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3 **CHAPTER 3**
4 **TRANSPORTATION ELEMENT**
5 **GOALS, OBJECTIVES, AND POLICIES**
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8 **III-1. GOALS, OBJECTIVES, AND POLICIES GOAL STATEMENT: A SAFE, CONVENIENT AND**
9 **EFFICIENT MOTORIZED AND NON-MOTORIZED MULTI-MODAL TRANSPORTATION SYSTEM**
10 **SHALL BE AVAILABLE FOR ALL RESIDENTS AND VISITORS TO THE CITY.**
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12 OBJECTIVE III-I. In cooperation with the FDOT, Volusia County, and the River to Sea TPO, to
13 provide a safe, convenient, and efficient multimodal transportation system through the
14 establishment of minimum level of service standards and the joint provision of non-motorized
15 transportation facilities with proposed road improvements, and to provide high-volume, multi-
16 lane facilities with access controls, as needed, to preserve the through traffic carrying capacity
17 of the facilities.
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19 **Policy III.1.1. Minimum Level of Service Standards – City Jurisdiction.** The City of Lake Helen
20 hereby adopts a peak hour level of service maximum volume of “D” and a Generalized Daily
21 Level of Service Maximum Volume of “D” for all streets and roads under its jurisdictional
22 control.
23

24 **Policy III.1.2. Minimum Level of Service Standards – Volusia County Jurisdiction.** The City of
25 Lake Helen hereby adopts a peak hour level of service maximum volume of “E” and a
26 Generalized Daily Level of Service Maximum Volume of “E” for all County of Volusia streets and
27 roads located within the corporate limits of the city.
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29 **Policy III.1.3. Minimum Level of Service Standards – FDOT Jurisdiction.** The City of Lake Helen
30 hereby adopts a peak hour level of service maximum volume of “D” and a Generalized Daily
31 Level of Service Maximum Volume of “D” for all roads within the corporate limits of the city
32 which are maintained by the state of Florida.
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34 **Policy III.1.4. Coordination of Level of Service Standards.** Level of service standards established
35 by (2) and (3) above are those LOS standards established by agencies having operational and
36 maintenance responsibility for the respective traffic ways and are subject to being amended so
37 as to agree with any change by these agencies.
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39 **Policy III.1.5. Priority Ranking Guidelines.** Projects to improve the multi-modal transportation
40 system under the jurisdictional control of the City of Lake Helen will be evaluated and assigned
41 a priority ranking according to the following guidelines:
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- 43 A. whether the project supports the Future Land Use Element of the comprehensive land
44 use plan of the city;
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46 B. whether the project is needed to meet a legal commitment to provide facilities and
47 services for residents of the city;
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49 C. whether the project is needed to achieve or preserve full use of existing facilities under
50 the jurisdictional control of the city;
51
52 D. whether the project increases the efficiency of use of existing facilities, prevents or
53 reduces future improvement costs, provides service to developed areas lacking in full service;
54 or
55
56 E. whether the project is needed to provide service to a designated urban service area
57 administered to by the City of Lake Helen.
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59 **Policy III.1.6. LOS Deficiency Ranking.** Projects demonstrating a deficiency in the assigned level
60 of service standard shall be assigned a higher priority ranking than all other projects.
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62 **Policy III.1.7. Fiscal Policies.** The City of Lake Helen shall enact fiscal policies that will ensure
63 that funding is available to correct all known and projected deficiencies in existing level of
64 service standards for roads and streets under the jurisdictional control of the city.
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66 **Policy III.1.8. Right of Way Acquisition.** Rights-of-ways required to support existing and
67 projected traffic circulation needs will be acquired by the city through purchase or dedication
68 and no use of such is authorized other than that for which the land area was originally acquired.
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70 **OBJECTIVE III-2. Projected multi-modal transportation system demands shall be included in**
71 **the Five-Year Schedule of Improvements and evaluated annually thereafter to ensure that**
72 **projects demonstrating a priority need are included in the forthcoming Five-Year Schedule of**
73 **Improvements.**
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75 **Policy III.2.1. Schedule of Improvements.** Those projects identified at Table III-4 of this Element
76 shall be included in the Five-Year Schedule of Improvements.
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78 **Policy III.2.2. Annual Evaluation.** The annual evaluation of the Five-Year Schedule of
79 Improvements shall consider all multi-modal transportation system demands created by
80 growth, and all known or anticipated developments.
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82 **OBJECTIVE III-3. The City of Lake Helen shall continue to develop, enact and implement**
83 **regulations to ensure that funding for improvements to the multi-modal transportation**
84 **system shall be commensurate with resource availability.**

