



TRANSPORTATION ELEMENT

GOAL 2. ~~GOAL 2~~THE CITY SHALL OPERATE AND MAINTAIN A MULTI-MODAL TRANSPORTATION SYSTEM TO FACILITATE THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS ~~WITHIN AND THROUGH THE CITY.~~

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Objective 2.1. ~~Objective 2.5 Safety and Efficiency~~Multi-Modal System. The City shall implement a multi-modal transportation system that supports the Future Land Use Map and ensures the safe, convenient, and efficient movement of ~~people and goods~~all transportation modes within and through the City.

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Policies

Policy 2.1.1. ~~Objective 2.7 Right of Way Protection.~~ The City shall institute a program of protection and acquisition of right-of-way for the major roadway network, to ensure continuity of the ~~roadway network~~system and the protection of existing and future roadway network from development ~~and other or~~encroachments, while being cognizant of protecting private property rights. Right-of-way acquisitions needed for road improvements shall be kept to a minimum.

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Policy 2.1.2. The City shall enhance the feasibility of transit and alternative transportation modes by implementing higher densities and mixed-use as shown in the Future Land Use Map.

Policy 2.1.3. New and improved streets within the City shall be designed and operated to enable safe access for all users, including pedestrians, bicyclists, freight, motorists and transit, according to the purpose of each street.

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Policy 2.1.4. The City shall establish a Complete Streets design guidebook and corridor prioritization plan to implement these policies.

Policy 2.1.5. The City shall continue to coordinate with the North Florida Transportation Planning Organization (TPO), FDOT and Clay County to implement a Complete Streets concept along US 17/Orange Avenue between SR 16 and Orion Road.

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Policy 2.1.6. The City shall initiate coordination with the TPO, FDOT and Clay County to implement Complete Streets concepts along SR 16/Idlewild Avenue/Ferris Street. Other streets that should be considered for Complete Street designs include Oakridge Ave., Green Cove Ave. and other local collectors.

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Policy 2.1.7. Streets shall accommodate people of all ages and abilities, including children, teenagers, adults, senior citizens, and persons with disabilities.

Policy 2.1.8. The City shall ensure land uses along primary corridors support the goal of Complete Streets.

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~~Policy 2.1.9, 2.7.1.~~ The following minimum right-of-way standards shall be included in the land development ~~regulations-code (LDC)~~ for future new segments of the roadway network:

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Roadway Classification Right-of-Way Width

Principal Arterial	200 feet
Minor Arterial - 2 lane	100 feet
Collector <u>and Local</u>	60 feet
Local	60 feet
Cul-de-sacs	85-foot diameter

~~Policy 2.1.10.~~ The City shall consider the following speed management strategies when designing or approving new roadways or modifying existing roads in the City:

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~~Enclosure: Framing the road with street trees, buildings, on-street parking.~~

~~Engagement: Connecting the driver with the surrounding environment using tools such as on-street parking, narrower lanes, architectural details, pedestrian activity~~

~~Deflection: Creating vertical or horizontal shifts incorporating round-abouts, splitter medians, raised intersections, raised and or mid-block crosswalks, or similar designs.~~

~~Policy 2.1.11, 2.2.1 Roadway Evaluation Criteria.~~ City funded or partially funded Proposed roadway improvement projects ~~that the City funds, in whole or in part,~~ shall be evaluated, ranked, and added to the Five-Year Schedule of Capital Improvements based on the criteria established in **Policy 8.1.3** in the Capital Improvements Element where applicable.

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Objective 2.2. Safe and Convenient. The City shall strive at making the transportation system safe and convenient for all transportation modes and users.

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~~Policy 2.2.1.~~ The City shall strive to reduce the number of traffic crashes and eliminate fatalities and serious injuries (FDOT's Vision Zero).

~~Policy 2.2.2.~~ Intersections shall be made pedestrian-friendly by limiting the pedestrian crossing width; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for persons with disabilities.

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~~Policy 2.2.3, 2.5.1.~~ Traffic operation improvements such as traffic signals, turn lanes, service roads, signing, and pavement marking shall be undertaken when warranted to improve the safety and efficiency of the existing roadway network.

