

FLAGLER BEACH

Introduction to Mobility Plans & Fees

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- 35 years of land use, transportation & impact fee/mobility fee experience
- Served as Concurrency & Impact Fee Manager for Alachua County
- Created 1st Mobility Plan & Mobility Fee in FL
- Developed more Mobility Plans & Fees (or alternative mobility funding systems) than any other firm in FL



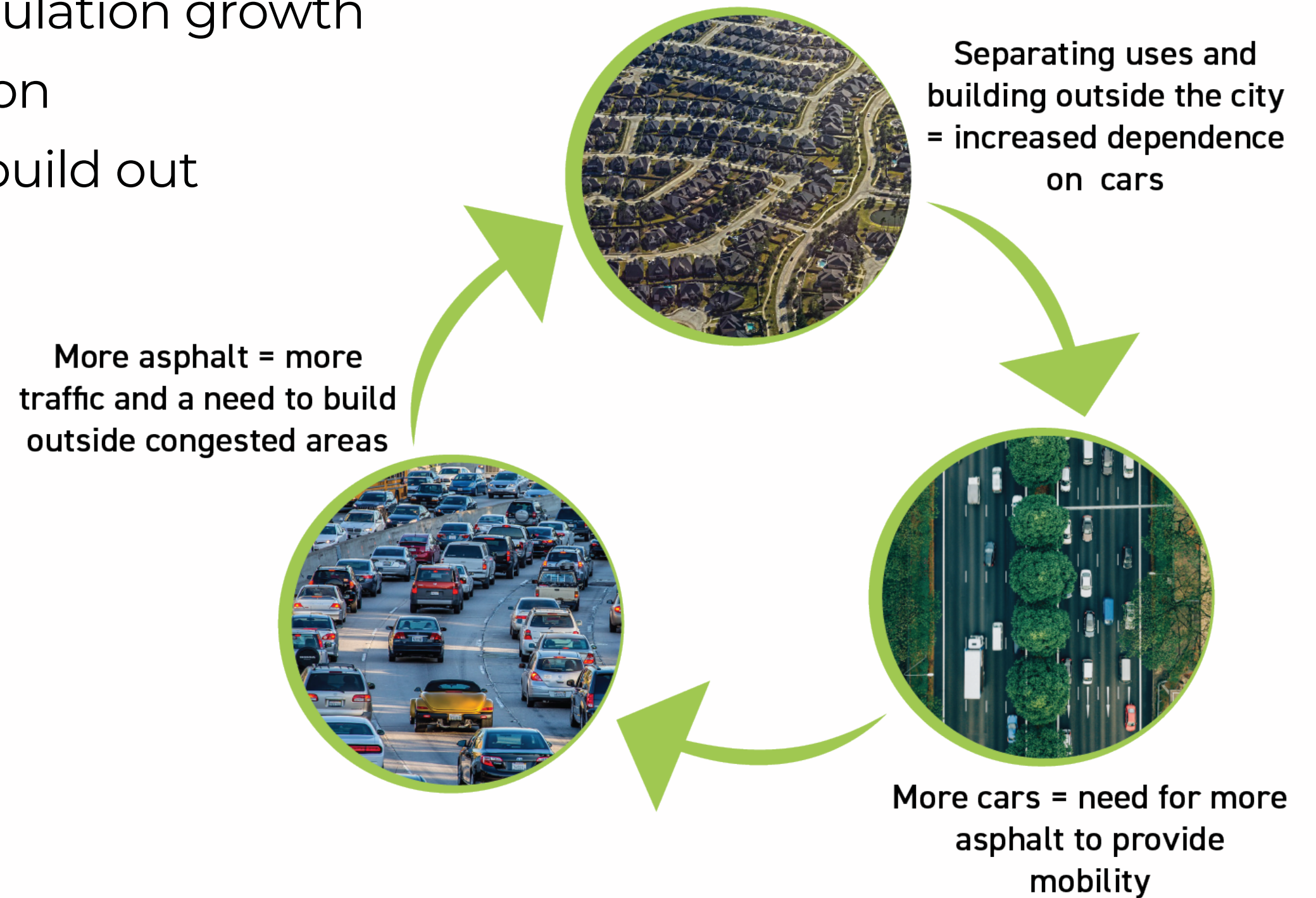
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Vicious Cycle of Induced Demand

- Florida has experienced rapid population growth
- Unprecedented levels of congestion
- Many communities are reaching build out

How can Flagler Beach prevent the issues other communities are facing?



EXISTING MOBILITY FEES AND SIMILAR PROGRAMS IN FLORIDA



MUNICIPALITIES

1. Altamonte Springs Mobility Fee**
2. Boca Raton Planned Mobility Developments
3. Bradenton Mobility Fee**
4. Casselberry Mobility Fee
5. Dade City Multimodal Transportation Impact Fee**
6. DeBary Mobility Fee**
7. Destin Multimodal Transportation District*
8. Edgewater Mobility Fee
9. Gainesville Transportation Mobility Program
10. Indiantown Mobility Fee**
11. Jacksonville/Duval County Mobility Fee*
12. Jacksonville Beach Mobility Fee
13. Kissimmee Multimodal Transportation District*
14. Lake Park Mobility Fee**
15. Lake Wales Multimodal Transportation Impact Fee**
16. Lakeland Multimodal Transportation Impact Fee
17. Longboat Key Mobility Fee**
18. Longwood Mobility Fee**
19. Maitland Mobility Fee**
20. Miami Beach Mobility Fee**
21. Miami Lakes Mobility Fee
22. North Miami Mobility Fee**
23. Orlando Multimodal Transportation Impact Fee
24. Ormond Beach Mobility Fee
25. Oviedo Mobility Fee**
26. Palm Beach Gardens Mobility Fee**
27. Panama City Multimodal Transportation District
28. Plant City Transportation Mobility Fee
29. Port St. Lucie Mobility Fee**

