

TRANSPORTATION ELEMENT

GOAL 1

To provide a safe, convenient, efficient, and operationally acceptable multimodal transportation system for residents and visitors in the Town of Longboat Key.

OBJECTIVE 1.1

The Town will develop a multi-modal transportation system that provides for safe and efficient movement by walking, cycling, and transit service while also taking advantage of opportunities to improve traffic flow circulation on public roads.

Policy 1.1.1

The Town adopts the following peak-season, peak-hour LOS standards for each listed facility:

- 1) Local and collector roads--LOS C
- 2) Urban Collectors--LOS E

The peak-season adjustment factor will be determined annually through coordination with the Florida Department of Transportation (FDOT), District 1 Office. The Town's Future Transportation network is identified on Figure 2.

Policy 1.1.2

All intersections on Gulf of Mexico Drive (GMD, SR 789), within the Town, will operate at LOS E or better in the peak season peak hour. All other intersections, within the Town, will operate at LOS D or better.

Policy 1.1.3

The Town will monitor traffic growth to ensure that the adopted LOS standards are not exceeded before the approval of future additional development.

Policy 1.1.4

The Town will ensure that comprehensive plan amendments and development activities provide adequate, safe, convenient and context-appropriate on-site and off-site transportation infrastructure, including alternative modes of transportation, in order to preserve the health, safety, and welfare of the citizens of and visitors to the Town of Longboat Key.

Policy 1.1.5

Pursuant to the provisions of Chapter 2011-139, Laws of Florida, the Town considers GMD (SR 789) an important state transportation facility and shall monitor its function and operation as well as safety within and along its corridor.

Policy 1.1.6

All applications for amendments to the comprehensive plan which result in increased development densities or intensities and all development order applications which are anticipated to generate 50 peak hour trips or greater shall:

- 1) Submit a traffic context study as outlined in Policy 1.1.7.
- 2) Assess the extent of impact to GMD (SR 789) based on total trips anticipated from the application; and
- 3) Evaluate the ability of transit, cycling, and walking to serve circulation needs and identify potential changes to the facilities and services to the development site to further enhance the utility of these modes of transportation and connectivity to off-site areas.

Policy 1.1.7

The traffic context study shall include, at a minimum:

- 1) A map depicting the geographic boundary of the study area (as defined in the land development regulations), clearly depicting the proposed development site and development footprint within the development site;
- 2) Existing and proposed circulation network within the study area (including streets, sidewalks, transit stops/shelters, pedestrian paths, bicycle paths, etc., with stub-outs clearly indicated);
- 3) Current and proposed density and intensity of development on the subject site;
- 4) Future land use designations and the zoning for properties adjacent to the subject site within the study area; and
- 5) A capacity analysis (including trip generation, estimates of growth in background traffic, trip distribution, assumptions, methodology, etc.) in accordance with technical procedures of the “Traffic Context Study Guidelines” document, as may be amended, maintained by the Town Planning, Zoning and Building Department.

Policy 1.1.7.1

If the traffic context study indicates that the proposed comprehensive plan amendment or development order will degrade the safety and operational function of GMD (SR 789), the applicant shall, in conjunction with the Town, develop acceptable strategies to eliminate or mitigate the anticipated negative traffic impacts to a level adequate for the safety and operational function of GMD (SR 789).

Action 1: The Town will develop a multimodal transportation mobility plan which will include acceptable strategies that will effectively achieve the stated objective in Objective 1.1. Such mobility plan may include transportation improvements strategies and projects as well as the establishment and collection of standardized mobility fees, impact fees or other fees.

Action 2: The Town will annually monitor the mobility plan and collection of fees. If the Town adopts mobility fees and if the fees or contributions are sufficient to fund a portion or all of a needed improvement from the mobility plan, Town staff will prepare a Proposed Action memo for Town Commission approval to fund the identified project.

Policy 1.1.7.2

To address extra-jurisdictional transportation impacts resulting from land use and development activities within the Town limits, the Town of Longboat Key will participate in the Manatee County and Sarasota County Road Impact Fee Programs.

