

CHAPTER 4: TRANSPORTATION ELEMENT

A. ELEMENT OVERVIEW

According to Rule 9J-5.019 of the Florida Administrative Code, the purpose of the Transportation Element is to plan for a multi-modal transportation system that places emphasis on public transportation systems. The goal of the City of Milton's Transportation Element is to develop and maintain an integrated multi-modal transportation system that ensures that multiple travel options are afforded to all. The transportation system is required to be consistent with the other goals that are described in this Comprehensive Plan. Another purpose of the Transportation Element is to coordinate local transportation planning with the West Florida Regional Planning Council (WFRPC) Long Range Transportation Plan (LRTP). The Milton Transportation Element contains objectives and policies related to the provision of infrastructure for all travel modes, preservation of right-of-way and maintenance of transportation concurrency. The objectives within the Transportation Element directly impact an efficient multi-modal transportation system, traffic congestion, travel choices and the modal split. The City's current travel choice is predominately automobiles, especially single-occupancy vehicles. The achievement of policies within the Comprehensive Plan will have a positive impact on increasing the modal split of transit along with bicycle and pedestrian modes. Additionally, promoting quality developments with accessible pedestrian, bicycle and transit infrastructure provides increased mobility to disadvantaged populations, as well as achieving resource protection goals.

B. GOALS, OBJECTIVES, AND POLICIES

GOAL 1: PROVIDE A SAFE AND EFFICIENT TRANSPORTATION CIRCULATION SYSTEM FOR ALL RESIDENTS AND VISITORS TO THE CITY OF MILTON.

OBJECTIVE 1.1: THE CITY OF MILTON SHALL PROVIDE FOR SAFE, CONVENIENT, AND EFFICIENT MOTORIZED AND NON-MOTORIZED TRAFFIC BY IMPLEMENTING THE POLICIES OF THE COMPREHENSIVE PLAN.

POLICY 1.1.1: The City hereby adopts peak hour level of service "D" as the minimum peak hour level of service for all roads within the City.

POLICY 1.1.2: City development regulations shall require the provision of safe and convenient on-site traffic flow for all new developments.

POLICY 1.1.3: City development regulations shall require the provision of adequate motorized and non-motorized vehicle parking for all new developments.

POLICY 1.1.4: All road construction projects within the City shall accommodate pedestrian and bicycle traffic when such a need is established during facility planning.

POLICY 1.1.5: City development regulations shall include the control of connections and access points of driveways and roads to facilitate safe and efficient access.

POLICY 1.1.6: Coordinated access routes shall be considered for developments adjacent to major roadways within the City.

POLICY 1.1.7: The City will explore alternate sources of revenue to fund roadway and drainage improvements.

OBJECTIVE 1.2: THE CITY OF MILTON SHALL COORDINATE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION AND THE FLORIDA-ALABAMA TPO TO MAINTAIN ADOPTED LEVELS OF SERVICE AND TO PLAN IN ACCORDANCE WITH THE CITY'S FUTURE LAND USE MAP BY ACTIVELY PARTICIPATING IN THE LONG-RANGE TRANSPORTATION PLAN UPDATE PROCESS PERFORMED BY THE WFRPC.

POLICY 1.2.1: If during the planning period, the level of service of a roadway segment is found to have decreased below adopted standards, the City shall coordinate with FDOT to designate the segment as a "backlogged" facility and will adopt a LOS standard to maintain conditions in accordance with a negotiated degradation agreement. Roadway LOS shall be monitored utilizing annual FDOT traffic counts in conjunction with Concurrency Management Regulations.

POLICY 1.2.2: An assessment of the LOS impact on existing transportation systems shall be required for proposed developments.

POLICY 1.2.3: The city shall provide accurate future land use data for traffic zones within the City to the Florida-Alabama TPO for use in future transportation modeling.

POLICY 1.2.4: Participate in the development of the Five Year Transit Development Plan and the TPO Long Range Transportation Plan Update as they address establishment of transportation demand management programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the community and region.

