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# ***Transportation Element***

*March 21, 2016*

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## **I. Purpose**

The purpose of the Transportation Element is to plan for a multi-modal transportation system that places importance on public transportation systems and public safety. This approach is an outgrowth of both the Governor's Environmental Lands Management Study (ELMS) Committee report and the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) which recognize the importance of alternative forms of transportation.

The City recognizes that future transportation needs cannot be met by the automobile alone. Strong dependence on the automobile results in air and water pollution, excess noise, increased energy use, visual degradation and impediments to energy-efficient forms of transportation such as walking. Likewise, the integrity of neighborhoods is often affected, as motorists use local streets as alternatives to overcrowded arterials. Furthermore, the transportation needs of all population groups in the City cannot be met solely by facilities that focus on the single-occupant vehicle. Transportation choice is a basic necessity for people who do not drive (e.g., young, old, disabled, poor, or by choice).

Multimodal transportation in New Port Richey, including public transit, walking, bicycling and intermodal transportation connections, is emphasized in the element along with traditional planning for automobile circulation and roadway beautification. The element also acknowledges land use, which has a strongly interrelation to transportation system efficiency.

## **II. Background**

### **Context**

New Port Richey is located in west Pasco County, an urbanized area that spans from Pinellas County to the south and Hernando County to the north. The City is largely built-out and most new development activity is characterized as redevelopment or infill. US 19 is the area's sole major arterial. This facility runs parallel to the coastline and is west Pasco's primary commercial corridor. The width of US 19, in conjunction with high speeds, traffic volumes and conventional development patterns, makes this corridor inhospitable to pedestrians and bicyclists.

In comparison, the multi-modal transportation system in the City's downtown area is excellent. The interwoven streets, lined with pedestrian-scale development, disperse traffic efficiently. No one street is particularly overburdened. The connectivity of streets and the pedestrian orientation in Downtown is unrivaled in all of west Pasco County.

A large portion of the City is served by a traditional street grid serving neighborhoods and commercial districts. In newer neighborhoods, the street grid is less well-defined and begins to break-up where large scale land uses, such as shopping centers, have been developed.

There are three bridge crossings in the City over the Pithlachascotee River, facilitating connectivity by automobile to all parts of the City. The river and US 19 are the two most imposing barriers to walking within the City.

The data in Table TRA-1 indicates that the single-occupant vehicle is the predominant mode that workers in New Port Richey use for their work trip. The figures represent people who work

in the City regardless of where they live, plus City residents working elsewhere. Although, most people get to their work place by driving alone, the number of trips made in single-occupant cars decreased by approximately two percent between 1990 and 2000.

**Table TRA-1  
Work Trip Transportation Modes  
City of New Port Richey**

Transportation Mode	1990		2000	
	Workers <sup>1</sup>	Percent	Workers <sup>1</sup>	Percent
Drive Alone	4,026	80.1	4,607	77.4
Carpool	634	12.6	858	14.4
Bicycle	33	0.6	68	1.1
Walk	103	2.1	281	4.7
Transit	12 <sup>2</sup>	0.2	12 <sup>2</sup>	0.2
Motorcycle	50	1.0	0	0.0
Worked at Home	118	2.3	57	1.0
Other	48	7.2	67	1.1
<b>Total</b>	<b>5,024</b>	<b>100.0</b>	<b>5,950</b>	<b>100.0</b>

Notes:

1. Age 16 and over.

2. Taxicab.

Source: US Census, 1990 and 2000 (Sample Data).

### Transportation Planning Framework

The City of New Port Richey is located in the urbanized area of the Pasco County Metropolitan Planning Organization (MPO). The MPO is responsible for transportation planning in Pasco County and is mandated by State and Federal law to provide a continuing, cooperative, comprehensive transportation planning process that guides the expenditure of state and federal transportation funds.

## III. Inventory of Transportation Facilities and Services

### Street Network

The street network in the City of New Port Richey is approximately 93 miles in length. Approximately 77.4 miles are local streets, 12.3 miles are county roads and 3.2 miles are arterials. The City is served by one major north-south arterial, US 19. Major east-west arterials that serve the City are located outside the City limits. These arterials include SR 54, Ridge Road and SR 52. The City's street network is illustrated on Map TRA-1 in Appendix A.

### Functional Classification

The functional classification of City streets is identified in Table TRA-2 and shown in Map TRA-2. These classifications are consistent with the FDOT Roadway Functional Classification System that classifies streets according to purpose, design and the amount of traffic carried.

### **New Port Richey Street Hierarchy**

*Arterial:* Major street mainly serving through-traffic; takes traffic to and from expressways and freeways; provides access to adjacent properties.

*Collector:* Street that collects and distributes local traffic to and from arterial streets, and provides access to adjacent properties.

*Local:* Minor street that provides access to adjacent properties only.

### Jurisdiction

Table TRA-2 indicates the jurisdiction for each arterial and collector street in the City. Jurisdiction determines the entity responsible for street maintenance.

### Level of Service

Roadway level of service (LOS) is a qualitative measure defined as the ability of a maximum number of vehicles to pass over a given section of roadway or through an intersection during a specified time period, while maintaining a given operating condition. Roadway LOS is typically represented by the letters A through F, with A generally representing the most favorable driving conditions and F representing the least favorable (see definitions below).

### **LOS Designation**

### **Description**

- A** Highest LOS which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.
- B** Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
- C** Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience an appreciable tension while driving.
- D** Borders on a range on which small increases in traffic flow may cause substantial increases in approach delay and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combinations of these.
- E** This represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections and inappropriate signal timing.
- F** This represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal procession is frequently a contributor to this condition.

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**Table TRA-2  
2003 Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURISDICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
1960	CECELIA DR (CITY LIMITS TO MADISON AV)	CR	2LU	0.245	3215	305	1390	D	C	0.219
1960.1	CECELIA DR (MADISON AV TO CR 518/VORHEES RD)	CR	2LU	0.749	5252	499	1390	D	C	0.359
1960.2	CECELIA DR (CR 518/VORHEES RD TO BAILEE)	CR	2LU	0.249	5252	499	1390	D	C	0.359
140	CECELIA DR (MADISON AV TO CR 595/GRAND BLVD)	CR	2LU	0.242	3215	305	1390	D	C	0.219
1980	CONGRESS ST (MAIN ST TO MASSACHUSETTS AV)	NPR	2LU	0.577	9784	929	1390	D	C	0.668
1970	CONGRESS ST (LOUISIANA AV TO MAIN ST)	NPR	2LU	0.538	4649	442	1390	D	C	0.318
330	CONGRESS ST (MASSACHUSETTS AV TO RIDGE RD)	CR	2LU	1.504	12130	1152	1390	D	D	0.829
2110	GULF DR (US HWY 19 TO CR 595)	NPR	2LU	0.479	6671	634	1390	D	C	0.456
2120	GULF DR (CR 595 TO MADISON AV)	NPR	2LU	0.269	3089	293	1390	D	C	0.211
2130	LOUISIANA AV (CR 595/GRAND BLVD TO MADISON AV)	NPR	2LU	0.252	6570	624	1390	D	C	0.449
2130.1	LOUISIANA AV (MADISON AV TO CONGRESS ST)	NPR	2LU	0.499	6570	624	1390	D	C	0.449
2140	MADISON ST (CITY LIMITS TO CECELIA DR)	CR	2LU	0.228	10594	1006	1390	D	D	0.724
2140.1	MADISON ST (CECELIA DR TO GULF DR)	CR	2LU	0.501	10594	1006	1390	D	D	0.724
2140.2	MADISON ST (GULF TO BRIDGE)	CR	2LU	0.14	7779	739	1390	D	D	0.532
2150	MADISON ST (BRIDGE TO LOUISIANA AV)	CR	2LU	0.108	7779	739	1390	D	D	0.532
2150.1	MADISON ST (LOUISIANA AV TO MAIN ST)	CR	2LU	0.53	7779	739	1390	D	D	0.532

**Table TRA-2  
2003 Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURISDICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
2160	MADISON ST (MAIN ST TO MASSACHUSETTS AV)	NPR	2LU	0.584	8213	780	1390	D	C	0.561
1305	MADISON ST (CR 518/ TROUBLE CREEK RD TO CITY LIMITS)	CR	2LU	0.272	7522	715	1390	D	C	0.514
1320	MAIN ST (CONGRESS ST TO CR 77/ROWAN RD)	NPR	2LU	0.521	4452	423	1390	D	C	0.304
2180	MAIN ST (US HWY 19 TO RIVER RD)	NPR	4LU	0.216	9376	891	2802	D	C	0.318
2180.1	MAIN ST (RIVER RD TO BRIDGE)	NPR	2LU	0.093	9376	891	2802	D	C	0.318
2190	MAIN ST (BRIDGE TO BANK ST)	NPR	2LU	0.108	9376	891	1390	D	C	0.641
2190.1	MAIN ST (BANK ST TO CR 595/GRAND BLVD)	NPR	2LU	0.078	9376	891	1390	D	C	0.641
2190.2	MAIN ST (CR 595/GRAND BLVD TO MADISON AV)	NPR	2LU	0.254	9376	891	1390	D	C	0.641
2190.3	MAIN ST (MADISON AV TO CONGRESS ST)	NPR	2LU	0.501	9373	891	1390	D	C	0.641
2240	MARINE PKWY (US HWY 19 TO CR 595/GRAND BLVD)	NPR	2LU	0.437	7954	756	1390	D	C	0.544
830	ROWAN RD/CR 77 (CR 587/MASSACHUSETTS AV TO ORCHID LAKE RD)	CR	2LD	1.043	12110	1150	1460	D	D	0.788
1770	VORHEES RD (TROUBLE CREEK RD TO CECELIA DR)	NPR	2LU	0.494	5251	499	1390	D	C	0.359
1760.1	CR 518/TROUBLE CREEK RD (MADISON AV TO VORHEES RD)	CR	2LU	0.727	9836	934	1390	D	C	0.672
1700	CR 518/TROUBLE CREEK RD (VORHEES RD TO CR 77/ROWAN RD)	CR	2LU	0.867	9953	946	1460	D	D	0.648
760	CR 595 / GRAND BLVD (CR 518/TROUBLE CREEK TO CECELIA DR)	CR	2LU	0.502	11002	1045	1390	D	D	0.752
2090	CR 595/GRAND BLVD (MAIN ST TO MASSACHUSETTS AV)	NPR	2LU	0.736	2544	242	1390	D	C	0.174

