

**TRANSPORTATION ELEMENT
DATA, INVENTORY, AND ANALYSIS REPORT**

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TRANSPORTATION ELEMENT DATA, INVENTORY, AND ANALYSIS

Local governments that have all or part of their jurisdiction included within the urbanized area of a Metropolitan Planning Organization (MPO) are required to prepare and adopt a Transportation Element consistent with the provisions of Chapter 163, Part III of the Florida Statutes (F.S.). The purpose of the Transportation Element is to plan for an integrated multimodal transportation system that places emphasis on both motorized and non-motorized modes of transportation within the City to help mitigate the impacts of future development. The objective of the Transportation Element Data Inventory and Analysis Report is to describe and analyze transportation resources within the City of Sanford, project future conditions and prepare a foundation for the formulation of goals, objectives, policies and respective implementation programs.

As required by Rule 9J-5.019, Florida Administrative Code (F.A.C.), data has been collected, analyzed, and is presented in the following sections including a series of transportation maps. In this analysis, the City of Sanford's Comprehensive Plan long range planning horizon is year 2025. The Transportation Element Data, Inventory, and Analysis (DIA) Report presents:

- An analysis of the existing transportation systems, including the ability of transportation facilities and services to serve existing land uses and the adequacy of the existing and projected transportation system to provide adequate emergency evacuation routes;
- Growth trends and travel patterns, including relationships between land use and transportation systems;
- Report projected transportation system levels of service (LOS) and maintenance of adopted LOS standards;
- An analysis of local and state transportation programs;
- Land use policy implications of transportation management programs necessary to promote public transportation.

DEFINITIONS OF TERMS AND CONCEPTS

Classification of Major Thoroughfares

Major thoroughfares are categorized into functional classification groups according to the roadway characteristics. The five functional classification groups for urban areas are principal arterials, major arterials, minor arterials, collectors and local streets. The extent and degree of access control is a significant factor in defining the functional classification of a roadway. Regulated limitation of access is necessary on arterials to enhance their primary function of mobility, while the primary function of local streets is to provide access. The functional classifications of major thoroughfares are defined in the Florida Transportation Code, Section 334.03, F.S., as follows:

Principal Arterial. The principal arterial system serves the major centers of activity and the highest volume traffic corridors of urbanized areas. Principal arterials typically serve longer distance trips. Although principal arterials constitute a small percentage of the total roadway network, they carry a high proportion of the total urban area travel. The principal arterial system also carries most of the trips entering and leaving the urban area. Service on principal arterials is relatively continuous with relatively high traffic volumes, long average trip lengths, and high operating speed. Service to abutting lands should be subordinate to the provision of travel service and major traffic movements.

Major Arterial. These facilities are also designed for the movement of large volumes of traffic over a relatively long distance. Major arterials serve major movements of traffic entering or leaving an urban area, as well as a majority of trips not destined or originating in an urban area. Although, access to adjacent land is not prohibited, it should be strictly controlled due to mobility being the primary function of major arterials.

Minor Arterial. This roadway is very similar to a major arterial but is designed to serve moderate volumes of traffic. The minor arterial system interconnects and supports the principal and major arterial systems. This type of roadways allows more land access than the previous two facilities. It accommodates trips of moderate lengths at a lower level of mobility than provided by major arterials. Minor arterials provide continuity among communities and may also carry local bus routes. Ideally, minor arterials do not penetrate identifiable neighborhoods.

Collector. The collector street system provides access and mobility within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that it penetrates neighborhoods and distributes trips from arterials to their ultimate destinations. Collectors also channelize traffic from local streets onto the arterial system. The collector street system may carry local bus routes. Service on collectors has relatively moderate average traffic volume, moderate average trip length and moderately average operating speed. Also, collectors serve as linkages between land access and mobility needs.

Local Street. The local street system comprises all roadways not in one of the higher systems. It provides direct access to abutting land uses and connections to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Through traffic is often discouraged on local streets. Service on local streets has relatively low average traffic volume, short average trip length or minimal through traffic movements and high land access for abutting property. Significant (or major) local streets

serve greater traffic volumes and have greater length than other local streets, and usually provide access to collector or arterial facilities.

Level of Service

Roadway LOS measurements are determined for roadways within the City based upon the amount and distribution of automobile traffic. The definitions for LOS standards for automobiles are discussed below.

Automobile LOS. The *Traffic Engineering Handbook* (Institute of Transportation Engineers 1999) defines LOS for roadways as:

“a qualitative measure that characterizes operational conditions within a traffic stream and perception of these conditions by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions and comfort and convenience.”

This definition can be further simplified as the ratio of traffic volume to roadway capacity. The six different LOS categories are described below:

- **LOS A** - This LOS represents an ideal condition of primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream, and delays at intersections are minimal.
- **LOS B** - This LOS represents reasonably stable, unimpeded traffic flow at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.
- **LOS C** - Traffic flow is stable but drivers are becoming restricted in their choice of speeds and ability to maneuver. This service level is often selected as an appropriate criterion for design purposes.
- **LOS D** - Most motorists would consider this LOS unsatisfactory as traffic flow is unstable. Driving speeds are tolerable for short periods of time, but are subject to sudden variances. Time delays do occur due to high volumes of traffic. Ability to maneuver and choose speed is severely restricted.
- **LOS E** - Traffic flow is unstable as speeds and flow rates vary. Traffic flow has either stopped or is maintained at a low speed. There is little independence in selection of speeds or ability to maneuver. Driving comfort is low and accident potential is high due to limited space between vehicles and rapidly changing speeds. The roadway may act as a storage area resulting from downstream congestion. Generally, a facility with LOS E is at or above capacity.
- **LOS F** - Traffic flow has generally come to a stopped but will have slight, but inconsistent movement. No independence in selection of speeds or ability to maneuver exists at this LOS. Driving comfort is low and accident potential is high

due to limited space between vehicles and rapidly changing speeds. The roadway is congested. Generally, a facility with LOS F is above capacity.

Bicycle LOS. Bicycle LOS standards are currently not in place in the City of Sanford. The City is actively promoting the increased use of bicycles. Metroplan Orlando has programmed improvements for sidewalk bikeways along CR 46 in 2007 and 2008.

Pedestrian LOS. Pedestrian LOS standards for the City of Sanford are not in place at this time. The City is continually implementing projects to improve the pedestrian environment, specifically in downtown and along major thoroughfares corridors of the City.

EXISTING TRANSPORTATION MAP SERIES

The following series of maps represent the existing conditions of the City's transportation network. This includes the roadway system, public transit system and bicycle and pedestrian facilities within the City of Sanford.

Map 2-1: Major Thoroughfares by Number of Lanes (2009) identifies each major thoroughfare within the City of Sanford by the number of through lanes for the facility.

Map 2-2a: Major Thoroughfares by Functional Classification (2009) identifies arterial and collector streets and their functional classification for each facility. The functional classification system indicates the role of each thoroughfare and assists in defining land use relationships.

Map 2-2b: Jurisdictional Roadway Classification Map (2009) identifies the jurisdictional classification of roadways within the City's boundaries and reveals the jurisdiction responsible for maintenance.

Map 2-3: Major Trip Generators and Attractors (2009) identifies the location of the major trip generators and attractors in the City of Sanford including City Hall, Civic Center, Aquatic Center, Orlando-Sanford Airport, Fort Mellon Park, Seminole County Court House, Sanford Museum, and Monroe Harbor Marina.

Map 2-4: Existing Public Transit Facilities (2009) illustrates public transit service currently serving the City of Sanford. Three LYNX fixed routes (34, 46, and 103) operate within the City of Sanford. Route 34 services the central core of Sanford and the downtown area, while route 46 services SR 46 and the western part of the City. Route 103 services the southern portion of US 17-92.

Map 2-5: Existing Bicycle and Pedestrian Facilities (2009) identifies existing bicycle and pedestrian facilities located within the City of Sanford.

Map 2-6: Significant Park Facilities (2009) identifies the significant parking facilities within the City. These parking facilities typically provide 100 parking spaces or more and are associated with the major trip generators/attractors.

Map 2-7: Railways, Intermodal, and Airport Facilities (2009) identifies the CSX railways, Amtrak station, the bulk transport terminal. The Amtrak station is also the general location of the future commuter rail station being proposed.

Map 2-8: Existing Peak Hour Peak Direction LOS on Major Thoroughfares (2009) illustrates the current peak hour peak direction LOS for major roadways within the City of Sanford.

ANALYSIS OF EXISTING TRANSPORTATION SYSTEM

To plan for projected growth trends and travel patterns the City coordinates with Seminole County by utilizing data and forecasts generated by the County. The City is an integral part of the countywide network. It is influenced by several state and county major thoroughfares. The City strives to balance the regional transportation and its impact on Sanford. An examination of the City's existing transportation system is presented in this section to provide guidance for the short (2013) and long range (2025) planning needs to maintain the transportation system.

LOS Calculation Methodology. The City of Sanford recognizes the appropriate method for measuring LOS as the methods described in the latest Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB). Other acceptable methods include evaluating LOS standards using the FDOT *2002 Quality/Level of Service Handbook (including FDOT programs such as ARTPLAN)* and Seminole County's Travel Time Runs. Minimum K factors of 0.075 and D factors of 0.52 apply for all roadway impact analysis.

LOS Standards. The City of Sanford adopts the following peak hour LOS standards by roadway functional classification and location:

Table 2-1: LOS Standard by Functional Classification

Functional Classification	LOS Standard
City Collectors	D
County Minor Arterials and Collector not within an Urban Center	D
County Minor Arterials and Collector within I-4 High Intensity, Westside Industry and Commerce, and Airport Industry and Commerce	E
Principal Arterials (not constrained or backlogged)	D
Limited Access Facilities: I-4	C
Limited Access Facilities: SR 417	D
State Minor Arterials within Urban Center	E
State Minor Arterials outside Urban Center	D

Existing (2009) Peak Hour Peak Direction Vehicle Trips. Daily vehicle trips were estimated using peak season daily traffic counts from Seminole County (where available). Peak hour peak direction volumes were provided in the 2008 Seminole County Annual Traffic Report. The City of Sanford does not maintain traffic counts for roadways within the City.

The peak season daily counts were adjusted to Average Annual Daily Traffic (AADT) by multiplying the counts provided with the 2008 Seminole County Annual Traffic Report by the seasonal factor and weekly axle factor from the 2007 Florida Traffic Information DVD for the week the counts were taken. Tables 2-2 and 2-3 present the existing daily and peak hour peak direction (2009) volumes for the major roadways within the City of Sanford.

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**Table 2-2
Existing (2009) Daily Traffic Volumes**

Roadway	Existing			Service Volume at LOS Standard	2008 ADT	Seasonal Factor	Weekly Axle Factor	2008 AADT	AADT Exceeds Service Volume?
	Roadway Type	Adopted LOS Std.	No. of Lanes						
13th Street									
Southwest Road to US 17-92	Collector	D	2	14,600	5,405	0.97	0.97	5,086	no
25th Street (CR 46A/SR 46)									
Rinehart Road to Country Club Road	Minor Arterial	D	4	31,100	22,791	0.97	0.97	21,444	no
Country Club Road to Airport Boulevard	Minor Arterial	D	4	31,100	22,321	0.97	0.98	21,218	no
Airport Boulevard to Old Lake Mary Road	Minor Arterial	D	4	31,100	n/a	n/a	n/a	n/a	n/a
Old Lake Mary Road to US 17-92	Minor Arterial	D	4	31,100	17,154	0.97	0.97	16,140	no
US 17-92 to Sanford Avenue	Principal Arterial	D	4	32,700	19,328	0.97	0.98	18,373	no
Sanford Avenue to Mellonville Avenue	Principal Arterial	D	4	35,700	25,604	0.97	0.98	24,339	no
Mellonville Avenue to Beardall Avenue	Principal Arterial	D	2	16,400	16,384	0.97	0.98	15,575	no
Beardall Avenue to SR 415	Principal Arterial	D	2	16,400	11,566	0.97	0.98	10,995	no
Airport Boulevard									
SR 46 (1st St) to McCracken Road	Minor Arterial	D	4	31,100	9,154	0.97	0.98	8,702	no
McCracken Road to CR 46A	Minor Arterial	D	4	31,100	8,340	0.97	0.98	7,928	no
CR 46A to Old Lake Mary Road	Minor Arterial	D	4	31,100	n/a	n/a	n/a	n/a	n/a
Old Lake Mary Road to US 17-92	Minor Arterial	D	4	31,100	n/a	n/a	n/a	n/a	n/a
US 17-92 to Sanford Avenue	Minor Arterial	D	2	14,600	10,205	0.96	0.99	9,699	no
Sanford Avenue to Mellonville Avenue	Minor Arterial	D	2	14,600	5,818	0.97	0.98	5,531	no
Mellonville Avenue to Red Cleveland Boulevard	Minor Arterial	D	2	14,600	n/a	n/a	n/a	n/a	n/a
Beardall Avenue									
Marquette Avenue to SR 46 ⁽¹⁾	Collector	E	2	15,600	n/a	n/a	n/a	2,097	no
SR 46 to Celery Avenue (CR 415)	Collector	D	2	14,600	591	0.96	0.98	556	no
Brisson Avenue									
SR 46 to Celery Avenue (CR 415)	Collector	D	2	14,600	2,147	0.96	0.98	2,020	no
Celery Avenue									
US 17-92 to Park Avenue	Collector	D	2	14,600	6,279	0.96	0.99	5,968	no
Park Avenue to Sanford Avenue	Collector	D	2	14,600	5,776	0.96	0.99	5,490	no
Sanford Avenue to Mellonville Avenue	Collector	D	2	14,600	8,638	0.96	0.99	8,210	no
Mellonville Avenue to Sipes Avenue	Collector	D	2	14,600	5,002	0.96	0.99	4,754	no
Lake Mary Boulevard									
Country Club Road to US 17-92	Principal Arterial	D	4	35,700	22,743	0.97	0.98	21,619	no
US 17-92 to SR 417	Principal Arterial	D	4	35,700	18,103	0.97	0.98	17,209	no
SR 417 to CR 427	Principal Arterial	D	4	35,700	18,103	0.97	0.98	17,209	no
CR 427 to Red Cleveland Boulevard	Minor Arterial	D	4	35,700	14,090	0.96	0.98	13,256	no
Red Cleveland Boulevard to Cameron Avenue	Minor Arterial	D	4	35,700	11,472	0.96	0.98	10,793	no
Cameron Avenue to SR 46	Minor Arterial	D	4	35,700	11,324	0.97	0.98	10,765	no
Marquette Avenue									
Ohio Avenue to Sipes Avenue	Collector	E	2	15,600	595	0.96	0.98	560	no
Sipes Avenue to Beardall Avenue	Collector	E	2	15,600	388	0.96	0.98	365	no
Mellonville Avenue									
SR 46 to Celery Avenue	Collector	D	2	14,600	3,993	0.96	0.98	3,757	no
Celery Avenue to Seminole Boulevard	Collector	D	2	14,600	6,172	0.96	0.98	5,807	no
Ohio Avenue									
Lake Mary Boulevard to Marquette Avenue	Collector	D	2	14,600	441	0.96	0.98	415	no
Old Lake Mary Road									
Airport Boulevard to Country Club Road	Collector	D	2	14,600	7,064	0.97	0.98	6,715	no
Country Club Road to Southwest Road	Collector	D	2	14,600	3,154	0.97	0.98	2,998	no
Park Avenue									
US 17-92 to SR 46	Collector	D	2	14,600	6,890	0.96	0.99	6,548	no
SR 46 to 13th Street	Collector	D	2	14,600	2,348	0.96	0.98	2,209	no
13th Street to 1st Street	Collector	D	2	14,600	2,697	0.96	0.99	2,563	no
1st Street to Seminole Boulevard	Collector	D	2	14,600	1,540	0.96	0.98	1,449	no
Persimmon Avenue									
SR 46 to Sanford Amtrak station entrance	Local	D	2	13,120				3,100 ⁽¹⁾	no
Rinehart Road									
CR 46A to S. Mall Entrance	Collector	E	4	32,900	27,414	0.97	0.98	26,060	no
S. Mall Entrance to SR 46	Collector	E	4	32,900	19,039	0.97	0.97	17,914	no
SR 46 (1st Street)									
I-4 to Rinehart Road	Principal Arterial	D	6	53,500	38,530	0.97	0.98	36,627	no
Rinehart Road to CR 15 (Upsala Road)	Principal Arterial	D	6	53,500	32,213	0.97	0.98	30,622	no
CR 15 (Upsala Road) to Airport Boulevard	Principal Arterial	D	4	35,700	22,920	0.97	0.98	21,788	no
Airport Boulevard to US 17-92	Principal Arterial	D	4	35,700	21,883	0.97	0.98	20,802	no
SR 400 (I-4)									
CR 46A to SR 46	Principal Arterial	D	6	103,600	n/a	n/a	n/a	92,500 ⁽¹⁾	no
SR 417									
Lake Mary Boulevard to US 17-92	Principal Arterial	D	4	67,200	n/a	n/a	n/a	35,700 ⁽¹⁾	no
US 17-92 to CR 46A	Principal Arterial	D	4	67,200	n/a	n/a	n/a	34,600 ⁽¹⁾	no
CR 46A to I-4	Principal Arterial	D	4	67,200	n/a	n/a	n/a	33,600 ⁽¹⁾	no
SR 600 / US 17-92									
CR 427 to Lake Mary Boulevard	Principal Arterial	E	4	34,500	32,778	0.97	0.98	31,159	no
Lake Mary Boulevard to Airport Boulevard	Principal Arterial	F	4	51,800	40,114	0.97	0.98	38,132	no
Airport Boulevard to CR 46A	Principal Arterial	E	4	34,500	27,414	0.97	0.98	26,060	no
CR 46A to SR 46	Principal Arterial	E	4	34,500	22,920	0.97	0.98	21,788	no
SR 46 to Seminole Boulevard	Principal Arterial	E	4	34,500	11,426	0.97	0.98	10,862	no
Seminole Boulevard to Oak Drive	Principal Arterial	E	2	16,900	14,516	0.97	0.98	13,799	no
Oak Drive to CR 15 (Upsala Road)	Principal Arterial	E	2	16,900	12,936	0.97	0.98	12,297	no
Sanford Avenue									
Lake Mary Boulevard to Airport Boulevard	Minor Arterial	D	4	31,100	17,499	0.96	0.99	16,631	no
Airport Boulevard to SR 46	Minor Arterial	D	4	31,100	16,894	0.96	0.98	15,894	no
Sipes Avenue									
SR 46 to Celery Avenue (CR 415)	Collector	D	2	14,600	809	0.96	0.98	761	no
Southwest Road									
Old Lake Mary Road to 13th Street	Collector	D	2	14,600	4,225	1.00	0.98	4,141	no
Upsala Road									
CR 46A to Central Park Drive	Collector	D	2	14,600	10,673	0.97	0.98	10,146	no
Central Park Drive to Coastline Road	Collector	E	2	15,600	5,294	0.97	0.98	5,032	no
Coastline Road to SR 46	Collector	E	2	15,600	7,545	0.97	0.98	7,172	no

Notes:

(1) No 2008 volumes available for Beardall Avenue, from Marquette Ave to SR 46, and SR 417. 2007 volumes used.

