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PLANZephyrhills2040

Transportation & Mobility Element

SEPTEMBER 2024

Zephyrhills
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List of Acronyms and Abbreviations

This element contains a variety of acronyms and abbreviations used throughout the text. For clarity and ease of reference, all acronyms and abbreviations are listed below, along with their full forms.

CRA	Community Redevelopment Agency
CMS	Concurrency Management System
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
GOPASCO	Pasco County Public Transportation
JPA	Joint Planning Area
LDC	Land Development Code
LRTP	Long Range Transportation Plan
MaaS	Mobility as a Service
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
PD&E	Project Development and Environment Study
TSDP	Transit Service Development Plan

List of Goal, Objective and Policy Titles

Transportation and Mobility Element

1. Introduction

The Transportation and Mobility Element serves as a guide for the future development of transportation infrastructure and mobility services that reflect the Zephyrhills community's vision for a balanced, multimodal system that meets current demands while anticipating future needs.

Purpose

This element establishes a framework for planning, developing, and managing the city's transportation system to ensure safe, efficient, and sustainable mobility for the residents, workforce, and visitors of the city while aligning with the community's broader goals. By integrating transportation and land use planning, the element seeks to enhance mobility, improve quality of life, and foster economic vitality. The planning framework embraces the potential of technological advancements and innovative practices to transform how we think about and use transportation infrastructure.

Scope

The geographic area addressed by the Transportation and Mobility Element includes the incorporated area of the City of Zephyrhills and the Joint Planning Area (JPA), where the City and Pasco County collaboratively plan for growth, development, and related transportation and mobility needs. The element examines the various components of a multimodal transportation system, including walking and biking infrastructure, thoroughfares, transit services and infrastructure, railroads, and aviation facilities, and the essential coordination of transportation and land use decisions.

Statutory Requirements

Comprehensive planning in Florida is governed by the Florida Community Planning Act, codified in Chapter 163, Part II, Florida Statutes. This legislation sets forth the requirements for local governments to develop, adopt, implement, and maintain comprehensive plans to guide future growth and development.

2. Planning Context

The planning context provides the basis for transportation and mobility planning and policymaking, drawing upon the Zephyrhills Mobility Plan[1], incorporated herein by reference. The Mobility Plan addresses the needs of all travel modes, taking into account local and regional population growth, economic development, neighborhood livability, and the equitable distribution of transportation solutions in the community.

Growth Trends

Population

The City of Zephyrhills has experienced steady population growth over the past several decades (**Figure TRA-1**). The city's growth rate has mirrored trends observed in Pasco County, reflecting a stable pattern of development and urbanization.

Since 2020, the city has seen a notable uptick in growth, driven by significant changes in Florida's housing market (**Figure TRA-2**).

[1] Zephyrhills Mobility Plan, City of Zephyrhills, 2024.

Figure TRA-1: Population Counts, City of Zephyrhills, 1990-2020

Population (100% Count)				Average Annual Growth Rate (%)		
1990	2000	2010	2020	1990-2000	2000-2010	2010-2020
8,484	10,833	13,288	17,194	2.77	2.27	2.94

Source: Census Summary File 1, US Census Bureau.

Figure TRA-2: Population Estimates, City of Zephyrhills, 2020-2023

Population				Average Annual Growth Rate (%)			
Count	Estimate (April 1)						
2020	2021	2022	2023	2020-2021	2021-2022	2022-2023	2020-2023
17,194	17,788	18,631	19,337	3.45	4.74	3.79	4.15

Source: Florida Estimates of Population, Bureau of Economic and Business Research (BEBR), University of Florida.

Figure TRA-3: Share of County Population, City of Zephyrhills, 2020-2023

Population, Pasco County				City Share of County Population			
Count	Estimate (April 1)			% of City Population[1]			
2020	2021	2022	2023	2020	2021	2022	2023
561,891	575,891	592,669	610,743	3.06	3.09	3.14	3.17

Notes:
1. Based on population count/estimates for City of Zephyrhills shown in Figure TRA-2.
Source: Florida Estimates of Population, Bureau of Economic and Business Research (BEBR), University of Florida.

The increase in demand for housing, fueled by a combination of factors such as an influx of new residents, shifts in work-from-home trends, and differences in housing affordability across urban, suburban, and exurban areas, has accelerated the pace of development in Zephyrhills and Pasco County. This recent surge highlights the city's appeal as a desirable place to live, work, and invest, reinforcing the need for forward-looking planning to accommodate the continued influx of residents and businesses

Under a scenario where the city maintains its average annual growth rate of 4.15%, the city's projected population in year 2045 is 47,303, representing an increase of 27,966 persons, or an average of 1,271 persons per year from the 2023 base year.

Alternatively, if the city maintains its current 3.17% share of the countywide population (**Figure TRA-3**), the shift-share projection method estimates that the city's population in 2045 would reach 28,951.

This projection is based on Pasco County's high-range population forecast of 913,300 by 2045 and 1,036,700 by 2050 (BEBR, University of Florida, 2023). The Pasco County Metropolitan Planning Organization (MPO) projects a slightly lower countywide population of 1,018,000 by 2050. Under the shift-share projection method, the city would experience an increase of 9,614 residents from its 2023 population, averaging an additional 437 persons per year.

Land Area

Over the past two decades, the city has experienced notable growth in its land area and population density (**Figure TRA-4**). In 2000, the city covered 8.2 square miles with a population density of 1,321 persons per square mile. By 2023, the land area expanded to 9.51 square miles, reflecting the city's annexation efforts. This expansion, coupled with housing development, has resulted in a population density increase to 2,014 persons per square mile. From 2000 to 2023, the city's

Figure TRA-4: Land Area and Population Density, City of Zephyrhills, 2000-2023

Land Area (Square Miles)				Population Per Square Mile			
2000	2010	2020	2023	2000	2010	2020	2023
8.2	8.88	9.51	9.58	1,321.1	1,496.7	1,808.8	2,014.3

Source: US Census Bureau.

land area increased by approximately 16%, while the population density grew by about 53%. These changes highlight the city's evolution into a more densely populated urban area.

Land Use Context

The City of Zephyrhills is characterized by diverse land use patterns that shape its transportation needs and opportunities. Land use patterns influence travel behavior, infrastructure demands, and the overall mobility of residents, the workforce, and businesses. This section provides an overview of land use patterns in the city, highlighting how they relate to the transportation system and potential strategies.

Established Neighborhoods

The city's older, established neighborhoods, particularly those in town, downtown, and along Eiland Boulevard, are priority areas for addressing multimodal infrastructure deficiencies. Multimodal infrastructure, including complete sidewalk and bicycling networks and connected transit stops, would provide additional transportation options and easier access to short-distance destinations. Multimodal connections to GOPASCO transit service would also support ridership for longer distance trips. The development of comprehensive multimodal infrastructure in densely populated areas is essential for providing residents with convenient alternatives to driving and addressing the challenges of urban congestion.

Redevelopment Areas

The Zephyrhills Community Redevelopment Area, covering 560 acres and including Downtown Zephyrhills, the Gall Boulevard and 5th Avenue corridors, and downtown and in-town neighborhoods, represents a focal point for urban revitalization. The transportation vision for this area includes the development of bi-directional, two-lane streets with integrated sidewalk, bicycle, and transit facilities. Such enhancements are aimed at improving safety, livability, and economic vitality while promoting walkable, urban-scale development.

Planned state highway projects, including the expansion and reconstruction of the US 301/Gall Boulevard corridor, will impact walking and biking comfort in the Community Redevelopment Area. Regional transportation initiatives, such as the Bypass Loop Road discussed later in this element, could help reduce regional travel demand within this area. This reduction would alleviate the pressure for additional travel lanes, thereby minimizing disruption of the historic street grid and preserving the area's urban fabric and walkable development potential.

Additionally, the form-based zoning regulations governing the US 301/Gall Boulevard corridor emphasize a street hierarchy that prioritizes movement and access for all users. Similar form-based land use and transportation solutions could be applied to the US 301/Gall Boulevard corridor to the south within the city-county Joint Planning Area, enhancing connectivity and supporting high-quality, sustainable redevelopment.

Industrial Corridor

The Zephyrhills Industrial Corridor is a vital economic hub, offering a well-connected area

for manufacturing and support activities. This corridor's strategic location, with access to road, rail, and airport facilities, as well as robust utility infrastructure, positions it as a key player in both local and regional economic development.

Recent investments by major companies, such as Bauducco Foods and MiTek, underscore the industrial corridor's growing importance. The transportation network within and connecting this area must be modernized to accommodate safe and efficient freight movement and ensure multimodal accessibility for shift workers. Transportation improvements are critical to sustaining the corridor's role as an economic driver.

Commercial Nodes and Corridors

The city's commercial nodes, typically located at the intersections of major thoroughfares and transit hubs, are areas of concentrated commercial activity. These nodes, including Downtown Zephyrhills, serve as centers for shopping, dining, and cultural opportunities. The presence of public transit and walk-friendly infrastructure is essential in these areas to reduce reliance on automobiles and enhance the overall functionality and livability of the urban environment.

Commercial corridors, particularly US 301, offer a diverse mix of retail, office, and residential uses. The inclusion of safe and conveniently located active transportation infrastructure, such as wide sidewalks, high-visibility street crossings, accessible transit shelters, seating, and street lighting, would support the community's preferences for accessible, multimodal transportation options. This approach not only supports reduced reliance on driving but also promotes more vibrant and active urban environments.

The US 301 Corridor Land Use Vision and Transportation Strategy was created in 2016 by Pasco County in collaboration with the cities of Zephyrhills and Dade City. The strategy aims to provide a comprehensive vision for land use and transportation within the US 301 corridor, focusing on promoting sustainable development, improving multimodal connectivity, and preserving the arterial function of US 301.

Countryside Area

The northern US 301 corridor in Zephyrhills and unincorporated Pasco Conty is characterized by a mix of suburban development, rural residential areas, and undeveloped greenfields. The corridor is valued for its scenic rolling hills and rural landscapes.

The area west of US 301 within this corridor is designated as "Countryside" in the planned development known as Villages of Pasadena Hills (VOPH). The Countryside designation is designed to preserve the rural character of the area by limiting more intensive land uses and development while recognizing legacy zoning designations.

Rural Reserve Area

The Rural Reserve area identified in the Zephyrhills Mobility Plan is situated east of Wire Road and north of Otis Allen Road. The potential for future urban and suburban expansion in the Rural Reserve hinges on the availability and long-term sustainability of essential public infrastructure and services, such as water utilities, police protection, and emergency response capabilities. This area's development will be guided by the community's vision and related policies of the comprehensive plan.

SR 56 Corridor

The SR 56 corridor south of Zephyrhills is undergoing rapid development, with the Two Rivers master-planned community playing a central role in this transformation. Located along SR 56, west of US 301, Two Rivers spans approximately 6,000 acres across

unincorporated Pasco and Hillsborough Counties. This expansive project, which includes more than 6,000 residential units and three million square feet of commercial space, is poised to significantly reshape the region.

This growth brings both challenges and opportunities for the city's transportation infrastructure. Increased traffic volumes and longer commuting times may necessitate costly roadway widenings and intersection expansions. Enhancing public transit service to connect Two Rivers and Zephyrhills could provide viable alternatives to driving, reducing vehicle trips and helping to maintain the livability of centers and neighborhoods on the path. Investments in active transportation infrastructure could further decrease reliance on cars for short trips in these locations.

Policy Framework

The policy framework for local transportation planning in Florida is shaped by a combination of state, regional, and local policies and plans. These frameworks guide transportation development to ensure safety, efficiency, sustainability, and meaningful community involvement.

State Policies and Plans

STATE COMPREHENSIVE PLAN

In accordance with Florida's Community Planning Act, local government comprehensive plans must align with the state's broader objectives for growth, development, and resource management as outlined in the State Comprehensive Plan (Chapter 187, Florida Statutes). Transportation policies in the State Comprehensive Plan are listed in **Figure TRA-5**.

STATE TRANSPORTATION PLANS

The Florida Department of Transportation (FDOT) is the state's principal agency responsible for transportation planning and oversight. The Florida Transportation Plan[2] outlines the long-range vision for the state's transportation system. The FDOT Strategic Intermodal System Policy Plan emphasizes high-priority transportation facilities that are critical to Florida's economic vitality.

Florida Freight Mobility and Trade Plan (FMTP) outlines Florida's freight infrastructure needs and priorities, aiming to improve the efficiency and safety of freight transportation across the state. It includes strategies for addressing freight bottlenecks, enhancing intermodal connectivity, and supporting economic growth through a robust freight network.

The FDOT District Seven Freight Plan provides detailed analysis and recommendations for freight transportation within District Seven, which encompasses seven counties in the west-central region of Florida. The plan addresses local freight needs, infrastructure improvements, and specific challenges within the district, aligning with the broader goals of the FMTP.

ENVIRONMENTAL REGULATIONS

Transportation projects in Florida must comply with environmental regulations, such as those enforced by the Florida Department of Environmental Protection (FDEP) and those required under the federal National Environmental Policy Act (NEPA). These regulations ensure that transportation projects consider environmental impacts, including impacts on wetlands, wildlife habitats, air and water quality, and human environments.

[2] Florida Transportation Plan website fdot.gov/planning/ftp/default.shtm.

