

CRESCENT CITY COMPREHENSIVE PLAN
 TRAFFIC CIRCULATION ELEMENT
 GOALS, OBJECTIVES, AND POLICIES

	NEFRPC CRPP
<u>Goal B.1</u> 9J-5.007(3)(a) Develop and maintain a well balanced and integrated transportation system which provides for the safe, convenient, and efficient movement of people and goods throughout Crescent City, and which is consistent with desired land use patterns, conserves energy, and protects the natural environment.	19.1.1
<u>Objective B.1.1</u> 9J-5.007(3)(b)1 Upon plan adoption, the City shall provide for a safe, convenient, and efficient motorized and non-motorized transportation system by implementing land development regulations to correct all existing roadway deficiencies identified in this plan and maintain acceptable operating conditions in the future.	19.2.1.4
<u>Policy B.1.1.1</u> 9J-5.007(3)(c)1 The City hereby adopts peak hour LOS C for U.S. 17, a principal arterial, and peak hour LOS D for all minor arterial, collector, and local roadways, consistent with the standards contained in the FDOT Highway System Plan.	19.2.1.1 19.2.1.9
<u>Policy B.1.1.2</u> 9J-5.007(3)(c)1 The City shall pursue federal, state, and local funding sources which could supplement the Crescent City budget for road construction and maintenance.	19.2.1.4
<u>Objective B.1.2</u> 9J-5.007(3)(b)2 Upon plan adoption and in conjunction with the Capital Improvements Element of this Plan, the City shall develop a concurrency management system whereby all development proposals are reviewed for consistency with this element and with the Future Land Use Map.	19.2.1.1
<u>Policy B.1.2.1</u> 9J-5.007(3)(c)1 The City shall review all proposed local and FDOT transportation plans and improvements to determine the impacts such projects or proposals will have on the City's traffic circulation system.	19.2.1.3

Policy B.1.2.2 9J-5.007(3)(c)1

The City shall review all proposed development, and require developers of new subdivisions or commercial construction to submit information concerning the traffic impact of the project on the City road network, in order to determine the impact upon the adopted LOS standard and consistency with the Comprehensive Plan and shall follow the provisions of the concurrency management system in ensuring that the adopted level of service is maintained for all roadways shown on the Traffic Circulation map series.

19.2.1.3

Policy B.1.2.3 9J-5.007(3)(c)2

The City of Crescent City shall minimize the connections and access points of driveways and roads to U.S. 17 (S.R. 15) through the use of land development regulations and State driveway permit procedures and coordinating with FDOT in implementing strategies contained in FDOT Access Management Rule 14-97 development on U.S. 17. In general, land development regulations will be developed to limit access road spacing according to the following schedule:

19.2.1.4

19.2.1.6

Adjoining Road Posted Speed Limit	Minimum Access Spacing (feet)
25 mph	80
30 mph	105
35 mph	145
40 mph	185
45 mph	200

Policy B.1.2.4

The City shall coordinate with the County to limit traffic on C.R. 308, so as to minimize noise and traffic impacts to the church and school from industrial development in and around the area.

19.1.1.5

Policy B.1.2.5 9J-5.007(3)(c)5

The City shall pursue the construction of bikeways and pedestrian ways, in conjunction with any highway improvements on U.S. 17 and C.R. 308, by reviewing the plans of FDOT and providing comments on any deficiencies.

19.1.1.5

Policy B.1.2.6 9J-5.007(3)(c)5

The City will review all proposed development for its accommodation of bicycle and pedestrian traffic standards established in subdivision regulations.

Policy B.1.2.7 9J-5.007(3)(c)3

The City shall adopt Land Development Regulations 19.1.1.1
which will require all new developments and additions
to existing developments to make provisions for safe and conven-
ient on-site traffic flow and adequate off-street parking facili-
ties for motorized and non-motorized vehicles prior to the issu-
ance of a development order. Provisions for future interconnec-
tions of commercial, industrial and multifamily properties with
adjoining properties and joint use of access points of property
to adjoining road shall be provided in implementing land
development regulations. encouraged through the granting of
higher density or intensity of land use than shown on the Future
Land Use Map to a maximum fifteen (15) percent above the densi-
ty/intensity of use designated in the Future Land Use Element;
Crescent City Comprehensive Plan 2001 for a particular land
use. Off street parking regulations which provide for minimum
standards for motorized and non-motorized parking supply and
design will be incorporated into the land development regula-
tions.