**Table 2-3
Existing (2009) Peak Hour Peak Direction Traffic Volumes**

Roadway	Existing			Service Volume at LOS Standard	Existing K	Existing D	Total Peak Hr Vol	Peak Hr Peak Dir (PHPD) Vol	Peak Direction	PHPD Exceeds Service Volume?
	Roadway Type	Adopted LOS Std.	No. of Lanes							
13th Street										
Southwest Road to US 17-92	Collector	D	2	760	0.093	0.625	502	314	W	no
25th Street (CR 46A/SR 46)										
Rinehart Road to Country Club Road	Minor Arterial	D	4	1,620	0.095	0.644	2,176	1,401	E	no
Country Club Road to Airport Boulevard	Minor Arterial	D	4	1,620	0.098	0.518	2,178	1,128	W	no
Airport Boulevard to Old Lake Mary Road	Minor Arterial	D	4	1,620	n/a	n/a	n/a	n/a	n/a	n/a
Old Lake Mary Road to US 17-92	Minor Arterial	D	4	1,620	0.076	0.557	1,312	731	E	no
US 17-92 to Sanford Avenue	Principal Arterial	D	4	1,710	0.078	0.531	1,517	805	W	no
Sanford Avenue to Mellonville Avenue	Principal Arterial	D	4	1,860	0.078	0.634	2,001	1,269	E	no
Mellonville Avenue to Beardall Avenue	Principal Arterial	D	2	860	0.086	0.628	1,410	885	E	Yes ⁽¹⁾
Beardall Avenue to SR 415	Principal Arterial	D	2	860	0.091	0.666	1,053	701	E	no
Airport Boulevard										
SR 46 (1st St) to McCracken Road	Minor Arterial	D	4	1,620	0.089	0.547	815	446	S	no
McCracken Road to CR 46A	Minor Arterial	D	4	1,620	0.098	0.547	815	446	S	no
CR 46A to Old Lake Mary Road	Minor Arterial	D	4	1,620	n/a	n/a	n/a	n/a	n/a	n/a
Old Lake Mary Road to US 17-92	Minor Arterial	D	4	1,620	n/a	n/a	n/a	n/a	n/a	n/a
US 17-92 to Sanford Avenue	Minor Arterial	D	2	760	0.086	0.565	878	496	E	no
Sanford Avenue to Mellonville Avenue	Minor Arterial	D	2	760	0.081	0.646	472	305	W	no
Mellonville Avenue to Red Cleveland Boulevard	Minor Arterial	D	2	760	n/a	n/a	n/a	n/a	n/a	n/a
Beardall Avenue⁽²⁾										
Marquette Avenue to SR 46	Collector	E	2	810	n/a	n/a	n/a	n/a	n/a	n/a
SR 46 to Celery Avenue (CR 415)	Collector	D	2	760	0.096	0.649	57	37	N	no
Brisson Avenue										
SR 46 to Celery Avenue (CR 415)	Collector	D	2	760	0.113	0.616	242	149	N	no
Celery Avenue										
US 17-92 to Park Avenue	Collector	D	2	760	0.085	0.551	535	295	E	no
Park Avenue to Sanford Avenue	Collector	D	2	760	0.087	0.588	503	296	E	no
Sanford Avenue to Mellonville Avenue	Collector	D	2	760	0.082	0.556	705	392	E	no
Mellonville Avenue to Sipes Avenue	Collector	D	2	760	0.092	0.685	460	315	E	no
Lake Mary Boulevard										
Country Club Road to US 17-92	Principal Arterial	D	4	1,860	0.091	0.608	2,061	1,253	E	no
US 17-92 to SR 417	Principal Arterial	D	4	1,860	0.094	0.561	1,697	952	E	no
SR 417 to CR 427	Principal Arterial	D	4	1,860	0.094	0.561	1,697	952	E	no
CR 427 to Red Cleveland Boulevard	Minor Arterial	D	4	1,860	0.107	0.637	1,508	960	E	no
Red Cleveland Boulevard to Cameron Avenue	Minor Arterial	D	4	1,860	0.100	0.740	1,151	852	E	no
Cameron Avenue to SR 46	Minor Arterial	D	4	1,860	0.090	0.610	1,018	621	S	no
Marquette Avenue										
Ohio Avenue to Sipes Avenue	Collector	E	2	810	0.108	0.547	64	35	N	no
Sipes Avenue to Beardall Avenue	Collector	E	2	810	0.098	0.605	38	23	W	no
Mellonville Avenue										
SR 46 to Celery Avenue	Collector	D	2	760	0.077	0.601	306	184	N	no
Celery Avenue to Seminole Boulevard	Collector	D	2	760	0.110	0.633	682	432	S	no
Ohio Avenue										
Lake Mary Boulevard to Marquette Avenue	Collector	D	2	760	0.100	0.523	44	23	N	no
Old Lake Mary Road										
Airport Boulevard to Country Club Road	Collector	D	2	760	0.090	0.580	633	367	N	no
Country Club Road to Southwest Road	Collector	D	2	760	0.084	0.556	266	148	N	no
Park Avenue										
US 17-92 to SR 46	Collector	D	2	760	0.083	0.624	569	355	S	no
SR 46 to 13th Street	Collector	D	2	760	0.091	0.638	213	136	S	no
13th Street to 1st Street	Collector	D	2	760	0.090	0.547	243	133	S	no
1st Street to Seminole Boulevard	Collector	D	2	760	0.090	0.572	138	79	N	no
Persimmon Avenue										
SR 46 to Sanford Amtrak station entrance	Local	D	2	690	0.090	0.550	279	153	N	no
Rinehart Road										
CR 46A to S. Mall Entrance	Collector	E	4	1,720	0.082	0.508	2,255	1,145	N	no
S. Mall Entrance to SR 46	Collector	E	4	1,720	0.087	0.592	1,662	984	N	no
SR 46 (1st Street)										
I-4 to Rinehart Road	Principal Arterial	D	6	2,790	0.077	0.623	2,968	1,848	W	no
Rinehart Road to CR 15 (Upsala Road)	Principal Arterial	D	6	2,790	0.074	0.587	2,397	1,407	W	no
CR 15 (Upsala Road) to Airport Boulevard	Principal Arterial	D	4	1,860	0.073	0.568	1,669	948	E	no
Airport Boulevard to US 17-92	Principal Arterial	D	4	1,860	0.074	0.526	1,628	856	W	no
SR 400 (I-4)										
CR 46A to SR 46	Principal Arterial	D	6	5,530	0.085	0.550	7,863	4,325	E	no
SR 417										
Lake Mary Boulevard to US 17-92	Principal Arterial	D	4	3,440	0.085	0.550	3,035	1,669	N	no
US 17-92 to CR 46A	Principal Arterial	D	4	3,440	0.085	0.550	2,941	1,618	N	no
CR 46A to I-4	Principal Arterial	D	4	3,440	0.085	0.550	2,856	1,571	N	no
SR 600 / US 17-92⁽³⁾										
CR 427 to Lake Mary Boulevard	Principal Arterial	E	4	1,800	0.085	0.546	2,780	1,518	N	no
Lake Mary Boulevard to Airport Boulevard	Principal Arterial	F	4	2,710	0.056	0.508	2,255	1,145	N	no
Airport Boulevard to CR 46A	Principal Arterial	E	4	1,800	0.082	0.508	2,255	1,145	N	no
CR 46A to SR 46	Principal Arterial	E	4	1,800	0.073	0.568	1,669	948	N	no
SR 46 to Seminole Boulevard	Principal Arterial	E	4	1,800	0.092	0.696	1,048	729	N	no
Seminole Boulevard to Oak Drive	Principal Arterial	E	2	890	0.091	0.524	1,422	992	S	Yes ⁽¹⁾
Oak Drive to CR 15 (Upsala Road)	Principal Arterial	E	2	890	0.069	0.539	887	478	W	no
Sanford Avenue										
Lake Mary Boulevard to Airport Boulevard	Minor Arterial	D	4	1,620	0.089	0.537	1,556	836	N	no
Airport Boulevard to SR 46	Minor Arterial	D	4	1,620	0.086	0.548	1,448	794	S	no
Sipes Avenue										
SR 46 to Celery Avenue (CR 415)	Collector	D	2	760	0.082	0.879	66	58	S	no
Southwest Road										
Old Lake Mary Road to 13th Street	Collector	D	2	760	0.108	0.654	456	298	S	no
Upsala Road										
CR 46A to Central Park Drive	Collector	D	2	760	0.107	0.579	1,141	661	S	no
Central Park Drive to Coastline Road	Collector	E	2	810	0.094	0.536	496	266	S	no
Coastline Road to SR 46	Collector	E	2	810	0.085	0.581	645	375	N	no

Notes:

- (1) Travel time and delay study performed by Seminole County indicates segment operates at an acceptable level of service.
- (2) 2008 volumes were not available for Beardall Avenue, from Marquette Ave to SR 46, and SR 417. For this analysis 2007 volumes were used.
- (3) This segment of US 17-92 is within the City of Sanford's 17-92 Transportation Concurrence Exception Area (TCEA).

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LOS and System Needs (Existing Design and Operating Capacity). The City has adopted LOS standards for roadways within the City based up the roadway’s classification and location. Based upon the best available data, the majority of roadways within the City currently operate within the adopted LOS during the daily and peak hour conditions with the exception of the following roadway segments:

- *25th Street (CR 46A/SR 46)* between Mellonville Avenue and Beardall Avenue currently exceeds its adopted LOS standard during the peak hour, peak direction conditions, and
- *SR600/US 17-92* between Seminole Boulevard and Oak Drive currently exceeds its adopted LOS standard during the peak hour, peak direction conditions. Note: this segment is located within the City’s US 17-92 Transportation Concurrency Exception Area (TCEA) and is exempt from concurrency. As part of the City’s TCEA, the City continues to monitor the level of service of all roadways within the TCEA and has adopted policies within the Comprehensive Plan that are intended to increase mobility and reduce congestion within the TCEA.

Although the existing traffic volumes indicate the segments along 25th Street and SR 600/US 17-92 exceeded their adopted LOS standard, travel time and delay studies performed by Seminole County indicate that these segments operate at an acceptable LOS. A summary of the results from the travel time and delay study for the peak hour, peak direction are provided in the Table 2-4.

**Table 2-4
Year 2009 Seminole County Travel Time & Delay Study**

Roadway Segment	Peak Hr	Speed Limit (mph)	Dist. (ft)	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Class	Segment Avg. Speed	
								(mph)	LOS
25th Street (CR 46A/SR 46) – Eastbound									
Mellonville Ave to Brisson Ave	AM	40/50	5,475	Stop	74.5	0.0	I	50.1	A
Brisson Ave to Beardall Ave	AM	50	5,315	Stop	72.5	0.0	I	50.0	A
Mellonville Ave to Brisson Ave	PM	40/50	5,440	Stop	76.7	0.0	I	48.4	A
Brisson Ave to Beardall Ave	PM	50	5,345	Stop	73.2	0.0	I	49.8	A
25th Street (CR 46A/SR 46) – Westbound									
Beardall Ave to Brisson Ave	AM	50	5,324	Stop	76.3	1.2	I	47.6	A
Brisson Ave to Mellonville Ave	AM	40/50	5,449	Stop	76.7	0.5	I	48.5	A
Beardall Ave to Brisson Ave	PM	50	5,345	Stop	76.2	2.5	I	47.8	A
Brisson Ave to Mellonville Ave	PM	40/50	5,429	Stop	72.2	0.0	I	51.3	A
SR600/US 17-92 – Northbound									
SR 46/1st St to Oak Dr	AM	40/55	8,249	Stop	134.4	10.4	I	41.8	B
Oak Dr to CR 15/I-4 Eastbound Ramp	AM	55/50	9,728	Signal	150.6	7.1	I	44.0	A
SR 46/1st St to Oak Dr	PM	40/55	8,245	Stop	121.7	1.3	I	46.2	A
Oak Dr to CR 15/I-4 Eastbound Ramp	PM	55/50	9,727	Signal	147.7	12.7	I	44.9	A
SR600/US 17-92 – Southbound									
I-4 Eastbound Ramp/CR 15 to Oak Dr	AM	50/55	9,769	Stop	136.0	0.0	I	49.0	A
Oak Dr to SR 46/1st St	AM	55/40	8,124	Signal	148.0	24.8	I	37.4	B
I-4 Eastbound Ramp/CR 15 to Oak Dr	PM	50/55	9,782	Stop	137.5	0.0	I	48.5	A
Oak Dr to SR 46/1st St	PM	55/40	8,113	Signal	175.8	52.7	I	31.5	C

Source: 2008 Travel Time and Delay Study, Seminole County Public Works

Existing Modal Split and Vehicle Occupancy Rates. Information collected by the U.S. Census Bureau regarding workers by transportation mode for both the City and the County have been compiled in Table 2-5. Workers in both the City and County predominately drive alone in a car, truck, or van with the percentages being far above 50 percent. The second highest preferred mode of travel was carpooling in a car, truck, or van. The mean travel time to work for the City was approximately 25.7 minutes and 27 minutes for the County.

**Table 2-5
Workers by Transportation Mode**

Mode	Workers (Sanford)	Percentage	Workers (Seminole County)	Percentage
All Means of Transportation	16,612	100	187,594	100
Car, truck, or van – drove alone	12,563	75.6	155,868	83.1
Car, truck, or van – carpooled	2,912	17.5	18,904	10.1
Public Transportation (includes taxicab)	199	1.2	1,227	0.7
Walked	265	1.6	1,898	1.0
Other means	304	1.8	2,511	1.3
Worked at home	369	2.2	7,186	3.8

Source: U.S. Census Bureau, Census 2000 Summary File 3; workers are individuals 16 years or older.

Existing Public Transit Facilities and Routes. The City of Sanford is currently served by three Central Florida Regional Transportation Authority (LYNX) fixed service routes. The LYNX fixed service route system serves a 2,500-square mile area in Orange, Osceola, and Seminole Counties. In addition, LYNX also provides forums for user to enroll in a 'Vanpool' or 'Carpool' program. Enrollment information can be found on the LYNX website along with detailed information on how the programs work. The three fixed service routes are illustrated in Map 2-4 and described below.

- **Route 34** begins at the Seminole Centre and circulates around the central portion of the City. The route makes stops at the Seminole County Health and Human Services along with the following intersections: French Street and 25th Street, 13th Street and Olive Avenue, 1st Street and French Avenue, Summerlin Avenue and Celery Street, and Jitway Street and Midway Avenue. At this point the returns back to French Avenue and 13th street before returning back to its point of origin, the Seminole Centre. This route provides good circulation around the City's downtown and Lake Monroe lake front area. In addition, the fifth stop on the route (1st street and French Avenue) in less than a quarter mile from the Central Florida Regional Hospital and less than a mile from the Seminole County Administration building. Route 34 operates on one-hour headways and is in operation from 5:35 A.M. to 10:32 P.M.
- **Route 46** operates between the Seminole Centre and the Seminole Town Center. The route stops at the following intersections: French Avenue and 25th Street and French Avenue and 1st Street. After stopping at French Avenue and 1st Street, route 46 continues on SR 46 until it reaches the Seminole Towne Center. After reaching the Seminole Towne Center, Route 46 returns to the

Seminole Centre making stops at the previous intersections. The route operates on one-hour headways and is in operation from 5:12 A.M. until 10:17 P.M.

- Route 103** partially operates in the southern portion of the City along US 17-92 and started operating in August of 2008. It begins at the intersection of Fernwood Boulevard and Oxford road, stopping next at US 17-92 and SR 434, then stopping at Seminole Community College, and finally stopping at the Seminole Center. The route operates on 30-minute headways and is in operation from 5:10 A.M. to 9:00 P.M. Monday thru Saturday. On Sunday the route operates on 60-minute headways and is in operation from 5:58 A.M. to 8:00 P.M.

The City is also served by the Amtrak Auto Train. The Sanford station is located at 600 South Persimmon Avenue and provides non-stop service between Lorton, Virginia and the City of Sanford. The station operates Monday thru Sunday from 8:00 A.M. to 4:00 P.M. and has an enclosed waiting area with restroom facilities.

The Central Florida Commuter Rail Project is a proposed passenger rail transit service that has a planned stop in the City. The rail service is proposed to run along 61-miles of CSX tracks from Volusia County to Osceola County. Trains are being proposed to run on 30-minute headways. The station located within the City would be an at-grade station that has pedestrian connections, access to LYNX, and include a free park-and-ride parking lot.

Peak Hour Transit Capacities, Headways, and Ridership by Route. The City of Sanford is served by LYNX fixed service routes. Peak hour headways for Route 34 are typically 120 minutes and peak hour headways for Route 46 are typically 60-minutes. The peak hour headways for Route 103 are 30-minutes Monday through Saturday and 60-minutes on Sunday. Ridership totals were obtained from LYNX from January 2007 through August 2008 for Routes 34 and 46 and are presented in Table 2-6. Route 103 began service in August 2008 and those ridership numbers are presented in Table 2-6 as well. Table 2-7 summarizes transit peak and off-peak service to the City of Sanford.

**Table 2-6
Ridership by Route**

Month	LYNX by Route		
	34	46	103
Jan-07	8,539	14,643	N/A
Feb-07	6,922	14,276	N/A
Mar-07	8,491	14,893	N/A
Apr-07	7,501	12,915	N/A
May-07	7,849	13,859	N/A
Jun-07	7,960	13,798	N/A
Jul-07	7,605	13,937	N/A
Aug-07	8,533	13,987	N/A
Sep-07	6,802	13,525	N/A
Oct-07	8,118	14,453	N/A
Nov-07	7,601	13,510	N/A
Dec-07	7,017	14,101	N/A
Jan-08	7,295	14,334	N/A
Feb-08	6,619	14,668	N/A

Month	LYNX by Route		
	34	46	103
Mar-08	6,926	14,712	N/A
Apr-08	7,317	12,764	N/A
May-08	7,665	13,890	N/A
Jun-08	7,601	13,566	N/A
Jul-08	8,322	13,653	N/A
Aug-08	7,695	12,399	13,384

Source: LYNX 2008

The monthly ridership totals for the three LYNX fixed service routes presented above illustrate that Route 46 is the most widely used within the City. Route 34 appears to transport just above half the number of people that use Route 46. Route 46 is the more widely used route due to its service area. Route 46 travels north on US 17-92 making stops downtown, at the Central Florida Regional Hospital heading west along SR 46 passing by several major residential neighborhoods before ending at the Seminole Towne Center and returning to its point of origin, the Seminole Centre.

**Table 2-7
Transit Service Characteristics**

Route	Peak Headway (min)	Off-Peak Headway (min)	Total Peak Hour Vehicles
34	60	60	2
46	60	60	2
103	30	60	3

Source: LYNX 2008.

Levels of Service and System Needs (Existing Design and Operating Capacity). In Seminole County, public transit is served by the Central Florida Regional Transportation Authority, also known as LYNX. LYNX is responsible for public transit within the City of Sanford. LYNX coordinates closely with the metropolitan planning organization, Metroplan Orlando, in developing improvements to public transportation mobility needs. An updated Transit Vision plan was approved in 2003 by the METROPLAN Orlando and LYNX boards. According to the LYNX 2009 – 2018 Transit Development Plan, the public transit routes in the City are currently operating at an LOS of E or F based on FDOT Transit Quality of Service Frequency thresholds, 2006 LYNX Comprehensive Operations Analyst.

Population Characteristics. The City of Sanford's year 2000 population was 38,291 and the 2005 population was 49,251. This represents an increase of approximately 9,000 people. The projected population for the City in 2025 is estimated to be 78,611. Table 2-8 illustrates the population estimates for the City.

**Table 2-8
Population Estimates for Sanford**

Year	Population	Gross Change	Percent Change
2000 ^A	38,291	-	-
2005 ^B	49,251	10,960	2.86%
2010 ^B	57,203	7,952	16.1%
2015 ^B	64,837	7,634	13.3%
2020 ^B	72,068	7,231	11.1%
2025 ^B	78,611	6,543	9.1%

Notes:

A = US Bureau of the Census, 2000

B = Florida Housing Data Clearinghouse Projection, 2008

Transportation Disadvantaged. The transportation disadvantaged are people who are unable to transport themselves. They also can be people who cannot purchase the needed personal transportation because of a physical, mental, or financial problem. Therefore, they are dependent upon other people and service providers to help them with their transportation needs. LYNX has been designated the Community Transportation Coordinator (CTC) by the State of Florida and has been for the last 15 years. As the CTC, LYNX coordinates publicly funded transportation for all persons within Orange, Osceola, and Seminole Counties.

Existing Characteristics of Major Trip Generators and Attractors. Overall, the location of major trip generators and attractors influences roadway improvement needs as well as the demand for transit. Trip production areas are those portions of the City where major residential developments are located because this where trips are generated. All of the residential areas would be considered trip production areas. Trip attraction areas are locations with shopping, recreation, medical, employment, and other facilities, generally the location of the trip ends. People are attracted to these areas by the services or facilities available there. The major traffic attractors within the City include the Seminole Towne Center Mall, Columbia Medical Center, Seminole Community College, commercial districts, industrial districts, the Airport, and the Downtown/Waterfront area. Map 2-3 identifies these attractors and their location in the City.

Existing Bicycle Facilities. Bicycle facilities can include on-road facilities, such as bike lanes, wide shoulders, and sidewalks, and off-road facilities, such as trails and recreation paths. The City does not have any off-road facilities; however there are a number of formal on-road facilities, such as bike lanes. These are illustrated on Map 2-5. The availability of these facilities plays an important role in promoting bicycling. The City is actively promoting the use of and enhancing bicycle facilities. Bicycle facility improvements are part of the multimodal approach aimed at addressing traffic congestion, reducing the demand for automobile parking facilities, and improving the overall health of residents.

Existing Pedestrian Facilities. Pedestrian facilities can include on-road facilities, such as sidewalks and off-road facilities such as trails and recreation paths. Most local streets throughout the City have sidewalks. The City's existing pedestrian facilities are illustrated on Map 2-5.

Availability of Transportation Facilities to Serve Existing Land Uses. According to the City’s Evaluation and Appraisal Report, Sanford comprises approximately 13,968 acres or 21.83 square miles. Residential land uses account for approximately 26.32 percent of the total acreage. The next largest existing land use categories included Public Facilities, Commercial, and Industrial. Table 2-9 lists the primary land uses along with the City’s most significant transportation corridors.

**Table 2-9
Primary Land Uses
Adjacent to Major Transportation Corridors**

Roadway	Facility Type	Primary Land Uses
US 17-92/French Avenue	Principal Arterial	Commercial, Office, Institutional
SR 46/1st Street	Principal Arterial	Single Family, Office
Park Avenue	Collector	Single Family
25th Street	Minor Arterial	Commercial, Multi-Family
Celery Avenue/13th Street	Collector	Single Family
Airport Boulevard	Minor Arterial	Public Facility, Multi-Family
Lake Mary Boulevard	Principal Arterial	Industrial, Commercial
Mellonville Avenue	Collector	Single Family, Public Facility

Source: City of Sanford GIS, 2007

Results from the existing Peak Hour Peak Direction (PHPD) analysis demonstrate the City is maintaining the adopted LOS for the overall transportation network of the City of Sanford. There are two roadway segments that currently exceed their adopted LOS standard, which include:

- 25th Street (CR 46A/SR 46) between Mellonville Avenue and Beardall Avenue
- SR 600/US 17-92 between Seminole Boulevard and Oak Drive

However, travel time and delay studies performed by Seminole County for 25th Street (CR 46A/SR 46) indicate that the deficient segment operates at an acceptable LOS. In addition, the deficient segment along SR600/US 17-92 is located with the City’s US 17-92 Transportation Concurrency Exception Area (TCEA) and is exempt from concurrency.