Figure TRA-5: Transportation-Related Policies, State Comprehensive Plan

- Improve and expand transportation services to increase mobility of elderly persons. Policy (3)(b)10.
- Improve the enforcement of and compliance with safe highway speed limits. Policy (6)(b)20.
- Ensure that developments and transportation systems are consistent with the maintenance of optimum air quality. Policy (10)(b)2.
- Improve the efficiency of traffic flow on existing roads. Policy (11)(b)3.
- Ensure energy efficiency in transportation design and planning and increase the availability of more efficient modes of transportation. Policy (11)(b)4.
- Enforce and strengthen regulation of the generation, storage, treatment, disposal, and transportation of hazardous waste. Policy (12)(b)6.
- Enhance the linkages between land use, water use, and transportation planning in state, regional, and local plans for current and future designated urban areas. Policy (16)(b)6.
- Develop concurrency requirements that do not compromise public health and safety for urban areas that promote redevelopment efforts. Policy (16)(b)7.
- Encourage the development of mass transit systems for urban centers, including multimodal transportation feeder systems, as a priority of local, metropolitan, regional, and state transportation planning. Policy (16)(b)9.
- Coordinate transportation investments in major travel corridors to enhance system efficiency and minimize adverse environmental impacts. Policy (19)(b)2.
- Promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans. Policy (19)(b)3.
- Allow flexibility in state and local participation in funding of public transit projects and encourage construction and use of toll facilities in order to meet transportation needs. Policy (19)(b)4.
- Ensure that existing port facilities and airports are being used to the maximum extent possible before encouraging the expansion or development of new port facilities and airports to support economic growth. Policy (19)(b)5.
- Promote timely resurfacing and repair of roads and bridges to minimize costly reconstruction and to enhance safety. Policy (19)(b)6.
- Develop a revenue base for transportation which is consistent with the goals and policies of this plan. Policy (19)(b)7.
- Encourage the construction and utilization of a public transit system, including, but not limited to, a high-speed rail system, in lieu of the expansion of the highway system, where appropriate. Policy (19)(b)8.
- Ensure that the transportation system provides Florida's citizens and visitors with timely and efficient access to services, jobs, markets, and attractions. Policy (19)(b)9.
- Promote ride sharing by public and private sector employees. Policy (19)(b)10.
- Emphasize state transportation investments in major travel corridors and direct state transportation investments to contribute to efficient urban development. Policy (19)(b)11.
- Avoid transportation improvements which encourage or subsidize increased development in coastal high-hazard areas or in identified environmentally sensitive areas such as wetlands, floodways, or productive marine areas. Policy (19)(b)12.
- Coordinate transportation improvements with state, local, and regional plans. Policy (19)(b)13.
- Acquire advanced rights-of-way for transportation projects in designated transportation corridors consistent with state, regional, and local plans. Policy (19)(b)14.
- Promote effective coordination among various modes of transportation in urban areas to assist urban development and redevelopment efforts. Policy (19)(b)15.
- Ensure that coordinated state planning of road, rail, and waterborne transportation systems provides adequate facilities for the economical transport of agricultural products and supplies between producing areas and markets. Policy (22)(b)12.
- Ensure that the transportation system provides maximum access to jobs and markets. Policy (24)(b)5.

Source: Chapter 187.201, Florida Statutes 2024.

Regional Policies and Plans

LONG RANGE TRANSPORTATION PLAN

The Pasco County Metropolitan Planning Organization (MPO) develops and maintains a long-range transportation plan (LRTP) that identifies countywide transportation needs, funding, and funding priorities over a 20-year period. The plan must be consistent with the goals outlined in the Florida Transportation Plan and coordinated with FDOT for project programming in the FDOT Five-Year Work Program.

STRATEGIC REGIONAL POLICY PLAN

Section 186.502(4)(1), Florida Statutes, recognizes Regional Planning Councils as Florida's primary multipurpose regional entities, tasked with planning for and coordinating intergovernmental solutions to growth-related challenges on a regional scale. The Strategic Regional Policy Plan[3] prepared by Tampa Bay Regional Planning Council (TBRPC) provides a framework for regional growth, development, and resource management within the Tampa Bay area.

Local Policies and Plans

CONCURRENCY MANAGEMENT SYSTEM

In accordance with Section 163.3180, Florida Statutes, the City ensures that adequate transportation facilities are in place concurrent with the impacts of new development. The Concurrency Management System (CMS) in Article V Adequate Public Facilities of the Land Development Code defines the requirements for maintaining the City's adopted level of service standards. These standards establish the criteria used to assess concurrency compliance for development approval applications.

DESIGN STANDARDS

The City's Land Development Code includes requirements for road and street design, traffic impact assessments, and standards for multimodal transportation facilities.

Demographics and Travel Behavior

This section provides insights into the population characteristics, commuting patterns, and transportation preferences that shape travel demand and infrastructure needs in the city. Selected population characteristics reported in the following are from the 2018-2022 American Community Survey.[4]

Population Characteristics

The 2018-2022 American Community Survey estimates highlighted below help characterize the city's year-round population:

- The *median age* of 50.1 is about 20% higher than the Tampa-St. Petersburg-Clearwater Metro Area at 42.1% and State of Florida at 42.4%.
- *Persons under age 18* account for 18.9% of the city population and 9.6% are *age 65 and over*. The *age 55 to 64* population accounts for 11.1% of the city population.
- The *per capita income* of $25,951 is about two-thirds the amount in the Metro Area ($39,605) and State ($38,850).

  The *median household income* of $45,745 is about two-thirds the amount in the Metro Area ($67,197) and State (67,917).
- *Persons below poverty level* account for 13.5% of the city population, higher than the rate in the Metro Area at 12.6% and about six percentage points higher than the rate for State at 12.9%.

[3] Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region, 2005.

[4] Zephyrhills Demographic Profile, US Census Bureau data.census.gov/profile/Zephyrhills_city,_Florida?g=160XX00US1279225.

- The population under age 18 and age 65 and over account for 30% of *persons below poverty level* in the city.
- Of the 7,552 occupied housing units in the city, 642 have *no access to a vehicle*. With an *average persons per household* of 2.25 in the city, the estimated population with no access to a vehicle is 1,444 persons or 7.5% of the total population.
- *Occupied housing units with no vehicle available* are mapped by census block group in **Figure TRA-6** on page TRA-9.

These statistics highlight the need for a balanced, inclusive transportation strategy that addresses the community's diverse needs. With nearly one in five residents under age 18, there is a clear need to prioritize safe, accessible walking and biking infrastructure near schools, parks, and residential areas to support youth mobility.

A substantial number of residents are approaching or already of retirement age (20.7%). This suggests that transportation planning must also focus on age-friendly solutions to ensure older residents can access essential goods, services, and social opportunities.

Declining driving capabilities of older residents underscores the need for improved public transit and paratransit services, accessible and maintained sidewalks, well-marked street crossings, and traffic calming measures.

Lower income levels in the city indicate a less affluent population. Many residents may find car ownership and maintenance burdensome, underscoring the need for affordable and accessible transportation options. Public transit, shared mobility services, and support for active transportation (walking and biking) will be essential in meeting the needs of lower-income residents. Transportation options should be designed to ensure that vulnerable populations can easily access employment, education, healthcare, and other essential services.

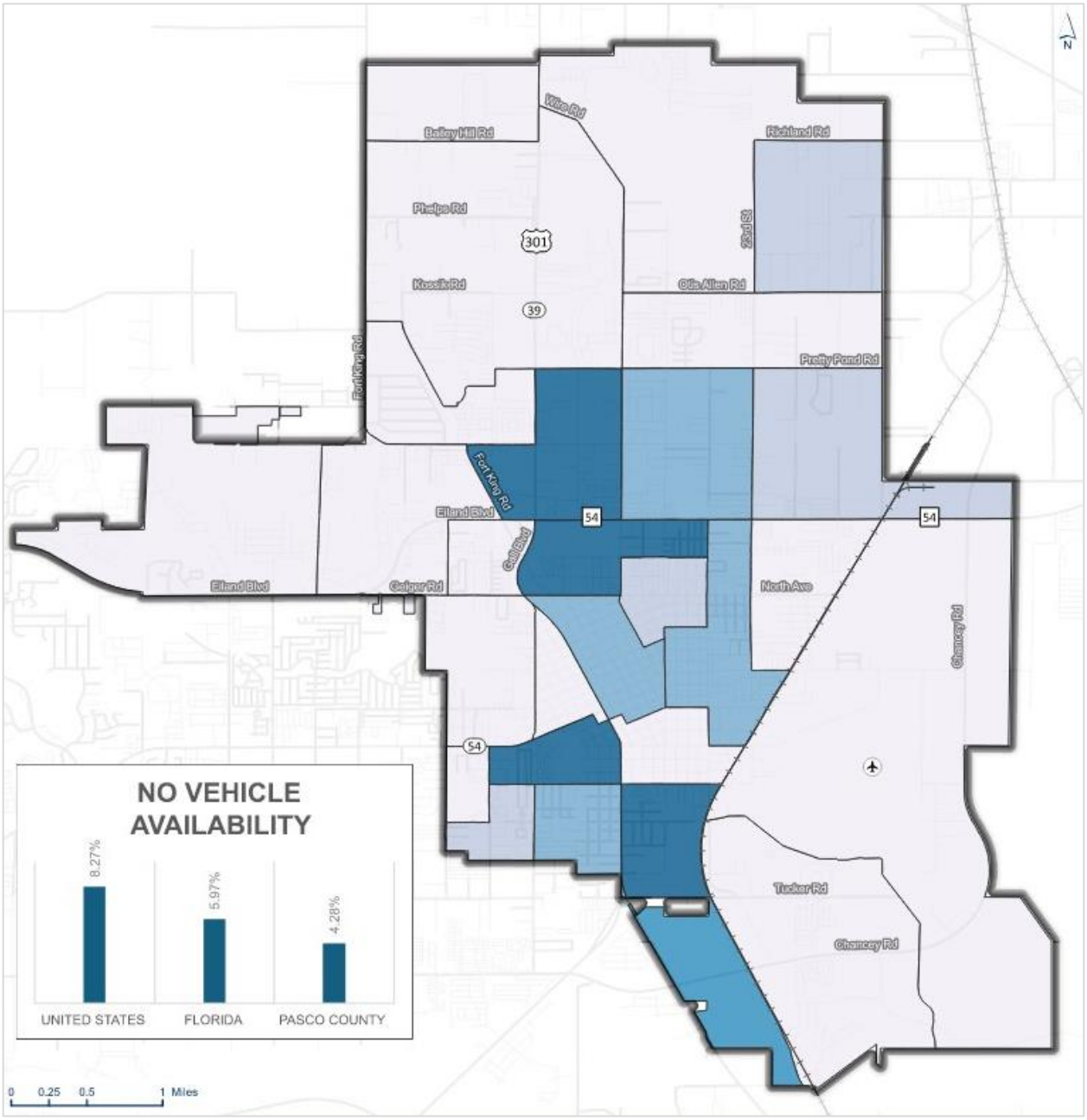
Approximately 7.5% of the Zephyrhills population lacks access to a vehicle, which is significant considering the average household size and the city's geographic spread. This lack of vehicle access further emphasizes the importance of developing robust public transportation systems and ensuring that neighborhoods are designed or retrofitted to be walkable and bike friendly. Ensuring reliable transit service and creating accessible transportation hubs will help those without vehicles have access to economic opportunities and remain connected to the broader community.

Commuting Patterns

Commuting patterns in Zephyrhills reflect the suburban nature of the community. A large portion of the population commutes to work by car, with approximately 77% of workers age 16 and over driving alone, according to the 2018-2022 American Community Survey. Carpooling and working at home each account 10% of work trips. Walking, biking, transit, and other modes each represent 1% or less of work trips. Reliance on driving is closely related to several mobility challenges that face the city and region, including the burden of roadway maintenance, congestion, and safety concerns—particularly for people walking and biking.

The average commute time for city residents is about 28 minutes, which slightly higher than commute times for the Tampa-St. Petersburg-Clearwater Metro Area (27.7 minutes), State of Florida (27.9 minutes), and the United States (27.6 minutes).

Figure TRA 6. Zero-Vehicle Households, Joint Planning Area.



LEGEND

Percent Occupied Housing Units With No Vehicle Available

- **≤ 5%**
- **6% to 10%**
- **11% to 15%**
- **16% to 20%**
- **21% to 30%**

Source: 2018-2022 American Community Survey, US Census Bureau.

Of the workforce living in the city, 717 are employed in the city and 6,548 are employed elsewhere.[5] The workforce living outside the city and working in the city accounts for 7,718 of the total 8,435 jobs in city. This data underscores the city's role as an employment hub, emphasizing the need for targeted transportation planning to efficiently accommodate the commuting patterns of its workforce.

The net inflow of workers shows there is a significant demand for transportation infrastructure that supports inbound commuting. This could place additional pressure on the city's transportation networks during peak hours, particularly on key entry corridors. The inflow of workers underscores the need for sufficient road capacity, parking facilities, and public transit options to accommodate non-resident workers.

A complementary strategy to reduce vehicle miles traveled and peak hour travel demand is to provide more housing options in proximity to city employment centers. This approach not only addresses current transportation challenges but also supports the community's long-term planning goals for economic development, sustainability, and quality of life.

Transportation Preferences

Transportation preferences in the community are evolving, driven by demographic shifts and changing lifestyle choices. While personal vehicles continue to be the primary mode of transportation, there is a growing interest in alternatives that offer more diverse and sustainable options. Recent community engagement for the Zephyrhills Mobility Plan revealed a strong and increasing demand for enhanced walkability and bikeability, with residents calling for more sidewalks, bike lanes, and pedestrian-friendly streets.

The community has also shown significant support for expanding transit services, with many advocating for more frequent headways, broader service coverage, and accessible and sheltered bus stops. There is a clear preference for implementing "Complete Streets" policies, which prioritize the safety and accessibility of all transportation system users, including pedestrians, cyclists, and transit riders.

Additionally, the community has voiced concerns about improving transportation options for transportation-disadvantaged populations, such as seniors, low-income residents, and individuals without access to personal vehicles. Expanding public transit, micro-transit, and active transportation infrastructure are seen as vital steps in ensuring that these populations have equitable access to essential services and economic and social opportunities.

