

Chapter III

TRANSPORTATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

INTRODUCTION

This Transportation Element replaces the town's previously adopted Traffic Circulation Element. The purpose of this element is to set forth a plan for a safe, convenient and energy efficient multi-modal transportation system for the town of Ponce Inlet. The data and analysis for this element is provided in the Transportation Element Support Document. This element contains a future transportation map, and the goals, objectives and policies related to the transportation system.

FUTURE TRANSPORTATION SYSTEM

Map III-1 is the town's Future and Existing Transportation Map. This map shows, among other items required by Chapter 9J-5.019(1) and (2), Florida Administrative Code (FAC), the proposed roadway functional classifications. Roadway capacity is based on the functional classification and the number of lanes. The map shows the existing transportation network, and is adequate to meet the needs of the system through the planning year 2026.

TRANSPORTATION SYSTEM IMPROVEMENT RECOMMENDATIONS

No capacity transportation system improvement recommendations are included in the Transportation Element Support Document or this Element. Certain maintenance considerations are addressed in the support document for guidance in ensuring the system is maintained adequately and in keeping with the goals of the community. They are summarized in the support document for informational purposes only and can be modified without amending the Comprehensive Plan.

GOALS, OBJECTIVES AND POLICIES

Goal 1: 1.—Provide a safe, convenient, efficient, and coordinated transportation traffic circulation system of motorized and non-motorized transportation facilities capable of moving traffic generated by existing and future land uses within the Town in a way manner that sustains the town's small town character maximizes safety, efficiency, and economy, and its historic, minimizes adverse impacts on social and environmental and aesthetic characteristics.

Objective 1.1 The town shall coordinate with Volusia County and the Volusia County Metropolitan Planning Organization (MPO) to achieve and maintain levels of service on the town's road system that is illustrated on the Future Transportation Map.

Policy 1.1.1 The Town establishes the following major roads as Thoroughfare Roads with the following designations:

<u>Roadway</u>	<u>Designation</u>
<u>S. Atlantic Avenue</u>	<u>Collector</u>
<u>S. Peninsula Drive</u>	<u>Sub-Collector</u>
<u>Beach Street</u>	<u>Sub-Collector</u>
<u>Inlet Harbor Rd.</u>	<u>Sub-Collector</u>
<u>Harbor Village Blvd.</u>	<u>Sub-Collector</u>
<u>Lighthouse Drive</u>	<u>Sub-Collector</u>

~~Objective 1.1.~~ By 1995, correct all existing road deficiencies identified by this plan element.

~~Policy 1.1.1.~~ Establish one or more special assessment districts as a means of assigning the cost of opening and improving streets.

~~Policy 1.1.2~~ The town recognizes that the County has established peak hour. At the time of subdivision or site plan approval, require land developers on each side of a street with substandard right-of-way width to dedicate one-half of the additional width required to bring the right-of-way up to minimum standard. This policy shall not apply to properties within the Town's proposed historic district.

~~Objective 1.2.~~ Maintain a minimum level of service "E" standard "D" for the county-maintained South Atlantic Avenue. The town shall maintain a minimum peak hour level of service standard of "D" for all peak-hour traffic volumes on all collector and sub-collector roads located within the Ponce Inlet Town limits. (No arterial roads exist within the Town.)

~~Policy 1.1.3-1.2.1.~~ The Town shall insure, through its LUDC's development review process that future development does not occur in amounts, types or locations that would cause an increase in through lanes or total evacuation times to exceed those established in the Comprehensive Plan's Coastal Management Element.

~~Policy 1.1.4~~ The town shall review all proposed developments for consistency with Objective 1.2 and compliance with this Plan, the adopted LOS standard. No development shall be approved until a determination has been made that

said development complies with the requirements of the LUDC Article IV: Consistency and Concurrency Determinations, if the resulting traffic impact will exceed the adopted LOS standard.

