

Goals, Objectives, and Policies – Transportation Element

Introduction

Pursuant to Sections 163.3177 (6)(b) and (j), F.S. and Sections 9J-5.007 and 9J-5.019(4)(b) and (c) F.A.C., the following represents the Transportation Element Goals, Objectives, and Policies of the City of Dade City. In addition to statutory requirements, the Goals, Objectives, and Policies were developed in keeping with the character, conditions, both environmental and social, and desires of the community. These goals, objectives and policies are intended to address the establishment of the long-term end toward which traffic circulation programs and activities are ultimately directed in the community.

Implementation

Unless otherwise stated, the implementation of objectives and policies contained in this section shall be through the development, adoption, and application of regulations set forth in the City's land development regulations.

Goals, Objectives, and Policies

GOAL TRA 1: Establish and maintain a safe, convenient, and efficient multimodal transportation system that serves to increase mobility and reduce reliance upon the automobile.

Level of Service

Objective TRA 1.1: The City shall continue to provide safe, efficient, and quality roadways in the City of Dade City that maintain transportation efficiency.

Policy TRA 1.1.1: The City shall continue to maintain the following roadway level of service (LOS) standards, as defined in Table 5-2, FDOT Level of Service Tables, 1988:

- a. collector roadways – LOS “D”, peak hour;
- b. arterial roadways – LOS “D”, peak hour.

Policy TRA 1.1.2: The City shall review all proposed development or redevelopment for consistency with this element and impacts upon the LOS standards adopted in Policy TRA 1.1.1. All development orders and permits shall be issued only when it is demonstrated by the applicant, in a manner approved by the City, that the adopted level of service standards on all such roadway segments impacted by the proposed development will either be:

- a. Maintained; or
- b. Restored no later than three (3) years after the City approval of the proposed building permit (or the functional equivalent that results in traff generation) by either:
 - i. completion of; or
 - ii. start-up of actual construction on all additional improvements required to meet the adopted levels of service.

Policy TRA 1.1.3: In any circumstances where a proposed development cannot meet transportation concurrency pursuant to Policy TRA 1.1.2, the developer may offer and the City may accept a binding commitment by the developer to pay a sum of money equal to the fair and proportionate share of construction and all other costs associated with all the improvements(s) that are:

- a. deemed necessary under the transportation concurrency analysis to meet the adopted LOS standard(s) on the impacted facility or facilities projected to be deficient after impacts by the proposed development;
- b. either:
 - i. Included as fully funded projects within a financially feasible Capital Improvements Element or currently adopted Capital Improvements Program of the jurisdiction(s) with the authority and responsibility to maintain and improve the facility or facilities to be improved.
 - ii. In the opinion of the governmental entity or entities maintaining the impacted facility that is either not programmed for improvements or for which programmed improvements are insufficient to provide the capacity to restore the adopted LOS, the proportionate fair-share mitigation payment offered by the developer is of a magnitude that could be otherwise used to significantly benefit the impacted transportation system; and such improvements are adopted into such governmental entity's or entities' Five Year Capital Improvements Element or Program at the next annual update.

Calculation and acceptance of any proportionate fair-share mitigation payment in lieu of meeting transportation concurrency shall be via procedures consistent with the requirements of subsection 163.3180(11), (12) and (16), F.S. In complying with this policy, the person submitting any such calculation and making any such payment and the City in reviewing and accepting such calculation, related analysis and payment shall consider and apply when reasonable and applicable, the then-current department of Transportation model transportation concurrency management ordinance and methodologies contained therein for assessing proportionate fair share mitigation options.

Policy TRA 1.1.4: As the highest priority for local transportation, the City shall continue to pursue opportunities to improve traffic flow on US 301 through coordination with local, regional, and state plans. The City shall require service roads (e.g., reverse frontage or frontage roads), as appropriate, for any new development along major roads, including US 301, US 98 Bypass, or SR 52 in order to alleviate traffic flows and increase safety along major City arterial roads.

Policy TRA 1.1.5: In implementing the transportation concurrency requirements of Policy TRA 1.1.2, the following rules shall apply:

- a. Any impact of one (1) percent or less of the maximum volume at the adopted LOS standard on any roadway regulated pursuant to Policy TRA 1.1.1, herein a "de minimis" impact shall generally be excluded from any determination of concurrency unless:
 - i. such impact when added to existing traffic volumes and projected volumes from approved projects with unexpired Concurrency approvals exceeds 110%