Adequacy of Existing and Projected Evacuation Transportation System. The City of Sanford does not border the coastline of Florida. However, the City is located on the south side of Lake Monroe. According to the Florida State Emergency Response Team, the main evacuation routes within the City are SR 46 and portions of US 17-92. Traveling west along SR 46 will link an evacuee to Interstate 4 and traveling along SR 46 east will link an evacuee to SR 415. Both of these routes will take a traveler out of the City limits and to one of the 15 designated emergency shelters. There are also three emergency shelters located within the City at Midway Elementary School, Millennium Middle School, and Bentley Elementary School. Based upon the current population and transportation projections the existing and projected evacuation transportation system and emergency shelters are adequate to serve the needs of the City of Sanford.

FUTURE TRANSPORTATION MAP SERIES

The following series of maps represent the future conditions (2025) for the transportation network. This includes the roadway system, public transit system and bicycle and pedestrian facilities within the City of Sanford.

Map 2-9: Major Thoroughfares by Number of Lanes (2025) illustrates the major thoroughfares in the City of Sanford by the number of through lanes for each facility type anticipated in 2025.

Map 2-10a: Major Thoroughfares by Functional Classification (2025) identifies the 2025 roadway network, including arterial and collector streets and their functional classification. The functional classification system indicates the role of each thoroughfare and assists in defining land use relationships.

Map 2-10b: Jurisdictional Roadway Classification Map (2025) identifies the jurisdictional classification of roadways within the City's boundaries and reveals the jurisdiction responsible for maintenance.

Map 2-11: Major Trip Generators and Attractors (2025) illustrate the existing major trip generators and attractors within the City of Sanford as well as any new attractors. There are no new major trip generators forecasted at this time.

Map 2-12: Future Transit Facilities (2025) illustrates LYNX public transit service proposed new routes and route extensions. Route 103 currently services the southern portion of US 17-92; however this map illustrates its planned extension to continue through the City on US 17-92 turning west on SR 46 and south on Towne Center Boulevard to the proposed Seminole Towne Center Transit center. Link 419 – Sanford East would provide service to eastern Sanford, between the Seminole Center transit center, downtown Sanford and Central Florida Regional Hospital. Link 420 – Sanford West would provide circulator service to western Sanford area. The Link would operate between Seminole Center transit center and the Central Florida Regional Hospital.

Map 2-13: Future Bicycle and Pedestrian Facilities (2025) identifies proposed on-street bicycle facilities improvements within the City of Sanford along with the proposed pedestrian-related improvements.

Map 2-14: Projected Peak Hour Peak Direction Levels of Service (2013) illustrates the projected peak hour peak direction LOS calculated for major roadways within the City based on build-out of land uses proposed in the City Future Land Use Map.

Map 2-15: Projected Peak Hour Peak Direction Levels of Service (2025) illustrates the projected peak hour peak direction LOS calculated for major roadways within the City based on build-out of land uses proposed in the City Future Land Use Map.

Transportation Concurrency Exception Areas are presented on Map 1-5 of the Future Land Use Element Map Series. The City's TCEAs that include the Downtown Waterfront TCEA and the US 17-92 TCEA. The TCEAs are designated to support infill development and redevelopment within these areas.

ANALYSIS OF FUTURE TRANSPORTATION SYSTEM

Growth Trends. The City of Sanford is projected to see a slightly higher rate of population growth through 2025 than Seminole County. The City's population in 2025 is projected to be 78,611, compared to 49,251 in 2005.

Impact of Projected Land Use on Transportation System LOS. The Future Land Use Map (FLUM) is not anticipated to depart significantly from the Existing Land Use Map (ELUM). Metroplan and Seminole County work together to provide the vision and framework for transportation improvements through the Orlando Metro Region. This area includes Orange, Osceola, and Seminole Counties.

Traffic Forecasting Methodology. Traffic volumes were forecast based on the short-term (2013) and long-term (2025) planning horizons. The short-term volumes were forecasted based on the existing volumes, which were grown for five years using historic growth rates for both the daily and peak hour peak direction conditions. The long-term volumes were forecasted based on Seminole County's Comprehensive Plan Model. The model included the projected 2025 roadway network and development.

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**Table 2-10
Short-Term (2013) Daily Traffic Volumes**

Roadway	No. of Lanes	Adopted LOS Std.	Service Volume at LOS Standard	2008 AADT	Applied Growth Rate	2013 AADT	AADT Exceeds Service Volume?
13th Street							
Southwest Road to US 17-92	2	D	14,600	5,086	2.0%	5,595	no
25th Street (CR 46A/SR 46)							
Rinehart Road to Country Club Road	4	D	31,100	21,444	2.0%	23,588	no
Country Club Road to Airport Boulevard	4	D	31,100	21,218	2.0%	23,340	no
Airport Boulevard to Old Lake Mary Road	4	D	31,100	n/a	2.0%	17,754 ⁽²⁾	no
Old Lake Mary Road to US 17-92	4	D	31,100	16,140	2.0%	17,754	no
US 17-92 to Sanford Avenue	4	D	32,700	18,373	2.0%	20,210	no
Sanford Avenue to Mellonville Avenue	4	D	35,700	24,339	2.0%	26,773	no
Mellonville Avenue to Beardall Avenue	2	D	16,400	15,575	2.0%	17,133	Yes
Beardall Avenue to SR 415	2	D	16,400	10,995	2.0%	12,095	no
Airport Boulevard							
SR 46 (1st St) to McCracken Road	4	D	31,100	8,702	2.0%	9,572	no
McCracken Road to CR 46A	4	D	31,100	7,928	2.0%	8,721	no
CR 46A to Old Lake Mary Road	4	D	31,100	n/a	2.0%	10,669 ⁽²⁾	no
Old Lake Mary Road to US 17-92	4	D	31,100	n/a	2.0%	10,669 ⁽²⁾	no
US 17-92 to Sanford Avenue	2	D	14,600	9,699	2.0%	10,669	no
Sanford Avenue to Mellonville Avenue	2	D	14,600	5,531	2.0%	6,084	no
Mellonville Avenue to Red Cleveland Boulevard	2	D	14,600	n/a	2.0%	6,084 ⁽²⁾	no
Beardall Avenue							
Marquette Avenue to SR 46	2	E	15,600	2,097 ⁽¹⁾	2.0%	2,349	no
SR 46 to Celery Avenue (CR 415)	2	D	14,600	556	7.2%	756	no
Brisson Avenue							
SR 46 to Celery Avenue (CR 415)	2	D	14,600	2,020	10.1%	3,040	no
Celery Avenue							
US 17-92 to Park Avenue	2	D	14,600	5,968	2.0%	6,565	no
Park Avenue to Sanford Avenue	2	D	14,600	5,490	2.0%	6,039	no
Sanford Avenue to Mellonville Avenue	2	D	14,600	8,210	4.6%	10,098	no
Mellonville Avenue to Sipes Avenue	2	D	14,600	4,754	2.0%	5,229	no
Lake Mary Boulevard							
Country Club Road to US 17-92	4	D	35,700	21,619	2.0%	23,781	no
US 17-92 to SR 417	4	D	35,700	17,209	2.0%	18,930	no
SR 417 to CR 427	4	D	35,700	17,209	2.0%	18,930	no
CR 427 to Red Cleveland Boulevard	4	D	35,700	13,256	2.0%	14,582	no
Red Cleveland Boulevard to Cameron Avenue	4	D	35,700	10,793	2.0%	11,872	no
Cameron Avenue to SR 46	4	D	35,700	10,765	2.0%	11,842	no
Marquette Avenue							
Ohio Avenue to Sipes Avenue	2	E	15,600	560	2.0%	616	no
Sipes Avenue to Beardall Avenue	2	E	15,600	365	2.0%	402	no
Mellonville Avenue							
SR 46 to Celery Avenue	2	D	14,600	3,757	2.0%	4,133	no
Celery Avenue to Seminole Boulevard	2	D	14,600	5,807	2.0%	6,388	no
Ohio Avenue							
Lake Mary Boulevard to Marquette Avenue	2	D	14,600	415	2.0%	457	no
Old Lake Mary Road							
Airport Boulevard to Country Club Road	2	D	14,600	6,715	2.0%	7,387	no
Country Club Road to Southwest Road	2	D	14,600	2,998	2.0%	3,298	no
Park Avenue							
US 17-92 to SR 46	2	D	14,600	6,548	2.0%	7,203	no
SR 46 to 13th Street	2	D	14,600	2,209	2.0%	2,430	no
13th Street to 1st Street	2	D	14,600	2,563	2.0%	2,819	no
1st Street to Seminole Boulevard	2	D	14,600	1,449	2.0%	1,594	no
Persimmon Avenue							
SR 46 to Sanford Amtrak station entrance	2	D	13,120	3,100 ⁽¹⁾	2.0%	3,410	no
Rinehart Road							
CR 46A to S. Mall Entrance	4	E	32,900	26,060	6.3%	34,269	Yes
S. Mall Entrance to SR 46	4	E	32,900	17,914	13.4%	29,916	no
SR 46 (1st Street)							
I-4 to Rinehart Road	6	D	53,500	36,627	4.3%	44,502	no
Rinehart Road to CR 15 (Upsala Road)	6	D	53,500	30,622	2.0%	33,684	no
CR 15 (Upsala Road) to Airport Boulevard	4	D	35,700	21,788	2.0%	23,967	no
Airport Boulevard to US 17-92	4	D	35,700	20,802	2.0%	22,882	no
SR 400 (I-4)							
CR 46A to SR 46	6	D	103,600	92,500 ⁽¹⁾	2.4%	103,600	no
SR 417							
Lake Mary Boulevard to US 17-92	4	D	67,200	35,700 ⁽¹⁾	6.4%	49,373	no
US 17-92 to CR 46A	4	D	67,200	34,600 ⁽¹⁾	7.2%	49,594	no
CR 46A to I-4	4	D	67,200	33,600 ⁽¹⁾	6.1%	45,853	no
SR 600 / US 17-92							
CR 427 to Lake Mary Boulevard	4	E	34,500	31,159	2.0%	36,056	Yes
Lake Mary Boulevard to Airport Boulevard	4	F	51,800	38,132	2.0%	44,125	no
Airport Boulevard to CR 46A	4	E	34,500	26,060	2.0%	30,155	no
CR 46A to SR 46	4	E	34,500	21,788	2.0%	25,212	no
SR 46 to Seminole Boulevard	4	E	34,500	10,862	2.0%	12,569	no
Seminole Boulevard to Oak Drive	2	E	16,900	13,799	2.0%	15,968	no
Oak Drive to CR 15 (Upsala Road)	2	E	16,900	12,297	2.0%	14,230	no
Sanford Avenue							
Lake Mary Boulevard to Airport Boulevard	4	D	31,100	16,631	2.0%	18,294	no
Airport Boulevard to SR 46	4	D	31,100	15,894	2.0%	17,483	no
Sipes Avenue							
SR 46 to Celery Avenue (CR 415)	2	D	14,600	761	2.0%	837	no
Southwest Road							
Old Lake Mary Road to 13th Street	2	D	14,600	4,141	6.0%	5,383	no
Upsala Road							
CR 46A to Central Park Drive	2	D	14,600	10,146	2.0%	11,161	no
Central Park Drive to Coastline Road	2	E	15,600	5,032	2.0%	5,535	no
Coastline Road to SR 46	2	E	15,600	7,172	2.0%	7,889	no

(1) No 2008 volumes available for Beardall Avenue, from Marquette Ave to SR 46, and SR 417. 2007 volumes used.

(2) For segments with no 2008 AADT, 2013 AADT was calculated based on 2008 AADT of adjacent segment.

**Table 2-11
Short-Term (2013) Peak Hour Peak Direction Traffic Volumes**

Roadway	No. of Lanes	Adopted LOS Std.	Service Volume at LOS Standard	Applied Growth Rate	2013 AADT	Applied K	Applied D	2013 Total Peak Hr Vol	2013 Peak Hr Peak Dir (PHPD) Vol	Peak Direction	PHPD Exceeds Service Volume?
13th Street											
Southwest Road to US 17-92	2	D	760	2.0%	5,595	0.093	0.625	520	330	W	no
25th Street (CR 46A/SR 46)											
Rinehart Road to Country Club Road	4	D	1,620	2.0%	23,588	0.095	0.644	2,240	1,440	E	no
Country Club Road to Airport Boulevard	4	D	1,620	2.0%	23,340	0.098	0.520	2,290	1,190	W	no
Airport Boulevard to Old Lake Mary Road	4	D	1,620	2.0%	17,754	0.076 ⁽¹⁾	0.557 ⁽¹⁾	1,350	750	E	no
Old Lake Mary Road to US 17-92	4	D	1,620	2.0%	17,754	0.076	0.557	1,350	750	E	no
US 17-92 to Sanford Avenue	4	D	1,710	2.0%	20,210	0.090	0.531	1,820	970	W	no
Sanford Avenue to Mellonville Avenue	4	D	1,860	2.0%	26,773	0.090	0.634	2,410	1,530	E	no
Mellonville Avenue to Beardall Avenue ⁽²⁾	2	D	860	2.0%	17,133	0.090	0.628	1,540	970	E	Yes ⁽²⁾
Beardall Avenue to SR 415	2	D	860	2.0%	12,095	0.091	0.666	1,100	730	E	no
Airport Boulevard											
SR 46 (1st St) to McCracken Road	4	D	1,620	2.0%	9,572	0.089	0.547	850	470	S	no
McCracken Road to CR 46A	4	D	1,620	2.0%	8,721	0.098	0.547	850	470	S	no
CR 46A to Old Lake Mary Road	4	D	1,620	2.0%	10,669	0.086 ⁽¹⁾	0.565 ⁽¹⁾	920	520	E	no
Old Lake Mary Road to US 17-92	4	D	1,620	2.0%	10,669	0.086 ⁽¹⁾	0.565 ⁽¹⁾	920	520	E	no
US 17-92 to Sanford Avenue	2	D	760	2.0%	10,669	0.086	0.565	920	520	E	no
Sanford Avenue to Mellonville Avenue	2	D	760	2.0%	6,084	0.081	0.646	490	320	W	no
Mellonville Avenue to Red Cleveland Boulevard	2	D	760	2.0%	6,084	0.081 ⁽¹⁾	0.646 ⁽¹⁾	490	320	W	no
Beardall Avenue											
Marquette Avenue to SR 46	2	E	810	2.0%	2,349	0.096 ⁽¹⁾	0.649 ⁽¹⁾	230	150	N	no
SR 46 to Celery Avenue (CR 415)	2	D	760	7.2%	756	0.096	0.649	70	50	N	no
Brisson Avenue											
SR 46 to Celery Avenue (CR 415)	2	D	760	10.1%	3,040	0.113	0.616	340	210	N	no
Celery Avenue											
US 17-92 to Park Avenue	2	D	760	2.0%	6,565	0.085	0.551	560	310	E	no
Park Avenue to Sanford Avenue	2	D	760	2.0%	6,039	0.087	0.588	530	310	E	no
Sanford Avenue to Mellonville Avenue	2	D	760	4.6%	10,098	0.082	0.556	830	460	E	no
Mellonville Avenue to Sipes Avenue	2	D	760	2.0%	5,229	0.092	0.685	480	330	E	no
Lake Mary Boulevard											
Country Club Road to US 17-92	4	D	1,860	2.0%	23,781	0.091	0.608	2,160	1,320	E	no
US 17-92 to CR 417	4	D	1,860	2.0%	18,930	0.094	0.561	1,780	1,000	E	no
SR 417 to CR 427	4	D	1,860	2.0%	18,930	0.094	0.561	1,780	1,000	E	no
CR 427 to Red Cleveland Boulevard	4	D	1,860	2.0%	14,582	0.107	0.637	1,560	990	E	no
Red Cleveland Boulevard to Cameron Avenue	4	D	1,860	2.0%	11,872	0.100	0.740	1,190	880	E	no
Cameron Avenue to SR 46	4	D	1,860	2.0%	11,842	0.090	0.610	1,070	650	S	no
Marquette Avenue											
Ohio Avenue to Sipes Avenue	2	E	810	2.0%	616	0.108	0.547	70	40	N	no
Sipes Avenue to Beardall Avenue	2	E	810	2.0%	402	0.098	0.605	40	20	W	no
Mellonville Avenue											
SR 46 to Celery Avenue	2	D	760	2.0%	4,133	0.077	0.601	320	190	N	no
Celery Avenue to Seminole Boulevard	2	D	760	2.0%	6,388	0.110	0.633	700	440	S	no
Ohio Avenue											
Lake Mary Boulevard to Marquette Avenue	2	D	760	2.0%	457	0.100	0.523	50	20	N	no
Old Lake Mary Road											
Airport Boulevard to Country Club Road	2	D	760	2.0%	7,387	0.090	0.580	660	390	N	no
Country Club Road to Southwest Road	2	D	760	2.0%	3,298	0.084	0.556	280	150	N	no
Park Avenue											
US 17-92 to SR 46	2	D	760	2.0%	7,203	0.083	0.624	600	370	S	no
SR 46 to 13th Street	2	D	760	2.0%	2,430	0.091	0.638	220	140	S	no
13th Street to 1st Street	2	D	760	2.0%	2,819	0.090	0.547	250	140	S	no
1st Street to Seminole Boulevard	2	D	760	2.0%	1,594	0.090	0.572	140	80	N	no
Rinehart Road											
CR 46A to S. Mall Entrance	4	E	1,720	6.3%	34,269	0.082	0.520	2,810	1,460	N	no
S. Mall Entrance to SR 46	4	E	1,720	13.4%	29,916	0.087	0.592	2,600	1,540	N	no
SR 46 (1st Street)											
I-4 to Rinehart Road	6	D	2,790	4.3%	44,502	0.090	0.623	4,010	2,500	W	no
Rinehart Road to CR 15 (Upsala Road)	6	D	2,790	2.0%	33,684	0.090	0.587	3,030	1,780	W	no
CR 15 (Upsala Road) to Airport Boulevard	4	D	1,860	2.0%	23,967	0.090	0.568	2,160	1,230	E	no
Airport Boulevard to US 17-92	4	D	1,860	2.0%	22,882	0.090	0.526	2,060	1,080	W	no
SR 417											
Lake Mary Boulevard to US 17-92	4	D	3,440	6.4%	49,373	0.085	0.550	4,200	2,310	N	no
US 17-92 to CR 46A	4	D	3,440	7.2%	49,594	0.085	0.550	4,220	2,320	N	no
CR 46A to I-4	4	D	3,440	6.1%	45,853	0.085	0.550	3,900	2,140	N	no
SR 600 / US 17-92											
CR 427 to Lake Mary Boulevard	4	E	1,800	2.0%	36,056	0.090	0.546	3,250	1,770	N	no
Lake Mary Boulevard to Airport Boulevard	4	F	2,570	2.0%	44,125	0.090	0.520	3,970	2,070	N	no
Airport Boulevard to CR 46A	4	E	1,800	2.0%	30,155	0.090	0.520	2,710	1,410	N	no
CR 46A to SR 46	4	E	1,800	2.0%	25,212	0.090	0.568	2,270	1,290	N	no
SR 46 to Seminole Boulevard	4	E	1,800	2.0%	12,569	0.092	0.696	1,160	800	N	no
Seminole Boulevard to Oak Drive	2	E	890	2.0%	15,968	0.091	0.524	1,450	760	S	no
Oak Drive to CR 15 (Upsala Road)	2	E	890	2.0%	14,230	0.090	0.539	1,280	690	W	no
Sanford Avenue											
Lake Mary Boulevard to Airport Boulevard	4	D	1,620	2.0%	18,294	0.089	0.537	1,630	870	N	no
Airport Boulevard to SR 46	4	D	1,620	2.0%	17,483	0.086	0.548	1,500	820	S	no
Sipes Avenue											
SR 46 to Celery Avenue (CR 415)	2	D	760	2.0%	837	0.082	0.879	70	60	S	no
Southwest Road											
Old Lake Mary Road to 13th Street	2	D	760	6.0%	5,383	0.108	0.654	580	380	S	no
Upsala Road											
CR 46A to Central Park Drive	2	D	760	2.0%	11,161	0.107	0.579	1,190	690	S	no
Central Park Drive to Coastline Road	2	E	810	2.0%	5,535	0.094	0.536	520	280	S	no
Coastline Road to SR 46	2	E	810	2.0%	7,889	0.085	0.581	670	390	N	no

(1) For segments with no existing peak hour data, K and D factors taken from adjacent segments.
 (2) The City and County are currently establishing a Long Term Concurrency Management System on SR 46, east of Mellonville Ave. to identify deficiencies. Projected widening to 4 lanes by 2016