**Table TRA-2  
2003 Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURISDICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
2090.1	CR 595/GRAND BLVD (MASSACHUSETTS AV TO CITY LIMITS)	NPR	2LU	0.258	3268	310	1390	D	C	0.223
2085	CR 595/GRAND BLVD (GULF DR TO LOUISIANA AV)	CR	4LU	0.257	9527	905	2802	D	C	0.323
2085.1	CR 595/GRAND BLVD (LOUISIANA AV TO MAIN ST)	CR	4LU	0.529	9527	905	2802	D	C	0.323
2080	CR 595/GRAND BLVD (CECELIA TO MARINE PKWY)	CR	2LU	0.185	11002	1045	1390	D	D	0.752
2080.1	CR 595/GRAND BLVD (MARINE PKWY TO GULF DR)	CR	2LU	0.389	9206	875	1390	D	D	0.629
2070	CR 587/MASSACHUSETTS AV (CR 595/GRAND BLVD TO WASHINGTON ST)	NPR	2LU	0.089	11352	1078	1390	D	D	0.776
2070.1	CR 587/MASSACHUSETTS AV (WASHINGTON ST TO MADISON ST)	NPR	2LU	0.207	11352	1078	1390	D	D	0.776
2070.2	CR 587 / MASSACHUSETTS AV (MADISON AV TO CONGRESS ST)	NPR	2LU	0.498	11352	1078	1390	D	D	0.776
680	CR 587/MASSACHUSETTS AV (CONGRESS ST TO CR 77/ROWAN RD)	CR	DLD	0.503	14066	1336	2950	D	C	0.453
3020	US HWY 19 (CITY LIMITS TO FLORAMAR TR)	FDOT	6LD	0.159	63000 <sup>1</sup>	5909 <sup>1</sup>	4240	D	F	1.393
3020.1	US HWY 19 (FLORAMAR TR TO MARINE PKWY)	FDOT	6LD	0.204	63000 <sup>1</sup>	5909 <sup>1</sup>	4240	D	F	1.393
3030	US HWY 19 (MARINE PKWY TO GULF DR)	FDOT	6LD	0.484	63000 <sup>1</sup>	5909 <sup>1</sup>	4680	D	F	1.263
3030.1	US HWY 19 (GULF DR TO CROSS BAYOU)	FDOT	6LD	0.196	64500 <sup>1</sup>	6050 <sup>1</sup>	4240	D	F	1.426
3030.2	US HWY 19 (CROSS BAYOU TO MAIN ST)	FDOT	6LD	0.583	64500 <sup>1</sup>	6050 <sup>1</sup>	5080	D	F	1.191
3030.3	US HWY 19 (MAIN ST TO GRAND BLVD)	FDOT	6LD	1.748	64500 <sup>1</sup>	6050 <sup>1</sup>	5080	D	F	1.191

**Table TRA-2  
2003 Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURISDICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
Notes:	JURISDICTION.....	NPR-City of New Port Richey CR-Pasco County FDOT-Florida Department of Transportation								
	ROAD TYPE.....	#-Lanes U-Undivided D-Divided								
	AADT.....	Average Annual Daily Traffic								
	PEAK HOUR VOLUME...	K-Factor x AADT								
	MSV.....	Maximum Service Volume								
	V/C RATIO.....	Peak Hour Volume / Peak Hour Capacity								
	LOS.....	Calculated using FDOT methodology								
	LOS STD PEAK HOUR...	Adopted level of service standard								
	<sup>1</sup> .....	Based on count data and K-Factor, FDOT 2006 Annual Average Daily Traffic Report.								
Source: Pasco County Metropolitan Planning Organization, 2006.										

For the purposes of this Comprehensive Plan, LOS is analyzed by comparing peak hourly demand volume to maximum peak hour service volume. This is done through a comparison of existing traffic counts to generalized level of service tables in the Florida Department of Transportation (FDOT) Quality/Level of Service Handbook. The LOS analysis methodology used by the City is consistent with that used by neighboring jurisdictions.

Roadway LOS in the City is monitored for arterial and collector streets. The City's adopted LOS standard for collectors and arterials is D peak hour. LOS standards for roads on Florida's Strategic Intermodal System (SIS) are established by Rule 14-94, FAC. The LOS standard for US 19, a SIS road, is LOS D. Additionally, the City's adopted LOS standard is compatible with standards adopted in neighboring jurisdictions relative to streets that traverse the City and those jurisdictions.

Existing traffic volumes, maximum street capacity and the levels of service for the City's street network are shown in Table TRA-2. All streets within the City are currently operating at an acceptable LOS (i.e., LOS A through D), with the exception of US 19 which currently operates at LOS F.

Generally, Florida's Growth Management Act requires that roadway LOS meets the adopted LOS standard prior to City approval of new development that would impact a roadway. This concept is referred to a *transportation concurrency*. In places where urban infill and redevelopment is desired or where the community is attempting to revitalize downtown, the application of transportation concurrency requirements can hinder community development objectives. In response to this issue, the State's growth management rules were amended to allow exceptions to transportation concurrency requirements under limited circumstances.

In anticipation of an aggressive infill and redevelopment program and the potential for future traffic to overburden Main Street and Grand Boulevard in Downtown, the City adopted a Transportation Concurrency Exception Area (TCEA) in 1999. The 152.72-acre TCEA was applied to the area coinciding with the Downtown future land use category as designated on the Future Land Use Map. This area met the TCEA eligibility criterion of a revitalization area.

### Freight Movement

An important function of the roadway system is the movement of goods via trucks. Because of the large size and weight of many trucks, the streets on which they are allowed must be physically designed for their repeated passage. Truck noise and vibration especially affect residential properties. Other than US 19, there are no designated truck routes within the City; however, certain streets have truck restrictions to prevent adverse effects on residential areas.

### Safety

The highest frequency crash locations in New Port Richey are shown in Table TRA-3. For the roadway segments listed, the frequency of vehicular crashes declined between 1995 and 2004. Channelized median and intersection improvements can be attributed to the drop in traffic crashes on US 19 segments.

In the City's Roadway Needs Assessment Report (2002), sight distances for vehicles (clear sight triangle) at some intersections in the City were noted to have obstructions (e.g., shrubs,

trees and fences). Also, the lack of stop signs on alleys at intersections with local streets was viewed as having the potential to expose vehicles to crashes from failures to yield.

**Table TRA-3  
Top Crash Intersections<sup>1</sup>  
City of New Port Richey**

Roadway Segments	1995		2004		2006	
	Crashes	Rank	Crashes	Rank	Crashes	Rank
US 19 & Marine Pkwy <sup>2</sup>	47	3	40	2	63	1
US 19 & Main St <sup>3</sup>	66	1	41	1	55	2
CR 77 and Massachusetts Ave	(4)	(4)	(4)	(4)	38	3
Massachusetts Ave & Congress St	13	10	12	8	24	4
US 19 & Gulf Dr	36	4	16	5	21	5
US 19 & Cross Bayou Blvd	29	7	11	9	21	5
US 19 & South Rd	(4)	(4)	(4)	(4)	18	6
CR 77 & Main St	(4)	(4)	(4)	(4)	16	7
US 19 & Floramar Tr	31	6	27	4	17	8
CR 77 & Baillie Dr	(4)	(4)	(4)	(4)	17	8
US 19 & Green Key Rd	35	5	15	6	14	9
Cecelia Dr & Madison St	(4)	(4)	14	7	10	10
Main St & Madison St	27	8	8	10	9	11
US 19 & Avery Rd	19	9	14	7	9	12
Main St & Congress St	(4)	(4)	(4)	(4)	8	13
Congress & Indiana Ave	(4)	(4)	(4)	(4)	7	14

Notes:

1. Includes crash totals for both segments.
2. Ranked 16 in Pasco County's Top 20 Crash Intersections, 2006.
3. Ranked 19 in Pasco County's Top 20 Crash Intersections, 2006.
4. Not previously recorded.

SOURCE: Pasco County Traffic Operations Division, 2007.

In 2003, the Pasco County US 19 Task Force identified the lack of streetlights along US 19 as a major factor in the high number of vehicular crashes (including those involving pedestrians). The City has implemented safety projects to increase pedestrian safety and comfort. Such projects have included traffic calming, crosswalks and streetlights. In 2002, the City established a 25 miles per hour speed limit on residential streets. North Grand Boulevard received traffic calming devices (raised crosswalks and speed tables) in 2003. The Downtown has numerous pedestrian features such as pedestrian-activated signalized crosswalks, curb ramps, curb bulb-outs, benches and street trees by virtue of streetscape projects completed over the last 15 years.

**Street Maintenance**

In order to both ensure motorist safety and maintain efficient traffic flow, the City has an ongoing road resurfacing and maintenance program. Resurfacing projects are scheduled in the Capital Improvements Program.

**Pedestrian Network**

Connectivity in the sidewalk network is a basic, yet critical, element in achieving a pedestrian-friendly community. Therefore, it is City policy to provide sidewalks when requested by the community and when feasible. In the implementation of its Neighborhood Planning Program, the City solicits input from the neighborhood on sidewalk and pedestrian safety needs. For example, the North Grand, North River and Heights neighborhoods have neighborhood plans that identify needs for pedestrian facilities and safety enhancements.

The Roadway Needs Assessment indicated that approximately 30 miles of paved streets in the City had no sidewalks. Sidewalk widths in the City varied from approximately three feet in most places to seven feet or more, where intersection improvements or other construction presented the opportunity for upgrades. Since 2002, the City constructed the sidewalk segments listed in Table TRA-4.

**Table TRA-4  
Completed Sidewalk Segments Since 2002  
City of New Port Richey**

City Quadrant	Street	Segment	Length (Feet)
SW	Azalea Dr	Pasadena Dr to Marine Pkwy	1,323
SE	High St	Grand Boulevard to Madison St	2,279
SE	Congress St	South Terminus to Main St	3,085
NW	Avery Rd	Donna Dr to Oelsner St	345
NW	Main St	Oelsner St to US Hwy 19	1,422
NE	Madison St	Kentucky Ave to Massachusetts Ave	785
NE	Ohio Ave	Madison St to Van Buren St	1,309
NE	Missouri Ave	Madison St to Congress St	2,247
NE	Delaware Ave	Madison St to Congress St	1,944
NE	Montana Ave	Madison St to Congress St	1,957

SOURCE: Public Works Department, City of New Port Richey, 2005.

**Bicycle Network**

Central Avenue and Circle Boulevard are the only designated bicycle routes in the City. These streets have signs indicating the special designation, but no physical delineation of bicycle lanes. Multi-use trails exist at James E. Grey Preserve and the Cotee River Park. Bicycle parking exists at the City Hall/Library complex and City parks.

**Transit System**

Although public transit currently provides a relatively small portion of total travel in Pasco County, it is a potentially effective solution to certain transportation and land use issues. It is most suitable for medium-distance trips in urban areas or on any corridor with adequate demand, and as an alternative mode for travelers who for any reason cannot use a private automobile. Also, transit is supportive of a variety of community development objectives.

Pasco County Public Transit (PCPT) has been operating fixed-route bus service in the City since June 1996. Currently, PCPT operates 11 fixed-routes in Pasco County. Eight of these routes serve west Pasco. PCPT routes within the City operate on the streets listed in Table

TRA-5 on week days between 5 a.m. and 8 p.m. These streets are designated by the City as Transit Corridors for application of specific land use and development policies.

