	Winter Park Dr	1.0	Several projects are planned along this corridor, including adding 4-foot on street bike lanes through resurfacing, upgrading lighting, and constructing raised medians. A shared use path may also be provided as right-of-way permits. Incorporate additional safety enhancements, including constructing sidepaths in lieu of 4 foot bike lanes. Transit stop and crossing locations should be evaluated and improvements incorporated as feasible. Extend planned improvements from east of East Street to Winter Park Drive to connect with planned bicycle and pedestrian improvements on Winter Park Drive and the Central Seminole Trail.	Longwood/Winter Springs, Seminole County	50.0

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5.22	441015-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 434	Rangeline Rd	US 17 / 92	2.2	The planned project would repave a section of State Road (S.R.) 434 from Rangeline Road to west of Talmo Street and enhance mobility and safety for all users by adding a 4-foot-wide bicycle lane by restriping the travel lanes and installing upgraded lighting. As SR 434 has a posted speed limit of 45 mph, the speed would need to be significantly reduced or the bike lane increased to 7 feet (5 feet + 2 foot buffer). If it is not feasible to provide an appropriate on-street bike lane for the roadway characteristics, consider widening the sidewalk to side path standards. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Longwood, Seminole County	50.0
9.01	444993-1 445303-2 75071	-	-	-	Trail Gap Closure	Little Econ Trail Phase 3	Baldwin Park St	Richard Crotty Pkwy	Intersection	The Little Econ Phase 3 trail is proposed to run between N Semoran Blvd to Forsyth Rd just north of Baldwin Park St This trail will fill a gap in the Little Econ Greenway. Incorporate enhanced crossing at Forsythe where proposed meets existing trail.	Orange County, Orange County	49.6
4.16	-	2164	-	-	Bike Lane Modification - Enhance Already Planned Project	US 441 / Orange Blossom Trl	SR 451	Errol Pkwy	0.6	There is a proposed MTP project that would incorporate complete street elements into the roadway. As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element). provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated.	Apopka, Orange County	48.3
5.33	-	-	-	75016 (TIP	Bike Lane Modification - Enhance Already Planned Project	Kennedy Blvd	Forest City Rd	Wymore Rd	1.8	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the proposed widening, provide 7-foot buffered or separated bike lanes and install enhanced crossings where appropriate, particularly at transit stops. Transit stops along the corridor should be co located with crossings.	Orange County, Orange County	48.3
1.070	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	US 441 / Orange Blossom Trl	Central Florida Pkwy	Deerfield Blvd	2.0	Detailed study is needed to identify specific safety improvements. Consider midblock crossings at transit stops (Heritage Village Ln & Orlando Gymnastics driveway entrance & LYNX Stop 108); safety improvements at crash locations, speed management as appropriate.	Orange County	47.1
1.13	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	SR 50 / Colonial Dr	Maguire Rd	Good Homes Rd	2.3	Evaluate reallocating 2-3 feet of vehicle lane width to provide a buffer between the bike lane and vehicle travel lane. Additionally, evaluate safety improvements at high-crash locations and incorporate speed management as appropriate. If feasible, widen sidewalk.	Ocoee, Orange County	47.1
1.30	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	Rio Grande Ave	40th St	22nd St	1.1	South of 33rd St, evaluate providing a shared use path on the west side of the roadway. North of 33rd St, consider reduction of vehicle lanes to one lane in each direction (AADT between 8,900 and 13,400 over past 5 years) and install protected bikeways. Throughout, install traffic calming measures such as traffic circles, raised crosswalks, etc. Install an RRFB at crossing at 23rd Street.	Orange County	47.1
1.39	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	SR 436 / Semoran Blvd	Santa Rosa Dr	Michigan St	2.8	North of this corridor, there is a planned project to add traffic calming measures and dedicated bicycle and pedestrian facilities; if feasible, continue similar treatments along this segment as right-of-way permits. Consolidate bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings at transit stops. Consider incorporating speed reduction strategies. Some safety improvements have already been constructed along corridor, including improvements under construction at Curry Ford.	Orlando, Orange County	47.1
1.50	-	-	-	-	Corridor Improvement - Safety Focus	Hiawassee Rd	SR 438 / Silver Star Rd	Vernon St	1.3	Consider a lane repurposing to provide a protected bike lane or on-street parking. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Add marked crossings at intersections. Consider PHB or RRFB at Balboa/Vernon to link with proposed side path on that road. Implement speed management strategies.	Orange County	47.1
1.51	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	SR 438 / Silver Star Rd	Summer Glen Dr	Dardanelle Dr	2.9	Evaluate potential to improve walking and biking facilities, implement speed reduction and increase crossing density to improve access to transit.	Orange County	47.1
1.43	-	7300	-	-	Corridor Bike/Ped Safety Project	Washington St	Westmoreland Dr	Hughey Ave	0.7	There is a current unfunded project in the MTP between Westmoreland Dr and Division Ave to provide a shared use path on one side of the street. There is also a plan to install a cycle track between Gertrude Ave & Rosalind Ave As a separate project, evaluate extending the shared use path from Westmoreland Dr to Hughey Ave and evaluate providing additional safety improvements. Could also be considered with PPL 7300.	Orlando, Orange County	46.6
1.56	-	-	-	-	Corridor Improvement - Safety Focus	SR 424 / Edgewater Dr	John Young Pkwy	SR 423 / Lee Rd	0.7	As part of a RRR process, evaluate opportunities to increase width of bike lane. Longer-term, evaluate potential to increase width of sidewalk to provide side path standard on at least one side of the street.	Orange County	46.6
5.11	-	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 434	SR 414	SR 436	1.8	The purpose of this project is to resurface State Road (S.R.) 434 from S.R. 414 to S.R. 436. As part of the RRR, narrow the total travel lane width by 3 feet to add a buffer to the bike lane. Additionally, widen the sidewalk on one side of the roadway to provide at 12-foot shared use path. Install enhanced marked crossings at transit stops and where warranted. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Seminole County	46.6

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1.03	450778-1	-	-	-	Corridor Bike/Ped Safety Project	US 192	Simpson Rd	Partin Settlement Rd	0.8	There is a planned project to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. As a separate project, evaluate providing side path on both sides of street and provide additional marked and controlled crossings co-located with transit stops. Speed management should also be considered. Extending the southern extents of FDOT Project 450778-1 from Aeronautical Drive to Partin Settlement Road due to the bike/ped crash history on the segment between Aeronautical Drive and Partin Settlement Road. This would change the extents of the FDOT project by about 2,000 feet.	St Cloud, Osceola County	46.2
4.32	-	2194	-	-	Bike Lane Modification - Enhance Already Planned Project	Hoffner Ave	Goldenrod Rd	Semoran Blvd	1.4	As a part of the planned Complete Street project on the corridor, narrow the travel lane and provide a buffer between the travel lane and bike lane. There may also be opportunities to incorporate speed management and signal timing modifications, such as leading pedestrian intervals. Transit stop locations in relationship to marked and controlled crossings should also be evaluated and enhanced crossing treatments added as warranted.	Orange County, Orange County	46.2
4.85	445415-3	-	-	-	Bike Lane Modification - Enhance Already Planned Project	Neptune Rd	Partin Settlement Rd	US 192	1.3	Construction underway to widen the roadway to 4 lanes (Neptune Rd from Partin Settlement Rd to S of King Crest Rd). As part of the project to widen the roadway from 2 to 4 lanes, evaluate widening the existing trail to 12-feet. Incorporate speed management and crossing treatments at key intersections/activity centers.	Kissimmee, Osceola County	46.2
1.14	-	-	-	-	Corridor Improvement - Safety Focus	SR 50 / Colonial Dr	Apopka Vineland Rd	Pine Hills Rd	2.6	As a part of the TIP/PPL planning process, consider evaluating potential to reallocate 2-ft of vehicle lane width to widen bike lanes to 7-ft and evaluation potential provide vertical separation. Could require bus platforms to accommodate transit stops; location of transit stops should be evaluated and potential to add additional marked and controlled crossings considered. Evaluate potential to use quick build materials.	Orange County	45.0
1.16	437131-1 447593-1 447717-1	2154	-	-	Corridor Bike/Ped Safety Project	SR 50 / Colonial Dr	Fern Creek Ave	Maguire Blvd	1.0	There are planned projects to construct drainage improvements between Irvington Ave and Maguire Boulevard as well as pedestrian safety improvements at Fern Creek Road, Primrose Drive, and Maguire Way. A Complete Streets project is planned for the corridor, with the details not known. As a separate project, evaluate opportunities to incorporate additional ATP and safety features, including speed management/traffic calming strategies and midblock crossing opportunities (particularly on west end of corridor where only one side of road has transit stops). Recommendations developed as part of the SR 50 BRT (TSP and bus stop relocation) should be included. Could be considered with 437131-1 (https://www.cflroads.com/project/437131-1), 447593-1 (https://www.cflroads.com/project/447593-1), 447717-1 (https://www.cflroads.com/project/447717-1) and PPL 2154.	Orlando, Orange County	45.0
1.20	450638-1	2158	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 482 / Sand Lake Rd	Chancellor Dr	Support Dr	2.4	The planned project will resurface two segments of Sand Lake Road (State Road (S.R.) 482) to rehabilitate and restore the asphalt pavement. As a part of that project, incorporate opportunities to provide midblock crossing opportunities at transit stops, safety improvements at high crash locations, and speed management as appropriate. Extend project extents from Chancellor Drive to Skyview Drive, and from east of Golden Sky Lane to Support Dr Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	45.0
1.29	-	-	-	-	Corridor Improvement - Safety Focus	Holden Ave	US 17/92/441 / Orange Blossom Trl	Almark Dr	0.2	Evaluate eliminating the westbound right turn lane at Holden Ave & Orange Blossom Trail. Shift westbound lanes to the north and provide a pedestrian refuge (with median nose) between Orange Blossom Trail and eastern most commercial driveway.	Orange County	45.0
1.40	445303-1 445303-2	-	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 436 / Semoran Blvd	Hanging Moss Rd	SR 50 / Colonial Dr	1.7	There is a planned project to add traffic calming measures and dedicated bicycle and pedestrian facilities along the majority of the corridor. As a part of that project, consolidate bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings at transit stops. Transit stop locations will need to be coordinated with LYNX's BRT study proposed along 436.	Orange County, Orange County	45.0
1.41	451256-1 445303-1 445303-2	-	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 436 / Semoran Blvd	Orange County Line	Hanging Moss Rd	2.4	There is a planned project to add traffic calming measures and dedicated bicycle and pedestrian facilities along the majority of the corridor. Consolidate bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Transit stop locations will need to be coordinated with LYNX's BRT study proposed along 436. Project should be coordinated with potential improvements along University Boulevard to enhance bicycling and pedestrian access to Full Sail University. Project 445303-1/2 covers the portion of the project from Old Cheney Highway to University Boulevard, and 451256-1 incorporates improvements at the intersection of University Boulevard. Extend the project extents of project 445303-1/2 to the Orange County Line in the north and Hanging Moss Drive in the south.	Orange County, Orange County	45.0
1.450	-	4005	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	Gore St	Ohio Ave	US 17/92/441 / Orange Blossom Trl	0.6	There is a proposed Complete Streets project on Gore St from Delaney Ave to Rio Grande Ave Extend the Complete Streets project for the entire corridor, which would extend the extents approximately 1/2 mile west to Tampa Ave where it connects with Orange Center Drive. Relocate transit stops to marked crossings or install enhanced crossings at all transit stops.	Orlando, Orange County	45.0
1.61	-	2142 2148	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	US 17/92 / French Ave	20th St	Park Dr	0.6	There is a Complete Streets project proposed for the corridor. As a part of the planned project, evaluate consolidating bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings at transit stops.	Sanford, Seminole County	45.0

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2.06	451372-1	2132	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 438 / Silver Star Rd	Hiawassee Rd	-	Intersection	Safety project planned; In addition to signalization strategies, incorporate more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands.	Orange County, Orange County	45.0
2.07	-	2132	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 438 / Silver Star Rd	Pine Hills Rd	-	Intersection	There is a planned operational/safety project along the corridor between Pine Hills Road and Hiawassee Rd Incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. into the existing planned Operational / Safety project on the corridor.	Orange County, Orange County	45.0
2.110	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 436 / Semoran Blvd	Old Cheney Hwy.	-	Intersection	Evaluate potential signal timing/phasing changes. Consider implementation of red light cameras.	Orlando, Orange County	45.0
2.13	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 50 / Colonial Dr	SR 435 / Kirkman Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, eliminating right-turn channelization, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	45.0
2.14	445694-1 449763-1	2178 2098 2154	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	John Young Pkwy	-	Intersection	This FDOT project is intended to enhance safety and operations along Colonial Drive (State Road (S.R.) 50) between Pine Hills Road and Tampa Ave There is also a planned ITS Communication System upgrade planned along the corridor, which includes this intersection. As a part of the planned complete street/safety project, incorporate potential signalization strategies, in addition to more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, etc., and implement recommendations for this intersection as recommended in the Orlando CROSS Study (2024 grant funded study).	Orlando, Orange County	45.0
2.23	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Oak Ridge Rd	John Young Pkwy	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, eliminating right-turn channelization, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	45.0
2.24	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Oak Ridge Rd	Chancellor Dr	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Orange County	45.0
2.25	-	-	-	75093 (TIP	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	Oak Ridge Rd	Texas Ave	-	Intersection	Texas Ave is planned to be widened from 2 to 4 lanes north of Oak Ridge Road, which would require modifications to the intersection Oak Ridge at Texas Ave Incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. With Implementation of planned widening of Texas Ave, north of Oak Ridge, there are opportunities to better align the pedestrian crossing on the east side of the street and potentially reduce the pedestrian crossing distance.	Orange County, Orange County	45.0
2.27	437575-1	2181 4005	-	-	Intersection Bike/Ped Safety Project	US 17/92/441 / Orange Blossom Trl	Gore St	-	Intersection	There is a planned project to reconstruct the concrete sidewalk along both sides of Orange Blossom Trail from 30th Street to Gore Street. Work will be performed in coordination with the Orange Blossom Development Board and includes reconstructing sidewalk with decorative elements, adjusting the curb line, improving pedestrian lighting and constructing new mast arm signals at Michigan Street and Grand Street. As a separate project, evaluate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Could be considered in conjunction with 437575-1 and PPL 2181 and 4005.	Orlando, Orange County	45.0
2.38	448783-1	2120, 2118	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	US 192	US 17/92 / John Young Pkwy	-	Intersection	The purpose of this project is to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. In addition to repaving the roadway, the project will provide new 7-foot-wide buffered bicycle lanes from east of Bamboo Lane to Hoagland Boulevard. A new signal and pedestrian crossing at Oren Brown Road, and a turn lane extension and pedestrian improvements at Old Vineland Road are included. The project also includes pedestrian curb ramp upgrades, and sidewalk connections at Yates Road and Mann Street. Construction is expected to start July 2025. As a part of planned improvements along the corridor, incorporate intersection for safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like access modifications, tighter curb radii, adding pedestrian refuge islands, etc. On-Street bike lanes are proposed through this intersection - bicycle detection should be incorporated in addition to increased add-red time to allow bicyclists to clear the intersection. Evaluate providing side paths in lieu of on-street bike lanes.	Kissimmee, Osceola County	45.0
3.41	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 436 / Semoran Blvd	Lake Underhill Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	45.0

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3.55	451246-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 526 / Old Winter Garden Rd	SR 435 / Kirkman Rd	-	Intersection	There is a planned safety project at the intersection, with design expected to start in 2025. As a part of planned improvements, incorporate more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies. This intersection will connect the Little Econ Trail to the planned Innovation Trail.	Orange County, Orange County	45.0
3.63	448783-1	2120	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192	Hoagland Blvd	-	Intersection	There is a planned resurfacing of this corridor, with design work underway. As a part of planned safety improvements on US 192, incorporate more extensive intersection modifications including but not limited to tighter curb radii, eliminating the channelized right-turn lane, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies at the intersection of US 192 at Hoagland Blvd Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	45.0
3.64	448783-1	2120	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192	US 17/92 / John Young Pkwy	-	Intersection	There is a planned resurfacing of this corridor, with design work underway. As a part of planned safety improvements on US 192, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies at the intersection of US 192 at John Young Parkway. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	45.0
3.66	-	2118	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 17/92 / John Young Pkwy	US 192	-	Intersection	There is a planned operational/safety freight bottleneck project along this corridor, which includes the intersection. As a part of planned safety improvements on John Young Parkway, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Kissimmee, Osceola County	45.0
3.73	-	2154	-	-	Planned Trail Crossing Improvement	SR 50 / Colonial Dr	Herndon Ave	-	Intersection	A complete street/safety / ops project on SR 50 between Bumby Ave and Old Cheney Hwy. The project extents include this intersection. As part of a separate project, evaluate incorporating signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Could also be considered with PPL 2154.	Orlando, Orange County	45.0
3.76	452289-1	2131	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 50 / Colonial Dr	SR 435 / Kirkman Rd	-	Intersection	The Shingle Creek Phase 4 extension from Alhambra Dr to Old Winter Garden Road is proposed in addition to a Complete Street corridor improvement. As a part of planned Complete Street improvements on Colonial Drive, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County, Orange County	45.0
3.77	445694-1	2131	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 50 / Colonial Dr	Pine Hills Rd	-	Intersection	There is a safety improvement from Pine Hills Rd to Tampa Boulevard, as well as a Complete Street corridor project. As a part of planned safety improvements on Colonial Drive, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Evaluate speed management strategies as well.	Orange County, Orange County	45.0
4.101	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Lakemont Ave	Dundee Drive	Glenridge Way	1.1	Evaluate opportunities to widen and protect the bike lane.	Winter Park, Orange County	45.0
4.108	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Colonial Drive	Magnolia Ave	Old Cheney Highway	3.9	Implement traffic calming along the roadway and provide intersection improvements, such as leading pedestrian intervals and enhanced crosswalks, along the corridor. There is a planned project to construct a shared use paths along Colonial and these improvements could be implemented with that project.	Orlando, Orange County	45.0
4.110	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Orangewood Blvd	Central Florida Parkway	Deer Creek Drive	1.0	Add a protected Bike Lane in each direction and lower speed limit to 25 mph.	Orange County, Orange County	45.0
4.11	-	2142	-	-	Bike Lane Modification - Enhance Already Planned Project	US 17/92 / S French Ave	S of W 27th St	W 25th St	0.8	The proposed MTP project would incorporate complete street elements into the roadway, As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element) and provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Evaluate opportunities to incorporate additional safety improvements, such as speed management and signal strategies.	Sanford, Seminole County	45.0
4.15	-	2148	-	-	Bike Lane Modification - Enhance Already Planned Project	US 17/92 / French Ave	SR 417	SR 46 / 1st St	2.9	There is a proposed MTP project that would incorporate complete street elements into the roadway, As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element). provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated.	Sanford, Seminole County	45.0
5.02	437932-2	-	-	-	Bike Lane Modification - Enhance Already Planned Project	Central Ave	Dakin Ave at Church St	W. Donegan Ave	1.6	There is a planned Urban Corridor Improvement project, with bike lanes planned to be added to the roadway. Design is expected to start 10/24. The proposed bike lanes should incorporate a buffer, and the location of transit stops and crossing locations along the corridor should be reviewed and enhance crosswalks added as warranted.	Kissimmee, Osceola County	45.0

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5.25	447103-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 46 / W 25th St	E of CR 15/Upsala Rd	US 17/92 / French Ave	2.9	FDOT plans to resurface State Road (S.R.) 46 from east of Monroe Road/Upsala Road (County Road 15) to French Ave (U.S. 17-92). In addition to resurfacing the roadway, the project recommends replacing the existing center two-way left turn with a raised median to enhance safety and help encourage slower driving speeds. Safety improvements will be made to pedestrian and transit facilities. Curb ramps will be reconstructed to current ADA criteria and new sidewalk will be constructed to fill gaps, providing a continuous route through the project limits. Some on-street parking will be eliminated to provide 7-foot-wide buffered bicycle lanes. New midblock crossings, along with new sidewalk to fill gaps and upgraded pedestrian curb ramps, are also planned. Existing lighting will be retrofitted to current criteria at three intersections: Central Park Dr/ Old England Loop, Martin Luther King Jr Boulevard/Rand Yard Road, and Airport/ SunRail Station/ FPL Sanford Substation. Obsolete driveways are to be removed to improve pedestrian mobility. Incorporate additional marked and controlled crossings co-located with transit stops where warranted. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Sanford, Seminole County	45.0
4.44	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Narcoossee Rd	SR 551 / Goldenrod Rd	SR 528	2.7	Evaluate widening sidewalk on N/E side of road to side path standards. There may also be opportunities to incorporate speed management and signal timing modifications, such as leading pedestrian intervals. Transit stop locations in relationship to marked and controlled crossings should also be evaluated. In the near-term, consider narrowing travel lane and increasing width of bike lane.	Orlando, Orange County	44.5
4.57	449477-1	4001	-	-	Bike Lane Modification - Enhance Already Planned Project	Buenaventura Blvd	Simpson Rd	Osceola Pkwy	2.4	There is a feasibility study underway to evaluate the feasibility of a Complete Streets project on the corridor, which could include a multi-modal trail, access management, and transit connectivity. As the plan progresses to design, evaluate incorporating additional safety features, such as additional marked and controlled crosswalks collocated with transit stops, high visibility crosswalks, bicycle detection and additional signal timing strategies. Where possible, widen sidewalk to create multi-use trails versus adding/widening bike lanes.	Kissimmee, Osceola County	44.5
1.120	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	SR 50 / Colonial Dr	Tubb St	Park Ave	2.2	In the near-term, consider reallocating 2-3 feet of vehicle lane width to provide a buffer between the bike lane and vehicle travel lane. Additionally, evaluate safety improvements at high-crash locations and incorporate speed management. Long-term, consider widening sidewalk to side path standards. There are currently no transit stops on this section of the corridor. Should transit stops be added, their placement should consider existing crossing locations or evaluate the potential to provide a new marked and controlled crossing.	Winter Garden, Orange County	43.3
1.55	-	-	-	-	Corridor Improvement - Safety Focus	SR 423 / Lee Rd	SR 424 / Edgewater Dr	Diplomat Cir.	1.2	Evaluate the potential for lane repurposing (AADT on highest volume segment between 42,500 and 36,500 over the past 5 years) to provide bicycle facilities. Evaluate opportunities to provide marked and controlled crossings at transit stop locations.	Orange County	43.3
1.31	-	2195	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 527 / Orange Ave	Holden Ave	Michigan St	1.3	There is a planned complete streets/safety/operational project along the corridor. As part of the planned Complete Street project proposed for the corridor, incorporate separated bike facilities, wider sidewalks and midblock crossings. Include recommendations from Orlando CROSS study (2024 grant funded study). Note: Part of the corridor is in Edgewood and would require additional coordination.	Orlando, Orange County	42.9
1.36	-	-	-	-	Corridor Improvement - Safety Focus	University Blvd	Dean Rd	SR 434 / Alafaya Trl	2.2	Evaluate consolidating bus stops where practical and relocate transit stops to marked crossings or install enhanced crossings at all transit stops. Provide PHBs and crosswalks at regular intervals along the roadway, co-located with transit stops. Widen the sidewalk to provide a side path on each side.	Orange County	42.8
5.13	CFX-048	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 551 / Goldenrod Rd	Lee Vista Blvd	Hoffner Ave	1.0	There is a planned resurfacing. As a part of planned resurfacing, reallocate 2 feet of vehicle travel lane width to add a buffer to the bike lane as part of the project. Buffer should include a vertical protection element. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orlando, Orange County	42.5
5.04	448796-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	US 192 / 441	CR 532 / Nova Rd	Arthur J Gallagher Blvd	5.8	As part of the resurfacing project, provide a shared use path on one side of the roadway and add enhanced marked crossings at transit stops were warranted. Speed management should be incorporated into the project, as feasible. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Osceola County	42.4
1.17	239203-7	2062 2154	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	Avalon Park Blvd	CR 419	2.4	The purpose of the planned project is to increase roadway capacity and enhance safety along State Road (S.R.) 50 (Colonial Drive) from east of Avalon Park Boulevard to east of Chuluota Road (County Road (C.R.) 419) near Bithlo in Orange County. The roadway will be widened from four to six lanes. Full and directional median openings will be provided at certain locations along the corridor. Incorporate opportunities to provide additional marked and controlled crossings co-located with transit stops and incorporate speed management strategies.	Orange County, Orange County	41.3
1.19	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	SR 527 / Rosalind Ave	Central Blvd	Church St	0.1	Evaluate reallocating 2-3 feet of vehicle lane width to provide a buffer between the bike lane and vehicle parking to reduce the likelihood of a dooring collision. Additionally, evaluate safety improvements at crash locations and incorporate speed management as appropriate. Consider opportunities to extend corridor extents. City of Orlando Downtown Master Plan improvements may identify additional improvements that should be included. For example, Master Plan includes two-waying and separated bike lanes from Amelia to South St	Orlando, Orange County	41.3
2.15	-	2098 2179	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	Edgewater Dr	-	Intersection	There is a planned complete street/safety/operations project along the corridor, incorporating the intersection. As a part of planned Safety improvements, incorporate additional safety features, including those to be developed as part of the Orlando CROSS Study (2024 grant funded study).	Orlando, Orange County	41.3
2.16	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 50 / Colonial Dr	SR 551 / Goldenrod Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Orange County	41.3

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2.2	-	2055	-	-	Intersection Bike/Ped Safety Project	SR 435 / Kirkman Rd	SR 435 / Kirkman Rd	-	Intersection	There is a planned operational project along the corridor, including the intersection. As a separate project, implement recommendations for this intersection as recommended in the Orlando CROSS Study (2024 grant funded study) and add Pedestrian bridge as proposed in the SW Bike/Ped Feasibility Study. Could also be considered with PPL 2055.	Orlando, Orange County	41.3
2.21	-	2055	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 435 / Kirkman Rd	Vineland Rd	-	Intersection	There is a planned operational project along the corridor, including the intersection. As a part of planned improvements along the corridor, incorporate safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like tighter curb radii, adding pedestrian refuge islands, etc.	Orlando, Orange County	41.3
2.26	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Columbia St	Crooms. Ave/ Drew Ave	-	Intersection	Evaluate warrants for RRFB, PHB or other controlled crossing treatment; consider location of transit stops.	Orlando, Orange County	41.3
2.35	450638-1	2158	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 482 / Sand Lake Rd	Voltaire Dr	-	Intersection	The purpose of this project will be to resurface two segments of Sand Lake Road (State Road (S.R.) 482) to rehabilitate and restore the asphalt pavement. As a part of planned improvements along the corridor, incorporate intersection for safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like tighter curb radii, adding pedestrian refuge islands, etc. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	41.3
2.37	450778-1 92043	-	-	-	Intersection Bike/Ped Safety Project	US 192	Simpson Rd	-	Intersection	There is a planned project to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. Please note that this is next to SWB012 along Simpson Rd The planned project extents include this intersection. As a separate project, evaluate intersection for safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like tighter curb radii, adding pedestrian refuge islands, etc. The planned widening of Simpson Rd north of US 192 would likely result in geometric changes to the intersection as well. Could be consider with 450778-1 (https://www.cflroads.com/project/450778-1), 92043.	Osceola County	41.3
3.21	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Destination Pkwy	Universal Blvd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	41.3
3.30	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	International Dr	SR 435 / S Kirkman Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, eliminating right-turn channelization, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	41.3
3.54	451245-1 450209-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 434/Alafaya Trl	Science Dr	-	Intersection	There is a planned safety project at the intersection, with design expected to start in 2025. As a part of planned improvements, incorporate more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies. This intersection will connect the Little Econ Trail to the planned Innovation Trail.	Orange County, Orange County	41.3
3.56	437174-2 445299-1	2252	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	Vineland Rd	Kyngs Heath Rd	-	Intersection	FDOT is conducting a Project Development and Environment (PD&E) Study to evaluate improvements to State Road (S.R.) 535 from U.S. 192 to north of World Center Drive (S.R. 536), a project length of approximately 2.2 miles within Orange and Osceola counties. The intersection is along the study corridor. Vineland Road, north of Kyngs Heath Road is also planned to be widened from 4 to 6 lanes. As a part of planned improvements, incorporate more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies in conjunction with the planned widening of Vineland Rd from 4 to 6 lanes. As part of the widening project, evaluate target speed and incorporate speed management as appropriate.	Osceola County	41.3
3.67	443838-1 441015-1	2150	-	-	Planned Trail Crossing Improvement	SR 434	US 17/92	-	Intersection	As a part of planned resurfacing, the roadway would be restriped to provide 4-foot-wide bicycle lanes as well as upgraded lighting. As part of a separate project, evaluate intersection for more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies. Evaluate potential for speed management strategies. A secondary project (443838-1) to the west of the intersection would provide a raised median and access management. Could also be considered with 443838-1, 441015-1 and PPL 2150.	Longwood, Seminole County	41.3
3.84	450778-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192	Simpson Rd	-	Intersection	The purpose of this project is to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. The project extents include this intersection. As a part of the planned resurfacing of US 192, evaluate potential modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization modifications. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	41.3
3.86	450778-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192	Fortune Rd	-	Intersection	The purpose of this project is to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. As a part of the planned resurfacing of US 192, incorporate intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization modifications. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	41.3
4.20	-	2184	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 15 / Hoffner Ave	SR 436 / Semoran Blvd	SR 15 / Conway Rd	1.3	There is a proposed MTP project that would incorporate complete street elements into the roadway, As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element), provide enhanced crosswalks near bus stops, and consolidate/relocate bus stops to coincide with crosswalks. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated.	Orange County, Orange County	41.3
4.81	-	-	-	-	Corridor Improvement - Increase Width of Bike Lane	US 441 / Orange Blossom Trl	Alpine Dr	Piedmont Wekiwa Rd	1.0	In near-term, evaluate narrowing travel lanes to provide a buffer between travel lane and bike lane/shoulder. Longer term, consider adding side path to at least one side of street, Also incorporate speed management strategies and evaluate providing enhanced crossings at bus stop locations.	Apopka, Orange County	41.3
4.82	-	-	-	-	Corridor Improvement - Increase Width of Bike Lane	US 441 / Orange Blossom Trl	SR 436 / Semoran Blvd	Alpine Dr	1.2	In near-term, evaluate narrowing travel lanes to provide a buffer between travel lane and bike lane/shoulder. Longer term, consider adding side path to at least one side of street, Also incorporate speed management strategies and evaluate providing enhanced crossings at bus stop locations.	Apopka, Orange County	41.3

