

TRANSPORTATION ELEMENT

I. PURPOSE AND FORMAT

The purpose of the Transportation Element is to plan for future motorized and non-motorized transportation systems, pursuant to Chapter 163, Florida Statutes, and Rule 9J-5, Florida Administrative Code (FAC). An essential basis for planning transportation systems is the Future Land Use Element, specifically the Future Land Use Map, which can visually show where road facility improvements are most necessary. The criteria for determining the extent of facilities needed are the adopted level of service standards.

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

The contents of this element include:

- 1) An introduction to and an inventory of existing conditions;
- 2) An analysis of 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 consistent with the Capital Improvements Element; and
- 6) The Future Traffic Circulation Map.

II. INTRODUCTION

Wakulla County is a growing rural county with a population of approximately 29,417 as of April 2007 (BEBR). It is bounded on the south by the Gulf of Mexico and on the north by Leon County which contains Tallahassee. With Tallahassee being the state capital and the close proximity of Wakulla County to Tallahassee, the population of Wakulla County takes advantage of the many government and service jobs. A significant portion of the working population of the County commutes to Tallahassee for employment. The commuting population generally uses one of the following highways in transit to Tallahassee: Highways 365, 61, 363 or US 319. Generally, these roads run north to south and are the most important arteries in the County. Most of the residential trips are distributed on these roads.

Existing pedestrian and bicycle ways are isolated to only a few areas in the County where urban development exists. These are very small in scale, with the exception of the St. Marks Trail that runs from Leon County to the incorporated City of St. Marks and is primarily used for recreation.

From the year 2000 to 2005, Wakulla County experienced a 17.51% population increase from 22,863 to 26,867.1 The CMS compliments the previously adopted Proportionate Fair-Share Ordinance adopted by Wakulla County in 2007 to support needed infrastructure within Wakulla County. Together, a CMS

program and Proportionate Fair-Share Ordinance will enable Wakulla County to plan for its own transportation needs, provide a mechanism for developers to pay towards necessary improvements, and promote development where desired. The corridors that will be included in the CMS are shown in Figure 1.

III. INVENTORY OF EXISTING CONDITIONS

Existing Conditions (2007)

Table 1 lists the roadways and the corresponding segmentation that has been identified for the CMS roadways within the limits of Wakulla County. Table 1 also presents the existing PM peak hour directional volumes for each segment. In addition, Table 1 shows the adopted Level of Service (LOS) standard and the maximum service volume at the LOS standard for each segment. The LOS standard for roadways within the County limits was previously set in the Comprehensive Plan at LOS “E”. However, new standards are being adopted as part of the EAR Based Amendments which is outlined in Section VIII. The corresponding maximum service volumes were obtained from the Florida Department of Transportation (FDOT) Quality/Level of Service Handbook and previously approved alternative capacity analyses.

The existing available capacity on each roadway segment in the PM peak hour peak direction is also provided in Table 1. Currently, the traffic volumes on the roadway segments are below the maximum service volume in the PM peak hour peak direction at the adopted LOS standard and therefore they have remaining available capacity.

Levels of service (LOS) 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 given section of roadway or through an intersection during a specific time period, while maintaining a given operating condition. In order to establish a basis for adopting level of service standards, pursuant to Rule 9J-5, F.A.C., the existing LOS for roadways was found by using average daily traffic counts provided by the FDOT and the Wakulla County Road and Bridge Department.

LEVELS OF SERVICE

All Levels of Service (LOS) are determined by standards derived from the Florida Department of Transportation’s *2009 Quality/Level of Service Handbook*, and the 2000 Transportation Research Board, *Highway Capacity Manual*.

Standardized description of LOS standards:

LOS A: Highest LOS which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.

LOS B: This represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are usually not subjected to appreciable tensions.

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 and/or adverse signal coordination may contribute to lower average speeds. Motorists will experience appreciable tension while driving.

