

## **DIVISION 3.200 TRANSPORTATION ELEMENT**

### **SECTION 3.201 INTRODUCTIONS**

A viable transportation system is needed to serve the existing and future needs of Polk County. Transportation improvements are needed in response to a growing population and economy. To meet the County's transportation needs, it is necessary to have an integrated, multi-modal transportation system. Different modes of transportation, both motorized and non-motorized, should be viewed as integral parts of an overall system.

Within the Transportation Element, there is an increased emphasis on the development of alternate modes of transportation and the integration of these modes with highway travel as part of a multi-modal transportation system. These strategies are intended to support energy efficient land use patterns and reduce greenhouse gas emissions. To encourage the development of transit services as a viable travel option, the multi-modal transportation level-of-service (LOS) standards allow lower highway LOS where urban transit services are available or planned and provide incentives for developments to include transit and pedestrian-friendly design features.

Traffic safety and adequate roads are a major concern. Polk County will continue to monitor safety conditions on the County's roads, and safety improvements will be programmed, within financial constraints, for high-crash locations.

Aviation-related objectives and policies have been included in the Transportation Element to safeguard the existing and future viability of Polk County's public use airports. An Airport Impact District (AID) overlay is established to ensure that the operation of public use airports is compatible with surrounding land uses with minimal conflicts between the two.

**GOAL: To provide a safe, efficient and financially feasible transportation system which is multi-modal, responsive to community needs, consistent with land-use policies, environmentally sound and which promotes economic opportunity.**

#### **OBJECTIVE 3.201-A:**

Polk County shall provide a Transportation Element Map Series (TEMS) which includes existing and future transportation features identified within Section 163.3177 of the F.S. The map series shall identify the following items and shall be consistent with objectives and policies identified within the Transportation Element:

Transportation Element Map Series (TEMS):

1. Road System
  - Collector, Arterial, and Limited and Controlled Access Facilities
  - Existing Roads
  - Future Roads
  - Functional Classification and Maintenance Responsibility

2. Public Transit System
  - Transit Routes/Service Areas – Existing/Future
  - Intermodal Terminal – Existing/Future
  - Freight and Passenger Rail Lines and Terminals – Existing and Future
  - Truck Routes
  - Major Public Transit Generators – Existing/Future
3. Bicycle and Pedestrian Ways
  - Bike/Ped Facilities – Existing/Future
  - Greenways/Multi-Use Trails – Existing/Future
4. Airport Impact Districts
5. Natural Disaster Evacuation Routes

**SECTION 3.202 MULTI-MODAL TRANSPORTATION SYSTEM AND LEVEL OF SERVICE STANDARDS**

**OBJECTIVE 3.202-A: By 2020, provide Category I or II Fixed-Route Transit Service to all areas identified as having a “High Transit Potential” within the defined Transit Supportive Development Area (TSDA). (Refer to the Public Transit System map in the TEMS)**

POLICY 3.202-A1: Polk County shall establish categories of transit service for the classification of existing and future fixed-route and demand-responsive transit services as defined in EXHIBIT 1.

POLICY 3.202-A2: Polk County, in conjunction with the Polk Transportation Planning Organization (TPO), will maintain a Transit Potential Analysis for Polk County using the latest Census Data. Areas identified as having a “High Transit Potential” will be targeted for transit service improvements or expansion.

POLICY 3.202-A3: Polk County will maintain coordination efforts with the Lakeland Area Mass Transit District and the Winter Haven Area Transit Policy Board regarding the benefit of a countywide transit system as identified from the 2003 Countywide Transit Study. Polk County will support the Polk Transit Authority (PTA) and potential future funding mechanisms for transit capital and operations needed to implement a countywide transit system within the Urban and Rural Transit Service Areas.

POLICY 3.202-A4 : Polk County shall work with the Lakeland Area Mass Transit District (LAMTD), or its successors, to coordinate service area expansion and the annexation of areas served by LAMTD. Requests for final development approvals for property located outside, but within one (1) mile of the transit district boundaries, or within ¾ mile of an existing or proposed transit route with service into the district (LAMTD), shall require evidence of submission of a petition for voluntary inclusion into the transit district prior to the County’s approval of the request. This policy is not intended to apply to individual single-family home building permit requests. Nothing in this policy shall bind the LAMTD to accept such petition. The buyers of properties affected by this tax shall be notified of the tax at the time of closing.