Transportation System

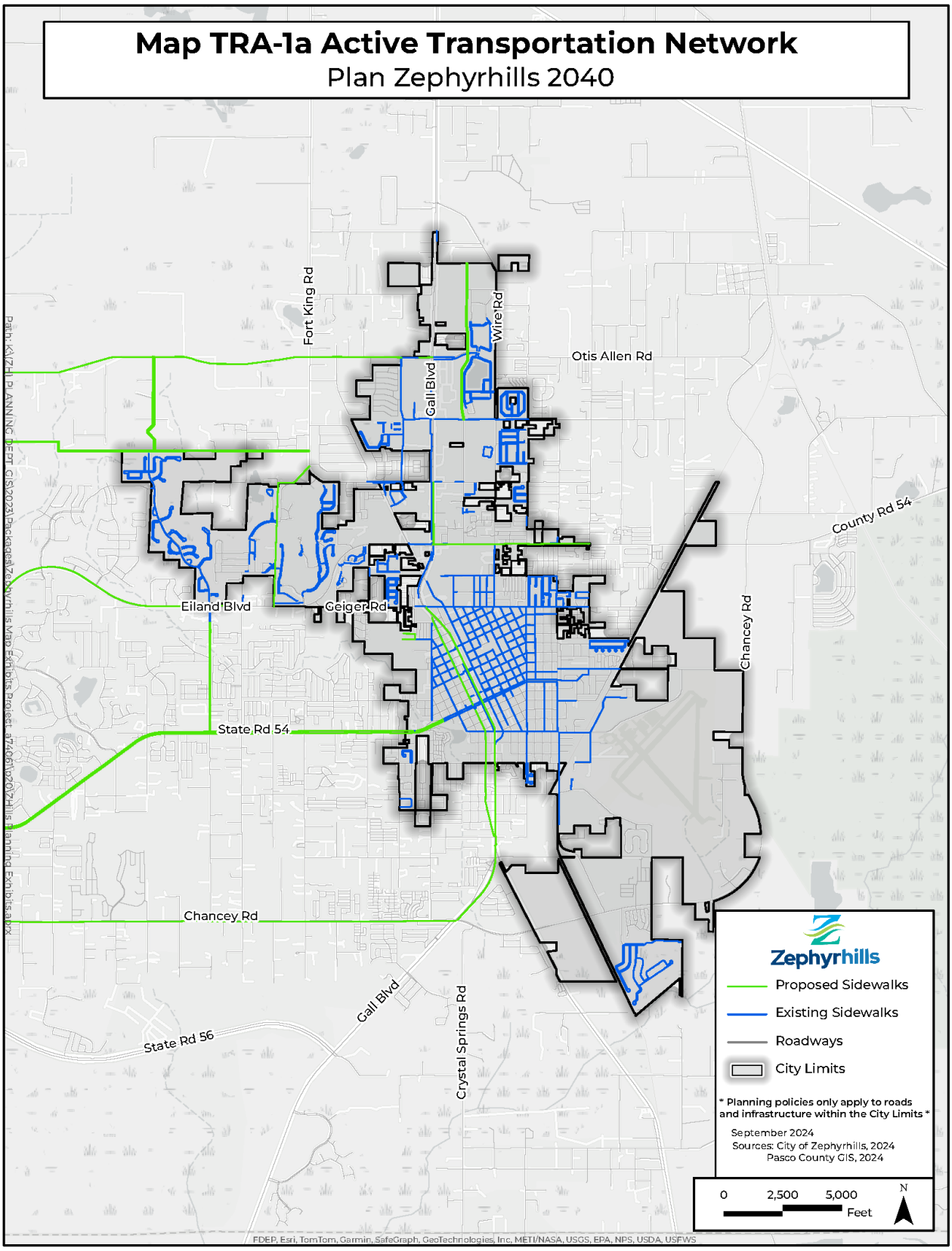
This section describes the transportation system serving the Zephyrhills area.

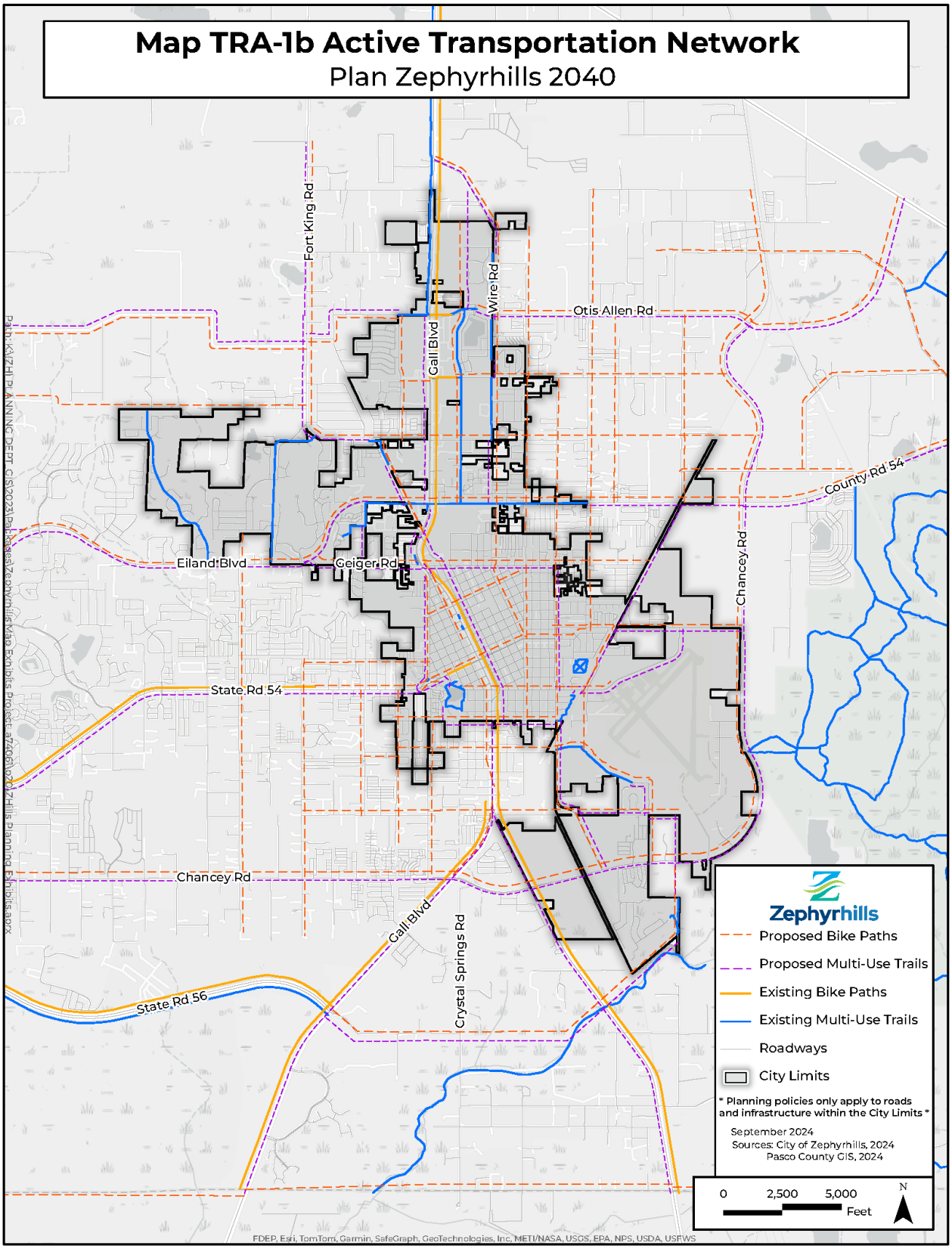
Active Transportation Network

Developing a network of walking and biking facilities has been the result of multiple efforts undertaken by the City of Zephyrhills, Pasco County, and the Pasco County MPO. These efforts have resulted in construction of sidewalks, bike lanes, and multiuse trails.

Maps TRA-1a and TRA1b on pages 11 and 12 depict the existing active transportation facilities in the city as well as remaining network gaps.

[5] Inflow/outflow job counts, OnTheMap Longitudinal Employer-Household Dynamics (LEHD) Program, US Census Bureau, 2021.


Map TRA-1a Active Transportation Network
Plan Zephyrhills 2040
Fort King Rd
Wire Rd
Otis Allen Rd
Gall Blvd
County Rd 54
Eiland Blvd
Geiger Rd
Chancey Rd
State Rd 54
Chancey Rd
Gall Blvd
State Rd 56
Crystal Springs Rd
Zephyrhills
Proposed Sidewalks
Existing Sidewalks
Roadways
City Limits
* Planning policies only apply to roads and infrastructure within the City Limits *
September 2024
Sources: City of Zephyrhills, 2024
Pasco County GIS, 2024
0
2,500
5,000
Feet
N
FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS


Map TRA-1b Active Transportation Network
Plan Zephyrhills 2040
Fort King Rd
Wire Rd
Gall Blvd
Otis Allen Rd
County Rd 54
Chancey Rd
Eiland Blvd
Geiger Rd
State Rd 54
Chancey Rd
Gall Blvd
Crystal Springs Rd
State Rd 56
Zephyrhills
Proposed Bike Paths
Proposed Multi-Use Trails
Existing Bike Paths
Existing Multi-Use Trails
Roadways
City Limits
* Planning policies only apply to roads and infrastructure within the City Limits *
September 2024
Sources: City of Zephyrhills, 2024
Pasco County GIS, 2024
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2,500
5,000
Feet
N
FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Transit Network

The Pasco County Public Transportation service GOPASCO provides fixed-route and paratransit service in locations throughout the county. GOPASCO maintains 11 fixed routes that cover the county from Wesley Chapel to Zephyrhills to Dade City in East Pasco and Holiday to New Port Richey to Hudson to Shady Hills in West Pasco. Five routes provide regional connections.

Zephyrhills is served by two GOPASCO routes. As shown in **Map TRA-2** on page 14, Route 30 operates primarily between Zephyrhills and Dade City and Route 54 provides east-west connection to US 19, south of New Richey. Route 30 and Route 54 provide overlapping service in the Downtown Zephyrhills area. Bus service is operational from 5:30 a.m. to 8 p.m. on weekdays and from 7 a.m. to 7 p.m. on Saturday.

On-demand transit service and paratransit are available upon request to those with mobility impairments, disabilities, or residents who qualify as transportation disadvantaged.

Thoroughfare Network

Map TRA-3 on page 15 shows the thoroughfare network in Zephyrhills and outlines the functional classification of roads and streets.

THOROUGHFARE FUNCTIONAL CLASSIFICATION

Functional Classification is a system used to categorize roads and streets based on their intended function in the overall transportation network. This classification system informs how thoroughfares are designed, managed, and prioritized according to their role in facilitating traffic flow, access to land uses, and connectivity across urban and rural areas. The primary categories in a thoroughfare functional classification system are:

- *Arterials:* Roads that primarily serve longer-distance, higher-speed traffic. They are designed for mobility rather than access, meaning they focus on moving traffic efficiently from one area to another.
- *Collectors:* Collector roads balance between providing mobility and land access. They connect local streets with arterial roads and often serve local traffic, distributing it to higher-order roads.
- *Streets:* Streets primarily provide access to adjacent properties rather than focusing on moving traffic long distances. They carry lower traffic volumes and usually have slower speeds.

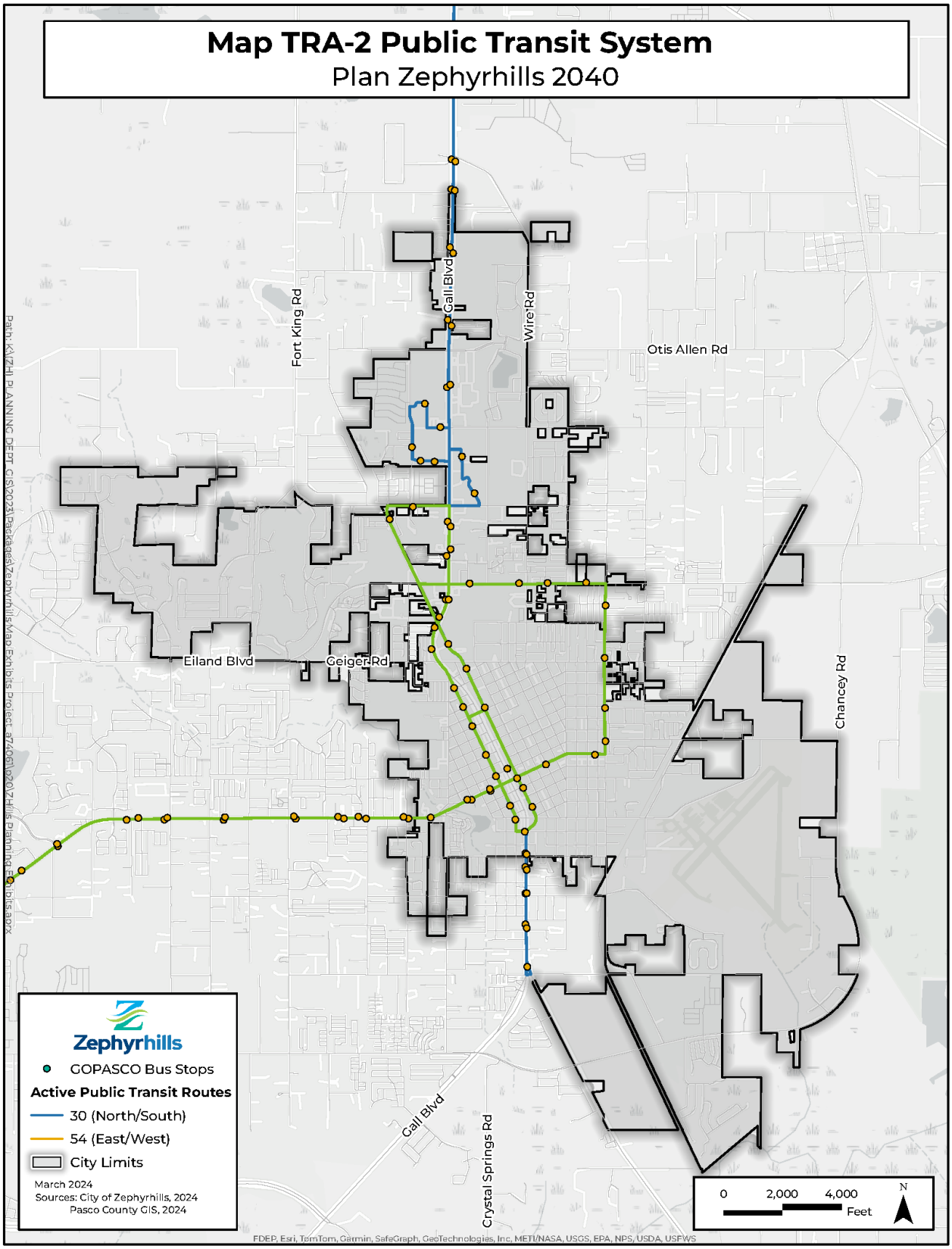
An informal thoroughfare classification is “stroad”, a blend of "street" and "road". Stroads, typically multi-lane corridors, are thoroughfares that try to accommodate both high-speed traffic and direct property access. This combination of roles often leads to inefficient traffic flow, an unsafe environment for drivers, pedestrians, and cyclists, and a poor economic return on infrastructure investments.

