

**APALACHICOLA
TRAFFIC CIRCULATION
COMPREHENSIVE' PLAN
ELEMENT
REVISED OCTOBER - 2004**

TPAFFIC CIRCULATION

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1. PURPOSE AND FORMAT

The purpose of the Traffic Circulation Element is to plan for future motorized and non-motorized traffic circulation systems, pursuant to Chapter 163, Florida Statutes, and Chapter 9J-S, Florida Administrative Code (FAC). An essential basis for planning the traffic circulation system is the Future Land Use Element, specifically the Future Land Use map. Clearly, the Future Land Use map will direct where roadway facilities must be improved to meet the adopted level of service (LOS) standards and where new roadway facilities will be needed to provide for projected growth.

Before a local government can responsibly plan for its future, it must assess the capability of its existing traffic circulation system to serve current demand. It is, therefore, necessary to determine existing levels of service and to identify existing roadway deficiencies within the traffic circulation system.

The content of this element includes: (1) an inventory of the existing traffic circulation system, including the existing traffic circulation map; (2) an analysis of existing roadway - deficiencies within the traffic circulation system; (.3) an analysis of projected needs; (4) a discussion of issues and opportunities; (5) a listing of goals, objectives, and policies; and (6) the future traffic circulation map.

2. INTRODUCTION AND ANALYSIS

Apalachicola is a small coastal community located in the northwestern panhandle of Florida. The city has a population of approximately 2700 people. It is located along the Apalachicola Bay and is surrounded by water except on its northwestern border.

The major transportation route within Apalachicola is U.S. Highway 9B (State Road 30). U.S. 98, Market Street and Avenue E within the city limits is the primary route through Apalachicola leading to Tallahassee on the east or Panama City, to the west. This two-lane arterial road includes a left turn lane (going West) in the center of Apalachicola at the corner of Market Street and Avenue E. A left turn lane exists at Market and Avenue D going East. With these exceptions, the rest of the roads are only two lanes. The first four blocks of Market Street leading to Gome Bridge and Avenue E make up the main through-route within the city proper. The primary north to south circulation pattern occurs on 12th Street. There are no four way lighted intersections in Apalachicola. Apalachicola streets are set in a grid pattern. The newer streets of Apalachicola were laid out in a grid pattern but have been set at a slightly different angle. The avenues run east to west in alphabetical order. The streets run north to south in numerical- order. Water, Commerce, and Market street represent first, second, and third street and these streets are laid out north to south. parking is not presently a problem in Apalachicola. When Circuit Court meets, there is some congestion around the courthouse and the jail. Plans to relocate the jail will be complete within 1S90 and existing parking around the jail should be available for participants of the Circuit Court. Additional vacant land around the Courthouse has also been allocated for parking.

Bicycle and pedestrian ways are provided along avenue E and on portions of 4th, 5th, 6th and 12th streets. Most residential areas do not have bicycle or pedestrian ways and as a consequence, are not connected to recreational areas and schools, except through the street system. Since Apalachicola is rural in nature, there is sufficient room for pedestrians to walk along the shoulder of the road without danger from vehicular traffic.

3. INVENTORY OF EXISTING SYSTEM

This inventory of the existing traffic circulation system as prepared as a basis for determining the existence of roadway efficiencies and projecting roadway needs for the city's traffic circulation system. Roads located within the city include those which are the responsibility of the Florida Department of Transportation (state and federal highway system), Franklin County (county roads), and the city of Apalachicola (all roads not privately owned). All three entities provided data necessary for the inventory of the existing system. These data included existing roadway classification, existing and projected traffic counts and accident frequency data.

It was found that the city contains collector and arterial roadways, but does not contain any limited access facilities. All roads in the city are two-lane and two-way.

A map was prepared to identify the locations of the existing roadway functional types (Map A). Ports, airports, high-speed rail lines or related facilities are not found in the city and were, therefore not considered. Remnants of an unused railway were indicated as abandoned on Map A, Existing Traffic Circulation.

Levels of service are a good summary of facility conditions. The LOS of a roadway is often defined as the ability of a maximum number of vehicles to pass over a section of roadway during a specified period. The standardized descriptions of service levels used in transportation planning are as follows:

1. LOS A: Highest LOS which describes primarily freeflow traffic operation at average travel speeds. The ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.
2. LOS B: Represents reasonably unimpeded traffic flow operations at average traffic speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are generally not subjected to appreciable tensions.
3. LOS C: Represents stable traffic flow operations. However ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues may contribute to lower average travel speeds. Motorists will experience an appreciable tension while driving.
4. LOS D: Borders on a range in which small increases in traffic flow may cause substantial increases in approach delay and hence, decreases in speed.
5. LOS E: This represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
6. LOS F: This represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition.