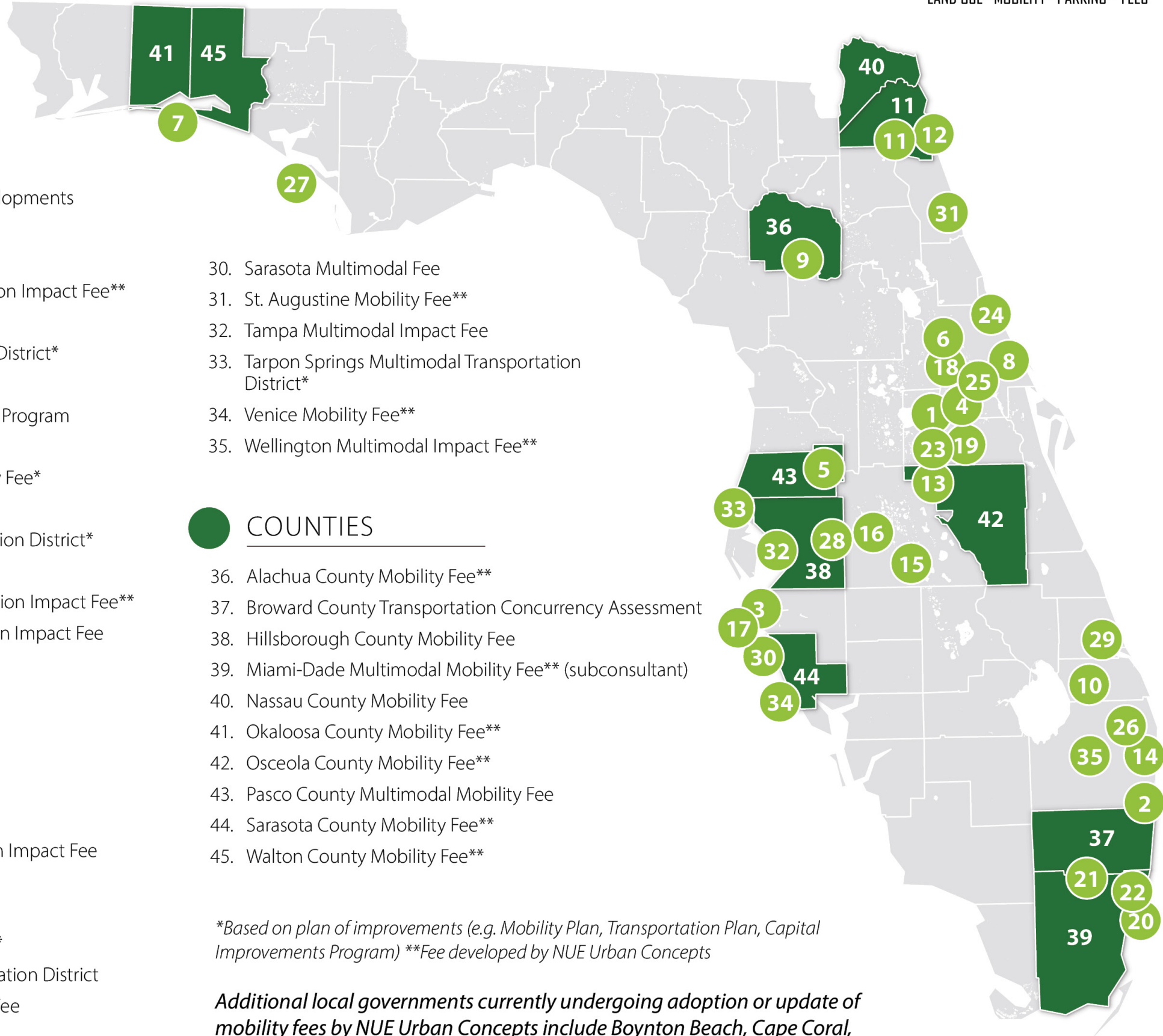


COUNTIES

30. Sarasota Multimodal Fee
31. St. Augustine Mobility Fee**
32. Tampa Multimodal Impact Fee
33. Tarpon Springs Multimodal Transportation District*
34. Venice Mobility Fee**
35. Wellington Multimodal Impact Fee**
36. Alachua County Mobility Fee**
37. Broward County Transportation Concurrency Assessment
38. Hillsborough County Mobility Fee
39. Miami-Dade Multimodal Mobility Fee** (subconsultant)
40. Nassau County Mobility Fee
41. Okaloosa County Mobility Fee**
42. Osceola County Mobility Fee**
43. Pasco County Multimodal Mobility Fee
44. Sarasota County Mobility Fee**
45. Walton County Mobility Fee**

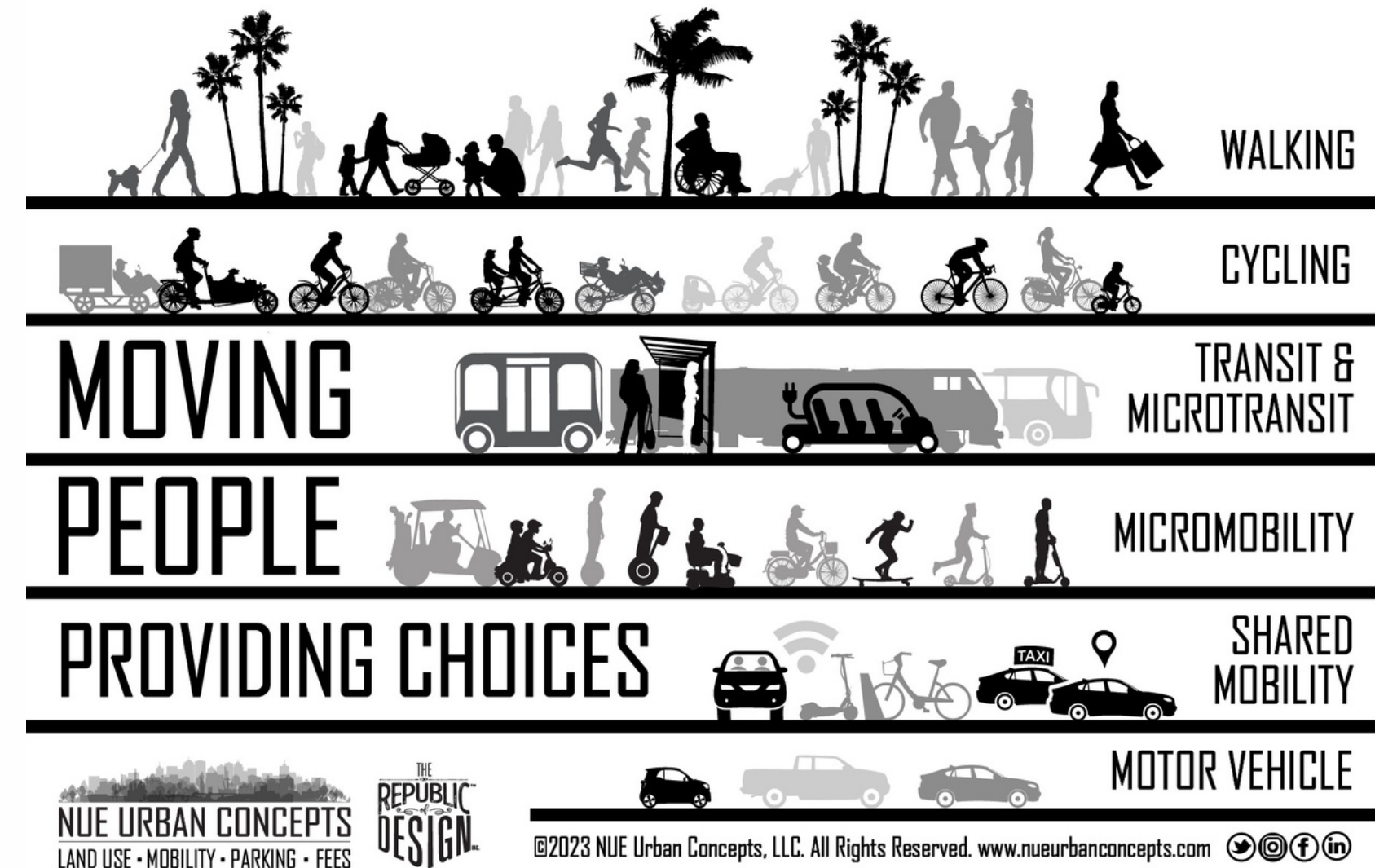
**Based on plan of improvements (e.g. Mobility Plan, Transportation Plan, Capital Improvements Program) **Fee developed by NUE Urban Concepts*

Additional local governments currently undergoing adoption or update of mobility fees by NUE Urban Concepts include Boynton Beach, Cape Coral, Crestview, Flagler Beach, Gainesville (Mobility Fee), Lake City, Palm Springs, and West Palm Beach.



What is a Mobility Plan?

- Vision for the City's transportation system to transition from one focused primarily on **moving vehicles quickly** to **moving people safely** and providing **mobility choices**
- **Long-term plan** (2050 horizon)
- Identifies project needs at a high level
- Required by Florida Statute to serve as basis for development of a **mobility fee**



What is a Mobility Fee?

