




**Maitland Downtown Multimodal
Transportation Study Ad Hoc Committee
June 23, 2026
1776 Independence Lane, Maitland, FL
32751
6:00 PM**



- I. Call to Order
- II. Minutes
 1. Approval of Minutes from February 24, 2026
- III. Decision
 1. Downtown Maitland Multimodal Study
- IV. Adjournment

Notice: Any person who desires to appeal any decision made at this meeting or hearing will need a record of the proceedings and, for this purpose, may need to ensure that a verbatim record of the proceedings is made which includes testimony and evidence upon which the appeal is to be based. Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's office (407-539-6219) 48 hours in advance of the meeting.

MEETING DATE	 MAITLAND <small>FLORIDA</small>	AGENDA
June 23, 2026		Section: Minutes
Department/Office : Public Works	AGENDA REPORT	Item #: 1.
Subject: Approval of Minutes from February 24, 2026		
Requested Action or Motion: Approval of the meeting minutes from the February 24, 2026 Ad Hoc Maitland Downtown Multimodal Transportation Study Committee		
Summary Explanation & Background: Approval of the meeting minutes from the February 24, 2026 Ad Hoc Maitland Downtown Multimodal Transportation Study Committee		
Fiscal Impact: N/A		
Exhibits: 1. AdHocMeeting3_Notes_2026-03-11		
Commission/Board: Other		
Contact Person: Alyssa Eide 4078753693		
Reviewed by City Attorney N/A		

City of Maitland Ad Hoc Committee Meeting #3

<p>DATE & TIME: Tuesday, February 24, 2026, 6:00pm</p> <p>Ad Hoc Attendees Present: Corey Knight Ian Lockwood Clif Tate James Blackford Matt Lamb</p>	<p>LOCATION: City of Maitland – City Hall 1776 Independence Lane, Maitland FL 32751</p> <p>Project Team Attendees Present: Alyssa Eide Cadle, City of Maitland Mark Reggentin, City of Maitland Lara Bouck, MetroPlan Orlando Sarah Larsen, MetroPlan Orlando Jamie McMillan, MetroPlan Orlando Melissa Porcaro, HDR Matt Wiesenfeld, HDR Magued Hanna, HDR Amber Lindsey, HDR</p>
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MEETING MINUTES

Meeting began at 6:00pm

The Downtown Maitland Multimodal Study’s third Ad Hoc Committee presentation was introduced by Mark Reggentin with the City of Maitland asking for the committee’s approval of the Ad Hoc Committee #2 meeting minutes. Minutes were approved.

The presentation was given by Melissa Porcaro, HDR. The purpose of the third meeting was to discuss the study's draft corridor and intersection existing and proposed concepts for George Avenue and Packwood Avenue at Maitland Avenue.

Melissa Porcaro began the presentation with an overview of the study purpose and a summary of what was discussed during the first two Ad Hoc Committee meetings, as well as ongoing and future infrastructure projects within the study area outside of the Downtown Maitland Multimodal Study.

Following the review of ongoing and future infrastructure projects, Melissa Porcaro provided a summary of completed public involvement efforts and key takeaways from the online survey. The project team attended the Maitland Farmer’s Market, Maitland Police Family Fun Day, and the Getdown Downtown Streety Party to promote the study and online survey. The project team spoke with over 150 attendees across all three events. Additionally, over 800 postcards were mailed out to residents of the study area promoting the study and online survey.

Melissa Porcaro highlighted results from the online survey. The online survey closed February 18th, 2026, and received over 200 responses. Most respondents are local to the study area. The top three improvements respondents want to see in the downtown area include enhanced pedestrian facilities, enhanced bicycle facilities, and safer midblock crossings. Key takeaways from the survey include Maitland

Avenue as a primary safety concern, and that safety concerns align with desired improvements (Enhanced pedestrian/bicycle facilities and safer midblock crossings). No questions were asked from the Ad Hoc Committee about survey results. Corey Knight commented that there were no surprises with the results of the survey, in which other Ad Hoc Committee members agreed.

After reviewing the survey results, Melissa Porcaro presented the activity for the Ad Hoc Committee. During the activity, the Ad Hoc committee reviewed the existing and proposed corridor and intersection concepts for George Avenue, Packwood Avenue, and their intersections with Maitland Avenue. Committee members could add sticky notes, draw, or write on the existing and proposed roll plots provided. This activity continued for approximately an hour, with discussion on different ideas that both committee members and the study team had.

The study team plans to review the Ad Hoc Committee's recommendations discussed and evaluate feasibility and other planning considerations before finalization of concepts. While the following points reflect consensus from the group, not all items may ultimately be incorporated. Discussion points amongst the Ad Hoc Committee included:

- For George Avenue, where the sidewalk buffer is 2 feet or less, leave buffer as hardscaping. Where the buffer is wider than 2 feet, there is opportunity to add more street trees. Ian Lockwood and Corey Knight emphasized that when street trees are installed, to use root barriers and structural soil or silva cell soil to support structure/growth. Corey Knight also emphasized the issues he has seen with maintenance.
- Ian Lockwood discussed issues he has had in the past as a cyclist with double yellow striping on the roadway but ultimately no decision was made to remove the striping.
- For Packwood Avenue, Ian Lockwood proposed continuing sidewalk material through minor driveways to maintain pedestrian comfort. Matt Lamb asked if the speed table was asphalt or concrete. The study team advised it was concrete, but darker colors were used to show the pavement markings in the visualizations. Corey Knight suggested showing the speed tables one material, concrete.


After the activity concluded, Melissa Porcaro provided an overview of the study schedule and next steps. In Spring 2026, the project team will finalize intersection and corridor concepts and the final report. The project team will then present to the Maitland City Council and hold the 4th Ad Hoc Committee Meeting. By Summer 2026, the study will be completed. No further questions or comments were provided by the Ad Hoc Committee.

Meeting adjourned 7:01pm.

XIV. ADJOURNMENT

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at info@metroplanorlando.org at least three business days prior to the event.

La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico info@metroplanorlando.org por lo menos tres días antes del evento.

MEETING DATE	 MAITLAND <small>FLORIDA</small>	AGENDA
June 23, 2026		Section: Decision
Department/Office : Public Works	AGENDA REPORT	Item #: 1.
Subject: Downtown Maitland Multimodal Study		
Requested Action or Motion: Provide comments/feedback to City Council.		
Summary Explanation & Background: <p>The City partnered with Metroplan Orlando to have a follow up study of the FDOT Downtown Study finalized in 2024. The outcome of the FDOT study left the City with minimal options to move forward with Capital Improvement Projects in order to increase mobility and safety in the downtown district. This study is a continuation of the initial study by FDOT, however it prioritized an outcome with Capital Improvement Program that were achievable by the city and within the city's maintenance jurisdiction.</p> <p>At the March 24, 2025 City Council meeting the City Council appointed previous Transportation Advisory Board Members to serve as an Ad Hoc Committee to advise council on the upcoming Downtown Maitland Multimodal Study.</p> <p>The Ad Hoc Committee had their initial meeting in June 2025 and multiple subsequent meetings and communication with City Staff.</p> <p>Staff is requesting feedback and comments from the Downtown Maitland Multimodal Ad Hoc Committee to provide to City Council.</p>		
Fiscal Impact: N/A		
Exhibits: 1. FinalReport_AdHocComments_2026-06-12		
Commission/Board: Other		
Contact Person: Alyssa Eide 4078753693		
Reviewed by City Attorney N/A		

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Final Report

June 12, 2026



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Executive Summary

Downtown Maitland continues to evolve as a mixed-use destination and community gathering place. Recent and planned investments within Downtown Maitland and growing activity around the Maitland SunRail Station are increasing the need for safe, comfortable, and connected transportation options for people of all ages and abilities. At the same time, the City of Maitland has established ambitious goals through its Comprehensive Development Plan, Downtown Master Plan, Bike and Pedestrian Master Plan, and Vision Zero Action Plan to create a downtown environment that prioritizes walking, bicycling, transit access, and public space.

To support these goals, MetroPlan Orlando and the City of Maitland conducted the Downtown Maitland Multimodal Study to identify practical, implementable transportation improvements within and adjacent to the Downtown Maitland CRA. Unlike previous planning efforts that focused on long-range visioning and policy direction, this study was intended to identify smaller-scale projects that can advance toward design, funding, and inclusion in the City's Capital Improvement Program (CIP). The study area excluded U.S. 17-92, which was previously evaluated through the FDOT Maitland Areawide Study, allowing this effort to focus on local streets and connections that support downtown mobility.

Community engagement was a cornerstone of the study. A six-member Ad Hoc Committee appointed by the Maitland City Council to act as a steering committee for the project met several times over the course of the study to provide technical expertise and local perspective. Public input was also gathered via three community pop-up events, social media outreach, and direct mailings to residents and stakeholders, each of which pointed residents and visitors to an online survey that received more than 200 responses. Feedback consistently emphasized the need for safer pedestrian crossings, improved bicycle facilities, traffic calming, shade and streetscape enhancements, and stronger connections between neighborhoods, downtown destinations, and future community investments.

The study team evaluated multimodal needs throughout downtown, giving particular attention to corridors that could improve access to key destinations, strengthen the east-west bicycle and pedestrian network, and complement planned investments such as the Independence Lane extension and new library. This process identified George Avenue and Packwood Avenue as the highest-priority locations for near-term implementation. The recommended concepts focus on creating safer and more comfortable facilities for people walking and bicycling while maintaining local roadway access.

A summary of the proposed improvements is included in **Executive Summary Table 0-1**, and shown on **Executive Summary Figure 0-1** and **Executive Summary Figure 0-2**. The recommendations presented in this report are intended to serve as a roadmap for implementation. As funding opportunities become available, the City can advance these projects through design and construction, incorporate them into future CRA and CIP programming, and coordinate with partners such as FDOT and MetroPlan Orlando to pursue additional funding and future inclusion in regional transportation plans. While George Avenue and Packwood Avenue emerged as the highest-priority corridors, the study also establishes a framework for future multimodal improvements on Maitland Avenue and other downtown side streets as Downtown Maitland continues to grow and evolve.

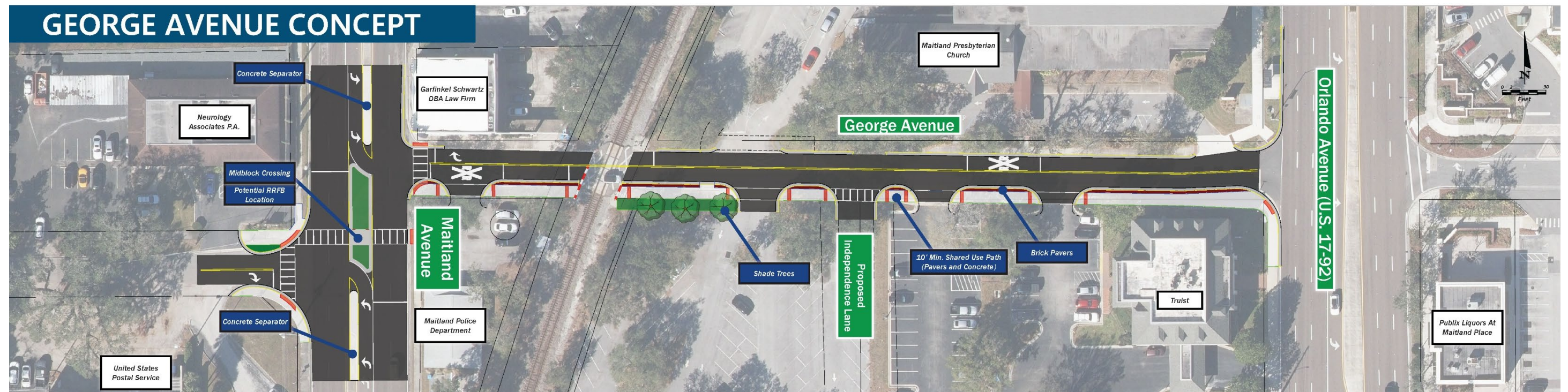
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Executive Summary Table 0-1. Summary of Improvements

Location	Gaps	Opportunities	Improvements	Cost
George Avenue	<ul style="list-style-type: none"> No existing bike facility No crossing at Maitland Avenue from W George Avenue to George Avenue 	<ul style="list-style-type: none"> Opportunity for east-west pedestrian/bike facility connection Connection to proposed Independence Lane 	<ul style="list-style-type: none"> Concrete separator Mountable bulb out Speed table Shade trees 10' shared use path with buffer (landscape or paver) Milling and resurfacing within limits of existing asphalt. Potential lighting improvements and a Rectangular Rapid Flashing Beacon (RRFB) at proposed midblock crosswalk. 	\$1.43M
Packwood Avenue	<ul style="list-style-type: none"> Existing on street bicycle facility, no separation from vehicles 	<ul style="list-style-type: none"> Enhancements to existing pedestrian/bike facility and overall network Connection to proposed Independence Lane 	<ul style="list-style-type: none"> Concrete separator, Directional median, Midblock crossing, Speed table Shade trees 12' shared use path with buffer (landscape or paver) Milling and resurfacing within limits of existing asphalt. Potential lighting improvements and RRFB at proposed midblock crosswalk. 	\$1.29M

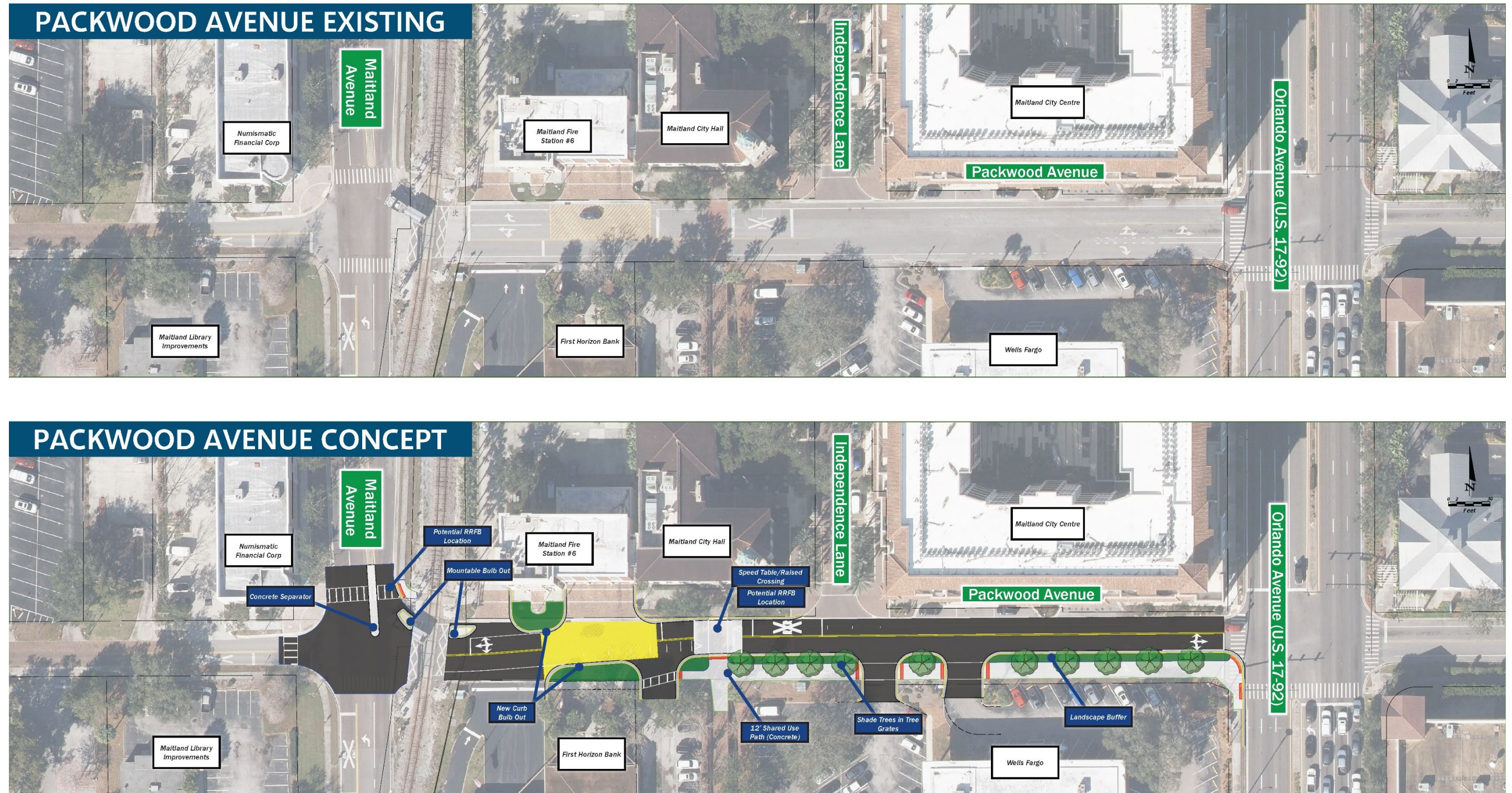
Executive Summary Figure 0-1. George Avenue Roll Plots (Existing vs. Concept)



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Executive Summary Figure 0-2. Packwood Avenue Roll Plot (Existing vs. Concept)



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1 Introduction - Project Background

MetroPlan Orlando, in coordination with the City of Maitland, conducted a multimodal transportation study focusing on roads within and near Downtown Maitland. Multimodal transportation refers to the combination of travel modes, including walking, cycling, transit, and driving, into a cohesive network. Project recommendations were made throughout the study to improve safety, comfort, and efficiency of the transportation network with a focus on vulnerable users (pedestrians, bicycles, et.al) and connections to transit opportunities. In addition, an Ad Hoc Committee was established to support review of study recommendations and provide further feedback. An overview of the Study Area is shown in **Figure 1-1**.

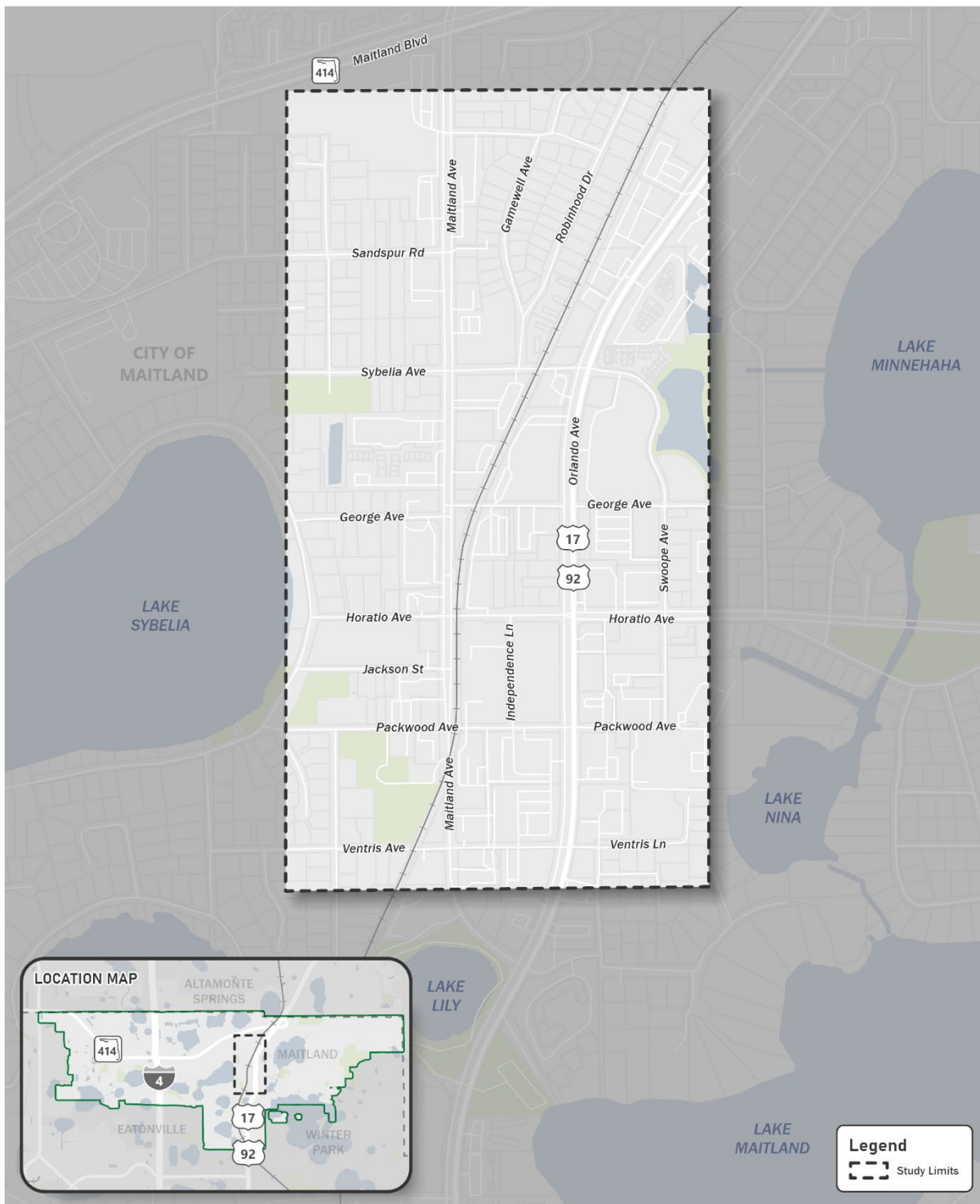
This study excludes US 17-92 (Orlando Ave.) and incorporates information from an already completed Florida Department of Transportation (FDOT) corridor study “Maitland Areawide Study” (August 2023) that included US 17-92. However, feedback from Ad Hoc Committee members and residents was still captured for consideration but not further evaluated as part of this study.

1.1 Public Participation Plan

A Public Participation Plan (PPP), included in **Appendix A: Public Involvement Plan** was developed at the beginning of the study (May 2025) to guide the public involvement process throughout the duration of the project. This included engagement efforts with the public, property owners, stakeholders, and more. Components included both in person and virtual engagement strategies. Public participation and feedback are further discussed in **Section 4 Public Participation**.

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Figure 1-1. Downtown Maitland Multimodal Study Area



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1.2 Vision, Goals, and Objectives

The intention of this study is to identify improvements that can be funded and implemented by the Maitland Community Redevelopment Agency’s (CRA) Capital Improvement Plan (CIP). The study team, with support from the Ad Hoc Committee, developed a vision statement, goals, and objectives (**Table 1-1**) for this study. Goals and objectives are designated as the standards for potential improvement projects being considered for the CRA’s CIP, such as downtown multimodal improvements. In addition, these were developed to be consistent with existing City of Maitland and MetroPlan Orlando policies and plans, including the City of Maitland Comprehensive Plan 2035, Chapter 3: Mobility.

Table 1-1. Downtown Maitland Multimodal Study Vision, Goals, and Objectives

VISION: Make Downtown the heart of Maitland through safe and connected multimodal infrastructure.	
Improve Downtown Walkability & Bikeability	
<i>Enhance existing infrastructure Downtown to provide a safe travel experience for bicyclists and pedestrians</i>	
1.1	Close sidewalk gaps
1.2	Ensure safe bike/ped connections to any local or regional trail within ½-mile of Downtown
1.3	Set a minimum sidewalk width of 5-feet
1.4	Add/widen bike lanes on designated bike routes
<i>Slow vehicle movement Downtown in favor of bicycle/pedestrian activity</i>	
1.5	Evaluate posted speed limits on key corridors
1.6	Evaluate implementing leading pedestrian intervals (LPIs) to encourage reduced speeds
1.7	Establish low-cost infrastructure improvements on pedestrian priority streets such as striping and vegetation
1.8	Improve visibility and safety at all railroad crossings and roadway crossings, including those at the mid-block
1.9	Evaluate the Level of Traffic Stress (LTS) on Downtown roadway and implement improvements to reduce the LTS where possible
Develop Safe Connections to Key Assets	
<i>Improve connections to natural environment, cultural centers, schools, transportation opportunities, downtown neighborhoods, etc.</i>	
2.1	Establish preferred bicycle/pedestrian routes between Maitland SunRail Station and Downtown core
2.2	Provide safe pathways from on-street parking/garages to key areas of interest
2.3	Support safe pedestrian travel Downtown by providing sidewalks on both sides of the roadway
Make Downtown a Neighborhood of Choice	
<i>Enhance streetscaping to improve multimodal user experience</i>	
3.1	Plant shade trees throughout Downtown
3.2	Provide consistent wayfinding and signage that includes directions to key assets
3.3	Provide improved lighting on sidewalks and bikeways
3.4	Coordinate with LYNX to improve transit assets including bus stop placement and amenities

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2 Policy and Plan Overview

The study team reviewed multiple local policies and plans to identify existing, ongoing, and planned multimodal transportation improvements and services, understand constraints and opportunities for growth, and identify existing and future activity hubs. The following local and regional documents pertaining to the study area were reviewed:

- City of Maitland 2035 Comprehensive Development Plan
- City of Maitland Land Development Code (LDC)
- The City of Maitland Library: Facilities Assessment Report
- City of Maitland Vision Zero Action Plan (VZAP), 2024
- City of Maitland Downtown Master Plan
- City of Maitland Bike-Ped Master Plan
- Maitland CRA Annual Report 2023
- MetroPlan Orlando Vision Zero Central Florida Safety Action Plan, 2024
- MetroPlan Orlando Transit Vision Master Plan, 2025
- MetroPlan Orlando Active Transportation Plan (ATP), 2024
- MetroPlan Orlando Transit-Oriented Development & SunRail Riders: What's the Connection?
- MetroPlan Orlando Transportation Systems Management & Operations (TSM&O) Master Plan, 2024
- MetroPlan Orlando Connected and Automated Vehicles (CAV) Readiness Study
- MetroPlan Orlando 2045 & 2050 Metropolitan Transportation Plan (MTP)
- MetroPlan Orlando FY 2024/25 - FY 2028/29 Transportation Improvement Program (TIP)
- LYNX Transit Development Plan (TDP) 2022 Major Update
- LYNX Transit Development Plan (TDP) 2025 Annual Progress Report
- State Road 414 Expressway Extension - Central Florida Expressway Authority (CFX)
- Orange County Comprehensive Plan (Vision 2050)
- FDOT District Five Maitland Areawide Study (2023)

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2.1 City of Maitland 2035 Comprehensive Development Plan

The City of Maitland 2035 Comprehensive Development Plan (CDP 2035) is the blueprint for the City’s future, bringing together interconnected neighborhoods, multimodal transportation solutions, and “smart” redevelopment options. The Plan was adopted unanimously by the City Council in March 2019. The CDP outlines eight elements including Future Land Use, Mobility, Housing, Infrastructure, Open Space, Governance and Implementation, Public School Facilities, and Property Rights. The CDP highlights goals, objectives, policies and standards that support respective elements.

Table 2-1 summarizes relevant elements and policies for this study. Mobility and Future Land Use are the most pertinent elements related to improving transportation systems in the study area. Overall, these elements highlight wide support for promoting multiple modes of transportation and maintaining a safe transportation system.

Table 2-1. Elements and Goals/Objectives/Policies - Maitland CDP 2035

Element	#	Goal/Objective/Policy Description
Mobility	1.1	The City shall continue to address mobility throughout the City through a multi-modal transportation system that includes walking, bicycling, transit (bus and rail), and roadways.
Mobility	1.1.2	The City defines mobility as the provision of multiple opportunities or choices in transportation modes for travel within and to/from the City through a multimodal transportation system. The general hierarchy of modes is 1) walking, 2) bicycling, 3) transit (bus and rail), and 4) private vehicles. The primary focus or overall mobility strategy is on the minimum provision of facilities for all modes and the connectivity based upon the mode hierarchy. Where adequate facilities exist for all modes, the City will prioritize enhancing the quality of the facilities based upon the mode hierarchy.
Mobility	1.1.3	For sidewalks and bicycle facilities, the mobility strategy is the provision of facilities and connectivity with land use and transit, followed by the enhancement of the facilities including wider sidewalks, pedestrian amenities, and separate bicycle facilities. For transit, the current mobility strategy is the enhancement of facilities and operations including improved route coverage, provision of shelters and reduced headways. The ultimate strategy is the addition of commuter rail and light rail to be supported by pedestrian, bicycle and transit feeder systems. For constrained roadways, the mobility strategy is to effectively utilize the existing roadways and right of way through transportation system management (TSM) and the promotion of transportation demand management (TDM).
Mobility	1.3	Implement a coordinated and integrated transit, bicycle and pedestrian system that recognizes the needs and desires of the City’s pedestrians and cyclists and allows for their safe travel to the City’s parks, schools, shopping and employment centers.
Mobility	1.3.1	The City promotes a sidewalk network and pedestrian connections to serve the needs, desires, and safety of the City’s pedestrians and cyclists, including connections and access to schools, parks, public open spaces, and regional trail facilities.

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Element	#	Goal/Objective/Policy Description
Future Land Use	1.1.8	The City shall recognize a “Core Area” within the Main Street land use designation as the area bounded by George Avenue on the north, US 17-92 on the east, and Maitland Avenue on the south and west. Certain standards applicable to the Core Area are defined in the LDC.
Future Land Use	1.1.9	The City will promote pedestrian movements within the Main Street land use designation by encouraging the design, construction and connectivity of active use areas between buildings and the roadways.
Future Land Use	1.1.9.1	Provide active use areas including but not limited to pedestrian plazas, courtyards, sidewalk gathering and seating areas, public art or similar. Where buildings front two streets (i.e., corner lots), active use areas should be provided along both streets.
Future Land Use	1.1.9.2	Provide a range and diversity of features, oriented to the pedestrian, interconnecting key features of building entrances, and sidewalks/multimodal connections.
Future Land Use	1.1.9.3	Provide specific emphasis in the LDC on the pedestrian experience within the core downtown area.
Future Land Use	1.1.13	The City shall support the continuation of a transit and pedestrian-oriented downtown area, through standards within the LDC. These standards should address architecture, urban design, and mobility.

2.2 City of Maitland Land Development Code

The City of Maitland Land Development Code¹ (LDC), published in 2022, is a regulatory document which provides the rules and regulations for development and redevelopment within the incorporated City boundary. LDC rules and regulations relevant to the study area include Section 3.3 Mixed-Use Districts² - more information about these districts is included below.

2.2.1 Mixed-Use Districts

Mixed-Use Districts were established by the City of Maitland to provide a diverse range of retail, services, office space and related development that attracts large-scale employers and investment in the area. Importantly, Mixed-Use Districts are also intended to support the needs of the City’s residents and promote higher-density residential uses. Relevant to the study area, in Section 3.3.1, the LDC specifies the intention to accommodate new infill development and redevelopment consistent with the goals, objectives, and policies of the comprehensive development plan and other adopted City plans. Specifically, along the Maitland Avenue corridor and near existing single-family neighborhoods. Within the study area, Maitland

¹ [LAND DEVELOPMENT CODE CITY OF MAITLAND, FLORIDA | Land Development Code | Maitland, FL | Municode Library](#)

² [SECTION 3.3. - MIXED-USE DISTRICTS | Land Development Code | Maitland, FL | Municode Library](#)

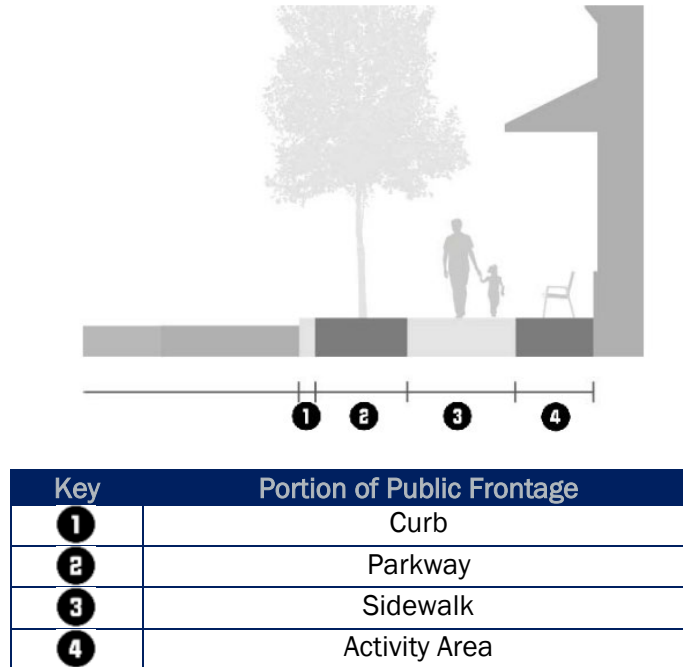
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Avenue runs through two Mixed-Use Districts³, including the Mixed Multi-Family (MX) District and Downtown Maitland (DM) District.

Section 3.3.5 of the LDC outlines standards and regulations for the DM district. The DM district has its own Public Frontage Standards as shown in **Figure 2-1**. Public Frontage Standards are intended to support the functionality of space between private property and the public right of way.

Figure 2-1. LDC Public Frontage Standards for the Downtown Maitland (DM) District



The DM district also has assigned street types for existing streets. Based on the street type, there are corresponding design widths for the parkway, sidewalk, and activity area. Most of the study area’s existing streets are classified as Type II. DM street types and widths are summarized in **Table 2-2** and **Table 2-3**.

³ [Zoning Map](#)

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Table 2-2. DM District Street Types in Study Area - Maitland LDC

Street Type	Purpose/Definition	Street Type within Study area
Type I	Facilitates the movement of vehicular traffic through the DM district.	Orlando Avenue (US 17-92) Horatio Avenue (East of Orlando Avenue)
Type II	Accommodate traffic accessing destinations within the DM district and relieve traffic on the Type I streets. Type II streets support the most urban style of development and are recommended for new streets within the DM district.	Maitland Avenue Horatio Avenue (West of Orlando Avenue) Sybelia Avenue Sybelia Parkway George Avenue Independence Lane Swoope Avenue Packwood Avenue Ventris Avenue Manor Road
Type III	Connect directly into residential neighborhoods or has constrained right of way.	N/A

Table 2-3. DM District Public Frontage Standards by Street Type - Maitland LDC

Street Type	Activity Area Minimum Width (feet)	Sidewalk Minimum Width (feet)	Parkway Minimum Width (feet)
Type I	8	8	10
Type II	8	8	9
Type III*	8	5	5

*No Type III streets located within the study area.

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The LDC includes an example illustration for Type I Streets and related minimum public frontage widths, shown in **Figure 2-2**.

Figure 2-2. Type I Street and Public Frontage Example - Maitland Land Development Code



Maitland’s Vision Zero Action Plan also assessed the LDC to identify opportunities for policy enhancements and barriers to change.

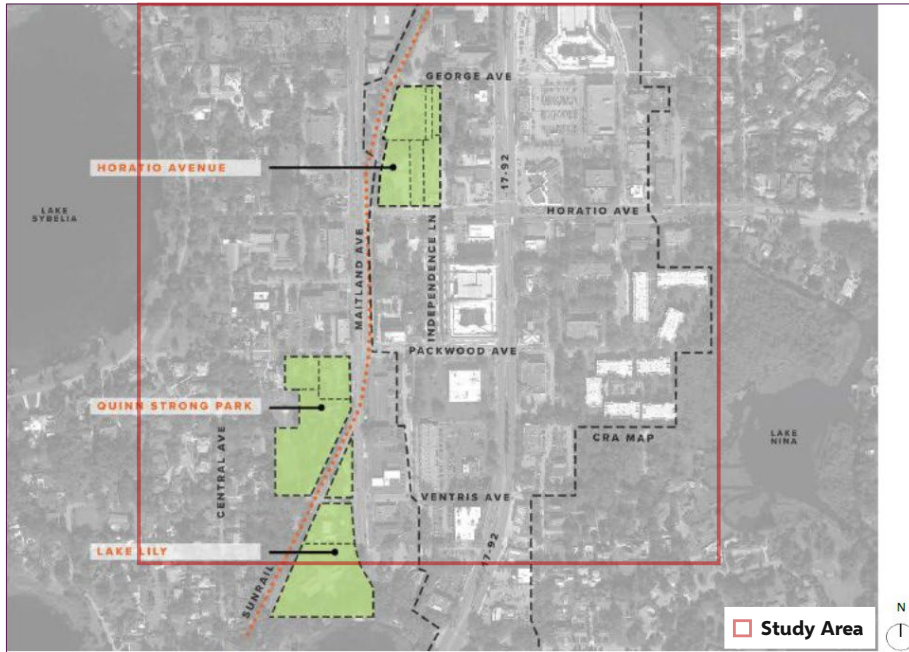
2.3 The City of Maitland Library: Facilities Assessment Report

The City of Maitland Library has been a staple within the community since it was originally constructed in 1907. However, the existing library location faces many challenges. The Facilities Assessment Report (2018) states that insufficient space, high repair costs, and unavailable land for expansion all hinder the Maitland Library’s potential to support the community long term. Based on this, the Assessment Report primarily focuses on long-term library building infrastructure needs and evaluates three sites (Horatio Avenue, Quinn Strong Park, and Lake Lily) for a new library location, all of which are located within the study area (**Figure 2-3**). Relevant to this study, the Assessment Report includes consideration of roadways, right-of-way, walkability, and proximity to bike paths/trails for each site location. Evaluation criteria from the Assessment Report are summarized in **Table 2-4**.

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Figure 2-3. City of Maitland Library Candidate Site Locations



Source: The City of Maitland Library: Facilities Assessment Report (2018)

Table 2-4. City of Maitland Library Site Evaluation Criteria

On a score from 1 to 5, how well does the site meet the established criteria?

Category	Criteria	Comments	Horatio Site Score	Quinn Strong Park Site Score	Lake Lily Site Score
Roadways / Right-of-way	Roadways, rights-of-way, easements, signalization do not require significant upgrades	Not critical but will impact the budget	3	4	4
Walkability	There are a sizable number of surrounding residents and visitors within ¼ of a mile of the site	More is better although the percentage of people walking to the library may be relatively low	3	4	4
Proximity to Bike Paths/Trails	Is the site near any of Maitland's established bike paths/trails?	More is better although the percentage of people biking to the library will be relatively low	2	3	3

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Based on evaluation, the Assessment Report recommends Quinn Strong Park as the new site for the Maitland Library. Compared to the other sites, Quinn Strong Park offers flexibility, cost savings, and access from Maitland and Packwood Avenues to the Park and Art Center. This site is ideal to serve as a long-term, civic anchor bringing together art, history, and culture in Maitland. **Figure 2-4** presents the conceptual site plan. As of April 2026, the conceptual site plan for this location has moved forward with construction.

Figure 2-4. Quinn Strong Park Conceptual Site Plan for Maitland Library



Source: *The City of Maitland Library: Facilities Assessment Report (2018)*

2.4 MetroPlan Orlando Central Florida Vision Zero Safety Action Plan

In 2023, MetroPlan Orlando secured a \$3.9 million federal Safe Streets for All (SS4A) grant to address serious safety concerns within the region. These funds were utilized to cover the cost of coordinated Vision Zero Action Plans in their three-county service area (Orange, Osceola, and Seminole Counties) along with local Vision Zero Action Plans for cities and municipalities within the three-counties. The Vision Zero Regional Safety Action Plan for Central Florida was adopted in September 2024 by the MetroPlan Orlando board.

The Plan identifies roadways in the region that have the most deadly/serious injury crashes. To address this, the regional plan outlines strategies for reducing crash severity and frequency and adheres to the core elements of Vision Zero and the Safe Systems Approach. MetroPlan Orlando took a collaborative approach to safety planning and engaged all communities in the region to develop and adopt their own safety action plans. Each safety action plan presents 'Target Dates' for achieving Vision Zero:

- MetroPlan Orlando: Target Date, 2050
- Orange County: Target Date, 2040
- City of Maitland: Target Date, 2050

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2.5 City of Maitland Vision Zero Action Plan

The City of Maitland Vision Zero Action Plan was adopted in August 2024. This Plan was developed in tandem with the rest of the Central Florida region in partnership with MetroPlan Orlando. Between 2018 and 2022 there were 3,875 total crashes, with 9 fatalities and 42 serious injuries on Maitland roadways. As a part of the plan development a High Injury Network (HIN) was developed that identifies the roadways segments and intersections where a disproportionate number of crashes that result in someone being killed or severely injured have occurred.

Maitland Avenue ranks as the fifth riskiest corridor on the Maitland HIN, out of seven top corridors identified shown in **Table 2-5**.