- of the maximum volume on the affected roadway segment at the adopted LOS standard; or
- ii. such impact would exceed 100% of the maximum volume at the adopted LOS standard for any designated hurricane evacuation route.
- b. The impact of one (1) single family residence on any lot already recorded as platted or which can otherwise be demonstrated to the satisfaction of the City to have been in existence on December 1, 2006 shall always be considered “de minimis” and no application for an approval for development in this manner of any one such lot shall be subject to any transportation concurrency analysis under any circumstance.
 - c. Unless the transportation concurrency analysis for a proposed project includes assumptions deemed acceptable to the City regarding the growth in background traffic on all impacted roadways segments, whereby such assumptions extend the period of analysis for more than three (3) years from the date of any transportation concurrency approval unless the proposed project is subject to a development agreement meeting the requirements of the Florida Local Government Development Agreement Act, Section 163.3221, FS, et seq that extends the period of a concurrency approval to greater than three (3) years no such concurrency approval shall be valid for more than three (3) years from the date of such approval, and all building permits or their functional equivalents shall be applied for so as to be issued before the expiration of the period established by such concurrency approval. An application to extend a transportation concurrency approval after expiration of same shall require a submittal by the applicant and a reviewed by the City of the appropriate supplemental transportation impact analysis. Except in cases where the impacts of the proposed development are demonstrated to be *de minimis* as that term is defined in Section 163.3180 of the Florida Statutes, all projects requesting development approval shall conduct a transportation study to determine if the impacts of the development will cause any roadway within the City to fall below the adopted level of service.

Policy TRA 1.1.6: Establish with the assistance of the Pasco County MPO, numerical indicators on modal split, transit trips per capita, automobile occupancy rates, and the like to help measure progress towards improved transportation system efficiency.

Policy TRA 1.1.7: The City shall require the following pedestrian and bicycle facility improvements as part of new roadway construction:

- a. sidewalks – 2 miles for every 1 mile of new roadway;
- b. bicycle lanes/paths – 1 mile for every 1 mile of new collector or arterial roadway;

Policy TRA 1.1.8: With assistance of Pasco County and FDOT, the City will address the following issues: improve intersection capacities, optimize traffic signalization, and improve signage to increase transportation efficiency and safety.

Policy TRA 1.1.9: The City shall establish, through its capital improvement budget, an annual roadway maintenance and improvement program, sidewalk construction program, and a plan to improve existing unpaved City streets.

Policy TRA 1.1.10: The City's site plan review process shall address driveway connection/access points for new development or redevelopment activities to ensure minimal adverse impact to traffic flow or safety on adjacent roadways.

Policy TRA 1.1.11: The City shall maintain a tiered transportation impact fee ordinance with the objectives of:

- a. providing incentive for infill development and redevelopment in established areas;
- b. providing incentive for development/redevelopment in designated nodes; and
- c. discouraging costly urban sprawl.

Proportionate fair-share mitigation as permitted and calculated pursuant to Policy TRA 1.1.3 shall be applied as a credit against such impact fees to the extent that all or apportion of the fair share mitigation is used to address the same capital infrastructure improvements contemplated by the City' impact fee ordinance.

Right-of-Way Protection

Objective TRA 1.2: Continue to identify, reserve, and/or acquire transportation rights-of-way.

Policy TRA 1.2.1: The City shall identify future rights-of-way on the Future Traffic Circulation Map.

Policy TRA 1.2.2: The minimum setback requirements identified for new roadways shall be enforced.

Policy TRA 1.2.3: The City shall enforce the minimum setback requirements along existing roadways.

Multimodal Transportation Network

Objective TRA 1.3: The City, through revisions to the Land Development Code, shall establish criteria and procedures to ensure the maintenance of a safe, convenient, and energy efficient multimodal transportation system.

Policy 1.3.1: The City shall maintain development regulations and design standards for on-site motorized and nonmotorized parking; safe and convenient on-site vehicle circulation systems; and access points through the development review process to ensure adequate vehicular, transit, bicycle, and pedestrian site access and to discourage use of single-occupant vehicles.

Policy TRA 1.3.2: Through the City's annual operating budget and the land development regulations, the City shall provide bicycle and pedestrian ways for connecting residential areas to recreation areas, school, shopping areas, and transit terminal areas as appropriate.

Policy TRA 1.3.3: Bicycle storage areas at shopping and recreational areas shall be established.

Policy TRA 1.3.4: Through the City's annual operating budget and the land development regulations, the City shall provide crosswalks and sidewalks on roadways of high pedestrian usage.

Policy TRA 1.3.5: The City shall require all development/redevelopment to maximize the reasonable accommodation of bicycle and pedestrian needs.

Policy TRA 1.3.6: The City shall incorporate bikeways in the design of new arterial and collector roadway improvements and mark designated bicycle routes which will provide citizens access to shopping, employment, education, and recreational centers.

