

THE CITY OF FLAGLER BEACH

MOBILITY PLAN & MOBILITY FEE

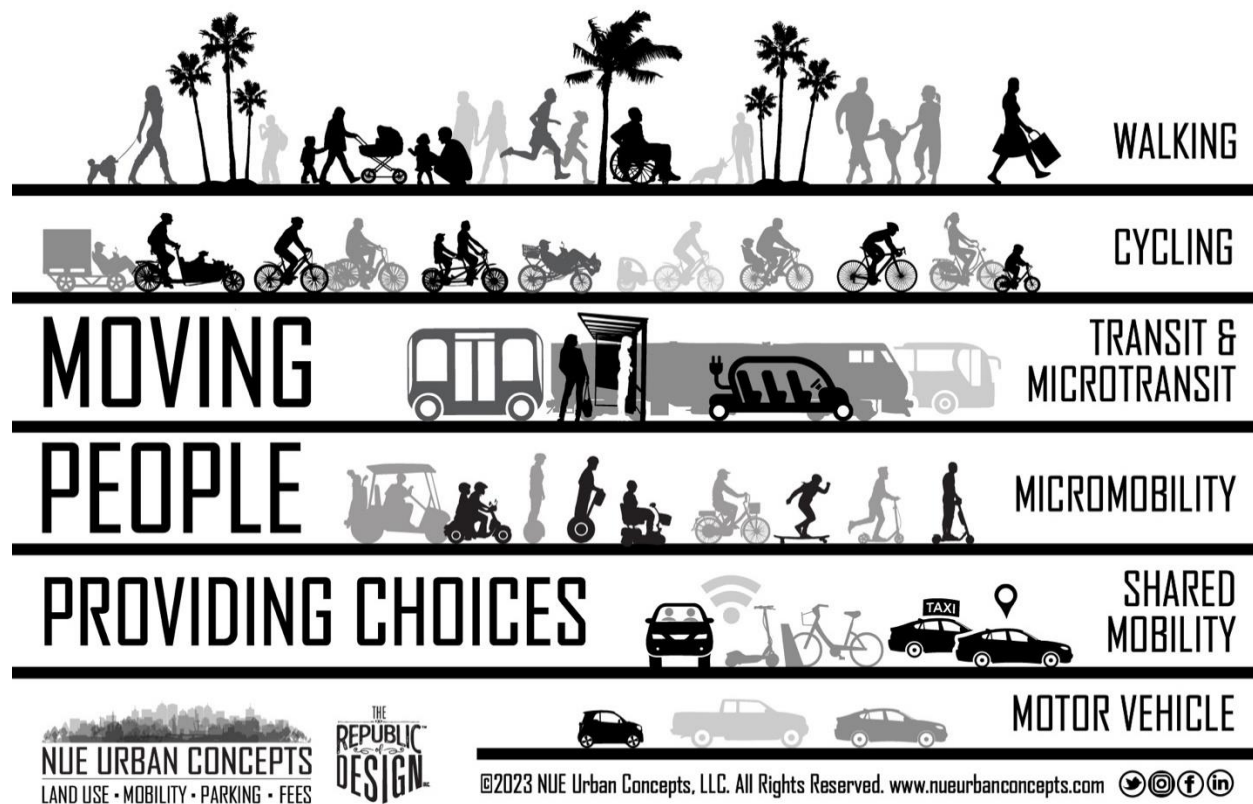
FREQUENTLY ASKED QUESTIONS (FAQ)

WHY DOES THE CITY NEED A MOBILITY PLAN?

Development of a mobility plan would enable the City to move towards further development of a connected and integrated multimodal transportation system and to develop a comprehensive vision for mobility in Flagler Beach. Identification of mobility plan projects would assist the City in efforts to pursue Federal and State funding in partnership with Flagler County and FDOT.

WHAT IS A MOBILITY PLAN?

