

Traffic Circulation Element Goals, Objectives & Policies

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Overall Goal

To develop and maintain a multi-modal transportation system that serves all members of the community including the transportation disadvantaged, in a safe, convenient, efficient, reliable, and environmentally responsible manner.

TC Goal 1 Roadway Network

Develop and maintain a roadway network in Bunnell that provides for the safe, convenient, and efficient movement of automobiles.

TC Objective 1.1 Efficiency/Level of Service

Ensure that the roadway network continues to operate efficiently as measured through the adoption and implementation of roadway level of service standards.

TC Policy 1.1.1

The City shall use the most recent Florida Department of Transportation (FDOT) Quality/Level of Service Handbook including generalized tables and LOSPlan software, when available to make roadway level of service determinations.

TC Policy 1.1.2

The City shall implement a transportation concurrency management system to ensure that roadways continue to operate at their adopted level of service standard.

TC Policy 1.1.3

The City hereby adopts the following peak hour LOS standards for each listed facility type.

- Rural Principal Arterial – LOS standard C
- Rural Minor Arterial – LOS standard D
- Rural Minor Collector (Local & County) – LOS standard C
- Emerging SIS Facilities – LOS standard C

TC Policy 1.1.4

The adopted LOS standard on all Florida Intrastate Highway System (FIHS) or Strategic Intermodal System (SIS) facilities within the City shall be consistent with the LOS standards established by the Florida Department of Transportation (FDOT).

TC Policy 1.1.5

The City shall participate in any planning related coordination efforts regarding traffic impacts within the City limits by projects proposed in adjacent jurisdictions.

TC Policy 1.1.5.1

The City shall cooperate with any analysis or evaluation conducted to determine possible alternatives to relieve congestion downtown.

TC Policy 1.1.5.2

The City will consider participating in any appropriate agreement determined to be necessary and beneficial to the City to alleviate traffic impacts by projects proposed in adjacent jurisdictions.

TC Policy 1.1.5.3

The City shall cooperate with local developers, Flagler County and other government agencies to evaluate the need to construct new or improved corridors to relieve arterial and collector road congestion to the greatest extent possible, as deemed necessary.

TC Policy 1.1.5.4

The City recognizes the potential need to coordinate with adjacent jurisdictions and FDOT to maintain levels of service on certain regional facilities, i.e. SR 100, through a coordinated concurrency approach.

TC Policy 1.1.6

The City shall continue to identify beautification and safety improvements appropriate to its major transportation corridors.

TC Policy 1.1.7

The City shall work towards the elimination or minimization of all new roadway designs which lead to hazardous conditions by:

- Requiring the provision of adequate turning and storage;
- Limiting direct access from driveways and new roads through zoning, subdivision and parking regulations onto U.S. 1, S.R. 100 and S.R. 11;
- Preventing conflicts between roadway, pedestrian or rail traffic; and,

- Ensuring provisions of safe and convenient on-site and off-site traffic flow through its site plan review process.

TC Policy 1.1.8

FLU 9J-5.006(3)(c)1&4

INFRA 9J-5.011(3)(c)4

Any development will maintain safe and convenient on-site traffic flow, considering the needed vehicular parking as addressed in this Element and the Future Land Use Element.

- On-site traffic will, at a minimum, require that adjacent commercial, medium and high density (or combinations thereof) properties provide interconnections to reduce requirements for external road trips; and,
- Parking requirements shall be specified in terms of the number of parking space units outlined in the land development code (LDC).

TC Policy 1.1.9

FLU 9J-5.006(3)(c)4

All development shall provide for safe, convenient, and appropriately designed traffic circulation on the site, including provisions for needed parking.

TC Policy 1.1.10

The City shall include landscaping and streetscaping as roadway design components in order to enhance the aesthetic and safety of roadways for all users.

TC Policy 1.1.11

The City shall continue to pursue grant opportunities for median landscaping and road beautification.

TC Objective 1.2 Maintenance of Roadway Network

The City shall undertake measures designed to assist in the free flow of traffic along major roads and strive to maintain and improve the LOS on those roadways if at any time they operate or are projected to operate at an LOS lower than the adopted standard.

TC Policy 1.2.1

The City shall coordinate with Flagler County and FDOT on a traffic flow management system (signal synchronization) for all future signalization along SR 100/11 (Moody Boulevard) and US 1 (State Street).