**Table 2-12
Long-Term (2025) Daily Traffic Volumes**

Roadway	No. of Lanes	Adopted LOS Std.	Service Volume at LOS Standard	2008 AADT	2013 AADT	2025		
						Growth Method	AADT	Exceeds Service Volume?
13th Street								
Southwest Road to US 17-92	2	D	14,600	5,086	5,595	2% Growth	6,937	no
25th Street (CR 46A/SR 46)								
Rinehart Road to Country Club Road	4	D	31,100	21,444	23,588	Model	38,727	Yes
Country Club Road to Airport Boulevard	4	D	31,100	21,218	23,340	Model	41,243	Yes
Airport Boulevard to Old Lake Mary Road	4	D	31,100	n/a	17,754	Model	27,900	no
Old Lake Mary Road to US 17-92	4	D	31,100	16,140	17,754	Model	34,271	Yes
US 17-92 to Sanford Avenue	4	D	32,700	18,373	20,210	Model	34,971	Yes
Sanford Avenue to Mellonville Avenue	4	D	35,700	24,339	26,773	Model	43,781	Yes
Mellonville Avenue to Beardall Avenue	4	D	35,700	15,575	17,133	Model	29,647	no
Beardall Avenue to SR 415	4	D	35,700	10,995	12,095	Model	36,572	Yes
Airport Boulevard								
SR 46 (1st St) to McCracken Road	4	D	31,100	8,702	9,572	Model	17,630	no
McCracken Road to CR 46A	4	D	31,100	7,928	8,721	Model	22,874	no
CR 46A to Old Lake Mary Road	4	D	31,100	n/a	10,669	Model	24,733	no
Old Lake Mary Road to US 17-92	4	D	31,100	n/a	10,669	Model	24,409	no
US 17-92 to Sanford Avenue	2	D	14,600	9,699	10,669	2% Growth	13,229	no
Sanford Avenue to Mellonville Avenue	2	D	14,600	5,531	6,084	2% Growth	7,544	no
Mellonville Avenue to Red Cleveland Boulevard	2	D	14,600	n/a	6,084	2% Growth	7,544	no
Beardall Avenue								
Marquette Avenue to SR 46	2	E	15,600	2,097	2,349	Model	11,494	no
SR 46 to Celery Avenue (CR 415)	2	D	14,600	556	756	Model	1,794	no
Brisson Avenue								
SR 46 to Celery Avenue (CR 415)	2	D	14,600	2,020	3,040	2% Growth	3,770	no
Celery Avenue								
US 17-92 to Park Avenue	2	D	14,600	5,968	6,565	2% Growth	8,140	no
Park Avenue to Sanford Avenue	2	D	14,600	5,490	6,039	Model	8,821	no
Sanford Avenue to Mellonville Avenue	2	D	14,600	8,210	10,098	2% Growth	12,522	no
Mellonville Avenue to Sipes Avenue	2	D	14,600	4,754	5,229	Model	6,222	no
Lake Mary Boulevard								
Country Club Road to US 17-92	4	D	35,700	21,619	23,781	Model	47,144	Yes
US 17-92 to SR 417	4	D	35,700	17,209	18,930	Model	25,651	no
SR 417 to CR 427	4	D	35,700	17,209	18,930	2% Growth	23,473	no
CR 427 to Red Cleveland Boulevard	4	D	35,700	13,256	14,582	Model	17,664	no
Red Cleveland Boulevard to Cameron Avenue	4	D	35,700	10,793	11,872	2% Growth	14,722	no
Cameron Avenue to SR 46	4	D	35,700	10,765	11,842	2% Growth	14,683	no
Marquette Avenue								
Ohio Avenue to Sipes Avenue	2	E	15,600	560	616	Model	6,010	no
Sipes Avenue to Beardall Avenue	2	E	15,600	365	402	Model	11,914	no
Mellonville Avenue								
SR 46 to Celery Avenue	2	D	14,600	3,757	4,133	Model	5,754	no
Celery Avenue to Seminole Boulevard	2	D	14,600	5,807	6,388	2% Growth	7,921	no
Ohio Avenue								
Lake Mary Boulevard to Marquette Avenue	2	D	14,600	415	457	2% Growth	556	no
Old Lake Mary Road								
Airport Boulevard to Country Club Road	2	D	14,600	6,715	7,387	2% Growth	9,159	no
Country Club Road to Southwest Road	2	D	14,600	2,998	3,298	2% Growth	4,089	no
Park Avenue								
US 17-92 to SR 46	2	D	14,600	6,548	7,203	2% Growth	8,931	no
SR 46 to 13th Street	2	D	14,600	2,209	2,430	Model	2,781	no
13th Street to 1st Street	2	D	14,600	2,563	2,819	2% Growth	3,496	no
1st Street to Seminole Boulevard	2	D	14,600	1,449	1,594	2% Growth	1,976	no
Persimmon Avenue								
SR 46 to Sanford Amtrak station entrance	2	D	13,120	3,100	3,410	Model	4,547	no
Rinehart Road								
CR 46A to S. Mall Entrance	4	E	32,900	26,060	34,269	2% Growth	42,493	Yes
S. Mall Entrance to SR 46	4	E	32,900	17,914	29,916	Model	37,416	Yes
SR 46 (1st Street)								
I-4 to Rinehart Road	6	D	53,500	36,627	44,502	Model	51,775	no
Rinehart Road to CR 15 (Upsala Road)	6	D	53,500	30,622	33,684	Model	52,501	no
CR 15 (Upsala Road) to Airport Boulevard	4	D	35,700	21,788	23,967	Model	33,625	no
Airport Boulevard to US 17-92	4	D	35,700	20,802	22,882	2% Growth	28,374	no
SR 400 (I-4)								
CR 46A to SR 46	6	D	103,600	92,500	103,600	2% Growth	128,464	Yes
SR 417								
Lake Mary Boulevard to US 17-92	4	D	67,200	35,700	49,373	Model	76,318	Yes
US 17-92 to CR 46A	4	D	67,200	34,600	49,594	Model	62,251	no
CR 46A to I-4	4	D	67,200	33,600	45,853	Model	50,859	no
SR 600 / US 17-92								
CR 427 to Lake Mary Boulevard	6	E	51,800	31,159	36,056	Model	62,613	Yes
Lake Mary Boulevard to Airport Boulevard	4	F	51,800	38,132	44,125	2% Growth	54,715	Yes
Airport Boulevard to CR 46A	4	E	34,500	26,060	30,155	2% Growth	37,393	Yes
CR 46A to SR 46	4	E	34,500	21,788	25,212	Model	32,154	no
SR 46 to Seminole Boulevard	4	E	34,500	10,862	12,569	Model	25,980	no
Seminole Boulevard to Oak Drive	2	E	16,900	13,799	15,968	Model	22,294	Yes
Oak Drive to CR 15 (Upsala Road)	2	E	16,900	12,297	14,230	Model	23,191	Yes
Sanford Avenue								
Lake Mary Boulevard to Airport Boulevard	4	D	31,100	16,631	18,294	Model	32,777	Yes
Airport Boulevard to SR 46	4	D	31,100	15,894	17,483	Model	27,402	no
Sipes Avenue								
SR 46 to Celery Avenue (CR 415)	2	D	14,600	761	837	Model	4,540	no
Southwest Road								
Old Lake Mary Road to 13th Street	2	D	14,600	4,141	5,383	2% Growth	6,675	no
Upsala Road								
CR 46A to Central Park Drive	2	D	14,600	10,146	11,161	Model	13,179	no
Central Park Drive to Coastline Road	2	E	15,600	5,032	5,535	2% Growth	6,864	no
Coastline Road to SR 46	2	E	15,600	7,172	7,889	2% Growth	9,783	no

Note: 2% growth was applied where 2025 model volumes were inconsistent with 2013 AADT.

**Table 2-13
Long-Term (2013) Peak Hour Peak Direction Traffic Volumes**

Roadway	No. of Lanes	Adopted LOS Std.	Service Volume at LOS Standard	Applied Growth Rate	2013 AADT	Applied K	Applied D	2013 Total Peak Hr Vol	2013 Peak Hr Peak Dir (PHPD) Vol	Peak Direction	PHPD Exceeds Service Volume?
13th Street											
Southwest Road to US 17-92	2	D	760	2.0%	5,595	0.093	0.625	520	330	W	no
25th Street (CR 46A/SR 46)											
Rinehart Road to Country Club Road	4	D	1,620	2.0%	23,588	0.095	0.644	2,240	1,440	E	no
Country Club Road to Airport Boulevard	4	D	1,620	2.0%	23,340	0.098	0.520	2,290	1,190	W	no
Airport Boulevard to Old Lake Mary Road	4	D	1,620	2.0%	17,754	0.076 ⁽¹⁾	0.557 ⁽¹⁾	1,350	750	E	no
Old Lake Mary Road to US 17-92	4	D	1,620	2.0%	17,754	0.076	0.557	1,350	750	E	no
US 17-92 to Sanford Avenue	4	D	1,710	2.0%	20,210	0.090	0.531	1,820	970	W	no
Sanford Avenue to Mellonville Avenue	4	D	1,860	2.0%	26,773	0.090	0.634	2,410	1,530	E	no
Mellonville Avenue to Beardall Avenue (2)	2	D	860	2.0%	17,133	0.090	0.628	1,540	970	E	Yes ⁽²⁾
Beardall Avenue to SR 415	2	D	860	2.0%	12,095	0.091	0.666	1,100	730	E	no
Airport Boulevard											
SR 46 (1st St) to McCracken Road	4	D	1,620	2.0%	9,572	0.089	0.547	850	470	S	no
McCracken Road to CR 46A	4	D	1,620	2.0%	8,721	0.098	0.547	850	470	S	no
CR 46A to Old Lake Mary Road	4	D	1,620	2.0%	10,669	0.086 ⁽¹⁾	0.565 ⁽¹⁾	920	520	E	no
Old Lake Mary Road to US 17-92	4	D	1,620	2.0%	10,669	0.086 ⁽¹⁾	0.565 ⁽¹⁾	920	520	E	no
US 17-92 to Sanford Avenue	2	D	760	2.0%	10,669	0.086	0.565	920	520	E	no
Sanford Avenue to Mellonville Avenue	2	D	760	2.0%	6,084	0.081	0.646	490	320	W	no
Mellonville Avenue to Red Cleveland Boulevard	2	D	760	2.0%	6,084	0.081 ⁽¹⁾	0.646 ⁽¹⁾	490	320	W	no
Beardall Avenue											
Marquette Avenue to SR 46	2	E	810	2.0%	2,349	0.096 ⁽¹⁾	0.649 ⁽¹⁾	230	150	N	no
SR 46 to Celery Avenue (CR 415)	2	D	760	7.2%	756	0.096	0.649	70	50	N	no
Brisson Avenue											
SR 46 to Celery Avenue (CR 415)	2	D	760	10.1%	3,040	0.113	0.616	340	210	N	no
Celery Avenue											
US 17-92 to Park Avenue	2	D	760	2.0%	6,565	0.085	0.551	560	310	E	no
Park Avenue to Sanford Avenue	2	D	760	2.0%	6,039	0.087	0.588	530	310	E	no
Sanford Avenue to Mellonville Avenue	2	D	760	4.6%	10,098	0.082	0.556	830	460	E	no
Mellonville Avenue to Sipes Avenue	2	D	760	2.0%	5,229	0.092	0.685	480	330	E	no
Lake Mary Boulevard											
Country Club Road to US 17-92	4	D	1,860	2.0%	23,781	0.091	0.608	2,160	1,320	E	no
US 17-92 to SR 417	4	D	1,860	2.0%	18,930	0.094	0.561	1,780	1,000	E	no
SR 417 to CR 427	4	D	1,860	2.0%	18,930	0.094	0.561	1,780	1,000	E	no
CR 427 to Red Cleveland Boulevard	4	D	1,860	2.0%	14,582	0.107	0.637	1,560	990	E	no
Red Cleveland Boulevard to Cameron Avenue	4	D	1,860	2.0%	11,872	0.100	0.740	1,190	880	E	no
Cameron Avenue to SR 46	4	D	1,860	2.0%	11,842	0.090	0.610	1,070	650	S	no
Marquette Avenue											
Ohio Avenue to Sipes Avenue	2	E	810	2.0%	616	0.108	0.547	70	40	N	no
Sipes Avenue to Beardall Avenue	2	E	810	2.0%	402	0.098	0.605	40	20	W	no
Mellonville Avenue											
SR 46 to Celery Avenue	2	D	760	2.0%	4,133	0.077	0.601	320	190	N	no
Celery Avenue to Seminole Boulevard	2	D	760	2.0%	6,388	0.110	0.633	700	440	S	no
Ohio Avenue											
Lake Mary Boulevard to Marquette Avenue	2	D	760	2.0%	457	0.100	0.523	50	20	N	no
Old Lake Mary Road											
Airport Boulevard to Country Club Road	2	D	760	2.0%	7,387	0.090	0.580	660	390	N	no
Country Club Road to Southwest Road	2	D	760	2.0%	3,298	0.084	0.556	280	150	N	no
Park Avenue											
US 17-92 to SR 46	2	D	760	2.0%	7,203	0.083	0.624	600	370	S	no
SR 46 to 13th Street	2	D	760	2.0%	2,430	0.091	0.638	220	140	S	no
13th Street to 1st Street	2	D	760	2.0%	2,819	0.090	0.547	250	140	S	no
1st Street to Seminole Boulevard	2	D	760	2.0%	1,594	0.090	0.572	140	80	N	no
Persimmon Avenue											
SR 46 to Sanford Amtrak station entrance	2	D	690	2.0%	3,410	0.090	0.550	310	170	N	no
Rinehart Road											
CR 46A to S. Mall Entrance	4	E	1,720	6.3%	34,269	0.082	0.520	2,810	1,460	N	no
S. Mall Entrance to SR 46	4	E	1,720	13.4%	29,916	0.087	0.592	2,600	1,540	N	no
SR 46 (1st Street)											
I-4 to Rinehart Road	6	D	2,790	4.3%	44,502	0.090	0.623	4,010	2,500	W	no
Rinehart Road to CR 15 (Upsala Road)	6	D	2,790	2.0%	33,684	0.090	0.587	3,030	1,780	W	no
CR 15 (Upsala Road) to Airport Boulevard	4	D	1,860	2.0%	23,967	0.090	0.568	2,160	1,230	E	no
Airport Boulevard to US 17-92	4	D	1,860	2.0%	22,882	0.090	0.526	2,060	1,080	W	no
SR 400 (I-4)											
CR 46A to SR 46	6	D	5,530	2.4%	103,600	0.085	0.550	8,810	4,840	E	no
SR 417											
Lake Mary Boulevard to US 17-92	4	D	3,440	6.4%	49,373	0.085	0.550	4,200	2,310	N	no
US 17-92 to CR 46A	4	D	3,440	7.2%	49,594	0.085	0.550	4,220	2,320	N	no
CR 46A to I-4	4	D	3,440	6.1%	45,853	0.085	0.550	3,900	2,140	N	no
SR 600 / US 17-92											
CR 427 to Lake Mary Boulevard	4	E	1,800	2.0%	36,056	0.090	0.546	3,250	1,770	N	no
Lake Mary Boulevard to Airport Boulevard	4	F	2,710	2.0%	44,125	0.090	0.520	3,970	2,070	N	no
Airport Boulevard to CR 46A	4	E	1,800	2.0%	30,155	0.090	0.520	2,710	1,410	N	no
CR 46A to SR 46	4	E	1,800	2.0%	25,212	0.090	0.568	2,270	1,290	N	no
SR 46 to Seminole Boulevard	4	E	1,800	2.0%	12,569	0.092	0.696	1,160	800	N	no
Seminole Boulevard to Oak Drive	2	E	890	2.0%	15,968	0.091	0.524	1,450	760	S	no
Oak Drive to CR 15 (Upsala Road)	2	E	890	2.0%	14,230	0.090	0.539	1,280	690	W	no
Sanford Avenue											
Lake Mary Boulevard to Airport Boulevard	4	D	1,620	2.0%	18,294	0.089	0.537	1,630	870	N	no
Airport Boulevard to SR 46	4	D	1,620	2.0%	17,483	0.086	0.548	1,500	820	S	no
Sipes Avenue											
SR 46 to Celery Avenue (CR 415)	2	D	760	2.0%	837	0.082	0.879	70	60	S	no
Southwest Road											
Old Lake Mary Road to 13th Street	2	D	760	6.0%	5,383	0.108	0.654	580	380	S	no
Upsala Road											
CR 46A to Central Park Drive	2	D	760	2.0%	11,161	0.107	0.579	1,190	690	S	no
Central Park Drive to Coastline Road	2	E	810	2.0%	5,535	0.094	0.536	520	280	S	no
Coastline Road to SR 46	2	E	810	2.0%	7,889	0.085	0.581	670	390	N	no

(1) For segments with no existing peak hour data, K and D factors taken from adjacent segments

(2) The City and County are currently establishing a Long Term Concurrence Management System on SR 46, east of Mellonville Ave. to identify deficiencies. Projected widening to 4 lanes by 2016

**Table 2-14
Long-Term (2025) Peak Hour Peak Direction Traffic Volumes**

Roadway	No. of Lanes	Adopted LOS Std.	Service Volume at LOS Standard	2008 PHPD Vol	2013 PHPD Vol	2025						
						AADT	Applied K	Applied D	Total Peak Hour Vol	PHPD Vol	Peak Direction	Exceeds Service Volume?
13th Street												
Southwest Road to US 17-92	2	D	760	314	330	6,937	0.093	0.625	650	400	W	no
25th Street (CR 46A/SR 46)												
Rinehart Road to Country Club Road	4	D	1,620	1401	1,440	38,727	0.095	0.644	3,680	2,370	E	Yes
Country Club Road to Airport Boulevard	4	D	1,620	1128	1,190	41,243	0.098	0.520	4,040	2,100	W	Yes
Airport Boulevard to Old Lake Mary Road	4	D	1,620	n/a	750	27,900	0.076	0.557	2,120	1,180	E	no
Old Lake Mary Road to US 17-92	4	D	1,620	731	750	34,271	0.076	0.557	2,600	1,450	E	no
US 17-92 to Sanford Avenue	4	D	1,710	805	970	34,971	0.090	0.531	3,150	1,670	W	no
Sanford Avenue to Mellonville Avenue	4	D	1,860	1269	1,530	43,781	0.090	0.634	3,940	2,500	E	Yes
Mellonville Avenue to Beardall Avenue	4	D	1,860	885	970	29,647	0.090	0.628	2,670	1,680	E	no
Beardall Avenue to SR 415	4	D	1,860	701	730	36,572	0.091	0.666	3,330	2,220	E	Yes
Airport Boulevard												
SR 46 (1st St) to McCracken Road	4	D	1,620	446	470	17,630	0.089	0.547	1,570	860	S	no
McCracken Road to CR 46A	4	D	1,620	446	470	22,874	0.098	0.547	2,240	1,230	S	no
CR 46A to Old Lake Mary Road	4	D	1,620	n/a	520	24,733	0.086	0.565	2,130	1,200	E	no
Old Lake Mary Road to US 17-92	4	D	1,620	n/a	520	24,409	0.086	0.565	2,100	1,190	E	no
US 17-92 to Sanford Avenue	2	D	760	496	520	13,229	0.086	0.565	1,140	640	E	no
Sanford Avenue to Mellonville Avenue	2	D	760	305	320	7,544	0.081	0.646	610	390	W	no
Mellonville Avenue to Red Cleveland Boulevard	2	D	760	n/a	320	7,544	0.081	0.646	610	390	W	no
Beardall Avenue												
Marquette Avenue to SR 46	2	E	810	n/a	150	11,494	0.096	0.649	1,100	720	N	no
SR 46 to Celery Avenue (CR 415)	2	D	760	37	50	1,794	0.096	0.649	170	110	N	no
Brisson Avenue												
SR 46 to Celery Avenue (CR 415)	2	D	760	149	210	3,770	0.113	0.616	430	260	N	no
Celery Avenue												
US 17-92 to Park Avenue	2	D	760	295	310	8,140	0.085	0.551	690	380	E	no
Park Avenue to Sanford Avenue	2	D	760	296	310	8,821	0.087	0.588	770	450	E	no
Sanford Avenue to Mellonville Avenue	2	D	760	392	460	12,522	0.082	0.556	1,030	570	E	no
Mellonville Avenue to Sipes Avenue	2	D	760	315	330	6,222	0.092	0.685	570	390	E	no
Lake Mary Boulevard												
Country Club Road to US 17-92	4	D	1,860	1253	1,320	47,144	0.091	0.608	4,290	2,610	E	Yes
US 17-92 to SR 417	4	D	1,860	952	1,000	25,651	0.094	0.561	2,410	1,350	E	no
SR 417 to CR 427	4	D	1,860	952	1,000	23,473	0.094	0.561	2,210	1,240	E	no
CR 427 to Red Cleveland Boulevard	4	D	1,860	960	990	17,664	0.107	0.637	1,890	1,200	E	no
Red Cleveland Boulevard to Cameron Avenue	4	D	1,860	852	880	14,722	0.100	0.740	1,470	1,090	E	no
Cameron Avenue to SR 46	4	D	1,860	621	650	14,683	0.090	0.610	1,320	810	S	no
Marquette Avenue												
Ohio Avenue to Sipes Avenue	2	E	810	35	40	6,010	0.108	0.547	650	360	N	no
Sipes Avenue to Beardall Avenue	2	E	810	23	20	11,914	0.098	0.605	1,170	710	W	no
Mellonville Avenue												
SR 46 to Celery Avenue	2	D	760	184	190	5,754	0.077	0.601	440	270	N	no
Celery Avenue to Seminole Boulevard	2	D	760	432	440	7,921	0.110	0.633	870	550	S	no
Ohio Avenue												
Lake Mary Boulevard to Marquette Avenue	2	D	760	23	20	556	0.100	0.523	60	30	N	no
Old Lake Mary Road												
Airport Boulevard to Country Club Road	2	D	760	367	390	9,159	0.090	0.580	820	480	N	no
Country Club Road to Southwest Road	2	D	760	148	150	4,089	0.084	0.556	340	190	N	no
Park Avenue												
US 17-92 to SR 46	2	D	760	355	370	8,931	0.083	0.624	740	460	S	no
SR 46 to 13th Street	2	D	760	136	140	2,781	0.091	0.638	250	160	S	no
13th Street to 1st Street	2	D	760	133	140	3,496	0.090	0.547	310	170	S	no
1st Street to Seminole Boulevard	2	D	760	79	80	1,976	0.090	0.572	180	100	N	no
Persimmon Avenue												
SR 46 to Sanford Amtrak station entrance	2	D	690	153	170	4,547	0.090	0.550	410	230	N	no
Rinehart Road												
CR 46A to S. Mall Entrance	4	E	1,720	1145	1,460	42,493	0.082	0.520	3,480	1,810	N	Yes
S. Mall Entrance to SR 46	4	E	1,720	984	1,540	37,416	0.087	0.592	3,260	1,930	N	Yes
SR 46 (1st Street)												
I-4 to Rinehart Road	6	D	2,790	1848	2,500	51,775	0.090	0.623	4,660	2,900	W	Yes
Rinehart Road to CR 15 (Upsala Road)	6	D	2,790	1407	1,780	52,501	0.090	0.587	4,730	2,770	W	no
CR 15 (Upsala Road) to Airport Boulevard	4	D	1,860	948	1,230	33,625	0.090	0.568	3,030	1,720	E	no
Airport Boulevard to US 17-92	4	D	1,860	856	1,080	28,374	0.090	0.526	2,550	1,340	W	no
SR 400 (I-4)												
CR 46A to SR 46	6	D	5,530	4325	4,840	128,464	0.085	0.550	10,920	6,010	E	Yes
SR 417												
Lake Mary Boulevard to US 17-92	4	D	3,440	1669	2,310	76,318	0.085	0.550	6,490	3,570	N	Yes
US 17-92 to CR 46A	4	D	3,440	1618	2,320	62,251	0.085	0.550	5,290	2,910	N	no
CR 46A to I-4	4	D	3,440	1571	2,140	50,859	0.085	0.550	4,320	2,380	N	no
SR 600 / US 17-92												
CR 427 to Lake Mary Boulevard	6	E	2,710	1518	1,770	62,613	0.090	0.546	5,640	3,080	N	Yes
Lake Mary Boulevard to Airport Boulevard	4	F	2,710	1145	2,070	54,715	0.090	0.520	4,920	2,560	N	no
Airport Boulevard to CR 46A	4	E	1,800	1145	1,410	37,393	0.090	0.520	3,370	1,750	N	no
CR 46A to SR 46	4	E	1,800	948	1,290	32,154	0.090	0.568	2,890	1,640	N	no
SR 46 to Seminole Boulevard	4	E	1,800	729	800	25,980	0.092	0.696	2,390	1,660	N	no
Seminole Boulevard to Oak Drive	2	E	890	992	760	22,294	0.091	0.524	2,030	1,060	S	Yes
Oak Drive to CR 15 (Upsala Road)	2	E	890	478	690	23,191	0.090	0.539	2,090	1,120	W	Yes
Sanford Avenue												
Lake Mary Boulevard to Airport Boulevard	4	D	1,620	836	870	32,777	0.089	0.537	2,920	1,570	N	no
Airport Boulevard to SR 46	4	D	1,620	794	820	27,402	0.086	0.548	2,360	1,290	S	no
Sipes Avenue												
SR 46 to Celery Avenue (CR 415)	2	D	760	58	60	4,540	0.082	0.879	370	330	S	no
Southwest Road												
Old Lake Mary Road to 13th Street	2	D	760	298	380	6,675	0.108	0.654	720	470	S	no
Upsala Road												
CR 46A to Central Park Drive	2	D	760	661	690	13,179	0.107	0.579	1,410	820	S	Yes
Central Park Drive to Coastline Road	2	E	810	266	280	6,864	0.094	0.536	650	350	S	no
Coastline Road to SR 46	2	E	810	375	390	9,783	0.085	0.581	830	480	N	no

