

TRANSPORTATION - GOALS, OBJECTIVES AND POLICIES

PURPOSE

The purpose of the Transportation Element is to develop a multimodal system built around the existing street and highway system. The Element continues to provide for the assessment of current and future transportation system needs and now also enhances the community’s transportation system by improving the interconnectedness of different modes of transportation, improving corridor management and improving connections between neighborhoods and neighboring counties, and it offers modifications in public transportation and pedestrian/bicycle facilities, achieving greater multimodal connectivity.

All references to any ordinances, statutes or regulations contained herein shall, unless otherwise noted, be deemed to be those in effect as of the date of adoption of this element and thereafter as amended, renumbered or otherwise revised.

GOALS, OBJECTIVES AND POLICIES

TRA GOAL 1: EFFECTIVE MULTIMODAL TRANSPORTATION SYSTEM

Develop and provide a safe, efficient, environmentally sensitive, and integrated multimodal transportation system for the movement of people and goods in Charlotte County.

TRA Objective 1.1: Roadway Network

To develop and maintain an integrated roadway system of arterials and collectors that is safe, economical, and convenient for efficient motor vehicle traffic circulation throughout the county and with adjacent jurisdictions while protecting the community and natural environment and maintaining the adopted Level of Service Standards (“LOS Standards”).

TRA Policy 1.1.1: Level of Service (LOS) Standards

The County shall maintain minimum LOS Standards on the system set forth in the table below.

Roadway Class	Adopted LOS Standard	Limitations (if any)
Arterials	D	None
Collectors	D	None
FDOT (Urban/Transitioning Area)	C (FDOT)	None
FDOT (Rural Area)	B (FDOT)	None

Source: Charlotte County Public Works Department and FDOT

TRA Policy 1.1.2: Development Orders

The County shall deny any development order that will reduce any road within the County below the LOS Standards established in TRA Policy 1.1.1, except where the development is vested under law or provides adequate mitigation pursuant to State and County regulations.

TRA Policy 1.1.3: Transportation Improvement Funds

The County shall consider all appropriate funding sources, with local budgetary impact in mind, when selecting transportation projects using the following criteria:

1. Elimination of public hazards (i.e. hazardous conditions);
2. Elimination of existing capacity deficiencies (e.g., existing backlog);
3. Improved efficiency / cost effectiveness of County operations;
4. Appropriate level of funding for maintenance, reconstruction, or safety projects on existing facilities;
5. Local needs based upon projected growth patterns (i.e., address reasonable expectations for future backlog);
6. Accommodation of new development and redevelopment demands;
7. Funds to achieve compliance with statutory or regulatory requirements.

TRA Policy 1.1.4: Constrained Facilities

The County shall identify and give due consideration to funding parallel facilities as well as multimodal transportation facilities that will relieve motor vehicle traffic on "constrained" facilities. Where this action effects State roads or inter-jurisdictional roadways, such action will be coordinated with the Florida Department of Transportation and other applicable agencies.

TRA Policy 1.1.5: Motor Vehicle Traffic Flow Modifications

The County shall evaluate all opportunities to improve the motor vehicle transportation system, while supporting non-automobile modes of transportation. Examples of such studies include modification of the following:

1. Traffic signal coordination and timing;
2. Site interconnectedness;
3. Reduction of intersection conflicts;
4. Facilities and infrastructure to support non-automobile modes;
5. Intelligent Transportation System (ITS) applications on major corridors.

TRA Objective 1.2: Sidewalks, Bicycle Facilities, Multi-use Trails

The County shall develop a county-wide bicycle and pedestrian system by incorporating sidewalks, bike lanes and trails into transportation planning, design, construction and maintenance activities to improve the mobility and safety of pedestrians and bicyclists in the County.

TRA Policy 1.2.1: Develop Bicycle and Pedestrian Master Plan

The County shall develop a comprehensive Bicycle and Pedestrian Master Plan and shall cooperate with adjacent counties in establishing regional interconnected bicycle, pedestrian, and greenway trail systems consistent with a multimodal transportation system.

TRA Policy 1.2.2: Improved Mobility Options

The County shall continue to give priority treatment to sidewalk and bikeway needs in the development of the Capital Improvement Program to improve mobility choices and pedestrian and bike safety. The County shall pursue modifications to existing streets that require little capital outlay but will increase the safety of bicyclists and pedestrians.