- Alternative to transportation concurrency & road impact fees
- One-time fee paid by (re) development
- Intended to mitigate transportation impact
- Creates city-controlled funding source
- Funds variety of multimodal infrastructure
- Funds policies, programs, and services



Road Impact Fee vs Mobility Fee

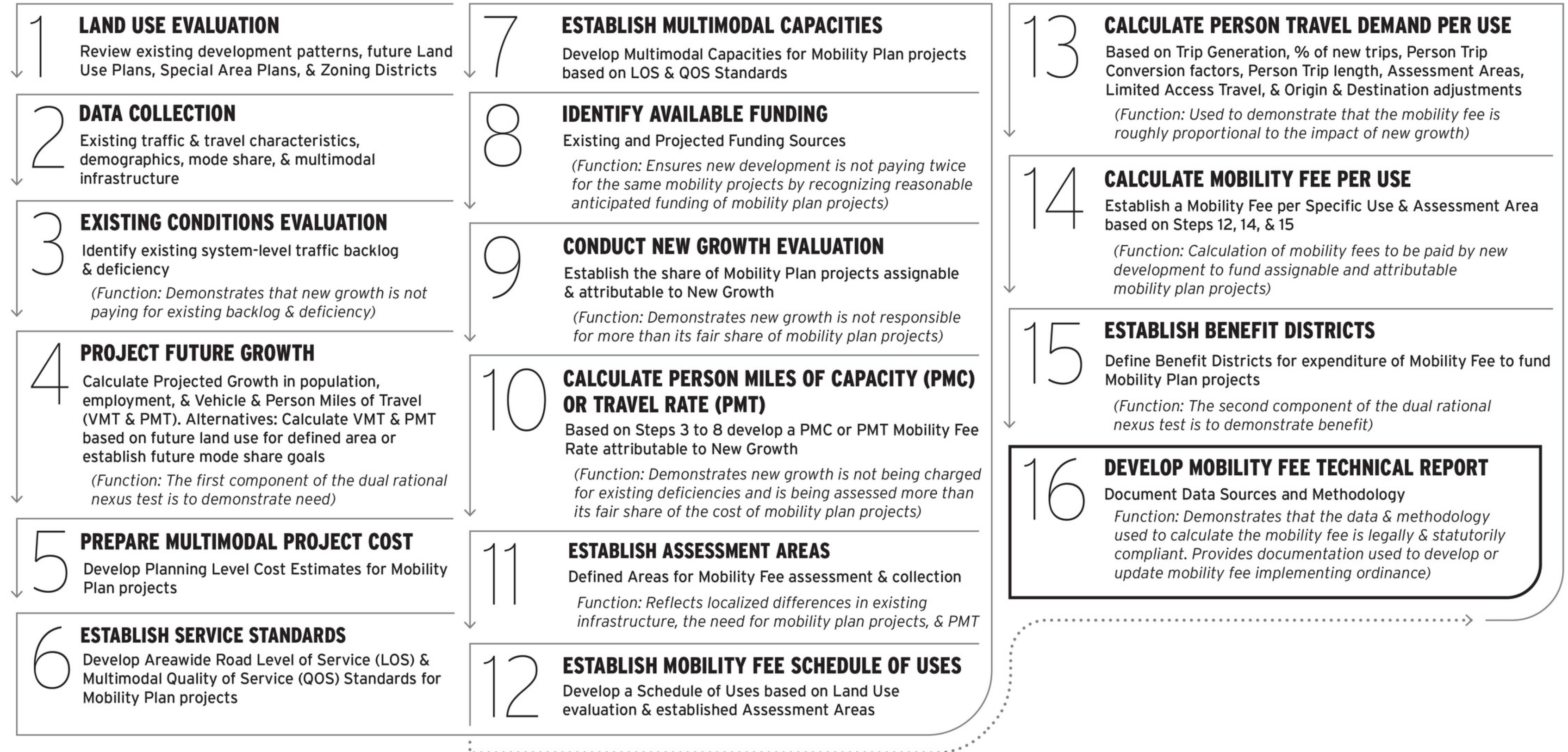
Impact Fees

- Based on general cost of capacity, not specific projects
- Fund adding road capacity
- Based on future vehicle miles of travel

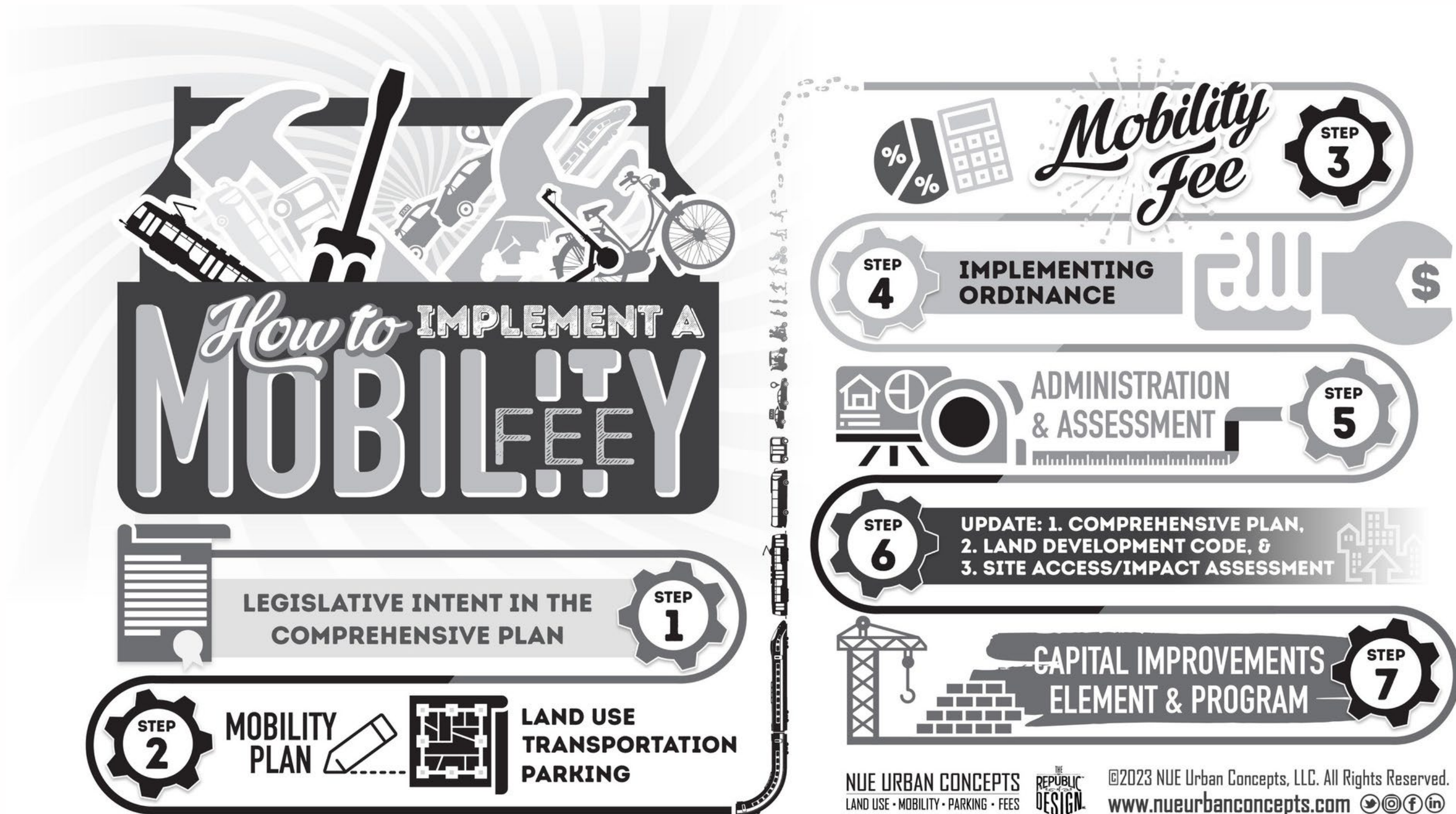
Mobility Fees

- **Based on a plan of mobility projects**
- Fund variety of multimodal facilities, plans, programs, and policies
- Based on cost of multimodal projects in the Mobility Plan
- Based on person miles of travel and person travel demand

DEVELOPING A MOBILITY PLAN & MOBILITY FEE



How to Implement a Mobility



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THE REPUBLIC
DESIGN

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How to Assess a Mobility Fee?