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4.29	-	2189	-	-	Bike Lane Modification - Enhance Already Planned Project	Mills Ave	Virginia Dr	Princeton St	0.4	As a part of the planned Complete Street project on the corridor, which may including adding bike lanes, widen the sidewalk to side path standards on at least one side of the street and add a raised median. There may also be opportunities to incorporate speed management and signal timing modifications, such as leading pedestrian intervals.	Orlando, Orange County	40.8
1.33	-	-	-	-	Corridor Improvement - Safety Focus	Avalon Park Blvd	Golden Isle Blvd	Timber Springs Blvd	0.7	In the near-term, evaluate potential to add a buffer to the bike lane through restriping. In long-term, evaluate potential to reconstruct roadway to provide a side path.	Orange County	39.1
5.1	448813-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 434	SR 436	Mobile Ave	2.3	There is a planned resurfacing of this corridor. As part of the resurfacing project, incorporate speed management strategies. Long-term term, evaluate widening sidewalk on one side of the roadway to provide side path. Install enhanced marked crossings at transit stops and where warranted. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Altamonte Springs, Seminole County	39.1
2.03	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 414 / Maitland Blvd	Eden Park Rd	-	Intersection	Evaluate potential signalization strategies in addition to more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands.	Orange County	37.5
2.1	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 436 / Semoran Blvd	Hanging Moss Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Orlando, Orange County	37.5
2.170	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 50 / Colonial Dr	Econlockhatchee Trl	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	37.5
2.22	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	John Young Pkwy	Americana Blvd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Orange County	37.5
2.34	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Lancaster Rd	Winegard Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Orange County	37.5
3.69	-	2132	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 438 / Silver Star Rd	Belco Dr	-	Intersection	There is a planned operational/safety project along this corridor, which includes the intersection. As a part of planned safety improvements on Silver Star Road, incorporate more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Orange County, Orange County	37.5
3.87	450778-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192 / Vine St	E. Oak St	-	Intersection	The purpose of this project is to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. As a part of the planned resurfacing of US 192, incorporate intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization modifications. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	37.5
1.02	-	-	-	-	Corridor Bike/Ped Safety Project	US 192 / Irlo Bronson Memorial Hwy.	St Cloud Commons	Old Canoe Creek Rd	1.0	There is a planned project to add a side path on one side of street. As a separate project, evaluate if there is sufficient ROW to provide a side path on both sides of street and incorporate additional marked and controlled crossings co-located with transit stops, specifically at St Cloud Village Court. Speed management should also be considered.	St Cloud, Osceola County	37.0
4.102	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Rouse Rd	McCulloch Road	University Blvd	1.1	Widen the sidewalk on the eastside of the roadway to sidepath standards to improve bicyclist connectivity.	Orange County, Orange County	37.0
4.13	-	2203	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 551 / Goldenrod Rd	SR 552 / Curry Ford Rd	SR 408	1.8	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes. Should on-street bike lanes be retained, they should provide a buffer between the bike lane and the travel lane. Alternatively, provide a side path on at least one side of the street. Evaluate the location of marked and controlled crossings in relationship to transit stops, and provide enhanced crosswalks and crossing treatments near bus stops. Opportunities to incorporate additional safety improvements, such as speed management and signal strategies should also be evaluated. An enhanced crosswalk should be provided at the future Azalea Trail Crossing.	Orange County, Orange County	37.0
5.07	450953-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 530	SR 429	Reedy Creek Bridge	3.3	There is a planned resurfacing project with design scheduled to start in April 2024. No details other than resurfacing is planned are provided. There are side paths on both sides of the roadway along the majority of the corridor - close gaps along the entire corridor. Add enhanced marked crossings at transit stops and where warranted. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Osceola County	37.0
5.29	-	-	-	75115 (TIP	Bike Lane Modification - Enhance Already Planned Project	CR 419 / Chuluota Rd	SR 50 / Colonial Dr	Lake Pickett Rd	1.9	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Orange County, Orange County	37.0

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4.55	-	8002	-	3012	Bike Lane Modification	Canoe Creek Rd	Deer Run Rd	Pine Tree Dr	1.3	There are plans to widen the roadway from 2 to 4 lanes. As a part of a separate project, construct side paths and provide enhanced marked crosswalks where warranted and incorporate speed management features into the roadway. Could also be considered with PPL 8002.	St Cloud, Osceola County	35.3
3.03	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	US 192	International Dr	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, removing channelized right-turn-lane, etc., in addition to potential signalization improvements.	Osceola County	33.8
4.109	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Orange Ave	South of Town Center Blvd	Mary Louis Lane	1.6	Construct sidepath to close sidewalk and bike lane gap from south of Town Center Boulevard to Mary Luis Lane.	Orange County, Orange County	33.8
1.21	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	McCoy Rd	Gondola Dr	Boggy Creek Rd	0.4	Evaluate adding a buffer to the existing bike lane and widening the sidewalk on one side of the roadway to 12 feet. Evaluate transit stop placement in relationship to crossing opportunities, evaluate safety improvements at crash locations, and incorporate speed management as appropriate.	Orange County	32.1
1.08	441142-1 437575-1	2181	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	US 17/92/441 / Orange Blossom Trl	Kaley Ave	Taft Vineland Rd	6.9	There is a resurfacing planned between I-4 and Washington Street in 2028 (441142-1) and a sidewalk reconstruction project on both sides of OBT between 30th Street and Gore Street. Planned projects only cover a portion of the roadway. Extend the extents from I-4 to Taft Vineland Road and conduct a more detailed study is to identify specific safety improvements that could be incorporated into future RRR process. Consider midblock crossings at transit stops; safety improvements at crash locations, and speed management as appropriate. Consider a closer evaluation as part of the SS4A process. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	30.0
1.18	239203-8	-	-	-	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	CR 419	CR 520	3.1	The purpose of this project is to increase roadway capacity and enhance safety along State Road (S.R.) 50 (Colonial Drive) from east of Chuluota Road (County Road (C.R.) 419) to S.R. 520 through Bithlo in Orange County. The roadway is planned to be widen from four to six lanes. Full and directional median openings will be provided at certain locations along the corridor. Incorporate opportunities to provide additional marked and controlled crossings co-located with transit stops and incorporate speed management strategies.	Orange County, Orange County	30.0
2.02	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 434	Manor Ave	-	Intersection	Evaluate potential signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Seminole County	30.0
2.04	-	2031	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	Aloma Ave	Howell Branch Rd	-	Intersection	There is a planned operational/safety project along the corridor between Palmetto Ave and Hall Road, incorporating the intersection. In addition to signalization strategies, incorporate more expansive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands. As this is a trail crossing, evaluate an exclusive pedestrian phase at the intersection to allow bicyclists and pedestrians to cross both legs of the intersection at one time.	Seminole County	30.0
2.18	-	2062	-	-	Intersection Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	Rouse Rd	-	Intersection	There is a planned operational/safety project along the corridor, incorporating the intersection. Incorporate additional safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like tighter curb radii, adding pedestrian refuge islands, etc.	Orange County, Orange County	30.0
2.19	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 50 / Colonial Dr	SR 434 / Alafaya Trl	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	30.0
3.6	-	2203	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 551 / Goldenrod Rd	Curry Ford Rd	-	Intersection	There is a proposed MTP project that would widen the roadway from 4 lanes to 6 lanes, through the intersection of Curry Ford Road. As a part of planned improvements, incorporate for more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization strategies that could be implemented in conjunction with the planned widening of Goldenrod Road from 4 to 6 lanes. As part of the widening project, evaluate target speed and incorporate speed management as appropriate.	Orange County, Orange County	30.0
3.80	-	3261	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	John Young Pkwy	Town Loop Blvd	-	Intersection	There is a planned ITS/Technology project on John Young Parkway from Sand Lake Road to Hunters Creek. As a part of planned improvements, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Evaluate the potential to provide pedestrian refuge islands.	Orange County, Orange County	30.0
4.100	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	4th Street	Bridge over Turnpike	Sadler Ave	0.4	Evaluate providing a paved shoulder to connect to the future Trail section on Tubbs and Sadler Ave	Oakland, Orange County	30.0
4.10	-	2006	-	-	Bike Lane Modification - Enhance Already Planned Project	US 17/92 / Orlando Ave	Nottingham St	Monroe Ave	1.9	There is a proposed MTP project that aims to improve the existing bicycle facility and construct medians by narrowing roadways to 11 feet minimum with sidewalks ranging between 4.5' to 10' within the project limits. Bike lanes are proposed to remain at 4'. This project is still in 60% design with FDOT. As a part of that project, narrow vehicle lanes to 10 feet and provide a 7-foot separated bike lane (5-foot bike lane with 2 foot buffer and vertical element where feasible) or eliminate the bike lanes and extend the width of the sidewalk. There are also opportunities to improve parallel facilities, such as Denning Drive, and incorporate wayfinding.	Winter Park, Orange County	30.0
4.103	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Westwood Boulevard	Central Florida Parkway	International Drive	1.6	Evaluate opportunities to widen sidewalk to sidepath standards on both sides of the street and provide marked and potentially controlled crossings at transit stops.	Orange County, Orange County	30.0

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4.104	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Sea Harbor Dr	Central Florida Parkway	Westwood Boulevard	0.4	Evaluate opportunities to widen sidewalk to sidepath standards on both sides of the street and provide marked and potentially controlled crossings at transit stops.	Orange County, Orange County	30.0
4.92	445298-1	-	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 50 / Colonial Dr	SR 520	St Anne Ave	6.2	There is a planned resurfacing project; no design details are available. Design work has already started and based on the project schedule, there may not be an opportunity to incorporate additional ATP and safety measures, but if feasible, as a part the planned resurfacing, incorporate narrower travel lanes and increase the width of the shoulder to better accommodate cyclists. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Orange County, Orange County	30.0
5.28	-	-	-	75002 (TIP)	Bike Lane Modification - Enhance Already Planned Project	Boggy Creek Rd	Simpson Rd (Orange/Osceola CL)	SR 417	1.5	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Orange County, Orange County	30.0
5.36	-	-	-	75091 (TIP	Bike Lane Modification - Enhance Already Planned Project	Reams Rd	Summerlake Park Blvd	Taborfield Ave	3.1	Reams Road will be widened from a two to four-lane roadway, from Summerlake Park Boulevard to Taborfield Ave A 5-foot-wide sidewalk is located on the south side of the roadway, and a 14-foot-wide multiuse trail will be located along the north side of the roadway. The project will incorporate drainage improvements, lighting, and landscaping along the roadway corridor. A 14-foot shared use trail is included as part of the planned project to widen the roadway from 2 to 4 lanes. Install enhanced crossings where appropriate.	Orange County, Orange County	30.0
6.02	-	-	-	-	Corridor Improvement - Increase Width of Bike Lane	Markham Woods Rd	Lake Mary Blvd	E.E Williamson Rd	6.1	Evaluate potential to increase width of bike lane narrowing the travel lane and potentially select widening within the existing right-of-way. Provide an enhanced crossing at Long Pond Rd and Old Post Rd to connect to the Seminole Wekiva Trail.	Longwood, Seminole County	30.0
7.03	-	-	-	-	Bike/Ped Bridge or Tunnel	SR 426 / Aloma Ave	at Howell Branch Road	-	Crossing Improvement	Evaluate potential to provide a grade separated crossing of Howell Branch Road over SR 426/Aloma Ave	Seminole County	30.0
7.08	-	-	-	-	Bike/Ped Bridge or Tunnel	US 17/92 at Rail Crossing	near Park Ave	-	Crossing Improvement	Evaluate the potential to provide a bicycle and pedestrian bridge over US 17/92 at the rail crossing near Park Ave in Maitland	Maitland, Orange County	30.0
9.03	452290-1	-	-	-	Trail Gap Closure	SunTrail segment along Neptune Rd	Lawrence Silas Blvd	Lakeshore Blvd	0.2	There is a planned intersection improvement at the intersection of Lawrence Silas Blvd/Neptune Road, with preliminary engineering scheduled in 2028. The section of Neptune Rd between Lawrence Silas Blvd and Lakeshore Blvd is considered part of the Sun Trail network; however this segment only provides a 6-foot sidewalk. As a part of adjacent intersection improvements, narrow the traveling lanes to permit widening of trail sections on the south side of the roadway. Add a wider crosswalk where existing trail meets proposed trail at Lawrence Silas. Widening the sidewalk here could also allow a connection to the trail system in this area.	Kissimmee, Osceola County	28.8
4.11	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	W Amelia Street	N Orange Blossom Trail	Westmoreland Drive	0.3	Evaluate opportunities to provide a protected bicycle facility connecting to the OCPS Academic Center for Excellence	Orlando, Orange County	28.3
4.70	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	Amelia St	Garland Ave	Magnolia Ave	0.3	Evaluate potential to provide speed management strategies along the corridor in conjunction with signalization strategies at intersections.	Orlando, Orange County	28.3
4.72	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Amelia St	US 17/92/441 / Orange Blossom Trl	Parramore Ave	0.5	Evaluate extending bike lane on Amelia Street west of Westmoreland Drive and incorporating speed management along corridor.	Orlando, Orange County	28.3
4.83	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Seminola Blvd	Button Road	Lake Kathryn Circle	0.4	Reconstruct the sidewalk on the northside of Seminola Blvd to provide at least an +/- 8 ft wide sidewalk from Button Rd to Lake Kathryn Circle. This improvement would fill a gap between shared use path improvements the City has completed on Sunset Drive and Lake Kathryn Circle.	Casselberry, Seminole County	28.3
5.46	-	4008	-	CIP 017853	Bike Lane Modification - Enhance Already Planned Project	Orange Blvd	SR 46	US 17 / 92	3.2	Seminole County is currently designing and then constructing safety improvements for Orange Boulevard from State Road (S.R.) 46 to Monroe Road (C.R. 15). The project includes adding bike lanes, sidewalks, and a multi-use path. As a part of the project, improve the frequency of marked and controlled crossing locations along the corridor.	Seminole County	28.3
8.14	-	-	-	-	Trail Segment	SR 417	Black Hammock Trailhead	Planned Trails in Mecca	5.2	Evaluate providing a trail extension from Black Hammock Trailhead along the SR 417 alignment, connecting to future facilities in Seminole County.	Seminole County	27.9

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3.04	437174-2 445299-1	2252	-	-	Existing Trail Crossing Improvement - Enhance Already Planned Project	SR 535 / Apopka Vineland Rd	US 192	-	Intersection	Intersection is along two corridors with improvements being evaluated by FDOT. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate improvements to State Road (S.R.) 535 from U.S. 192 to north of World Center Drive (S.R. 536), a project length of approximately 2.2 miles within Orange and Osceola counties. Innovative intersection alternatives are being evaluated, such as displaced left-turns, quadrant roads, median U-turns, and loop roads. The other project intends to resurface State Road (S.R.) 535 from north of U.S. 192 to south of International Drive and implement operational and safety improvements along the corridor. Included in the safety improvements are modifying the intersection design at LBV Factory Stores Drive, which will restrict left turns onto S.R. 535 from LBV Factory Stores Drive. As a part of planned improvements along both corridors, incorporate intersection safety improvements that are focused on signalization strategies and striping modifications, which could include leading pedestrian intervals, shorter cycle lengths, etc., in addition to more extensive improvements like tighter curb radii, adding pedestrian refuge islands, etc.	Osceola/Orange County, Osceola/Orange County	26.3
3.1	428047-2	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	Clarcona Ocoee Rd	Pine Hills Rd	-	Intersection	The extension of the Pine Hills Trail from Bonnie Brae North to Clarcona-Ocoee Road planned to start design in 2024 and be constructed in 2027. As a part of the planned trail along the corridor, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County, Orange County	26.3
3.2	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Universal Blvd	Convention Way	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	26.3
3.42	445303-1 445303-2 444993-1	-	-	-	Existing Trail Crossing Improvement - Enhance Already Planned Project	SR 436 / Semoran Blvd	Baldwin Park St	-	Intersection	This project plans to construct improvements along State Road (S.R.) 436 from north of Old Cheney Highway to north of University Park Drive in Orlando. This project will repave the roadway and implement strategies to increase safety for all users along the project corridor. Safety improvements include speed management enhancements such as lane width reduction, a barrier curb, right turn lane elimination, driveway modifications, and traffic-calming landscaping. The project will also focus on cyclist safety with separated and designated bicycle facilities and particular emphasis on pavement markings. A midblock crossing with a Pedestrian Hybrid Beacon (PHB) will also be installed at University Park Drive. As a part of planned improvements, incorporate modifications such as tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signal timing strategies, such as LPIs.	Orange County, Orange County	26.3
3.44	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Hobson Rd	Clarcona Ocoee Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, bicycle detection to extend all red-time, etc.	Orange County	26.3
3.95	450974-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	Michigan Ave	Carroll St	-	Intersection	There is a planned safety project on Michigan Ave between US 192 to E of Osceola Parkway. As a part of planned safety improvements on Michigan Ave, incorporate intersection modifications including but not limited to tighter curb radii, removing channelized right-turn lanes, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Kissimmee, Osceola County	26.3
5.24	-	2251	-	CIP No. 017	Bike Lane Modification - Enhance Already Planned Project	SR 434	Jetta Pt	Artesia St	2.4	Seminole County is working with FDOT on the final design of SR 434 from Jetta Point, just west of SR 417, to Artesia Street to improve traffic operations and safety for motorists, pedestrians, and cyclists. The design includes roundabouts at Mactavandash Drive, Hammock Lane, and Artesia Street, as well as a continuous shared-use path on the south/west side of the road and a shared-use path/sidewalk on the north/east side of the road, providing access to the Cross Seminole Trail. Changes to access management will occur upon construction of this project. As a part of the planned project, incorporate additional marked and controlled crossings co-located with transit stops. Should on-street bicycle facilities also be maintained, they should incorporate a buffer. Incorporate safety features into the project, including additional marked and controlled crossings at frequent intervals, such as at Artesia Street.	Oviedo, Seminole County	24.1
2.12	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 50 / Colonial Dr	Clarke Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, extension or all-red when bicyclists are detected, etc.	Ocoee, Orange County	22.5
3.36	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Oak Ridge Rd	Millenia Blvd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	22.5
3.65	-	2118	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 17/92 / John Young Pkwy	MLK Blvd	-	Intersection	There is a planned operational/safety freight bottleneck project along this corridor, which includes the intersection. As a part of planned safety improvements on John Young Parkway, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Kissimmee, Osceola County	22.5
3.70	-	2189 2193	-	-	Planned Trail Crossing Improvement	US 17/92 / Mills Ave	Virginia Dr	-	Intersection	There is a planned operational/safety project along this corridor, which includes the intersection. As part of a separate project, evaluate intersection for more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies. Could also be considered with PPL 2189, 2193.	Orlando, Orange County	22.5
3.72	447717-1	2154	-	-	Planned Trail Crossing Improvement	SR 50 / Colonial Dr	Primrose Dr	-	Intersection	There is a planned project at this intersection that will reconstruct the existing traffic signals at the intersections of Colonial Drive (State Road (S.R.) 50) and North Fern Creek Ave and Colonial Drive at Primrose Drive with upgraded signal poles and signal heads. Pedestrian safety improvements include reconstructing the curbs on all four corners, reconstructing sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing a new bus pad at Primrose Drive. A complete street/safety / ops project is also identified in the PPL. As a separate project, evaluate incorporating signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Also consider closing median at Irvington Ave Could also be considered with 447717-1 and PPL 2154.	Orlando, Orange County	22.5

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3.74	-	2154	-	-	Planned Trail Crossing Improvement	SR 50 / Colonial Dr	Fairgreen St	-	Intersection	A complete street/safety / ops project on SR 50 between Bumby Ave and Old Cheney Hwy. The project extents include this intersection. As part of a separate project. evaluate incorporating signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Could also be considered with PPL 2154.	Orlando, Orange County	22.5
3.83	448783-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192 / Vine St	Central Ave	-	Intersection	The purpose of this project is to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. In addition to repaving the roadway, the project will provide new 7-foot-wide buffered bicycle lanes from east of Bamboo Lane to Hoagland Boulevard. As a part of the planned resurfacing of US 192, incorporate intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization modifications.	Kissimmee, Osceola County	22.5
9.06	-	-	-	PR1906	Trail Gap Closure	Rummell Road Trail	Mississippi Ave	Narcoossee Rd	1.8	St Cloud has plans to construct an 8' shared use path along Rummell Road. The facility is part of the SunTrail network. As part of a separate project, increasing the trail width to at least 12 feet. Could also be considered with PR1906.	St Cloud, Osceola County	22.5
4.54	-	8001	-	5002 3012	Bike Lane Modification	Canoe Creek Rd	Pine Tree Dr	US 192/441 / 13th St	3.3	There are plans to widen the roadway from 2 to 4 lanes. As a part of a separate project, construct side paths and provide enhanced marked crosswalks where warranted and incorporate speed management features into the roadway. Could also be considered with PPL 8001.	St Cloud, Osceola County	22.0
8.06	-	-	-	-	Trail Segment	Dixie Bell Dr	Pershing Ave	Lake Margaret Dr	0.5	Widen the existing sidewalk on the west side of Dixie Belle Dr to 10-12 feet depending on available RW and distance between utilities to connect to other trail and side path projects. Evaluate potential to provide enhanced crossings at the transit stops at Hickey Dr and incorporate speed management strategies along the corridor.	Orlando, Orange County	20.8
3.35	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	International Dr	Oak Ridge Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, bicycle detection, etc.	Orlando, Orange County	18.8
3.57	437174-2 445299-1	2252	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	Vineland Rd	Poinciana Blvd	-	Intersection	This project intends to resurface State Road (S.R.) 535 from north of U.S. 192 to south of International Drive and implement operational and safety improvements along the corridor. As a part of planned improvements, incorporate more extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies in conjunction with the planned widening of Vineland Rd from 4 to 6 lanes. As part of the widening project, evaluate target speed and incorporate speed management as appropriate. Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Osceola County	18.8
3.97	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Seminola Boulevard	Button Road	-	Intersection	Evaluate eliminating the channelized right-turn lane southbound direction at the intersection of Button Road at Seminola Boulevard. As a part of the project consider phasing and traffic signal modifications, such as incorporating leading pedestrian intervals.	Casselberry, Seminole County	18.8
4.69	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Carrier Dr	International Dr	Grand National Dr	0.9	Evaluate potential enhancements along the corridor, which could include lane repurposing and closing sidewalk gaps. Traffic volumes along some portions of the corridor are less than 10,000 vehicles per day and do not warrant 2 travel lanes in each direction. There are also sidewalk gaps along the corridor. Evaluate potential to remove channelized right-turn lanes at Lakehurst Dr and add an enhanced marked crossing.	Orlando, Orange County	18.8
9.09	-	-	-	-	Trail Gap Closure	SR 46 Gateway	Towne Center Blvd	Rinehart Rd	0.2	There is a gap between the SR 46 Gateway Trail and the Rinehart Riverwalk Connector. Evaluate constructing an 8-10 foot trail on the north side of the roadway and provide wayfinding a the intersection of Hickman Dr & Towne Center Blvd to guide bicyclists and pedestrians. Additionally, consider wide crosswalk where trail crosses SR-46	Sanford, Seminole County	17.5
4.43	-	2173	-	-	Bike Lane Modification - Enhance Already Planned Project	Fairbanks Ave	Clay St	Orlando Ave	0.5	As a part of the planned Complete Street project on the corridor, narrow travel lane and provide a buffer between the travel lane and bike lane. There may also be opportunities to incorporate speed management and signal timing modifications, such as leading pedestrian intervals. Transit stop locations in relationship to marked and controlled crossings should also be evaluated and enhanced crossing treatments added as warranted.	Winter Park, Orange County	17.1
5.47	-	-	-	77025 (TIP	Bike Lane Modification - Enhance Already Planned Project	SR 426/CR 419	Ave B	W of Lockwood Blvd	1.2	There is a planned widening from 2 to 4 lanes with bike lanes and sidewalks. Provide a 7-foot separated bike lanes (5-foot bike lane with 2 foot buffer).	Seminole County, Seminole County	16.7
5.34	-	-	-	75090 (TIP	Bike Lane Modification - Enhance Already Planned Project	Lake Underhill Rd	Econlockhatchee Tr	Rouse Rd	1.5	There is a proposed widening of the corridor, which would include bike lanes, sidewalks, roadway lighting, and median landscaping. As a part of the final design process, provide either buffered or separated bike lanes. Install enhanced crossings where warranted.	Orange County, Orange County	16.3
3.10	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Metrowest Boulevard	Kirkman Road	--	Intersection	As a part of the extension of the Shingle Creek Trail along Metrowest Boulevard from Shingle Creek to Kirkman Road, evaluate providing a leading pedestrian interval at the intersection of Metrowest Boulevard at Kirkman Road in conjunction with a prohibition on right-turns on red.	Orlando, Orange County	15.0
3.11	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Lake Nona Blvd	Veterans Way	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	15.0

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3.43	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 434/Alafaya Trl	Avalon Park Blvd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County	15.0
3.47	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 436	Wilshire Dr	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications, such as LPIs.	Casselberry, Seminole County	15.0
3.59	418403-3	2250	-	-	Planned Trail Crossing Improvement	US 17/92 / John Young Pkwy	Osceola Park Dr	-	Intersection	FDOT has some planned projects in the vicinity of this intersection. As a part of a separate project, evaluate intersection for more extensive modifications including but not limited to access management, tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization strategies. Evaluate target speed and incorporate speed management as appropriate. Could be considered with 418403-3 and PPL 2250.	Kissimmee, Osceola County	15.0
3.71	-	2033	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 434	Wekiva Springs Rd	-	Intersection	There is a planned operational/safety project along this corridor, which includes the intersection. As a part of planned safety improvements on SR 434, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Altamonte Springs, Seminole County	15.0
4.42	-	2169	-	-	Bike Lane Modification - Enhance Already Planned Project	Fairbanks Ave	I-4	Clay St	0.6	As a part of the planned Complete Street project on the corridor, narrow travel lane and provide a buffer between the travel lane and bike lane. There may also be opportunities to incorporate speed management and signal timing modifications, such as leading pedestrian intervals. Transit stop locations in relationship to marked and controlled crossings should also be evaluated and enhanced crossing treatments added as warranted.	Winter Park, Orange County	15.0
4.53	-	7423	-	-	Bike Lane Modification - Enhance Already Planned Project	Econlockhatchee Trl	Lee Vista Blvd	Curry Ford Rd	2.3	As a part of the planned widening to 4 Lanes with Shared Use Path, provide marked and controlled crossings at regular intervals connecting neighborhoods to the side path.	Orange County, Orange County	15.0
7.07	-	-	-	-	Bike/Ped Bridge or Tunnel	John Young Pkwy	Shingle Creek Trail	-	Crossing Improvement	In conjunction with planned improvements to the Shingle Creek Trail, evaluate incorporating a bridge or tunnel over John Young Pkwy	Orange County	15.0
8.11	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 527 / Orange Ave/Hansel Ave	Kelsey Road	Hoffner Ave	3.3	Evaluate widening sidewalks to a minimum of 8 feet along the Orange/Hansel corridor within the City of Edgewood as well as potential to provide landscaped medians along the corridor.	Edgewood, Orange	12.9
4.111	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Gateway Ave	Orangewood Boulevard	Gifford Ave	0.4	Eliminate and travel lane, add a protected Bike Lane in each direction, construct 5 foot sidewalk on southside of roadway and lower speed limit to 25 mph.	Orange County, Orange County	12.4
3.05	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	US 192	Storey Lake Blvd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, etc., in addition to potential signalization improvements.	Osceola County	11.3
3.06	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	John Young Parkway	Centerview Blvd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. Could be a candidate for grade separation depending on volumes.	Osceola County	11.3
3.105	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	South Street	at SunRail Station	--	Intersection	Add a designated pedestrian crossing between the northbound and southbound SunRail platforms on South Street.	Orlando, Orange County	11.250
3.29	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	International Dr	Universal Blvd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County	11.3
3.34	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	International Dr	Del Verde Way	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, bicycle detection, etc.	Orlando, Orange County	11.3
3.51	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	SR 46	US 17/92 / Monroe Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications, such as LPIs.	Sanford, Seminole County	11.3
3.61	450435-1	2152	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 441 / Orange Blossom Trl	Donegan Ave	-	Intersection	There is a planned project that would upgrade the Traffic Control Device System. As a part of planned complete street improvements on OBT, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Kissimmee, Osceola County	11.3

