

TRANSPORTATION ELEMENT

Goals, Objectives, and Policies

Adopted: August 22, 2011

Introduction

Transportation means different things to different people. To the motorist it means roads; to a child it means sidewalks; for individuals who cannot drive it means buses; to the pilot it means airports; to the trainmaster it means railroads; to everyone it means a link. Transportation is the thread that links people and places.

As the Winter Haven area continues to grow, moving people and goods becomes both more important and more difficult. The Transportation Element is intended to be the foundation for future decision-making that will affect not only how people are to be transported in the future, but also how public dollars are to be spent.

Transportation plays a key role in influencing growth patterns. The creation or improvement of roads can open up new land to new development, change travel routes in ways that immediately change individual land use decisions, and eventually can redirect land use patterns. Because of this close interrelationship, the Transportation Element must be viewed in terms of its consistency with other elements of the Comprehensive Plan, especially the Future Land Use Element.

It is intended for the Transportation Element to set forth a vision for a truly multi-modal network that provides mobility options for all residents and visitors of Winter Haven.

GOAL One: Provide a safe, convenient, and efficient, multi-modal transportation system within the City which is responsive to community needs, is consistent with future land use policies, is environmentally sound, and promotes economic opportunity.

OBJECTIVE 1.1: Provide for a functional roadway network based on the proposed roadway network in Phase I of the adopted Polk County 2035 Long Range Transportation Plan (LRTP).

Policy 1.1.1:

The following Levels of Service (LOS) for roadways within the City are hereby adopted:

- A. All roadways without fixed-route transit: Peak-Hour/Peak Direction LOS “D”
- B. Adopted multi-modal Level of Service standards for transit corridors within the City shall be as outlined in Table 1.1.1 and illustrated by the Multi-modal Level of Service Maps contained in the Transportation Map Series
- C. To promote the development and use of public transportation systems, all public transit facilities, inter-modal public transit connection or transfer facilities, transit terminals/stations, and park-and-ride lots shall be exempt from meeting transportation concurrency requirements.

Table 1.1.1- Multi-modal Level of Service Standards

Multi-modal LOS Standard	Description	Automobile/ Roadway LOS (Peak-Hour/Direction)	Transit Requirements	Pedestrian Requirements	Bicycle Requirements
M-1	Minimal fixed-route transit corridor	D + 10 percent	60-minute headways	Sidewalk access to transit stops	Bike racks on buses
M-2	Enhanced fixed-route transit corridor with some connections to properties located within ¼ mile of the transit route and improved transit stops	E	30-minute headways	Sidewalk access to transit stops	Bike racks on buses & bike route/system
M-3	Extensive fixed route transit area with extensive connections to all properties within ¼ mile of the transit route and improved transit stops	E + 10 percent	30-minute headways	Extensive sidewalk network	Bike racks on buses, bike racks at transit stops and destinations, & bike route/system

Policy 1.1.2: To promote urban infill and redevelopment and downtown revitalization, the City designates the area mapped by the “Transportation Concurrency Exception Area Map” contained in the Transportation Map Series as a Transportation Concurrency Exception Area (TCEA).

Within the TCEA, the following principles shall apply:

- New development or redevelopment shall be exempt from meeting the transportation level of service standards contained in Policy 1.1.1;
- Any new development or redevelopment project that results in an increase of more than 50 peak-hour trips to the local roadway network, shall be required to complete a traffic study;
- Where a new development or redevelopment project has been found to reduce the operating efficiency of a roadway, the developer of that project shall work with the City to mitigate the impacts of the increased demands on the roadway;
- All properties shall be located no further than 1,320 feet (1/4 mile) from an established or proposed transit route; however, a maximum distance of 660 feet (1/8 mile) is preferred in the immediate downtown area; and
- All properties shall have a minimum of a 5-foot sidewalk along their roadway frontage(s) with all new developments and significant redevelopments providing a direct connection between the building and sidewalk;

Policy 1.1.3: Reduce existing roadway deficiencies by adding lanes, constructing new roadways, adding bike lanes, sidewalks and other pedestrian facilities, providing transit or other alternative transportation management procedures.

