

# TRAFFIC CIRCULATION

## GOALS, OBJECTIVES AND POLICIES

**Goal TC 2**    **Develop and maintain a well balanced and integrated system which is consistent with the desired land use pattern, conserves energy and protects the natural environment. The transportation system shall provide for the safe, convenient and efficient movement of people and goods throughout the City of Keystone Heights.**

### OBJECTIVE

TC 2.1        The City shall continue to provide the a safe, efficient and effective traffic circulation system that exists within the City limits by annual review of the level of service report and roadway inventory to identify capital and maintenance actions necessary to maintain and improve the traffic circulation system.

### Policy

TC 2.1.1      The City hereby adopts a PM Peak Hour Level of Service ~~LOS~~ standard C for State Road 100 within the City limits and LOS standard D for all other roadways within the City.

TC 2.1.2      The City shall update and maintain its pavement management program which establishes standards, records, tracks and schedules all re-paving and new paving for all roadways within the City. To the extent possible, additional maintenance will be directed towards those roadways determined in the inventory to require maintenance to avoid or delay future resurfacing or major repaving.

TC 2.1.3      The City shall prepare an annual level of service report to include the following roadway segments (the Concurrency Roadway Network):

- State Road 21 – Northern City Limits to SR 100
- State Road 21 – SR 100 to Southern City Limits
- State Road 100 – Northwestern City Limits to SR 21
- State Road 100 – SR 21 to Southeastern City Limits
- Pecan Street
- Orchid Avenue
- Nightingale Street
- Commercial Circle

The annual report shall utilize the most current traffic counts to identify the existing and projected level of service for the five year planning horizon.

- TC 2.1.4 The City shall maintain and amend as necessary the Future Traffic Circulation Map to depict the functional classification and adopted LOS for all roadways within the Concurrency Roadway Network as required to implement the policies of this Plan.
- TC 2.1.5 The City shall require roads within subdivisions to meet the adopted paving standards and requirements established in the Land Development Code.
- TC 2.1.6 The City will formulate and adopt a bikeway and pedestrian way plan by December 2012 to be included in its Mobility Improvement Plan.
- TC 2.1.7 The City shall pursue federal, state and local funding sources which could supplement the City budget for road construction and maintenance.
- TC 2.1.8 Accident records shall be reviewed on an biennial basis to determine if improvements to the roadway network are warranted to relieve high crash conditions and to enhance the safety of motorists, bicyclists and pedestrians.

**OBJECTIVE**

- TC 2.2 The City shall coordinate the transportation system planning with future land use planning to ensure that existing and proposed population densities, housing, employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas.

**Policies**

- TC 2.2.1 The City shall coordinate land use and transportation plans to maintain adopted levels of service consistent with the Traffic Circulation and Capital Improvements Elements.
- TC 2.2.2 A traffic impact analysis will be required for all proposed developments not vested for concurrency in order to determine the net impact of the development on the Concurrency Roadway Network's level of service.
- TC 2.2.3 All development orders will be conditioned on the provision of improvements to the transportation system to mitigate impacts that will reduce the system's level of service below the standards adopted, including mitigation consistent with the Mobility Improvement Plan developed pursuant to Policy TC 2.3.3.

- TC 2.2.4 The City shall monitor the capital and service plans of the regional transit agencies and participate in the development of transit service that would benefit the residents and businesses within the City.
- TC 2.2.5 To promote redevelopment within the City’s Community Redevelopment Area (CRA), non-residential development and redevelopment may be permitted to provide fewer than the otherwise required parking for motorized and non-motorized vehicles based on use. On street parking shall be applied toward required parking at a rate of 1.5 per space; on street parking may not be assigned to more than one establishment for the purposes of meeting parking requirements. Additional relief may be granted by the City to promote redevelopment and economic development that benefits the City.
- TC 2.2.6 The City shall review all proposed non-residential development for its accommodation of future transit service and transit vehicles by requiring pedestrian access from the street to the door providing public access to the building(s).

**OBJECTIVE**

- TC 2.3 In conjunction with the Capital Improvements Element of this Plan, the City will continue to implement a concurrency management system to review proposed development orders and identify and prioritize transportation related capital improvements projects.

**Policies**

- TC 2.3.1 The City will apply the minimum level of service standards identified below in its concurrency management system. State Road 100 is an Emerging SIS Facility, subject to the minimum level of service standards established by the Florida Department of Transportation.