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3.62	-	2152	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 441 / Orange Blossom Trl	Carroll St	-	Intersection	There is a planned complete street project on OBT As a part of planned complete street improvements on OBT, incorporate more extensive intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signalization strategies.	Osceola County	11.3
3.85	450778-1	-	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	US 192	Bill Beck Blvd	-	Intersection	The purpose of this project is to resurface E. Irlo Bronson Highway, 13th Street and Vine Street (U.S. 192) from Main Street to Aeronautical Drive. As a part of the planned resurfacing of US 192, incorporate intersection modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signalization modifications. Should the planned resurfacing portion of the project be reprogrammed as a maintenance only project and the other elements eliminated, a separate project may need to be developed.	Kissimmee, Osceola County	11.3
3.91	447104-1	-	-	-	Planned Trail Crossing Improvement	US 441 / Orange Blossom Trl	SR 423 / Lee Rd	-	Intersection	There is a planned project to resurface about 6.5 miles of U.S. 441 and provide bike lanes in select locations, fill in sidewalk gaps and reconstruct pedestrian curb ramps to current Americans with Disabilities Act (ADA) standards. To reduce potential conflicts between turning vehicles, the project plans to replace the existing open median with a directional median at the intersection of Mott Ave As a part of a separate project, evaluate providing tighter curb radii, removing channelized right-turn lanes, adding pedestrian refuge islands, updated curb ramps, etc. The RR crossing needs to be incorporated into the intersection planning process. Could also be considered with 447104-1.	Orlando, Orange County	11.3
3.940	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Osceola Pkwy	Florida's Turnpike	-	Intersection	As a part of planned trail improvements, incorporate improvements such as tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc.	Osceola County	11.3
5.31	-	-	-	75056 (TIP	Bike Lane Modification - Enhance Already Planned Project	Econlockhatchee Trl	Lake Underhill Rd	SR 408	1.4	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Orange County, Orange County	9.1
3.09	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Boggy Creek Rd	Lake Nona Blvd	-	Intersection	Evaluate intersection for signalization strategies including but not limited to leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	7.5
3.24	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Hamlin Groves Trl	Porter Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	7.5
3.37	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Apopka Vineland Rd	Conroy Windermere Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	7.5
3.450	450576-1	2145	-	-	Existing Trail Crossing Improvement - Enhance Already Planned Project	SR 434	Orange Ave	-	Intersection	The purpose of this project is to resurface State Road (S.R.) 434 from S.R. 414 to S.R. 436, which includes Orange Ave Project is planned for construction starting July 2025. As a part of planned improvements, incorporate modifications such as tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in addition to signal timing strategies, such as LPIs at the intersection of Orange Ave Should the planned resurfacing work be programmed as a maintenance project, the proposed enhancement may need to be considered as a separate, standalone project.	Altamonte Springs, Seminole County	7.5
3.46	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Montgomery Rd	Central Pkwy	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, bicycle detection to extend all red-time, etc.	Altamonte Springs, Seminole County	7.5
3.5	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 46	International Pkwy	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications, such as LPIs.	Seminole County	7.5
3.75	-	2145	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	SR 434	Gateway Dr	-	Intersection	There is a planned Complete Street project along the corridor, which includes this intersection. As a part of planned Complete Street improvements on SR 434, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc. Provide a pedestrian connection to the Seminole State buildings via a new sidewalk connection.	Altamonte Springs, Seminole County	7.5
3.88	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 46	N. Oregon St	-	Intersection	Evaluate the potential to provide extensive modifications including but not limited to tighter curb radii, adding pedestrian refuge islands, updated curb ramps, etc. in additional to signalization strategies.	Sanford, Seminole County	7.5

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3.98	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Lake Drive	Park Drive	-	Intersection	Evaluate reconstructing the intersection to remove the channelized right-turn lane, reconfigure crosswalks, add advance warning for crosswalks, potentially add traffic calming to Lake Drive like speed cushions, and improve intersection lighting.	Casselberry, Seminole County	7.5
5.32	-	-	-	75109 (TIP	Bike Lane Modification - Enhance Already Planned Project	Hartzog Rd	Western Way	CR 545	2.2	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes, as development occurs. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Orange County, Orange County	7.5
8.05	-	-	-	-	Trail Segment	Trail along Timber Spring Blvd	Avalon Park Blvd	Timber Isle Dr	0.6	Evaluate potential to provide additional trail connectivity in Avalon Park to key destinations, including high school, middle school, and elementary school. Trail connections to the sidewalk system should incorporate appropriate crossing treatments.	Orange County	6.3
8.10	-	-	-	-	Trail Segment	Trail across SR 50 along Little Econlockhatchee River	N/A	N/A	0.8	Evaluate potential to a connection to the Little Econ Greenway trail runs under the SR 50 bridge, crossing the river and connecting the trail to the surrounding neighborhoods. If routing under SR 50 is not feasible, consider connecting trail to Colonial at-grade to facilitate use of signalized crossing at Econlockhatchee. As a second phase, evaluate extending further down Little Econ to Valencia East Campus to serve as parallel route to Econlockhatchee (high LTS/access) with signalized crosswalk/intersection already in place at Millinockett Ln for additional trail access.	Orange County	6.3
8.150	-	-	-	-	Trail Segment	Utility Easement	Wirz Park	Snug Harbor Drive	1.3	Evaluate constructing a trail along the utility easement connecting Wirz Park to Snug Harbor Drive. Traffic calming improvements may need to be provided along roadway connecting the trail to Red Bug Lake Road and at trail crossing locations.	Casselberry, Seminole County	6.3
4.105	-	-	-	-	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	Livingston Street	Highland Ave	Summerlin Ave	0.4	Evaluate opportunities to widen the effective width of bike facilities. Could be a candidate for an advisory bike lane.	Orlando, Orange County	5.0
1.58	-	-	-	-	Corridor Improvement - Safety Focus with Speed Management	Gatlin Ave	SR 527 / Orange Ave	Summerlin Ave	0.4	Evaluate potential speed management strategies on Gatlin Ave	Edgewood, Orange	1.7
4.01	-	2255	-	-	Bike Lane Modification - Enhance Already Planned Project	SR 60	Grape Hammock Rd (Polk Co.)	E of Kissimmee River Bridge (Osceola Co.)	1.8	There is a planned widening from 2 to 4 lanes including wide shoulders to function as bike facilities. As a part of the planned widening from 2 lanes to 4 lanes, provide a side path on the north side of the roadway. Consider extending along the length of the roadway, connecting to Florida's scenic trail.	, Osceola County	1.7
5.30	-	-	-	75098 (TIP	Bike Lane Modification - Enhance Already Planned Project	CR 545	Schofield Rd	McKinney Rd	2.0	There is a planned widening from 2 to 4 lanes, including sidewalks and bicycle lanes. As a part of the lane widening project, widen one of the sidewalks to side path standards. Continue bike lanes and add a buffer. Install enhanced crossings where warranted.	Orange County, Orange County	1.7
3.101	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 527 / Hansel Ave	Mary Jess Rd	-	Intersection	Evaluate the installation a traffic signal at the intersection of Hansel Ave at Mary Jess to facilitate access to transit.	Edgewood, Orange County	0.0
3.102	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	US 17/92 / Orlando Ave	SunRail	-	Intersection	Evaluate the installation a traffic signal at the entrance to the SunRail Station on N Orlando Ave to facilitate bus transit transfers to SunRail.	Maitland, Orange County	0.0
3.104	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	E Central Blvd	S Summerlin Ave	--	Intersection	In conjunction with planned improvements on S Summerlin Ave to the south of E Central Ave, evaluate intersection improvement opportunities, such as curb extensions and realigning the intersection to decrease the pedestrian crossing distance.	Orlando, Orange County	0.0
3.13	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Lake Nona Blvd	Tavistock Lakes Blvd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	0.0
3.14	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Lake Nona Blvd	Nemours Pkwy	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orlando, Orange County	0.0
3.16	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Central Florida Pkwy	Westwood Blvd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	0.0

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3.18	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	International Dr	Central Florida Pkwy	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, updated curb ramps, etc. in conjunction with signal timing modifications.	Orange County	0.0
3.23	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Avalon Rd	Hartzog Rd	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County	0.0
3.25	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	New Independence Pkwy	Hamlin Groves Trl	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County	0.0
3.48	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	International Pkwy	H E Thomas Pkwy	-	Intersection	Evaluate intersection for signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Lake Mary, Seminole County	0.0
3.78	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	SR 528	Narcoossee Rd	-	Intersection	Evaluate intersection for more extensive modifications including but not limited to tighter curb radii and adding pedestrian refuge islands, removing channelized right-turn-lane, etc., in addition to potential signalization improvements.	Orange County	0.0
3.79	-	3261	-	-	Planned Trail Crossing Improvement - Enhance Already Planned Project	John Young Pkwy	Deerfield Blvd	-	Intersection	There is a planned ITS/Technology project on John Young Parkway from Sand Lake Road to Hunters Creek. As a part of planned improvements, incorporate signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Orange County, Orange County	0.0
3.96	-	-	-	-	Intersection Crossing Improvement - Signing, Striping & Signal Timing	Broadway St	Lockwood Blvd	-	Intersection	Evaluate incorporating signalization strategies and striping modifications including but not limited to high emphasis crosswalks, leading pedestrian intervals, shorter cycle lengths, etc.	Oviedo, Seminole County	0.0
3.99	-	-	-	-	Intersection Crossing Improvement - Intersection Reconfiguration	Hansel Ave	Bagshaw Way	-	Intersection	Evaluate constructing a Pedestrian Hybrid Beacon at Hansel Ave at Bagshaw Way to facilitate access to transit.	Edgewood, Orange	0.0
7.09	-	-	-	-	Bike/Ped Bridge or Tunnel	W Broadway Street	Cross Seminole Trail	Intersection	Crossing Improvement	In the near-term, install a pedestrian hybrid beacon. In the long-term, evaluate for bike/ped bridge.	Oviedo, Seminole County	0.0

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Appendix E: Public Engagement Summary

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Final Memorandum

Date: February 5, 2024

To: Taylor Laurent, MetroPlan Orlando
Slade Downs, MetroPlan Orlando

From: Kathrin Tellez, Fehr & Peers
Elizabeth Suárez, Fehr & Peers

Subject: Active Transportation Plan Public Engagement 2 Summary

Introduction

Community outreach and engagement is a critical component of the MetroPlan Orlando Regional Active Transportation Plan (ATP): Ride & Stride 2050 for both informing the public and key stakeholders about the effort and for soliciting their feedback. This memorandum summarizes feedback received from the public during the second round of community engagement, which occurred between October 2nd and October 27th, 2023.

The engagement materials were hosted on Social Pinpoint, an online platform that people could access through the MetroPlan Orlando project website (https://metroplanorlando.gov/atp). The goal of the engagement was to obtain the community's feedback on the draft ATP projects. Feedback was collected via a comment map that was available in both English and Spanish.

Online outreach was conducted via Facebook and Instagram, with a sample outreach ad shown on **Figure 1**. The targeted ads were successful, as the most common referring site was Facebook with 43 unique users accessing the comment map from a Facebook link (**Table 1**). MetroPlan Orlando staff sent information to the general MetroPlan Orlando mailing list. Information was also shared through the various MetroPlan Orlando committees and boards, and the project Steering Committee also shared the opportunity to provide project feedback through their networks.

Approximately 166 people participated, leaving 444 comments in total. The majority of participants accessed the map on a mobile device (**Table 2**). The following sections provide summaries of the feedback received from the comment map.

Figure 1: Sample Outreach Ad

Table 1: Top Three Referring Sites

Platform	Count
Facebook	43
MetroPlan	23
Reddit	11

Source: Fehr & Peers; Social Pinpoint, 2023

Table 2: Device Used to Access Comment Map

Type of Device	Count
Mobile	110
Desktop	72
Tablet	4
Phablet	2

Source: Fehr & Peers; Social Pinpoint, 2023

Comment Map

The comment map provided an interactive, online map of the existing, planned, and draft 2050 ATP bicycle facilities in the MetroPlan Orlando region and allowed users to leave comments. There were three pre-set options for comment types, each of which gave the user the possibility to write in a comment. The map was in English and Spanish although no map comments in Spanish were provided. The three options were:

- New Facility
- Safety Improvement
- Additional Comments

Geographic Information

When users left a comment, they were asked for their zip code. Almost 15 percent of respondents live outside of the region (**Table 3**). **Attachment A** provides a list of the number of comments received by zip code. Based on population, responses from Orange County (62 percent of regional population and about 76 percent of responses) are disproportionately higher than both Osceola (16 percent of regional population and about 7 percent of responses) and Seminole (21 percent of regional population and about 18 percent of responses) Counties. A table with zip code data showing the distribution based on city is provided at the end of this memo. Respondents could leave a comment anywhere in the region. **Figure 2** displays the geographic distribution of the comments.

Table 3: Geographic Distribution of Respondents

County	Total	Percentage
Orange	125	64%
Osceola	11	6%
Seminole	29	15%
Outside the Region	29	15%
Total	*194*[1]	*100%*

Note:

1. Several zip codes fall into multiple counties; therefore, the total is higher than total number of participants

Source: Social Pinpoint Comment Map; Fehr & Peers, 2023

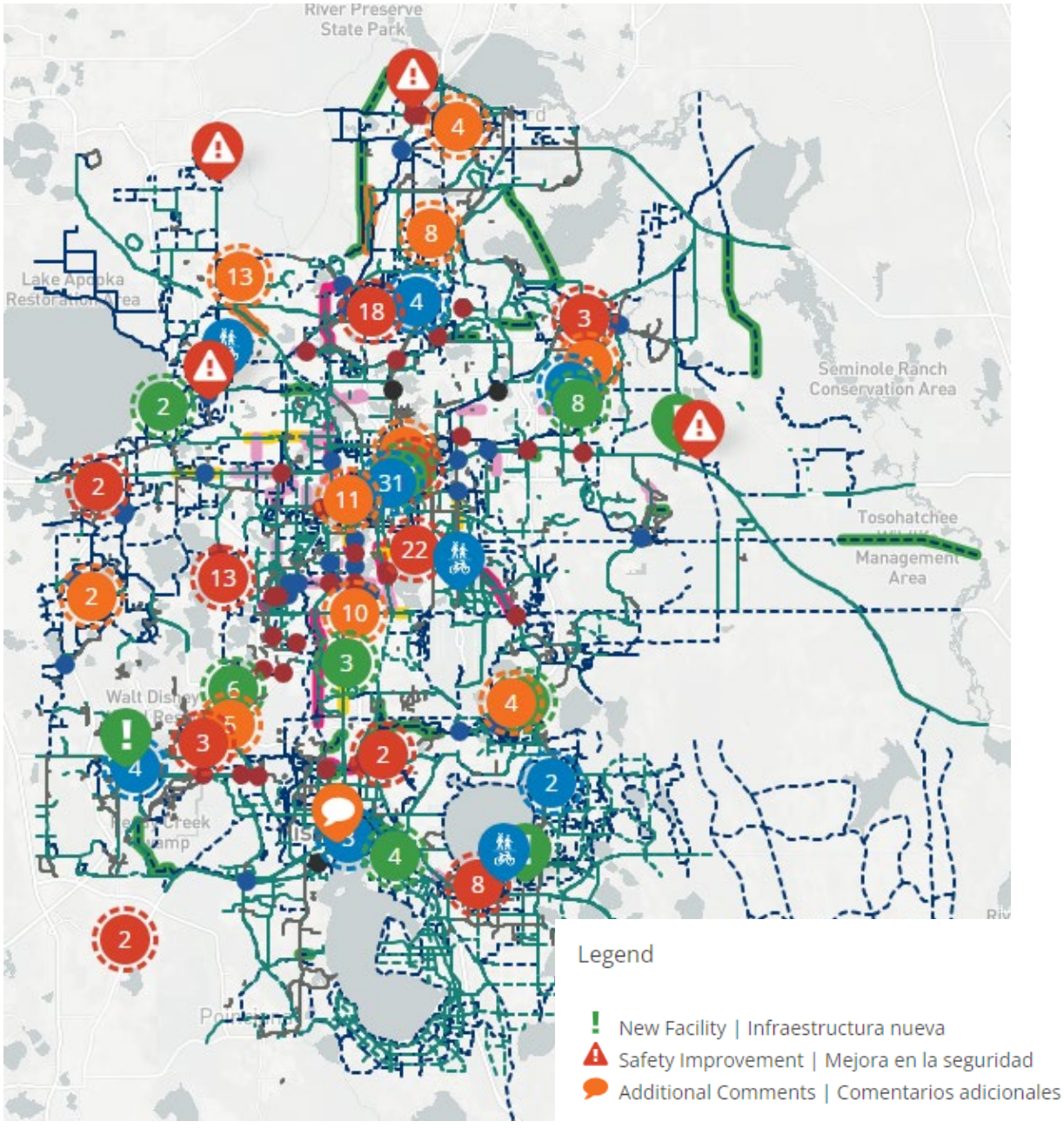

Figure 2: Geographic Distribution of Comments

Comment Summary

Most of comments received were related to specific facilities throughout the region, which have been summarized into the general themes as described below. The summary reflects the perspectives of a variety of stakeholders; some statements may provide conflicting opinions and while others were not related to the ATP.

Pedestrian Enhancements

- Improve crosswalk density
- Add pedestrian refuge islands
- Maintain existing crosswalks and sidewalks
- Continue pedestrian connections during construction
- Eliminate right-turn on red in pedestrian heavy areas
- Provide enhanced crosswalks around schools and transit stops
- Provide consistent pedestrian facilities
- Provide more enhanced crossings (RRFBs, PHBs, etc.)
- Install lighting along sidewalks
- Add amenities like benches to sidewalks
- Provide shade along sidewalks
- Widen narrow sidewalks to meet ADA requirements

Transit Facilities

- Provide shade at public transit and school bus stops
- Add Bus Rapid Transit lanes
- Improve existing Bus Rapid Transit
- Extend SunRail or provide an express bus to Lake Nona

Speed

- Implement speed limits that are appropriate based on the roadway design
- Install traffic calming devices
- Implement more complete streets projects

Intersection Improvements

- Retime traffic signals to reduce bicycle and pedestrian delays
- Install pedestrian signals and pedestrian detection
- Install curb extensions
- Remove slip lanes
- Maintain bike lanes/facilities through intersections
- Consider installing additional traffic signals
- Consider installing additional roundabouts
- Provide longer turn pockets
- Improve crossing treatments
- Ensure intersections meet accessibility requirements
- Improve signal timing for vehicles

Better Connections

- Provide more bicycle connections into/out of downtown Orlando
- Provide more bicycle connections between downtown Orlando and Winter Park
- Provide more bicycle connections to transit including SunRail
- Provide more bicycle connections to local businesses
- Provide more bicycle and pedestrian connections to parks
- Provide bicycle and pedestrian access to the Orlando International Airport

Bicycle Facilities

- Install concrete bike lanes on brick streets
- Use hardened barriers for protected bicycle lanes instead of flexible posts
- Install bicycle parking at SunRail stations
- Include lighting on trails
- Provide mountain biking trails
- Improve wayfinding signage
- Provide better maintenance of bicycle facilities
- Include shade as part of bicycle facility and trail projects
- Provide consistent bicycle facilities along a given corridor

Miscellaneous

- Implement better land use planning
- Increase enforcement for reckless driving
- Don't install trails behind homes
- Install trails near homes
- Improve roadway signage
- Provide better maintenance of roadways
- Install school zone flashers in all school zones
- Fix sight distance issues
- Provide electric vehicle (EV) charging stations
- Construct more beautification projects

Feedback Incorporation

The feedback on the draft 2050 ATP projects was incorporated into the plan, with an additional 14 projects identified. Comments that were related to broader transportation safety issues were incorporated into the public engagement plan for the Central Florida Vision Zero Action Plan (https://www.visionzerocfl.gov/) to help inform safety improvements. Some comments were also related to local maintenance issues, and these comments were forwarded to the maintaining agency. Other comments outside of the ATP scope are included in the project record; for example comments related to issues not on the federal aid network or not related to ATP goals,. A summary record of how each comment was addressed is provided as **Attachment B.**

Attachment A: Detailed Geographic Distribution of Respondents

ZIP Code	% of County Population in Zip Code	City/ Community	County	Number of Unique Respondents	% of Respondents
32703	3%	Apopka	Orange	1	1%
32712	4%	Apopka	Orange	2	1%
32709	0%	Christmas	Orange	0	0%
34734	0%	Gotha	Orange	0	0%
34747	0%	Kissimmee	Orange	1	1%
32751	1%	Maitland	Orange	2	1%
32757	0%	Mount Dora	Orange	0	0%
34760	0%	Oakland	Orange	0	0%
34761	3%	Ocoee	Orange	1	1%
32801	1%	Orlando	Orange	8	4%
32803	2%	Orlando	Orange	24	12%
32804	2%	Orlando	Orange	6	3%
32805	2%	Orlando	Orange	2	1%
32806	2%	Orlando	Orange	19	10%
32807	3%	Orlando	Orange	1	1%
32808	4%	Orlando	Orange	1	1%
32809	2%	Orlando	Orange	1	1%
32810	3%	Orlando	Orange	0	0%
32811	3%	Orlando	Orange	1	1%
32812	3%	Orlando	Orange	2	1%
32814	1%	Orlando	Orange	2	1%
32817	3%	Orlando	Orange	2	1%
32818	4%	Orlando	Orange	0	0%
32819	2%	Orlando	Orange	2	1%

ZIP Code	% of County Population in Zip Code	City/ Community	County	Number of Unique Respondents	% of Respondents
32820	1%	Orlando	Orange	0	0%
32821	2%	Orlando	Orange	3	2%
32822	5%	Orlando	Orange	2	1%
32824	3%	Orlando	Orange	0	0%
32825	5%	Orlando	Orange	2	1%
32826	3%	Orlando	Orange	2	1%
32827	1%	Orlando	Orange	1	1%
32828	5%	Orlando	Orange	2	1%
32829	2%	Orlando	Orange	3	2%
32831	0%	Orlando	Orange	0	0%
32832	1%	Orlando	Orange	1	1%
32833	1%	Orlando	Orange	1	1%
32835	4%	Orlando	Orange	3	2%
32836	2%	Orlando	Orange	0	0%
32837	5%	Orlando	Orange	1	1%
32839	4%	Orlando	Orange	1	1%
32830	0%	Orlando	Orange	0	0%
32776	0%	Sorrento	Orange	0	0%
34786	3%	Windermere	Orange	3	2%
34787	4%	Winter Garden	Orange	8	4%
32789	2%	Winter Park	Orange	7	4%
32792	2%	Winter Park	Orange	6	3%
32798	0%	Zellwood	Orange	0	0%
Total for Orange				*124*	*64%*

ZIP Code	% of County Population in Zip Code	City/ Community	County	Number of Unique Respondents	% of Respondents
33896	0%	Davenport, Champions Gate	Osceola	0	0%
33848	0%	Intercession City	Osceola	0	0%
34739	0%	Kenansville	Osceola	0	0%
34743	13%	Kissimmee, Buena Ventura Lakes	Osceola	0	0%
34744	16%	Kissimmee, Kindred	Osceola	0	0%
34746	13%	Kissimmee	Osceola	0	0%
34758	12%	Kissimmee, Poinciana	Osceola	0	0%
34759	2%	Kissimmee, Poinciana	Osceola	0	0%
34972	0%	Okeechobee, Basinger, Yeehaw Junction	Osceola	0	0%
34773	1%	Saint Cloud, Harmony	Osceola	0	0%
34747	5%	Kissimmee, Celebration, Reunion	Osceola	1	1%
34772	9%	Saint Cloud	Osceola	1	1%
34741	15%	Kissimmee	Osceola	2	1%
34771	5%	Saint Cloud, Magnolia Square	Osceola	3	2%
34769	8%	Saint Cloud	Osceola	4	2%
Total for Osceola				*11*	*6%*

ZIP Code	% of County Population in Zip Code	City/ Community	County	Number of Unique Respondents	% of Respondents
32701	5%	Altamonte Springs	Seminole	7	4%
32714	8%	Altamonte Springs	Seminole	2	1%
32703	3%	Apopka	Seminole	1	1%
32707	8%	Casselberry	Seminole	1	1%
32730	1%	Casselberry	Seminole	0	0%
32732	1%	Geneva	Seminole	0	0%
32746	10%	Lake Mary	Seminole	1	1%
32750	5%	Longwood	Seminole	1	1%
32779	7%	Longwood	Seminole	2	1%
32751	1%	Maitland	Seminole	2	1%
32765	13%	Oviedo	Seminole	4	2%
32766	4%	Oviedo	Seminole	0	0%
32771	12%	Sanford	Seminole	2	1%
32773	7%	Sanford	Seminole	0	0%
32792	5%	Winter Park	Seminole	6	3%
32708	10%	Winter Springs	Seminole	0	0%
Total for Seminole				*29*	*15%*
Total for Outside the Region				29	15%

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Type	County	City	Comment	Response
Additional Comments | Comentarios adicionales	Orange County	Orange County	Bike trail? What's taking so long, I want to be able to bike to work!	Noted
New Facility | Infraestructura nueva	Orange County	Orlando	Lake Nona Sunrail station	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	Biking up Mills or Summerlin from Delaney Park into downtown is awful. Mills needs to be repaved and needs a sidewalk down both sides of the road - and the sidewalks on summerlin are also dicey. We need to be connecting neighborhoods surrounding downtown safely to the core of the city.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Osceola County	St. Cloud	This street is not safe for either walkers or bikers. I have seen even large trucks unable to pass each other going opposite ways due to the narrowness of the street. The street is also in disrepair with numerous patching and pot holes that drivers tend to avoid again making for unsafe driving.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orlando	Sun Rail to Airport or Lake Nona stop or Both?	Discussion post - no response needed
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	This is a busy road, and needs an on demand crossing signal, or a pedestrian bridge to accommodate the trail traffic	Vision Zero Action Plan
New Facility | Infraestructura nueva	Seminole County	Oviedo	This crossing needs an on demand flasher, or a pedestrian bridge	Add New Project
Additional Comments | Comentarios adicionales	Orange County	Orlando	Love the temporary bike path. ready for the changes to make lives safer.	Comment of Appreciation
Safety Improvement | Mejora en la seguridad	Osceola County	St. Cloud	Saint Cloud E. 10th St	Discussion post - no response needed
Additional Comments | Comentarios adicionales	Orange County	Orlando	The information boards at the Lynx Lymmo stops often block the views of oncoming buses. They need to be moved.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	The information boards at the Lynx Lymmo stops often block the views of oncoming buses. They need to be moved.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	You have made a challenging problem even more difficult. Parking is markedly restricted and the west bound lane is dangerously narrow for both bikes and cars. And it's not exactly beautiful.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Sure would be nice to provide a safe pathway for kids on bikes on Corrine Drive	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Polk County		These two schools need lighting and a possibly another light. Many accidents and children have been hit walking to school	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Summerlin is the bike route from Delaney Park /lake Weldona into downtown. It is all brick, very narrow, and poorly lighted at night. The sidewalks are very narrow, dark at night, and unkept. Very unsafe.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Orange County	Winter Park	Protected bike lanes should replace car lanes here. This would improve congestion and make Mills a safer and more productive street. Street trees could also improve the pedestrian/cyclist experience while slowing down cars to keep drivers safe.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	Most of Colonial's route through Orlando should be rebuilt to to remove car lanes for protected bike lanes and BRT/Mass Transit lanes. There is copious space on the right of way for more efficient transportation than inefficient cars. Zoning changes to allow mixed use TOD along the right of way would be a massive improvement too.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Orange County	Orange County	Protected bike lanes throughout the UCF area would help ease the massive amounts of private car traffic. This would relieve the consistently full parking garages and help students and faculty move around the area safely.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Orange County	Orlando	Most streets downtown should be car free by now. On street parking is a waste of space and if a road must have car traffic it should only be one lane. The city is for people, not cars. Bike lanes and pedestrian spaces increase business, just look at other cities like Montreal, Amsterdam, and Ljubljana.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	There is no sidewalk on this small stretch of land. The property is owned by the FL Dept of Transportation. I would think this department would know how dangerous Orlando is from a pedestrian standpoint. On either end of this piece of land there are sidewalks, but not to have a sidewalk connects these two other sidewalks seems dangerous.	Add to Sidewalk Bundles
Additional Comments | Comentarios adicionales	Orange County	Orange County	West Orlando is a car dependent mess that needs to be building up and not out. Greenfield development is killing our natural habitat and all of the cars is making it worse. Build new homes in mixed use apartments with amenities at street level with pedestrian spaces and protected bike infrastructure	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	If Lake Nona really wants to be the city of the future, look no further than Paris which is rebuilding itself to prioritize people rather than cars. Transit and pedestrian/cycle infrastructure is much more high tech then storage for polluting cars	2050 ATP Project Addresses Comment
New Facility | Infraestructura nueva	Orange County	Orlando	Bring sun rail right in to the town center to connect directly with new mixed use apartments and existing office buildings	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Any protected bike lanes need actual hardened barriers, not flex posts. Sending cars to the body shop is much better than sending bodies to the morgue.	Noted