Table 2-5. Maitland High Injury Network Projects

Rank	Road Name	From	To	Length (mi)	Total Crashes (KSI Crashes)
1	US 17-92 (Orlando Ave)	Monroe Ave	Seminole County Line	2.02	624 (10)
2	SR 414 (Maitland Blvd)	I-4	Orlando Ave	1.58	544 (7)
3	Lake Ave*	Grove St	Orlando Ave	0.55	34 (1)
4	N Keller Rd*	Maitland Blvd	Maitland Summit Blvd	0.31	77 (1)
5	Maitland Ave*	Orlando Ave	Sandspur Rd	0.79	138 (1)
6	SR 414 (Maitland Blvd)	Unincorporated Seminole County	Lake Destiny Road	1.29	303 (4)
7	Maitland Summit Blvd*	Maitland Summit Blvd	N Keller Rd	0.29	40 (0)

**Indicates City of Maitland local roadway segments*

Maitland Avenue had 138 total crashes over the 5-year period, with one death and zero serious injuries (**Figure 2-5**). These crashes were comprised of 50 rear-end crashes, 19 angle crashes, 19 left-turn crashes, 16 off-road crashes (one of which was the KSI crash), 15 crashes categorized as “Other”, 9 sideswipe crashes, and 6 unknowns. Speed was a major factor for crashes identified throughout the VZAP. The posted speed on Maitland Avenue is 35 miles per hour (mph), but the average prevailing speed was observed as 48 mph during the Vision Zero study period.

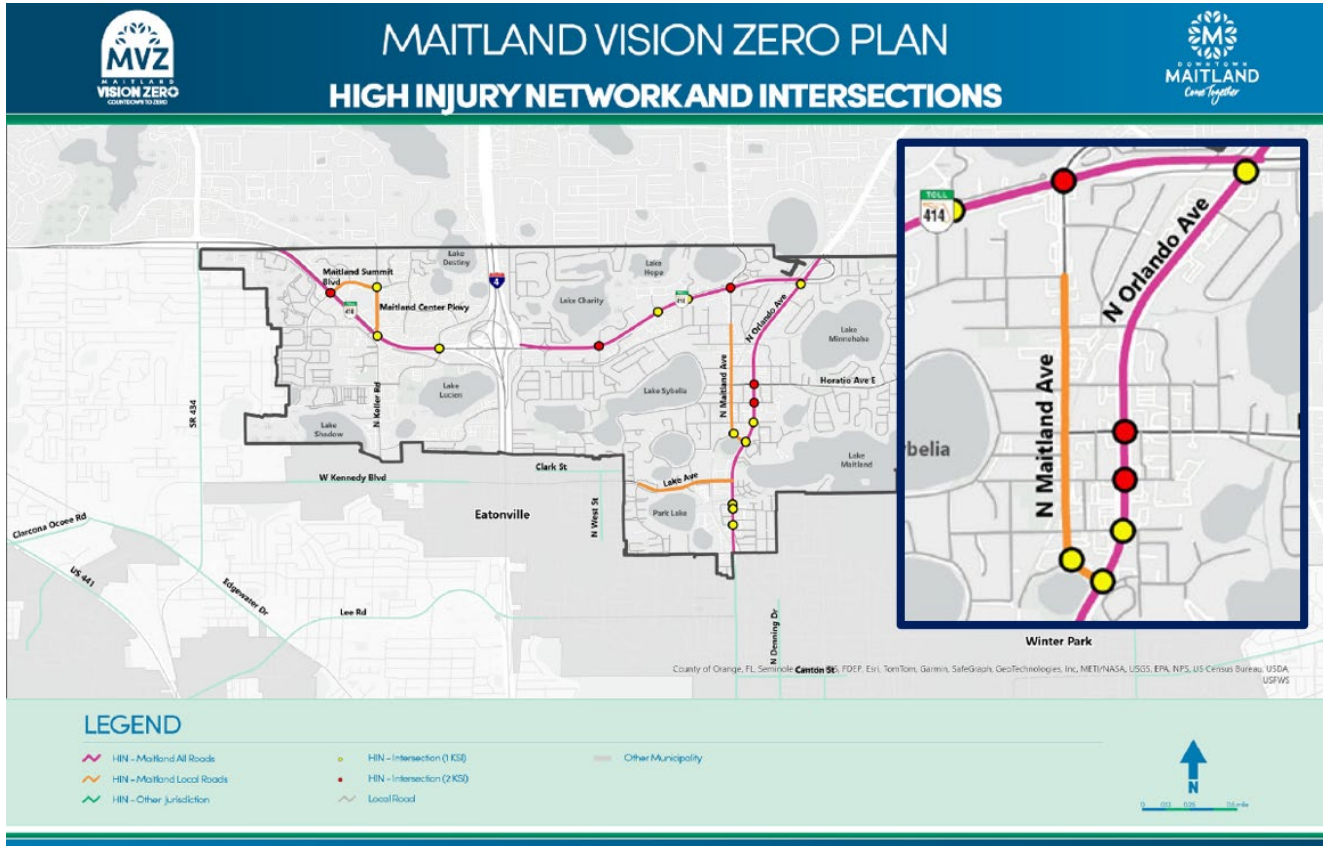
Recommendations for the LDC from the VZAP that are relevant to the study area include:

- Explicitly outline safe speed management strategies.
- Incorporate policies that promote small block lengths.
- Require enhanced pedestrian crossings.
- Potentially implement variable parking standards, parking maximums, and lane width reductions.

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Figure 2-5. Maitland Vision Zero Action Plan, High Injury Network and Intersections Map



Potential safety countermeasures the VZAP identified for Maitland Avenue are included in Table 2-6.

Table 2-6. Potential Safety Countermeasures for Maitland Avenue

Project Type	Countermeasure	Cost*
Intersection and Roadways	Backplates with reflective borders	\$
	Intersection reconstruction	\$\$\$
Pedestrian / Bicycle Facilities	Crosswalks at all signalized intersections, side streets, and major driveways	\$
	Midblock crossing with visibility enhancements and pedestrian refuge islands with key community assets	\$\$\$
	Audible push button pedestrian crossing signals	\$
	Prohibit turn when pedestrian signal is activate signage	\$
	Leading Pedestrian intervals (LPIs)	\$
Speed Management	Speed feedback signs	\$
	Lane narrowing or lane reduction	\$
Bikeways	Lighting upgrades	\$
Signing and Striping	Pavement marking upgrades	\$

*Cost indicator determined in VZAP. \$ reflects lower cost countermeasure versus \$\$\$ is a higher cost countermeasure generalized without further planning and design being completed.

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2.6 City of Maitland Downtown Master Plan

The City of Maitland Downtown Master Plan was adopted in July 2017 as an update to the 2003 Downtown Master Plan.

Guiding principles of the Master Plan say that “Downtown is...”

- “... a place that is built to deliver experiences”
- “... a neighborhood of choice”
- “...a place with a strong link to the natural environment”
- “...a place that is built for pedestrians”
- “...a place that embraces the arts”
- “...a place that is supported by strong neighborhoods”

The development frameworks that outline key actions for the City of Maitland to execute the plan include:

1. Build a New Spine for Downtown
2. Link Downtown to the Community
3. Make Pedestrians a Priority
4. Connect Public Spaces and Cultural Amenities
5. Create a “Park Once” Environment

As a part of the “Make Pedestrians a Priority” action, Maitland Avenue is highlighted as a corridor that serves a range of destinations, including institutions, businesses, and residential neighborhoods.

2.7 City of Maitland Bike and Pedestrian Master Plan

The City of Maitland Bike and Pedestrian Master Plan was finalized on September 9, 2019. The three major goals identified in the Master Plan for the bicycle and pedestrian network within the City of Maitland include:

- Link safely to schools
- Improve downtown walkability
- Create a Bikeway System for all Ages & Abilities

Maitland Avenue falls into the Bike and Pedestrian Master Plan’s designated Downtown District, which is considered the core of Maitland. The current bicycle network provides connections to the northern and southern edges of the Downtown District through the Orlando Avenue bridge and the Lake Lily multi-use trail. However, it is noted that there are few dedicated bicycle facilities within the Downtown core to facilitate safe, comfortable bicycle travel. The pedestrian networks on the east-west side streets connected to Maitland Avenue were recognized as fragmented and disconnected.



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Bicycle network recommendations for the Downtown District include:

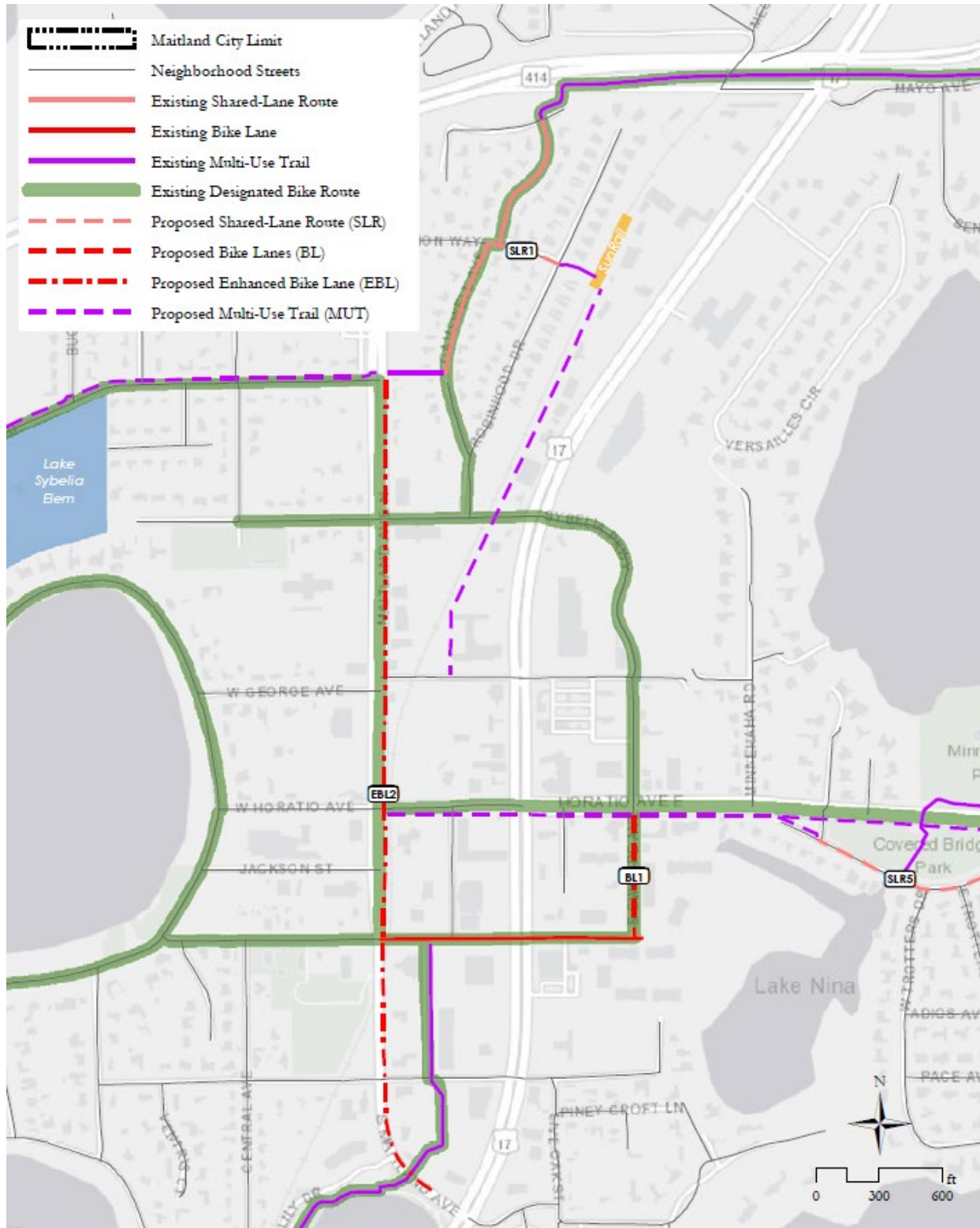
- Adding an enhanced bike lane on Maitland Avenue.
- Enabling east-west connectivity by creating contiguous routes between the eastern and western parts of the City.
- Enhancing connectivity between neighborhoods and schools.
- Establishing preferred routes from the Maitland SunRail Station into Downtown Maitland.

The existing and proposed Downtown District (at the time of adoption) for the bicycle and trail network is shown in **Figure 2-6** and the pedestrian network is shown in **Figure 2-7**.

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Figure 2-6. Downtown District Existing and Proposed Bike & Multi-Use Trail Network

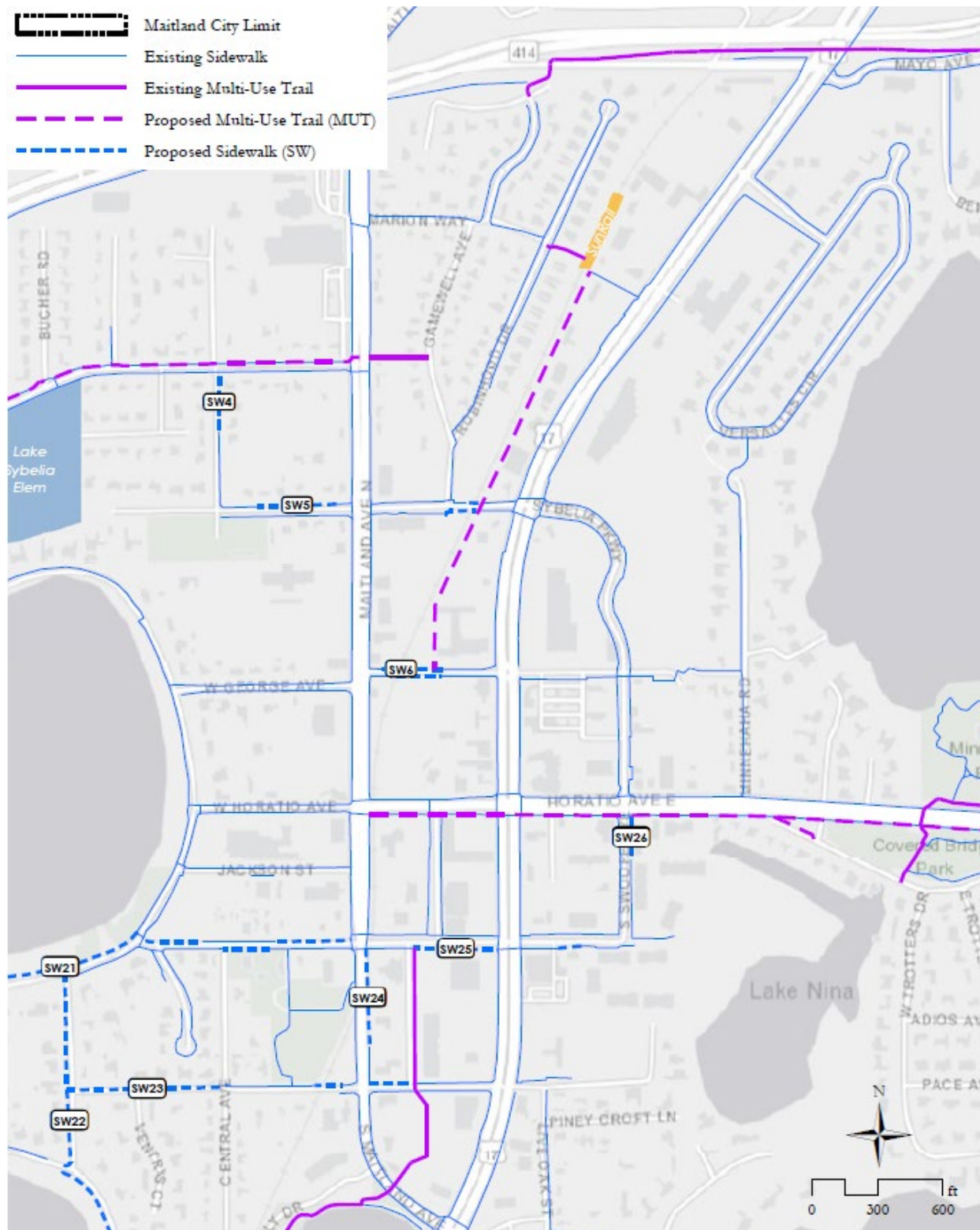


Source: City of Maitland, Bike and Pedestrian Master Plan, September 2019

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Figure 2-7. Downtown District Existing Pedestrian Network



Source: City of Maitland, Bike and Pedestrian Master Plan, September 2019

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2.8 LYNX Transit Development Plan (2022 Major Update & 2025 Annual Progress Report)

A Transit Development Plan is a document updated every five years by a transit agency to receive funding. The TDP covers a 10-year implementation timeframe, typically including short-term and long-term operational and capital improvements to the bus system. LYNX is the public transit provider for the Central Florida region, including Maitland. LYNX's last major update to the TDP was completed in September 2022. LYNX's latest Annual Progress Report on the TDP was completed in February 2025. Both the Major Update and Annual Progress Report were included in this review.

2.8.1 LYNX TDP 2022 Major Update

The TDP identifies several service and capital improvements as it relates to the study area. Note, the TDP's recommended improvements overlap with MetroPlan Orlando's 2050 Transit Vision Master Plan.

2.8.1.1 Service Improvements

US 17-92, spanning from Downtown Orlando to Sanford is identified as a high capacity and primary corridor that is ideal for improvements. Improvements could include high-quality transit features including walk-up stations, community stations, enhanced facility connections and access, supportive signal timing and coordination, transit signal priority (TSP), dedicated transit lanes, and park and ride facilities. **Figure 2-8** shows the network's primary corridors.

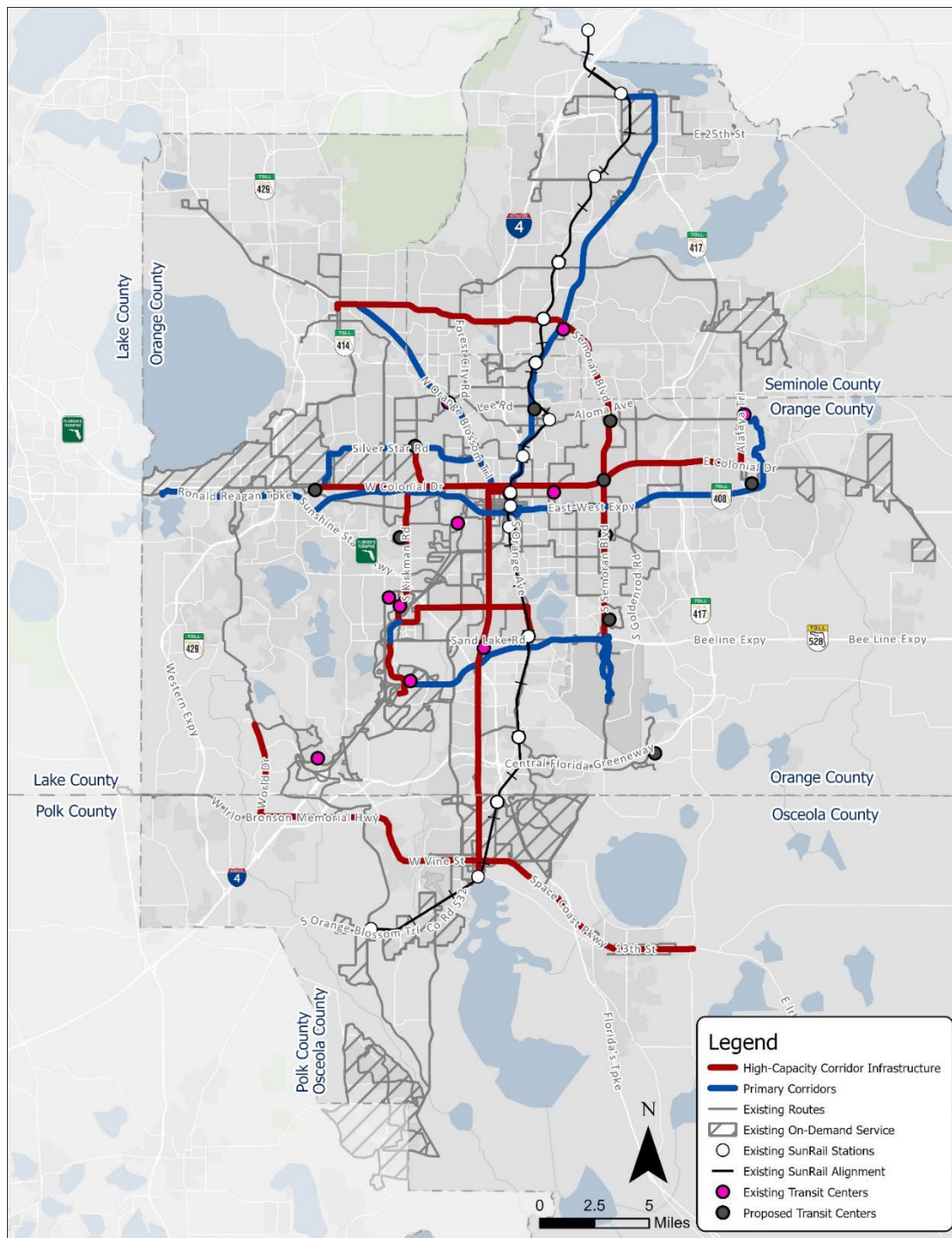
2.8.1.2 Capital Improvements

Capital is a transit agency's physical assets that support bus operations, such as fleet, facilities, bus stops, and stations. Capital improvements are captured in the TDP, to maintain a state of good repair and support safe, smooth, and on-time operations. Similar to MetroPlan Orlando's Transit Vision Master Plan, the TDP proposes an expanded transit center at the Maitland SunRail Station and its bus bays. The intention behind this expansion is to increase passenger and bus capacity, improve customer amenities, and facilitate safe bus movement and operations due to the different types of services offered by LYNX.

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Figure 2-8. LYNX High Capacity and Primary Corridors from 2022 Major Update



Source: LYNX Transit Development Plan, 2022 Major Update



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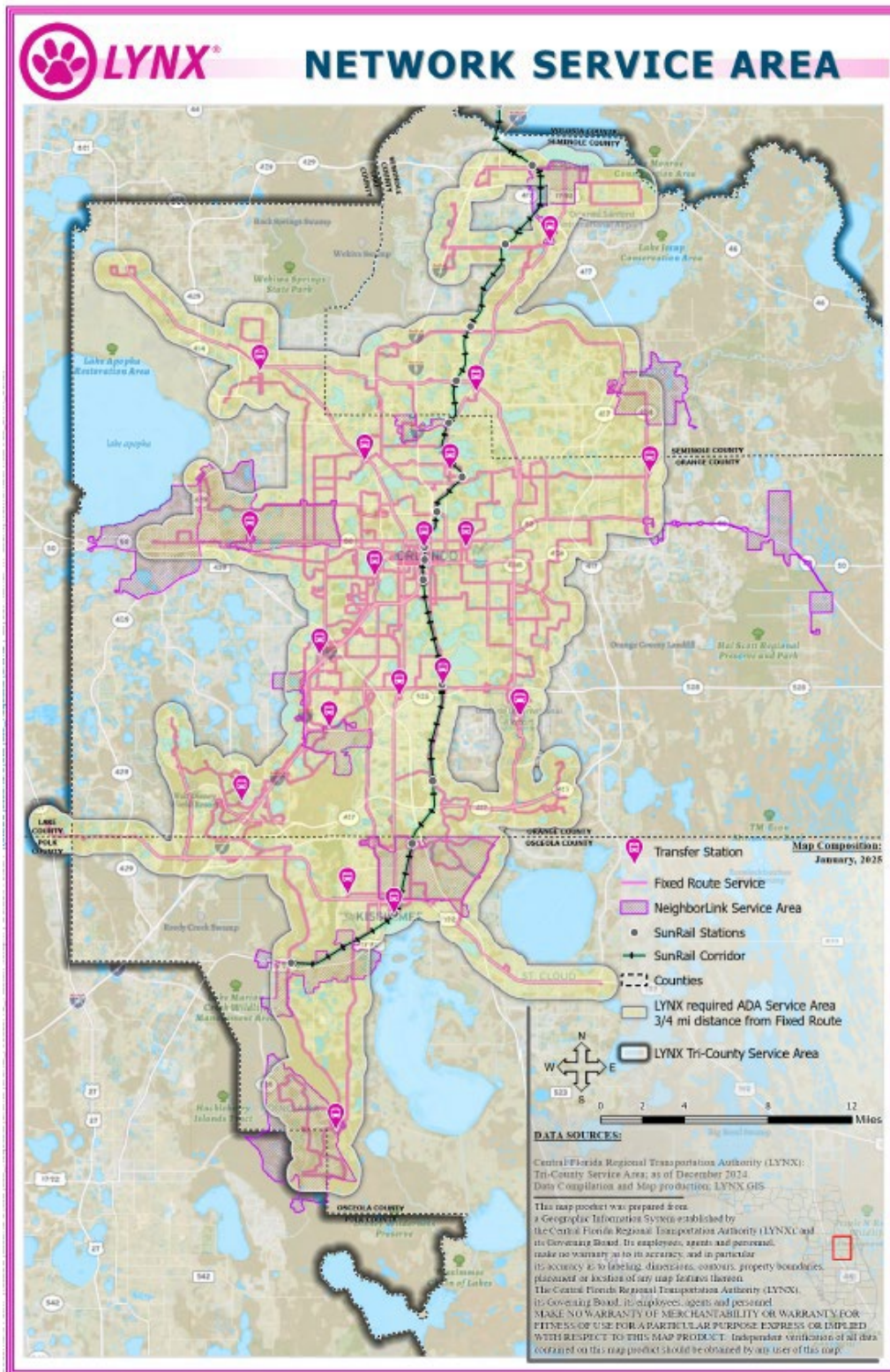
2.8.2 LYNX TDP 2025 Annual Progress Report

The 2025 Annual Progress Report addresses past year accomplishments compared to the TDP's original implementation program, and any revisions/updates to the implementation program for the coming years. While the 2022 TDP Major Update outlines improvements within the study area, the 2025 Annual Progress Report indicates that these have not yet been implemented. The report does include LYNX's latest service areas as of December 2024 (see **Figure 2-9**). At the time of writing, Seminole County has since discontinued LYNX services.

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Figure 2-9. LYNX Service Area as of December 2024 from 2025 Annual Progress Report



Source: LYNX Transit Development Plan, 2025 Annual Progress Report

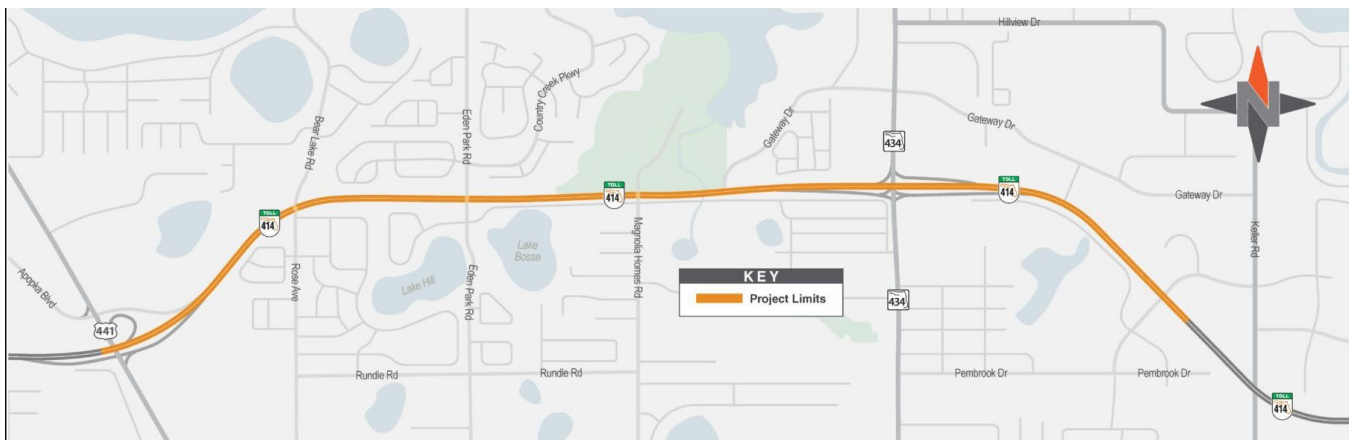
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2.9 State Road 414 Expressway Extension – Central Florida Expressway Authority (CFX)

While not directly within the study area, the State Road (SR) 414 Expressway Extension⁴ project could potentially have an impact on the area’s traffic volumes. This 3.3-mile long project will directly connect SR 414 and Interstate 4 (I-4) through a limited access, tolled expressway within the median of the existing SR 414 (**Figure 2-10**). This project is intended to improve system connectivity, add vehicular capacity and improve travel time reliability. In addition, it will expand pedestrian/bicycle facilities and improve safety by separating local traffic from regional, high-speed travel. The project is currently in the design phase with construction estimated to begin in early 2027.

Figure 2-10. SR 414 Expressway Extension Project Limits Map



Source: Central Florida Expressway Authority (CFX)

2.10 MetroPlan Orlando 2050 Transit Vision Master Plan

The Transit Vision Master Plan was adopted on January 7, 2025, and serves as the transit element of the developing 2050 MTP. The document is meant to serve as a guide for public transportation within the region over a 25-year period. It was developed in partnership with the regional transit authority and regional commuter rail (LYNX and SunRail respectively).

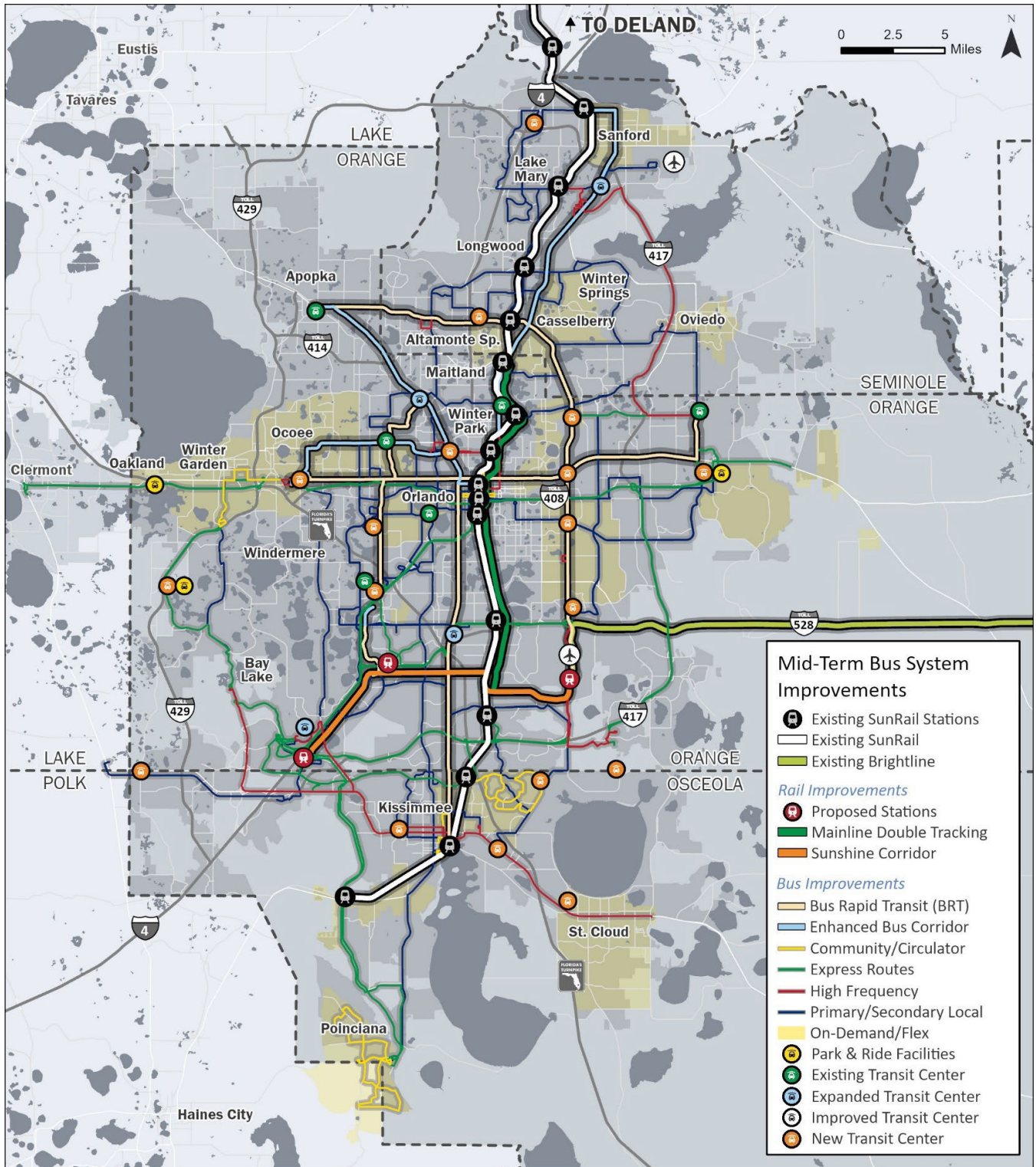
The Transit Vision Master Plan identified two mid-term (2030 – 2034) improvements for the Maitland service area. In the midterm, the Maitland SunRail Station is recommended for expansion. Specifically, adding an enhanced bus turnaround/transit center facility at the station. Another midterm need is to provide high frequency bus service on Orlando Avenue (US 17-92), which is highlighted as a priority corridor. These needs are showcased in **Figure 2-11**.

⁴ [State Road 414 Expressway Extension | Central Florida Expressway Authority](#)

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Figure 2-11. Mid-Term Bus System Improvements (Northern Region)



Source: MetroPlan Orlando 2050 Transit Vision Master Plan

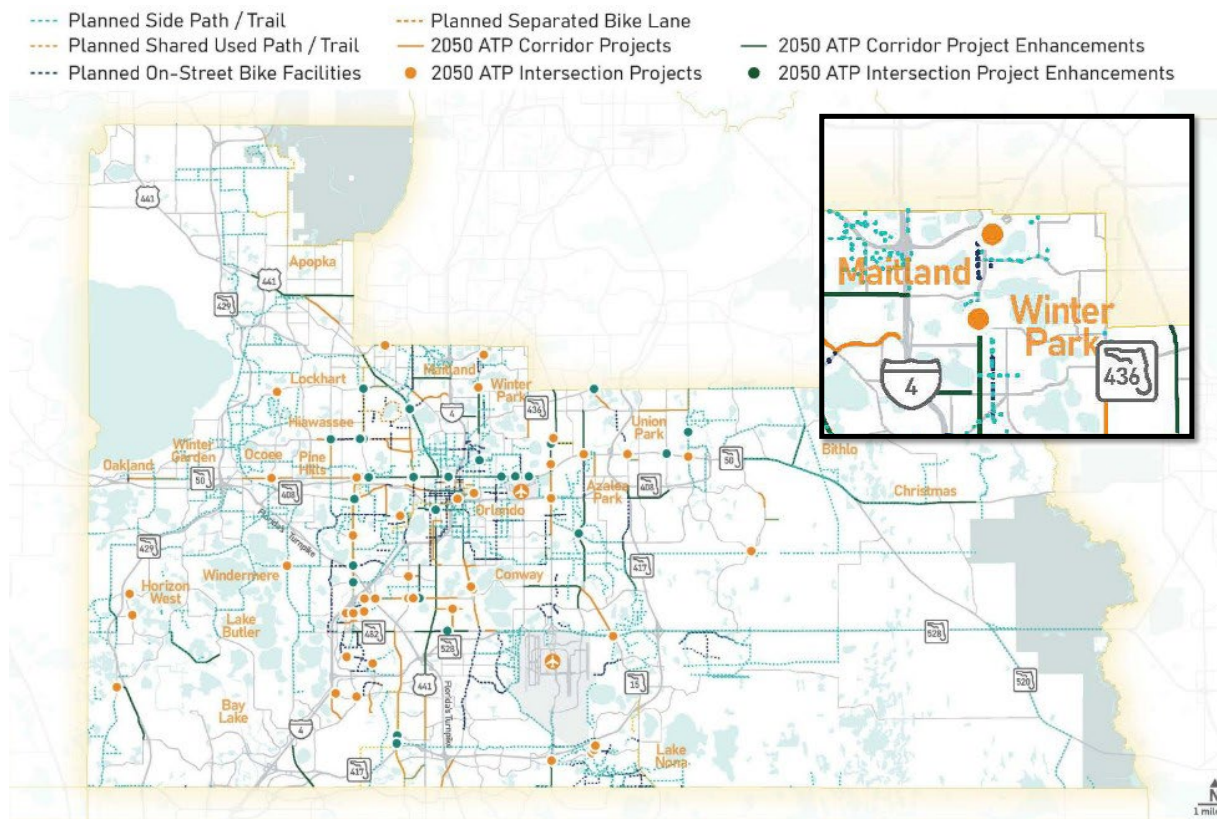
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2.11 MetroPlan Orlando Active Transportation Plan

The Active Transportation Plan (ATP) is a standalone document developed as part of the 2050 MTP update process and finalized in April 2024. The ATP outlines comprehensive strategies for improving active transportation options (walking, bicycling, etc.), including access to transit. **Figure 2-12** showcases the 2050 ATP Network within Orange County. For the study area, there are planned on-street bike facilities along Orlando Avenue (US 17-92), and a planned side path / trail along E Horatio Avenue. Note, these facilities are planned and may not be funded yet.

Figure 2-12. 2050 ATP Network within Orange County



Source: 2050 MetroPlan Orlando Active Transportation Plan

2.12 MetroPlan Orlando Transit-Oriented Development & SunRail Riders: What's the Connection?

In November 2018, MetroPlan Orlando and Florida State University completed a study that evaluated the relationship between transit-oriented development (TOD) and SunRail riders. The study assessed existing SunRail stations and surrounding catchment areas, identified challenges, and proposed recommendations for promoting TOD. Stations were classified as either being an Urban Core, Urban, Suburban, or Exurban station. Maitland SunRail Station is classified as a suburban station. At the time of the study however, the Maitland SunRail Station was in the middle of a transition. Specifically, the Maitland City Centre and Maitland Station apartment complex were under development, bringing a mix of land uses to the area. Since these developments were underway, the impacts/ridership potential was not captured in this study.

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Overall, the study highlights that Maitland has a high number of potential commutes, but relatively low ridership. In FY 2025, the Maitland SunRail Station ranked as the second lowest in boardings/alightings across the system, with 35,603 riders annually.⁵ Despite this, the station's ridership is trending upward, gradually increasing year by year. Since 2022, ridership increased by an average 12% annually.⁶

A summary of the study's recommendations and proposed future research is summarized in **Table 2-7**.

Table 2-7. Study Recommendations - MetroPlan Orlando TOD & SunRail Riders: What's the Connection?

#	Recommendation
1	Continue to incorporate transit-supportive land uses into local comprehensive plans and land development regulations
2	Advocate for parking policies compatible with rapid transit
3	Develop a workforce and affordable housing action plan for the SunRail TOD ridership boundaries
4	Develop a targeted economic development plan to increase the number of jobs located within the SunRail TOD catchment areas
5	Use a portfolio view to identify what a regional rapid transit map could be
6	Develop and utilize policies that improve micromobility options within SunRail's TOD and Park and Ride catchment areas
7	Support additional data gathering and more data sharing (<i>Recommended for MetroPlan Orlando to conduct study again in 5 years</i>)

2.13 MetroPlan Orlando Transportation Systems Management & Operations (TSM&O) Master Plan

MetroPlan Orlando's TSM&O Master Plan was completed in May 2024 to define TSM&O needs and strategies across Orange, Osceola, and Seminole Counties, that would later be incorporated into the 2050 MTP update. TSM&O encompasses a variety of strategies from Intelligent Transportation Systems (ITS) improvements to identification of intersection projects that will improve system operations. Strategies can range from high-tech to low-tech, or even no-tech. The Master Plan included a Fiber Optic and ITS Devices Gap Analysis to assess where each county's needs were located (**Figure 2-13**). Based on the gap analysis and needs assessment, the Master Plan does not include any immediate recommendations within the study area or City of Maitland.