Peak hourly demand volumes for roadway segments were calculated from average daily traffic counts multiplied by one tenth to determine the generalized peak hour. These counts were obtained from the Chipley District Office of FDOT.

Arterials

Arterials may be defined as a two-lane roadway having one lane for use by traffic in each direction. The principal function of an arterial road is efficient mobility as they connect major traffic generators or as they link to state and national highway networks. Arterial roads tend to serve long distance commercial and recreational travelers, and often have sections of many miles through rural environments without traffic control interruptions. Infrequent passing delay and consistent high-speed operations are desirable for these facilities. Grade level pedestrian crossings should, therefore, be discouraged and intersections between arterials and collectors should be signalized, preferably with a semi-actuated signal system with the arterial road being the major entrance.

Arterial roads also serve scenic and recreational areas where the visits and environment are to be experienced and enjoyed without traffic interruption and delay.

In relation to land use, arterials should not penetrate residential neighborhood units, rather they should be utilized in defining neighborhoods and connecting living areas with central shopping and employment centers. Although primarily intended to move large volumes of high speed traffic, the land service functions of arterial streets are suitable to attract development of high-density residential areas alongside the major street system.

Minor Arterials connect and augment the major arterial system. Although their main function is still traffic mobility, they perform this function at a somewhat lower level and instead place more emphasis on land access than on the major arterials. Minor arterials serve trips to moderate length and distribute travel to geographical areas smaller than those served by major arterials. There are no minor arterial roads in Apalachicola.

Collectors

These roads provide both land access and traffic circulation service within residential, commercial, and industrial areas. They are characterized as roads with average traffic volume and average operating speed. They serve a transition function between local streets in neighborhood areas and arterial streets linking major portions of the urban area. The design of collector streets generally calls for two movement lanes with no control of access. Curb-side parking can be permitted in additional lanes, but this should not interfere with the standard of moving several thousand vehicles per day on collectors. In general, ten feet of the right-of-way should be set aside to accommodate pedestrians and people-powered vehicles.

Residential development along collector roads should be carried out with deeper building setback on abutting lots to compensate for added noise and other disturbances which can result from high traffic volume. Even though deep-lots and setbacks permit appropriate development of single-family homes alongside collector roads, it should be realized that the land adjacent to this type of thoroughfare is often suited for development of apartment facilities. In fact, apartment facilities adjacent to collector streets can provide a suitable transition between the traffic activity on the collector and nearby low-density residential areas. Twelfth Street, Twenty-fourth Avenue, Avenue M, and a portion of Market Street are considered to be Collector Streets. All Collector Streets within the City of Apalachicola have a Level of Service Standard C or better.

Local Roads

The primary function of a local street system is to serve the adjacent property by providing initial access to the thoroughfare; traffic movement is a secondary function. These facilities are characterized by short trip lengths, low speed and small traffic volume, and they must provide safe and efficient access to the individual homes and parcels with a minimum of congestion and traffic hazard. The design of these facilities should be directed towards eliminating through traffic from these facilities and facilitate pedestrian crossings and pedestrian uses, as well as people-powered, non-motor vehicular use.

The local street is the most common type found in residential areas. It is generally provided by the developer as an improvement when a subdivision is developed. It is a major design element in residential land use and because of its design and function in carrying slow moving traffic for short distances, it is ideally suited to residential areas. Most of the streets in Apalachicola are classified as local roads as reflected in the Existing Traffic Circulation Map.

To determine the Level of Service Standard, the City has used Volume to Capacity, the most important input variable is the number of through lanes passing through intersections. The next most important variables are the number of signalized intersections per mile and the effective green time. Other significant variables are the design hour factor, directional factor, and whether the roadway is divided. The only Intersection of significance in the City is at the corner of Market Street and Avenue E, a three way stop and a caution light on the fourth way. While there are no turn lanes to the right, there is an additional left turn lane. This intersection is frequently mistaken for a 4 way stop. This will be the first intersection which may require signalization in the future. Local citizens know the informal rule of the 3-way stop; however tourists are frequently confused as to who has the right of way.

