

# City of Bradenton Transportation Element

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## INTRODUCTION

*The City of Bradenton is an important center for commerce, regional government and waterfront access, and it has extraordinary redevelopment opportunities. The manner in which the City manages its transportation network will be important to the City’s realizing its vision. However, during the past 10 years, excess capacity in the transportation network has been consumed at an alarming rate along the major corridors. The existing processes and attitudes toward development will not be sufficient to balance capacity in the system and the demand that is placed upon it. The City’s latest Evaluation and Appraisal Report acknowledges this, and the City has taken the necessary steps to address this issue by changing how the City addresses transportation. The City is moving toward a holistic approach to transportation, by viewing the transportation network as a whole, not just automobiles.*

*One reason that the City has been successful for many decades is that quality of life issues, including transportation, have been at the forefront of public policy. An important tool for addressing quality of life issues and*

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*keeping the City a unique and diverse urban center that serves the needs of residents and visitors is the new Design Element in the City's Comprehensive Plan. The City of Bradenton does not control many of the transportation decisions that impact the roadways within its borders. To complicate the issue, the majority of traffic does not originate in the City of Bradenton. This fact creates a multi-faceted issue for the City of Bradenton –*

*“City management of the transportation network despite not having jurisdiction or the decision-making authority over the entire arterial road system.”*

*This issue will play as large a role in determining the City's ability to implement this Comprehensive Plan as the policies contained within. From a transportation planning perspective, managing relationships with the Florida Department of Transportation, Manatee County and surrounding jurisdictions will be extremely important for the City.*

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# Goals, Objectives and Policies

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## **GOAL 1      BALANCED TRANSPORTATION                  SYSTEM**

*It shall be the goal of the City of Bradenton to pursue the development of a safe, convenient, and efficient transportation system that is coordinated with the Future Land Use Map, emphasizes a multi-modal approach, and is consistent with the City's vision as outlined in this Comprehensive Plan.*

### **Objective 1.1      Multi-Modal                                  Transportation System**

A safe, convenient, and energy efficient multimodal transportation system shall be provided and displayed in the adopted Transportation Map series. The transportation system shall be consistent with the City's Future Land Use Map and Future Land Use Element, which describes the proposed population densities,

residential and employment patterns, and other land uses.

### **Policy 1.1.1      Transportation Map Series**

The Transportation Map series is hereby adopted as the future roadway system for the City of Bradenton. The Transportation Map series shall be consistent with plans prepared by the Sarasota/Manatee MPO and with the roadway system established by Manatee County.

### **Policy 1.1.2      Energy-Efficient                                  Transportation**

The City shall support multimodal transportation by developing land use plans and policies that encourage mixed-use land use patterns, pedestrian-oriented site design, and direct higher density development toward locations served by transit, all of which will also help to reduce greenhouse gas emissions through a reduction in Vehicle Miles Traveled (VMT).

### **Policy 1.1.3:      Multimodal Transportation                                  Options**

The City shall further support multimodalism by:

- Allowing increased residential density and non-residential intensity in locations served by transit;
- Planning for an appropriate mix of residential, commercial, educational, recreational, civic, and other complementary uses to allow residents and visitors to more efficiently meet daily needs while minimizing travel distances;
- Requiring sites to be designed in a manner that provides preferential, safe, and convenient access for pedestrians, cyclists, and transit users; and
- Increasing street connectivity to reduce vehicle trip lengths and create a more walkable street network.

**Policy 1.1.4 Transit-Oriented Development**

The City shall identify areas around existing and proposed transit corridors where peak headway times will promote transit ridership. The City shall investigate the development of a transit-oriented development multi-modal credit toward concurrency to be granted during development review. The developer will submit a documented study of multi-modal impacts prior to approval.

**Policy 1.1.5 Transportation Demand Management**

The City will encourage the use of Transportation Demand Management, or TDM, principles to existing and new businesses. New developments may use TDM as mitigation for transportation impacts, and they will be required to submit an annual report detailing how TDM has reduced trips. Such principles may include, but are not limited to:

- Flexible work hours
- Work-at-home
- Carpool programs
- Land use/structural design
- Parking pricing programs
- Transit subsidies
- Transit infrastructure provision
- Daycare facility provision

**Policy 1.1.6 Traffic Calming**

The City of Bradenton will investigate traffic-calming treatments for roadways identified by the Public Works Department.

Implementation of traffic-calming treatments will be evaluated on a road-by-road basis. The two primary candidates for traffic calming will be:

- Arterials and collector roadways located in the Central Business District and Urban Village areas
- Local roads in residential areas (when indicated by safety and traffic-calming studies).

**Policy 1.1.7 Downtown Parking Master Plan**

The City shall, by 2010, create a downtown parking master plan that considers not only downtown parking, but also sets aside areas of parking for beach traffic.

**Policy 1.1.8 Multi-Modal Land Development Regulations Requirements**

The City shall update the Code of Ordinances by 2012 to require the accommodation of desirable multi-modal features in site planning and design. Such features should include, but are not limited to:

- Parking requirements

- Bicycle facilities
- On-site pedestrian plans for residential and mixed-use developments
- Pedestrian access requirements
- Bicycle circulation plan, as required by the City
- Transit stop connection plans
- Incorporation of transit stops into site development proposals

**Policy 1.1.9 Cross Access and Access Management**

The City shall promote the use of cross-access agreements, access management best practices and FDOT Access Management and Driveway Permitting principles. In addition, the City will coordinate with FDOT, District 1, on developments accessing state roads.

**Policy 1.1.10 Monitoring Development**

The City will monitor development trends, transportation network functions, and multi-modal standards as part of the development

review process to ensure that new development will occur concurrent to or after provision for needed transportation, facilities or services, and in a manner consistent with the vision outlined in the Comprehensive Plan.

**Policy 1.1.11 Transportation Impact Analysis Requirements**

The City shall update the Code of Ordinances to require that Traffic Impact Analysis studies be completed for new development and redeveloped areas that address traffic, pedestrian, bicycle, and transit impacts on overall mobility, as the City determines. Agents representing new development or redevelopment activities will meet with the City prior to submittal of transportation studies to determine the appropriate criteria and modes to be studied.