THOROUGHFARE LEVEL OF SERVICE

According to the Pasco County MPO 2045 Long Range Transportation Plan (LRTP)[6], arterial and collector roads in the city operate at an acceptable level of service, which is level of service “D” during p.m. peak hours. The level of service tables in the LRTP, dated April 2020, show acceptable levels of service on Zephyrhills roads through year 2045.

Note: FDOT maintains the regional travel demand model which informs the MPO’s level of service projections. The latest model is based on data from the 2020 decennial census (released 2021). New model outputs are needed for assessing future transportation needs and system performance.

[6] Appendix 8.6 Needs Plan Level of Service Report, Pasco County MPO Mobility 2045 Long Range Transportation Plan.


Map TRA-2 Public Transit System
Plan Zephyrhills 2040
Fort King Rd
Gall Blvd
Wire Rd
Otis Allen Rd
Eiland Blvd
Geiger Rd
Chancey Rd
Crystal Springs Rd
Zephyrhills
GOPASCO Bus Stops
Active Public Transit Routes
30 (North/South)
54 (East/West)
City Limits
March 2024
Sources: City of Zephyrhills, 2024
Pasco County GIS, 2024
0
2,000
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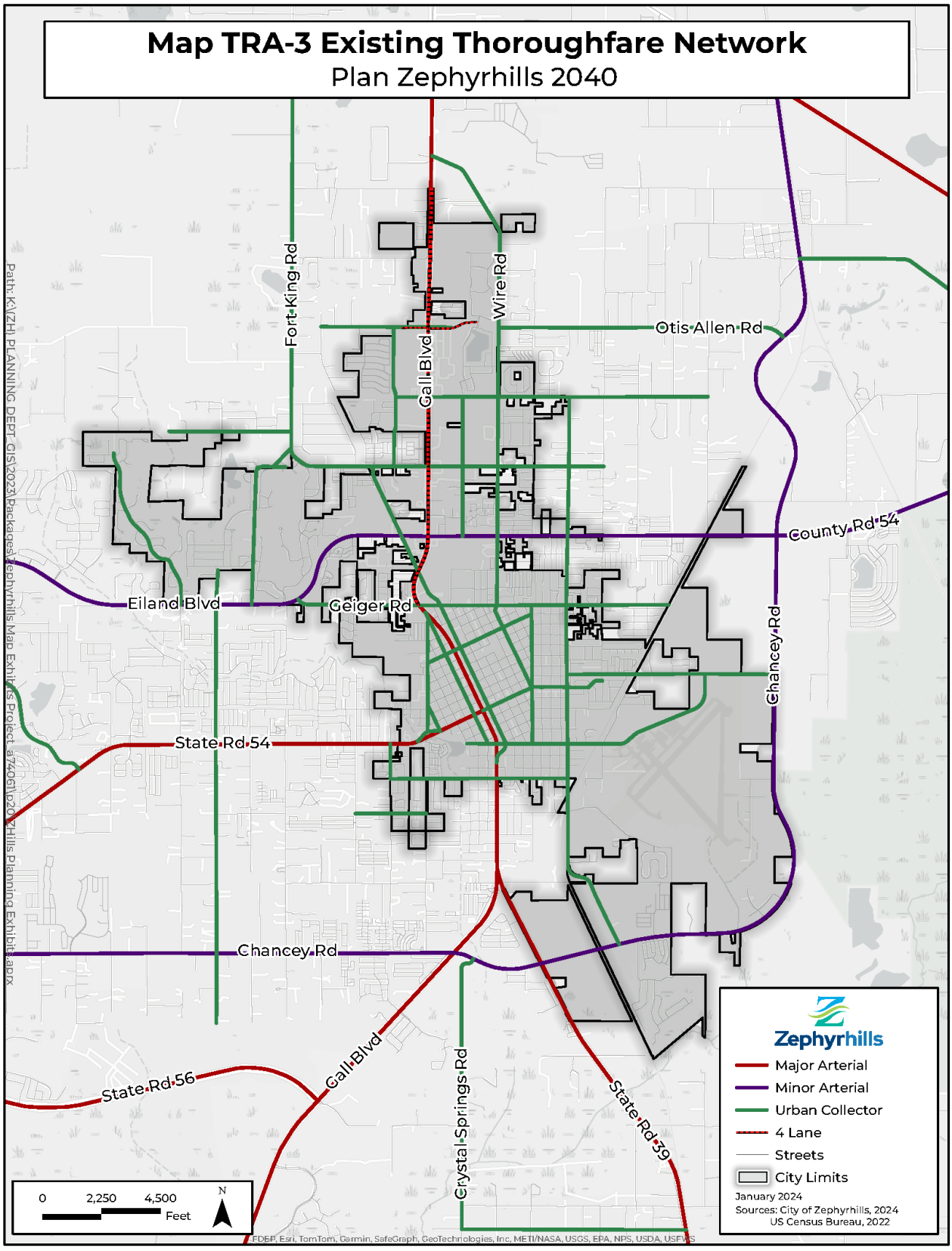
FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS


Map TRA-3 Existing Thoroughfare Network
Plan Zephyrhills 2040
Fort King Rd
Gall Blvd
Wire Rd
Otis Allen Rd
County Rd 54
Eiland Blvd
Geiger Rd
Chancey Rd
State Rd 54
Chancey Rd
State Rd 56
Gall Blvd
Crystal Springs Rd
State Rd 39
Zephyrhills
Major Arterial
Minor Arterial
Urban Collector
4 Lane
Streets
City Limits
January 2024
Sources: City of Zephyrhills, 2024
US Census Bureau, 2022
0
2,250
4,500
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FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS
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General Aviation

The Zephyrhills Municipal Airport (ZPH) is a transportation asset owned and operated by the City of Zephyrhills, located approximately 26 miles northeast of Tampa. As a public-use airport, ZPH plays a role in the transportation network, supporting both aviation operations and economic development within the region.

INFRASTRUCTURE AND OPERATIONS

ZPH is equipped with two paved runways designed to accommodate a variety of aircraft operations. Runway 01/19 measures 6,200 feet in length and 100 feet in width. Runway 05/23 measures 5,000 feet in length and 100 feet in width. Both runways are capable of servicing aircraft up to 60,000 pounds.

The airport handles approximately 50,000 annual operations and serves as the base for approximately 100 aircraft. ZPH's infrastructure supports a diverse range of aviation activities, including corporate and recreational flying, aircraft maintenance, and skydiving.

Situated on airport property, the 80-acre Zephyrhills Airport Industrial Park hosts a variety of businesses, including manufacturers, retailers, and service providers, serving as a hub for aviation-related commerce.

ZPH also serves as a focal point for community events, including a major annual festival that draws significant local and regional participation. The airport also supports internationally recognized skydiving operations, contributing to Zephyrhills' reputation as a premier location for skydiving instruction and experiences.

In 2023, the airport received $6.6 million in state funding for significant infrastructure enhancements, including the construction of a new Fixed-Base Operator building, a new taxiway, and two additional hangars. These improvements are designed to expand ZPH's capacity to accommodate both corporate and recreational aircraft, reinforcing Zephyrhills a prime destination for corporate aviation, skydiving, and other recreational aviation activities. These developments align with the City's broader economic strategy to leverage Zephyrhills' unique assets to attract new employers and create well-paying jobs within the community.

LAND USE COORDINATION

The City is committed to ensuring that development around ZPH is compatible with aviation operations and does not hinder future airport expansion. This involves careful coordination of land use to prevent incompatible structures and activities that could pose risks to aviation safety. This includes safeguarding airspace and preserving open areas critical for safe aircraft approaches and departures, in alignment with Federal Aviation Administration (FAA) guidelines and the long-term development blueprint outlined in the Airport Layout Plan (ALP), last updated in 2014.

A comprehensive update to the Airport Master Plan is programmed for fiscal year 2026/2027, ensuring that ZPH continues to meet the evolving needs of the aviation community and supports the City's economic development goals.

Rail

CSX Transportation owns and operates two S Line rail subdivisions traversing the Zephyrhills Industrial Corridor, playing a vital role in the city's transportation network. A rail subdivision refers to a specific segment of the larger CSX rail network. In Zephyrhills, these subdivisions offer freight movement options for industrial businesses, providing logistical advantages:

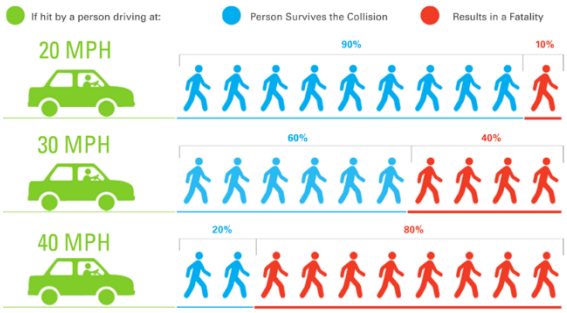
- Vitus Subdivision intersects the northeastern portion of the Zephyrhills Industrial Corridor for approximately two miles.
- Yeoman Subdivision extends through the western portion of the corridor for about

6.25 miles, notably providing direct rail access to portions of the Zephyrhills Airport Industrial Park, a strategic asset for businesses operating within the park.

These rail lines offer adjacent manufacturing companies efficient and cost-effective freight options and connectivity to Port Tampa Bay, the CSX Central Florida Intermodal Logistics Center in Winter Haven, and growing consumer markets in Central Florida.

RAIL ACCESS AND INFRASTRUCTURE INVESTMENT

Expanding or rehabilitating spur tracks to these subdivisions can be costly. CSX actively manages its rail network, including the systematic removal of inactive spur tracks, ensuring the system remains optimized for active freight operations.



Speeding is the leading cause of crashes, putting lives at risk every day.

BENEFITS TO THE TRANSPORTATION SYSTEM

CSX rail infrastructure complements the city's overall transportation system by offering a reliable and efficient means of transporting bulk materials and finished products. Rail transport helps reduce the reliance on trucks, alleviating congestion on city thoroughfares and minimizing wear and tear on the road infrastructure. This not only supports local businesses but also enhances the overall sustainability of the city's transportation system.

ENHANCING INDUSTRIAL COMPETITIVENESS

The integration of CSX rail lines within the Zephyrhills Industrial Corridor strengthens the city's appeal as a prime location for industrial investment. Access to cost-effective and reliable freight transportation allows businesses to manage large-scale operations efficiently, connecting to regional, national, and international markets. These logistical advantages position Zephyrhills as a competitive hub for industrial and economic growth.

3. Transportation and Mobility Needs

This section outlines the key transportation and mobility needs identified through the data analysis and community input discussed in Section 2 Planning Context.

Traffic Safety

Figure TRA-7 and **Figure TRA-8** on the next page identify crash locations in the city and Joint Planning Area from 2018 to 2022. A crash involves a vehicle that results in property damage, injury, or death, including those involving people walking or biking.

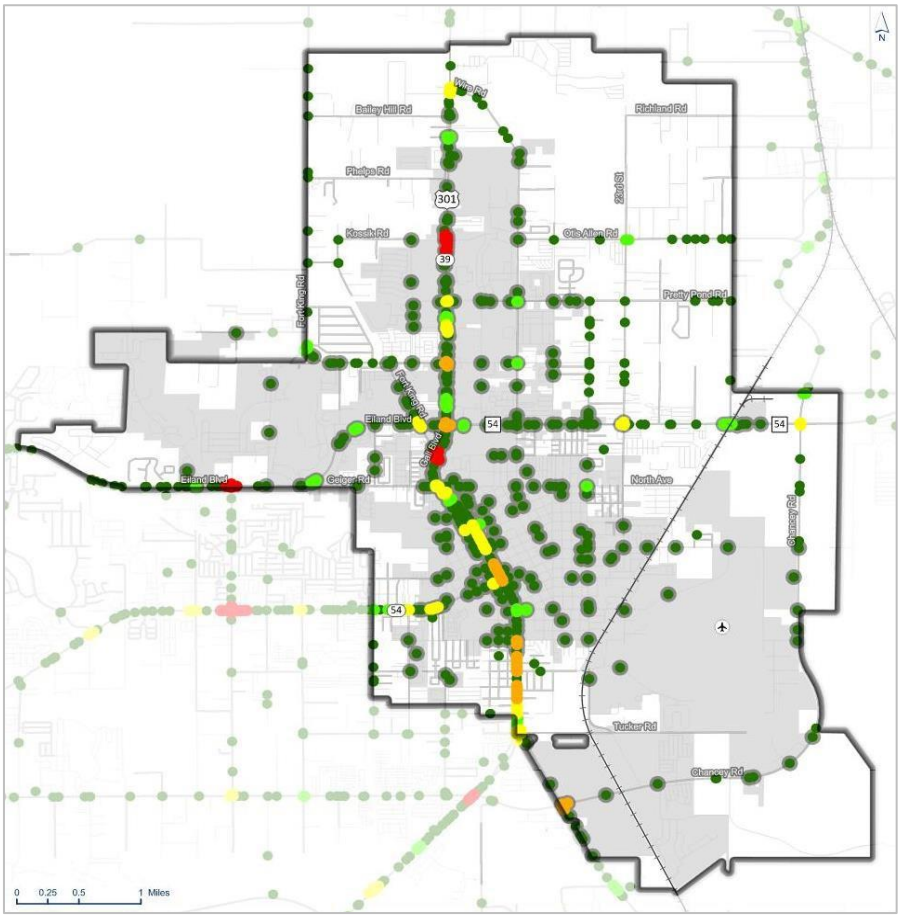
The highest risk crash locations, those with greater than three fatality or severe injury crashes, are the segments of US 301 at Wire Road, Corey Street, Palm Grove Drive, Tucker Road, and Chancey Road and where Old Lakeland Highway meets Lynbrook Drive.