**TABLE 1
GENERAL HIGHWAY PLAK HOUR CAPACITIES**

	Level of Service (LOS)				
	A	B	C	D	E
<u>Undivided Arterials</u>					
-two lanes	470	790	1180	1420	1570
- four lanes	820	1360	2040	2450	2720
<u>Collectors</u>					
- two lanes	390	650	970	1170	1290
-four lanes	510	850	1270	1520	1690

Source: Adopted from the FDOT general highway capacities

The following V/C ratio ranges were utilized for determining the existing LOS:

LOS	VOLUME/CAPACITY	V/C Ratio
A	Less than or equal to	.30
B	Less than or equal to	.50
C	Less than or equal to	.75
D	Less than or equal to	.90
E	Less than or equal to	1.00
F	Less than or equal to	1.00

The results of the capacity analysis for determining the existing LOS for all collector and arterial roadways by segment are illustrated in Table 2, Factor Average Daily Traffic.

Daily Traffic counts taken by the FDOT (Table 2) in 1989 indicate the following 24 hour traffic counts. Using a growth rate of one percent, the counts have been increased by one-percent for each year thereafter to predict the count through 2000. The existing street system can handle these projected increases and maintain a level of service standard of C.

TABLE 2: FACTOR AVERAGE DAILY TRAFFIC

Year	East 98/ S.R. 30	West 98/ S. R. 30	US 98 Downtown	C. R. 384
1988	4, 683	7, 551	10, 399	3, 574
1989	4,730	7, 627	10, 503	3, 700
1990	4, 777	7, 703	10, 608	3, 737
1991	4, 825	7, 780	10, 714	3, 774
1992	4, 873	7, 858	10, 821	3, 812
1993	4, 922	7, 937	10, 929	3, 850
1994	4, 971	8, 016	11, 038	3, 889
1995	5, 021	8, 096	11, 148	3, 928
1996	5, 071	8, 177	11, 259	3, 967
1997	5, 122	8, 259	11, 372	4, 007
1998	5, 173	8, 342	11, 486	4, 047
1999	5, 224	8, 425	11, 601	4, 087
2000	5, 276	8, 509	11, 717	4, 128

Source: Department of Transportation

TABLE 3: GENERALIZED PEAK HOUR DEMAND

	Cr 384	East 98/Sr 30	West 98/Sr 30	Us 98 Downtown	
1989	357	468	755	1040	
1990	370	473	763	1050	
1991	374	478	771	1061	
1992	377	483	778	1071	
1993	381	487	786	1082	
1994	385	492	794	1093	
1995	389	497	802	1104	

SOURCE: Apalachicola Planning Department, 1989.

These figures were determined by multiplying one tenth times the average daily traffic count. The capacity of a roadway is often defined as the maximum number of vehicles which have a reasonable expectation of passing in a given roadway section or through a given intersection under prevailing road and traffic conditions during a specified period of time. The peak hour capacities utilized are illustrated in Table 3. Once the roadway capacities were ascertained, the peak hourly demand volume to peak hourly capacity (v/c) ratios were calculated as in the following example, assuming LOS E is the maximum acceptable capacity of a roadway:

1. 12th Street West from Avenue E (US 98.) to the City limits is determined to be a 2-lane undivided 'collector roadway;
2. Table 3 provided the peak hourly capacity of 1290 vehicles for a typical undivided collector with two lanes;
3. The existing ADT volume for the roadway segment of 3574 vehicles per day was multiplied by the peak hour factor of 0.1 for the estimated peak volume of 357 vehicles.
4. The peak hourly volume was divided by the peak hourly capacity to obtain the v/c ratio for the roadway segment: $357/1290 = 0.28$.
5. The existing LOS for the- roadway segment was then obtained by comparing the calculated v/c ratio to the v/c ranges indicated for the LOS;
6. The v/c ratio of 0.28 for the roadway segment fell within the LOS A range of less than or equal to 0.30.

**TABLE 4
CAPACITY ANALYSIS OF EXISTING ROADWAY SYSTEM (1989 Traffic Volumes)**

Street	Class	Lanes	Peak Hr.	Hr. Capacity	V/C Ratio	LOS
12th St. (CR-384)	Collector	2	357	1, 290	. 28	A
Ave. E (US 98 E.)	Arterial	2	468	1,37U	. 30	A
Ave. E (US 96 W.)	Arterial	2	455	1, 570	. 48	B

Market St. (US 98)	Arterial	2	1040	1, 570	. 66	C
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SOURCE: Apalachicola Planning Department, Analysis of Current Situation

Analysis of Current Situation

The concept of level of service is defined as a quantitative measure of effectiveness describing operation conditions within a traffic stream, and their perception by motorists and/or passengers. The operational conditions are described by a level of service in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Level of service criteria for arterials address both mobility and accessibility concerns. All local, arterial and collector roads in Apalachicola are a level of service standard C or better. This adopted level of service standard agrees with the standard adopted by the FDOT.

The following collector routes serve the Apalachicola area and are an adopted level of service standard C or better.

