

## TRANSPORTATION ELEMENT GOALS, OBJECTIVES, AND POLICIES

**GOAL 1: To develop an effective multi-modal transportation system which optimizes safety, convenience, cost and pollution reduction practices by establishing internal and external transportation linkages between residential neighborhoods and activity centers.**

### -Level of Service-

**Objective 1:** The City shall continue to implement all improvements to the transportation system as identified in the Capital Improvements Element which address the impacts of future land uses as identified through the Comprehensive Plan.

**Policy 1.1:** The City hereby adopts the following peak hour LOS standards for each facility type based on a 100th design hour criterion within the corporate limits of the City.

- Arterial Roadway – LOS Standard “D”
- Collector Roadway – LOS Standard “D”

\* The above noted LOS standards apply to roadways that are not designated as “constrained” or “backlogged” facilities. Constrained facilities are defined as roadways operating below LOS “D” which are not capable of attaining LOS “D” because prohibitive costs, environmental limitations, or other limitations such as neighborhood impact prevent the construction of at least two additional through lanes. Backlogged facilities are defined as roadways operating below the LOS “D” standard which do not have prohibitive financial, environmental, or neighborhood impact constraints but are not scheduled for major capacity improvements in the City’s Five Year Schedule of Capital Improvements. Due to the funding environment, these constrained or backlogged facilities shall meet the level of service “D” at or before build-out.

\* The City shall maintain a list of backlogged and constrained roadways based on traffic counts and various traffic studies as indicated in Table 3-4 of Volume II. Table 3-4 shall be revised via Comprehensive Plan amendments as necessary.

\* At such time, as designated collectors that travel through City neighborhoods become constrained, a lower level of service is acceptable. This means that these collectors will not be 4-laned due to the adverse impact on the neighborhoods, but does not preclude intersection improvements, other traffic calming-congestion management methods, the implementation of complete streets solutions, or the development of additional connectivity facilities.

\* I-75, although under FDOT jurisdiction, shall be indicated on the Future Transportation Circulation Map as a Principal Arterial, as defined in Policy 1.6 below.

For Transportation Facilities, the following shall be met to satisfy City requirements; Consistent with the public welfare, and except as otherwise provided in this section, transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the local government approves a building permit or its functional equivalent that results in traffic generation.

**Policy 1.2:** Continue to perform traffic analysis counts at least twice per year on arterial and collector roadways to assist in level of service determination.

**Policy 1.2.1:** On an at least every three-year basis, perform a traffic analysis count for all local streets that directly connect to a collector or arterial roadway.

**Policy 1.3:** The City shall continue to update annually its Level of Service (LOS) projections on all existing and projected future arterial roadways. Updates will include updating LOS projections based on traffic monitoring, experienced growth, growth trends and growth forecasts, and previously established goals for traffic calming and pedestrian accommodations. Transportation infrastructure needs will be identified and used as input to the City's Capital Improvements Element.

**Policy 1.4:** Continue to coordinate with the Sarasota-Manatee Metropolitan Planning Organization and Charlotte County-Punta Gorda Metropolitan Planning Organization to develop additional databases necessary to perform traffic modeling studies.

**Policy 1.5:** The City shall continue to acquire additional technical expertise, software and hardware as deemed necessary to improve the analytical capacity to project and monitor future Level of Service (LOS) on the City's roadway system.

**Policy 1.6:** City of North Port Functional Classification of Roads - The City of North Port shall use the following classification scheme for the unique system of roadways within its jurisdiction:

Principal Arterial - a controlled access facility with grade separated intersections providing for interregional and/or interstate travel at high operating speeds. Principal arterials typically accommodate high volumes of traffic. Interstate 75 is a principal arterial.

Arterial - roadways facilitating relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Arterials generally serve major centers of activity and have the highest traffic volume corridors. U.S. 41, Price Boulevard, Sumter Boulevard, River Road (a County maintained facility), West Villages Parkway, Yorkshire Street, Winchester Boulevard, and Toledo Blade Boulevard are arterial roads. Hillsborough Boulevard, which is jointly maintained by North Port and Charlotte County, is considered an arterial only if the existing homes along the North side are served by a frontage road similar to the one constructed on Sumter Boulevard between US 41 and the Heron Creek entrance. Otherwise, Hillsborough is considered a collector (See Policy 1.1).

