



AUBURNDALE 2050

COMPREHENSIVE PLAN UPDATE



B

Transportation

GOALS, OBJECTIVES, AND POLICIES

Adopted April 20, 2026

TRANSPORTATION ELEMENT
Goal, Objectives, and Policies City of Auburndale Comprehensive Plan

Goal B. To provide a safe, efficient and convenient multi-modal transportation system for residents and non-residents traveling in and through the City.

Objective B-1. Convenient and Efficient Transportation System

The City shall provide a convenient and efficient transportation system, including a safe and adequate multi-modal transportation system for its residents and users.

Policy B-1.1. The City will consider tracking progress through measures including maintenance of a level of service C or D on roads; annually amending the 5-Year CIP to include all roadway improvements; evaluating traffic safety problems, and amending the land development code to include new measures.

Policy B-1.2. Level of Service (LOS) definitions shall be consistent with the Auburndale Transportation Master Plan, adopted August 19, 2024, and based on the desired operation conditions of the road. Changes in roadway geometry, area type, and the context of the roadway will combine to make the number of vehicles corresponding to a LOS change with the design and conditions.

Table B-1.2: Level of Service Definitions Consistent with the Transportation Master Plan

<i>Level of Service</i>	<i>Operating Condition</i>
<i>A</i>	<i>Free flow condition, vehicles are easily able to complete lane changes and other maneuvers, little to no delay across the segment</i>
<i>B</i>	<i>Near free flow condition, vehicles can complete lane changes and other maneuvers yielding occasionally to other vehicles, little delay across the segment</i>
<i>C</i>	<i>Near free flow condition, vehicles can complete lane changes and other maneuvers yielding to other vehicles, some delay across the segment</i>

<i>D</i>	<i>Speed begins to decrease, vehicles have some difficulty completing lane changes and other maneuvers due to other vehicles, moderate delay across the segment</i>
<i>E</i>	<i>Speeds have moderately decreased, vehicles have difficulty completing lane changes and other maneuvers due to other vehicles, moderate to high delays across the segment</i>
<i>F</i>	<i>Speeds have drastically decreased, breakdown of traffic flow, vehicles have great difficulty completing lane changes and other maneuvers due to other vehicles, high delays across the segment.</i>

- Policy B-1.3. A peak hour Level of Service (LOS) of D shall be adopted for all roadways within the corporate limits.*
- Policy B-1.4. The City hereby adopts the following multi-modal Levels of Service per the Auburndale Transportation Master Plan for roadways served by the transit system.*
- Policy B-1.5. The City will base development approvals upon adequate system capacities at acceptable levels of service, as established in this element, to accommodate the impacts of proposed development concurrent with the impacts of development.*
- Policy B-1.6. The City shall continue to add the yearly maintenance schedule to the 5-Year Capital Improvements Program (CIP) of the Comprehensive Plan's Capital Improvements Element.*
- Policy B-1.7. The City will enforce no-parking zones at street intersections and intersection visibility requirements, as adopted in the City's land development regulations.*
- Policy B-1.8. The City shall continue to enforce the landscape maintenance and weed control ordinance that contributes to traffic safety along all motorized and non-motorized traffic ways.*
- Policy B-1.9. The City shall implement mobility strategies to support non-motorized transportation and transit service development and to maximize access to existing and planned transit services. These will include, but not be limited to:*

- 1. Provision of an extensive pedestrian system;*

2. *Elimination of gaps in the sidewalk network;*
3. *Complete street treatment including improved pedestrian and bicycle crossings*

Objective B-2. Sidewalks, Bikeways, and Trails

The City will continue to increase the amount of sidewalks and bikeways within the City limits.

Policy B-2.1. The City will consider measuring progress through additional sidewalks and bikeways within the City limits; paved sidewalks in vicinity of transit stops; links from the Auburndale Trail to the Van Fleet Trail, and the Tenoroc Trail; connected sidewalk/bike trail around Lake Ariana.

Policy B-2.2. The City will analyze the existing sidewalk network annually and identify key gaps in pedestrian routes, including near schools, parks, trails and transit stops.

Policy B-2.3. Funding priorities for correcting existing deficiencies and for future sidewalk improvements shall first be directed to locations where a critical public safety concern or an emergency exists; and second, serve pedestrian needs within ¼ mile of all schools, parks, and transit stops; and in the future, aviation and rail facilities.