A mobility plan is a blueprint from which the City can **reimagine and repurpose** its transportation system **from primarily moving cars** on congested roads towards a multimodal system that **emphasizes safely moving people**: whether they walk, bicycle, ride a golf cart or a transit circulator, need mobility assistance (i.e., wheelchair), use shared mobility, or drive a vehicle.



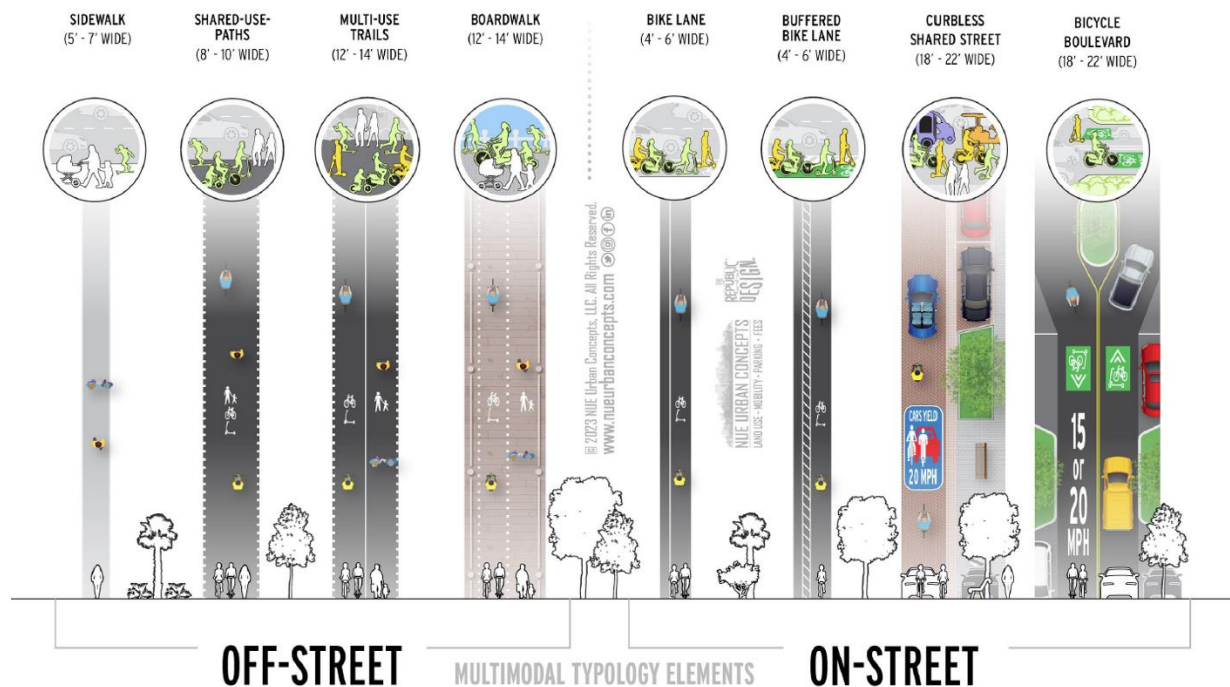
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FREQUENTLY ASKED QUESTIONS (FAQ)

WHAT TYPE OF PROJECTS CAN BE INCLUDED IN THE MOBILITY PLAN?

The mobility plan can include sidewalks, paths, trails, bike lanes, curbless shared streets, complete streets, new roads, road upgrades, road widenings, roundabouts, intersection improvements, pedestrian safety improvements, and more. The plan can also include innovative concepts such as transit circulators, mobility on demand, parking structures, and shared mobility services such as electric bikes or golf carts. The establishment of planning initiatives through the mobility plan also allows for incorporation of traffic calming and low speed streets, low speed vehicle policies, landscape and streetscape projects, alleyway revitalization, upgrades to transit stops, road safety initiatives, and improvements for compliance with the Americans with Disabilities Act (ADA) requirements.



WILL THE MOBILITY PLAN INCLUDE COUNTY AND STATE ROADS?

