

*Transportation Disadvantaged Local Coordinating Board*

# Orange County Update - Micromobility Devices and Code Amendments

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# Purpose

- Provide updates and receive input on current projects from the TDLCB/affected communities
- Define micromobility devices and recap County regulatory actions
- Summarize key provisions of Orange County Code amendments for pedestrian safety/ADA
- Outline next steps for both projects





# Micromobility Devices

- **“Micromobility devices” – defined by Section 316.003(39), Florida Statutes:**
  - Motorized transportation devices reserved online for point-to-point trips
  - Traveling no more than 20 miles per hour
  - Including motorized scooters and motorized bicycles
  - Excluding scooters/bikes owned by individuals/not part of a shared system
- **Generally, micromobility riders have the same rights and duties of bicycle riders**







# Micromobility Devices

- Scooter vendor began operating in I-Drive area in Aug. 2019—another in Feb. 2020
- BCC adopted countywide moratorium in Mar. 2020
  - Restricted micromobility devices until Jan. 2021 in unincorporated area or until regulations developed
- County received Notice of Intent to file lawsuit
  - Considered risk, cost, reduced traffic, and temporary nature of moratorium
- On July 7, 2020, BCC rescinded moratorium
  - Staff directed to move forward on review





# Micromobility Devices

- **Extensive public outreach**
  - **Community organizations**
  - **Business development groups**
  - **Industry stakeholders**
  - **Citizen advisory boards**
  - **UCF/local agencies**
    - **LYNX**
    - **Apopka, Maitland, Orlando, Winter Park**

**Disability Advisory Board**  
**Efficient Transportation for the Community of CF (ETC)**  
**Hunter's Creek Board of Directors**  
**I-Drive Resort Area Chamber of Commerce**  
**I-Drive Steering Review Group**  
**Pine Hills Neighborhood Improvement District**  
**Sustainability Advisory Board**  
**Universal Blvd Property Owners Association**



# Micromobility Devices

## Micromobility Industry Forum – July 2020

- Five companies participated
- Confirmed services would not have stations for parking or require helmets
- Detailed safety education, COVID-19, and emergency/complaint response
- Need staffing flexibility—employees vs. contractors varies by operator
- Do not want to have to pick up devices nightly
- Noted most users want to ride where the speed limit is 35 mph or less





# Micromobility Devices

## Community Stakeholder Input

- Do not think residents outside urban areas will be interested
- Concerns about parking
- Concerns about scooters left near business entrances
- Do not want scooters left on sidewalk blocking pedestrians
- Do not want scooter riders on sidewalks
- Handling of enforcement may be an issue



# Micromobility Devices

## International Drive Stakeholder Input

- Concerns about liability for crashes on private property
- Device clutter and parking near business entrances/on property
- Bonding/insurance and financial sustainability of companies
- County enforcement of parking, safe operations, and fines/fees
- Geofencing areas/properties to prohibit operations
- Restricting operation on I-Drive and on sidewalks
- Potential impacts to I-Ride Trolley ridership and revenue
- Sanitation/safety during COVID-19, a focus of I-Drive businesses





# Micromobility Devices

- **Diverse development patterns**

- Higher traffic volumes/roadway speeds in County vs. Orlando
- Suitability of infrastructure and sidewalk width
- Relationship to transit service and stops

- **Safety and accessibility**

- Device speeds and interactions with walkers/bikes/vehicles causing injuries
- Helmets not supplied or required by vendors
- ADA concerns from device clutter on sidewalks/curbs
- Improper parking on private property and near entrances