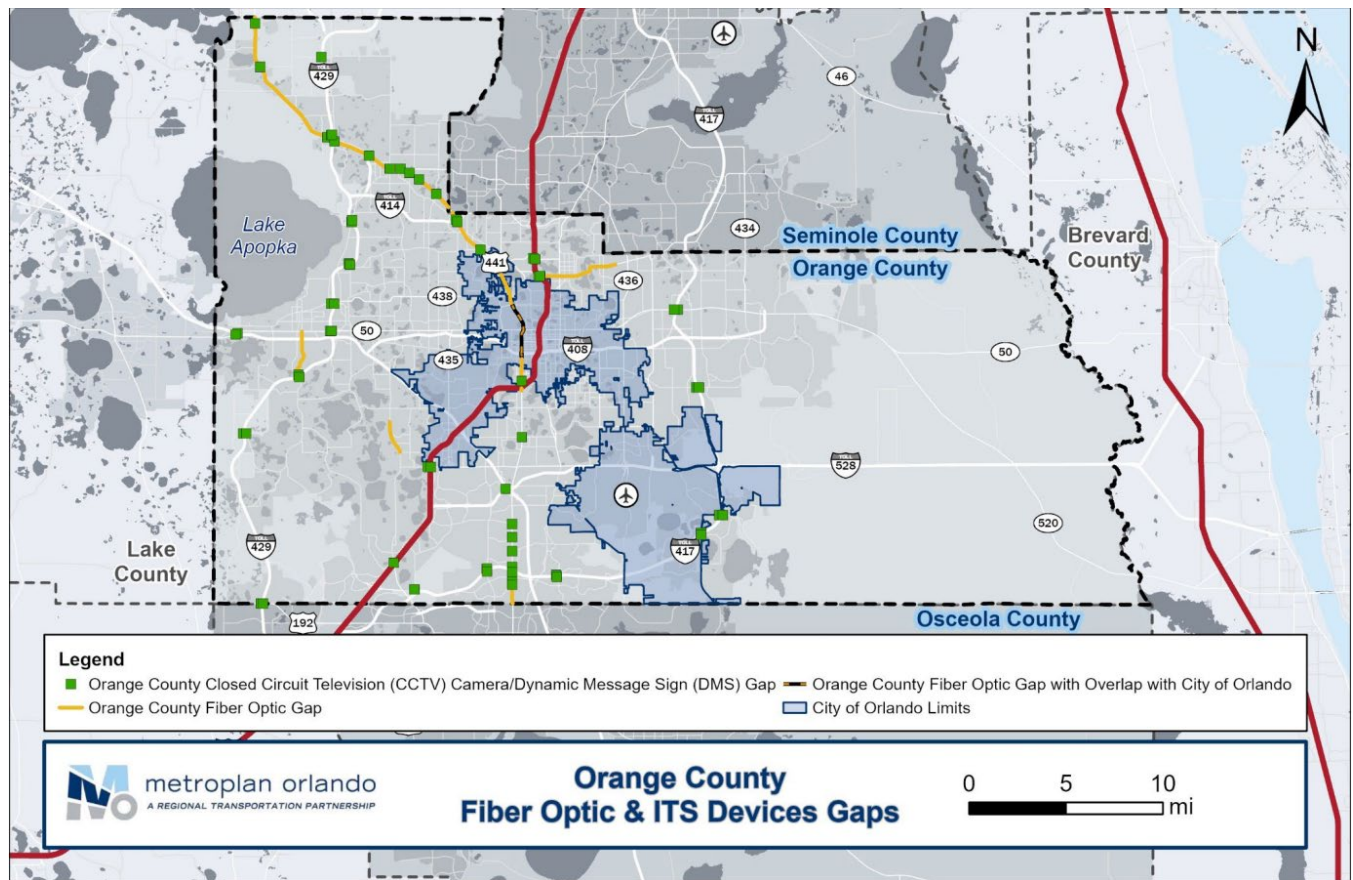
⁵ [SunRail Annual Ridership by Station FY2025 \(July 2024 – June 2025\)](#)

⁶ SunRail Annual Ridership by Station: [FY2022](#), [FY2023](#), [FY2024](#), [FY2025](#)

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Figure 2-13. Orange County Fiber Optic & ITS Devices Gaps Map



Source: MetroPlan Orlando TSM&O Master Plan

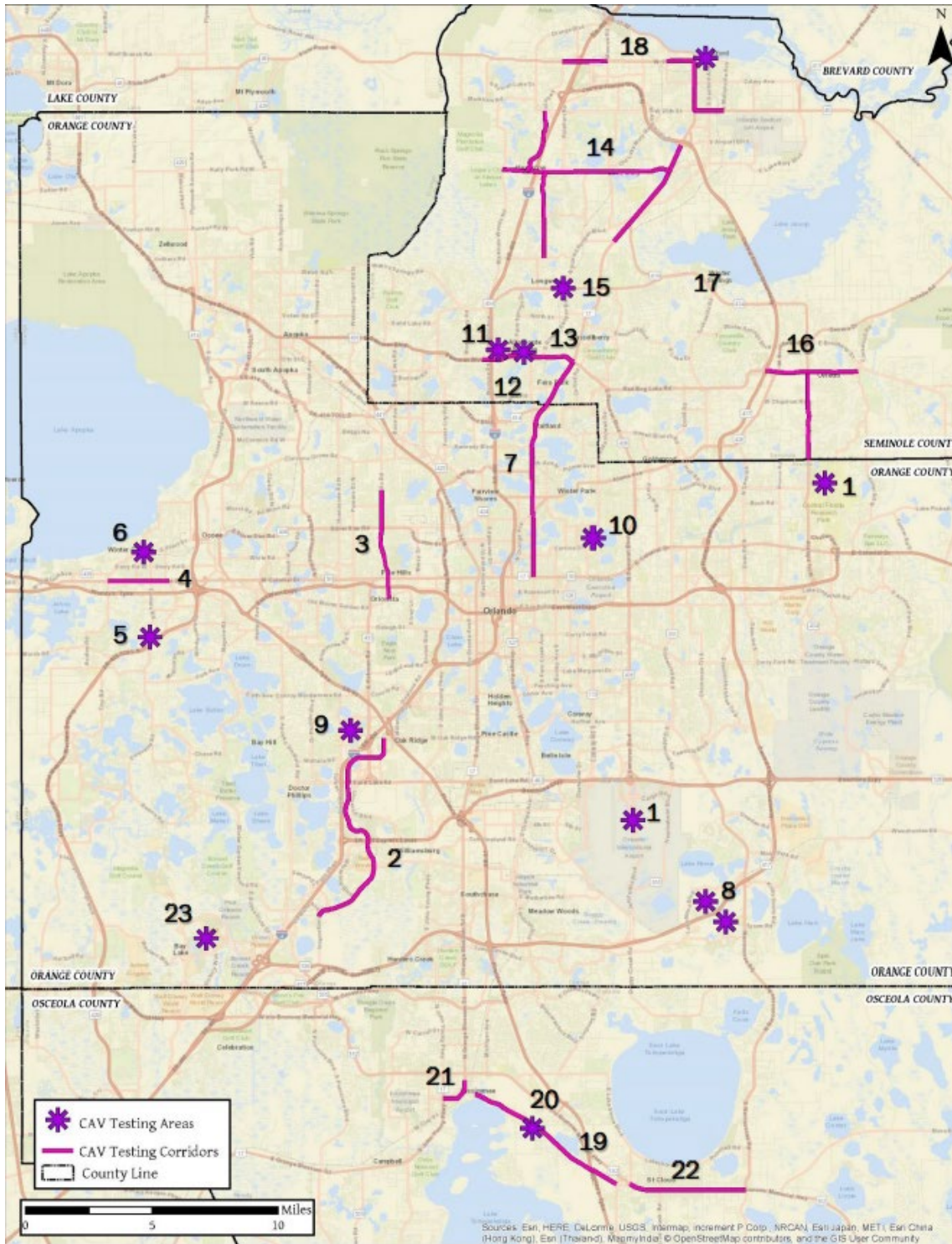
2.14 MetroPlan Orlando CAV Readiness Study

In June 2020, MetroPlan Orlando completed a study on the current preparedness of local counties and cities for Connected and Automated Vehicles (CAV), with recommendations for proactively supporting/preparing for CAVs. The Readiness Study also identifies potential locations for CAV Testing (**Figure 2-14**), and outlines US 17-92 as a corridor for CAV testing. While US 17-92 is not the focus of the study area, potential CAVs could have an impact on the study area's traffic flow and patterns.

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Figure 2-14. Potential Locations for CAV Testing Map



Source: MetroPlan Orlando CAV Readiness Study

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2.15 Orange County Comprehensive Plan (Vision 2050)

Orange County’s Vision 2050⁷ was adopted in June 2025. Vision 2050 is the updated Comprehensive Plan to guide development for the next 30 years in Orange County. Vision 2050 distinguishes itself from previous comprehensive plans by moving away from a rigid zoning framework and embracing a context-sensitive, form-based code approach (**Figure 2-15**).⁸

Vision 2050 labels Maitland as “Incorporated” meaning policies and form-based code outlined do not apply within city limits. As an incorporated municipality, the city maintains its own comprehensive plan and future land use independent of Orange County. However, Vision 2050 can still serve as a reference for the region’s best practices, especially in elements such as (1) Land Use, Mobility & Neighborhoods, and (7) Transportation. These elements may serve as a useful comparison point for Maitland’s own policies and future planning efforts.

⁷ [Vision 2050 - Orange County's Comprehensive Plan](#)

⁸ [VISION 2050 - Explainer + Fact Sheet](#)

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Figure 2-15. Orange County Vision 2050, Old vs. New Framework



Source: Orange County Comprehensive Plan (Vision 2050)

2.16 FDOT District Five Maitland Areawide Study

The FDOT Maitland Areawide Study was finalized in August 2023 and evaluated possible multimodal safety, operations, lane repurposing, and connectivity improvements for State Road (SR) 414/Maitland Boulevard, US 17-92/Orlando Avenue, and Maitland Avenue.

The Study identified issues related to safety, transit, and pedestrian/bicycling infrastructure, summarized in **Table 2-8**. Long-term corridor needs were established based on the issues identified (**Table 2-9**):

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Table 2-8. Identified Issues - FDOT Maitland Areawide Study

Area of Concern	Issue
Safety	As Downtown Maitland continues to evolve, there are multimodal safety improvements and accommodations needed long term.
Transit	Sidewalk connectivity and direct access across US 17-92 between the Maitland SunRail station and nearby neighborhoods and destinations are insufficient. The connectivity and transfer from LYNX Route 102 northbound service from or to SunRail, is not safe or effective, as the walk is longer and the bus stop is on the other side of the street, which may cause people to miss their connection.
	Many of the existing transit boarding and alighting pads are not compliant with the Americans with Disabilities Act (ADA).
Pedestrian/Bicycle Infrastructure	On the northwest corner of Maitland Avenue and George Avenue (MP 7.895), the sidewalk is narrow. It is not wide enough to fit a bicycle or wheelchair.
	There are no consistent dedicated bicycle facilities along the three study corridors.
	Increased residential population immediately along the study corridors is adding more pedestrian and bicycling activity. This comes in conflict with high vehicular speeds.
	There are many destinations within the study area. Several are not easily accessible or connected with multimodal facilities.

Table 2-9. Corridor Needs - FDOT Maitland Areawide Study

Corridor Needs	Notes
Improve pedestrian and bicycle safety along Maitland Avenue, US 17-92, and Maitland Boulevard	<ul style="list-style-type: none"> • Increase exclusive bicycle facilities • Increase crossing opportunities
Facilitate safe and easy transit connections	<ul style="list-style-type: none"> • Improve direction connection to SunRail Maitland Station • Allow for increased space and accommodations at transit shelters
Ensure reliable vehicular travel times	<ul style="list-style-type: none"> • Increase traffic efficiency • Address key congestion spots
Improve areawide roadway network connectivity	N/A
Align transportation improvements with local and regional vision	<ul style="list-style-type: none"> • Align with Downtown Master Plan and code of ordinance updates • Align with MetroPlan Orlando 2045 LRTP
Develop solutions that are fiscally responsible and implementable	<ul style="list-style-type: none"> • Immediate/short-term and longer-term strategies • High-level cost estimates • Minimize impacts to ROW/utilities



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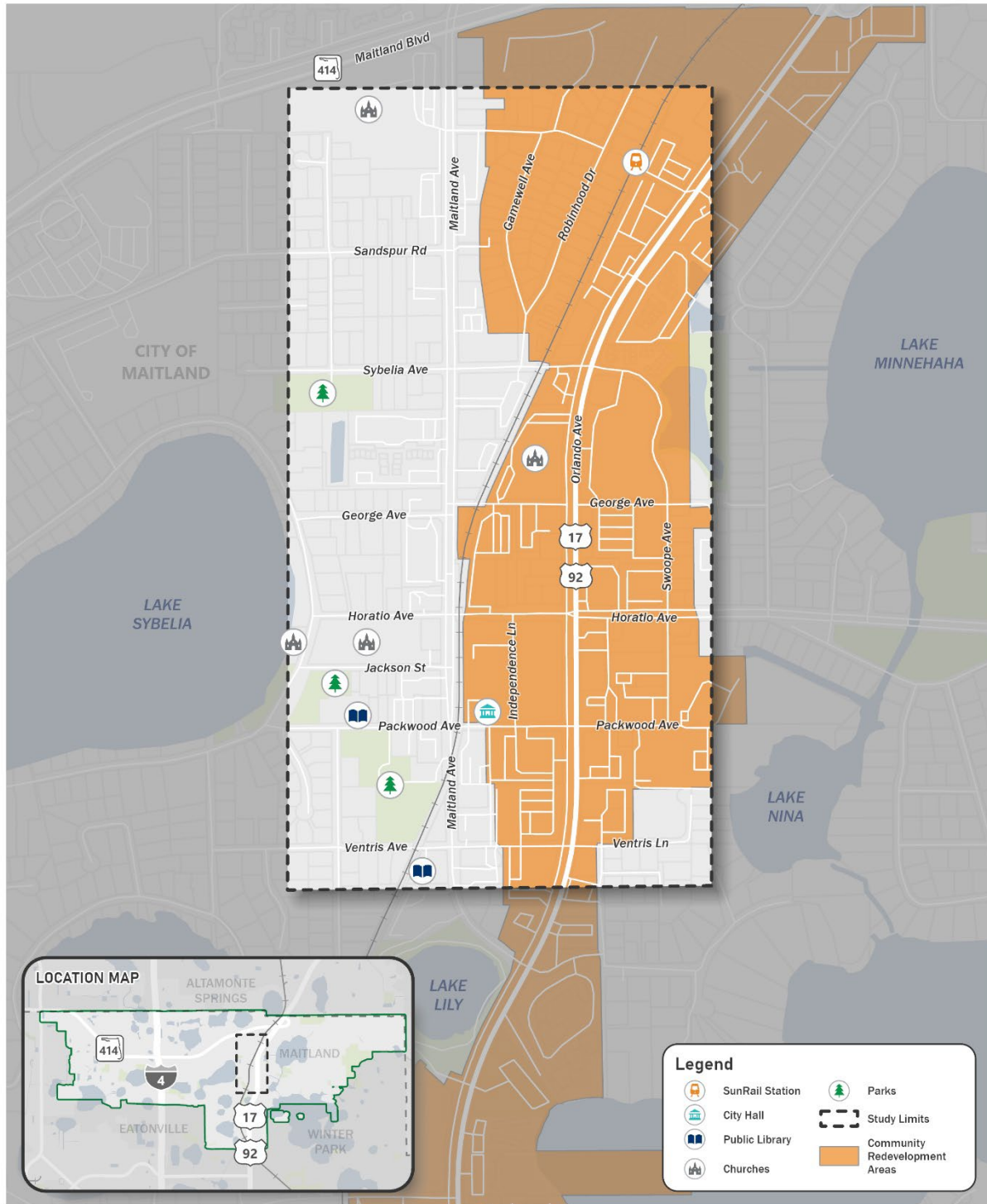
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2.17 Maitland CRA Annual Report

The Maitland Community Redevelopment Agency (CRA) is a district established by the City of Maitland City Council to carry out redevelopment activities and projects within the CRA boundary. Redevelopment activities include reducing or eliminating blight, improving the economic health of an area, and encouraging public and private investments in the CRA district. The majority of the CRA district is situated within the Study Area, outlined in **Figure 2-16**. The CRA was formally adopted by Maitland City Council on May 27, 2003 (authorized by F.S. 163.34). Florida Statutes, Section 163.371(2) requires CRAs to summarize and report these activities annually, specifically financial plans and projects from the past year.

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Figure 2-16. Downtown Maitland CRA



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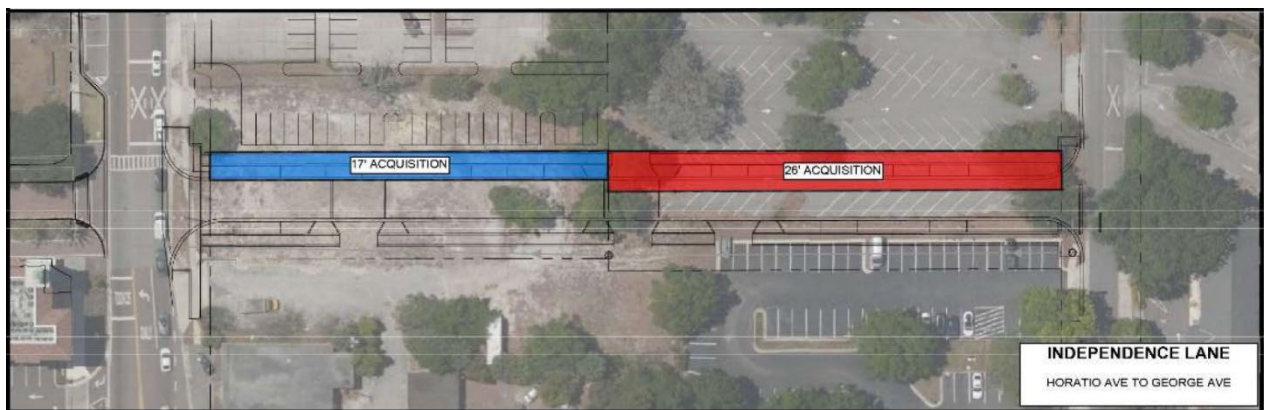
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2.17.1 North Independence Lane CRA Project

For Fiscal Year 2024, the CRA Report highlights a project on North Independence Lane, that is located within the Study area.

The project proposes a new extension on Independence Lane that will spur further development and activity around Maitland’s downtown core. Spanning between Horatio Avenue and George Avenue, the design converts vacant land/parking lots to a two-lane, brick-paved roadway with street parking, landscaping, and sidewalks (**Figure 2-17**). Construction of North Independence Lane is expected to begin in FY 2026/27.

Figure 2-17. North Independence Lane CRA Project – Maitland CRA Annual Report



2.17.2 Intersection Improvements on US 17-92

On June 23rd, 2025, the CRA moved to adopt Resolution No. 8-2025⁹, approving a locally funded agreement with FDOT for intersection design improvements along Orlando Avenue (US 17-92). Intersection improvements will take place in conjunction with FDOT’s repaving project on US 17-92, scheduled to start in 2027. Improvements will specifically focus on pedestrian access and safety at the intersection of Greenwood Drive/Mayo Avenue and E. Packwood Drive, which currently lacks complete pedestrian crosswalks on all four legs.

As part of the agreement, FDOT will design and implement improvements at the missing crosswalks to:

1. Add a new crosswalk on the north side of the intersection of E. Packwood Avenue/US 17-92
2. Add a new crosswalk on the south side of Greenwood Drive/Mayo Avenue

The estimated design cost is \$134,708 which will be covered by the CRAs capital outlay budget, contributing to the total project design estimate of \$700,000.

⁹ [CRA Meeting Minutes](#)

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2.18 2050 Metropolitan Transportation Plan

The MetroPlan Orlando Metropolitan Transportation Plan (MTP) is a long-range planning document that focuses on current and future transportation needs for the region (Orange, Osceola, and Seminole Counties). The MTP also outlines available state and federal funding for transportation needs, in the Cost Feasible Plan. In December 2025, MetroPlan Orlando adopted the 2050 MTP. **Table 2-10** includes the 2050 MTP transportation projects relevant to the study area.

Table 2-10. 2050 MTP Projects in Study Area

2050 MTP ID	Facility Name & Limits	Description	Length	Jurisdictional Priority	Implementation Period
40191	Maitland Avenue From: US 17-92 To: Orange/Seminole Limits	Safety Improvements	1.35	High	Unfunded
30108	Ventris Avenue From: West of Maitland Avenue	Complete Streets/Safety/Operational	0.25	Low	Unfunded
30053	Horatio Avenue at Swoope Avenue	Operational/Safety	0.25	Low	Unfunded

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2.19 MetroPlan Orlando FY 24/25 – FY 28/29 Transportation Improvement Program

The Transportation Improvement Program (TIP) is an annually updated document that outlines the schedule for transportation system improvements across the region (Orange, Osceola, and Seminole Counties), for the next five years. The TIP documents how specific projects will be funded and encompasses all modes of transportation. Locally funded projects within the study area are shown in **Table 2-11**.

Table 2-11. City of Maitland Locally Funded Projects in Study Area

Project ID	Project Name	From	To	Description	Fund	Phase
Maitland_02	Independence Lane Construction	George Ave	Horatio Ave	Continuation of Independence Lane South	GF	CST (FY 26)
Maitland_04	Horatio Ave/Maitland Ave Mast Arms	Intersection of Horatio Ave/Maitland Ave	N/A	Replacing Mast Arms	CRA	CST (FY 26 -30)

Acronyms: Grant Funding (GF), Community Redevelopment Agency (CRA), Construction (CST), Design (PE)

3 Existing Conditions

The study team reviewed the transportation conditions, land use context, and regulatory framework of the study area to better understand the biggest transportation needs for vulnerable users (specifically pedestrians, bicyclists, and motorcyclists).

Key takeaways from the study area's existing conditions include:

- Multiple designated bike facilities are present within the study area including Maitland Avenue, Horatio Avenue, Sandspur Road, Gamewell Avenue, Swoope Avenue, and Packwood Avenue. Although Maitland Avenue is a designated bike facility, it is not protected and has a high level of traffic stress (traffic volumes ranging between 15,001 – 50,000 cars daily).
- Per the City of Maitland's Vision Zero Action Plan, Maitland Avenue is included in the High Injury Network. While the average posted speed is 35 MPH, the average prevailing speed is 48 MPH along the corridor during the Vision Zero study period.
- Crashes are most prevalent along Maitland Avenue and at the intersection of Maitland Avenue and Horatio Avenue. Most common crash types include rear ends and angle collisions.
- Further improvements to sidewalk and bicycle facilities would support the safety and comfort of vulnerable users within the study area.

3.1 Average Annual Daily Traffic (AADT)

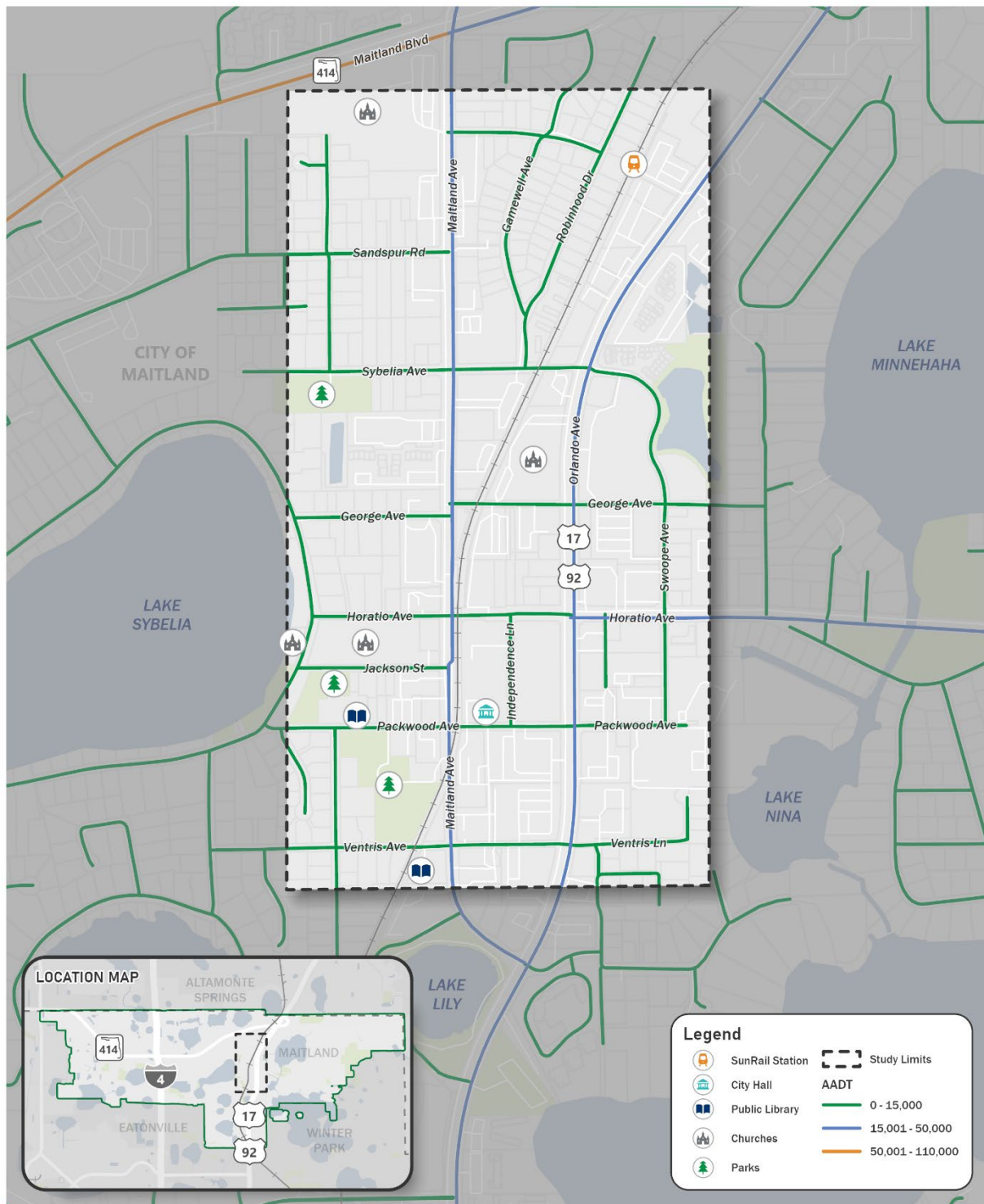
To understand current traffic patterns within Downtown Maitland, the Average Annual Daily Traffic (AADT) of key roadways was evaluated. AADT is the total volume of vehicles on a specific section of road over a 365-day period, divided by 365.

Figure 3-1 shows the AADT on corridor segments within the study area. Maitland Ave AADT is consistent with neighboring side streets being between 0 – 15,000 vehicles per day. The highest AADT is seen on Orlando Ave (U.S. 17-92) and Horatio Ave, where traffic volumes average between 15,001 – 50,000.

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Figure 3-1. Average Annual Daily Traffic Study Area Map



Source: FDOT RCI 2024, xWave 2022



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3.2 Land Use

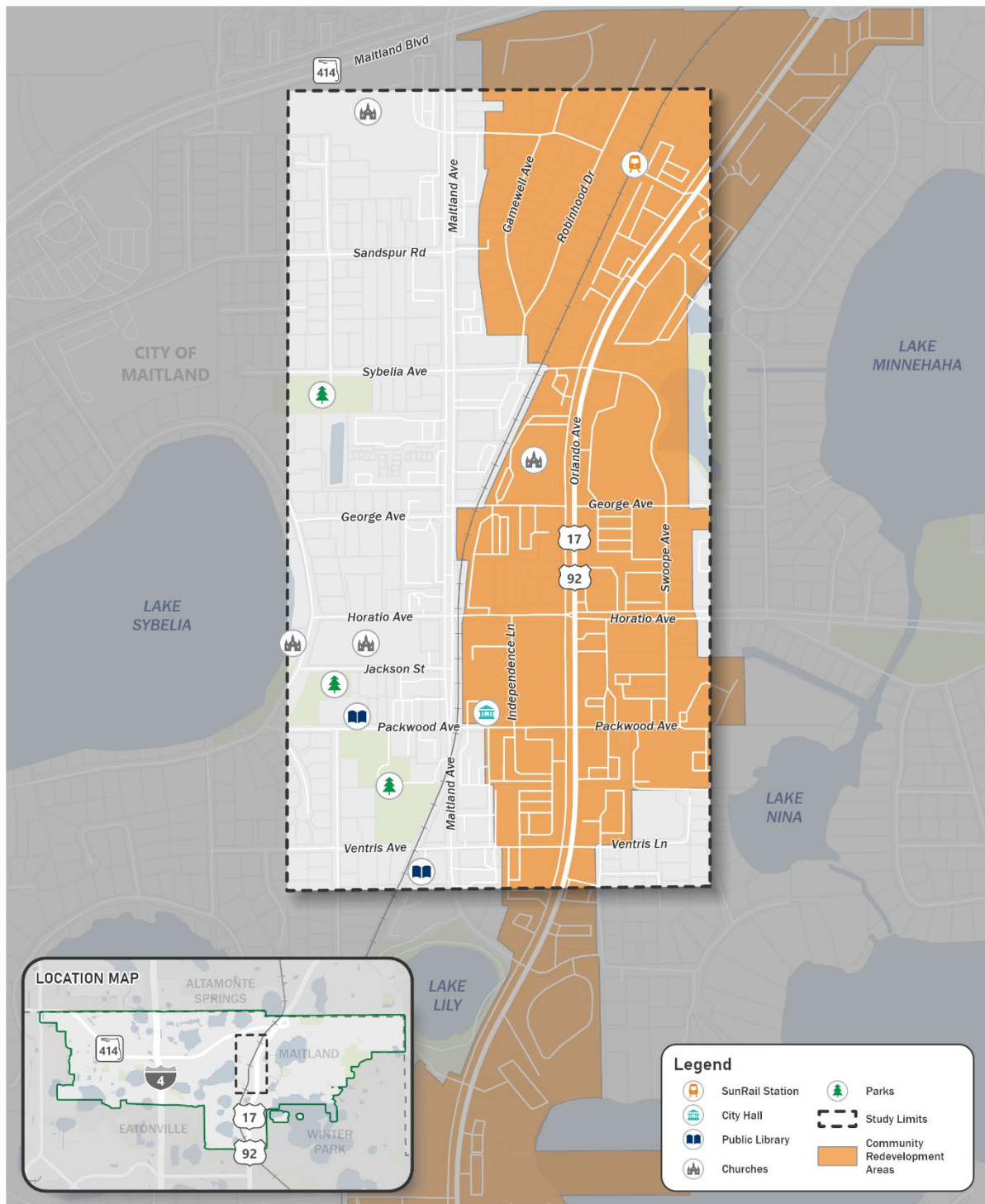
Reviewing existing and future land use can help understand the current and future development patterns and the subsequent transportation needs of an area. The existing land use within the Study Area is residential and commercial, with small pockets of institutional and governmental uses (**Figure 3-3**).

The future land use (FLU) within the Study Area (**Figure 3-4**) is predominantly designated as Main Street and Corridor District. In addition, there are smaller areas of Traditional Neighborhood, New Neighborhood, and Public/Parks/City Property districts.

Maitland's Comprehensive Development Plan (CDP) describes the Main Street FLU designation as areas intended to provide a strong city center, through high quality urban design and diversity of uses. The purpose of the Main Street designation is to create a cohesive pedestrian-oriented/mixed-use environment that complements surrounding neighborhoods. The CDP defines Corridor Districts as areas intended to have light office/retail, services, and medium density residential to provide a transition between neighborhoods and Maitland's signature thoroughfares, Maitland Avenue and Maitland Boulevard. Additional policies related to FLU are included in **2.1 City of Maitland 2035 Comprehensive Development Plan** and **2.2 City of Maitland Land Development Code**.

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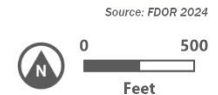
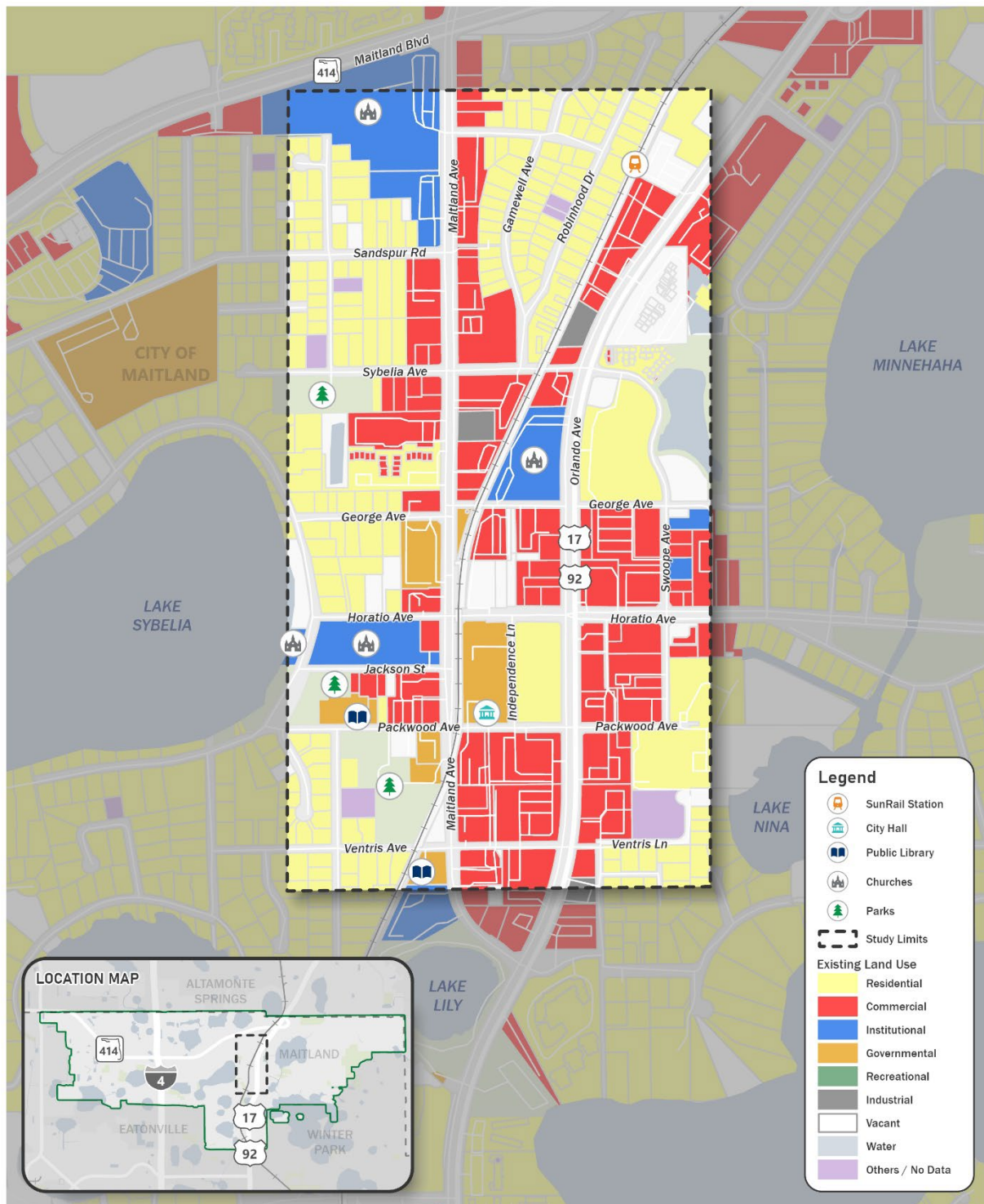
Figure 3-2. Downtown Maitland CRA



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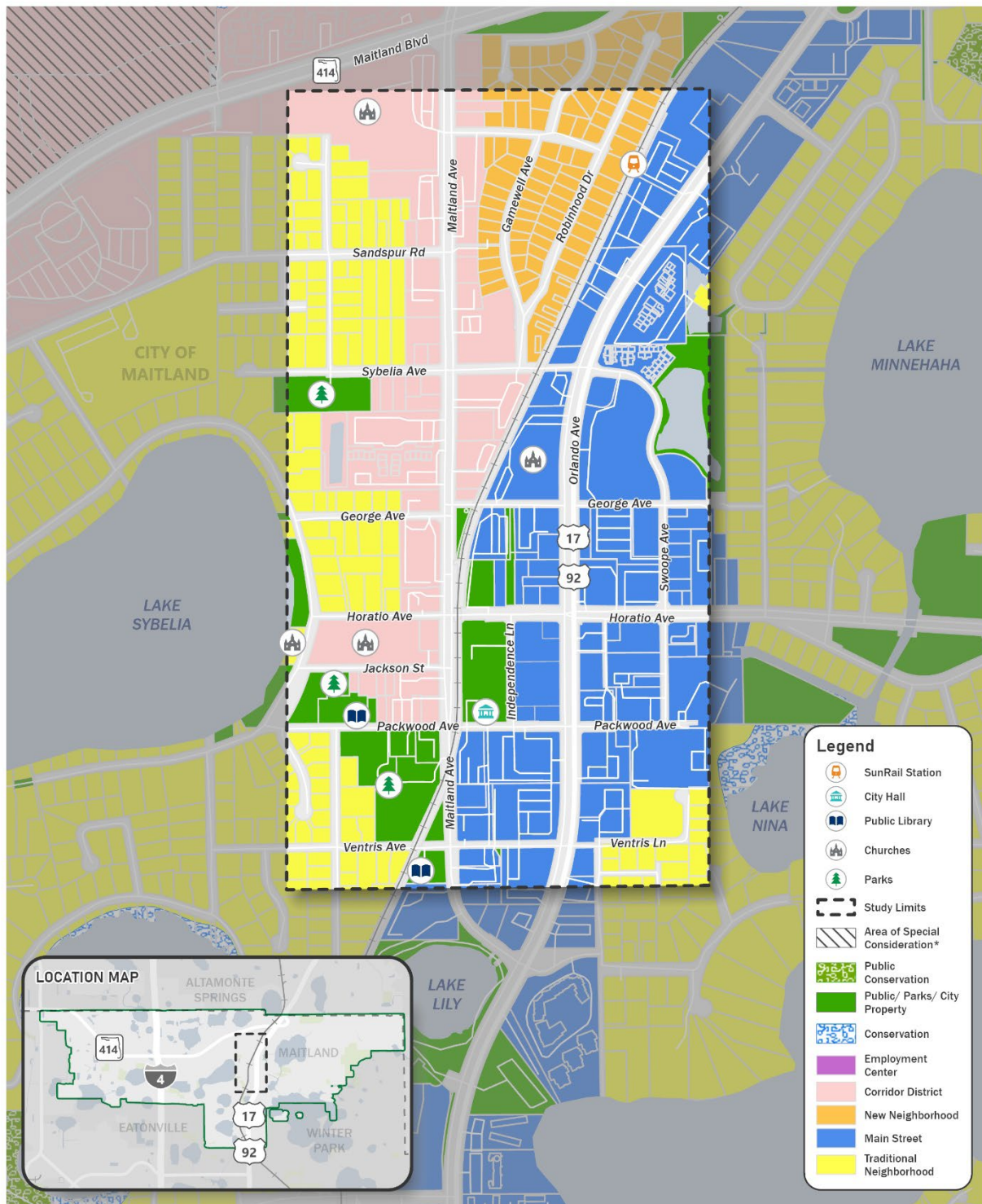
Figure 3-3. Existing Land Use



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Figure 3-4. Future Land Use



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3.3 Bicycle Facilities

Designated bike facilities within the study area are shown in **Figure 3-5**. These facilities include the City of Maitland identified bicycle network (from the City's Bike Pedestrian Master Plan) and the FDOT bicycle network.