The proposed mobility plan can include improvements on County and State Roads. Since the City does not maintain these roads, the ultimate decision on the design and funding of improvements will be the County and the State. However, both the County and the State do look to municipalities for their feedback and support for projects. A mobility fee would provide the City a funding source to offer as a local contribution for funding improvements that the County and State would not typically fund. The mobility fee would be designed to be adopted as a standalone City mobility fee separate from the County transportation impact fee and to be the only fee assessed within the city limits of Flagler Beach.

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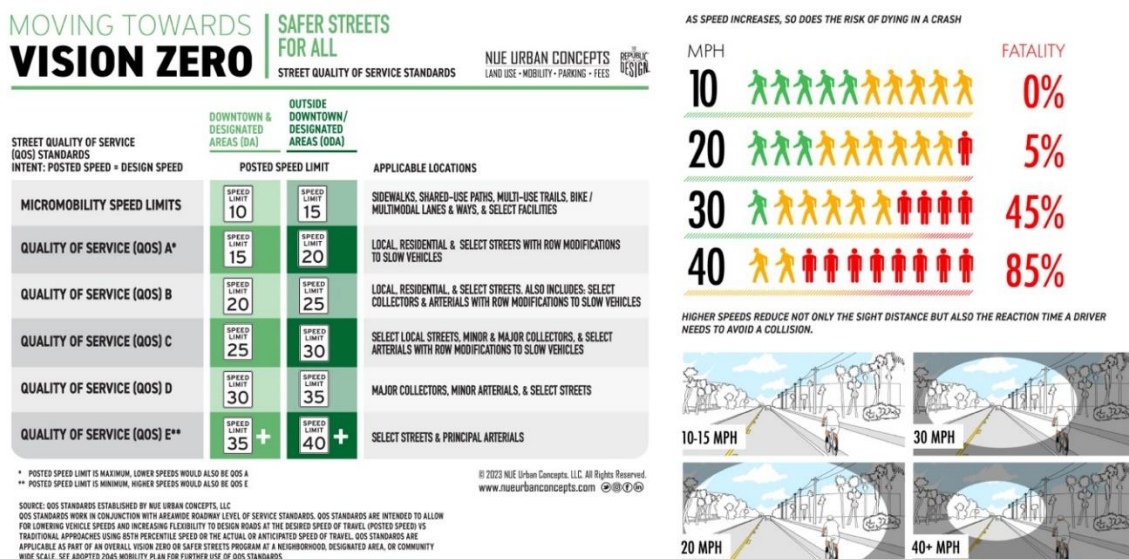
FREQUENTLY ASKED QUESTIONS (FAQ)

HB 479 was adopted by the Florida Legislature this past session and went into effect on October 1st, 2024. HB 479 updated the criteria for development of a mobility plan and a mobility fee. HB 479 also requires that municipalities and counties negotiate the mitigation of transportation impacts where both local governments attempt to collect a transportation mitigation fee from one development. Since Flagler County does not require the City to collect its transportation impact fee, this provision of HB 479 would not apply to the City. However, it may be prudent for the City to consider what would occur should the County attempt to collect a transportation mitigation fee. House Bill 479, will significantly assist in the coordination process with the County.

CAN THE CITY ELIMINATE ROADWAY LEVEL OF SERVICE (LOS)?

Florida Statute encourages local governments adopting a mobility plan and fee to establish tools and techniques, such as “multimodal level of service standards,” to complement its application. Florida Statute also requires the adoption of measurable standards in the Comprehensive Plan to address transportation and mobility. Many local governments are using the development of a mobility plan and mobility fee to move beyond monitoring roadway level of service (LOS) for transportation concurrency and adding roadway capacity.

NUE Urban Concepts has developed Street Quality of Service (QOS) standards, which are then tailored to each local government, that allow local governments to either eliminate or supplement road LOS. The Street QOS is based on posted speed limit and establishes a very simple and straightforward premise: **streets should be designed at the desired speed of travel.** Street QOS allows elected officials to prioritize safety for all users by actively supporting a street QOS of “A” or “B”, versus settling for congestion and being resigned to road LOS of “E” or “F”.