**OBJECTIVE 3.202-B: Polk County shall implement peak hour level-of-service standards and mobility strategies for arterial and collector roads to support the development of an integrated multi-modal transportation system within the Transit Supportive Development Area (TSDA). (Refer to the Road System and Bicycle and Pedestrian Ways maps in the TEMS)**

POLICY 3.202-B1: Polk County shall continue to maintain a database on current travel conditions that addresses highway, transit and non-motorized modes of transportation.

POLICY 3.202-B2: Polk County will coordinate with, and participate in, the TPO's Congestion Management System. Under this system, a screening process will be employed to identify roadway segments with potential level-of-service deficiencies followed by more detailed analyses for those segments identified as such. When a level-of-service deficiency is confirmed, Polk County will coordinate with other jurisdictions and agencies, including the Florida Department of Transportation (FDOT) to develop and implement, as feasible, low-cost traffic operation improvements or transportation demand management strategies intended to maximize the use of the existing roadway capacity.

POLICY 3.202-B3: Polk County shall implement traffic study procedures for proposed development that address the needs of a multi-modal transportation system. The required traffic study methodologies when deemed warranted shall evaluate:

- a. the need for road or intersection improvements;
- b. access to existing or proposed transit services;
- c. the need for sidewalk network improvements;
- d. the need for "complete street" treatment; and
- e. the potential for access to the multi-use trail component of the PolkGreen.

## EXHIBIT 1. CATEGORIES OF TRANSIT SERVICE

### *FIXED-ROUTE TRANSIT SERVICES*

<i>Category</i>	<i>Frequency of Service</i>	<i>Geographic Coverage</i>
I	Headway # 30 Minutes	Fixed-route services operated within the urbanized areas and providing access to central business district and intense commercial corridors. Routes serve densely populated areas (densities typically greater than 2,000 persons/mile <sup>2</sup> .) Emphasis placed on providing local circulation and land access.
II	30 Min < Headway # 60 Min	Routes operated within urbanized areas with service to densely populated residential areas and outlying commercial districts.
III	Headway > 60 Minutes	Service to/through rural and small urban areas with connection to urbanized areas and transit services available therein. Emphasis placed on mobility and express service.

### *DEMAND-RESPONSIVE (DOOR-TO-DOOR) TRANSIT SERVICES*

<i>Category</i>	<i>Description</i>	<i>Services</i>
IV	ADA Complementary Paratransit Service	Door-to-door service provided to individuals residing within 3/4 mile of a fixed transit route who are unable to use the regular routed service. Level-of-service must be comparable that provided on fixed-route.
V	Other Demand-Responsive Services	Demand-responsive services provided countywide, with emphasis on service to the transportation disadvantaged. This category includes agency-sponsored and non-sponsored transportation services provided under the Coordinated Transportation System.
VI	Flex Service	Curb-to-Curb Demand-Resource Service that functions as a hybrid service of fixed-route bus service for service that is open to the public, particularly in areas not served by fixed-route bus service.

POLICY 3.202-B4: Polk County will coordinate with the Lakeland Area Mass Transit District, Winter Haven Area Transit Policy Board, FDOT and TPO to establish strategies to reduce reliance on single occupancy automobile trips, such as encouraging large employers to develop commuter assistance incentives for employees that carpool/vanpool, use transit or use non-motorized modes for work commute trips. Polk County will also coordinate with regional commuter assistance programs, such as Bay Area Commuter Services, to publicize such travel alternatives and to assist with data collection efforts that might be needed to address regional commuter patterns.

POLICY 3.202-B5: Polk County shall allow lower level-of-service standards for highway travel in the TSDA Area, and particularly, in those areas currently served by fixed-route transit. Additional consideration for a lower highway standard will be given to areas with an extensive sidewalk network that provides access to transit services.

POLICY 3.202-B6: Polk County shall encourage new urban development strategies that provide an emphasis on transit, bicycle, and walkable neighborhoods. These development strategies will incentivize compact, mixed-use development to reduce vehicle miles of travel (VMT) and greenhouse gas emissions.

POLICY 3.202-B7: Within the TSDA, and particularly the Transit Corridors and Centers Overlay, Polk County shall implement mobility strategies to support non-motorized transportation and transit service development and to maximize access to existing and planned transit services. These will include, but not be limited to:

- a. Provision of an extensive pedestrian system;
- b. Elimination of gaps in the sidewalk network;
- c. Complete street treatment including improved pedestrian and bicycle crossings;
- d. Provision of transit facilities and passenger amenities;
- e. Provision of bicycle parking; and
- f. Shared, reduced or maximum parking requirements.