The Mobility Fee features two assessment areas: (1) Within the Multimodal District; and (2) Outside the Multimodal District. The Mobility Fee is lower within the Multimodal District due to shorter trip lengths, mixture of land uses, and the interconnected transportation network. Any areas that annex into the City would be assessed the Mobility Fee based on the Outside the Multimodal District rates. Assessment Areas are established as part of the legally and statutorily required rough proportionality test.

The Mobility Fee will feature a Single Benefit District. Mobility Fees collected within the City can be spent on multimodal projects throughout the City. Travel patterns are citywide and multimodal projects will serve residents and businesses throughout the City. A Benefit District is established to meet the second requirement of the legally and statutorily required dual rational nexus test. The first requirement of the legally and statutorily required dual rational nexus test is addressed based on future person travel demand and is addressed in the Mobility Plan and Mobility Fee technical Report.



Mobility Fee Schedule

<i>Use Categories, Land Uses Classifications, and Representative Land Uses</i>	<i>Unit of Measure</i>	<i>Mobility Fee</i>
Residential & Lodging Uses		
Residential	per sq. ft.	\$1.05
Overnight Lodging (Bed & breakfast, Hotel, Inn, Motel, Vacation Rental)	per room	\$1,763
Mobile Residence (Mobile Home, RV, Home on Wheels, Travel Trailer)	per space/lot	\$1,216
Institutional Uses		
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per sq. ft.	\$0.86
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	\$0.87
Private Education (Day Care, Private Primary School, Pre-K)	per sq. ft.	\$1.57
Industrial Uses		
Industrial (Assembly, Manufacturing, Nursery, Outdoor Storage, Warehouse, Utilities)	per sq. ft.	\$0.58
Recreational Uses		
Indoor Commercial Recreation (Gym, Indoor Sports, Kids Activities, Recreation)	per sq. ft.	\$3.54
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Sports, Tennis)	per acre	\$1,873
Marina (Including dry storage)	per berth	\$370
Office Uses		
Office (Bank, General, Higher Education, Professional)	per sq. ft.	\$1.62
Medical Office (Clinic, Dental, Emergency Care, Hospital, Medical, Veterinary)	per sq. ft.	\$2.43

Why Mobility Plans & Fees Work

- Allows city to plan and **fund a variety of multimodal mobility projects**
- Helps address short-term, **day-to-day needs**
- Provides **comprehensive vision** to guide capital projects and development
- Assists city in **prioritizing** mobility projects to best meet the needs of the city
- Helps the City **balance** community growth and reducing congestion
- Opens up additional **funding opportunities** for mobility projects
- Provides a framework for innovation



Identify Future Roadway & Multimodal Needs

Traffic Impact Analysis (TIA)

Veranda Bay Multi-Use Development

City of Flagler Beach, Florida
Project No.: 1188-230-043
Date: July 25, 2024

Prepared by:

CSi Chindalur Traf
8833 Perimete
Jacksonville, F
(904) 619-336



DOWNTOWN MASTER PLAN
City of Flagler Beach, Florida

January 2006



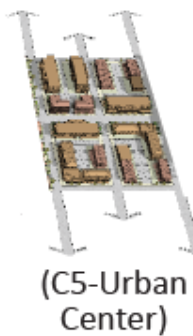
(C3C-Suburban
Commercial)



(C3R-Suburban
Residential)



(C4-Urban
General)



(C5-Urban
Center)

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**

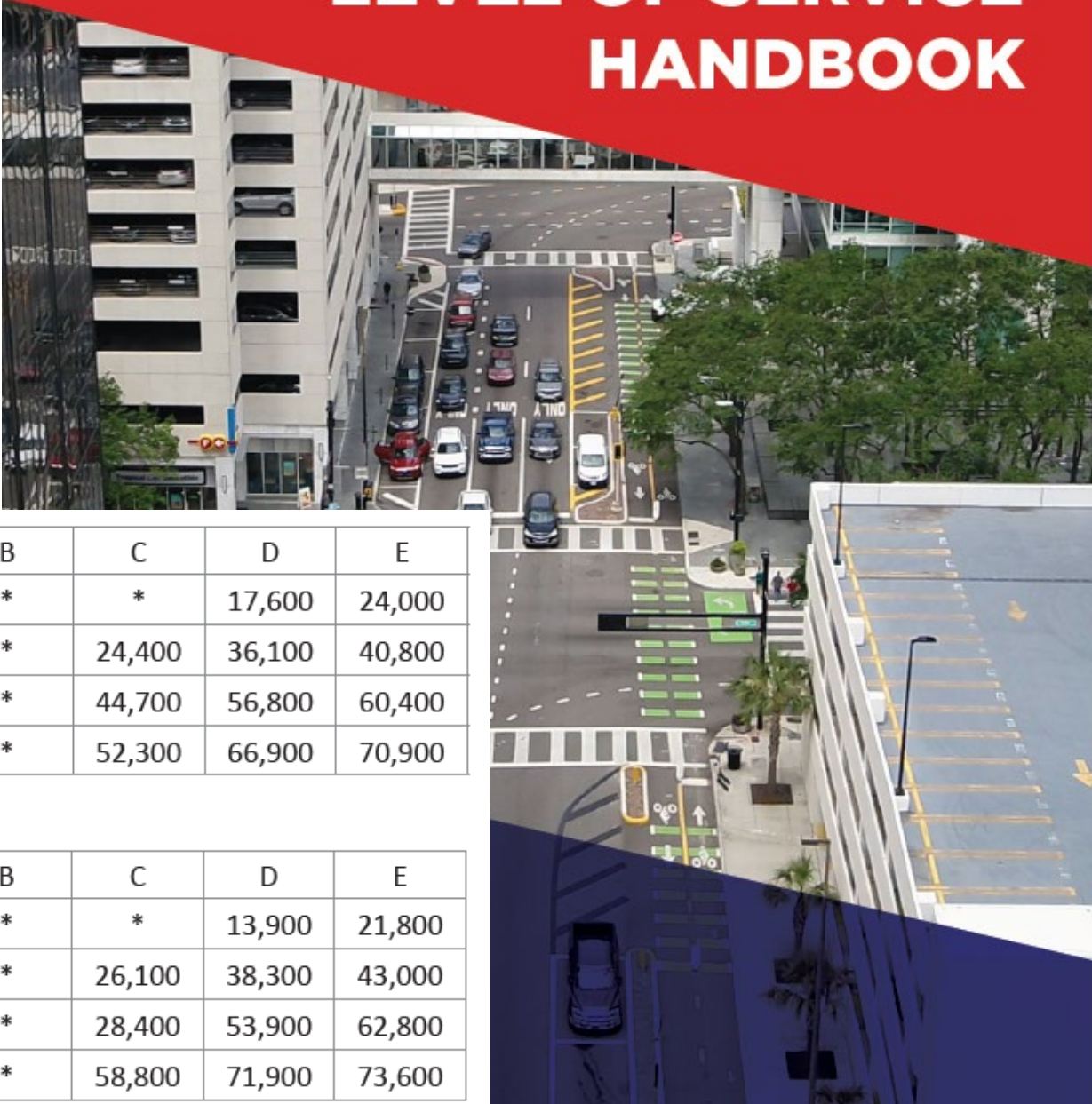
	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600

