
TRANSPORTATION ELEMENT GOALS, OBJECTIVES, AND POLICIES

PURPOSE

Pursuant to Chapter 163.3177(6)(b), the purpose of the Transportation Element is to plan for a multi-modal transportation system that places an emphasis on transportation circulation.

GOAL 7-1 PROVIDE MOTORIZED AND NON-MOTORIZED TRANSPORTATION SYSTEMS

Provide a safe, convenient, efficient, and environmentally compatible motorized and non-motorized transportation system for the movement of people and goods in the City.

§163.3177(6)(b)1.F.S.

Objective 7-1.1 Adopt Level of Service Standards for City Roads

Upon the effective date of the Plan, the City shall adopt the following level of service (LOS) standards for all roads in the City for the purpose of determining existing and future roadway needs. §163.3177(6)(b)1 and §163.3180(5) F.S.

Policy 7-1.1.1 Adopt Level of Service Standards for City Roads

For all City roads, the City hereby adopts a minimum peak hour level of service (LOS) standard of D, based on the Florida Department of Transportation (FDOT) methodology for determination of LOS, as measured by peak hour traffic volume. The City shall maintain the level of service on City roads within five percent (5%) of LOS D.

Policy 7-1.1.2 Adopt Level of Service Standards

For US 1, the City hereby adopts a level of service (LOS) standard of C based on the methodology developed by the US 1 LOS Task Force for analyzing the LOS on US 1 in the City. This methodology replaces a peak hour volume standard for US 1. The level of service on US 1 shall be maintained within five percent (5%) of LOS C.

Policy 7-1.1.3 Address Short Term and Long Term Strategies to Reduce Clearance Time

The City shall address short term and long term strategies to reduce clearance time and coordinate permit allocations by implementing the following program in coordination with FDOT, DEO and other local governments in the Keys:

Short Term

- a. Revise the data and analysis to identify interim transportation system management (TSM) strategies which can be implemented prior to June 1, 2005 (beginning of

- the 2005 hurricane season), to reduce clearance time not to exceed 24 hours or minimum State requirement; estimate reduction in clearance time that will result from the proposed TSM strategies; and specify the operational requirements to implement the TSM strategies and identify any preliminary actions, such as purchase of equipment, which must occur prior to June 1, 2005.
- b. Begin the process with the assistance of DEO and FDOT to enter into an interagency/interlocal agreement with the intent to execute the agreement prior to the start of the hurricane season in order to adopt the TSM strategy as a joint proposal, specify agency/local government responsibilities for implementing the TSM strategy, including shared funding, based on the data and analysis, and determine the share of interim permit allocations available for each jurisdiction base on the estimated reduction in clearance times.

Long Term

- a. Cooperate with DEO, FDOT, and affected local governments and the Tourist Development Council to achieve consensus on long term strategies to further reduce clearance time and accommodate proposed allocations Keys-wide through the Year 2020 and revise any short term interagency/interlocal agreements to provide a schedule for implementing strategies, specify responsibilities for implementing the strategy, including shared funding, and determine the share of allocation available for each jurisdiction based on the ability to maintain clearance time at or below 24 hours,
- b. Amend data and analysis and plan to incorporate strategy and revise the Capital Improvements Schedule to incorporate necessary transportation projects adopted for Marathon.
- c. Coordinate with the FDOT and the County, to continue the systematic traffic monitoring program initiated in March 1991, on an annual basis, to monitor peak season traffic volumes at permanent count stations and travel speeds on each study segment of US 1 within the City, and to determine the cumulative impact of development and through traffic. The City shall use the methodology developed by the US 1 LOS Task Force for conducting this analysis and shall request that the Task Force, which shall include representatives from the City, update and refine the methodology's assumptions on a periodic basis when new data becomes available.
- d. The City shall request FDOT to conduct a travel survey which identifies local and visitor travel patterns and frequency rates for all transportation modes; trip origins and destinations; trip generation rates for the City's households (permanent and seasonal residents); and tourism and retail-oriented businesses. As such, this survey shall identify the proportion of vehicular traffic passing through Marathon to other destinations in the Florida Keys or the mainland. This data shall be used to identify the policy implications of existing and projected tourist versus resident generated traffic impacts, and the statistical effects of the growth policies of other jurisdictions on Marathon traffic levels, as well as aid planning for commercial redevelopment, pursuant to the Future Land Use Element of the Plan.

Objective 7-1.2 Ensure Sufficient Capacity for Development

The City shall ensure that all City roads have sufficient capacity to serve development at the adopted LOS standards concurrent with the impact of said development. §163.3177(6)(b)1.F.S. and §163.3180(5) F.S.