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86 Policy 3.1. **Intergovernmental Transfer Revenues.** All intergovernmental transfer revenues
87 received by the city which are restricted by law to maintenance, repair and operation of streets
88 and roads shall be identified within the budgets of the City of Lake Helen for that intended
89 purpose so that planning for their use is facilitated.

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91 Policy 3.2. **Development Fee Revenues.** All development fee revenues received by the City of
92 Lake Helen shall be accounted for in such a manner as to ensure that these funds are utilized to
93 support that development which generated the revenues.

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95 Policy 3.3. **Review of Development Fees.** The City of Lake Helen shall review its development
96 fee resolution on an annual basis to ensure that all development within the city is assessed an
97 equitable pro rata share of the costs associated with providing the required traffic circulation
98 system services.

99
100 Policy 3.4. **Timing of Roadways.** The City of Lake Helen shall continue to develop, enact and
101 implement regulations designed to ensure that the required streets and roads are in place at
102 the time a need for such services are generated.

103
104 Policy 3.5. **DRI Proportionate Share.** Allow multi-use developments of regional impact (DRI's)
105 to satisfy the transportation requirements of this comprehensive plan, transportation
106 concurrency requirements, and Section 380.06 of the Florida Statutes by providing a
107 proportionate share contribution for local and regional traffic impacts, provided the following is
108 met:

- 109
- 110 A. The DRI contains an integrated mix of uses and at least 300 residential units.
 - 111 B. The DRI is designed to encourage pedestrian or other non-automotive modes of
112 transportation.
 - 113 C. The proportionate-share contribution for local and regionally significant traffic impacts
114 is sufficient to pay for one or more required improvements that will benefit a regionally
115 significant transportation facility.
 - 116 D. The owner and developer of the development of regional impact pays or assures
117 payment of the proportionate-share contribution.
 - 118 E. If the regionally significant transportation facility to be constructed or improved is under
119 the maintenance authority of a governmental entity, as defined by Section
120 334.03(12)F.S., other than the local government with jurisdiction over the development
121 of regional impact, the developer is required to enter into a binding and legally
122 enforceable commitment to transfer funds to the governmental entity having
123 maintenance authority or to otherwise assure construction or improvement of the
124 facility.

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126 The proportionate-share contribution may be applied to any transportation facility to satisfy
127 transportation concurrency. The amount of the proportionate-share contribution shall be
128 calculated based upon the cumulative number of trips from the proposed development
129 expected to reach the significant and adverse roadways during the peak hour from the
130 complete build out of a stage or phase being approved, divided by the change in the peak hour
131 maximum service volume resulting from construction of any improvement necessary to
132 maintain the adopted level of service, multiplied by the construction cost at the time of
133 developer payment, of the improvement necessary to maintain the adopted level of service.
134 For purposes of this subsection, “construction cost” includes all associated costs of the
135 improvement.

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137 **OBJECTIVE III-4. The City of Lake Helen shall continue to develop, enact and implement land**
138 **development regulations which provide for the establishment and regulation of adequate**
139 **parking areas for motorized and non-motorized vehicles.**

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141 Policy 4.1. **Adequate Parking.** The City of Lake Helen shall continue to develop, enact and
142 implement regulations that ensure the provision of adequate parking areas to accommodate all
143 vehicular traffic, both motorized and non-motorized.

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145 Policy 4.2. **Parking Needs.** The City of Lake Helen shall review all development for
146 accommodations of vehicular traffic parking needs, both motorized and non-motorized.

