

## **TRANSPORTATION ELEMENT**

The purpose of this element is to assist in establishing an adequate transportation system within the City and to plan for future motorized and non-motorized traffic circulation systems.

**GOAL 2A:** ESTABLISH AND MAINTAIN A SAFE, CONVENIENT, AND EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM TO MOVE PEOPLE AND GOODS THROUGHOUT THE CITY.

**Objective 2.1:** The City shall implement a multi-modal transportation system utilizing the City's concurrency management system, mobility district and urban infill/redevelopment overlay district.

**Policy 2.1.1:** The City shall use its concurrency management system, which utilizes the following, to assess potential impacts on safe, convenient, and efficient traffic flow, including on-site traffic flow and needed motorized and non-motorized vehicle parking for the areas of the City not located within the Forest Park District Mobility Plan or within the Infill/Redevelopment Overlay District: (a) Use level of service based on peak hour directional conditions to evaluate facility capacity and for issuance of development permits. Facility types shall be based on the FDOT functional classifications in policy 2.1.2, as defined in policy 2.4.1, and are depicted on Map 2.1 and in Table 2.1: (b) Require development to pay its proportionate fair share of impact to the roadway system. (c) Continue to implement concurrency review and the Transportation Proportionate Share requirements of the City's Land Development Regulations.

**Policy 2.1.2:** Level of service standards by facility type are as follows:

| <b>Facility Type</b>                                  | <b>Peak Hour Directional Level of Service</b> |
|---|---|
| Principal Arterial                                    |   |
| US 98 (SR 30) Hathaway Bridge to Beck Avenue          | Maintain                                      |
| Business US 98 (SR 30) Beach Drive to Hamilton Avenue | E<br>D  |
| Minor Arterial  | E   |
| Collector   | E   |
| Local   | E   |

**Policy 2.1.3:** Promote urban infill, redevelopment, and new growth through the provision of a range of transportation alternatives to satisfy mobility needs and achieve a healthy, vibrant city. These alternatives may include biking, walking, and the use of transit.

**Policy 2.1.4:** The City shall promote and encourage economic development through establishing Urban Infill/Redevelopment Overlay Districts. The developments located within the Infill/Redevelopment Overlay District shall be exempt from transportation concurrency. The exemption from traditional transportation concurrency is aimed to

promote urban infill and redevelopment where opportunities for multi-modal transportation exist.

**Policy 2.1.5:** Development and redevelopment projects located within the Infill/Redevelopment Overlay District shall address their transportation impacts and mitigation through alternative means. Alternative methods will be examined and considered instead of the typical roadway widening and automatic capacity enhancing improvement projects consistent with the following conditions:

- Development/redevelopment within the Infill/Redevelopment Overlay District shall mitigate transportation impacts through mechanisms supporting multi-modal objectives and policies.
- Mitigation measure(s) may include, but not be limited to the following:
  - Participation in a transit pass program for employees, van pooling and/or ride sharing programs
  - Pedestrian Improvements
  - Bus Shelter/Transit Stop Improvements
  - Bicycle Improvements
  - Lighting Improvements
  - Connectivity Improvements
  - Streetscape Improvements
  - Any other measures which increase mobility options and intermodal connections as may be approved by the City.

Cost estimates will be required from the applicant for the mitigation improvements. Once verified by City Staff, these values will be used to determine the mitigating measure(s).

**Policy 2.1.6:** Projects that have impacts outside of the Infill/Redevelopment Overlay District may still be required to mitigate for the improvements. These measures will be consistent with the policies to mitigate the transportation impacts of the project and further the goals of promoting economic revitalization and community redevelopment.

**Policy 2.1.7:** The City shall implement the Forest Park District Mobility Plan. The Forest Park District is indicated on Map 2.2. The following mobility strategies shall be implemented to support this district:

- a) Level of service for all surface transportation modes shall be measured using methods outlined in the FDOT Quality/Level of Service Handbook.
- b) Each mode shall have a minimum area-wide score of 1.0 by the year 2030.
- c) Mobility throughout the district shall be enhanced through increased connectivity of motorized and non-motorized transportation.
- d) All mobility projects described in the Forest Park District shall be implemented by the year 2030.
- e) Funding for the projects included in the district plan shall include mobility fees. These fees shall be assessed for all new development within the district.

- f) The Forest Park District Mobility Plan shall be updated no less than every 3 years to include new traffic data, mobility fee assessment, project costs, expected revenues, and mobility projects.
- g) The City shall encourage developers within the district to mix uses to promote alternative modes of transportation, such as pedestrian and bicycle modes.
- h) The City shall prevent the use of cul-de-sac design roadway networks, unless an overriding environmental issue exists, or existing development patterns prevent such design considerations.
- i) The City shall explore the implementation of a connectivity index for this district.
- j) In order to reduce the dependence on vehicular traffic, pedestrian walkways are strongly encouraged separate from vehicular access corridors through the use of inner- and inter-development foot paths.
- k) To encourage pedestrian activity, the City shall consider implementing build-to criteria for non-residential development in the Land Development Regulations.

