

Chapter III –
TRANSPORTATION ELEMENT-2017
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, in coordination with the Future Land Use Map, pursuant to F.S. §-163.3177(6)(b) and the Community Planning Act (2011) F.S. §-163.3161 et. seq. 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. The Town has chosen to retain transportation concurrency as a local mandate, as well as its adopted level-of-service standards pursuant to F.S. 163.3180(5).~~

FUTURE TRANSPORTATION SYSTEM

~~Map-Figure III-1 is the †Town's Future and Existing and Future Transportation Map. This map shows, among other items required by F.S. § 163.3177(6)(b) Chapter 9J-5.019(1) and (2), Florida Administrative Code (FAC), including 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 which is adequate to meet the needs of the system at its adopted level-of-service through the short and long-term planning periods year 2026.~~

TRANSPORTATION SYSTEM IMPROVEMENT RECOMMENDATIONS

~~Based on the minimal growth trends of the Town as described in the Future Land Use Element, No capacity transportation roadway system capacity improvement recommendations are included in the Transportation Element Support Document or this element. However, potential improvements to the bicycle/pedestrian system are described. Policies for continued Certain maintenance considerations are addressed in the support document for guidance in will ensuring the system remains safe maintained adequately and functional through the ten-year planning horizon 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 Provide a safe, convenient, efficient, and coordinated transportation system of motorized and non-motorized transportation facilities in a way that sustains the Town's small-†Town character and its historic, environmental and aesthetic characteristics.

Objective 1.1: The †Town shall coordinate with Volusia County and the River-to-Sea Transportation Volusia County Metropolitan Planning Organization (TPO) (MPO) to achieve and maintain levels of service on the town's road system that is illustrated on Figure III-1, on the future transportation map.

Policy 1.1.1 The †Town establishes the following major roads as thoroughfare roads with the following designations:

45 | **Table III-1 Roads**

Roadway	Designation
South- Atlantic Avenue	Collector
South- Peninsula Drive	Sub-Collector
Beach Street	Sub-Collector
Inlet Harbor Road-	Sub-Collector
Harbor Village Boulevard.	Sub-Collector
Lighthouse Drive	Sub-Collector

46 | *Policy 1.1.2:* The ~~€T~~Town recognizes that ~~Volusia the e~~County has established peak
 47 | hour level of service "E" for the county-maintained South Atlantic Avenue. The
 48 | ~~€T~~Town shall maintain a minimum peak hour level of service standard of "D" for all
 49 | sub-collector roads.

50 | *Policy 1.1.3:* The ~~€T~~Town shall ~~e~~nsure, through its ~~LUDC's~~ development review
 51 | process, that future development does not occur in amounts, types or locations that
 52 | would cause an increase in through lanes or total evacuation times to exceed those
 53 | established in the ~~Comprehensive Plan's~~ Coastal Management Element.

54 | *Policy 1.1.4:* The ~~€T~~Town shall review all proposed development for compliance with
 55 | this plan. All proposed development subject to concurrency shall be measured
 56 | against the adopted level-of-service standards contained in this plan. No
 57 | development shall be approved until a determination has been made that said
 58 | development complies with the requirements of ~~the~~ LUDC Article ~~5IV:~~ Consistency
 59 | and Concurrency ~~StandardsDeterminations.~~ Pursuant to F.S. § 163.3180 and
 60 | Capital Improvements Element Policy 1.2.4, improvements necessary to bring
 61 | facilities up to the adopted LOS shall be in place concurrent with the impacts of the
 62 | development.

63 | *Policy 1.1.5:* The ~~€T~~Town shall continue to utilize adopt procedures for maintaining
 64 | adequate and current information to monitor the performance of the road network
 65 | as required by LUDC Article 5IV of the LUDC: Consistency and Concurrency
 66 | StandardsDeterminations, including monitoring traffic counts throughout the
 67 | community during both seasonal peak and non-peak periods. ~~The results of such~~
 68 | ~~counts can then be used to update the town's traffic concurrency system.~~

69 | *Policy 1.1.6:* The ~~€T~~Town shall require a traffic study for all new development
 70 | subject to transportation concurrency review, that is consistent with the
 71 | requirements of the LUDC's Article ~~5IV:~~ Consistency and Concurrency
 72 | StandardsDeterminations and the TPO's uniform traffic impact analysis
 73 | methodology pursuant to F.S. §-163.3180(5)(g).

74 | *Policy 1.1.7:* Pursuant to F.S. §-163.3180(5)(h), public transit facilities shall be
 75 | exempted from concurrency review. ~~The town shall determine that the construction~~
 76 | ~~or renovation of a single-family home on any single-family lot that exists as of the~~

77 | ~~date of adoption of this Comprehensive Plan is a "de minimus" impact as allowed~~
78 | ~~by Chapter 163.3180 F.S~~

79 |
80 | Objective 1.2: Reserved.

81 | Objective 1.3: The needs of pedestrians and bicyclists shall be accommodated in road
82 | construction and reconstruction projects whenever possible and appropriate.

83 | Policy 1.3.1: The ~~†~~Town shall continue to enforce the LUDC's design standards to
84 | ~~i~~ensure that the needs of pedestrians and bicyclists are met.

85 | Policy 1.3.2: The ~~†~~Town shall continue to enforce the LUDC's design standards to
86 | ~~i~~ensure safe and convenient access for pedestrians and bicyclists throughout the
87 | ~~T~~town. As a minimum, developers shall be required to install sidewalks along one
88 | side of all new streets serving the development.

89 | Objective 1.4 The ~~†~~Town's road network shall emphasize safety and aesthetics.