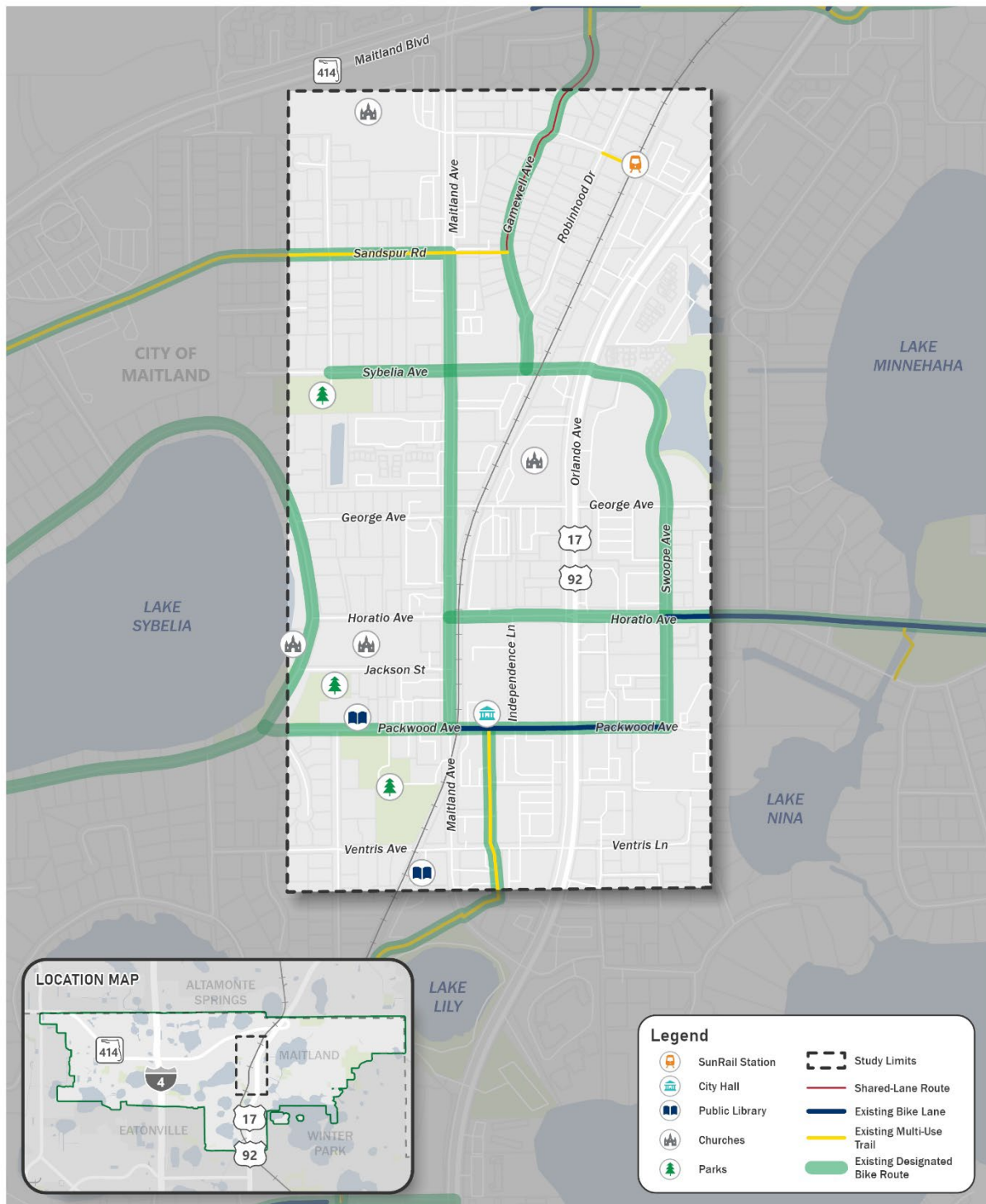
The study area is served by a well-connected bike network that provides access to a range of local destinations and amenities. Existing facilities include designated bike routes running north-south and east-west, linking residential areas to community assets including Maitland City Hall, Hill Recreation Center, Lake Sybelia Beach Park, Quinn Strong Park, and the Art & History Museums of Maitland. A pathway connection off Robinhood Drive offers direct access from nearby neighborhoods to the Maitland SunRail Station. Other facilities including the Sandspur Road Trail and a shared lane route along Gamewell Avenue further expand connectivity by linking residences to the broader network of bike routes and trails in the study area. Additionally, the existing bike network will connect to the future site of the Maitland Public Library on Packwood Avenue.

3.4 Crashes

Safety is an important part of the Downtown Maitland Multimodal Study. To know where to look to improve safety, the study team had to review where crashes were already occurring within the study area. **Figure 3-6** represents the concentration of crashes throughout the study area. Most crashes occur along Maitland Avenue and Horatio Avenue within the study area. Maitland Boulevard has the highest crash concentration, which is adjacent to the study area. **Figure 3-7** breaks down occurrence of crashes by type. The most frequent crashes include rear ends, angles, and off roads. **Figure 3-8** highlights bicycle and pedestrian crashes, **the most vulnerable users within the study area**, with most bicycle/pedestrian-involved crashes occurring along Maitland Avenue.

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Figure 3-5. Designated Bicycle Facilities



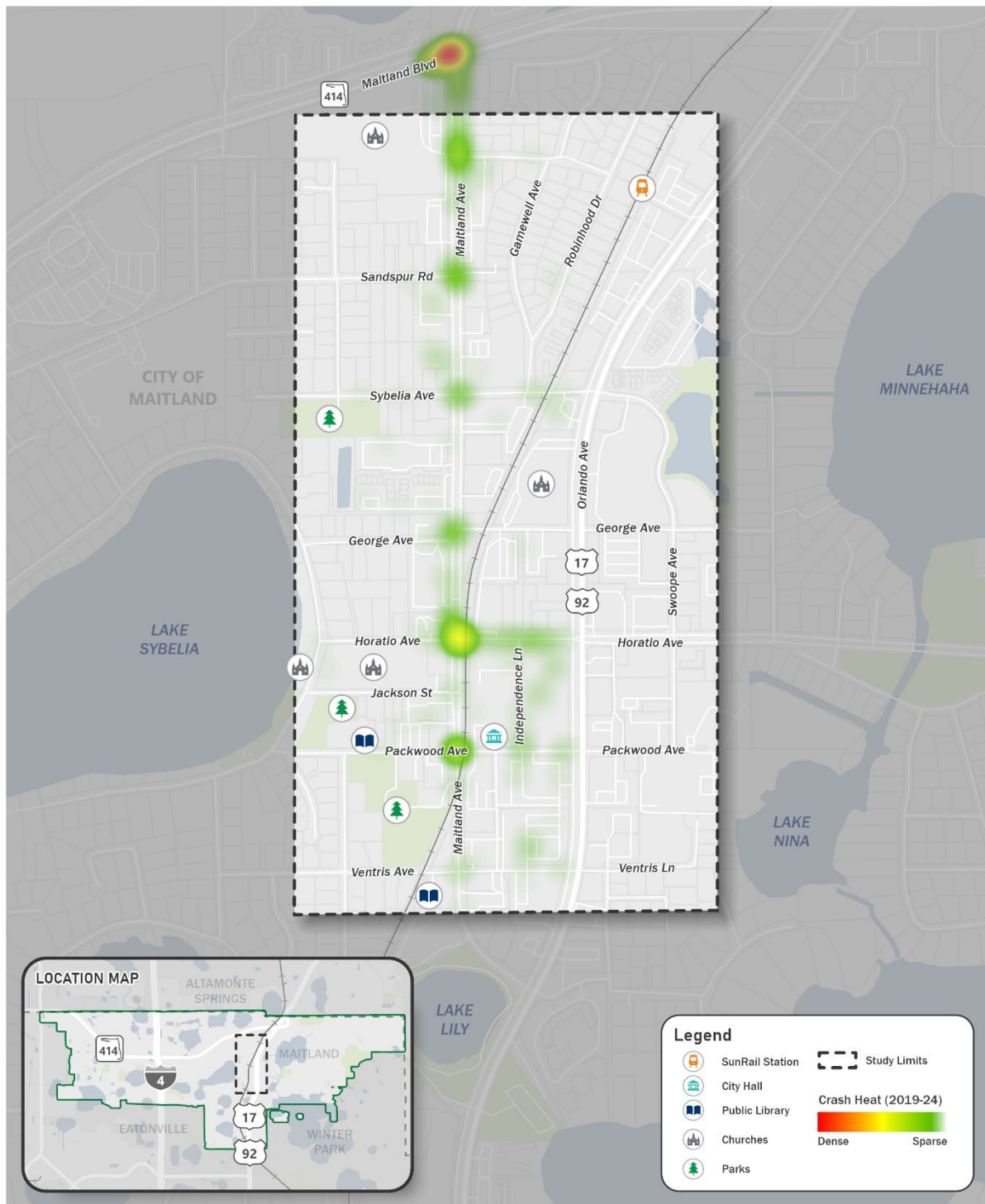
Source: xWave 2022, MetroPlan Orlando



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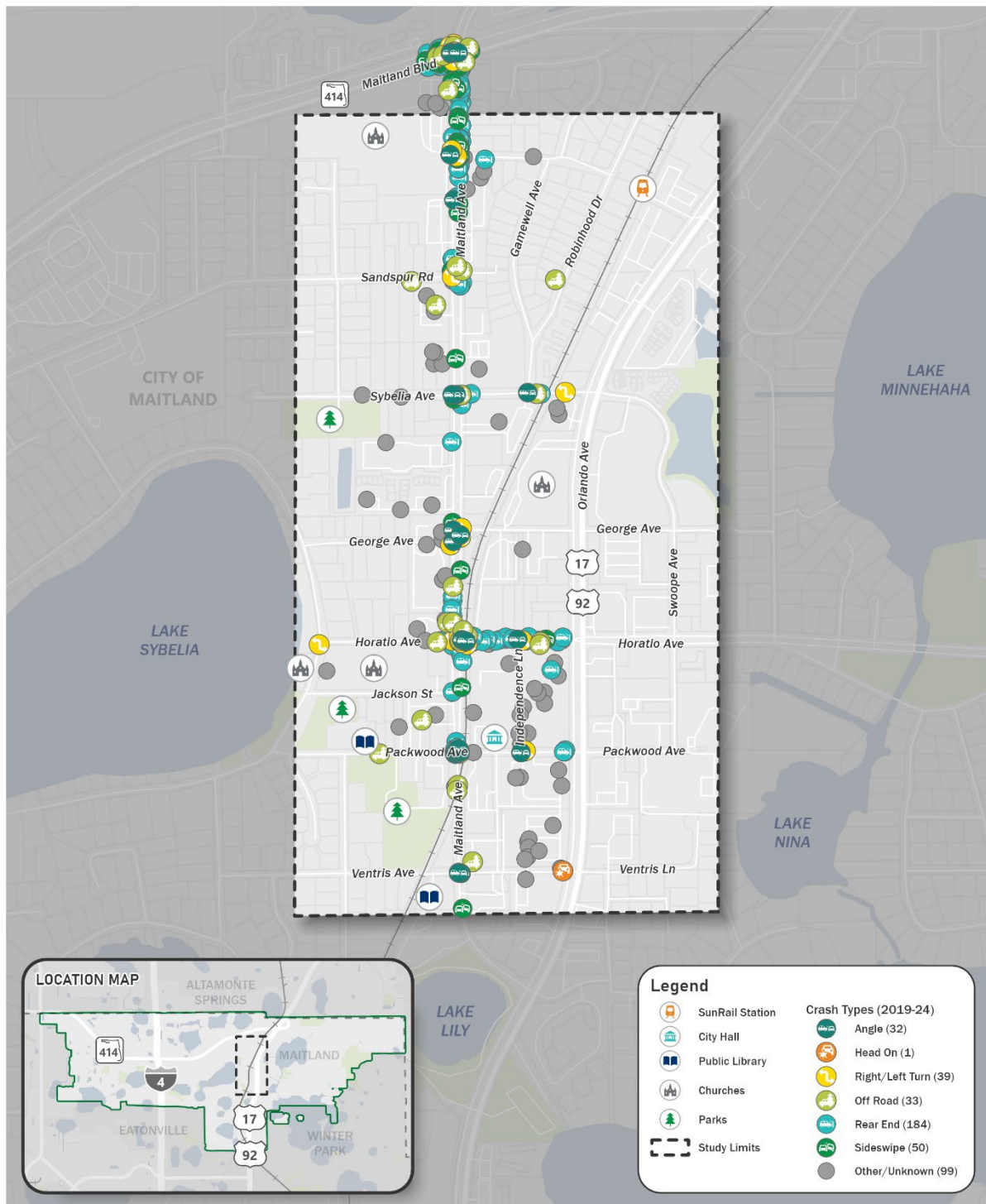
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Figure 3-6. Crash Heat Map



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Figure 3-7. Crash Types

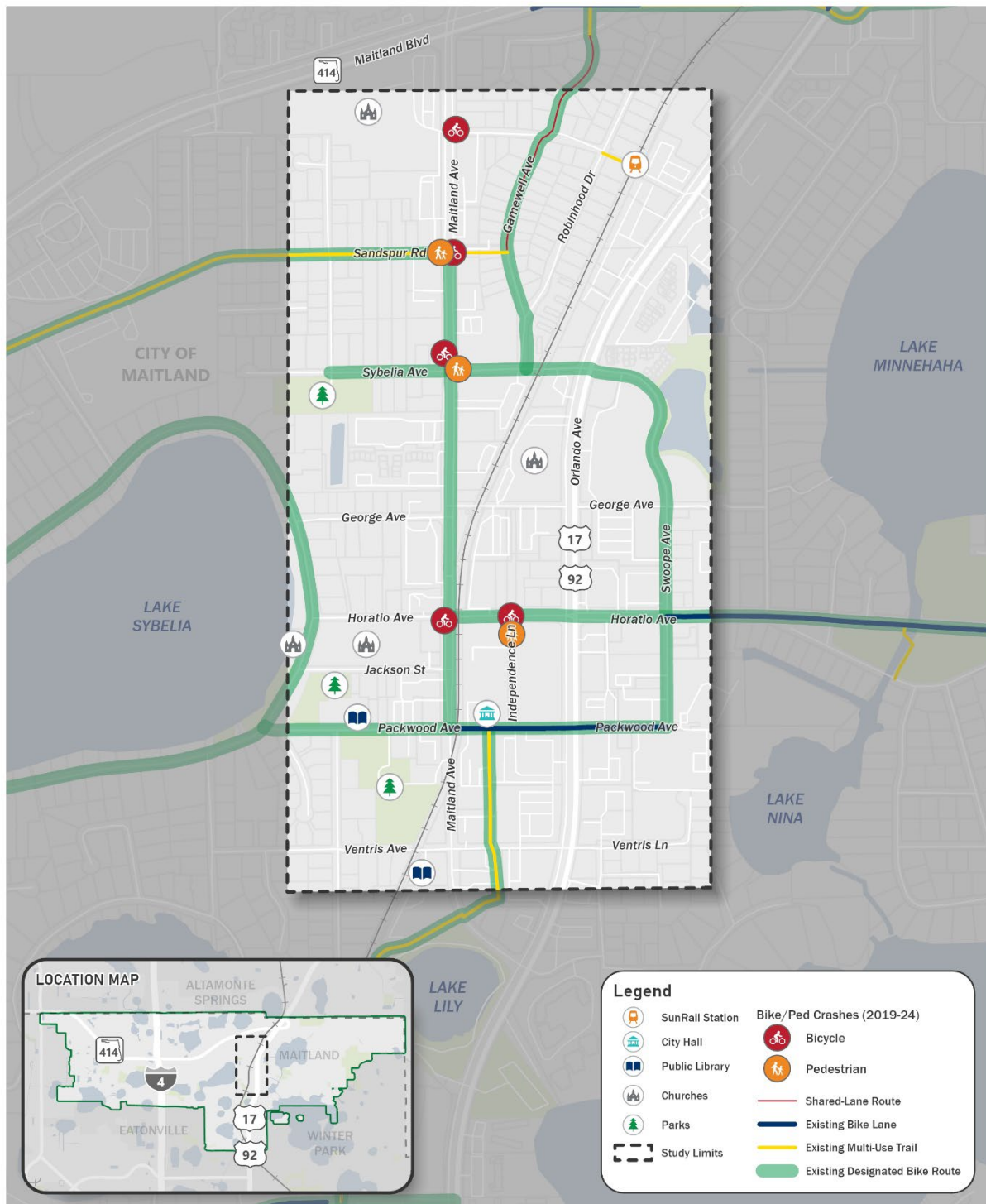


Source: Signal Four Analytics

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Figure 3-8. Bike/Ped Crashes



Source: Signal Four Analytics



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3.5 Vision Zero

The City of Maitland adopted their Vision Zero Action Plan on September 9, 2024. A High-Injury Network (HIN) was developed – based on Signal4 Analytics (S4A) crash data over a 5-year analysis period (2018-2022) – that identifies those corridor segments where the most deadly and serious injury crashes occurred.

The City of Maitland Vision Zero HIN located within the study area is shown in **Figure 3-9**. Maitland Avenue from Sandspur Road to Orlando Avenue (US 17-92) is on the Local Road HIN for the City. The intersections of Maitland Avenue and Lake Lily Drive and Maitland Avenue and Orlando Avenue (U.S. 17-92) are also identified on the City’s HIN.

Further details regarding the Vision Zero Action Plan can be found in the **Policy and Plan Overview**.

3.6 Field Review

Photo Observations



ADA (33)



Drainage (19)



Roadway (41)



Sidewalks (124)

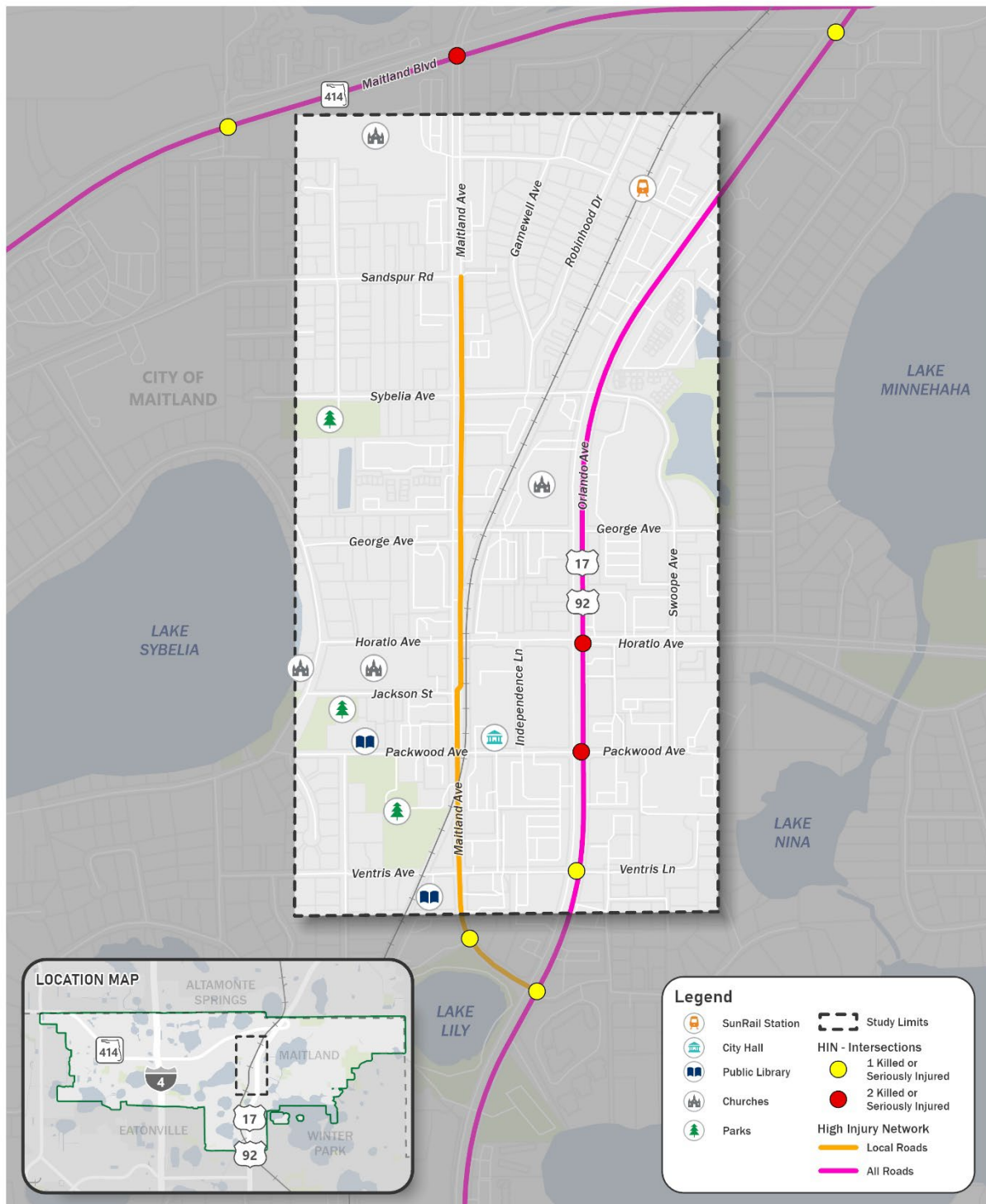


Utilities (13)

The study team completed a field review of the Downtown Maitland study area in May 2025. The field review was completed using an ArcGIS Online field map with different categories for data collection (**Figure 3-10**). Categories included were ADA, Drainage, Roadway, Sidewalks, and Utilities. The field review informed the study team where there were existing issues and potential areas of improvement related to multimodal transportation in the Downtown Maitland were from an on the ground perspective.

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Figure 3-9. City of Maitland Vizion Zero Action Plan HIN



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Figure 3-10. Field Review Observations



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3.7 Demographics

The study team reviewed demographic information to better understand the surrounding residents and users of the transportation network. U.S. Census Bureau American Community Survey (ACS) 2023 data for the study area and the surrounding City of Maitland was collected and reviewed.

Key takeaways of the study area’s demographics are in **Table 3-1**. Notably, the study area has a higher elderly population (age 65+) in comparison to the City of Maitland as a whole. The study area’s population living below the poverty level is lower in comparison to the City of Maitland. Lastly, only 0.1% of Maitland’s total population relies on public transportation for commuting to work. However, at the core of the study area, more than 5% of the population is making use of public transportation for work.

Table 3-1. Demographics Key Takeaways

Demographic	Percentage of Study Area Population	Percentage of City of Maitland Population
Age 18 & Under	5.1% to 15%	18.4%
Age 65+	15.1% to 20%	13.2%
Below Poverty Level	5.1 – 10%.	11.3%
Rely on Public Transportation for Work	5+%	0.1%

3.7.1 Age

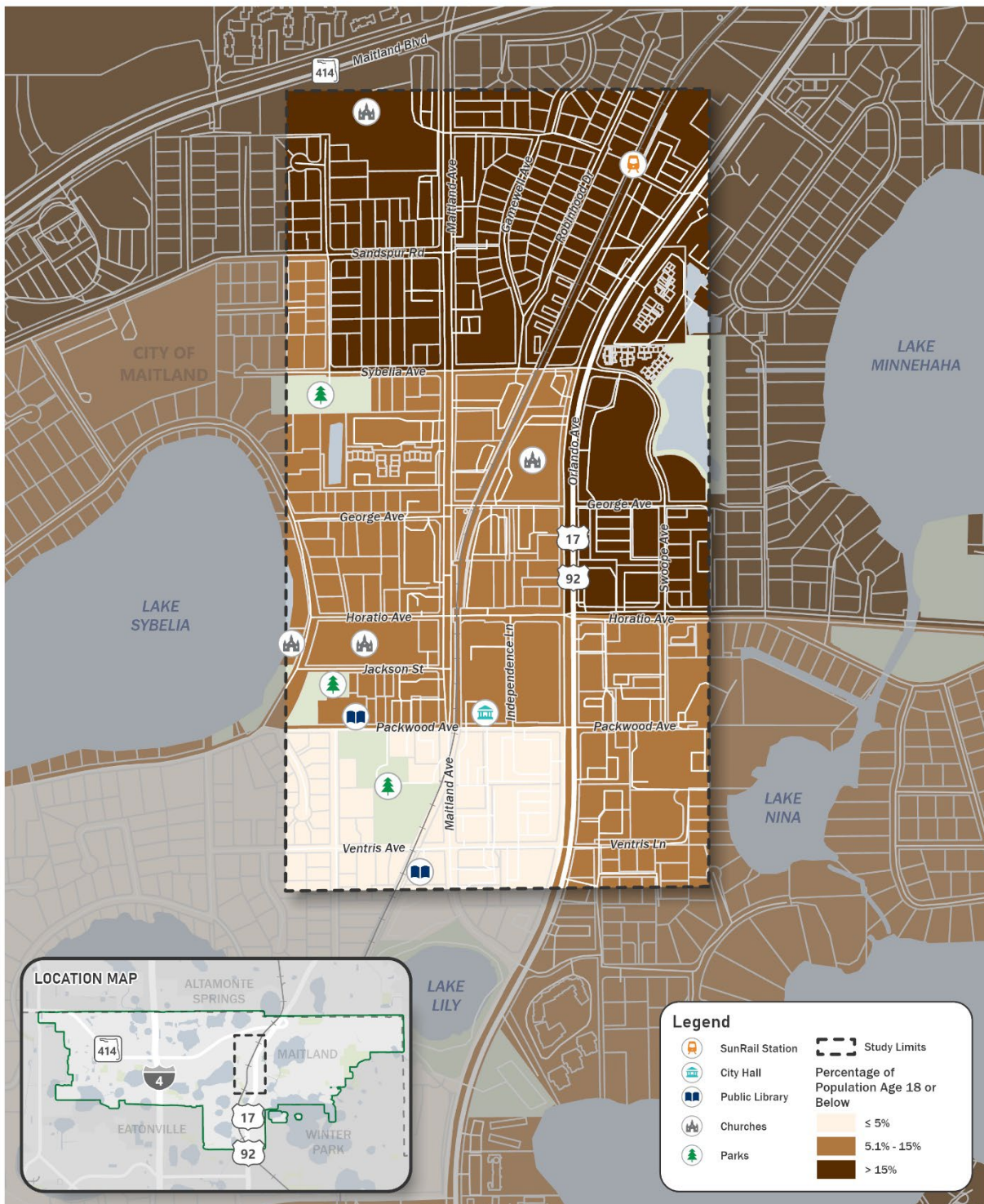
Age plays an important role in identifying vulnerable road users in an area. Vulnerable road users generally include individuals 18 and under and 65 and older. Individuals 18 years of age and under make up 5.1% to 15% of the population for the U.S. Census block groups in the study area, as shown in **Figure 3-11**. Similarly, this group makes up 18.4% of the City’s total population.

Individuals 65 years of age and over make up 15.1% to 20% of the study area’s population, shown in **Figure 3-12**. The study area’s percentage of older population (65+ individuals) is slightly higher than the City’s overall percentage of population. Across the City, the 65+ population makes up 13.2% of the total population.

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Figure 3-11. Percentage of Population Age 18 or Below



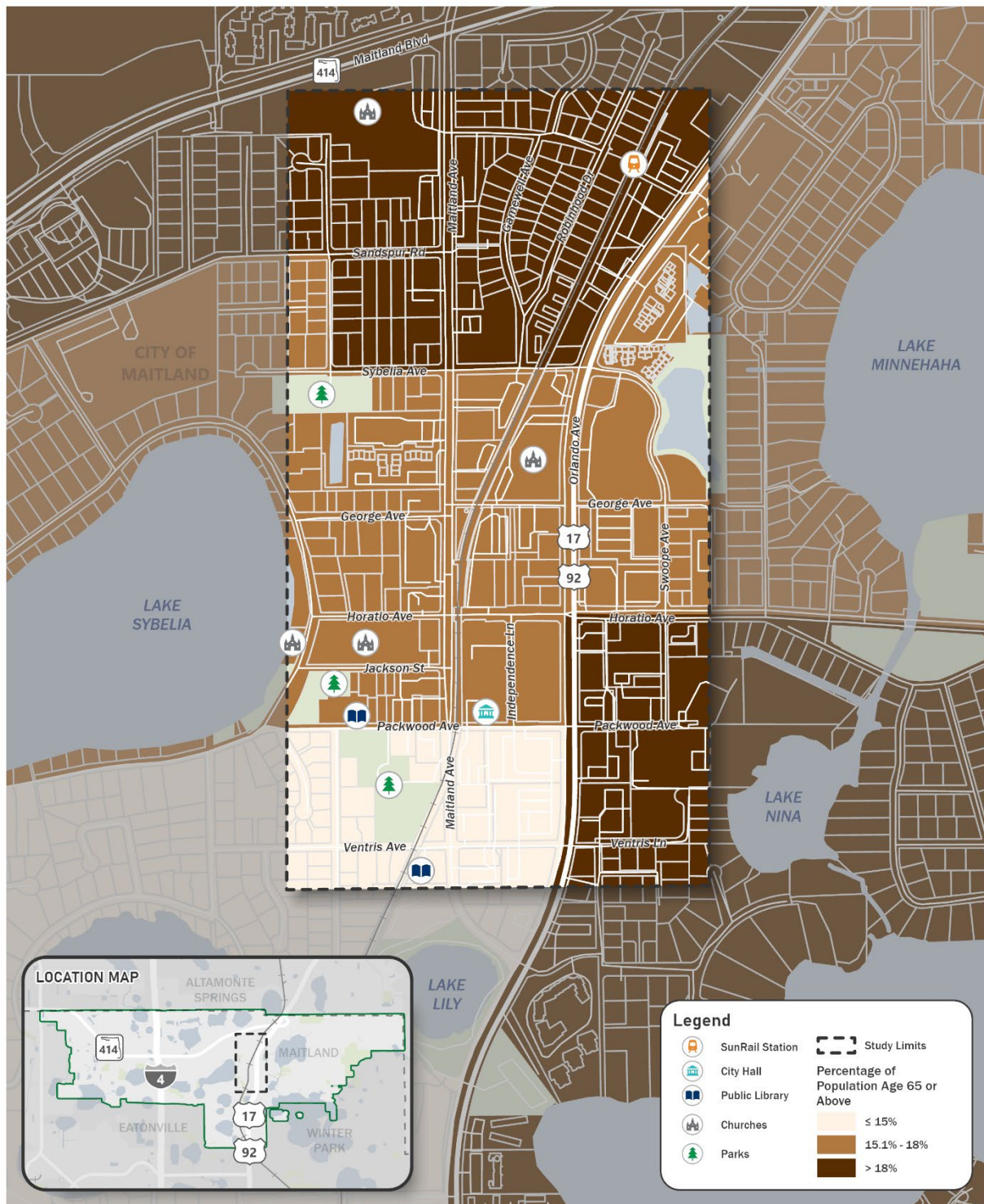
Source: ACS Census 2023



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Figure 3-12. Percentage of Population Age 65 or Above



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3.7.2 Poverty

Identifying how much of an area's population lives below the poverty level helps to better understand barriers to mobility and access to essential services in the area. Most of the study area's census block groups have 5.1% to 10% of the population below the poverty level (**Figure 3-13**), with some variances:

- North of Sybelia Avenue, the population below the poverty level is between 20.1% - 30%.
- South of Packwood Avenue, the population below poverty is less than 5%.

Compared to the City of Maitland's total population, the population below poverty level is around 11.3%.

3.7.3 Disability

Assessing populations with disabilities is another important factor to understand needs for improving mobility and access to essential services in an area. As shown in **Figure 3-14**, within the core of the study area, the percentage of the population with a disability within the study area (ages 18 – 64) includes:

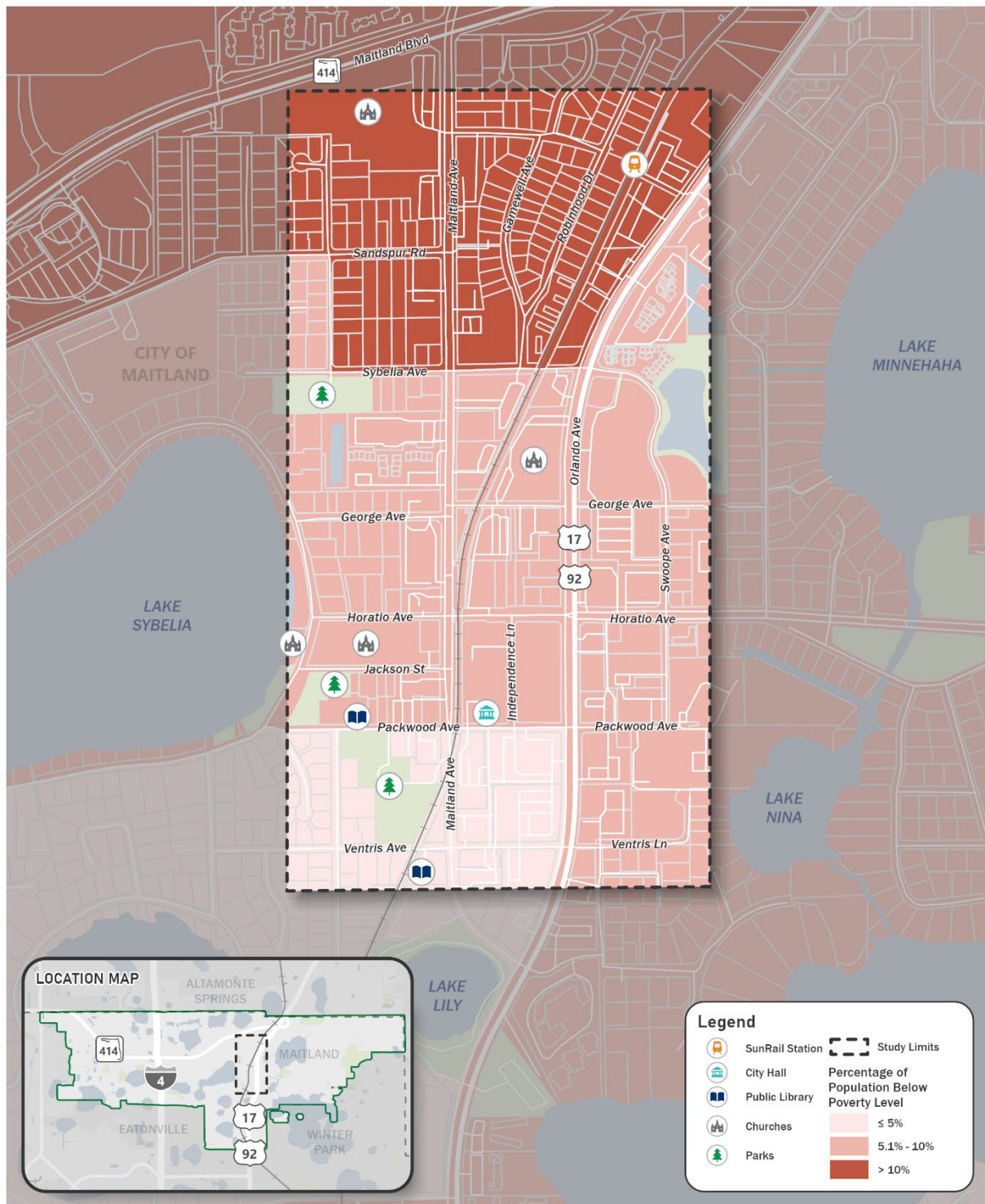
- West of US 17-92, the percentage of population with a disability is 2.3+%.
- East of US 17-92 and south of Horatio Avenue, the percentage of population with a disability is under 2.05%.
- East of US 17-92 and north of Horatio Avenue, the percentage of population with a disability is between 2.06 to 2.30%.

Across the entire City of Maitland, the percentage of population with a disability (ages 18 – 64) is around 11.9%.

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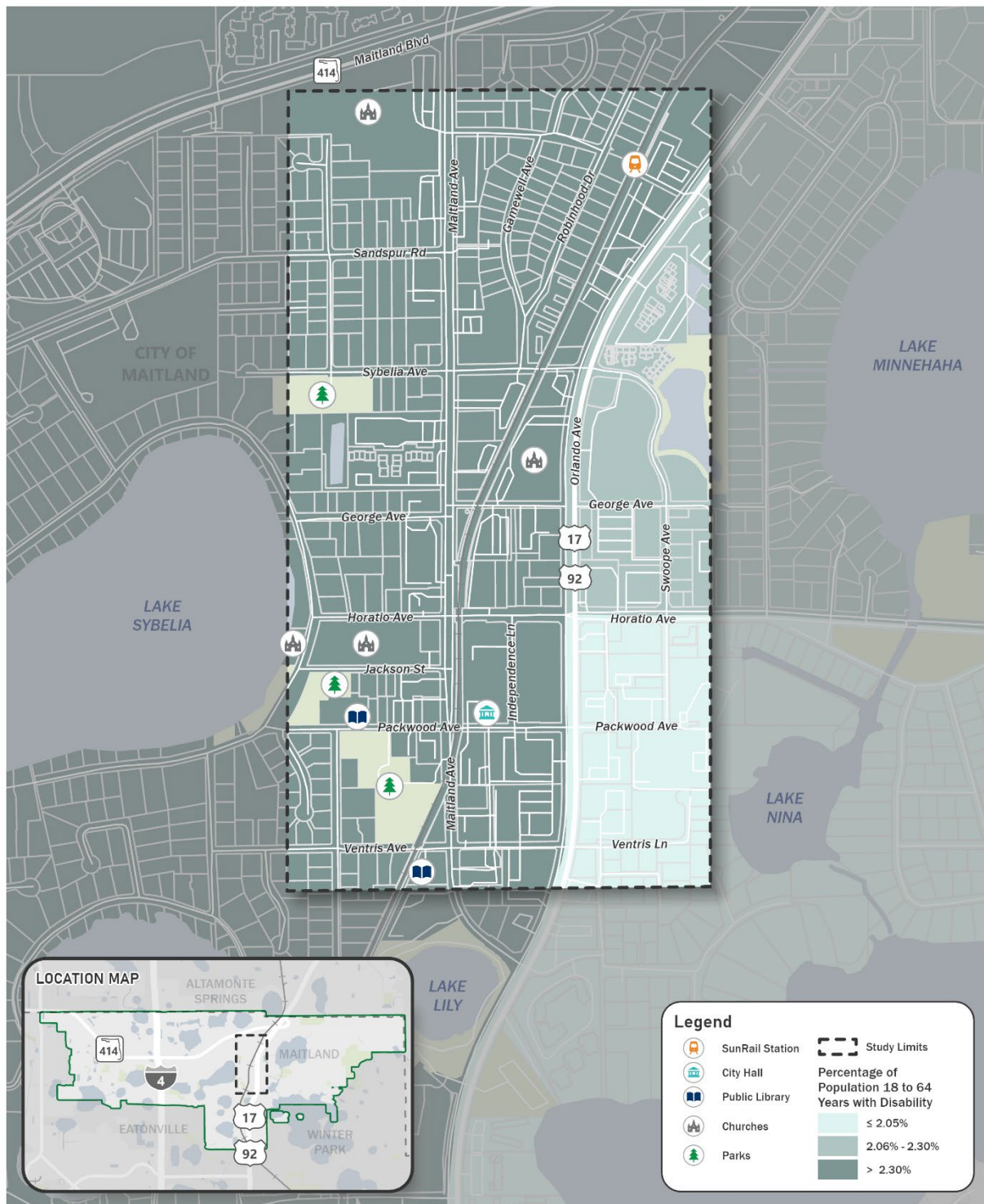
Figure 3-13. Percentage of Population Below Poverty Level



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Figure 3-14. Percentage of Population 18 to 64 Years with a Disability



Source: ACS Census 2023



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3.7.4 Limited English Proficiency

Within the study area (**Figure 3-15**), block groups in the north and southern portions of the study area have the highest number of households with limited English proficiency, with greater than 10% of the population. Within the City of Maitland, about 3.5% of all households include residents with limited English proficiency.