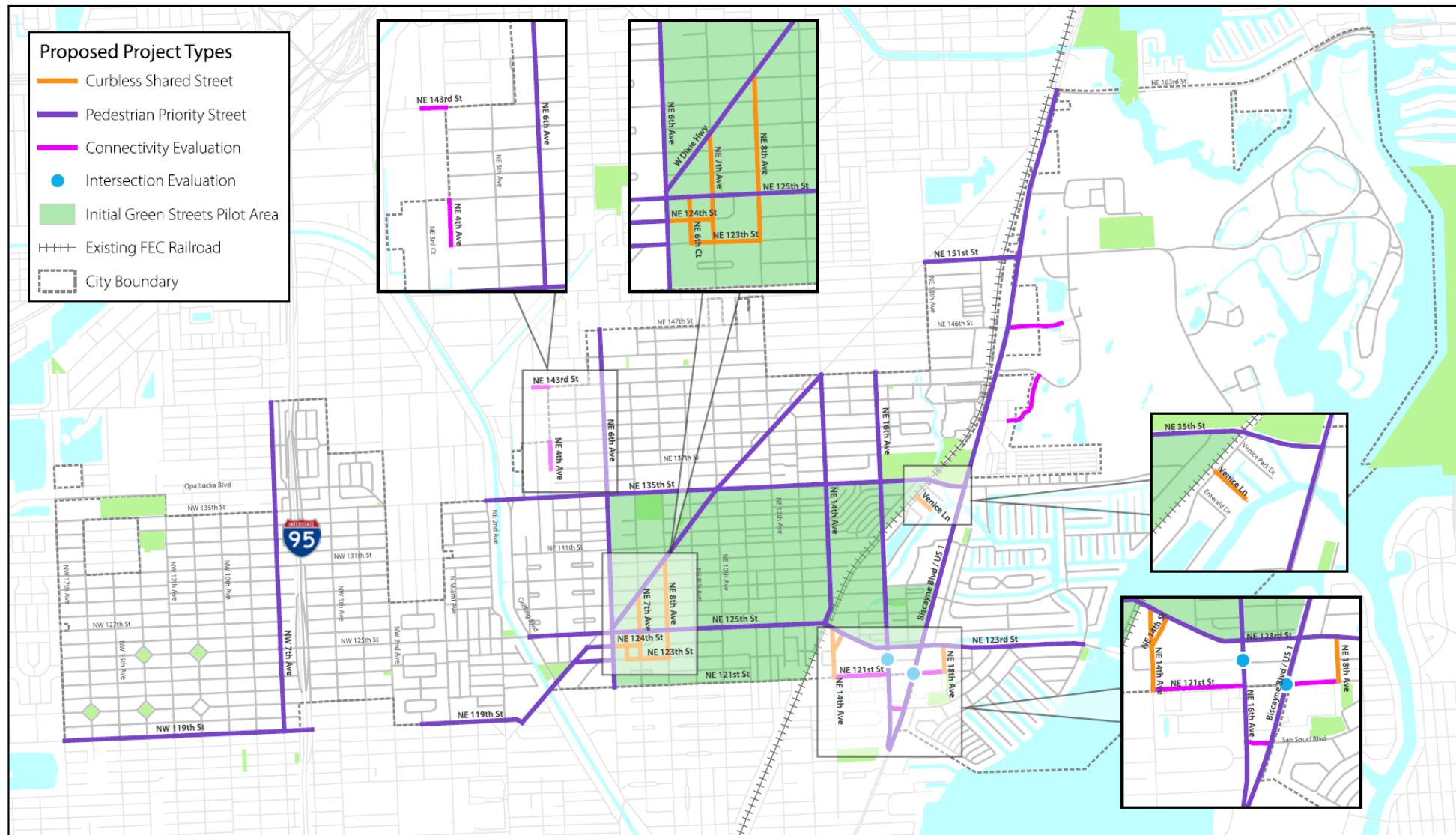


2023 MULTIMODAL QUALITY/ LEVEL OF SERVICE HANDBOOK



CITY OF NORTH MIAMI 2045 MOBILITY PLAN

STREETS PLAN

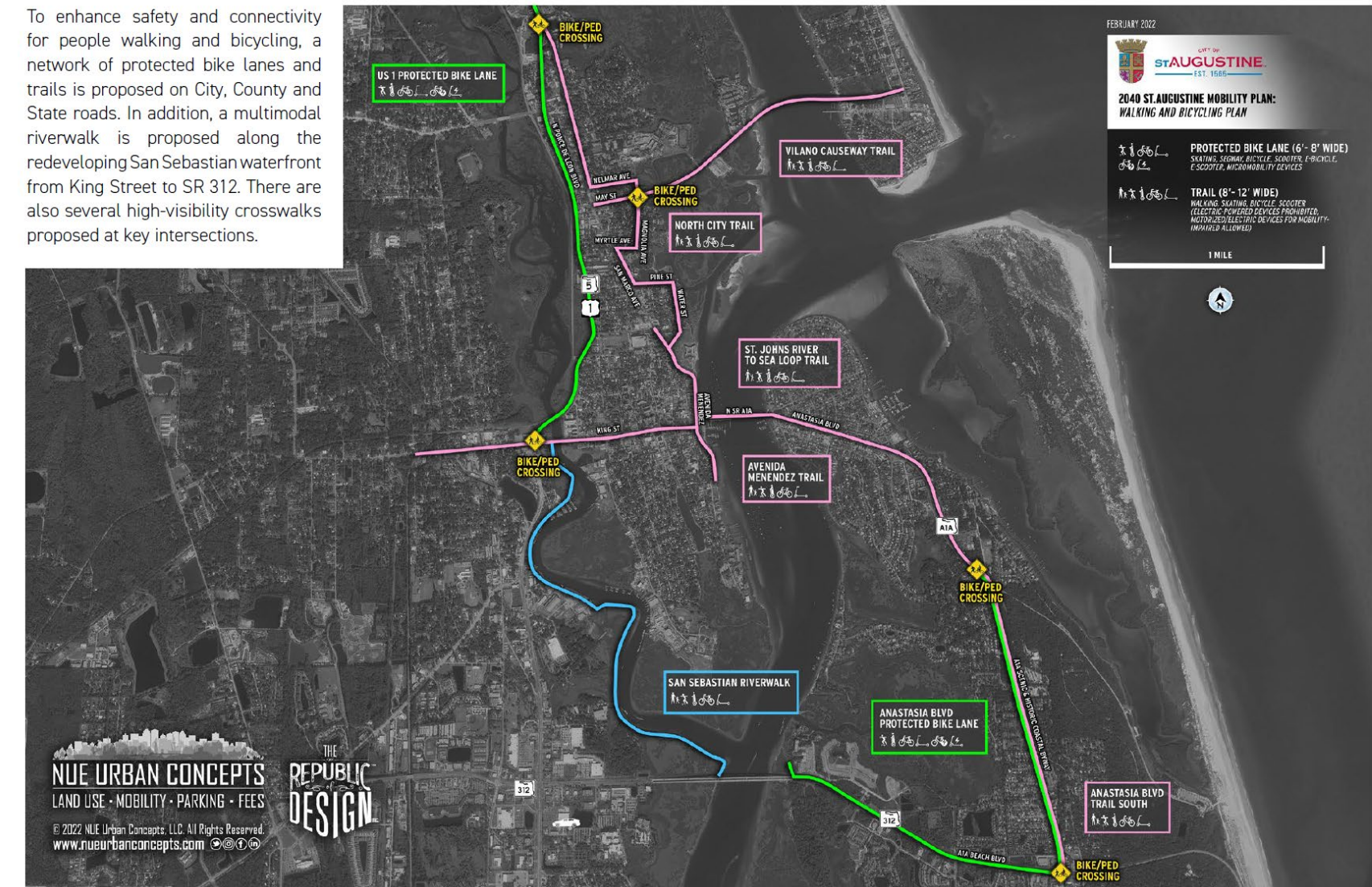


2045 MOBILITY PLAN MAPS // City of North Miami 2045 Mobility Action Plan // Executive Summary

2040 MOBILITY PLAN: WALKING & BICYCLING PLAN



To enhance safety and connectivity for people walking and bicycling, a network of protected bike lanes and trails is proposed on City, County and State roads. In addition, a multimodal riverwalk is proposed along the redeveloping San Sebastian waterfront from King Street to SR 312. There are also several high-visibility crosswalks proposed at key intersections.