Policy B-2.4. The City will incorporate consideration of sidewalks and bikeways in all roadway improvements. Sidewalks and bikeways will be constructed where practical in the existing rights-of-way throughout the City.

Policy B-2.5. The City will incorporate sidewalk and bikeway features into intersection projects and resurfacing projects to keep the cost of such projects to a minimum.

Policy B-2.6. Continue to support the acquisition of right-of-way or easement for a bike path/walkway around Lake Ariana.

Policy B-2.7. The City will work with the Polk Transportation Planning Organization , Florida Department of Transportation and Polk

County in the identification of locations for sidewalks and bikeway on State and County highways.

Policy B-2.8. In an effort to coordinate with the Polk Transportation Planning Organization and Florida Department of Transportation to provide continuous routes for bicycling, the City will work with the Polk Transportation Planning Organization in the development of: the Auburndale Trail; the Southern Extension of the Van Fleet Trail; the Auburndale Trail through Tenoroc State Park; the Auburndale-Lake Alfred-Winter Haven Trail; and other trails that link to the County and Regional network through adjacent municipalities.

Policy B-2.9. The City shall encourage the inclusion of continuous routes for bicycling and walking in The Lakes District and support the acquisition of right-of-way or easement for a bike path/ walkway connecting the District to Downtown.

Objective B-3. The City shall promote and invest in a safe and efficient system of parking with the proper quantity of spaces for customers and employees in the Community Activity Center in the historic downtown area.

Policy B-3.1. The City will consider measuring progress through the promotion of public/private partnerships established for downtown parking; and implementation of traffic calming devices.

Policy B-3.2. The historic downtown area shall be the focus of continued analysis of parking needs, vehicular traffic flow, pedestrian circulation patterns and overall traffic safety.

Policy B-3.3. The City shall maintain and promote the alley system in the downtown for loading purposes in order to reduce conflicts between delivery trucks and pedestrian traffic.

Policy B-3.4. The City shall promote and allow on-street parking within the public right-of-way, which shall meet the parking needs of the business sector in accordance with City and Florida Department Of Transportation standards.

Policy B-3.5. The City will partner with businesses for the development of off-street parking that will be shared by customer and employee traffic within the downtown; and encourage informal agreements between public and private partners for shared parking between daytime and night time users, and between weekend and weekday users.

Policy B-3.6. The City will continue to support traffic calming and landscaping to improve the appearance of the downtown, particularly around Ariana Avenue and the Civic Center.

Policy B-3.7. The Auburndale CRA will maintain a reserve fund to pay for parking improvements in the community redevelopment area.

Objective B-4. The City will coordinate transportation and future land uses, continuing to improve and construct a transportation system that will meet the adopted levels of service standards, support the goals, objectives, and policies of the Future Land Use Element, and support the uses shown on the Future Land Use Map.

Policy B-4.1. The City will consider measuring progress through the promotion of multi-modal for mixed use development; the promotion of carpooling/vanpooling.

Policy B-4.2. The City will prioritize roadway system improvements based on correction of existing deficiencies, available right-of-way system continuity, development of the central core downtown, development of infill areas, and consistency with needs generated with uses shown on the Future Land Use Map.

Policy B-4.3. A de minimis impact exception shall only be granted for a single family home on an existing lot regardless of the level of deficiency of the adopted level of service.

Policy B-4.4. The City will promote mixed use developments with multi-modal provisions, including through Planned Unit Developments or other tools.

Policy B-4.5. The City will implement land use policies in support of increased transit, which includes encouraging mixed-use developments and

medium or higher residential densities within one-fourth mile of any transit route.

Policy B-4.6. If at any time determined to be necessary to meet future traffic circulation needs, transportation impact fees shall be developed and adopted by the City.

Policy B-4.7. The City will encourage large employers in the industrial areas in the City adjacent to the City to promote carpooling/van pooling and utilization of transit for commuting.

Policy B-4.8. The City will minimize disruption to its historic downtown and historic buildings that may result from the construction of transit projects; the City shall encourage pedestrian and bicycle routes in order to minimize disruption of the historic street grid in downtown.

Policy B-4.9. The City shall promote the rail and surface transportation corridor that connects its industrial areas to the Bartow Municipal Airport for shipment of goods and products. The City will work with the Polk Transportation Planning Organization to promote an adequate transportation network for the transport of goods and for the establishment of truck routes to airports.

Policy B-4.10. The City will work with the Polk Transportation Planning Organization to enhance multi-modal transfer facilities through Polk Transportation Planning Organization priority setting.