1. Avenue E (U.S. 98, SR 30) is an arterial road with a level of service standard "C" or better. The road is a two lane undivided road with a General Level of Service Standard for traffic of less than 5,000.
2. County Road 364 (12th Street) serves as the main collector for traffic from the area north of U.S. 98. from the northeast quadrant of Apalachicola to the downtown, central business district. This road has a Level of Service Standard C or better.
3. North Market Street serves as a collector of traffic from the Research Reserve, various seafood industries and the Botanical Gardens area along Water Street. The Level of Service Standard is C or better.
4. Avenue "M" serves as an east-west link between North Market Street and County Road 384 (12th Street). The Level of Service standard is C or better.
5. 24th Avenue serves as a collector of traffic from the northernmost portion 01 Apalachicola and provides a link to U. S. 98. The Level of Service Standard is C or better.

To protect the regional corridor, Avenue E (U.S. 98) (SR 30), property setback lines and the width of US 98 was examined. US 98 currently has a right of way of 90 feet. To provide protection of this corridor, future development should be scrutinized carefully to insure adequate right of way. In most places, the right of way plus setbacks measure 200 feet, which would be adequate for road expansion. It is not anticipated that future growth during the next ten years will have an impact on this potential problem because the area is substantially built out.

The existing Land Development Regulation requires that the General Industrial District and all Highway Commercial Zones provide off street parking adequate to handle peak use. Existing land development regulations require the following set backs from the property line.

TABLE 5: ROAD SET BACKS

Zoning District Required set-back from front lot line

<u>Zoning Districts</u>	<u>Required set-back from lot-line</u>
Office Residential	15 feet
General Commercial	0 feet
Neighborhood Commercial	15-25 feet

Source: Apalachicola Planning Department 1989

Bay Avenue is located in a coastal high hazard area. Map B (V-Zones shown on Flood Insurance Rate Maps of the Federal Emergency Management Agency.) This area is approximately 1.6 miles southwest of U.S. 98 (SR 30, Avenue E). No plans exist at this time to relocate this road.

TABLE 6: Traffic Accident Data

	Highway 98	Market Street	Avenue M.	12 th street	24 th Street
1982-83	27	2	1	5	1

1983-84	12	0	0	5	2
1984-85	9	0	1	0	3
1985-86	19	1	4	7	2
1986-87	24	0	0	6	3
1987-Feb. 88	7	0	1	3	1
	98	3	7	26	12

Source: Florida Traffic Accident Reports, Apalachicola Police Department, March 1988.

It is apparent from Table #6 that some form of signalization may be- required in the future along 12th and 24th Street to prevent future accidents.

No new road construction will be necessary to provide safe and efficient operating conditions. Maintenance of existing roads and gradual paving of existing local dirt roads will satisfy the needs of future populations. The future needs for Apalachicola 's traffic circulation system can be met through the existing roadway network. This is verified by the projected population increase in the Future Land Use Element. The population of Apalachicola has remained relatively stable for the last twenty-eight years. In fact, the population has experienced a 15 percent decline since 1960. While the majority of other coastal communities in Florida have experienced strong growth.

The FDOT Five Year Construction Plan indicated that Franklin County will receive 20,000 annually in 1989-90, 1990-91, 1991-92, and 1992-93 for operating administrative budget. No roads in the City of Apalachicola are scheduled for improvements during the FOOT Five Year Plan.

**TABLE 7
RESIDENT POPULATION CITY OF APALACHICOLA**

	1986	199	1995	2000
Apalachicola	2613	2799	2923	2986
County	8406	9000	9400	9600

SOURCE: 1986 BEBR Bulletin No. 80 and DCA Planning Projections 1969

Methodology

These population figures were calculated by multiplying a constant 31.1% (the percentage during 1986) to the County BEBH Projections. Apalachicola future population figures are predicated on the assumption that the historical proportions of the County population is a trend which will continue for the forecast periods (1990, 1995 and 2000).

TABLE 8, LAND USE DEMAND PROJECTIONS APALACHICOLA, FLORIDA

Land Use	Year	Population Projections	Total Acreage Required	Increase in Acres Over Current
Residential (.093)	1986	2613"	242	
	1990	2799	260	18
	1995	2923	272	30
	2000	2986	278	36
Commercial (.04)	1986	2613	31	
	1990	2799	34	3
	1995	2923	35	4
	2000	2906	36	5
Recreational (.005)	1986	2613 -	4	
	1990	2799	35	1
	1995	2923	16	2
	2000	2986	16	2
Public building/ Facilities (.02)	1986	2613	52	-
	1990	2799	56	4
*excluding roads	1995	2923	58	6
	2000	2986	60	8

Source: Florida Statistical Abstract, 190G; DCA Calculations.

