# TRANSPORTATION ELEMENT

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**TRANSPORTATION ELEMENT**
**Goals, Objectives and Policies**

**City of Auburndale Comprehensive Plan**

**GOAL 1: To provide a safe, efficient and convenient multi-modal transportation system for residents and non-residents traveling in and through the City. [9J-5.019(4)(a)]**

## Objective 1: Convenient and Efficient Transportation System

The City shall provide a safe and adequate multi-modal transportation system for its residents and users. [9J-5.019(4)(b)1.]

*Measurable Targets*: Maintain a level of service D on all roads; amend the 5-Year CIP annually to include all roadway improvements; evaluate traffic safety problems and amend the land development code to include new measures.

Policy 1.1: A peak hour Level of Service (LOS) of D shall be adopted for all roadways within the corporate limits. [9J-5.019(4)(c)1.]

Policy: 1.2 The Polk Transportation Planning Organization (TPO) encourages local governments to adopt levels of service that promote transit by lowering Levels of Service where transit is available. In order to promote the development of transit services, the City hereby adopts the following multi-modal Levels of Service for roadways served by the transit system. [Policy 6.4, *2025 Long Range Transportation Plan,* Polk Transportation Planning Organization, December 7, 2000.] [9J-5.019 (4)(c)1.]

| | Highway Minimum Standard | Highway Minimum Duration | Transit | Pedestrian | Bicycle |
|---|---|---|---|---|---|
| M1 | LOS "D" peak direction | Average of two highest peak hours | 60 minute headway | Sidewalk access to bus stop | Bike racks on buses |
| M2 | LOS "E" peak direction | Average of two highest peak hours | 30 minute headway | Sidewalk access to bus stop | Bike racks on buses<br>Bike route/system |

Policy 1.3: The City will base development approvals upon adequate system capacities at acceptable levels of service, as established in Policy 1.1 and 1.2, to accommodate the impacts of proposed development concurrent with the impacts of development.

Policy 1.4: For all municipal streets under City jurisdiction, the City will continue to add the yearly maintenance schedule to the 5-Year Capital Improvements Program (CIP) of the Comprehensive Plan's Capital Improvements Element. [9J-5.019(4)(c)7.]

Policy 1.5: In order to provide greater traffic safety, the City will enforce no-parking zones at street intersections and intersection visibility requirements, as adopted in the City's land development regulations. [9J-5.019(4)(c)3, 7.]

Policy 1.6: The City shall continue to enforce the landscape maintenance and weed control ordinance that contributes to traffic safety along all motorized and non-motorized traffic ways. [9J-5.019(4)(c)7.]

**Objective 2: Sidewalks, Bikeways and Trails**

The City will continue to increase the amount of sidewalks and bikeways within the City limits. [9J-5.019(4)(b) 1.]

*Measurable Targets*: add sidewalks and bikeways within the City limits; pave sidewalks in vicinity of transit stops; link Auburndale Trail to Van Fleet Trail, link Auburndale Trail to Tenoroc Trail; connect sidewalk/bike trail around Lake Ariana.

Policy 2.1: The City will analyze the existing sidewalk network annually and identify key gaps in pedestrian routes, including near schools, parks, trails and transit stops. [9J-5.019(4)(c) 5.]

Policy 2.2: Funding priorities for correcting existing deficiencies and for future sidewalk improvements shall first be directed to locations where a critical public safety concern or an emergency exists; and second, serve pedestrian needs within ¼ mile of all schools, parks, and transit stops; and in the future, aviation and rail facilities. [9J-5.019(4)(c) 6, 8, 14.]

Policy 2.3: The City will incorporate consideration of sidewalks and bikeways in all roadway improvements. Sidewalks and bikeways will be constructed where practical in the existing rights-of-way throughout the City. These strategies are intended to support energy efficient land use patterns and reduce greenhouse gas emissions. [9J-5.019(4)(c) 5, 6.]

Policy 2.4: Sidewalks and bikeways shall be combined where practical and feasible to keep the cost of improvements and maintenance to a minimum. The City will incorporate sidewalk and bikeway features into intersection projects and resurfacing projects to keep the cost of such projects to a minimum.

Policy 2.5: Continue to support the acquisition of right-of-way or easement for a bike path/walkway around Lake Ariana.

Policy 2.6: The City will work with the TPO, FDOT and Polk County in the identification of locations for sidewalks and bikeway on State and County highways. [9J-5.019(4)(c) 5, 6.]