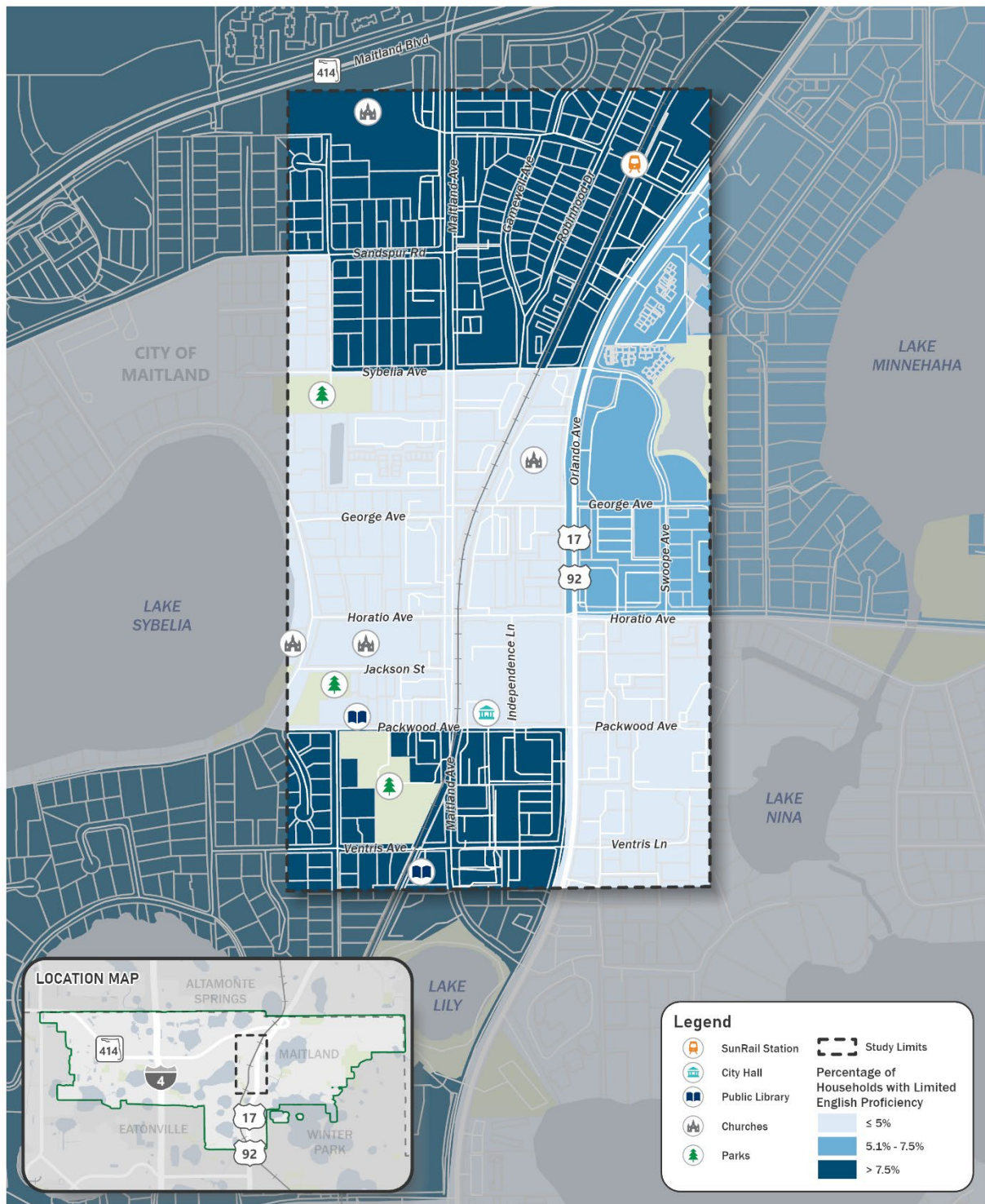
3.7.5 Minority Population

Presented in **Figure 3-16**, the highest concentration of minority populations are situated within the core of the study area, between Sybelia Avenue and Packwood Avenue. The percentage of minority populations in this area is greater than 40%. Beyond that, the percentage of minority populations in the north and east (north of Horatio Avenue) ranges between 30.1% to 40%. South of Horatio Avenue and Packwood Avenue, minority populations range between 20.1% to 30%.

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Figure 3-15. Percentage of Households with Limited English Proficiency

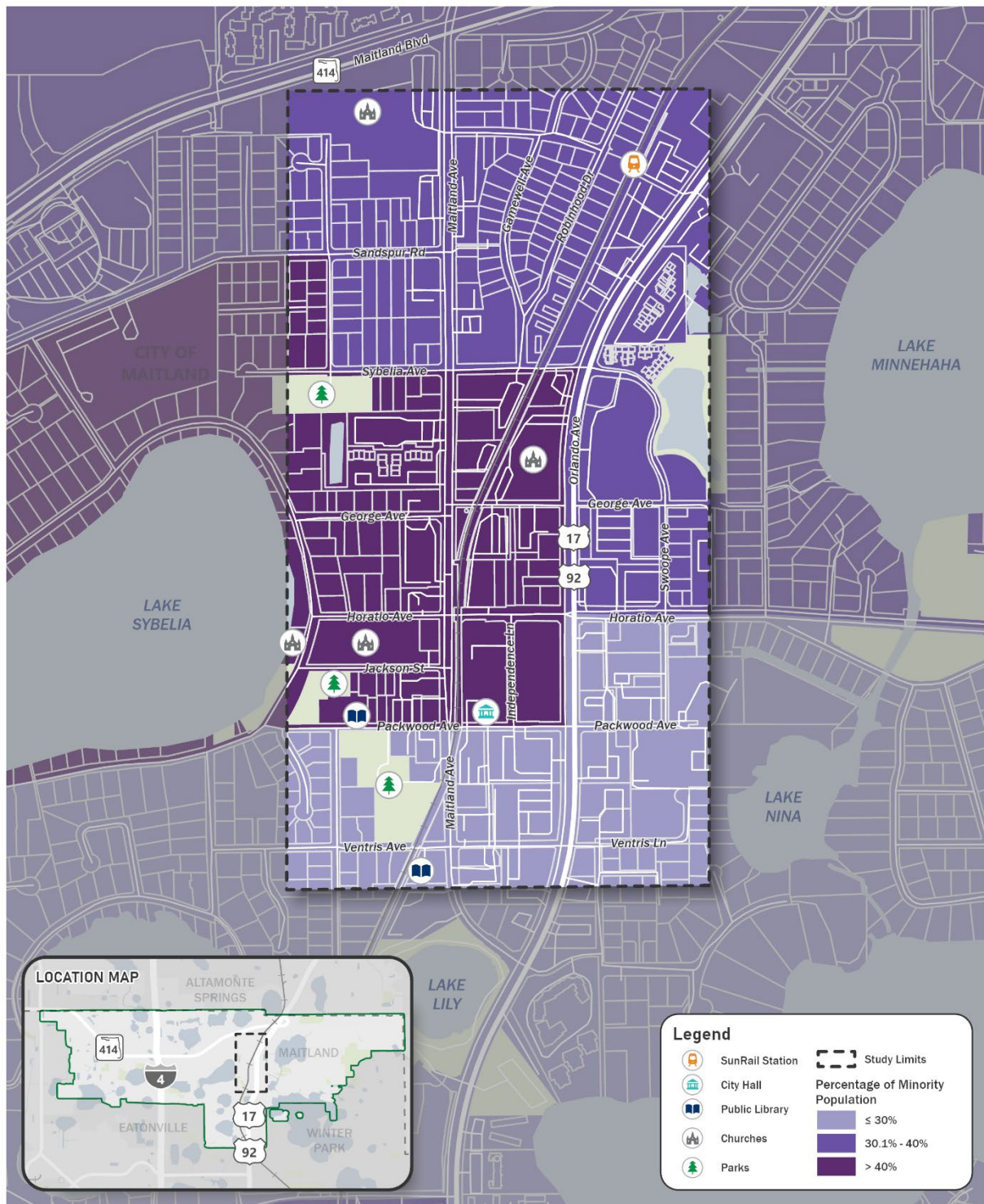


Source: ACS Census 2023



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Figure 3-16. Percentage of Minority Population



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3.7.6 Commuting & Zero-Vehicle Households

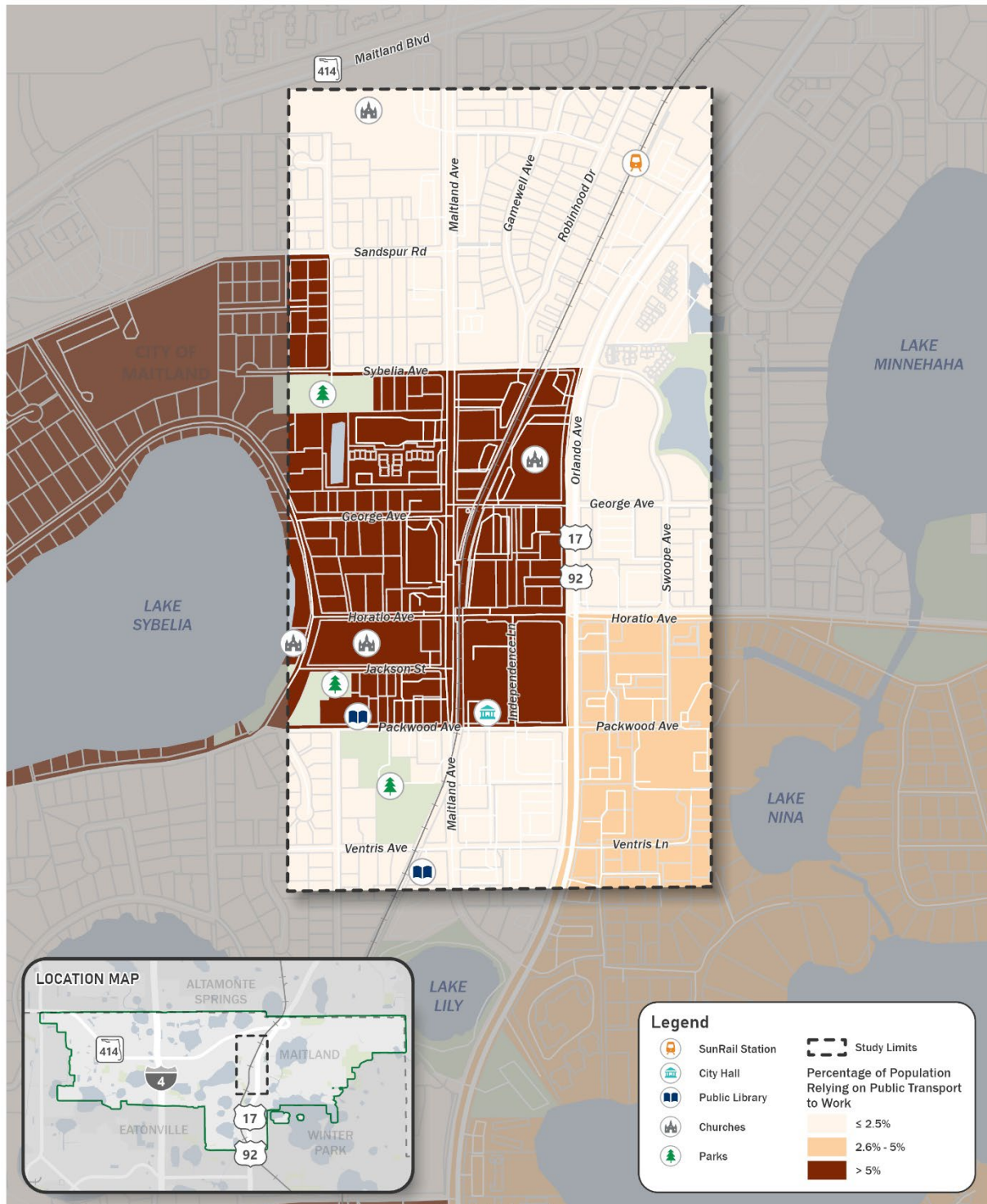
Across the City of Maitland, very few residents rely on public transportation to commute to work. Only 0.1% of workers age 16 and older use transit, while the majority of residents (76.3%) drive a personal vehicle to work. The study area is currently served by SunRail, along with LYNX Route 102 and Neighborhood Link 852. As shown in **Figure 3-17**, the highest concentration of households using public transportation are located in the core of the study area, where between 5.1% and 10% of residents commute by transit. In the neighborhoods east of US 17-92 and south of Horatio Avenue, between 2.6% and 5% of residents rely on public transportation for work trips. Throughout the remainder of the study area, transit usage ranges from 0% to 2.5% of the population.

Most households within the study area have access to at least one vehicle. As shown in **Figure 3-18**, the majority of neighborhoods have between 2.1% and 4% zero-vehicle households. In the eastern portion of the study area, north of Horatio Avenue, more than 4% of households do not have access to a vehicle. Citywide, approximately 3% of households in Maitland are zero-vehicle households, indicating that most residents have access to a personal vehicle.

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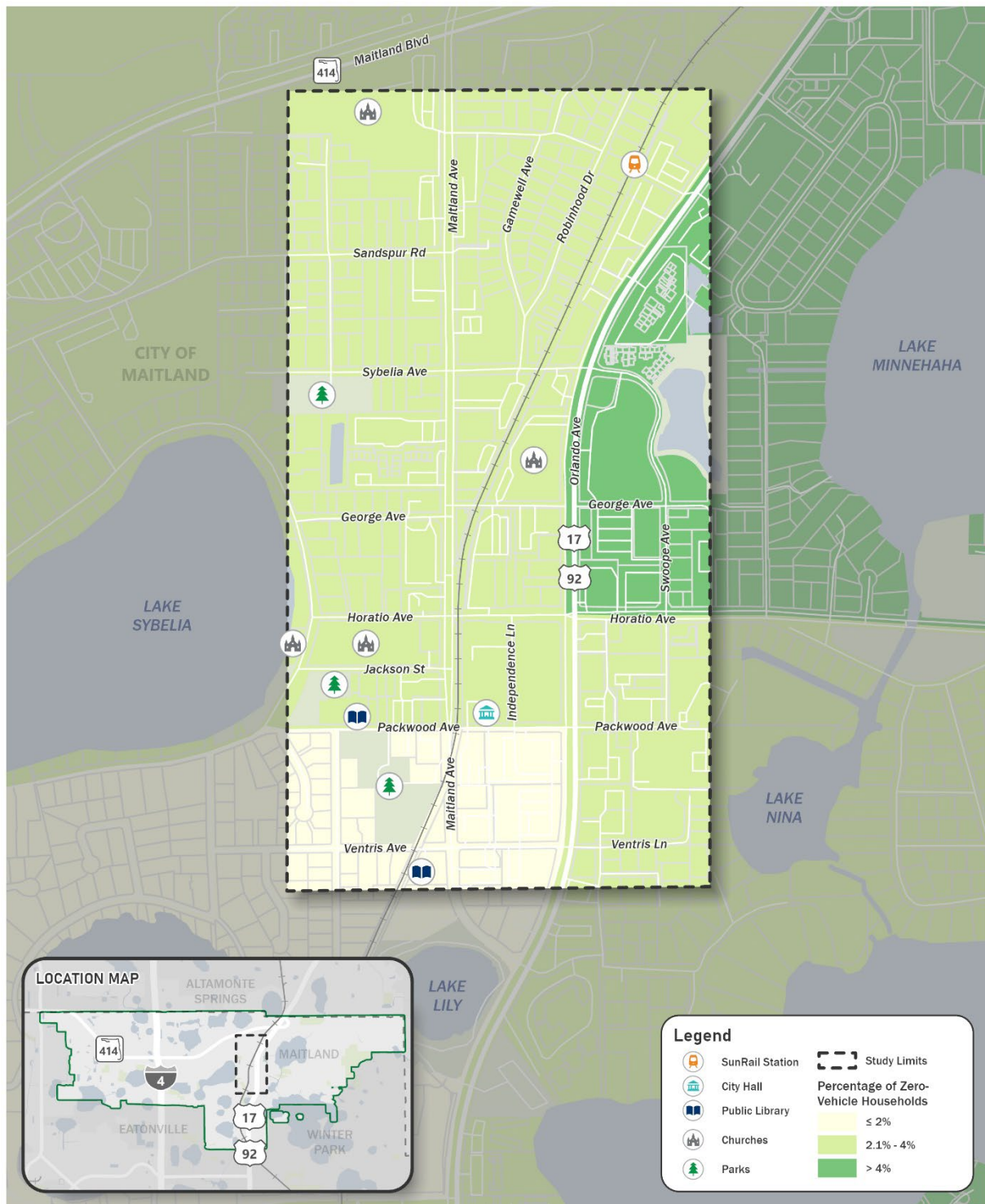
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Figure 3-17. Percentage of Population Relying on Public Transport to Work



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Figure 3-18. Percentage of Zero-Vehicle Households



Source: ACS Census 2023



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4 Public Participation

During development of the Study, the public had multiple opportunities to provide feedback on safety, comfort, and connectivity within the study area through both in-person and online engagement activities. These activities were guided by a Public Participation Plan (PPP) developed specifically for the study.

An Ad-Hoc Committee (see **4.1 Ad Hoc Committee**) was developed and appointed by the Maitland City Council to guide and inform the study's progress. Additionally, an online survey was developed (see **4.2 Public Survey** for details), and the study team attended several pop-up events to gather feedback directly from community members (see **Section 4.3 Pop-Up Events**).

4.1 Ad Hoc Committee

In addition to public involvement from the community, an Ad Hoc Committee was established by City Council in support of the Downtown Maitland Multimodal Study development. The initial committee consisted of experts who live within the city, whose purpose was to provide guidance during the study and recommend approval of the study to City Council. Committee members have experience in city planning and engineering, politics and policymaking, as well as consulting related to transportation, which allowed them to give informed feedback and make recommendations that the study team can implement.

- James Blackford
- Corey Knight
- Matt Lamb
- Ian Lockwood
- Dale MacDonald
- Clif Tate

The Ad Hoc Committee met four times throughout the duration of the project:

- Wednesday, June 25, 2025
- Monday, November 11, 2025
- Tuesday, February 24, 2026
- Tuesday, June 23, 2026

The first Ad Hoc Committee meeting provided an overview of the study's purpose and outlined key constraints, including the restrictions on repurposing road lanes under Florida Statutes. There was a review of existing condition data such as:

- Crash history
- Land use patterns
- AADT
- Current transportation facilities

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Following the first Ad Hoc Committee meeting, the study team distributed the draft vision, goals, objectives, and relevant policy and plan documents for Ad Hoc member review.

The second Ad Hoc Committee meeting consisted of both a presentation and a workshop activity. The study team recapped the study's purpose and provided an overview of key constraints, including the restriction on lane repurposing under Florida Statutes. Ad Hoc Committee members participated in a Vision & Opportunities Map activity to help identify potential improvements, priorities and areas of focus.

For the third Ad Hoc Committee meeting (**Figure 4-1**) there was both a presentation and workshop activity. Based on the feedback from Ad Hoc Meeting #2, public participation, and other City of Maitland goals, the study team moved forward with proposed concepts and visualizations for George Avenue at Maitland Avenue and Packwood Avenue at Maitland Avenue. The committee reviewed the information and gave their feedback regarding the concepts. The workshop activity had the Ad Hoc Committee review proposed conceptual roll plots for George Avenue and Packwood Avenue at Maitland Avenue, and draw, write, highlight, any suggestions or changes they would make to the proposals.

At the fourth and final Ad Hoc Committee meeting, the study team gave a presentation summarizing the study, the finalized proposed concept details, and potential next steps for the City of Maitland.

Figure 4-1. Ad Hoc Committee #3 Workshop



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4.2 Public Survey

The Downtown Maitland Multimodal Study Survey was open from December 6, 2025, to February 18, 2026. This allowed for participation from those who attended the three pop-up events, as well as participation from those who saw the survey via social media and postcard mailers. Over 800 postcards were mailed within the Downtown Maitland Multimodal Study area.

Questions included asking participants how they used Maitland Avenue and the respective side streets, how safe they felt walking or biking on Maitland Avenue and the side streets, and what improvements they would like to see (Figure 4-2). City staff and the Ad Hoc Committee reviewed the survey questions prior to distribution to the public.

There were over 200 responses to the survey. Survey responses were considered during concept development and will be kept by City staff for potential consideration into future improvement projects after this study is completed. The full responses to the survey questions are included in Appendix B.

Figure 4-2. Summary Survey Responses

WHAT DO YOU USE MAITLAND AVENUE FOR?

26% Home

23% Leisure

16% Cut-Through

15% Recreation

13% Work

7% Other

WHAT DO YOU USE SIDE STREETS INCLUDING GEORGE AVE. AND PACKWOOD AVE. FOR?

26% Cut-Through

21% Leisure

20% Home

17% Recreation

9% Other

8% Work

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4.3 Pop-Up Events

Throughout the duration of the Downtown Maitland Multimodal Study, there were in person and online opportunities for the public to give feedback regarding safety and connections for Maitland Avenue and its side streets. The online survey was open to the public from December 6, 2025, through February 18, 2026. The study team attended pop-up events to engage with the public in person to gather feedback (**Table 4-1**). To encourage participation, the survey was promoted at pop-up events, shared across City of Maitland’s and MetroPlan Orlando’s social media, and supported by postcards mailed to residents in the study area.

In addition to the survey, in person feedback regarding the Downtown Maitland area was collected. Many attendees discussed the areas of the City of Maitland where they enjoy biking or would prefer safer connections to when biking or walking such as at side street intersections of Maitland Avenue and US 17-92, or at railroad crossings. One mother noted her enjoyment of Sandspur Avenue’s cycle track improvements, saying she felt safer with her kids using it. Discussion topics also included traffic signal timing on US 17-92, traffic volume concerns, other connections to bicycle or trail networks within Orange County, enforcement tactics, and more.

Table 4-1. Pop-Up Events

Pop-Up Event	Date
City of Maitland Farmer’s Market	Saturday, December 7, 2025
City of Maitland Police Family Fun Day	Saturday, January 31, 2026
Getdown Downtown Street Party	Friday, February 6, 2026

Figure 4-3. Maitland Farmer’s Market Pop-Up



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5 Study Area Multimodal Vision

5.1 Corridors and Intersection Analysis

As part of the methodology, the study team conducted a corridor and intersection-level screening to identify locations with the greatest opportunity for multimodal improvements. Analysis was grounded in review of existing conditions, roadway geometry, traffic operations, and safety considerations. This technical review focused on identifying multimodal “hot spots”, gaps in connectivity, and constraints that may affect people walking, biking, or driving through Downtown Maitland.

In parallel, qualitative input was gathered through coordination with the Ad Hoc Committee and community feedback, who provided local insight on travel patterns, safety issues, and priorities within the study area. By combining technical screening with stakeholder input, the study team was able to narrow the focus to key corridors and intersections that present the greatest value and opportunity for further evaluation. Based on this process, Maitland Avenue, Packwood Avenue, and George Avenue were identified as focus locations for conceptual development and improvement strategies (Table 5-1).

Table 5-1. Corridor Analysis Key Takeaways

Location	Gaps	Constraints	Opportunities
Maitland Avenue	<ul style="list-style-type: none"> • Pedestrian and bicycle connectivity • Crossing at Maitland Avenue/George Avenue intersection 	<ul style="list-style-type: none"> • Lengthy segment: potential improvements constrain Capital Improvements Program (CIP) readiness • Railroad crossing impacts 	<ul style="list-style-type: none"> • Crossing potential at intersection of Maitland Avenue/George Avenue
Packwood Avenue	<ul style="list-style-type: none"> • No separated / buffered bicycle facility 	<ul style="list-style-type: none"> • Maitland Fire Station #45 (emergency access/operational needs) • Railroad crossing impacts 	<ul style="list-style-type: none"> • Enhancements to existing pedestrian/bike facility • Connect to proposed Independence Lane
George Avenue	<ul style="list-style-type: none"> • No existing bike facility • No crossing at Maitland Avenue from W George Avenue to George Avenue 	<ul style="list-style-type: none"> • Railroad crossing impacts 	<ul style="list-style-type: none"> • Opportunity for east-west pedestrian/bike facility connection • Connect to Proposed Independence Lane

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5.2 Vision and Opportunities

High level potential improvements (**Figure 5-1**) and vision and opportunities for the Downtown Maitland Area were identified within **Figure 5-2**. The vision and opportunities utilized the initially developed vision, goals, and objectives with the overall study goal of smaller, actionable improvements that the City of Maitland could incorporate into their CIP. The goals of the study guided the study team and included:

- Improve Downtown Walkability & Bikeability
- Develop Safe Connections to Key Assets
- Make Downtown a Neighborhood of Choice

The study team first reviewed the Downtown Maitland Study Area for existing conditions including the existing bicycle and pedestrian network, as well as key destinations around the city such as the City of Maitland Library, City Hall, or popular restaurants and shops. Using a toolbox of best practices and safety improvements, the study team reviewed the network for potential mobility improvements. These potential improvements were a combination of best practices and recommended improvements from previous studies, including the Florida Design Manual (FDM) strategies (**Table 5-2**) and Vision Zero Engineering Countermeasures (**Table 5-3**). Note that due to roadway and land use context, not all improvements are applicable to all areas. The full toolbox of potential improvements is summarized in **Table 5-4**. These potential improvements were then mapped to the study area (**Figure 5-2**).

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Table 5-2. Florida Design Manual – Strategies to Achieve Desired Operating Speed

Context Class	Existing Speed (mph)	Min. Design Speed (mph)	Target Speed (mph)	Roundabout	On-Street Parking	Chicanes	Lane Narrowing	Horizontal Deflection	Street Trees	Raised Intersections	Raised Crosswalks (Type I or II)
C3R, C3C	Low	40	40, 45	X			X	X	X		
C3R, C3C	Very Low	35	35	X	X	X	X	X	X		
C4	Low	40	40, 45	X			X	X	X		
C4	Very Low	25	35	X	X	X	X	X	X		II
C4	Very Low	25	30	X	X	X	X	X	X		II
C4	Very Low	25	25	X	X	X	X	X	X	X	I

Context Class	Existing Speed (mph)	Min. Design Speed (mph)	Target Speed (mph)	Speed Feedback Signs	Pedestrian Refuge Islands	Bulb Outlets	RRFBs	PHBs	Terminated Vista	Islands in Curves	Speed Pavement Markings
C3R, C3C	Low	40	40, 45	X	X	X		X	X		X
C3R, C3C	Very Low	35	35	X	X	X	X	X	X		X
C4	Low	40	40, 45	X	X	X		X	X		X
C4	Very Low	25	35	X	X	X	X	X	X	X	X
C4	Very Low	25	30	X	X	X	X	X	X	X	X
C4	Very Low	25	25	X	X	X	X	X	X	X	X

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Table 5-3. Vision Zero Engineering Countermeasures for Maitland HIN

Engineering Countermeasure	Specific Proposed Countermeasure
Speed Management	Posted speed limit reduction
	Speed feedback signs
	Lane narrowing or lane reduction
	Speed sensitive traffic signals
	Speed safety cameras
	Rumble strips
Intersection and Roadways	Consolidate driveways
	Median Installation
	Curb radii / turning radii reduction
	Backplates with retroreflective borders
	Intersection reconstruction
	East/west crossing evaluation at Maitland Blvd
	Median nose extension into crosswalk at non-signalized and signalized locations
	Warrants for a signal with crosswalks
Pedestrian Facilities	Crosswalk reconfiguration or high-emphasis crosswalks at intersections
	Crosswalks at all signalized intersections, side streets, and major driveways
	Midblock crossings with visibility enhancements and pedestrian refuge islands with key community assets
	Audible push button pedestrian crossing signals
	Midblock crosswalks at bus stop locations or relocation of bus stops to far side of signalized intersections
	Prohibit turn when pedestrian signal is activated signage
	Leading pedestrian intervals
Bikeways	Shared use path
	Green bicycle lanes at intersections with bike boxes
	Lighting upgrades
Other Engineering Strategies	Road Safety Audit
Signing and Striping	Pavement marking upgrades

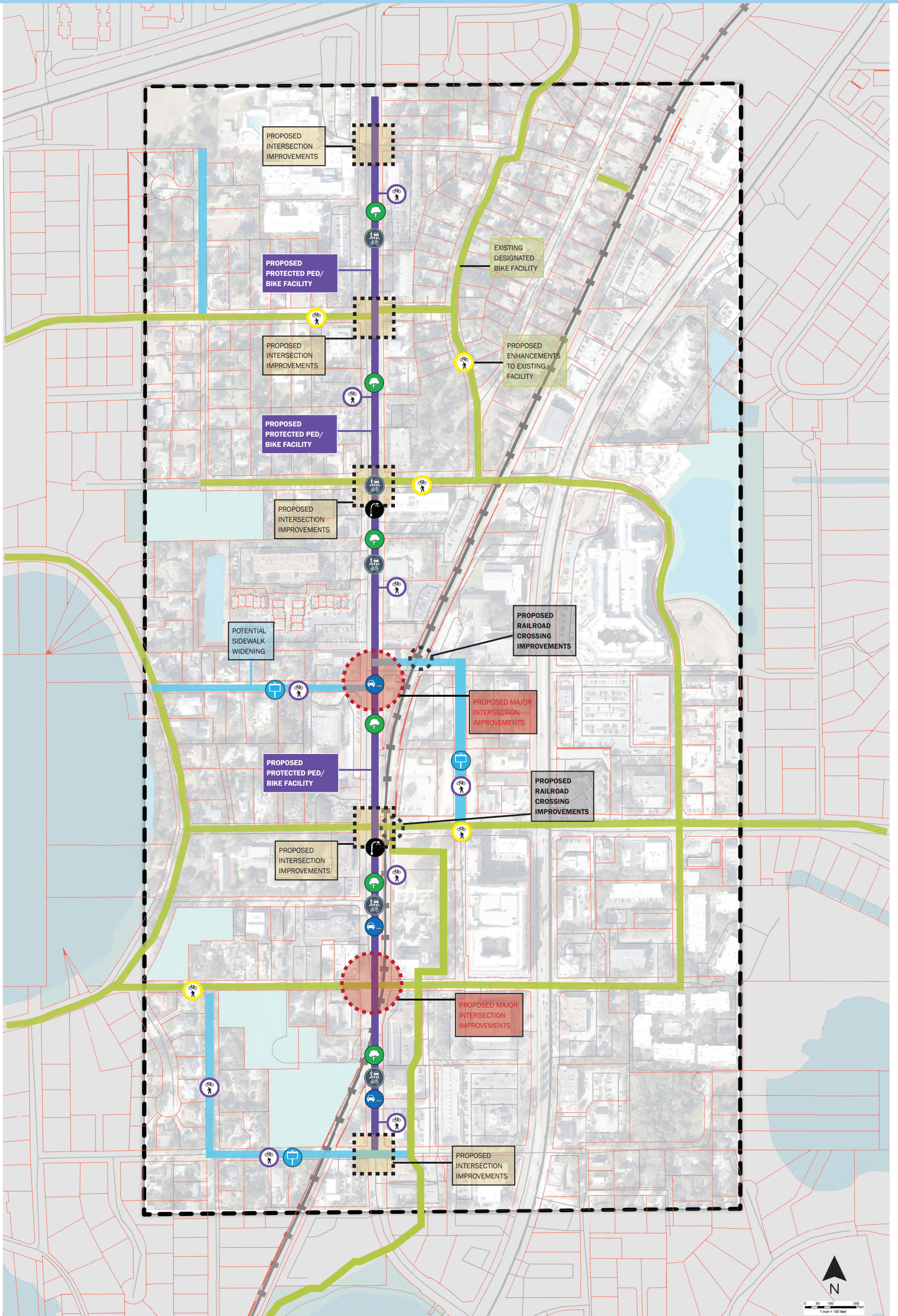
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Table 5-4. Potential Safety Improvements

Improvement	Description
Protected Bicycle Facilities – Buffered Shared Use Path	Two potential options, use of bulb outs or reconstruction to create a physical buffer
Protected Bicycle Facilities – On-Street Bike Lanes	Improvement would be curb to curb, remove turn lanes, 14-foot total with minimum lane length and buffer
Protected Bicycle Facilities – Cycle Track	Improvement would require reconstruction, recommendations to include improvement would have 10 foot track length
Street Trees	Provides aesthetic improvements, and provides shade in pedestrian and bicyclist environments
Rectangular Rapid Flashing Beacons (RRFBs)	Improves visibility of vulnerable road users, improves vehicle yielding to pedestrians
Midblock Crossings	Shortens exposed crossing distance for pedestrians and cyclists, improves visibility of vulnerable road users to motor vehicles
Pedestrian Hybrid Beacons (PHB)	Improves visibility of vulnerable road users, improves vehicle yielding to pedestrians
Bulb Outs	Shortens pedestrian crossing distance, improves visibility of vulnerable road users to motor vehicles, reduces motor vehicle speeds
Wayfinding	Improves connectivity, informs residents and visitors of key locations
Lighting	Improves visibility and safety for all roadway users
Lane Narrowing	Reduces motor vehicle speeds
Bicycle Boxes (Advance Stop Bar)	A two-stage left turn (TSLT) queue box provides people biking with a safer and more comfortable way to make left turns
Bicycle Ramps at Intersections	Short, sloped transitions designed to guide cyclists safely and efficiently between the roadway and adjacent facilities Includes shared-use paths or sidewalks Reduces conflicts with vulnerable road users and motor vehicles
On-Street Parking	Slows speeds for motor vehicles, can provide a buffer for vulnerable road users on sidewalks, bike lanes, or trails

Figure 5-1. Potential Improvements Icon Map



LEGEND



PROPOSED MIDBLOCK CROSSING



PROPOSED PROTECTED BIKE FACILITY



PROPOSED ENHANCEMENTS TO EXISTING FACILITY



ACCESS MANAGEMENT



PROPOSED LANDSCAPED MEDIAN



PROPOSED SIGNAGE



PROPOSED LIGHTING



PROPOSED MAJOR INTERSECTION IMPROVEMENTS



PROPOSED INTERSECTION IMPROVEMENTS



PROPOSED RAILROAD CROSSING IMPROVEMENTS



EXISTING DESIGNATED BIKE FACILITY



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MAITLAND

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After identifying potential strategies, the study area was divided into three segments to refine countermeasure selection, develop alternatives, and provide applicable improvement recommendations. Segmentation was based on right-of-way, existing land use, context classification, level of traffic stress (LOS), and other roadway characteristics. Based on these criteria, the three segments developed were:

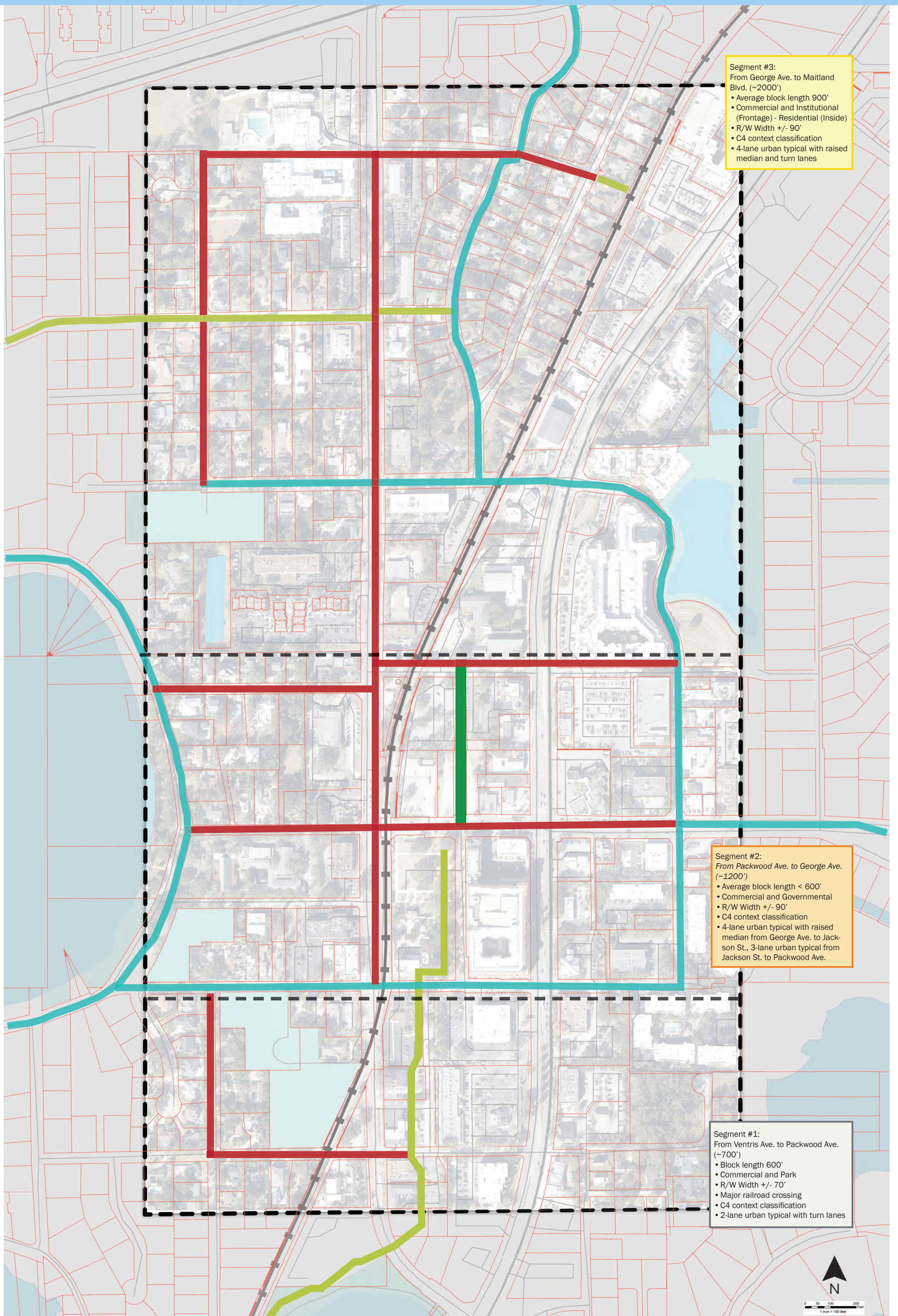
- Segment 1: Ventris Ave. to Packwood Ave. (~700')
- Segment 2: Packwood Ave. to George Ave. (~1200')
- Segment 3: George Ave. to Maitland Blvd. (~2000')

The City of Maitland bicycle and pedestrian network was used as a base to make connections with existing facilities to avoid having to design and construct new and retrofitted infrastructure. These networks were compared to bicycle and pedestrian network best practices and safety standards to sort them into three different categories: Network Gaps, Work Needed, and Little Details (**Figure 5-2**).

- **Network Gaps:** there are missing bicycle/pedestrian facilities and connections OR missing adequate separated/buffered bicycle or pedestrian facilities
- **Work Needed:** bicycle and pedestrian facilities exist, but they need significant changes to meet the vision and goals of the study
- **Little Details:** bicycle and pedestrian facilities exist with significant safety or connections in place – only small changes needed to meet the vision and goals of the study

These categories assisted the study team with looking at the network holistically and choosing the corridors and intersections for proposed concept development.

Figure 5-2. Vision & Opportunities Map



Segment #3:
 From George Ave. to Maitland Blvd. (~2000')
 • Average block length 900'
 • Commercial and Institutional (Frontage) - Residential (Inside)
 • R/W Width +/- 90'
 • C4 context classification
 • 4-lane urban typical with raised median and turn lanes

Segment #2:
 From Packwood Ave. to George Ave. (~1200')
 • Average block length < 600'
 • Commercial and Governmental
 • R/W Width +/- 90'
 • C4 context classification
 • 4-lane urban typical with raised median from George Ave. to Jackson St., 3-lane urban typical from Jackson St. to Packwood Ave.

Segment #1:
 From Ventris Ave. to Packwood Ave. (~700')
 • Block length 600'
 • Commercial and Park
 • R/W Width +/- 70'
 • Major railroad crossing
 • C4 context classification
 • 2-lane urban typical with turn lanes

LEGEND

Network Gaps - missing bicycle/pedestrian facilities and connections OR missing adequate separated/buffered bicycle or pedestrian facilities

Work Needed - bicycle and pedestrian facilities exist, but they need significant changes to meet the vision and goals of the study

Little Details - bicycle and pedestrian facilities exist with significant safety or connections in place - only small changes needed to meet the vision and goals of the study

Planned Improvements for Potential Facilities

6 Corridor and Intersection Concept Development

6.1 Opportunity Mapping

Corridor and intersection concept development focused on enhancing connections directly to existing and proposed trail networks. In addition, concept development prioritized providing meaningful alternatives to traveling along Maitland Avenue. Prioritizing these corridors allows for shorter, high-value enhancements that maximize use of the study area for residents.

Packwood Avenue and George Avenue, both at Maitland Avenue were chosen as key locations for concept development and visualizations. This was based on connections to existing and planned bicycle and pedestrian infrastructure such as the new Independence Lane extension, traffic volumes, Ad Hoc committee considerations, City Council priorities, and feedback from the public.

Other side streets were considered for conceptual development but ultimately were not chosen due to outside constraints. For example, Horatio Avenue was considered due to feedback from the public. However, Central Florida Rail Commission (CFRC), the local railroad agency, will be utilizing grant funding to make their own improvements surrounding the railroad crossing on Horatio Avenue; therefore, the study team avoided developing potentially conflicting improvements.