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Type	County	City	Comment	Response
Additional Comments | Comentarios adicionales	Orange County	Orange County	As a resident on Park Village Place, I oppose locating the spur of the West Orange Trail behind the houses in our neighborhood. The alternate route along Welch and Wekiwa Springs Roads would be far less disruptive to what makes our neighborhood special to us. In addition to losing our unobstructed view of the park, there is also the concern about added noise and crime that could come from a new public thoroughfare behind our houses.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orlando	Continue the Bike lane along the lake and then connect it to Beach Road. Beach road should then have a bike lane added to make the whole loop around Lake Susannah.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orlando	Add bike lanes and sidewalks along Susannah Blvd as extension to the existing path. Continue along Beach Blvd to make a whole loop around Lake Susannah.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Winter Park	Add sidewalks along Lake Spier.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	Mills should follow this format of development as well.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Osceola County	St. Cloud	This is a very busy intersection for lakeside bike riders and walkers as young as elementary age who do not have access to a bus, and travel to the three schools further south on Michigan Avenue. It's a dangerous corner because of traffic, broken sidewalks, and faded crosswalks. Crossing guards are stationed at 192, but because of the schools, nearby park, and library, this corner in particular needs better crosswalks, signage, and improvements for everyone's safety.	2050 ATP Project Addresses Comment
New Facility | Infraestructura nueva	Orange County	Winter Park	If you live in winter park and wish to go downtown, you only have 2 roads. One of them is wide, high speed, and unsafe, and the other one only has sharrows. Fairbanks/Osceola ave and Palmer ave are the only 2 connectors across lakes osceola and Virginia. Both have narrow sidewalks and no meaningful bike infrastructure. This makes it unsafe and uncomfortable for someone to bike or walk downtown to access transit or commercial space. An off street trail or separated cycle track could amend this.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Winter Park	I have to use these bike lanes every day, and drivers frequently disregard the markings, creeping into the bike lane. I feel this impedes the safety and comfort of the bike lane, and at the minimum plastic bollards should be added. There is also space beside the road that could be allocated to protected bike infrastructure.	Add New Project
New Facility | Infraestructura nueva	Orange County	Winter Park	I was thinking maybe extending cady way and connecting it to the orlando urban trail past downtown winter park would be incredible	Discussion post - no response needed
New Facility | Infraestructura nueva	Orange County	Orlando	since there are already plans for sunrail to the airport, maybe branch line or express bus connection would be good?	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orange County	bro I'd be clamoring for a bike trail in my backyard	Discussion post - no response needed
Safety Improvement | Mejora en la seguridad	Seminole County	Seminole County	Crossing this Seminole Wekiva Trail intersection is very dangerous, especially if you're coming from the east side of the road and crossing west. Even though there are clear red arrows with lighted yield signs, drivers turn right even when there are pedestrians crossing at the signal and will even swerve around you. A camera to ticket them or police presence is suggested.	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orange County	Need street lights	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Osceola County	Osceola County	There is NO way to get across 192 unless you are in a vehicle. The existing infrastructure is next to 4 lanes of cars going 60 mph, by 2-3 highway exits, and ends abruptly. PLEASE LOOK INTO USING THE MEDIAN FOR A CYCLE TRACK AND SIDEWALK FROM REEDY CREEK BLVD TO CELEBRATION PL. this is necessary to connect community, transit, and reaching parks, we have no parks in West 192.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Osceola County	Osceola County	multiple pedestrian deaths in this area - showcasing people are walking despite lack of infrastructure. we need to support them.	Existing proposed project addresses comment
New Facility | Infraestructura nueva	Osceola County	Osceola County	What happened to the BRT 192 study done by Metroplan 10 years ago??	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Osceola County	Osceola County	if im in DTO and want to go home off Old Lake Wilson via bus, it takes me 2.5 hrs. Take 300 bus, then the 56 bus that drops me off by Celebration Pl, to then take the 55 back on to W192. By car this is 30 min. If some people could atleast cut off the 55 bus and bike from Celeb Pl to their homes via a cycle track it could can reduce so much of their time waiting on transit. this connection is critical!!!	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Osceola County	Osceola County	Funie Steed by Westside is supposed to get a park in some years, we need to ensure our community has a great access to it that does not require a car. our area is filled with seniors 65+ and youth 18 and under. many live in poverty. the ability to reach recreational areas by bike, scooter, feet, mobility assisted device is necessary. especially in an area where all rec amenities are privatized.this can reduce parking &make taking transit to it more viable as now it can be supported by design.	Add to Sidewalk Bundles
Existing Facility Upgrade | Mejora en la infraestructura existente	Osceola County	Osceola County	Part 2 for Funie Steed	Add to Sidewalk Bundles
New Facility | Infraestructura nueva	Osceola County	Kissimmee	Adding a pedestrian / bike trail through the oak creek extension could really improve the connectivity of the developing neocity area with downtown kissimmee, as there is already a nice walkway along lakeshore, and there are already the nice bikeways and sidewalks built in the neocity area, unfortunately on the map currently the planned routes would require either going by way of oak street or along neptune, neither of which are particularly pleasant experiences to walk to bike.	Existing proposed project addresses comment

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Type	County	City	Comment	Response
Safety Improvement | Mejora en la seguridad	Osceola County	Osceola County	Just as it down further west, Vine street acts to sever the area for pedestrians / cyclists in this region. Many pedestrians make unsafe crossings and even at the signalized intersections it feels unsafe to walk or bike. This is a shame as it disconnects schools and resources like the aquatic center from being able to reached by anything but car.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Osceola County	Kissimmee	I'm excited to see the shingle creek trail completed, which will provide a much needed dedicated pedestrian path to cross John Young Parkway and connect the areas east and west of John Young with a path I would take my kids on.	Comment of Appreciation
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Please add a sidewalk here. There is no sidewalk for me to walk to the shopping center 3 minutes from my apartment. I am disabled without a car and walking in this busy road is my only option.	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Osceola County	Kissimmee	I feel as though this short segment of MLK Jr. ought to be a priority as it is the only piece missing to connect what the pleasant to use bike path that goes past the airport and up through the shingle creek park area and the Emory Canal Trail, this block or so instead becomes an unsafe to use street bike gutter.	Noted
Additional Comments | Comentarios adicionales	Orange County	Orlando	A pedestrian crosswalk with a sign/flashing lights at the intersection of Hampton and Robinson would be very helpful. That road is very dangerous to cross.	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Osceola County	Kissimmee	The east side of the Kissimmee Loop Trail, in particular the vine street crossing is clearly the worst part of what is otherwise quite a pleasant biking experience. The central street section feels unsafe, the on street bike gutter is inadequate. The signalized crossing at Vine street is harrowing. I don't think something should be advertised as a 'trail' if I wouldn't let my children take the route.	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	New Development plans are in place to approve a new residential towers which is great, however after many failed attempts to get the city to recognize that a sidewalk(flashing signals crosswalk) is needed crossing south street onto liberty ave as cars are never going the required speed limit of 30 mph. Many residents from the Grande and new with the newly propesed building increases the need of working safe infrastructure for those visiting Downtown Orlando	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	Wider sidewalks and on street parking to help reduce speeds, increase walkability and shopping viabililty.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Orange County	Orange County	I disagree. Having a trail in the treed areas is what makes a trail special. No one likes a trail by a noisy roadway. Take me to nature.	Discussion post - no response needed
Additional Comments | Comentarios adicionales	Orange County	Apopka	State lands prime for natural surface biking/mountain biking trails.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Apopka	Addition of a bike park would be ideal here. Would give children a chance to ride bicycles in a safe and fun environment and learn skills. That would be conducive to them learning how to ride a bike correctly. Plus, adults could play here as well.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Apopka	Purchase of this property could be the ultimate in development of a multi use bicycle park. A pump track, BMX track, as well as off-road skills and jump lines could be developed and this area which would be something unprecedented in central Florida.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orlando	Please add a sidewalk to allow walking all the way down the north side of Corrine. The sidewalk randomly disappears for two blocks. This would allow residents to walk to mills through Merrit Park, a beautiful walk that connects to Mead Garden, and orange avenue!	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Seminole County	Seminole County	A bridge with a trail over the little Wekiva river connecting this area to the sable point neighborhood would help open up a safe and direct passage to the Seminole Wekiva trail.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Orange County	Orange County	The completion of the West Orange Trail Connection link along Beggs Road to the Seminole-Wekiva Trail or the addition of bike lanes along Beggs Road would complete this section of the FL Coast to Coast Trail.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Orange County	Orange County	Beggs Road has been the previously identified route. The dotted path adjacent to Apopka Blvd, connecting this link to The West Orange Trail at Apopka-Clarcona Road before the Apopka Outpost at The Temple, would be a safer route.	Noted
Additional Comments | Comentarios adicionales	Orange County	Orange County	I disagree about the noise and crime. The noise would be minimal to conversations of those walking, running, and cycling, or the spinning noise from the cassettes on the wheels, which could be minimized by natural landscape buffers. I don't foresee an increase in crime being committed by those using the trails or crimes being committed on residents or houses abutting the trails. Crimes on, or in the vicinity of the trails has been low, rare, to nonexistent.	Discussion post - no response needed
Additional Comments | Comentarios adicionales	Orange County	Orange County	In addition to my previous comment, I have lived right off the trail in Seminole and Lake County for several years now. The trails provide an alternative option to driving. It offers the opportunity for community members to meet and use for social networking opportunities such as walking or biking for coffee, breakfast. It provides a safe area for local bike shops, cycling clubs, and local law enforcement to teach young or new riders cycling safety on and off the road.	Discussion post - no response needed
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orange County	The Apopka Outpost is a major starting and stopping destination for walkers, runners, and cyclists. We call this location The Temple, since it's located behind a Buddhist Temple. In place of the current port-a-potty, a permanent restroom facility with running water could be built where the current gazebo/pavilion is, or at the end of the parking lot, and the current gazebo could be relocated or closer to the trail, replaced with a smaller shade structure near the playground, or eliminated.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Oakland	With the building of Floor and Decor, Costco, and apartments near aKillarney Station, the trail crossing Lake Blvd at Old Hwy 50 needs to be redesigned. Both vehicular traffic and those using the trail have blind crossing. Widening the trail and replacing the canopy trees and brush with another landscape option and adding lighting would provide better visibility.	Outside of region
New Facility | Infraestructura nueva	Orange County	Orlando	I love the new semi permanent bike path located on Corrine from Palm Lane to Winter Park Road. I would love to see it extended to East End market where the Pedestrian Hybrid Beacon is located.	Comment of Appreciation
Additional Comments | Comentarios adicionales	Orange County	Orlando	Agree! speeding and cars not heeding the "no turn on red" signs and crosswalk signs make it very dangerous for students!!	Vision Zero Action Plan

Type	County	City	Comment	Response
Safety Improvement | Mejora en la seguridad	Osceola County	St. Cloud	This road should be widened to accommodate the projected growth and upcoming projects downtown.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	The NO TURN ON RED signs should all be uniform and brightly lit. I have lost count of the amount of cars that turn right on red while we are using the crosswalks	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Winter Park	The car lanes are so wide on this stretch of road with concrete, they could definitely be narrowed for protected bike lanes to be installed. Even if on one side of the street with a two-way protected bike lane to keep existing car lanes to 2 lanes in each direction, this would be ideal. I would love to see someone render this section of road to some proposed options for this. For the sake of protected, I'm talking permanent curbs or tree lined separation with wide bike lanes for two-way travel.	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	Sidewalk is very narrow on the east side and crossess several driveways. Grass is overgrown and there is a sign that obstructs the path at the corner of Kunz and Michigan. On the east side, lots of driveways and sidewalk narrow. Sidewalk ends at the corner of Grant and Kunz where there is curb and no connection to the sideawalk the sidewalks on Grant. The area serves the visually impaired and there is not a good crossing identified to go from the westside to the east side.	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	There are no crossings between the signal at S. Orange and the intersection of Kunz. Adjacent to Michigan there are services for disavantaged communities (United Against Poverty and Lighthouse Works!). There are two transit stops, one at Kunz and Michigan and the other just west of Taylor and Michigan. An EB traveler going to Lighthouse Works would need to go to the signal to then cross and backtrack to get to Kunz, a WB traveler going to UAP would have to also go to Michigan to cross and backtr	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Perhaps aligning the bus stops and providing a midblock crossing (taking into account the RR tracks) could be considered?	Existing proposed project addresses comment
New Facility | Infraestructura nueva	Orange County	Orlando	Reopen the rest stop on I-4 in Longwood. Stop building toll lanes on I-4. It is a total waste of tax dollars. Lower the tolls in the area. They are the highest per mile. When a new road is built, six lane it instead of having to return in a few years and widen it at a horrendous expense. Remember that the money you spend on anything does not belong to you. It is tax payer money you confiscated. Spend it wisely. Get rid of roundabouts.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Need a path, wide sidewalk or bike lane along Hall Rd to connect University Blvd with the bike trail along Aloma. There is plenty of tight of way to do this.	Add New Project
New Facility | Infraestructura nueva	Orange County	Orlando	With the proposed Robinson redevelopment by FDOT ending the bike track at Lake Eola, that forces so many bikes to either move to the narrow sidewalk, or force them into what will soon be a one-way lane with oncoming traffic, further frustrating drivers and cyclists alike. We need the track to extend further until crystal lak	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	I agree here. Bike here very often from house to work and the bike lane not continuing to the Anderson street bike path is a real miss. Brick streets are eh e worst and sidewalks are incredibly bumpy and uneven here	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	This stretch of Michigan is the worst place to travel as a pedestrian or a cyclist. Never mind that there aren't any bike lanes, but the sidewalks here disappear and don't have curb cuts for ADA at times. They also lose the right of way to parking lots for plazas between Osceola and Orange, making pedestrians and cyclists go through a parking lot because the sidewalks are literally a foot and a half wide with light poles in them. This is a high opportunity area and needs improvement	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Seminole County	Seminole County	The bike route intersection needs better directions for the bikers and foot traffic. We drive from Markham woods, right on EEWilliams twice on Sundays. We are always amazed at the rare biker who uses the stop lights there to stop traffic. Most bikers do not use the lights. They pause, slowly roll because we do stop. They wave thank you. Then we drive on. Make the light button bigger for them or put up speed bumps before it, something. Or take it down. It's a waste of money.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orlando	More gates to parks Stop closing the park so early too This is a neighborhood park and yet the car are still prioritized over pedestrians access. Also the bike lane shouldn't stop there and be extended to mills where it can meet with the other one	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orange County	This intersection has something seriously wrong with it. I have spent hours waiting in traffic generated by this intersection.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Dangerous intersection where the community members are asking for a single-lane, compact roundabout. But the area is jurisdictionally complex, involving at least three different agencies. It is a major access point for the high school, and is receiving growing pressure. Need to accommodate people walking and biking and a driveway for a senior living facility. The community members want lower vehicle speeds and a simple , safe street with one lane in each direction.	2050 ATP Project Addresses Comment
Additional Comments | Comentarios adicionales	Orange County	Orlando	Car only infrastructure is not beautiful either. Having cars as an only option to get to places is not good. You'll get more locals traveling to these places by bike if you provide a safe option to do so, freeing up a car parking space for others that are too far to bike to their desired destination. This also can benefit the businesses by offering more volume of people visiting by having the locals (more of them; not all, it will never be all) feeling safe to bike there instead of drive.	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Blind curve with no sidewalk. People speed shrough neighborhood in the morning trying to avoid school traffic and save time going to work. I have been nearly hit multiple times while walking my dog by people speeding around this blind curve where I am forced to walk in the street because there are no sidewalks.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	A pedestrian bridge is needed across Alafaya, and potentially University, to connect off-campus housing to the main UCF campus. The four-way intersection of Alafaya/University and campus is very dangerous for foot traffic, and cars frequently block or drive through walking areas when pedestrians are greenlit to cross both paths.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orange County	There is not an existing trail here	Noted

Type	County	City	Comment	Response
Additional Comments | Comentarios adicionales	Orange County	Orlando	This project is in FDOT work program for next year	Noted
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	Please fix the grease that covers the bike trail from The Hall on the Yard's grease traps.	Outside scope of ATP - Will forward to relevant agency
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	There are no contiguous sidewalks on this street to connect Orange and Delaney. Neither side of the street has a sidewalk that connects. There are a few newer homes that added sidewalks but it is the only brick street in the neighborhood and there's no safe way to walk/bike down the block to connect to other paths	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	Very dangerous crossing, right turns shouldn't be allowed. Suggest that all lights should be red for 30 seconds in order for pedestrians to cross more safely.	Add New Project
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Walkways should be more enclosed from the road, too close to the right lane and pedestrians could risk of being run over by a distracted driver.	Add New Project
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Incredible need for a pedestrian crossing. Light or no light. So many people cross this area, and so many cars dont look out. Its the most active section of the North Quarter and people have to jog across the street where theres brief 10 second pauses in traffic. Preferably North of the alley abutting Reyes, as many cars turn south there.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Seminole County	Seminole County	please add a crosswalk here to connect student housing to UCF. students cross here regardless and it is a matter of time before someone gets hit and killed here.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	BRT lanes on colonial to UCF, please.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Maitland	There is no way to safely walk down Maitland Blvd across the overpass.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Corner of Fiquette and Overstreet. I do not understand why people forget the rules of traffic here, but people leaving the neighborhood are constantly dodging people turning left from Overstreet onto Fiquette who disregard the right of way. This intersection could use a left turn light to alleviate problems.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Midblock pedestrian crossings along Mills for pedestrians going between bars and restaraunts	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	The bike trail crossing colonial is really crappy compared to other recently improved sections of the trail. It doesn't feel safe and the side walks are awkward to navigate right near colonial.	Add New Project
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Winter Park	SUNRAIL should run on newer, more modern trains. Stadler FLIRT diesel is a good start, as seen in Dallas' DARR system	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Came to write this myself. There was a lively discussion on Reddit about this over the spring. Possibly at the Weber/Mills intersection.	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orange County	The sidewalks here are very narrow and no room for biking.	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Sidewalks aren't on both sides of the road. Despite the speed limit of 25mph the road is way too wide which means people routinely drive 40mph+	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	There is sidewalks on only one side of the road. The road is way too wide which means that drivers routinely drive way above the posted speed limit of 25mph.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Road is way too wide for the posted speed limit of 25mph. Drivers routinely drive way above this limit and there's a school which children walk to	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	The bike lanes disappears forcing cyclists to suddenly compete with cars for space which is incredibly dangerous. The bike lanes should be separated or protected because cars routinely park in the bike lane.	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	The sidewalks are way too narrow for how fast drivers drive. There are tons of events that has pedestrians crossing the street and there's often not enough room on the corners for people.	Add New Project
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Yes, and there should be sidewalks on both sides of Corrine	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Traffic calming measures should be added to improve the safety. Corrine shouldn't be 2 lanes wide and cars commonly crash into parked cars because people drove so fast.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Curry Ford is way too wide between Conway and Bumby. There is no reason for it to be 5 lanes wide for the amount of traffic in the area and the lanes are huge. There is no bike lanes and biking on the sidewalk is tricky because there are so many trees that hang low over the sidewalk. There should be bike lanes added and if the city really wants to make The Hourglass District a pedestrian area Curry Ford needs to be drastically narrowed to make it safe to walk and bike.	Existing proposed project addresses comment

Type	County	City	Comment	Response
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	The access roads for I4 are way too huge and extremely dangerous to cross on foot which effectively makes a barrier between downtown and Creative Village.	Noted
Additional Comments | Comentarios adicionales	Orange County	Orlando	The lack of BRT lanes in Orlando is embarrassing. We just have a few bites lanes downtown that barely connect to anything.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orlando	Add park bench to see city skyline	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Fix brick road, currently has large sink areas and causes cars to be unsafe while driving down road. Kids play on this road.	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orange County	There needs to be a protected bike lane on the entirety of Alafaya for students. There amount of apartments that are very close to UCF with no way to safely get to campus as a pedestrian is ridiculous. I attempted to bike to work on Alafaya for a while but it was so dangerous I had to stop even though biking was often quicker than driving sure to all the traffic.	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orange County	There should be a protected bike lane for cyclists to get from UCF area to the trail. If you live less than a mile away it's ridiculous that you're forced to drive to the park because the roads are so dangerous.	Add New Project
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Lack of sidewalks make it dangerous for children to walk to nearby Blankner K-8 School	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	This is only a two-way stop with no crosswalk. A safety issue for people walking through here.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	This is only a two-way stop with no crosswalk. A safety issue for people walking through here.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	The road is narrow here. There is a lack of sidewalks making it dangerous for pedestrian and bicycle traffic.	Add to Sidewalk Bundles
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	I agree. I remember there was a proposal many years ago to get a bridge built, but it never happened. Lives could literally be saves by this, especially with the development of even newer student apartments near the intersection right now.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Agree! Current sidewalk is very narrow and very close to the cars on Hall Rd right at a blind spot..	Add New Project
New Facility | Infraestructura nueva	Orange County	Orange County	The trail here already kinda exists. It needs to be paved but it’s already cleared. This would provide a good connection between the two communities and provide access to lakeside village (Publix etc) via bike on trails only.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orange County	Connect the hundreds of apartments to all shops and restaurants on Daryl Carter parkway. Westwood has terrible sidewalks and no bike lane.	Add New Project
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	This mixed use trail connects thousands of houses to Publix, restaurants, and services at lakeside village except, you can’t cross. People cross from the park on the lake to get items for parties at Publix and run across. Especially when school lets out people cross 4 lanes like nothing. We need a raised crosswalk (or any crosswalk) to connect the trail to the bike parking and provide a safe crossing for everyone.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	People turning east onto colonial from semoran do not stop at the red light prior to turning. If there can be bright lit signs that say “stop here on red” or something to remind people to stop prior to turning, I think that’d be helpful. I regularly cross here for commuting to / from work and have to deal with people turning through the red light at high speeds.	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	The stop sign on the eastern exit in the shopping plaza is after the side walk vs before like on the western exit. Cars regularly pile up here and block the sidewalk. Propose moving the stop sign to before the sidewalk.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orange County	The trail in this area is used predominantly for recreation, but could be more useful for transportation if there were safer connections between the trail and businesses on Aloma, Forsyth, and Palmetto.	Discussion post - no response needed
Safety Improvement | Mejora en la seguridad	Seminole County	Casselberry	Residents east of the starting point of this line frequent businesses in this area on both sides of 436, but many residents do not feel it is safe enough to walk/bike/ride there, due to congestion and inattentive drivers near the intersection of Howell Branch and 436. Additional signage has helped at the intersection, but better marking of crosswalks at shopping complex entrances, and sidewalks or bike paths wide enough for two-way traffic would help.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Seminole County	Seminole County	A great deal of the morning and afternoon traffic on Aloma is due to private school drop-off and pick-up, with many drivers traveling between Trinity Prep and other schools or workplaces in Winter Park and Maitland. Many Trinity Prep students live within walking or biking distance of the school, especially in the newer neighborhoods nearby. Investigating whether vehicular traffic could be reduced if the pedestrian infrastructure around Trinity was improved might be warranted.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Lack of a bike lane or side-trail makes biking in this area difficult. Perhaps bicycling signage in both directions might help some.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	The existing sidewalk at the corner of Judge and Conway is dangerous as the sidewalk has a blind spot due to a neighborhood wall.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Belle Isle	The width of the bike lane in this area along Orange and Hansel is a joy to bike since its recent rework. The only problem is that drivers sometimes think the bike lane is a car lane.	Vision Zero Action Plan

Ride & Stride 2050
ACTIVE TRANSPORTATION PLAN

Type	County	City	Comment	Response
Safety Improvement | Mejora en la seguridad	Orange County	Belle Isle	The lack of any kind of bike infrastructure along Hoffner is dangerous.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	Much in favor of a trail that connects Underhill to East Colonial and Cady Way Trail through the Executive airport.	Noted
Additional Comments | Comentarios adicionales	Orange County	Orange County	Do not hold off on this connector trail waiting for a bridge over Semoran. The alternative is to ride on Hanging Moss, which is a much traveled road. This connector opens up and east west trail most of the way to UCF.	Noted
Additional Comments | Comentarios adicionales	Seminole County	Longwood	Connectors from existing trails to SunRail stations are beneficial.	Noted
Additional Comments | Comentarios adicionales	Seminole County	Lake Mary	Connectors from existing trails to SunRail stations are beneficial.	Noted
Additional Comments | Comentarios adicionales	Orange County	Winter Park	Connectors from existing trails to SunRail stations are beneficial. Winter Park to Cady Way.	Noted
New Facility | Infraestructura nueva	Orange County	Orlando	Bike lanes to connect businesses to bike network	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	sharrow signs on ground to signal bike friendly neighborhood. Need for speed reductions	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Increase width of sidewalk! Maybe further away from road. This sidewalk is on city land and extremely dangerous, next to cars driving way over the speed limit. It is about 5 feet with no ROW.	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	The speed limit is either too slow, or the road is too wide. The speed limit is 35moh, but it's 6 lanes across, so people regularly go 60mph through here. It doesn't feel safe to go anything less than 45-50mph, yet police officers regularly set speed traps and pull people over for going even just 40mph on this road. The speed limit needs to be reassessed, it's not safe.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Seminole County	Seminole County	Dike Road in front of Lake Howell High School needs protected bike lanes and wider sidewalks to handle the volume of people coming/going during the school year. Existing infrastructure is insufficient for current/future needs.	Existing proposed project addresses comment
New Facility | Infraestructura nueva	Orange County	Orlando	There is plenty of existing ROW along OBT to add a bike facility — protected — to connect into the new packing district bike routes.	2050 ATP Project Addresses Comment
Safety Improvement | Mejora en la seguridad	Seminole County	Altamonte Springs	I4 on ramp crosswalk on all sides of intersection anre incredibly dangerous to pedestrians as cars approach at very high speeds and are not looking for pedestrians.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Seminole County	Altamonte Springs	The bike lane on 436 suddenly disappears and then reappears on the other side of the heavily trafficked I4 West on-ramp. It’s absolutely terrifying to navigate as you aren’t sure if you are going to get rear-ended by someone in the right lane, or sideswiped by someone merging late, or T-boned by someone entering from Wymore.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Maitland	It is great to have bridge over I4, but if there is no interconnecting infrastructure, especially to the east, it will not be used.	Noted
Additional Comments | Comentarios adicionales	Seminole County	Seminole County	This street does not connect with the trail	Noted
New Facility | Infraestructura nueva	Orange County	Maitland	There actually is, but it’s not obvious. From the southeast corner of maitland Ave & maitland Blvd, take the sidewalk leading into the trees. Follow that path past greenwood park the turn left onto the bike overpass to the far side of 17-92. Or if you want to be on the west side of 17-92, go right instead of left and cut through the neighborhood and SunRail station.	Discussion post - no response needed
New Facility | Infraestructura nueva	Orange County	Maitland	There is an existing sidewalk here.	Noted
New Facility | Infraestructura nueva	Orange County	Orange County	Interconnecting the Greenway trail directly to the Cady Way / Cross Seminole trails would open up more ways to get to the UCF area.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	Orlando definitely needs additional ways to get into and out of downtown. This trail just stops unexpectedly without an easy alternative that connects to downtown.	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This is a dangerous area where I have seen several bike / car "encounters". Although these are residential streets, drivers often speed.	Noted
Additional Comments | Comentarios adicionales	Orange County	Orlando	Thanks to First Alliance Church that allows pedestrian and bicycle access to their parking lot giving access to the Lake Underhill trail.	Noted
Additional Comments | Comentarios adicionales	Orange County	Orlando	I remember there being a bike lane here, but last time I biked this way there was no lane and it felt very unsafe with the cars.	Noted
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	Bikes do not trigger the light so you can be waiting forever to make a left turn onto the trail from Livingston. Suggest adjusting timers or adding a sign for where bicyclists should stand to trigger the sensor (similar to what's on Marks/Mills).	Forward to relevant agency - Outside Scope of ATP

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Type	County	City	Comment	Response
Additional Comments | Comentarios adicionales	Orange County	Orlando	I like the idea of wider sidewalks but not on-street parking -- the parking would just make the traffic on the area worse and less bikeable.	Noted
Additional Comments | Comentarios adicionales	Orange County	Orlando	Seems like the bike lane is already doing it's job of calming down/slowing the cars down on Corrine. Yes, the lane is more narrow for cars. No, the west bound lane is not more dangerous. Just drive the speed limit. Most cars on that road go 45+ and it needs to stop.	Noted
New Facility | Infraestructura nueva	Orange County	Orlando	Can we get sharrows on Nebraska? Or signage to cars to share the road? Virginia is a death trap which leaves Nebraska as the safest way to get to the Urban Trail from Audubon Park.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Would be great to connect the bike lanes on Ferncreek since the lane disappears at the intersection.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Winter Park	Howell branch and temple trail light takes way too long to change for traffic. Cars end up going on red and could cause dangerous interactions. The light at Howell and temple needs to become smart lights. It can sometimes take up to 7 minutes for the light to turn green on Temple Trail when not a single car is coming on Howell branch rd.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	Connecting College Park to Lock Haven Park and the Orlando Urban Trail would then allow it to have a safe route to downtown and beyond. Currently riding a bike on Princeton between Edgewater and Mills is very unsafe. Princeton between 441 and Edgewater isn't that bad, but could use improvements. Adding this connection would create a connection all the way to the packing district.	Existing proposed project addresses comment
New Facility | Infraestructura nueva	Orange County	Orlando	Please add a signaled mid-block pedestrian crosswalk. Montana Street does not follow a straight line across Mills Ave, and there is no traffic light. To safely cross, pedestrians have to walk north to Virginia Drive or south to Lake Highland Drive. This crossing gets a LOT of pedestrian traffic (jaywalkers), especially at night!	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orange County	I often see many children waiting for the school bus completely exposed to the brutal sun. I believe a structure with some shade, a bench, and light (for when the bus arrives in the morning) on both sides of Bonneville would be beneficial for these students.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Seminole County	Oviedo	The potholes in this area are very unsafe and could damage vehicles. It needs attention!	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	No on street parking, please. It's bad for biking and there's not enough room on Virginia for separated bike lanes. On street parking is a dooring nightmare for cyclists.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orange County	Extend Research Pkwy west to connect with Percival Road to alleviate congestion on Challenger Pkwy/Woodbury Rd/Colonial Dr/McCulloch Rd/Orion Blvd/Lockwood Blvd by offering another route into and out of Research Park. Maybe even extend it all the way to Tanner Rd.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orange County	We need another way to go north and south other than Narcoossee Road. It’s takes an hour to go 15 miles !	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	I appreciate the commitment to safety, but I'm concerned that a bridge still prioritizes automobile transportation over pedestrians. Perhaps it's better to install a scramble here instead and/or convert the intersection so that there are "no turn on red" signs. This would incentivize cars to stop for any crossing this intersection on foot or by bike.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Build sidewalk on Yacht Basin Av going on the Turkey Lk Park side. To avoid people from crossing YBA and residents be able to just walk/turn without crossing at the light	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Maitland	Sidewalks along 17-92 in maitland are too small to fit a wheelchair or safely ride a bike on. There are utility poles in the middle of the sidewalk and their supporting guy wires as well.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Bike lane ends abruptly with no pedestrian access under 528. Wildly unsafe to ride on. I only ever tried once and got yelled at by a car for even trying.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	There is a sidewalk on the streets on both sides of 528 but they just end abruptly and there’s no safe way to cross 528.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	The light at South and Boone is not timed to accommodate SunRail. The train arrives and overrides the light, but it almost immediately starts for south street traffic and doesn’t even trip the pedestrian signals.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	With so many bars and restaurants along Mills, from Colonial up to Virginia, the volume of pedestrian traffic is extremely high. Even more so on the weekends. There should be more protected bike lanes and pedestrian crossings throughout this area. Look at what has been done in Audubon Park from Leu Gardens to East End Market for a good example.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	408 to 417-N. The right lane ends/merges on a curve with no sign or road markings	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orange County	This area is crazy. Fix it, stop building more and focus on fixing congestion problems	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Feels unsafe. It's dark, there is vegetation overlapping the walkway.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Dark, vegetation overlapping, odd hideaways to the vegetation	Forward to relevant agency - Outside Scope of ATP

