

TRANSPORTATION ELEMENT

Goals, Objectives and Implementing Policies.

This section stipulates goals, objectives and policies for implementing the desired transportation system of the City of Minneola.

GOAL 2.1: PROVIDE A SAFE, CONVENIENT, EFFICIENT TRANSPORTATION SYSTEM FOR BOTH MOTORIZED AND NON-MOTORIZED TRANSPORTATION MODES.

Objective 2-1.1: Safe, Convenient, And Efficient Transportation System.

Provide A Safe, Convenient, And Efficient Transportation System Through The Establishment Of Minimum Level Of Service Standards And The Joint Provision Of Non-Motorized Transportation Facilities With Proposed Road Improvements.

Policy 2-1.1.1: Minimum Level of Service Standards.

The City of Minneola hereby adopts the following level of service (peak hour) standards for the below listed roadway classifications:

Road Classification	Peak Hour LOS *
Principal Arterial (US 27)	C
Minor Arterials (none)	D
Major Collectors (none)	D
Minor Collectors (CR 50)	D
Local Roads	D

* peak hour is based on the FDOT 30th highest hour of traffic

Policy 2-1.1.2.: Review of Proposed Developments.

The City of Minneola shall review all proposed development, with the assistance of the Lake-Sumter MPO through an interlocal agreement, for compliance and consistency with the adopted levels of service through the City's Concurrency Management System. No development shall be approved until the concurrency management system has been evaluated to determine that estimated impacts will not cause the level of service on roads impacted by the development to decrease below the adopted minimum standard or an appropriate proportionate share agreement is reached.

Policy 2-1.1.3: Use of Traffic Impact Fees.

The City of Minneola shall designate revenues distributed to the City from Lake County's traffic impact fees for only arterial and collector road improvements included in

the City's Five-Year Capital Improvement Program.

Policy 2-1.1.4: Use of Traffic Impact Fees for the Bicycle and Pedestrian Transportation Facilities.

The City of Minneola has coordinated with Lake County to amend the Lake County Traffic Impact Fee Ordinance to make bicycle and pedestrian transportation improvements identified within the City's Five-Year Capital Improvement Program eligible to receive traffic impact fee funds.

Policy 2-1.1.5: Access Management for State Roads.

The City shall require developments occurring adjacent to State roads to comply with or exceed all State access management regulations, pursuant to Rules 14-96 and 14-97, FAC. The City's development review process shall also require development to obtain a development order from the City prior to obtaining curb cut permits from the Florida Department of Transportation.

Policy 2-1.1.6: Access Management for County and Local Roads.

New development and redevelopment along County roads shall be required to comply with or exceed Lake County curb cut regulations and design standards. The City has amended Land Development Regulations to incorporate provisions which define regulations and design standards for access to local roads.

Policy 2-1.1.7: Functional Classification System.

The City of Minneola shall classify all roadways within its jurisdictional area according to the most current functional classification system established by the Florida Department of Transportation (FDOT). The City shall request FDOT to reevaluate the functional classification of a roadway upon reaching the capacity threshold for the adopted minimum level of service.

Policy 2-1.1.8: On-Site Transportation Improvements.

The City of Minneola shall require new developments and redevelopments to establish safe and convenient on-site traffic flow that considers circulation and parking needs of both motorized and non-motorized transportation modes.

Policy 2-1.1.9: Minimize Conflicts Between Motorized and Non-Motorized Transportation Modes.

To minimize conflicts between motorized and non-motorized transportation modes, the City of Minneola has coordinated with the Florida Department of Transportation and Lake County to assure that shoulders are properly maintained along U.S. 27 within the City boundaries.

Objective: 2-1.2: Coordinate The Traffic Circulation System With Future Land Uses of The Future Land Use Map.

The Transportation System Shall Be Consistent and Compatible with Proposed Growth and Development Shown in the Future Land Use Element.

Policy 2-1.2.1: Future Traffic Circulation Map.

The City of Minneola hereby adopts Map II-1, “Future Traffic Circulation Map”, as the City’s future traffic circulation map.

Policy 2-1.2.2: Coordination with Future Land Uses.

The Future Land Use Map shall delineate all arterial and collector roadways shown on the City’s Future Traffic Circulation Map. Land use allocations and densities on the Future Land Use Map shall not generate more traffic than that which can be supported by the traffic circulation system at the levels of service established in Policy 2-1.2.1., Minimum Level of Service Standards.

Policy 2-1.2.3: Coordination with Lake County Development Impacts.

The City of Minneola has coordinated with Lake County to assure that impacts generated by future development occurring within adjacent unincorporated Lake County will not cause levels of service on arterial and collector roads within the City to diminish below adopted minimum standards. The City shall also coordinate with Lake County pertaining to road improvements along Lakeshore Drive and C-50.

Policy 2-1.2.4: Regulate Impacts of Development on Adopted Levels of Service.

The City of Minneola shall regulate the impacts created by new development on adopted levels of service by incorporating provisions in the Capital Improvements Element and Concurrency Management System to be adopted with the Comprehensive Plan that incorporate the following provisions: (1) require future development to comply with level of service standards, (2) deny approval of or regulate the density of development according to available capacity on adjacent roadways, and (3) require future development to pay an equitable share of the costs necessary to support transportation facilities demanded by the development.

Policy 2-1.2.5: Establish a Concurrency Management System and Adequate Facilities Ordinance.