Headways for all bus routes are 60 minutes, except for Route 19 (on US 19), which was recently improved to 30 minute headways. PCPT implemented significant service expansion in January 2000. Prior to this, bus routes were limited to two days per week with fewer hours of service and lower frequencies. Greyhound Bus, a private transportation provider of long distance bus service, has a station located in New Port Richey just east of US 19 on Sunset Road.

**Table TRA-5  
Streets with PCPT Transit Service  
City of New Port Richey**

<ul style="list-style-type: none"><li>• US Hwy 19 (Route 19)</li><li>• Madison Ave (Route 14A)</li><li>• Rowan Rd (Route 25)</li><li>• Massachusetts St (Route 14B)</li></ul>	<ul style="list-style-type: none"><li>• Main St (Route 14A)</li><li>• Grand Blvd (Route 14B)</li><li>• Sea Forest Dr (Route 14A)</li></ul>
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Source: Pasco County Public Transportation, 2006

### Major Transit Trip Generators and Attractors

Major trip generators in the City include multi-family developments in close proximity to public transit corridors. Due to compact design, multi-family developments afford their residents a greater opportunity to utilize public transit than less compact single-family developments. From a practical standpoint, public transit systems can achieve greater ridership efficiency by targeting higher-density developments, because they offer the greatest number of potential riders in a localized area. The City has a fairly consistent residential density citywide, averaging approximately 4.5 units per acre and, therefore, is technically able to support a minimum local bus system such as PCPT. The major public transit trip attractors in the City are listed below. With the exception of the Recreation Center, all of the attractors are located on public transit corridors. Most are served by sidewalks and accessible by bicycle.

- Downtown Central Business District (Main Street / Grand Boulevard)
- New Port Richey Public Library (Main Street / Madison Avenue)
- New Port Richey City Hall (Main Street / Madison Avenue)
- Morton Plant North Bay Hospital (Madison Avenue)
- HCA Community Hospital (Grand Boulevard / Gulf Drive)
- New Port Richey Recreation Center (Van Buren Street)
- Southgate Shopping Center (US 19)
- Davis Plaza Shopping Center (US 19)
- Congress Crossings Shopping Center (Congress Street / Massachusetts Avenue)

### **Parking**

Parking is allowed on most streets in New Port Richey, and large amounts of land in commercial districts are devoted to parking. Parking issues in the City are primarily focused in the downtown central business district (CBD), although no shortage was apparent in 2001 CBD parking study. The study inventoried almost 500 public parking spaces in a variety of forms (e.g., angled, parallel, on-street, off-street, public, private, etc) in the CBD. On-street parking was viewed as being most visible and readily accessible, while off-street lots tucked behind buildings were



more difficult for visitors to find. The study noted that the parking problem was more of a perception than reality since the shortage was associated with the quantity of parking close to businesses. Directional signs to City parking lots were installed to remedy this condition.

In 2004, the City revised its parking requirements to assist redevelopment in the Downtown. The existing conventional parking standards presented hardships to retail businesses in the compact urban setting. The City recently acquired a parking lot on Nebraska Avenue to provide additional public parking spaces.

The addition of new parking structures in the CBD has been discussed to address existing and future parking needs. One or two new parking structures could add 600 to 800 new spaces. A 2001 parking study indicated that the net cost of a new parking space was \$26,500, including design, construction and financing, plus an on-going annual cost of approximately \$220 per space for maintenance and enforcement. Currently, all public and private parking in the City is provided at no direct cost to drivers, although most business owner costs are ultimately passed on to consumers in the pricing of goods and services.

### **Other Transportation Facilities**

There are no water ports, air ports, or rail lines in the City. Additionally, there are no intermodal terminals, intermodal connection points, high-occupancy vehicle lanes, or park-and-ride lots in the New Port Richey area.

## **IV. Transportation Demand and System Needs Analysis**

### **Level of Service**

The procedure used for analyzing future transportation demand and system needs is the same method used to analyze the City's existing street network. Roadway level of service projections were prepared using future year traffic volumes and traffic circulation patterns determined by the Pasco County Regional Transportation Model. The model takes into consideration any programmed capacity improvements in the City's Capital Improvements Program, as well as the FDOT Five Year Work Program and the Pasco County Transportation Capital Improvement Program (TIP). The only capacity-related modifications to the City's street network during the planning timeframe (2020) are the addition of continuous right-turn lanes and Intelligent Transportation System (ITS) improvements on US 19.

Table TRA-6 and TRA-7 show the projected level of service for streets in the City in 2015 and 2020. At the adopted LOS standard D peak hour, only the US 19 road segment north of Main Street to Grand Boulevard (outside the City limit) is projected to operate at unacceptable levels of service during both timeframes. The City is investigating the possibility that congested conditions on this segment proximate to Grand Boulevard in the City of Port Richey are the cause of a failing LOS. Local perception is that conditions on this segment south of the Pithlachascotee River Bridge in the City are functioning at a higher (better) LOS.

**Table TRA-6  
2015 Roadway Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURIS-DICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
1960	CECELIA DR (CITY LIMITS TO MADISON AV)	CR	2LU	0.245	2870	273	1390	D	C	0.219
1960.1	CECELIA DR (MADISON AV TO CR 518/VORHEES RD)	CR	2LU	0.749	5746	546	1390	D	C	0.359
1960.2	CECELIA DR (CR 518/VORHEES RD TO BAILEE)	CR	2LU	0.249	6031	573	1390	D	C	0.359
140	CECELIA DR (MADISON AV TO CR 595/GRAND BLVD)	CR	2LU	0.242	2870	273	1390	D	C	0.219
1980	CONGRESS ST (MAIN ST TO MASSACHUSETTS AV)	NPR	2LU	0.577	9915	942	1390	D	C	0.668
1970	CONGRESS ST (LOUISIANA AV TO MAIN ST)	NPR	2LU	0.538	3296	313	1390	D	C	0.318
330	CONGRESS ST (MASSACHUSETTS AV TO RIDGE RD)	CR	2LU	1.504	11608	1103	1390	D	D	0.829
2110	GULF DR (US HWY 19 TO CR 595)	NPR	2LU	0.479	11593	1101	1390	D	D	0.456
2120	GULF DR (CR 595 TO MADISON AV)	NPR	2LU	0.269	7493	712	1390	D	D	0.211
2130	LOUISIANA AV (CR 595/GRAND BLVD TO MADISON AV)	NPR	2LU	0.252	5923	563	1390	D	C	0.449
2130.1	LOUISIANA AV (MADISON AV TO CONGRESS ST)	NPR	2LU	0.499	2996	285	1390	D	C	0.449
2140	MADISON ST (CITY LIMITS TO CECELIA DR)	CR	2LU	0.228	10054	955	1390	D	D	0.724
2140.1	MADISON ST (CECELIA DR TO GULF DR)	CR	2LU	0.501	10207	970	1390	D	D	0.724
2140.2	MADISON ST (GULF TO BRIDGE)	CR	2LU	0.14	6919	657	1390	D	D	0.532
2150	MADISON ST (BRIDGE TO LOUISIANA AV)	CR	2LU	0.108	6919	657	1390	D	C	0.532
2150.1	MADISON ST (LOUISIANA AV TO MAIN ST)	CR	2LU	0.53	7099	674	1390	D	C	0.532
2160	MADISON ST (MAIN ST TO MASSACHUSETTS AV)	NPR	2LU	0.584	5964	567	1390	D	C	0.561

**Table TRA-6  
2015 Roadway Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURIS-DICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
1305	MADISON ST (CR 518/ TROUBLE CREEK RD TO CITY LIMITS)	CR	2LU	0.272	7522	715	1390	D	C	0.514
1320	MAIN ST (CONGRESS ST TO CR 77/ROWAN RD)	NPR	2LU	0.521	10236	972	1390	D	D	0.304
2180	MAIN ST (US HWY 19 TO RIVER RD)	NPR	4LU	0.216	14272	1356	2802	D	C	0.318
2180.1	MAIN ST (RIVER RD TO BRIDGE)	NPR	2LU	0.093	12980	1233	2802	D	C	0.318
2190	MAIN ST (BRIDGE TO BANK ST)	NPR	2LU	0.108	12858	1222	1390	D	D	0.641
2190.1	MAIN ST (BANK ST TO CR 595/GRAND BLVD)	NPR	2LU	0.078	12858	1222	1390	D	D	0.641
2190.2	MAIN ST (CR 595/GRAND BLVD TO MADISON AV)	NPR	2LU	0.254	9317	885	1390	D	D	0.641
2190.3	MAIN ST (MADISON AV TO CONGRESS ST)	NPR	2LU	0.501	12711	1208	1390	D	D	0.641
2240	MARINE PKWY (US HWY 19 TO CR 595/GRAND BLVD)	NPR	2LU	0.437	5734	545	1390	D	C	0.544
830	ROWAN RD/CR 77 (CR 587/MASSACHUSETTS AV TO ORCHID LAKE RD)	CR	2LD	1.043	12110	1150	1460	D	D	0.788
1770	VORHEES RD (TROUBLE CREEK RD TO CECELIA DR)	NPR	2LU	0.494	7381	701	1390	D	C	0.359
1760	TROUBLE CREEK RD (MADISON AV TO VORHEES RD)	CR	2LU	0.727	12395	1178	1390	D	D	0.672
1700	TROUBLE CREEK RD (VORHEES RD TO CR 77/ROWAN RD)	CR	2LU	0.867	12569	1194	1460	D	D	0.648
760	CR 595 / GRAND BLVD (CR 518/TROUBLE CREEK TO CECELIA DR)	CR	2LU	0.502	10782	1024	1390	D	D	0.752
2090	CR 595/GRAND BLVD (MAIN ST TO MASSACHUSETTS AV)	NPR	2LU	0.736	2091	199	1390	D	C	0.174
2090.1	CR 595/GRAND BLVD (MASSACHUSETTS AV TO CITY LIMITS)	NPR	2LU	0.258	4202	399	1390	D	C	0.223
2085	CR 595/GRAND BLVD (GULF DR TO LOUISIANA AV)	CR	4LU	0.257	3349	318	2802	D	C	0.323