Type	County	City	Comment	Response
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	Make the Primrose Dr Proposed Share/Path Facility a top priority on your CIP. This will be a great extension to the Downtown Loop on Anderson	Noted
Additional Comments | Comentarios adicionales	Orange County	Orange County	I recommend a share/facility instead of a Proposed bike lane on Curry Ford -- The existing street design allows for cars to drive a higher of the posted speed, making it difficult for none experience cycles to ride their bike, and all the curbs cut will create additional point of conflicts between the car and bicycle.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Also barely any crosswalks to be able to cross the streets safely	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	So many children and families cross the street here on the way to and from school. Cars rarely slow down or stop even though there is a crosswalk and signage.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Many pedestrians cross this road to get to lake como. There are no pedestrian cross walks between Bumby and gore on Primrose. I routinely see cars doing 60+ mph making it very unsafe to cross.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Orange County	Orlando	Bumby needs to have slower traffic. Also, Crystal Lake and Primrose. I suggest narrowing the road like Delaney. Or uncover brick roads. Speed humps. You can do better on the light timing at South Street and Bumby. Make a right turn arrow southbound on Bumby at South street. On Bumby, at Anderson, delineate two lanes from Mayfair ip to Amderson. Better timing at Anderson and South Street at Primrose Also, continue sidewalks on Buckminster Circle from Litchfield to Anderson	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Though a common cut through, this is a neighborhood street, which is of proper size for the posted speed limit of 25 mph. This needs to be enforced, as vehicles daily go above it. Drivers keep the same speed they do on Bumby on to Lake Como Cir. They often nearly crash, and sometimes do, into my street tree, yard waste, or trash cans. If the speed limit was any higher, these accidents would be more frequent. A brick road would beautify the neighborhood AND encourage better driving habits.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orange County	The Sand Lake Road East bound right turn lane arrow timing doesn't make sense. Typically it's red when there isn't any traffic moving thru the interchange. Seems it's not optimized for traffic flow.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Unsafe to walk, bike or scooter past the I4 interchange. None of the cars stop for pedestrians even when they are required to stop.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Roundabouts are a safe, efficient and pedestrian friendly way to solve this issue! This round about would make it much safer for children biking and walking to school and improve traffic flow all around	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	With so many restaurants and businesses on Curry Ford, a bike lane is the perfect way to join to the downtown loop!	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Existing Bike Lane is poorly marked and is often used by drivers to park cars.	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	Would be nice to connect existing Bike Lane around Lake Como Circle to new Downtown Connector Loop along Anderson St	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Existing Bike Lane is poorly marked and is often used by drivers to park cars.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Speeding cars	Vision Zero Action Plan
New Facility | Infraestructura nueva	Seminole County	Seminole County	Seconded, people do cross often from the UCF arboretum trails to Publix/the housing areas as it makes for a significantly further walk	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This area is very dangerous. A car came very close to running me over when I was pushing a stroller in the crosswalk.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Seminole County	Oviedo	Or even just a real bike path to connect the ends on opposite sides of the road. I.e., something more than just a sidewalk on the west side--wider, protected/designated, with an approach to the crosswalk (at the Oviedo Mall entrance road) that you can turn a bike in.	Add New Project
New Facility | Infraestructura nueva	Orange County	Orlando	Would like to have a crosswalk similar to the one in Audobon Park that allows pedestrians to activate a red light that transitions to a flashing red that allows the drivers to continue after pedestrians are clear.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orlando	Construct sidewalks along Graham so you can walk the entire length without entering the street.	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	Implement one-way streets with marked reverse angle parking spaces to increase neighborhood street parking capacity while improving visibility of oncoming cars, cyclists, and scooters from parked positions.	Forward to relevant agency - Outside Scope of ATP

Type	County	City	Comment	Response
Additional Comments | Comentarios adicionales	Orange County	Orlando	I think the BRT could use the middle stretch of Colonial as a core set of dedicate lanes and signal prioritization, and then have one spur to UCF and another than continues down Semoran to Orlando International Airport on the east side. On the west side, spurs could go to College Park + Princeton/Silver Star, Pine Hills + Ocoee/Winter Garden, and Exploria/Camping World Stadiums + MetroWest/Valencia College West. BRT need to be expansive enough to be useful.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	The pedestrian-activated crosswalk that allows drivers to continue once clear is a great design. I think more areas of Orlando need to use this type of traffic device. It prioritizes pedestrians without becoming an inconvenience to drivers by offering the ability to proceed with caution. I have enjoyed using this crosswalk as a pedestrian and appreciated the flexibility as a driver.	Comment of Appreciation
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Kaley Needs Sidewalks- especially at the railroad crossing! The new Division Street path is great, but there's not a safe way to get to it from Delaney park!	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Primrose has inconsistent bike lanes and sidewalks along it's length and no clear or flashing crosswalks, making it extremely unsafe to move along. Cars are constantly speeding and passing along this residential road which further increases the danger.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This intersection is often used in all four directions by pedestrians and traffic. A 4-way stop here may improve safety and reduce speeds.	Existing proposed project addresses comment
New Facility | Infraestructura nueva	Orange County	Orlando	Making Bumby, Primrose, Crystal Lake, or some combinations of those roads one way from Colonial to Curry Ford may improve traffic flow in the area (specifically under the 408) and improve overall safety.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orlando	Constructing a continuation/bypass for Conway to Crystal Lake next to the 408 could help alleviate traffic through the adjacent neighborhoods and improve safety for pedestrians in the area. This is understandably dependent on the adjacent airport property.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Belle Isle	There are two lanes turning left from oakridge to north Orange here. Cars in the left lane take the turn without realizing it is a one way road(so sharp left) and they unwittingly cross into the cars in the right lane turning as well, this forces cars into the bike lane to prevent an accident, this also causes people to road rage on drivers. Also at least 50% of the cars that turn, use the bike lane like it's a car lane all the way down to turn right on hoffner, this turn is surrounded by 3 scho	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Belle Isle	There are two lanes turning left from oakridge to north Orange here. Cars in the left lane take the turn without realizing it is a one way road(so sharp left) and they unwittingly cross into the cars in the right lane turning as well, this forces cars into the bike lane to prevent an accident, this also causes people to road rage on drivers. Also at least 50% of the cars that turn, use the bike lane like it's a car lane all the way down to turn right on hoffner, this turn is surrounded by 3 scho	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	There is only a bike lane here going one way, with no other bike lane located nearby. It's confusing for people and makes biking difficult because your return trip dangerous.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orange County	Physically separated bike lanes are required in the 434 corridor from SR 50 to UCF, especially in light of the student housing that is in planning for the coming years. Students need to be provided a safe mobility option to get to school that does not require single automobile usage.	Existing proposed project addresses comment
New Facility | Infraestructura nueva	Orange County	Orange County	FDOT is planning a 14 foot multiuse path on SR 50 beginning at Chulota Road. Please continue these wide shared use paths further west on SR 50 to provide connections to more residential and commercial activities. Don't forget the shade trees along the path to improve comfort and make the path more useful to more people!	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Seminole County	Sanford	Increase bike access to sun rail station Add bike parking	2050 ATP Project Addresses Comment
Additional Comments | Comentarios adicionales	Orange County	Apopka	Connecting this trail along this small segment would open up safe cycling and walking opportunities for this neighborhood. It's only a small segment left to connect.	Noted
New Facility | Infraestructura nueva	Orange County	Ocoee	Creation of an Ocoee West Orange trailhead park would be amazing the for the community and connecting and improving sidewalks to trails along ocoee Apopka to Binon Road would connect communities safely and provide an invaluable connection to the west orange trail	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orange County	This corner is incredibly dangerous and always backed up. Sometimes all the way past Volcanoe Bay. There should be another exit between here and 528 and another between 528 and Apopka Vineland. This exit needs greater capacity too and the lights on Sand Lake be better synchronized	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orange County	There needs to be a traffic light here. I've witnessed multiple accidents here from all angles. People turning from opposite sides of the road often block each other's view. This is very dangerous	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Osceola County	Osceola County	Mountain bike Trail needed.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Seminole County	Sanford	Adding a dedicated bike / walking trail running next to Lake Mary Blvd would then connect the Seminole County trails to SR 415 trail in Volusia County and the Central Florida trail. Lake Mary Blvd is a heavily traffic road and is dangerous to bikers trying to share the road. The side walk is fairly wide between Rhinehardt Road and Country Club road. But it is very narrow, uneven with bad grading at multiple crosses as you travel Northeast.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Seminole County	Seminole County	The Cross Seminole trail takes a hard turn from Greenway Blvd to Longwood Lake Mary Rd and it narrows to a very tight sidewalk. The grade to the cross Greenway Blvd is okay for walkers but is very tight for bikers. A wide more curved trail crossing here would be much safer for bikers.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Seminole County	Seminole County	Extending the Cross Seminole Trail over Greenway Blvd and down the power lines right away down to Ronald Regan Blvd would be a great benefit for bikers and walkers. It would be a big improvement over the narrow part of the trail that runs next to Longwood Lake Mary Road. It would be much safer. I believe this is planned but hope it will happen very soon.	Noted
Additional Comments | Comentarios adicionales	Orange County	Orange County	Connecting the Seminole Wekiva Trail to the West Orange Trail would be a big benefit for bikers and walkers. Completing this connection will link multiple trails in one continuous trail stretching across Central Florida. I know this is planned. I not certain if it is on the schedule for the near future.	Noted

Type	County	City	Comment	Response
Additional Comments | Comentarios adicionales	Orange County	Apopka	The Neighborhood Lakes Trail now connects to Lake County to the North and then also to Seminole county to the east. Completing a southern connection though to Apopka to the West Orange trail would be a big benefit to bikers and hikers. It could be another link in the coast to coast trail.	Noted
Additional Comments | Comentarios adicionales	Orange County	Orange County	Extending the West Orange Trail north to Neighborhood Lakes Trailhead would be a great addition for bikers and hikers. This link would connect to Lake county and to Seminole county.	Noted
Additional Comments | Comentarios adicionales	Seminole County	Oviedo	The Cross Seminole Trail seems to end at N Central Ave in Oviedo. Yet it does continue south just passed the 426 crossing. There is already a big road construction project here. Is there a plan to extend and connect the trail with a wide side crossing over 426 and down to where the trail continues? Signage is not good here as you without a online map system, a bike rider would not know to continue south to pick up the Seminole trail past the 426 crossing.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Seminole County	Winter Springs	There needs to be a sign here directing bike riders that the Cross Seminole Trail turns at the entrance to Layer Elementary School.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Seminole County	Lake Mary	A dedicated bike / hiking trail along Country Club Road is really needed. Connecting this trail to the north and west to the Cross Seminole trail would allow bikers and hikers to safely and easily circle Lake Mary.	Noted
Additional Comments | Comentarios adicionales	Seminole County	Seminole County	Adding signage that the Seminole Wekiva Trail now connect to Lake County trails that parallel 429 and route 46 would be a benefit to bikers.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Seminole County	Seminole County	The North section of the Cross Seminole trail is pretty rough and is in need of a repaving. Along Rinehart Rd north of H E Thomas Jr Pkwy and as it crosses route 46 and then heads east to route 17 is very rough and uneven. Also, this is a busy traffic area . Addition signage to notify drivers of the trail crossing at shopping and business entrances is needed.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	There is a gap here in the trail which was never completed making a safety issue for all and an accessibility issue for handicapped people.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orange County	Second this! I cycle every morning for fitness longer than my commute to UCF because I'm terrified of crossing 436 and riding Hanging Moss. Seems strange to cycle this distance every morning and then get in my car to drive to work.	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Winter Park	I can second this. The bike lanes are just turn lanes for cars when traffic backs up.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Orange County	Orange County	I agree, doing this will have a safe trail to and from UCF to Downtown, with a nice stop in baldwin. I do this ride a lot. Getting off the Econ trail to ride down Forsyth to moss rd to Semoran. That part is not the safest part of my ride. Especially when your on moss and the big work trucks and school buses pass you. I would be happy to see this finished even if there is no bridge going over Semoran. Just make the path to cross semoran noticeably for drivers.	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	There is no sidewalk or at this location around a blind corner of the road. This area also is close proximity to a school.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Orange County	Winter Park	Lakemont north of Aloma needs additional lighting. It is unsafe to walk at night, even on the sidewalks. Forget about trying to cross anywhere other than Lakemont elementary.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	I am very excited about the proposed downtown loop bike project that will be passing in front of my apartment	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	There is no safe means of transit for a pedestrian between the northbound and southbound sunrail stations. This adds to the existing danger of the railroad crossing by encouraging jaywalking across 4 busy lanes of traffic.	Add New Project
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	This is Wetherbee Elementary school. After a child was killed here a few years ago most parents now drive their kids to school. We need a pedestrian bridge to go over Wetherbee to make it safer for the children to cross the street. It would be even better if a bridge could be established into Sawgrass where the majority of parents pick up their kids. That would allow the parents to stay within their own community to gather the children and free up traffic on Wetherbee.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orange County	Agree!! Too many cars crowd the middle lane trying to turn and it's impossible to see.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Ocoee	Ever since the school was added on Hackney Prairie, the traffic has increased significantly in addition to the neighborhood traffic. Now that the city of Ocoee is FINALLY four laning Clarke, the need for a stop light will increase significantly.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	The roadway here is broad and straight, and we have nightly street racers as a result. It's dangerous to walk. I would love to see the road way narrowed here, ideally to 1 lane, introduce some hostile architecture (bump out medians, close trees, etc), and see more protected bike space here. A protected/expanded bike lane would increase access to the Hamlin amenities for thousands of ppl living in Independence that may not want to make the trek given the current sidewalk status.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orange County	I agree. This is the worst intersection in Orlando, imo. The lights are perpetually out of sync, letting 2-3 cars off the highway at a time, and if you're trying to make a left at Turkey lake, it's either dangerous or impossible.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	I agree for the bridge. I see a lot of people coming from campus to the Plaza for the shops down below and a ramp bridge is much needed. It’s a win for everyone	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	All of the bicycle/pedestrian infrastructure along SR50 between Bumby and Herndon is terrible. Sidewalks that are too narrow with giant light/signal poles hogging too much of an already too narrow area (in front of Home Suite Home)	Add New Project
Safety Improvement | Mejora en la seguridad	Orange County	Belle Isle	hoffner at 2 lanes is dangerous for cars! how about 4 laninng from Orange Ave to Conway! This is a major arterial road maskarading as a neighborhood street! Maybe then we can worry about bycicles - who BY THE WAY have ample sidewalks on both sides of hoffner to use!!	Vision Zero Action Plan

Type	County	City	Comment	Response
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Winter Park	Upgrade the sidewalk/bike lanes to be protected. With new commercial development towards Orlando Avenue, this would be a prime opportunity to help better connect the neighborhoods to commercial activity given that parking spaces are at a premium. Increased pedestrian activity would help reduce cars coming out of neighborhoods and decongest traffic.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	100% agree this road feels so dangerous as a pedestrian and a biker, the fact that it is next to Orlando's premier park only adds injury	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This intersection should have curb extensions, cars tend to speed around the corners here making the area unsafe	Add New Project
New Facility | Infraestructura nueva	Orange County	Orlando	This intersection should be a 4 way stop along with the other intersections in this neighborhood.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orlando	Pedestrian signals should be added to this intersection.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orlando	Pedestrian signals should be added to this intersection.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Eliminate the right on red here, drivers do not look out for pedestrians	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	The slip lane here feels like a death trap if you're on a bike	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orange County	Complete the Shingle Creek Trail expansion and include a connection point from Williamsburg into the trail	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Sidewalk needed. This is a popular walking route and offers low visibility for cars taking the turn	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Crosswalk needed to connect lake como and lake Underhill neighborhoods. Dangerous crossing without one.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orlando	Consistent and welcoming sidewalk needed to encourage walking/biking to all the awesome businesses on this street.	Add to Sidewalk Bundles
Additional Comments | Comentarios adicionales	Orange County	Orange County	Agreed, we need a connection between the Cady way trail and the little econ trail. Using hanging moss and forthy is way dangerous.	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Winter Park	Need either pedestrian crossing to apartment complex or sidewalk to connect to traffic light.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Something to get people to stop parking along the airport entrance roads would both be nice as well as give some room for people that walk on foot in and out, especially for late flights when the busses aren't running. Some kind of paved sidewalk would help, but I'm not holding my breath.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orlando	HAWKs are confusing. Wig Wag style lights should be used for complete stops like school buses and railroads. Not to indicate that you can continue to proceed.	Noted
New Facility | Infraestructura nueva	Orange County	Orlando	One way roads would only encourage speeding and would hurt the businesses along the road. Suggest a road diet with parking and better sidewalks and perhaps a shared use path.	Noted
Additional Comments | Comentarios adicionales	Orange County	Orlando	Add a crossing or 4-way stop at Buckminster. This will slow traffic and enhance pedestrian safety along the roadway.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	The existing sidewalk is safe. No changes necessary. Sidewalk has no blind spot.	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	There are constantly people street racing down this street at night. It's a very pedestrian heavy area. It may be a good idea to add some safety option like speed bumps.	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	Side walks are too narrow on the west side of Rosalind	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orlando	It is extremely inconvenient that the signaled pedestrian crossings here are so far apart, there needs to be more opportunities to cross the street here as a pedestrian	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	The east colonial/Mills 50 area is genuinely so unsafe. Narrow sidewalks, street parking that blocks the view of cars in driveways and their view of oncoming traffic, fast traffic, long sections where you cannot cross. The intersection of Mills and colonial might as well put up bollards on all the corners since drivers regularly drive into the store fronts. These streets obviously value throughput of cars over the lives of the people who live here.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orlando	All of our schools should have bike lanes leading to them, kids should be capable of riding themselves to school safely	Noted

Type	County	City	Comment	Response
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	This bike lane needs an upgrade, it doesn't even visually look like one, it looks like a gutter	Add New Project
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	Bike lane needs to be upgraded it is too narrow and should be separated	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	get rid of the slip lane and stop designing them, they are inherently unsafe	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orlando	There should be more opportunities to cross the street as a pedestrian on this street	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	These intersections should have crosswalks and their curbs extended to help slow traffic. Potentially add some sort of signalized pedestrian crossings	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	The sidewalks in downtown become so narrow that you can't walk shoulder to shoulder comfortably with someone. Ideally orange ave would be reduced by a lane and the facilities would be upgraded to look like the section of orange that currently has a separated bike lane	2050 ATP Project Addresses Comment
New Facility | Infraestructura nueva	Orange County	Orlando	it would be amazing if orange had a separated bike lane and wider sidewalks. There are also long stretches for pedestrians before they can safely cross. The streets here could have narrower lanes to slow traffic	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orlando	dedicate bus lanes would be nice too	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	The bike lanes should be protected and separated so that they are safe enough for the children who go to this school	Add New Project
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Winter Park	Having bikes share the road is not real biking infrastructure. Would like separated bike lanes, or widen sidewalks with improved crossings at intersections to make biking safer	Noted
Additional Comments | Comentarios adicionales	Orange County	Orlando	The BRT in downtown is actually a joke and doesn't take you anywhere useful, who is it even designed for? We should be connecting our neighborhoods with BRT but this city only sees mass transit as a vanity project	Outside scope of ATP - Will forward to relevant agency
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This intersection should be a small roundabout. It is so dangerous to go left from warehouse road as traffic is almost continuous than you have the car coming from the target than you have the car turning into warehouse road but also the visibility is so bad because you have the car on the right lane blocking the view because they can't see due to the electrical panels. A nightmare. It's a hope for the best and hope there are no cars. On top of this cars going left from exiting the mall.	Add New Project
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	There is no clearly defined bike lane from the end of the Urban Trail to the beginning of the Lakeview bike lane. In order to access the Lakeview bike lane riders have to battle cars as they merge onto the I4 east ramp. It's a kill box.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This is the primary route between College Park and Downtown. There should be a designated bike lane.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	No defined bike lane from the end of the Urban Trail to the beginning of the Lakeview lane. Riders are vulnerable to cars racing up Magnolia to the I4 east ramp	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This intersection of the tracks and road is awful, with a blind corner for crossing pedestrians and cyclists, both on the road and Gertrude's walk	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	Left turn lanes into the shopping centers and neighborhoods all along Narcoossee Rd are not nearly long enough to accommodate the traffic for those shopping centers and neighborhoods (publix, lowes, walmart, sams, eagle creek). This results in the left lane being blocked by cars waiting to turn and traffic backing up, slowing the overall flow along the road.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	the majority of Anderson street's sidewalk west of Summerlin are Dangerous, causing leg, arm and head injuries to pedestrians due to poor conditions and years of neglect. Please Repair and Upgrade asap! Also the sidewalk should proceed all the way to Boone avenue not end abruptly at Magnolia.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Orange County	Apopka	Please improve safety in this area. West Orange trail at this point is basically a sidewalk with many parking lot entrances. Also consider some kind of buffer between trail and traffic as you extend trail north.	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	Pedestrian crossing signal takes way too long. There is usually no more cars and people run across the intersection before the pedestrian light changes.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This intersection needs a green painted crosswalk with faster pedestrian signals. People run across or bike across the road before the light even changes. This connects to major bike routes (Lake Ivanhoe and the URBAN Trial)	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Sharrows or wider sidewalks would greatly increase the safety and connectivity of advent health Sunrail and Collegepark	Forward to relevant agency - Outside Scope of ATP

Type	County	City	Comment	Response
Additional Comments | Comentarios adicionales	Orange County	Orange County	This interactive map uses gray text on gray background which I have to strain to read, and I have good eyesight. Also, the default font sizing is tiny. Please improve the contrast and readability of this tool so that it is welcoming to people of all abilities.	Noted
Additional Comments | Comentarios adicionales	Seminole County	Oviedo	This intersection is very dangerous and difficult to cross with increased traffic on Central Avenue/434 both ways. There once were plans for roundabouts to go in but I'm not sure if that is still being planned or for when. Until then, this remains quite dangerous.	Add New Project
Additional Comments | Comentarios adicionales	Orange County	Orlando	I agree! This intersection is extremely dangerous for all forms of travel. It regularly gets car crashes, and it is difficult to cross Robinson on foot or wheels.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Need wide bike lane along Lake Eola on Robinson. Suggest narrowing car lane to reduce car speeds in this section.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This crosswalk could be enhanced. Crossing Livingston feels unsafe. Drivers do not stop for Peds, especially during rush hour. Maybe it could be a raised crosswalk, or a 4-way stop, etc. something to prioritize pedestrian safety and slow down cars.	Add New Project
Safety Improvement | Mejora en la seguridad	Seminole County	Altamonte Springs	The sudden ending of the right lane causes many cars to suddenly merge into the left lane that continues straight and in turn causes near-accidents.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Seminole County	Altamonte Springs	Cars that have to go from Wymore Rd to the left turn at FL 436 create dangerous situations by either driving too slow or too fast by weaving through cars, all while driving perpendicular to the lanes.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Seminole County	Altamonte Springs	When exiting the Northbound expresslane, once you are first in line on the right lane, cars waiting on the left lane block the view of right turners and make it dangerous to know when to go, as one cannot see incoming E Central Pkway traffic.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Seminole County	Altamonte Springs	This express lane exit gets congested during afternoon rush hour due to the light lasting only 5-9 seconds. Also, the congestion spills out to the main express lane, which is dangerous as many cars go above 80 mph in the main express lane. The light at this intersection of cars going into this northbound exit and E Central Pkwy must be longer. during the 4-6 pm rush hour	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Seminole County	Altamonte Springs	It is very hard to describe, but the current merging mechanism of this exit is driver-unfriendly, and you always have to combat dense, incoming traffic.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orange County	Not sure how it is currently, but for years, turning left from Skyview into OBT was a project in itself, as the light would turn green at the same time as oncoming traffic from Southland Blvd and you would only get *seconds* to make the left turn. I had many near misses and close calls getting late for work due to being stuck in three roations.	2050 ATP Project Addresses Comment
Additional Comments | Comentarios adicionales	Orange County	Orange County	The lights for President Dr both north and southbound turning green at the same time has caused many close calls.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Turning left into the Phillips Crossing is bad. I have waited 4 minutes at times due to how congested Turkey Lake gets, regardless of the time of day. There should be a light to control traffic.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	I would like to see this section of Oakridge repaved	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orange County	With the construction of a new apartment complex in between 3 existing ones and a middle school, two traffic lights will be needed at both entrances of PGA Blvd. Cars exiting and entering Westridge Middle and "The Clubs" Apts. create delayed congestion	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	As a driver, I feel bad for pedestrians and cyclists crossing from InstaLoans to LongHorn. I wouldn't feel safe if I ever had to cross it myself.	Add New Project
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	The paving raod conditions of Maguire Blvd are very, very bad, especially the southbound lane	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	During rush hour, the timing of the traffic lights is weird; they turn green one by one, causing a pile-up and a frequent stop-and-go that causes near-accidents from drivers not paying attention.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orange County	Many people of the houseless group tend to concentrate here. Unfortunately, they tend to jaywalk, even those who are older and use walkers, and many cars have had near misses. People do not like to use the existing crosswalk that parallels Semoran at this Old Cheney Hwy light	2050 ATP Project Addresses Comment
Additional Comments | Comentarios adicionales	Orange County	Winter Park	Coming from westbound on Fairbanks, the large number of cars trying to turn left clogs all other lanes, thus making many cars going straight or left wait for multiple light rotations.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	It is very distressing that after years of many students passing away at this intersection, nothing has been done by the municipalities that cover this roadway.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	5 seconds is not enough for pedestrians to have a time gap before cars coming from Amelia, both east and west-bound get their green light and are getting into the i4 exit, become agitated, and drive right behind you.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	I think this i4 entrance should be closed. The radius to turn from eastbound amelia St to this highway entrance has caused near missed with pedestrians and other cars. Also cars almost miss the entrance due to the weird, tight radius.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Many people call this section of Orange Ave. a 3-lane racetrack. A city's central corridor should not feel unsafe to pedestrians and fellow drivers.	Vision Zero Action Plan

Type	County	City	Comment	Response
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	This crosswalk needs repainted markings	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	The bike lanes in this part of Livingston feel very tight; as a driver, I feel as if I am going to scrape by the cyclist.	Add New Project
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This i4 exit is... weird. Cars trying to merge to make a right to Colonial have to battle it with oncoming traffic from Garland. Bad design.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Signage is needed letting drivers know that the far right-lane ends into a right turn-only. Many near accidents of cars suddenly trying to merge into the middle lane when coming westbound on E Colonial.	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	Because of cars trying to merge to the middle lane, pedestrians have a hard time crossing, not knowing where cars will go	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	When crossing east to west, you have to peek out into the road to make sure cars have stopped, as the wall that supports i4 blocks your vision of Hughey.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	I agree with implementing a bike lane, but this road is already so narrow that most cars are driving onto the incoming traffic lanes; that still does not deter them from driving above the speed limit.	Noted
Safety Improvement | Mejora en la seguridad	Seminole County	Altamonte Springs	A speedbump or two is needed; cars driving too fast in a very pedestrian-heavy area.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Calming measures needed here, people driving too fast in front of a school.	2050 ATP Project Addresses Comment
Additional Comments | Comentarios adicionales	Orange County	Orange County	The map says this section has an existing shared- use path, but that is not accurate. There is no shared-use path currently on Ficquette road between Summerlake Park Blvd and Independence community entrance.	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	There needs to be more crosswalks here. I see people cross this street all the time. No one is going to go to the stoplights on either side of Eola to cross	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Plus with the sidewalks being so narrow, it makes walking there unnecessarily loud	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Need at least 2 cross walks on each end of this road by lake eola. Constantly has pedestrians jaywalking bc cross walks are too far away from the lake. I see entire families with children and elderly crossing.	Existing proposed project addresses comment
New Facility | Infraestructura nueva	Orange County	Orange County	This part of Hoffner needs some beautification and regular maintenance.	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	The city should invest in a Semoran Blvd. beautification project. This is one of the city's primary gateways to and from the Orlando International Airport. Providing more welcoming scenery (i.e., new light posts, enhanced landscaping on medians and sidewalks, and seasonal decorative banners/decorations) would be a great improvement!	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Osceola County	St. Cloud	Need flashing lights for this school zone!	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Osceola County	St. Cloud	Need the flashing light for crosswalk replaced	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Osceola County	Osceola County	Need a stoplight at this intersection. Lots of traffic backs up on Brown Chapel waiting to turn left.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Osceola County	Osceola County	This road is too narrow and has steep falloff on either side. Lots of traffic coming from 10th and 192. Needs to be widened.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orange County	Convert the vacant Y into a community center	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Seminole County	Longwood	Wider sidewalks with safer transitions at the corners. Students and residents in the area will benefit from safer roads on Ronald Reagan.	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Seminole County	Casselberry	The play structure at this location should be upgraded to better serve the numerous amounts of children that attend city events.	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Seminole County	Longwood	Add a shade above all the playground facilities.	Forward to relevant agency - Outside Scope of ATP