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. This may be due to adverse signal progression, inappropriate signal timing, high volumes of traffic, or some combination of the above.

LOS E: This represents flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

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.

Significant County roadways are identified per the 1992 FDOT Roadway Functional Classification System, as required by Rule 9J-5, F.A.C. It was found that the County contains collector and arterial roadways, but does not contain any limited access facilities. The number of lanes noted at each facility will be utilized later in determining levels of service. The following table shows an inventory of all collector and arterial roads in the County.

Table 1
Existing Conditions
Concurrency Management System
Wakulla County

Link #	Road	From	To	PD	LOS Standard	Source of LOS Standard	Maximum Service Volume at Adopted LOS Standard ¹	1% Capacity	5% Capacity	110% Capacity	Existing Peak Hour Dir Volume	Existing PH PD Volume 2007	Existing Available Capacity 2007	Growth Rate	Growth 2007	Total PH PD Trips	Available Capacity	Max # Trips Added & Meet Concurrency	Committed Improvements
100	US 319/Crawfordville Highway	Franklin County Line	S. Sopchoppy City Limits		E	Wakulla Comp Plan					114	139	1,331	2.4%	0	139	1,331	1,331	
101	US 319/Crawfordville Highway	S. Sopchoppy City Limits	Franklin County Line	PD	E	Wakulla Comp Plan	1,470	15	74	1617	139	139	1,331		0				
110	US 319/Crawfordville Highway	S. Sopchoppy City Limits	E. Sopchoppy City Limits		C	Wakulla Comp Plan					168	193	617	2.4%	0	193	617	617	
111	US 319/Crawfordville Highway	E. Sopchoppy City Limits	S. Sopchoppy City Limits	PD	C	Wakulla Comp Plan	810	8	41	891	133	193	617		0				
120	US 319/Crawfordville Highway	E. Sopchoppy City Limits	W. US 98		E	Wakulla Comp Plan					176	214	1,256	2.4%	0	214	1,256	1,256	
121	US 319/Crawfordville Highway	W. US 98	E. Sopchoppy City Limits	PD	E	Wakulla Comp Plan	1,470	15	74	1617	214	214	1,256		0				
130	US 319/Crawfordville Highway	E. US 98	Harvey Mill Road		E	Wakulla Comp Plan					334	586	884	2.0%	0	586	884	884	
131	US 319/Crawfordville Highway	Harvey Mill Road	E. US 98	PD	E	Wakulla Comp Plan	1,470	15	74	1617	586	586	884		0				
140	US 319/Crawfordville Highway	Harvey Mill Road	Shadeville Road		E	Wakulla Comp Plan					427	616	794	2.0%	0	616	794	794	
141	US 319/Crawfordville Highway	Shadeville Road	Harvey Mill Road	PD	E	Wakulla Comp Plan	1,410	14	71	1551	616	616	794		0				
150	US 319/Crawfordville Highway	Shadeville Road	Wakulla Arran Road		E	Wakulla Comp Plan					610	933	287	3.7%	0	933	287	287	
151	US 319/Crawfordville Highway	Wakulla Arran Road	Shadeville Road	PD	E	Wakulla Comp Plan	1,220	12	61	1342	933	933	287		0				
160	US 319/Crawfordville Highway	Wakulla Arran Road	East Ivan Road		E	Wakulla Comp Plan					610	933	287	3.7%	0	933	287	287	
161	US 319/Crawfordville Highway	East Ivan Road	Wakulla Arran Road	PD	E	Wakulla Comp Plan	1,220	12	61	1342	933	933	287		0				