Policy 1.1.8

Applications for development orders that generate less than 50 cumulative peak hour trips and comprehensive plan amendments that do not result in increased densities and intensities are exempt from the requirement to provide a traffic context study.

Applications for comprehensive plan amendments and development orders that are consistent with this policy may proceed to site plan/development review consistent with the requirements of the Land Development Regulations. Any subsequent changes to development order applications, which necessitate an amendment to the comprehensive plan for the subject property prior to receipt of site plan approval shall be required to comply with Policy 1.1.6.

Policy 1.1.9

In addition to the requirements of Policies 1.1.6 and 1.1.7, all comprehensive plan amendments and development orders, regardless of their trip generation volumes, shall provide safe, convenient, and operationally sound access to and movement within a development site for all users, particularly pedestrians, including:

- 1) Site access, including access from and to GMD (SR 789) and collector roads;
- 2) Internal circulation;
- 3) Connectivity to the public right-of-way and adjacent sites; and
- 4) Pedestrian-oriented amenities as appropriate (i.e. bus shelters/stops, awnings and shade trees, etc.).

OBJECTIVE 1.2

The Town will work closely with the appropriate governments and agencies to implement any future improvements on GMD (SR 789), which will improve safety and traffic flow on this roadway.

Policy 1.2.1

The Town will coordinate with FDOT, the Metropolitan Planning Organization (MPO) and other appropriate governments and agencies, with respect to future improvements, in order to maintain the adopted LOS standard on GMD (SR 789) and other appropriate off-island sections of GMD (SR 789).

Policy 1.2.2

Proposed roadway projects will be evaluated and ranked in order of priority according to the following guidelines:

- 1) The project is needed to protect the public health and safety;
- 2) Short-term projects which:
 - a. increase the efficiency of existing facilities,
 - b. increase the use of existing facilities that have available excess capacity above the desired LOS,
 - c. mitigate future improvement costs and provide service to developed areas lacking full service, or promote in-fill development.
- 3) Long-term projects which contribute to the construction of alternative or reliever routes to connect the island to the mainland. The Town will continue to coordinate with FDOT and regional agencies to explore possible solutions or alternatives to connect the Town to the mainland; and
- 4) The project represents a logical extension of facilities and services.

Policy 1.2.3

For roadway facilities within the Town's jurisdiction, the Town will prioritize projects to address existing deficiencies, particularly if high accident frequency is evident.

Policy 1.2.4

The Town will collaborate with, and support when feasible, adjacent local governments to address the congestion in the St. Armand's Circle community in the City of Sarasota and the Bridge Street and Cortez Road West (SR 684) intersections in the City of Bradenton Beach.

OBJECTIVE 1.3

To preserve and protect the existing Town rights-of-way.

Policy 1.3.1

The Town will identify rights-of-way on its Future Transportation Map.

Policy 1.3.2

The Town will use the existing minimum right-of-way requirements containing the following provisions for new roadways:

- 1) Collector roadways - 80 feet right-of-way; and,
- 2) Local roads - 60 feet right-of-way when using swale drainage, and 50 feet right-of-way when using curb and gutter.
- 3) Flexibility will be considered for right-of-way and pavement width when the context of the development so requires.

Policy 1.3.3

The Town will use the existing program for acquiring required rights-of-way, which will include mandatory dedications, or fees in lieu of dedications, as a condition of plat or site plan approval.

Policy 1.3.4

Public rights-of-way may be vacated if a petition meets the criteria in the Town Code and is in the best interest of the Town.

OBJECTIVE 1.4

To regulate the provision of motorized and non-motorized vehicle parking, and the provision of bicycle paths and pedestrian walkways.

Policy 1.4.1

The Town will prohibit on-street parking on all roads within the Town's jurisdiction not designed to accommodate safe on-street parking.

Policy 1.4.2

The Town will continue to coordinate with FDOT to study the issue of parking within the right-of-way of GMD (SR 789).