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Type	County	City	Comment	Response
Additional Comments | Comentarios adicionales	Seminole County	Longwood	Wider sidewalks from Candyland park down towards 434 to accommodate and encourage usage of the park for walkers, bikers, skateboarders, runners, etc.	Existing proposed project addresses comment
Additional Comments | Comentarios adicionales	Seminole County	Longwood	Please add swings to this park! The kids would love that as an addition. A sunshade over the play structures would be nice.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	There are so many crashes here put a 4 way stop atleast!	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Heading east on I-4 at this point needs a "merge" sign. The rightmost lane merges with no signs or warnings, which causes some last-minute braking as cars unexpectedly find themselves in a lane that's ending. This is already a difficult merge spot as many cars from the center lanes are trying to enter the rightmost lane to take the Turnpike exit.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Seminole County	Casselberry	Speed bump(s) needed. Cars hit 50mph daily in a 25mph zone. Too long of a straight road without bumps for a neighborhood. Very unsafe	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Seminole County	Casselberry	Specifically N Griffin Drive.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Yes, A crosswalk bridge is one of many solutions for safe pedestrian crossing. No amount of money can bring back our kids. Knowledge is not free, the price for knowledge is to: Pay attention so we can learn and make better choices for today.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Osceola County	St. Cloud	Bad visibility at this intersection due to placement of electric poles.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Osceola County	St. Cloud	Need to fix the flashing light at this crosswalk.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	I think it would be ideal to have a shared use path that connected the cross seminole trail to the little Econ greenway.	Add New Project
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orange County	Connect cross seminole/cady way trail to little Econ greenway with a shared use path with lighting. Many people walk dogs along Econ at night feet from people going 50+ in a 45 without any sort of light	2050 ATP Project Addresses Comment
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	No shoulder for cyclists... sidewalk going north is dangerous for cyclists going downhill because of the abrupt sidewalk transition. The sidewalk transition is dangerous going uphill too because there is a blunt guardrail that cyclists need to avoid while trying to gain momentum uphill.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Dangerous drainage/curb drop off right at intersection. Neighbors kid fell off bike onto grate trying to check shoulder for motorists turning into the neighborhood.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orange County	Agreed! This connection is very much needed.	Noted
Safety Improvement | Mejora en la seguridad	Seminole County	Oviedo	I know that it's temporary due to construction but it is really dangerous for cyclists, children, and ADA access for there to be loose gravel on the sidewalk in this area. Makes it very difficult to make the connection for the cross seminole trail .	Noted
New Facility | Infraestructura nueva	Orange County	Orange County	I agree. I was hit by a car twice during my undergrad at UCF	Existing proposed project addresses comment
New Facility | Infraestructura nueva	Orange County	Orlando	Add EV charging to the Cell lots for MCO	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	There are trees within the sidewalk area that make biking dangerous and ada accessibility difficult. Cyclists using the sidewalk have to weave and often there are fallen leaves which makes braking dangerous.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	To grow this area commercially, as well as add additionally pedestrian safety, Better walkways need to be improved. Consider doing a "road diet" as Edgewater did years ago and go from four lanes to two, giving more sidewalk and parking. How can we make this area feel more like a mini downtown, like plant street in winter garden or Edgewater that feels safer to walk and park?	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	This is a very dangerous crossing point. There needs to be a median where pedestrians can stop midway and flashing lights. Recent fatalities in the area.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Apopka	There has to be an attempt to connect the West Orange trail/441 to areas downtown and east of the city with a dedicated bike trail/bike highway. People from the City need to be able to bike out Apopka/Kelly Park/Wekiva park	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	In my opinion, this intersection does not need traffic lights. This is most evident outside of rush hours. Simply switching the lights to flashing yellow or red would alleviate many headaches.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Seminole County	Oviedo	I agree. More signage is needed to direct bikers, not just to the trails, but to the other recreational areas, including the parks and ballfields on 426.	Forward to relevant agency - Outside Scope of ATP

Type	County	City	Comment	Response
Safety Improvement | Mejora en la seguridad	Orange County	Maitland	Lights are timed in a way that people travelling South on Keller get stuck under the I4 bridge and sometimes there is not enough room to fit everyone. People making left turns from Maitland to Keller south often turn into the turning lanes instead of intended lanes and sometimes hit cars stuck under the bridge as a result. The south bound lanes should have a green light to get out of the area as long as vehicles are under the bridge.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	Trees needed along Lee Vista to motivate folks to walk on the sidewalk (like on Chickasaw)	Noted
Additional Comments | Comentarios adicionales	Orange County	Orlando	The City could plant more trees along Lee Vista to create shade and motivate neighbors to use the sidewalks. They are well used along Chickasaw thanks to the shade, but not as much on Lee Vista even though there are more businesses that would benefit from the foot traffic.	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	A pedestrian bridge would be a good idea	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Traffic light needed	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Orange needs a bike lane, its too busy to safely bike	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Michigan has no bike lanes either and is unsafe for cyclists	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Edgewood	The bus stop here is very exposed to the elements and would benefit from a bench and shade.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orange County	Definitely need a light here for pedestrians too, I see people dangerously jay walking in this area on a weekly basis and drivers are not predictable when making turns.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orange County	4 way stop should be converted into roundabout for better , the stops are too far back and intersection is too large too many cars use intersection on daily basis for 4 way stop to be safe. Both drivers and pedestrians constantly have to anticipate unsafe behavior.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orange County	Traffic light needs to be installed, left hand turn needs from little lake Bryan pkwy gets backed up often and Vineland traffic is often so heavy no one can turn.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orange County	Recently read plans to add sidewalk on other side of Vineland road. Please do not build sidewalk on side of Vineland near I-4 there are no business on that side of the road there and all this will create is more tourists jaywalking dangerously.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Crosswalk for pedestrians to cross in this area safely. Too many tourists crossing street dangerously and then standing in the middle of the road in median trying to cross road. Pedestrian crossing light would be great.	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orange County	This area of International Dr. needs wide sidewalks on both sides of the road as there are newly built apartments, schools and businesses that are completely unsafe to access by foot or bike. People walking and bike on road often while cars are speeding by.	Add to Sidewalk Bundles
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Intersection need pedestrian crossing as business and new apartments are completely land locked and have no safe crossing going from the south of World Center drive to the north side of it.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orange County	Agree wider sidewalk to accommodate bikes would be great	Add New Project
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	It would be nice to see a few more bike racks by the library	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orange County	Yes please continue expanding trail southward!	Comment of Appreciation
Additional Comments | Comentarios adicionales	Orange County	Orange County	Access to Dr. Phillips park for bikes and pedestrians from Daryl Carter would be great.	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Seminole County	Seminole County	For some reason the traffic light pole was placed right in the middle of this sidewalk. Extremely hard for bikes to navigate around this, so I would suggest widening the sidewalk on one side of the pole.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orange County	even if road is not built soon create pedestrian and bike path to connect I-drive and Poinciana blvd under 417 with existing underpass.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Seminole County	Seminole County	Not sure what the solution might be it this left turning lane here always gets backed up, cars have to stick out of the turning lane, creating more traffic. The entire Alafaya/McCulloch intersection is awful. Very long red lights, especially for turning lanes.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orange County	Widening of the sidewalk on the north side of mcCulloch or protected bike lanes would be nice.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orange County	Create walking and biking path along existing high voltage transmission corridor. For pedestrians and bikers to travel around I-drive without noise and dangers from all the cars. pathway could extend north to convention center and new Universal park and possible future sunrail expansion.	Vision Zero Action Plan

Type	County	City	Comment	Response
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	There are no sidewalks in this neighborhood. Also, vehicles go too fast, cutting through to miss the traffic light at Mills and Greenbrier. Speed bumps may help reduce traffic or calm it in the neighborhood.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orange County	Connect shingle creek trail to I-drive.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Osceola County	St. Cloud	Crossing Old Canoe Creek is very dangerous at this corner. Drivers on Eastbound Neptune Rd often do not stop at the intersection and often do not or cannot see pedestrians due to landscaping.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Osceola County	Osceola County	Sidewalk on the south side of Neptune road would be appreciated as crossing can be dangerous.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Osceola County	St. Cloud	Sidewalk needed on South side of Neptune Road	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Edgewood	The street here is too narrow to be safely shared by a cyclist and a car. I've seen quite a few near head on collisions from cars attempting to pass cyclists. The stretch near lake Gem Mary is particularly dangerous due to its low visibility.	2050 ATP Project Addresses Comment
Safety Improvement | Mejora en la seguridad	Seminole County	Altamonte Springs	In the past it was possible to choose the light instead of the merge which was useful of you had to cross over 3 lanes quickly. What they could possibly do now is open up central parkway to the local lanes of I4 so people have an alternative.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Maitland	Reducing the amount of exit lanes off of Maitland Blvd onto Keller Road from 2 to 1 will help people entering Maitland Blvd West from I4 South because it will be one less lane of traffic they will have to worry about colliding with. The capacity onto Keller can be mostly maintained by keeping the two lanes after the merging is complete.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orange County	I'm dismayed that the primary (if not only) way UCF students can travel off campus via public transportation is by bus, which is often stuck in traffic with other automobiles. I believe our roads are wide enough to convert one lane on several roads into dedicated bus lanes for faster and smoother travel. I'd also like to see a light rail line that connects much of Orlando, including areas like UCF, downtown, I-Drive, the Convention Center, etc.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	This express lane exit to Garland (northbound) is very confusing and makes it appear as if you're turning into incoming traffic lanes. Dangerous design	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This should be designed as a school zone with reduced speed at school pickups and drop offs times	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This should be a designated school zone with reduced speed at school drop off and pickup times	Vision Zero Action Plan
Additional Comments | Mejora en la seguridad	Orange County	Orlando	Many drivers ignore the no left turn at this crossroads when northbound, blocking traffic, creating traffic jams and prompting irate drivers to jump out of lanes to pass them. This could be improved by adding more "no left turn" signage / "left lane must go forward" arrows to warn drivers earlier	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Seminole County	Altamonte Springs	There is no way to walk the ~25 feet between the sunrail platform and the beautiful new pedestrian friendly park along amanda street. The only option is to walk all the way to 436 and walk back, or walk all the way to leonard street and back. This can be addressed by adding a ramp and a crosswalk.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	High intensity crossings just don't work. Enough drivers fail to yield that pedestrians do not confidently take the right of way and enter the crosswalk. This leads to even more confusion in drivers and pedestrians that will lead to accidents. Either make it an on-demand traffic light (like the Harrell road crossing of the econ trail) or don't bother. I have nearly been hit by drivers yielding at high intensity crossings at least a half dozen times and I don't even use them very often.	Vision Zero Action Plan
New Facility | Infraestructura nueva	Seminole County	Oviedo	They should just re-route the trail to cross at the oviedo mall traffic light. It already has crosswalks and connections to the trail, but there's zero signage so if you don't know that crossing exists you won't find it.	Add New Project
Existing Facility Upgrade | Mejora en la infraestructura existente	Seminole County	Oviedo	High intensity crossings just don't work. I was nearly hit by a driver that failed to yield at this intersection a couple weeks back. Please replace the high intensity crossing with an on-demand traffic light so drivers will intuitively understand that they have to stop.	Noted
Safety Improvement | Mejora en la seguridad	Seminole County	Oviedo	A section of the sidewalk here is gravel. If you are riding a bike at night or trying to navigate this section with a wheelchair it is dangerous because the concrete drops 2" and becomes gravel suddenly. This is a trip/fall hazard.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Maitland	You may need more frequent green lights on Horatio west of Orlando Ave. The traffic backs up badly in this area with the train tracks posing a frequent danger of a car stopped on the tracks waiting for a green light.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Seminole County	Seminole County	NVM, this is proposed. I thought it meant existing.	Noted
Safety Improvement | Mejora en la seguridad	Polk County		New light should be added here. Already a semi killed a driver due to lack of safety	Vision Zero Action Plan
New Facility | Infraestructura nueva	Orange County	Orlando	The proposed shared use path along the railroad right-of-way is probably a better option. Yes it's not directly on orange avenue, but it would have far fewer car crossings allowing for bikers to get up to speed and stay at speed for longer stretches which would result in faster travel times for the vast majority of trips that currently use orange avenue.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Seminole County	Seminole County	This three way stop needs to be a traffic circle. The stop bar heading west on Oranole is so far back that it creates visibility hazards and confusion over who stopped first and who has right-of-way. This leads to pedestrian dangers because drivers are having to pay more attention to a confusing intersection and often don't notice pedestrians attempting to cross east-west.	Vision Zero Action Plan

Type	County	City	Comment	Response
New Facility | Infraestructura nueva	Orange County	Orange County	We need bike lane or path along Maguire to Ocoee Apopka Road to better facilitate bike commuters	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Need a marked crosswalk here. Lots of ped and bike crossings here accessing the shopping center/transit stop and the residential neighborhood. Multiple conflict points due to median opening at Center Ave.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	I believe there are plans to add a roundabout here.	Noted
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Agree. Sidewalks on north side of Michigan do not meet ADA.	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Sidewalks are extremely narrow in sections between Orange Ave and Osceola on north side of Michigan. Also obstructions and lack of ADA ramps at cross streets - Delaney, Center, Bethaway, and Osceola.	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	The bike lane south of Michigan is striped incorrectly. The right turn for motorized traffic should not conflict with bicyclists proceeding across Michigan. Switch the two lanes.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Widen the sidewalk on the north side of Michigan at Delaney. There are telephone poles in the middle of a sidewalk that is barely two feet wide.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	No crosswalk to the only corner with a transit stop (i.e. southwest corner of Grant and Peel). Improve sidewalk access and stripe accordingly.	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orange County	The pedestrian buttons on the mast arms face away from the sidewalk, meaning anyone in a wheelchair cannot access the button unless they ride across the grass. Re-work the existing poles so the buttons face in the correct direction.	Forward to relevant agency - Outside Scope of ATP
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	The newly installed pedestrian buttons at the northeast corner of Garland and Livingston (by Lynx Central Station) are positioned too far from the walkway, making it difficult for people in wheelchairs to activate.	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	The flashing lights for the mid-block pedestrian crossing often do not function.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orange County	There is no way for a pedestrian to activate the lights at Peel and Michigan because there is no pedestrian button available.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orange County	The sidewalk along the west side of Crystal Lake ends at Tennessee Terrace, though a parallel sidewalk exists on the east side of Crystal Lake. Perhaps at marked crosswalk would help pedestrians cross over to the other side.	Existing proposed project addresses comment
New Facility | Infraestructura nueva	Orange County	Orange County	There is no way for a pedestrian to activate the lights at Peel and Michigan because there is no pedestrian button available.	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	While my comment pertains to private property (i.e. the alley between Surterra and the cookie store) cars driving through from Orange Avenue pose a risk to people walking from the back parking lot to the store fronts. Given the roadway improvements occurring out front on Orange Ave, the City might entice the property owner to allow for a pedestrian plaza that restricts cars. Cars could enter from Hollenback and people could dine on delicious cookies after shopping at Surterra! Just a thought :)	Forward to relevant agency - Outside Scope of ATP
Additional Comments | Comentarios adicionales	Orange County	Orlando	Fix the traffic signal at this intersection -- specifically for traffic traveling on Summerlin. The phase when SB traffic has a green globe, but wish to turn east on Kaley, often yield to oncoming NB traffic; however, NB traffic has a red globe. Either install lights with arrows or add a sign that oncoming traffic has a delayed green light.	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	The mast arm with the pedestrian buttons were installed in grass and are inaccessible to people in wheelchairs. Moreover, the buttons face towards the roadway and away from the sidewalk (i.e. people can't activate them without walking across someone's front yard).	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Osceola County	Osceola County	The bike lane along the west side of King's Highway at Breckenridge is on the wrong side of the right turn lane for motorized traffic. Ironically, it was re-striped wrong a second time...	Vision Zero Action Plan
Additional Comments | Comentarios adicionales	Orange County	Orlando	MCO needs bike / ped access. "Welcome to Car Kingdom"	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This intersection is particularly dangerous for bikes and pedestrians. The sidewalk space for crossing is extremely narrow, and cars are frequently violating laws along SR50, the cameras are present but do not help safety. SR50, especially in this area, is a traffic nightmare. It cuts off entire sections of the community for pedestrian and bike traffic because many feel it is unsafe to cross the 6-8 lane busy road. Please consider major infrastructure improvements throughout this corridor.	Add New Project

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Type	County	City	Comment	Response
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Agreed this intersection needs improvements, but not sure that a roundabout would work given the existing infrastructure. It would be possible to connect warehouse rd to Woodcock rd, allowing the residents of the apartment complex behind Target to enter/exit on Maguire at a light without adding an additional traffic light to Maguire, which becomes an issue during rush hour. This intersection needs increased bike/ped visibility, but the best solution may be to reroute most traffic.	2050 ATP Project Addresses Comment
Additional Comments | Comentarios adicionales	Osceola County	Osceola County	To mitigate the exorbitant cost of a pedestrian bridge over the Osceola Parkway (for Shingle Creek Regional Trail traffic), consider partnering with the entity that manages the roadway, when they replace the existing toll facility. The roadway agency would have reduced costs, as would the entity constructing the trail. Win-win.	2050 ATP Project Addresses Comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	This intersection is unsafe for pedestrians and bikes. Another commenter noted the end of the bike lanes in this area, but the sidewalk crossings are also very steep and awkward. Sidewalks along Livingston may need repairs to allow for individuals with disabilities to cross safely.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	The southbound lane on the north side of the intersection needs to be redone. Only one lane should go straight through the intersection. The immediate merge after creates a lot of chaos and confusion which leads to reckless driving which has caused many close calls with pedestrians and cyclists.	Vision Zero Action Plan
Existing Facility Upgrade | Mejora en la infraestructura existente	Orange County	Orlando	I'm just putting this here because I pass by the ironic bike friendly city sign that's here but this can be applied to all the bikes lanes in Orlando. Having a painted line on the road isn't a bike lane there's no point in making bike lanes if they don't have protection from cars.	Noted
Existing Facility Upgrade | Mejora en la infraestructura existente	Osceola County	St. Cloud	Very inconsistent sidewalks, unsafe and unusable for getting anywhere conveniently, communities on East end of 10th are isolated from town center	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Yes! There need to be more safe pedestrian crossings along Mills to allow patrons of the restaurants, bars and shops to safely cross. There was once a plan to have several pedestrian crossings along mills for this reason and it should be re-considered as the Mills 50 community continues to grow. Pedestrians should be the focus over car-centric thoroughfares.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	The east side of N Orange Ave does not have a pedestrian sidewalk requiring bikers and pedestrians to dangerously cross the busy road to the other side or walk on the east side with no safe space to do so.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Orange County	Orlando	Need mid-block crossing at Mills and Park Lake. Way too few opportunities to safely cross the street. Pedestrians constantly risking their lives.	Vision Zero Action Plan
Safety Improvement | Mejora en la seguridad	Seminole County	Seminole County	Bike lanes need to be added to Wekiva Springs Rd to Welch Rd and connect with bike lanes on Rock Springs Rd These roads are very unsafe for bicyclists	Existing proposed project addresses comment
Safety Improvement | Mejora en la seguridad	Seminole County	Seminole County	Bike lanes must be added on Markham Woods Rd from Lake Mary Blvd to Markham Rd a Cyclist was killed by a vehicle in 2023 because there are no bike lanes	2050 ATP Project Addresses Comment
Safety Improvement | Mejora en la seguridad	Seminole County	Seminole County	Bike lanes need to be added on Wayside to N. Oregon to Orange to 17-92, this is a very popular route to Lake Monroe and unsafe for cyclists	Forward to relevant agency - Outside Scope of ATP
Safety Improvement | Mejora en la seguridad	Orange County	Orange County	Bike lanes need to be added to Kelly Park road and Mt. Plymouth Rd to the neighborhood lakes bike trail, this is a very popular route for cyclists and is very unsafe with-out bike lanes	Existing proposed project addresses comment
Existing Facility Upgrade | Mejora en la infraestructura existente	Seminole County	Seminole County	Traffic light timing is off. I arrived at the light while traffic was flowing north-south. I pressed the pedestrian signal to cross from north to south and had to wait another minute and six seconds while the north-south flow continued. Once the light had gone through a complete cycle I received a walk signal for 20 seconds. There was clearly enough time during the prior cycle for a pedestrian crossing yet pedestrians are forced to wait a full cycle.	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orange County	Many people commute to their jobs in the industrial park by foot or bike, but the sidewalk on Central Florida Parkway ends abruptly just east of OBT. This forces people to walk on the grassy shoulder and ride their bikes on the road (often in the dark due to shift change times). In some areas, dirt trails are even worn into the grass. People already use this area for active transportation by necessity. It would be great if the County would build infrastructure to improve safety and accessibility	Forward to relevant agency - Outside Scope of ATP
New Facility | Infraestructura nueva	Orange County	Orange County	There is a wide sidewalk/multi-use pathway on S Orange Ave that connects to the Tupperware Sunrail station, but it ends abruptly near Mary Louis Ln. There are no sidewalks and therefore no way to walk or bike along S Orange Ave between Mary Louis Ln and Town Center Blvd. The county line is along that stretch, so I assume that is why there is ~1 mile long gap in pedestrian/bike infrastructure. If this small gap in coverage is fixed, someone could walk or bike the entire length of S Orange Ave.	Add to Sidewalk Bundles
New Facility | Infraestructura nueva	Osceola County	Kissimmee	The Osceola County Lakefront Trail Connector Trail is missing. This trail is in the County Comp Plan, as well as the Trail Feasibility Study.	Noted

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Appendix F: Active Transportation Toolbox of Strategies

ACTIVE TRANSPORTATION PLAN

Ride & Stride 2050

MetroPlan Orlando

Active Transportation Plan

Toolbox of Strategies

Introduction

The MetroPlan Orlando Regional Active Transportation Plan (ATP): Ride & Stride 2050 will serve as a roadmap to enhance active transportation options on the MPO Roadway Network throughout Orange, Osceola, and Seminole Counties. This document outlines the Toolbox of Strategies for investments that place an emphasis on improving access and connectivity, improving transportation safety outcomes, and enhancing the mobility choices of existing and future residents.

The strategies outlined in this document are intended to be used in conjunction with the planned facility maps, and are organized in four categories: **Bicycle Infrastructure, Pedestrian Infrastructure, Transit Access, and Safety and Comfort**.

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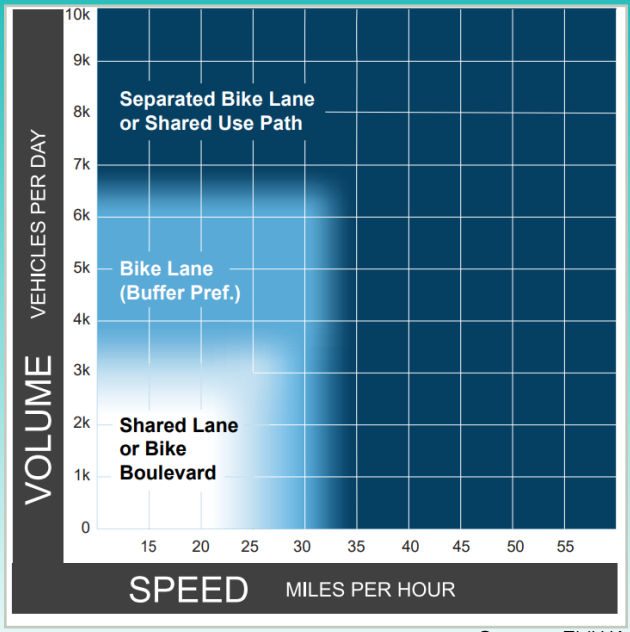
Bikeway Selection



Source: FHWA

Adding a bicycle facility that does not fit with the context may not improve mobility or safety for cyclists. It is important to take into consideration roadway volumes and speeds and the surrounding context when selecting a bicycle facility. The Federal Highway Administration has guidance for what type of facility to provide in a given context.

Shared Use Path/Trail

Shared Use Paths are typically separate from the roadway network and provide two-way directional paths for bicyclists, pedestrians, and other non-motorized users. According to the Florida Design Manual (FDM) 224, shared use paths should meet the following widths:

- 10-14 feet wide (12 feet preferred)

- 8 feet wide for small sections when 10 feet is not possible

Guidance on designing inclusive facilities can be found in the Public Rights-of-Way Accessibility Guidelines (PROWAG).

Side Path/Trail

A Side Path is similar to a shared use path but generally runs parallel to the roadway. Side paths typically cross the roadway at intersections and may cross driveways. In urban contexts, C5 and C6 context classifications, a separate sidewalk must also be provided to accommodate increased pedestrian traffic. Side paths are covered under FDM 224 and have the same width requirements as shared use paths, which include:

- 10-14 feet wide (12 feet preferred)

- 8 feet wide for small sections when 10 feet is not possible

Guidance on designing inclusive facilities can be found in the Public Rights-of-Way Accessibility Guidelines (PROWAG).

Protected Bike Lane

Protected Bike Lanes are dedicated spaces for bicyclists that are physically separated from vehicles and pedestrians by vertical delineation. Protected bike lanes can be one-way or two-way.

According to the FHWA Separated Bike Lane Guide, protected bike lanes should meet the following width requirements:

- One-Way Lanes
  5 feet minimum (7 feet preferred to allow for passing)

- Two-Way Lanes
  12 feet combined width preferred

Separated Bike Lane

Separated Bike Lanes are similar to Protected Bike Lanes. However, instead of being physically separated from vehicles and pedestrians by vertical delineation, they are separated by horizontal delineation or small, mountable delineation. Separated bike lanes can be one-way or two-way.

According to the FHWA Separated Bike Lane Guide, separated bike lanes should meet the following width requirements:

- One-Way Lanes
  5 feet minimum (7 feet preferred to allow for passing)

- Two-Way Lanes
  12 feet combined width preferred

Bike Lane

A Bike Lane provides dedicated street space, typically adjacent to outer vehicle travel lanes, with designated lane markings, pavement legends, and signage. Bike lanes improve safety by reducing conflicts between bicycles and vehicles on the road and by creating a road-narrowing effect with buffers or vertical barriers, which may reduce vehicle speeds.

While FDM section 223.2.1.1 provides the following guidance for bike lane widths:

- 4-foot minimum on RRR projects (5 feet is generally the preferred minimum)

- 7-foot wide bike lanes standard for new construction (See Wide Bike Lanes section for more details)

Wide Bike Lane

A Wide Bike Lane is a bike lane with a painted double-6-inch white edge line between the bike lane and adjacent travel lane. According to the National Association of Transportation Officials (NACTO), wide bike lanes are desirable on roadways with higher vehicle speeds, higher traffic volumes, or a high percentage of heavy vehicles such as buses or large trucks. On roads with on-street parking, a parking buffer should also be added to avoid dooring crashes. Based on FDM 223.2.1, wide bike lanes should meet the following requirements:

- 6 feet wide (including buffer, 7 feet preferred)

- Shall not exceed 7 feet (including buffer)

Neighborhood Street Connections

Neighborhood Street Connections do not have any dedicated space for cyclists, but are low volume, low speed roads that primarily serve local vehicle trips. These streets can provide valuable connections to the overall bicycle network. Traffic calming measures should be implemented on these streets to encourage drivers to drive the posted speed limit. Consider using sharrows, lane markings that indicate that motorists should expect to see bicycles sharing the roadway, and wayfinding elements to help cyclists know where to go and to remind drivers that bicyclists are present.

Section 223.3 of the FDM provides guidance for when to use sharrows. According to the FDM, sharrows can be used when any of the following conditions are met:

1. The travel lane is too narrow for bicycles and motor vehicles to safely travel side-by-side

2. With on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle

3. To fill a gap in an otherwise continuous bike facility, generally for a short distance

4. As part of an approved temporary traffic control plan, see FDM 240

Rural Context

Confident riders commonly use rural, high-speed roads on long distance rides. While it may not be feasible to provide facilities that would be appropriate for all ages and abilities in these contexts, accommodations can still be made for cyclists who choose to travel along these roadways. Shoulders at least 4 feet wide can be provided to separate cyclists from vehicles. As speeds increase, the width of the shoulder should also increase.

Bike Parking and End-of-Trip Facilities

Bike parking is a critical element in encouraging people to bike. In addition to standard bike racks, secure, enclosed, long-term parking should be provided. Zoning regulations that require office and residential buildings to provide this higher-quality, long-term parking would be beneficial to encourage people to commute by bike. Another common barrier to commuting via bike is the lack of shower facilities in office buildings. Zoning regulations can also require or offer benefits to office buildings that provide shower facilities.

Bikeshare and Micro-mobility

While e-bikes, e-scooters, and other micro-mobility devices can be controversial, they provide valuable first-mile/last-mile connections. They are also useful devices to those with mobility impairments. Regulations surrounding micro-mobility devices should provide for equity, including providing vehicles that can accommodate people with disabilities, that vehicles are located in low-income areas, and that cash payment options are available. Regulations can also require that devices be parked in designated locations.

Maintenance

Maintenance is important for preserving the usability and safety of bicycle facilities. Bicycle facilities should be cleared of debris and vegetation, and the surface should be repaired or resurfaced when necessary to maintain a smooth surface. Some types of bicycle facilities, like separated bike lanes, may need special equipment.

