

TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN UPDATE MOBILITY ELEMENT

MOBILITY GOAL 1: Provide for safe, convenient, and efficient movement of people and vehicles.

MOBILITY OBJECTIVE 1.1: Coordinate with and monitor the state, regional, and neighboring agencies and jurisdictions regarding mobility plans, proposed and/or needed improvements, and potential impacts from proposed development.

MOBILITY Policy 1.1.1: Coordinate with and monitor the Florida Transportation Plan, the Strategic Intermodal System Plan and the work plans and initiatives of the Florida Department of Transportation (FDOT).

MOBILITY Strategy 1.1.1.2: Review all mobility plans and implementing actions for consistency with the Florida Transportation Plan, the Strategic Intermodal System Plan and the work plans and initiatives of the Florida Department of Transportation.

MOBILITY Policy 1.1.2: Support the Sarasota County Long Range Transportation Plan and the plans and initiatives of the Sarasota / Manatee Metropolitan Planning Organization (SMMPO).

MOBILITY Strategy 1.1.2.1: Adopt a Long Range Transportation Map consistent with the Sarasota / Manatee Long Range Transportation Plan that (1) delineates existing and future transportation corridors, (2) classifies roadways and (3) depicts land use and mobility relationships.

MOBILITY Strategy 1.2.2.2: Designate Gulf of Mexico Drive (SR 789) as an "Urban Collector" consistent with the Federal Highway Administration (FHWA) classification assigned by the FDOT.

MOBILITY Policy 1.1.3: Adopt and implement a "Mobility Plan" in conjunction with participating counties.

MOBILITY Strategy 1.1.3.1: Collaborate with Sarasota County, Manatee County, the SMMPO, the FDOT and adjoining jurisdictions to develop and implement a mobility plan.

MOBILITY Strategy 1.1.3.2: Enter into an Interlocal Agreement with Sarasota County to implement the Sarasota County Mobility Plan within the Sarasota County portion of the Town of Longboat Key.

MOBILITY Strategy 1.1.3.3: Designate the Town of Longboat Key as an “Urban Infill” Area as defined by the Sarasota County Mobility Plan.

MOBILITY Strategy 1.1.3.4: Designate Gulf of Mexico Drive as a “Multi-modal Corridor” as defined by the Sarasota County Mobility Plan.

MOBILITY Policy 1.1.4: Maintain the 18-hour maximum total evacuation clearance time established by the Southwest Florida Regional Planning Council (SWFRPC).

MOBILITY Strategy 1.1.4.1: Collaborate with the FDOT, the SMMPO, Sarasota County, Manatee County and neighboring jurisdictions to maintain established maximum clearance times.

MOBILITY Strategy 1.1.4.2: Monitor all proposed land use actions along evacuation routes to I-75 that would negatively affect evacuation maximum clearance times.

MOBILITY OBJECTIVE 1.2: Create and maintain a land use pattern that provides mobility choices.

MOBILITY Policy 1.2.1: Ensure new development and redevelopment provides a mixture of complimentary land uses and designs that promote internal trip capture, all alternative modes of travel (pedestrian, bicycle, local and regional transit, trolley, etc.) and explore transportation demand management strategies such as park and ride facilities on the mainland; in an effort to reduce vehicular trips onto the island and within the Town.

MOBILITY Strategy 1.2.1.1: Develop and adopt “Mobility Design Standards” that guide the internal design of new development and redevelopment.

MOBILITY Strategy 1.2.1.2: The Land Development Regulations shall include criteria, standards, methodologies and procedures to ensure that new development and redevelopment adheres to adopted “Mobility Design Standards”.

MOBILITY Policy 1.2.2: Maintain the integrity of travel corridors

MOBILITY Strategy 1.2.2.1: The Land Development Regulations shall establish a minimum right-of-way width of 100 feet for Gulf of Mexico Drive and provide criteria, standards, methodologies and procedures that ensure that minimum right-of-way width is preserved.