Policy 2.7: In an effort to coordinate with the TPO and FDOT to provide continuous routes for bicycling, the City will work with the TPO in the development of: the Auburndale Trail; the Southern Extension of the Van Fleet Trail; the Auburndale Trail through Tenoroc State Park; the Auburndale-Lake Alfred-Winter Haven Trail; and other trails that link to the County and

Regional network through adjacent municipalities. [9J-5.019(4)(c) 5, 6.]

## Objective 3: Downtown Parking Strategy

The City shall promote and invest in a safe and efficient system of parking with the proper quantity of spaces for customers and employees in the Community Activity Center in the historic downtown area. [9J-5.019(b) 1 & 2.]

*Measurable Targets*: promote public/private partnerships established for downtown parking; implement traffic calming devices; complete City/CRA/Chamber of Commerce parking study.

Policy 3.1: The historic downtown area generally bounded by Bridgers Avenue, Ariana Avenue, Bennett Street, Robinson Street and Shelby Street, classified as the Community Activity Center on the Future Land Use Map, shall be the focus of continued analysis of parking needs, vehicular traffic flow, pedestrian circulation patterns and overall traffic safety.

Policy 3.2: The City shall maintain and promote the alley system in the downtown for loading purposes in order to reduce conflicts between delivery trucks and pedestrian traffic. [9J-5.019(4)(c) 2.]

Policy 3.3: As development occurs within the downtown, the City will promote and allow on-street parking within the public right-of-way, which shall meet the parking needs of the business sector in accordance with City and DOT standards. [9J-5.019(4)(c) 3.]

Policy 3.4: The City will partner with businesses for the development of off-street parking that will be shared by customer and employee traffic within the downtown; and encourage informal agreements between public and private partners for shared parking between daytime and night time users, and between weekend and weekday users. [9J-5.019(4)(c) 3.]

Policy 3.5: The City will continue to support traffic calming and landscaping to improve the appearance of the downtown, particularly around Ariana Avenue and the Civic Center. [9J-5.019(4)(c) 7.]

Policy 3.6: The Auburndale CRA will maintain a reserve fund to pay for parking improvements in the community redevelopment area.

## Objective 4: Coordination with Future Land Uses

The City will continue to improve and construct a transportation system that will meet the adopted levels of service standards, support the goals, objectives and policies of the Future Land Use Element, and support the uses shown on the Future Land Use Map. [9J-5.019(4(b)2.]

*Measurable Targets*: promote multi-modal for mixed use development; promote carpooling/vanpooling.

Policy 4.1: The City will prioritize roadway system improvements based on correction of existing deficiencies, available right-of-way system continuity, development of the central core downtown, development of infill areas, and consistency with needs generated with uses

shown on the Future Land Use Map.

Policy 4.2: A de minimis impact exception shall only be granted for a single family home on an existing lot regardless of the level of deficiency of the adopted level of service.

Policy 4.3: The City will promote Planned Unit Developments and similar types of mixed use developments with multi-modal provisions. [9J-5.019(4)(c) 9.]

Policy 4.4: The City will implement land use policies in support of increased transit, which includes encouraging mixed-use developments and medium or higher residential densities within one-fourth mile of any transit route. [9J-5.019(4)(c) 12.]

Policy 4.5: If determined to be necessary to meet future traffic circulation needs, transportation impact fees shall be developed and adopted by the City by 2010. [9J-5.019(4)(c) 7.]

Policy 4.6: The City will encourage large employers in the industrial areas in the City adjacent to the City to promote carpooling/van polling and utilization of transit for commuting. [9J-5.019(4)(c) 13, 14.]

Policy 4.7: The City will minimize disruption to its historic downtown and historic buildings that may result from the construction of transit projects; the City shall encourage pedestrian and bicycle routes in order to minimize disruption of the historic street grid in downtown. [9J-5.019(4)(c) 5.]

Policy 4.8: Since the City does not have its own airport, the City shall promote the rail and surface transportation corridor that connects its industrial areas to the Bartow Municipal Airport for shipment of goods and products. The City will work with the TPO to promote an adequate transportation network for the transport of goods and for the establishment of truck routes to airports. [9J-5.019(4)(c) 11, 14.]

Policy 4.9: The City will work with the TPO to enhance multi-modal transfer facilities through TPO priority setting. [9J-5.019(4)(c) 11.]

Policy 4.10: The City shall work with the Florida DOT and Polk County Transportation to establish a designated truck route network that maximizes the efficiency of goods movement, minimizes delays ,and enhances safety.

Policy 4.11: TRANSPORTATION MAP ESTABLISHED: The following Transportation Map is hereby established: 2030 Major Roadways by Functional Classification.