The figures presented in Table 8 represent the minimum amount of land which should be designated in each population-dependent category. Based upon the above projections, the needs additional developable land for the City by the year 2000 would be approximately 51 acres. This represents roughly .25 percent of the land currently designated as Conservation land. However, as discussed previously in the Land Use Analysis, there exists a significant surplus (188 acres) of platted, but undeveloped residential subdivision and commercial land which should first be used.

HURRICANE EVACUATION

A crucial element in a hurricane evacuation plan is the ability to transport the citizens on the existing roadway. The roadway system in Franklin County consists primarily of two lane rural roads which are limited in their ability to carry vehicular traffic during an evacuation. Roadways providing-northward access away from the coastal areas in Franklin County include Highway 6i and 67. Highway 98 is vulnerable at the approach way to Gorrie Bridge. In the past, damage to the roadways have occurred in Franklin County. Nearly all of US 98 in Franklin County is subject to flooding based on the 100-year storm calculated for the Federal Emergency Management Agency Flood Insurance Studies, Map B. State Road 65, the road likely to be used as an escape route, is likely to experience flooding due to excessive rains. Road areas below ten feet in elevation are identified in the Hurricane Evacuation Plan developed by the Apalachee Regional Planning Council. The storm surge in Apalachicola could range from 3. 1 feet to 12. 1 feet depending on the category of the storm. Table 9 Roadway Vulnerablity Analysis indicates that U.S. 98 west of the City limits would experience flooding. As a result of the heavy reliance on US 98 and the low bridge access between Apalachicola and Eastpoint, it is imperative that evacuation from these areas occur during the early stages of the warning process. The County's Coastal Conservation Element will address this problem in more detail.

Table 9
Roadway Vulnerability Analysis Franklin County

Highway	S-T-R	Approximate Location	Elevation	Source
US 9S/SR 30	14-9S10-W	Gulf County/Franklin County border	8 Feet	USGS
	8-9S-9W	Between Thirteen mile and eleven mile	6 feet	USGS
	9-9S-8W	West of Apalachicola	8 Feet	USGS
	10-9S-8W	Two miles at Carls creek	8 Feet	Local
	31-8S-6W	Eastpoint	5 feet	USGS/DOT
	22-8S-6W	Green point	9 feet	USGS/DOT
	23-8S-6W	Between Green point and Marsh Point	7 feet	USGS/DOT
	4-8S-5W	East of Royal bluff	9 feet	USGS/DOT
	36-7S-5W	Carrabelle Lighthouse	9 feet	USGS
	30-7S-4W	Carrabelle Beach	8 feet	USGS
	14-7S-4W	SW of Camp Gordon Johnson and Lanark Village	9 feet	USGS
	8-7S-3W	East of Lanark Village	2.3 M	USGS/DOT
	35-6S-3W	FSU Marine Laboratory	2.4 M	USGS/DOT
	30-6S-2W	West of ST. Teresa	2.0 M	USGS
26-6S-2W	East of St. Teresa	2.7 M	USGS	
US 98/SR30	With the exception of the area from Gulf County Franklin County boundary east to just east of HWY 385 and west of Apalachicola airport nearly all of the HWY 98 is in the 100 year flood zone			FIRM
SR 65	34-7S-6W	Cash Creek	3 feet	USGS/DOT
	32-7S-6W	West of Sandbank Creek	9 feet	USGS
	31-7S-6W	East of Whisky George Creek	7 feet	USGS/DOT
	36-7S-7W	Whiskey George Creek	6 feet	USGS/DOT
US 319 To Sopchoppy	24-6S-3W	South of St. James Fire Tower		FIRM
SR 65	With the exception of occasional stretches of HWY 65 most of the HWY is in the 100 year flood zone			FIRM
GIA	T9S-R6W	Road to Bridge at Eastpoint in 100 year flood zone		DOT/FIRM
CR370		Alligator Point		DOT
US 319	T6S-R3R			DOT

Sources:

USGS - W. S. , Geological Survey 7.5 minute Quadrangle Topographic Maps.

FIRM - Federal Emergency Management Agency, flood Insurance Studies, flood insurance Rate Maps.

DOT - Regional maintenance supervisor. Local- County and Municipal staff.

Local – County and Municipal Staff

III. GOALS, OBJECTIVES AND POLICIES

Establishment of specific traffic circulation goals and objectives relates traffic circulation to Future Land Use and provides a basis upon which to set policies and make recommendations. The objectives are then to be implemented through adherence to proposed policies by utilization of local, state, and federal funds as well as responsible private investment. With the current and future transportation needs in mind, the following goal and objectives are set for Apalachicola in order to provide for a safe, convenient and efficient transportation system.