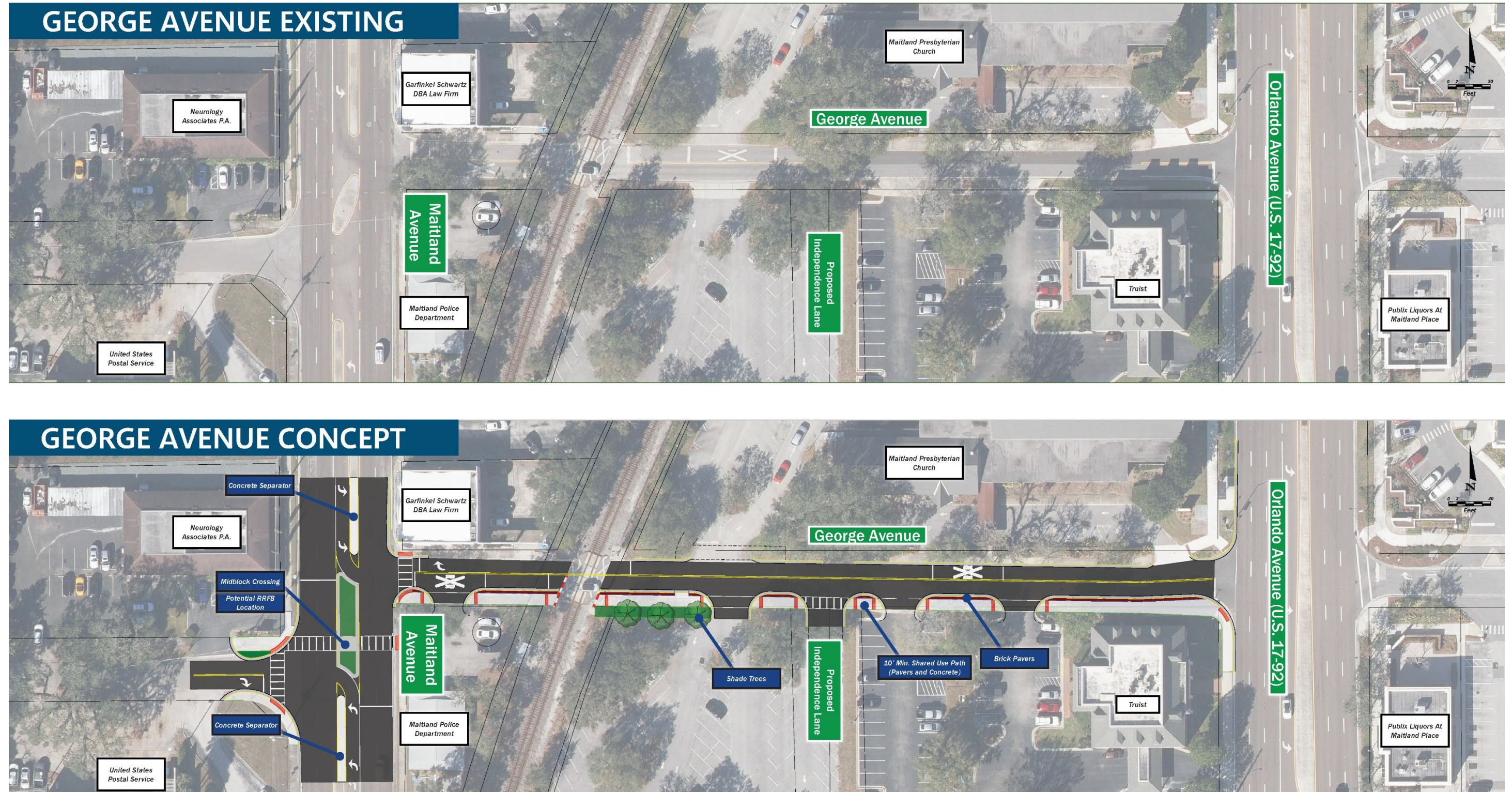
The Ad Hoc committee participated in opportunity mapping during the second committee meeting. The vision and opportunities map from **Figure 5-2** was provided to the committee with a variety of improvements from the toolbox. This participation helped the study team confirm the corridors and intersections for additional focus during concept development.

6.2 George Avenue

George Avenue at Maitland Avenue was chosen as one of the key locations to be further analyzed during concept development, shown in **Figure 6-1**. This was based on existing versus future traffic volumes, Ad Hoc committee considerations, and feedback from the public, as well as potential connections to future City of Maitland infrastructure.

A key design throughout the study was the need to establish a safe and functional crossing of Maitland Avenue; this intersection has been refined for alignment between the east and west segments of George Avenue. The turning movements from George Avenue on to Maitland Avenue have been changed – currently, vehicles heading east or west towards Maitland Avenue on George Avenue can make both left and right turns. The proposed turning movements restrict vehicles to only make right turns. Left turn movements are typically where more severe crashes are seen. This creates fewer conflict points between vulnerable roadway users and vehicles when crossing at the intersection.

Figure 6-1. George Avenue Roll Plots (Existing vs. Concept)



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Proposed conceptual improvements for George Avenue at Maitland Avenue (**Figure 6-1**) include:

- Concrete separators in the median
- Directional median
- A midblock crossing for pedestrians across Maitland Avenue
 - Potential lighting improvements and RRFB at proposed midblock crosswalk on Maitland Avenue
- 10' shared use path with buffer on the south side of George Avenue.
 - The buffer could be landscape or pavers
- Trees along the shared use path for potential shade, enclosure, and aesthetic benefits
- Milling and resurfacing within limits of existing asphalt

For potential further consideration, while not shown in the proposed concept, the study team proposed the addition of a speed table on George Avenue to connect the shared use path on the south side to potential trail access on the north side. There is potential for the City of Maitland to work with the local businesses regarding closing driveway access and using those points for the speed table. The speed table should not be within 100' of the railroad crossing.¹⁰

Additional coordination with CFRC will be needed for the trail crossing on George Avenue to determine any additional concept and design needs, including concrete crossing panels and crossing gates.

The midblock crossing shown in **Figure 6-1** for George Avenue at Maitland Avenue does not currently have a Rectangular Rapid Flashing Beacon (RRFB), but based on RRFB requirements (**Figure 6-2**), adding one is viable. There is also consideration to add an RRFB wherever the potential speed table is included on George Avenue. The costs for RRFBs were included in **Section 6.4**.

¹⁰ Manual on Uniform Traffic Control Devices for Streets and Highways, 11th Edition with Revision 1 Incorporated.

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Figure 6-2. RRFB Guidelines Table

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2	①	①	①	①	①	①	①	①
	4 5 6	5 6	5 6	4 5 6	5 6	5 6	4 5 6	5 6	5 6
3 lanes with raised median (1 lane in each direction)	① 2 3	① ③	① ③	① 3	① ③	① ③	① ③	① ③	① ③
	4 5	5	5	4 5	5	5	4 5	5	5
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3	① ③	① ③	① 3	① ③	① ③	① ③	① ③	① ③
	4 5 6	5 6	5 6	4 5 6	5 6	5 6	4 5 6	5 6	5 6
4+ lanes with raised median (2 or more lanes in each direction)	① ③	① ③	① ③	① ③	① ③	① ③	① ③	① ③	① ③
	5	5	5	5	5	5	5	5	5
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③	① ③	① ③	① ③	① ③	① ③	① ③	① ③	① ③
	5 6	5 6	5 6	5 6	5 6	5 6	5 6	5 6	5 6

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

Source: U.S. Department of Transportation: Federal Highway Administration, Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

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6.3 Packwood Avenue

The study team has evaluated operational constraints, including the adjacent City of Maitland Fire Station, and has incorporated feedback from coordination meetings with City of Maitland staff and fire personnel to maintain emergency access and operational needs in conceptual development. Connections with the City of Maitland Library improvements were another important consideration for the study team.

Proposed changes and improvements to Packwood Avenue at Maitland Avenue include:

- Adding a concrete separator
- Adding a mountable bulb out at the railroad crossing to assist City of Maitland Fire Department vehicles or other large EMS vehicles with turning
 - Mountable bulb out currently shown outside of the railroad envelope
- Adding a speed table for slower vehicle speeds and crossing opportunity across Packwood Avenue for vulnerable users
- Trees for potential shade and aesthetic benefits
- 12' shared use path with buffer
 - Buffer could be landscape or paver
- Milling and resurfacing within limits of existing asphalt
- Potential lighting improvements and RRFB at proposed crosswalk
- At Maitland Avenue, the south side crosswalk for Packwood Avenue has been removed due to ROW and railroad landing
- Turning movement changes for turning onto US 17-92 from Packwood Avenue; one lane for right, left, and through movement

Synchro was used to confirm that lane configurations could accommodate traffic and turning movement changes, found in **Appendix B: Turning Movement Counts**.

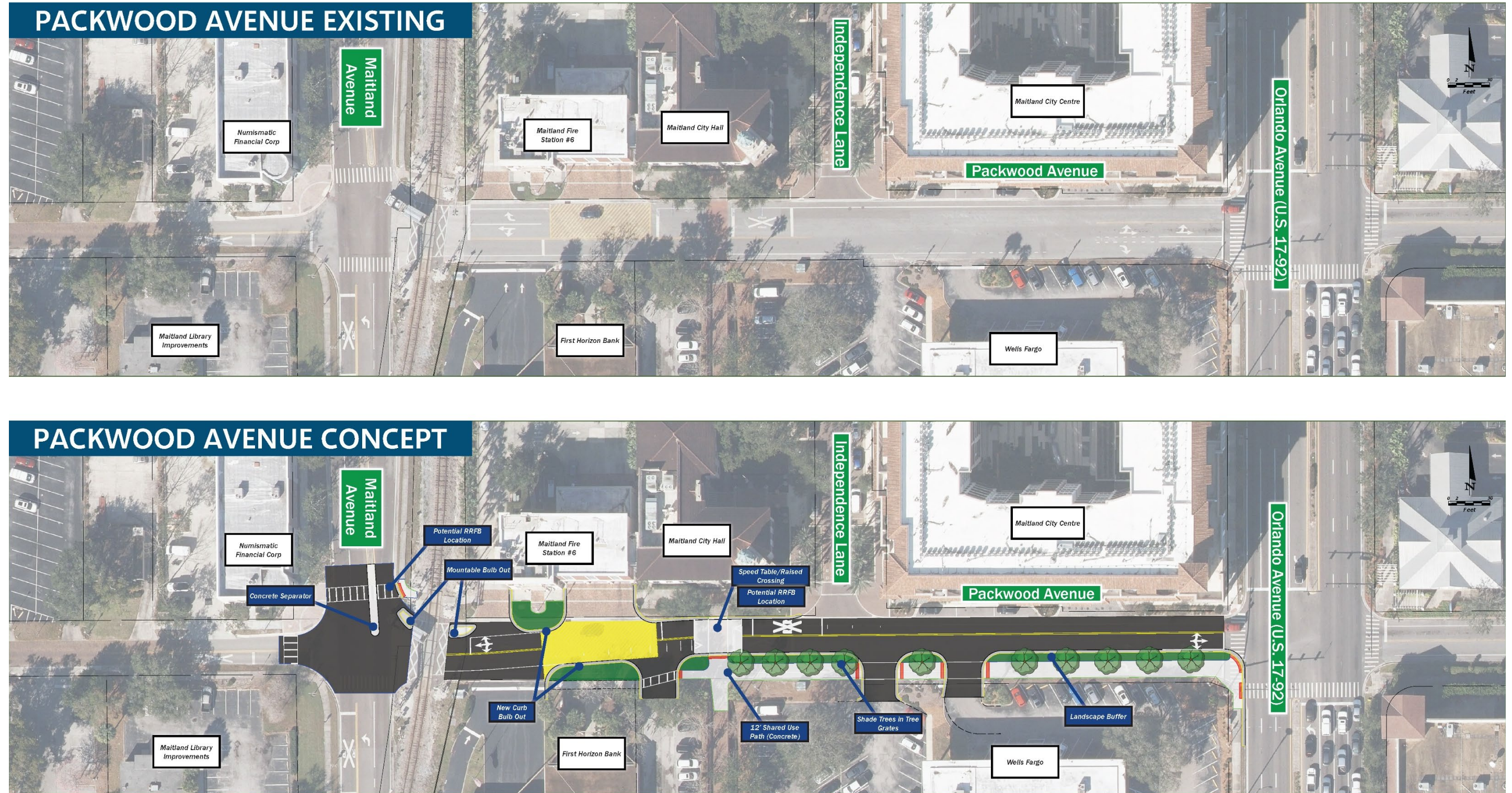
Similar to the proposed concept on George Avenue, while not shown, an RRFB is viable at the speed table on Packwood Avenue based on US DOT guidance. The costs for RRFBs were included in **Section 6.4**.

The existing and proposed concepts for Packwood Avenue are shown in **Figure 6-3**.

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Figure 6-3. Packwood Avenue Roll Plot (Existing vs. Concept)



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6.4 Concept Level Opinion of Probable Cost

A concept level opinion of probable cost (**Table 6-1**) was determined based on the concepts developed throughout the study. Adjustments have been made for FDOT Inflation-Adjusted Estimates to 2028. The complete concept level opinion of probably cost can be found in **Appendix C: Concept Level Opinion of Probable Cost**.

Table 6-1. Summary of Opinion of Probable Cost

Location	Improvements	Cost
George Avenue	<ul style="list-style-type: none"> • Add concrete separator, • Directional median, • Midblock crossing, • Speed table, • Shade trees, • 10' shared use path with buffer (landscape or paver), • Milling and resurfacing within limits of existing asphalt, • Potential lighting improvements and RRFB at proposed midblock crosswalk 	\$1,430,790.77
Packwood Avenue	<ul style="list-style-type: none"> • Add concrete separator, • Mountable bulb out, • Speed table, • Shade trees, • 12' shared use path with buffer (landscape or paver), • Milling and resurfacing within limits of existing asphalt, • Potential lighting improvements and RRFB at proposed midblock crosswalk 	\$1,291,147.54

Source: HDR with FDOT Inflation-Adjusted Estimates

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7 Recommended Improvements & Strategies

The City of Maitland is looking for improvements and strategies that can be incorporated into their CIP for transportation improvements in the Downtown Maitland Area. These potential improvements that can be incorporated are summarized in **Figure 7-1**.

Figure 7-1. Improvement Matrix Summary

Location	Gaps	Opportunities	Improvements	Cost
George Avenue	<ul style="list-style-type: none"> No existing bike facility No crossing at Maitland Avenue from W George Avenue to George Avenue 	<ul style="list-style-type: none"> Opportunity for east-west pedestrian/bike facility connection Connection to proposed Independence Lane 	Add concrete separator, mountable bulb out, speed table, shade trees, and 10' shared use path with buffer (landscape or paver). Milling and resurfacing within limits of existing asphalt. Potential lighting improvements and RRFB at proposed midblock crosswalk.	\$1.43M
Packwood Avenue	<ul style="list-style-type: none"> Existing on street bicycle facility, no separation from vehicles 	<ul style="list-style-type: none"> Enhancements to existing pedestrian/bike facility and overall network Connection to proposed Independence Lane 	Add concrete separator, directional median, midblock crossing, speed table, shade trees, and 12' shared use path with buffer (landscape or paver). Milling and resurfacing within limits of existing asphalt. Potential lighting improvements and RRFB at proposed midblock crosswalk.	\$1.29M

The proposed improvements look at incorporating the identified vision and goals of the Downtown Maitland Multimodal Study:

- Improve Downtown Walkability & Bikeability
- Develop Safe Connections to Key Assets
- Make Downtown a Neighborhood of Choice

The intersection of Packwood Avenue and Maitland Avenue could also be a candidate for consideration for a traffic signal in the future if the City of Maitland would like to pursue that opportunity, which is consistent with recommendations in the Vision Zero Action Plan. Outside of this study, the City of Maitland can continue to implement improvements from their VZAP to improve their High Injury Network and focus on the goal of zero deaths and serious injuries.

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While not considered for improvements at this time, the City of Maitland can consider Maitland Avenue and additional side streets for improvements including Horatio Avenue or Sybelia Avenue. These roads received feedback from the public as a candidate for improvements alongside George Avenue and Packwood Avenue for future considerations. Standalone and retrofit projects can be considered from the Vision and Opportunities mapping identified in **Figure 5-1**.

Additionally, while many of the improvements proposed and recommended throughout this study are ones that the City of Maitland can implement themselves, coordination with other organizations and agencies such as FDOT should continue for potential collaboration opportunities. The City of Maitland can coordinate with MetroPlan Orlando again in the future, potentially adding these improvements as projects through amendments into the MetroPlan Orlando 2050 Metropolitan Transportation Plan as a part of the unfunded Needs List.

Appendix A: Public Involvement Plan



DOWNTOWN MAITLAND MULTIMODAL STUDY

Date:

Tuesday, October 14, 2025

Subject:

Public Participation Plan - FINAL

Public Participation Plan Overview

The purpose of this Public Participation Plan (PPP) is to refine and document the process for collecting engagement and feedback throughout the duration of the Downtown Maitland Multimodal Study (Study). The PPP outlines the public engagement activities and strategies that will be used to inform the public of the Study and offers a platform for the community to provide their thoughts on the safety, comfort, and efficiency of the transportation network.

Study Background

MetroPlan Orlando, in coordination with the City of Maitland, is conducting the Downtown Maitland Multimodal Study focusing on roads within the study area shown in **Figure 1**, which incorporates portions of the downtown Maitland Community Redevelopment Agency (CRA). The Study will provide recommendations to improve safety, comfort, and efficiency of the transportation network with a focus on vulnerable road users (pedestrians, bicycles, et.al) and connections to transit opportunities.

This study will not include analysis of or recommend improvements along US 17-92 (Orlando Ave.) and will incorporate information related to that corridor from the Florida Department of Transportation (FDOT) "Maitland Areawide Study" completed in August 2023.

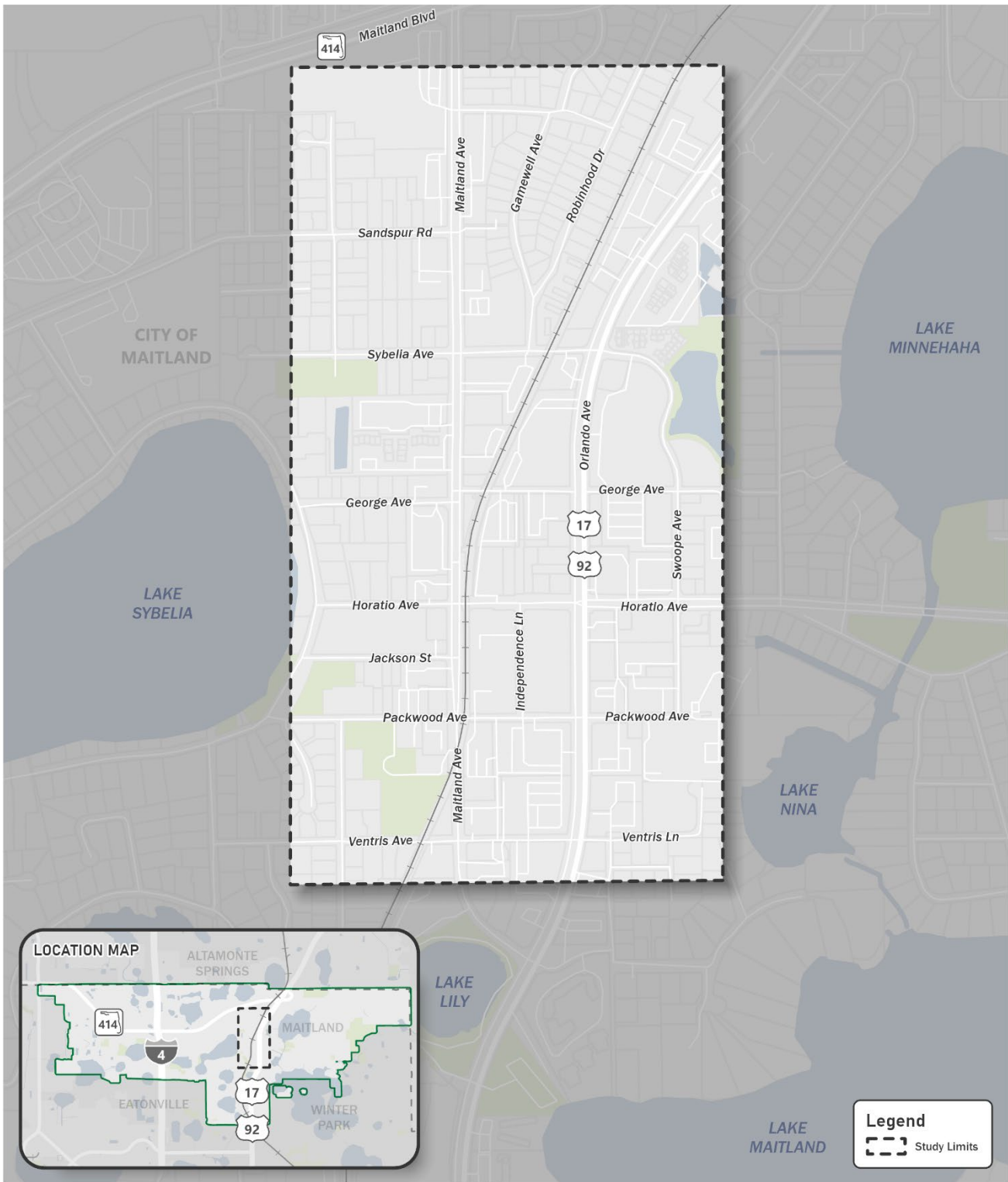
Background Documents

Previously developed guidance was reviewed to inform the development of the PPP. This includes:

- FDOT Maitland Areawide Study, August 2023
- FDOT Public Engagement Resource Guide and Public Involvement Handbook
- MetroPlan Orlando Guidance for Public Participation for Corridor Studies
- City of Maitland Citizen Engagement Standards

Figure 1. Downtown Maitland Multimodal Study Area




Study Area Overview Map



Study Schedule

The Downtown Maitland Multimodal Study began in Spring 2025 and will continue through approximately Summer 2026. The schedule below highlights the key tasks, milestones, and public engagement activities.

Table 1. Study Schedule

Task	Spring 2025	Summer 2025	Autumn 2025	Winter 2025 / 2026	Spring 2026	Summer 2026
Mobility Conditions Summary						
Study Area Mobility Vision						
Corridor and Intersection Concept Development						
Public Participation			 Anticipated Pop-Up Event	 Anticipated Pop-Up Event	 Anticipated Pop-Up Event	
Final Documentation						
Project Administration						

Public Engagement Activities

The public engagement activities will include both in-person and online outreach to gather input from as many stakeholders as possible.

Online Engagement: Online engagement tools offer the public an opportunity to provide feedback and information to shape the Study without having to attend meetings or on their own time. The study team will develop an online survey and comment map to gather information about existing conditions and transportation/mobility issues in the study area.

The online survey and comment map will be developed in Mentimeter, with an opportunity for the Ad Hoc committee members to provide feedback on survey development. For the online comment map in Mentimeter, participants can leave points on the map of the Downtown Maitland study area that address where they would like to see transportation improvements made within the study area. Participants will be unable to see other respondents' answers until after the survey has closed to avoid bias and influence. The survey results will be included in the Downtown Maitland Multimodal Study Final Report.

Social Media: The study team will create social media content, visuals, and a schedule for the release of posts to the City's and MetroPlan Orlando's Facebook, Instagram, LinkedIn, and X (formerly known as Twitter) accounts, as applicable. The schedule will include the initial release of the post and schedule of re-posts. Post content will include the purpose of the study, and/or public engagement opportunities.

City of Maitland Social Media pages:

- Facebook: <https://www.facebook.com/itsmymaitland/>
- Instagram: <https://www.instagram.com/cityofmaitland/>

MetroPlan Orlando Social Media pages:

- Facebook: <https://www.facebook.com/MetroPlanOrlando/>
- LinkedIn: <https://www.linkedin.com/company/metroplan-orlando/>

Pop-Up Events: The study team will participate in up to three (3) pop-up engagement opportunities at already scheduled community events. This includes events occurring within the City of Maitland such as the “Getdown Downtown Street Party” and the Farmer’s Market. The study team staffing the event will be responsible for event set-up and take down and providing the event supplies and collateral materials.

Table 2. Public Engagement Tactics and Schedule

Activity	Target Audience	Timeframe	Description
Surveys	Vulnerable Road Users (pedestrians, bicyclists). City Redevelopment Area Roadway Users	Summer – Autumn 2025	Online surveys will be targeted at those who use the roadways near the City of Maitland’s Community Redevelopment Area to get multimodal feedback. The survey will be accompanied by an online comment map. Participants will be able to self-identify themselves as vulnerable road users, as someone who walks, bikes, or rides a motorcycle through the study area. The survey will be included in the mailed postcard to local residents within the study area, as well as a part of the initial public participation flyers.
Postcard	Maitland Residents Vulnerable Road Users (pedestrians, bicyclists). City Redevelopment Area Roadway Users	Summer – Autumn 2025	The study postcard will inform local residents and businesses of the start and continuation of the Downtown Maitland Multimodal Study and ask them to participate in the survey. Postcards will be mailed to those within 300’ of Maitland Avenue within the study area.
Social Media	Vulnerable Road Users (pedestrians, bicyclists). City Redevelopment Area Roadway Users	Throughout Study Duration	Social media posts will share information about the study with the public along with opportunities for public engagement. The survey will be posted on social media.
Study Flyers/ Fact Sheets	Vulnerable Road Users (pedestrians, bicycles, etc). City Redevelopment Area Roadway Users Pop-up event attendees	Ongoing.	Study flyers and fact sheets can be used in online promotion of the Downtown Maitland Multimodal Study as well as in-person events. Initial flyers will contain information about the survey.
Pop-up Events	Public at large Vulnerable Road Users (pedestrians, bicyclists, etc.). City Redevelopment Area Roadway Users City of Maitland Constituents	Ongoing.	Pop-up events will be held within the City of Maitland to share information about the project with the public and gather input.

Ad Hoc Committee / Working Group. An Ad Hoc Committee was developed and appointed by the Maitland City Council to guide and inform the study’s process. Prior to all Ad Hoc committee / Working Group meetings, the study team will develop presentations based on different study tasks. Meeting invites will be sent by City of Maitland staff.

Tentative Ad Hoc Committee meeting dates and topics include:

- Ad Hoc Committee Meeting 1: June 25, 2025, 6:00 – 8:00pm
 - Initial Existing Conditions Review
 - Discuss Draft Vision, Goals, and Objectives
 - Menu of Improvements with Examples
 - Tentative Study Schedule
 - Questions and Discussion
- Ad Hoc Committee Meeting 2: October 21, 2025, 6:00 – 8:00pm
 - Review Finalized Existing Conditions
 - Initial Corridor and Intersection Concepts
 - Draft Plan View Review
 - Summary of Initial Public Involvement
- Ad Hoc Committee Meeting 3: Spring 2026
 - Review Finalized Plan Views
 - Summary of Public Involvement
 - Suggestions and Recommendations to Maitland City Council

The Ad Hoc Committee members are seen in **Table 3**.

Table 3. Ad Hoc Committee Members

Organization	Name
Transportation Advisory Board	Corey Knight
Transportation Advisory Board	Ian Lockwood
Transportation Advisory Board	Dale MacDonald
Appointed by Council - Ad Hoc Committee	Clif Tate
Appointed by Council - Ad Hoc Committee	James Blackford
Appointed by Council - Ad Hoc Committee	Matt Lamb

City Council Meetings. The study team will prepare presentations for two (2) City of Maitland City Council meetings. The study team will schedule dates for the meetings for both agencies.

Project Materials

The study team will develop materials to use for outreach throughout the duration of the study including:

- Project Background Boards
- Project Flyers / Fact Sheets
- Social Media Posts - Up to four (4) social media posts with images and text will be developed for MetroPlan Orlando and/or the City of Maitland social media sites.

Distribution strategies for project materials and information will be developed to target stakeholders, the public, and vulnerable road users, including post cards and/or mailers, social media posts, flyers, study web pages, etc.

Public Comments

Public comments will be collected from the online survey and comment map to be included in the final documentation. Additional comments will be collected during the pop-up events or through email as needed. Materials will include Alyssa Eide-Cadle and Melissa Porcaro as the point of contact for public comments.

ADA Accessibility

The City of Maitland is committed to ensuring that all visitors and residents, including those with disabilities, can access and use all the city's programs, services, and activities, and that website visitors with disabilities may require the assistance of technology such as screen readers and other auxiliary aids and services.

In accordance with the Americans with Disabilities Act (ADA), the City is currently reviewing and updating its website and included documents to comply with World Wide Web Consortium's Web Content Accessibility Guidelines 2.1 Level AA and strive for all content to be accessible in alternative formats.

Any final study documentation that is posted to the MetroPlan Orlando or City of Maitland websites will be compliant with applicable accessibility requirements.

Final Documentation

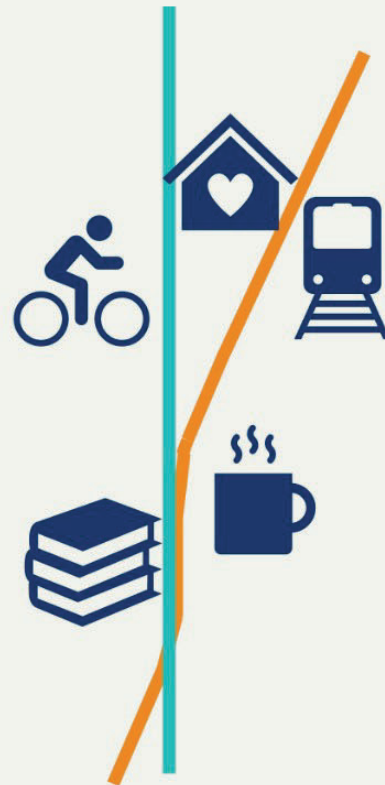
As the Maitland Multimodal Study comes to completion, a summary of the public engagement results throughout the duration of the study will be added as a part of the final PPP document. The PPP will be included as an Appendix to the Final Report.

Study Contact Information

For more details on the study process or how to get involved, please contact:

- City of Maitland, Alyssa Eide-Cadle: aeide@itsmymaitland.com
- MetroPlan Orlando, Lara Bouck: lara.bouck@metroplanorlando.gov
- HDR, Melissa Porcaro: melissa.porcaro@hdrinc.com

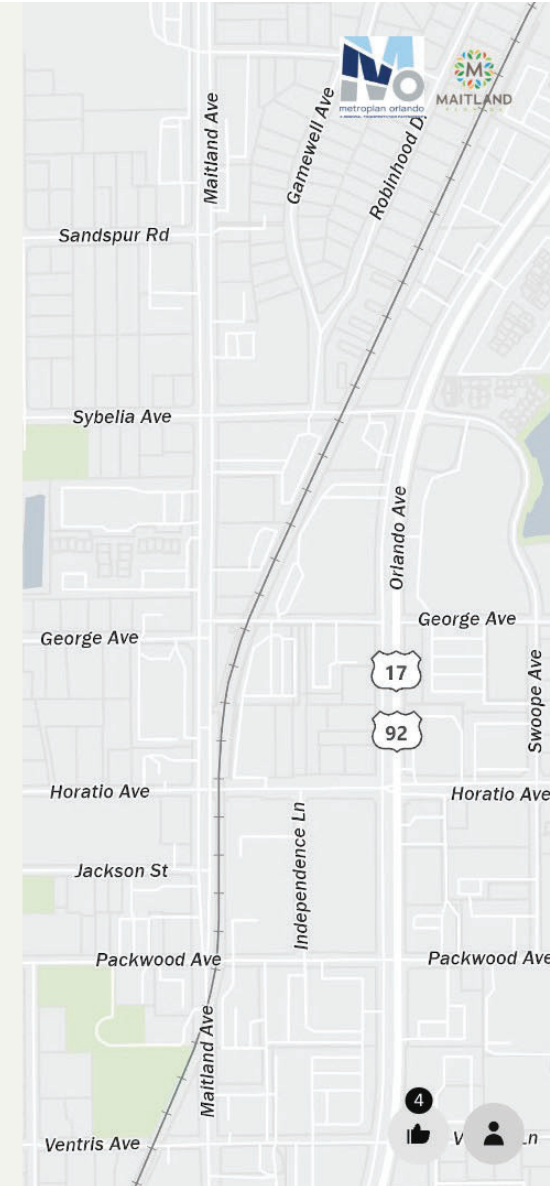
Appendix B: Public Involvement Survey Results



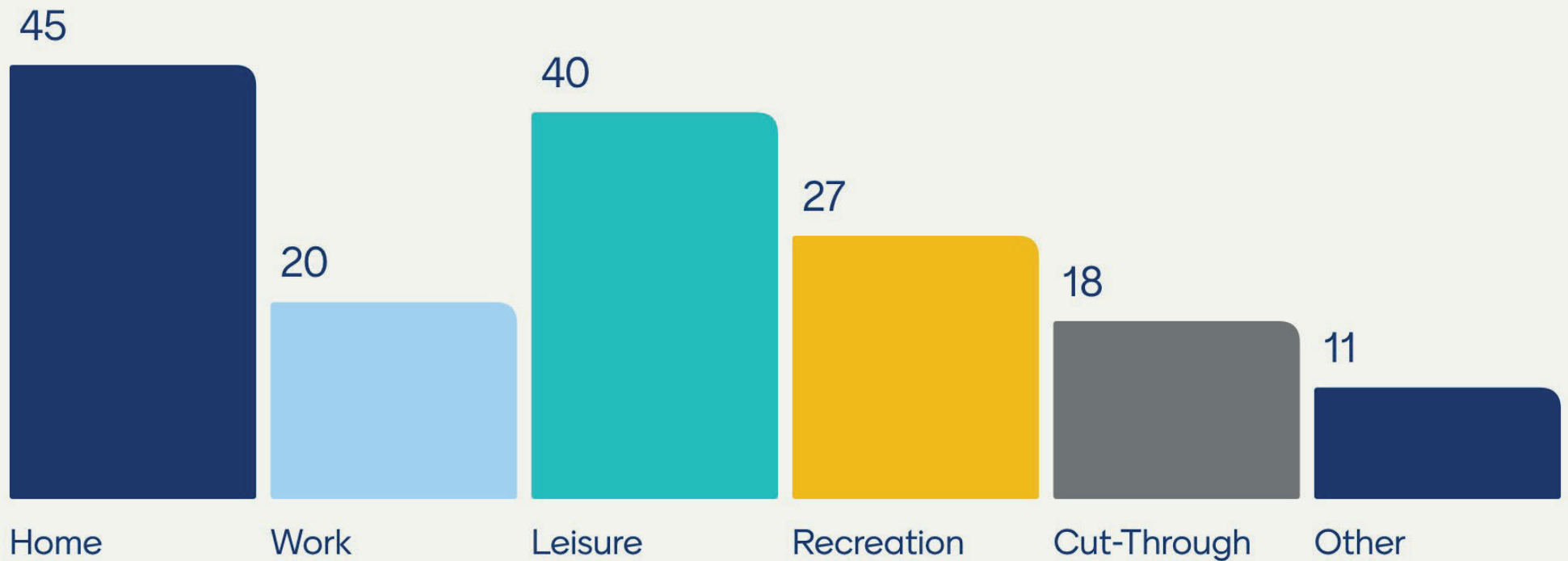
Downtown Maitland Multimodal Study Public Survey



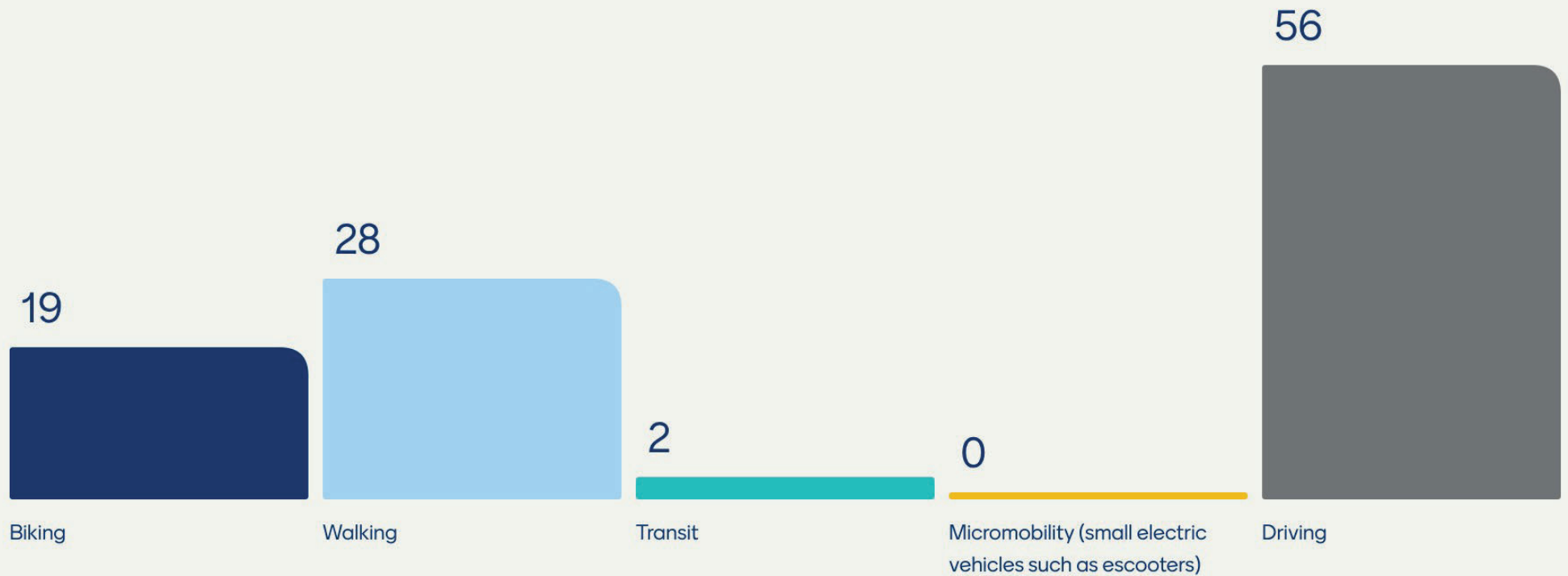
The Downtown Maitland Multimodal Study survey purpose is to collect feedback from the community regarding Maitland Avenue and the surrounding study area about the **safety, comfort, and efficiency** of the transportation network with a focus on vulnerable road users (pedestrians, bicyclists, motorcyclists) and connections to transit opportunities (LYNX, Maitland SunRail Station).



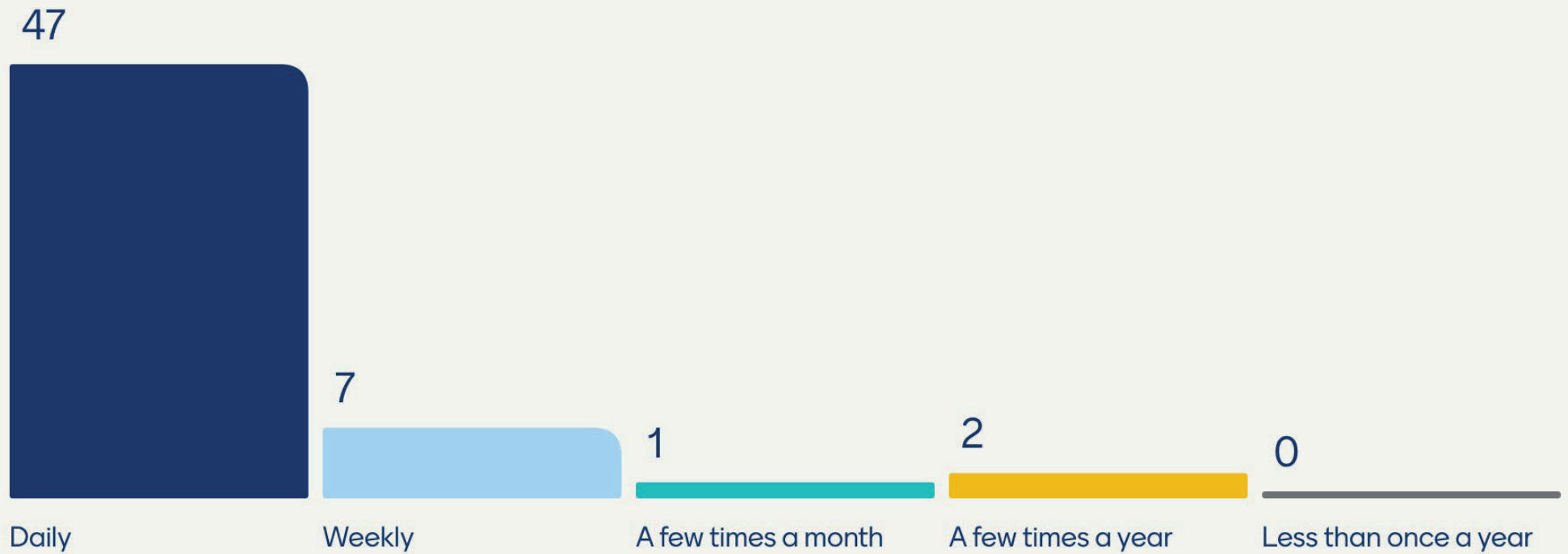
What do you use **Maitland Avenue** for? You may select more than one option.