POLICY 3.202-B8: Polk County shall encourage public-private partnerships and the establishment of new funding mechanisms for transportation and transit improvements in the TSDA.

**OBJECTIVE 3.202-C: By 2020, provide acceptable multi-modal levels-of-service for travel on arterial and collector roads based on the future transportation system. (Refer to the Road System map in the TEMS)**

POLICY 3.202-C1: The multi-modal level-of-service standards in EXHIBIT 2 shall be the minimum acceptable levels-of-service on arterial and collector roads. These standards apply to County roadway segments, and to roadway segments on the State Highway System that are not a part of the Florida Intrastate Highway System, unless a facility-specific standard is adopted herein.

POLICY 3.202-C2: Due to the anticipated community and environmental impacts associated with a four-lane improvement, State Road 542 (Dundee Road) from SR 549 (1<sup>st</sup> Street, SE) to Buckeye Loop Road is considered a constrained facility. Polk County shall support a three-lane improvement or intersection improvements on this road segment. The minimum acceptable level-of-service for this segment of SR 542 shall be Level-of-Service “E” peak hour.

POLICY 3.202-C3: The minimum acceptable level-of-service standard for roadways on the Strategic Intermodal System, the Florida Intrastate Highway System, and those funded under the Transportation Regional Incentive Program, shall be in accordance with the Statewide Minimum Level-of-Service Standards for the State Highway System published in Rule 14-94 of the Florida Administrative Code, or any rule variance issued by the Florida Department of Transportation.

## EXHIBIT 2. Multi-Modal Transportation Level of Service Standards

### Base Highway Level-of-Service (LOS) Standards<sup>1</sup>

Area	Minimum Standard (Peak Hour/Dir)
Transit Supportive Development Area (TSDA)	LOS “D” <sup>2</sup>
Transitioning Urbanized Area Outside the TSDA <sup>3</sup>	LOS “D”
Other	LOS “C”

### Multi-Modal Transportation Districts Within TSDA Minimum LOS Standards.

The Multi-Modal Transportation Districts, located within the Transit Supportive Development Area, coincide with the service area (3/4 mile Americans with Disabilities Act complementary paratransit service area) of the identified fixed-route transit service.

District	Highway <sup>1,2,4</sup>	Transit	Mobility Strategies
Multi-Modal (MM) <sup>5</sup>	LOS “D”	≤ 60 minute headway	<ul style="list-style-type: none"> <li>• Provision of extensive pedestrian system</li> <li>• Elimination of gaps in sidewalk network</li> <li>• Complete street treatment including improved pedestrian and bicycle crossings</li> <li>• Provision of transit facilities and passenger amenities</li> <li>• Provision of bicycle parking</li> <li>• Shared, reduced or maximum parking requirements</li> </ul>
Transit Corridors and Centers Overlay	LOS “E”		

1. The minimum standard for roadways on the Strategic Intermodal System, the Florida Intrastate Highway System, and for those funded under the Transportation Regional Incentive Program, are established under Policy 3.202-C3.
2. LOS is measured for the peak hour/peak direction using the average of the two highest peak hours.
3. Transitioning Urbanized Area Boundary as the Polk Transportation Planning Organization on August 9, 2007.
4. LOS may be measured on an average corridor basis for roadway corridors (more than one facility) serving common trip ends.
5. Road with transit service that is located outside of the Transit Corridors and Centers Overlay.

POLICY 3.202-C4: Development orders, including permits, will not be issued on projects served by an arterial or collector road operating, or projected to operate, below the minimum acceptable level-of-service, based on a generalized level-of-service assessment (Phase 1). If a Phase 1 assessment identifies a level-of-service deficiency, proposed projects have the option of providing a more detailed level-of-service analysis based on a Travel Speed and Delay Study following the procedures outlined by the Florida Department of Transportation in its Manual for Uniform Traffic Studies or a Highway Capacity Analysis as outlined in the 2000 Highway Capacity Manual as published by the Transportation Research Board (Phase 2). If the more detailed analyses, after verification by Polk County staff, indicate an acceptable level-of-service, development orders may be issued. If the results of the analyses indicate a level-of-service below the minimum acceptable standard, then one of the following three options must occur prior to development order approval: 1) the programming of an appropriate improvement in the first three years of the County's Community Investment Program (CIP), 2) the programming of an appropriate improvement in the first three years of the Florida Department of Transportation's Five Year Work Program must occur prior to development order approval, or 3) adoption of a proportionate fair-share agreement by the Board of County Commissioners, pursuant to Polk County's Transportation Proportionate Fair-Share Program.