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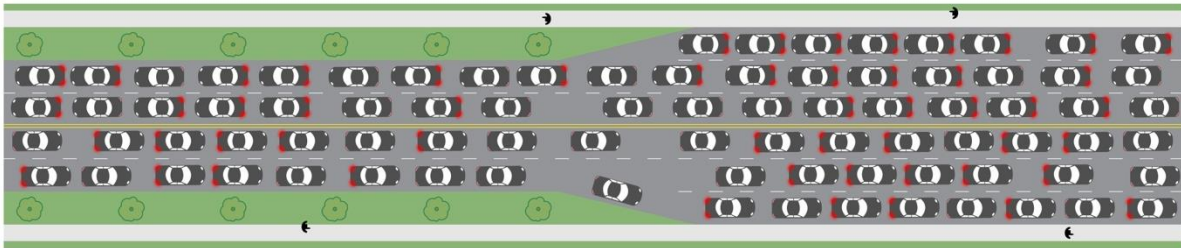
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FREQUENTLY ASKED QUESTIONS (FAQ)

IS THERE AN ALTERNATIVE TO CHASING CONGESTION?

No government globally has been able to build enough roads to eliminate congestion. This is due in part to the theory of “induced demand” (aka build it and they will come). The addition of road capacity does not reduce congestion, as the new capacity is used up shortly after being added. The current transportation system did not develop overnight. It is the result of funding and policy decisions over the last 75 years that prioritized the movement of cars. Land use policies that incentivize mixed-use, parking regulations that allow for innovation, and a mobility plan focused on moving people are needed to reimagine and repurpose our roads to enhance mobility.

Congestion → Add More Lanes → Induced Demand → The Definition of Insanity



“The definition of insanity is doing the same thing over and over and expecting different results.” - Albert Einstein

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2040 WALTON COUNTY MOBILITY PLAN

REIMAGINING OUR ROADS

TRANSITIONING FROM DRIVING CARS TO SAFELY MOVING PEOPLE

- WALKING
- SKATING
- PERSONAL MOBILITY DEVICES
- BICYCLE
- SCOOTER
- E-BICYCLE
- E-SCOOTER
- GOLF CART
- NEIGHBORHOOD ELECTRIC VEHICLE (NEV)
- AUTONOMOUS TRANSIT SHUTTLE (ATS)

PHASE 4	PHASE 3	PHASE 2	PHASE 1	EXISTING
SIDEWALKS	MULTIMODAL SIDEWALKS			SIDEWALKS
MICROMOBILITY LANES		MULTIMODAL LANES	ON-STREET BIKE LANES	
MULTIMODAL WAYS			FEW FEEL SAFE USING	

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CREATIVE MOBILITY SOLUTIONS

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FREQUENTLY ASKED QUESTIONS (FAQ)

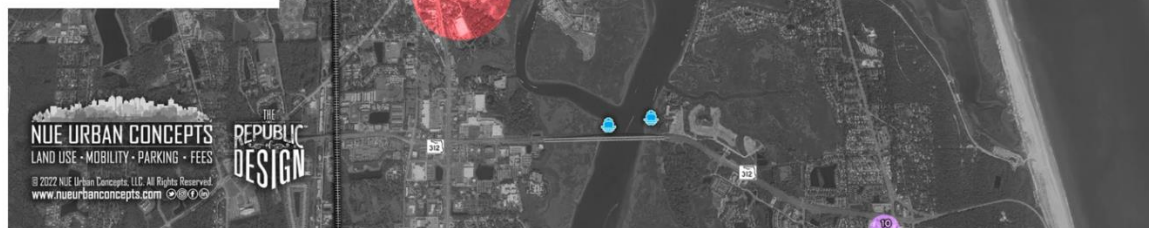
CAN MOBILITY PLANS BE USED TO CREATE A PARK ONCE ENVIRONMENT?

