

**EVALUATION AND APPRAISAL REPORT
OF THE
CITY OF FELLSMERE COMPREHENSIVE PLAN
CHAPTER FOUR – RECOMMENDATIONS FOR POLICY AMENDMENTS TO THE TRANSPORTATION ELEMENT**

OBJECTIVE TRAN A-1: PROVIDE FOR SAFE, CONVENIENT, AND EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM.

The City of Fellsmere shall provide for an integrated multi-modal transportation system that emphasizes safe, convenient, and efficient movement of motorized and non-motorized vehicles as well as pedestrians within Fellsmere through the use of management systems described in the below policies.

Policies	Current 2009 Conditions	Comments
<p>Policy Tran A-1.2: Future Transportation Map Series. Pursuant to Rule 9J-5.019(5), the City of Fellsmere Comprehensive Plan Transportation Element hereby includes the Future Transportation Map Series as described below:</p> <ul style="list-style-type: none"> a. Map 2-1: Long Range Transportation Plan (2020) identifies the 2020 roadway network, including arterial and collector streets, their functional classification, and the number of lanes within each facility. The functional classification system indicates the role of each thoroughfare in meeting current travel demands, assists in defining land use relationships, and reveals the jurisdiction responsible for maintenance. b. Map 2-2: Future Pedestrian/Bike Ways (2020) illustrates the major bicycle and pedestrian ways for the year 2020. c. Map 2-3: Local Roadway Improvements (2020) indicates the type and location of the roadway improvements planned for Fellsmere’s local roadways between 2000 and 2020. d. Map 2-4 Functional Classification and Lanes (2020) indicates the local, county, and state roadway systems functional classification and projected lane expansions 	<p>Maps are maintained as required.</p>	<p>Maps and policies are to be revised consistent with the findings of the 2035 Plan update per the SSA for DCA 09-01.</p>

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OBJECTIVE TRAN A-8: ENHANCE TRAFFIC CIRCULATION. The City shall carry out the identified capital improvements program and budget that address existing and future traffic improvement needs for those roadways under its jurisdiction and shall coordinate with other entities for roadways not under the City’s jurisdiction.

Policies	Current 2009 Conditions	Comments
Policy Tran A-8.5: Other Roadway Improvements that have been evaluated. The City has evaluated the anticipated cost to pave all north/south streets with selected east/west streets and paving the Hall Carter area. The estimated cost to make these improvements is \$ 6 million. The timing of these improvements is planned to be spread out over time with the criteria for evaluating proposed improvements as provided in Policy Tran A-8.2 above. The City shall in good faith include expenditures for these improvements in future Capital Improvement Plans. The City’s proposed Five-Year Plan has allocated \$3.15 million for CDBG paving and drainage improvements.	The City continues to make good progress toward this policy. Currently nine out of 36 road miles have been paved in the City.	Update to current conditions.

OBJECTIVE TRAN A-9: FACILITIES FOR BICYCLE AND PEDESTRIAN WAYS. The City shall analyze the feasibility for bicycle and pedestrian ways in planning for transportation facilities.

Policies	Current 2009 Conditions	Comments
Policy Tran A-9.2: Facilitate Use of Bicycles and Pedestrian Movement. The City shall provide land use and other strategies to promote the use of bicycles and pedestrian movement within the City’s Land Development Code by within one year from the effective date of the Comprehensive Plan. The regulations shall require that developments impacting bicycle and pedestrian movement provide improvements that accommodate the safe movement of bicycles and pedestrian.	LDC provisions have not been prepared.	Revise to a maintenance policy.