Policy 7-1.2.1 Regulate Development to Maintain the Adopted LOS

The City shall not issue a development order or permit for new development projects that, in combination with all other development, would significantly degrade the LOS below the adopted LOS standards. A five percent (5%) projected decrease in travel speeds is a significant degradation in the level of service on US 1. Traffic volume that exceeds the LOS D standard by more than five percent (5%) is a significant degradation in the level of service on any other road.

Policy 7-1.2.3 Coordinate the TSM and TDM with FDOT

The City shall coordinate with FDOT and Monroe County to discuss programming the recommended Transportation System Management (TSM) and Transportation Demand Management (TDM) improvements as identified in the Data and Analysis Section of the Transportation Element.

Policy 7-1.2.4 Surplus of FDOT Properties

The City shall request FDOT prevent the surplus of FDOT properties, which may be required to implement traffic circulation policies and goals. In the event that there are surplus FDOT properties that would assist the City in implementing traffic circulation policies and goals, the City shall request that FDOT convey the property to the City prior to offering its conveyance to any third party.

Policy 7-1.2.5 Resolve Traffic Problems

The City shall request that FDOT develop conceptual plans for resolving the traffic problems within the municipal boundaries identified by the US 1 evaluation conducted in coordination with citizen's groups of each area.

Objective 7-1.3 Encourage Bicycle and Pedestrian Paths

In order to provide for bicycle and pedestrian travel that is safe, convenient, and efficient, the City shall assist, encourage, and provide bicycle and/or pedestrian paths. §163.3177(6)(b)1. F.S.

Policy 7-1.3.1 Prepare Bicycle Path and Pedestrian Improvement Plan

The City shall plan for coordinated bicycle path and pedestrian way improvements emphasizing access to schools, parks, and shopping centers, which supplement the Florida Keys Overseas Heritage Trail Master Plan.

Policy 7-1.3.2 Develop a Pedestrian and Bicycle Path Network

The City shall promote a systematic approach to the development of a pedestrian and bicycle path network. The City shall also investigate the increased use of golf carts and alternative transportation means by the public and private sectors in order to improve energy efficient trans-

portation links between major activity areas such as residential neighborhoods, schools, employment centers, shopping areas, resorts and parks and recreational areas.

Policy 7-1.3.3 **Require Proportionate Fair-Share Assessment Impact Fees**

Within one year of the effective date of the Plan, the City shall adopt revisions to the Land Development Regulations that require proportionate fair-share assessment impact fees, including the costs for building bicycle and pedestrian paths along US 1.

Objective 7-1.4 **Enhance US 1 Scenic Corridor**

The City shall enhance and improve the visual environment along the US 1 Scenic Corridor.
§163.3177(6)(b)1. F.S.

Policy 7-1.4.1 **Regulate US 1 Setbacks**

The City shall continue to maintain Land Development Regulations which ensures that development along the scenic corridors of US 1 provides the landscaping and setbacks necessary to minimize impacts on the visual environment.

Policy 7-1.4.2 **Regulate Signage**

The City shall continue to maintain Land Development Regulations, which include provisions to minimize the impacts of signs on the scenic beauty of the City.

Objective 7-1.5 **Coordinate Transportation Plans**

The City shall ensure that its transportation plans are coordinated with the plans and programs of appropriate State agencies and local governments, and are consistent with State and Federal regulations that require protection of environmental resources. §163.3177(6)(b)1.F.S.

Policy 7-1.5.1 **Coordinate with FDOT on the Five Year Work Program**

Each year, prior to the update of the FDOT Five Year Work Program, the City shall meet with officials from FDOT District VI to review FDOT proposals for and recommend additional improvements to all eligible roads.

Policy 7-1.5.2 **Evaluate Annual Facilities Report**

The City and other applicable jurisdictional agencies shall upon the release of the Annual Facilities Report evaluate areas classified as marginally adequate or ones that are more than 50% below LOS standards to address future growth decisions which cross political boundaries.

Policy 7-1.5.3 **Review Proposals for Consistency with the Plan**

Through the development review process, and in coordination with FDOT, the City shall ensure that all roadway improvements shall be consistent with the policies of this Plan.

Objective 7-1.6 Protect Rights-of-Way

In order to provide for the protection of existing and future rights-of-way, the City shall implement the following policies. §163.3177(6)(b)1. F.S.

Policy 7-1.6.1 Participate in FDOT Right-of-Way Planning and Preservation

The City shall provide specific right-of-way width information for the critical segments of US 1 in the City to the FDOT where roadway improvements may be required to reduce hurricane clearance times. Further, the City shall participate in right-of-way planning and preservation efforts including, but not limited to, the Florida Keys Overseas Heritage Trail State Park and the FDOT corridor-wide master plan for District VI.