Policy B-4.11. The City shall work with the Florida Department Of Transportation and Polk County Transportation Planning Organization to establish a designated truck route network that maximizes the efficiency of goods movement, minimizes delays ,and enhances safety.

Policy B-4.12. TRANSPORTATION MAP ESTABLISHED: The following Transportation Map is hereby established: Roadway Classification.

Objective B-5. The City shall continue to coordinate its transportation system with those of the Polk Transportation Planning Organization for the Lakeland/Winter Haven Urbanized Areas (TPO), the Polk Transit Authority (PTA), the Winter Haven Area Transit (WHAT) authority,

and the Lakeland Area Mass Transit District authority (LAMTD) for the intra-city bus system; and the Florida Department of Transportation (FDOT) Transportation Plan and Adopted Work Program.

- Policy B-5.1. The City will consider measuring progress through membership on the Technical Advisory Committee for the Polk Transportation Planning Organization; listing of other agency projects in the City's annual update of the 5-Year CIP.*
- Policy B-5.2. The City shall continue to coordinate with the Florida Department of Transportation and the Polk Transportation Planning Organization to recognize and include County and State road projects in the City's 5-Year CIP and annual budget planning process; and to maintain consistency in policies between the City and the two agencies.*
- Policy B-5.3. The City shall seek the cooperation and utilize the resources of the Polk Transportation Planning Organization for funding of those roadway improvements that fall within the Polk Transportation Planning Organization's priority and funding jurisdiction.*
- Policy B-5.4. The City shall seek the cooperation and utilize the resources of the Florida Department of Transportation for those roadway improvements within the City that fall within the FDOT's Transportation Plan priority and funding jurisdiction.*
- Policy B-5.5. The City will coordinate with the Polk Transportation Planning Organization and the Florida Department of Transportation in assigning priority status to projects which are identified in airport and rail facility master plans which serve Auburndale and the region.*
- Policy B-5.6. The City will work with the Polk Transportation Planning Organization and Florida Department of Transportation to plan and program enhanced surface access to any station that is intended to serve Florida's intrastate high-speed rail system.*
- Policy B-5.7. The City will coordinate with the Polk Transportation Planning Organization, Florida Department of Transportation, the County, and other municipalities in data sharing, standards interpretation, traffic*

counts, and concurrency management issues relating to roadway levels of service.

Policy B-5.8. The City will participate in future updates of the Polk Transportation Planning Organization Long Range Transportation Plan.

Policy B-5.9. The City will coordinate with the Polk Transportation Planning Organization , Lakeland Area Mass Transit District authority, Winter Haven Area Transit authority, and Florida Department of Transportation to establish strategies to reduce reliance on single occupancy automobile trips, such as encouraging large employers to develop commuter assistance incentives for employees that carpool/vanpool, and/or utilize transit or non-motorized modes for commuting trips.

Policy B-5.10. The City will coordinate with the three mass transit authorities and Florida Department of Transportation to implement plans for park-and-ride lots, as identified in Polk Transportation Planning Organization's Long-Range Transportation Plan.

Policy B-5.11. The minimum acceptable level-of-service standard for roadways on the Strategic Intermodal System, the Florida Intrastate Highway System, and those funded under the Transportation Regional Incentive Program, shall be in accordance with the Statewide Minimum Level-of-Service Standards for the State Highway System published in Rule 14-94 of the Florida Administrative Code, or any rule variance issued by the Florida Department of Transportation.

Objective B-6. The City will support public transit options

Policy B-6.1. The City will promote and support ridership on the area's bus system by coordinating with the transit providers to locate stops and terminals near major trip generators and employment centers.

Policy B-6.2. The city will consider measuring progress through new businesses locating on transit routes compared to non-transit areas.

Policy B-6.3. The City will promote the development of future major trip generators and employers on transit routes, to decrease the number

of vehicle trips within the City, and to accommodate the transportation disadvantaged, including the elderly and those without a vehicle.

Policy B-6.4. The City will participate in planning and revising routes for all three transit districts in order to accommodate the transportation disadvantaged and to decrease the number of vehicle trips within the City.

Policy B-6.5. The City will consider ways to participate or advocate in regional long-range plans for better connectivity in the region, including considering supporting State, regional, public, or private actors seeking to connect to existing State and regional transit networks.

Objective B-7. The City shall protect existing and future rights-of-way from building encroachment and other forms of development that would hinder roadway improvements when needed, for existing and future traffic circulation, aviation, and mass transit rights-of-way.