Multimodal Transportation Options

Multimodal transportation options ensure that everyone has access to safe and affordable means of travel, enabling them to fully engage in society and realize their potential.

Expanding and promoting mobility options such as walking, biking, and public transit offers numerous community benefits. These

Figure TRA-7 Crash Locations, 2018-2022.



Source: FDOT Crash Data Management System, February 8, 2024.

Figure TRA-8 High-Frequency Crash Locations, City and Joint Planning Area, 2018-2022.

Facility	Crossroad/General Location	Crash Frequency
US 301	Kossik Rd	>30 crashes
	Daughtery Rd	21-30 crashes
	Eiland Blvd/CR 54	21-30 crashes
	Fort King Rd	>30 crashes
	5th Ave to 8th Ave	21-30 crashes
	C Ave to Corey St (south of city boundary)	21-30 crashes
	Chancey Rd	21-30 crashes
Eiland Blvd	Coats Rd	>30 crashes

Source: FDOT Crash Data Management System, February 8, 2024..

modes encourage active lifestyles, support public health, generate less pollution, use less energy, and are more cost affordable as compared to driving. Diversifying transportation options can also reduce traffic congestion by decreasing the number of single-occupancy vehicles on thoroughfares.

Additionally, better public transit routing, frequency, and infrastructure would improve the mobility of many residents who do not drive due to age, physical ability, income status, or other reasons.

Traffic Congestion

Traffic congestion "Hot Spots" and "Hot Zones" where congestion is most extreme are shown in **Figure TRA-9**. These areas are concentrated along key commercial corridors and major intersections, leading to frequent delays and reduced mobility, negatively impacting both residents and businesses.

To alleviate congestion, the City has identified a Bypass Loop Road concept that would utilize existing arterial roads (see **Map TRA-4** on page 21). This facility is envisioned to divert regional traffic away from congested areas, reducing the load on the in-town street network and improving connectivity between regional destinations.

Freight Movement

As the City seeks to expand its manufacturing base, addressing freight movement needs will be critical to supporting economic growth and ensuring efficient goods movement. Key freight corridors and intersections will need to be upgraded to handle larger volumes of freight traffic safely and efficiently. Addressing congestion and crash hot spots on freight corridors is critical for improving traffic flows and reducing travel times. In addition, freight movement needs must be balanced to minimize impacts on residential areas and other sensitive land uses.

Transportation and Land Use Coordination

As Zephyrhills continues to grow, collaboration between the City and Pasco County is vital. Effective coordination will ensure that growth is managed in alignment with the community's development vision, avoiding inefficient sprawl and promoting a more sustainable land-use pattern that supports multimodal transportation and cost-effective public service delivery.

Joint Planning Area

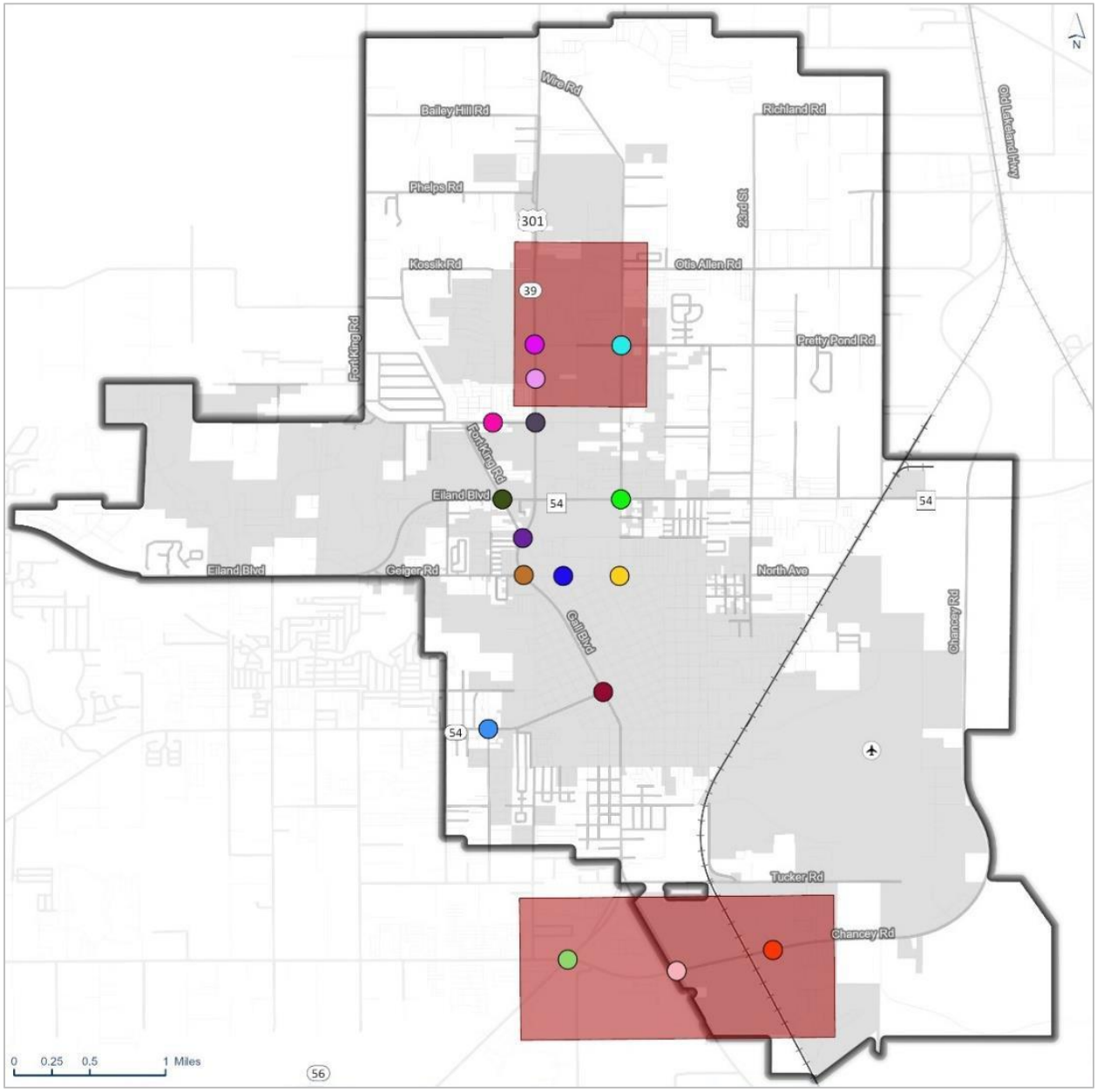
The Joint Planning Area serves as the interface where the development visions of both the City and County converge. Coordinating planning efforts in this area ensures that these local governments work toward shared goals, preventing disjointed development patterns that can strain infrastructure and create long-term challenges.

A regional planning approach to transportation and land use within the Joint Planning Area can help both the City and County to optimize infrastructure investments, support multimodal transportation, and preserve natural ecosystems and valued rural landscapes.

Sprawl Pattern Development

One of the key challenges facing the City is the tendency toward low-density, car-dependent sprawl, which leads to higher infrastructure costs, traffic congestion, and reduced walkability. Sprawling development increases household transportation costs, especially for lower-income residents, by requiring reliance on cars and longer commutes. This reduces quality of life, limits access to services, employment centers, and recreational opportunities, and increases stress due to extended travel times and limited mobility options. Addressing these issues is essential for enhancing the city's livability and transportation efficiency.

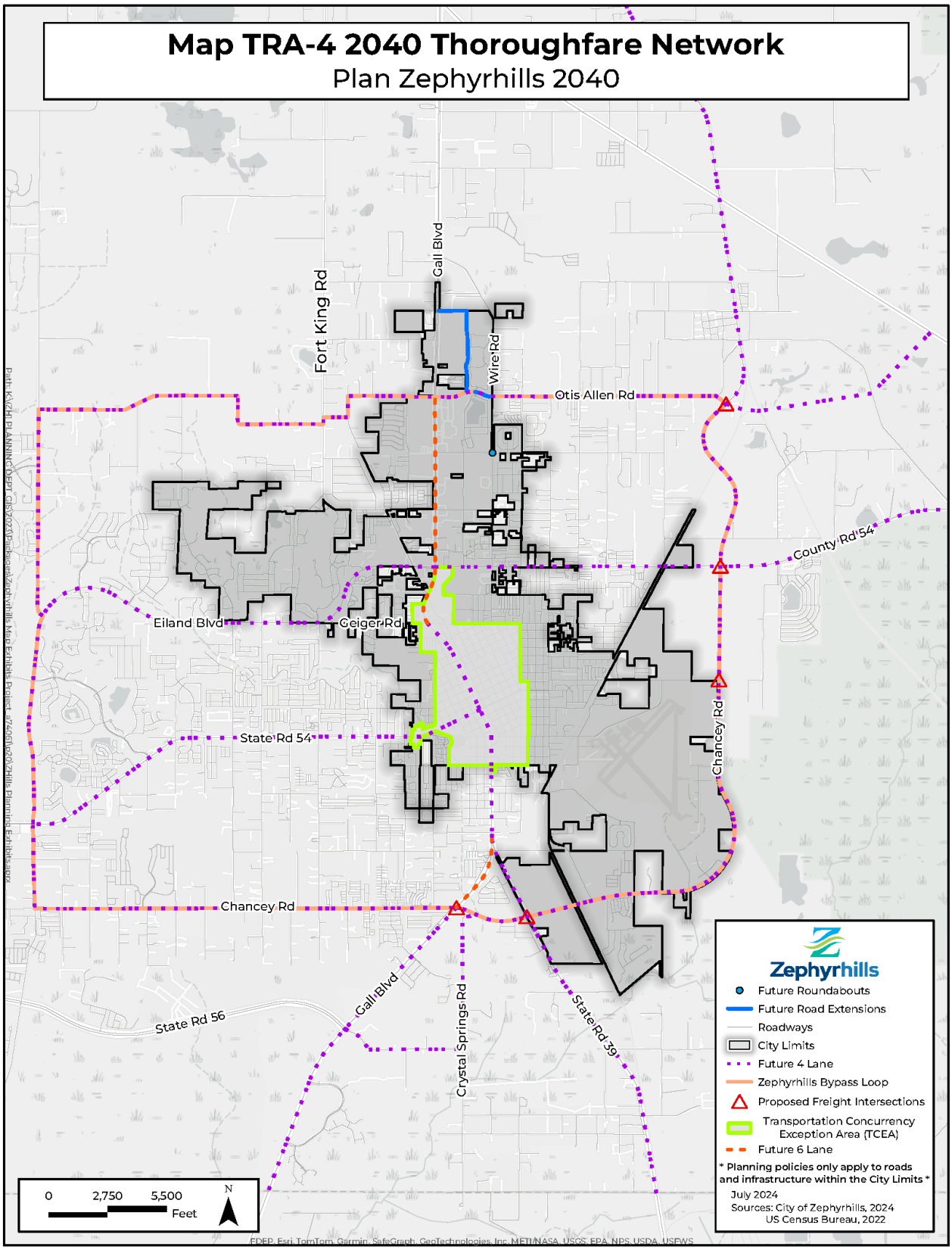
Figure TRA-9 Congestion Hot Spots, 2024.



LEGEND

- Zephyrhills City Limits
- City-County Joint Planning Area
- Hot Zone
- 5th Ave (SR 54) & Court St
- CR 54 & Wire Rd/12th St
- Copeland Dr & Chancey Rd
- Eiland Blvd & Fort King Rd
- Greenslope Dr & Daughtery Rd
- North Ave & 8th St
- North Ave &12th St
- Pretty Pond Rd & Wire Rd
- SR 39 & Chancey Rd
- US 301 & 5th Ave (SR 54)
- US 301 & Chancey Rd
- US 301 & Daughtery Rd
- US 301 & Fort King Rd
- US 301 & Geiger Rd
- US 301 & Medical Arts Court
- US 301 & Pretty Pond Rd

Source: FDOT Crash Data Management System, February 8, 2024.


Map TRA-4 2040 Thoroughfare Network
Plan Zephyrhills 2040
Gall Blvd
Fort King Rd
Wire Rd
Otis Allen Rd
County Rd 54
Eiland Blvd
Geiger Rd
State Rd 54
Chancey Rd
Chancey Rd
Gall Blvd
State Rd 56
Crystal Springs Rd
State Rd 39
Zephyrhills
Future Roundabouts
Future Road Extensions
Roadways
City Limits
Future 4 Lane
Zephyrhills Bypass Loop
Proposed Freight Intersections
Transportation Concurrency Exception Area (TCEA)
Future 6 Lane
* Planning policies only apply to roads and infrastructure within the City Limits *
July 2024
Sources: City of Zephyrhills, 2024
US Census Bureau, 2022
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FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

4. Plan to Meet Needs

The strategies highlighted in this section represent the community's highest priorities for ensuring that the transportation network evolves in a way that is both responsive to current demands and adaptable to future growth. The complete set of strategies to achieve the community's transportation and mobility goal is identified in the goal, objective, and policy statements in Section 5.

Traffic Safety Countermeasures

A traffic safety countermeasure is any action, strategy, or intervention implemented to reduce the risk of traffic crashes, mitigate their severity, and enhance the overall safety of users.

Complete Streets

Align City design standards with State and National guidelines for Complete Streets.

Street design has evolved significantly since the 2003 release of "A Citizen's Guide to Better Streets"[7], which advocated for streets designed for all users, not just vehicles. The development of Complete Streets policies at the local, state, and federal levels grew quickly thereafter.

The Florida Department of Transportation updated the Florida Design Manual (FDM) to include Complete Streets principles. Cities and counties in Florida have followed suit by adopting Complete Street policies and implementation plans.

Currently, Article VII of the City of Zephyrhills Land Development Code incorporates the FDOT Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways (the "Green Book").

Complete Streets are designed to fit their unique context, balancing safety and accessibility for all users.

While the FDM and Green Book are complementary, the Green Book provides foundational standards, while the FDM offers more detailed and specific guidance on advanced design practices and modern innovations. The Green Book focuses on ensuring that all designs meet basic safety and operational standards. The FDM includes more comprehensive guidance on context-sensitive and multimodal design, reflecting current trends in transportation planning.