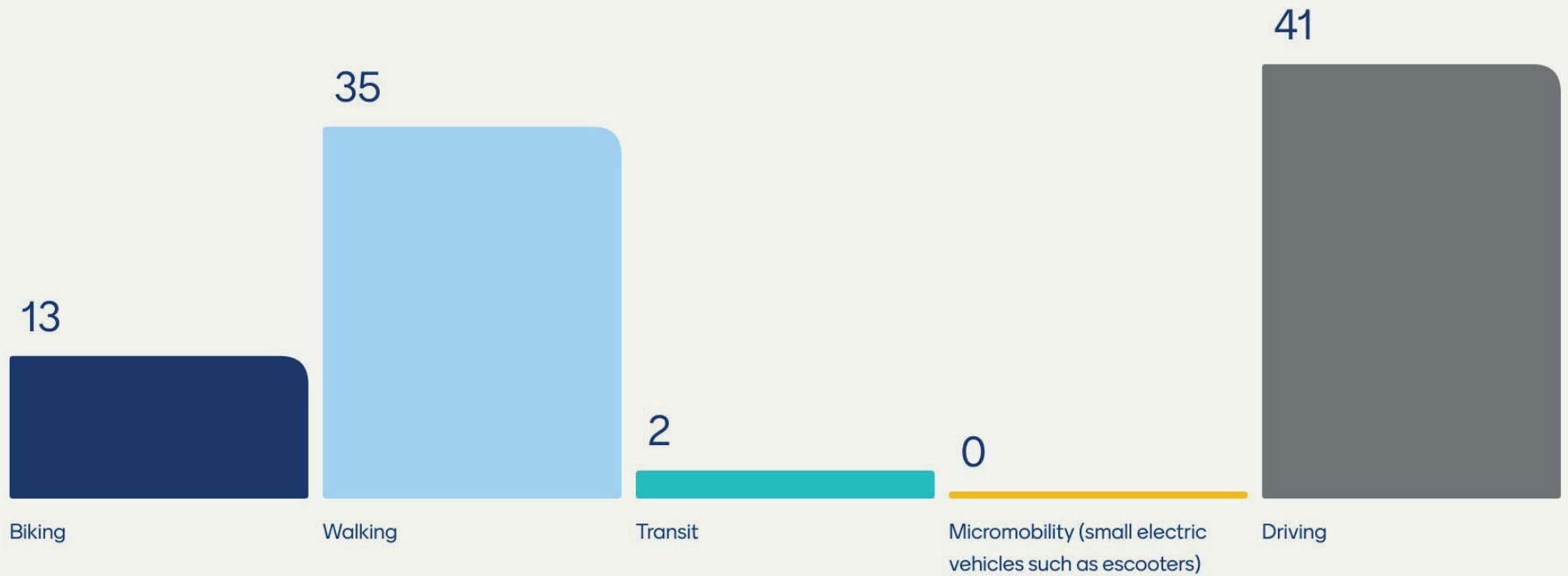
How do you **currently** travel along **Maitland Avenue**? You may select more than one option.



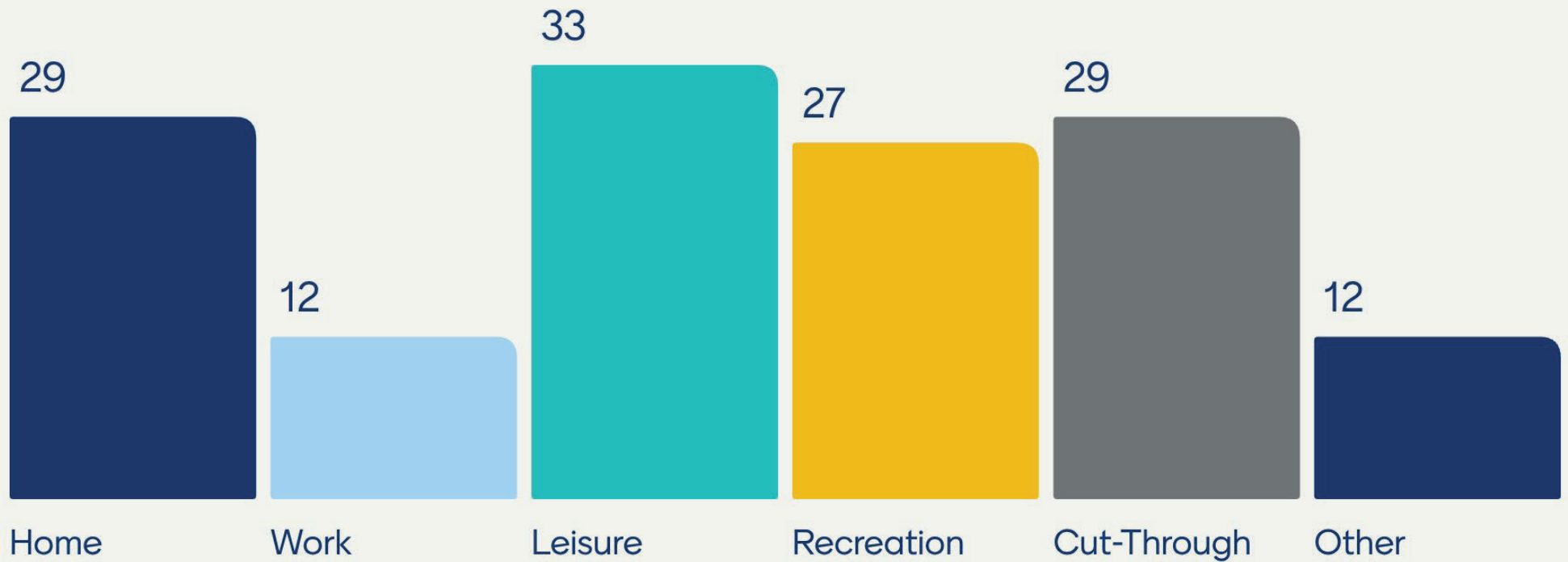
How often do you travel along Maitland Avenue?



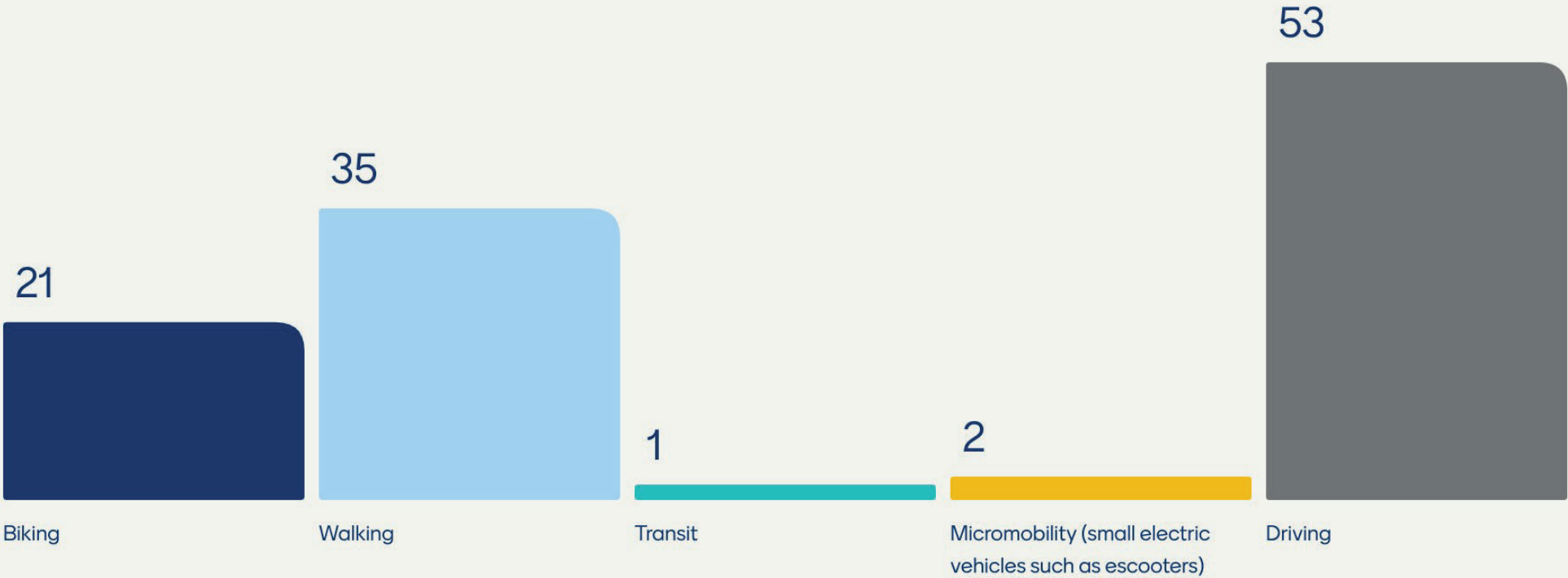
How do you **currently** travel to Downtown Maitland Events and/or the City Center? You may select more than one option.



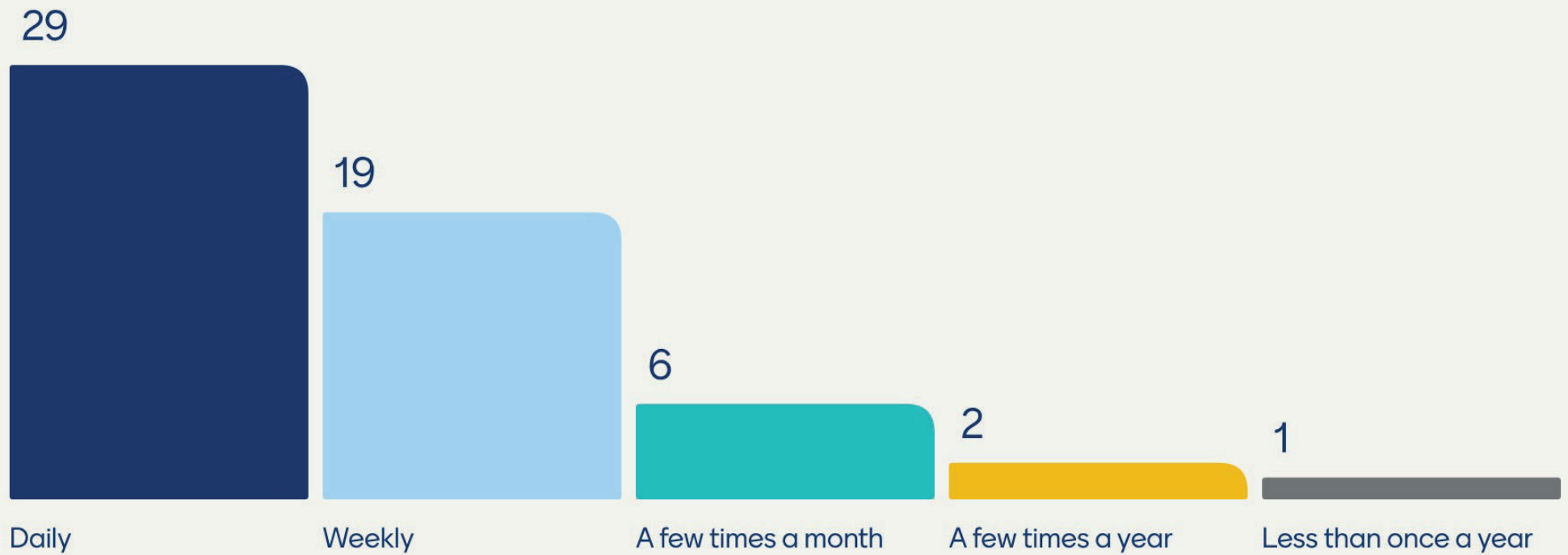
What do you use the Maitland Avenue side streets (**George Ave., Packwood Ave. etc**) for? You may select more than one option.



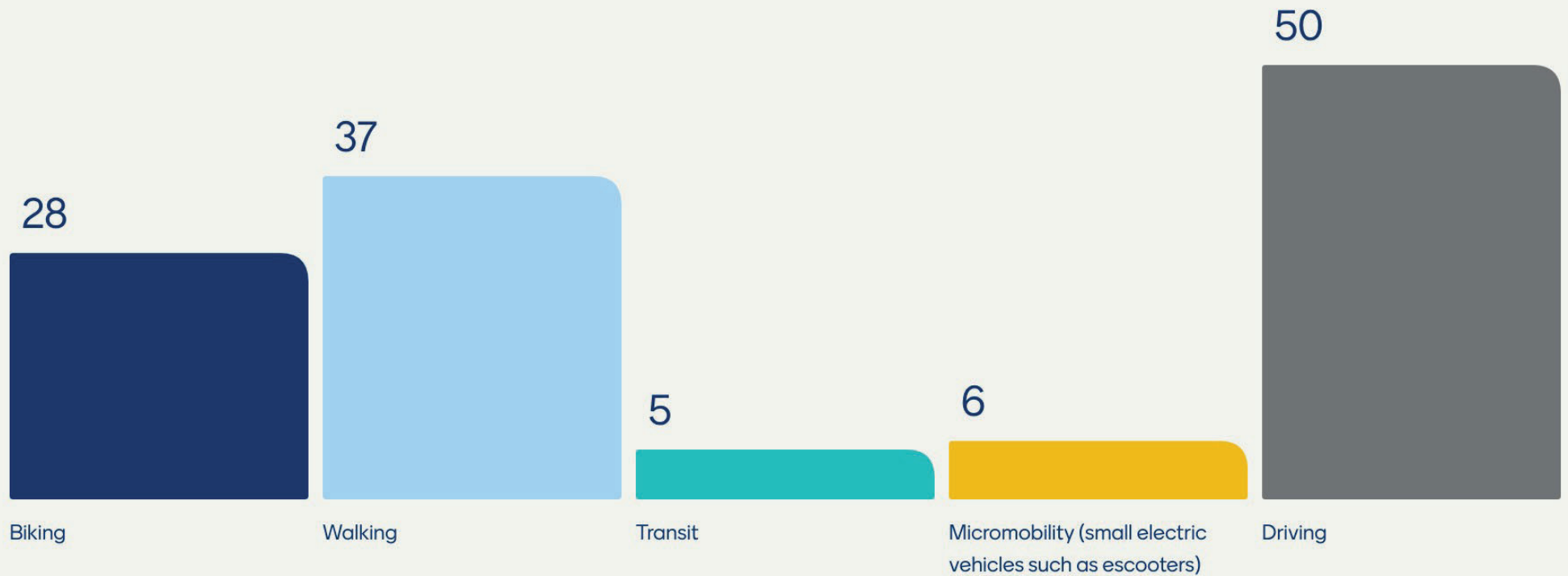
How do you **currently** travel along the side streets including **George Ave., and Packwood Ave.**? You may select more than one option.



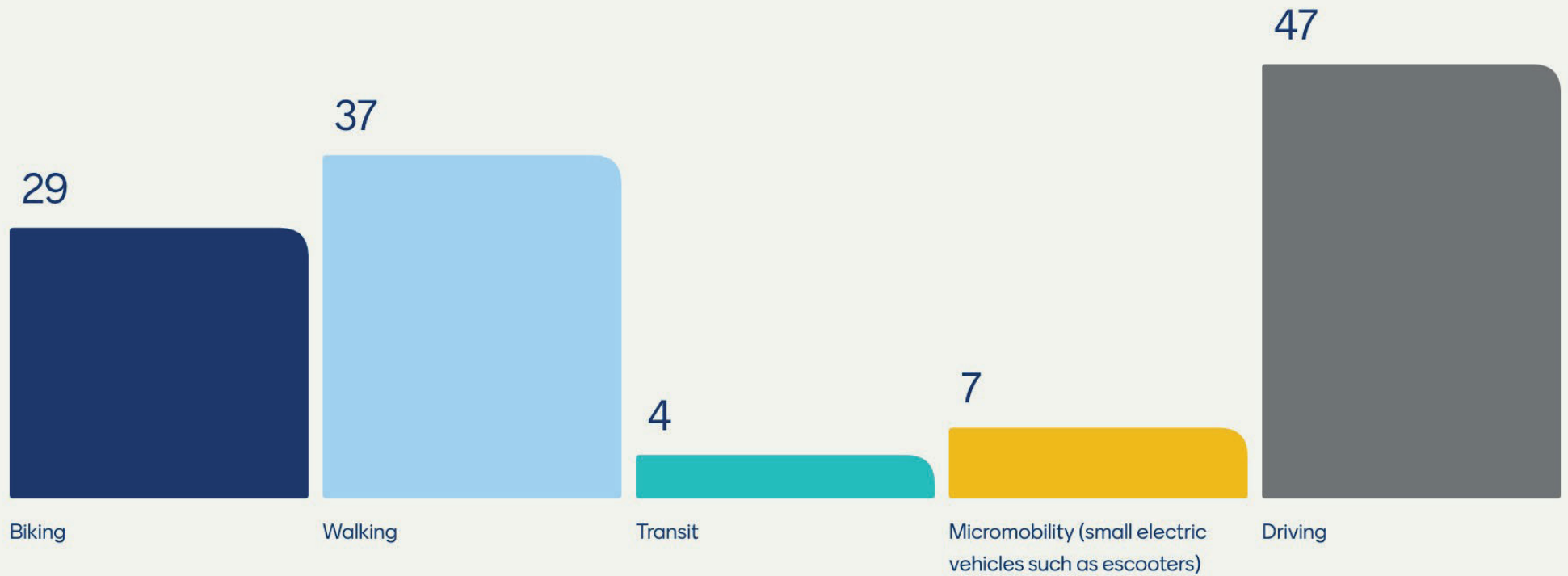
How **often** do travel along the Maitland Avenue side streets including **George Ave., and Packwood Ave.?**



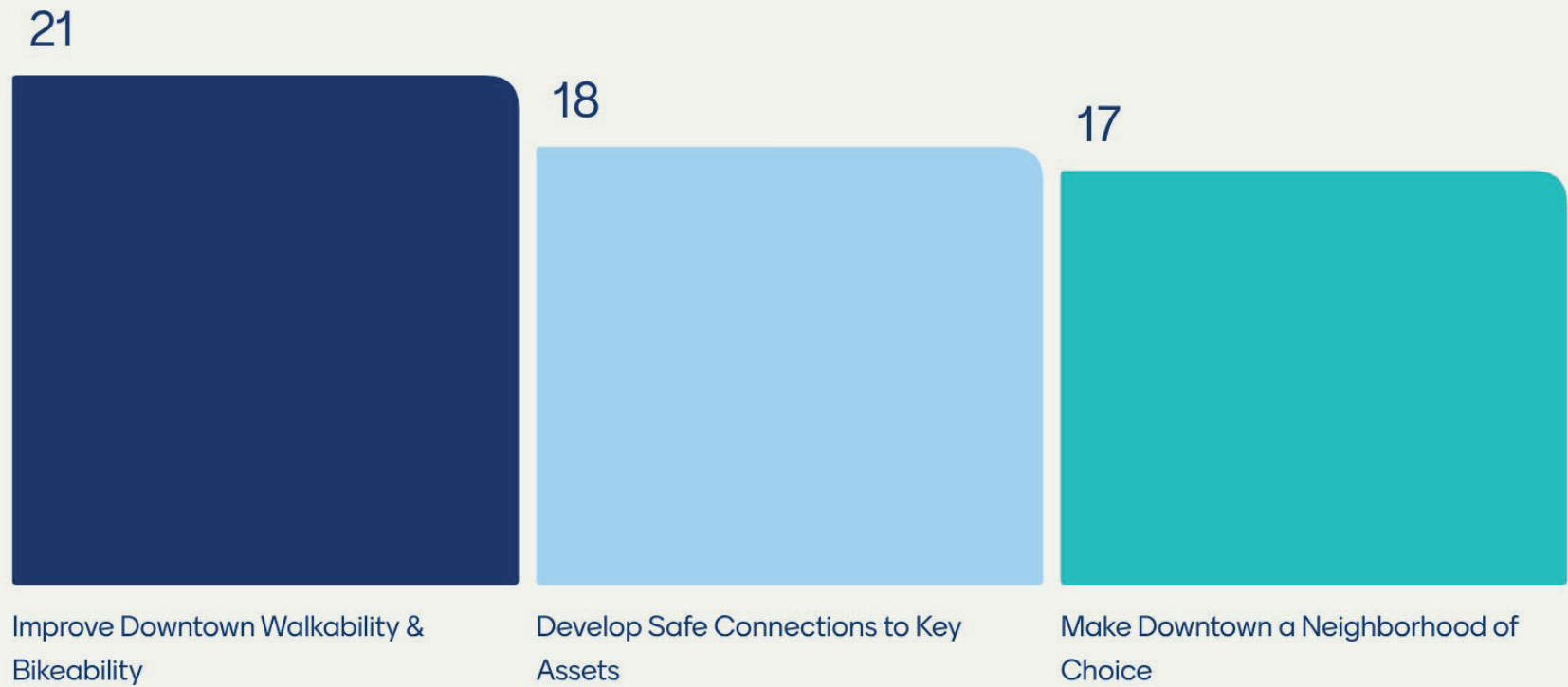
How would you like to travel through Maitland Avenue **in the future**? You may select more than one option.



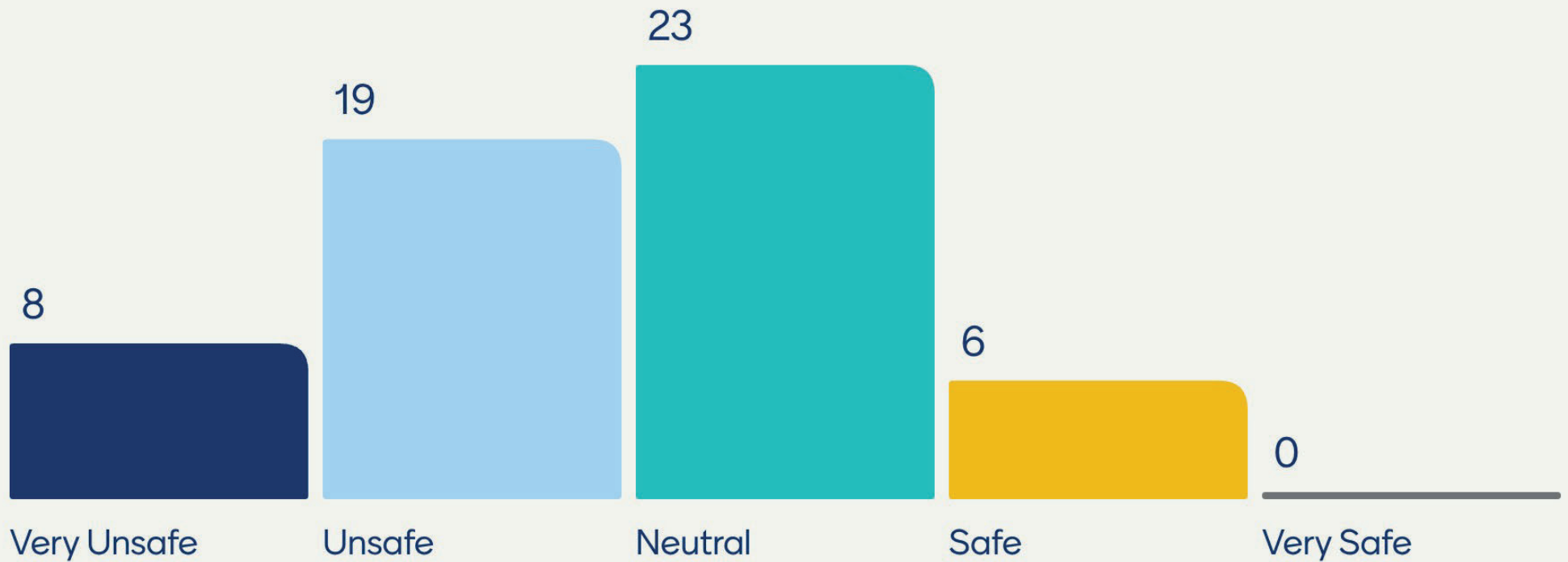
How would you like to travel through the side streets including **George Ave., and Packwood Ave in the future?** You may select more than one option.



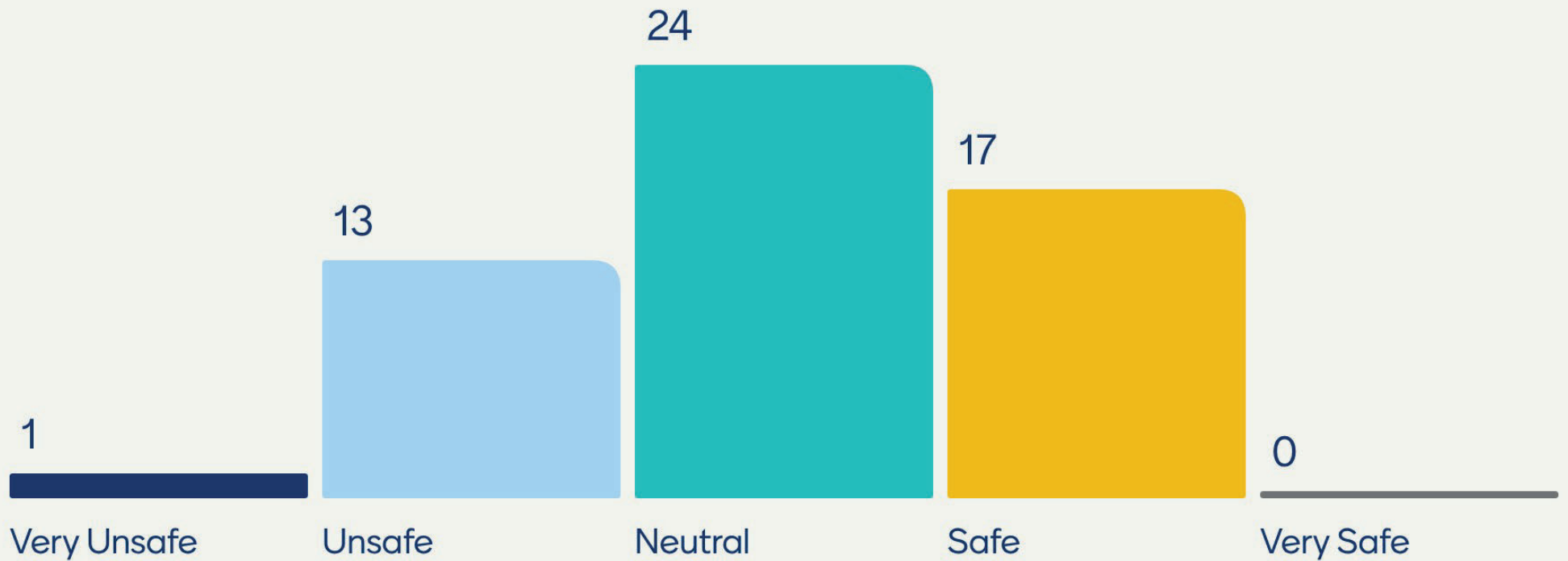
Which of the goals of the Downtown Maitland Multimodal Study resonates most with you?



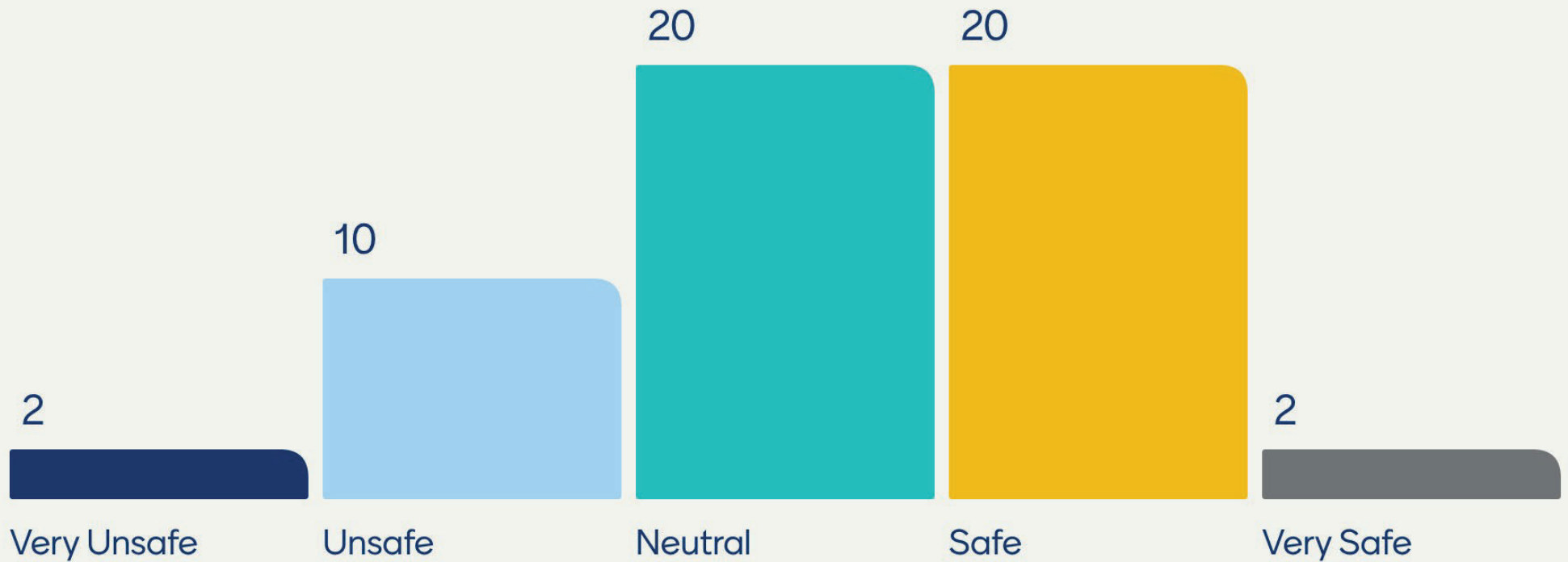
How safe do you feel when **biking** along **Maitland Avenue**?



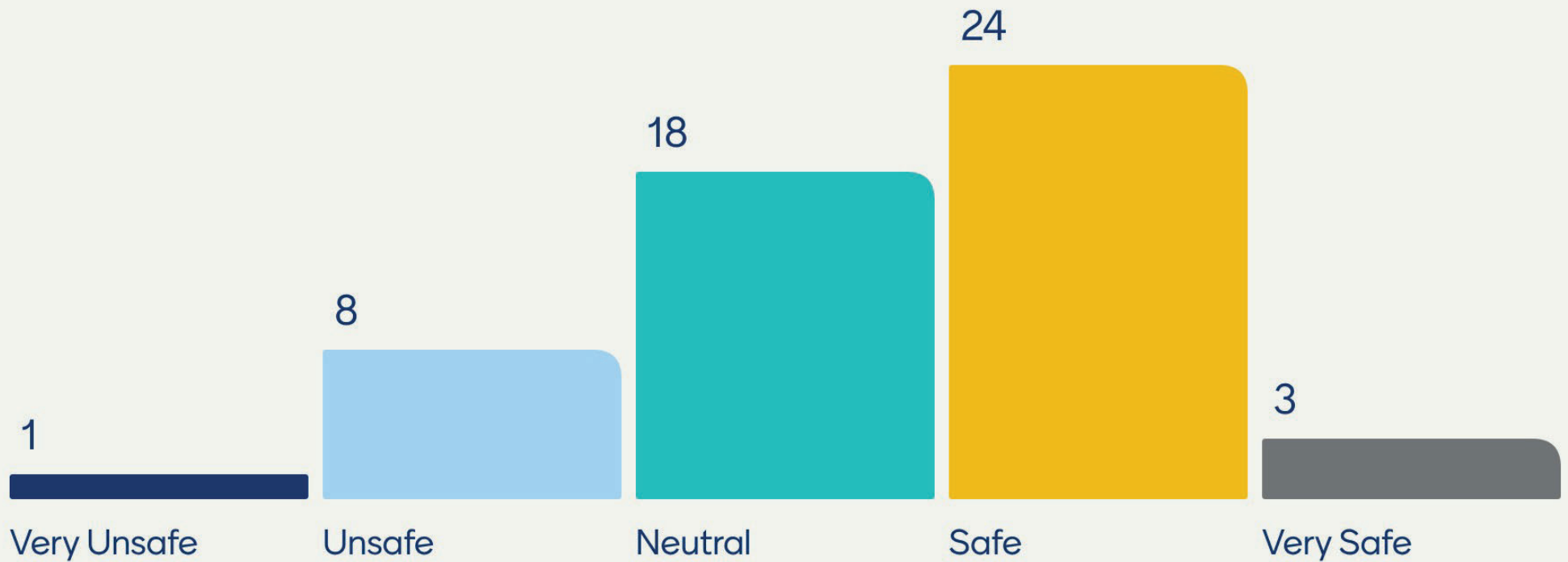
How safe do you feel when **biking** along the side streets including **George Ave. and Packwood Ave.?**



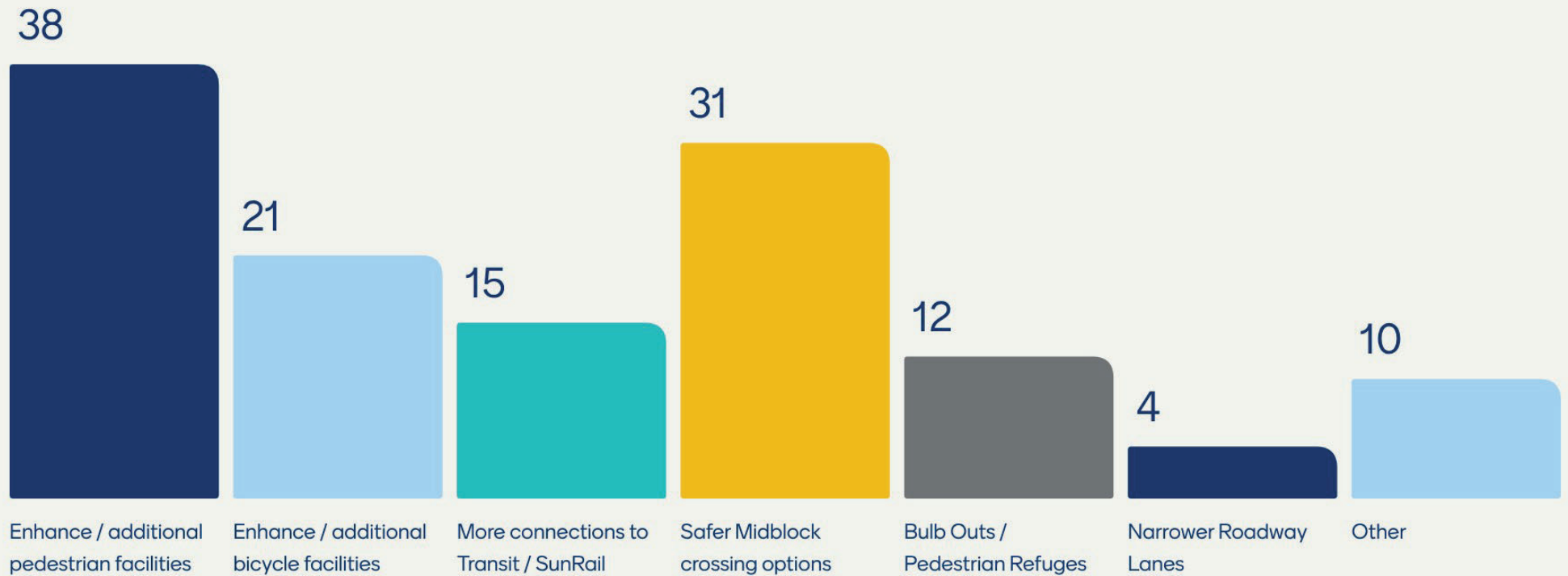
How safe do you feel when **walking** along **Maitland Avenue**?



How safe do you feel when **walking** along the side streets including **George Ave. and Packwood Ave.?**



What improvements would you like to see within the Downtown Maitland Multimodal Study area? You may select more than one option.



If you chose "Other" for the improvements you would like to see within the Downtown Maitland Multimodal Study area, add your response here:

Defined walkways/bike paths across Maitland Ave. Wider sidewalks along Maitland Ave

More H2Oftns on paths,mist areas for hot months, bike rack locations to lock bike,less concrete, more dirt/natural nature trails, trees for more shade.Subtle trl connecting Howell Br.Park&Temple

Better traffic light management to to lessen the stress of drivers which would help the bikers and walkers.

Pedestrian crossings, other than traffic lights. Add bike lanes. Reduce traffic speed.

I don't see any problems with Maitland Ave in terms of traffic except at rush hour, and I don't think it should be restricted in order to add pedestrian or bike traffic... and certainly NOT e-vehicles.

Add some pedestrian beacons on Packwood and at the end of Maitland Blvd (Bridge entrance/exit) Northbound 17/92. Those ped crossings are extremely dangerous !!!!

Turn lanes and traffic signals at Sybelia Parkway, to alleviate the backlog from Maitland Avenue to 17-92!

More ways to cross 17-92 mid block

If you chose "Other" for the improvements you would like to see within the Downtown Maitland Multimodal Study area, add your response here:

Improved pedestrian safety and comfort should be a priority, including wider sidewalks, better lighting, and more clearly marked crosswalks to make it easier to walk between downtown destinations.

N/A

Allow safe transit along Maitland avenue- do not reduce lanes as this will increase cut through traffic in area neighborhoods (which is already a problem).

More cross walk signs.
Better timing on stoplights.
Longer turn lanes for vehicles

Lower the speed limit to 25 mph

Extend bike path from City Center to Sybelia

I think we should focus on Maitland Ave becoming a destination, and moving towards retail instead of offices. There is so much potential for walkability and making it a true downtown!

1) ENFORCE stop sign at Packwood onto Maitland Ave
2) fill holes & ruts around sewer covers on Maitland Ave
3) reroute entry to Starbucks from 17-92

If you chose "Other" for the improvements you would like to see within the Downtown Maitland Multimodal Study area, add your response here:

I feel the survey was worded poorly; when I needed multiple answers, I was limited to one. First, improve driving. You took away a lane on Horatio - extremely bad planning for the City.

More traffic enforcement. Drivers are in a hurry and distracted. They don't seem to care about bikers or walkers

?

Something really needs to be done about the speed of cars on Sandspur. I've lived here 33 years and people fly down Sandspur at 35+ MPH on a regular basis and tailgate you and MPD does nothing

Extremely unsafe drivers in George. People are using as a cut thru and racing down street. Please consider bricking the street and making it one way

From Maitland Ave to Maitland blvd fix the light issues. Protect Lake Faith from Maitland Ave noise and vehicular light pollution.

do not reduce lanes ... lane reduction at Horatio is a failure

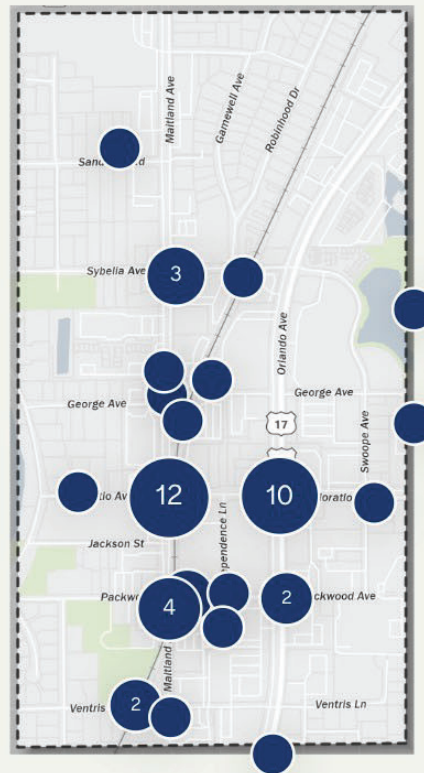
Stop the "U Turn" option at intersect of Horatio and Minnehaha. It is confusing, danger and tie's up traffic at that spot.