GOAL I: To establish a traffic circulation system which provides for the safe and efficient movement of people and goods in the City of Apalachicola.

OBJECTIVES 1

Existing roadway levels of service will be maintained at LOS C or better through the year 2020.

Policy 1.1

The level of service for all roads at the peak hours will be established at LOS C. Traffic count surveys will be conducted annually for arterial and collector roadways; counts will be conducted on local roads when increased traffic (slow and) or the accident rate indicates a problem.

Policy 1.2

Proposed roadway projects shall be evaluated and ranked in order of priority according to the following guidelines:

- a) whether the project is needed to protect public health and safety, to fulfill the city's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities;
- b) whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement and/or maintenance cost, provides services to developed areas lacking full service, or promotes in-fill development
- c) whether the project represents a logical extension of facilities and services within the outskirts of the City.
- d) whether the project is located in the City's coastal High Hazard Area.

Policy 1.3

The City shall ensure through its road building policies that projects to maintain existing levels of service are given priority over projects not recommended to maintain levels of service.

Objective 2

Existing right-of-ways will be preserved in all instances from vehicular encroachment though the projected planning period. This shall include setback requirements on arterial and collector roads.

Policy 2.1

The City Building Official shall continue to identify any right-of-way encroachment on arterial and collector roads by block and lot number and an annual report made to the City Planning &

Zoning Commission. All identified vehicular encroachments shall be scheduled for elimination by 2020.

Policy 2.2

There will be no variances which would permit the reduction of set-back requirement along arterial and collector roads through the projected planning period 2020.

Objective 3

Projected traffic demand through the year 200 will be met by undertaking the opening and/or surfacing of platted undeveloped streets (approximately one mile each year).

Policy 3.1

The City shall review all proposed development for consistency with Objective 1.

Policy 3.2

The City shall explore the feasibility of assessing impact fees for all new development.

Objective 4

The provision of motorized and non-motorized vehicle parking, and the provision of bicycle and pedestrian ways will be regulated through site plan review requirements.

Policy 4.1

The City shall prohibit on-street parking on arterial roads except in the downtown area and where space for parking is specifically provided.

Policy 4.2

The City shall establish guidelines for the provision of bicycle storage areas for multi-family residences, and shopping and recreational areas.

Policy 4.3

The City shall review all proposed development plans for the accommodation of bicycle and pedestrian traffic needs.

Objective 5

The City's transportation system will emphasize safety and aesthetics through the planning period. Control of connections and access points to collector and arterial roadways will be fully monitored. The system will be reviewed annually for safety and a written report prepared.

Policy 5.1

The City shall adopt design criteria for landscaping and signs along new roadways and will implement a program to landscape and maintain existing rights-of-ways.

Policy 5.2

The City shall eliminate or minimize roadway designs which lead to hazardous conditions by:

- a) requiring the provision of adequate off-street parking and turn lanes for new roads;
- b) prohibiting direct access onto U.S. Hwy 98 from driveways except where no other access is available;
- c) review of site plans will include consideration of access ways to roadways. Direct access to high-speed traffic lanes will be prohibited.

Questionable cases will be discussed with the Chief of Police.

- d) preventing conflicts between roadway and pedestrian traffic; and

- d) providing adequate capacity for emergency evacuation. Policy 5.3 /

The City Police Department shall prepare annual accident frequency reports for all collector and arterial roads to include recommendations for improved safety.

Objective 6

Traffic circulation planning will be coordinated through an annual review with the future land uses shown on the future land use map of this plan, the FOOT 5-Year Transportation Plan, and the transportation plan of Franklin County.

Policy 6.1

The City Planning Department shall review subsequent versions of the FOOT 5-Year Transportation Plan, in order to update or modify this element.