Policy 1.1.4: Continue to coordinate efforts with the Florida Department of Transportation (FDOT) and with the Transportation Planning Organization (TPO) to establish consistency in policies.

Policy 1.1.5: Monitor the major transportation network annually through the TPO and FDOT.

- Policy 1.1.6:** Coordinate efforts with the TPO, the FDOT, Polk County, and other municipalities in data sharing, standards interpretation, and concurrency management issues relating to roadway levels of service.
- Policy 1.1.7:** Participate in future updates to the Long Range Transportation Plan through the TPO planning process.
- Policy 1.1.8:** Assess the annual status of City, County, and FDOT five year work programs for their effect on anticipated levels of service and system capacities.
- Policy 1.1.9:** Establish a mechanism, through the TPO, for prioritizing “transportation deficient” facilities on the State road system in order to support County and municipal land use plans.
- Policy 1.1.10:** Coordinate with the TPO, Polk Transit Authority (PTA), and FDOT 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, and/or utilize transit or non-motorized modes for commuter trips.
- Policy 1.1.11:** Coordinate with PTA, TPO, and FDOT to implement plans for Winter Haven area park-and-ride lots, as identified in the 2035 Long-Range Transportation Plan.

OBJECTIVE 1.2: Provide for a traffic circulation system that will meet adopted LOS standards and support the uses shown on the Future Land Use Map or map series.

- Policy 1.2.1** All new roadways, as well as other modes such as bike lanes, sidewalks, and transit stops, constructed within the City will be designed to accommodate a minimum of Level of Service D. With the exception of new roadways located within the TCEA, no roadway will be allowed to fall below the adopted multi-modal standard.
- Policy 1.2.2** Development orders, including permits, shall not be issued on projects where there is less than the minimum level of service, based on the generalized level of service assessment for specific roadway links. Projects proposed on links which are, according to the generalized level of service tables, determined to fall below the adopted level of service have the option of providing a more detailed level of service

analysis based on current traffic engineering standards and expanding impact analysis area.

Policy 1.2.3 By 2014, amend the land development regulations to include access management standards applicable to all new developments or redeveloped parcels in order to maintain operating speed on arterials and collectors by minimizing driveway and median cuts.

Policy 1.2.4 Monitor the level of service on arterial and collector roadways within the City as part of the Concurrency Management System. Coordinate with the Polk County TPO to conduct annual traffic counts on all major roads on the concurrency network.

Policy 1.2.5 Prioritize highway system improvements based upon the following:

- (1) Correction of existing deficiencies;
- (2) Available right of way;
- (3) System continuity and connectivity; and
- (4) Added capacity to support needs generated by the Future Land Use Map.

Policy 1.2.6: The Traffic Circulation maps in the element serve as a guide for the development of the Winter Haven Urban Area Traffic Circulation Network. Future development of roads and the distribution and density of land uses shall be consistent with these systems unless, and until, they are formally modified to respond to new data or needs.

Policy 1.2.7: To disperse traffic throughout the City, and to prevent and reduce the number of transportation deficient roadways, work towards creating an interconnected roadway network to the greatest extent that the City's geography will allow.

Policy 1.2.8: Encourage transportation projects which reduce travel length and response times for emergency and public safety vehicles.

Policy 1.2.9: Maintain a concurrency management system which manages growth concurrent with meeting LOS standards.

OBJECTIVE 1.3: Program and provide adequate funding for the construction of transportation improvements that correct existing and projected deficiencies, increase multi-modal options for the transportation network's users, and provide capacity and accessibility to those lands designated on the Future Land Use Map for future residential, commercial, and industrial development and where future traffic volumes warrant future improvements to meet LOS standards.

Policy 1.3.1: Transportation deficient facilities in the City, not scheduled for improvement in the Transportation Improvement Program in the next three years, will be maintained and improved through the following actions by the City:

- With FDOT, improve signalization and intersections, and identify and implement other system management improvements to reduce or eliminate flow constraints.
- With FDOT, enforce Access Management standards for controlling connections to transportation deficient facilities.
- Manage and regulate development that generates new trips to transportation deficient facilities, such that traffic volumes shall not exceed 110% of design capacity in transportation deficient links. Until improvements are undertaken, this shall be the minimum acceptable LOS in the transportation deficient link.