TC Policy 1.2.2

The City shall coordinate with Flagler County and FDOT on all connections and access points of driveways and roads to county and state roadways, respectively.

TC Policy 1.2.3

The City shall maintain a record of traffic counts and traffic-related accidents for major roadways in the City's network, and update those records on an annual basis.

TC Policy 1.2.4

The City shall continue to monitor any future collector and arterial roadway access for any future deficiencies, and shall coordinate possible methods and budget funds to alleviate those deficiencies.

TC Policy 1.2.5
FLU 9J-5.006(3)(c)4

The City shall maintain and enhance the safety and efficiency of the arterial and collector road system and minimize transportation conflicts associated with development by coordinating the FDOT driveway permitting process, limiting development access to the transportation system and increasing interconnection between adjacent developments.

TC Policy 1.2.6
FLU 9J-5.006(3)(c)1

Proposed residential developments shall be required to meet state subdivision requirements and the City's land development codes with regard to platting and providing improvements such as roads, drainage and other facilities and services. All divisions of land, whether requiring a subdivision plat or not, shall be required to meet concurrency management and access requirements as stated in this comprehensive plan.

TC Policy 1.2.7

The City shall work towards updating its disaster preparedness plan by addressing evacuation procedures, the need for signage, and the availability of emergency shelters.

TC Objective 1.3 Wayfinding and Serving Transportation Needs

The City shall implement mechanisms to give direction, add convenience, and prevent confusion for all types of transportation system users.

TC Policy 1.3.1

Within five (5) years after the adoption of this Comprehensive Plan, the City shall develop a comprehensive wayfinding system with appropriately scaled information for both vehicular and pedestrian travel routes that also includes the location of major civic uses.

TC Policy 1.3.2

Within two (2) years after the adoption of this Comprehensive Plan, the City shall review the land development code (LDC) and address the provision of bicycle parking and circulation, pedestrian walkways, and handicap-accessible facilities within new developments and existing developments undergoing substantial improvements.

TC Policy 1.3.3

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 the handicapped.

TC Objective 1.4 Reduction of Greenhouse Gas Emissions

The City shall develop strategies through transportation decisions and planning to address the reduction of greenhouse gas emissions, energy conservation and energy-efficient design.

TC Policy 1.4.1

The City shall coordinate with Flagler County and the City of Palm Coast to encourage car-pooling opportunities for commuters with the same destination.

TC Policy 1.4.2

The City's Land Development Code (LDC) shall require new and infill development and redevelopment to provide interconnections and access to existing and planned multi-modal transportation facilities, including sidewalks and bicycle paths/lanes, and transit/paratransit locations, as well as, potential rail facilities.

TC Policy 1.4.3

The City shall coordinate with Flagler County and adjacent municipalities to:

- Participate in a marketing campaign to promote bicycle, pedestrian and other non-motorized transportation options.
- Provide additional multi-modal transportation facilities, including sidewalks and bicycle paths/lanes and the expansion of transit service to include a circulator route in the City and vicinity if warranted by ridership and vehicular usage trends.

- Upgrade existing and provide new transit facilities as warranted such as park and ride lots, future bus stops with shelters and signage, as well as, transit oriented development in the vicinity of the railroad tracks related to the potential reestablishment of a rail stop in Bunnell.

TC Policy 1.4.4

The City shall promote the use of bicycles and walking through the establishment of trip attractors (i.e., shopping destinations, banking establishments, et cetera) within a comfortable traveling distance from residences.

TC Objective 1.5

FLU 9J-5.006(3)(b)10

New development in the City shall comply with “Smart Growth” principles that minimize the emission of greenhouse gases and reduce vehicle miles of travel as opposed to conventional development standards that encourage urban sprawl. The following policies shall be incorporated into the City’s land development code (LDC) after the adoption of the updated Comprehensive Plan.

TC Policy 1.5.1

FLU 9J-5.006(3)(c)5

Mixed use developments, whether infill or rural clusters shall provide pedestrian-friendly street design (buildings close to street; porches, windows and doors; tree-lined streets; hidden parking lots; garages in rear; narrow, slow-speed streets).

TC Policy 1.5.2

FLU 9J-5.006(3)(c)4

New development, as well as infill development where feasible, shall provide interconnected street grid networks to disperse traffic and encourage walkability. Developments may include a hierarchy of narrow streets, boulevards and alleys; high-quality pedestrian networks; designs that encourage a greater use of bicycles, rollerblades, scooters and walking as daily transportation; connectivity; and a land use mix that demonstrates reduced external trips by encouraging internal trips.