The National Association of City Transportation Officials (NACTO) Street Design Guidelines provide best-practice standards and recommendations for designing safe, efficient, and inclusive streets in urban contexts to support vibrant, urban places.

POLICY REFERENCE

TRA 1.7.2. Complete Streets Design Standards.

[7] A Citizen's Guide to Better Streets: How to Engage Your Transportation Agency, Gary Toth, Project for Public Spaces, 2008, revised.

Safety Plan and Projects

Prepare and implement a Comprehensive Safety Action Plan

The Safe Streets and Roads for All (SS4A) Program offers Planning and Demonstration Grants[8] to support the development of Comprehensive Safety Action Plans. These plans are designed to identify transportation safety issues and propose effective safety countermeasures. Aligned with the U.S. Department of Transportation (USDOT) National Roadway Safety Strategy, the SS4A Program aims to achieve zero roadway deaths through a Safe System Approach.

Safety countermeasures supported by the SS4A Program can vary widely, from straightforward, cost-effective improvements, such as upgrading road signs or adjusting traffic signal timings, to more involved infrastructure changes, including redesigning intersections or implementing traffic-calming measures. The primary objective is to address the root causes of crashes, whether they stem from human behavior, road design, or environmental factors, and foster a safer transportation environment.

The SS4A Program, currently funded through 2026, also funds safety projects through Implementation Grants.

Safety countermeasure to address a high-frequency crash location.

POLICY REFERENCE

TRA 1.3.5. State and Federal Funding for Transportation Safety and Infrastructure

Walk/Bike Infrastructure

By providing interconnected and well-maintained pathways, walk/bike infrastructure supports active transportation, reduces reliance on motor vehicles, encourages physical activity, and fosters a more connected and vibrant community.

The sidewalk is often our first step toward independence—where we learn to walk, ride a bike, and navigate on our own in the world.

Sidewalks

Prioritize, fund, and construct sidewalk projects designed to address safety needs and network gaps.

The City has significantly increased investments in sidewalk projects in recent years, reflecting its commitment to providing safe walking infrastructure and connectivity to schools, parks, and other key destinations. Over the past two years, the city has successfully completed eight miles of new sidewalks, with additional budget allocations planned for sidewalk projects in the coming years.

POLICY REFERENCE

TRA 1.6.1. Active Transportation Network

[8] Safe Streets for All Grant Program, USDOT.

Greenway trails are attractive to a wide range of users, from nature lovers to fitness enthusiasts.

This bus stop is accessible from the sidewalk and provides seating and shelter for waiting bus riders.

Greenway and Multiuse Trails

Plan and implement a network of greenways and multiuse trails that support active transportation, recreation, and connectivity to parks, preserves, and centers within the city and region.

Greenway and multiuse trails have broad appeal for their ability to:

- Attract diverse users, from recreational enthusiasts to everyday commuters
- Enhance walk/bike connectivity between neighborhoods, parks, schools, workplaces, and commercial centers
- Promote health and wellbeing by supporting active lifestyles and recreation
- Conserve natural landscapes, biodiversity, and ecological connectivity
- Support local and regional sports- and eco-tourism initiatives
- Enhance the attractiveness of the city for business and residential relocations

A *greenway trail* is a type of pathway that runs through a greenway, which is a protected linear corridor of natural or landscaped open space designed to connect larger areas of open space and provide wildlife habitat. A greenway trail can be paved or unpaved.

A *multiuse trail* is another pathway type designed for walking and biking. Multiuse trails can be located in a variety of settings to serve different needs and purposes. These trails can run along streets, waterways, and rail corridors and through parks, open spaces, and campuses. Multiuse trails are usually paved and maintained to support active transportation.

TRA 1.6.1. Active Transportation Network
TRA 1.7.10. Greenway Trails Partnerships

Public Transit

Public Transit Infrastructure

Collaborate with GOPASCO to upgrade bus stops in Zephyrhills, enhancing safety, accessibility, and comfort for bus riders throughout the city.

This strategy involves upgrading existing bus stops to include modern amenities such as covered waiting areas, comfortable seating, and lighting, where appropriate, to better serve current riders and attract new riders. Ensuring that all bus stops are accessible from the sidewalk network is essential for accommodating people with disabilities. Additionally, integrating secure bicycle racks at bus stops in key locations will support multimodal commutes.

POLICY REFERENCE

TRA 1.5.8. Transit Accessibility
TRA 1.6.3. Bicycle Parking

Thoroughfare Capacity Projects

These strategies involve transportation infrastructure alterations that aim to increase the traffic capacity of the road network. Capacity projects may include one or more of the following treatments:

- Expanding the number of travel lanes to increase vehicular throughput
- Upgrading intersections with additional turn lanes, better signalization, or roundabouts to reduce congestion
- Coordinating signals along a corridor to improve traffic flow and reduce delays
- Controlling the placement of driveways, medians, and turn lanes to minimize conflicts between through traffic and local access
- Adding facilities for walking, biking, and transit to accommodate non-car trips

Capacity projects are typically pursued to address safety, congestion, and planned growth and development.

Bypass Loop Road

Collaborate with transportation partners to upgrade existing arterial roads that generally encircle the City of Zephyrhills to help manage traffic demand, increase safety, and support multimodal mobility.

The Bypass Loop Road concept is depicted on **Map TRA-4**. The Bypass Loop Road concept offers a long-range solution to managing increasing traffic volumes resulting from regional growth, while helping to reduce congestion within the Zephyrhills Community Redevelopment Area. By diverting regional traffic away from the city's core and onto the Bypass Loop Road, the strain on the city's historic street grid would be lessened, potentially eliminating the need for additional travel lanes within the city's historic street grid. Envisioned features of the Bypass Loop Road include:

- Four bidirectional travel lanes with a center median
- Dedicated multimodal facilities for walking, biking, and public transit, including a continuous multiuse trail
- Access management, such as limited driveway access, controlled entry points, and frontage/reverse frontage roads, where appropriate
- Shade trees and landscaping

Also see *Smart Corridor Design* (page TRA-27).

POLICY REFERENCE

TRA 1.1.9. Planning Studies
TRA 1.2.2. Transportation Concurrency Exception Area
TRA 1.3.2. Advancing Regional Projects
TRA 1.6.9. Freight Movement
TRA 1.8.1. Innovative Transportation Infrastructure
Map TRA-4 2040 Thoroughfare Network (policy map)

Chancey Road/Old Lakeland Highway

Widen and modernize Chancey Road/Old Lakeland Highway within the Zephyrhills Industrial Corridor to enhance safety and facilitate freight movement.

This conceptual project, which extends from SR 39 to Otis Allen Road, is part of the Bypass Loop Road concept depicted on **Map TRA-4**. The strategy focuses on transforming the road into a four-lane, multimodal arterial to support local industrial businesses and regional traffic. An integrated system of frontage/reverse frontage roads would further enhance safety and traffic flows.

Also see *Smart Corridor Design* (page TRA-27).

POLICY REFERENCE

TRA 1.4.3. Economic Development
TRA 1.6.8. Activity Centers
TRA 1.6.9. Freight Movement
Map TRA-4 2040 Thoroughfare Network (policy map)

County Road 54

Widen and modernize CR 54 to enhance safety, reduce travel delays, and provide connectivity to regional arterial roads.

This strategy involves widening CR 54 from US 301 to US 98 from two lanes to four lanes to support mixed traffic, including moderate truck traffic, people walking and biking, general traffic, and possibly transit vehicles. This project would provide direct connectivity to US 98, a four-lane state highway, as well as connectivity to the conceptual Bypass Loop Road via Old Lakeland Highway. Also see *Smart Corridor Design* (page TRA-27).

POLICY REFERENCE

Objective TRA 1.5. Safety and Accessibility
Map TRA-4 2040 Thoroughfare Network (policy map)

Eiland Boulevard/Morris Bridge Road

Widen and modernize Eiland Boulevard/ Morris Bridge Road to enhance safety and mobility.

This strategy involves widening Eiland Boulevard/Morris Bridge Road from US 301 to SR 56 from two lanes to four lanes to support mixed traffic, people walking and biking, and possibly transit vehicles. This project would provide direct connectivity to SR 56, a four-lane state highway, as well as connectivity to the conceptual Bypass Loop Road. Also see *Smart Corridor Design* (page TRA-27).

POLICY REFERENCE

Map TRA-4 2040 Thoroughfare Network (policy map)

Integrated Transportation and Land Use

Integrated transportation and land use is the key to creating more connected, livable, and resilient neighborhoods and centers.

Joint Planning Area

Collaborate with Pasco County to effectively manage growth and development in the Joint Planning Area.

The City and County will continue to work together to promote Smart Growth principles and mitigate the negative effects of urban sprawl in the Joint Planning Area. By focusing on compact, connected development patterns in areas where public infrastructure and services already exist, both governments can reduce the financial burden of extending infrastructure and services to sprawling developments.

Intergovernmental collaboration should continue to refine and adopt the US 301 Model Development Code, developed by Pasco County and the cities of Zephyrhills and Dade City to implement the US 301 Corridor Land Use Vision and Transportation Strategy. The corridor extends from Kossik Road in Zephyrhills to the US 98 Bypass at 7th Street in Dade City. The Model Code includes specific zoning standards, public realm treatments, and design guidelines aimed at fostering connected development served by a multimodal transportation network.

POLICY REFERENCE:

TRA 1.4.1. Placemaking and Connected Places
TRA 1.4.2. Infill and Redevelopment

Community Redevelopment Area

Restore the city's historic street grid to a system of two-lane, bi-directional streets to enhance safety and mobility for all users and support walkable, urban development.

Prioritizing new development, including infill and redevelopment, to areas with infrastructure and services already in place, makes use of available capacity, maximizing the efficiency of public infrastructure investments. Leveraging the existing multimodal transportation network reduces the need for costly infrastructure expansions in areas lacking such amenities.

A critical mass of urban-scale development and transportation infrastructure and services enhances accessibility and connectivity, making

it easier for residents to use various modes of transportation.

- *US 301/Gall Boulevard Vision:* A two-lane, bi-directional Complete Street with on-street parking.
- *6th Street Vision:* A two-lane, bi-directional Complete Street with on-street parking.
- *7th Street Vision:* A two-lane, bi-directional Complete Street with on-street parking.
- *A Avenue Vision:* A two-lane, bi-directional Complete Street that crosses US 301/Gall Boulevard. This vision restores connectivity that the 6th and 7th Street one-way pair originally disrupted, allowing residents and businesses on either side to be more easily linked.

POLICY REFERENCES:

TRA 1.2.2. Transportation Concurrency Exception Area
Map TRA-4 2040 Thoroughfare Network (policy map)

Smart Corridor Design

Design transportation corridors with a clear purpose to create safe streets and efficient roads, not "stroads".

A "stroad" is an inefficient hybrid that blends the high-speed function of a road with the frequent access and local interaction of a street, resulting in unsafe conditions for walking and biking, inefficient traffic flow, and negative land-use outcomes.

The anti-stroad principles listed below should be factored in transportation and land use decision making to promote traffic safety and efficiency and sustainable urban development:

- Clearly define the function of a thoroughfare as a street or a road and avoid mixing these functions within the same corridor.
- Limit direct access points on roads in favor of service roads or rear-access alleys for local access.

Source: Stroad to Recovery, Balancing the needs of roads and streets by Scott Rhode, Alaska Business Magazine, February 2024.

- Prioritize local connectivity on streets, with lower speeds and walk/bike-friendly infrastructure.
- Implement access management strategies, including medians, turn lanes, and intersection spacing to control access and maintain smooth traffic flow on roads and prevent chaotic mixing of high-speed traffic with local turning movements.
- Coordinate land use with transportation by encouraging mixed-use, walkable development adjacent to streets while ensuring higher-speed roads are separated from compact development patterns to discourage the introduction of car-dependent uses, which often lead to the creation of stroads.
- Accommodate multimodal infrastructure, reducing reliance on cars for short trips and supporting a more sustainable transportation system.

POLICY REFERENCE

TRA 1.2.2. Transportation Concurrency Exception Area
TRA 1.7.1. Context Classification System
TRA 1.7.2. Complete Streets Design Standards
TRA 1.7.3. Frontage and Backage Roads Systems
TRA 1.7.12. Street Design Standards
TRA 1.7.13. Access Management Standards

5. Goal, Objectives, and Policies

The Goals, Objectives, and Policies of the Transportation and Mobility Element outlines a strategic framework necessary to create a safe, efficient, and sustainable transportation system that meets the needs of our diverse and growing community. This element is designed to enhance connectivity, reduce congestion, and increase multimodal transportation options in support of quality of life for all residents both now and in the future.

Unless otherwise stated, the Goal, Objectives, and Policies apply to the City of Zephyrhills and its incorporated area.

Note: Images shown in this section are for illustration purposes only and do not represent City policy.

GOAL TRA 1. TRANSPORTATION AND MOBILITY

Our community is committed to developing and maintaining a smart, sustainable, multimodal transportation system that prioritizes safety, accessibility, and equity.

The transportation system will be responsive to the diverse needs of all residents, regardless of age, ability, income level, or location, and will support mobility, independence, and participation in economic, social, and cultural opportunities.

The transportation system will also serve to protect our natural environment and special places and support community health and economic vitality.

Most importantly, our community aims to achieve zero transportation-related fatalities and severe injuries in Zephyrhills.

Objective TRA 1.1. Needs Assessment

Identify current and long-range transportation network deficiencies in the context of the City's Future Land Use Map and the community's overarching vision to form the foundation for transportation planning and project development which enhance access and mobility.

POLICIES

It shall be the City's policy to:

TRA 1.1.1. Data-Driven Needs Assessment

Utilize data, including traffic volume data, crash data, travel behavior surveys, ridership statistics, and other available data, to identify issues, forecast transportation needs, and optimize resource allocation.

TRA 1.1.2. Community Engagement

Engage with the community to gather input and feedback on neighborhood-level and citywide transportation needs, priorities, and potential solutions.

TRA 1.1.3. High-Injury Network

Assess crash data to identify thoroughfares, intersections, and other parts of the transportation network where a disproportionate number of severe injuries and fatalities occur.