Policy 1.4.3

Where appropriate, the Town will provide or require non-motorized multi-use paths for connecting residential areas to recreational areas and shopping areas within neighborhoods.

Policy 1.4.4

The Town will establish appropriate guidelines for the provision of bicycle storage areas.

Policy 1.4.5

The Town will review all proposed development in the Town for its accommodation of non-motorized vehicles and pedestrian safety and circulation needs.

Policy 1.4.6

The Town will recommend that facilities for non-motorized travel be provided in coordination with improvements identified in Objective 1.2.

Policy 1.4.7

It is the policy of the Town to work with FDOT to ensure that the thermoplastic material in the bike lanes on GMD (SR 789) is replaced with paint.

OBJECTIVE 1.5

To assure that the Town's transportation system emphasizes safety and aesthetics.

Policy 1.5.1

The Town utilizes design criteria for landscaping and signage along new roadways and has implemented a program to landscape and maintain existing Town median strips and rights-of-way.

Policy 1.5.2

The Town will coordinate with FDOT and the MPO to improve the safety of GMD (SR 789) through roadway design and maintenance.

Policy 1.5.3

For facilities within the Town's jurisdiction, the Town will improve safety through roadway designs and maintenance.

Policy 1.5.4

The Town will require pedestrian displays at new signal installations.

Policy 1.5.5

The Town's Public Works Department, in coordination with the Town's Police Department and FDOT, will review biannual accident frequency reports to determine if road geometrics or signage should be changed.

Policy 1.5.6

The Town will encourage FDOT to continue collecting appropriate traffic counts.

Policy 1.5.7

The Town will encourage FDOT and the U.S. Coast Guard to minimize New Pass Bridge and Longboat Pass Bridge openings in peak season, in order to provide minimal traffic delays on GMD (SR 789) and to provide a safe and acceptable traffic flow across the bridges.

Policy 1.5.8

The Town will assist FDOT in reviewing all control and access plans for GMD (SR 789).

OBJECTIVE 1.6

To coordinate Town mobility planning with the future land uses shown on the Future Land Use Map of this Plan, the FDOT 5-Year Transportation Plan, the Sarasota/Manatee Metropolitan Planning Organization (SMMPO) Long-Range Plan, and plans of neighboring jurisdictions.

Policy 1.6.1

The Town's Public Works Department will review the FDOT 5-Year Transportation Plan and the SMMPO Long-Range Plan, to evaluate the impact to this element.

Policy 1.6.2

The Town will review, for compatibility with this element, the mobility plans and programs of neighboring municipalities.

OBJECTIVE 1.7

The Town will encourage efficient public transit service, including the special needs of the transportation disadvantaged, by coordinating with public transit providers.

Policy 1.7.1

The Town adopts the following LOS for Sarasota and Manatee public transit: maintain transit service to the Town, at or better than levels in effect in January 2007. Public transit LOS will not be used for concurrency determinations.

Policy 1.7.2

The Town will coordinate with the public transportation providers of Sarasota and Manatee Counties to ensure adequate capacity to meet the demand within the Town.

Policy 1.7.3

The Town supports efforts by Sarasota and Manatee Counties to coordinate public transit schedules, promoting timely inter-county transfers, between SCAT and MCAT.

Policy 1.7.4

Encourage Manatee and Sarasota public transportation providers to supply transit schedules for distribution at Town Hall's public information area, and at commercial and civic centers.

Policy 1.7.5

Encourage the MPO's Sarasota-Manatee Commuter Assistance program to contact employers in the Town to promote ridesharing.

Policy 1.7.6

Request Manatee and Sarasota public transit providers to supply the Town with annual summaries of ridership trips, which originate and/or end within the Town limits, so that Town may assess its citizens and visitors use of public transit.

OBJECTIVE 1.8

The Town will coordinate with all applicable local governments and agencies for safe and efficient transportation during emergency evacuations.