**Table TRA-6  
2015 Roadway Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURIS-DICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
2085.1	CR 595/GRAND BLVD (LOUISIANA AV TO MAIN ST)	CR	4LU	0.529	5819	553	2802	D	C	0.323
2080	CR 595/GRAND BLVD (CECELIA TO MARINE PKWY)	CR	2LU	0.185	8889	844	1390	D	D	0.752
2080.1	CR 595/GRAND BLVD (MARINE PKWY TO GULF DR)	CR	2LU	0.389	5806	552	1390	D	D	0.629
2070	CR 587/MASSACHUSETTS AV (CR 595/GRAND BLVD TO WASHINGTON ST)	NPR	2LU	0.089	8370	829	1390	D	D	0.776
2070.1	CR 587/MASSACHUSETTS AV (WASHINGTON ST TO MADISON ST)	NPR	2LU	0.207	6132	583	1390	D	D	0.776
2070.2	CR 587 / MASSACHUSETTS AV (MADISON AV TO CONGRESS ST)	NPR	2LU	0.498	15014	1426	1390	D	D	0.776
680	CR 587/MASSACHUSETTS AV (CONGRESS ST TO CR 77/ROWAN RD)	CR	DLD	0.503	22990	2184	2950	D	C	0.453
3020	US HWY 19 (CITY LIMITS TO FLORAMAR TR)	FDOT	6LD	0.159	72082	6848	4240	D	F	1.535
3020.1	US HWY 19 (FLORAMAR TR TO MARINE PKWY)	FDOT	6LD	0.204	71496	6792	4240	D	F	1.432
3030	US HWY 19 (MARINE PKWY TO GULF DR)	FDOT	6LD	0.484	71684	6810	4680	D	F	1.298
3030.1	US HWY 19 (GULF DR TO CROSS BAYOU)	FDOT	6LD	0.196	74376	7066	4240	D	F	1.602
3030.2	US HWY 19 (CROSS BAYOU TO MAIN ST)	FDOT	6LD	0.583	74743	7101	5080	D	F	1.337
3030.3	US HWY 19 (MAIN ST TO GRAND BLVD)	FDOT	6LD	1.748	75833	7204	5080	D	F	1.337

**Table TRA-6  
2015 Roadway Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURISDICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
<p>Notes:</p> <p>JURISDICTION..... NPR-City of New Port Richey  CR-Pasco County  FDOT-Florida Department of Transportation</p> <p>ROAD TYPE..... #-Lanes  U-Undivided  D-Divided</p> <p>AADT..... Average Annual Daily Traffic</p> <p>PEAK HOUR VOLUME... K-Factor x AADT</p> <p>MSV..... Maximum Service Volume</p> <p>V/C RATIO..... Peak Hour Volume / Peak Hour Capacity</p> <p>LOS..... Calculated using FDOT methodology</p> <p>LOS STD PEAK HOUR... Adopted level of service standard</p> <p>Source: Pasco County Metropolitan Planning Organization, 2006.</p>										

**Table TRA-7  
2020 Roadway Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURISDICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
1960	CECELIA DR (CITY LIMITS TO MADISON AV)	CR	2LU	0.245	2870	273	1390	D	C	0.196
1960.1	CECELIA DR (MADISON AV TO CR 518/VORHEES RD)	CR	2LU	0.749	5746	546	1390	D	C	0.393
1960.2	CECELIA DR (CR 518/VORHEES RD TO BAILEE)	CR	2LU	0.249	6031	573	1390	D	C	0.412
140	CECELIA DR (MADISON AV TO CR 595/GRAND BLVD)	CR	2LU	0.242	2870	273	1390	D	C	0.196
1980	CONGRESS ST (MAIN ST TO MASSACHUSETTS AV)	NPR	2LU	0.577	9915	942	1390	D	C	0.678
1970	CONGRESS ST (LOUISIANA AV TO MAIN ST)	NPR	2LU	0.538	3296	313	1390	D	C	0.225
330	CONGRESS ST (MASSACHUSETTS AV TO RIDGE RD)	CR	2LU	1.504	11608	1103	1390	D	D	0.794
2110	GULF DR (US HWY 19 TO CR 595)	NPR	2LU	0.479	11593	1101	1390	D	D	0.792
2120	GULF DR (CR 595 TO MADISON AV)	NPR	2LU	0.269	7493	712	1390	D	D	0.512
2130	LOUISIANA AV (CR 595/GRAND BLVD TO MADISON AV)	NPR	2LU	0.252	5923	563	1390	D	C	0.405
2130.1	LOUISIANA AV (MADISON AV TO CONGRESS ST)	NPR	2LU	0.499	2996	285	1390	D	C	0.205
2140	MADISON ST (CITY LIMITS TO CECELIA DR)	CR	2LU	0.228	10054	955	1390	D	C	0.687
2140.1	MADISON ST (CECELIA DR TO GULF DR)	CR	2LU	0.501	10207	970	1390	D	C	0.698
2140.2	MADISON ST (GULF TO BRIDGE)	CR	2LU	0.14	6919	657	1390	D	C	0.473
2150	MADISON ST (BRIDGE TO LOUISIANA AV)	CR	2LU	0.108	6919	657	1390	D	C	0.473
2150.1	MADISON ST (LOUISIANA AV TO MAIN ST)	CR	2LU	0.53	7099	674	1390	D	C	0.485
2160	MADISON ST (MAIN ST TO MASSACHUSETTS AV)	NPR	2LU	0.584	5964	567	1390	D	C	0.408

**Table TRA-7  
2020 Roadway Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURIS-DICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
1305	MADISON ST (CR 518/ TROUBLE CREEK RD TO CITY LIMITS)	CR	2LU	0.272	7522	715	1390	D	C	0.514
1320	MAIN ST (CONGRESS ST TO CR 77/ROWAN RD)	NPR	2LU	0.521	10236	972	1390	D	D	0.699
2180	MAIN ST (US HWY 19 TO RIVER RD)	NPR	4LU	0.216	14272	1356	2802	D	C	0.484
2180.1	MAIN ST (RIVER RD TO BRIDGE)	NPR	2LU	0.093	12980	1233	2802	D	C	0.440
2190	MAIN ST (BRIDGE TO BANK ST)	NPR	2LU	0.108	12858	1222	1390	D	D	0.879
2190.1	MAIN ST (BANK ST TO CR 595/GRAND BLVD)	NPR	2LU	0.078	12858	1222	1390	D	D	0.879
2190.2	MAIN ST (CR 595/GRAND BLVD TO MADISON AV)	NPR	2LU	0.254	9317	885	1390	D	D	0.637
2190.3	MAIN ST (MADISON AV TO CONGRESS ST)	NPR	2LU	0.501	12711	1208	1390	D	D	0.869
2240	MARINE PKWY (US HWY 19 TO CR 595/GRAND BLVD)	NPR	2LU	0.437	5734	545	1390	D	C	0.392
830	ROWAN RD/CR 77 (CR 587/MASSACHUSETTS AV TO ORCHID LAKE RD)	CR	2LD	1.043	12110	1150	1460	D	D	0.788
1770	VORHEES RD (TROUBLE CREEK RD TO CECELIA DR)	NPR	2LU	0.494	7381	701	1390	D	C	0.504
1760	TROUBLE CREEK RD (MADISON AV TO VORHEES RD)	CR	2LU	0.727	12395	1178	1390	D	D	0.847
1700	TROUBLE CREEK RD (VORHEES RD TO CR 77/ROWAN RD)	CR	2LU	0.867	12569	1194	1460	D	D	0.818
760	CR 595 / GRAND BLVD (CR 518/TROUBLE CREEK TO CECELIA DR)	CR	2LU	0.502	10782	1024	1390	D	D	0.737
2090	CR 595/GRAND BLVD (MAIN ST TO MASSACHUSETTS AV)	NPR	2LU	0.736	2091	199	1390	D	C	0.143
2090.1	CR 595/GRAND BLVD (MASSACHUSETTS AV TO CITY LIMITS)	NPR	2LU	0.258	4202	399	1390	D	C	0.287
2085	CR 595/GRAND BLVD (GULF DR TO LOUISIANA AV)	CR	4LU	0.257	3349	318	2802	D	C	0.113

**Table TRA-7  
2020 Roadway Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURIS-DICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
2085.1	CR 595/GRAND BLVD (LOUISIANA AV TO MAIN ST)	CR	4LU	0.529	5819	553	2802	D	C	0.197
2080	CR 595/GRAND BLVD (CECELIA TO MARINE PKWY)	CR	2LU	0.185	8889	844	1390	D	D	0.607
2080.1	CR 595/GRAND BLVD (MARINE PKWY TO GULF DR)	CR	2LU	0.389	5806	552	1390	D	D	0.397
2070	CR 587/MASSACHUSETTS AV (CR 595/GRAND BLVD TO WASHINGTON ST)	NPR	2LU	0.089	8370	829	1390	D	D	0.596
2070.1	CR 587/MASSACHUSETTS AV (WASHINGTON ST TO MADISON ST)	NPR	2LU	0.207	6132	583	1390	D	D	0.419
2070.2	CR 587 / MASSACHUSETTS AV (MADISON AV TO CONGRESS ST)	NPR	2LU	0.498	15014	1426	1390	D	D	1.026
680	CR 587/MASSACHUSETTS AV (CONGRESS ST TO CR 77/ROWAN RD)	CR	DLD	0.503	22990	2184	2950	D	C	0.740
3020	US HWY 19 (CITY LIMITS TO FLORAMAR TR)	FDOT	6LD	0.159	72082	6848	4240	D	F	1.615
3020.1	US HWY 19 (FLORAMAR TR TO MARINE PKWY)	FDOT	6LD	0.204	71496	6792	4240	D	F	1.602
3030	US HWY 19 (MARINE PKWY TO GULF DR)	FDOT	6LD	0.484	71684	6810	4680	D	F	1.455
3030.1	US HWY 19 (GULF DR TO CROSS BAYOU)	FDOT	6LD	0.196	74376	7066	4240	D	F	1.667
3030.2	US HWY 19 (CROSS BAYOU TO MAIN ST)	FDOT	6LD	0.583	74743	7101	5080	D	F	1.398
3030.3	US HWY 19 (MAIN ST TO GRAND BLVD)	FDOT	6LD	1.748	75833	7204	5080	D	F	1.418



**Table TRA-7  
2020 Roadway Traffic Volumes and Levels of Service  
City of New Port Richey**

ROAD ID#	ROADWAY SEGMENT	JURISDICTION	ROAD TYPE	LENGTH	AADT VOLUME	PEAK HOUR VOLUME	MAXIMUM SERVICE VOLUME	LOS STD PEAK HOUR	OPERATING LOS PK HOUR	V/C RATIO PEAK HOUR
Notes:	JURISDICTION.....	NPR-City of New Port Richey CR-Pasco County FDOT-Florida Department of Transportation								
	ROAD TYPE.....	#-Lanes U-Undivided D-Divided								
	AADT.....	Average Annual Daily Traffic								
	PEAK HOUR VOLUME...	K-Factor x AADT								
	MSV.....	Maximum Service Volume								
	V/C RATIO.....	Peak Hour Volume / Peak Hour Capacity								
	LOS.....	Calculated using FDOT methodology								
	LOS STD PEAK HOUR...	Adopted level of service standard								
Source: Pasco County Metropolitan Planning Organization, 2006.										

**Special Needs Population**

Many people in the community cannot or do not wish to drive, and some are not able to use all transportation modes. Youth, seniors, people with low incomes and people with disabilities have special transportation needs that can be addressed through provision of a range of transportation options.