Projected Peak Hour Traffic Conditions. As shown in Tables 2-10 and 2-11, based on generalized service volumes, all roadway links are expected to meet their adopted LOS standard through the short-term (2013) for the daily and peak hour, peak direction conditions with the exception of portions of the following links:

- 25th Street (CR 46A/SR 46) between Mellonville Avenue and Beardall Avenue (daily and peak hour conditions)
- Rinehart Road between CR 46A to S. Mall Entrance (daily conditions only)
- SR 600/US 17-92 between Seminole Boulevard and Oak Drive (daily conditions only)

25th Street (CR 46A/SR 46) between Mellonville Avenue and Beardall Avenue is the only roadway segment that is expected to exceed the adopted LOS in the short-term. The City, FDOT and Seminole County have entered into an agreement for the widening of SR 46 from Mellonville Avenue to SR 415 from two to four lanes to address the project LOS deficiency. In addition, Seminole County is adopting a comprehensive plan policy supporting the establishment of a long term concurrency management system (LTCMS) for the timing of the widening project so that the comprehensive plans remain financially feasible.

From a longer term perspective, the local governments within Central Florida (including those in Seminole, Orange, Osceola, Volusia, Brevard, Lake, and Polk Counties) have agreed to implement a Regional Growth Vision which includes an expanded multimodal approach to meeting future transportation needs. In Sanford, this will include the implementation of commuter rail.

As the region transitions from a primarily auto dependent transportation system to a more multimodal system, the transportation system will experience growth pains. For example, as development with sufficient density and intensity to support transit is approved, the more urban areas, such as Sanford, are expected to experience increased congestion levels. These increased congestion levels will actually benefit the implementation of the regional vision by making transit a more attractive alternative travel mode.

As congestion increases, the percentage of traffic occurring in the peak hour is expected to decrease (represented by lower K factors) and the directionality of traffic is expected to become more balanced (represented by lower D factors). For example, 2008 traffic counts on SR 434 by Seminole County identified K factors ranging from 7.7% to 9.0%. As congestion increases in the future, these are expected to reduce to around 7.5%. Similarly, the existing D factors range from 50.8% to 87.9% and they are expected to average around 52% in the future.

The anticipated increases in congestion are illustrated in Tables 2-12 and 2-13. Although the daily conditions show poor levels on many roadways, the peak hour conditions determine if the congestion is at unacceptable levels of service. Based on projected 2025 peak hour conditions, the following roads are projected to operate below their adopted LOS standard:

- 25th Street (CR 46A/SR 46)
- Lake Mary Boulevard
- Rinehart Road
- SR 417
- US 17-92
- Upsala Road

The following strategies have been implemented or will be considered to address the projected long term deficiencies on these roadways:

- Long Term Concurrency Management System (LTCMS)

The City, in coordination with the FDOT and Seminole County, will be developing an LTCMS to address potential roadway deficiencies along SR 46 (west of Interstate 4), SR 415, SR 417, and Rinehart Road. The LTCMS will prioritize roadway improvements for these corridors within a timeframe of up to 10 years. The LTCMS will be coordinated with the Capital Improvements Element and will include periodic monitoring of LOS conditions and funding status.

In addition, the City, Seminole County, and FDOT have entered into an agreement to widen SR 46 from two to four lanes to address the projected LOS deficiencies. The agreement also references the proposed LTCMS.

- Transportation Concurrency Exception Area (TCEA)

The City recently adopted a TCEA designation for the US 17-92 corridor which includes Lake Mary Boulevard. The TCEA provides strategies to address mobility and land use within the corridor. The TCEA focuses on multimodal transportation and supports redevelopment and infill development.

Transportation Planning Approach. Traditionally, congestion problems are addressed with either supply-side or demand-side strategies. Supply side strategies may include tactics such as building more roads to increase capacity. Demand-side strategies may include tactics such as encouraging more ridesharing among commuters or the use of alternative modes of transportation. As part of the Comprehensive Plan update, the City has begun to take a proactive approach to addressing mobility needs within the City using both supply-side and demand-side strategies. The City has proposed numerous objectives and policies to move towards a multimodal transportation system, thereby reducing the City's dependence on the automobile. This includes, but is not limited to:

- Balancing land use and transportation
- Improving bicycle and pedestrian facilities
- Coordinating with other transportation agencies
- Improving transit facilities
- Initiating additional LYNX service
- Supporting the Central Florida Commuter Rail Line

This approach will be used to address future potential LOS issues in the operation of the transportation network.

Existing and Projected Integrated Transportation System. The City is served several state and county roadways including US 17-92, SR 46, SR 417, and Interstate 4 along the western edge. In addition, there are three LYNX routes that serve the City connecting local residents with the greater Orlando Metro area and the rest of Seminole County.

The City contains an adequate network of pedestrian and bicycle facilities especially in the downtown area of the City. Seminole Boulevard/US 17-92 contains a sidewalk/bikeway that traverses east from I-4 all the way to Sanford Avenue. The City plans to upgrade the current system of pedestrian and bicycle facilities to increase the multimodal options within the City.

The City also contains the Orlando-Sanford Airport. The Sanford Airport Authority is responsible for the operation, maintenance and development of the Orlando Sanford International Airport and the airport's facilities. In 2007, there were 1.7 million total passengers that boarded flights at the airport.

Concurrency Management. The City of Sanford has established a concurrency management system. This system is in place to ensure that specified public facilities and services are available to meet the needs of growth and development. An essential requirement of the State's local government comprehensive planning law has termed the service "concurrency" requirement. Paraphrasing Chapter 163.3202, F.S., each county and municipality must ensure key public facilities and services (i.e., the transportation system) achieve and maintain their LOS standards and are available when needed for the development.

Transportation Concurrency Exception Areas. The City contains two TCEAs, the downtown TCEA and the US 17-92 TCEA. As a part of the establishment of each TCEA, the Comprehensive Plan was amended to incorporate policies that promote compact urban redevelopment and infill development to fulfill the City's redevelopment goals. Transportation programs and improvements within the TCEA emphasize pedestrian and transit modes of transportation as part of the overall strategy to encourage redevelopment and reduce automobile dependency. The TCEAs are illustrated on Map 2-16.

Transportation Projects Planned by Other Jurisdictions. There are several transportation projects planned within the City of Sanford. Some of the projects involve significant roadway expansion through additional lane creation. Several of the projects are listed on METROPLAN Orlando 5-year Transportation Improvement Plan (TIP).

Florida Department of Transportation Projects/METROPLAN Orlando Transportation Projects.

- SR 46 from Mellonville Avenue to SR 415, widen to four lanes (2008 – 2011)
- SR 415 from SR 46 to Volusia County Line, widen to four lanes (2008 – 2011)
- SR 46 Gateway Side sidewalk construction from Rinehart Road to Airport Boulevard (2009 – 2010)

Improvements to I-4, including the addition of four special use lanes to the facility, are identified in METROPLAN ORLANDO's Long Range Plan. These improvements should resolve any capacity deficiencies on the roadway along the limits from SR 434 to the Seminole/Volusia County Line. If these improvements do not proceed by 2025, the City may also adjust its LOS Standard for I-4 to resolve capacity deficiencies.

Internal Consistency within the Comprehensive Plan. This element was developed consistent with the other elements of the Sanford Comprehensive Plan, particularly the Future Land Use Element. As noted throughout this element, the analysis of the future transportation system for the City was based upon the vision of Sanford as expressed within the goals, objectives and policies of the Comprehensive Plan and reflected on the Future Land Use Map (FLUM).

City of Sanford

Map: 2-1

Major Thoroughfares
Number of Lanes
(2009)

Legend

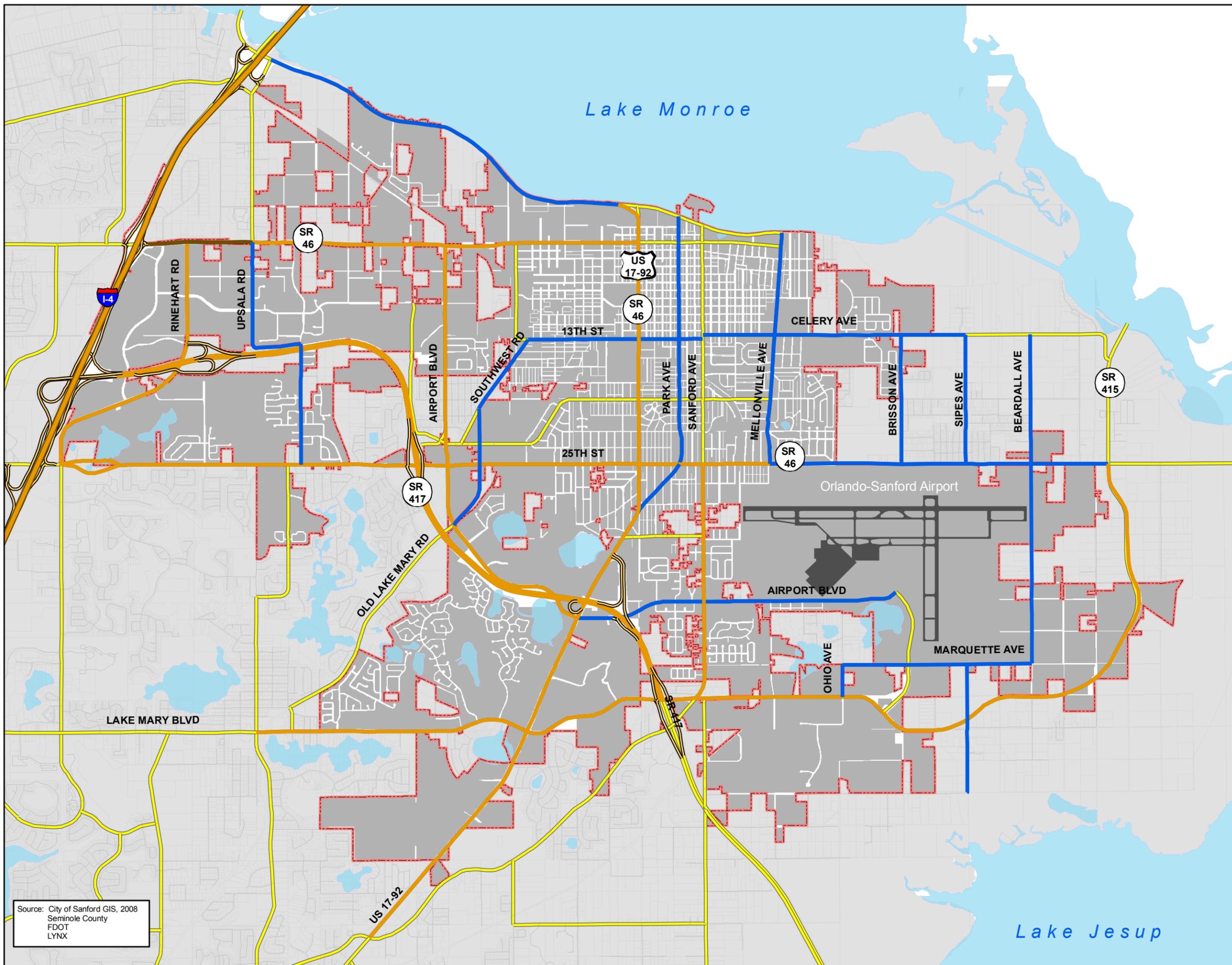
 City Limits

Number of Lanes (2009)

 2 Lanes

 4 Lanes

 6 Lanes



Source: City of Sanford GIS, 2008
Seminole County
FDOT
LYNX



City of Sanford

Map: 2-2a

Functional Classification
(2009)

Legend

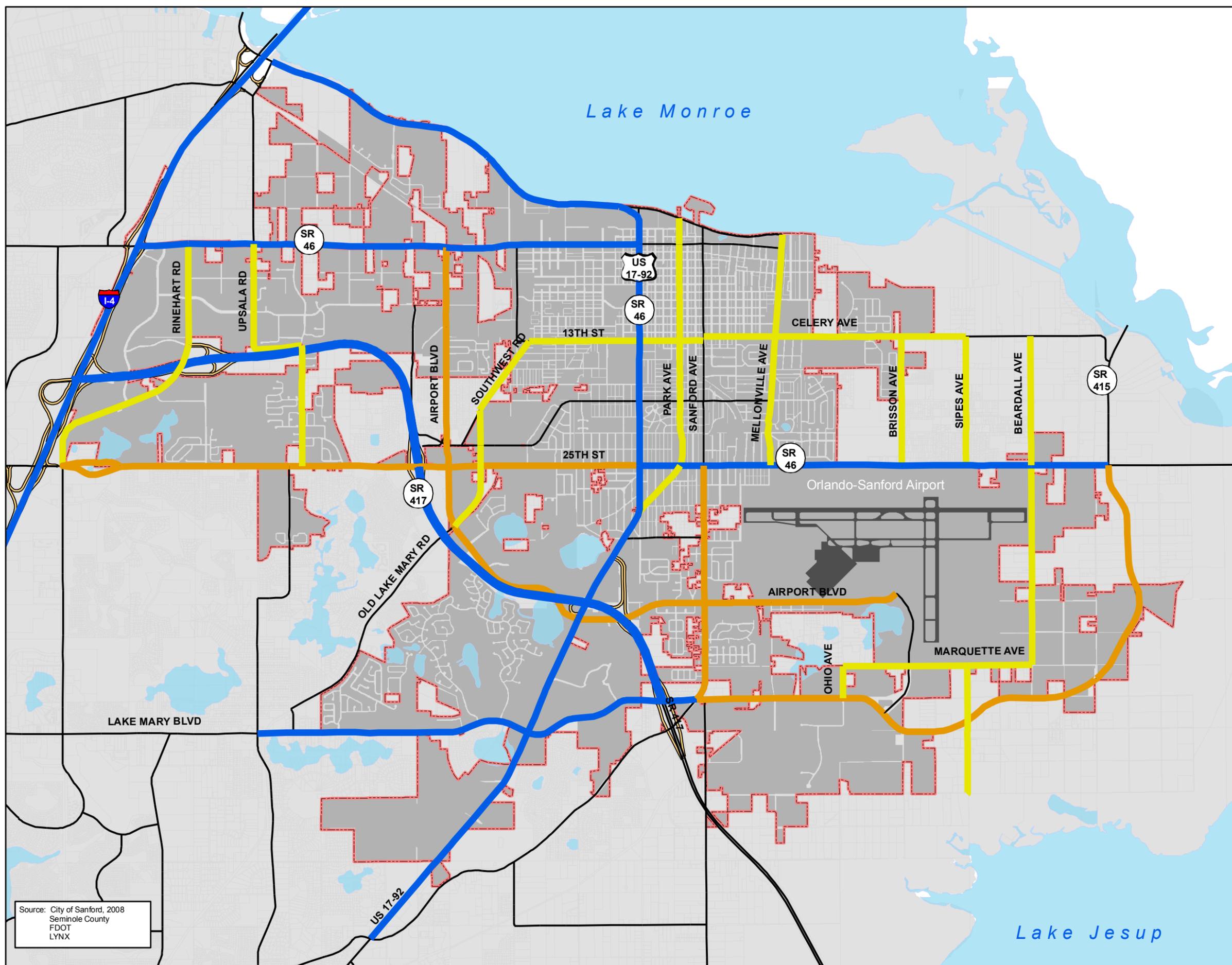
 City Limits

Functional Classification

 Collector

 Minor Arterial

 Principal Arterial



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX




Kimley-Horn
and Associates, Inc.
February 2009

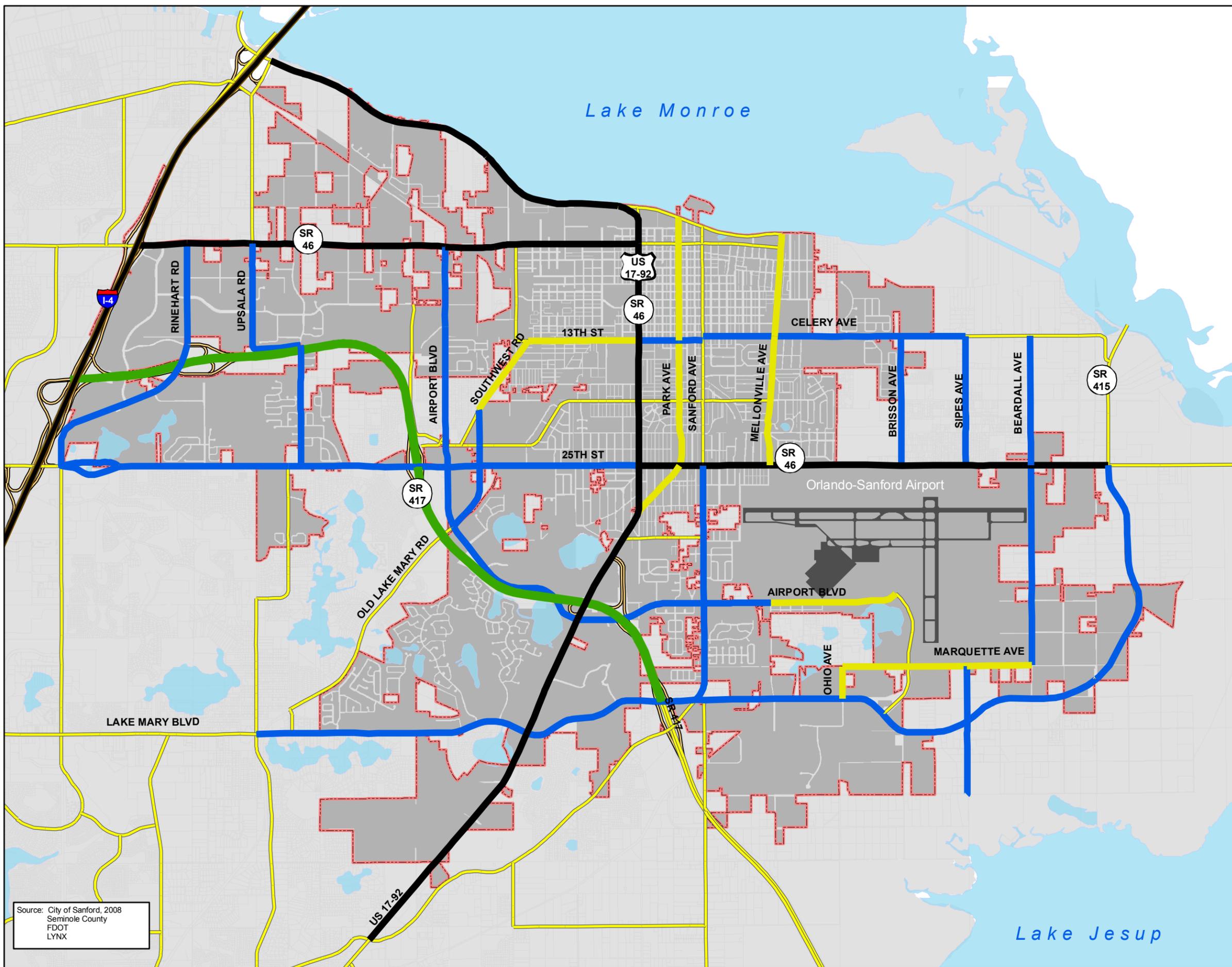
City of Sanford

Map: 2-2b

Jurisdictional
Roadway Classification
(2009)

