

City of Davenport

Polk County, Florida



"Gateway to the Ridge"

2030 Comprehensive Plan

Transportation Element

TRANSPORTATION ELEMENT

GOAL: TO PROVIDE A SAFE AND EFFICIENT TRANSPORTATION SYSTEM THAT IS FINANCIALLY FEASIBLE AND CONSISTENT WITH COMMUNITY NEEDS. [9J-5.007(3)(a)]

OBJECTIVE 1: THE CITY SHALL COORDINATE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION, THE POLK TRANSPORTATION PLANNING ORGANIZATION, AND THE CENTRAL FLORIDA REGIONAL PLANNING COUNCIL IN ORDER TO MAINTAIN AN ACCEPTABLE LEVEL OF SERVICE STANDARD FOR ALL ROAD SEGMENTS WITHIN ITS JURISDICTION. [9J-5.007(3)(B)1]

Policy 1.1: The City of Davenport shall coordinate with the Polk Transportation Planning Organization (TPO) and the Central Florida Regional Planning Council to adopt and apply multi-modal levels of service which shall be the minimum acceptable standards for State, County, and local roads within the City Limits of Davenport. Said multi-modal LOS standards shall promote transit by lowering levels of service where transit is available. The City hereby adopts multi-modal levels of service as set forth in Figures 1.1.1 and 1.1.2.

Figure 1.1.1:

	Highway Minimum Standard	Highway Minimum Duration	Transit	Pedestrian	Bicycle
M1	LOS “D” peak direction	Average of two highest peak hours	60 minute headway	Sidewalk access to bus stop	Bike racks on buses
M2	LOS “E” peak direction	Average of two highest peak hours	30 minute headway	Sidewalk access to bus stop	Bike racks on buses Bike route/system

* Does not supersede SIS LOS Standard a set by Rule 14-94, F.A.C.

For roadways outside the multi-modal service area, the City hereby adopts the following peak season/peak hour standards as the minimum level of service (LOS) standard:

**Figure 1.1.2
Base Highway Level of Service Standards ⁽¹⁾**

Facility Type	Level of Service
Principal Arterial Roadways: SIS Facilities Non-SIS Facilities	Subject to Policy 1.2 D
Minor Arterial Roadways	D
All Other Roadways	D
⁽¹⁾ LOS is measured for the peak hour/peak direction using the average of the two highest peak hours.	

Policy 1.2: The minimum level-of-service standard for roadways on the Strategic Intermodal System (SIS) and the Florida Intrastate Highway System (FIHS), shall be in accordance with the Statewide Minimum Level of Service Standards for the State Highway System published in Rule 14-94, F.A.C., or any rule variance issued by the Florida Department of Transportation.

Policy 1.3: The City shall coordinate with the Florida Department of Transportation, the Polk Transportation Planning Organization, and the Central Florida Regional Planning Council to ensure, through the adoption of Land Development Regulations and a Concurrency Management System, that no road segment within the City limits will fail to meet the adopted levels of service standard. *[9J-5.007(3)(c)1]*

Policy 1.4: When reviewing development proposals for properties abutting or impacting traffic on State or County-maintained roadways, coordinate with the Florida Department of Transportation and the Polk Transportation Planning Organization to ensure consistency with state, regional, and county standards, and determine impacts on adopted levels of service. *[9J-5.007(3)(c)4]*

Policy 1.5: The City shall cooperate with any Transportation System Management (TSM) program adopted by the Polk Transportation Planning Organization or the Florida Department of Transportation where facilities in Davenport are impacted. *[9J-5.007(3)(c)1]*

OBJECTIVE 2: **THE CITY SHALL CONSIDER ALTERNATIVE MODES OF TRANSPORTATION PROVIDING FOR NON-AUTOMOTIVE MOBILITY NEEDS. *[9J-5.007(3)(B)1]***

- Policy 2.1:** To encourage energy efficiency and savings, alternative modes of transportation shall be accommodated to create a community that is not solely reliant on the automobile for all transportation trips. At a minimum, this will address conceptual designs to accommodate: transit, pedestrians, bicycles, and alternative vehicles (i.e. electric vehicles, etc.).
- Policy 2.2:** The City shall cooperate with the Polk Transportation Planning Organization and Florida Department of Transportation to ensure bicycle lanes are included with road construction projects within the city limits of Davenport. *[9J-5.007(3)(c)3,5]*
- Policy 2.3:** The City will continue to require new commercial and residential developments to provide and dedicate sidewalks. Where feasible, new sidewalks should be linked to Davenport's existing sidewalk system. *[9J-5.007(3)(c)3,5]*
- Policy 2.4:** The City shall prioritize new sidewalk construction for those areas of the City lacking an existing sidewalk network. *[9J-5.007(3)(c)3,5]*
- Policy 2.5:** In conjunction with the Recreation Element, the City shall identify and designate bicycle routes linking local roads to City park facilities and provide appropriate signage. The City shall seek to provide connections to the Polk County Trail System. *[9J-5.007(3)(c)5]*
- Policy 2.6:** Coordinate with the TPO and FDOT to provide continuous routes for bicycling and other non-motorized modes of travel. Work with the TPO in the continuing development of future recreation trails within the City limits and those which may link to unincorporated areas or adjacent municipalities, supporting and complementing the County and Regional greenways and trails network. *[9J-5.019(4)(c) 5, 6.]*
- Policy 2.7:** The City will coordinate with and participate in the Polk County Transportation Planning Organization's bicycle and pedestrian programs. *[9J-5.007(3)(c)5]*
- OBJECTIVE 3:** **THE CITY SHALL PROVIDE A SAFE TRAFFIC CIRCULATION SYSTEM THAT PRESERVES ROADWAY CAPACITY AND SAFETY BY REGULATING ACCESS POINTS AND ON-SITE TRAFFIC FLOW. *[9J-5.007(3)(B)1]***
- Policy 3.1:** The City shall continue to enforce development standards in its Land Development Regulations that regulate the location of access points and restrict the number of curb cuts per link. Land Development Regulations shall incorporate and be consistent with the applicable standards of FDOT's Access Management Standards. *[9J-5.007(3)(c)2]*