What Types of Projects Will a Mobility Fee Fund?

Everything that can be funded with road impact fees, plus the following:

- Sidewalks
- Multi-use/shared-use paths
- Greenways
- Bike lanes
- Streetscape & landscape
- Traffic calming / low speed streets
- Roundabouts / traffic circles
- Micromobility & microtransit
- Policies, programs, services and studies
- Green infrastructure
- Parking
- Mobility hubs
- Tactical urbanism (quick build)
- Transit circulators
- Transit vehicles
- Transit stop enhancements
- Safety improvements & upgrades

Park Once Environment

City of St. Augustine “Park Once” Environment



Park Once Environment

City of St. Augustine 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.



Micromobility & Low Speed Vehicles

Example: Altamonte Springs Multimodal Ways

Central Parkway



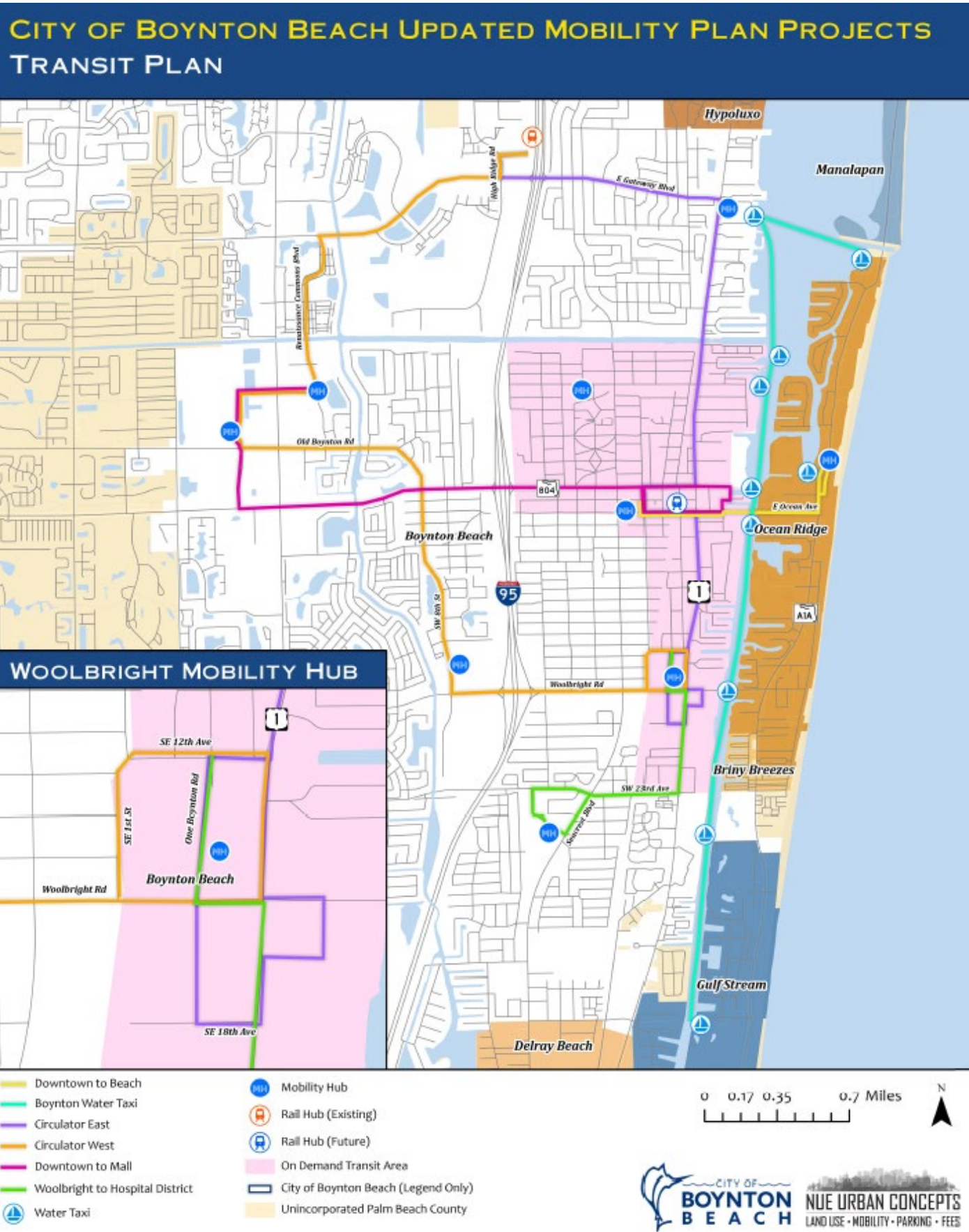
Gateway Boulevard



Low Speed Vehicles



Microtransit & Mobility on Demand (MoD)



**ULTRA
Micro
Transit**

**in Lehigh
Acres area**



**Begins
March**

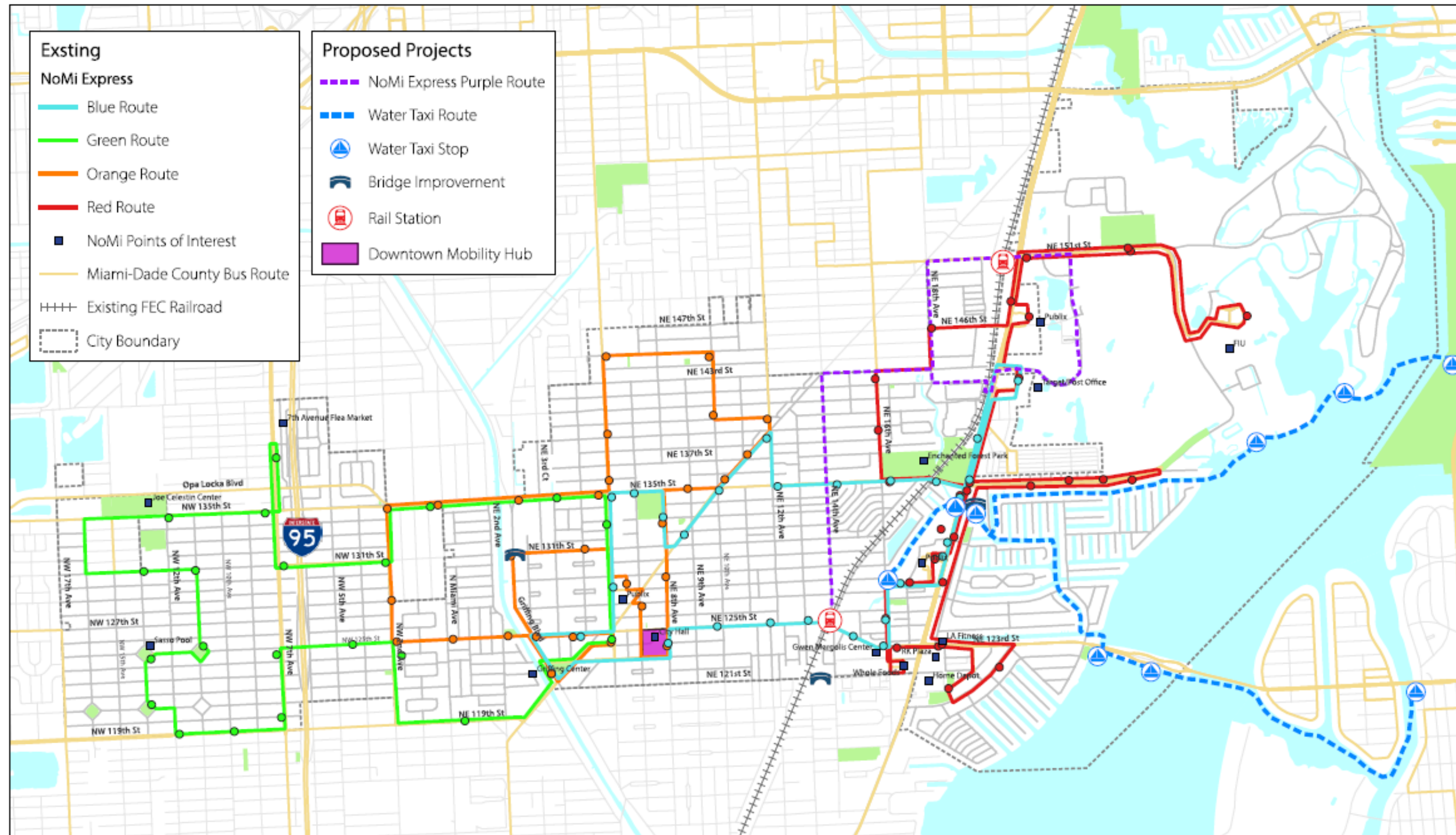
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Water Taxis