Policy 7-1.6.2 Use of City Rights-of-Way

The City shall continue to maintain Regulations regulating use of public rights-of-way.

Objective 7-1.7 Promote Safe and Efficient Motorized Transportation

The City shall promote a safe, convenient, and efficient, motorized transportation system. §163.3177(6)(b)1.) F.S.

Policy 7-1.7.1 Control Connections and Access Points

The City shall coordinate with FDOT to control the connections and access points along all segments of US 1 per their respective access classifications, consistent with the guidelines established by the FDOT in Rule 14-97 “State Highway System Access Management Classification and Standards”. Within one year of the effective date of the Plan, the City shall, through the Land Development Regulations, ensure that future driveway and roadway connections to US 1 provide for shared driveway access and minimum use of new curb cuts, where appropriate, as provided in Rule 14-97 F.A.C.

Policy 7-1.7.2 Provide for Safe and Convenient Traffic Flow and Parking

The City shall continue to maintain Land Development Regulations to include guidelines and criteria consistent with nationally recognized standards that provide for safe and convenient on-site traffic flow, and adequate pedestrian ways and sidewalks, as well as sufficient on-site and off-site parking for motorized and non- motorized vehicles.

Policy 7-1.7.3 Require All Necessary Road Connection Permits

The City shall continue to maintain Land Development Regulations that establish criteria to require all necessary road connection permits be obtained prior to the issuance of a City permit.

GOAL 7-2 MASS TRANSIT

To provide a coordinated surface transportation system for transportation disadvantaged people within the City and to encourage such a system for all residents and guests. §163.3177(6)(b) F.S. §163.3180(5) F.S.

Objective 7-2.1 Encourage Transit Service

The City shall encourage the provision of transit service for all residents to major trip generators. §163.3177(6)(b) F.S.

Policy 7-2.1.1 Ensure High Intensity Uses Accommodate Traffic Needs

The City shall continue to maintain Land Development Regulations requiring, where appropriate, high intensity uses be built to accommodate mass transit by being designed to include such features as adequate turning radii for large vehicles, direct access to sheltered areas with seating that can serve as a bus stop, and pedestrian access to adjacent properties. Specific trip thresholds shall be addressed in the Land Development Regulations.

Policy 7-2.1.2 Support ADA Compliance

Through development review, the City shall ensure compliance with the Florida Accessibility Code for Building Construction pertaining to the establishment of accessible routes for new developments.

Policy 7-2.1.3 Encourage Links to Transportation Hubs

The City shall encourage development of a transit system that links other hubs of transportation, such as Marathon Airport, Boot Key Harbor City Marina and designated off-site parking areas, with trip destinations in a connected, continuous manner to provide an integrated transportation system. 9J-5.019(4)(c)8

Policy 7-2.1.4 Encourage Clustering of Major Trip Generators

The City shall continue to maintain Land Development Regulations that favor the clustering of major trip generators and transit oriented uses.

Policy 7-2.1.5 Encourage Bicycle/Pedestrian Interconnection Paths

The City shall continue to maintain Land Development Regulations that encourage all developers to assist the transition to transit by such efforts as providing car pools, transit facilities, and pedestrian/bicycle paths. Resort redevelopment proposals shall be required to the maximum extent practicable to provide bicycle/ pedestrian interconnection paths to surrounding areas to decrease road traffic.

Policy 7-2.1.6 Continue To Seek Funds for the Transportation Disadvantaged

The City shall continue to seek funds for the transportation disadvantaged and other transit and paratransit operations from all applicable Federal, State, and other sources and shall continue to provide gas tax revenues to public transit and/or paratransit services.

Policy 7-2.1.7 Encourage Public and Private Transit and Paratransit Services

The City shall encourage the operation of public and private transit and paratransit services and shall seek legislation to exempt transit facilities such as terminals and repair shops from the US 1 concurrency requirements.

GOAL 7-3 AVIATION FACILITIES

The City shall provide aviation facilities to all existing and future residents and guests in a manner that maximizes safety, convenience, economic benefit, environmental compatibility, and consistency with other elements of the Plan. §163.3177(6)(b)4 F.S.

Objective 7-3.1 Coordination of Airport Facilities

The expansion of existing or new airport and airstrip facilities shall be coordinated with the Future Land Use, and Conservation and Coastal Elements. §163.3177(6)(b)4 F.S.