**Objective 2.2:** Reduce greenhouse gas emissions by reducing per capita vehicle miles traveled.

**Policy 2.2.1:** The City shall promote compact, multi-use, interconnected developments that provide pedestrian and bicycle modes of transportation.

**Policy 2.2.2:** The City shall require interconnectivity of uses through multi-modal cross-access within and between uses to reduce travel distances, encourage walking and bicycling, and reduce impact to collector and arterial roadways.

**Policy 2.2.3:** Support the transit system by encouraging ridership, coordinating with the transit operators for an efficient system, and increasing the number of transit shelters.

**Objective 2.3:** Coordinate traffic circulation with land uses shown on the Future Land Use Map.

**Policy 2.3.1:** The City shall use designated functional classifications to coordinate land uses to roadway classifications. Such coordination shall include standards for vehicular connections, lane widths, right-of-way widths, building setbacks, land uses, and other similar provisions to be set forth in the Land Development Regulations. These classifications are depicted on Map 2.1:

- a) Principal Arterials are generally highest in importance, providing service that is relatively continuous with longer trip lengths. Principal Arterials provide regional movement and access to major public facilities.
- b) Minor Arterials provide the same service as a Principal Arterial, with less volume.
- c) Collector roads serve average trip lengths while collecting and distributing traffic between local and arterial roads. Collector roads also help diffuse access to highly concentrated areas.
- d) Local roads provide service involving shorter trip lengths, minimal through traffic, and frequent access to adjacent properties. These streets serve as site-specific terminal routes, and average speeds and volumes are low.

**Objective 2.4:** The City shall utilize the Bay County Bicycle/Pedestrian Plan adopted by the TPO for identification of areas in need of sidewalks or bicycle facilities.

**Policy 2.4.1:** For projects developed with public and private roadway frontage, developers shall be required to install sidewalks as part of any new development.

**Policy 2.4.2:** The City will coordinate with the TPO and Bay County for the provision of bicycle paths as specified in the Transportation Planning Organization, Comprehensive Bicycle Plan.

**Objective 2.5:** Establish a procedure to control the connections and access points of driveways and roads to roadways.

**Policy 2.5.1:** The City shall maintain specific and detailed standards in the Land Development Regulations, based on roadway functional classifications and land use types, to regulate vehicular access to roadways in the land development regulations.

**Policy 2.5.2:** The City shall require that developers obtain an FDOT "Connection Permit", or a Notice of Intent to issue such permit, for connections to the State Highway System before granting its approval of a proposed development.

**Policy 2.5.3:** The City shall evaluate the location of driveways and access points as part of its development review process and shall prohibit such connections involving reductions in level of services or threats to public safety.

**Objective 2.6:** Require that developers provide paved streets as part of any new subdivision development.

**Policy 2.6.1:** Developers shall provide paved streets as part of any new subdivision development.

**Policy 2.6.2:** All streets and roads constructed by developers shall conform to design standards as specified in the Land Development Regulations.

**Policy 2.6.3:** Local streets and other on-site roadways may be developed in accordance with the International Transportation Engineers (ITE) "Traditional Neighborhood Development Street Design Guidelines" or "Guidelines for Residential Subdivision Street Design" standards.

**Objective 2.7:** Annually evaluate changes in FDOT average daily traffic counts relative to peak hour conditions and levels of service.

**Policy 2.7.1:** The City shall use the annual FDOT peak hour level of service counts to evaluate roadway capacities.

**Policy 2.7.2:** The City shall consider a level of service deficiency to be occurring when peak hour traffic volumes reach 110% of operating conditions.

**Objective 2.8:** The City shall continue to use the TPO planning process to ensure the provision of a safe, convenient transportation system in an efficient, cost-effective manner.

**Policy 2.8.1:** The City shall work through the TPO to effect roadway improvements on state or county-maintained roads within the City limits.

**Policy 2.8.2:** The City shall promote minor improvements such as signalization, signage, turn-lanes, and three-laning before improvements requiring right-of-way acquisitions.

**Policy 2.8.3:** The City shall use selected roadway improvements to promote other objectives such as redevelopment and revitalization efforts.

**Policy 2.8.4:** The City shall include provisions in its Land Development Regulations to ensure a safe, convenient, and efficient transportation system. Such provisions shall include standards for vehicular connections, off-street parking, median cuts, design criteria, and other related requirements.