# Micromobility Devices

## Options Presented at BCC Work Session Oct. 27

**1. Do not regulate**

**2. Establish regulations**

– One-year pilot (similar to Orlando/UCF programs) or permanent regulations

– Operational standards

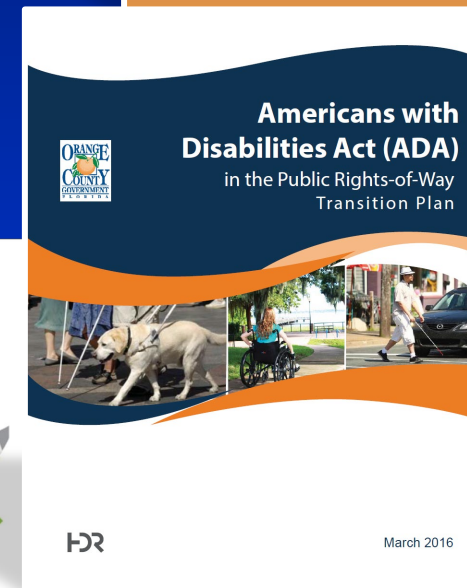
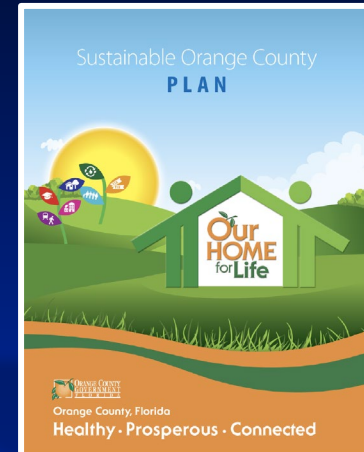
– Consider limiting to designated Target Areas (ex. I-Drive, UCF)

**3. Restrict in areas of Orange County**



# Code Amendments

- Addressing sections not updated for many years
- Simplifying infrastructure standards now in multiple chapters to eliminate redundancy
- Implementing new federal/state standards and best practices
- Implementing related County projects
  - Sustainable Orange County Plan
  - Walk-Ride-Thrive! Pedestrian Safety Program
  - ADA Transition Plan





# Code Amendments

- **Significant stakeholder input**
  - Disability Advisory Board, Sustainability Advisory Board
  - Professional Resources Group, Public Works Advisory Board (now dissolved)
- **Development Advisory Board**
  - Heard at 3 meetings to review ordinance drafts
- **Outreach to 15 professional associations**
- **Developers Forum held in July 2019**
- **Presented at GOBA meeting in August 2019**



# Code Amendments

## Pedestrian Safety/ADA (Ord. 2020-30)

- “Maintenance of Traffic” for walking, biking, and transit
- Site development, access management, and sidewalks
- Subdivisions and student housing
- ADA Transition Plan recommendations
- FDOT standards
- Florida Accessibility Code

**5. Orange County Code Chapters**

The Orange County Code chapters serve as a resource for the County to plan, design, construct, and maintain infrastructure that serves the needs of the community. The recommended changes implemented are summarized in the following table:

Code	Comment	Referenced Standard	Recommendation
<b>Chapter 9 – Building and Construction Regulations</b>			
All Sections	All sections were reviewed, and no comments in regards to ADA compliance are needed at this time.	N/A	N/A
<b>Chapter 21 – Highways, Bridges, and Miscellaneous Public Places</b>			
Sec. 21-236	Maintenance of Traffic Does not accommodate ADA accessibility.	28 Code of Federal Regulations Part 35.133 Maintenance of Accessible Features, 2010 ADA sec. 206, 402, 403, 302	Add the phrasing “When an existing pedestrian way or bicycle way is located within a traffic control work zone, accommodation must be maintained and provision for the disabled must be provided.”
Sec. 21-252 (b)	Placement It is necessary for the County to establish criteria that the County will use to determine if existing connections provide an ADA compliant path. (i.e. define all the requirements to be compliant with ADA, such as that it must be at least 48” wide, have cross slopes not exceeding 2%, running slopes not exceeding 8.3%, no vertical changes in level).	2010 ADA sec. 206, 402, 403, 302, 502.3	Establish criteria to determine if existing connections provide an ADA compliant path. Revise policy to reflect ADA Standards updated in 2010, and the FBC Accessibility Code as updated in 2012 and PROWAG as published in 2011 (best practice).