POLICY 3.202-C5: Polk County will reduce level-of-service deficiencies on roadway segments, as financially feasible, by implementing transportation demand management strategies, transit service improvements, or roadway capacity projects, e.g., addition of lanes.

**OBJECTIVE 3.202-D: Ensure adequate mobility and increase travel options for the transportation disadvantaged. By 2015, increase the number of passenger trips provided to the transportation disadvantaged by 25% compared to the total reported for FY 2000/01.**

POLICY 3.202-D1: In its role as Community Transportation Coordinator, Polk County/Polk County Transportation System (PCTS) shall maintain a transportation brokerage system. Under this system, PCTS shall coordinate, arrange, and dispatch passenger trips, as well as provide direct service.

POLICY 3.303-D2: Polk County shall maximize resources served under the transportation brokerage system through the administration of the Non-Sponsored Trip Program.

POLICY 3.202-D3: Polk County shall work with the Transportation Disadvantaged Coordinating Board to identify and pursue opportunities to utilize fixed route system to the Transportation Disadvantaged.

**OBJECTIVE 3.202-E: On an annual basis, increase the linear feet of routes for non-motorized travel by approximately 12,500 feet. (Refer to the Bicycle and Pedestrian Ways map in the TEMS)**

POLICY 3.202-E1: Polk County shall consider the need for bicycle and sidewalk improvements in conjunction with road projects in order to provide for a safe, convenient and efficient motorized and non-motorized transportation system. The County will work with the Transportation Planning Organization and Florida Department of Transportation to identify locations where pedestrian and bicycle features should be included on State highway improvements including intersection projects, e.g., pedestrian signals, and raised concrete pedestrian refuges.

POLICY 3.202-E2: Polk County shall adopt and maintain regulations requiring sidewalks on arterial and collectors which address non-motorized access for residential and commercial developments.

POLICY 3.202-E3: Polk County shall work with the County School Board to identify sidewalk improvements needed for safe passage to schools.

POLICY 3.202-E4: The prioritization of candidate sidewalk and multi-use trail projects for inclusion in the Polk County Community Investment Program shall address safety support transit use and the development of the PolkGreen. The following factors or criteria shall be used to prioritize candidate projects:

- a. a critical public safety concern or emergency;
- b. specific pedestrian needs identified by elementary schools;
- c. sidewalk needs within the Transit Corridors and Centers Overlay, e.g., the connection of neighborhoods and commercial areas to Transit Centers;
- d. the elimination of sidewalk gaps within the Transit Supportive Development Area especially along or in close proximity to existing transit routes;
- e. pedestrian needs identified in neighborhood improvement plans, including improved access to parks; and
- f. multi-use trail improvements identified as part of the proposed PolkGreen.

POLICY 3.202-E5: Polk County will coordinate efforts with the Transportation Planning Organization (TPO) and the Florida Department of Transportation in the implementation of the TPO's Multi-Use Trails Master Plan as a component of the PolkGreen.

**OBJECTIVE 3.202-F: By 2015, provide adequate surface transportation access to airports and intermodal connections based on the future transportation system. (Refer to the Public Transit System and Airport Impact Districts maps in the TEMS)**

POLICY 3.202-F1: Polk County shall address the need for surface transportation access, including transit, to airports in its transportation planning (Refer to POLICY 3.202-B1.). The County will identify candidate projects for the Florida Department of Transportation's Intermodal Development Program that improve surface access to airports and fund applications, as financially feasible.

POLICY 3.202-F2: Polk County will coordinate with the Lakeland Area Mass Transit District, Winter Haven Area Transit Policy Board, Transportation Planning Organization (TPO) and Florida Department of Transportation to implement plans for park-and-ride lots, as identified in the TPO's *2035 Mobility Vision Plan (aka: Long-Range Transportation Plan (LRPT))*.

POLICY 3.202-F3: Polk County will work with the Florida Department of Transportation and Transportation Planning Organization, and municipalities to plan and program enhanced surface access (e.g., transit, automobile, non-motorized) to any station that is intended to serve Florida's intrastate high-speed rail system.