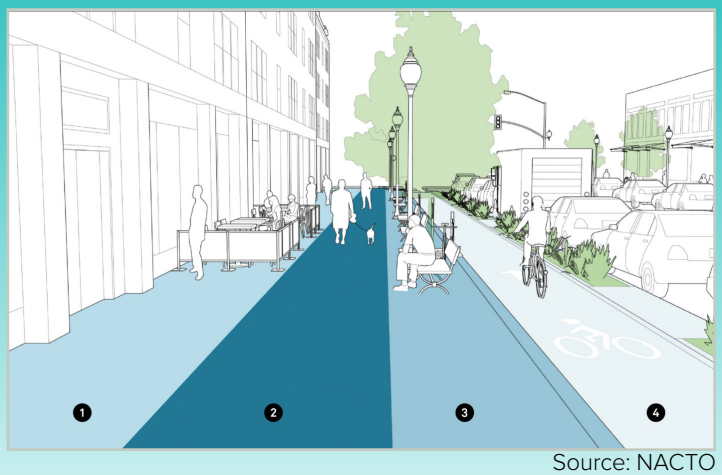
Bicycle Facilities at Intersections

To be comfortable, bicycle facilities need to continue through intersections. Mixing zones should only be used on low speed, low volume roads and should be avoided when possible. If a right turn lane crosses a bike lane, then the designs should encourage drivers to reduce their speed. Reduced curb radii, green paint, bike boxes, and two-stage turn boxes (allow cyclists to make a left turn by crossing the intersection on the right-hand side to a staging area where they rotate left and wait for the corresponding signal to cross again) are strategies that can be incorporated at intersections. Shared use paths typically cross roadways at mid-block crossings. Enhanced crossings that include rectangular rapid-flashing beacons or pedestrian hybrid beacons are preferred treatments at these crossings.

Wayfinding

Wayfinding systems use signs and markings to tell bicyclists and pedestrians that they are on a designated route and help guide them to their destination. Wayfinding also alerts drivers of the route. Signs can be placed at decision points along the route. Signs that indicate distances or time to destination can also help overcome public perception that destinations are too far to reach.

Sidewalks



Source: NACTO

Sidewalks are the core element of the pedestrian network. While they are typically designed with pedestrians in mind, they are also used by cyclists and other micro-mobility users, particularly when dedicated facilities for those users are not provided. Generally, sidewalks should be at least six feet wide, but should be wider in urban areas with high pedestrian demand, and areas where bicyclists, pedestrians, and other active transportation users are expected to share the space. According to NACTO, Sidewalks can be divided into four categories or zones.

1. Frontage Zone: This is the area between adjacent buildings and the sidewalk. In residential and rural areas, this may be lawns, or landscaped areas. In urban areas, it may include outdoor seating or displays for businesses, architectural features, etc.

2. Pedestrian Zone: This is the dedicated walking space. It should be at least six feet wide, but should be wider depending on the location and pedestrian demand.

3. Amenity/Buffer Zone: This zone provides a buffer between the Pedestrian Zone and the roadway. Sidewalks without a buffer or with narrow buffers (less than three feet) can be highly uncomfortable walking environments. The amenity/buffer zone can provide amenities such as benches, bike racks, street trees, street lights, trash cans, etc. In residential areas, this space is typically a landscaped buffer.

4. Curb Zones: This is the space directly adjacent to the roadway and is commonly six inches wide and vertically separates the sidewalk from the roadway. If not used as a travel lane, common uses for this space include parking, loading zones, and transit stops. Some urban areas extend the pedestrian realm into this space by creating parklets or allowing business to use it for outdoor seating.

In suburban or rural contexts, sidewalks typically only include the pedestrian zone. When possible, a landscape buffer should be provided between the travel way and the sidewalk. In some rural or suburban areas, it may be beneficial to construct a shared use path or side path in lieu of a sidewalk. FDM Section 222 provides guidance on pedestrian facilities including sidewalks. The standard sidewalk width is dependent on the context classification:

- C1 and C2 - 5 feet
- C2T, C3, and C4 - 6 feet
- C5 - 10 feet (6 feet minimum in constrained areas)
- C6 - 12 feet (6 feet minimum in constrained areas)

Shared Use Path/Trail

Shared Use Paths are typically separate from the roadway network and provide two-way directional paths for bicyclists, pedestrians, and other non-motorized users. According to the Florida Design Manual (FDM) 224, shared use paths should meet the following widths:

- 10-14 feet wide (12 feet preferred)

- 8 feet wide for small sections when 10 feet is not possible

Guidance on designing inclusive facilities can be found in the Public Rights-of-Way Accessibility Guidelines (PROWAG)

Side Path/Trail

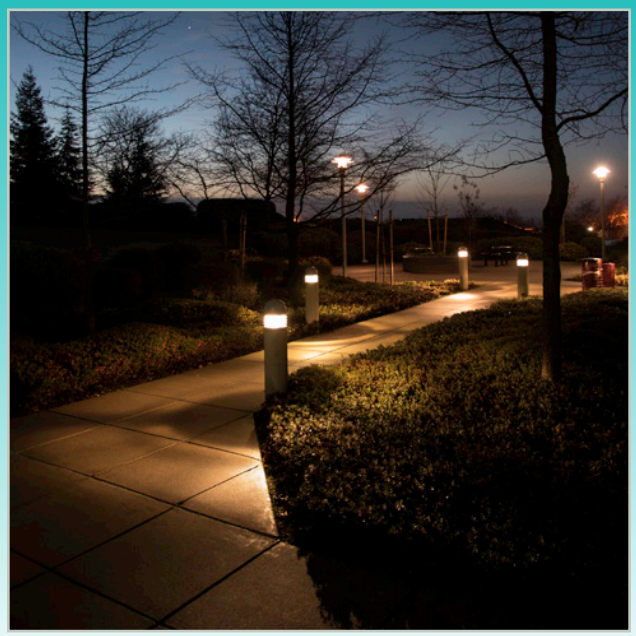
A Side Path is similar to a shared use path but generally runs parallel to the roadway. Side paths typically cross the roadway at intersections and may also cross driveways. In urban contexts, C5 and C6 context classifications, a separate sidewalk must also be provided to accommodate increased pedestrian traffic. Side paths are covered under FDM 224 and have the same width requirements as shared use paths, which include:

- 10-14 feet wide (12 feet preferred)

- 8 feet wide for small sections when 10 feet is not possible

Guidance on designing inclusive facilities can be found in the Public Rights-of-Way Accessibility Guidelines (PROWAG).

Lighting

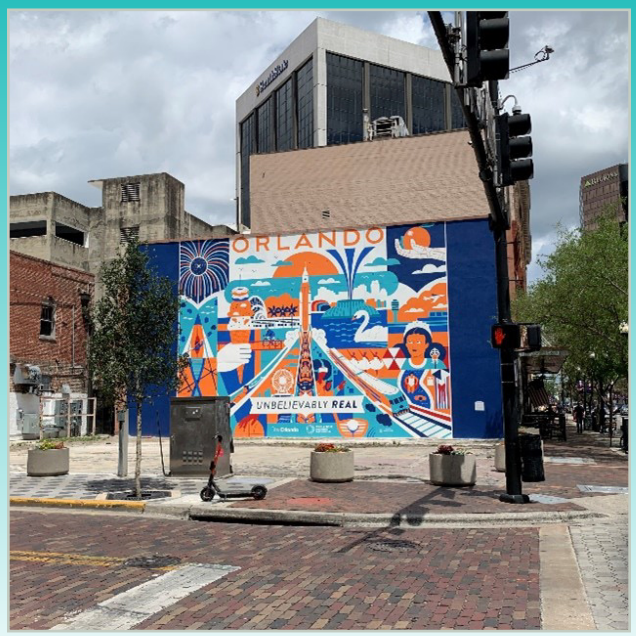


Roadway and pedestrian scale lighting can help encourage walking at night. This particularly benefits those who work night shifts. Lighting is crucial at intersections and crosswalks, as drivers need to be able to see a pedestrian in order to stop for them. At crosswalks, overhead lights should be placed in front of the crosswalk to prevent the silhouette effect. The silhouette effect occurs when an object, in this case a pedestrian, is darker than its background, causing the pedestrian to be less visible. In addition to reducing the risk of collisions, lighting also makes pedestrians feel more secure walking during non-daylight hours. Even if an area is not prone to crime, if it does not feel safe, pedestrians will not walk there.

Wayfinding

Wayfinding systems use signs and markings to tell bicyclists and pedestrians that they are on a designated route and help guide them to their destination. Wayfinding also alerts drivers of the route. Signs can be placed at decision points along the route. Signs that indicate distances or time to destination can also help overcome public perception that destinations are too far to reach.

Public Art

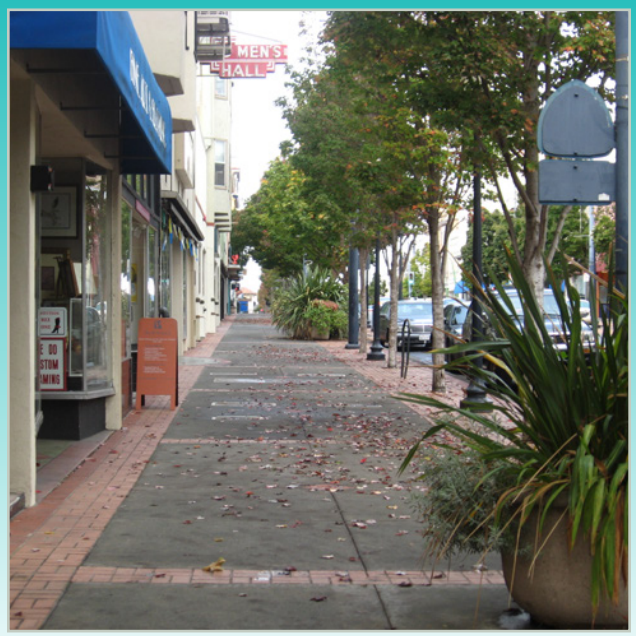


Public art can make walking more comfortable and interesting. It can also help create a sense of community. Art can include sculptures, murals, decorative signal cabinets, decorative lighting, landscaping, hanging elements, performances, and interactive art, such as giant rocking horses, chalkboards with prompts, motion sensor screens or lights, etc.

Public Squares

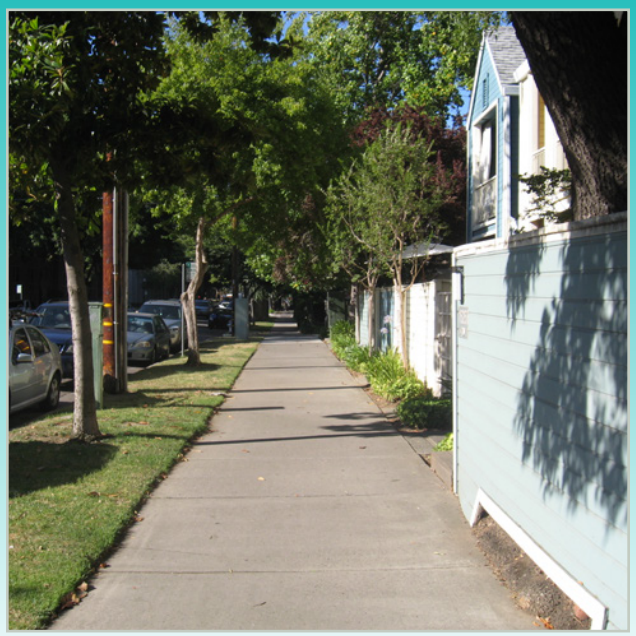
Having a public realm where people can gather is a great way to develop communities and encourage people to walk. These spaces are different than parks which are typically tailored to recreation. Public squares give locals a place to come together. These spaces can have street vendors and food trucks, art, lighting, etc. There can be programming and street performers to help attract people to the space.

Land Development Patterns



Having buildings with windows that front the sidewalk and provide amenities such as awnings and seating can create a more comfortable walking environment. Parking lots, parking entrances, and loading areas should be behind buildings. Access to these spaces should be off side streets or alleys, so that they don't negatively impact the walking experience.

Landscaping and Shade



The heat of the summer months can be enough to discourage walking even short distances. Urban areas where a high percentage of the land is paved can be several degrees higher than the surrounding area. Shade is an important part of the pedestrian network to provide a more comfortable walking environment. Trees, where they can be planted, are a great option for providing shade. Man-made shade structures should be carefully designed to provide shade throughout the day. Shade structures at signalized intersections can provide protection to pedestrians waiting to cross the street.

Intersection and Crossing treatments

Pedestrians need high-quality facilities at intersections and mid-block crossings. The type of crossing should be dependent on the context and pedestrian demand. Ideally, intersections, particularly in urban areas, should have crosswalks on all sides. Urban areas should also have crossings every 300 - 400 feet.

Different crossing treatments include:
- Raised Crosswalks
- High Visibility Crosswalks
- Decorative Crosswalks
- Rectangular Rapid-Flashing Beacons
- Pedestrian Hybrid Beacons
- Advanced Warning Signs
- Raised Intersections

Transit Stop Improvements

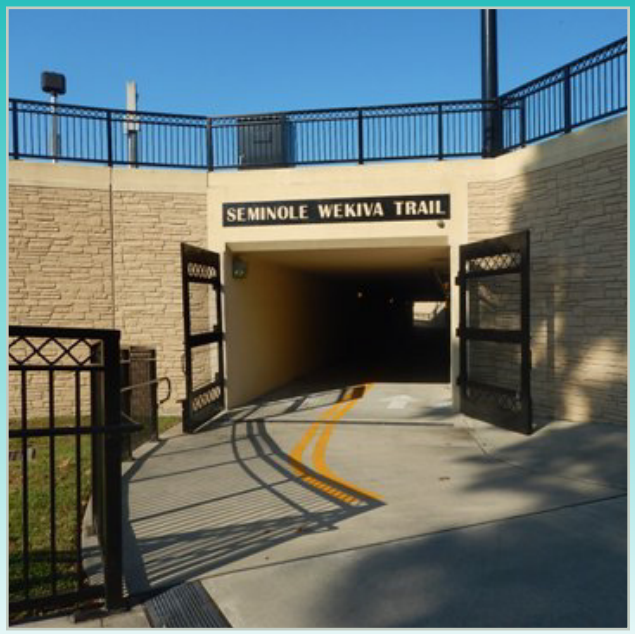
Transit stops can often be located in areas that are difficult to travel to via active transportation. This discourages potential riders who have other options and creates uncomfortable, unsafe conditions for riders who have no other choice. Transit stops need to be connected to the pedestrian network. Additionally, stops should be co-located with crosswalks so that passengers can safely cross the street to a destination on the other side. Transit stops should also have shade structures/shelters, seating, and trash receptacles. Adding lighting at transit stops is also beneficial for the comfort and security of riders.

Trail Counters

Trail counters are helpful to understanding how many people are using a facility. This knowledge can help a jurisdiction plan for and accommodate demand.

Trail counters can be temporary or permanent. Temporary counters are typically a combination of infrared sensors and tube counters (a tube that crosses the trail that senses when a bike rides over it). Common permanent counters are a combination of infrared sensors and inductive loops. Both temporary and permanent counters can distinguish between bicycles and pedestrians and identify the direction of travel.

Pedestrian Bridges/ Tunnels



At high speed, high volume intersections, it is best to have a grade separated crossing for bicyclists and pedestrians. A pedestrian bridge or tunnel can be used. Both structures should have a sloped grade or elevator in addition to stairs (if stairs are provided) to accommodate users in a wheelchair. Bridges and tunnels can also be used at railroad crossings so bicyclists and pedestrians do not have to wait for stopped trains. Flooding can be a concern for tunnels, and therefore may not be suitable for all locations. Both tunnels and bridges should be well lit to make users feel secure and to encourage use of the facilities.

Amenities

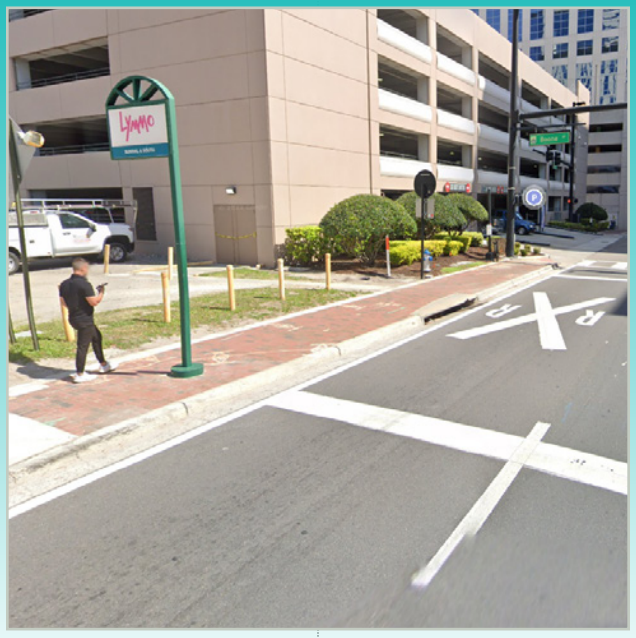
Amenities such as benches, tables, trail parking, shade structures, etc. make walking facilities more comfortable, and it is more likely for the public to use the facility. Benches are particularly helpful for those with mobility impairments that might need to take breaks while walking.

ADA Accommodations

It is necessary that pedestrian facilities be compliant with the Americans with Disabilities Act (ADA), from the width of the facility, to the grade of curb ramps, and the type of materials used. While not an ADA requirement, new signalized intersections should provide audible pedestrian signals (APS) to accommodate pedestrians with visual impairments.

The ADA Accessibility Guidelines (ADAAG) provides accessibility design standards and requirements primarily for buildings and recreational facilities. The Public Rights-of-Way Accessibility Guidelines (PROWAG) regulations are more applicable to the street setting. Both sets of guidelines should be followed when designing new facilities. ADA Title II also requires public entities to identify existing accessibility barriers, steps to remove the barriers, and a schedule to complete the process.

Bus Stops/Bus Stop Location



Most traditional bus services have buses stop at a specific marked location to allow passengers to board and/or alight. Stops can be as simple as a sign on a pole or can have additional amenities such as shelters, benches, trash cans, etc. Bus stops can be in-lane or have a pull-out. In-lane bus stops are usually preferred because buses do not have to wait for traffic to clear to be allowed back in the travel lane. Occasional pull-out stops, particularly on single-lane roadways can allow queued traffic to pass.

Bus stops can be located on the near-side or far-side of an intersection or mid-block. Regardless of whether the stop is located at an intersection or mid-block, the stop should be co-located with a marked crossing and should be connected to the larger pedestrian network.

Bus stops at intersections are generally placed on the far-side of the intersection because it allows the bus to pass through the intersection before having to stop. Far-side locations are also preferable where there are sight-distance issues or when a transit vehicle is making a left-turn.

Near-side stops are beneficial at stop-controlled intersections so that the bus only has to stop once. They can also be considered on single lane roadways where there is a concern that queued vehicles behind the bus will block the intersection. Far-side and near-side stops can be used interchangeably to reduce intersection delay.

Shelters

Bus shelters are important for protecting passengers from sun, rain, and other inclement weather, and should be designed with the local climate in mind. Shelters should also have proper lighting and be transparent for the safety and security of passengers. Seating and other amenities, such as trash cans, can also be added for passenger comfort.

Sidewalk Connections

Transit stops can often be located in areas that are difficult to travel to via active transportation. This discourages potential riders who have other options and creates uncomfortable, unsafe conditions for riders who have no other choice. Transit stops need to be connected to the pedestrian network. Additionally, stops should be co-located with crosswalks so that passengers can safely cross the street to a destination on the other side.

Bus Bulbs

In some areas, where on-street parking is provided, a bus pull-out will be provided for the bus to move out of traffic. An alternative is a bus bulb, where the curb is extended to the travel lane so the bus can pick-up/drop-off passengers without merging in and out of traffic. The additional space can also be used for bus shelters and other amenities.

Separated Bike Lanes and Transit Stops

Separated bicycle facilities commonly conflict with transit stops. When possible, these conflicts should be eliminated. One way to do this is to construct transit islands and place the separated bike facility behind the transit stop. Pedestrians access the island via a clearly marked crosswalk across the bike lane. Any amenities, such as bus stops, that are placed in the island should not interfere with the vision or motion of bicyclists and pedestrians.

First Mile/Last Mile

Often transit passengers will need to walk or bike to/from their destination to transit stops. Increasing the ease and comfort of these "first mile/last mile" trips can improve safety and comfort for existing riders and encourage additional riders. Some strategies to improve these connections include:

- Bike Lanes
- Short and Long-term Bike Parking
- Bike Racks on Buses
- Bikeshare/shared Micro-mobility Devices
- Sidewalks
- Pedestrian Bridges/Tunnels
- Lighting
- Identification and Wayfinding Signage
- Trails

Vision Zero

Vision Zero is the goal of achieving zero traffic related serious injuries or fatalities. Vision Zero considers human error in the process and takes a holistic system-wide approach to eliminating fatal and severe crashes in particular, instead of focusing on all collisions. Vision Zero has 10 core elements:

1. Public, High-Level, and Ongoing Commitment
2. Authentic Engagement
3. Strategic Planning
4. Project Delivery
5. Complete Streets for All
6. Context-Appropriate Speeds
7. Equity-Focused Analysis and Programs
8. Proactive, Systemic Planning
9. Responsive, Hot Spot Planning
10. Comprehensive Evaluation and Adjustments

Work Zone

Work Zones can be particularly dangerous for the workers; 80 percent of pedestrian work zone fatalities in 2021 were due to motor vehicle incursion. Extra precaution needs to be taken in slowing vehicles down in work zones. However, workers are not the only ones threated in work zones; around 75 percent of pedestrians killed in work zones in 2021 were not “at work.” Work zones often close sidewalks, sometimes without notice, leaving pedestrians to walk in dangerous situations. Keeping sidewalks open and protected during construction should be a priority, along with developing and signing detours for active transportation users (National Work Zone Safety Information Clearinghouse).

Signal Strategies

There are several signalization strategies that can be implemented to improve conditions for active transportation users. In areas with high pedestrian and bicycle demand, cycle lengths should be minimized to reduce the amount of time cyclists and pedestrians are waiting. This also reduces the likelihood that a pedestrian or bicyclist will cross during a red signal. The latest version of FDOT's Traffic Engineering Manual provides several signalization strategies to accommodate pedestrian movements including but not limited to:

- Automatic pedestrian recall - the pedestrian phase is called automatically instead of manually called by the pedestrian by pushing a button
- Restricted turning movements - restricting left and/or right-turning movements during pedestrian phases; static or dynamic "No Turn on Red" signs can be used to restrict right-turns
- Leading Pedestrian Interval (LPI) - the "Walk" sign activates before the corresponding green signal is provided for vehicles, giving pedestrians a head start and reducing the likelihood of conflicts with right-turning vehicles
- Pedestrian Scramble - an exclusive pedestrian phase that allows pedestrians to cross any leg of an intersection or diagonally; right turns should be prohibited during a pedestrian scramble

Complete Streets

Complete streets is the concept of converting auto-centric roads to streets that are safe for everyone. There is no set design for what a complete street should look like, rather it should fit the local context. They often include elements such as narrow travel lanes, protected intersections, dedicated bicycle and pedestrian facilities, street trees and other amenities, etc.

Lane Repurposing

Jurisdictions can decide whether a roadway's purpose is to move people or vehicles. For streets where the purpose is to prioritize walking and biking, vehicle lanes can be re-purposed to allocate space to other uses. Particularly at times of the day when volumes on a roadway are lower, having multiple lanes makes drivers feel safer driving at higher speeds. Having one, narrow lane in each direction with lots of other activity (parking, side streets, people walking and biking) causes drivers to slow down and pay more attention to their surroundings. Repurposed lanes can be used to provide expanded sidewalks, dedicated bicycle facilities, on-street parking, parklets/landscaping, outdoor seating for restaurants, transit stops, and/or other amenities. Lane re-purposing has several safety benefits including reducing pedestrian crossing distances and reducing the risk of pedestrian crashes, among others.

Speed Feedback

Speed feedback signs have shown to be a useful tool to slowing down drivers, though they tend to only reduce the risk of a collision by 5 to 7 percent. The signs alert drivers of the speed limit and the speed at which they are driving. Jurisdictions should be careful about how the signs operate. At a predetermined speed over the speed limit, i.e. 10 mph over the speed limit, the sign should display a static message such as "SLOW DOWN" or "TOO FAST." Speed feedback signs are not long term solutions, but can be used as an intermediate strategy until changes can be made to the roadway design.

Target Speed, Design Speed, Speed Limit Setting

Speeds are one of the biggest components affecting crash severity. In its 2022 Speed Management Network Screening report, MetroPlan Orlando acknowledged a desire to reduce speed limits in residential and business districts in urban areas to 20 mph. However, simply changing the speed limit typically is not enough to encourage drivers to drive at that speed. Speed changes should be accompanied by changes in the street design.

In Florida, the state legislature has set the default speed limit in residential areas at 30 mph. Municipalities can set a speed limit of 20 or 25 mph in residential districts after conducting an investigation to justify the lower speed limit. For projects that do not qualify for the residential speed limit reduction, the jurisdiction can reduce speeds on a project-by-project basis, including resurfacing, restoration, and rehabilitation projects. The standard method for changing a speed limit on a roadway where the speed limit is already posted is the 85th percentile method, which bases the speed limit on how fast 85 percent of people drive.

This method may lead to increases in the posted speed limit over time because roadways have traditionally been over-designed, which makes drivers feel safe while driving at speeds in excess of the posted speed limit. The FDOT Speed Zoning Manual allows for target speeds to be set in accordance with the Florida Design Manual (FDM) (Section 201.5.1). A target speed is the speed that a jurisdiction thinks is appropriate for a given roadway based on a variety of factors, including adjacent land use and the level of multi-modal activity.

The FDM provides a range of speeds that could be acceptable based on the context classification. While the target speed can be an any approved value, the posted speed limit must incorporate speed management countermeasures so that the design speed is aligned with the speed limit. It may take several projects for the target speed to be achieved.

Definitions:
- Speed Limit/Posted Speed - the number on the speed limit sign
- Operating Speed - how fast cars are actually going
- Target Speed - the speed cars should go for a safe environment, based on the setting of the street (ex: neighborhood, commercial area, industrial area, etc.)
- Design Speed - the speed used to determine the geometrics of the roadway

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Appendix G: Prioritization Criteria Approach

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Final Memorandum

Date: February 5, 2024

To: Taylor Laurent, MetroPlan Orlando
Slade Downs, MetroPlan Orlando

From: Kathrin Tellez, Fehr & Peers
Elizabeth Suárez, Fehr & Peers

Subject: Active Transportation Plan – Prioritization Criteria Approach

Introduction

The MetroPlan Orlando Regional Active Transportation Plan (ATP): Ride & Stride 2050 will serve as a roadmap to enhance active transportation options on the MPO Roadway Network throughout Orange, Osceola, and Seminole Counties. This document outlines the criteria used to prioritize projects included in the ATP that will then be incorporated into the 2050 Metropolitan Transportation Plan. This document summarizes prioritization criteria used by MetroPlan Orlando on other planning projects, presents the Active Transportation Plan prioritization criteria, and the results.

Existing Criteria

As the regional planning agency, MetroPlan Orlando has developed evaluation criteria based on goals articulated in the Metropolitan Transportation Plan to prioritize transportation system improvements. Most recently, a prioritization process was completed for the Prioritized Project List (PPL) and the Critical Sidewalk Gap Bundles project. The criteria from the PPL is summarized in **Table 1** and the criteria from the Sidewalk Bundles project is summarized in **Table 2**, along with its potential applicability to the Active Transportation Plan project.

Table 1: Prioritized Project List (PPL) Evaluation Criteria and Applicability to ATP

Goal Area / Weight	PPL Evaluation Criteria	Applicable to ATP	Notes
Safety and Security / 33%	Crash Rate	Yes	Improving safety is a key goal of the Active Transportation Plan.
	Fatal & Serious Injury Crash Rates	Yes	
	Number of Pedestrian & Bicycle Crashes	Yes	
	Evacuation Route Designation	No	No changes to evacuation routes are expected with implementation of the Active Transportation Plan.
Reliability and Performance / 13%	Travel Time Reliability (Auto)	No	While active transportation facilities can provide people alternative mobility choices and improve overall reliability, the effects can be measured as part of the Congestion Management Process (CMP) or other auto-focused study.
	Unreliability on Constrained Corridor	No	
	Fiber Optic Presence	No	
	Segment Actively Monitored/Managed	No	
	Relative Change: Future Congested Speeds	No	
Access & Connectivity / 27%	Transit System Headways	Yes	May want to prioritize access to high frequency transit stops.
	Population: ½ Mile of Non-Transit Corridor	Yes	Incorporated as a part of accessibility analysis.
	Jobs: ½ Mile of Non-Transit Corridor	Yes	
	Food & Healthcare Locations: ½ Mile of Corridor	Yes	
	Cultural & Recreational Locations: ½ Mile of Corridor	Yes	
	MTP Centrality Analysis Score (Critical Sidewalk Need)	Yes	Incorporates PLOC[1].