Policy 1.8.1

The Town will coordinate with Sarasota and Manatee Counties and adjacent municipalities in order to ensure the safe evacuation of all residents and visitors on a timely basis in the event of an evacuation order.

Policy 1.8.2

The Town will maintain Emergency Services Maps that aid in emergency operations.

Policy 1.8.3

The Town encourages the removal of nuisance exotics and, in particular Australian Pines, and other potential obstacles to protect evacuation routes and public utilities.

OBJECTIVE 1.9

The Town will maintain a program for repair and maintenance of existing transportation facilities.

Policy 1.9.1

The Town will coordinate with FDOT concerning repair and maintenance of GMD (SR 789) and the bridges along GMD.

Policy 1.9.2

Repair of Town transportation facilities will be conducted in a manner that minimizes traffic disruption, unless damage of facility presents an immediate danger to the public.

Policy 1.9.3

Proper traffic control during facility repair or maintenance will be provided to ensure public safety and to provide acceptable temporary traffic circulation.

OBJECTIVE 1.10

Continue coordination between the transportation system and land development patterns within the Town.

Policy 1.10.1

Coordinate the transportation system with the Future Land Use Map to ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas.

OBJECTIVE 1.11

The Town will coordinate with adjacent local governments to determine potential development impacts of projects that are proposed or approved by adjacent local governments, including: City of Sarasota, City of Bradenton, Manatee County, City of Bradenton Beach, City of Holmes Beach and City of Anna Maria.

Policy 1.11.1

The Town will formally request from adjacent local governments and the Department of Economic Opportunity (DEO)/Division of Economic Development (DED), copies of comprehensive plan amendments to determine what, if any impact the proposed amendments would have on the Town's adopted transportation level of service (LOS) and its adopted mobility plan. If proposed amendments in adjacent local governments show an adverse impact to the Town's adopted LOS or mobility plan, the Town will provide written comments.

Policy 1.11.2

The Town has requested, by written correspondence to Manatee County, Sarasota County, and the Cities of Holmes Beach, Bradenton Beach, Anna Maria, Sarasota, and Bradenton , that they coordinate with the Town's Planning, Zoning and Building Department with regard to proposed development petitions and land use amendments that may adversely impact GMD (SR 789). Specifically, the Town requested that it be notified if trip generation and/or traffic distribution impacts GMD utilizing the following criteria. If GMD (SR789) is negatively impacted, the Town will provide written comments and offer solutions consistent with the Intergovernmental Element of the Town's Comprehensive Plan.

Impact Criteria: development proposals generating 50 or more p.m. Peak Hour trips on GMD (SR 789) for projects located within the following boundaries:

Sarasota area: Downtown Community Redevelopment Area Boundary, St. Armand's, City Island

Manatee area: All projects west of 75th Street, including those located in municipal boundaries