**Policy 1.1.12 Implementing Regulations**

The City shall use land use zoning, the Land Development Code and other applicable regulations to coordinate the design of new roads, operational enhancements to existing roadways, and bicycle and pedestrian facilities. At a minimum, the City will review and consider revising applicable regulations to incorporate the following principles:

- The promotion of an interconnected street network.
- The installation of stop signs and intersection signalization according to the appropriate standards and practices. The conversion of two-way streets to one-way streets without full consideration of impacts to the entire transportation network.
- Access Management Best Practices

**Policy 1.1.13 Performance Measures**

In order for the City to evaluate its progress toward a safe, multi-modal transportation network, the following performance measures will be collected by the City annually:

- Transit ridership
- Crashes involving pedestrians and bicycles
- Sidewalk coverage
- Density in Central Business District
- Vehicular crashes

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**Objective 1.2 Funding the Transportation Network**

The transportation network is a shared resource. Therefore, the City shall continue to fund, through the sources identified in this element and others determined at a later date, the necessary transportation system improvements. In the funding and prioritization process, the City shall take the operating, level of service, and connectivity potential into consideration.

**Policy 1.2.1 Transportation Funding Sources**

The City shall continue to fund transportation improvements, operation and maintenance costs of city streets, sidewalks, street trees, transit systems, and bicycle and pedestrian facilities through available sources of revenue that include, but not limited to:

- State and federal funds
- Constitutional gas tax
- Local road and bridge ad valorem tax
- Local option gas tax
- Local option sales tax
- General revenue funds

- Special grants
- Special assessment districts, and/or

**Policy 1.2.2 Proportionate Share**

The City has an extensive multi-modal transportation system, funded by past and current residents and business owners. It is the City's objective is to have developments pay a proportional share of the cost of additional demands, caused by additional development, to that transportation network.

**Policy 1.2.3 Additional Funding Mechanisms**

By 2012, the City shall define and establish an additional dedicated funding source (mobility fee) to finance the cost of proposed multimodal transportation improvements.

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**Objective 1.3 Multimodal Transportation Design Considerations**

The design and character of the streets in the City of Bradenton shall create a safe multi-modal system that promotes the City’s intent to develop a “walkable” city that is sustainable and will meet the travel demands of 2035.

**Policy 1.3.1 Street Network Design**

The transportation system for the City shall provide multi-modal capabilities and be connected through a network of streets that are visually appealing and supportive of non-motorized travel modes. The visual and functional characteristics of streets are important in the design of the community and shall be guided by the following design principles to be incorporated into the Land Development Regulations by 2012:

- Streets should be designed to create a sense of place, with attention paid to maintaining the visual integrity of the community including sidewalks, street trees and landscaped medians, and other rights of way;
- Streets should be designed to accommodate a mix of travel modes

including vehicles, bikes, transit and pedestrians;

- Streets should be designed holistically considering the pavement, curbing, bikeways, pedestrian-ways, lighting, signs, front yard setback areas and building facades; and
- Neighborhood streets should be designed to address connectivity and protection of the neighborhood. This should be accomplished by providing connections to adjacent activities and neighborhood-serving businesses with streets that offer multiple route choices, but which do not encourage cut-through traffic.

**Policy 1.3.2 Street Connectivity**

In an effort to promote more east-west connections and strengthen north-south connections within the City, the City shall, by 2011:

- Evaluate the feasibility of the 44th Street Connector;
- Develop a transportation master plan for future road connections; and

- Consider transportation alternatives for Manatee Avenue and other congested arterials.

**Policy 1.3.3 Design of City Streets**

The principles stated in the Design Element shall be used in the design, retrofitting or reconstruction of roadways in the City of Bradenton. Designs that are contrary to the principles in the Design Element must be due to safety concerns.

**Policy 1.3.4 Roadway Design Considerations**

New streets, private and public, shall be designed to be consistent with the Design Element to ensure that they improve the aesthetic qualities of the roadway, provide safe bicycle and pedestrian circulation and promotes walkability. The design shall be reviewed for consistency with the Design Element for at a minimum:

- Right of way width;
- Maximum design speed;
- Sidewalk width and location;
- Bike lane requirements;
- Curb requirements;

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- Travel lane width;
  - Multi-use trails or paths;
  - Number of lanes required;
  - Median requirements;
  - Landscaping requirements; and
  - Parking requirements

**Policy 1.3.5      Preserve and Enhance Tree  
                                 Canopy**

The City will include landscaping in all transportation infrastructure enhancement projects, including pedestrian corridors, bicycle trails, traffic calming, parking facilities, and roadway infrastructure. To preserve existing canopy trees, the City will evaluate the impacts of all infrastructure investments, and take all reasonable steps to preserve said trees.

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**Objective 1.4 Transportation  
Concurrency Exception  
Area**

Establish a Transportation Concurrency Exception Area co-terminus with the boundaries of the City of Bradenton which promotes economic revitalization and community redevelopment goals.

**Policy 1.4.1 Level of Service Standards**

Maps FLU – 9 and TRAN - 7 of the Future Land Use and Transportation Map Series respectively, hereby establish the Transportation Concurrency Exception Area for the City of Bradenton. The minimum peak-hour, peak-direction level of service standard for all roadways within the City of Bradenton will be “D.” This level of service standard is consistent with FDOT and Manatee County LOS standards

**Policy 1.4.2 Multimodal Improvements  
for Mobility and Access**

The City will consider the implementation of multi-modal improvements to ensure mobility and access is maintained and to mitigate impacts resulting from new development and redevelopment within the TCEA.

**Policy 1.4.3 Impact Mitigation**

Development and Redevelopment within the TCEA shall be mitigated through mechanisms supporting the Comprehensive Plan and multi-modal objectives and policies of the Plan. Mitigating measure(s) shall be proportional to the transportation impacts.

**Policy 1.4.4 Mitigation Measures**

Mitigation measures shall advance the goals of adopted area or subject matter plans specific to the location of the development/redevelopment such as:

- Community Redevelopment Plans
- Neighborhood Revitalization Plans
- Corridor Revitalization Plans
- Bike and Pedestrian Plan

**Policy 1.4.5 Mitigation Options**

Mitigation measure(s) may include but not be limited to the following:

- Operational and/or Capital Enhancements for MCAT
- Participation in a transit pass program for employees, van pooling and/or ride sharing programs
- Pedestrian improvements

- Bus shelter/transit stop improvements
- Bicycle improvements
- Streetscape improvements
- Roadway/intersection improvements
- Financial contributions to implement actions consistent with this policy
- Any other measures which increase mobility options and inter-modal connections
- Where segment or intersection improvements are not possible due to policy, physical, or financial constraints, the City shall have the options of utilizing funds collected to make improvements designed to alleviate congestion on other facilities in the TCEA.