Policy 7-3.1.1 Ensure Consistency with the Plan

The Marathon Airport expansion shall to be consistent with the needs identified in the updated airport master plan.

Policy 7-3.1.2 Protect Environmentally Sensitive Lands

Development activities to construct or expand airport or airstrip facilities shall not take place in environmentally sensitive areas, as identified and defined in the Conservation and Coastal Element, unless a viable alternative is not available. Mitigation and restoration shall occur when there is no other alternative than to disturb environmentally sensitive areas.

Policy 7-3.1.3 Protect the Airport Hammock Buffer

The City shall coordinate with Monroe County to ensure that the existing hammock along Aviation Boulevard is maintained and remains as a buffer between the Marathon Airport and the residences to the north.

Policy 7-3.1.4 Regulate Development Adjacent to the Airport

The City shall continue to maintain Land Development Regulations to regulate structure height and to require the structures to be lit during the day and night. Whenever possible, tall structures shall be located in close proximity to each other and away from populated areas so as to not pose a threat to aircraft. The City shall continue to prohibit structures and activities that interfere with the operation of aircraft at airports and airstrips, whether public or private. Such structures and activities include, but are not limited to, tall structures, smoke, tall trees or other visibility hazards, and electromagnetic radiation. The City shall adopt Land Use District or Zoning Maps depicting the control surfaces around public and private airports. Additionally, the City shall adopt Land Development Regulations to regulate new structures and the use of land within close proximity of the 65 LDN contour around public airports to reduce land uses susceptible to the adverse effects of airport noise; the specific distance from the contour shall be defined by the Land Development Regulations.

Policy 7-3.1.5 Maintain and Update the Marathon Noise Exposure Maps

The City shall maintain and update the Marathon Noise Exposure Maps and implement measures to minimize the adverse impacts of noise on the surrounding community.

Policy 7-3.1.6 Establish Effective Coordination Strategies

The City shall establish effective coordination strategies and enter into an interlocal agreement with Monroe County to ensure all development within and adjacent to the airport facility is in compliance with all applicable regulations.

Objective 7-3.2 Coordinate Airport and Traffic Circulation

The City shall coordinate surface transportation to existing and new public airport facilities with the traffic circulation system shown on the traffic circulation maps. §163.3177(6)(b)4. F.S.

Policy 7-3.2.1 Coordinate Airport Expansion with the Traffic Circulation System

Expansion of airport or airstrip facilities or proposed facilities shall be coordinated with the necessary expansions to the traffic circulation system by requiring the access points to highways to be built to minimize adverse impacts on traffic operations.

Policy 7-3.2.2 Facilitate a Multi-modal Transportation

The City shall promote and assist in the development of connections from public airports to future transit systems to facilitate a multi-modal transportation system.

Policy 7-3.2.3 Encourage Activities that Relieve the Traffic on US 1

The City shall actively encourage the development of aviation facilities and activities that relieve the traffic on US 1 or serve as an alternative to US 1 as a means of delivering goods and services to the community.

Objective 7-3.3 Coordinate with the Federal Aviation Administration

The City shall coordinate all aviation or related facilities with the plans of the Federal Aviation Administration, military services, resource planning, and management plan prepared pursuant to Chapter 380, Florida Statutes and approved by the Governor and Cabinet, the FDOT Plan and adopted work program, and the Continuing Florida Aviation System Planning Process as adopted. §163.3177(6)(b)4. F.S.

Policy 7-3.3.1 Participate in the Continuing Florida Aviation System Planning Process

The City shall continue to participate in the development of the FDOT Five Year Plan, and the Continuing Florida Aviation System Planning Process.

Policy 7-3.3.2 Participate in the Airport Master Plan and Airport Layout Plan Update Process

The City shall monitor and participate in all updates to the airport master plan and the Airport Layout Plan pursuant to the rules of the Federal Aviation Administration.

Policy 7-3.3.3 Ensure Compliance to the Airport Master Plan

Coordinate with Monroe County to ensure that all development on and expansions of existing public airports shall be done in accordance with the Master Plan of the airport.

Objective 7-3.4 Integrate Airport Facilities and Surface Transportation

Access routes to airports or related facilities shall be integrated with other modes of surface transportation. §163.3177(6)(b)4. F.S.

Policy 7-3.4.1 Encourage Surface Transportation at the Airport

The City shall encourage the provision at public airports for surface transportation including but not limited to buses, limousines, taxicabs, automobile rentals, and parking of private cars.

Policy 7-3.4.2 Encourage Transit Links to Local Hotels and Resorts from the Airport

The City shall encourage future transit facilities to link public airports with local hotels, motels, and other major trip generators and attractors.