

TRAFFIC CIRCULATION ELEMENT

GOAL I: TO PROVIDE A SAFE, COST EFFECTIVE TRANSPORTATION SYSTEM

Objective A: The City of Freeport will, in cooperation with the Okaloosa-Walton Transportation Planning Organization (O-W TPO), Florida Department of Transportation, and the Walton County Road Department, provide a safe convenient and efficient motorized and non-motorized transportation system by maintaining city-owned streets at the adopted level of service and by lobbying for and coordinating improvements by the State and County on streets they control.

Policy A.1: New development should be designed to provide continuous traffic flow. This may include, but is not limited to, interconnection between developments and/or the provision of parallel access roads.

Objective B: The City hereby adopts the peak hour level of service standards as described in Policy B.1.

Policy B.1: The City adopts the Okaloosa-Walton Transportation Planning Organization levels of service for the roadways listed in the TPO's long range plan and a level of service D for all local streets.

Objective C: The City will coordinate with the Plans and programs of the O-W TPO and the Florida Department of Transportation's Five-Year Transportation Plan.

Policy C.1: The City of Freeport will review the annual updates of the Five Year Construction Plan to ensure that the best interests of the City are included in the Plan.

Objective D: The City will coordinate improvements to the traffic circulation system based upon projected future land uses in this plan.

Policy D.1: As changes are made to the future land use map, the City will determine if they will impact adopted level of service standards and make or coordinate with State, TPO and/or County agencies to make any necessary improvements concurrently with such impacts.

Objective E: The City will protect existing and future rights-of way from encroachment by new buildings.

Policy E.1: The City will adopt rights-of-way standards and minimum building setbacks substantially similar to those recommended by the Okaloosa-Walton Transportation Planning Organization (O-W TPO).

Objective F: The City will limit new access to arterial and collector roads.

Policy F.1: To the maximum extent possible, a system of service roads will be required for new development along arterial roads in the City.

Objective G: The impact of proposed development activity on available capacity shall be determined as follows:

1. The area of impact of the development (a traffic shed) shall be determined. The traffic shed shall be that area where the primary impact of traffic to and from the site occurs. If the city/county has designated sectors of the jurisdiction for determining development impacts and planning capital improvements, such sectors or planning areas may be used.
2. The projected level of service for roads within the traffic shed shall be calculated based upon estimated trips to be generated by the project. Where the development will have access to more than one road the calculations shall show the split in generated traffic and state the assumption's used in the assignment of traffic to each facility.