**Policy 1.4.6 Implementation**

Provision for mobility and access mitigation shall be adopted in the City’s Land Use Regulations by 2011.

**Policy 1.4.7      Transportation      Demand  
                                 Management**

The City shall explore the establishment of Transportation Demand Management (TMD) strategies within the TCWEA to minimize impacts on the transportation network during peak hours.

**Policy 1.4.8      Constrained Roadways**

The City of Bradenton reserves the right to policy constrain roadways to preserve unique urban form and other characteristics, even as such constraints limit options for roadway capital improvements to increase mobility and access

**Policy 1.4.9      Coordination with  
                                 Transportation Entities**

A majority of the City’s arterials are maintained by the State or Manatee County. As such, the City of Bradenton shall closely coordinate with the governmental agencies and entities identified in *Objective 1.8* of this Elements.

**Policy 1.4.10      Strategic      Intermodal  
                                 System Facilities**

The City shall minimize the impact of new development on Strategic Intermodal System

(SIS) and Transportation Regional Incentive Program (TRIP) funded roadways and facilities, per Rule 14-94, F.A.C through continued coordination with the FDOT, Manatee County and the Sarasota/Manatee MPO.

**Policy 1.4.11      Strategic      Intermodal  
                                 System (SIS) Monitoring**

The City shall periodically monitor traffic conditions on these roadways and coordinate with Manatee County and FDOT as needed to devise strategies to improve conditions on SIS and TRIP funded roadways. Developers may be responsible for additional mitigation where transportation impacts of a development are projected to degrade conditions on SIS, TRIP funded, regionally significant, or major Manatee County thoroughfares.

**Policy 1.4.12      Alternative Concurrency  
                                 Exception Methodology**

The City of Bradenton will examine the feasibility of creating and adopt an alternate concurrency mechanism for the City as a whole and for the Urban Core, Urban Central Business District and Urban Village areas of the City in particular, as a possible technique

to maintain future mobility and on the transportation network by July1, 2011.

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**Objective 1.5 Right-of-Way Preservation**

Where transportation improvement projects are consistent with the goals and vision of the City as stated in the Comprehensive Plan, the City shall ensure that any needed right of way is protected and preserved.

**Policy 1.5.1 Right-of-Way Contributions**

The City shall seek donations or dedications of needed right-of-way by developers, where feasible.

**Policy 1.5.2 Impact of Right-of-Way on Natural Systems**

The City shall coordinate with land owners and governmental entities to ensure the location and design of roadway and public transit rights-of-way, and improvements therein, shall minimize direct and indirect impacts to jurisdictional wetland areas, rivers, lakes, and streams, as well as listed species.

**Policy 1.5.3 Transit System Right-of-Way**

The City shall consider, and include as necessary, transit and alternative mode corridor protection and reservation through

the inclusion of appropriate bus and rail transit corridors, and alternative mode corridors on the Transportation Map series.

**Policy 1.5.4 Provision of Adequate Access to Land Use Activities**

To provide adequate access to land use activities, the City shall enforce policies, standards and regulations that relate the design, function and balance of the transportation facilities to the type, size and location of the land uses that they serve.

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**Objective 1.6 Public Transportation**

The City will encourage and coordinate with Manatee County Area Transit (MCAT) with regards to reasonable fare-based and efficient public transit and paratransit services, based upon existing and proposed major trip generators and attractors, safe and convenient transit stops and transfer points, land uses, and accommodation of the special needs of the transportation disadvantaged, when service demand and financial analysis identify economic feasibility.

**Policy 1.6.1 Transit Coordination and Support**

The City will continue to coordinate with Manatee County Area Transit (MCAT) with regard to a reasonable fare-based and efficient public transit and paratransit services.

**Policy 1.6.2 Developer-Funded Transit Improvements**

The City will continue to study allowing developer-funded transit improvements to mitigate transportation impacts.

**Policy 1.6.3 Transit Capacity**

As new development or redevelopment occurs, the City will coordinate with MCAT to ensure adequate transit capacity to meet public transit demand within the City, and actively identify improvements and enhancements needed by the system.

**Policy 1.6.4 Transit Level of Service**

Encourage maintenance of the following level of service for public transit, as contained in the Manatee County Comprehensive Plan for MCAT service:

*For line haul (fixed route) service*

- Provide and fund a mass transit service providing service at a level of 9.81 annual passenger miles per capita.
- Meet the following performance standards as financially feasible:
  - One bus stop every ¼ mile
  - One bus shelter every 1.5 route miles

*For paratransit service*

- Provide and fund a demand-response paratransit system providing service at a projected level of 16.03 annual passenger miles per transportation disadvantaged (TD) individual. TD population shall be based on 32.2 percent of total resident and seasonal population.

**Policy 1.6.5 Transit Access**

Ensure adequate access to, and safety of, MCAT bus stops and facilities, ensure adequate visibility for transit users, and through the provision of sidewalk connections to transit facilities.

**Policy 1.6.6 Transit Stops and Shelters**

Take an active role with MCAT to establish design guidelines and locations for public transit shelters and kiosks within the City so as to provide safe, convenient and aesthetically pleasing service.

**Policy 1.6.7 Transit Promotion and Encouragement**

Take an active role in promoting, to city residents, employers and employees, the benefits of the public transit service provided by MCAT. Activities ~~to~~ may include:

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- Inviting the MPO, MCAT, SCAT and carpool providers to speak of the advantages of ridesharing/carpooling for city employees, and discuss what assistance may be provided to the City's efforts to promote transportation demand management services.
  - Encouraging MCAT to make its system fare-friendly for users while maintaining the economics necessary for its continued operation.
  - Encouraging MCAT to examine "park and ride" and other alternatives to promote efficient use of public transit for persons employed downtown.

**Policy 1.6.8 Transit Operations and Service Area**

The City shall continue to take an active role with MCAT to enhance transit operations and service area coverages that support the City's desire to become a more pedestrian-oriented and mixed use City. Areas to be explored and promoted include:

- Efforts by Manatee and Sarasota counties to coordinate public transit schedules that promote timely, inter-county transfers between MCAT and SCAT.