If you chose "Other" for the improvements you would like to see within the Downtown Maitland Multimodal Study area, add your response here:

There is a huge potential for these area and very little restaurants and things to do. Most people I know go to Winter Park downtown because ours isn't really one. I'd love to see this area developed



What intersection on Maitland Avenue would you like to see improvements on the most? Please indicate it on the map below.



Do you have any additional concerns or feedback for the study team regarding Maitland Avenue and the side streets (George Ave., Packwood Ave., etc)?

George and Packwood Aves on the west side of Maitland Ave need to reflect the neighborhood needs.

Reduce cut through traffic

It would have been really nice if I knew exactly what you were talking about. I knew nothing about this Downtown Maitland Multimodal Study so could not give a really intelligent input.

Traffic signal patterns to prevent back up. Blinking yellow turn signal at 17/92 and Manor Rd.

No... 17-92 is the roadway that needs improvement.

Put a light at Packwood and Maitland Ave at the tracks. The stop sign is not safe with trying to see around the curve to make a right (or left). People drive too fast making for poor visibility.

A turn lane and widening of Sybelia Ave from Maitland Avenue to 18-92.

Walkability, bicycle lanes, more ways to easily cross 17-92, walking biking connections to the parks, a dog park would be wonderful!

Do you have any additional concerns or feedback for the study team regarding Maitland Avenue and the side streets (George Ave., Packwood Ave., etc)?

Keep those more residentially focused, but increase the safety to cross Maitland Ave (w/ stroller). A sign with a picture of a pedestrian showing how to raise your hand at a car is not enough!

Revert the 17-92/Horatio intersection to its former configuration.

Horatio at Maitland avenue - add right turn arrow from Horatio to Maitland avenue while Maitland has left turn arrow onto Horatio. Restore 2 lanes at Horatio from Maitland Av to 17-92 to improve flow

More sidewalks

Reduce the stop light time on Packwood to get onto 17-92 or cross 17-92

My main concerns are 17-92 and Manor Road. Packwood and 17-92 areas are a bottleneck area with all the crossroad businesses

the intersection of maitland blvd and horatio is HORRIBLE.....the lane to access starbucks backs up on a main throughfare.....who does that???!!!

Can't see across RR track on Packwood

Do you have any additional concerns or feedback for the study team regarding Maitland Avenue and the side streets (George Ave., Packwood Ave., etc)?

Again, Maitland Ave should not be a cut through, but should be a destination itself. Let's get some retail in there and expand downtown. it connects the neighborhoods to downtown and lake lily- epic!

Keep it in better condition!

Make crossing 1792 @ Maitland Avenue safer. Cars don't look for pedestrians or cyclists

Concentrate on helping the most. Make driving more convenient and safe.

See previous comments.

No

Turning left onto Horatio from Maitland has become almost impossible at certain times of day due to the traffic light at Horatio and 17/92 not lasting long enough to clear traffic.

George (between Lake Sybelia and Maitland Ave) is being used as a cut thru to dangerous effect. Please make it one way and make it brick to help slow down drivers and make road safer

2



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Do you have any additional concerns or feedback for the study team regarding Maitland Avenue and the side streets (George Ave., Packwood Ave., etc)?

Railroad safety, dedicated turn lanes, bike signage, more police presence for racing cars on Maitland blvd

We walk regularly to Maitland events. Thank you for conducting this survey!

Something needs to be done at the intersection of Horatio and Maitland to keep cars off the tracks and not backed up.

Maitland Ave is a busy road and the sidewalks are not sustainable. The traffic buildup on E Sylvia Ave is also an issue because of the traffic light at the intersection with 17-92 (Orlando Ave).

The railroad intersection at Maitland and Packwood is terrible and either needs a light or clearer sight lines when trying to turn from Packwood on to Maitland.

Do not reduce lane size

Stop "U Turn" option at Horatio and Minnehaha. It is dangerous, confusing and ties up traffic at that point.

The railroad crossing is very dangerous for cars when there is traffic. The visibility isn't great, the crossing avenue is large and one can get caught up in the train line. An accident awaits.

2



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Questions? Contact the study team:

Alyssa Eide-Cadle, City of Maitland: aeide@itsmymaitland.com



Appendix C: Turning Movement Counts

HCM 7th Signalized Intersection Summary
 2: US 17-92 & Packwood Ave

Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↕	↗		↔		↖	↑↑↑			↙	↑↑↑
Traffic Volume (veh/h)	21	27	29	99	13	19	14	877	14	19	22	2139
Future Volume (veh/h)	21	27	29	99	13	19	14	877	14	19	22	2139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900		1900	1885
Adj Flow Rate, veh/h	23	29	32	108	14	21	15	953	15		24	2325
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0		0	1
Cap, veh/h	187	192	249	265	36	31	179	2346	37		384	2414
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.45	0.45		0.03	0.46
Sat Flow, veh/h	555	1243	1610	917	233	198	1810	5219	82		1810	5260
Grp Volume(v), veh/h	52	0	32	143	0	0	15	626	342		24	1516
Grp Sat Flow(s),veh/h/ln	1798	0	1610	1348	0	0	1810	1716	1870		1810	1716
Q Serve(g_s), s	0.0	0.0	0.9	4.1	0.0	0.0	0.2	6.3	6.3		0.4	22.0
Cycle Q Clear(g_c), s	1.2	0.0	0.9	5.3	0.0	0.0	0.2	6.3	6.3		0.4	22.0
Prop In Lane	0.44		1.00	0.76		0.15	1.00		0.04		1.00	
Lane Grp Cap(c), veh/h	379	0	249	332	0	0	179	1542	841		384	1574
V/C Ratio(X)	0.14	0.00	0.13	0.43	0.00	0.00	0.08	0.41	0.41		0.06	0.96
Avail Cap(c_a), veh/h	887	0	748	782	0	0	975	1574	858		1163	1574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	18.7	20.8	0.0	0.0	12.3	9.5	9.5		7.5	13.5
Incr Delay (d2), s/veh	0.2	0.0	0.3	1.3	0.0	0.0	0.2	0.2	0.5		0.1	14.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.3	1.6	0.0	0.0	0.1	1.8	2.0		0.1	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	0.0	19.1	22.0	0.0	0.0	12.5	9.8	10.0		7.6	28.3
LnGrp LOS	B		B	C			B	A	A		A	C
Approach Vol, veh/h		84			143			983				2370
Approach Delay, s/veh		19.1			22.0			9.9				30.8
Approach LOS		B			C			A				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	29.5		14.1	7.4	30.0		14.1				
Change Period (Y+Rc), s	6.4	6.4		6.1	6.4	6.4		* 6.1				
Max Green Setting (Gmax), s	23.6	23.6		23.9	23.6	23.6		* 24				
Max Q Clear Time (g_c+I1), s	2.4	8.3		3.2	2.2	24.1		7.3				
Green Ext Time (p_c), s	0.0	7.0		0.4	0.0	0.0		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh		24.4
HCM 7th LOS		C

Notes
 User approved pedestrian interval to be less than phase max green.
 User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	19
Future Volume (veh/h)	19
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	21
Peak Hour Factor	0.92
Percent Heavy Veh, %	0
Cap, veh/h	22
Arrive On Green	0.46
Sat Flow, veh/h	47
Grp Volume(v), veh/h	830
Grp Sat Flow(s),veh/h/ln	1877
Q Serve(g_s), s	22.1
Cycle Q Clear(g_c), s	22.1
Prop In Lane	0.03
Lane Grp Cap(c), veh/h	861
V/C Ratio(X)	0.96
Avail Cap(c_a), veh/h	861
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	13.5
Incr Delay (d2), s/veh	22.4
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	11.9
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	35.9
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.	

HCM 7th Signalized Intersection Summary
 2: US 17-92 & Packwood Ave

Existing PM





















Movement	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (veh/h)	1584	41
Future Volume (veh/h)	1584	41
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	1703	44
Peak Hour Factor	0.93	0.93
Percent Heavy Veh, %	0	0
Cap, veh/h	2122	55
Arrive On Green	0.41	0.41
Sat Flow, veh/h	5200	134
Grp Volume(v), veh/h	1132	615
Grp Sat Flow(s),veh/h/ln	1729	1876
Q Serve(g_s), s	16.2	16.2
Cycle Q Clear(g_c), s	16.2	16.2
Prop In Lane		0.07
Lane Grp Cap(c), veh/h	1411	766
V/C Ratio(X)	0.80	0.80
Avail Cap(c_a), veh/h	1455	789
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	14.6	14.6
Incr Delay (d2), s/veh	3.5	6.2
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	6.7
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	18.1	20.8
LnGrp LOS	B	C
Approach Vol, veh/h	1780	
Approach Delay, s/veh	18.9	
Approach LOS	B	

Timer - Assigned Phs

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
2: US 17-92 & Packwood Ave

Alternate AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	21	27	29	99	13	19	14	877	14	19	22	2139
Future Volume (veh/h)	21	27	29	99	13	19	14	877	14	19	22	2139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900		1900	1885
Adj Flow Rate, veh/h	23	29	32	108	14	21	15	953	15		24	2325
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0		0	1
Cap, veh/h	132	106	90	279	27	31	185	2400	38		395	2469
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.46	0.46		0.03	0.47
Sat Flow, veh/h	300	778	664	1129	202	229	1810	5219	82		1810	5260
Grp Volume(v), veh/h	84	0	0	143	0	0	15	626	342		24	1516
Grp Sat Flow(s),veh/h/ln	1742	0	0	1561	0	0	1810	1716	1870		1810	1716
Q Serve(g_s), s	0.0	0.0	0.0	2.0	0.0	0.0	0.2	6.1	6.1		0.3	21.1
Cycle Q Clear(g_c), s	2.2	0.0	0.0	4.1	0.0	0.0	0.2	6.1	6.1		0.3	21.1
Prop In Lane	0.27		0.38	0.76		0.15	1.00		0.04		1.00	
Lane Grp Cap(c), veh/h	328	0	0	338	0	0	185	1578	860		395	1610
V/C Ratio(X)	0.26	0.00	0.00	0.42	0.00	0.00	0.08	0.40	0.40		0.06	0.94
Avail Cap(c_a), veh/h	881	0	0	831	0	0	1000	1611	878		1193	1611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	0.0	20.4	0.0	0.0	11.6	9.0	9.0		7.1	12.7
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.2	0.0	0.0	0.2	0.2	0.4		0.1	11.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.6	0.0	0.0	0.1	1.7	1.8		0.1	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	0.0	0.0	21.6	0.0	0.0	11.8	9.2	9.4		7.1	24.1
LnGrp LOS	C			C			B	A	A		A	C
Approach Vol, veh/h		84			143			983				2370
Approach Delay, s/veh		20.3			21.6			9.3				26.3
Approach LOS		C			C			A				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	29.5		12.9	7.3	30.0		12.9				
Change Period (Y+Rc), s	6.4	6.4		6.1	6.4	6.4		* 6.1				
Max Green Setting (Gmax), s	23.6	23.6		23.9	23.6	23.6		* 24				
Max Q Clear Time (g_c+I1), s	2.3	8.1		4.2	2.2	23.2		6.1				
Green Ext Time (p_c), s	0.0	7.1		0.5	0.0	0.4		1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				21.3								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												





















Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	19
Future Volume (veh/h)	19
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	21
Peak Hour Factor	0.92
Percent Heavy Veh, %	0
Cap, veh/h	22
Arrive On Green	0.47
Sat Flow, veh/h	47
Grp Volume(v), veh/h	830
Grp Sat Flow(s),veh/h/ln	1877
Q Serve(g_s), s	21.2
Cycle Q Clear(g_c), s	21.2
Prop In Lane	0.03
Lane Grp Cap(c), veh/h	881
V/C Ratio(X)	0.94
Avail Cap(c_a), veh/h	881
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	12.7
Incr Delay (d2), s/veh	18.2
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	10.5
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	30.8
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	

Timer - Assigned Phs

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
2: US 17-92 & Packwood Ave

Alternate PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	56	36	39	78	88	45	35	51	1297	23	14	31
Future Volume (veh/h)	56	36	39	78	88	45	35	51	1297	23	14	31
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1870		1900	1900	1900		1856
Adj Flow Rate, veh/h	60	39	42	84	95	48		55	1395	25		33
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		0.93	0.93	0.93		0.93
Percent Heavy Veh, %	0	0	0	0	0	2		0	0	0		3
Cap, veh/h	194	124	95	185	154	67		262	2264	41		280
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19		0.05	0.43	0.43		0.04
Sat Flow, veh/h	533	661	507	508	822	357		1810	5247	94		1767
Grp Volume(v), veh/h	141	0	0	227	0	0		55	919	501		33
Grp Sat Flow(s),veh/h/ln	1701	0	0	1687	0	0		1810	1729	1883		1767
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0		0.9	11.3	11.3		0.6
Cycle Q Clear(g_c), s	3.8	0.0	0.0	6.7	0.0	0.0		0.9	11.3	11.3		0.6
Prop In Lane	0.43		0.30	0.37		0.21		1.00		0.05		1.00
Lane Grp Cap(c), veh/h	412	0	0	406	0	0		262	1492	813		280
V/C Ratio(X)	0.34	0.00	0.00	0.56	0.00	0.00		0.21	0.62	0.62		0.12
Avail Cap(c_a), veh/h	786	0	0	808	0	0		948	1492	813		978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	20.7	0.0	0.0		10.8	12.1	12.1		9.5
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.7	0.0	0.0		0.4	0.9	1.6		0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.7	0.0	0.0		0.3	3.5	4.0		0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	0.0	0.0	22.4	0.0	0.0		11.2	13.0	13.7		9.7
LnGrp LOS	C			C				B	B	B		A
Approach Vol, veh/h		141			227				1475			
Approach Delay, s/veh		20.3			22.4				13.1			
Approach LOS		C			C				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	30.0		16.4	9.2	29.2		16.4				
Change Period (Y+Rc), s	6.4	6.4		6.1	6.4	6.4		* 6.1				
Max Green Setting (Gmax), s	23.6	23.6		23.9	23.6	23.6		* 24				
Max Q Clear Time (g_c+I1), s	2.6	13.3		5.8	2.9	17.6		8.7				
Green Ext Time (p_c), s	0.0	7.4		1.0	0.1	5.2		1.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			16.2									
HCM 7th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary
 2: US 17-92 & Packwood Ave

Alternate PM



Movement	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (veh/h)	1584	41
Future Volume (veh/h)	1584	41
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	1703	44
Peak Hour Factor	0.93	0.93
Percent Heavy Veh, %	0	0
Cap, veh/h	2162	56
Arrive On Green	0.42	0.42
Sat Flow, veh/h	5200	134
Grp Volume(v), veh/h	1132	615
Grp Sat Flow(s),veh/h/ln	1729	1876
Q Serve(g_s), s	15.6	15.6
Cycle Q Clear(g_c), s	15.6	15.6
Prop In Lane		0.07
Lane Grp Cap(c), veh/h	1438	780
V/C Ratio(X)	0.79	0.79
Avail Cap(c_a), veh/h	1490	808
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	13.9	13.9
Incr Delay (d2), s/veh	3.0	5.4
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	6.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	16.9	19.3
LnGrp LOS	B	B
Approach Vol, veh/h	1780	
Approach Delay, s/veh	17.6	
Approach LOS	B	

Timer - Assigned Phs

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
 2: US 17-92 & Packwood Ave

Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↕	↗		↔		↖	↑↑↑			↙	↑↑↑
Traffic Volume (veh/h)	21	27	29	99	13	19	14	877	14	19	22	2139
Future Volume (veh/h)	21	27	29	99	13	19	14	877	14	19	22	2139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900		1900	1885
Adj Flow Rate, veh/h	23	29	32	108	14	21	15	953	15		24	2325
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0		0	1
Cap, veh/h	137	154	226	187	24	26	161	3405	54		452	3469
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.65	0.65		0.02	0.66
Sat Flow, veh/h	614	1099	1610	897	173	184	1810	5219	82		1810	5260
Grp Volume(v), veh/h	52	0	32	143	0	0	15	626	342		24	1516
Grp Sat Flow(s),veh/h/ln	1712	0	1610	1254	0	0	1810	1716	1870		1810	1716
Q Serve(g_s), s	0.0	0.0	1.8	9.4	0.0	0.0	0.3	8.0	8.0		0.4	27.8
Cycle Q Clear(g_c), s	2.5	0.0	1.8	11.9	0.0	0.0	0.3	8.0	8.0		0.4	27.8
Prop In Lane	0.44		1.00	0.76		0.15	1.00		0.04		1.00	
Lane Grp Cap(c), veh/h	291	0	226	237	0	0	161	2238	1220		452	2263
V/C Ratio(X)	0.18	0.00	0.14	0.60	0.00	0.00	0.09	0.28	0.28		0.05	0.67
Avail Cap(c_a), veh/h	440	0	373	370	0	0	368	2238	1220		1085	2611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	39.2	0.0	38.9	44.0	0.0	0.0	9.7	7.6	7.6		5.8	10.7
Incr Delay (d2), s/veh	0.4	0.0	0.4	3.5	0.0	0.0	0.2	0.1	0.2		0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.7	3.8	0.0	0.0	0.1	2.6	2.8		0.2	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.6	0.0	39.3	47.5	0.0	0.0	9.9	7.7	7.8		5.9	11.4
LnGrp LOS	D		D	D			A	A	A		A	B
Approach Vol, veh/h		84			143			983				2370
Approach Delay, s/veh		39.5			47.5			7.8				11.5
Approach LOS		D			D			A				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	73.8		20.6	8.1	74.5		20.6				
Change Period (Y+Rc), s	6.4	6.4		6.1	6.4	6.4		* 6.1				
Max Green Setting (Gmax), s	38.6	53.6		23.9	13.6	78.6		* 24				
Max Q Clear Time (g_c+I1), s	2.4	10.0		4.5	2.3	29.9		13.9				
Green Ext Time (p_c), s	0.0	10.8		0.4	0.0	38.2		0.7				

Intersection Summary

HCM 7th Control Delay, s/veh	12.6
HCM 7th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.






















Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	19
Future Volume (veh/h)	19
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	21
Peak Hour Factor	0.92
Percent Heavy Veh, %	0
Cap, veh/h	31
Arrive On Green	0.66
Sat Flow, veh/h	47
Grp Volume(v), veh/h	830
Grp Sat Flow(s),veh/h/ln	1877
Q Serve(g_s), s	27.9
Cycle Q Clear(g_c), s	27.9
Prop In Lane	0.03
Lane Grp Cap(c), veh/h	1238
V/C Ratio(X)	0.67
Avail Cap(c_a), veh/h	1428
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	10.7
Incr Delay (d2), s/veh	1.2
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	10.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	12.0
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	

Timer - Assigned Phs

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
 2: US 17-92 & Packwood Ave

Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	56	36	39	78	88	45	35	51	1297	23	14	31
Future Volume (veh/h)	56	36	39	78	88	45	35	51	1297	23	14	31
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1870		1900	1900	1900		1856
Adj Flow Rate, veh/h	60	39	42	84	95	48		55	1395	25		33
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		0.93	0.93	0.93		0.93
Percent Heavy Veh, %	0	0	0	0	0	2		0	0	0		3
Cap, veh/h	193	111	330	133	132	57		244	2936	53		283
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20		0.04	0.56	0.56		0.03
Sat Flow, veh/h	636	544	1610	390	646	278		1810	5247	94		1767
Grp Volume(v), veh/h	99	0	42	227	0	0		55	919	501		33
Grp Sat Flow(s),veh/h/ln	1181	0	1610	1314	0	0		1810	1729	1883		1767
Q Serve(g_s), s	0.0	0.0	2.0	9.7	0.0	0.0		1.2	14.7	14.7		0.7
Cycle Q Clear(g_c), s	6.4	0.0	2.0	16.1	0.0	0.0		1.2	14.7	14.7		0.7
Prop In Lane	0.61		1.00	0.37		0.21		1.00		0.05		1.00
Lane Grp Cap(c), veh/h	304	0	330	322	0	0		244	1935	1054		283
V/C Ratio(X)	0.33	0.00	0.13	0.70	0.00	0.00		0.22	0.48	0.48		0.12
Avail Cap(c_a), veh/h	383	0	417	412	0	0		437	2008	1094		967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	31.4	0.0	30.0	36.3	0.0	0.0		10.8	12.2	12.2		9.4
Incr Delay (d2), s/veh	0.9	0.0	0.2	4.8	0.0	0.0		0.5	0.3	0.5		0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.8	5.4	0.0	0.0		0.4	5.0	5.6		0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	0.0	30.2	41.2	0.0	0.0		11.2	12.5	12.7		9.6
LnGrp LOS	C		C	D				B	B	B		A
Approach Vol, veh/h		141			227				1475			
Approach Delay, s/veh		31.7			41.2				12.5			
Approach LOS		C			D				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	58.0		25.0	10.2	57.1		25.0				
Change Period (Y+Rc), s	6.4	6.4		6.1	6.4	6.4		* 6.1				
Max Green Setting (Gmax), s	38.6	53.6		23.9	13.6	78.6		* 24				
Max Q Clear Time (g_c+I1), s	2.7	16.7		8.4	3.2	22.3		18.1				
Green Ext Time (p_c), s	0.1	17.3		0.8	0.1	28.4		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			16.0									
HCM 7th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary
 2: US 17-92 & Packwood Ave

Existing PM






















Movement	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (veh/h)	1584	41
Future Volume (veh/h)	1584	41
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	1703	44
Peak Hour Factor	0.93	0.93
Percent Heavy Veh, %	0	0
Cap, veh/h	2857	74
Arrive On Green	0.55	0.55
Sat Flow, veh/h	5200	134
Grp Volume(v), veh/h	1132	615
Grp Sat Flow(s),veh/h/ln	1729	1876
Q Serve(g_s), s	20.2	20.3
Cycle Q Clear(g_c), s	20.2	20.3
Prop In Lane		0.07
Lane Grp Cap(c), veh/h	1900	1031
V/C Ratio(X)	0.60	0.60
Avail Cap(c_a), veh/h	2945	1598
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	13.9	13.9
Incr Delay (d2), s/veh	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	7.7
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	14.4	14.7
LnGrp LOS	B	B
Approach Vol, veh/h	1780	
Approach Delay, s/veh	14.4	
Approach LOS	B	

Timer - Assigned Phs

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
2: US 17-92 & Packwood Ave

Alternate AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	21	27	29	99	13	19	14	877	14	19	22	2139
Future Volume (veh/h)	21	27	29	99	13	19	14	877	14	19	22	2139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900		1900	1885
Adj Flow Rate, veh/h	23	29	32	108	14	21	15	953	15		24	2325
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0		0	1
Cap, veh/h	83	91	78	198	19	26	168	3491	55		467	3557
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.02	0.67	0.67		0.02	0.68
Sat Flow, veh/h	313	781	673	1151	162	226	1810	5219	82		1810	5260
Grp Volume(v), veh/h	84	0	0	143	0	0	15	626	342		24	1516
Grp Sat Flow(s),veh/h/ln	1768	0	0	1539	0	0	1810	1716	1870		1810	1716
Q Serve(g_s), s	0.0	0.0	0.0	4.4	0.0	0.0	0.3	7.3	7.4		0.4	25.5
Cycle Q Clear(g_c), s	4.3	0.0	0.0	8.8	0.0	0.0	0.3	7.3	7.4		0.4	25.5
Prop In Lane	0.27		0.38	0.76		0.15	1.00		0.04		1.00	
Lane Grp Cap(c), veh/h	252	0	0	243	0	0	168	2295	1251		467	2320
V/C Ratio(X)	0.33	0.00	0.00	0.59	0.00	0.00	0.09	0.27	0.27		0.05	0.65
Avail Cap(c_a), veh/h	454	0	0	424	0	0	385	2295	1251		1126	2713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	40.7	0.0	0.0	42.5	0.0	0.0	8.4	6.7	6.7		5.0	9.3
Incr Delay (d2), s/veh	1.1	0.0	0.0	3.2	0.0	0.0	0.2	0.1	0.2		0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	3.6	0.0	0.0	0.1	2.3	2.5		0.1	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.8	0.0	0.0	45.7	0.0	0.0	8.6	6.8	6.8		5.1	9.9
LnGrp LOS	D			D			A	A	A		A	A
Approach Vol, veh/h		84			143			983				2370
Approach Delay, s/veh		41.8			45.7			6.8				10.0
Approach LOS		D			D			A				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	72.9		17.7	8.1	73.6		17.7				
Change Period (Y+Rc), s	6.4	6.4		6.1	6.4	6.4		* 6.1				
Max Green Setting (Gmax), s	38.6	53.6		23.9	13.6	78.6		* 24				
Max Q Clear Time (g_c+I1), s	2.4	9.4		6.3	2.3	27.5		10.8				
Green Ext Time (p_c), s	0.0	10.8		0.5	0.0	39.7		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				11.3								
HCM 7th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												



















Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	19
Future Volume (veh/h)	19
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	21
Peak Hour Factor	0.92
Percent Heavy Veh, %	0
Cap, veh/h	32
Arrive On Green	0.68
Sat Flow, veh/h	47
Grp Volume(v), veh/h	830
Grp Sat Flow(s),veh/h/ln	1877
Q Serve(g_s), s	25.5
Cycle Q Clear(g_c), s	25.5
Prop In Lane	0.03
Lane Grp Cap(c), veh/h	1269
V/C Ratio(X)	0.65
Avail Cap(c_a), veh/h	1484
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	9.3
Incr Delay (d2), s/veh	1.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	8.7
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	10.4
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	

Timer - Assigned Phs

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
 2: US 17-92 & Packwood Ave

Alternate PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	56	36	39	78	88	45	35	51	1297	23	14	31
Future Volume (veh/h)	56	36	39	78	88	45	35	51	1297	23	14	31
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1870		1900	1900	1900		1856
Adj Flow Rate, veh/h	60	39	42	84	95	48		55	1395	25		33
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		0.93	0.93	0.93		0.93
Percent Heavy Veh, %	0	0	0	0	0	2		0	0	0		3
Cap, veh/h	144	94	75	147	131	59		261	3046	55		300
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17		0.04	0.58	0.58		0.03
Sat Flow, veh/h	501	558	449	531	781	352		1810	5247	94		1767
Grp Volume(v), veh/h	141	0	0	227	0	0		55	919	501		33
Grp Sat Flow(s),veh/h/ln	1509	0	0	1663	0	0		1810	1729	1883		1767
Q Serve(g_s), s	0.0	0.0	0.0	4.0	0.0	0.0		1.0	13.1	13.1		0.7
Cycle Q Clear(g_c), s	7.1	0.0	0.0	11.1	0.0	0.0		1.0	13.1	13.1		0.7
Prop In Lane	0.43		0.30	0.37		0.21		1.00		0.05		1.00
Lane Grp Cap(c), veh/h	313	0	0	337	0	0		261	2007	1093		300
V/C Ratio(X)	0.45	0.00	0.00	0.67	0.00	0.00		0.21	0.46	0.46		0.11
Avail Cap(c_a), veh/h	478	0	0	516	0	0		471	2155	1174		1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	32.5	0.0	0.0	34.3	0.0	0.0		9.0	10.3	10.3		7.9
Incr Delay (d2), s/veh	1.4	0.0	0.0	3.3	0.0	0.0		0.4	0.2	0.4		0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	4.8	0.0	0.0		0.4	4.3	4.7		0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.0	0.0	0.0	37.6	0.0	0.0		9.4	10.5	10.7		8.1
LnGrp LOS	C			D				A	B	B		A
Approach Vol, veh/h		141			227				1475			
Approach Delay, s/veh		34.0			37.6				10.6			
Approach LOS		C			D				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	56.3		20.5	10.1	55.4		20.5				
Change Period (Y+Rc), s	6.4	6.4		6.1	6.4	6.4		* 6.1				
Max Green Setting (Gmax), s	38.6	53.6		23.9	13.6	78.6		* 24				
Max Q Clear Time (g_c+I1), s	2.7	15.1		9.1	3.0	20.0		13.1				
Green Ext Time (p_c), s	0.1	17.6		0.9	0.1	29.0		1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			14.0									
HCM 7th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary
 2: US 17-92 & Packwood Ave

Alternate PM



Movement	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (veh/h)	1584	41
Future Volume (veh/h)	1584	41
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	1703	44
Peak Hour Factor	0.93	0.93
Percent Heavy Veh, %	0	0
Cap, veh/h	2962	77
Arrive On Green	0.57	0.57
Sat Flow, veh/h	5200	134
Grp Volume(v), veh/h	1132	615
Grp Sat Flow(s),veh/h/ln	1729	1876
Q Serve(g_s), s	18.0	18.0
Cycle Q Clear(g_c), s	18.0	18.0
Prop In Lane		0.07
Lane Grp Cap(c), veh/h	1970	1069
V/C Ratio(X)	0.57	0.58
Avail Cap(c_a), veh/h	3161	1715
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	11.8	11.8
Incr Delay (d2), s/veh	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	6.6
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	12.2	12.5
LnGrp LOS	B	B
Approach Vol, veh/h	1780	
Approach Delay, s/veh	12.3	
Approach LOS	B	

Timer - Assigned Phs

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix D: Concept Level Opinion of Probable Cost

Summary of Opinion of Probable Cost

Location	Improvement	Cost	Additional Notes
George Avenue	Add concrete separator, directional median, midblock crossing, speed table, shade trees, and 10' shared use path with buffer (landscape or paver). Milling and resurfacing within limits of existing asphalt. Potential lighting improvements and RRFB at proposed midblock crosswalk.	\$ 1,430,790.77	For lighting, assume an additional \$9,800/EA (FDOT Item 0715 61142). For RRFB midblock considerations, assume an additional \$9719/EA (FDOT Item 0654 2 15).
Packwood Avenue	Add concrete separator, mountable bulb out, speed table, shade trees, and 12' shared use path with buffer (landscape or paver). Milling and resurfacing within limits of existing asphalt. Potential lighting improvements and RRFB at proposed midblock crosswalk.	\$ 1,291,147.54	For lighting, assume an additional \$9,800/EA (FDOT Item 0715 61142). For RRFB midblock considerations, assume an additional \$9719/EA (FDOT Item 0654 2 15).

Concept Level Opinion of Probable Cost						
MetroPlan_Maitland Study - George Avenue						
FDOT Item No.	Description	Unit	Unit Cost	Unit Cost Source	Quantity	Cost
INCIDENTAL ITEMS AND EARTHWORK						
0101 1	MOBILIZATION	LS	10% OF SUBTOTAL	Assumed	10% OF SUBTOTAL	\$ 83,256.35
0102 1	MAINTENANCE OF TRAFFIC	LS	10% OF SUBTOTAL	Assumed	10% OF SUBTOTAL	\$ 83,256.35
0104 10 3	SEDIMENT BARRIER	LF	\$ 2.92	**FDOT Area 8 Moving Avg.	0.0	\$ 0.00
0104 18	INLET PROTECTION SYSTEM	EA	\$ 151.95	**FDOT Area 8 Moving Avg.	7.0	\$ 1,063.65
0107 2	MOWING	AC	\$ 52.16	**FDOT Area 8 Moving Avg.	0.0	\$ 0.00
0110 1 1	CLEARING & GRUBBING	AC	\$ 29,649.19	**FDOT Area 8 Moving Avg.	0.2	\$ 6,962.40
0110 4 10	REMOVAL OF EXIST CONC	SY	\$ 40.25	**FDOT Area 8 Moving Avg.	826.3	\$ 33,259.71
0120 6	EMBANKMENT	CY	\$ 10.67	**FDOT Area 8 Moving Avg.	66.0	\$ 703.95
PAVEMENT AND CONCRETE						
0160 4	TYPE B STABILIZATION	SY	\$ 12.05	**FDOT Area 8 Moving Avg.	48.9	\$ 589.11
285709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 31.04	**FDOT Area 8 Moving Avg.	48.9	\$ 1,517.51
0327 70 6	MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH	SY	\$ 3.49	**FDOT Area 8 Moving Avg.	3,222.9	\$ 11,247.87
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 138.87	**FDOT Area 8 Moving Avg.	719.8	\$ 99,957.32
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 172.37	**FDOT Area 8 Moving Avg.	269.9	\$ 46,526.37
DRAINAGE						
SPECIAL 1	MISC. DRAINAGE MODIFICATIONS	LS	15% OF SUBTOTAL	Assumed	15% OF SUBTOTAL	\$ 101,532.13
CURB, SIDEWALKS, DRIVEWAYS, & SOD						
0350 3 5	PLAIN CEMENT CONCRETE PAVEMENT, 8"	SY	\$ 180.00	DOT 12 Month Statewide Moving	48.9	\$ 8,800.00
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 52.29	**FDOT Area 8 Moving Avg.	200.0	\$ 10,458.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 65.17	**FDOT Area 8 Moving Avg.	1,200.0	\$ 78,204.00
0520 5 12	TRAFFIC SEPARATOR CONCRETE-TYPE I, 6' WIDE	LF	\$ 222.65	**FDOT Area 8 Moving Avg.	120.0	\$ 26,718.00
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 64.90	**FDOT Area 8 Moving Avg.	498.9	\$ 32,377.64
0526 1 2	PAVERS, ARCHITECTURAL, SIDEWALK	SY	\$ 247.96	**FDOT Area 8 Moving Avg.	68.1	\$ 16,891.53
0527 2	DETECTABLE WARNINGS	SF	\$ 41.19	**FDOT Area 8 Moving Avg.	20.0	\$ 823.80
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 5.55	**FDOT Area 8 Moving Avg.	140.5	\$ 780.00
SIGNING AND PAVEMENT MARKINGS						
509-70-A	RAILROAD CROSS. UPGRADES AT EACH LEG & PATH CROSSINGS	EA	\$ 150,000.00	Assumed	2.0	\$ 300,000.00
SPECIAL 2	ALL PAVEMENT MARKINGS AND POTENTIAL SIGNAGE	LS	3% OF SUBTOTAL	Assumed	3% OF SUBTOTAL	\$ 20,306.43
LANDSCAPE						
SPECIAL 3	ALL PLANTS AND GROUNDCOVER	LS	20% OF SUBTOTAL	Assumed	20% OF SUBTOTAL	\$ 135,376.17
CONSTRUCTION SUBTOTAL						\$ 676,880.87
LUMP SUM CONSTRUCTION SUBTOTAL						\$ 423,727.42
CONSTRUCTION SUBTOTAL + LUMP SUM CONSTRUCTION SUBTOTAL						\$ 1,100,608.29
PROJECT UNKNOWNNS / CONTINGENCY (30% OF CONSTRUCTION SUBTOTAL + LUMP SUM CONSTRUCTION SUBTOTAL)						\$ 330,182.49
*CONSTRUCTION TOTAL						\$ 1,430,790.77

*Opinion of Probable Cost does not include costs associated with proposed roadway in right-of-way, signalization work outside of assumptions, lighting, or additional drainage structure costs.

**From 2025/02/01 to 2026/01/31

FDOT Inflation-Adjusted Estimate	Inflation Factor	PDC Multiplier	Adjusted Cost Estimate	
Year 1 Inflation-Adjusted Estimate (2026)	3.10%	1.281	\$ 1,832,842.98	\$ 1,430,790.77
Year 2 Inflation-Adjusted Estimate (2027)	3.20%	1.321	\$ 1,889,661.11	
Year 3 Inflation-Adjusted Estimate (2028)	3.30%	1.363	\$ 1,950,130.27	

Source: FDOT Inflation Factors

Concept Level Opinion of Probable Cost

MetroPlan_Maitland Study - Packwood Avenue

FDOT Item No.	Description	Unit	Unit Cost	Unit Cost Source	Quantity	Cost
INCIDENTAL ITEMS AND EARTHWORK						
0101 1	MOBILIZATION	LS	10% OF SUBTOTAL	Assumed	10% OF SUBTOTAL	\$ 75,130.64
0102 1	MAINTENANCE OF TRAFFIC	LS	10% OF SUBTOTAL	Assumed	10% OF SUBTOTAL	\$ 75,130.64
0104 10 3	SEDIMENT BARRIER	LF	\$ 2.92	**FDOT Area 8 Moving Avg.	0.0	\$ 0.00
0104 18	INLET PROTECTION SYSTEM	EA	\$ 151.95	**FDOT Area 8 Moving Avg.	3.0	\$ 455.85
0107 2	MOWING	AC	\$ 52.16	**FDOT Area 8 Moving Avg.	0.0	\$ 0.00
0110 1 1	CLEARING & GRUBBING	AC	\$ 29,649.19	**FDOT Area 8 Moving Avg.	0.3	\$ 7,502.16
0110 4 10	REMOVAL OF EXIST CONC	SY	\$ 40.25	**FDOT Area 8 Moving Avg.	118.9	\$ 4,786.05
0120 6	EMBANKMENT	CY	\$ 10.67	**FDOT Area 8 Moving Avg.	22.0	\$ 234.49
PAVEMENT AND CONCRETE						
0160 4	TYPE B STABILIZATION	SY	\$ 12.05	**FDOT Area 8 Moving Avg.	91.3	\$ 1,100.57
285709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 31.04	**FDOT Area 8 Moving Avg.	91.3	\$ 2,834.99
0327 70 6	MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH	SY	\$ 3.49	**FDOT Area 8 Moving Avg.	2,507.6	\$ 8,751.69
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 138.87	**FDOT Area 8 Moving Avg.	571.8	\$ 79,402.55
0337 7 83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	TN	\$ 172.37	**FDOT Area 8 Moving Avg.	214.4	\$ 36,958.89
DRAINAGE						
SPECIAL 1	MISC. DRAINAGE MODIFICATIONS	LS	15% OF SUBTOTAL	Assumed	15% OF SUBTOTAL	\$ 91,622.73
CURB, SIDEWALKS, DRIVEWAYS, & SOD						
0350 3 5	PLAIN CEMENT CONCRETE PAVEMENT, 8"	SY	\$ 180.00	**FDOT 12 Month Statewide Moving Avg.	234.4	\$ 42,189.52
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	\$ 52.29	**FDOT Area 8 Moving Avg.	100.0	\$ 5,229.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 65.17	**FDOT Area 8 Moving Avg.	1,100.0	\$ 71,687.00
0520 5 12	TRAFFIC SEPARATOR CONCRETE-TYPE I, 6" WIDE	LF	\$ 222.65	**FDOT Area 8 Moving Avg.	52.0	\$ 11,577.80
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 64.90	**FDOT Area 8 Moving Avg.	549.6	\$ 35,670.74
0527 2	DETECTABLE WARNINGS	SF	\$ 41.19	**FDOT Area 8 Moving Avg.	12.0	\$ 494.28
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 5.55	**FDOT Area 8 Moving Avg.	350.0	\$ 1,942.63
SIGNING AND PAVEMENT MARKINGS						
509-70-A	RAILROAD CROSS. UPGRADES AT EACH LEG & PATH CROSSINGS	EA	\$ 150,000.00	Assumed	2.0	\$ 300,000.00
SPECIAL 2	ALL PAVEMENT MARKINGS AND POTENTIAL SIGNAGE	LS	3% OF SUBTOTAL	Assumed	3% OF SUBTOTAL	\$ 18,324.55
LANDSCAPE						
SPECIAL 3	ALL PLANTS AND GROUNDCOVER	LS	20% OF SUBTOTAL	Assumed	20% OF SUBTOTAL	\$ 122,163.64
CONSTRUCTION SUBTOTAL						\$ 610,818.21
LUMP SUM CONSTRUCTION SUBTOTAL						\$ 382,372.20
CONSTRUCTION SUBTOTAL + LUMP SUM CONSTRUCTION SUBTOTAL						\$ 993,190.41
PROJECT UNKNOWNNS / CONTINGENCY (30% OF CONSTRUCTION SUBTOTAL + LUMP SUM CONSTRUCTION SUBTOTAL)						\$ 297,957.12
*CONSTRUCTION TOTAL						\$ 1,291,147.54

*Opinion of Probable Cost does not include costs associated with proposed roadway in right-of-way, signalization work outside of assumptions, lighting, or additional drainage structure costs.

**From 2025/02/01 to 2026/01/31

FDOT Inflation-Adjusted Estimate	Inflation Factor	PDC Multiplier	Adjusted Cost Estimate
Year 1 Inflation-Adjusted Estimate (2025)	3.10%	1.281	\$ 1,653,960.00
Year 2 Inflation-Adjusted Estimate (2026)	3.20%	1.321	\$ 1,705,232.76
Year 3 Inflation-Adjusted Estimate (2027)	3.30%	1.363	\$ 1,759,800.20

Source: FDOT Inflation Factors



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