~~Policy 2.2.4.~~ Where applicable, the City shall consider traffic signal enhancements such as Lead Pedestrian Interval (LPI), Rectangular Rapid Flashing Beacons (RRFB), and pedestrian hybrid signals such as a High-Intensity Activated Crosswalk beacon (HAWK) signals.

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~~Policy 2.2.5. 2-5.2 Accident Crash~~ records shall be investigated on a regular basis to determine whether improvements to the roadway network are warranted to relieve high ~~accident-crash~~ conditions and cooperate with the FDOT on high ~~accident-crash~~ locations on state highways.

~~Policy 2.2.6. 2-5.4 Provisions shall be maintained in t~~The ~~Land Development RegulationsLDC~~ ~~to shall~~ require that all new roadways intersecting with existing roadways shall provide a clear zone where no objects will impair the sight of motorists at said intersections.

~~Policy 2.2.7. 2-5.6~~The City shall continue to pave, maintain, and resurface its roads to ensure safe conditions. The paving of unpaved streets shall be done according to priority of need. Complete Streets designs should be incorporated as part of repaving and resurfacing projects, where feasible.

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~~Policy 2.2.8.~~ The City shall conduct a parking study to determine the need for a public parking lot or garage in downtown.

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~~255~~The City shall continue to pave unpaved streets within the City and shall rank unpaved streets according to priority of need operational efficiency of all transportation facilities.

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~~Objective 2.6 Roadway Network and Land Use Consistency.~~ The City shall develop, construct, and maintain a major roadway network which is consistent with and supports the Future Land Use Map.

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~~Policies~~

~~2.6.1~~ Upon plan implementation, proposed developments shall be developed in a manner consistent with the Future Land Use Map, the Future Transportation Map, and applicable goals, objectives, and policies.

~~Objective 2.2 Road Improvements.~~ The City shall make improvements to roads under its jurisdiction that are needed to maintain acceptable traffic conditions and that are financially feasible.

~~Policies~~

~~Objective 2.3. Objective 2.1 Level of Service StandardsSystem Performance.~~ The City shall use level of service standards to ensure that acceptable operating conditions are maintained. various tools to improve the operational efficiency of all transportation facilities.

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Policies

~~Policy 2.3.1. 2-1.1 Peak Hour Level of Service Standards.~~ The City shall rely on level of service (LOS) standards adopted in the Capital Improvements Element to ensure that acceptable traffic conditions are maintained. The minimum acceptable level of service during the peak hour shall be as set forth below.

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~~Roadway Classification — Peak Hour LOS —~~

~~capacity or deficiency of each road segment on the Concurrency Management System. An annual report shall be prepared.~~

- ~~Principal Arterial ————— D~~
- ~~Minor Arterial ————— D~~
- ~~Collector ————— D~~
- ~~Local Road ————— D~~

~~Policy 2.3.2. 2.1.2 Using information from FDOT and Clay County. The City shall maintain a system to monitor the capacity or deficiency of each road segment on the Concurrency Management System. An annual report shall be prepared.~~

~~Policy 2.3.3. The City shall coordinate with FDOT and the North Florida TPO to utilize Intelligent Transportation Systems (ITS) tools and strategies to improve mobility.~~

~~Policy 2.3.4. The LDC shall establish a connectivity index standard (number of street links divided by the number of nodes or link ends) for residential developments.~~

~~Policy 2.3.5. 2.5.3 The City shall propose the removal of any unnecessary traffic control devices after a traffic engineering study has determined that they are unnecessary.~~

~~2.1.3 The City shall annually prepare a report, using information from FDOT and Clay County that will analyze each link within the City to determine if it has sufficient capacity or is deficient.~~

~~Policy 2.3.6. 2.6.2 The City of Green Cove Springs will work with Clay County to establish a Transportation Exception Area, with the Department of Community Affairs, by 2015 in order to address Clay County development impacts on SR along US 17 to promote infill development and encourage use of alternative modes of transportation, as they impact the City.~~

~~Policy 2.3.7. The City shall investigate the feasibility of opting out of transportation concurrency and instead relying on mobility strategies.~~

~~Policy 2.3.8. The City shall encourage local traffic to use alternate routes to alleviate traffic along the major thoroughfares.~~

~~Policy 2.3.9. The City shall continue to coordinate with the North Florida TPO and FDOT on a traffic flow management system (signal synchronization) for all signalization along US 17 and SR 16.~~

~~Policy 2.3.10. The City shall prioritize mobility projects that encourage people to walk, bicycle, use new mobility technology and ride public transit in lieu of adding capacity to roadways.~~

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Objective 2.4. ~~Objective 2.10 Pedestrian and Bicycle and Pedestrian Ways System~~. The City shall encourage and promote the safe integration and utilization of pedestrian and bicycle and pedestrian movement on the major roadway network.