ADA Transition Plan in the Public Rights-of-Way

81





# Code Amendments

## Chapter 9 – Building Construction and Regulations

- Revises pedestrian facilities for commercial/“big box” stores
  - Removes current language to refer to revised section in Ch. 30
  - Creates one standard section for pedestrian accommodations in site development





# Code Amendments

## Chapter 21 – Highways, Bridges and Miscellaneous Public Places

- Updates references to all applicable/current FDOT manuals and ADA regulations
- Strengthens accessibility standards for crossings in ROW
- Adds MOT reference and new standards for railroad crossings
- Requires restoration to 48 inch wide driveway/walkway in lieu of 36 inches



# Code Amendments

## Chapter 21 – Highways, Bridges and Miscellaneous Public Places

- “Maintenance of traffic” (MOT) during construction
  - Reflects current FDOT/ADA standards
  - Requires equivalent pedestrian/bicycle facilities
  - Addresses transit and school facilities
  - Adds MOT permit revocation for noncompliance

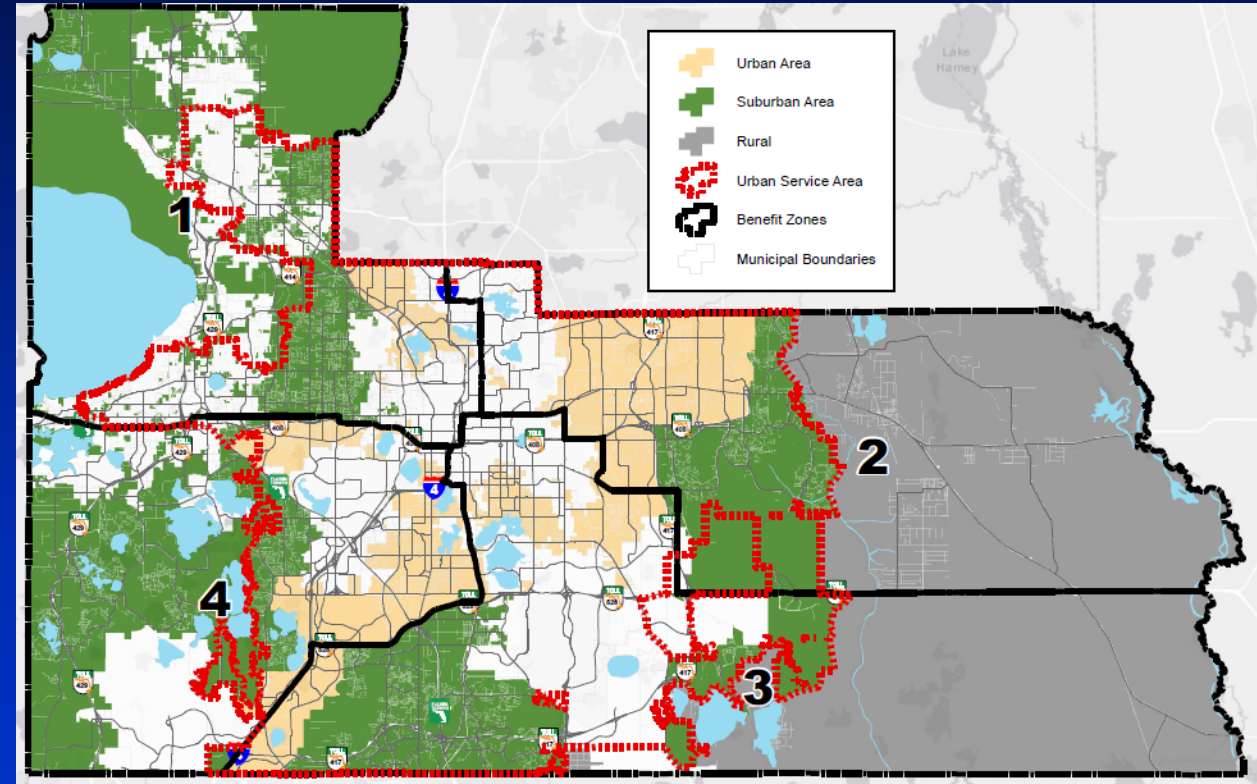




# Code Amendments

## Chapter 30 – Planning and Development

- **New pedestrian accommodation standards**
  - Consolidates standards in revised section
  - Adds engineer certification/other compliance
  - AMA standards now applied to new Urban Area Transportation Impact Fee District