POLICY 3.202-F4: If the decision is made to build a segment of the high speed rail line in Polk County, the County shall work cooperatively with the High Speed Rail Authority as well as the State and private agencies involved in the development of the system to ensure that environmental impacts associated with the system are fully assessed and evaluated and that reasonable attempts are made to mitigate the impacts and that development of the system is consistent with the County's adopted Comprehensive Plan.

POLICY 3.202-F5: The County shall coordinate with the Lakeland Area Transit Authority, Winter Haven Mass Transit District, and Polk County Transit Services to provide appropriate types and level of public transit service to interconnect with the high speed rail system if stations are located within the County.

POLICY 3.202-F6: The County shall promote and support programs to capture and enhance the technological benefits of high speed rail projects including educational programs and centers, design and manufacturing firms, and research and development projects.

### **SECTION 3.203 TRANSPORTATION SAFETY**

**OBJECTIVE 3.203-A: By 2015, maintain the current total number of crashes thereby reducing the number of crashes per vehicle miles traveled, as well as identify evacuation routs for natural disasters that may occur. (Refer to the Natural Disaster Evacuation Routes map in the TEMS).**

POLICY 3.203-A1: Polk County will monitor all crash records on a yearly basis to determine accident patterns and high accident locations.

POLICY 3.203-A2: Based on the analysis of crash records, Polk County will identify candidate traffic safety improvements and program these improvements in the Capital Improvements Program as financially feasible. Polk County shall coordinate with the Florida Department of Transportation regarding the programming of candidate projects on the State Highway System.

POLICY 3.203-A3: Based on analyses of applicable crash data, Polk County annually shall identify and prioritize substandard roads to be improved to standard width and specifications to improve safety conditions.

POLICY 3.203-A4: Polk County will continue to participate in the Polk County Community Traffic Safety Team.

POLICY 3.203-A5: Polk County will continue to designate evacuation routes to support evacuation during a natural disaster event.

**OBJECTIVE 3.203-B: The Polk County Transportation System (PCTS) shall continue to maintain and follow a System Safety Program Plan, pursuant to all applicable Federal and State regulations, which provides for the safe operation of service.**

POLICY 3.203-B1: PCTS shall annually review and modify, as necessary, its System Safety Program Plan.

POLICY 3.203-B2: PCTS shall meet all safety inspection standards for vehicles.

POLICY 3.203-B3: PCTS shall provide adequate passenger assistance training for its drivers.

POLICY 3.203-B4: Polk County shall consider the safety of bus stop amenities, shelter placements, safe access, and lighting. Other safety elements shall be considered for all bus stop and shelter locations as set forth in the FDOT District 1 Bus Passenger Facilities Guidelines.

### **SECTION 3.204 TRANSPORTATION AND LAND USE COMPATIBILITY**

**OBJECTIVE 3.204-A:** In the expansion of existing roads or construction of new roads, Polk County shall minimize adverse impacts on the environment and established residential areas.

POLICY 3.204-A1: Major road construction projects shall be reviewed for environmental impacts and consistency with the Conservation Element.

POLICY 3.204-A2: The cohesion and integrity of existing neighborhood environments shall be considered in the development of major road construction projects, and arterial roads shall be planned/designed to prohibit traffic intrusion into adjacent neighborhoods.

**OBJECTIVE 3.204-B:** Provide citizens with adequate and appropriate access to the multi-modal transportation system while protecting residential areas from increased traffic.

POLICY 3.204-B1: Polk County will continue to evaluate local residential roadways with increased traffic to consider if traffic calming is appropriate. Any traffic calming techniques shall be consistent with Polk County's adopted Traffic Calming Policies.

**OBJECTIVE 3.204-C:** Develop and maintain a multi-modal transportation system that supports economic growth and diversity by providing adequate access to agricultural, commercial, industrial, and office locations throughout the County. Polk County shall develop strategies to connect existing and future city centers with a multi-modal transportation system consistent with the TPO's 2060 Vision Plan and 2035 Mobility Vision Plan (aka: LRTP).

POLICY 3.204-C1: In the development of the Community Investment Program, Polk County shall, where feasible, program road improvements that enhance access to the overall transportation network for residential, agricultural, commercial, industrial, and office activities.

POLICY 3.204-C2: Polk shall consider "Complete Street" principles in the construction, maintenance and reconstruction of arterial and collector roads pursuant to Policy 2.133-B6 (Community Design).

POLICY 3.204-C3: Polk County shall evaluate the potential to structure or tier transportation impact fees as a means to promote compact mixed-use development and a reduction in vehicle miles traveled.