170	US 319/Crawfordville Highway	East Ivan Road	SR 267		E	Wakulla Comp Plan					504	1,215	35	3.7%	0	1215	35	35	
171	US 319/Crawfordville Highway	SR 267	East Ivan Road	PD	E	Wakulla Comp Plan	1,250	13	63	1375	1,215	1215	35		0				
180	US 319/Crawfordville Highway	SR 267	Leon County Line		E	Wakulla Comp Plan					349	939	311	3.7%	0	939	311	311	
181	US 319/Crawfordville Highway	Leon County Line	SR 267	PD	E	Wakulla Comp Plan	1,250	13	63	1375	939	939	311		0				
200	US 98	Franklin County Line	Bottoms Road		E	Wakulla Comp Plan					204	204	1,196	2.4%	0	204	1,196	1,196	
201	US 98	Bottoms Road	Franklin County Line	PD	E	Wakulla Comp Plan	1,400	14	70	1540	170	204	1,196		0				
210	US 98	Bottoms Road	US 319 W		E	Wakulla Comp Plan					265	265	1,205	2.4%	0	265	1,205	1,205	
211	US 98	US 319 W	Bottoms Road	PD	E	Wakulla Comp Plan	1,470	15	74	1617	217	265	1,205		0				
220	US 98	US 319 W	US 319 E		E	Wakulla Comp Plan					453	453	947	2.4%	0	453	947	947	
221	US 98	US 319 E	US 319 W	PD	E	Wakulla Comp Plan	1,400	14	70	1540	371	453	947		0				
230	US 98	US 319 E	Spring Creek Highway		E	Wakulla Comp Plan					158	209	1,201	2.4%	0	209	1,201	1,201	
231	US 98	Spring Creek Highway	US 319 E	PD	E	Wakulla Comp Plan	1,410	14	71	1551	209	209	1,201		0				
240	US 98	Spring Creek Highway	SR 363		E	Wakulla Comp Plan					132	172	1,238	2.4%	0	172	1,238	1,238	
241	US 98	SR 363	Spring Creek Highway	PD	E	Wakulla Comp Plan	1,410	14	71	1551	172	172	1,238		0				
250	US 98	SR 363	Jefferson County Line		E	Wakulla Comp Plan					72	76	1,334	2.4%	0	76	1,334	1,334	
251	US 98	Jefferson County Line	SR 363	PD	E	Wakulla Comp Plan	1,410	14	71	1551	76	76	1,334		0				
300	SR 363/Woodville Highway	St. Marks	US 98		E	Wakulla Comp Plan					256	451	949	2.4%	0	451	949	949	
301	SR 363/Woodville Highway	US 98	St. Marks	PD	E	Wakulla Comp Plan	1,400	14	70	1540	451	451	949		0				
310	SR 363/Woodville Highway	US 98	SR 267		E	Wakulla Comp Plan					174	174	686	2.0%	0	174	686	686	
311	SR 363/Woodville Highway	SR 267	US 98	PD	E	Wakulla Comp Plan	860	9	43	946	152	174	686		0				
320	SR 363/Woodville Highway	SR 267	Leon County Line		E	Wakulla Comp Plan					214	554	306	3.5%	0	554	306	306	
321	SR 363/Woodville Highway	Leon County Line	SR 267	PD	E	Wakulla Comp Plan	860	9	43	946	554	554	306		0				
400	SR 267/Bloxham Cutoff	Leon County Line	US 319		E	Wakulla Comp Plan					166	413	997	2.4%	0	413	997	997	
401	SR 267/Bloxham Cutoff	US 319	Leon County Line	PD	E	Wakulla Comp Plan	1,410	14	71	1551	413	413	997		0				
410	SR 267/Bloxham Cutoff	US 319	SR 363		E	Wakulla Comp Plan					117	198	662	2.4%	0	198	662	662	
411	SR 267/Bloxham Cutoff	SR 363	US 319	PD	E	Wakulla Comp Plan	860	9	43	946	198	198	662		0				
420	SR 267/Bloxham Cutoff	SR 363	US 98		E	Wakulla Comp Plan					118	118	742	2.4%	0	118	742	742	
421	SR 267/Bloxham Cutoff	US 98	SR 363	PD	E	Wakulla Comp Plan	860	9	43	946	69	118	742		0				
500	Lower Bridge Road	US 319	Spring Creek Highway		E	Wakulla Comp Plan					178	178	592	2.4%	0	178	592	592	
501	Lower Bridge Road	Spring Creek Highway	US 319	PD	E	Wakulla Comp Plan	770	8	39	847	145	178	592		0				