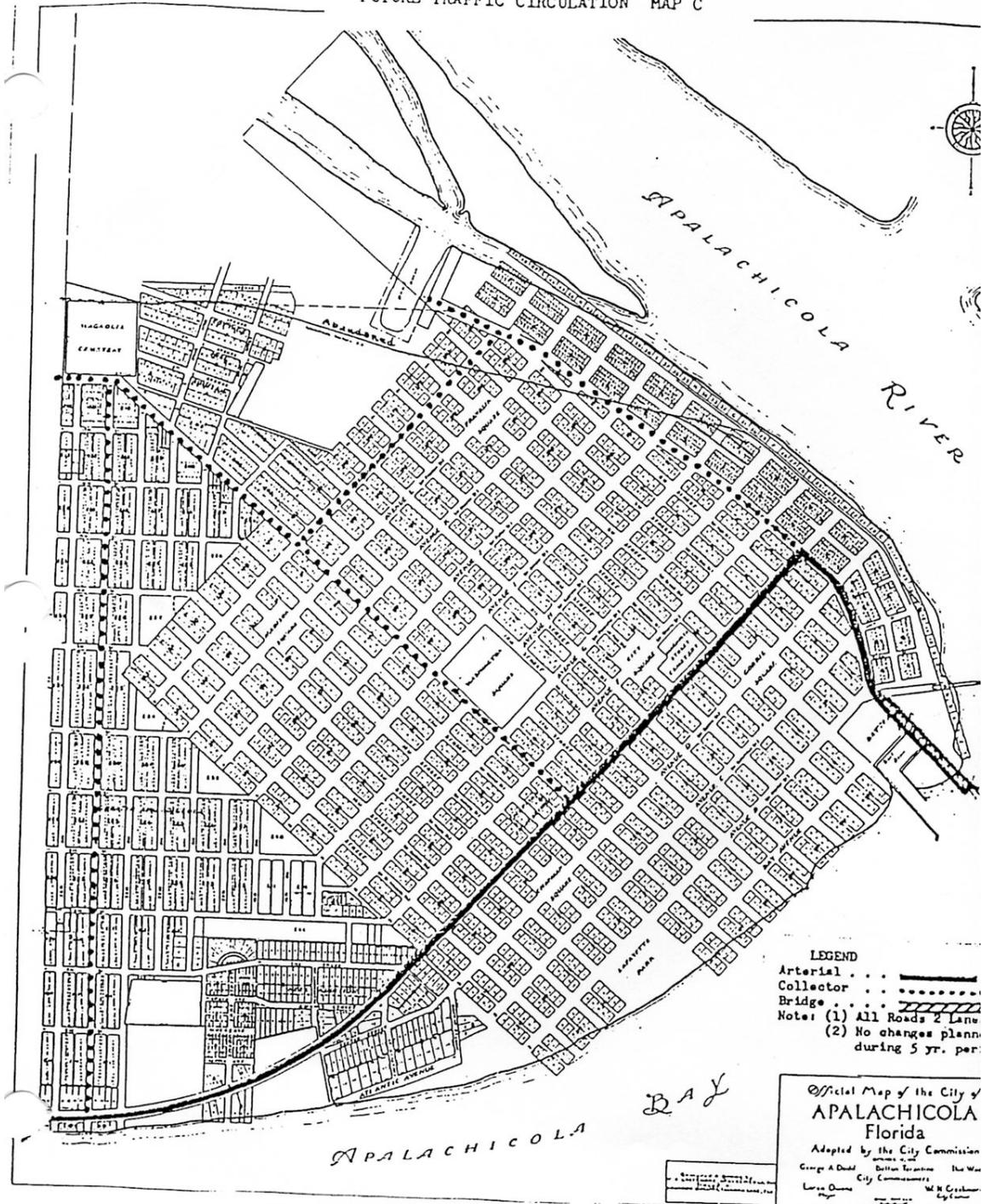
Policy 6.2

The City shall review for compatibility with this element, the traffic circulation plans and programs of the unincorporated County as they are amended in the future.