90 | Policy 1.4.1: The ~~†~~Town shall continue to enforce its LUDC regulations that
91 | require minimum design standards for landscaping and signage along all roads.
92 | The regulations shall require that, where possible, natural landscaped buffers shall
93 | be maintained along collector and sub-collector roads.

94 | Policy 1.4.2:- The ~~†~~Town shall continue to utilize its written administrative
95 | procedure to monitor citizen complaints regarding road conditions and accident
96 | data in order to identify and correct deficient road conditions.

97 | Policy 1.4.3: Safety shall be a major concern in all matters of road design and
98 | construction and traffic management. Therefore, the ~~†~~Town shall continue to
99 | ensure that all road improvements are consistent with the policies of this element.

100 | Policy 1.4.4: The ~~†~~Town shall continue to enforce land development regulations
101 | requiring all land uses to have safe and convenient on-site circulation, and
102 | adequate off-street parking and loading/unloading areas for both motorized and
103 | non-motorized vehicles, as applicable.

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

109 | Policy 1.4.6: The ~~†~~Town shall continue to implement standards contained within
110 | the LUDC for safe and efficient ingress and egress to adjoining properties.

111 | Policy 1.4.7: The ~~†~~Town will ensure that paint demarcations and reflectors are
112 | maintained in good condition to mark the separation between roadways and at-
113 | grade sidewalks. In the long term if necessary, the Town shall raise sidewalks
114 | above the adjacent road grade to improve pedestrian safety.

115 | Policy 1.4.8: The ~~the~~Town shall continue to prohibit parking on the paved portion of
116 | all sub-collector road travel lanes.

117 | Objective 1.5: Preserve existing and future investment in the road system.

118 | Policy 1.5.1: The ~~the~~Town shall continue to utilize its established administrative
119 | procedures for monitoring and evaluating the condition of all roads for which it has
120 | maintenance responsibility. This evaluation shall serve as the basis for prioritizing
121 | road maintenance and resurfacing projects.

122 | Policy 1.5.2: The ~~the~~town shall continue to monitor the minimum road construction
123 | standards contained in the LUDC, and revise such standards if necessary to
124 | ensure, long-term, trouble-free service with a minimum of maintenance effort.

125 | Policy 1.5.3: The ~~the~~Town shall continue to enforce subdivision design standards
126 | which discourage direct driveway access to collector and sub-collector roads.

127 | Policy 1.5.4: The LUDC shall contain specific access management alternative
128 | techniques to include but not be necessarily limited to the following:

- 129 | a) Limit access to roads by controlling the number and location of site access
130 | driveways and other intersecting roads.
- 131 | b) Encouraging cross-access easements between adjacent properties where
132 | feasible.

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

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

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

147 | Objective 1.7: Promote a balanced, walkable transportation mobility system
148 | compatible with the ~~the~~Town's small-town character and its historic, environmental and
149 | aesthetic characteristics that provides, to the extent possible, transportation
150 | alternatives to motor vehicles.

151 | Policy 1.7.1: Due to the ~~the~~Town's small-town character and scenic, historic,
152 | environmental and aesthetic characteristics, no existing road shall be widened
153 | with additional through-traffic lanes, nor shall any new street be more than two

154 lanes wide. This includes the entire length of South Atlantic Avenue within the
155 corporate limits of Ponce Inlet.

156 | Policy 1.7.2: The capacity, safety and operations of the intersections of collector
157 and sub-collector roads and collector and sub-collector roads with local roads shall
158 be monitored to determine if intersection safety capacity enhancement and
159 operational improvements are required in concert with Policy 1.7.1 where safety
160 deficiencies are noted. Turn prohibitions, access management or traffic calming
161 techniques should be considered prior to implementing roadway widening or traffic
162 signal control.

163 | Policy 1.7.3: Pursuant to F.S. §163.3180(5)(h) and Capital Improvements
164 Element Objective 1.2 and policies thereunder, ~~N~~new developments will be
165 assessed a proportionate fair share of the costs to provide roadway improvements
166 to serve the development.

167 | Policy 1.7.4: The ~~the~~ Town shall limit the number and width of curb cuts and
168 vehicular crossings over sidewalks to maximize the continuity of pedestrian
169 movements, wherever feasible.

170 | Policy 1.7.5: To improve walkability, ~~T~~the Town shall promote pedestrian and
171 bicycle linkages between residential and nonresidential land uses.

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

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

176 | Policy 1.7.8: The ~~the~~ Town shall coordinate with VOTRAN to determine to what
177 extent transit services can be utilized to alleviate traffic congestion during peak
178 seasonal periods.

179 | Policy 1.7.9: The ~~the~~ Town shall require all new development, except single-family
180 and two-family dwellings, to provide bicycle racks. The ~~the~~ Town will provide bicycle
181 racks at all ~~the~~ Town parks and ~~the~~ Town buildings.

182 | Policy 1.7.10: The ~~the~~ Town shall encourage all new development, except single-family
183 and two-family dwellings, to provide bicycle/pedestrian access to public transit
184 stops located within 500 feet. The ~~the~~ Town will further encourage such developments
185 to utilize VOTRAN's Transit Development Design Guidelines.

186 | Objective 1.8: The ~~the~~ Town shall ensure that its goals, objectives and policies are
187 communicated to the TMPO and reflected in the TMPO's plans and programs for all
188 classified roadways identified on the Future Transportation Map.

189 | Policy 1.8.1: All road improvements included in the ~~the~~ Town's Transportation
190 Element shall be compatible with the plans and programs of the TMPO.

191 | Policy 1.8.2: The ~~the~~ Town shall ensure that the plans and programs of the TMPO
192 include the future land use projections of the Town's Future Land Use Element.