TRA Policy 1.2.3: Sidewalks in Pedestrian Locations

The County shall continue to assign a high priority to the construction of sidewalks and bikeways on collector and arterial streets serving schools, commercial areas, and parks as a funding priority over other sidewalks and bikeways. Also, the County shall evaluate methods to promote use of such facilities by the year 2015 (for example, by adding amenities and tree canopies along the sidewalks).

TRA Policy 1.2.4: Gaps and Linkages

The County shall continue to assign a high priority to construction of sidewalks and bikeways that complete phased projects, close gaps, or provide linkages in the existing sidewalk and bikeway network.

TRA Policy 1.2.5: Bicycle and Pedestrian Facilities during Reconstruction

The County shall provide pedestrian and bike facilities in the form of sidewalks and bike lanes, widened outside travel lanes, and paved shoulders within street modification projects, including road widening, bridge construction, and resurfacing projects, based on economic feasibility (related to right-of-way acquisitions).

TRA Policy 1.2.6: Connections in Developments

The County shall enforce regulations requiring private developers to include bicycle facilities and trails and sidewalks in private developments to promote bicycle and pedestrian connections.

TRA Policy 1.2.7: Opportunities for Multi-use Trails

The County shall continue to seek opportunities to construct multi-use facilities adjacent or parallel to limited-access highways, along drainage channels, shorelines and various utility and railroad rights-of-way.

TRA Policy 1.2.8: Bicycle Racks, Lockers and other Amenities

Where appropriate, the County shall provide properly designed and constructed bicycle racks and other amenities at County facilities.

TRA Policy 1.2.9: Bike Lanes and Sidewalks

The County shall apply existing standards to include bicycle lanes and sidewalks as part of the typical section for street designs, where appropriate.

TRA Policy 1.2.10: Bike Markings

The County shall mark and sign existing and new bikeways according to the Manual on Uniform Traffic Control Devices (MUTCD) guidelines.

TRA Policy 1.2.11: Neighborhood Vehicles

The County shall evaluate the use of alternative vehicles [low-speed vehicles which comply with the safety standards set forth in 49 C.F.R. s. 571.500 and s.316.2122 and F.S. 320.01 (42)] on County and State maintained roads to promote multimodal transportation.

TRA Policy 1.2.12: Safety Information

The County shall disseminate bicycle and pedestrian safety information on the proper use of bicycle helmets, lights, reflectors, and street crossings by targeting bicycle and pedestrian groups, including the elderly and children.

TRA Objective 1.3: Aviation Facilities

To implement the Punta Gorda Airport Master Plan Update dated March 2019 in order to proactively address and accommodate demands placed on the facility during the next twenty-years.

TRA Policy 1.3.1: Land uses and Airport Master Plan

The County shall continue to make every effort to ensure that land uses are consistent with the Punta Gorda Airport Master Plan Update, the Enterprise Charlotte Airport Park Overlay, FLUM and Zoning district, and this Plan. The County shall continue to participate in the discussions with the Airport Authority on future updates of the current Airport Master Plan Update and innovative land use strategies to integrate transportation modes.

TRA Policy 1.3.2: Obstructions to Aviation Operations

The County shall assist the Airport Authority in maintaining the prohibition of any new obstructions to aviation operations that penetrate existing "Civil Airport Imaginary Surfaces," as described in Federal Aviation Regulation Part 77.25, or in future "Civil Airport Imaginary Surfaces" or "Runway Protection Zones".

TRA Policy 1.3.3: Protect Airport from Encroachments

The County shall continue to coordinate with the Airport Authority to protect the Airport from encroachments of incompatible land uses including, but not limited to, residential, schools, hospitals and other noise-sensitive or dense developments adjacent to existing or future Civil Airport Imaginary Surfaces and Runway Protection Zones.

TRA Policy 1.3.4: Airport Ground Access

Any changes to existing roadways within the Enterprise Charlotte Airport Park Overlay District shall have no negative impact on access to the airport.

TRA Policy 1.3.5: Coordination

The County, in partnership with the Airport Authority, shall continue to pursue FDOT inter-modal funding for the realignment and widening of Piper Road, which will provide improved access to the airport via I-75, along with opportunities to enhance the security of the facility.

