

Amendment No.

CHAMBER ACTION

Senate

House

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1 Representative Workman offered the following:

2
3 **Amendment**

4 Remove lines 1491-1607 and insert:

5 (b) A transportation element addressing mobility issues in
6 relationship to the size and character of the local government.
7 The purpose of the transportation element shall be to plan for a
8 multimodal transportation system that places emphasis on public
9 transportation systems, where feasible. The element shall
10 provide for a safe, convenient multimodal transportation system,
11 coordinated with the future land use map or map series and
12 designed to support all elements of the comprehensive plan. A
13 local government that has all or part of its jurisdiction
14 included within the metropolitan planning area of a metropolitan
15 planning organization (M.P.O.) pursuant to s. 339.175 shall
16 prepare and adopt a transportation element consistent with this
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17 subsection. Local governments that are not located within the
18 metropolitan planning area of an M.P.O. shall address traffic
19 circulation, mass transit, and ports, and aviation and related
20 facilities consistent with this subsection, except that local
21 governments with a population of 50,000 or less shall only be
22 required to address transportation circulation. The element
23 shall be coordinated with the plans and programs of any
24 applicable metropolitan planning organization, transportation
25 authority, Florida Transportation Plan, and Department of
26 Transportation's adopted work program.

27 1. Each local government's transportation element shall
28 address

29 ~~(b)~~ A traffic circulation, including element consisting of
30 the types, locations, and extent of existing and proposed major
31 thoroughfares and transportation routes, including bicycle and
32 pedestrian ways. Transportation corridors, as defined in s.
33 334.03, may be designated in the transportation traffic
34 circulation element pursuant to s. 337.273. If the
35 transportation corridors are designated, the local government
36 may adopt a transportation corridor management ordinance. The
37 element shall include a map or map series showing the general
38 location of the existing and proposed transportation system
39 features and shall be coordinated with the future land use map
40 or map series. The element shall reflect the data, analysis, and
41 associated principles and strategies relating to:

42 a. The existing transportation system levels of service
43 and system needs and the availability of transportation
44 facilities and services.

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45 b. The growth trends and travel patterns and interactions
46 between land use and transportation.

47 c. Existing and projected intermodal deficiencies and
48 needs.

49 d. The projected transportation system levels of service
50 and system needs based upon the future land use map and the
51 projected integrated transportation system.

52 e. How the local government will correct existing facility
53 deficiencies, meet the identified needs of the projected
54 transportation system, and advance the purpose of this paragraph
55 and the other elements of the comprehensive plan.

56 2. Local governments within a metropolitan planning area
57 designated as an M.P.O. pursuant to s. 339.175 shall also
58 address:

59 a. All alternative modes of travel, such as public
60 transportation, pedestrian, and bicycle travel.

61 b. Aviation, rail, seaport facilities, access to those
62 facilities, and intermodal terminals.

63 c. The capability to evacuate the coastal population
64 before an impending natural disaster.

65 d. Airports, projected airport and aviation development,
66 and land use compatibility around airports, which includes areas
67 defined in ss. 333.01 and 333.02.

68 e. An identification of land use densities, building
69 intensities, and transportation management programs to promote
70 public transportation systems in designated public
71 transportation corridors so as to encourage population densities
72 sufficient to support such systems.

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73 3. Municipalities having populations greater than 50,000,
74 and counties having populations greater than 75,000, shall
75 include mass-transit provisions showing proposed methods for the
76 moving of people, rights-of-way, terminals, and related
77 facilities and shall address:

78 a. The provision of efficient public transit services
79 based upon existing and proposed major trip generators and
80 attractors, safe and convenient public transit terminals, land
81 uses, and accommodation of the special needs of the
82 transportation disadvantaged.

83 b. Plans for port, aviation, and related facilities
84 coordinated with the general circulation and transportation
85 element.

86 c. Plans for the circulation of recreational traffic,
87 including bicycle facilities, exercise trails, riding
88 facilities, and such other matters as may be related to the
89 improvement and safety of movement of all types of recreational
90 traffic.

91 4. At the option of a local government, an airport master
92 plan, and any subsequent amendments to the airport master plan,
93 prepared by a licensed publicly owned and operated airport under
94 s. 333.06 may be incorporated into the local government
95 comprehensive plan by the local government having jurisdiction
96 under this act for the area in which the airport or projected
97 airport development is located by the adoption of a
98 comprehensive plan amendment. In the amendment to the local
99 comprehensive plan that integrates the airport master plan, the
100 comprehensive plan amendment shall address land use

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101 compatibility consistent with chapter 333 regarding airport
102 zoning; the provision of regional transportation facilities for
103 the efficient use and operation of the transportation system and
104 airport; consistency with the local government transportation
105 circulation element and applicable M.P.O. long-range
106 transportation plans; the execution of any necessary interlocal
107 agreements for the purposes of the provision of public
108 facilities and services to maintain the adopted level-of-service
109 standards for facilities subject to concurrency; and may address
110 airport-related or aviation-related development. Development or
111 expansion of an airport consistent with the adopted airport
112 master plan that has been incorporated into the local
113 comprehensive plan in compliance with this part, and airport-
114 related or aviation-related development that has been addressed
115 in the comprehensive plan amendment that incorporates the
116 airport master plan, do not constitute a development of regional
117 impact. Notwithstanding any other general law, an airport that
118 has received a development-of-regional-impact development order
119 pursuant to s. 380.06, but which is no longer required to
120 undergo development-of-regional-impact review pursuant to this
121 subsection, may rescind its development-of-regional-impact order
122 upon written notification to the applicable local government.
123 Upon receipt by the local government, the development-of-
124 regional-impact development order shall be deemed rescinded. The
125 traffic circulation
126

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