Table TRA-8 shows the reported householders in the City that did not have a vehicle available in 1990 and 2000. Over the timeframe, households that were reliant on other transportation modes increased by 25 percent for a total of 847 households in 2000.

**Table TRA-8  
Householders with No Vehicle Available  
City of New Port Richey**

Householder by Age Range	1990		2000	
	Householders	Percent	Householders	Percent
Householder 15 to 64 years	179	2.8	373	6.0
Householder ≥65 years	440	6.8	474	7.0
<b>Total</b>	<b>619</b>	<b>9.6</b>	<b>847</b>	<b>12.0</b>

Source: US Census, 1990 and 2000.

Table TRA-9 shows the number and percentage of the total population for youth (under age 18) and elderly (65 years and older) populations in the City. The majority of the youth population—a population cohort that is increasing as the City’s median age decreases—is reliant on driving by others, walking, biking, or transit for their mobility. Potentially diminished driving capabilities in the 65 years and older age group means that persons in this age cohort may become more dependent on other modes of transportation to maintain independence. The range of mobility options needs to be available to these population groups to ensure quality of life through safe and convenient access to community facilities, services and shopping.

**Table TRA-9  
Youth and Elderly Population  
City of New Port Richey**

Population by Age Range	1990		2000	
	Persons	Percent	Persons	Percent
Under Age 18	2,449	17.4	3,074	19.1
65 Years and Over	4,622	32.9	4,654	28.3

Source: US Census, 1990 and 2000.

As shown in Table TRA-10, the Census data indicates that approximately 34 percent of City residents age 21 and older had disability status in 2000. Disability could impair one’s ability to drive.

The Census reports the number of individuals below the poverty level, which is \$9,800 (2006).<sup>1</sup> In 1999, approximately 16.6 percent of City residents had poverty status, representing an increase of two percent since 1989 (see Table TRA-11). These individuals are likely to find the expense of car ownership too costly to meet their personal mobility needs.

The Bureau of Labor Statistics tracks three goods as basic necessities; food, apparel and housing. As basic necessities, national and state policies work to keep these items affordable. Transportation—an obligatory expense to get to and from work, home, school and shopping—is not categorized as a basic necessity, even though it is the second highest expenditure and it continues to rise in price. For example, from 1992 to 2003, as a percent of expenditures, housing rose by 3.6 percent, but transportation rose by 8.8 percent.

**Table TRA-10  
Disability Status of Noninstitutionalized Population  
City of New Port Richey**

Population by Age Range	1990		2000	
	Persons	Percent	Persons	Percent
5 to 20 Years			2,599	100.0
With a Disability			363	14.0
21 to 64 Years	7,091	100.0	7,718	100.0
With a Disability	905	7.1	2,417	31.3
Employed	287	31.7	1,276	52.8
No Disability	6,186	87.2	5,301	68.7
Employed	4,584	64.6	4,029	76.0
≥65 Years	4,145	100.0	4,025	100.0
With a Disability	1,243	30.0	1,613	40.1
<b>Total ≥21 Years with Disability</b>	<b>2,148</b>	<b>19.2</b>	<b>4,493</b>	<b>34.3</b>

Notes:

1. Not reported by 1990 Census.

Source: Sample Data, US Census, 1990 and 2000.

**Table TRA-11  
Individuals Below Poverty Level  
City of New Port Richey**

Population Below Poverty Status	1989		1999	
	Persons	Percent	Persons	Percent
	1,969	14.6	2,486	16.6

Source: Sample Data, US Census, 1990 and 2000.

Housing and transportation are closely linked and together they constitute the affordability of a place. The ability to modify transportation costs through the use of transit and lower vehicle ownership can make the combined costs of housing and transportation lower in even the most expensive markets.

Table TRA-12 shows excerpted information from the 2003 American Community Survey (ACS) of 28 US Metropolitan Statistical Areas (MSAs) relative to housing and transportation costs.

<sup>1</sup> Federal Register, Vol. 71, No. 15, January 24, 2006, pp. 3848-3849.

The ACS ranked Tampa as the least affordable MSA, requiring the highest expenditures for housing and transportation even though Tampa was lower than a number of other MSAs in terms of the median home values. Conversely, when transportation costs were taken into account, several of the places with the highest median home values according to the ACS-San Francisco, San Diego, Honolulu, Boston, New York and Washington, D.C.-were not necessarily the most expensive. These cities each ranked lower in combined housing and transportation expenditures in part because of the higher incomes in these areas, but also because of lower transportation costs.<sup>2</sup>

**Table TRA-12  
Household Expenditures on Transportation & Housing by Metropolitan Area  
(Partial Listing Shows Highest, Lowest and US Average Expenditures)**

Rank by % Trans	MSA	Trans Exp	% of Exp on Trans	% of Exp on Hsing	Hsing & Trans as % of Exp	Avg Vehicles per HH	Rail System in 2003	% Non-Auto to Work in 2003
4 <sup>1</sup>	Tampa	\$7,291	20.4	37.3	57.7	1.9	Small Expanding	5
10	Miami	\$8,348	19.6	37.9	57.5	1.6	Medium	7
23 <sup>2</sup>	Pittsburg	\$6,972	16.6	29.2	45.8	2.0	Medium	10
---	US (Avg)	\$7,781	19.1	32.9	52.0	1.9	---	9

Notes:

1. Tampa and Miami ranked number 1 and 2 for highest combined share of expenditures on housing and transportation of 28 MSAs analyzed. Pittsburg ranked number 28 with the lowest expenditures.

Abbreviations: MSA – Metropolitan Statistical Area; Exp – Expenditures; Trans – Transportation; Hsing – Housing; HH- Households.

SOURCE: Bureau of Labor Statistics, Consumer Expenditure Survey, 2002-2003; Selected Metropolitan Statistical Areas; Average Annual Expenditures and Characteristics; Federal Transit Administration.

### Community Expressed Needs

During public outreach conducted for the 2006 Evaluation and Appraisal Report, including the Major Issues and Visioning Workshop, the community expressed the need for greater variety in transportation options in the City. Specifically, the community requested that opportunities for pedestrian, bicycle and transit mobility be expanded and that enhancements be made relative to transportation safety, downtown parking supply and context sensitive street design.

## V. Other Transportation Issues

### Growth Trends and Travel Patterns

Most of the City is located within a designated Community Redevelopment Area as set forth in Chapter 163, Part III, FS. Areas excluded from this designation are those annexed by the City since 2001, the year the New Port Richey Redevelopment Plan was last updated. The Redevelopment Plan indicates local needs for housing, urban support uses, revitalization of blighted areas and increased taxable values of property. It also identifies infill and redevelopment as the primary means for resolving these local needs. The term infill refers to the "filling in" of vacant lots in existing neighborhoods. Redevelopment refers to constructing new

<sup>2</sup> Driven to Spend: Pumping Dollars out of Our Households and Communities, Surface Transportation Policy Project, June 2005.

development on previously developed land, or rehabilitation or adaptive reuse of an existing structure.

The community values the established low to medium density character of the City, but has indicated support for increased densities and intensities in suitable locations to accommodate population and foster employment growth. There is a growing local interest in developments that integrate a variety of land uses, while providing high quality pedestrian environments. It is envisioned that mixed-use development will transform the suburban, automobile-oriented character of City's commercial districts and strips and provide convenience and housing opportunities throughout the community.

Approximately 377 acres, or 12.98 percent, of the acreage in the City is vacant, developable land (see Map FLU-1 Existing Land Use). Approximately two-thirds of the City's vacant lands inventory is categorized as residential. It is envisioned that these lands will be utilized in this manner during the Comprehensive Plan planning period.

Transportation patterns are not anticipated to change over the planning period. However, transit ridership is expected to increase through enhanced PCPT bus service and the addition of pedestrian/transit amenities in the Downtown TCEA and along US 19.

### **Interaction between Land Uses and Transportation Facilities**

The Comprehensive Plan and the New Port Richey Redevelopment Plan envision quality mixed-use developments on infill and redevelopment sites in suitable locations in the City. Mixed use, or allowing residential, retail, office and civic uses within a neighborhood (horizontal mixed-use), or some combination of these uses on single parcel (vertical mixed-use), contributes to the vitality and viability of neighborhoods. Mixed use takes many forms and includes corner stores, small, block-long commercial areas, commercial areas along major streets, office space near transit routes and a mix of uses within commercial buildings such as *shop-top* housing. Mixed use development fulfills many smart growth goals by improving the balance of jobs to housing in an area and creating healthy neighborhoods where residents can take care of their daily needs without having to drive.

There are no major generators or attractors in the City that have a significant impact on the transportation system. Annual festivals present some traffic issues in the Downtown area when street closings cause traffic to be distributed on fewer streets.

### **Development Impacts and Transportation Planning**

The New Port Richey Land Development Code provides guidelines for applying level of service standards to development permit applications and in determining concurrency management system compliance. During the preapplication phase of development review, the City requires the developer to determine the number of proposed trips generated by the project during the PM peak hour. If it exceeds 50 PM peak trips, a traffic impact study is required to be submitted that projects trips generated by the proposed development and trip distribution on the road network. The Land Development Code sets forth the process for determining whether the proposed development can be accommodated by the existing or programmed road network or will exceed the adopted LOS standard.

## **Compatibility between the FLUM and the Transportation Element**

This Transportation Element and the Future Land Use Map are compatible in the following ways:

- All development-oriented land uses are adequately served by the roadway;
- Intensive land uses such as Industrial are have access to major transportation facilities;
- Areas designated with higher densities are served by the City's neighborhood scale, grid patterned street network, which allows for complex use of the street (walking biking, driving, etc.);
- The transportation network includes existing and planned pedestrian and bicycle facilities to support desirable pedestrian-scale development; and
- Compact, mixed-use, nodal development prescribed by the FLUM will reduce vehicle miles traveled.

## **Internal Consistency**

As required by Chapter 163, FS, the Transportation Element is consistent with all elements of the New Port Richey 2020 Comprehensive Plan including the Future Land Use, Conservation and Coastal Management and Capital Improvements elements.

## **Coastal Areas Evacuation**

New Port Richey is subject to coastal storms and hurricanes and must make provisions for the safety of residents within coastal the area. The coastal area would be significantly affected by a hurricane less than 60 miles offshore. Evacuation of affected residents and provision of adequate shelter capacity are necessary to protect lives. The average evacuation response time within the hurricane vulnerability zone in Pasco County is 18 hours. Designated evacuation routes within or proximate to the City include US 19, Rowan Road, Ridge Road, Massachusetts Avenue and SR 54.

## **VI. Plan to Meet Transportation Needs**

This section presents various approaches to meeting the community's transportation needs as indicated in the foregoing Transportation Demand and System Needs Analysis.