TRA Objective 1.4: Rail Facilities

To participate in the planning efforts to improve rail freight service and make the rail mode an integral part of a true multimodal transportation system in the County.

TRA Policy 1.4.1: Evaluate and Plan Modifications

The County shall continue to participate in studies designed to evaluate and plan modifications to rail freight service along with the possibility to connect to AMTRAK to provide passenger service in the County.

TRA Policy 1.4.2: Abandoned Railroads

The County shall continue to consider non-automobile uses of abandoned railroad rights-of-way, such as light rail, dedicated transit corridors, trails or street modifications in congestion management plans, to have a better integrated multimodal transportation system.

TRA Policy 1.4.3: Railroad Crossings

The County shall continue to promote safety at railroad crossings and shall implement a policy to eliminate two existing crossings for each new crossing.

TRA Policy 1.4.4: Seminole Gulf Railroad

The County shall continue to coordinate with the Seminole Gulf Railroad in encouraging maintenance of its facilities in a safe and satisfactory manner, particularly the existing at-grade railroad crossings.

TRA Objective 1.5: Seaport Facilities

To incorporate waterway facilities in its multimodal transportation planning.

TRA Policy 1.5.1: Evaluate and Plan Modifications

The County shall include Charlotte Harbor and other waterways in its multimodal planning for recreational and other activities as warranted.

TRA GOAL 2: FACILITIES PLANNING

Plan a system with various facilities to achieve a safe, efficient, environmentally sensitive, and integrated multimodal transportation system for the movement of people and goods in Charlotte County.

TRA Objective 2.1: Planning

To identify and program transportation modifications to ensure the transportation system meets capacity goals by multimodal connectivity.

TRA Policy 2.1.1: Multi-Year Planning

The County shall establish a planning system that identifies and programs multimodal transportation system needs in the 5-year, 10-year and 25-year horizons.

TRA Policy 2.1.2: Corridor Planning

The County shall identify long-term corridor rights-of-way and capacity needs to meet local and inter-jurisdictional needs of a multimodal transportation system.

TRA Policy 2.1.3: Reduction of Vehicle Miles Travelled (VMT)

The County shall study ways to promote reduction of VMT through the integration of all travel modes.

TRA Policy 2.1.4: Integrate Transportation Systems

The County shall maintain and update, as necessary, development regulations and design standards that integrate motorized and non-motorized transportation systems into the transportation planning process including, but not limited to roadways, intersections, bike lanes and sidewalk regulations.

TRA Objective 2.2: Land Development Regulations and Design Standards

To maintain clear, concise, and enforceable regulations which fully address on-site and off-site development effects from a project.

TRA Policy 2.2.1: Support Access Regulations

The County shall continue to implement and improve its highway access regulations.

TRA Policy 2.2.2: Traffic Impact Analysis Requirements

The County shall continue to require Traffic Impact Statements for development projects that conform to the following:

1. No traffic impact study will be required for developments generating less than or equal to 50 average daily trips. A simple traffic statement in the form of letter will be required to submit with complete details of the trips associated with the development and level of service of the impact roadways.
2. Minor Traffic Study – Developments generating more than 50 and less than 750 average daily trips will be required to submit a Minor Traffic Study.
3. Major Traffic Study – Developments generating more than 750 average daily trips shall be required to submit a Major Traffic Study.

The County shall update the procedures in the Code of Laws and Ordinances within one year of the effective date of this comprehensive plan.

TRA Policy 2.2.3: Land Uses

The County shall update the Code of Laws and Ordinances to promote a mixture of land uses and supportable population densities and intensities throughout the County at major public transportation destinations and private employment centers, and the County shall encourage use of non-motorized modes, transit and other methods of travel that reduce the development of greenhouse gases.

TRA Objective 2.3: Access Management

To manage access for all County roads to preserve the capacity of these facilities and to reduce access-related motor vehicle crashes and to continue to look for adequate access points to and from I-75 to the County.

TRA Policy 2.3.1: Median Openings

The County shall continue to provide, or allow the provision of, median openings in residential areas and shared driveways (except where existing conditions would result in large numbers of U-turn movements) following the latest edition of the FDOT Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways, also known as the “Florida Green Book”.

TRA Policy 2.3.2: Neighborhood Meetings

The County shall continue to incorporate citizen participation in the design process as well as access modifications through various methods: town hall meetings, newsletters, neighborhood association meetings, etc.