TRA 1.1.4. Sidewalk Inventory

Maintain a prioritized inventory of missing sidewalk links, detailing specific locations and infrastructure needs.

TRA 1.1.5. Bicycle and Pedestrian Count Data

In coordination with local and state transportation agencies, periodically collect bicycle and pedestrian count data to better understand use and demand for active transportation infrastructure.

TRA 1.1.6. Zephyrhills Mobility Plan

Align transportation planning and project development with the recommendations outlined in the Zephyrhills Mobility Plan addressing multimodal solutions for all users. Evaluate and update the mobility plan every five years or as needed.

TRA 1.1.7. Community Redevelopment Plan and Neighborhood Plans

Incorporate transportation needs identified in the Community Redevelopment Agency (CRA) Community Redevelopment Plan and neighborhood plans into the City's overall transportation strategy to ensure transportation improvements align with CRA redevelopment initiatives.

TRA 1.1.8. Congestion "Hot Spots"

Conduct traffic analyses to identify congestion 'hot spots' and develop targeted interventions to alleviate bottlenecks, such as intersection upgrades and signal timing optimization, while balancing the needs of pedestrians, cyclists, and transit users.

TRA 1.1.9. Planning Studies

Participate in planning studies conducted by local and state agencies to identify local and regional transportation needs, and to optimize existing facilities, resources, and community initiatives.

Objective TRA 1.2. Level of Service Standards

Ensure that the transportation system meets the needs of all users, maintains reliability, and supports sustainable growth by establishing Level of Service (LOS) standards and benchmarks to guide future infrastructure investments and policy decisions.

POLICIES

It shall be the City's policy to:

TRA 1.2.1. Vehicle-Trip Evaluation Standard

Apply the minimum vehicle-trip level of service (LOS) standard of "D" during peak hours for major and minor arterials and local streets to administer the City's concurrency requirements per Article V. Adequate Public Facilities, Land Development Code; monitor system performance; and implement transportation control measures, signal improvements, and management strategies to maintain or improve service levels.

TRA 1.2.2. Transportation Concurrency Exception Area

Designate the Zephyrhills Community Redevelopment Agency (CRA) Community Redevelopment Area as the Downtown/In-Town Transportation Concurrency Exception Area (TCEA). The TCEA is intended to facilitate infill development and redevelopment served by multimodal transportation infrastructure and services that support neighborhood livability and commercial area viability. The vision for traffic circulation within the TCEA is a system of bi-directional, two-lane thoroughfares (one through lane in each direction) with on-street parking.

Within the TCEA, all development shall be exempt from transportation concurrency requirements, provided traffic impacts are mitigated through transit, sidewalk, bicycle, and/or trail network enhancements; intermodal facilities; demand management programs; and/or other traffic management techniques. The following priorities shall guide transportation planning and investments within the TCEA:

a. *Primary priority:* Ensure a safe, comfortable, and attractive pedestrian environment that provides an adequate level of mobility through walking, biking, and connections to transit services.

b. *Secondary priority:* Support vehicle mobility where it does not compromise the primary priority of pedestrian, bicycle, and transit accessibility.

TRA 1.2.3. Person-Trip Evaluation Measure

Explore the use of a person-trip methodology to assess the transportation system's efficiency and safety in moving people across all travel modes and understand demand for non-motorized and public transportation options. A person trip refers to a single journey made by one person from an origin to a destination, encompassing all modes of transportation.

TRA 1.2.4. Bicycle Route Evaluation Measure

Explore the use of Level of Traffic Stress standards for categorizing existing and proposed bicycle routes based on predicted stress levels experienced by cyclists considering factors such as traffic volume, speed limits, lane width, and presence of dedicated bicycle facilities.

Objective TRA 1.3. Project Prioritization and Funding

Prioritize local projects and advocate for funding priority for regional projects that will yield the greatest community benefits in terms of enhancing safety, reducing vehicle miles traveled (VMT), and managing congestion.

POLICIES

It shall be the City's policy to:

TRA 1.3.1. Prioritization Criteria

Prioritize transportation projects and initiatives for capital improvements programming and budgeting processes using prioritization criteria that may include, but is not limited to, the following:

a. Enhances the safety of all users by reducing the severity and frequency of crashes;
b. Serves transportation disadvantaged populations including children, seniors, people with disabilities, and people without access to a motor vehicle;
c. Serves neighborhoods that have limited or no public transit service or active transportation infrastructure and, as a result, may face significant challenges in reaching essential services, employment opportunities, educational facilities, and other vital destinations;
d. Reduces vehicle miles traveled (VMT) and roadway congestion;
e. Supports environmental sustainability by reducing energy consumption or noise, air, or water pollution;
f. Enhances the resilience and adaptability of the transportation infrastructure to future challenges or technological advancements;
g. Improves multimodal connectivity between key destinations such as job centers, educational institutions, healthcare facilities, and recreational opportunities;
h. Furthers the community's long-term vision and strategic objectives, including infill development, redevelopment, and transit-oriented development in areas served by public facilities and services;
i. Evaluates cost-effectiveness, ensuring that resources are used efficiently to achieve the greatest benefits;
j. Leverages funding from state, federal, or private sources to maximize the impact of City investments; and
k. Considers community engagement, ensuring that projects reflect the needs and preferences of the community.

TRA 1.3.2. Advancing Regional Projects

Coordinate and collaborate with local, regional, and state transportation agencies to advance regional transportation projects and

programs that further community goals and initiatives. These activities should include:

a. Conducting joint studies and engaging the community to identify regional transportation needs and potential solutions;
b. Developing conceptual projects, considering route options and physical, natural, cultural, and sociocultural impacts;
c. Coordinating with the Pasco County Metropolitan Planning Organization (MPO) and Florida Department of Transportation (FDOT) to prioritize funding for projects of benefit to Zephyrhills in the MPO Transportation Improvement Program and FDOT Five-Year Work Program.
d. Leveraging funding opportunities, including public-private partnerships;
e. Preparing project development and environment studies;
f. Establishing interlocal agreements or memorandums of understanding outlining roles, responsibilities, and financial commitments; and
g. Advocating for regional projects to state and federal legislators.

TRA 1.3.3. Transportation Impact Fees

Periodically review and update the City's transportation impact fee program to reflect changing infrastructure needs, emerging transportation trends, and community priorities. Explore the potential to expand the transportation impact fee program to support improvements that promote overall mobility by funding a variety of enhancements beyond traditional road and intersection projects.

TRA 1.3.4. State and Federal Funding for Transportation Safety and Infrastructure

Pursue state and federal funding opportunities, such as the Highway Safety Improvement Program (HSIP) and the Safe Streets and Roads for All (SS4A) grant program, to finance projects that enhance transportation safety, reduce the frequency and severity of crashes, and improve the overall transportation infrastructure and services within the city.

Objective TRA 1.4. Alignment with City Goals and Initiatives

Align transportation decisions and investments with City goals and initiatives to promote sustainable and resilient community development that enhances mobility, reduces traffic congestion, contributes to the community's economic competitiveness, and support positive community health outcomes.

POLICIES

It shall be the City's policy to:

TRA 1.4.1. Placemaking and Connected Places

Coordinate transportation planning with the land use plans and development policies, including the Comprehensive Plan Future Land Use Map and placemaking policies, to ensure the transportation network is well-integrated with existing and planned development patterns, providing seamless multimodal connectivity between neighborhoods and key community destinations.

TRA 1.4.2. Infill and Redevelopment

Coordinate transportation planning and investments with City infill and redevelopment plans to revitalize urban areas, accommodate housing for the growing population, and curtail the proliferation of urban sprawl in areas lacking public facilities and services. Support regional transportation projects designed to alleviate congestion within the Zephyrhills Community Redevelopment Area and reduce the need for widening the historic street grid.

TRA 1.4.3. Economic Development

Align transportation decisions with City goals and initiatives to foster vibrant, resilient activity centers, attract new businesses and business expansions, and expand and diversify local job opportunities:

a. *Zephyrhills Community Redevelopment Area:* Create walkable urban environments and enhance public transit to improve downtown access, reduce traffic congestion, spur private investment, and attract businesses and residents.

b. *Zephyrhills Industrial Corridor:* Prioritize efficient transportation networks and reliable freight corridors to enhance business operations, spur industrial development, attract manufacturing companies, and expand access to the labor pool.

c. *Zephyrhills Municipal Airport:* Enhance the Zephyrhills Municipal Airport as a significant revenue source for the city's tax base, ensuring its long-term self-sufficiency. All land use and infrastructure decisions shall be coordinated with the Airport Layout Plan (ALP), Airport Master Plan, and business development objectives of the airport, including the Zephyrhills Airport Industrial Park.

TRA 1.4.4. Healthy Community

Integrate public health considerations into all transportation planning and investment decisions to achieve co-benefits such as enhanced safety, support for active transportation and physical fitness, improved access to parks, grocery stores, and healthcare facilities, and healthier living environments through reductions in air, water, and noise pollution, as well as urban heat islands.

TRA 1.4.5. Energy Conservation and Pollution Reduction

Create a more sustainable and environmentally friendly transportation system by supporting walking, cycling, and public transit use; integrating micro transit and micro mobility solutions; and expanding the availability of charging stations and other supportive infrastructure for low-emission vehicles, when feasible.

TRA 1.4.6. Green Infrastructure

Integrate green infrastructure into capital improvements planning and transportation infrastructure projects, such as permeable pavements, street trees, bioswales, and rain gardens, to manage stormwater, reduce urban heat islands, enhance the aesthetic and functional value urban green spaces, and create inviting environments for walking and biking.

Bioswale green stormwater infrastructure.

Objective TRA 1.5. Safety and Accessibility

Reduce transportation network hazards to prevent crashes and improve accessibility to community destinations, making travel safer, convenient, and more comfortable for all users, including children, seniors, and people with disabilities.

POLICIES

It shall be the City's policy to:

TRA 1.5.1. Safe System Approach

Address roadway safety challenges through The Safe System Approach by the National Highway Traffic Safety Administration, which

Safe System Approach, NHTSA

prioritizes human life and well-being with the goal of achieving zero transportation-related deaths and severe injuries.

TRA 1.5.2. High-Injury Network

Assess and address hazardous conditions within the High-Injury Network (HIN) through targeted design improvements and interventions that are informed by community input.

TRA 1.5.3. Targeted Safety Campaigns

Partner with transportation, law enforcement, and public health agencies, emergency responders, local schools, employers, and others to develop and implement safety campaigns tailored to address traffic safety issues. Use coordinated messaging, educational materials, and targeted interventions to raise community awareness and foster a culture of safety.

TRA 1.5.4. Street Lighting

Enhance visibility and safety by strategically deploying street lighting in key locations where potential conflicts between users are prevalent, such as intersections, crosswalks, and areas with high pedestrian and cyclist activity. A street lighting strategy involves:

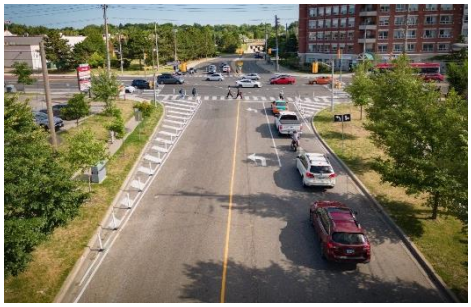
a. Pinpointing high-conflict areas using data analysis and community input;
b. Prioritizing installation of appropriate lighting in high-conflict areas;
c. Designing for adequate visibility without causing glare or other hazards to other users; and
d. Engaging nearby communities and user groups to ensure lighting placement and design effectively address the safety concern and are supported by the community.

TRA 1.5.5. Speed Management

Enhance traffic safety and promote sustainable and equitable transportation options by implementing a proactive speed management strategy in collaboration with the Police Department experts. The Designing Streets for Kids by the National Association of City Transportation Officials (NACTO) provides the following strategy guidance:

a. Design for safe speeds that naturally encourage lower speeds;

Curb extension speed management.



Reduced curb radii speed management.

Speed limit set to design speed.

b. Establish speed limits that reflect the surrounding environment;
c. Improve visibility at intersections and pedestrian crossings;
d. Design frequent, convenient, well-lit, and clearly marked crossings;
e. Combine educational campaigns with targeted enforcement to encourage compliance; and
f. Continuously monitor traffic speeds and safety outcomes, adjusting strategies as necessary.

TRA 1.5.6. Intersection Daylighting

Create clear zones at intersection corners where necessary to increase sight lines, reduce the risk of collisions, and improve overall safety for all users. Daylighting can be achieved by no-parking zones, curb extensions, and bollards near intersections.

Daylighting with paint and flexible bollards.

TRA 1.5.7. Pedestrian Crossings

Create safer, more accessible pedestrian environments through street crossings that reduce pedestrian crossing distances, enhance visibility, and enhance accessibility for children, seniors, and people with disabilities. Placement and design considerations typically include:

a. Shortened crossings (e.g., compact intersections, pedestrian refuge islands, curb extensions);
b. Frequent spacing and alignment with key destinations;
c. Traffic calming;
d. Legibility (e.g., high-visibility markings in areas with high pedestrian volumes);
e. Accessibility (e.g., ramps, at-grade crossings, and crossings raised to match the sidewalk level);
f. Daylighting; and
g. Signalization (e.g., high demand crossing locations and Leading Pedestrian Intervals).

TRA 1.5.8. Transit Accessibility

Coordinate with local and state transportation agencies to expand and improve public transit services and infrastructure in Zephyrhills including:

a. Fixed-route transit service, paratransit options, micro-transit services, and other specialized services to increase service coverage, frequency, and reliability;
b. Design and maintenance of bus stop infrastructure to be safe, comfortable, and barrier-free for people of all ages and abilities.

TRA 1.5.9. Universal Design

Incorporate universal design principles into all transportation infrastructure projects to ensure that the needs of all users are met from the outset, eliminating the need for adaptation or retrofitting.

Sidewalk and trail at grade with driveway.

Objective TRA 1.6. Interconnected Transportation Network

Develop an interconnected transportation system that seamlessly integrates roads, streets, sidewalks, bikeways, trails, transit, and other transportation services to enhance system efficiency and user convenience.