TC Policy 1.5.3

FLU 9J-5.006(3)(c)5

New Development in the Commercial and Residential Mixed Use land use categories, and in Agriculture and Silviculture where appropriate, shall provide a mix of shops, offices, apartments and homes on site and provide mixed-use within neighborhoods, within blocks and within buildings.

TC Objective 1.6
FLU Objective 5.4

The City shall work towards reducing greenhouse gas emissions.

TC Policy 1.6.1
FLU Policy 5.4.1

The City will cooperate in any baseline analysis regarding general data gathering efforts to establish measurable objectives for greenhouse gases.

TC Policy 1.6.2
FLU Policy 5.4.2

Mixed-use, infill and cluster developments will be encouraged to potentially reduce greenhouse gases. The effectiveness will be evaluated as baseline data becomes available.

TC Policy 1.6.3
FLU Policy 5.5.2

The City's infill, mixed-use and cluster policies will increase densities, proximity and diversity of land uses in an effort to encourage efficient land use patterns, and reduce greenhouse gases.

TC Policy 1.6.4

The City shall make attempts to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the community and region through the coordination with other jurisdictions and regional authorities.

TC Objective 1.7 Multi-modal System

The City shall promote alternative modes of transportation to provide a safe and efficient multi-modal system and to provide for a possible reduction of single occupancy motor vehicle travel.

TC Policy 1.7.1

The City shall encourage all new and existing major roadways be designed or retrofitted as complete transportation corridors incorporating transit, bicycle and pedestrian features, and planning for transit features to start creating a true multi-modal system.

TC Policy 1.7.2

Within two (2) years of the adoption of this Comprehensive Plan, the City shall develop standards in the land development regulations for access to bicycle and pedestrian systems (such

standards shall apply to new developments, substantial improvements of existing developments, and to road improvements), where appropriate.

TC Policy 1.7.3

Adequate pedestrian circulation and safety shall be considered as a required component of roadway system management.

TC Policy 1.7.4
FLU Policy 3.2.7

The City shall support and encourage the reestablishment of a railroad station downtown, as regional, state and federal agencies evaluate potential options on the east coast of Florida, as well as, access to central Florida by rail.

TC Policy 1.7.5

Within three (3) years of the adoption of this Comprehensive Plan, the City shall prepare a bicycle plan.

TC Policy 1.7.6

The City should provide adequate R-O-W and construct bicycle paths/lanes or multi-use sidewalks along corridors to be specified in the bicycle plan.

TC Policy 1.7.7

Within five (5) years of the adoption of this Comprehensive Plan, bike-paths or dedicated bike lanes shall be established along arterial and collector streets in accordance with the City plan.

TC Policy 1.7.8

A pedestrian improvement plan shall be prepared, adopted and implemented within five (5) years of the adoption of this Comprehensive Plan.

TC Policy 1.7.8.1

The City's Community Development Department in conjunction with the Public Works Department shall prepare an inventory of its existing sidewalk network to uncover missing linkages and opportunities for sidewalk repair and extension.

TC Policy 1.7.8.2

The City shall work with Flagler County and FDOT to identify gaps in existing sidewalks, and prioritize the construction of sidewalks to fill in the identified gaps.

TC Policy 1.7.9

Sidewalks, on both sides of the right-of-way, shall be established on all arterial and collector streets.

TC Policy 1.7.10

Sidewalks, on both sides of the right-of-way, shall be required on all new roadway construction, and where appropriate in the rural areas,

- Sidewalks shall be constructed, concurrently with new non-residential development, by the developer.
- New residential developments with densities of one or more dwelling units per acre shall consider providing sidewalks on both sides of every street or multi-use lanes or trails, depending on the overall type of development proposal.
- To the maximum extent practical, sidewalks shall be buffered from adjacent arterial and collector roadways through the use of landscaping and hardscapes.
- In the design of pedestrian facilities, consideration shall be given to shading, lighting, buffering, travel distances, sidewalk width, automobile conflicts, and other factors that can impact the comfort and convenience of pedestrian travel.

TC Policy 1.7.11

Capital funding priority will be given to those sidewalks in the downtown CRA, projected heavy recreational use areas, and along roadways between residential areas and schools, such as, but not limited to:

- Bunnell Elementary, and vicinity;
- Old City Hall, and the Community Center; and,
- Joann B. King Park, Edward Johnson Park, and the Carver Gym.