TRA Policy 2.3.3: Private Property Impacts

The County shall continue to make every effort to avoid or minimize effects on private properties through its alternatives selection process.

TRA Policy 2.3.4: Access Study Participation

The County shall continue to participate with FDOT and the Metropolitan Planning Organization (MPO) on all studies related to I-75, U.S. Highways 41 and 17.

TRA Policy 2.3.5: Promote New Interchanges

The County shall continue to participate in the regional transportation group in pursuit of new I-75 interchanges wherever they appear to be reasonable.

TRA Objective 2.4: Landscaping, Beautification, and Reduction in Wildlife Fatalities

To include landscaping, general beautification and safety for wildlife for all transportation corridors.

TRA Policy 2.4.1: Sense of Place

The County shall implement standard design practices booklet for landscaping and general beautification in corridor designs while maximizing the community identity and public benefit.

TRA Policy 2.4.2: Tree Planting and Florida Friendly Landscaping

The County shall continue to maintain the volunteer street tree planting program and shall continue to select low-maintenance, drought-tolerant, native plants for use in street landscaping. Landscaping shall encourage walkability and protection from automobiles for non-automotive facility users.

TRA Policy 2.4.3: Wildlife Crossings

The County shall require a needs assessment and, with a finding of need, the installation of wildlife crossings, with a preference for animal underpasses, for new roads and for roads requiring reconstruction. When improvements are planned and there is land set aside for preservation on either side of the roadway, a wildlife crossing shall be required at that location.

TRA Policy 2.4.4: Edge Treatments

The County shall require that all new roadways or roadways undergoing improvement that pass through areas known to harbor listed species will, along the segment of road located in such an area, provide special treatments to create roadway edges that are unattractive to such wildlife.

TRA Objective 2.5: Neighborhood Traffic Control

To utilize appropriate motor vehicle traffic control and motor vehicle traffic calming measures and appropriate roadway design standards to minimize neighborhood motor vehicle traffic intrusion and to protect neighborhoods from adverse effects of motor vehicle traffic.

TRA Policy 2.5.1: Neighborhood Traffic Studies

The County shall continue to conduct neighborhood traffic studies to analyze motor vehicle traffic volumes, crash rates, operational speed, and motor vehicle traffic characteristics in a continuing effort to protect the quality of life of the County's residential neighborhoods.

TRA Policy 2.5.2: Traffic Calming Measures in Neighborhoods

The County shall implement motor vehicle traffic calming measures using acceptable motor vehicle traffic engineering practices to protect residential neighborhoods. Such measures may include, but are not limited to, roundabouts, speed humps and speed tables, raised intersections, neck downs and curb extensions, horizontal motor vehicle traffic diverters such as chicanes, diverter islands, narrowed or striped-down travel lanes, street centerline demarcation, providing for on-street parking, signage marking entrances to residential areas, enforcement of speeding and other moving violations, and other measures as appropriate.

TRA Objective 2.6: Transportation Corridor Preservation

To promote right-of-way protection and preservation along corridors (including cross-jurisdictional), to the extent that the planned transportation system is consistent with the existing and proposed densities, housing, and employment patterns and land uses provided for in the Future Land Use Element.

TRA Policy 2.6.1: Existing and Planned Corridors

The County shall adopt a Corridor Plan by ~~2042~~ 2045 that will identify the right-of-way requirements, general alignments and standards for all transportation corridors within the County; and shall support development patterns as defined in the Future Land Use Element that shall be followed during the review and approval of development orders and zoning changes.

TRA Policy 2.6.2: Update to Corridor Plan

The County shall review the Corridor Plan by the end of each year following the adoption of the County Comprehensive Plan and update it, as necessary, to address the growth (including growth along the jurisdictional boundaries) and mobility needs of the County.

TRA Policy 2.6.3: Review Consistency

The County shall review all applications for development approval for consistency with the adopted Corridor Plan and shall approve the applications only if they are consistent with the Corridor Plan.

TRA Policy 2.6.4: Future Transit Envelope

The County shall work with the transit agency and other partners to reserve a space for future transit modifications (routes, facilities, amenities, etc.) within existing or acquired rights-of-way, where appropriate.

TRA Policy 2.6.5: Cross-jurisdictional Issues

The County shall continue to review with the appropriate jurisdictions and agencies, the effects of land use and transportation decisions that cross jurisdictional boundaries before issuing permits or development orders.