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148 **OBJECTIVE III-5. The City of Lake Helen shall develop, enact and implement land development**
149 **regulations which ensures that bicycle and pedestrian ways shall be provided and regulated**
150 **in a manner sufficient to ensure safe, convenient non-motorized traffic circulation.**

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152 Policy 5.1. **Adequate Bicycle and Pedestrian Ways.** The City of Lake Helen shall develop, enact
153 and implement regulations that provide or require the establishment of adequate bicycle and
154 pedestrian ways for safe and convenient access to schools and recreational areas.

155
156 Policy 5.2. **Development Review.** The City of Lake Helen shall review all development for
157 accommodation of bicycle and pedestrian traffic needs.

158
159 **OBJECTIVE III-6. The City of Lake Helen shall continue to develop, enact and implement land**
160 **development regulations which ensures that the multi-modal transportation system within**
161 **the City of Lake Helen shall emphasize safety and aesthetics.**

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163 Policy III.6.1. **Design Criteria.** The City of Lake Helen shall continue to develop, enact and
164 implement regulations which establish design criteria for landscaping and signage along new
165 roadways.

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168 Policy III.6.2. **Access Management.** Access points to roadways shall be controlled. Access
169 points to Interstate 4 shall be authorized by the Florida Department of Transportation. Access
170 points to those streets and roads within the city that are maintained by Volusia County will be
171 authorized by that agency. Access points to local streets and roads under the jurisdiction of the
172 City of Lake Helen will be subject to review and approval by the Planning and Land
173 Development Regulation Commission during the site review process.

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175 **OBJECTIVE III-7. The City of Lake Helen shall continue to develop, enact and implement**
176 **procedures which ensures that multi-modal transportation system planning be consistent**
177 **with the Future Land Use Element of the comprehensive land use plan for the City of Lake**
178 **Helen and shall be coordinated with all other agencies exercising a traffic planning function**
179 **which impacts upon the traffic circulation within the city.**

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181 Policy 111.7.1. **Multimodal Transportation System.** The Future Land Use Element and the
182 future land use map or map series associated therewith, both of which are contained in the City
183 of Lake Helen's Comprehensive Land Use Plan, shall be the basic documents upon which future
184 multi-modal transportation system planning for the city is based. The City of Lake Helen
185 hereby adopts Map 3-3, "Future 2035 Multimodal Transportation System Map", as the City's
186 future multimodal transportation system map.

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188 Policy 111.7.2. **Coordination with FDOT.** The FDOT 5-Year Transportation Plan shall be
189 reviewed annually by the City of Lake Helen for proposed actions which create an impact upon
190 multimodal transportation system within the city.

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192 Policy III.7.3. **Coordination with TPO.** The City of Lake Helen shall actively participate in the
193 traffic planning deliberations of the River to Sea Transportation Planning Organization so as to
194 ensure that the needs of the city are duly considered by that agency.

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196 Policy III.7.4. **Notification.** The city shall ensure that residents of the city are afforded
197 an opportunity to participate in transportation planning by ensuring that the intent of the
198 city to take such action is published in a newspaper having a circulation within the city.

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200 Policy III.7.5. **Transportation System.** The Future Land Use Map shall delineate all arterial and
201 collector roadways on the City's Future Multimodal Transportation System Map. Land Use
202 pattern and development densities and intensities illustrated on the Future Land Use Map shall
203 be designed to minimize motorized traffic impacts on residential local roads while directing
204 impacts generated by higher intensity land uses to arterial and collector roads with adequate
205 capacity to serve anticipated future traffic.

206
207 Policy III.7.6. **Regulate Impacts.** The City of Lake Helen regulates the impacts created by new
208 development on adopted levels of service by implementation of the Land Development
209 Regulations that (1) require future development to comply with level of service standards, (2)

210 deny approval of or regulate the density of development according to available capacity on
211 adjacent roadways, and (3) require future development to pay an equitable share of the costs
212 necessary to support transportation facilities demanded by the development.

213
214 **Policy III.7.7. Roadway Design.** The City shall evaluate the need and amend, if necessary, the
215 Land Development Code regulations and public road design standards for bicycle travel and
216 pedestrian needs in conjunction with roadway design and improvements.