TC Policy 1.7.12

The City will encourage wider sidewalks to be used as multi-use paths in high pedestrian/bicycle traffic areas.

TC Policy 1.7.13

The City shall develop standards, for new non-residential development, to establish a maximum number of parking spaces allowed in excess of the parking space requirements of the City's land development regulations, in order to encourage walking, bicycling, ridesharing, and shared parking, and to minimize the creation of excess impervious surface area.

TC Policy 1.7.14

The City shall protect the FIHS/SIS facilities by establishing strategies to encourage local traffic to use alternate routes or modes.

TC Policy 1.7.15

Within two (2) years of the adoption of this Comprehensive Plan, the City shall update the land development code (LDC) to include site and building design standards for development in potential public transit corridors to assure the accessibility of new development to public transit.

TC Goal 2 Coordinate Transportation Network with Future Land Use Plan

The transportation network should coordinate with the Future Land Use Plan in an effort to reduce urban sprawl, create infill and redevelopment opportunities, and encourage a healthy and vibrant city.

TC Objective 2.1 Future Land Use, Housing and Population

The City shall coordinate the transportation system with the adopted Future Land Use Map series and shall ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas.

TC Policy 2.1.1

The City shall review roadway improvements, new construction and roadway extensions proposed by other agencies for consistency with the Future Land Use Map series of the comprehensive plan.

TC Policy 2.1.2

Applications for future land use amendments to more intensive designations shall be accompanied by a traffic impact study analyzing the impacts of the development allowed by the new category on the City-wide transportation system as appropriate.

TC Policy 2.1.3

The City shall review all future land use and zoning map amendments to determine the impact of the amendment on the level of service for all roadways impacted by the amendment.

TC Policy 2.1.4

The City shall require that new development be compatible with and further the achievement of the Goals, Objectives and Policies of the Traffic Circulation Element. Requirements for the compatibility of new development may include, but are not limited to:

- Where appropriate, locating parking to the side or behind the development to provide pedestrian accessibility to building entrances and walkways to the street, rather than separating the building from the street by parking.
- Providing clearly delineated pedestrian routes through parking lots to safely accommodate pedestrian and bicycle circulation and to minimize potential bicycle/pedestrian and automobile interaction.
- Encouraging complete streets.
- Encouraging alternate modes of transportation including transit, paratransit and rail.

TC Policy 2.1.5

Proposed development that is required to follow the site plan review process shall be required to submit a traffic analysis which identifies the development's impact on the City's transportation system per the concurrency management ordinance.

TC Policy 2.1.6

FLU 9J-5.006(3)(c)3

FLU 9J-5.006(3)(c)4

Developments that require site plan review and approval shall be evaluated on the use of site and building design that emphasizes beauty, aesthetics, human comfort, creating a sense of place, special placement of civic uses and sites and human-scale architecture and amenities, especially at street level.

TC Objective 2.2

FLU 9J-5.006(3)(b)8

The City shall discourage and/or reduce urban sprawl through a future land use pattern that promotes orderly, compact development and the provision of public facilities and services that minimize costs and environmental impacts and maximizes efficiency.

TC Policy 2.2.1

FLU 9J-5.006(3)(c)3

The City shall prioritize its capital improvements funding by assigning first priority to the renewal, reuse and/or rehabilitation of existing facilities or to the replacement of existing obsolete or worn out facilities.

TC Policy 2.2.2
FLU 9J-5.006(3)(c)7

The City shall encourage infill through the use of higher density and intensity land use designations and mixed-use designations in appropriate locations.

TC Policy 2.2.3

The City shall develop a land use pattern that is supportive of public transit in Bunnell, where appropriate.

TC Policy 2.2.3.1

The City shall encourage a transportation system that facilitates the growth of the City's Community Redevelopment (CRA) area.

TC Policy 2.2.3.2

The City shall consider the development of transportation and land use strategies within the downtown including the adoption and implementation of a Transportation Concurrency Exception Area (TCEA), as appropriate.

TC Policy 2.2.4
FLU Policy 5.1.3

The conversion of Agricultural lands to urban development or uses shall only be permitted consistent with the Comprehensive Plan need for growth and economic development during the planning time frame and such conversion shall not contribute to leapfrog or scattered development patterns.

