

MULTI-MODAL TRANSPORTATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

GOAL 1: TO PROVIDE A SAFE, CONVENIENT AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM IN BELLE ISLE BY USING ALTERNATE MEANS OF TRANSPORTATION, BY COORDINATING ROAD TRANSPORTATION PLANNING WITH LAND USE PLANNING WITHIN THE CITY AND OTHER NEIGHBORING JURISDICTIONS, AND THROUGH THE LAND DEVELOPMENT CODES (LDC'S), THROUGH IMPLEMENTATION OF THE FOLLOWING POLICIES IN THE LAND DEVELOPMENT CODE.

OBJECTIVE 1.1: The City shall coordinate ~~road~~ transportation planning with land use through interrelated policies found in the Transportation Element, Future Land Use Element, and the Future Land Use Map.

POLICY 1.1.1: ~~After June 1991, the~~ In order to protect existing neighborhoods, the City shall not approve future land uses changes or rezonings that cause the use of a road to differ from its functional classification.

POLICY 1.1.2: ~~After June 1991, all~~ All planning, designing, and construction of new roads and widening of improvements to existing roads shall consider adjacent land uses and residential areas existing neighborhoods and to minimize negative impacts through buffering, location and design.

POLICY 1.1.3: ~~After June 1991, the~~ The City shall not issue permits for roadways improvements which fragment or sever existing established neighborhoods, or create incompatible traffic patterns through low-density areas.

POLICY 1.1.4: ~~As of June 1991, the~~ The widening of a road shall not constitute sufficient reason for the City to allow a change in Land use Use designation on the Future Land Use Map, unless sufficient capacity can be proven through review of a sufficient traffic impact study based upon the City's adopted methodology.

POLICY 1.1.5: The City shall require all development and redevelopment to utilize access management controls including, but not limited to, joint driveways, frontage roads and cross access agreements along collector and arterial roads.

POLICY 1.1.6: The City shall continue to coordinate with FDOT and the State Access Management Program in implementing access management controls and multimodal improvements, as described in Policy 1.1.5, to ensure adequate, safe and efficient access to McCoy Road, consistent with State Highway System Connection Permits as outlined in Chapters 14-96 and 97, F.A.C.

Policy 1.1.7: Planned Developments and other innovative land

development ~~ideas~~ solutions should be encouraged to reduce travel demand and increase multimodal transportation opportunities through site design, provision of infrastructure, mixed use development patterns and flexible design standards.

OBJECTIVE 1.2: The City shall work with other jurisdictions on regional transportation issues to create a safe, convenient and efficient multimodal ~~motorized and non-motorized~~ transportation system through implementation of the following policies.

POLICY 1.2.1: The City shall continue to provide Orange County with information on the City transportation system to be included in the County's Future Transportation Map.

POLICY 1.2.2: Belle Isle shall continue to coordinate the City's ~~5-year~~ 5-year transportation improvement program with the plans of Metroplan Orlando (MPO), Orange County, Florida Department of Transportation, ~~Orlando-Orange County~~ Central Florida Expressway Authority, and the City of Orlando.

POLICY 1.2.3: The City shall continue to coordinate with the Metropolitan Planning Organization, MetroPlan Orlando, in order to provide a safer, more convenient and more efficient transportation system for the whole region.

POLICY 1.2.4: Belle Isle shall coordinate with local transit providers such as SunRail and LYNX in order to provide mass transit options, ~~including but not limited to buses, light and heavy rail system~~, to the residents of the City.

POLICY 1.2.5: The City shall, whenever possible, attend or have representation on relevant transportation meetings in Central Florida, and coordinate with other governmental agencies and recommend in the Intergovernmental Coordination Element.

POLICY 1.2.6: The City shall continue to serve as a member of the technical review committee of the ~~orlando-orange county~~ Central Florida Expressway Authority ~~expressway authority in order to review and comment on the creation of a beltway and on the bee-line master review and provide comments on any and all regional transportation planning issues plan~~.

OBJECTIVE 1.3: The City shall continue to have LDC's which will regulate development in order to provide a safe, more convenient, and more efficient ~~motorized and non-motorized~~ multimodal transportation system.

POLICY 1.3.1: Belle Isle shall adopt a peak hour minimum level of service standard of "C" on all City roads. The level of service standard shall be based on the ~~information data~~ provided in the Transportation Element.