TRA Policy 2.6.6: Site Access Points

The County shall continue to encourage consolidation of site access points serving developments and support the FDOT in the issuance of permits for driveway curb cuts and median openings on the State Highway System.

TRA Policy 2.6.7: Cross-Access

The County shall put in place standards for review of developments to provide cross-access among parcels fronting arterial roads, in order to consolidate access points.

TRA Objective 2.7: Intergovernmental Coordination on Facilities

To provide a well-coordinated inter-agency and intergovernmental transportation planning process to increase the efficiency of the system.

TRA Policy 2.7.1: Hurricane Evacuation Corridors

The County shall continue to maintain and enhance functional hurricane evacuation corridors throughout the County with improved connections to the surrounding county roadway network and regional facilities.

TRA Policy 2.7.2: Coordination

The County shall continue to take the lead in establishing or enhancing the coordination activities with other government agencies, including Sarasota and Lee Counties, to establish, maintain, and enhance effective hurricane evacuation routes from the Cape Haze Peninsula and Gasparilla Island.

TRA Policy 2.7.3: Designated Routes

The County shall continue to maintain and enhance all County-designated hurricane evacuation routes.

TRA Policy 2.7.4: Criteria for Modifications

The County shall incorporate the following criteria when considering modifications to the hurricane evacuation corridor:

1. The roadway connects inland and away from the coast;

2. The roadway rises out of areas affected by storm surge;
3. There are a minimum of water crossings;
4. The roadway provides a direct route to higher elevations and/or shelters;
5. The roadway is not affected by rainfall flooding.

TRA Objective 2.8: Emphasis on the Capital Improvements Element (CIE)

To place appropriate emphasis on the Capital Improvements Element as a planning tool for the County Capital Budget process.

TRA Policy 2.8.1: Linkage between LRTP and CIE

The County shall use the adopted MPO Long Range Transportation Plan (LRTP)'s Cost Feasible Plan and planning models to promote financially feasible systems and create a link with the Capital Improvements Element.

TRA Policy 2.8.2: LRTP Use

The County shall use the most current (adopted) LRTP Financially Feasible Plan to help identify projects for the Capital Improvement Program.

TRA Policy 2.8.3: Funding Priorities from LRTP

The County shall continue to utilize the proposed transportation modifications based on LRTP priorities, the Transportation Improvement Program, and the State Work Program as tools for transportation funding.

TRA Policy 2.8.4: Selection and Implementation Process

The County shall continue to select projects to be funded in the CIP based on criteria that focuses on public safety, congestion mitigation, and increased mobility for all modes of travel. The prioritization should consider the following items:

1. Project improves public safety;
2. Project meets concurrency and/or reduces congestion, particularly where levels of service do not meet adopted standards;
3. Project improves motor vehicle traffic circulation;
4. Project improves hurricane evacuation and recovery;
5. Project has limited environmental effect;
6. Project improves freight movement on an intermodal facility;
7. Project addresses public transportation;
8. Project preserves and improves bridges;
9. Project protects public rights-of-way.

TRA Policy 2.8.5: Implementation

The County shall work to reduce existing roadway deficiencies, if any, by completing the road modification projects listed in the Capital Improvements

Element, and shall thereafter provide transportation infrastructure consistent with the policies and standards of this element and the CIE.

TRA Policy 2.8.6: Consistency

The County shall continue to perform the annual re-evaluations of transportation needs in support of CIE revisions and to be consistent with the adopted goals, objectives, and policies of the Comprehensive Plan.

TRA Objective 2.9: Financing

To continue to pursue multi-jurisdictional funding sources for shared facilities, seeking funds for transportation facilities from a variety of sources.

TRA Policy 2.9.1: Inter-local Agreements

The County shall continue to foster and encourage inter-local agreements with adjoining cities and counties for shared development, implementation, and maintenance responsibilities on selected streets.

TRA Policy 2.9.2: Cost Benefit Analysis

The County shall continue to monitor transportation needs and will use life-cycle costs in the decision-making for design and engineering of highway pavement and other transportation facilities, when such information is available.

TRA Objective 2.10: Public Health and Safety

To increase the overall health and safety of the residents.