Policy 1.3.2: Cooperate with Polk County, through the TPO planning process, to adopt strategies, timetables, and commitments to maintain and improve County roadways projected to operate below LOS standards in Winter Haven.

Policy 1.3.3: Annually update the Capital Improvements Program (CIP) to maintain and/or improve to prevent the transportation network from operating below LOS standards.

Policy 1.3.4: Projects needed to correct existing deficiencies will be considered to have higher priority than new roadway projects, unless new road projects will correct deficiencies.

Policy 1.3.5: Implement the CIP to respond to identified growth trends.

- Policy 1.3.6:** Continue the City's representation on the Polk County TPO in order to coordinate and fund necessary capital improvements for the Winter Haven Urban Area Transportation Network.
- Policy 1.3.7:** Continue to identify and utilize all available County, State, or Federal funding opportunities to pursue the implementation of the improvements identified for the transportation network.
- Policy 1.3.8:** Improve the traffic circulation network through lower cost improvements such as intersection signalization adjustments, signage improvements, opening platted rights-of-way for use, construction of bike and pedestrian facilities, and other techniques.
- Policy 1.3.9:** Require on-site transportation improvements to be built by developers and dedicated to the City unless they are to be privately maintained.

OBJECTIVE 1.4: Coordinate planning, funding, and implementation efforts with all relevant levels and agencies of government.

- Policy 1.4.1:** Continue participation in the Transportation Planning Organization and Technical Advisory Committee in order to include the needs of Winter Haven in the TPO's Transportation Plan.
- Policy 1.4.2:** Coordinate the scheduling of improvements to City streets with FDOT, Polk County and adjacent municipalities through annual review of and input on the Polk County Transportation Improvement Program.
- Policy 1.4.3:** Coordinate all Transportation Plan amendments with those agencies also responsible for roadways in the transportation network.

OBJECTIVE 1.5: Maintain an up-to-date inventory and monitoring system for the Winter Haven transportation network.

- Policy 1.5.1:** The City will be responsible for maintaining an ongoing process for the periodic evaluation, refinement, and revision of the transportation data in the Transportation Element.
- Policy 1.5.2:** Monitor, on an annual basis, development trends and traffic service levels to ensure that new development does not precede provision of needed transportation facilities.

OBJECTIVE 1.6: Establish access management standards and pursue other activities to measurably increase the operating efficiency of the roadway system within the City of Winter Haven.

Policy 1.6.1: Require new development and redevelopment to provide internal traffic circulation systems that separate vehicular from non-vehicular traffic.

Policy 1.6.2: Require developments to provide adequate motorized and non-motorized vehicle parking based on standards established as part of the adopted Land Development Regulations.

Policy 1.6.3: Develop standards and implement procedures (including requirements for the use of service roads, establishment of a driveway permitting procedure, provision of emergency vehicle access, etc.) for controlling high volume land use access points to major highway facilities consistent with State and County Policies.

Policy 1.6.4: Evaluate timing sequences on all major arterials and work with the FDOT to implement optimum phasing at all signals on these arterials.

Policy 1.6.5: Review and adopt changes to access permitting to ensure the least possible degradation to the roadway level of service and develop access management policies for developments along all arterial and collector roadways, in coordination with the FDOT, Polk County and TPO.

Policy 1.6.6: Continue coordination with the FDOT and Polk County to ensure maximum efficiency measures are used on all new traffic control and laneage improvements in the City.

Policy 1.6.7: Through coordination with the TPO, Polk County, and the FDOT, establish future typical road sections by type as part of the long and short range transportation planning and project production processes.

Policy 1.6.8: Coordinate efforts with the FDOT and TPO to integrate consistent/complimentary Intelligent Transportation System measures into both the Winter Haven Computerized System/Traffic Signal Update and any system that is developed within the City.

OBJECTIVE 1.7: Continue to develop a safe and convenient multi-modal transportation network that supports increased use of public transit, economic diversification and stability and greenhouse gas emission reduction.

Policy 1.7.1: Work with the TPO to ensure that the current Long Range Transportation Plan provides an adequate network for ease of goods movement.

Policy 1.7.2: Enhance multi-modal transfer facilities through TPO priority setting.