Policy TRA 1.3.7: The City shall implement development regulations and design standards that require pedestrian and bicycle facilities within residential and nonresidential developments.

Policy TRA 1.3.8: The City shall support and encourage through site plan review alternative modes of transportation/transit friendly design features along roadways to accommodate the needs of pedestrians, cyclists, and handicapped persons, and promote ridesharing by public and private sector employees.

Policy TRA 1.3.9: As an on-going policy, the City's traffic circulation system shall emphasize pedestrian safety and transit-friendly design.

Policy TRA 1.3.10: In conjunction with the Pasco County MPO and FDOT, the City shall participate in transportation demand management (TDM) measures such as alternate transportation modes (i.e., bicycle, pedestrian, transit), telecommuting, and ridesharing, etc. to reduce peak hour travel demand on arterial roadways.

Safety

Objective TRA 1.4: As of the adoption of this Comprehensive Plan, the City's traffic circulation system shall emphasize safety.

Policy TRA 1.4.1: The City shall encourage the maintenance and landscaping of the existing roadway system.

Policy TRA 1.4.2: The City shall enforce the signage requirements along roadways.

Policy TRA 1.4.3: The City shall prepare annual accident frequency reports for all collector and arterial roads.

Policy TRA 1.4.4: The City in cooperation with the county and FDOT shall control connections/ access points of driveways to the roadway system.

Policy TRA 1.4.5: The City shall coordinate with responsible entities to maintain adequate pedestrian crossing times along arterial and collector roadways for the safety of pedestrians and bicyclists.

Transit

Objective TRA 1.5: Continue to participate on the Pasco County MPO to ensure that County operated public transportation efficiently serves existing and proposed major trip generators and attractors, land uses, and the transportation disadvantaged in Dade City.

Policy TRA 1.5.1: The City will continue to facilitate the efforts of the Pasco County MPO and FDOT to provide convenient and efficient public transportation.

Policy TRA 1.5.2: The City will coordinate with Pasco County Public Transit (PCPT) to provide additional bus stops.

Policy TRA 1.5.3: The City will attempt to continue construction of bicycle/pedestrian paths that provide connections to transit routes in the City.

Policy TRA 1.5.4: The City shall develop parking strategies that promote transportation objectives. Strategies could include:

- a. maximum, in lieu of minimum, parking requirements;
- b. elimination of parking requirements in Downtown or for proposed traditionally designed developments;
- c. park and ride lots;
- d. on-street parking as a traffic calming technique;
- e. location of parking lots behind buildings.

Policy TRA 1.5.5: The City shall encourage compact, mixed use, nodal development in designated public transportation corridors to promote convenient and efficient use of public transportation.

Policy TRA 1.5.6: The City shall coordinate with the Pasco County MPO and PCPT to provide bus service to areas of the City which demonstrate a need for service, especially assisted living facilities (ALFs) and low income neighborhoods, with focus on providing basic transportation needs to those who have no private means of transportation.

Policy TRA 1.5.7: The City shall attempt to increase public awareness regarding PCPT transit schedules, services, and route information.

Land Use Coordination

Objective TRA 1.6: Coordinate transportation planning with the City's Future Land Use Plan and Capital Improvements Plan, the FDOT 5-Year, Work Program, the MPO Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), and appropriate plans of the neighboring jurisdictions.

Policy TRA 1.6.1: The City shall review subsequent versions of the FDOT 5-Year Work Program in order to update or modify this element, if as necessary.

Policy TRA 1.6.2: The City shall review for compatibility with this element, the traffic circulation plans and programs of the neighboring municipalities and Pasco County as they may be amended in the future.

Policy TRA 1.6.3: All amendments to the Transportation Element shall be supported by appropriate transportation analysis.

Future Land Use

Objective TRA 1.7: The planning of traffic circulation shall continue to be coordinated with the City's Future Land Use Plan to consider existing and projected population density, housing and employment patterns, and land use trends.

Policy TRA 1.7.1: The City will continue to consider and coordinate traffic circulation planning issues locally and with the Pasco County MPO. Proposed development will be reviewed in accordance with the City's Comprehensive Plan Elements and current/future employment and growth trends.

Community Design and Aesthetics

Objective TRA 1.8: Evaluate all transportation projects for aesthetic impacts.

Policy TRA 1.8.1: Roadway modifications that include medians or parkways shall be landscaped by the entity responsible for such modifications to mitigate for aesthetic impacts of the roadway on adjacent property owners, as well as the community at-large.

Policy TRA 1.8.2: The Land Development Code shall have provisions that require parking lots to be functionally landscaped to provide maximum shading, beauty, safety, and stormwater drainage.