TRA Policy 2.10.1: Public Health and Quality of Life

The County shall evaluate land use patterns and transportation choices to determine ways to improve public health.

TRA Policy 2.10.2: Technologies to Improve Service and Quality

The County shall continue to investigate and implement the use of appropriate technologies to improve service quality, efficiency, and reliability.

TRA Policy 2.10.3: Americans with Disabilities Act (ADA)

The County shall continue to comply with requirements of the Americans with Disabilities Act (ADA) and all other pertinent Federal, State, and local regulations.

TRA Policy 2.10.4: Public Information Programs

The County shall work with all possible organizations and agencies to develop and implement a public information program to promote multimodal transportation systems.

TRA Policy 2.10.5: Crash Data and Reduction

The County shall continue to monitor crashes every year to identify the high crash locations on State and County roads and shall plan to work towards reducing the crashes for all modes.

TRA Policy 2.10.6: High Crash Locations

The County shall continue to program modifications for high crash locations (for all modes) where improved motor vehicle traffic design controls can help reduce the number of crashes.

TRA Policy 2.10.7: Design Standards

The County shall ensure transportation system design and construction is consistent with adopted County or State design standards to meet the safety standards.

TRA Policy 2.10.8: Manual on Uniform Traffic Control Devices (MUTCD)

The County shall continue to maintain clear signage, consistent with the MUTCD, on all roads in the County roadway network, and shall clearly post and maintain signage of designated primary evacuation routes to improve safety along the transportation network.

TRA Policy 2.10.9: Mobility Goals

The County shall apply the current MPO Congestion Management System numerical indicators to measure achievement of the community’s mobility goals. Such measures include modal split, annual transit trips per capita, roadway service levels, auto ownership per person, and similar measures.

TRA GOAL 3: PUBLIC TRANSIT SYSTEM

Achieve a high quality, low-cost public transit service that is safe, convenient and efficient for the transit-dependent residents of the County, as well as to improve the quality of life with an option to choose as one of the modes of transportation.

TRA Objective 3.1: Meet Demands

To expand public transportation services through the most effective mix of options, with a priority on persons who are transit dependent.

TRA Policy 3.1.1: Simple and Dependable System

The County shall strive to keep the system simple and dependable, to maximize ridership, and to continue to explore operational efficiencies, such as the use of smaller vehicles, flexible community bus service, and route deviation for all phases of transit development.

TRA Policy 3.1.2: Creative Community Bus Services and Hours of Service

The County shall continue to develop and implement creative community bus services that best respond to local conditions and needs, and shall consider expansion of the hours and days of operation to meet the needs.

TRA Policy 3.1.3: Linkages to Bicycle and Pedestrian Facilities

The County shall continue to coordinate the planning and implementation of sidewalks and bicycle facilities associated with major bus origins and destinations, and shall continue to explore the potential for bike storage facilities near transit routes and to provide bike racks on buses where feasible.

TRA Policy 3.1.4: Amenities at Stops

The County shall continue to provide comfortable and useful facilities at major destinations including benches, shelters, trees, sidewalks, and bicycle racks on buses as opportunities present themselves.

TRA Policy 3.1.5: Park-and-Ride Facility Sites

The County shall explore the potential for park-and-ride facility sites, in conjunction with a Commuter Assistance Program, if and where a need is indicated.

TRA Policy 3.1.6: Marketing Program

The County shall continue the ongoing marketing program providing education and outreach on public transportation service alternatives and their importance and benefits, with a unified theme for all transit services in the Charlotte County. Programs will include development of new markets (e.g., youth, employment-based).

TRA Policy 3.1.7: State and Federal Funding Sources

The County shall continue to maintain and enhance State and Federal funding sources for transit system development and maintenance through the MPO.

TRA Policy 3.1.8: Private Sponsorship Options

The County shall pursue private sponsorship options (e.g., public/private partnerships, trading possible future bus stop space for parking, advertising on buses as a revenue source on the current demand response fleet and on the fixed route fleet in the future, etc.), as opportunities present themselves.

TRA Policy 3.1.9: Comprehensive Safety

The County shall continue to adhere to the comprehensive safety plan to ensure the safety of employees, passengers, and the public.

TRA GOAL 4: GOODS MOVEMENT AND SERVICES

Ensure efficient and effective goods movement within the County using all modes by developing a well-connected intermodal transportation system.