POLICY 3.204-C4: Polk County shall identify candidate projects to improve transportation access to non-residential land uses and employment centers and seek project funding through discretionary grant programs such as the Florida Department of Transportation's County Incentive Grant Program and Intermodal Development Program.

POLICY 3.204-C5: Polk County shall coordinate with the operators of public use airports to ensure that airport master plans and any planned airport expansions are consistent with the Polk County Comprehensive Plan. The County shall provide comments on updates to airport master plans to ensure that they are consistent with the Future Land Use, Conservation and Transportation Elements. The following airports shall be subject to review:

- a. Bartow Municipal Airport,
- b. Chalet Suzanne Airport,
- c. Brown Seaplane Base,
- d. Lakeland Linder Regional Airport,
- e. Lake Wales Municipal Airport,
- f. River Ranch Resort Airport,
- g. South Lakeland Airpark, and
- h. Winter Haven Municipal Airport.

POLICY 3.204-C6: Polk County's review of airport master plan updates and proposed airport expansions shall include an analysis of the compatibility of planned airport improvements with surrounding natural resources and land uses. Such analyses shall be:

- a. Based on the land-use compatibility criteria contained within the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board; and
- b. Coordinated with the applicable standards of the agency with jurisdiction (i.e., US Corps of Engineers, Water Management Districts, Department of Environmental Regulation, etc.).

POLICY 3.204-C7: Polk County shall:

- a. Identify the mitigation required to prevent adverse impacts of planned airport improvements on surrounding natural resources and land uses through the analyses referenced in Policy 3.204-C4; and
- b. Effect required mitigation through:
  1. The requirement that all permits for an agency with jurisdiction (i.e., US Corps of Engineers, Water Management Districts, Department of Environmental Regulation, etc.) be approved prior to the County issuing a final development order; and
  2. The implementation of the Polk County Airport Zoning Regulations.

POLICY 3.204-C8: Polk County shall support feasible airport expansions necessary to ensure the commercial viability of the airports identified in POLICY 3.204-B3.

POLICY 3.204-C9: Polk County shall coordinate with the Polk TPO and FDOT to evaluate the potential for new limited access roads to relieve traffic congestion and promote the efficient movement of freight.

The County shall coordinate with the FDOT or other applicable entities regarding the design and construction of new corridors to evaluate the feasibility of designating new interchange locations as “receiving areas” for the transfer of development rights or functional equivalent.

**OBJECTIVE 3.204-D: The Polk County Plan shall provide for aviation-compatible land uses for airports licensed for public use, by limiting or restricting incompatible land uses and activities, as defined by the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board (JAZB), through: (Refer to the Airport Impact Districts map in the TEMS)**

- a. the establishment of an Airport Impact District overlay pursuant to the provisions of OBJECTIVE 2.124-A; and
- b. the establishment of development criteria providing for aviation-compatible land uses and activities in the Airport Impact District.

POLICY 3.204-D1: PURPOSE B The Airport Impact District (AID) overlay is established to ensure that land uses and the operation of public use airports are compatible. The County will address public health and safety issues by minimizing conflicts between airport operations and surrounding land uses. All development shall be in conformance with the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board.

POLICY 3.204-D2: DESIGNATION B The Polk County portion of the Airport Height Notification Zones Map, including Subzones 1 and 2, as the Joint Airport Zoning Board on November 20, 1997, shall serve as the Airport Impact District until updated pursuant to POLICY 3.204-D3.

POLICY 3.204-D3: Polk County will continue to update the Airport Impact District map for consistency with the Airport Master Plans to include following zones:

- a. Airport Height Notification Zones
- b. Airport Noise Zones
- c. Airport Overflight Zones
- d. Educational Facilities Restriction Zones
- e. Inflight Visual Interference Zones

The Airport Impact District map will be based on the current airport master plans or airport records for the public-use airports identified in POLICY 3.204-C3.

POLICY 3.204-D4: DEVELOPMENT CRITERIA B The County’s Land Development Code shall refer to the Airport Impact District (AID) and the Polk County Airport Zoning Regulations to address height, noise and land use compatibility issues relative to the protection and operation of public use airports.

POLICY 3.204-D5: DEVELOPMENT REVIEW B Consistent with applicable law, all development within an AID shall be subject to the County’s development-review procedures.