- Increased frequency of service, additional routes, extended hours of operation, Sunday service, direct routes and satellite parking in the downtown.

**Policy 1.6.9 Transit Service to Unserved Areas**

The City shall coordinate with MCAT to provide transit and other multimodal service to unserved areas where efficient and feasible, and continue to review the feasibility of transit connections to serve Port Manatee, and commercial aviation facilities.

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**Objective 1.7 Pedestrian/Bikeway System**

The City will strive to provide a comprehensive system of facilities for pedestrians and cyclists for use by city and county residents and visitors.

**Policy 1.7.1 Bikeways Program**

Continue to expand and refine the City’s Bikeways program while coordinating with Manatee County. The City shall plan and implement the system in concert with policies outlined in Manatee County’s Comprehensive Plan.

**Policy 1.7.2 Bikeway Connectivity**

The City shall investigate opportunities to connect the City’s Bikeway system to appropriate bus stops and transfer stations on the MCAT system to promote intermodal use between bicycle and bus.

**Policy 1.7.3 Sidewalk Inventory**

The City shall, by 2010, complete a sidewalk inventory of sidewalk facilities within the City.

**Policy 1.7.4 Sidewalk Master Plan**

The City shall develop a Sidewalk Master Plan to complete the sidewalk network based on deficiencies identified in the sidewalk inventory, and community values determined by the City. The purpose of the sidewalk plan shall be to develop a network where every street has a continuous sidewalk on both sides of the street, unless otherwise determined by the City.

**Policy 1.7.5 Bikeway, Greenway, and Trail Systems Master Plan**

The City shall, by 2012, develop a bikeway, greenway, and trail systems master plan that considers existing and proposed roads and trails, existing and proposed greenways, and other possible bicycle connections and multi-use facilities, including: as appropriate.

- A trail system that could connect the eastern portions of the City to the barrier island beaches
- Rails-to-trails greenways
- Coordination with any similar County or State plans

**Policy 1.7.6 Bicycle/Pedestrian Coordination**

The City shall coordinate with the Florida Department of Transportation, Sarasota/Manatee MPO, and Manatee County to provide bicycle and pedestrian facilities as components of all new roadway construction and reconstruction projects in and adjacent to the City.

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**Objective 1.8 Intergovernmental Coordination**

Transportation planning is a regional issue; therefore, many of the goals, objectives, and policies will need to be accomplished through working closely with other jurisdictions, the City of Bradenton will coordinate with the appropriate jurisdictions on funding, planning, designing and implementing transportation projects.

**Policy 1.8.1 Intergovernmental Coordination**

The City shall coordinate with all appropriate local, regional, state and federal agencies and entities on transportation projects, including but not limited to the following: Florida Department of Transportation

- Manatee County
- City of Palmetto
- City of Bradenton Beach
- Sarasota/Manatee County Metropolitan Planning Organization
- Manatee County Area Transit
- Sarasota-Bradenton International Airport

- Tampa Bay Regional Planning Council

**Policy 1.8.2 Transit Services**

The City will work with Manatee County Area Transit and other appropriate agencies to provide and enhance local, county and regional transit service to and from the Central Business District.

**Policy 1.8.3 Downtown Bradenton/Palmetto Mobility Study**

The City will coordinate with Manatee County, City of Palmetto, Sarasota County and FDOT, District 1, to support and implement the recommendations from the Mobility Study that support the goals and vision stated in the Comprehensive Plan.

**Policy 1.8.4 Transit Circulator**

The City shall, by 2012, work with Manatee County Area Transit and the Sarasota/Manatee MPO to assess the feasibility of implementing a transit circulator that connects downtown to the riverfront and beaches.

**Policy 1.8.5 Bus Rapid Transit (BRT)**

The City shall, by 2012, and with coordination with Manatee County Area Transit and the Sarasota/Manatee MPO consider Bus Rapid Transit options on Manatee Avenue to connect existing and future neighborhoods to downtown.

**Policy 1.8.6 Commuter Rail**

The City shall coordinate with Manatee County, the Sarasota/Manatee MPO, adjacent MPOs, the Tampa Bay Regional Planning Council, and other governmental entities to evaluate commuter rail that connects the City of Bradenton to major regional employment and residential areas (Tampa/St. Petersburg, Port Manatee, and Sarasota).

**Policy 1.8.7 Coordination with Plans**

The City shall ensure appropriate consistency between this Transportation Element and Comprehensive Plan and the plans of Manatee County Area Transit and the MPO Long-Range Transportation Plan, the FDOT Florida Transportation Plan, Florida's Strategic Intermodal System Plan, the Short Range Strategic Plan, and approved Five-Year Work Program, and other federal, state or local planning requirements or regulations to

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maximize intermodal transportation  
development.

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**GOAL 2     REDUCE GREENHOUSE GAS EMISSIONS**

*Reduce Greenhouse Gas Emissions by reducing vehicle miles traveled and by increasing or encouraging the use of alternative modes of transportation.*

**Objective 2.1     Promote Alternative Modes of Transportation**

The City will reduce VMT-related emissions by encouraging the use of public transit through improvements to the transit system and infrastructure, and increase safety and accessibility.

**Policy 2.1.1     Transportation Planning**

The City will ensure that new development incorporates local transit measures into the project design that promotes the use of alternative modes of transportation.

**Policy 2.1.2     System Interconnectivity**

The City will promote an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public bus, trolley, ride-sharing, bicycling and walking.

**Policy 2.1.3     Signal Synchronization**

The City will evaluate signal timing programs, where emissions reduction benefits can be demonstrated, to optimize transit operation and maintain a free flow of traffic.

**Policy 2.1.4     Transit System Infrastructure**

The City will work with Manatee County transit to upgrade and maintain transit system infrastructure (e.g. bus lanes, bus stops, and transit shelters) to enhance public use.

**Policy 2.1.5     Transit Funding**

The City will undertake the development, by 2012, of a “mobility fee” for new development and redevelopment to fund public, bicycle, pedestrian and other multimodal infrastructure.

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**Objective 2.2 Bicycle and Pedestrian Use**

The City will support bicycle and pedestrian modes of transportation by enhancing infrastructure to accommodate pedestrians and bicyclists.