## Objective 5: Intergovernmental Coordination

The City shall continue to coordinate its transportation system with those of the Polk Transportation Planning Organization for the Lakeland/Winter Haven Urbanized Areas (TPO), the Polk Transit Authority (PTA), the Winter Haven Area Transit (WHAT) authority and the Lakeland Area Mass Transit District authority (LAMTD)

for the intra-city bus system; and the Florida Department of Transportation (FDOT) Transportation Plan and Adopted Work Program. [9J-5.019(4)(b)3.]

*Measurable Targets*: Membership on the Technical Advisory Committee for the TPO; listing of other agency projects in the City's annual update of the 5-Year CIP.

Policy 5.1: The City shall continue to coordinate with the FDOT and the TPO to recognize and include County and State road projects in the City's 5-Year CIP and annual budget planning process; and to maintain consistency in policies between the City and the two agencies.

Policy 5.2: The City shall seek the cooperation and utilize the resources of the TPO for funding of those roadway improvements that fall within the TPO's priority and funding jurisdiction.

Policy 5.3: The City shall seek the cooperation and utilize the resources of the FDOT for those roadway improvements within the City that fall within the FDOT's Transportation Plan priority and funding jurisdiction, including the 4-laning of CR 655 (Berkley Road) and the completion of the SR 559 Extension (Main Street from US 92 to SR 655).

Policy 5.4: The City will coordinate with the TPO and the FDOT in assigning priority status to projects which are identified in airport and rail facility master plans which serve Auburndale and the region. [9J-5.019(4)(c) 14.]

Policy 5.5: The City will work with the TPO and FDOT to plan and program enhanced surface access to any station that is intended to serve Florida's intrastate high-speed rail system. [9J-5.019(4)(c) 13.]

Policy 5.6: The City will coordinate with the TPO, FDOT, the County and other municipalities in data sharing, standards interpretation, traffic counts and concurrency management issues relating to roadway levels of service. [9J-5.019(4)(c) 1, 10, 11.]

Policy 5.7: The City will participate in future updates of the TPO Long Range Transportation Plan. [9J-5.019(4)(c) 11.]

Policy 5.8: The City will coordinate with the TPO, Lakeland Area Mass Transit District authority, Winter Haven Area Transit authority and FDOT to establish strategies to reduce reliance on single occupancy automobile trips, such as encouraging large employers to develop commuter assistance incentives for employees that carpool/vanpool, and/or utilize transit or non-motorized modes for commuting trips. [9J-5.019(4)(c) 6.]

Policy 5.9: The City will coordinate with the three mass transit authorities and FDOT to implement plans for park-and-ride lots, as identified in The 2025 Long-Range Transportation Plan. [9J-5.019(4)(c) 6, 11, 13.]

Policy 5.10: The minimum acceptable level-of-service standard for roadways on the Strategic Intermodal System, the Florida Intrastate Highway System, and those funded under the Transportation Regional Incentive Program, shall be in accordance with the Statewide Minimum Level-of-

Service Standards for the State Highway System published in Rule 14-94 of the Florida Administrative Code, or any rule variance issued by the Florida Department of Transportation.

## Objective 6: Support of Public Transit

The City will promote and support ridership on the area's bus system by coordinating with the transit providers to locate stops and terminals near major trip generators and employment centers. [9J-5.019(4)(b)4.]

*Measurable Targets*: promote new businesses locating on transit routes versus non-transit areas.

Policy 6.1: The City will promote the development of future major trip generators and employers on transit routes, to decrease the number of vehicle trips within the City and to accommodate the transportation disadvantaged, including the elderly and those without a vehicle. [9J-5.019(4)(c) 9, 12.]

Policy 6.2 The City will participate in planning and revising routes for all three transit districts in order to accommodate the transportation disadvantaged and to decrease the number of vehicle trips within the City. [9J-5.019(4)(c) 11.]

## Objective 7: Preservation of Rights-Of-Way

The City shall protect existing and future rights-of-way from building encroachment and other forms of development that would hinder roadway improvements when needed, for existing and future traffic circulation, aviation, and mass transit rights-of-way. [9J-5.019(4)(b)5.]

*Measurable Targets*: review development plans for setbacks from ROW for all new development in accordance with the land development regulations.

Policy 7.1: The City shall utilize street setbacks as determined in the City's land development regulations on all principal arterials, County urban collectors and City urban collectors.

Policy 7.2: The City shall continue to coordinate with representatives of the TPO, FDOT, the County, and the transit districts to identify the applicable State, regional and City transportation corridor rights-of-way needed for future improvements. [9J-5.019(4)(c) 4, 14.]