Collector - collects and distributes moderate to high amounts of traffic between arterials and local roads at moderate to low operating speeds. Collectors provide for more accessibility to adjacent properties than arterials. Biscayne Drive, Pan American Boulevard, North Port Boulevard, Appomattox Drive, Salford Boulevard, Cranberry Boulevard, Chamberlain Boulevard, San Mateo Drive, Ponce De Leon Boulevard, Atwater Street, Haberland Boulevard, Glenallen Boulevard, Spring Haven Drive, Trionfo Avenue, Collingswood Boulevard, Woodhaven Drive, Jeannin Drive, Norlendale Boulevard, Orlando Boulevard, Serris Drive, Ortiz Boulevard, Raintree Boulevard, Panacea Boulevard, Plantation Boulevard, East River Road, Manasota Beach Road, Keyway Boulevard, and Tropicaire Boulevard are collector roadways. The western north-south roadway through the West Villages (Preto Boulevard/Pine Street Extension) will also be a collector roadway once built.

Local Roads - generally provide access to abutting properties. Local roads possess relatively low traffic volumes, operating speeds, trip lengths, and through traffic movements.

**Strategy 1.S:** The City will actively evaluate the adequacy of its existing level of service (LOS) standards for transportation articulated in Objective 1.1 of this element and will evaluate the historical effectiveness of its existing concurrency program in order to determine whether alternative methods of funding in lieu of impact fees and other existing revenue tools might produce a more efficient system of revenue generation.

**Policy 1.7:** The City will not repeal or replace its existing concurrency ordinance for transportation concurrency; and will not repeal or replace, existing transportation impact fees based upon this comprehensive plan except by amendment to the comprehensive plan, and supported by a positive finding by the City Commission that an alternative mode, such as Mobility Fees will provide revenue generation that over time will provide equal or greater mobility than currently generated by the City's Concurrency Management System.

### **-Safety Improvements-**

**Objective 2:** The City shall continue to improve safety conditions on the City's existing roadway system through completion of the transportation improvements identified in the Capital Improvements Element.

**Policy 2.1:** The City, as needed, will conduct studies to identify needed signalization or signage improvements, turn lanes, traffic calming, connectivity, and crosswalk controls at warranted intersections. The cost of these improvements may be shared between the City and the Florida Department of Transportation (FDOT), or other appropriate agency(s).

**Policy 2.2:** The City will continue to implement an annual Bridge Inspection Program to assist in its bridge maintenance management system.

**Policy 2.3:** The City will continue to analyze the need for, feasibility of, and funding for improving the quality of existing roadways through the annual resurfacing program.

**Policy 2.4:** The City will continue to enforce existing regulations governing the control of connections and access points of driveways and roads to roadways. To limit the proliferation of residential driveways directly accessing major roadways, the City, when acquiring necessary rights-of-way and designing projects, shall examine the possibility of developing parallel frontage roads for local traffic which could then access the major roads at selected points.

**Policy 2.5:** The City will work closely with federal, state, and local agencies to ensure that the City's street network is able to be utilized for autonomous vehicle usage as such devices are developed.

### **-Roadway Improvement-**

**Objective 3:** Implement new roadway construction work and maintenance as specified in the policies below and as identified in the Capital Improvements Element and Capital Improvement Program.

**Policy 3.1:** The City shall meet with the appropriate developer(s) on at least a semi-annual basis to coordinate the completion of the construction of major roadway segments that are required as part of their development approval with other transportation projects.

**Policy 3.2:** The City will monitor on at least a semi-annual basis the completion of planned roadway segments by the appropriate developer(s) of Developments of Regional Impact, Villages, Town Centers, or other planned developments, to ensure their compliance with approved development phasing schedules and to coordinate the projects with other projects.

**Policy 3.3:** In coordination with the Police Department, the City shall continue to install new road signs for consistency with the City's Uniform Traffic Control and Property Numbering System Resolution 88-R-10.

**Policy 3.4:** The City shall continue to contract with Florida Power and Light to provide additional street lights within developed neighborhoods in accordance with the City's "Street Lighting Guidelines and Standards" that are described in the City's Unified Land Development Code. To provide more and better lighting to City neighborhoods, which will correspondingly aid in creating safer neighborhoods, the City shall explore funding mechanisms including, but not limited to, the creation of special lighting districts.