**Policy 2.2.1 Standards**

The City will evaluate and establish standards for new development and redevelopment projects to support bicycle and pedestrian use (e.g. safe pedestrian and bicycle accommodation, internal pedestrian and bicycle access and external connection(s), safe access to public transportation).

**Policy 2.2.2 Safe Crossings**

The City will establish safe road crossings for bicyclists and pedestrians at major intersections.

**Policy 2.2.3 Bike Parking**

The City will investigate the development of convenient and secure bike parking at public and private facilities and destinations in the Urban Core, Urban Central Business and Urban Village Districts.

**Policy 2.2.4 Bicycle and Pedestrian Trails**

The City will coordinate with Manatee County to establish a linked network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel.

**Policy 2.2.5 Bicycle and Pedestrian Project Funding**

The City will pursue funding for bicycle and pedestrian facilities and access projects through the development of a “mobility fee” and regional, state, and federal grants.

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**Objective 2.3    Parking**

The City will investigate parking policies and requirements that support alternative modes of transportation.

**Policy 2.3.1    Minimum Parking**

The City will evaluate the reduction of minimum parking requirements for new development and redevelopment in the Urban Core, Urban Central Business, and Urban Village Districts.

**Policy 2.3.2    Shared Parking**

Shared parking programs will be encouraged in mixed-use development areas.

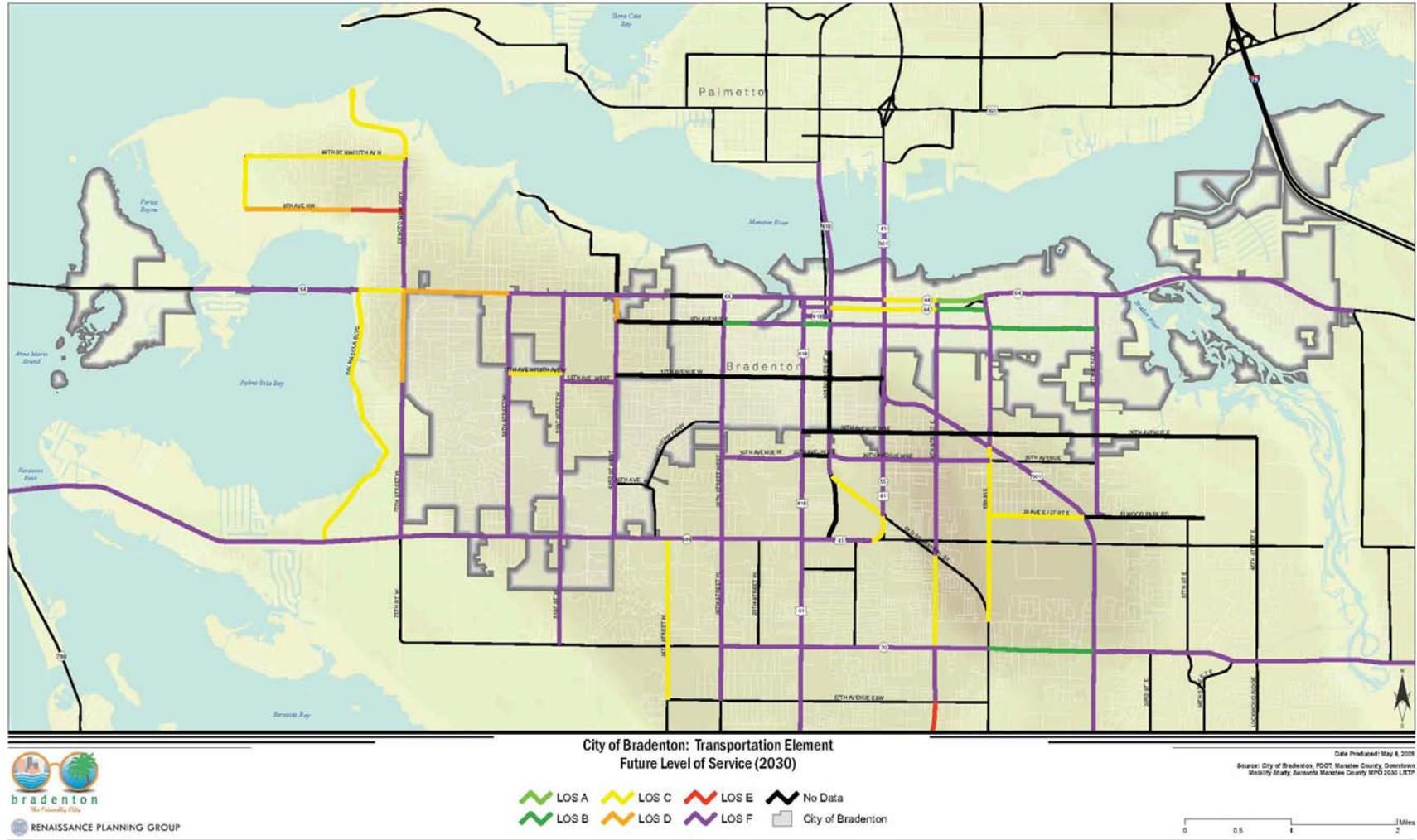
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# Appendix: Adopted Map Series