510	Lower Bridge Road	Spring Creek Highway	US 98		E	Wakulla Comp Plan					22	57	713	2.4%	0	57	713	713	
511	Lower Bridge Road	US 98	Spring Creek Highway	PD	E	Wakulla Comp Plan	770	8	39	847	57	57	713		0				
600	Spring Creek Highway	US 98	Lower Bridge Road		E	Wakulla Comp Plan					114	165	605	2.4%	0	165	605	605	
601	Spring Creek Highway	Lower Bridge Road	US 98	PD	E	Wakulla Comp Plan	770	8	39	847	165	165	605		0				
610	Spring Creek Highway	Lower Bridge Road	Shadeville Road		E	Wakulla Comp Plan					182	222	548	2.4%	0	222	548	548	
611	Spring Creek Highway	Shadeville Road	Lower Bridge Road	PD	E	Wakulla Comp Plan	770	8	39	847	222	222	548		0				
620	Spring Creek Highway	Shadeville Road	SR 267		E	Wakulla Comp Plan					126	174	596	2.4%	0	174	596	596	
621	Spring Creek Highway	SR 267	Shadeville Road	PD	E	Wakulla Comp Plan	770	8	39	847	174	174	596		0				
700	East Ivan Road	US 319	Wakulla Arran Road		E	Wakulla Comp Plan					86	86	684	2.4%	0	86	684	684	
701	East Ivan Road	Wakulla Arran Road	US 319	PD	E	Wakulla Comp Plan	770	8	39	847	71	86	684		0				
800	Wakulla Arran Road	Magnolia Ridge	US 319		E	Wakulla Comp Plan					129	129	641	2.4%	0	129	641	641	
801	Wakulla Arran Road	US 319	Magnolia Ridge	PD	E	Wakulla Comp Plan	770	8	39	847	108	129	641		0				
810	Wakulla Arran Road	US 319	Spring Creek Highway		E	Wakulla Comp Plan					94	94	676	2.4%	0	94	676	676	
811	Wakulla Arran Road	Spring Creek Highway	US 319	PD	E	Wakulla Comp Plan	770	8	39	847	89	94	676		0				
900	Rehwickle Road	US 98	Lower Bridge Road		E	Wakulla Comp Plan					49	82	688	2.4%	0	82	688	688	
901	Rehwickle Road	Lower Bridge Road	US 98	PD	E	Wakulla Comp Plan	770	8	39	847	82	82	688		0				
1000	SR 61/CR 61/Shadeville Road	US 319	Spring Creek Highway		E	Wakulla Comp Plan					169	169	1,241	2.4%	0	169	1,241	1,241	
1001	SR 61/CR 61/Shadeville Road	Spring Creek Highway	US 319	PD	E	Wakulla Comp Plan	1,410	14	71	1551	138	169	1,241		0				
1010	SR 61/CR 61/Shadeville Road	Spring Creek Highway	Wakulla Springs Road		E	Wakulla Comp Plan					217	217	1,193	2.4%	0	217	1,193	1,193	
1011	SR 61/CR 61/Shadeville Road	Wakulla Springs Road	Spring Creek Highway	PD	E	Wakulla Comp Plan	1,410	14	71	1551	178	217	1,193		0				
1020	SR 61/CR 61/Shadeville Road	Wakulla Springs Road	SR 267		E	Wakulla Comp Plan					201	201	659	2.4%	0	201	659	659	
1021	SR 61/CR 61/Shadeville Road	SR 267	Wakulla Springs Road	PD	E	Wakulla Comp Plan	860	9	43	946	164	201	659		0				
1100	SR 61/CR 61/Shadeville Road	SR 267	Leon County Line		E	Wakulla Comp Plan					134	214	556	2.4%	0	214	556	556	
1101	SR 61/CR 61/Shadeville Road	Leon County Line	SR 267	PD	E	Wakulla Comp Plan	770	8	39	847	214	214	556		0				
1100	Springhill Road	SR 267	Leon County Line		E	Wakulla Comp Plan					232	232	538	2.4%	0	232	538	538	
1101	Springhill Road	Leon County Line	SR 267	PD	E	Wakulla Comp Plan	770	8	39	847	190	232	538		0				
1200	Trice Lane	Shadeville Road	US 319		E	Wakulla Comp Plan					155	263	507	2.4%	0	263	507	507	
1201	Trice Lane	US 319	Shadeville Road	PD	E	Wakulla Comp Plan	770	8	39	847									