217
218 **OBJECTIVE III-8. The City of Lake Helen shall continue to develop, enact and implement**
219 **procedures which ensure that existing and future rights-of-way are protected from building**
220 **encroachment.**

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222 **Policy III.8.1. Rights-of-Way.** To protect existing and future rights-of-way from building
223 encroachment the City of Lake Helen shall undertake the following activities:

224
225 A. Reserve rights-of-way for planned roadway projects once the road alignment has been
226 established sufficient to accommodate roadway expansion, utility easements and landscaping.

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228 B. The land development regulations establish setback requirements for building
229 structures, permanent parking areas, utilities and drainage facilities that provide for
230 potential widening of the roadway as well as minimizing potentially adverse impacts from
231 noise, narrow pedestrian walkways, and the close proximity of traffic to habitable structures.

232
233 C. Require dedication of necessary rights-of-way and easements from a development
234 prior to approval.

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236 **OBJECTIVE III-9: MULTIMODAL LEVEL OF SERVICE.** The City of Lake Helen shall establish level
237 of service standards for non-automobile modes of transportation, including pedestrian, bicycle
238 and transit. These level of service standards are not regulatory, but provide a basis to monitor
239 congestion and coordinate improvements when physically and fiscally possible.

240
241 **Policy III-9.1: Pedestrian Level of Service Classifications.** The City of Lake Helen hereby adopts
242 the following level of service classifications for pedestrian facilities within its jurisdiction:

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LOS	Facility	Amenities	Conflicts	Maintenance
A	Sidewalks continuous on both sides. Min. width 5'.	Buffer (min. width 3'), shade trees, benches & pedestrian scale lighting.	Crossing width 18.3 m (60') or less. Posted speed 40 mph or less. Medians present. Crosswalks, signals and crossing guards at major intersections.	No problems.

B	Sidewalks continuous on one side. Min. width 5'.	Intermittent shade trees and benches. Pedestrian scale lighting.	Crossing width 18.3 m (60') or less. Posted speed 40 mph or less. Crosswalks and signals at major intersections.	No problems.
C	Sidewalks non-continuous on both sides. Min. width 4'.	Intermittent shade trees, benches & lighting.	Posted speed 45 mph or less. Crosswalks and signals at major intersections.	Minor or infrequent problems.
D	Sidewalks non-continuous on one side. Min. width 4'.	Intermittent shade trees & lighting.	Posted speed 45 mph or less. Limited crosswalks and signals.	Minor or infrequent problems.
E	Sporadic provision. Min. width 3'.	None	Limited crosswalks and signals. No reduced speed limits.	Major or frequent problems.
F	None	None	No signalized crossings or reduced speed limits.	N/A

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Policy III-9.2: Pedestrian Level of Service. The City of Lake Helen has jurisdiction in setting the LOS for pedestrian facilities and adopts LOS D.

Policy III-9.3: Bicycle Level of Service Standards. The City of Lake Helen hereby adopts the following level of service classifications for bicycle facilities within its jurisdiction:

LOS	Facility	Connectivity	Conflicts	Maintenance
A	Completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal interruption by motorists. Minimum width 8 ft.	Bike paths connect residential areas with education facilities, recreation areas, retail and employment areas.	Minimal.	No problems.
B	Restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles. Minimum five-foot striped and/or signed lane.	Bike paths connect residential areas with education facilities, recreation areas, retail and employment areas.	Vehicle parking and cross flows by pedestrians and motorists permitted. Posted speed 40 mph or less. Crosswalks and signals at major intersections.	No problems.
C	Restricted right-of-way	Bike paths connect	Vehicle parking	Minor or

	designated with a single direction bike path on either side of all travel lanes for the exclusive or semi-exclusive use of bicycles. Minimum 4' striped lane and/or signed lane. One side only	residential areas with majority of education facilities, recreation areas, retail and employment areas.	and cross flows by pedestrians and motorists permitted. Posted speed 45 mph or less. Crosswalks and signals at major intersections.	infrequent problems.
D	Areas where bicycles share the road with other modes of travel (hard shoulders).	Limited connection between residential areas, education facilities, recreation areas, retail and employment areas.	Posted speed 45 mph or less. Crosswalks and signals at major intersections.	Minor or infrequent problems.
E	Areas where bicycles share the road with other modes of travel (hard shoulders).	Sporadic connection between residential areas and local facilities.	Limited crosswalks and signals. No reduced speed limits.	Major or frequent problems.
F	No designated bike paths.	N/A	No signalized crossings or reduced speed limits.	N/A

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252 **Policy III-9.4: Bicycle Level of Service.** The City of Lake Helen has jurisdiction in setting the LOS
253 for bicycle facilities and adopts LOS D.