POLICY 1.3.2: The City shall adopt a peak hour level of service standard consistent with Orange County's adopted level of service standards for County Roads in and adjacent to Belle Isle as follows:

Roadway	Classification	LOS
Gondola Dr., Matchett Rd.	Local Street	G E
Daetweler/Judge/Conway Rds.	Urban Collector	E
Hoffner Ave.	Minor Arterial	E
Nela Ave./Seminole Dr.	Urban Collector	E

POLICY 1.3.3: The City shall adopt a peak hour level of service standard consistent with Florida Department of Transportation’s level of service standards for State Roadways adjacent to Belle Isle as follows:

Roadway	Classification	LOS
Conway Rd. (N. of Hoffner)	Minor Arterial	E D
Orange/Hansel Aves.	Principal Arterial	D

POLICY 1.3.4: The City shall adopt a peak hour level of service standard of 3,530 vehicles per peak hour for McCoy Road, which is a ~~four-lane~~four-lane divided minor arterial. The City shall revise this LOS standard by amending the plan to establish a standard that is consistent with the FDOT minimum LOS standard for the roadway when the roadway is improved.

POLICY 1.3.5: The City shall assist DOT in maintaining and improving the LOS on McCoy Road by requiring developers to provide a method of access management, including by way of example, not by way of limitation, joint access driveways, multi-modal options, frontage roads and cross access agreement, for all new development along McCoy Road. The City shall also provide for ways to tie into existing access management controls.

POLICY 1.3.6: The City ~~shall~~ may not issue development orders ~~after~~ after January 1, 1992 that reduce the level of service below the adopted level of service standard for any road unless the application enters into a binding agreement to pay for or construct its proportionate share of required improvements. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. Proportionate share calculations shall follow the standards outlined in F.S. 163.3180(5)(h)(2).

POLICY 1.3.7: The LDC’s shall require all development to have access to a City, County or State road, a road built to City standards or a standard recommended by the City Engineer and approved by the City Council in unique situation.

POLICY 1.3.8: The LDC’s shall contain roadway design standards including a provision requiring private roads to meet City standards or a standard approved by the City Engineer in unique situations.

POLICY 1.3.9: The LDC’s shall provide requirements for the following items:

- a. adequate storage and turning lanes into and out of development;
- b. spacing and design of median openings, curb cuts, and driveway accesses;
- c. provision of frontage roads;
- d. access between outparcels and the main parcel
- e. regulating signage along roadways; and
- f. for limiting speed and cut through traffic in residential neighborhoods.
- g. Multi-modal street design, including bicycle lanes and pedestrian paths.

POLICY 1.3.10: ~~The LDC's shall require sidewalks and bikeways to be included in all new development proposals to promote alternative modes of transportation.~~

POLICY 1.3.110: ~~By 2010~~ 2040, the City shall evaluate its land development code requirements and revise as needed to include guidelines and incentives that support development that encourages pedestrian and bicycle walking connectivity ~~and biking~~ as well as the use of alternative modes of transportation.

Policy 1.3.12: Any development/redevelopment within ½ mile of SR 482 from CR 527 to end of ramp will shall coordinate transportation planning efforts with Orange County and Florida Department of Transportation.

OBJECTIVE 1.4: ~~The City shall continue to implement mechanisms to increase the use and accessibility of modes of transportation other than the private automobile. ensure a connected multimodal system that is safe, accessible for all ages and abilities, economically sustainable, energy efficient, and enhances a sense of place.~~

POLICY 1.4.1: The City shall maintain the pedestrian and bikeway plans showing existing and planned linkages connections between residential areas and recreation areas.

POLICY 1.4.2: ~~After January 1992,~~ sSidewalks shall be required in all new developments, and all new roads shall contain bikeways.

POLICY 1.4.3: ~~By June 2004, the~~ The City shall require sidewalks as development occurs that will link residential areas with educational facilities, recreational facilities, and commercial areas.

POLICY 1.4.4: ~~By June 2012, t~~ The City shall ~~have~~ continue to determined methods for promoting the use of mass transit by residents of Belle Isle, by modifying the LDC's, as deemed appropriate by the City Council. This may include the incentives for providing mass transit facilities, or requiring buss pullouts along bus routes, where possible. ~~for inclusion in the LDC'S and shall address at a minimum the following:~~

- A. ~~Creation of development incentives for providing mass transit facilities;~~

and

~~B. Requiring bus pullouts along bus routes to prevent traffic from stacking up.~~

POLICY 1.4.6: The City shall continue to participate in planning efforts with Lynx to help improve transit headway in areas where more concentrated development will be located.

Policy 1.4.7: In coordination with the County and MetroPlan Orlando, the City shall increase, as where feasible, the number of miles of bicycle trails and ~~roadside bicycle lanes~~ bikeways contained within provided throughout the City.

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