MOBILITY Strategy 1.2.2.2: The Land Development Regulations shall establish minimum right-of-way widths for collectors and local streets – both public and private - and provide criteria, standards, methodologies and procedures that ensure that minimum right-of-way widths are preserved.

MOBILITY Policy 1.2.3: Ensure that new development and redevelopment pays its proportionate share for the cost of mobility infrastructure.

MOBILITY Strategy 1.2.3.1: Collaborate with Sarasota County for the collection and allocation of “mobility fees”.

MOBILITY Strategy 1.2.3.2: Collaborate with Manatee County for the collection and allocation of mobility fees or other alternative “roadway impact fees” that address transportation mobility.

MOBILITY Strategy 1.2.3.3: Collaborate with FDOT for the collection and allocation of mobility fees or other alternative “roadway impact fees” that address transportation mobility on State and Strategic Intermodal Systems transportation facilities.

MOBILITY OBJECTIVE 1.3: Apply the principles of “Complete Streets” and “Context Sensitive Design” while maintaining the capacity and functional integrity of travel corridors.

MOBILITY Policy 1.3.1: Establish Mobility and Quality Levels of Service and/or minimum standards of service for all multi-modal components.

MOBILITY Strategy 1.3.1.1: Maintain the roadway – quality / Level of Service “D” defined as the cumulative vehicular capacity of Arterial roads – not on individual arterial segments.

MOBILITY Strategy 1.3.1.2: Maintain and improve pedestrian access along both sides of Gulf of Mexico drive and one side of collectors and arterials. Coordinate with FDOT to provide safe pedestrian crossings on Gulf of Mexico Drive.

MOBILITY Strategy 1.3.1.3: Coordinate with FDOT to maintain bicycle lanes on both sides of Gulf of Mexico Drive and to maintain a multi-use path on the east side of Gulf of Mexico Drive.

MOBILITY Strategy 1.3.1.4: Work to provide a multi-use path/sidewalk on the west side of Gulf of Mexico Drive.

MOBILITY Strategy 1.3.1.5: Coordinate with Sarasota County Area Transit and Manatee County Area Transit to maintain and improve mass transit functionality and accessibility.

MOBILITY Policy 1.3.2: Coordinate with FDOT to apply “complete street / context sensitive” design principles for the incremental improvement of Gulf of Mexico Drive.

MOBILITY Strategy 1.3.2.1: Guide both public and private investment, prepare and adopt design guidelines for the incremental improvement of Gulf of Mexico Drive.

MOBILITY Strategy 1.3.2.2: The Land Development Regulations shall include criteria, standards, methodologies and procedures for the application of established design principles to the improvement of Gulf of Mexico Drive.

MOBILITY Strategy 1.3.2.3: The Land Development Regulations shall require new development and redevelopment to provide the mobility infrastructure improvements on Gulf of Mexico Drive necessary (1) to directly serve the project and (2) to mitigate direct impacts.

MOBILITY Policy 1.3.3: Apply “complete street / context sensitive” design principles to the improvement and development of collector and local streets.

MOBILITY Strategy 1.3.3.1: Guide both public and private investment, prepare and adopt design guidelines for the improvement and development of collector and local corridors.

MOBILITY Strategy 1.3.3.2: The Land Development Regulations shall include criteria, standards, methodologies and procedures for the application of established design principles to the improvement and development of collector and local corridors.

MOBILITY Strategy 1.3.3.3: The Land Development Regulations shall require new development and redevelopment to provide the mobility

infrastructure improvements on collector and local streets necessary (1) to directly serve the project and (2) to mitigate direct impacts.

MOBILITY Policy 1.3.4: Direct investment in infrastructure to maintain Mobility Quality / Levels of Service and functional integrity of travel corridors.

MOBILITY Strategy 1.3.4.1: Periodically identify mobility infrastructure needs to correct deficiencies and meet future demands.

MOBILITY Strategy 1.3.4.2: Prioritize and program public expenditure through the Capital Improvements Program for the mobility infrastructure required to correct existing deficiencies and accommodate future needs.