**-Future Needs-**

**Objective 4:** Preserve existing, and expand the assessment of the need for the acquisition of additional, right-of-way along existing roadways to meet known and potential future needs for expansion and prevent building encroachment, or other improvements.

**Policy 4.1:** Consistent with Policies 1.2 and 1.3 of this element, the City shall continue to monitor traffic volumes, land use information and growth trends along arterial and collector roadways to determine the need for future right-of-way acquisition, and other needed transportation system improvements.

**Strategy 4.1.1:** Monitor information related to traffic volumes, land use, and growth trends to evaluate future transportation needs.

**Policy 4.2:** The City shall continue to review existing right-of-ways as platted and provided relative to current Florida Department of Transportation (FDOT) and City standards to identify potential deficiencies.

**Policy 4.3:** The City shall continue to implement land development regulations which explicitly provide for the protection of existing and future rights-of-way from building encroachment, including General Development Corporation (GDC) platted single-family lots (the Unified Land Development Code shall be amended to provide for administrative variances), consistent with State and Federal transportation planning legislation. If the City adopts any Master Plans that address this subject, the Comprehensive Plan shall be amended to reflect these Master Plans.

**Policy 4.4:** The City shall continue to implement its Unified Land Development Code to provide adequate access management controls to limit the proliferation of commercial and residential driveways along arterial and collector roadways. Current platted lots with direct access to arterial and collector roadways may continue to develop. When acquiring rights-of-way for future expansions of arterial and collector roadways, the City shall also examine the feasibility of developing parallel access roads/drives that capture residential and non-residential driveway traffic and distribute the traffic to limited points along the arterial or collector roadway.

**Policy 4.5:** To enhance hurricane evacuation, to create an alternative to I-75, and to enhance the regional traffic grid, the City shall support federal, state, or regionally funded initiatives to extend Toledo Blade/Choctaw Boulevard northward to intersect with State Road 72.

**Policy 4.6:** To enhance hurricane evacuation, to create an alternative to I-75, and to enhance the regional traffic grid, the City shall support federal, state, or regional funded initiatives to develop a roadway link between an extended Toledo Blade/Choctaw Boulevard, or other existing or future major North Port roadways eastward to intersect with US Route 17 in Charlotte County.

**Policy 4.7:** To enhance City traffic flow, to provide a local alternative to I-75, and to create economic development opportunity, the City shall examine the feasibility of developing or converting existing local roads into a frontage road system that would parallel I-75.

**Policy 4.8:** In coordination with local, state, and regional agencies, the City shall complete a multi-modal transportation Master Plan for the entire City, including regional facilities maintained by FDOT. This plan shall, at a minimum, address the following:

- multi-modal transportation opportunities as part of a Complete Streets program,
- Interconnectivity within the Activity Center to promote internal capture,
- Linkages that may be appropriate to provide connection to areas adjoining the Activity Center, connecting neighborhoods, connecting neighborhoods to public facilities such as parks and schools,
- The phasing and cost of extending water and sewer facilities as well as other public facilities shall be coordinated with the phasing and costs of improving the multi-modal transportation system,
- The Master Plan shall be coordinated with existing and future densities and intensities,
- The Master Plan shall be coordinated with existing and future infrastructure such as fire/EMS, police, parks and recreation, public works, drainage, general government and schools,
- The Master Plan shall be coordinated with urban design requirements such as the Heron Creek and the Citywide Urban Design Standards Pattern Books,
- Coordination with appropriate governments and agencies,
- Define the timing and potential funding sources for all multi-modal transportation improvements, including, but not limited to, bonds, local TIF, CRA TIF, grants, documentary transfer tax,
- This Master Plan shall be coordinated with the Fire, Utility, Parks and Recreation master plans.
- Analysis of interchanges, existing and future,
- Provisions for autonomous vehicles as their utilization is expanded, as identified as part of the Florida Department of Transportation's Florida Automated Vehicle Initiative.
- Analysis of traffic calming and congestion management methods and locations,
- Analysis of appropriate locations of cross access easements, alleys, and other pedestrian facilities,
- Analysis of locations for mass transit facilities. This will include an analysis of alternate transportation systems such as a trolley system (including infrastructure necessary for the system) that links the Activity Centers and Town Center(s),
- Analysis of locations for parking facilities including surface parking, structural parking, and park & ride areas,
- Analysis of the City's waterway system including Myakkahatchee Creek to identify the opportunities for blueway facilities and pedestrian/fitness trails.