V. ANALYSIS OF EXISTING DEFICIENCIES

The existing available capacity on each roadway segment in the PM peak hour peak direction is also provided in Table 1. Currently, the traffic volumes on the roadway segments are below the maximum service volume in the PM peak hour peak direction at the adopted LOS standard and therefore they have remaining available capacity.

Additionally, Rule 9J-5, F.A.C., requires the examination of accident frequency data, where available. In Wakulla County, based on data provided from the County Road Department, some roads have a moderately high accident frequency. These areas include:

- 1) Intersection of S.R. 267 and 11.5.319 (north Crawfordville);
- 2) Intersection of U.S. 98 and U.S. 319 (Medart);
- 3) Intersection of CS. 61 and S.R. 363 (Wakulla Station);
- 4) Intersection of U.S. 98 and S.R. 363 (St. Marks), and
- 5) Intersection of C.R. 61 and U.s. 319 (Crawfordville).

The above listed high accident frequency locations were examined to determine what improvements, if any, would alleviate the accident hazards. The improvements necessary to alleviate these hazards include adding warning signals, improved road maintenance and the addition of speed bumps at intersections. All these improvements are small in scale but may greatly improve safety at these intersections.

VI. ANALYSIS OF PROJECTED NEEDS

Future Year Conditions

In order to determine future year conditions for each of these roadway segments, an annual growth factor was applied. This growth was determined by obtaining historical count data from FDOT Historical AADT Reports from the 2006 Florida Traffic Information (FTI) DVD for select locations within the County over a five (5) year time period from year 2002 through year 2006. The analysis demonstrated that growth varies throughout the County ranged between 2.0% and 3.4%. The average volumetric change, based upon the historical annual growth, is to be applied annually to each roadway segment to determine the estimated PM peak hour traffic volume for a specified future year. Each roadway segment was analyzed to determine if traffic volumes in the PM peak hour would be greater than the maximum service volumes at the adopted LOS standard "E".

2017

It is estimated that in year 2017 (see Table 2), traffic volumes on four of the study area roadway segments in Wakulla County will be greater than the maximum service volumes in the PM peak direction at the adopted LOS standard. The following segments are expected to experience traffic volumes greater than the service volume at the adopted level of service standard:

- US 319 from the County line to SR 267/Bloxham Cutoff. As shown in Table 2, the PM peak hour traffic volume on this segment is expected to exceed the maximum service volume by 36 trips.

- US 319 from SR 267/Bloxham Cutoff to East Ivan Road. As shown in Table 2, the PM peak hour traffic volume on this segment is expected to exceed the maximum service volume by 415 trips.
- Us 319 from East Ivan Road to Wakulla-Arran Road. As shown in Table 2, the PM peak hour traffic volume on this segment is expected to exceed the maximum service volume by 58 trips.
- US 319 from Wakulla-Arran Road to Shadeville Road. As shown in Table 2, the PM peak hour traffic volume on this segment is expected to exceed the maximum service volume by 58 trips.