**OBJECTIVE 3.204-E: Develop strategies to protect existing and future transportation rights-of-way from encroachment by development.**

POLICY 3.204-E1: Polk County shall continue its current practice of preserving existing and future transportation rights-of-way by requiring appropriate minimum building setback lines and land dedication through the plat and site plan review and approval process.

POLICY 3.204-E2: Polk County will participate in the Transportation Planning Organization’s periodic updates to its 2035 Mobility Vision Plan (aka LRTP) and identify the future need for capacity related improvements to the County Road Network, e.g., widening roads from two to three or four lanes or providing for new/upgraded transit facilities and amenities. These improvements to include new roads, widening of existing roads, and transit improvements shall be identified as “Future Capacity Road Needs.”

POLICY 3.204-E3: Polk County Shall conduct engineering studies to determine the preferred corridor alignment for new roads identified as “Future Capacity Road Needs.” New development that is contiguous to an identified corridor alignment will be required to dedicate the land necessary to construct the new road to provide access to the larger road network.

POLICY 3.204-E4: The County’s Land Development Code shall include appropriate provisions for minimum building setback lines and land dedication through the plat and site plan review and approval process for county roads identified as “Future Capacity Road Needs.”

POLICY 3.204-E5: Polk County will evaluate strategies that could potentially stabilize the cost of right-of-way acquisition for construction of transportation improvements. Implementation efforts must consider the legal issues and constraints posed by taking concerns.

POLICY 3.204-E6: Polk County will coordinate efforts with the Florida Department of Transportation to ensure right-of-way protection on State roads.

**SECTION 3.205 ACCESS MANAGEMENT**

**OBJECTIVE 3.205-A: Polk County shall coordinate access point, median opening, and street lighting and street intersection locations associated with adjacent existing and future development to promote safety for pedestrian movement and orderly pattern of access and preserve the capacity of arterial and collector roads.**

POLICY 3.205-A1: Polk County shall adopt and maintain regulations to control access from adjacent development onto arterial and collector roads.

POLICY 3.205-A2: Polk will review development proposals to ensure safe and convenient on-site motorized and non-motorized traffic flow/access and the availability of adequate parking and other facilities for motorized and non-motorized vehicles.

POLICY 3.205-A3: Polk County shall coordinate with the Florida Department of Transportation (FDOT) to ensure efficient access from adjacent development of onto the State Highway System. The County will also coordinate with the FDOT on the need for, and preparation of, Corridor Access Management Plans in high-growth transportation corridors.

POLICY 3.205-A4: US 98/Bartow Road from SR 60A (Van Fleet Drive in Bartow) to East Main Street in Lakeland is designated as a “Transportation Corridor”, pursuant to Section 337.273 F.S., and as agreed upon through an Interlocal Agreement with the City of Bartow, the City of Lakeland and Florida Department of Transportation.

POLICY 3.205-A5: Upon the completion of a Corridor Access Management Plan, Polk County will consider corridor-specific access management standards or strategies for the US 98 Transportation Corridor for incorporation in its Land Development Code.

### **SECTION 3.206 COORDINATION WITH FUTURE LAND USE ELEMENT AND INTERGOVERNMENTAL COORDINATION**

**OBJECTIVE 3.206-A:** Polk County shall coordinate its multi-modal transportation system with the Future Land Use Element of the Comprehensive Plan and with the plans of adjacent jurisdictions.

POLICY 3.206-A1: The Transportation Element shall support the future land-use planning concepts and designations as contained in the Future Land Use Element.

POLICY 3.206-A2: Polk County shall coordinate with the Polk Transportation Planning Organization (TPO) to ensure consistency between the Polk County Comprehensive Plan and the TPO’s plans and programs. Polk County will review the following items for consistency with the Comprehensive Plan and provide comments as appropriate:

- a. the TPO’s long-range transportation plan (while under development) and any proposed amendments;
- b. the TPO’s Transportation Improvement Program; and
- c. the TPO’s annual priority transportation projects.

POLICY 3.206-A3: Polk County shall coordinate its Transportation Element with those of adjacent municipalities and counties.

POLICY 3.206-A4: Polk County shall coordinate with the public transportation providers operating in the areas identified as “Transit Coordination Areas” (FIGURE GF-3.214-3.) regarding future transit service development.

POLICY 3.206-A5: Polk County shall obtain, review, and provide comment on, where appropriate, all plans relevant to aviation in Polk County, as they become available.

POLICY 3.206-A6: Polk County shall participate in the Continuing Florida Aviation System Planning Process.