Segment	Adopted PM Peak LOS	Maximum Service Volume
SR 100 from SR 21 to NW City Limits	C	1,370 <sup>1</sup>
<u>SR 100 from SR 21 to SE City Limits</u>	<u>C</u>	<u>1,370<sup>1</sup></u>
<u>SR 21 from N City Limits to SR 100</u>	<u>D</u>	<u>1,480<sup>1</sup></u>
<u>SR 21 from SR 100 to S City Limits</u>	<u>D</u>	<u>1,480<sup>1</sup></u>
<u>Orchid Avenue</u>	<u>D</u>	<u>670<sup>2</sup></u>

Nightingale Street	D	670 <sup>2</sup>
Pecan Street	D	670 <sup>2</sup>
Commercial Circle	D	670 <sup>2</sup>

<sup>1</sup> FDOT Generalized Tables, Table 5

<sup>2</sup> Level of Service (LOS)/Capacity Lookup Tables from the 2002 Highway Capacity Software (HCS+) Version 5.21, Highplan Module with PM Peak Factor of 0.10.

- TC 2.3.2 The City will perform traffic counts on Orchid Ave, Nightingale Street, Pecan Street and Commercial Circle in 2011 in order to establish baseline traffic counts. The traffic volume for 2011 shall be the adjusted counts and shall serve as the basis for future projected volumes on these local roads within the Concurrency Roadway Network. The City shall recount these local roads at a minimum every 5 years and shall count annually starting the year following the year in which any count exceeds 80% of the adopted maximum service volume.
- TC 2.3.3 The City shall not permit or require the widening of local roads within the City to greater than 2 lanes. The City shall adopt a Mobility Improvement Plan (MIP) by December 2012 to address this policy constraint and guide the City in its application of funds collected from development under its Fair Share Program toward improvements that increase mobility within the City. Mitigation of impacts to the Concurrency Road Network (including State Road 100 with the concurrence of FDOT) shall be directed to mobility improvements such as sidewalks and bike lanes that are identified in the Mobility Improvements Plan.
- TC 2.3.4 Prior to the issuance of a final development order, the City will review development proposals through its concurrency management system in order to insure that adequate transportation capacity is available to serve the planned development.
- TC 2.3.5 The City will adopt a Fair Share Ordinance in 2011 that will allow development on a particular parcel despite the fact the development could not satisfy transportation concurrency where such approval is consistent with Section 163.3180 (11) and (16), Florida Statutes. Mitigation shall represent a cooperative effort between the City and the private landowner; proportionate fair share mitigation shall be calculated consistent with statutory requirements.
- TC 2.3.6 The City shall permit de minimis impacts on the Concurrency Road Network provided that the sum of existing roadway volumes and the projected volumes from approved projects on a transportation facility does not would exceed 110 percent of the maximum volume at the adopted level of service. The impact of

a single family home on an existing lot will constitute a de minimis impact on all roadways regardless of the level of the deficiency of the roadway.

The City shall maintain sufficient records to ensure that the 110-percent criterion is not exceeded.

TC 2.3.7      Redevelopment shall be granted up to 110 percent of the actual transportation impact caused by the previously existing development . Redevelopment requiring less than 110 percent of the previously existing capacity shall not be prohibited based on the reduction of transportation levels of service below the adopted standards.

TC 2.3.8-1     The City shall review all proposed transportation plans and improvements to determine the impact of such projects or proposals will have on the traffic circulation system and for consistency with the Traffic Circulation Element. The Institute of Transportation Engineers (I.T.E.) Trip Generation Manual, latest edition, shall be used by the City to determine the number of trips to be produced or attracted to a particular land use when assessing a manually calculated trip generation and distribution analysis of traffic. Florida or Northeast Florida trip generation rates may be used if valid and approved by the State and/or City.

TC 2.3.9      The City shall coordinate the approval of all driveway /access permits to State Road 21 and State Road 100 with the Florida Department of Transportation.

TC 2.3.10     The City shall maintain its Land Development Regulations to include provisions for safe and adequate on-site traffic flow and parking standards.

**OBJECTIVE**

TC 2.4        The City shall transportation improvement projects within the City to be coordinated with applicable local, state (FDOT, DCA), regional (MPO) and federal agencies in order to provide integrated, cost effective transportation.