Policy 6.3

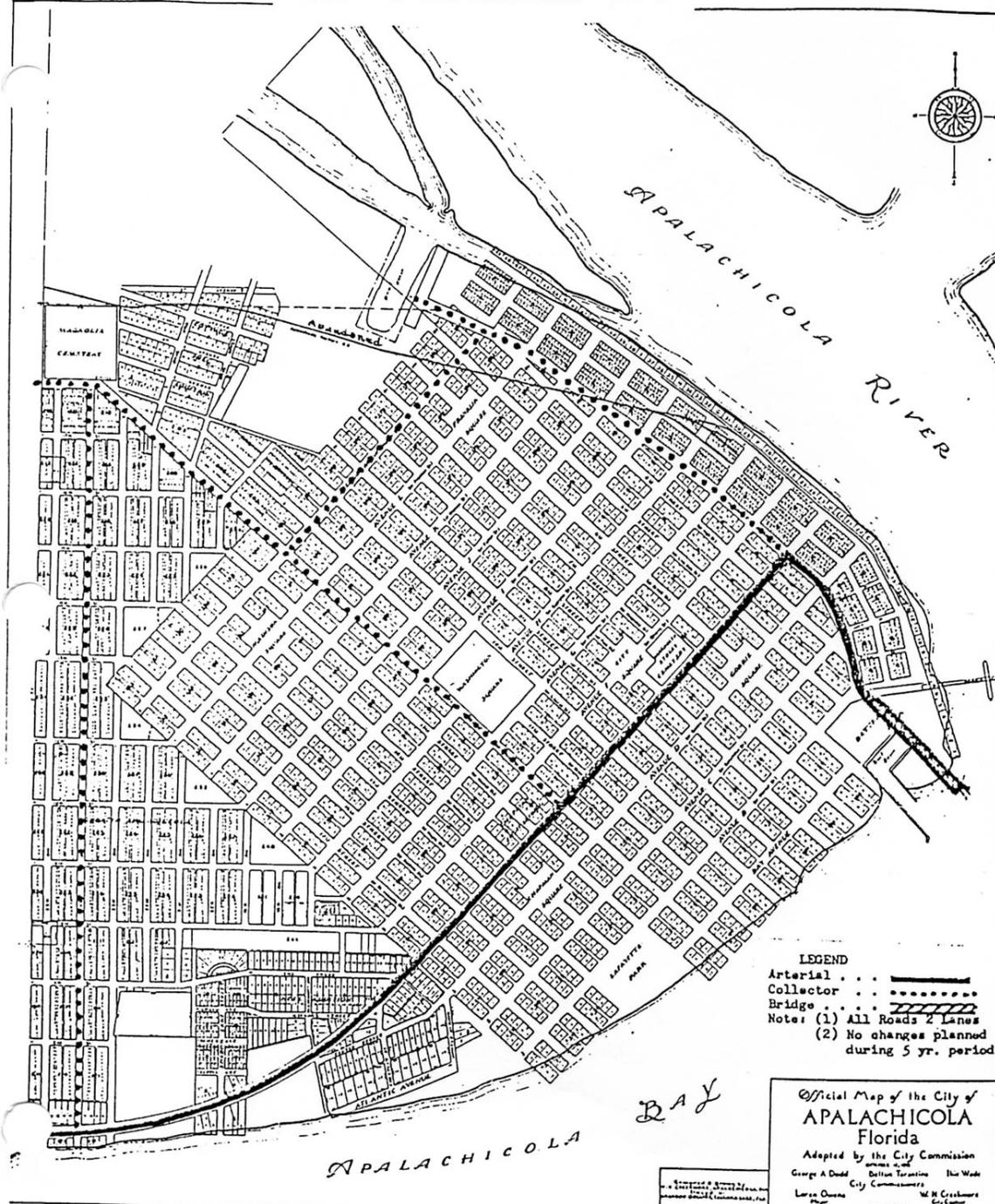
All proposed amendments to this Traffic Circulation Element shall include a statement of findings supporting such proposals.

FIGURE TRAFFIC CIRCULATION MAP C



* Based on the future land use element and population projections through the year 2000. No

EXISTING TRAFFIC CIRCULATION MAP A



FEMA FLOOD INSURANCE MAP MAP B



KEY TO MAP

10-Year Flood Boundary	—
50-Year Flood Boundary	—
100-Year Flood Boundary	—
100-Year Flood Boundary	—
100-Year Flood Boundary	—
Flood Elevation Line (in Elevation in Feet)	— 512 —
Flood Elevation in Feet (see Minimum Water Elevation)	(EL 987)
Revision Reference Mark	RM7X
Zone D Boundary	—
1/4 Mile	—M1.5

Referenced to the National Geodetic Vertical Datum of 1929

- *EXPLANATION OF ZONE DESIGNATIONS**
- | ZONE | EXPLANATION |
|------|--|
| A | Area of 100-year flood; base flood elevations and flood hazard factors not determined. |
| AD | Area of 100-year shallow flooding where depths are between one (1) and three (3) feet, average depths of inundation are shown, but no flood hazard factors are determined. |
| AH | Area of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined. |
| B | Area of 100-year flood; base flood elevations and flood hazard factors determined. |
| C | Area of 100-year flood to be protected by flood protection system (sewer construction); base flood elevations and flood hazard factors not determined. |
| D | Area between limits of the 100-year flood and 500-year flood, or between areas subject to 100-year flooding with average depths less than one (1) foot or where the underlying drainage area is less than one square mile; no area protected by levees from the base flood. (Medium shading) |
| E | Area of medium flooding. (No shading) |
| F | Area of undetermined, but possible, flood hazards. |
| G | Area of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors |

CITY OF
 APALACHICOLA,
 FLORIDA
 FRANKLIN COUNTY

EFFECTIVE DATE:
 JULY 18, 1983