POLICY 1.2.5: Participate in the development of the TPO Long Range Transportation Plan Update as it addresses establishment of transportation system management strategies that are appropriate to improve system efficiency and enhance safety.

OBJECTIVE 1.3: THE CITY OF MILTON SHALL PROTECT THE RIGHT-OF-WAY OF EXISTING AND FUTURE TRANSPORTATION CORRIDORS BY ENFORCING THE EXISTING SET BACK REQUIREMENTS OF THE CITY'S ZONING ORDINANCE AND BY IMPLEMENTING POLICIES 1.3.1 AND 1.3.2.

POLICY 1.3.1: Minimum right-of-way requirements for new roadways within the City shall not be less than 100 feet for arterial roadways, 60 feet for collector roadways, and 60 feet for local roadways. These standards are consistent with the City's Land Development Code and Public Works Policy Manual.

POLICY 1.3.2: In the event that a future transportation corridor is designated by the City, right-of-way needs shall be formally identified, and a priority schedule for acquisition or reservation shall be established.

OBJECTIVE 1.4: THE CITY SHALL COORDINATE TRANSPORTATION SYSTEM IMPROVEMENTS WITH THE PLANS OF THE PENSACOLA URBANIZED AREA TRANSPORTATION PLANNING ORGANIZATION, AND THE FLORIDA DEPARTMENT OF TRANSPORTATION'S FIVE-YEAR TRANSPORTATION PLAN AND STRATEGIC PLAN.

POLICY 1.4.1: The City shall continue active membership in the Northwest Florida Regional Transportation Planning Organization (TPO), review any TPO area transportation plans, and amend the Comprehensive Plan as necessary to ensure consistency.

POLICY 1.4.2: The City shall annually review the Florida Department of Transportation's Five-Year Improvement Program and amend the Comprehensive Plan as necessary to ensure consistency.

POLICY 1.4.3: The City shall review any updates of the Florida Department of Transportation's Strategic Plan and amend the Comprehensive Plan as necessary to ensure consistency.

OBJECTIVE 1.5: THE CITY WILL ENCOURAGE ACCESSIBLE PUBLIC TRANSPORTATION FOR THE TRANSPORTATION DISADVANTAGED THROUGH COORDINATION OF LOCAL SOCIAL SERVICE TRANSPORTATION.

POLICY 1.5.1: The City will continue to support, through participation in the Florida-Alabama Urbanized Area TPO, the provision of transportation services to the transportation disadvantaged by the designated provider.

POLICY 1.5.2: The City will re-evaluate the need for public mass transit as part of the required Comprehensive Plan Evaluation and Appraisal Review process.

POLICY 1.5.3: The City will participate in the development of the Five Year Transit Development Plan especially in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates.

C. EVALUATION OF TRANSPORTATION ISSUES

The City continues to meet or exceed the adopted LOS standards of most City roadways, and coordinates with Santa Rosa County and FDOT to address LOS on County and State roadways through its development review process. According to current LOS data all roadways within the City were meeting or exceeding their adopted LOS standard. No improvements have been identified to address LOS deficiencies

The City continues to closely coordinate with Santa Rosa County, WFRPC and FDOT to implement improvements through inclusion of projects in the City's Capital Improvements

Program (CIP), FDOT's Adopted Work Program, and Santa Rosa County's CIP. Since the adoption of the Comprehensive Plan several facilities have been widened or improved to enhance capacity of roadways.

The City ensures maintenance of transportation LOS standards and availability of transportation facilities through its development review process. The City reviews all new development and redevelopment in accordance with the Concurrency Management System's provisions to measure impacts on the transportation system and identify mitigation measures to address such impacts.

The City continues to coordinate with Santa Rosa County, WFRPC and FDOT to protect existing rights-of-way and preserve future rights-of-way. The City implements access management controls along major arterials by limiting access points and coordinates with FDOT and Santa Rosa County, respectively, for issuance of driveway permits and other access points. This is an ongoing objective.

The City works to ensure that the required LOS for evacuation routes is maintained. All developments that have the potential for impacting evacuation routes are reviewed relative to maintenance of LOS and maximum evacuation time of six hours.