APPENDIX: FIGURE 1 – EXISTING TRANSPORTATION MAP

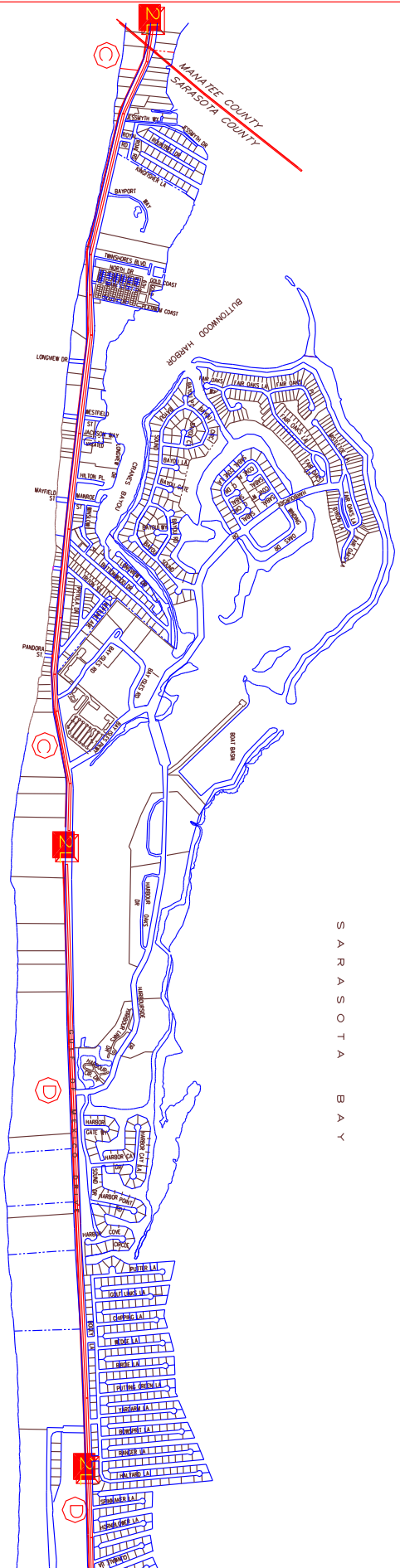
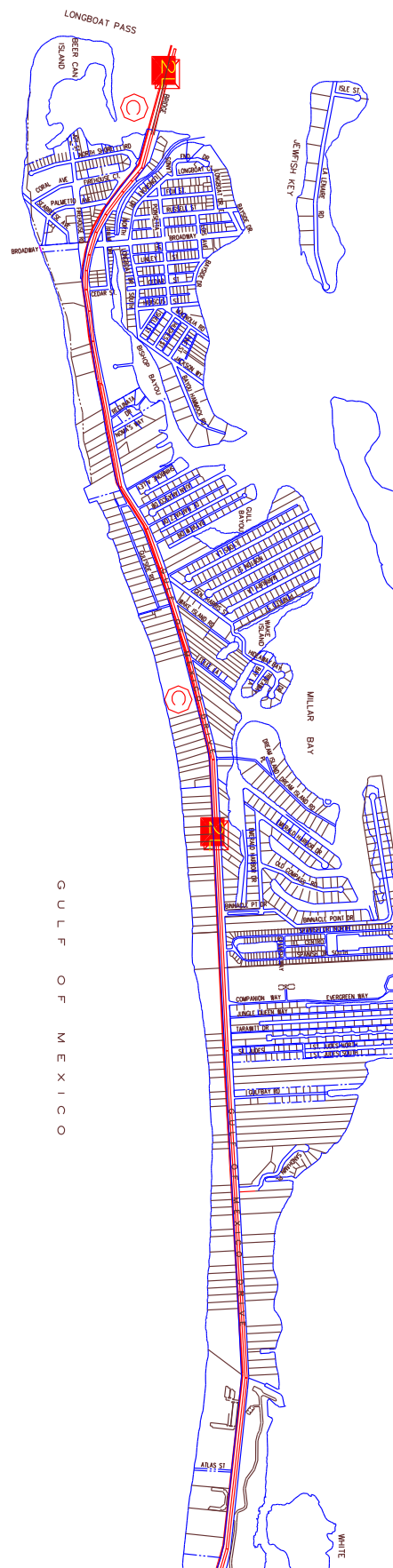
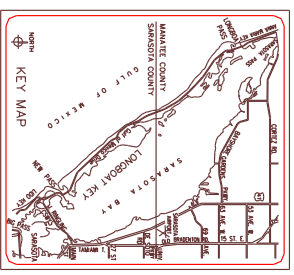





Figure 1 – Existing Transportation Map
 SR 789: is maintained by FDOT. All other roads are maintained by the Town
 or are privately maintained.

Source: Town of Longboat Key



LEGEND

	SR 789: URBAN COLLECTOR AND PUBLIC TRANSIT ROUTE (WITH 8 FOOT WIDE MULTI-PURPOSE PATHWAY EXTENDING THE ENTIRE 10 MILE LENGTH)
	EXISTING LANEGE
	PEAK-HOUR PEAK DIRECTION, LEVEL OF SERVICE