Legend

-  City Limits
- Maintenance Responsibility**
-  City
-  County
-  Department of Transportation
-  Florida Turnpike

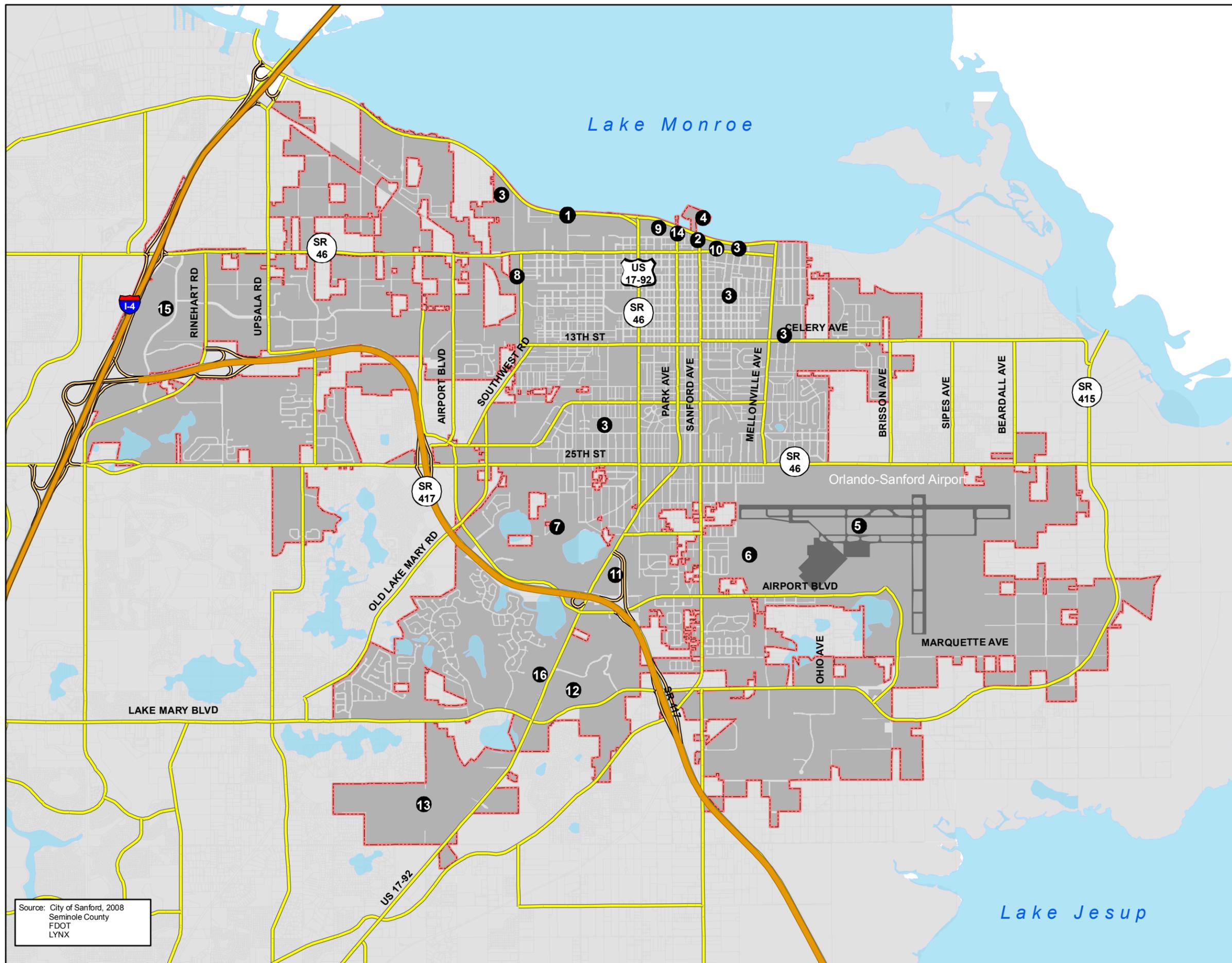


Source: City of Sanford, 2008
Seminole County
FDOT
LYNX

City of Sanford

Map: 2-3

Major Trip
Generators and Attractors
(2009)



Legend

City Limits

Name

- 1** Ameripath Sanford Hospital
- 2** Civic Center
- 3** Parks
- 4** Monroe Harbor Marina
- 5** Orlando-Sanford Airport
- 6** Orlando-Sanford Airport Industrial Area
- 7** Sanford Aquatic Center
- 8** Sanford Auto Train Amtrak
- 9** Sanford City Hall
- 10** Sanford Museum
- 11** Sanford Plaza
- 12** Seminole Centre
- 13** Seminole Community College
- 14** Seminole County Courthouse
- 15** Seminole Town Center
- 16** US 17-92 Commercial Area



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX



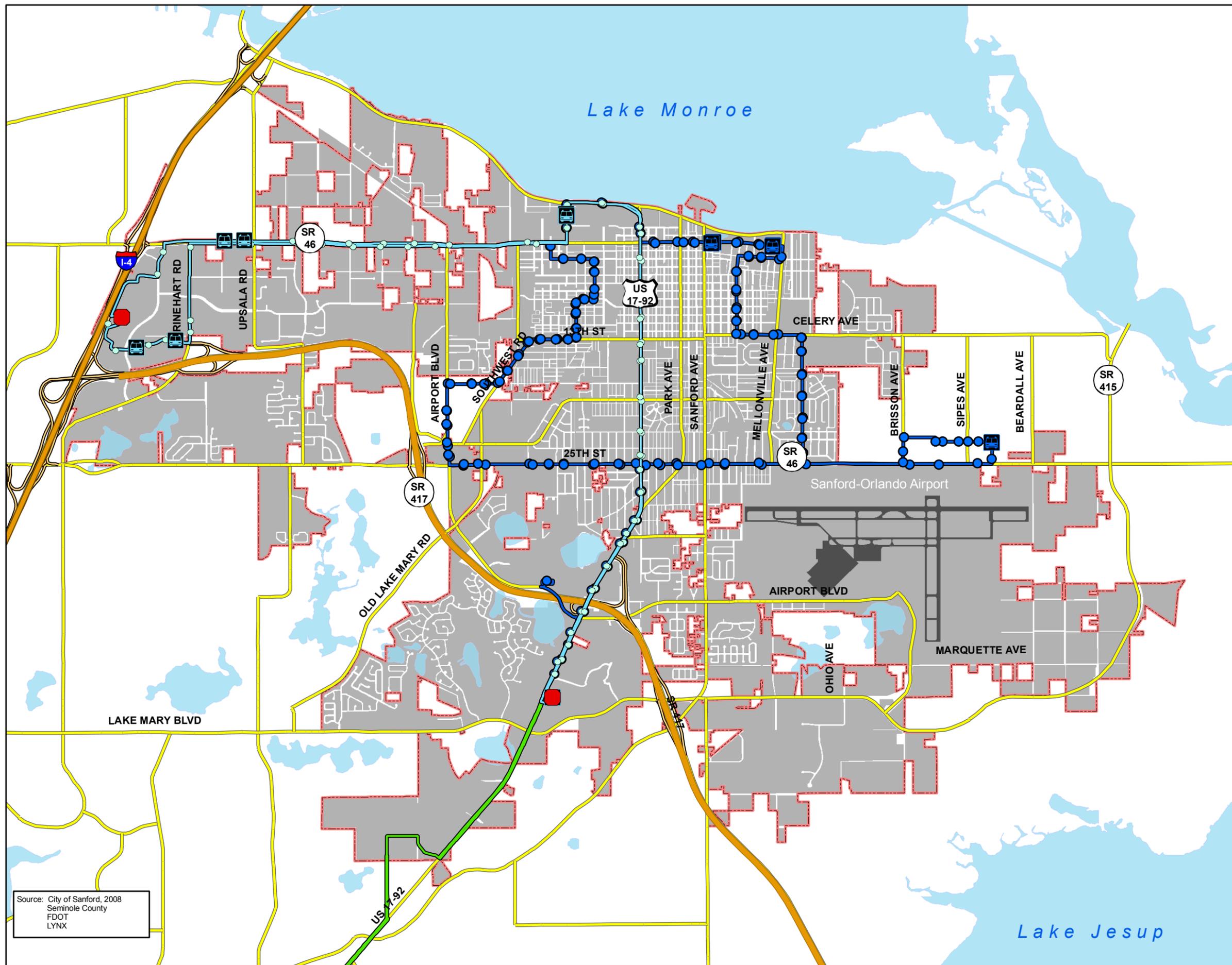
City of Sanford

Map: 2-4

Public Transit Facilities
(2009)

Legend

-  City Limits
-  LYNX Transit Center
-  LYNX Route 46
-  Route 46 Shelter
-  Route 46 Bus Stop
-  LYNX Route 34
-  Route 34 Shelter
-  Route 34 Bus Stop
-  LYNX Route 103



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX



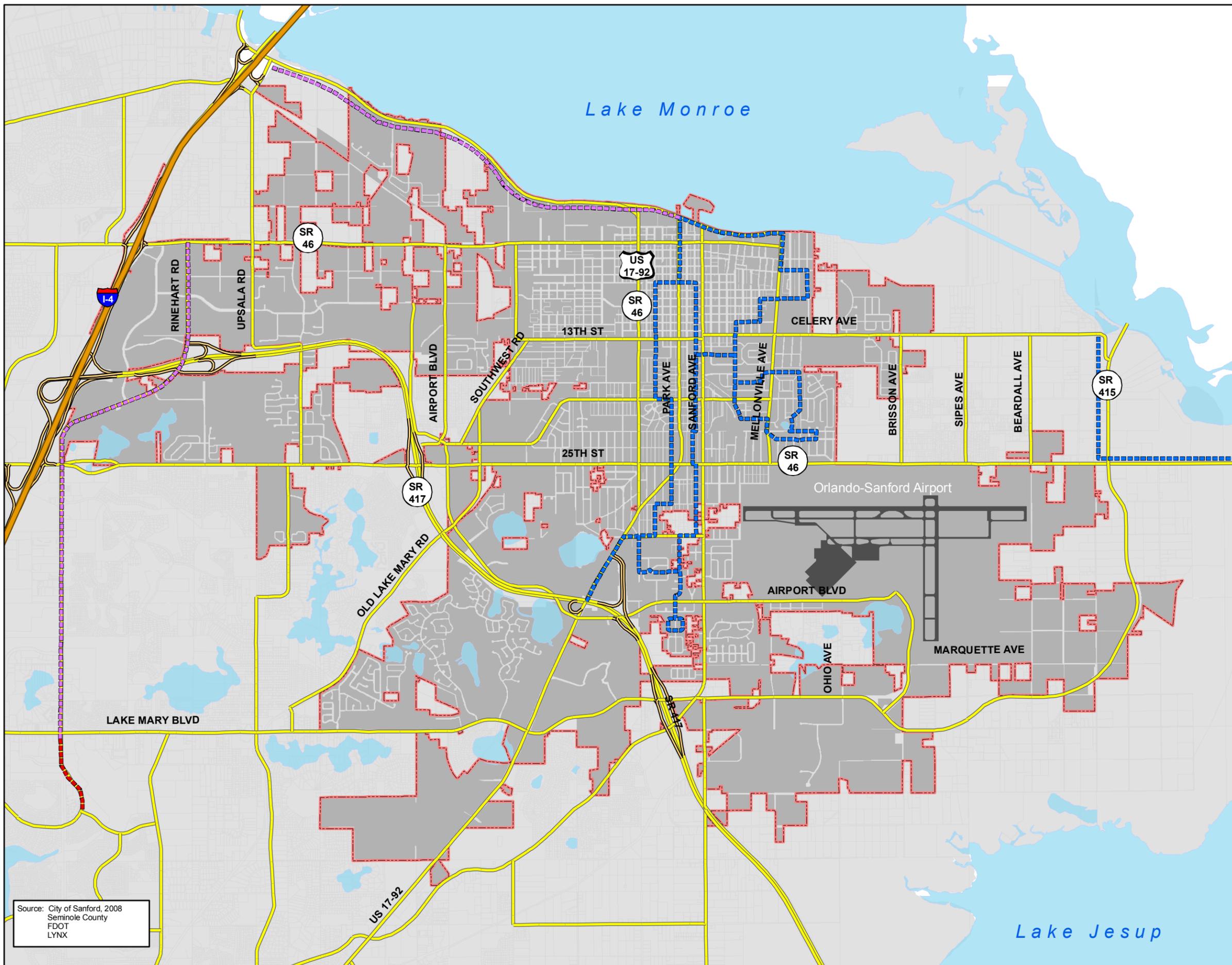
City of Sanford

Map: 2-5

Existing Bicycle and Pedestrian Facilities (2009)

Legend

-  City Limits
-  Bike Lane
-  Shared Use Path
-  Sidewalk/Bikeway



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX



City of Sanford

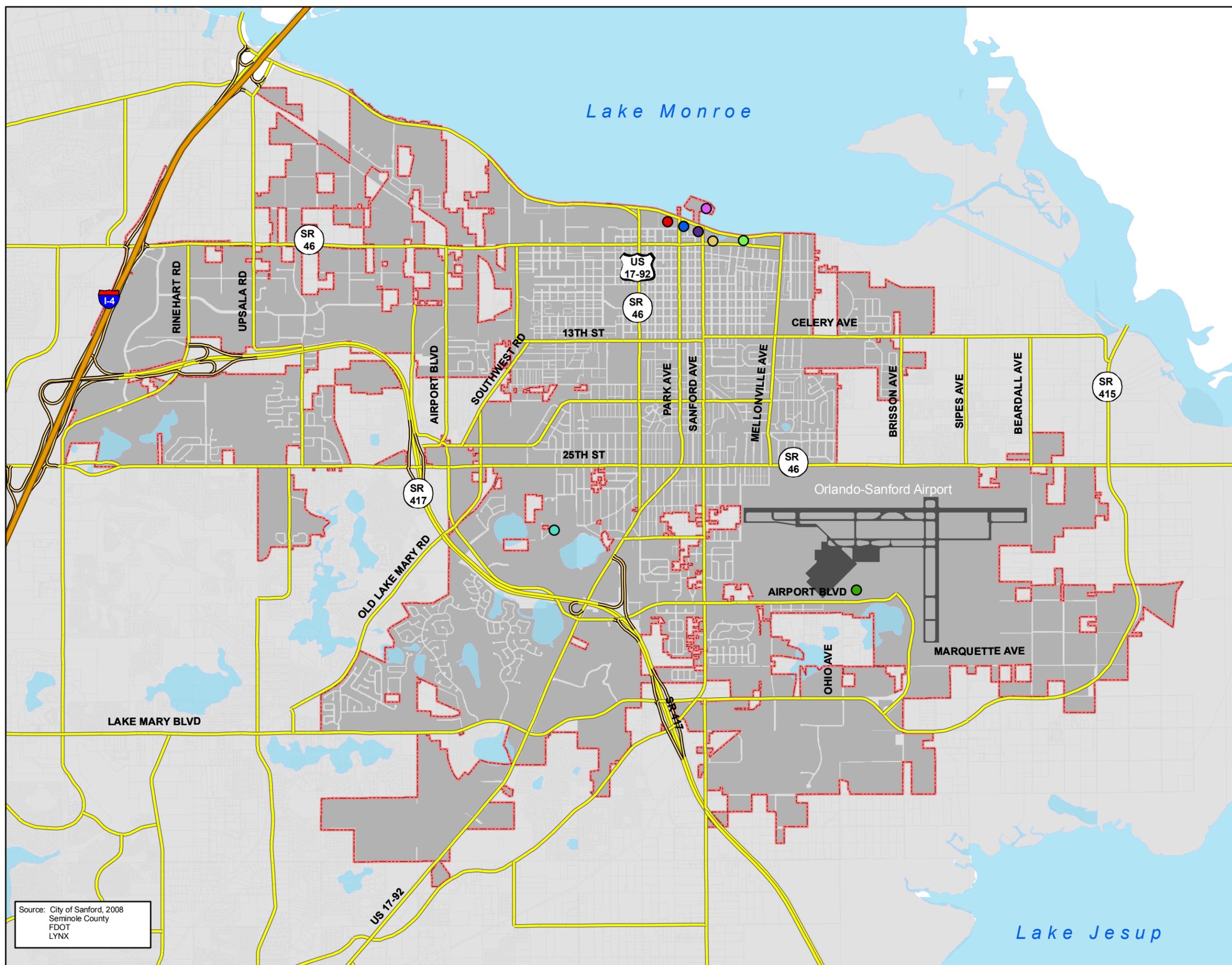
Map: 2-6 Significant Parking Facilities (2009)

Legend

 City Limits

Facility Name

-  Civic Center
-  Fort Mellow Park
-  Monroe Harbor Marina
-  Orlando-Sanford Airport
-  Sanford Aquatic Center
-  Sanford City Hall
-  Sanford Museum
-  Seminole County Courthouse
-  Town Center



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX



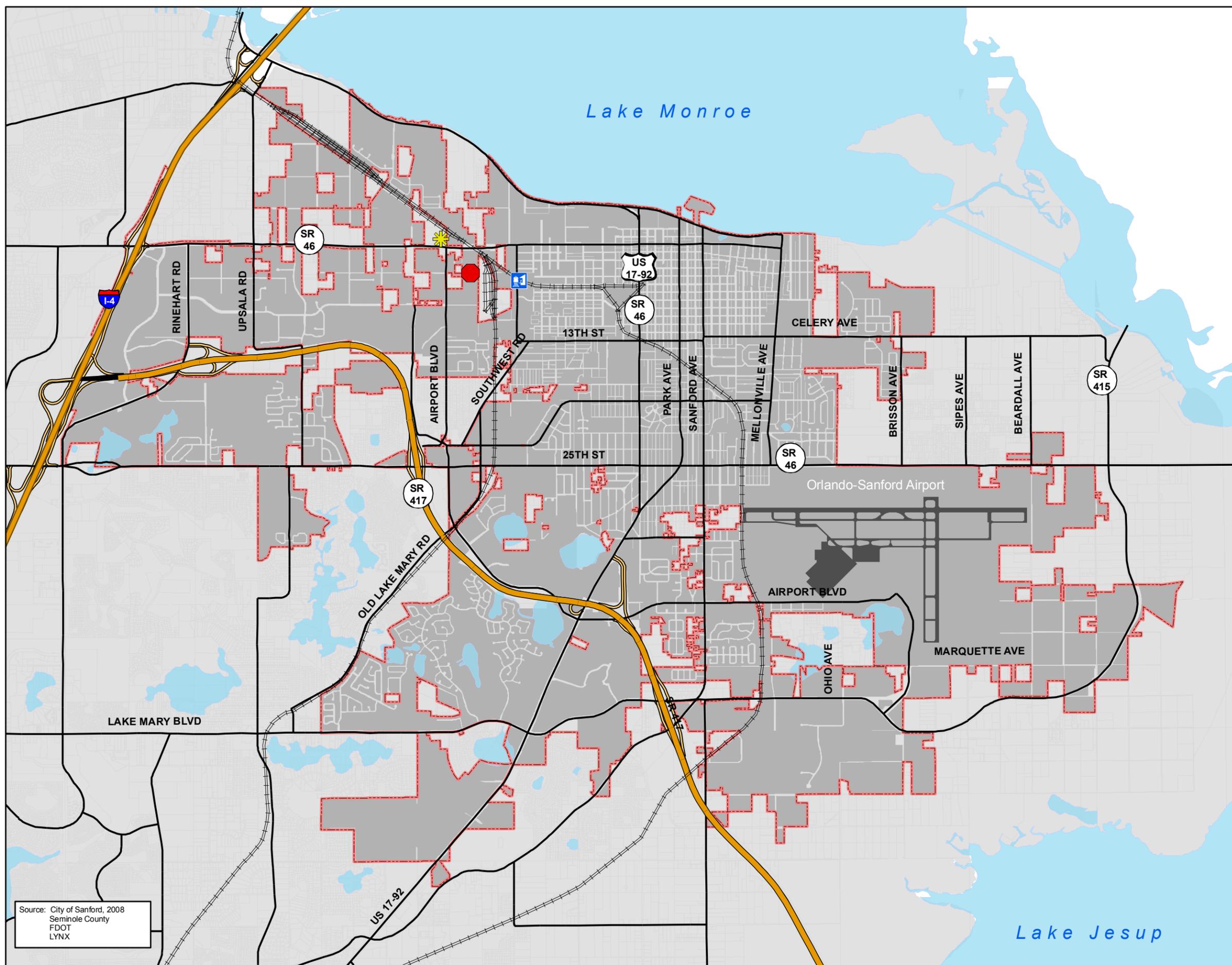
City of Sanford

Map: 2-7

Railways, Intermodal,
and Airport Facilities
(2009)