The integration of parking management has become a major component in the development of mobility plans. Developing a park once environment that still recognizes people will drive, but once they reach a destination, the goal is that they use some other form of transportation for mobility. These other forms would be walking, bicycling, riding a scooter, or using microtransit circulator services in the form of neighborhood electric vehicles or rubber-tired trolleys.

The mobility plan sets the stage for a park once environment and can identify desired locations for mobility hubs with existing or planned parking lots or structures, and then a network of transit circulator routes, water taxis, and/or enhanced bicycle ways to connect residents, destinations, and mobility hubs. There are follow-on planning initiatives that address the specific components of creating a park once environment. The City of St. Augustine's adopted Mobility Plan is a recent example, and the City's mobility fee is a funding source for transit service and vehicles and a change in its approach to parking in its land development regulations.

2040 MOBILITY PLAN: TRANSIT CIRCULATOR PLAN

The Mobility Plan proposes to create a park-once environment where on-street parking is converted to shorter duration times to encourage turnover and business access, and visits of two hours or longer are encouraged to park in garages. Existing and future garages could be served by a transit circulator system that provides employees, residents, students, and visitors quick access to the Historic District without spending time driving around looking for a parking spot. The Transit Circulator Plan also proposes several water taxi stops throughout the City and identified two potential transportation-oriented developments (TODs) along future regional rail connections between Jacksonville and St. Augustine. As climate change challenges continue, a longer-term solution may be the consideration of an aerial tram connecting future garages on the east end of Anastasia Blvd and the west end of King Street.



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FREQUENTLY ASKED QUESTIONS (FAQ)

HOW ARE MOBILITY PLANS DIFFERENT THAN OTHER PLANS?

Reimagining and repurposing the City's transportation system from one focused on moving cars to safely moving people requires more than installing bike lanes. Land use policies, as well as design standards, can either facilitate or create barriers to reducing congestion and offering multimodal lifestyles. Mobility Plans take a holistic approach to mobility by integrating transportation with land use. Mobility Plans serve as a tool for managing growth and are a catalyst for new development, redevelopment, and equitable placemaking.

WHAT IS A MOBILITY FEE?

A mobility fee is a **one-time fee** paid by new development activity to the City to mitigate the traffic impact of the development on the City's transportation system. Mobility fees, based on a plan of improvements (i.e., mobility plan), were established by the Legislature in 2013 through Florida Statute 163.3180 to provide new development activity a simplified alternative to transportation concurrency, proportionate share, and road impact fees. The City's **Mobility Fees** will be **based on projects** (improvements, services, programs) adopted as part of the City's **Mobility Plan**. Those **Fees** will be used to **fund the projects** identified in the **Plan**.