Goal Area / Weight	PPL Evaluation Criteria	Applicable to ATP	Notes
Health & Environment / 7%	Bicycle Level of Traffic Stress	Yes	Incorporates LTS[2]
	Residential Density: ¼ Mile of Multimodal Facility	Yes	Incorporated as a part of accessibility analysis.
	Non-Residential Density: ¼ Mile of Multimodal Facility	Yes	
	Public Health Indicator Rates	No	While active transportation facilities are likely to improve public health outcomes, this can be difficult to measure.
	Intensity & Proximity: Environmental Justice Populations	Yes	Active transportation projects can improve mobility choices for Environmental Justice populations.
	Relative Change: Vehicle Miles Traveled (2020 vs. 2045)	No	While active transportation facilities are likely to reduce vehicle miles of travel on a per capita basis, this can be difficult to measure.
Investment & Economy / 20%	Percentage of Commercial Vehicle Traffic	No	--
	Statewide Truck Bottlenecks	No	--
	Intensity & Proximity: Freight Intensive Land Uses	No	--
	Relative Change: Vehicle Hours Traveled	No	--
	Cost Burdened Households: ¼ Mile of Corridor	Yes	Active transportation projects can improve mobility choices for cost burdened households.
	Percentage of Visitor Traffic	No	--
	Cost of Congestion	No	--

1. PLOC = Pedestrian Level of Comfort
2. LTS = Level of Traffic Stress

Source: MetroPlan Orlando; Fehr & Peers, 2023

Table 2: Sidewalk Bundle Evaluation Criteria and Applicability to ATP

Goal Area	Evaluation Criteria	Applicable to ATP	Notes
Transportation Disadvantaged / Historically Underserved Areas[1] / 30%	Sum of 5-7 **or** identified as USDOT's APP/HDC **or** in an area with > 18% of households identified as Zero Car Households	Yes	Improving mobility options with a focus on communities with limited travel options is a key goal of the ATP.
	Sum of 3-4 **or** in an area with ≥ 12% of households identified as Zero Car Households	Yes	
	Sum of 1-2 **or** in an area with ≥ 6. 3% of households identified as Zero Car Households	Yes	
Bicycle and Pedestrian Safety / Crashes[2] / 25%	More than 5 crashes **or** any pedestrian / bicycle fatalities	Yes	Improving transportation safety outcomes for vulnerable roadway users is a key goal of the ATP.
	4 – 5 crashes	Yes	
	2 – 3 crashes	Yes	
	1 crash	Yes	
Schools[3] / 20%	< ¼ mile	Yes	Improving access to key destinations, including schools, transit stops, parks, employment and commercial centers is a key goal of the ATP.
	¼ to ½ mile	Yes	
Transit Stops[3] / 15%	Within ¼ mile of Transit Stop with ≥ 100 Avg Daily Ons/Offs	Yes	
	Within ¼ mile of Transit Stop with 67 to 99 Avg Daily Ons/Offs	Yes	
	Within ¼ mile of Transit Stop with 34 to 66 Avg Daily Ons/Offs	Yes	
	Within ¼ mile of Transit Stop with ≤ 33 Avg Daily Ons/Offs	Yes	
Points of Interest[3] / 10%	< ¼ mile	Yes	
	¼ to ½ mile	Yes	

Notes: 1. Historically Underserved/Disadvantaged Populations (sum of 7 socio-economic indicators identified in the MPO's Title VI Plan [https://metroplanorlando.org/wp-content/uploads/Title-VI-Program-Nondiscrimination-and-Language-Plan-2018-FINAL.pdf] or USDOT defined Areas of Persistent Poverty and Historically Disadvantaged Communities [https://www.transportation.gov/grants/dot-navigator/federal-tools-determine-disadvantaged-community-status]);
2. Pedestrian / Bicycle Crashes and Fatalities (2017 – 2021); Source Signal Four Analytics
3. Proximity to schools, transit stops and other points of interest from Wave Database

Within both the PPL and the Critical Sidewalk Gap Bundles project, weighting was applied to different criteria to reflect the overall preference and significance of the goals in relationship to each other, as shown in the previous tables. For example, both the PPL and Critical Sidewalk Gap Bundles project placed an emphasis on safety and accessibility, which are key goals of the Active Transportation Plan.

Prioritization Criteria

Based on the priorities identified by the MetroPlan Orlando Board in various MetroPlan Orlando policy documents, the goals of the ATP and the criteria used in the similar Critical Sidewalk Gap Bundles project, an initial set of prioritization criteria was shared with the project Steering Committee and the TAC/CAC in July and August 2023, respectively. The prioritization criteria for the Active Transportation Plan included these categories:

- Transportation Disadvantaged / Historically Underserved Areas
- Bicyclist and Pedestrian Safety
- Accessibility and Connectivity
- Comfort
- Jurisdictional Significance
- Regional Significance

The relative weight of each category was discussed with the Steering Committee and their feedback was incorporated into the weighting criteria shown below.

In the period between the development of the draft ATP prioritization criteria and the finalization of the 2050 ATP project list, the US Department of Transportation (DOT) refined their indicators used to identify transportation disadvantaged communities. Transportation disadvantage occurs when people are unable to access the needs of their daily life regularly, reliably, and safely. There are five main components of transportation disadvantage with the indicators used to identity transportation disadvantaged communities summarized below:

1. **Transportation Insecurity** occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely. Nationally, there are well-established policies and programs that aim to address food insecurity and housing insecurity, but not transportation insecurity. A growing body of research indicates that transportation insecurity is a significant factor in persistent poverty.
2. The **Environmental Burden** component of the index includes variables measuring factors such as pollution, hazardous facility exposure, water pollution and the built

environment. These environmental burdens can have far-reaching consequences such as health disparities, negative educational outcomes, and economic hardship.

3. **Social Vulnerability** is a measure of socioeconomic indicators that have a direct impact on quality of life. This set of indicators measure lack of employment, educational attainment, poverty, housing tenure, access to broadband, and housing cost burden as well as identifying household characteristics such as age, disability status and English proficiency.
4. The **Health Vulnerability** category assesses the increased frequency of health conditions that may result from exposure to air, noise, and water pollution, as well as lifestyle factors such as poor walkability, car dependency, and long commute times.
5. **Climate and Disaster Risk Burden** reflects sea level rise, changes in precipitation, extreme weather, and heat which pose risks to the transportation system. These hazards may affect system performance, safety, and reliability. As a result, people may have trouble getting to their homes, schools, stores, and medical appointments.

Each indicator is comprised of multiple factors. Additional information can be found on the US DOT Equitable Transportation Community (ETC) Explorer website: https://www.transportation.gov/priorities/equity/justice40/etc-explorer.

For each indicator, a score was developed by normalizing and then summing indicators within each component. Census Tracts/projects areas at "0%" are considered the least disadvantaged and "100%" are the most. US DOT considers a census tract to be experiencing disadvantage if the overall index score places it in the 65% (or higher) of all census tracts in the United States. The ranked Component Scores are then summed across all components to generate an Overall Score. The Transportation Insecurity component was double weighted in generating the final score. Census tracks that have an overall weighted score of 65% or higher are considered Transportation Disadvantaged. Overall, about 25% of the MetroPlan Orlando region's population lives in a designated Transportation Disadvantaged census tract.

Based on the feedback from the Steering Committee and the TAC/CAC, as well as the US DOT Transportation Disadvantaged community definitions, specific evaluation criteria was developed, as shown in **Table 3.**

Table 3: ATP Evaluation Criteria

Goal Area	Evaluation Criteria	Criteria Scoring	Goal Area Weight
Transportation Disadvantaged / Historically Underserved Areas[1]	Meets 4 or 5 of the ETC Criteria **or** in an area with > 18% of households identified as Zero Car Households	100%	15%
	Meets 2 or 3 of the ETC Criteria **or** in an area with ≥ 12% of households identified as Zero Car Households	75%	
	Meets 1 of the ETC Criteria **or** in an area with ≥ 6. 3% of households identified as Zero Car Households	50%	
Bicycle and Pedestrian Safety[2]	More than 5 crashes involving a person walking or biking **or** any pedestrian / bicycle fatalities	100%	30%
	4 - 5 bike/ped crashes	75%	
	2 - 3 bike/ped crashes	50%	
	1 bike/ped crash	25%	
Accessibility and Connectivity[3]	Percent improvement in walking access to destinations High improvement Medium improvement Low improvement	 100%[4] 66%[4] 33%[4]	6.25%
	Percent improvement in biking access to destinations. High improvement Medium improvement Low improvement	 100%[4] 66%[4] 33%[4]	6.25%
	Number of people for whom access is improved for walking trips. High improvement Medium improvement Low improvement	 100%[4] 66%[4] 33%[4]	6.25%
	Number of people for whom access is improved for biking trips. High improvement Medium improvement Low improvement	 100%[4] 66%[4] 33%[4]	6.25%

Goal Area	Evaluation Criteria	Criteria Scoring	Goal Area Weight
Comfort[5,6]	New or improved PLOC for a walking facility		5%
	High Comfort Anticipated	100%	
	Medium Comfort Anticipated	75%	
	Low Comfort Anticipated	50%	
	New or improved LTS for a biking facility		5%
	High Comfort Anticipated	100%	
	Medium Comfort Anticipated	75%	
	Low Comfort Anticipated	50%	
Jurisdictional Significance[7&8]	Qualitative low/medium/high ranking by local jurisdiction on the proposed project's local significance		10%
	High Jurisdictional Priority	100%[7]	
	Medium Jurisdictional Priority	66%[7]	
	Low Jurisdictional Priority	33%[7]	
Regional Impact[8]	Facility eligible for inclusion in the SunTrail or Coast to Coast Network	100%	10%

Notes: 1. Based on US DOT Transportation Disadvantaged Areas, as modified by MetroPlan Orlando for the Regional Equity Profile.
2. Pedestrian / Bicycle Crashes and Fatalities (2018 - 2022); Source Signal Four Analytics
3. Based on the Pedestrian Level of Comfort (PLOC), Level of Traffic Stress (LTS) and Accessibility Analysis
4. Based on the relative improvement of access and the relative number of people for whom access was improved, the top third of projects were allocated 100% of points, with 66% and 33% of points being allocated to the middle and bottom third, respectively.
5. Based on the PLOC and LTS Analysis
6. Based on distribution of relative improvements for each facility. Improvement from LTS 4 to LTS 1 would receive 100% of available points.
7. Qualitative score to incorporate local preferences
8. These scores to be assigned as part of a separate process
Source: Fehr & Peers, 2024

Application of Criteria

The 2050 ATP includes 256 projects in the following categories.

- 3 existing bicycle lane modifications
- 48 bicycle lane enhancements to already planned projects
- 4 bicycle bridges/tunnels
- 65 new corridor projects, which include adding or widening bike lanes, adding side paths, speed management, and/or a safety focus
- 21 enhancements to already planned corridor projects

- 7 new trail segments, plus 5 trail gap closures
- 26 enhancements to already planned trail crossing projects
- 7 new trail crossing improvements
- 57 new intersection improvements, some with a signing, striping & signal timing focus, and others with reconfiguration elements, such as reducing curb radii, adding pedestrian refuge islands, and providing directional curb ramps
- 10 enhancements to already planned intersection improvements
- 3 enhancements to already planned trail crossing improvements

In the future as funding becomes available, detailed planning and engineering studies will be performed on these proposed projects. However, until that level of analysis can occur the following assumptions were made to fairly prioritize the proposed projects:

- Projects which include a modification to an on-street bicycle facility will meet FDOT and FHWA recommended minimums for the roadway facility type
- Proposed sidepaths will be planned as separate facilities
- Projects that address speed management, or include speed management components, will reduce the vehicle operating speed by 5 MPH

Preliminary prioritized scores were developed for each project, with scores ranging from a high of 63.8 to a low of zero. Of the projects that scored a zero, all projects are intersection improvements where it is difficult to measure the regional accessibility benefit. Several of the projects were added based on feedback from jurisdictional partners and were not developed based on a data driven approach, the remaining projects are locations where a trail crosses a six+ lane road, but there is not a history of crashes nor is it located in a transportation disadvantaged community.

Preliminary results are as presented in **Table 4** for the top ranked projects**.** The prioritization score presented below does not yet include regional and jurisdictional significance criteria, which will be incorporated following additional coordination with each jurisdiction, and thus the preliminary priority scores have been allocated based on 80 points. The full ranked project list is provided in the Appendix of the 2050 Active Transportation Plan.

Table 4: Preliminary Top Ranked Active Transportation Needs List

Preliminary Priority Score[1]	ATP ID#	Needs Type	Road Name	From	To
63.8	8.04	Trail Segment	Trail along Clarcona-Ocoee Rd	Pine Hills Rd	US 441 / Orange Blossom Trl
63.3	1.46	Corridor Improvement - Safety Focus	Ivey Ln	SR 526 / Old Winter Garden Rd	Columbia St
62.4	1.27	Corridor Improvement - Safety Focus	Americana Blvd	John Young Pkwy	Texas Ave
61.6	1.48	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 423 / John Young Pkwy	SR 50 / Colonial Dr	Church St
59.9	4.07	Bike Lane Modification - Enhance Already Planned Project	SR 535 / S. Apopka Vineland Rd	US 192	SR 536 / World Center Dr
59.9	4.49	Bike Lane Modification - Enhance Already Planned Project	Sand Lake Rd	Kirkman Rd	John Young Pkwy
59.9	5.12	Bike Lane Modification - Enhance Already Planned Project	SR 535 / S Apopka Vineland Rd	International Drive	US 192 / W Irlo Bronson Memorial Hwy
59.6	1.47	Corridor Improvement - Safety Focus	SR 526 / Old Winter Garden Rd	Powers Dr	Ivey Ln
59.5	8.09	Corridor Improvement - Add/Widen Sidewalk/ Shared Use Path/Bike Lane	Nashville Ave	45th St	W Miller Ave
59.5	1.06	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	US 441 / N Main St	US 192	Osceola Pkwy
59.5	4.09	Bike Lane Modification - Enhance Already Planned Project	US 17/92 / John Young Pkwy	Pleasant Hill Rd	Portage St
59.5	4.19	Bike Lane Modification	US 441 / N Main St	US 192 / Vine St	Osceola Pkwy
59.5	5.18	Bike Lane Modification - Enhance Already Planned Project	US 441 / Orange Blossom Trl	SR 50 / Colonial Dr	SR 414 / Maitland Blvd
57.9	1.57	Corridor Improvement - Safety Focus	SR 414 / Maitland Blvd	Rose Ave	Magnolia Homes Rd

Preliminary Priority Score[1]	ATP ID#	Needs Type	Road Name	From	To
57.8	5.19	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 423 / John Young Pkwy	SR 408	Shader Rd
57.5	1.38	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 551 / Goldenrod Rd	SR 50 / Colonial Dr	University Boulevard
57.4	1.15	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 50 / Colonial Dr	Pine Hills Rd	Highland Ave
57.4	4.71	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	John Young Pkwy	SR 482 / Sand Lake Rd	Hunters Creek Blvd
57.4	4.74	Corridor Improvement - Add/Widen Sidewalk/Shared Use Path/Bike Lane	SR 435 / Kirkman Rd	SR 526 / Old Winter Garden Rd	SR 50 / Colonial Dr
55.8	1.32	Corridor Bike/Ped Safety Project - Enhance Already Planned Project	SR 551 / Goldenrod Rd	Beatty Dr	Pershing Ave
55.8	1.04	Corridor Bike/Ped Safety Project	US 192 / Vine St	Bamboo Lane	Main Street
55.8	1.24	Corridor Improvement - Safety Focus	Lancaster Rd	US 17/92/441 / Orange Blossom Trl	Calypso Dr
55.8	4.21	Bike Lane Modification - Enhance Already Planned Project	US 192 / Vine St	Hoagland Blvd	John Young Pkwy

Notes: 1. Based on 80 points. Jurisdictional and Regional Significance criteria will be applied as part of a separate process.
Source: Fehr & Peers, 2024

This completes the initial prioritization of projects for MetroPlan Orlando 2050 Active Transportation Plan.

Appendix H: Policy Recommendations

Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

Final Memorandum

Date: January 9, 2024

To: Taylor Laurent, MetroPlan Orlando
Slade Downs, MetroPlan Orlando

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Subject: 2050 Active Transportation Plan – Policy Recommendations

Introduction

The MetroPlan Orlando Regional Active Transportation Plan (ATP): Ride & Stride 2050 identifies a variety of potential projects to promote and improve active transportation and safety for vulnerable road users. This document outlines potential new policies that can be incorporated into the ATP to provide additional guidance as identified projects are further planned and refined, as well as be included in the 2050 Metropolitan Transportation Plan (2050 Plan). Specifically, this memorandum provides policy guidance on the following topics:

- ADA (Americans with Disabilities Act) Compliance
- Active Transportation Count Programs
- Micromobility Regulations
- Bicycle Facility Selection

This document is intended to help inform policies, projects and programs that will be incorporated into the Final Active Transportation Plan.

ADA Policy Recommendations

The Americans with Disabilities Act (ADA) and the Public Right-of-Way Accessibility Guidelines (PROWAG), final rule effective September 7, 2023, regulate construction within the public environment so that buildings and transportation facilities are accessible to people with disabilities. New transportation projects, from planning through construction phases, should

be assessed for compliance with these guidelines and regulations. In addition to meeting applicable ADA and PROWAG requirements, the following guidance is provided:

- **Directional curb ramps with truncated domes** – Projects affecting curb ramps on brick streets or brick sidewalks should provide yellow truncated domes as opposed to red truncated domes for greater visibility for those with visual impairments.

- **Continuous sidewalk** – If sidewalks are being added to any portion of a block, they should be constructed on the entire block or connect via a context-appropriate marked crossing to another pedestrian facility. If special walking surface treatments, such as bricks or pavers are used, materials that are rated for ADA accessibility should be used, as some surface treatments can create trip hazards or an uneven walking surface.

- **Transit stops** – Transit stops should be connected to the larger pedestrian network via smooth, unobstructed surfaces and should be collocated with context-sensitive marked crossings to the greatest extent feasible. The location of the closest marked and controlled crossing should be considered in the placement of new transit stops and when existing transit stop locations are evaluated. Some existing stops are also located at legal crossings that are not marked or controlled that may be candidates for crossing treatments, such as a pedestrian hybrid beacon or a rectangular rapid flashing beacon coupled with high visibility crosswalks.

- **Accessible Pedestrian Signals (APS)** – PROWAG requires Accessible Pedestrian Signals (APS) at all new or modified signalized intersections where pedestrian signals are provided. There are no requirements to implement APS at existing intersections, but jurisdictions are encouraged to prioritize APS in the following circumstances:

    - Where requested by someone with a visual impairment or other disability along a commonly traveled route
    - Where a Leading Pedestrian Interval (LPI) is in place
    - Signalized intersections near underpasses
    - Signalized crossings of on/off ramps
    - Signalized crossings at T-intersections
    - Mid-block crossings

Specific new requirements in PROWAG as related to active transportation facilities include:

- Accessible pedestrian signals are required at all new or modified signals (R206. 1)
- Crosswalk enhancements at multilane roundabout entrances or exits (R306. 4. 2)
- 48” clear width required for pedestrian access route (R302. 2)
- Dual curb ramps required at all corners (R203. 6. 1. 1)
- Transit stop boarding areas are required (R309. 1. 1)

- Detectable warning surfaces (DWS) are required at driveways with stop or yield control R205.7)

Title II of ADA requires all jurisdictions to have ADA Transition Plans that identify ADA deficiencies and solutions to those deficiencies; all counties within the region have a published ADA transition plan, but not all jurisdictions within the region have a transition plan separate from their county plan. Guidance on how to prepare an ADA transition plan is provided from the Federal Highway Administration (FHWA). As jurisdictions prepare or update their plans and facilities, they should consider:

- Assessment of ADA infrastructure for damages, hazards, or obstacles that could impede mobility, including, but not limited to:
    - Obstacles – protruding objects or significant ponding in the travel path
    - Hazards – excessive cross slope or running slope on sidewalks or curb ramps; drop-off areas
    - Damages – infrastructure in need of repair to restore mobility, stability, and access for all users (i.e. shattered sidewalks, trip edges, loose bricks, etc.)
- Solutions to upgrade existing facilities to meet current ADA standards and remove identified obstacles, hazards, or damages, if present, as the project proceeds into the construction phase, including:
    - Schedule to implement improvements
    - Public officials responsible for implementing the plan

In addition to the schedule of improvements, jurisdictions should consider identifying potential costs and funding sources, as well as project prioritization criteria.

Active Transportation User Count Program Structure

There are opportunities to install temporary and permanent bicycle and pedestrian counters on existing and new shared use paths and trails in the region. Counters should be placed in a variety of trail and shared-use path environments such that the data collected can be used as a proxy for other locations, including locations where low-income users, older adults, users living in zero-car households, and other underserved communities tend to use active transportation.

Temporary counters are typically a combination of infrared sensors and tube counters (a tube that crosses the path of travel that senses when a bike rides over it); when counters are used along roadways, bicyclists using the roadway as well on the sidewalk or side path should be counted. Common permanent counters are a combination of infrared sensors and inductive loops. Both temporary and permanent counters can distinguish between bicycles and pedestrians and identify the direction of travel. Weather observation units can also be

included in count systems and used by the region for other purposes. Bicycle and pedestrian count programs can be beneficial for the following reasons:

- Measure use of bicycle and pedestrian infrastructure projects via before and after studies
- Capture data on bicycle and pedestrian movements in a jurisdiction
- Track seasonality of bicycle and pedestrian travel
- Plan for and accommodate demand
- Understand how trails are being used (for commuting, or recreationally)
- Support grant applications

If weather units are incorporated, there are also opportunities to provide heat alerts and other information to help people make travel choice decisions. Because many of the trails and shared use paths travel through multiple jurisdictions, it is important for local jurisdictions to report data to MetroPlan Orlando for compilation and reporting at the regional level. Having regional data allows for more comprehensive planning. It can be used to compare data across jurisdictions and help jurisdictions understand how people are traveling throughout the region.

For consistency in reporting, the following data collection guidance is recommended:

- Collect the following information: volumes, mode type, right-of-way position (path, sidewalk, bike lane, or travel lane) direction of travel, time, date, and weather
- Publicly report data. MetroPlan Orlando can provide a centralized database for jurisdictions that report their data to MetroPlan Orlando

Micromobility Policy

Micromobility devices are a relatively new phenomenon with their use and definition evolving over the last 10 years. Micromobility refers to a range of individual-use, light-weight vehicles[1] (typically 20" to 36" wide and 50 pounds or less, but up to 121 pounds), typically operating at speeds below 15 miles per hour, but no greater than 28 miles per hour. Mobility devices include, but are not limited to bicycles, e-bikes, e-scooters, e-skateboards, shared bicycle fleets, and electric pedal-assisted bicycles, and exclude devices with internal combustion

[1] Some micromobility vehicles are legally classified as devices rather than vehicles which affects where they can legally operate. For example, e-bikes and e-scooters with seats are defined as vehicles under Florida law and cannot be operated on sidewalks under motorized power. Stand-up e-scooters are not defined as vehicles and can be driven on sidewalks.

engines (working draft updated definition prepared by the FDOT Pedestrian and Bicycle Safety Coalition).

There are similarities between micromobility devices and traditional walk/bike modes including:

- Users of both self-propelled modes and e-bikes/e-scooters are considered vulnerable users, meaning the users of these devices are more vulnerable in a crash as they are not protected by an automobile
- Both modes are primarily used for short trips
- Both modes serve as first-mile/last-mile connections

However, there are differences between traditional walk/bike modes and e-bikes/e-scooters including:

- Many e-bikes/e-scooters are owned by a third-party company and shared by users.
- Travel speeds tend to be higher on electric micromobility devices. Studies vary, but according to one Swedish study, the average self-propelled cyclist travels around 9 mph, while an average e-bike user travels around 14 mph[2]; many e-bikes have a maximum speed of 20 mph or more.
- People on e-bikes and e-scooters can travel, on average, at faster rates of speed than those on self-propelled bicycles and require additional sight distance/reaction time to stop. Additionally, the speed differential between users of micromobility devices and other people walking and using self-propelled bicycles can create the potential for hazards, especially when there is a high volume of users.
- E-bikes are typically heavier than non-electric bicycles. E-bikes can range between 40 and 80 pounds, with some e-bikes even heavier than 80 pounds, while human-powered bikes are typically 20 to 30 pounds. As the speed and weight of e-bikes increases, the greater likelihood of a serious injury or even a fatality if a person riding an e-bike collides with another vulnerable road user.

E-bikes, e-scooters, and other micromobility devices have been controversial in recent years, with concerns related to higher speeds, which can lead to injuries for both the rider and other road users and shared devices cluttering public spaces. Third-party devices are often left in the middle of the sidewalk or in private yards, which can create barriers to other people using the sidewalk, especially those with disabilities, and create visual clutter in neighborhoods. As a result of these concerns, many jurisdictions have either banned shared use mobility companies entirely or restricted their use to specific areas. The USDOT has stated that

[2]Dozza, M., Werneke, J., & Mackenzie, M. (2013). e-BikeSAFE: A naturalistic cycling study to understand how electrical bicycles change cycling behaviour and influence safety. In International Cycling Safety Conference (pp. 1–10). Helmond, The Netherlands. Retrieved from https://trec.pdx.edu/blog/are-e-bikes-faster-conventional-bicycles

"electric and adaptive micromobility devices may also increase mobility for older adults, parents with young children, or individuals with disabilities." Regulations, when applied consistently and enforced, can help manage the use of micromobility devices in our communities, including policies related to:

- Regulating speed on sidewalks and trails, based on their context, volume of users and user profiles
- Not permitting electric micromobility devices on unpaved trails
- Requiring micromobility users to yield to pedestrians
- Implementing equity requirements into shared mobility contracts
- Regulating where/how micromobility devices can be parked

Geofencing technology has proven effective in reducing speeds of shared mobility devices that travel in specified areas, as the companies that own the vehicles can lower the maximum speed of the device when it enters certain areas. Shared devices can also be programmed to not operate in specified locations, such as streets where there could be significant conflicts with pedestrians. However, it can be difficult to regulate speed and location on privately owned micromobility devices.

In addition to regulations related to the end user experience and requirements, regulations related to other factors should be incorporated, including:

- Fleet size, which can ensure that sufficient vehicles are available but not result in a fleet size that is unmanageable for the jurisdiction.
- Fleet removal/relocation to ensure there is a process to remove inoperable devices that can pose a hazard to the public, including process to remove devices from the public-right-of-way when storms with high winds and rains are forecast so devices do not impede emergency response.
- Fleet rebalancing to ensure access to devices when needed, avoid overcrowding on sidewalks and ensure equitable access to devices.
- Equipment maintenance plans to ensure that operators have plans in place to routinely maintain and inspect devices.
- Customer service information should be prominently displayed on all devices and customer service lines should be staffed in real-time during hours to be specified in collaboration with the jurisdiction.
- Pricing structures should promote equity and provide revenue shares to the jurisdiction that can be used to invest in active transportation infrastructure and safety improvements.

- Staffing and workforce development considerations should be incorporated into agreements with micromobility providers to ensure an appropriate level of on-the-ground staff to address issues and concerns.

Bikeway Selection Policy

The selection of the most appropriate bicycle facility is important to creating a network that is comfortable, improves safety, and increases accessibility by non-auto travel modes. As new facilities are being planned and existing facilities upgraded, it is important to select the most appropriate facility for the characteristics of the roadway. Public feedback as well as guidance from FHWA and NACTO discourage the placement of on-street bicycle lanes adjacent to high-speed/high-volume roadways. To aid in the selection of the most appropriate facility, the following should be considered:

- New facilities shall follow guidance from the FHWA's Bikeway Selection Guide as well as the FDOT Design Manual. In some instances, there may be trade-offs between the travel modes that need to be considered. The applicable multimodal policy of the agency/jurisdiction should be consulted to help balance competing demands. Where it is not feasible to provide the facility type recommended by FHWA and FDOT guidance, the provision of alternative and parallel routes should be considered with appropriate wayfinding.

- Unidirectional bicycling facilities are recommended adjacent to roadways as bicyclists traveling against the flow of traffic - regardless of facility type – have a greater crash risk at intersections and driveway than those traveling in the same direction as motorists. Bikeways that encourage or require cyclists to drive facing traffic should be avoided, particularly along corridors with frequent intersections and commercial driveways.

- Facility upgrades should also consider guidance from the FHWA's Bikeway Selection Guide as well as the FDOT Design Manual. During a Resurfacing, Restoration and Rehabilitation (RRR) project, there may be opportunities to enhance existing on-street bicycle lanes. As the RRR process typically includes removing and replacing all lane markings, there can be opportunities to reduce the through lane width and widen the on-street bicycle facility and/or provide a painted buffer. As agencies program RRR projects, opportunities to evaluate the target speed and implement signing, striping, traffic signals, and other low-cost improvements should be considered. These enhancements can help improve access and comfort while more expansive projects that might involve widening sidewalks or providing side-paths are planned, designed, and constructed.

- Where on-street parking exists, a 3-foot buffer should be provided between the bike lane and the on-street parking to prevent dooring collisions. Where buffer space is not available, considerations should be made to removing on-street parking or relocating the bike lane.

- Bicycle facilities should be continued through intersections. This could include dedicated bicycle facilities or connecting bicycle facilities to the adjacent sidewalk and having bicycles cross at the crosswalk. Bicycle facilities may merge with the vehicle

travel lane if the roadway is appropriate. The National Association of City Transportation Officials (NACTO) recommends the following three principles on carrying bicycle facilities through an intersection:

- Reduce turn speed – drivers are more likely to yield to a bicycle or pedestrian if traveling at a low speed, and if a collision does occur, it is less likely to result in a serious injury or fatality.
- Make bicyclists visible – It is important to maintain clear lines of sight between people driving and people on bicycles at an intersection. Setting the stop line farther back from the intersection and providing raised bicycle crossings are two strategies for making bicyclists more visible.
- Give bikes the right of way – Providing bicyclists dedicated space and right-of-way, by letting them use leading pedestrian intervals, providing bike boxes and other dedicated facilities, and restricting vehicles from turning right on red can help increase driver yielding.

Additionally, large intersections that also incorporate on-street bike lanes may need longer clearance time for bicyclists. Bicyclists entering an intersection with a crossing distance greater than 150 feet (these are common at intersections of 6+ lane roadways with a median, dual left-turn lanes and a right-turn lane) take longer to travel through the intersection than a vehicle, and can result in bicyclists still legally completing their crossing when the traffic signal for the opposing through movement has turned green, creating the potential for conflicts. The potential for conflicts can be compounded if there are large vehicles or obstructions blocking drivers' view of the intersection. At these intersections, automatic detection of bicyclists is recommended that would provide additional yellow and all-red time to allow the bicyclist to clear the intersection prior to other movements receiving a green light.