### **Level of Service Deficiencies**

Existing and future level of service deficiencies were identified for US 19 from Main Street to Grand Boulevard. The FDOT has programmed projects to address safety and traffic flow on US 19, including enhanced median channelization and continuous right turn lanes from the Pinellas countyline to the Hernando countyline at a cost of \$15,000,000. Additionally, Intelligent Transportation System (ITS) improvements are programmed for US 19. These projects are programmed on the FDOT 2007-2011 Work Program and the Pasco County MPO Long Range Transportation Cost Feasible Plan.

## **Expanded Transit Opportunities**

The shift to a multi-modal transportation system designed to reduce auto dependency will require comprehensive planning and financial resources toward the creation of an environment that encourages walking, biking and the use of transit. For example, to provide further intermodal connectivity, PCPT has implemented a “bikes on buses” program.

Through provision of certain features, the City can increase the likelihood that people will use public transit system and reduce demand for roadway capacity. Pedestrian-friendly design features like those listed below are inherently transit-friendly, since all transit trips include a walking segment. The following include recognized ways of improving transit accessibility and ridership:

- Reallocate road space to transit and walking (e.g., continuous sidewalks, bus pull-outs);
- Comfort improvements (e.g., bus shelters with seating, shade trees leading to bus stops and vertical curb at bus stops);
- Transit-oriented development (TOD) and smart growth, which result in land use patterns more suitable for transit transportation;
- Pedestrian and bicycle improvements that improve access around transit stops;
- Bike and transit integration (e.g., bike racks on buses, bike routes and bicycle parking near transit stops);
- Design of shelters and pedestrian facilities to accommodate people with disabilities and other special needs;
- Park and ride facilities;
- Improved security for transit users and pedestrians through design and surveillance;
- Multi-modal access guide with maps, schedules, contact numbers and other information on using transit to reach a particular destination; and
- Services targeting particular travel needs, such as special event shuttle service.

While Pasco County is the sole provider of fixed route transit, the City can assist in providing transit access and amenities to enhance the transit user experience within the City. For instance, the City’s streetscape projects that address transit corridors (i.e., Main Street, Grand Boulevard and Madison Street) should evaluate the appropriate placement of transit stops and shelters based on adjacent land uses.

The PCPT *Transit Infrastructure Guidelines Manual* (<http://www.pascocountyfl.net/pubser/comser/PublicTrans/InfrastG.pdf>), providing standards and guidelines for the design and siting of bus stops and other transit-supportive infrastructure elements, will be a useful resource for streetscape design. Some of the criteria are standard in nature for application to specific bus stop types, while other design guidelines enable more flexibility to allow particular infrastructure elements to adapt to the surrounding character and environment of the area being served.

The Pasco County MPO 2025 Long Range Transportation Plan (LRTP) identifies programmed service improvements to the PCPT transit system. These service expansions are also listed in the Pasco County 2006-2010 Transit Development Plan (TDP). The TDP is the strategic guide for public transportation in that includes an evaluation of existing transit service, demographics



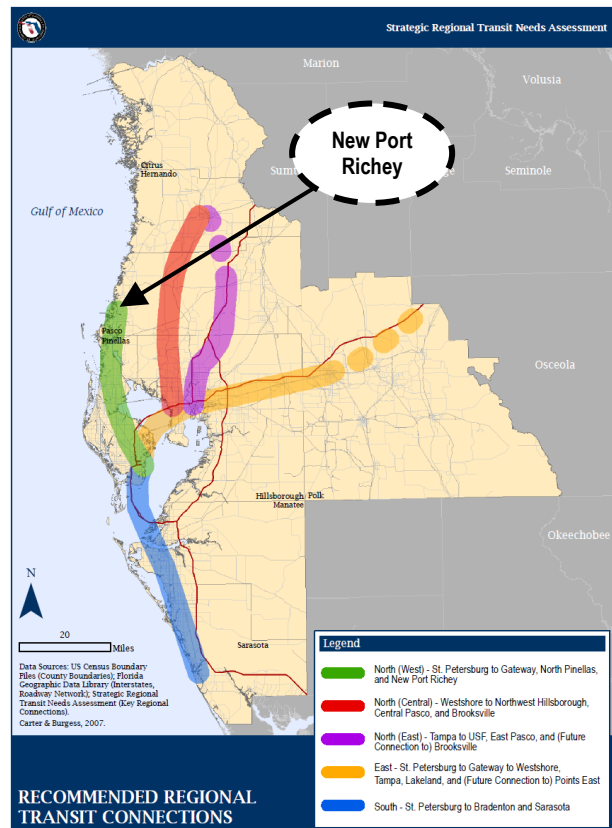
and travel behavior in the service area; summary of local transit policies; development of transit enhancement proposals; and a five-year implementation plan for PCPT. Programmed modifications to the PCPT transit system over the next five years include:

- Expand existing bus service on US 19 with 30-minute headway in 2005 (\$4,952,737)
- Expand existing bus service on US 19 in 2010 (\$1,500,232)
- Add new express bus route on US 19 connecting Pinellas County and Hernando County in 2010 (\$4,054,622)
- Construct transit terminal along US 19 in 2009 (\$250,000)

FDOT developed the Strategic Regional Transit Needs Assessment (SRTNA), a 50-year transit needs assessment and vision for the West Central Florida region (<http://fdot-srtna.com>) to identify currently met, unmet and emerging regional transit needs required for an effective and integrated transit system. This 50-year view of projected needs was the basis of a conceptual plan for a 240-mile multimodal transit system linking regional activity centers and residential areas in Pasco, Citrus, Hernando, Hillsborough, Manatee, Pinellas, Polk and Sarasota counties. Called West Central Florida's Interstate of Transit, the plan's five key transit connections represent the spine of a greater system to be fed by sub-regional and local transit systems (see map). Like the interstate highway system in Florida, it is foreseen that the transit spine would be part of the SIS.

The success of the regional transit system will be dependent on local bus networks and sub-regional premium transit services and supportive transit-oriented development patterns around transit stations. Local decision making to achieve multi-modal access to stations, such as walking, bus connections and park and ride facilities will be critical convenient access to transit stations.

Strong partnerships will be critical to the successful implementation of a regional transit system. The FDOT will support efforts by local transportation planning organizations and the business community to formalize comprehensive long-term visions and implement funding options for the construction, operations, and maintenance of a complete transit system. In addition to developing a funding plan, FDOT will work with local governments to develop a master plan identifying transit technology types for key corridors as well as potential locations for transit stations.





## **Bicycle Facilities**

Transportation corridors appropriate for bicycle facilities (e.g., bike lanes, multi-use trails, designated “bikes sharing street” routes, bicycle parking, etc.) in the City will be identified in the West Pasco Trails Plan developed by the Pasco County MPO. Additionally, a countywide planning effort is underway for the Pasco County Greenways, Trails and Blueways Master Plan. Pasco County is the lead agency for development of the plan, and the City is represented on the the plan’s advisory committee.

Provisions for bicycle mobility on identified corridors will be addressed during all future street modifications, such as widening, narrowing (“road diets”), resurfacing, or intersection projects. Due consideration of bicycle needs should include, at minimum, a presumption that bicyclists will be accommodated in the design of transportation facilities. Future connectivity to pedestrian and bicycle facilities of other local governments will be considered by the City (e.g., Starkey Trail and Elfers Trail Extension of the Pinellas Trail and a bicycle route along Grand Boulevard to Brasher Park).

Other actions the City could consider toward its goal of being a bicycle-friendly City are the adoption of minimum and preferred standards for bicycle facilities design, promotion of Pasco County MPO safety and educational programs that target both bicyclists and motor vehicle operators in creating a safe environment for bicycling and assistance from law enforcement officers in enforcing state laws pertaining to the rights and responsibilities of vehicular use (i.e., automobiles and bicycles).

Bicycling and public transit are a team with each overcoming the shortcomings of the other. PCPT buses carry bicycles. To improve this relationship, more bicycle facilities (e.g., bicycle lanes, designated bicycle shared streets and multi-use trails) are needed in the City and countywide. Bicycle parking, which is as important as bicycle routes in promoting bicycle use, can be found at many community focal points; however, more bicycle parking is needed.

## **Pedestrian Facilities**

The City plans to study pedestrian needs citywide when funds are secured for this effort. The pedestrian plan will identify transportation corridors appropriate for pedestrian facilities (e.g., sidewalks, crosswalks, signalized crosswalks, pedestrian bridges, multi-use trails, etc).

The City’s existing sidewalk program gives priority to new sidewalk segments that would serve schools or other community focal points. New or replacement sidewalks are designed using safety standards, as well as the level and type of anticipated use. The Land Development Code requires sidewalk construction in conjunction with new development or redevelopment.

The next phase of the City’s streetscape program will address pedestrian mobility on four major transportation corridors. Nebraska Avenue, Madison Street, Main Street and Grand Boulevard streetscape designs will consider needs relative to adjacent land uses (existing and future); pedestrian, bicycle and motor vehicle mobility; transit access; traffic calming; and beautification. Design plans have been developed and funds have been appropriated for the first phase of Railroad Square, a high quality, pedestrian-oriented corridor on Nebraska Avenue between Grand Boulevard and Adams Street. This improvement will enhance multimodal mobility in the Downtown TCEA.

In the City’s pursuit of a pedestrian-friendly, or *livable* community, opportunities for integrating pedestrian features into every community development project, public or private, will be explored. Provisions for pedestrian mobility and comfort will be considered during all future street modifications, such as widening, narrowing (“road diets”), resurfacing, or intersection projects. Due consideration of pedestrian needs would include the presumption that pedestrians will be accommodated in the design of transportation facilities. The decision not to accommodate pedestrians in the City should be the exception rather than the rule.

A range of elements that comprise pedestrian-oriented design are listed below.

**Table TRA-13  
Elements of Pedestrian-Oriented Design  
City of New Port Richey**

Essential	Highly Desirable	Nice Additions
<ul style="list-style-type: none"> <li>• Medium to High Densities</li> <li>• Mix of Land Uses</li> <li>• Short to Medium Block Lengths</li> <li>• Transit Routes Every ½ Mile</li> <li>• Two or Four Lane Streets</li> <li>• Continuous Sidewalks Wide Enough for Couples</li> <li>• Safe Street Crossings</li> </ul>	<ul style="list-style-type: none"> <li>• Supportive Commercial Uses</li> <li>• Grid Patterned Street Network</li> <li>• Traffic Calming Along Access Routes</li> <li>• Closely Spaced Shade Trees Along Access Routes</li> <li>• Limited “Dead” Space (e.g., Visible Parking Lots)</li> <li>• Nearby Parks and Other Public Spaces</li> <li>• Quality (Attractive) Transit Facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Streetwalls</li> <li>• Enclosing Building Height to Street Width Ratios</li> <li>• Functional Street Furniture</li> <li>• Coherent, Small Scale Signage</li> <li>• Special Pavement</li> <li>• Lovable Objects (e.g., Public Art)</li> </ul>

SOURCE: Pedestrian and Transit Friendly Design, Reid Ewing for the Florida Department of Transportation, 1996.