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Policies

Policy 2.4.1. ~~2.10.1~~ The Land Development Regulations ~~City's LDC~~ shall contain regulations-standards for the construction of pedestrian and bicycle walkways ~~facilities~~.

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Policy 2.4.2. ~~2.10.6~~ The Land Development Regulations ~~LDC~~ shall ~~be amended by 2012 to~~ require the development of multi-use trails, in all developments over 5 acres ~~where appropriate~~.

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Policy 2.4.3. ~~2.10.4~~ The City shall review development for consistency ~~with~~ the standards in the land development regulations ~~LDC~~ to assure that adequate provisions exist for the pedestrians and bicycles and pedestrian.

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Policy 2.4.4. ~~2.10.2~~ The City shall coordinate with Clay County and the FDOT to incorporate ~~assure that all road improvements shall be analyzed to determine the need for~~ pedestrian walkways and bicycle paths and pedestrian walkways, or multi-use trails, in conjunction with road improvements, and constructed ~~where such need is demonstrated by such analysis~~.

~~2.10.5~~ The City assures that roadway improvements along the principal and minor arterials and collector roads provide for the development of multi-use trails.

Policy 2.4.5. ~~2.10.3~~ The City shall continue to enforce all applicable bicycling laws.

Policy 2.1.1. ~~Policy 2.4.6. ~~2.10.7~~~~ The City shall update ~~promote the implementation of~~ the Green Cove Springs Trails Master Plan to address both sidewalks and trails, identify sidewalk gaps along major roadways, and establish main routes through the City.

Policy 2.4.7. The Master Plan shall inventory existing crosswalks at signalized intersections and shall identify recommended locations for additional pedestrian designated crossings.

Policy 2.1.2. ~~Policy 2.4.8.~~ ~~The City and~~ shall seek funds and grant opportunities and private/public partnerships to further its the completion ~~implementation of the Trails Master Plan.~~

Objective 2.5. ~~Objective 2.3 Review of Proposed Development Design~~. All future development shall be reviewed ~~required to provide an adequate internal circulation system that is integrated into the surrounding network and minimizes impacts on the existing system to ensure that the adopted the level of service standards is met and that the~~

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development is consistent with applicable land development regulations and supports the Future Land Use Map.

Policies

~~2.7.2 Minimum right of way shall be acquired as part of roadway improvement projects undertaken on existing segments of the major roadway network, unless such acquisition is unreasonable because of cost or funding.~~

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~~Policy 2.5.1. 2.7.3~~A program shall be instituted in connection with development approvals for the dedication, preservation, or other protection of right-of-way for the existing and future major roadway network as defined in the Future Land Use and Transportation Plan.

~~Policy 2.5.2. 2.3.1~~The City shall maintain in the ~~land development regulations~~LDC minimum standards ~~and design criteria~~ for ~~future traffic circulation~~the design and construction of ~~transportation facilities.~~

~~Policy 2.5.3. 2.3.2~~The City shall review ~~proposed~~development ~~applications~~ to ensure that ~~adequate any remaining~~ capacity is ~~sufficient available~~ to serve ~~the traffic generated by the proposed~~ project. ~~In reviewing proposed developments, the City shall use t~~The latest version of ~~Trip Generation Manual~~ that is published by the Institute of Transportation Engineers (ITE) ~~shall be used~~ to determine the number of trips that the proposed development will produce or attract.

~~Policy 2.5.4. 2.3.3~~No Development Orders shall be issued if a roadway is presently operating below the adopted LOS standard ~~The City shall not issue any development order where or if~~ the proposed project will reduce the operating conditions of the road system below the adopted level of service standards, ~~except as provided for in the Capital Improvements Element. No Development Orders will be issued if a roadway is presently operating below the adopted LOS standard.~~

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~~2.3.4~~ ~~The City shall require new buildings to contribute to the creation of a safe pedestrian friendly environment by locating parking to the rear or side of the buildings.~~

~~Policy 2.5.5.~~ The LDC shall require new buildings to contribute to the creation of a safe pedestrian friendly environment by locating parking to the rear or side of the buildings.