Policy 7.3: The City will protect airports and other transportation facilities and routes connecting or linking facilities from encroachment of incompatible land uses through implementation of the Future Land Use and Conservation Elements of the Comprehensive Plan. [9J-5.019(4)(c) 8, 19, 21.]

## Objective 8: Traffic Flow Safety & Access Management

The City shall coordinate with the FDOT and Polk County to maximize access management on the Florida Intrastate Highway System (FIHS) and the Polk County road system. [9J-5.019(4)(b)1.]

*Measurable Targets*: number of new driveway cuts permitted on the FIHS; maintenance of speed limits on the FIHS and Polk County road system.

Policy 8.1: Driveway access permits for land developments shall be coordinated with FDOT and Polk County as applicable. [9J-5 .019(4)(c)2.]

Policy 8.2: The City shall coordinate with the Florida DOT on the operation and management of computerized signal systems and traffic monitoring devices to improve traffic flow and reduce stop and go traffic. [9J-5.019(4)(c)7.]

Policy 8.3: The City will coordinate with the FDOT to ensure all railroad crossings are constructed to allow maximum speeds at crossings. [9J-5.019(4)(c)7.]

Policy 8.4: The City shall require applicants for development proposals as determined by City's Land Development Regulations and Florida DOT regulations, to control the connections and access points of driveways and roads to collector roads and minimizing driveway and median cuts. Access management relating to thoroughfares shall be managed in a manner that reduces stop and go traffic, protects public investments in roadway capacity and enhances safety. [9J-5.019(4)(c) 2, 9, 15.]

## Objective 9: Airway Systems

The City shall enforce regulations to protect the airways approach to airports in a manner consistent with DOT and FAA requirements, so that communication towers, antennas, water towers, industrial uses, multi-story residential uses, and church steeples are not erected in the flight path of the Winter Haven airport and others. [9J-5.019(4)(b) 2.]

*Measurable Targets*: Maintain attendance on airport zoning board; protect approach to airport zone by enforcing land development regulations.

Policy 9.1: The City shall enforce its development regulations in compliance with the FDOT model navigable airspace system, and revise as necessary.

Policy 9.2: The City shall maintain representation on the Polk County Airport Zoning Board in order to coordinate multi-model transportation systems through the City that may be linked to one or more of the airports in the county. [9J-5.019(4)(c) 11, 14.]

## Objective 10: Transportation Greenhouse Gas Emissions Reduction

Reduce greenhouse gas emissions by reducing vehicle miles traveled and by increasing or encouraging the use of alternative fuels and transportation technologies.

Policy 10.1: The City of Auburndale shall encourage new urban development strategies that provide an emphasis on transit, bicycle, and walkable neighborhoods. These development strategies will include compact, mixed-use development to reduce vehicle miles of travel and greenhouse gas emissions.

Policy 10.2: The City shall implement mobility strategies to support non-motorized transportation and

transit service development and to maximize access to existing and planned transit services. These will include, but not be limited to:

1. Provision of an extensive pedestrian system;
2. Elimination of gaps in the sidewalk network;
3. Complete street treatment including improved pedestrian and bicycle crossings

Policy 10.3: The City of Auburndale will support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives.

Policy 10.4: The City of Auburndale shall support and promote the use of low- and zero-emission vehicles, and alternative fuels, and other measures to directly reduce emissions from motor vehicles.

Policy 10.5: All development or redevelopment shall include one or more strategies to reduce external trip generation, improve traffic flow, reduce Greenhouse gas emissions, and/or emphasize safe and comfortable pedestrian, bicycle and mass transit mobility. These strategies may include, but are not limited to:

- Physical and operational improvements.
- Provision of on-site pedestrian and bicycle linkages to external pathways to expand, improve and enhance a safe, continuous pedestrian and bicycle network throughout the City.
- On-site secured bicycle storage areas.
- Additional tree canopy adjacent to sidewalks to provide shade and comfort to the pedestrian that will increase pedestrian mobility.
- Pedestrian-scale decorative street lighting and street furniture along pedestrian pathways to create a safe and comfortable experience to encourage pedestrian mobility.
- Construction of crosswalks and related crosswalk features that facilitate safe movement across roadways.
- Right-of-way donation for turn lanes and/or wider bike lanes.
- Dedication of easements for pedestrian and non-motorized pathways.

Policy 10.6: The City shall continue efforts to work with FDOT and all appropriate agencies to alleviate traffic circulation problems.