**Policy 4.9:** The developers'/land owners in the NE quadrant shall submit plans consistent with the Future Transportation Circulation Map as shown in Map #2 of this element.

**-Bicycle/Pedestrian-**

**Objective 5:** The City shall promote the development of an integrated bicycle/pedestrian/multi-use pathway system.

**Policy 5.1:** Consistent with Policy 4.8, the City shall adopt the following criteria for the development of a City-wide bicycle/pedestrian pathway system:

1. Safety;
2. Completion of existing network;
3. Establish linkages with existing and future activity centers, neighborhoods, community parks and schools;
4. Development of new or improved arterial and collector roadways;
5. Neighborhoods approaching 60% buildout; and
6. Cost minimization.

**Policy 5.1.1:** As part of the development of a City-wide multimodal transportation system, the city shall utilize the multi-modal level of service (LOS) standards set forth in the Florida Department of Transportation Quality/Level of Service Handbook.

**Policy 5.2:** In conjunction with the annual Capital Improvements Program, the City shall determine appropriate locations for bicycle/pedestrian pathways to meet existing and future demand, and identify other available funding sources.

**Policy 5.3:** The City shall budget appropriate funds per fiscal year for enhancing the effectiveness of existing and future bicycle/pedestrian pathways by supporting the development of additional pathways, increased roadway widths, bridges and cross-walks, over the 5-year Capital Improvement Planning (CIP) period.

**Policy 5.4:** The City shall continue to implement the land development regulations, implementing standards which require that multi-family and commercial developments provide for pedestrian/bicycle pathways and bicycle parking facilities to the extent that such facilities are proportionate to the impacts created by such development.

**Policy 5.5:** The City shall continue to implement the land development regulations, implementing City standards which require developers to provide bicycle/pedestrian pathways, where appropriate, in new subdivision developments.

**Policy 5.6:** Per Policy 4.8, the City shall continue to review right of way needs and funding techniques for all arterial and collector roadways to ensure that adequate land is available for the development of future bicycle/pedestrian pathways.

**Policy 5.7:** Per Policy 4.8, where financially and physically feasible, the City will explore developing additional lane widths to new or improved arterial and collector roadways. Additional widths may be utilized for bicycle lanes.

**Policy 5.8:** For safety of users, the City shall develop and maintain educational signage along future multi-use pathways that alerts users to the fact that pedestrians do have the right of way on such facilities.

**Policy 5.9:** At least every three years, the City shall review its codes pertaining to sidewalks, bike paths, and multi-use trails to ensure that adequate widths and development standards are applied to maintain a safe and accessible system.

### **-Parking and Design-**

**Objective 6:** Promote the improvement and development of parking facilities to support commercial developments and tax base for lands located along U.S. 41 to correct present and potential future parking deficiencies consistent with the City's Unified Land Development Code.

**Policy 6.1:** The City shall continue to implement the US-41 Corridor Master Plan. Implementation shall incorporate, but not be limited to, the following design concepts:

1. Identify appropriate expansion areas for commercial parking along US-41 to support commercial uses;
2. Implement the City's gateway policies;
3. Develop site design guidelines and aesthetic controls for new and improved commercial structures;
4. Develop uniform parking and landscape design standards;
5. Develop design standards and locations for future construction of commercial parking structures; and
6. Establish funding sources.

**Policy 6.2:** Consistent with the US-41 Corridor Master Plan, the City may establish parking lease agreements or other appropriate methods with private establishments which are interested in using City-owned properties.

**Policy 6.3:** In terms of parking facilities and design, including park and ride sites, bus stops, and other similar facilities, the City shall implement and support existing and future master plans for the Activity Centers (see Future Land Use Element).

**Policy 6.4:** The City shall research and encourage innovative site designs for parking facilities/areas that promote pedestrian and vehicular safety, and improve overall aesthetics.