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Objective 2.4 Control of Access Points to Roadways

The City shall continue to control the location and number of access points to principal and minor arterials within the City.

Policies

~~Policy 2.5.6.~~ The City shall require future developments to provide true vehicular and pedestrian connectivity (as opposed to just "entrances" to the developments), internally

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and to surrounding areas, to provide multiple alternative access/exit points to/from the development.

Policy 2.5.7. 2.4.1 The City LDC shall ~~require ensure the long-term adequacy of the major roadway network by requiring that~~ developments that locate on provide access directly to a principal or minor arterial. ~~The access shall be designed to:~~

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a. a) Provide adequate and safe entrance intersection(s) including turn lanes, acceleration/deceleration lanes, signalization, signage, and pavement marking as appropriate; and

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b. b) Prevent the creation of hazardous traffic conditions, such as excessive curb cuts which may interfere with impede traffic flow the function of the roadway.

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Policy 2.5.8. The City shall require new subdivisions to provide "stub-outs" to adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are "stubbed-out" at their boundaries.

Policy 2.5.9. 2.4.2 The Land Development Regulations LDC shall require new developments to share access with existing development wherever physically possible, consistent with FDOT access management policies.

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Objective 2.8 Site Development Traffic Circulation

~~The City shall require that all major developments and planned unit developments provide a circulation system which: provides adequate access to the major roadway network; provides for sound design of local and collector streets within such development; provides for the development of multi-use trails, and otherwise provides for the objectives and policies of the Land Use and Transportation Plan.~~
Policies

Policy 2.5.10. 2.8.1 Land Development Regulations The LDC ~~will shall~~ contain provisions for on-site parking for motorized and non-motorized vehicles, internal automobile circulation, circulation of motorized and non-motorized vehicles, bicycle use, golf carts, pedestrian movement, multi-use trails, and other features to minimize utilization of the major roadway network.

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Policy 2.5.11. The City shall establish a maximum number of parking spaces allowed in excess of the parking space requirements to encourage walking, bicycling, ridesharing, and shared parking, and to minimize the creation of excess impervious surface area.

Objective 2.6. Objective 2.9 Coordination with Other Entities. The City shall coordinate with appropriate local, state, regional, and federal agencies for an integrated, cost-effective transportation system.

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Policies

Policy 2.6.1. 2.9.1 The City shall coordinate roadway improvements with Clay County and the Florida Department of Transportation to ensure effective application of available revenue.

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~~Policy 2.6.2. 2-9.2~~ The City shall review ~~for compatibility with this element~~ the traffic circulation plan and programs of Clay County, as they are amended in the future, for compatibility with this element.

~~Policy 2.6.3. 2-9.3~~ The City shall attend ~~FDOT~~ workshops and ~~hold~~ periodic meetings with FDOT to coordinate with the Florida Department of Transportation Five-Year Transportation Plan.

~~Policy 2.6.4. 2-9.4~~ The City shall provide Clay County information received in review of traffic studies performed within the City and shall request that Clay County ~~shall~~ provide the ~~e~~City with information obtained in their major traffic studies.

~~Policy 2.6.5. 2-9.5~~ The City shall ~~coordinate transportation planning with participation~~ on the committees of the North Florida TPO ~~(Transportation Planning Organization) the regional MPO for Clay County.~~

~~Policy 2.6.6. 2-9.6~~ The City shall work with the North Florida TPO, Clay County, and other applicable agencies to provide expand public transportation to residents of Green Cove Springs.

~~2-9.7 The City shall work with North Florida TPO, Clay County, and the FDOT to establish a truck bypass, west of the city limits.~~

~~2-9.8 The City shall work with North Florida TPO, Clay County, and the FDOT to promote the construction of the First Coast Outer Beltway.~~

~~Policy 2.6.7. 2-9.10~~ The City shall work with FDOT and CSX Railroad for the establishment of a "Quiet Zone" in Green Cove Springs.

~~Policy 2.1.3. Policy 2.6.8. 2-9.11~~ The City shall work with North Florida TPO, Clay County, and the FDOT to promote ~~the~~ light rail for residents of Green Cove Springs.

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