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TRANSIT PLAN



TAMPA WATER TAXI

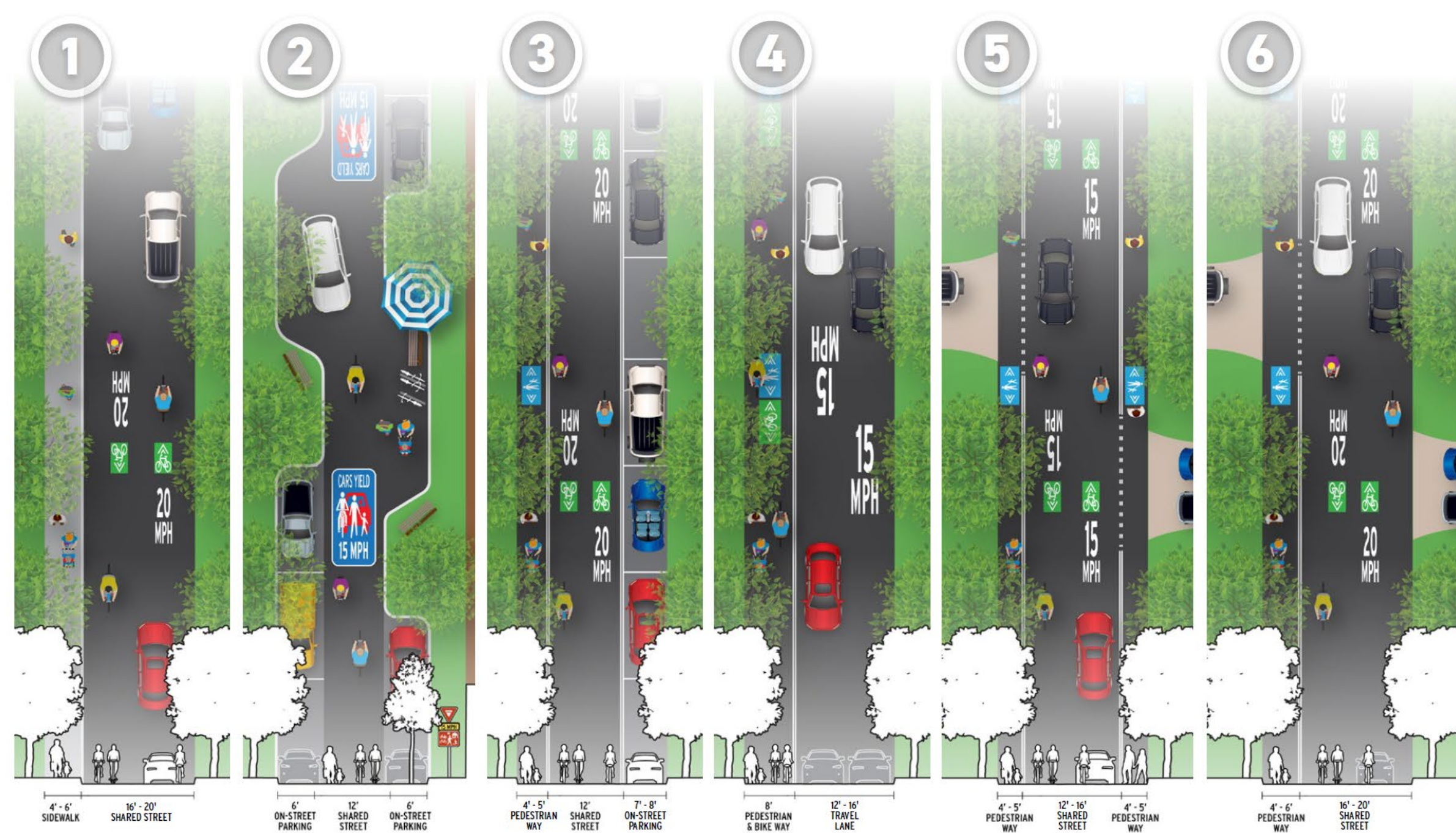


MIAMI BEACH WATER TAXI



Low Speed Streets

Example: St Augustine Advisory Bike Lanes & Sidewalks



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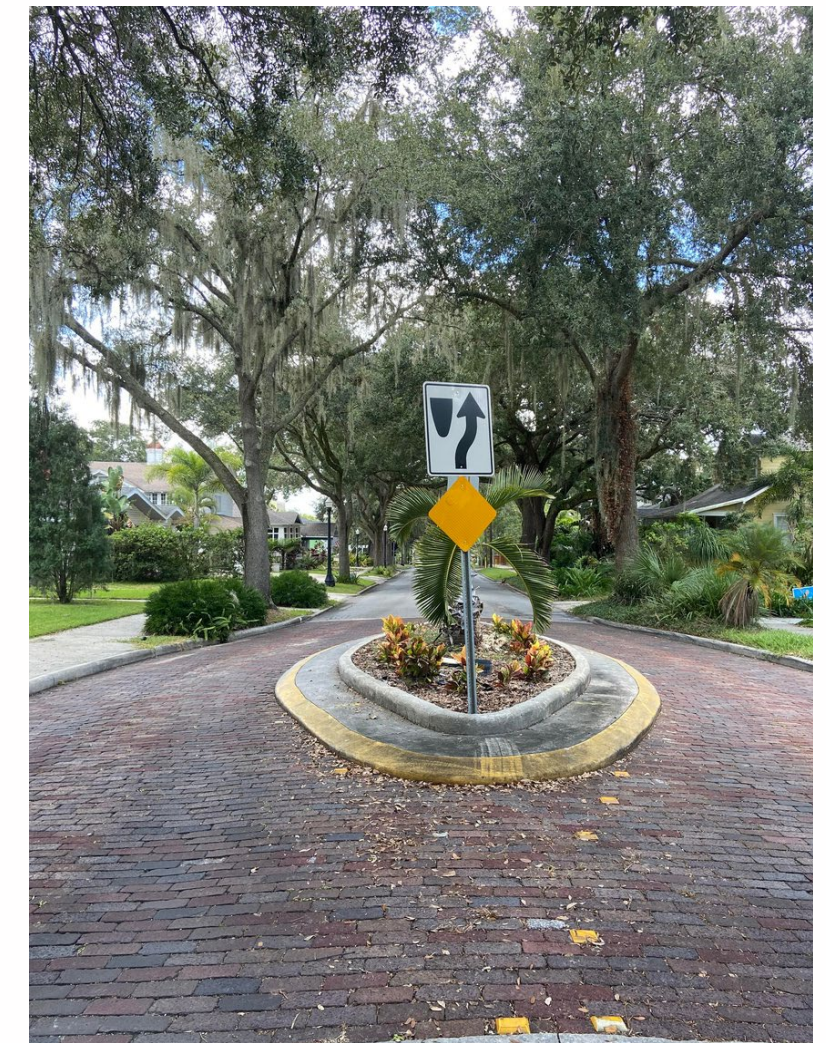
Low Speed Streets