POLICY 3.206-A7: Polk County will coordinate with Hillsborough County, the City of Plant City, the City of Lakeland, and the Polk Transportation Planning Organization to address concurrency and access management issues concerning County Line Road.

POLICY 3.206-A8: Polk County shall coordinate with the Polk TPO, FDOT, METROPLAN ORLANDO, and the Hillsborough County MPO to support a potential extension of a commuter rail system into Polk County.

**SECTION 3.207 IMPLEMENTATION**

**OBJECTIVE 3.207-A**: Polk County shall implement the objectives and policies of the Transportation Element through appropriate techniques. Polk County shall designate responsible agencies or departments and program strategies, evaluate development proposals as to conformance with the policies of the Transportation Element, and consider all objectives and policies within the Comprehensive Plan in making growth management decisions.

POLICY 3.207-A1: The County Manager, or designee, shall be responsible for implementing the transportation objectives and policies included within the Polk County Comprehensive Plan.

<b>Revision History DIVISION 3.200 TRANSPORTATION ELEMENT</b>	
DIVISION 3.200	<b>CPA 01B-01</b> (Ord. 01-94) 12/19/01
SECTION 3.201	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
OBJECTION 3.201-A	<b>CPA 11B-06</b> (Ord. 11-038) 12/8/11; <b>CPA 11B-06</b> (Ord. 11-038) 12/8/11;
OBJECTIVE 3.202-A	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-A1	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-A2	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-A3	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-A4	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10; <b>CPA 7A-04</b> (Ord. 07-027) 6/20/07
POLICY 3.202-A5	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-A6	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
OBJECTIVE 3.202-B	<b>CPA 11B-06</b> (Ord. 11-038) 12/8/11; <b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-B3	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-B4	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-B5	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-B6	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-B7	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-B8	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
OBJECTIVE 3.202-C	<b>CPA 11B-06</b> (Ord. 11-038) 12/8/11; <b>CPA 10B-02</b> (Ord. 10-041) 8/4/10; <b>CPA 07A-12</b> (Ord. 07-033) 6/20/07
POLICY 3.202-C3	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.303-D2	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-D3	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
OBJECTIVE 3.202-E	<b>CPA 11B-06</b> (Ord. 11-038) 12/8/11;
POLICY 3.202-E4	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10
POLICY 3.202-E5	<b>CPA 10B-02</b> (Ord. 10-041) 8/4/10

**Revision History DIVISION 3.200 TRANSPORTATION ELEMENT**

OBJECTIVE 3.202-F	CPA 11B-06 (Ord. 11-038) 12/8/11; CPA 03A-01 (Ord. 03-40 ) 7/9/03
POLICY 3.202-F2	CPA 11B-06 (Ord. 11-038) 12/8/11; CPA 10B-02 (Ord. 10-041) 8/4/10
OBJECTIVE 3.203-A	CPA 11B-06 (Ord. 11-038) 12/8/11;
POLICY 3.203-A5	CPA 11B-06 (Ord. 11-038) 12/8/11;
POLICY 3.203-B4	CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.204-B1	CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.204-B2	CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.204-B3	CPA 10B-02 (Ord. 10-041) 8/4/10
OBJECTIVE 3.204-C	CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.204-C1	CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.204-C2	CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.204-C3	CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.204-C8	CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.204-C9	CPA 10B-02 (Ord. 10-041) 8/4/10
OBJECTIVE 3.204-D	CPA 11B-06 (Ord. 11-038) 12/8/11;
POLICY 3.204-D3	CPA 11B-06 (Ord. 11-038) 12/8/11; CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.204-D6	CPA 10B-02 (Ord. 10-041) 8/4/10
OBJECTIVE 3.204-E	CPA 08A-03 (Ord. 08-024) 6/18/08; CPA 05B-03 (Ord. 05-0830) 12/7/05
POLICY 3.204-E1	CPA 08A-03 (Ord. 08-024) 6/18/08
POLICY 3.204-E2	CPA 11B-06 (Ord. 11-038) 12/8/11; CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.204-E3	CPA 08A-03 (Ord. 08-024) 6/18/08
OBJECTIVE 3.205-A	CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.206-A1	CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.206-A3	CPA 10B-02 (Ord. 10-041) 8/4/10
POLICY 3.206-A4	CPA 11B-06 (Ord. 11-038) 12/8/11;
POLICY 3.206-A8	CPA 10B-02 (Ord. 10-041) 8/4/10