Legend

-  City Limits
-  Proposed Commuter Rail Station
-  Bulk Transport Intermodal Terminal
-  Amtrak Station
-  Railways



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX



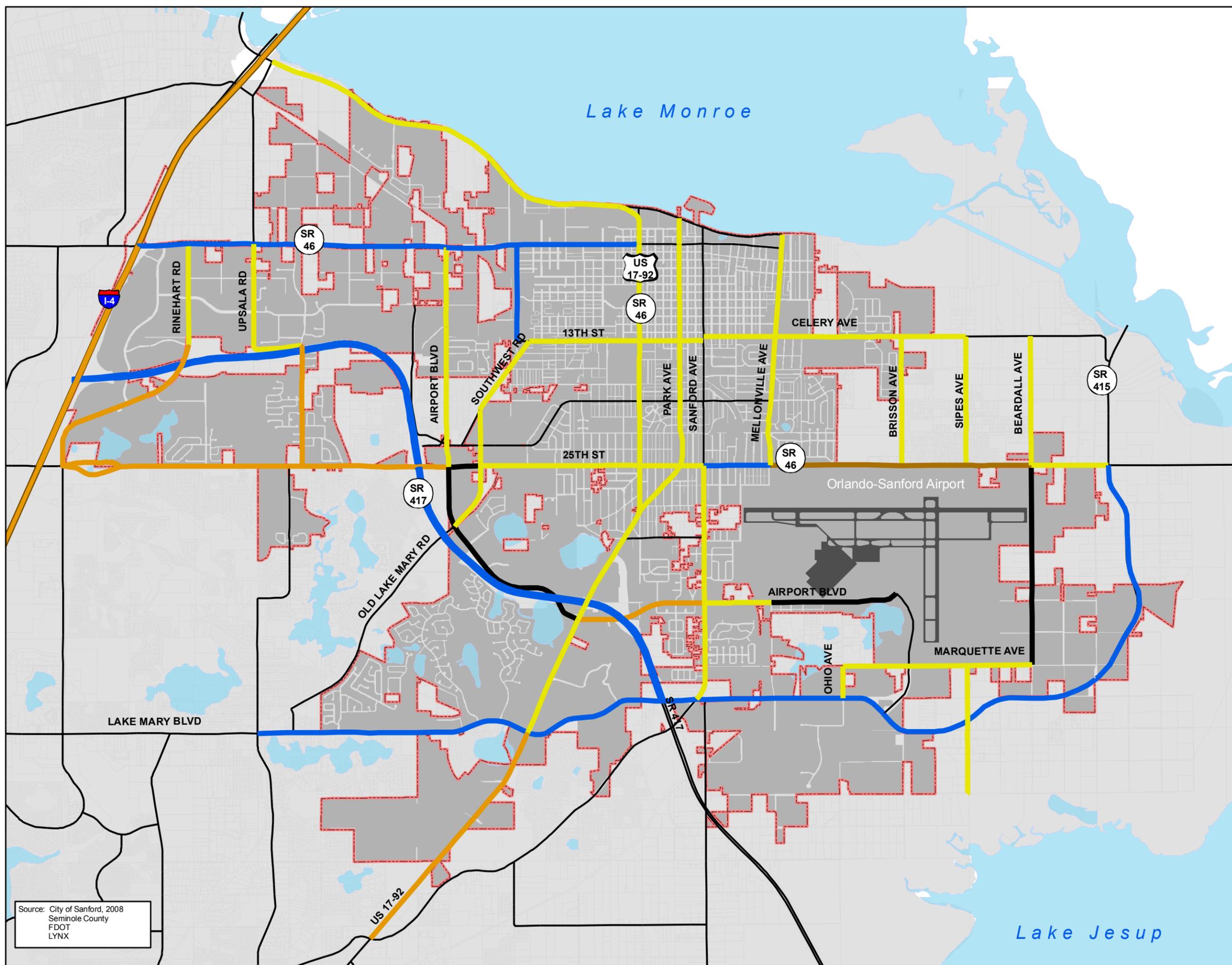
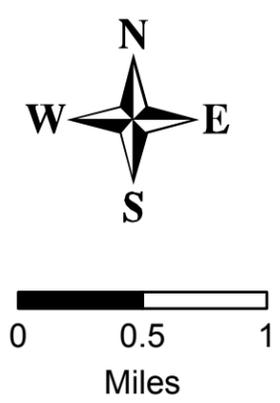
City of Sanford

Map: 2-8

Existing Peak Hour and Peak Direction Level of Service (2009)

Legend

- City Limits
- Level of Service**
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- N/A (Not Available)



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX

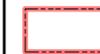


City of Sanford

Map: 2-9

Major Thoroughfares Number of Lanes (2025)

Legend

 City Limits

Number of Lanes (2025)

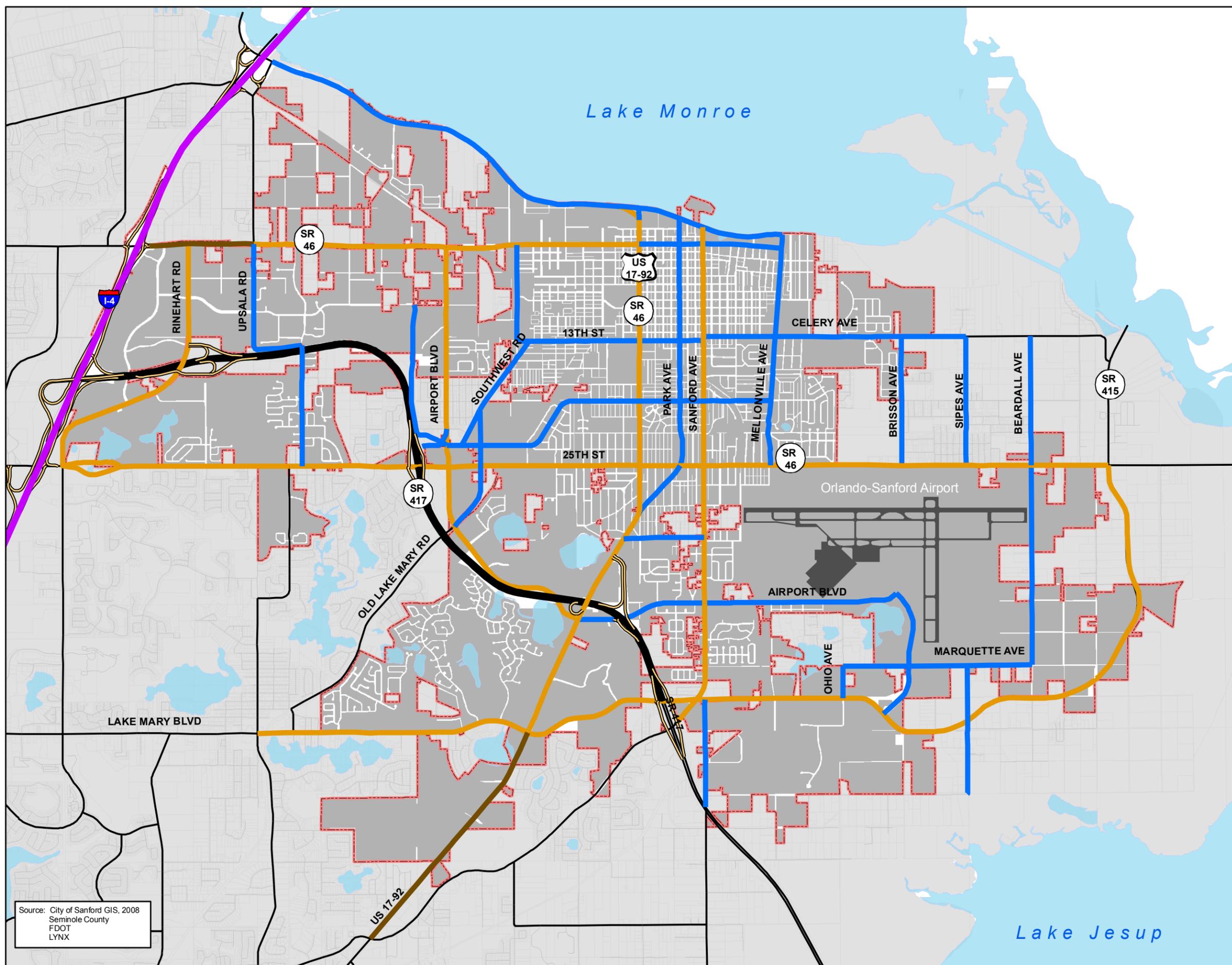
 2 Lanes

 4 Lanes

 6 Lanes

 8 Lanes

 6 Lanes + 4 Special Use Lanes



Source: City of Sanford GIS, 2008
Seminole County
FDOT
LYNX




Kimley-Horn
and Associates, Inc.
February 2009

City of Sanford

Map: 2-10a

Functional
Classification (2025)

Legend

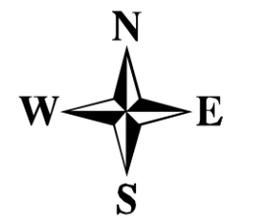
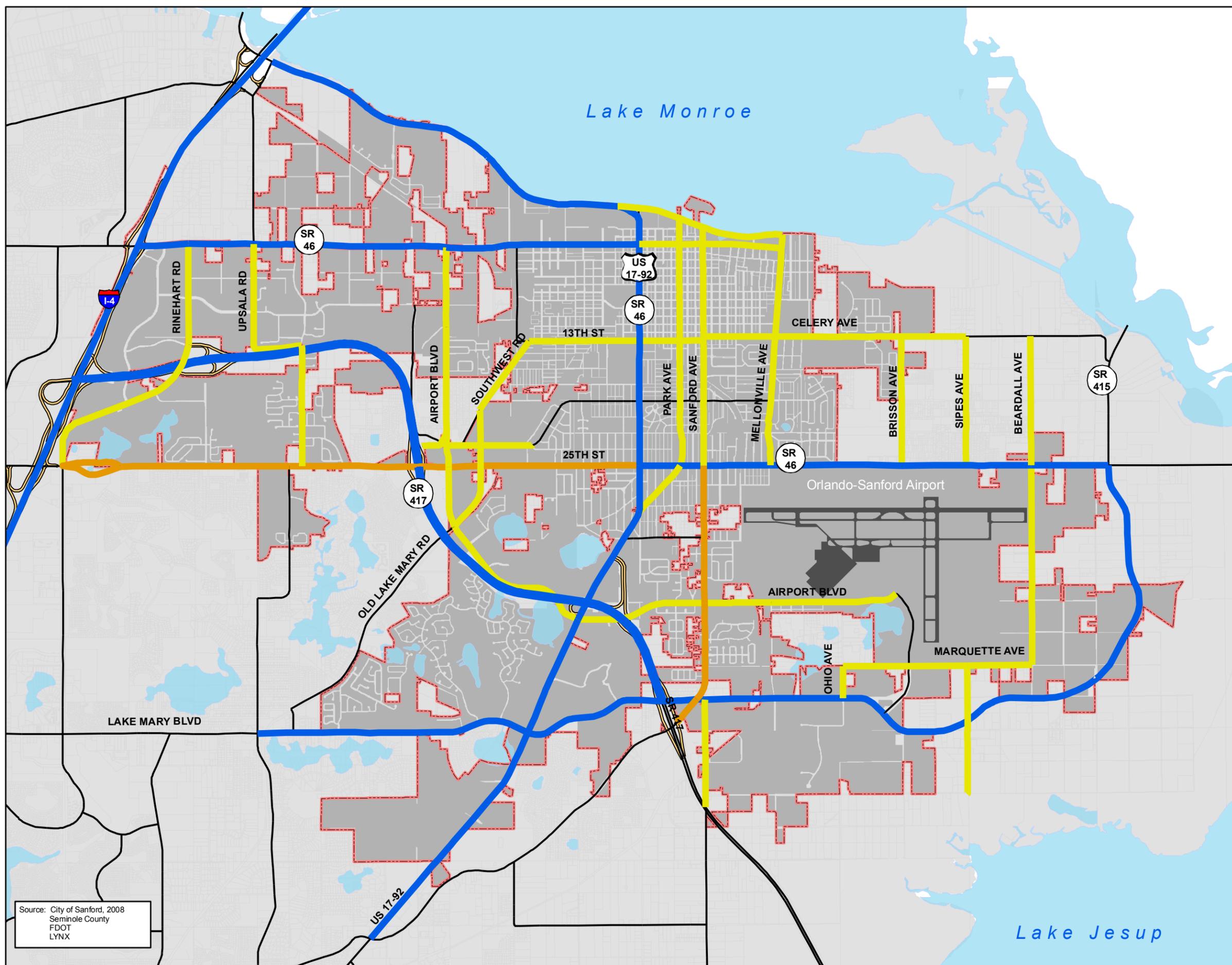
 City Limits

Functional Classification

 Collector

 Minor Arterial

 Principal Arterial



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX




Kimley-Horn
and Associates, Inc.
February 2009

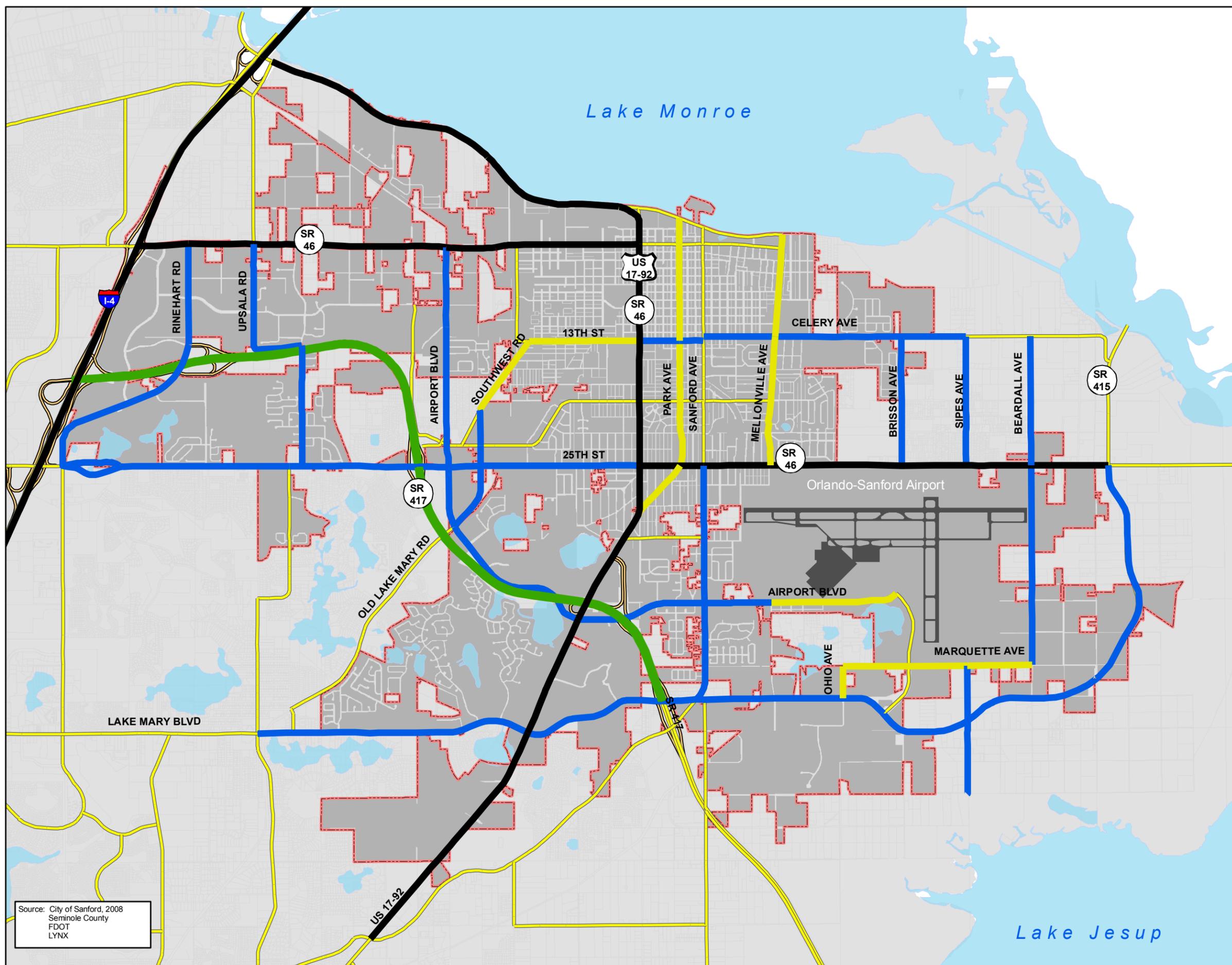
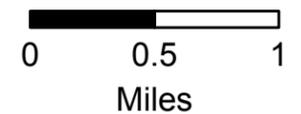
City of Sanford

Map: 2-10b

Jurisdictional Roadway Classification (2025)

Legend

-  City Limits
- Maintenance Responsibility**
-  City
-  County
-  Department of Transportation
-  Florida Turnpike



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX

City of Sanford

Map: 2-11

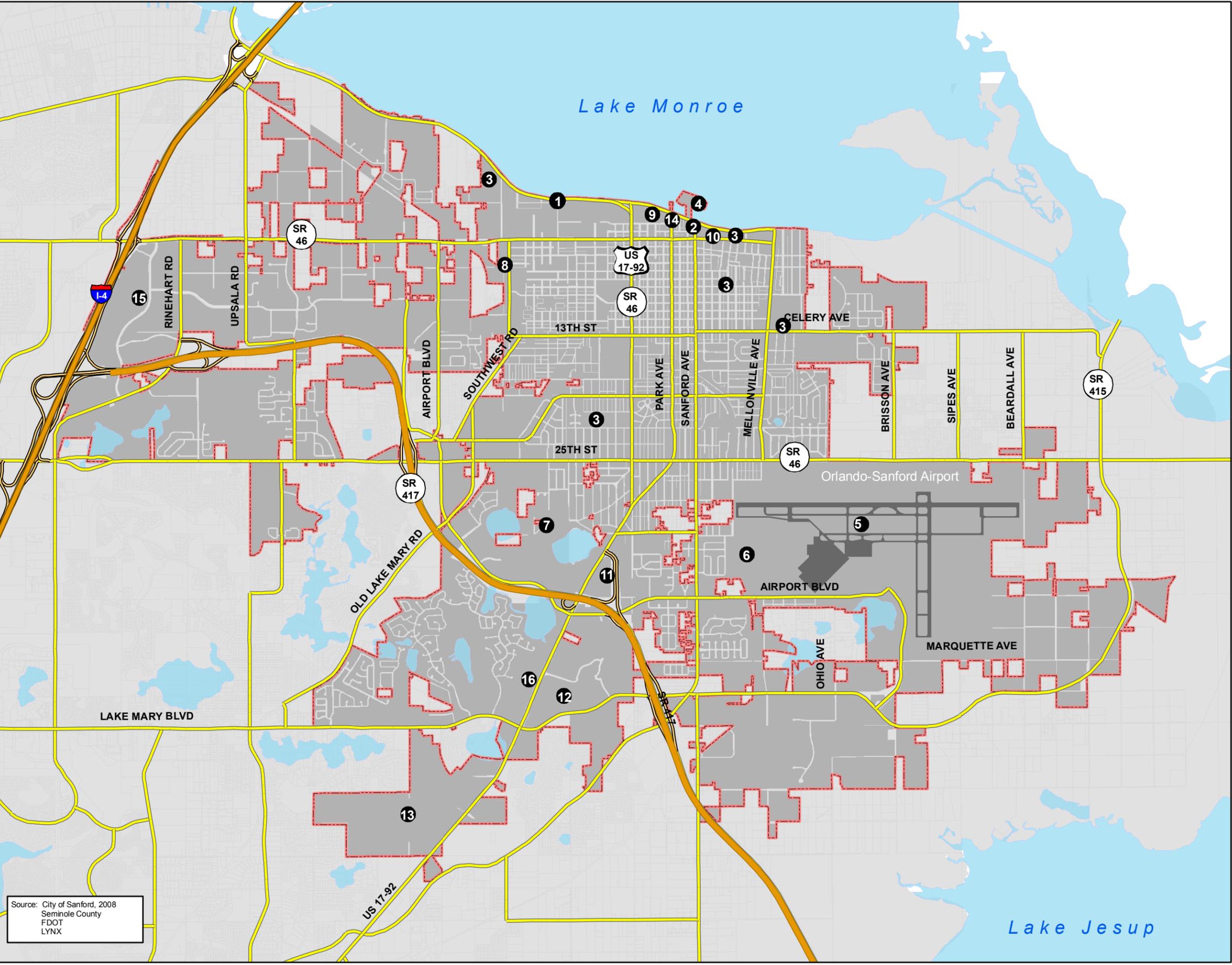
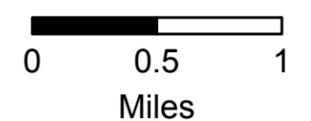
Major Trip Generators and Attractors (2025)