Example: Gainesville Yield Streets, Bike Boulevards, Multimodal One-Way Pairs

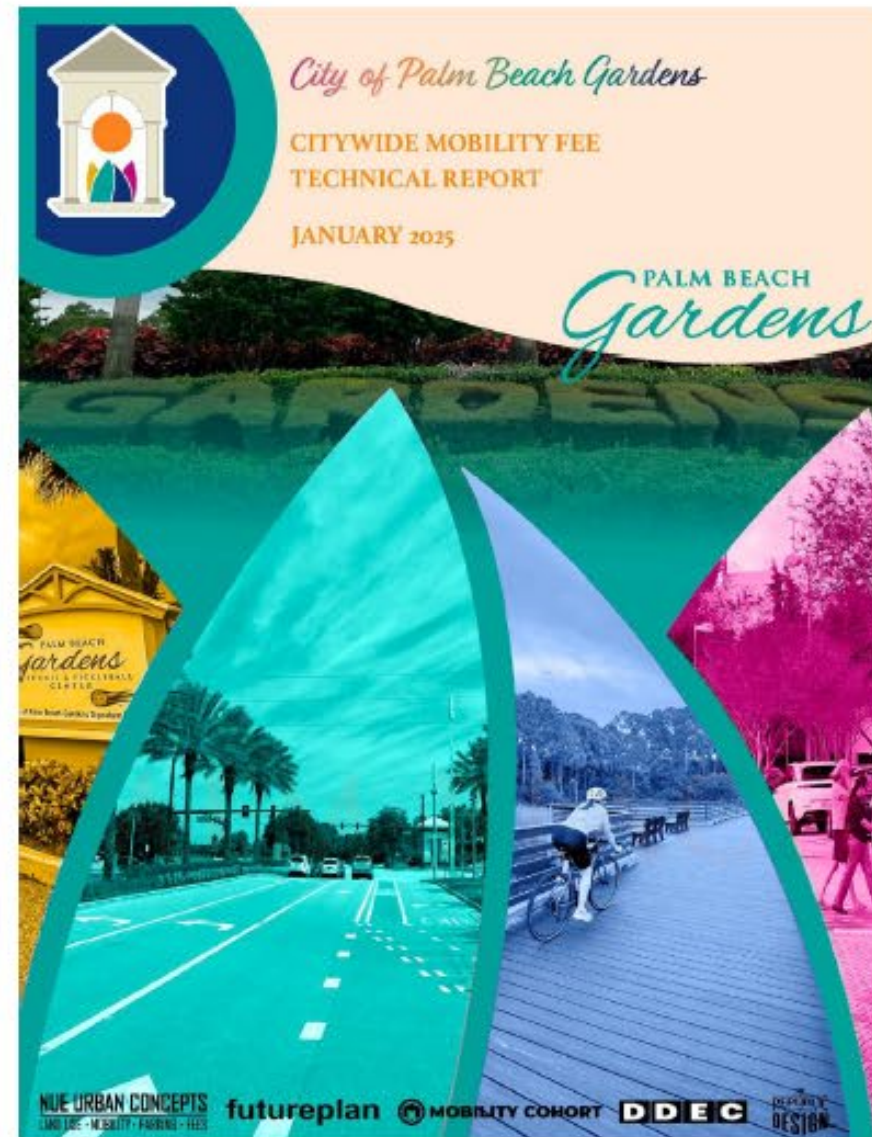
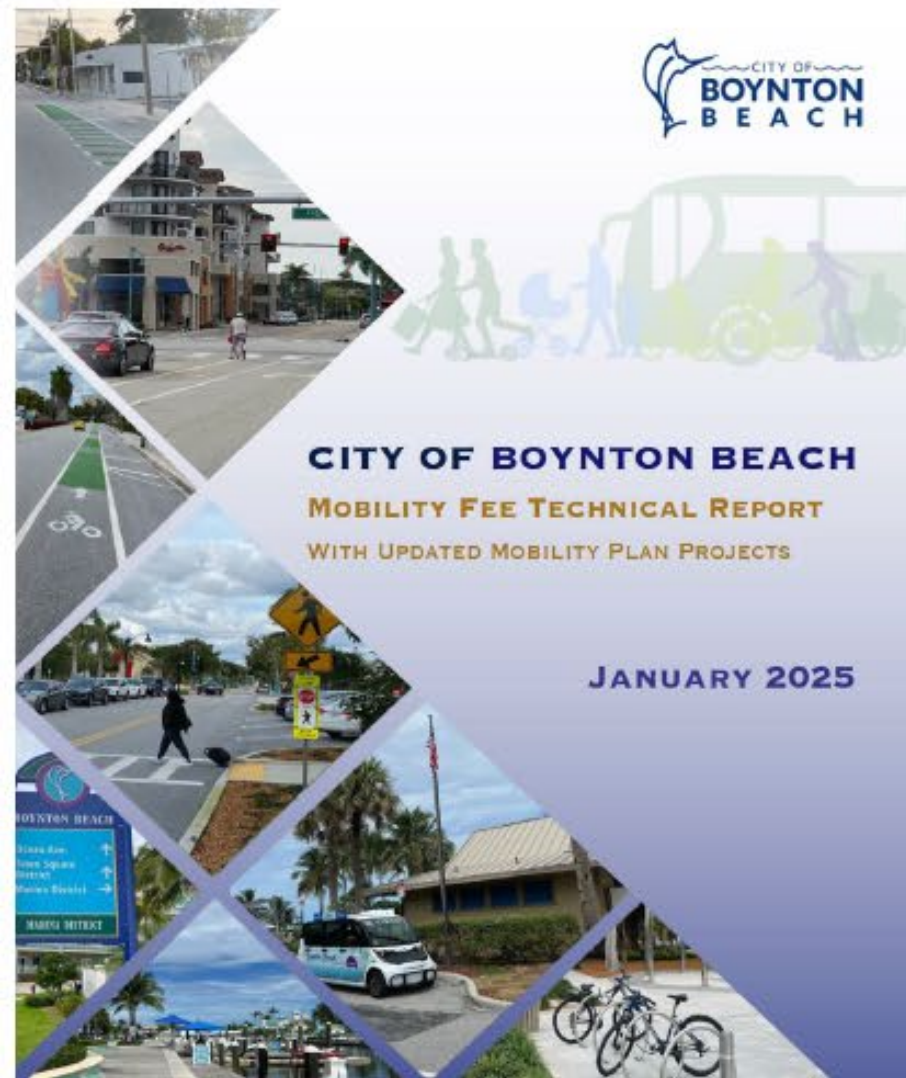


What Types of Projects Will a Mobility Fee Fund?

Example: Gainesville Traffic Calming



Mobility Fee: Funding Source to Implement Mobility Plan



Questions?

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2025