Policy B-7.1. The City will consider measuring progress through review of development plans for setbacks from ROW for all new development in accordance with the land development regulations.

Policy B-7.2. The City shall utilize street setbacks as determined in the City's land development regulations on all principal arterials, County urban collectors, and City urban collectors.

Policy B-7.3. The City shall continue to coordinate with representatives of the Polk Transportation Planning Organization, Florida Department of Transportation, the County, and the transit districts to identify the applicable State, regional, and City transportation corridor rights-of-way needed for future improvements.

Policy B-7.4. The City will protect airports and other transportation facilities and routes connecting or linking facilities from encroachment of incompatible land uses through implementation of the Future Land Use and Conservation Elements of the Comprehensive Plan.

Objective B-8. The City shall coordinate with the Florida Department of Transportation and Polk County to maximize access management on the Florida Intrastate Highway System (FIHS) and the Polk County road system to promote traffic flow safety and access management.

Policy B-8.1. The City will consider measuring progress through managing the number of new driveway cuts permitted on the FIHS; maintenance of speed limits on the FIHS and Polk County road system.

Policy B-8.2. Driveway access permits for land developments shall be coordinated with Florida Department of Transportation and Polk County as applicable.

Policy B-8.3. The City shall coordinate with the Florida DOT on the operation and management of computerized signal systems and traffic monitoring devices to improve traffic flow and reduce stop and go traffic.

Policy B-8.4. The City will coordinate with the Florida Department of Transportation to ensure all railroad crossings are constructed to allow maximum speeds at crossings.

Policy B-8.5. The City shall require applicants for development proposals as determined by City's Land Development Regulations and Florida DOT regulations, to control the connections and access points of driveways and roads to collector roads and minimizing driveway and median cuts. Access management relating to thoroughfares shall be managed in a manner that reduces stop and go traffic, protects public investments in roadway capacity, and enhances safety.

Objective B-9. The City shall enforce regulations to protect the airways approach to airports in a manner consistent with Florida Department Of Transportation and Federal Aviation Administration requirements, so that communication towers, antennas, water towers, industrial uses, multi-story residential uses, and church steeples are not erected in the flight path of the Winter Haven airport and others.

Policy B-9.1. The City will consider measuring progress through maintaining attendance on airport zoning board; protecting approach to airport zone by enforcing land development regulations.

Policy B-9.2. The City shall enforce its development regulations in compliance with the Florida Department of Transportation model navigable airspace system, and revise as necessary.

Policy B-9.3. The City shall maintain representation on the Polk County Airport Zoning Board in order to coordinate multi-model transportation systems through the City that may be linked to one or more of the airports in the county.

Objective B-10. Reduce greenhouse gas emissions by reducing vehicle miles traveled and by increasing or encouraging the use of alternative fuels and transportation technologies.

Policy B-10.1. The City of Auburndale shall encourage new urban development strategies that provide an emphasis on transit, bicycle, and walkable neighborhoods. These development strategies will include compact, mixed-use development to reduce vehicle miles of travel and greenhouse gas emissions.

Policy B-10.2. The City of Auburndale will support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives.

Policy B-10.3. The City of Auburndale shall support and promote the use of low- and zero-emission vehicles, and alternative fuels, and other measures to directly reduce emissions from motor vehicles.

Policy B-10.4. The City shall include one or more strategies to reduce external trip generation, improve traffic flow, reduce Greenhouse gas emissions, and/or emphasize safe and comfortable pedestrian, bicycle, and mass transit mobility. These strategies may include, but are not limited to:

- Physical and operational improvements.*

- *Provision of on-site pedestrian and bicycle linkages to external pathways to expand, improve, and enhance a safe, continuous, pedestrian and bicycle network throughout the City.*
- *On-site secured bicycle storage areas.*
- *Additional tree canopy adjacent to sidewalks to provide shade and comfort to the pedestrian that will increase pedestrian mobility.*
- *Pedestrian-scale decorative street lighting and street furniture along pedestrian pathways to create a safe and comfortable experience to encourage pedestrian mobility.*
- *Construction of crosswalks and related crosswalk features that facilitate safe movement across roadways.*
- *Right-of-way donation for turn lanes and/or wider bike lanes.*
- *Dedication of easements for pedestrian and non-motorized pathways.*

Policy B-10.5. The City shall continue efforts to work with Florida Department of Transportation and all appropriate agencies to alleviate traffic circulation problems.