Policy 1.7.3: Give consideration to local goods movement in truck routing considerations for all neighborhood plans.

Policy 1.7.4: Establish a development review process to guide the planning and improvement of all roadways, bikeways, and pedestrian ways in major developing and redeveloping land areas.

Policy 1.7.5: Annually fund and construct projects identified in the *2010 Sidewalk, Pedestrian, and Multi-modal Infrastructure Access Plan*.

Policy 1.7.6: Refer to the regulations of the Joint Airport Zoning Board (JAZB) regarding height, noise, and land use compatibility consideration for proposed development near the Winter Haven Municipal Airport at Gilbert Field.

Policy 1.7.7: Require aviation agreements for new residential subdivisions or multi-family developments located near the City's airport property or within the flight path approaches to the runways.

Policy 1.7.8: Coordinate efforts with the FDOT to ensure that all railroad crossings are constructed to allow maximum speeds at crossings. Encourage the use of grade separated crossings on arterial roadways.

Policy 1.7.9: Work to preserve and increase the City's access to intercity passenger rail service through Amtrak or other providers.

OBJECTIVE 1.8: Develop and implement a program to protect existing and future roadway corridors, aviation, and mass transit rights-of-way from encroachment by development.

- Policy 1.8.1:** Establish minimum right-of-way widths to correspond to the functional classification and typology of roadways.
- Policy 1.8.2:** Where proposed subdivisions abut arterial or collector roadways, acquire right-of-way through exaction as part of the platting requirements.
- Policy 1.8.3:** Coordinate with Polk County, the State, and other agencies, to dedicate necessary right-of-way for future transportation needs.
- Policy 1.8.4:** Local streets shall be provided with adequate right-of-way width to accommodate underground utilities, walkways designed for pedestrian convenience and safety, and where feasible, a streetscape for trees and other landscaping, and amenities (such as street furniture, transit stops, etc). Local streets within the downtown area should contain sufficient right-of-way to accommodate on-street parking at a minimum of one side of the street.
- Policy 1.8.5:** Evaluate program options 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 1.8.6:** Explore the feasibility of regulations that establish a right-of-way reservation program for all projects in the Short-Range Component of the TPO's adopted Long Range Transportation Plan.
- Policy 1.8.7:** Coordinate efforts with Polk County and the FDOT to ensure right-of-way protection on State and County roads.
- Policy 1.8.8:** Include the needs of the PTA in its right-of-way reservation and acquisition programs.
- Policy 1.8.9:** Right-of-way for Regional and State High Speed Rail, light and heavy rail, and Bus Rapid Transit (BRT) corridors shall be protected and enhanced.

Policy 1.8.10: Require traffic studies showing the impact(s) of vacating a developed street right-of-way on both existing and future pedestrian and vehicular traffic circulation patterns. Where adverse impacts are found, require the applicant of the vacation request to mitigate the existing and projected impact(s).

OBJECTIVE 1.9: Coordinate mass transit plans with the plans and programs of the TPO, the FDOT Five-Year Work Program, and other transit agencies and providers.

Policy 1.9.1: Review proposed Polk Transit Authority (PTA) plans to ensure consistency with appropriate local and State transportation plans as well as the Future Land Use Element of the Winter Haven Comprehensive Plan.

Policy 1.9.2: The City will generally support actions that may enhance the long-term financial viability of the PTA, including but not limited to, cost efficiencies in services and administration, revenue increases through taxing district expansions, and other options proposed by the PTA.

Policy 1.9.3: Support PTA applications for Federal or State grant programs and service developments which enhance transit ridership including amenities such as shelters and/or applications for funding of multi-modal connections, including facilities such as park-and-ride lots or remote parking areas with shuttle/express services for employees.

Policy 1.9.4: Identify major transit trip generators and attractors and, to the maximum extent possible, coordinate and communicate with PTA where the City has plans to expand City boundaries.

