

TRAFFIC CIRCULATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

GOAL 1: PROVIDE A SAFE, CONVENIENT AND EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM WITHIN THE CITY OF PORT ST. JOE

OBJECTIVE 1.1: Local roadways will be maintained to preserve the adopted Level of Service.

Policy 1.1.1: The City hereby adopts the following Level of Service for the design and operation of local City roadways:

Level of Service "C": Stable flow of traffic, but marking the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others.

Policy 1.1.2: The City adopts the following peak hour Level of Service (LOS) Standards by facility type, not including the constrained segment of SR 30/US 98:

Principal Arterial.....	D
Minor Arterial.....	D
Collector Roadways.....	D

The City adopts LOS “E” as the peak hour standard for the constrained segment of SR 30/US 98 from Angle Fish Street immediately north of the bridge over the Gulf Canal to south of the A & N Railroad overpass.

Policy 1.1.3: The City adopts the State mandated LOS standards for all roadways within the city limits that are designated as part of the State’s Strategic Intermodal System (SIS).

OBJECTIVE 1.2: Improve intersections found to have safety deficiencies

Policy 1.2.1: The City Community Safety Team will notify and work with the Florida Department of Transportation and Gulf County Highway Department to facilitate the improvements involving State and County maintained roadways.

Policy 1.2.2: The City will fund the improvements which involve City-maintained streets and roadways from the existing budget for street maintenance.

Policy 1.2.3: Accident reports will be monitored to determine if areas of State, County or City streets and roadways exhibit potentially unsafe conditions.

Policy 1.2.4: The City shall adopt design standards in the Land Development Regulations relating to control of connections and access points of driveways to roads and roadways. The standards need to address issues such as access control, number of access points and location of access points.

Policy 1.2.5: The City shall provide and/or require pedestrian and bike alternatives by incorporating standards in the Land Development Code for sidewalks, recreational paths or the concept of wide outside roadway lanes into all future construction or reconstruction of arterial and collector roads.

OBJECTIVE 1.3: Provide a program of street resurfacing of older paved streets and roads within the City limits.

Policy 1.3.1: Establish fiscal budgets for a repaving program as developed by the Public Works Department.

OBJECTIVE 1.4: Provide an alternate evacuation route to that segment of State Road 30 which lies within the Category 1 Evacuation zone.

Policy 1.4.1: The City will establish a study in coordination with the State Department of Transportation, the Regional Planning Council and other affected State and County agencies to study the alternate routes available within the City street system.

OBJECTIVE 1.5: Promote alternative forms of transportation and interconnections that reduce greenhouse gas emissions from the transportation sector.

Policy 1.5.1. The City will strive to reduce greenhouse gas emissions by reducing traffic congestion and air pollution.

Policy 1.5.2. The City shall commit funds, where financially feasible, to improve the existing and construct new pedestrian and bike paths within the City.

Policy 1.5.3. The City will require no less than five feet in width sidewalks along US 98 and SR 71 and coordinated circulation design among adjacent properties.

Policy 1.5.4: The City will provide for continued investment in public facilities and infrastructure in these areas including streetscape and pedestrian improvements, an increased network of bike and pedestrian paths and connections to provide non-auto transportation options and enhance the livability of the City.

Policy 1.5.5: The City will promote interconnections to link the Downtown Port St Joe Area with the planned Town Center development along the bay and North Port St Joe, the Baywalk Park and the City's existing linear green space along the canal on Park Avenue to provide alternative transportation options, reduce vehicle miles traveled, minimize fuel consumption and contribute to reduction in greenhouse gas emissions.

Policy 1.5.6: The City shall collaborate with the Port St. Joe Port Authority, county, state, and federal agencies and with private entities responsible for water, highway, and rail connectivity to ensure that the intermodal transportation infrastructure and connectivity essential to Port operations are in place.

Policy 1.5.7: All major developments, including mixed use projects will evaluate their impact on traffic circulation and, if increased traffic volumes or safety at new or existing roadway links and/or intersections cause a change in the existing level of service, the developers will contribute toward the elimination or mitigation of impacts on the roadway system.

OBJECTIVE 1.6: Planning for traffic circulation will be coordinated with the future land uses shown on the "Future Land Use Map", the Florida DOT Adopted Work Program, the SIS Plan and the plans of neighboring jurisdictions/areas.

Policy 1.6.1: The City shall review subsequent versions of the Florida DOT Adopted Work Program in order to update/modify this element as may be necessary.

Policy 1.6.2: The City shall review for compatibility the traffic circulation plans/programs of the unincorporated County and neighboring areas as they are amended in the future.

Policy 1.6.3: The City supports the Port of Port St Joe designation as a Planned Emerging Strategic Intermodal System (SIS) facility and will support redevelopment efforts in the Port Planning Area to promote local and regional economic development in the area consistent with the Port Master Plan included in the Coastal Management Element.

OBJECTIVE 1.7: The City shall develop/adopt a "Right-of-Way Protection Map" based upon the traffic circulation Element and the Future Land Use Element of this plan.

Policy 1.7.1: The City shall adopt minimum right-of-way requirements for new roadways containing the following provisions:

Arterial Roadways: 150 feet

Collector Roadways: 100 feet

Local Roads: 60 feet (side drainage) or 50 feet (curb & gutter)

Policy 1.7.2: The City shall require through development regulations the dedication of needed right-of-way and necessary improvements from all new developments.

Policy 1.7.3: All building setbacks shall be measured from the new right-of-way lines for all new construction including the setbacks for additions to existing structures.

GOAL 2: INCREASE INTERJURISDICTIONAL AGREEMENTS TO COORDINATE TRANSPORTATION PLANNING AND PROGRAMS, TO ENSURE CONTINUING COOPERATIVE AND COMPREHENSIVE TRANSPORTATION PLANNING THROUGHOUT THE LOCAL AREA.

OBJECTIVE 2.1: Establish an annual review and discussion with the State and County Highway Departments to determine the impact of proposed improvements on the roadways in and around Port Sc. Joe.

Policy 2.1.1: Appoint a committee to meet with the State Department of Transportation (FDOT) to review the impact of the Five-Year Adopted Work Program established by FDOT on an annual basis.

Policy 2.1.2: Meet with the County Highway Department on an annual basis to discuss maintenance responsibilities, repaving programs and other traffic-related topics as may affect the traffic circulation.

OBJECTIVE 2.2: Monitor, participate in and support as appropriate, regional transportation and economic development activities.

Policy 2.2.1: Monitor the activities and studies of the Northwest Florida Transportation Corridor Authority, and provide comments as appropriate.

Policy 2.2.2: Work with the Northwest Florida Transportation Corridor Authority to insure that improvements related to the SR 30 (US 98) are included in the corridor master plan.

Policy 2.2.3: Support the planning and development of the Gulf Coast Parkway to stimulate economic development in the area.