The City of Minneola has implemented and administers through an interlocal agreement with the Lake-Sumter MPO a concurrency management system to monitor impacts on the traffic circulation system created by development and growth occurring in the designated land use districts established on the Future Land Use Map and determined within the Future Land Use Element. Procedures and provisions of the concurrency management system shall monitor and evaluate impacts of existing and future land development on the transportation system to assure integration of future land uses with available capacities on transportation corridors. The policies of the Concurrency Management System shall accompany this Comprehensive Plan.

The Land Development Regulations shall be revised to incorporate an adequate facilities requirement that is consistent with procedures established within the City’s Concurrency Management System. These procedures shall mandate that future development applications evaluate all traffic impacts placed on thoroughfares adjacent to the subject site by the proposed development according to criteria set forth within the Concurrency Management System. Prior to the issuance of a development order or

permit, an applicant must:

- (1) prove that the proposed development shall not cause levels of service to decline below minimum adopted standards;
- (2) assure that adequate roadway capacity shall be available concurrent with the impacts of development;
- (3) assure that development along State roads complies with or exceeds State access management regulations.

Objective 2-1.3: Right-Of-Way Preservation And Acquisition.

Provide For The Protection And Acquisition Of Existing And Future Right-Of-Way.

Policy 2-1.3.1: Right-of-way Preservation Map.

The City of Minneola shall preserve right-of-way for all roads by adopting a future road network map. This map incorporates the latest PD&E study for the northeast portion of the city to include a potential turnpike interchange.

Policy 2-1.3.2: Right-of-way Preservation.

The City of Minneola established Land Development Regulations to establish setback requirements designed to preserve right-of-way for all roads delineated on the future road network map.

Policy 2-1.3.3: Minimum ROW Standards.

The City hereby adopts the following right-of-way standards.

Roadway Classification	Min. R/W Standard
Principal Arterial	200 ft
Minor Arterial	100 ft
Major Collector	100 ft
Minor Collector	80 ft
Local	50 ft

The City shall amend this policy to revise ROW standards for principal and minor arterials in order to reflect new standards to be determined upon the completion of the FDOT's right-of-way preservation study.

Policy 2-1.3.4: Right-of-Way Acquisition.

The City of Minneola has developed a five-year schedule to acquire additional right-of-way for existing roads that do not meet current ROW standards. The City revised the Land Development Regulations includes provisions that mandate dedication of right-of-way, or fees in lieu thereof, as a required condition of a development approval associated with PUDs, site plans, plats and replats where associated traffic impacts generated by such development will create or contribute to the need to establish new, or to expand existing right—of-way necessary to provide a safe and convenient traffic

circulation system.

Objective 2-1.4: Future Roadway Improvements.

Provide Transportation Improvements To Meet Projected Needs Of Growth And Development Anticipated For 2025.

Policy 2-1.4.1: Five-Year Transportation Improvement Program.

Based on needs identified in the analysis accomplished for the Traffic Circulation Element, the City of Minneola hereby adopts the following transportation improvements.

No Improvement Identified

Policy 2-1.4.2: State and County Proposed Plans and Improvement.

The City of Minneola shall annually (by the month of March) analyze transportation plans and programs of the FDOT, ECFRPC, and Lake County to establish consistency and compatibility to plans and policies set forth within the City's Comprehensive Plan. The City shall likewise notify these three entities of all programs and improvements, amendments to the Comprehensive Plan, and status of the Concurrency Management System there which pertain to transportation.

Policy 2-1.4.3 Concurrency System Coordination.

The City of Minneola shall coordinate with the Metropolitan Planning Organization (MPO) and Lake County Public Works to establish and maintain a countywide concurrency system. The City has adopted a Transportation Proportionate Share Ordinance and has a concurrency interlocal agreement with the MPO.

Policy 2-1.4.4: Monitor Transportation System.

The City of Minneola shall implement a concurrency management system which establishes procedures, through an interlocal agreement with the Lake-Sumter MPO to annually monitor the available capacity on all collector and arterial roads. The City shall use the most recent traffic count figures recorded by Lake County or FDOT to update roadway capacities, or use traffic counts recorded specifically by the City or a designated professional engineering firm. The Concurrency Management System shall include provisions requiring developers to perform, or pay fees for services in lieu thereof, a traffic impact study to measure proposed impacts on the current availability of road capacities as a requirement in the development review process.

Objective 2-1.5: Facilities For Bicycle And Pedestrian Ways; And Establishment Of Scenic Roadways.

Promote A System Of Bicycle And Pedestrian Ways In Planning For Transportation Facilities.

Policy 2-1.5.1: Planning for Bicycle and Pedestrian Facilities.

The City of Minneola has prepared a plan to determine the feasibility of developing bicycle and pedestrian ways which connect residential areas to recreation areas and major activity centers.

Policy 2-1.5.2: Rails-to-Trails Program.

The City of Minneola has coordinated with Lake County and acquired abandoned railroad right-of-ways within the City and created the areas as regional bicycle and pedestrian paths.

Policy 2-1.5.3: Provision of Bicycle and Pedestrian Ways for New Developments.

The Land Development Regulations for the City of Minneola shall include provisions within the development review process that requires applicants of PUDs, site plans, subdivisions, and replats to provide for the needs of bicycle and pedestrian facilities. Each proposed development shall be analyzed in relationship to the trails master plan (Map 6-4).

Policy 2-1.5.4: Consideration of Bicycle Storage Facilities for Existing Public Facilities and for New Developments.

The City of Minneola shall provide bicycle storage facilities at existing City parks, and shall analyze the need to provide such facilities at other City public buildings within the proposed bicycle and pedestrian plan. Land Development Regulations incorporate provisions requiring all new shopping centers, recreation areas, and other public uses provide storage facilities for bicycles.