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255 **Policy III-9.5: Transit Level of Service Standards.** The City of Lake Helen hereby adopts the
256 following level of service classifications for transit service and facilities within its jurisdiction:
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LOS	Availability	Frequency & Reliability	Safety & Comfort	Accessibility & Affordability
A	Weekday service available	Less than two vehicles per hour, or peak hour provision only. Information on routes, schedules, fares, connections, and destinations available at stops.	Clean bus shelters and enclosed waiting areas. Shade trees and awnings. Well lit waiting areas.	Stops within walking or cycling distance of destinations. Payment options available
B	Weekday service available	Less than two vehicles per hour, or peak hour provision only. Information on routes, schedules, fares, connections, and destinations available online and/or select locations.	Covered shelters at some stops. Well lit waiting areas.	Stops within walking or cycling distance of destinations. Payment options available.
C	Weekday service	Less than one vehicle	Covered shelters at some	Stops within walking

	available	per hour or peak hour provision only. Information on routes, schedules, fares, connections, and destinations available online and/or select locations.	stops.	or cycling distance of destinations.
D	Weekday service and paratransit demand service available.	Less than one vehicle per hour or peak hour provision only. Information on routes, schedules, fares, connections, and destinations available online and/or select locations. Reservations required for paratransit service.	Very limited facilities. Door to door service available with paratransit service.	Stops within walking or cycling distance of destinations.
E	On demand service available	No set route. Reservations required for door to door service.	Door to door service available.	Door to door service available. Fixed price.
F	No service available	N/A	N/A	N/A

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Policy III-9.6: Transit Level of Service. The City of Lake Helen has jurisdiction in setting the LOS for transit facilities and service, and adopts LOS E.

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Policy III-9.7: Partner with Volusia County, the River to Sea TPO and FDOT to pursue funding opportunities to improve the pedestrian network.

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OBJECTIVE III-10: ADDRESS THE PROVISION OF EFFICIENT PUBLIC TRANSIT SERVICES

Upon adoption of the Comprehensive Plan, the City shall ensure the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses, and accommodation of the special needs of the transportation disadvantaged.

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Policy III-10.1: Public Transit. Address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses and accommodation of the special needs of the transportation disadvantaged.

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OBJECTIVE III-11: COORDINATE THE TRANSPORTATION SYSTEM WITH APPROPRIATE AGENCIES

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Upon adoption of the Comprehensive Plan, the City shall ensure coordination with the River to Sea Transportation Planning Organization (TPO), Expressway authority, Florida Transportation Plan, and the Florida Department of Transportation’s Adopted Work Program.

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Policy III-11.1: Five-Year Transportation Improvement Program.

The City of Lake Helen does not currently have any transportation improvement identified on their Five-Year Schedule of Capital Improvements. While the City, in conjunction with the TPO and Volusia County, does plan to make improvements in the way of, for example, traffic operation improvements. There are no improvements that relate to level of service. Should any State, County, or TPO road projects be scheduled for roads within Lake Helen's boundaries that relate to level of service, those improvements shall be listed in the Five-Year Schedule of Capital Improvements.

Policy III-11.2: FDOT Five-Year Work Program Requests.

There are currently no requests.

Policy III-11.3: State and County Proposed Plans and Improvements.

The City of Lake Helen shall annually analyze transportation plans and programs of the FDOT, ECFRPC, and Volusia 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 that pertain to transportation.

Policy III-11.4: Monitor Transportation System.

The City of Lake Helen has adopted a concurrency management system that establishes procedures to annually monitor the available capacity on all collector and arterial roads. The City shall use the most recent traffic count figures recorded by Volusia 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 may be required in the development review process.