Trail projects identified in the *MPO Long Range Transportation Plan (LRTP)* of significance to New Port Richey include:

- Decubilis Trail (a/k/a Starkey Park Trail) from Congress to Ridge Road Extension (2005-2009) at a cost of \$1,858,831 (*Cost Feasible LRTP*)
- Massachusetts Trail from Grand Boulevard to Congress Street (2010-2025); cost to be determined (*Needs LRTP*)

The *Pasco County TIP* also identifies the following trail project in the City.

- Starkey Park Trail from Congress to Ridge Road Extension: Design (2005/2006), Right-of-Way (2006/2007) and Construction (2012/2013)

**Downtown Transportation Concurrency Exception Area**

The City will continue to promote multi-modal transportation options in the Downtown TCEA. By coupling multi-modalism with supportive development patterns, opportunities are created for a variety of transportation modes Downtown. Pedestrian, bicycle and transit access combined with an appropriate mix and intensity of land uses can help relieve traffic demand on congested streets by reducing auto dependency. Comprehensive Plan policies have been developed to support the objectives of the Downtown TCEA in the Future Land Use, Transportation and Capital Improvements elements.

## **Traffic Calming**

Most City streets are bordered by residential uses. Citizen concerns reflect chronic problems like speeding, cut-through traffic, or too much traffic. Police enforcement cannot be provided consistently enough to permanently reduce speeds and cannot reduce the amount of traffic in any case. Traffic calming refers to projects that make permanent, physical changes to streets to slow traffic and/or reduce volumes, thus improving their safety and addressing resident concerns. The challenge is to calm traffic on neighborhood streets in ways that are economically feasible and that still allow for reasonably efficient traffic flow.

Traffic calming measures reduce speeds and deter some through-traffic from using local and residential collector streets. Traffic calming also includes education and enforcement measures that promote changes in driver behavior. Where warranted by traffic conditions and resident desires, the City's policy is to implement physical changes to local and collector streets that slow traffic to the 25 miles per hour (mph) residential speed limit. Creative approaches will be explored to achieve this policy. Physical changes will be safe and will take into account the needs of all road users, including bicyclists and emergency response vehicles.

## **Context Sensitive Street Design**

Context sensitive street (CSS) design is a collaborative, interdisciplinary approach to transportation facility design that involves all stakeholders to ensure that the new or expanded facility fits its physical setting and preserves aesthetic, cultural and environmental resources, while maintaining safety and mobility. CSS design considers the total context (i.e., physical, social and economic) within which a transportation project will exist. Because vehicle miles traveled continue to increase rapidly in the US, transportation designers find their first concern to be wider lanes and shoulders with straighter, flatter alignments to obtain the highest capacity for the roadway. These and other features of roadway design (e.g., stormwater ponds and barriers) often clash with the function and aesthetics of neighborhoods.

A successful roadway design process includes early and continuous public involvement, the use of visualization techniques to facilitate the public's understanding of the project, use of a multidisciplinary design team and the application of flexible and creative design criteria. The CSS design project should be safe for the user and the surrounding population; be in harmony with the community; preserve valued sociocultural and natural resources; involve efficient and effective use of time, funding and community resources; and add lasting value to the community.

FDOT standards for street design often allow for design exceptions when the standards do not cover the needs of a specific project. Design exceptions are used by FDOT when unusual circumstances such as highly sensitive resources or extreme cost or safety concerns warrant the use of less than the lowest standard from the *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* (Florida Green Book). Should growth in the City or region create conditions where new or widened streets are proposed by the City, Pasco County, or FDOT, a CSS design approach should be employed to ensure compatibility with the community development objectives as articulated in the Comprehensive Plan, New Port Richey Redevelopment Plan and related neighborhood plans.

## **Downtown Parking Supply**

The addition of more residential units in Downtown will create situations where on-street spaces are used by residents, in addition to employees and customers. The challenge for the future will be to manage the existing parking supply while reducing parking demand by providing alternatives to driving. Ultimately, parking demand may only be managed effectively when users pay directly for its costs. Some of the proceeds could be used to finance and improve transportation modes that do not have the space requirements or environmental impacts of automobiles.

Downtown public parking structures are a strategy to meet the City's Downtown parking need. Such structures are expensive to construct and are generally avoided by drivers unless no close-by surface parking spaces are available. However, they are the only way to provide parking where open land is scarce and where compact building arrangements are desired to maintain a high-quality pedestrian environment.

While adequate parking in Downtown is essential to the success of businesses, parking lots can be a principle source of dead space in the urban environment, which can negatively affect the pedestrian experience. It is essential that the amount of parking to active uses be balanced so that the Downtown environment gives the sense of a pedestrian place rather than the domain of the automobile. To strike a parking balance, the following regulations could be included in the Land Development Code:

- Maximum, as well as minimum, parking standards;
- Credit for curbside parking;
- Decreased parking requirements for businesses with different peak patterns sharing parking lots;
- Substitute parking garages instead of surface parking lots; and
- Satellite parking facilities to free pedestrian-oriented streets from heavy parking demands

To accommodate future, more intense redevelopment in Downtown, the City is investigating the feasibility of structural parking. Structural parking allows parking to be concentrated on a relatively small footprint, freeing up land for active, pedestrian-oriented uses that would otherwise be used for surface parking. Funding for structural parking could come from multiple sources including tax increment funds, special assessment of Downtown businesses, payment in lieu of property owner provided parking lots, grants and general revenues. During project planning, the architectural design and street level uses of structural parking should be considered to minimize the potential for dead space in Downtown.

The mobility strategies in the Downtown TCEA include making Downtown even more pedestrian and bicycle accessible to encourage these and transit over single-occupant vehicle trips. Parking policies that limit parking could be an incentive to use of alternative transportation modes to access Downtown.

## **Fiscal Resources**

User taxes have long been utilized to support transportation programs at the national, state and local level. Such taxes include County motor fuel taxes, motor vehicle license fees and revenue

bonds secured by tolls or a pledge of county motor fuel tax collections, as well as non-user taxes such as general obligation bonds. Motor fuel tax and revenue bonds are available to both the City and the State while motor vehicle license fees are imposed only at the State level. Other transportation finance options available to the City include special assessment fees, redevelopment fees and impact fees. Special assessments are imposed upon properties that directly benefit from transportation improvements that have been made by the jurisdiction. This technique is often utilized by communities to improve local roads.

### **Intergovernmental Coordination**

The City is not fiscally responsible for addressing all the transportation needs identified in the Transportation Element. Pasco County and the FDOT have maintenance responsibility for County and State roads that traverse the City. To coordinate transportation planning, it is essential for the City to participate in the development of transportation plans and programs that could influence the transportation system in the City and the achievement of local land use objectives. Coordination with the Pasco County Metropolitan Planning Organization (MPO), the FDOT and adjacent local governments would help ensure that the future transportation system is complementary to the community's vision for the City.

## **VII. Goals, Objectives and Policies**

### **INTRODUCTION**

Pursuant to Section 163.3177(6), Florida Statutes, the following represents the Transportation Element Goals, Objectives and Policies of the City of New Port Richey which establish the long-term end of transportation programs and activities directed to the community.

### **IMPLEMENTATION**

Unless otherwise stated, the implementation of objectives and policies contained in this Section shall be through the development, adoption and application of the regulations set forth in the City Code of Ordinances and Land Development Code.

### **GOAL TRA 1**

To provide a street network that is safe, convenient, attractive, cost-effective and efficient; integrated with other transportation modes; and available to all residents and visitors to the City.

#### **Street Network**

#### **Objective TRA 1.1**

Establish minimum level of service standards to ensure that adequate street capacity will be provided to serve the existing and future land uses.

#### **Policies**

- TRA 1.1.1 The City shall review all proposed development or redevelopment for consistency with this element and impacts upon the adopted level of service standards. A development order shall be issued upon demonstration by the developer's transportation impact study that the development will not degrade the level of service for any arterial or collector facility below the adopted level of service, or as otherwise provided for by this Comprehensive Plan. In addition, no development order that affects access to a State roads shall be issued without Florida Department of Transportation approval of the site access plan.
- TRA 1.1.2 The City shall assess new development or redevelopment an equitable pro-rata share of the costs to provide roadway improvements to serve the development or redevelopment.
- TRA 1.1.3 The operational level of service standard for arterial and collector roadways within the City shall be D peak hour.
- TRA 1.1.4 The level of service standard for US 19, a Strategic Intermodal System facility, is LOS D as required by Rule 14-94, Florida Administrative Code.

TRA 1.1.5 New developments, regardless of size, shall provide operational improvements to the City's transportation system to mitigate their impacts on the system, to ensure smooth traffic flow and to aid in the elimination of hazards. Improvements may include the addition of turn lanes, deceleration lanes, signage, signals and pavement markings.

## **Traffic Circulation**

### **Objective TRA 1.2**

Promote efficient and safe traffic circulation through transportation planning and administration of land use controls.

### **Policies**

TRA 1.2.1 By 2020, the City, in coordination with the Pasco County Metropolitan Planning Organization, shall identify and officially designate all existing and potentially constrained street segments within the City limits. As needed, the City shall work with said agency to maintain and improve the level of service on designated constrained street segments including streets within the Downtown Transportation Concurrency Exception Area.

TRA 1.2.2 Standards for structural setbacks and access management, as recommended by the responsible jurisdiction, along existing or new roadways shall be included in the Land Development Code.

TRA 1.2.3 The City shall review the Future Land Use Map and applicable neighborhood plan(s) when planning modifications to the transportation system to ensure that streets are designed to be context sensitive.

TRA 1.2.4 The Land Development Code shall provide for safe and convenient on-site traffic flow, considering needed motorized and non-motorized vehicle parking.

TRA 1.2.5 The City shall work with the Florida Department of Transportation to manage, maintain and, to the extent feasible, improve the level of service on US 19. Such management techniques may include the creation of Urban Infill and Redevelopment Area that employs Transportation Systems Management (TSM)/Transportation Demand Management (TDM) strategies.

TRA 1.2.6 The City shall preserve the connectivity of the street grid which facilitates traffic circulation between neighborhoods and commercial districts and provides alternatives to travel on US 19.



## **GOAL TRA 2**

To transform the City of New Port Richey into a walkable, multimodal community by creating a safe, convenient, attractive, efficient and cost effective transportation system that emphasizes mass transit, walking and bicycling, and that serves the needs of all segments of the population.

### **Bicycle and Pedestrian Mobility**

#### **Objective TRA 2.1**

The City shall continue to promote non-motorized modes of transportation through the construction of a continuous network of bike paths and pedestrian facilities.