### **-Landscaping/Aesthetics-**

**Objective 7:** Continue to provide landscaping and other buffer material along the City's arterial and collector roadway system in order to improve the aesthetic appearance of these roadways

and serve as noise buffers. All landscape materials, and all projects, shall be consistent with FDOT planting standards.

**Policy 7.1:** Revise the land development regulations, as needed, to implement City standards, and to strengthen the landscaping code/criteria for roadway rights-of-way and median strips for newly developed City and commercial roadways.

**Policy 7.2:** Update landscaping requirements as needed for construction of off-site parking facilities consistent with the U.S. 41 Corridor Master Plan.

**Policy 7.3:** Continue to coordinate landscaping efforts within the City through the Tamiami Trail Scenic Highway Corridor Management Entity (CME), Beautification and Tree/Scenic Highway Committee, and the Public Works Department as part of roadway construction programs, as deemed economically feasible.

**Policy 7.4:** The City will continue to seek out and apply for beautification and enhancement grants from organizations including, but not limited to, the Florida Department of Transportation (FDOT) to provide for landscaping along U.S. 41 and other arterial roadways, collector roadways, and gateways.

**Policy 7.5:** The City will continue to support private volunteer efforts to landscape and beautify City roadway rights-of-way and cul-de-sacs after receiving site plan approval by City staff.

**Policy 7.6:** The City shall continue to implement the landscaping/aesthetic enhancements that are identified in the US 41 Corridor Master Plan, and other similar master plans or pattern books for area roadways and gateways as they are developed and approved.

**Policy 7.7:** To enhance area roadways, add to the City tree canopy, and to improve the overall driving experience, the City shall consider participation in the Sarasota County Division of Urban Forestry Street Tree Program, as well as any other local, state, federal, or regional programs that would aid the City in achieving its roadway/aesthetic enhancement goals.

**Policy 7.8:** The City shall amend, as necessary, its street tree program.

**Policy 7.9:** The City shall work with FDOT, the Sarasota-Manatee MPO, the Charlotte County-Punta Gorda MPO, and other applicable local, state, federal, or regional agencies to encourage projects that beautify I-75 as it traverses the City of North Port, and in areas directly abutting the City boundaries.

**Policy 7.10:** The City shall continue to work with FDOT, the Sarasota-Manatee MPO, and adjacent neighborhoods to identify funding for and to develop noise barriers along Interstate 75.

**Policy 7.11:** The City shall continue to support the 'Adopt a Street' program to ensure the roadway are litter-free and landscaping material is well maintained.

**-Intergovernmental Planning-**

**Objective 8:** As specified in the policies listed below, coordinate the City's transportation planning activities with the plans and programs of the Sarasota/Manatee and Charlotte/Punta Gorda Metropolitan Planning Organizations (MPOs), the Southwest Florida Regional Planning Council (SWFRPC), Sarasota County, Charlotte County, Desoto County, and the Florida Department of Transportation's 5-Year Plan.

**Policy 8.1:** The City shall meet, on at least an annual basis, with transportation planners/engineers from the Florida Department of Transportation, the Southwest Florida Regional Planning Council (SWFRPC), the Sarasota-Manatee and Charlotte County-Punta Gorda MPO's, and Desoto County, to coordinate plans and projects.

**Policy 8.2:** Negotiate interlocal agreements with Charlotte County on providing uniform traffic control and maintenance on inter-jurisdictional roadways identified by the Southwest Florida Regional Planning Council (SWFRPC) and the Sarasota/Manatee and Charlotte-Punta Gorda Metropolitan Planning Organizations (MPOs).

**Policy 8.3:** Continue to provide representation to the Sarasota/Manatee MPO Board and support transportation planning efforts through participation in the Technical Advisory Committee and Citizens Advisory Committee processes of the Sarasota/Manatee MPO and of the Charlotte County-Punta Gorda MPO.

**Policy 8.4:** In the ongoing effort to develop regional support for transportation-related projects needed by the City of North Port, the City shall support citizen-initiated grass roots initiatives that would show public support for the project(s) and aid in clarifying the need for such project(s) to state, regional, and local transportation authorities.

**Policy 8.5:** The City shall continue to be an active participant in the Tamiami Trail Scenic Highway program. Activities shall include, but not be limited to, coordination on any amendments to the Corridor Management (CMP), participation in technical and citizen's advisory committees, support for implementation of the CMP in North Port and throughout the designated "Scenic Highway" boundaries.