Table 1
Existing Conditions
Concurrency Management System
Wakulla County

Link #	Road	From	To	PD	LOS Standard	Source of LOS Standard	Maximum Service Volume at Adopted LOS Standard ¹	1% Capacity	5% Capacity	110% Capacity	Existing Peak Hour Dir Volume	Existing PH PD Volume 2007	Existing Available Capacity 2007	Growth Rate	Growth 2007	Total PH PD Trips	Available Capacity	Max # Trips Added & Meet Concurrency	Committed Improvements
100	US 319/Crawfordville Highway	Franklin County Line	S. Sopchoppy City Limits		E	Wakulla Comp Plan					114			2.4%					
101	US 319/Crawfordville Highway	Franklin County Line	S. Sopchoppy City Limits	PD	E	Wakulla Comp Plan	1,470	15	74	1617	139	139	1,331		0	139	1,331	1,331	
110	US 319/Crawfordville Highway	S. Sopchoppy City Limits	E. Sopchoppy City Limits		C	Wakulla Comp Plan					168			2.4%					
111	US 319/Crawfordville Highway	E. Sopchoppy City Limits	S. Sopchoppy City Limits	PD	C	Wakulla Comp Plan	810	8	41	891	193	193	617		0	193	617	617	
120	US 319/Crawfordville Highway	E. Sopchoppy City Limits	W. US 98		E	Wakulla Comp Plan					176			2.4%					
121	US 319/Crawfordville Highway	W. US 98	E. Sopchoppy City Limits	PD	E	Wakulla Comp Plan	1,470	15	74	1617	214	214	1,256		0	214	1,256	1,256	
130	US 319/Crawfordville Highway	E. US 98	Harvey Mill Road		E	Wakulla Comp Plan					334			2.0%					
131	US 319/Crawfordville Highway	Harvey Mill Road	E. US 98	PD	E	Wakulla Comp Plan	1,470	15	74	1617	586	586	884		0	586	884	884	
140	US 319/Crawfordville Highway	Harvey Mill Road	Shadeville Road		E	Wakulla Comp Plan					427			2.0%					
141	US 319/Crawfordville Highway	Shadeville Road	Harvey Mill Road	PD	E	Wakulla Comp Plan	1,410	14	71	1551	616	616	794		0	616	794	794	
150	US 319/Crawfordville Highway	Shadeville Road	Wakulla Arran Road		E	Wakulla Comp Plan					610			3.7%					
151	US 319/Crawfordville Highway	Wakulla Arran Road	Shadeville Road	PD	E	Wakulla Comp Plan	1,220	12	61	1342	933	933	287		0	933	287	287	
160	US 319/Crawfordville Highway	Wakulla Arran Road	East Ivan Road		E	Wakulla Comp Plan					610			3.7%					
161	US 319/Crawfordville Highway	East Ivan Road	Wakulla Arran Road	PD	E	Wakulla Comp Plan	1,220	12	61	1342	933	933	287		0	933	287	287	
170	US 319/Crawfordville Highway	East Ivan Road	SR 267		E	Wakulla Comp Plan					504			3.7%					
171	US 319/Crawfordville Highway	SR 267	East Ivan Road	PD	E	Wakulla Comp Plan	1,250	13	63	1375	1,215	1215	35		0	1215	35	35	
180	US 319/Crawfordville Highway	SR 267	Leon County Line		E	Wakulla Comp Plan					349			3.7%					
181	US 319/Crawfordville Highway	Leon County Line	SR 267	PD	E	Wakulla Comp Plan	1,250	13	63	1375	939	939	311		0	939	311	311	
200	US 98	Franklin County Line	Bottoms Road		E	Wakulla Comp Plan					204			2.4%					
201	US 98	Bottoms Road	Franklin County Line	PD	E	Wakulla Comp Plan	1,400	14	70	1540	170	204	1,196		0	204	1,196	1,196	