# Code Amendments

## Chapter 30 – Planning and Development

### ▪ Sidewalk standards

- Requires 1-foot wider sidewalks countywide per FDOT standards
- Requires subdivisions to connect sidewalks to County network
- Provides “payment in lieu of” option that is closer to cost
- Addresses existing “lots of record”
- Retains requirements to separate pedestrians from vehicles via curb stops and other means





# Code Amendments

## Chapter 30 – Planning and Development

- **New access management/driveway standards**
  - Completely overhauls current standards to FDOT standards
  - Specifies minimum number of driveways/coordinated access management
  - Reconfigure access if redevelopment, based on analysis
  - Creates requirement for “ladder” crosswalks across driveways maintained by property owners

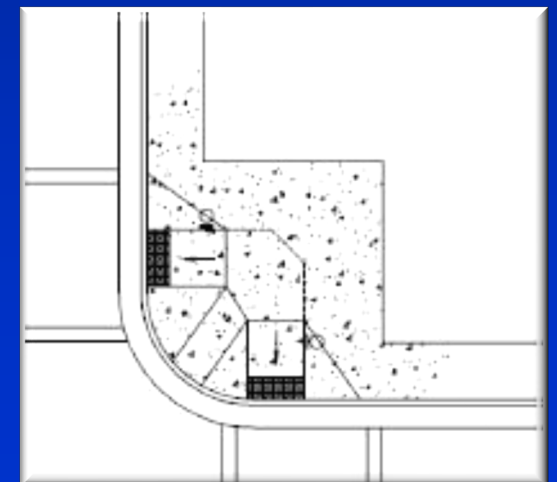


# Code Amendments

## Chapter 30 – Planning and Development

### ▪ Site development accessibility/ADA

- Requires 48-inch wide continuous pedestrian access on sidewalks—increase from 36 inches
- Specifies two curb ramps per intersection quadrant
- Requires connection from accessible entrances to transit stops (Florida Accessibility Code)
- Restricts use of bricks/pavers in min. 5-foot sidewalk width
- Requires thermoplastic crosswalks





# Code Amendments

## Chapter 34 – Subdivision Regulations

- **Preliminary subdivision plan requirements**
  - Identifies ADA requirements and retrofit needs
  - Revises submittal for pedestrian access/technical clarifications
- **Sidewalk standards for single-family subdivisions**
  - Requires 1-foot wider sidewalks per FDOT standards
  - Requires subdivisions to connect to County roadways
  - Provides “payment in lieu of” option that is closer to cost
  - Addresses existing “lots of record”



# Code Amendments

## Chapter 34 – Subdivision Regulations

### ▪ Connectivity and accessibility

- Creates on-street parking standards that include parking for disabled
- Requires pedestrian access for subdivision walls—can get open space credits
- Requires interconnectivity per Comprehensive Plan policy
- Specifies non-residential development must provide cross-access near arterial roads



# Code Amendments

## Chapter 38 – Zoning

- **Pedestrian accommodation standards**
  - Eliminates for each zoning district to refer to Ch. 30
  - Updates standards for special zoning overlays/districts
- **Planned Development/special district standards updated**
- **Standards for accessibility/ADA**
  - Outdoor dining consistent with all applicable accessibility standards
  - Code waivers, site plan deficiencies, other needs addressed





# Code Amendments

## Chapter 38 – Zoning

- **Multifamily/student housing standards**
  - Single-family/multi-family shared access
  - Student housing mobility plan
  - Required pedestrian access for screen walls





# Code Amendments

## Chapter 38 – Zoning

### ▪ Horizon West Villages and Town Center

#### – Updated pedestrian standards

- Two curb ramps per quadrant and min. 5-foot sidewalks
- Walkways with crosswalks, 48-inch continuous pedestrian access route, no pavers
- Crosswalk markings across driveways on arterials/collectors

#### – Access management/ADA standards

- On-street parking from Ch. 30, on-street loading zones
- ADA retrofits when connecting to the County's network
- Other accessibility requirements





# Next Steps

## Micromobility Devices

- BCC work session in January 2021
- Additional public outreach before January
- County analysis of transportation network
  - Determine if and how micromobility can operate safely
  - County roads/sidewalks not as conducive to micromobility as in cities
  - Crash data for possible Target Areas/UCF and Orlando during pilots
  - Traffic volumes, other safety factors