Objective B.1.3 9J-5.007(3)(b)3

Upon plan adoption, the City shall have adopted 19.2.1
procedures whereby all transportation improvement plans
within the City shall be coordinated with related
local, state, regional, and federal agencies for an inter-
grated, cost effective transportation system by establish-
ing the City Commission as the entity responsible for review-
ing all planned improvements and soliciting comments from
the other agencies.

Policy B.1.3.1 9J-5.007(3)(c)1

The City shall coordinate roadway improvements with 19.2.1
Putnam County and the Florida Department of Transpor-
tation to ensure effective application of available
revenue by reviewing and commenting on FDOT and County
proposals on their consistency with this element and
submitting City proposals to those two governmental
entities for their review and comment.

Policy B.1.3.2 9J-5.007(3)(c)1

Crescent City shall coordinate with Putnam County to
improve Junction Road (outside of the City limits)
from Union Ave. north to U.S. 17.

Policy B.1.3.3 9J-5.007(3)(c)1

The City shall review for compatibility with this 19.2.1.3
Traffic Circulation element, the traffic circulation
plans and programs of the unincorporated county as
they are amended in the future and submit written
comments when necessary.

Objective B.1.4 9J-5.007(3)(b)4

Upon plan adoption, the City shall identify right-of-way needs and establish a priority schedule for acquisition of future right-of-way and protection of existing and future right-of-way from building encroachment.

19.2.1

Policy B.1.4.1 9J-5.007(3)(c)4

The Land Development Regulations to be adopted by the City shall include a roadways map identifying future right-of-ways based upon the Traffic Circulation Element and the Future Land Use Element of this plan.

19.2.1.4

Policy B.1.4.2 9J-5.007(3)(c)4

The City shall adopt land development regulations supporting the official roadways map which implement a program for acquiring and/or protecting necessary rights-of-way by regulating new development or additions to existing development through the use of building setbacks, donation/dedication of right-of-way by developers and a right-of-way protection ordinance.

19.2.1.2

Policy B.1.4.3 9J-5.007(3)(c)4

The City shall require a land survey before issuing a building permit to prevent future building construction in the City's designated street right-of-ways.

19.2.1.3

Policy B.1.4.4 9J-5.007(3)(c)4

Any property being developed or redeveloped shall be reviewed by the Designated City Official to determine if right-of-way shall be required for future development of fronting roadways. Where the requirement exists that right-of-way be reserved, the submitted plans for development or redevelopment may be modified by the Designated City Official to provide the required right-of-way.

19.2.1.3

Objective B.1.5 9J-5.007(3)(b)1

The City shall cooperate with the County, public agencies, private business and civic associations responsible for the planning and operation of transportation disadvantaged to promote efficient coordination of transit service delivery.

19.3.1

19.3.2

Policy B.1.5.1 9J-5.007(3)(b)1

The City shall cooperate with the County, public agencies, private business and civic associations responsible for the planning and operation of transportation disadvantaged service to promote efficient

19.3.1

19.3.2

coordination of transit service delivery.

Policy B.1.5.2 9J-5.007(3)(c)

The City shall supplement the requirements of Chapter 427, F.S., Part I, Transportation for the Disadvantaged, by coordinating with the County in implementing County funded and managed programs.

19.3.1.1
19.3.2.1

Non-Applicable Items

- A. 9J-5.007(3)(b)3., "Coordinate with the plans and programs of any appropriate metropolitan planning organization, any public transportation authority, any appropriate resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet, and the Florida Department of Transportation's 5-Year Transportation Plan," is only partially applicable because:
1. The City of Crescent City is located outside the limits of any Metropolitan Planning Organization. (9J-5.007(2)(b), 9J-5.007(3)(b)3)
 2. There are no public transportation agencies nor Chapter 380 resource planning and management plans which will be affected by or have an impact on this element. (9J-5.007(3)(b)3)
- B. The requirements for features to be shown on the existing and future traffic circulation maps are only partially applicable because:
1. There are no limited access facilities located within Crescent City. (9J-5.007(1)(a)3, 9J-5.007(4)(a)3)
 2. There are no ports, rail lines, or high speed rail lines existing or projected in Crescent City. (9J-5.007(1)(a)4, 9J-5.007(4)(a)4)

CITY OF CRESCENT CITY

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Statewide Minimum Acceptable Operating Level of Service Standards for State Highway System, Bureau of Policy Planning, Department of Transportation, Florida Transportation Plan, 1986.