Policy 1.9.5: Work with the PTA to establish fixed route transit service along the following corridors by 2017:

- Dundee Road (SR 542)
- Lucerne Park Road (SR 544)/Old Lucerne Park Road
- Recker Highway (SR 655)
- Buckeye Loop Road
- Thompson Nursery Road/Eloise Loop Road

Work with the PTA to establish fixed route transit service along the following corridors by 2025:

- County Road 653/Old Bartow Lake Wales Road
- Overlook Drive
- Pollard Road/CSX ILC

OBJECTIVE 1.10: Promote and support bus ridership of at least 10 passenger trips per revenue hour on all fixed routes. The City will promote and support ridership through coordination with the transit providers to locate stops and terminals near major transit trip generators and attractors.

Policy 1.10.1: Encourage private sector support of transit services through development incentives. Transit friendly site or subdivision plan designs shall be required.

Policy 1.10.2: By 2014, revise the land development regulations to address the transit design standards recommended by the 2001 TPO transit study.

Policy 1.10.3: Continue coordination with PTA, the TPO, and the FDOT to ensure that maximum consideration is given to transit services in the planning and project programming of all agencies.

Policy 1.10.4: Encourage the location of major trip generators and employment centers on or within ¼ mile of transit routes to decrease the number of vehicle trips within the City and to accommodate the transportation disadvantaged.

Policy 1.10.5: Support programs intended to upgrade and enhance bus stops in order to facilitate increased transit usage. Work with developers of projects adjacent to transit routes to install, or allow installation of, the PTA's prototypical transit stop and shelter.

Policy 1.10.6: Work with the PTA to make transit more user friendly through improved signage, easy to use route guides, and improved on-time performance. Actively work to recruit premium riders to try transit.

Policy 1.10.7: As part of any neighborhood or corridor plan, the City will analyze the existing sidewalk network and identify key gaps in pedestrian routes, including near schools and transit stops.

OBJECTIVE 1.11: Coordinate the expansion of existing or siting of new air, rail, road or related transportation facilities with the Future Land Use and Conservation Elements of this Comprehensive Plan. Coordinate proposed road, airport and non-motorized improvements with the plans and programs of adjacent cities, the Polk County TPO, Polk County, the FDOT, and other appropriate agencies.

Policy 1.11.1: Review all transportation projects for consistency with the Future Land Use, Housing, and Conservation Elements of the Winter Haven Comprehensive Plan.

Policy 1.11.2: Require strategies that mitigate adverse structural and non-structural impacts upon adjacent natural resources and land uses resulting from transportation facility construction or expansion, consistent with the Conservation Element of this Plan and all applicable State or Federal Regulations.

Policy 1.11.3: Continue to support and promote implementation of the Master Plan for the Winter Haven Municipal Airport at Gilbert Field, ensure that the plan is updated periodically and maintains consistency with the City of Winter Haven Comprehensive Plan.

Policy 1.11.4: Protect airports and other transportation facilities from encroachment of incompatible land uses through implementation of the Future Land Use and Conservation Elements of the Winter Haven Comprehensive Plan.

Policy 1.11.5: Encourage coordinated intermodal management of surface and air transportation to maximize the efficiency of the overall transportation system.

OBJECTIVE 1.12: Continue to develop and implement policies that will discourage disruption of neighborhoods by increased traffic.

Policy 1.12.1: Consider the widening of collector streets only after all reasonable alternatives for increasing traffic capacity and flow on arterial streets have been exhausted.

Policy 1.12.2: Commercial districts shall be located in such a manner that directs vehicular traffic away from nearby residential neighborhoods.

Policy 1.12.3: The City shall consider the use of the following alternatives in order to minimize the impacts of heavy traffic volumes on residential neighborhoods:

- Use of curved streets and cul-de-sacs
- Eliminating secondary access to commercial or other heavy traffic generators with access on local residential streets
- Traffic calming strategies such as bump-outs, chicanes, roundabouts, raised medians, speed humps/tables, road/street diets, landscaping, sidewalks, and reduced speed limits
- On-street parking

Policy 1.12.4: Incorporate motorized and non-motorized traffic issues in all neighborhood and corridor plans developed by the City.

OBJECTIVE 1.13: Retain or reduce the current total number of crashes, thereby reducing the number of crashes per vehicle miles traveled.

Policy 1.13.1: The Public Works and Police Departments will coordinate to compile annual accident frequency reports for all collector and arterial roads.

Policy 1.13.2: Monitor all crash records on a yearly basis to determine accident patterns and high accident locations.