The City continues to enhance its pedestrian and bicycle infrastructure along all City roads through the TPO seeking enhancement proceeds and state financial support. The current state trail system provides all with the opportunity to recreate along one of the leading trail system in the state. The overlays referred to earlier in this instrument include provisions that require multimodal means to be met. The City also coordinates with Santa Rosa County and FDOT for pedestrian and bicycle improvements on County and State roads. Currently the City does not have a transit provider. A transit feasibility study completed in 2008 showed the need for service from Milton to Bagdad.

The City continues to closely coordinate its transportation planning and land use planning efforts with WFRPC, Santa Rosa County, FDOT, Florida-Alabama TPO and other regional transportation agencies by participating in their work programs to ensure implementation of County and State roadway projects that are within the City boundaries. The City provides representation in the planning committees of the WFRPC to remain updated on planning decisions that have a potential to impact Milton.

The Transportation Element is internally consistent within the Comprehensive Plan and is closely linked to the Future Land Use Element. The land development pattern necessitates improvements and expansion to the County's transportation system and the changes in land use densities are made consistent with the transportation system's ability to support these changes. In addition to City staff, input is also obtained from Santa Rosa County, WFRPC, FDOT and others for amendments that have a regional impact.

The following shortcomings have been identified for the Transportation Element:

The Transportation Element does not contain specific policies that support a Transit Oriented Development pattern along major transit corridors. There was however good reason for the exclusion. Public transportation services were limited at best. The City will assign major roadways with transit services as “Public Transit Corridors”. However, specific strategies related to the development of a transit oriented development pattern, if desired, will take some time. Supportive future land use categories would also need to be developed and utilized to promote such a development pattern.

D. OBJECTIVE ACHIEVEMENT RELATED TO MAJOR ISSUES

An assessment of the Transportation Element’s objectives has been completed to identify how the objective achievement relates to the major issues identified by the City. The following is a synopsis of the objective achievement.

1. ISSUE: *Natural Resources*

Balancing Development and Environmental Resource Protection. (Major Issue # 4) The achievement of objectives within the Transportation Element does not directly impact the City’s ability to conserve environmental resources and habitat protection. The achievement of the objectives within the Transportation Element does not directly affect the City’s ability to determine the best mix of recreation facilities. However, planning of community facilities around major transportation nodes can support the urban design and community planning goals of the City.

2. ISSUE: *Downtown Redevelopment*

The Transportation Element supports urban infill and redevelopment in older areas of the City. Redevelopment is typically associated with challenges to providing adequate capacity for public facilities and services. However, if redevelopment is based on sound transportation planning that accommodates multiple modes; the demand on roadway infrastructure can be minimized. Achieving the objectives within the Transportation Element will help support infill development and redevelopment within the older areas of the City, particularly within the CRA.

3. ISSUE: *Housing Needs*

The achievement of objectives within the Transportation Element does not directly impact the City’s ability to provide adequate affordable housing for the City’s workforce, elderly and disabled populations. However, increasing transportation choices, combined with transit oriented and mixed use development patterns, will have a positive effect on the affordability of housing.

4. ISSUE: *Future Land Use*

Evaluate the Future Land Use Element to determine if changes are needed to the Future Land Use Categories. Evaluate the Comprehensive Plan to ensure the goals, objectives and policies encourage the preservation of structures and sites that are of historic significance to the City. To support a multi-modal transportation system, the underlying land use pattern should be supportive of all modes and promote a mix of land uses. A mixed land use pattern can reduce the number of trips by increasing internal trips and reducing the number of local trips along major roadways. The major roadways can be used to efficiently serve regional trips, further reducing the impact on the overall transportation system. In order to promote a multimodal system promoting mixed use and transit oriented developments along major roadway corridors and transportation nodes should be the dominant land use pattern. Until recently that has not been the case in the City of Milton. However, with the adoption of the corridor overlay and its emphasis on the type of growth described in this section the City is taking appropriate action steps to address the deficiencies.