#### **Policies**

- TRA 2.1.1 The City shall provide bicycle and pedestrian ways that provide connectivity between residential areas, to recreation areas, schools, shopping areas, transit terminals and the bicycle and pedestrian facilities of other jurisdictions.
- TRA 2.1.2 The City shall pedestrianize new intersections and retrofit existing intersections so that:
- a. the maximum crossing width is no greater than 48 feet;
  - b. all intersection corners are illuminated;
  - c. traffic signals are timed to allow crossing at a rate of 3.5 feet per second; and
  - d. curb ramps and audio/tactile signal systems are provided in areas with large elderly and handicapped populations.
- TRA 2.1.3 The City shall provide mid-block pedestrian crossings, where needed, and coordinate with the Florida Department of Transportation for safe and convenient pedestrian crossings on US 19.
- TRA 2.1.4 The City shall encourage new non-residential developments to be pedestrian-oriented by placing all motorized vehicle parking facilities at the rear of the building, minimizing front setbacks to encourage window shopping, providing walkways between the store and sidewalk and restricting motorized vehicle traffic in areas of heavy pedestrian usage.
- TRA 2.1.5 The City shall encourage a greater mix of uses in new developments in such a way that housing, parks, schools, shops and employment centers are within walking distance (1/2 mile) of one another. In existing areas where such a mix is not present, the City shall guide infill development to achieve it.



**Safety and Aesthetics**

**Objective TRA 2.2**

A multimodal transportation system shall that emphasizes safety and aesthetics.

**Policies**

- TRA 2.2.1 The City shall encourage funding for the maintenance and landscaping of the existing City roadways.
- TRA 2.2.2 The City shall develop and enforce the signage requirements along roadways in the Land Development Code.
- TRA 2.2.3 The City shall prepare annual accident frequency reports for all collector and arterial roads.
- TRA 2.2.4 The City shall clearly post and maintain emergency evacuation routes. The street network must provide a safe and rapid means of coastal evacuation for the citizens of New Port Richey and adjacent cities, as outlined in the Conservation and Coastal Management Element.
- TRA 2.2.5 The City in cooperation with the County and FDOT shall control connections/access points of driveways to the roadway system through provisions in the Land Development Code.
- TRA 2.2.6 The City shall implement traffic calming measures to slow traffic on local and collector streets. When congestion management is a concern on streets in need of traffic calming, the City will consider the use of traffic circles or other effective traffic calming devices.
- TRA 2.2.7 Where sidewalks are directly adjacent to curbs and no planting strip exists, explore ways to add planting pockets with street trees to increase shade and reduce the apparent width of wide streets.
- TRA 2.2.8 To the extent allowed by law, the City shall continue to make safety the first priority of citywide transportation planning. Prioritize pedestrian, bicycle and automobile safety over vehicle level of service at intersections.
- TRA 2.2.9 The City shall encourage educational programs for the safe use of bicycles, including bicycle education programs in the public schools and driver education programs on State laws pertaining to motor vehicle and bicycles.
- TRA 2.2.10 The City shall continue to prioritize the safety and comfort of school children in street modification projects that affect travel routes to schools. Where feasible, the City shall provide sidewalks or off-street pedestrian paths along travel routes to schools.

TRA 2.2.11 The City shall vigorously and consistently enforce speed limits and other traffic laws.

## **Transit Mobility**

### **Objective TRA 2.3**

Coordinate with and encourage Pasco County Public Transit (PCPT) to provide a convenient, efficient public transit system to the citizens of New Port Richey that provides a viable alternative to driving.

TRA 2.3.1 The City shall work with PCPT to achieve a 1.0 percent modal split for transit use by the year 2010.

TRA 2.3.2 The City shall designate all roads served by existing and proposed PCPT bus routes as public transit corridors.

TRA 2.3.3 The City shall encourage land uses and site developments which promote mass transit within designated public transit corridors, with priority given to those projects that will bring the greatest increase in transit ridership.

TRA 2.3.4 The City shall guide the placement, type and density of new development along Transit Corridors consistent with the Future Land Use Element so as to achieve the level of ridership needed to support mass transit.

TRA 2.3.5 The City shall inform PCPT as to the proposed location of new transit generators and attractors as they are being reviewed. A major trip generator shall be defined as a development generating 500 or more trips during the peak hour or more than 1,500 daily trips.

TRA 2.3.6 The City shall require major trip generators and attractors located on transit corridors to incorporate elements of transit-friendly design. Specific elements shall meet with PCPT's approval, and may include:

- a. Transit stops meeting ADA requirements;
- b. Parking lots and intersections designed with minimum corner turning radii for buses;
- c. Clearly delineated walkways from the building to the transit stop; and
- d. Buildings and transit stop sited close to the street.

TRA 2.3.7 The City shall assess the feasibility of requiring a maximum (as opposed to minimum) number of parking spaces for new developments along Transit Corridors.

TRA 2.3.8 The City shall work with PCPT to improve existing bus stops by refitting them with benches, clearly marked signs, lights and covered or enclosed waiting areas. All bus stops shall be safe, convenient and meet the needs of the transportation disadvantaged.

TRA 2.3.9 The City shall promote mixed-use development to provide housing and commercial services near employment centers, thereby reducing the necessity of driving.

TRA 2.3.10 The City shall locate higher density development along public transit corridors and near intermodal transit stations in accordance with the Future Land Use Map.

### **GOAL TRA 3**

To establish and designate the Downtown redevelopment area as a Transportation Concurrency Exception Area (TCEA) to reduce the adverse impact transportation concurrency requirements may have on urban infill and redevelopment, and the achievement of the City's redevelopment goals and to implement and fund mobility, urban design, mixed-uses and network connectivity strategies to address transportation needs within the Downtown TCEA.

### **Transportation Concurrency Exception Area**

#### **Objective TRA 3.1**

Develop a multimodal transportation system and address mobility needs within the Downtown TCEA.

#### **Policies**

TRA 3.1.1 The City recognizes the need for concurrency exceptions within the boundaries of the Downtown TCEA. Notwithstanding other policies in the comprehensive plan that establish roadway level of service standards and transportation concurrency requirements, development within the TCEA shall be exempt from those requirements. Mobility within the Downtown TCEA shall be maintained by the implementation of the strategies and programs in the Comprehensive Plan. TCEA mobility strategies for the City will include, but not be limited to:

- a. Transportation demand management program
- b. Transportation system management program
- c. Revised parking standards/regulations
- d. Community transit service
- e. Parking facilities that enhance pedestrian and bicycle facilities
- f. Pedestrian and bicycle facilities enhancements
- g. Transit facilities enhancements
- h. Complete streets policy implementation
- i. Transit- and pedestrian-oriented site design standards/regulations

TRA 3.1.2 The Downtown Transportation Concurrency Exception Area boundary is depicted on the Future Land Use Map.

TRA 3.1.3 The Downtown TCEA will become more pedestrian-oriented through mixed-use development utilizing urban design principles including, but are not limited to:

- a. clustered densities to preserve open space and enhance multi-modal opportunities,

- b. transit-oriented densities and/or intensities,
- c. building placement/build-to lines,
- d. first floor retail in mixed-use buildings on street frontage,
- e. parking integration with alternative modes,
- f. pedestrian/bicycle circulation and facilities, and
- g. roadway/right-of-way aesthetics.

TRA 3.1.4 In cooperation with PCPT, the City shall evaluate transit service within the Downtown TCEA and identify improvements to increase public transit's role in providing mobility within the Downtown TCEA. The improvements may include route alignments, shelters with benches, lighting, new bus stops, etc. The City will work with PCPT to program recommended improvements in the City's Five-Year CIP.

TRA 3.1.5 When conditions warrant, the City shall explore the feasibility of rubber tire trolley service in the Downtown Transportation Concurrency Exception Area.

TRA 3.1.6 A pedestrian-friendly environment shall be promoted on streets within the Downtown Transportation Concurrency Exception Area by providing safe, comfortable, and convenient sidewalk and pathway connections in and around the Downtown Transportation Concurrency Exception Area and from public right-of-ways to building entrances. The City shall amend its land development regulations to include site development requirements that define minimum pedestrian facilities and shall improve and prioritize pedestrian access to implement the City pedestrian initiatives.

TRA 3.1.7 The "complete streets" policy shall be implemented to ensure that all modes of transportation are incorporated into proposed plans for roadway modifications within the Downtown TCEA within each district of the TCEA. The intent of this policy is to develop a comprehensive, integrated, multimodal street network by coordinating transportation planning strategies and private development activities as follows:

- a. Provide safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings, parking areas, and existing or planned public sidewalks.
- b. Provide cross-access connections/easements or joint driveways where available and cost effective.
- c. Deed land or convey required easements, as requested by the City, for the construction of public sidewalks, bus turn-out facilities, and/or bus shelters with appropriate credits toward developer contribution requirements.
- d. Where appropriate, developers shall provide for the following improvements with credits toward contribution requirements:
  - i. Project turn lanes
  - ii. Bus shelters
  - iii. Adjacent sidewalks
  - iv. Streetscaping/landscaping within the public right-of-way
  - v. Additional bicycle parking.

- TRA 3.1.8 The City shall apply the following guidelines in implementing Policy TRA 3.1.8:
- a. Recognize all users including pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities;
  - b. Determine the applicability of these requirements considering the unique constraints of each development and redevelopment site, the context of each particular street and compatibility with surrounding areas; and
  - c. Implement requirements through each phase of transportation process, including design, planning, maintenance, and operations.
- TRA 3.1.9 The Downtown TCEA will not adversely affect US 19, a facility on the State's Strategic Intermodal System.
- TRA 3.1.10 The City shall implement a comprehensive program of parking supply and demand management strategies for the Downtown TCEA to address long range needs.
- TRA 3.1.11 The City shall work with merchants in Downtown to designate employee parking areas.
- TRA 3.1.12 The City shall continue working with merchants, the Greater New Port Richey Main Street Organization, and neighbors to explore options for new structured parking facilities or using existing parking more efficiently.

#### **GOAL TRA 4**

To create a transportation planning process that is coordinated with those of other jurisdictions and agencies, and considers the effect of new transportation improvements on adjacent land uses.

#### **Intergovernmental Coordination**

##### **Objective TRA 4.1**

Coordinate transportation planning with the Pasco County Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), Pasco County Public Transit (PCPT), and the plans of the neighboring jurisdictions.

##### **Policies**

- TRA 4.1.1 The City shall promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans including the MPO Long Range Transportation Plan and Transportation Improvement Plan, the PCPT Transit Development Plan, the FDOT Five Year Work Program, the Florida Transportation Plan, and the plans of neighboring local governments.
- TRA 4.1.2 The City shall send a representative to attend relevant transportation planning meetings including MPO Board and Technical Advisory Committee meetings.

- TRA 4.1.3 The City shall work with the MPO and FDOT to ensure that transportation investments in major transportation corridors in the City contribute to efficient urban land use patterns.
- TRA 4.1.4 In cooperation with state and local agencies, the City shall promote the effective coordination of various transportation modes to assist urban development and redevelopment.
- TRA 4.1.5 The City shall coordinate with FDOT, the MPO and the City of Port Richey to create safe and convenient pedestrian and bicycle crossings on US 19, including the proposed underpass on the US 19 Bridge at the Pithlachascottee River.