

M E M O R A N D U M

DATE: June 3, 2016

TO: Planning and Zoning Board

FROM: Maika Arnold, Planner
Planning, Zoning and Building Department

RE: Ordinance 2016-10: Comprehensive Plan Update
Mobility Element (Replaces the Transportation Element)

With the adoption of the 2011 Community Planning Act, the Florida Legislature revised the substantive requirements for local government Comprehensive Plans to be less onerous and more attuned to community planning efforts. These statutory revisions, in conjunction with the Town's efforts to move forward the Urban Land Institute's Advisory Panel Report recommendation to reform the Comprehensive Plan (Plan), establish an opportunity for the Town to develop a 21st Century Comprehensive Plan to guide the future growth, redevelopment, and revitalization of the barrier island community.

Longboat Key has had a long-standing Interlocal Agreement with Sarasota County for the collection and allocation of Transportation Impact fees. Historically, these fees were collected by the Town and deposited into a fund with Sarasota County for the purpose of eventual improvements at the intersection of U.S. 41 and Gulfstream. The fees were minimal and had never reached an amount to complete any improvement projects at the intersection.

In 2015, the City of Sarasota prepared its own Mobility Plan and separated into its own Mobility District, thus eliminating the need for Sarasota County to maintain the special fund for the U.S. 41 and Gulfstream intersection. Subsequently, Sarasota County adopted a new Mobility Plan, which replaced their Transportation Plan. The Town Commission then adopted a revised Interlocal Agreement with Sarasota County on December 7, 2015, to establish a special Mobility Fee District for the Sarasota County portion of Longboat Key and to delineate the Mobility Fee framework. The Interlocal Agreement was adopted by Sarasota County on December 8, 2015.

Ordinance 2016-10 converts the Town's Transportation Element of the Comprehensive Plan into a new Mobility Element, which address vehicular, pedestrian, and bicycle usage. It encourages the principles of "Complete Streets," which is a concept promoting accessible design and encourages transformation of streets into functional and welcoming places for both vehicles and pedestrians.

At the May 17, 2016, Planning and Zoning Board (P&Z Board) Meeting, Staff introduced a draft version of the Mobility Element. Staff is bringing the draft forward again to discuss any questions or concerns the Board might have.

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 AND (1) DELINEATING EXISTING AND FUTURE TRANSPORTATION CORRIDORS, (2) CLASSIFYING ROADWAYS AND (3) DEPICTING LAND USE AND MOBILITY RELATIONSHIPS.

MOBILITY STRATEGY 1.2.2.2: DESIGNATE GULF OF MEXICO DRIVE (GND / SR 789) AS AN "URBAN COLLECTOR" CONSISTENT THE FHWA CLASSIFICATION ASSIGNED BY THE FDOT.

MOBILITY STRATEGY 1.1.2.3: REVIEW ALL MOBILITY PLANS, GUIDELINES 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 1.1.3: ADOPT AND IMPLEMENT A "MOBILITY PLAN" CONSISTENT WITH THE *SARASOTA COUNTY MOBILITY PLAN*

MOBILITY STRATEGY 1.1.3.1: COLLABORATE WITH SARASOTA COUNTY, MANATEE COUNTY, THE SARASOTA / MANATEE METROPOLITAN PLANNING ORGANIZATION, THE FLORIDA DEPARTMENT OF TRANSPORTATION AND ADJOINING JURISDICTIONS TO DEVELOP AND IMPLEMENT A MOBILITY PLAN.

MOBILITY STRATEGY 1.1.3.2: ESTABLISH AND EXECUTE AN INTERLOCAL AGREEMENT WITH SARASOTA COUNTY TO IMPLEMENT THE SARASOTA COUNTY MOBILITY PLAN WITHIN THE SARASOTA COUNTY PORTION OF 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: ESTABLISH AND MAINTAIN LEGAL STANDING IN ALL DEVELOPMENT DECISIONS ALONG EVACUATION ROUTES TO I-75 THAT WOULD 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 AND PEDESTRIAN / BICYCLE TRAVEL AS PRESCRIBED BY THE FUTURE LAND USE ELEMENT.

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 WILL 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 REGULATION WILL 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 WIDTHS ARE PRESERVED.

MOBILITY STRATEGY 1.2.2.2: THE LAND DEVELOPMENT REGULATION WILL 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" AS PRESCRIBED BY INTERLOCAL AGREEMENT

MOBILITY STRATEGY 1.2.3.2: COLLABORATE WITH MANATEE COUNTY FOR THE COLLECTION AND ALLOCATION OF "ROADWAY IMPACT FEES".

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: 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 FLORIDA DEPARTMENT OF TRANSPORTATION TO PROVIDE SAFE PEDESTRIAN CROSSINGS ON GULF OF MEXICO DRIVE.

MOBILITY STRATEGY 1.3.1.3: COORDINATE WITH FLORIDA DEPARTMENT OF TRANSPORTATION TO MAINTAIN BICYCLE LANES ON BOTH SIDES OF GULF OF MEXICO DRIVE AND TO MAINTAIN A MULTI-USE PATH ON ONE SIDE OF GULF OF MEXICO DRIVE.

MOBILITY STRATEGY 1.3.1.4: 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: APPLY "COMPLETE STREET / CONTEXT SENSITIVE" DESIGN PRINCIPLES FOR THE INCREMENTAL IMPROVEMENT OF GULF OF MEXICO DRIVE.

MOBILITY STRATEGY 1.3.2.1: TO 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 **WILL** 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 REGULATION **WILL** 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: TO 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 **WILL** 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 REGULATION **WILL** 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

DRAFT



Mobility Element

Planning & Zoning Board

June 21, 2016



MOBILITY ELEMENT

- Replaces the Transportation Element
- Is in compliance with a new Interlocal Agreement between Longboat Key and Sarasota County
- Addresses vehicular, pedestrian, and bicycle usage.
- Defines how a community intends to provide mobility for its residents, businesses and visitors.
- Encourages principles of Complete Streets
 - Consistent with Sarasota County, MPO, and FDOT policies



TRANSPORTATION VS. MOBILITY FEES

	Transportation Impact Fees	Mobility Fees
What does the fee fund?	<p><u>Roads and intersection improvements.</u> Projects may include pedestrian and bicycle-related features such as sidewalks and bicycle lanes.</p>	<p><u>Multi-modal improvements or services</u> including roads, intersections, buses, transit stops and passenger amenities, e.g., shelters, and stand-alone pedestrian and bicycle projects. Fees may be used to help fund the operation of public transportation services.</p>
How is it calculated?	<p>Based on the average cost of adding new road capacity – widening existing roads or constructing new roads.</p>	<p>Based on the cost of adding capacity for additional vehicle miles traveled (VMT). Public transportation services, sidewalks or bicycle facilities may reduce the VMT for an area.</p>



TRANSPORTATION VS. MOBILITY FEES

	Transportation Impact Fees	Mobility Fees
Encourages more compact development and shorter trips?	No	Yes – Fees are reduced for mixed-use, compact development that will result in shorter trips.
Varies based on geographic location?	No	Yes – There is a graduated rate structure varying according to mobility zone.
Related to a land use strategy?	No	Yes – A Mobility Plan provides the basis for the levy of mobility fees. Land use and transportation policies can be integrated as part of the Mobility Plan.



MOBILITY ELEMENT

- Will, shall, may, must are highlighted for PZB reference
 - Change?
- Discuss any questions or concerns with proposed Mobility Element