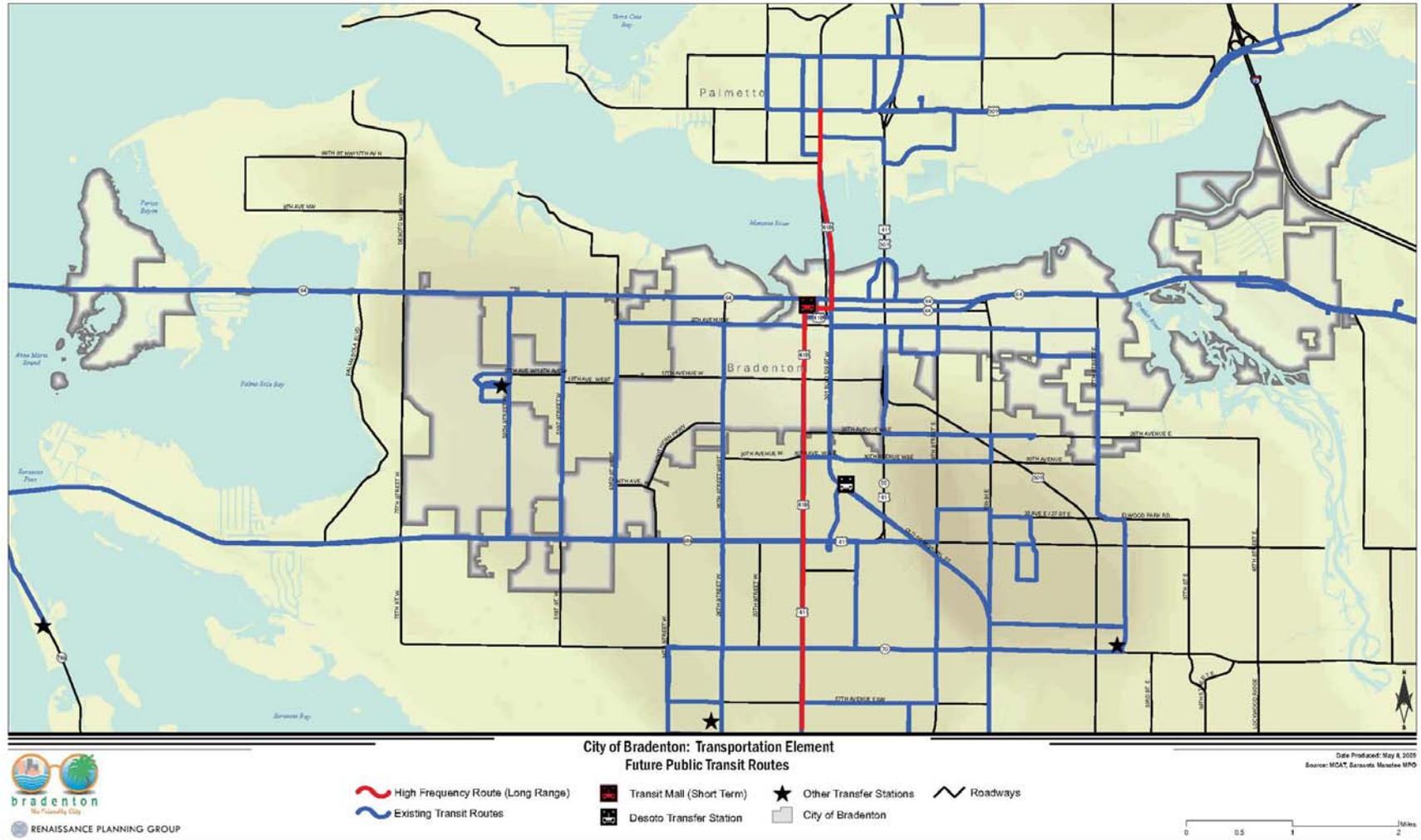
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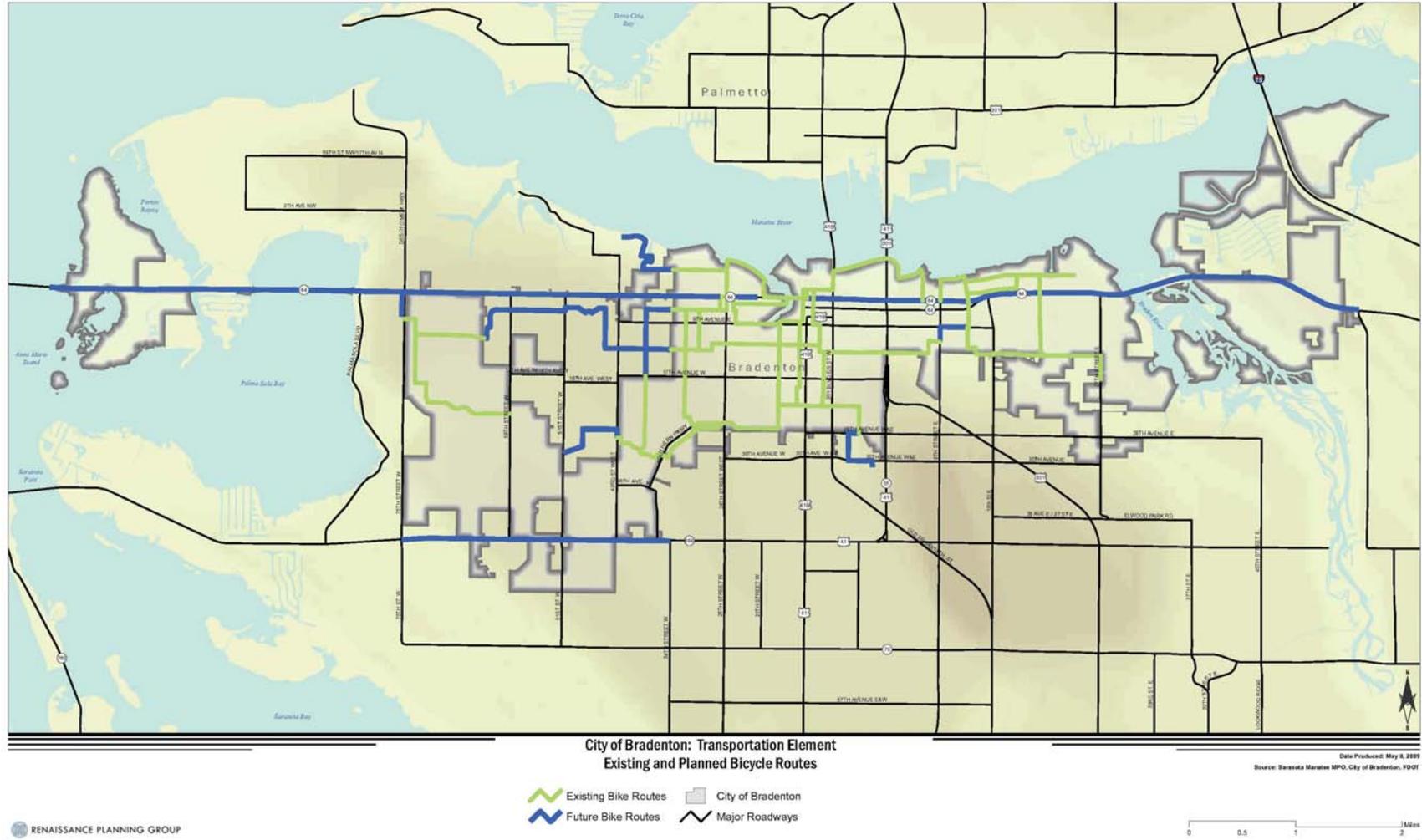
Map TRAN-2: Future Level of Service (2030)