Policy 1.13.3: Continue to participate in the Polk County Community Traffic Safety Team.

Policy 1.13.4: Pursue an ongoing program, through the Public Works Department, of implementing Transportation System Management (TSM) measures, such as improving traffic signal synchronization or timing, addition of turn lanes, reassessment of street signage, improving street markings, encouraging curb cut reductions and/or cross-access agreements, turn lanes, installing continuous turn lanes, generally improving street geometrics and other improvements that will lead to smoother traffic flow.

Policy 1.13.5: Utilize Transportation Enhancement and Congestion Management grants to address safety improvements at high accident locations.

Policy 1.13.6: Protect pedestrians and other non-motorized users of the transportation network through the use of pedestrian refuges, wider sidewalks, landscaping, crosswalks, signage and pedestrian and motorist education programs.

OBJECTIVE 1.14: Plan for greater efficiency and safety in home to school travel through coordination with the Polk County School Board by reducing student travel times and maximizing existing transportation infrastructure.

Policy 1.14.1: Participate in public school facility planning and siting through the Site Selection Committee process of the School Board utilizing the procedures contained in the *2008 Inter-local Agreement For Public School Facility Planning*.

Policy 1.14.2: Participate in interagency and jurisdictional planning for transportation systems which support safe and efficient access to schools.

Policy 1.14.3: Require all new school sites to provide safe access to and from the site by pedestrian, non-motorized and vehicular modes of travel.

Policy 1.14.4: Ensure that adequate levels of service on the multi-modal transportation network are available to support transportation demands of new schools concurrent with the impacts.

Policy 1.14.5: Incorporate a linkage system for schools with parks, libraries and other public facilities through bikeways, trails and sidewalks plans and projects. Continue to apply for and utilize the Safe Routes to School program to improve pedestrian access to schools.

Policy 1.14.6: Evaluate the location of school bus stops and turnarounds for inclusion in Land Development Regulations.

OBJECTIVE 1.15: All projects requiring a development approval will comply with the Transportation Element and adopted standards within this plan.

Policy 1.15.1: Review development proposals including Development of Regional Impact (DRI) applications, rezoning and variance requests, subdivision plats, and any project requiring site plan review for conformance with the Transportation Element.

Policy 1.15.2: 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 (sidewalks, bicycles, and trails) vehicles.

Policy 1.15.3: Review development proposals to ensure convenient and reasonable travel times for emergency and public safety vehicles.

Goal 2: Provide for an environmentally friendly transportation system that reduces vehicle trips and supports non-motorized and alternative energy transportation options that limit the growth of, and ultimately reduce, greenhouse gas emissions.

OBJECTIVE 2.1: Work towards reducing the City's total number of vehicle miles traveled (VMT) through an emphasis on creating a more compact development footprint.

Policy 2.1.1: By 2014, revise the City's zoning regulations to allow more opportunities for mixed use development.

Policy 2.1.2: By 2014, revise the City's land development regulations to expand the requirements for home occupations to allow for more types of neighborhood friendly live/work businesses.

Policy 2.1.3: By 2015, develop and implement a method of measuring total VMT within the City. Work towards a five (5) percent reduction from the 2010 VMT by 2020, and a ten (10) percent reduction by 2025.

Policy 2.1.4: Create incentives for developers to build transit friendly developments where commercial buildings are located closer to the street, and a variety of housing types and densities are available to the City's residents.

Policy 2.1.5: By 2015, consider the impact on the City's overall VMT for all amendments to the Future Land Use Map or zoning map. When a proposed amendment results in a five percent (5%) increase in the City's total VMT, work with the applicant or developer on incorporating reduction strategies into the final development plan.

OBJECTIVE 2.2: Plan for the use and expansion of alternative, non-motorized modes of transportation for commuting as well as recreational purposes. Annually work towards increasing the total number of linear feet of non-motorized travel routes within the City.

Policy 2.2.1: Establish criteria and standards in the land development regulations that require the provision of bike facilities to serve developments.

Policy 2.2.2: Require the construction of pedestrian facilities on all streets within all new planned developments, subdivisions, and along all collector or arterial roadways.