TC Policy 2.2.5

Along with evaluating the potential adoption of a TCEA within five (5) years of the adoption of this Comprehensive Plan the City will consider implementing Transportation Demand Management, and Intelligent Transportation Systems as planned improvements to address any deficiencies.

TC Goal 3 Coordinate with the Adopted Work Program

The City's Traffic Circulation Element shall be coordinated with the FDOT adopted work program, and the comprehensive plans of other appropriate jurisdictions.

TC Objective 3.1 Intergovernmental Coordination

The City transportation system shall be coordinated with the work plans and programs of the City of Palm Coast, Flagler County, FDOT, and the Florida Transportation Plan.

TC Policy 3.1.1

The City shall coordinate its future transportation needs by attending, when necessary, public hearings and workshops on the FDOT's Five-Year Transportation Plan and Adopted Work Program.

TC Policy 3.1.2

The City's Community Development Department shall review subsequent versions of the FDOT Five-Year Transportation Plan and Adopted Work Program to update or modify this element, as necessary.

TC Goal 4 Protect Future Right-of-Way

As development and redevelopment occur the City should be mindful of future right-of-way needs.

TC Objective 4.1 Connectivity

The City shall provide for the protection of existing and future right-of-way (R-O-W).

TC Policy 4.1.1

County roads with inadequate R-O-W shall be inventoried and the City shall coordinate with Flagler County for reservation of adequate R-O-W.

TC Policy 4.1.2

The City shall require appropriate building setbacks for new construction on roadway corridors identified as needing additional R-O-W.

TC Policy 4.1.3

Wherever possible, the City shall require that future development reserve R-O-W in a gridded street network that ensures connectivity.

TC Policy 4.1.4

For new development, the use of cul-de-sacs shall be limited and gated communities discouraged, to promote connectivity within the development and allow more access points to arterials and collectors.

TC Policy 4.1.5
FLU 9J-5.006(3)(c)4

Development regulations shall require street, pedestrian and grid layouts that discourage non-residential through-traffic in residential neighborhoods, but that encourage energy and time-efficient access points and interconnections between residential areas.

TC Policy 4.1.6

The City shall require that future subdivisions with 25 units or more, consider providing two points of access to motor vehicle traffic, depending on the LDC, and other code requirements.

TC Policy 4.1.7

New subdivisions shall be required where possible to “stub-out” to internal streets and adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are “stubbed-out” at their boundaries.

TC Policy 4.1.8

The City shall establish access management standards in the land development regulations to ensure appropriate access to the City’s transportation system. Standards may include the requirement of joint-use driveways and/or cross-access easements to access sites.

TC Policy 4.1.9

The City shall preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross-access easements to connect developments as they are permitted along major roads.

TC Goal 5 Financial Feasibility

To develop a financially feasible transportation system that meets the accessibility needs of the City residents.

TC Objective 5.1 Capital Improvement Program

Implement a capital improvement plan, methods of funding, and fiscal controls for all major traffic and roadway projects.

TC Policy 5.1.1

The City will maintain and prioritize a project list of major repair and maintenance for existing roadways and include in the Capital Improvements Program (CIP), as appropriate.

TC Policy 5.1.2

Annually, the City shall program needed capital transportation projects and improvements in the City's CIP and send annual updates of any changes to previously programmed improvements to the Florida Department of Community Affairs per State Statute requirements.

TC policy 5.1.3

In conjunction with the Finance and Public Works Departments, the City's Community Development Department shall develop a capital plan for the prioritization and improvement of sidewalks and other pedestrian facilities.

TC Objective 5.2 Financing Mechanisms

The City shall investigate new financing alternatives to promote necessary transportation funding.

TC Policy 5.2.1

The City shall coordinate with Flagler County to collect transportation impact fees for new development and to prioritize capital projects needed to serve the demands for transportation services and facilities associated with new development.

TC Policy 5.2.2

The City may require the owner/developer of any site to participate in the requirements of Transportation Proportionate Fair Share, should the required traffic impact study show such participation is warranted.

TC Policy 5.2.3

The City shall continue to monitor traffic impacts and necessary roadway improvements required by projects in adjacent jurisdictions, such as but not limited to, Flagler County, the City of Palm Coast and projects including Town Center, Old Brick Township and Neoga Lakes, for example.

TC Policy 5.2.4
CIE Policy 1.1.12

The Flagler Central Commerce Parkway, collector road project shall not be funded from ad valorem taxes, fees, assessments, or other local tax payer funds, all funding shall be from the allocated earmark or other funding sources.