TRA Objective 4.1: Goods Movement

To enhance the movement of goods and people by identifying important truck routes along with rail and waterway facilities and by identifying available funding sources during the transportation planning and capital improvement programming process.

TRA Policy 4.1.1: Coordination

The County shall continue to coordinate with FDOT and private firms (which rely on truck transport) to designate truck routes that accommodate the efficient movement of goods.

TRA Policy 4.1.2: Link between Bridge Management System and Routes

The County shall continue to consider designated truck routes and posted bridges when developing priorities for pavement and bridge maintenance. The weight-restricted bridges on designated truck routes will be reviewed as an aspect of the MPO Bridge Management System and the County's bridge maintenance program.

TRA Policy 4.1.3: Coordination with Public and Private Agencies

The County shall continue to coordinate with the Airport Authority, FDOT, MPO, and other public and private parties to plan, fund, and implement transportation modifications that will enhance access to air and rail facilities.

TRA GOAL 5: INFRASTRUCTURE MANAGEMENT SYSTEM

Maintain management systems to ensure the safe operation of roadway pavement, bridges, congestion, public transit, and inter-modal systems.

TRA Objective 5.1: Infrastructure Management System

To ensure safe operating conditions, and to avoid costly reconstruction or replacement of pavement, bridges, etc., in the near future.

TRA Policy 5.1.1 Data Collection

The County shall collect and disseminate data to improve the safety and mobility of all County transportation facilities.

TRA Policy 5.1.2: Safety Management System

The County shall provide data for the MPO effort in maintaining a safety management system that provides for the analysis of crashes and crash rates and compares rates with the State and nation.

TRA Policy 5.1.3: Monitoring Programs

The County shall continue the existing monitoring programs to review the maintenance needs of transportation infrastructure in order to ensure safe operating conditions, and to avoid costly reconstruction or replacement.

TRA Policy 5.1.4: Future Transportation Map Series

The County hereby adopts all future transportation maps into TRA Appendix I: FTRAM Series.

TRA Policy 5.1.5: Cost Benefit Analysis

The County shall use life-cycle costs in the decision-making for design and engineering of highway pavement and other transportation facilities, when such information is available.

TRA Objective 5.2: Concurrency Management System

To maintain and implement a Concurrency Management System that ensures that the transportation facilities and services needed to support development are consistent with the standards adopted in the Transportation Element and the Capital Improvement Element, and are up to date and concurrent with the effects of various developments.

TRA Policy 5.2.1: Approved Methods for Analysis

The County shall utilize the FDOT’s Generalized Peak Hour Level of Service Maximum Service Volumes or other approved methodology to determine highway capacity and level of service.

TRA Policy 5.2.2: Impact Fee Methodology and Ordinance

The County shall continually reevaluate its impact fee calculation methodology and ordinance to consider allowing credits for development contributions to multimodal transportation system modifications, and update its proportionate fair-share ordinance as needed to reflect any changes in multimodal LOS Standards by the end of 2045.

TRA Objective 5.3: Parking Management

To implement a parking management program through its Land Development Regulations.

TRA Policy 5.3.1: Parking Reduction Policies

The County shall develop policies for parking reductions in activity centers, multimodal districts, overlay districts and redevelopment areas, as appropriate.

TRA Policy 5.3.2: Incentives and Disincentives for Parking

Through incentives or disincentives, along with the implementation of a Parking Management Program, the County shall reduce the amount of parking available to single occupant vehicles and encourage the use of transit and car-pooling or van-pooling. If appropriate, the incentives may take the form of transportation impact fee credits.

TRA Policy 5.3.3: Shared Parking

The County shall utilize inter-parcel and mixed-use shared parking to increase the development potential of land and to promote walking and transit use, and encourage connections between adjacent parking lots, for both vehicles and pedestrians, where appropriate.

TRA Policy 5.3.4: Preferred Parking

The County shall amend its Code of Laws and Ordinances to require, where appropriate, the provision of preferential parking for car-pool, van-pool and alternative fuel vehicles in office developments and employment centers. The Code will specify the minimum size of the development where this policy will apply and the characteristics of the required preferential parking within one year of the effective date of this amendment.

TRA Policy 5.3.5: Parking Reductions

The County shall allow for parking reductions when bus stop facilities (in conjunction with transit service) and appropriate access to those facilities are designed into private developments.