Policy 2.2.3: Develop a sidewalk system which links residential neighborhoods to schools, shopping areas, and public service facilities. Give high priority to these facilities when planning for capital improvements to the transportation network.

Policy 2.2.4: Provide separate pedestrian and bicycle facilities in those areas that have or may be anticipated to have significant conflicts between automobile traffic and bicyclists or pedestrians.

Policy 2.2.5: Incorporate consideration of bicycle and pedestrian facilities in all roadway improvements. The City will work with the TPO, FDOT and Polk County in the identification of locations where sidewalks and bicycle lanes should be included on State and County highway improvements within the City. The City will also work with the TPO, FDOT and County to incorporate bicycle and pedestrian features into intersection projects (e.g., pedestrian signals or raised concrete pedestrian refuges) and in resurfacing projects (e.g., addition of four-foot paved shoulders on open-drainage typical sections).

Policy 2.2.6: Coordinate efforts with the TPO and with the FDOT to provide continuous routes for bicycling. The City will work with the TPO in its implementation of the Polk County Trails Master Plan in order to identify multi-use trail opportunities within the City that link with the County and regional trail network.

Policy 2.2.7: Establish funding sources and coordinate with State and local agencies to provide for pedestrian routes along existing transportation corridors, identified by Table 2.2.7, that would connect neighborhoods and commercial areas to multi-use trails.

Table 2.2.7- Pedestrian Route Needs

Corridor	From	To
East and South Lake Howard Dr	Recker Highway	Chain of Lakes Trail
Lake Elbert Dr	Polk State College (PSC) and Central Avenue	Chain of Lakes Trail
Eastern shorelines of Lakes Lulu, May, and Shipp	Lake Lulu	Lake May
Havendale Boulevard	21 st Street, NW	US Highway 17
North Lake Silver Dr/ North Lake Martha Dr/Avenue K, NE	Chain of Lakes Trail	Diamond Plex/PSC
Avenue K, SE/SW	Lake May	8 th Street, SE
6 th Street, NE/Fairfax Dr/7 th Street, NE	East Central Avenue	Avenue T, NE
Avenue C, SE/SW	East Lake Howard Dr	9 th Street, SE
11 th Street, NE	Lake Elbert Dr	Avenue T, NE
17 th Street, NW	Lake Howard	Havendale Blvd
Old Lucerne Park Rd	Lucerne Park Rd	Lucerne Park Rd
Avenue T, NE /Buckeye Loop Rd	11 th Street, NE	Dundee Rd
Cypress Gardens Blvd	Helena Rd	US Highway 27
Thompson Nursery Rd/ Eloise Loop Rd	US Highway 27	Eloise Loop Rd
West Lake Ruby Dr	Thompson Nursery Rd	Cypress Gardens Blvd
9 th Street, SE/ N Lake Eloise Dr	Cypress Gardens Blvd	Cypress Gardens Blvd
Overlook Dr/Carl Floyd Rd	Cypress Gardens Blvd	Dundee Rd

Policy 2.2.8: City improvements to those streets listed in Policy 2.2.7 for future pedestrian corridors, including widening or repaving, shall include a means for pedestrian traffic adjacent to these corridors where feasible.

OBJECTIVE 2.3: Implement concepts and fund projects contained in the 2010 Sidewalk, Pedestrian, and Multimodal Infrastructure Access Plan.

Policy 2.3.1: By 2014, develop typical cross sections for use in the construction of multi-modal corridors within the City.

Policy 2.3.2: Annually include and fund infill sidewalk, crosswalk, and other pedestrian safety projects in the 5-year Schedule of Capital Improvements.

Policy 2.3.3: Seek out grant funding opportunities such as Transportation Enhancement or FRDAP to assist in constructing identified bike or pedestrian facilities. Work towards submitting two project grant applications for each funding cycle.

Policy 2.3.4: Actively work to acquire the right-of-way, property, or easements that are necessary to construct projects identified in the *2010 Sidewalk, Pedestrian, and Multimodal Infrastructure Access Plan*.

Policy 2.3.5: Require developers of new or redeveloped properties to provide components identified in the *2010 Sidewalk, Pedestrian, and Multimodal Infrastructure Access Plan* whenever their development activities impact the right-of-way fronting their property.