**Policies**

TC 2.4.1      The City shall coordinate roadway improvements with the FDOT to ensure effective application of available revenue by review and comment on the FDOT Five Year Work Plan for their consistency with the Traffic Circulation Element.

TC 2.4.2      The City shall review for compatibility with this element the traffic circulation plan of Clay County as it is amended in the future, and submit written

comments to those governmental entities when necessary to ensure coordination between the City and the County.

- TC 2.4.3 The City will coordinate with the Florida Department of Transportation to include the re-alignment of the SR 21 intersection with SR 100 to a 90 degree alignment at such time as capital improvements to SR 100 or SR 21 are programmed by the FDOT or when accident reports indicate a need.

**OBJECTIVE**

- TC 2.5 The City shall update its inventory of ~~formally identify~~ existing and future rights of way needs in 2011 ~~as well as establish a~~ and, as required to meet identified needs, establish a priority schedule for acquisition by December 2012. ~~July 1992.~~

**Policies**

- TC 2.5.1 The City shall maintain its roadways map and show ~~showing~~ future reserved sites and road rights of way for future expansion or deletion consistent with the Streets Inventory and Mobility Improvement Plan .
- TC 2.5.2 The City shall utilize its street inventory rights of way necessary to accommodate all bike and pedestrian ways identified in the bicycle and pedestrian way plan to be developed in 2011 pursuant to Policy 2.1.6. and will preserve existing rights of way identified as necessary.

**OBJECTIVE**

- TC 2.6 The City shall establish a combination of primarily physical measures for local streets that affect vehicle driver behavior to reduce the negative effects of motor vehicle use. These measures are intended to increase safety, improve conditions for pedestrian and bicycle use, provide additional street greenery and landscaping and reduce greenhouse gas emissions.

**Policies**

- TC 2.6.1 The City shall encourage and develop traffic calming guidelines for application on streets within the City.
- TC 2.6.2 The City will perform a streets inventory by December 2011 to identify the attributes of the existing roads within the City. The data collected will form the basis of a Mobility Plan which will establish standards for pedestrian and bicycle access and on street parking within the City, The Mobility Plan will be

completed in 2012 and will identify deficiencies in connectivity and establish priorities to implement the MIP, improving access and connectivity by pedestrian and bicycle mode.

TC 2.6.3 The City will maintain appropriate design requirements in the land development regulations for residential development to insure the provision of non-vehicular connections within the development and to adjacent parcels.

TC 2.6.4 The City shall review all proposed development for the accommodation of non-motorized vehicles and pedestrians and as appropriate to the proposed uses, shall require access for non-motorized vehicles and pedestrians.

TC 2.6.5 The City will require street trees to be planted within new development and along existing roads that abut new development to improve conditions for non-vehicular modes of travel.

**OBJECTIVE**

TC 2.7 Driveways and areas for the internal circulation of vehicles shall be located, designed, and controlled so as to provide for safe and convenient circulation within the site and safe and convenient access from adjoining streets.

**Policy**

TC 2.7.1 Parking areas for non-residential development in which paved parking is required shall be designed to provide for safe on-site traffic flow. Traffic control signs shall be provided at all unsignalized entrances and exits where appropriate. All landscape islands located in paved or unpaved parking areas shall be protected by appropriate curbing material.

**OBJECTIVE**

TC 2.8 Citizen participation in decisions which impact the transportation system shall be fostered by appropriate agencies and local officials.

**Policy**

2.8.1: The City shall encourage active participation of citizens, neighborhood groups, and economic interest groups in determining the transportation needs of the City through the established Citizen Advisory Committee, the Business Association, Chamber of Commerce and directly with the public.

**GOAL TC 3 The City shall incorporate transportation strategies to address reduction in greenhouse gas emissions from the transportation sector.**

**OBJECTIVE**

**TC 3.1** The City shall improve access for non-motorized vehicles and pedestrians between land uses by implementing its Mobility Improvement Plan strategies in 2013.

**Policies**

TC 3.1.1 All proposed development and roadway improvements within the City shall incorporate measures for access for non-motorized vehicles and pedestrians, thereby implementing the City's transportation strategy to reduce green house gas emissions by increasing non-motorized access between residential and non-residential uses.

TC 3.1.2 The City shall review all proposed non-residential development for its accommodation of future transit service and transit vehicles by requiring pedestrian access from the street to the door providing public access to the building(s).