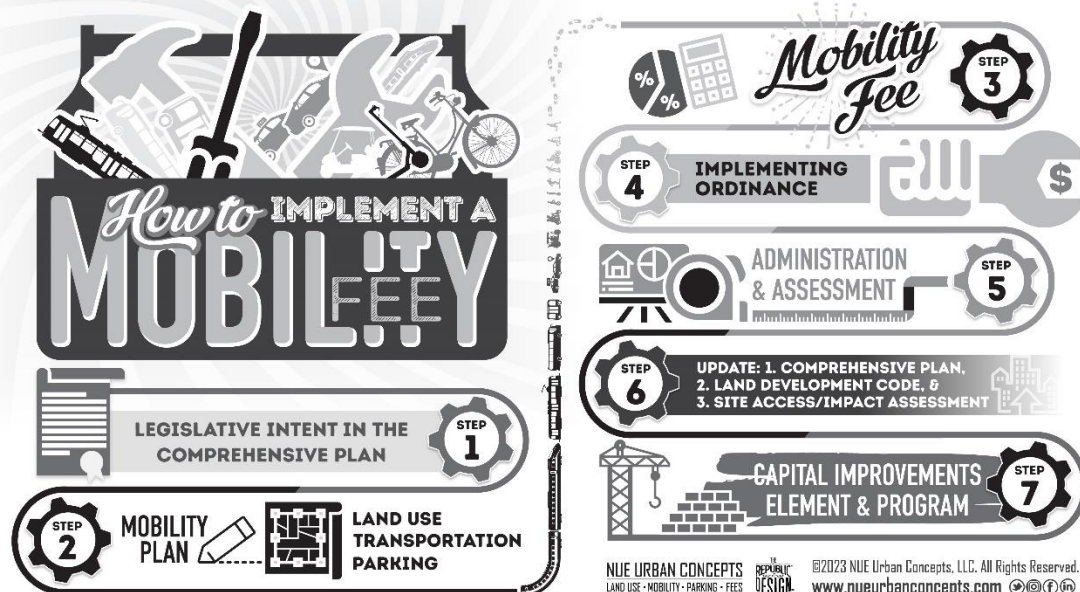
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FREQUENTLY ASKED QUESTIONS (FAQ)

HOW WILL THE MOBILITY FEE BE DEVELOPED?

The City's mobility fee will be developed based on data and methodologies detailed in a technical report that will be designed to meet what are known as the dual relational nexus test and the rough proportionately test established by case law and Florida Statute. The graphic on the following page shows the steps that are typically undertaken to develop a Mobility Fee. Steps one (1) and six (6) can overlap, depending on the City's existing Comprehensive Plan. Steps five (5) and seven (7) typically occur after adoption of the mobility plan and mobility fee.



WHO PAYS A MOBILITY FEE?

Any new development activity within the City that requires the issuance of a building permit and results in an increase in person travel demand (impact) above the existing use of property will be assessed a mobility fee. Mobility fees are not a tax, and they are not charged to existing homes, businesses, or property; unless there is an addition, change of use, expansion, modification, or redevelopment that **requires issuance of a building permit** and **generates additional person travel demand** above the existing use of property. Florida Statute exempts State of Florida governmental uses, and public and charter schools from paying mobility fees. The City may also elect to exempt other governmental uses, as well as affordable housing.

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WHEN DOES NEW DEVELOPMENT ACTIVITY PAY ITS MOBILITY FEE?

Mobility fees are generally assessed at the time of a building permit application. Mobility fees would be required to be paid no later than issuance of a building permit, unless otherwise specified in an approved development order or agreement. Adopted mobility fees could become effective as soon as 90 days after 1st public notice of the fees. Some local governments make the fees effective 90 days after they are officially adopted after second reading of an ordinance.

HOW IS A MOBILITY FEE DETERMINED FOR NEW DEVELOPMENT ACTIVITY?

The mobility plan and mobility fee technical report and the implementing ordinance will include a simplified table, known as a mobility fee schedule, that provides the mobility fee rates for various uses of property, such as residential, retail, industrial, and office. The mobility fee assessed is calculated based on the mobility fee rate and a specific unit of measure, such as heated and cooled square feet for a residential use, and number of rooms for a hotel.

ARE OFFSETS OR CREDITS AVAILABLE FOR MOBILITY FEES?

Offsets of mobility fees may be available where redevelopment is replacing an existing structure. Credits may be available for previous proportionate share payments, for dedication of right-of-way, and/or the construction of multimodal projects identified in the mobility plan. The mobility fee ordinance will contain details for off-sets and credits.

WHAT WILL HAPPEN TO MOBILITY FEES PAID TO THE CITY?

Mobility fees are required by Florida Statue to be separated into a specific fund that tracks both payments and expenditures. The fund is subject to an annual audit by the State of Florida Department of Revenue. The requirement for a special fund is to ensure that: (1) mobility fees are not included in general revenues, (2) that the collection and expenditure of fees is transparent, and (3) the fees are being used for the purpose for which they were collected.