~~Policy 1.2.2. The Town shall adopt uniform procedures and guidelines for review of proposed developments in order to insure that traffic impacts will be adequately and consistently addressed.~~

~~Policy 1.1.54-2.3. The Town shall adopt procedures for maintaining adequate and current information to monitor the performance of the road network as required by Article IV of the LUDC: Consistency and Concurrency Determinations, including monitoring traffic counts throughout the community during both seasonal peak and non-peak periods. The results of such counts can then be used to update and to assess the remaining, unreserved capacity.~~

~~Policy 1.2.4. The Town shall encourage Volusia County to increase the capacity of South Atlantic Avenue in order to accommodate the town's projected peak day traffic concurrency system volumes at a LOS "D" or better.~~

~~Policy 1.1.6 The town shall require a traffic study for all new development that is consistent with the requirements of the LUDC's Article IV: Consistency and Concurrency Determinations.~~

~~Policy 1.1.7 The town shall determine that the construction or renovation of a single family home on any single family lot that exists as of the date of adoption of this Comprehensive Plan is a "de minimus" impact as allowed by Chapter 163. 3180 F.S.~~

Objective 1.3- The needs of pedestrians and bicyclists shall will be accommodated in all road construction and reconstruction projects whenever possible and. Policy 1.3.1. By October 1990, the Town shall incorporate into its Unified Land Development Code appropriate.

~~Policy 1.3.1 The town shall continue to enforce the LUDC's project design standards to insure that the needs of pedestrians and bicyclists are met.~~

~~Policy 1.3.2. The Town shall continue to enforce prohibit parking on the LUDC's paved portion of all collector roads.~~

~~Policy 1.3.3. By October 1990, the Town shall incorporate into its Unified Land Development Code appropriate project design standards to insure safe and convenient access for pedestrians and bicyclists throughout the town. As a minimum, developers shall be required to install sidewalks along one side of all new streets servicing the development.~~

~~Policy 1.3.4. By 1995, the Town shall complete the construction of a sidepath along the entire length of Peninsula Drive. Construction will be funded with recreational impact fee revenue.~~

Objective 1.4- The Town's road network shall will emphasize safety and aesthetics.

~~Policy 1.4.1.4.1. By October 1990, the Town shall continue to enforce its LUDC adopt land development regulations that require minimum design standards for~~

landscaping and signage along all roads. The regulations shall require that, where possible, natural landscaped buffers shall be maintained along collector and sub-collector roads.

~~Policy 1.4.2. By October 1990, the Town shall continue to utilize its~~formulate a written administrative procedure to monitor citizen complaints regarding road conditions and accident data in order to identify and correct deficient road conditions.

~~Policy 1.4.3. Safety shall be a major concern in all matters of road design and construction and traffic management. Therefore, By October 1990, the Town shall continue to revise the its land development regulations to ensure that all road improvements are consistent with will conform to the policies Florida Department of this Element. Transportation's Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways and the Federal Highway Administration's Manual on Uniform Traffic Control Devices on Streets and Highways.~~

~~Policy 1.4.4. By October 1990, the Town shall continue to enforce incorporate into its land development regulations appropriate road design concepts and traffic management techniques to discourage commercial traffic from using South Peninsula Drive.~~

~~Policy 1.4.5. By October 1990, the Town shall adopt provisions in its land development regulations requiring all land uses to have safe and convenient on-site circulation, and that adequate off-street parking and loading/unloading areas be provided for both motorized and non-motorized vehicles, as applicable, all land uses.~~

Policy 1.4.5 At the time of subdivision or site plan approval, the town shall require land developers (including the owners of individual single-family homes or lots) on each side of a street with substandard right-of-way width to dedicate one-half of the additional width required to bring the right-of-way up to minimum standards set forth in the LUDC.

Policy 1.4.6 The town shall continue to implement standards contained within the LUDC for safe and efficient ingress and egress to adjoining properties.

Policy 1.4.7 The town will ensure that paint demarcations and reflectors are maintained in good condition to mark the separation between roadways and at-grade sidewalks.

Policy 1.4.8 The town shall continue to prohibit parking on the paved portion of all sub-collector road travel lanes

Objective 1.5.—Preserve existing and future investment in the road system.

~~Policy 1.5.1. By 1992, the Town shall continue to utilize its established~~adopt administrative procedures for monitoring and evaluating the condition of all

roads for which it has maintenance responsibility. This evaluation shall serve as the basis for prioritizing road maintenance and resurfacing projects.

Policy 1.5.2. ~~By October 1990, the Town shall continue to monitor~~review the minimum road construction standards contained in the LUDC, land development code, and revise such standards if necessary to ensure, long, trouble free service with a minimum of maintenance effort.