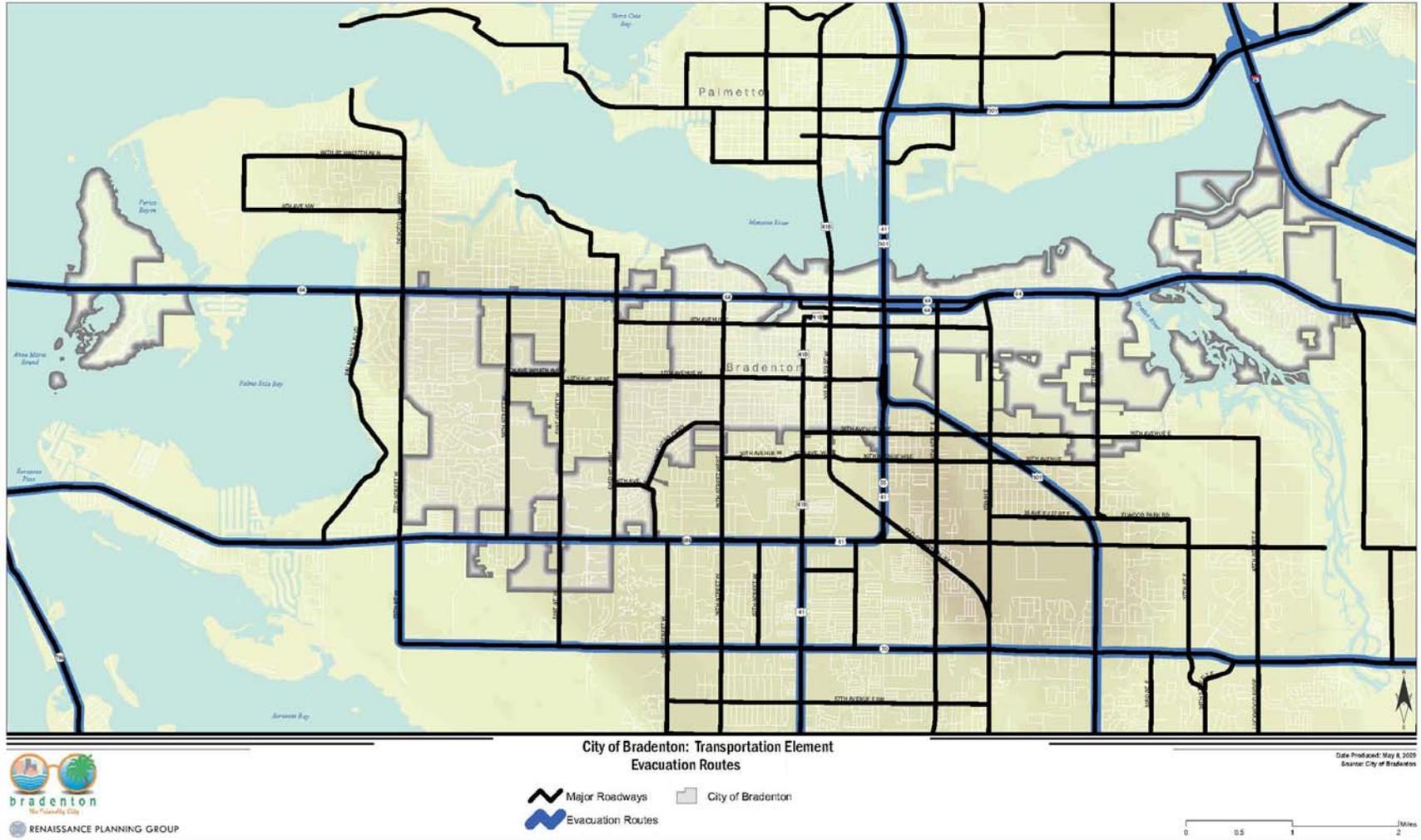
Map TRAN-3: Future Public Transit Routes



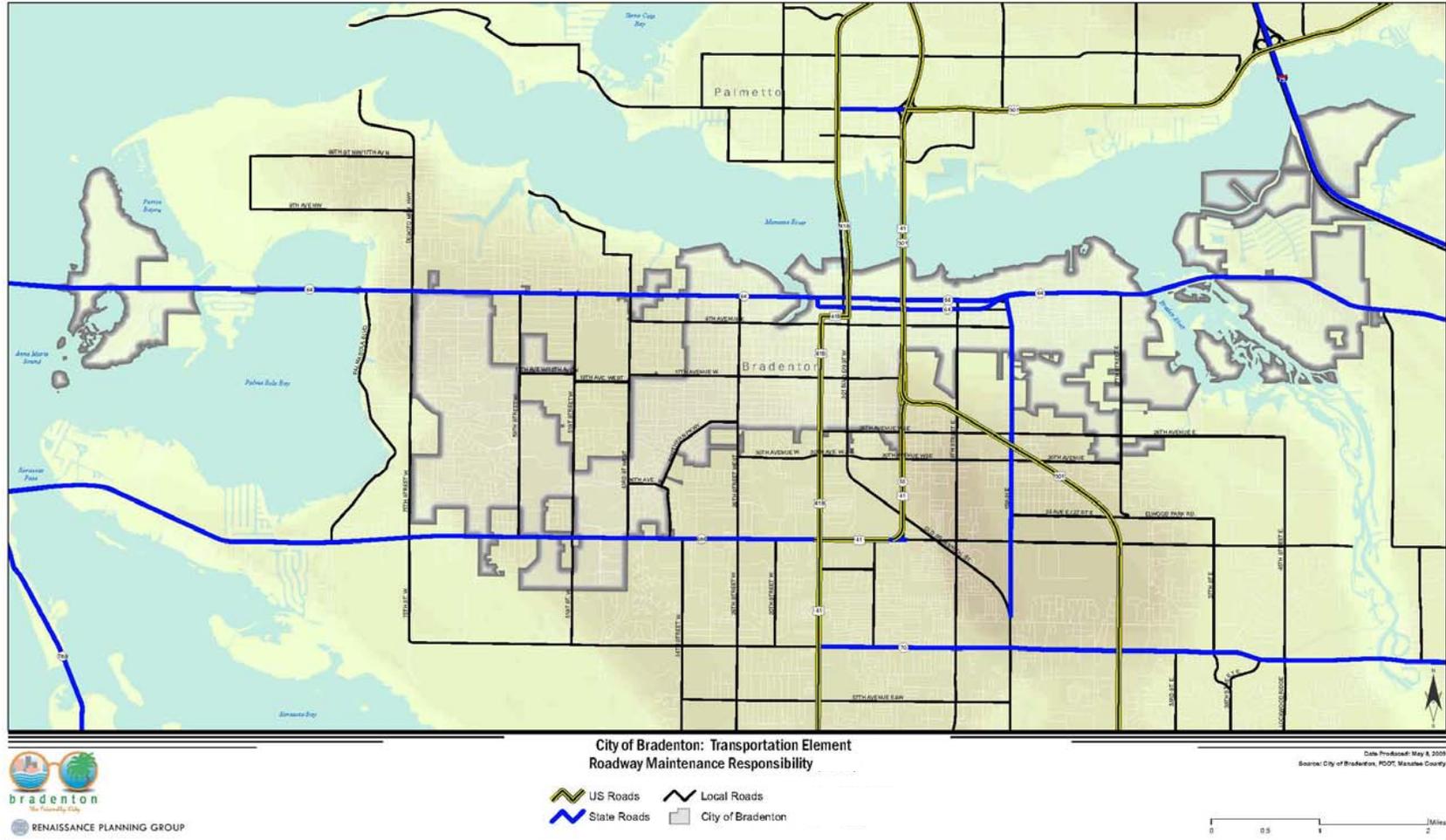
Map TRAN-4: Existing and Planned Bicycle Routes