Legend

 City Limits

Name

- 1** Ameripath Sanford Hospital
- 2** Civic Center
- 3** Parks
- 4** Monroe Harbor Marina
- 5** Orlando-Sanford Airport
- 6** Orlando-Sanford Airport Industrial Area
- 7** Sanford Aquatic Center
- 8** Sanford Auto Train Amtrak
- 9** Sanford City Hall
- 10** Sanford Museum
- 11** Sanford Plaza
- 12** Seminole Centre
- 13** Seminole Community College
- 14** Seminole County Courthouse
- 15** Seminole Town Center
- 16** US 17-92 Commercial Area



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX



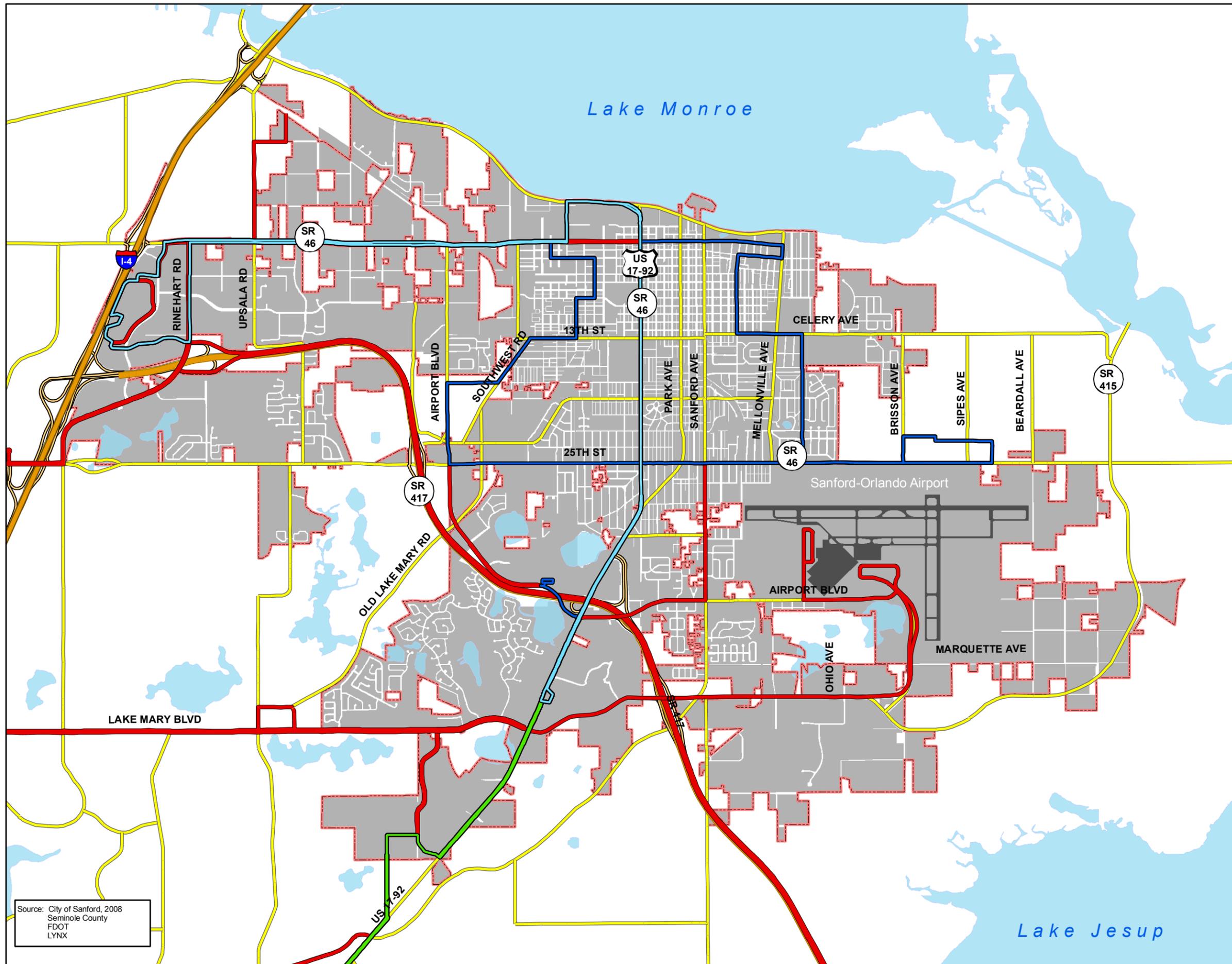
City of Sanford

Map: 2-12

Future Public Transit Facilities (2025)

Legend

-  City Limits
-  New Routes Beginning in 2010
- Existing Transit Routes**
 -  LYNX Route 46
 -  LYNX Route 34
 -  LYNX Route 103



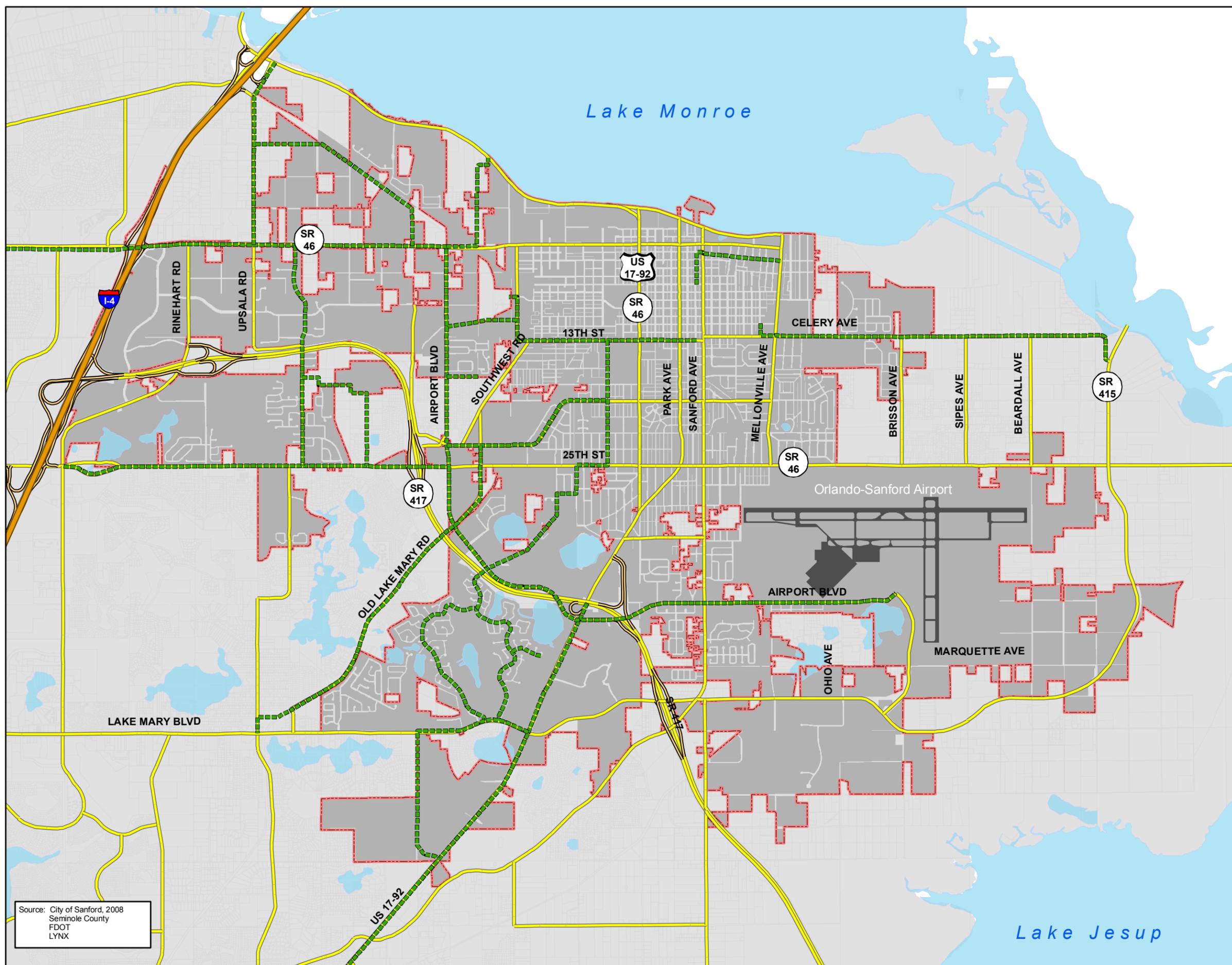
Source: City of Sanford, 2008
Seminole County
FDOT
LYNX



City of Sanford

Figure: 2-13

Future Bicycle and Pedestrian Facilities (2025)



Legend

-  City Limits
-  Proposed Bike Lane



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX



City of Sanford

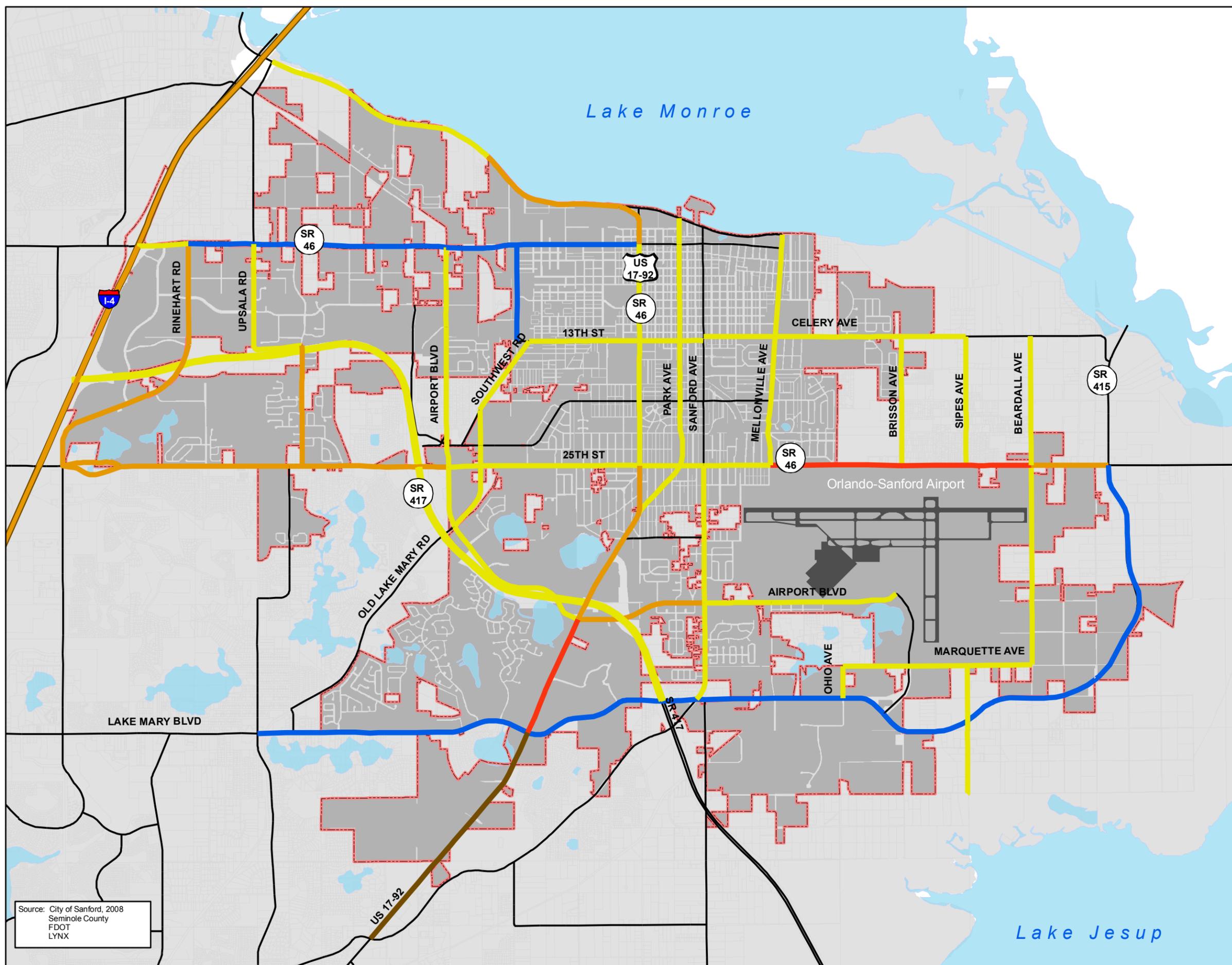
Map: 2-14

Peak Hour and Peak Direction Level of Service (2013)

Legend

Level of Service

- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- City Limits



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX



City of Sanford

Map: 2-15

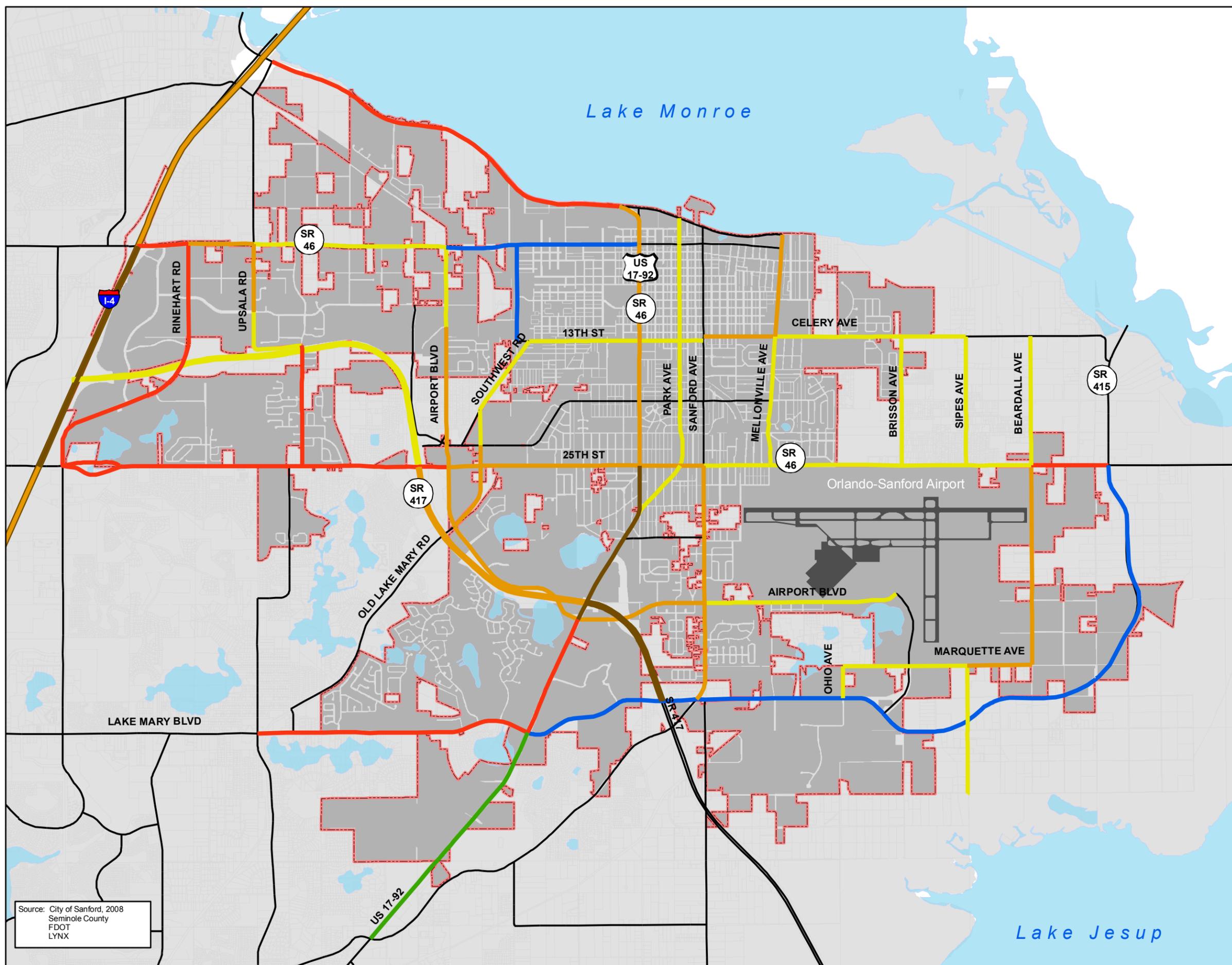
Peak Hour and Peak Direction Level of Service (2025)

Legend

 City Limits

Level of Service

-  LOS A
-  LOS B
-  LOS C
-  LOS D
-  LOS E
-  LOS F



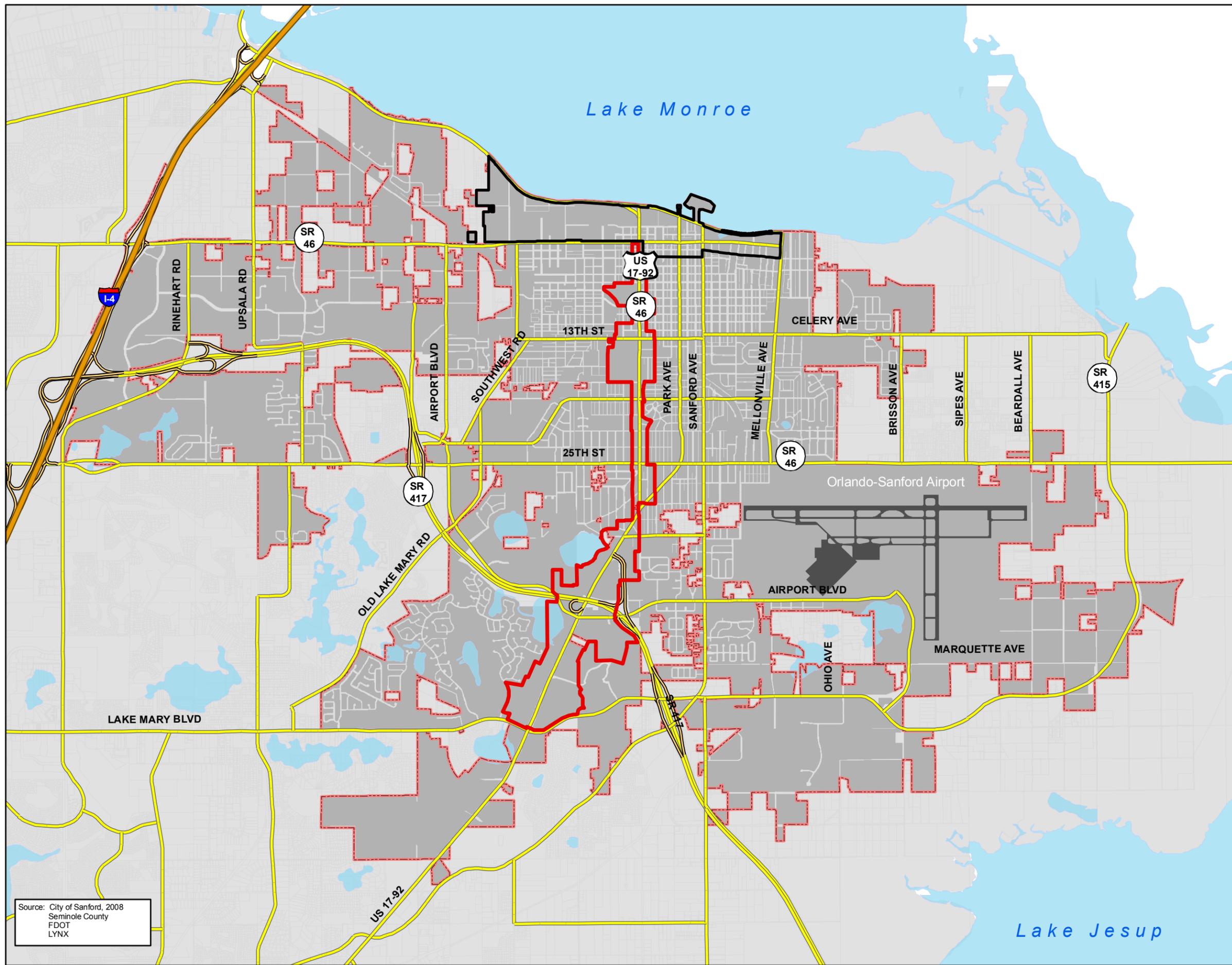
Source: City of Sanford, 2008
Seminole County
FDOT
LYNX



City of Sanford

Map: 2-16

Transportation Concurrency Exception Areas



Legend

- City Limits
- Downtown Waterfront TCEA
- US 17-92 TCEA



Source: City of Sanford, 2008
Seminole County
FDOT
LYNX