Policy 1.5.3. ~~The Town shall continue to enforce~~require in its land development regulations subdivision design standards which discourage direct driveway access to collector and sub-collector roads.

Policy 1.5.4 The LUDC shall contain specific access management alternative techniques to include but not be necessarily limited to the following:
A. Limit access to roads by controlling the number and location of site access driveways and other intersecting roads.
B. Encouraging cross-access easements between adjacent properties where feasible.

Objective 1.6 The location and design of the town's roads, as well as the traffic control techniques used should take into consideration the small town character of the community and its historic, environmental and aesthetic characteristics to ensure, within the limits of safety, that these characteristics are maintained.

Policy 1.6.1 The town has determined that traffic signals are not in keeping with the character of the community and that other alternatives to signalized controls should be considered, even if signal warrants as defined in the Manual on Uniform Traffic Control Devices are met. Manual traffic control, roundabouts or other alternatives should be used in place of traffic signals whenever it is determined by the town to be safe and feasible.

Policy 1.6.2 To facilitate the manual control of intersections and to provide a measure of protection for the town's police officers, ensure that each intersection that is manually controlled has clear and legible intersection marking with safety lighting for the officer, as necessary.

Objective 1.7 Promote a balanced transportation system compatible with the town's small town character and its historic, environmental and aesthetic characteristics that provides, to the extent possible, transportation alternatives to motor vehicles.

Policy 1.7.1 Due to the town's small town character and scenic, historic, environmental and aesthetic characteristics, no existing road shall be widened with additional through traffic lanes, nor shall any new street be more than two lanes wide. This includes the entire length of South Atlantic Avenue within the corporate limits of Ponce Inlet.

Policy 1.7.2 The capacity, safety and operations of the intersections of collector and sub-collector roads and collector and sub-collector roads with local roads shall be monitored to determine if intersection safety capacity enhancement and operational improvements are required in concert with Policy 1.7.1 where safety deficiencies are noted. Turn prohibitions, access management or traffic calming techniques

should be considered prior to implementing roadway widening or traffic signal control.

Policy 1.7.3 New developments will be assessed a fair share of the costs to provide roadway improvements to serve the development.

Policy 1.7.4 The town shall limit the number and width of curb cuts and vehicular crossings over sidewalks to maximize the continuity of pedestrian movements, wherever feasible.

Policy 1.7.5 The town shall promote pedestrian and bicycle linkages between residential and non-residential land uses.

Policy 1.7.6 The Town shall strive to have pedestrian roadway crossings comply with the Florida Pedestrian Planning and Design Handbook (Current Edition).

Policy 1.7.7. The Town shall continue to expand its bike path/sidewalk system whenever it can be accomplished in a fiscally sound manner.

Policy 1.7.8 The town shall coordinate with VOTRAN to determine to what extent transit services can be utilized to alleviate traffic congestion during peak seasonal periods.

Policy 1.7.9 The Town shall require all new in-its-land-development, except single family and two-family dwellings, to provide bicycle racks. The town will provide bicycle racks at all town parks and town buildings. ~~regulations that building setbacks along substandard width rights-of-way be measured from the theoretical right-of-way line for a standard width right-of-way.~~

Objective 1.8 ~~Policy 1.5.5.~~ By October 1990, the Town shall review the minimum standards contained in the land development code for on-site circulation and parking for both motorized and non-motorized vehicles, and revise such standards if necessary to ensure safety and convenience. ~~Objective 1.6.~~ By 1991, adopt administrative procedures to ensure that its Goals, Objectives a high level of coordination and Policies are communicated to consistency will be maintained between the MPO Town's Comprehensive Plan and reflected in the MPO's plans and programs for all classified roadways identified on the Future Transportation Map of the Volusia County Metropolitan Planning Organization.

Policy 1.8 ~~1.6.1.~~ All road improvements included in the Town's Transportation Traffic Circulation Element shall be compatible with the plans and programs of the MPO. Volusia County Metropolitan Planning Organization (VCMPO).

Policy 1.8.2 ~~1.6.2.~~ The Town shall ensure that the plans and programs of the MPO include VCMPO are based on the future land use projections of the Town's Future Land Use Element.

Insert Map III-1 is the town's Future and Existing Transportation Map