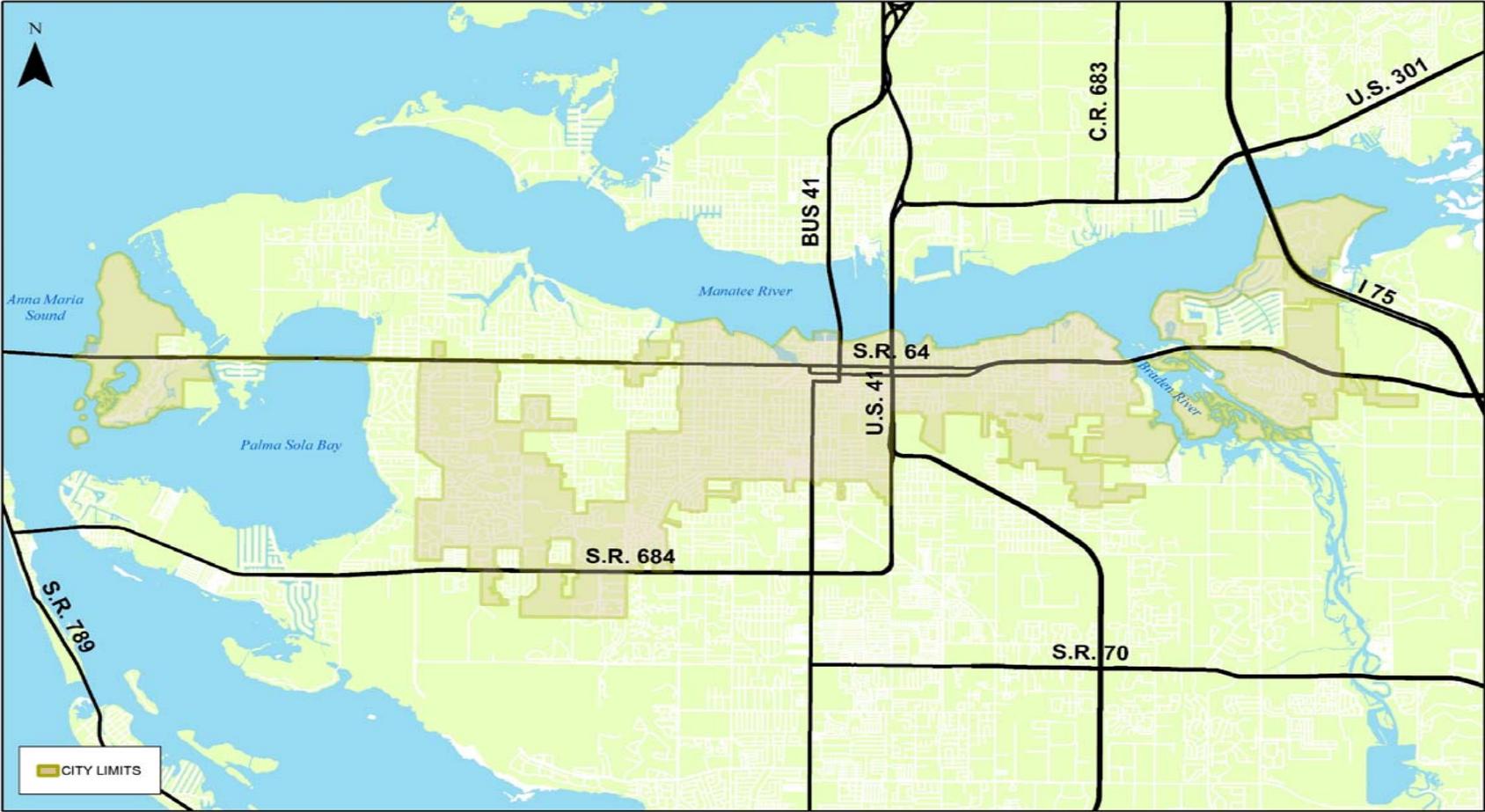
Map TRAN-5: Evacuation Routes



Map TRAN-6: Roadway Maintenance Responsibility

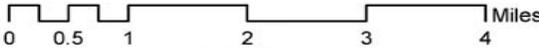


Map TRAN-7: Transportation Concurrency Exception Area (TCEA)



Transportation Element

Prepared by the City of Bradenton  
 Department of Planning & Community Development  
 Date Produced: September 2, 2009  
 Source: City of Bradenton, FDOT, Manatee County



CITY OF BRADENTON  
 Department of Planning and  
 Community Development  
 101 Old Main Street  
 Bradenton, Florida 34205  
 941.932.9400