- Policy 3.2:** The City shall continue to require design standards for the safe and efficient flow of on-site traffic and for the provision of adequate parking of motorized and non-motorized vehicles. *[9J-5.007(3)(c)3]*
- Policy 3.3:** During the review of development proposals, coordinate with the Florida Department of Transportation and Polk County to assure that such proposals, abutting a state or county maintained facility, provide safe and efficient access. *[9J-5.007(3)(c)3]*
- OBJECTIVE 4:** **THE CITY SHALL COORDINATE ITS TRAFFIC CIRCULATION SYSTEM WITH THE FUTURE LAND USE ELEMENT OF THIS COMPREHENSIVE PLAN. *[9J-5.007(3)(B)2]***
- Policy 4.1:** The traffic circulation system will support the designations and concepts of the Future Land Use Element of this Comprehensive Plan. *[9J-5.007(3)(c)2,3,4,5]*
- OBJECTIVE 5:** **THE CITY SHALL COORDINATE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION AND THE POLK TPO IN ORDER TO MITIGATE CAPACITY IMPACTS. *[9J-5.007(3)(B)3]***
- Policy 5.1:** The City shall request the Florida Department of Transportation or Polk County to submit any proposed facility plans affecting segments of state and/or county-maintained roadways within the City limits of Davenport for consistency review. *[9J-5.007(3)(c)1]*
- Policy 5.2:** The City shall coordinate with the Polk TPO to ensure consistency between the City's Transportation Element and the adopted long range transportation plans for Polk County. *[9J-5.007(3)(c)1]*
- OBJECTIVE 6:** **THE CITY SHALL COORDINATE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION, THE POLK TRANSPORTATION PLANNING ORGANIZATION, AND POLK COUNTY TO ASSURE RIGHT-OF-WAY AVAILABILITY FOR CAPACITY EXPANSION. *[9J-5.007(3)(B)4]***
- Policy 6.1:** The City shall require minimum structural setbacks for all new development and redevelopment within the City limits that abuts a State, County, or City roadway in order to provide right-of-way availability. *[9J-5.007(3)(c)4]*

OBJECTIVE 7: SUPPORT OF PUBLIC TRANSIT

THE CITY WILL PROMOTE ACCESS TO AND RIDERSHIP ON THE COUNTYWIDE BUS SYSTEM, COORDINATING WITH TRANSIT PROVIDERS TO LOCATE STOPS AND TERMINALS NEAR MAJOR TRIP GENERATORS AND EMPLOYMENT CENTERS, AND COORDINATING WITH THE MULTI-MODAL PLANS OF POLK COUNTY FOR TRANSIT SUPPORTIVE DEVELOPMENT AREAS WHICH INCLUDE TRANSIT CORES, TRANSIT CENTERS, AND TRANSIT CORRIDORS. [9J-5.019(4)(B)4.]

Measurable Targets: Number of new businesses and residential units locating on transit routes.

Policy 7.1: The City will promote the development of future major trip generators and employers on transit routes, to decrease the number of vehicle trips within the City, and to accommodate the transportation disadvantaged, including the elderly and those without a vehicle. *[9J-5.019(4)(c) 9, 12.]*

Policy 7.2: The City will coordinate with the Polk Transit Authority and participate in the planning process in order to provide Davenport with improved transit connectivity with other parts of Polk County as well as regional transportation hubs and facilities. *[9J-5.019(4)(c) 11.]*

Policy 7.3: The City shall support the Polk County multi-modal transportation system by being designated as a Transit Supportive Development Area (TSDA), which includes transit centers along travel corridors connecting Davenport to other TSDAs.

Policy 7.4: The City will coordinate with the Polk TPO, FDOT, and transit providers to implement plans for park-and-ride lots, as identified in Transportation Improvement Plans and long range transportation Plans, as updated. *[9J-5.019(4)(c) 6, 11, 13.]*