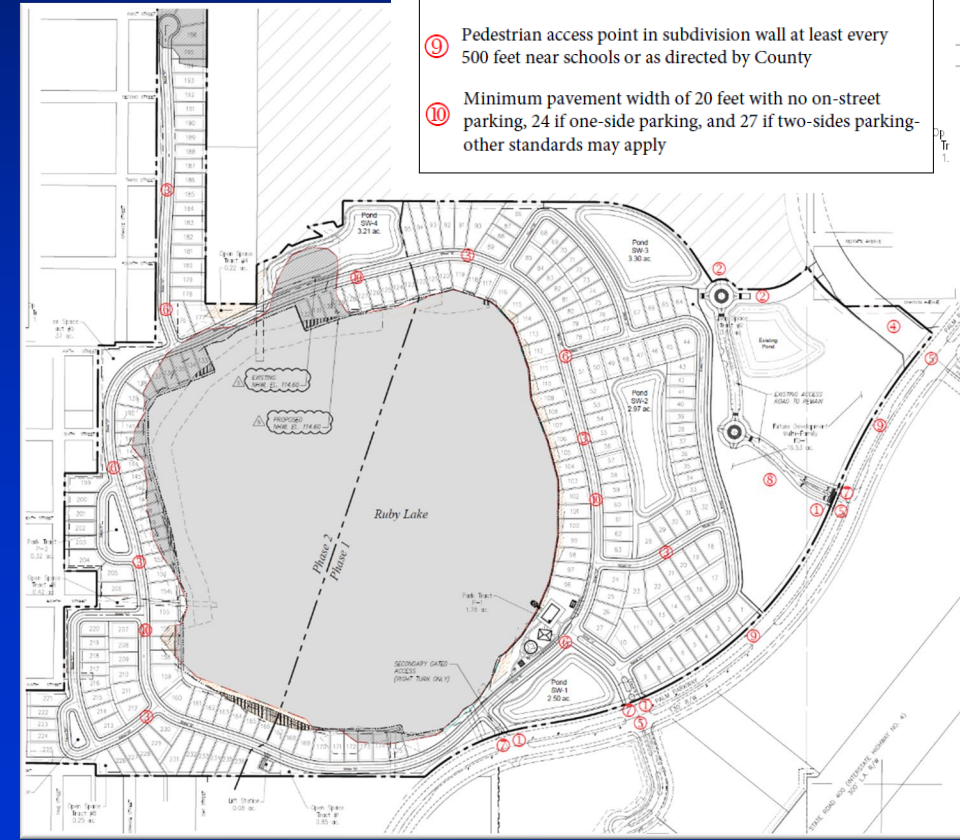


# Next Steps

## Code Amendments

- BCC adopted on Oct. 13, 2020 – now in effect
- Outreach to professional associations
- Staff training/Developers' Forum in November
- Notification on County website
- Other outreach recommended by stakeholders

- ① If connecting to County network, may have to fix ADA needs—plan would need to show ADA requirements
- ② Connectivity to all adjacent parcels (cross-access easements, ROW, stubouts) unless not physically feasible
- ③ Five-foot sidewalks along all local street frontages
- ④ Six-foot sidewalks on both sides of functionally-classified roads, including all frontages abutting site and connections to existing sidewalks on functionally-classified roads
- ⑤ Two ramps per intersection quadrant on functionally-classified roadways
- ⑥ If designated on-street parking spaces, must have accessible parking spaces identified with signage and five-foot aisle if sidewalk or ROW is more than 14 feet wide
- ⑦ Development with at least 1320 feet adjacent to arterial or major collector shall have two access points if development is over 40 residential units or mixed use
- ⑧ Cross access easements required if adjacent property co-terminates on arterial
- ⑨ Pedestrian access point in subdivision wall at least every 500 feet near schools or as directed by County
- ⑩ Minimum pavement width of 20 feet with no on-street parking, 24 if one-side parking, and 27 if two-sides parking—other standards may apply





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