POLICIES

It shall be the City's policy to:

TRA 1.6.1. Active Transportation Network

Develop and enhance the active transportation network in Zephyrhills to support both mobility and recreational use. This network will incorporate sidewalks, bikeways, multiuse trails, and regional greenways, coordinated with the Pasco County Greenways, Trails, and Blueways Master Plan, emphasizing interconnectivity between neighborhoods, parks, schools, commercial centers, and regional destinations.

TRA 1.6.2. Complete Streets

Implement Complete Streets design principles into thoroughfare planning, design, construction, and operation/maintenance to ensure safe, convenient, and comfortable travel for users of all ages and abilities. Ensure all transportation facilities are accessible to individuals with disabilities by meeting or exceeding Americans with Disabilities Act (ADA) standards.

Trailside bicycle parking lot with bike repair station.

Wayfinding system signage.

TRA 1.6.3. Bicycle Parking

Install secure bicycle parking in strategic locations to encourage biking for short trips or as a means to connect with public transit, thereby increasing the use of cycling as a viable mode of transportation within the City's transportation network.

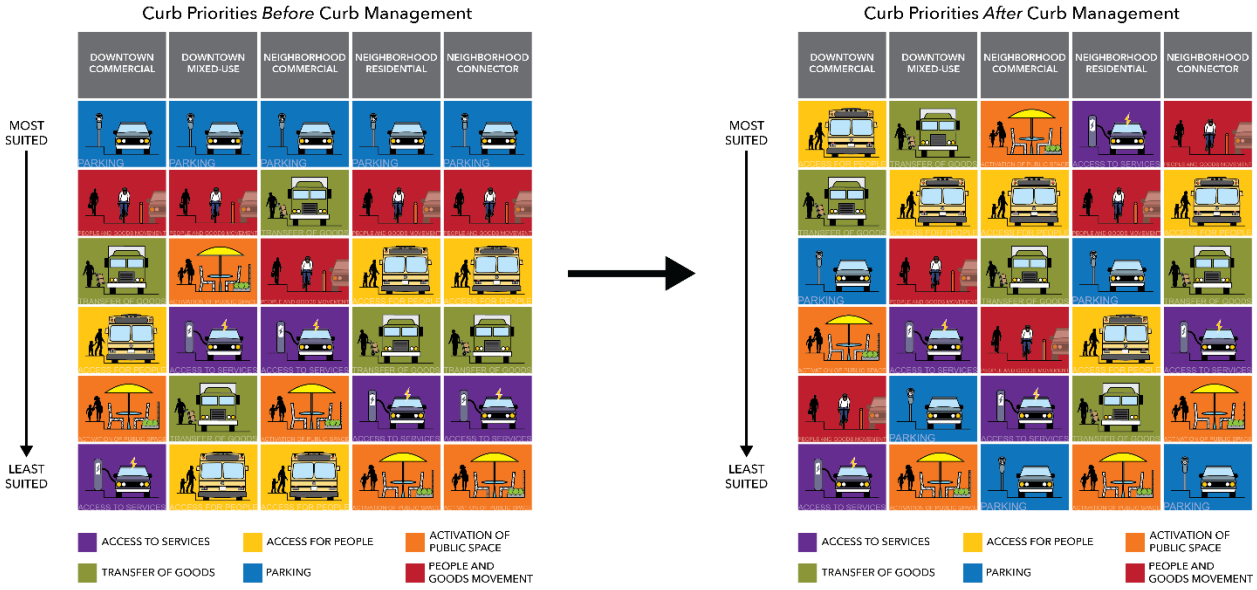
TRA 1.6.4. Wayfinding

Integrate wayfinding systems into the transportation network to support transitions between different transportation modes, promote a more interconnected and efficient

GoPasco bus service (Route 54).

Separated (contraflow) bicycle lanes.

Urban greenway trail.



Source: Managing Curb Space in the Boston Region: A Guidebook (2021).

transportation system, and enhance user experience.

TRA 1.6.5. Curb-Space Management

Explore curb-space management strategies that optimize the edge where movement meets access to enhance the efficiency and convenience of the multimodal transportation system. Examples of curb space uses include a vehicle travel lane, parking, pick-up/drop-off zones for people and goods, freight delivery, outdoor dining, bicycle lanes, and bus lanes.

TRA 1.6.6. Micro-Transit Service

Explore the feasibility of implementing an on-demand, point-to-point micro transit service that complements existing transit infrastructure to provide City residents and visitors with a convenient, flexible transportation option for short trips.

TRA 1.6.7. Dade City-Zephyrhills Connector

Collaborate with the City of Dade City and transportation agency partners to explore the feasibility of establishing a trolley service connecting downtown areas to alleviate traffic and parking congestion, reduce emissions, enhance tourism, foster business partnerships, and promote regional collaboration.

TRA 1.6.8. Activity Centers

Maximize multimodal connectivity within and between activity centers including the Zephyrhills Community Redevelopment Area and Zephyrhills Industrial Corridor.

Micro-transit service in Downtown Dunedin.

Intersection Concept, Freight Design Guidelines, Strategic Freight Plan, FDOT District 7.

TRA 1.6.9. Freight Movement

Coordinate with state, regional, local, and private transportation agencies to facilitate safe and efficient freight movement and accessibility to support industrial uses in the Zephyrhills Industrial Corridor. Advocate for the upgrade and expansion of transportation infrastructure, such as roads, intersections, rail connections, airport facilities, and transit facilities, to support these efforts. Participate in regional freight movement planning studies and advocate for projects that are aligned with the competitiveness and sustainability of the Zephyrhills Industrial Corridor.

TRA 1.6.10. Truck Route Plan

Develop and implement a truck route plan that balances the needs of logistics with community impact, minimizes adverse effects on neighborhoods and the safety of pedestrians, cyclists, and transit users, and supports the economic vitality of local businesses and industrial zones.

TRA 1.6.11. Intermodal Logistics Park

Explore the feasibility of developing an intermodal logistics park, integrated with truck, rail, and air transport, as appropriate, to facilitate the storage, transfer, and distribution of goods for regional freight operations.

Different truck types navigating a roundabout intersection (travel lanes colorized).

Central Florida Intermodal Logistics Center, Winter Haven.

Objective TRA 1.7. Development Design

Integrate transportation and land use planning and design to create and cultivate vibrant, well-connected communities and places people love.

POLICIES

It shall be the City's policy to:

TRA 1.7.1. Context Classification System

By December 2025, develop and implement a Context Classification System that categorizes thoroughfares into various context zones, each with specific design guidelines and performance measures tailored to planned land uses and users of those areas, to advance the community's safety, mobility, livability, and economic development objectives.

TRA 1.7.2. Complete Streets Design Standards

Conduct a comprehensive review of the City's street design standards every five years to ensure consistency with the latest editions of the Florida Design Manual (FDM) and the National Association of City Transportation Officials (NACTO) Urban Street Design Guidelines. Consider innovative and flexible design solutions that prioritize safety, multimodal transportation, and context-sensitive design principles, while addressing the specific needs of the City's urban, suburban, and rural areas.

TRA 1.7.3. Frontage and Reverse Frontage Road Systems

Promote the development of a comprehensive system of frontage/reverse frontage roads along busy thoroughfares like US 301 and Chancey Road to mitigate traffic impacts from new developments by offering alternative routes for local traffic and facilitating access to adjacent properties.

Complete streets are functional for all users.

TRA 1.7.4. Street Grid System

Preserve, restore, and enhance the City's grid system of streets, a fundamental framework for accessibility and urban design. Ensure new development maintains grid integrity through development standards. Restore or add streets to larger blocks or tracts to optimize network efficiency and accessibility with new development or capital projects. Where restoring automobile access is impractical or conflicts with broader City plans, consider adapting the grids for pedestrian and cyclist use.

TRA 1.7.5. New Grid Systems

Establish new street grids in conjunction with new development and area-wide planning. Plan development around a grid or modified grid to improve connectivity, safety, and mobility for all users. Develop standards for thoroughfare spacing, prioritizing walkable, interconnected neighborhoods that promote transportation efficiency and reduce reliance on single-occupancy vehicles.

TRA 1.7.6. Interconnected Street Networks

Require new developments to establish interconnected street networks, including street stub outs to adjacent properties and pedestrian and bicycle connections between adjacent, compatible development, to facilitate multiple access points and alternative routes that disperse traffic more evenly and reduce congestion on main thoroughfares.

TRA 1.7.7. Alleys

Evaluate alleys within the historic street grid for their potential to enhance pedestrian and cyclist connectivity. Consider improvements such as lighting, upgraded surfaces, and green infrastructure to make alleys safe and inviting. Incentivize or require alleys in new development to support desired urban design, residential, commercial, and utility accessibility, and multimodal transportation connectivity.

TRA 1.7.8. Transportation and Placemaking

Capitalize on transportation investments as opportunities to apply placemaking treatments to create thoroughfares that are not only functional but also enhance community identity, social interaction, and economic vitality.

Transportation investments shape more than just movement.

TRA 1.7.9. Visual Quality

Ensure that transportation infrastructure projects are designed and implemented to enhance or uphold the visual quality of the surrounding context through design elements such as street trees, landscaping, lighting, and signage that complement the character of the area. Prioritize the use of context-sensitive design elements that respect and preserve the unique visual and cultural attributes of neighborhoods, historic districts, and natural landscapes.

TRA 1.7.10. Greenway Trails Partnerships

Explore opportunities for public-private partnerships to develop and connect greenway trails to supplement the active transportation network, improve access to recreational opportunities, and enhance community health.

TRA 1.7.11. Right-of-Way Preservation

Evaluate the City's right-of-way preservation standards for arterial and collector thoroughfares and calibrate as needed to accommodate multimodal infrastructure and improve safety and traffic flow.

TRA 1.7.12. Street Design Standards

Evaluate the right-of-way width and street design standards in the Land Development Code for impact on vehicle operating speeds and pedestrian and bicycle safety, impervious surfaces and stormwater management, and space for pedestrian and urban livability infrastructure and make adjustments, as appropriate.

Urban Street Design Guide, NACTO.

TRA 1.7.13. Access Management Standards

Evaluate the City's access management standards for opportunities to improve safety, optimize traffic circulation and land use efficiency, and maximize public right-of-way for active transportation infrastructure.

Objective TRA 1.8. Innovation and Technology

Integrate innovative strategies and leverage technology to address transportation needs and prepare for future advancements in mobility to enhance safety, efficiency, reliability, and overall user experience for all transportation modes.

POLICIES

It shall be the City's policy to:

TRA 1.8.1. Innovative Transportation Infrastructure

Explore state-of-the-art transportation infrastructure that supports multimodal connectivity and accessibility. As feasible, allocate funding for innovative infrastructure such as dedicated lanes for bicycles and smart traffic management systems.

TRA 1.8.2. Innovative Transportation Services

Foster partnerships with transportation service providers to offer innovative services that complement existing transit options such as on-demand ride-sharing services, micro-transit solutions, and mobility-as-a-service (MaaS) platforms.

TRA 1.8.3. Micro-Mobility Solutions

Explore ecofriendly micro-mobility solutions for short-distance travel within urban place types. Consider designating parking zones and bike/scooter-sharing programs, coupled with educational campaigns to manage parking demand, reduce traffic congestion, and promote safe travel behaviors.

TRA 1.8.4. Emerging Technology Pilots

Collaborate with technology providers and community stakeholders to pilot emerging transportation technologies, such as electric bicycle sharing, drone delivery, autonomous vehicle testing zones, and smart traffic and parking management systems, to ensure alignment with community needs and preferences.

TRA 1.8.5. Innovative Parking Strategies

Explore innovative parking strategies to support local businesses and walkable environments, reduce congestion and emissions from circling cars, and minimize parking conflicts in residential neighborhoods. Such actions may include:

a. Shared-parking programs;
b. Flexible parking policies;
c. Park-and-ride facilities;
d. Low-speed vehicle parking
e. Sustainable parking design (e.g., bicycle storage, permeable pavement, solar panels, and electric vehicle charging); and
f. Smart parking solutions (e.g., real-time parking information via sensors and mobile apps).

TRA 1.8.6. Data-Driven Mobility Optimization

Utilize data-driven insights to proactively address emerging mobility challenges, refine infrastructure design standards, and continuously improve the quality of the city's transportation system and environment.

TRA 1.8.7. Emerging Alternative Fuels

Monitor the implementation and effectiveness of compressed natural gas, hydrogen, and other alternative fuel infrastructure initiatives aimed at reducing greenhouse gas emissions and enhancing energy security. Collaborate with alternative fuel providers for related infrastructure needs and barriers, as appropriate.

TRA 1.8.8. Low-Speed Vehicles

Explore the demand for and feasibility of integrating Low-Speed Vehicles or golf carts into the local transportation network to advance mobility, connectivity, and accessibility, objectives.

6. Influence on Other Plan Elements

This section will be completed in conjunction with the other plan elements.

All elements of the PLANZephyrhills 2040 Comprehensive Plan work together to guide growth, development, and the coordination of public infrastructure and services while safeguarding natural resources and sustaining the quality of life for all Zephyrhills residents.

No single element, goal, objective, or policy should be evaluated in isolation; rather, each component must be assessed in relation to its specific and broader influence on achieving the community's overarching vision.

It must be recognized that the effectiveness of any transportation and mobility initiative is intrinsically linked with other elements of the Comprehensive Plan. By considering how each component interacts with and impacts others, the community can ensure a cohesive and integrated strategy that advances their collective goals, meets diverse needs, and fosters a more vibrant, sustainable, and well-connected environment.

Figure TRA-10. Transportation and Mobility Policy in Other Comprehensive Plan Elements

	Element	Policy Direction
	Future Land Use	Adequate facilities to support development
	Future Land Use	Compatibility with airports
	Future Land Use	Downtown-Intown Transportation Concurrency Exception Area
	Future Land Use	Transit-oriented corridors
	Future Land Use	Complete streets connectivity
	Recreation and Open Space	Greenway and multiuse trails
	Intergovernmental Coordination	Safety, transportation system management, access management
	Intergovernmental Coordination	Regional thoroughfare capacity projects
	Intergovernmental Coordination	Transit service and infrastructure
	Capital Improvements	Level of service (LOS) standards
	Capital Improvements	Schedule of LOS-related capital improvements