**Policy 8.6:** The City shall coordinate with Sarasota County, Charlotte County, Desoto County, and other local, state, regional, or federal agencies on developing and linking trail and greenway systems to facilities that are outside the City limits, such as the Carlton Preserve, an extension of the Legacy Trail, or to the Florida Shared Use Nonmotorized (SUN) Trail Network.

**Policy 8.7:** The City shall support regional initiatives to provide passenger and freight rail facilities to Southwest Florida.

**-Mass Transit-**

**Objective 9:** The City shall support the development of mass transit facilities in the City.

**Policy 9.1:** The City shall continue to coordinate its mass transit efforts with the Sarasota County Area Transit (SCAT) authority and other possible transit providers to reduce automobile trips and increase mobility of the City's resident and functional populations. Transit links to Charlotte County through a collaboration with Charlotte County Transit, as well as enhanced linkages to Venice and South Sarasota County, including the Englewood area, should also be explored as a means to accomplish regional connectivity.

**Policy 9.2:** In conjunction with the next Evaluation and Appraisal Report, the City may develop policies, design standards, funding sources, and an implementation schedule for a trolley system linking the neighborhoods to Activity Centers and civic areas.

**Policy 9.3:** The City shall support activities which establish a high-speed rail stop at the I-75/Toledo Blade Activity Center (Activity Center 4) or other appropriate areas within the City.

**Policy 9.4:** In order to protect native ecosystems through revitalizing urban areas, maximize greenway accessibility, and provide recreation opportunities, economic benefits, and alternative transportation options, the City shall explore the development of a system of urban transit greenways linking neighborhoods and activity centers within the City, and linking North Port with other communities within the region.

**Policy 9.5:** The City shall continue to support the development of multi-modal transportation alternatives including, but not limited to, carpooling, dial-a-ride, trolleys, and employer provided van pools.

Policy 9.6: The City shall work with long range commercial bus providers to encourage the provision of long-range bus stops within the City.

**-Hurricane Evacuation-**

**Objective 10:** To facilitate the safe evacuation of City residents within the Hurricane Vulnerability Zones 1 and 2 as shown on SLOSH maps, during a natural disaster or other emergency situation.

**Policy 10.1:** The City shall continue to consider all existing and new arterial and collector roadways for possible designation as approved Emergency Evacuation Routes. This effort shall be coordinated with the Southwest Florida Regional Planning Council, and appropriate officials of Sarasota County and Charlotte County. The Comprehensive Plan shall be amended to include new evacuation routes as they are identified and agreed upon.

**Policy 10.2:** The City shall continue to explore alternatives for the necessary roadway improvements based on regional evacuation needs identified in the Southwest Florida Regional Planning Council Hurricane Evacuation Study Update 2010.

**Policy 10.3:** The City of North Port, Sarasota County, and Charlotte County shall coordinate the timing and funding of improvements to Toledo Blade Boulevard, Sumter Boulevard, Winchester Boulevard, Hillsborough Boulevard, Price Boulevard, West Villages Parkway, and River Road to ensure adequate roadway capacity to carry regional hurricane evacuees.

**Policy 10.4:** The City of North Port, Sarasota County, and Charlotte County shall work closely with the Sarasota/Manatee and Charlotte County-Punta Gorda Metropolitan Planning Organizations to coordinate the timing and funding of improvements necessary to ensure that Toledo Blade Boulevard, Sumter Boulevard, Winchester Boulevard, Preto Boulevard/Pine St. Extension, West Villages Parkway, Price Boulevard, Hillsborough Boulevard, and River Road have the road capacity to carry regional hurricane evacuees.

### **Aviation**

**Objective 11:** The City shall support the expansion of commercial air service to the Southwest Florida region at all three area airports (Sarasota-Bradenton International, Punta Gorda, and Southwest Florida International.)

**Policy 11.1:** To provide for the needs of North Port's growing population and to support economic development, the City shall support and participate in efforts that will increase commercial and charter air service in Sarasota and Charlotte Counties.

**Policy 11.2:** The City shall work with public and private transit providers to create or enhance routes that link the City to Sarasota-Bradenton International Airport, Southwest Florida International Airport, and Punta Gorda Airport.