210	US 98	Bottoms Road	US 319 W		E	Wakulla Comp Plan					265			2.4%					
211	US 98	US 319 W	Bottoms Road	PD	E	Wakulla Comp Plan	1,470	15	74	1617	217	265	1,205		0	265	1,205	1,205	
220	US 98	US 319 W	US 319 E		E	Wakulla Comp Plan					453			2.4%					
221	US 98	US 319 E	US 319 W	PD	E	Wakulla Comp Plan	1,400	14	70	1540	371	453	947		0	453	947	947	
230	US 98	US 319 E	Spring Creek Highway		E	Wakulla Comp Plan					158			2.4%					
231	US 98	Spring Creek Highway	US 319 E	PD	E	Wakulla Comp Plan	1,410	14	71	1551	209	209	1,201		0	209	1,201	1,201	
240	US 98	Spring Creek Highway	SR 363		E	Wakulla Comp Plan					132			2.4%					
241	US 98	SR 363	Spring Creek Highway	PD	E	Wakulla Comp Plan	1,410	14	71	1551	172	132	1,238		0	172	1,238	1,238	
250	US 98	SR 363	Jefferson County Line		E	Wakulla Comp Plan					72			2.4%					
251	US 98	Jefferson County Line	SR 363	PD	E	Wakulla Comp Plan	1,410	14	71	1551	76	76	1,334		0	76	1,334	1,334	
300	SR 363/Woodville Highway	St. Marks	US 98		E	Wakulla Comp Plan					256			2.4%					
301	SR 363/Woodville Highway	US 98	St. Marks	PD	E	Wakulla Comp Plan	1,400	14	70	1540	451	451	949		0	451	949	949	
310	SR 363/Woodville Highway	US 98	SR 267		E	Wakulla Comp Plan					174			2.0%					
311	SR 363/Woodville Highway	SR 267	US 98	PD	E	Wakulla Comp Plan	860	9	43	946	152	174	686		0	174	686	686	
320	SR 363/Woodville Highway	SR 267	Leon County Line		E	Wakulla Comp Plan					214			3.5%					
321	SR 363/Woodville Highway	Leon County Line	SR 267	PD	E	Wakulla Comp Plan	860	9	43	946	554	554	306		0	554	306	306	
400	SR 267/Bloham Cutoff	Leon County Line	US 319		E	Wakulla Comp Plan					166			2.4%					
401	SR 267/Bloham Cutoff	US 319	Leon County Line	PD	E	Wakulla Comp Plan	1,410	14	71	1551	413	413	997		0	413	997	997	
410	SR 267/Bloham Cutoff	US 319	SR 363		E	Wakulla Comp Plan					117			2.4%					
411	SR 267/Bloham Cutoff	SR 363	US 319	PD	E	Wakulla Comp Plan	860	9	43	946	198	198	662		0	198	662	662	
420	SR 267/Bloham Cutoff	SR 363	US 98		E	Wakulla Comp Plan					118			2.4%					
421	SR 267/Bloham Cutoff	US 98	SR 363	PD	E	Wakulla Comp Plan	860	9	43	946	69	118	742		0	118	742	742	
500	Lower Bridge Road	US 319	Spring Creek Highway		E	Wakulla Comp Plan					178			2.4%					
501	Lower Bridge Road	Spring Creek Highway	US 319	PD	E	Wakulla Comp Plan	770	8	39	847	145	178	592		0	178	592	592	
510	Lower Bridge Road	Spring Creek Highway	US 98		E	Wakulla Comp Plan					22			2.4%					
511	Lower Bridge Road	US 98	Spring Creek Highway	PD	E	Wakulla Comp Plan	770	8	39	847	57	22	713		0	57	713	713	
600	Spring Creek Highway	US 98	Lower Bridge Road		E	Wakulla Comp Plan					114			2.4%					
601	Spring Creek Highway	Lower Bridge Road	US 98	PD	E	Wakulla Comp Plan	770	8	39	847	165	165	605		0	165	605	605	
610	Spring Creek Highway	Lower Bridge Road	Shadeville Road		E	Wakulla Comp Plan					182			2.4%					
611	Spring Creek Highway	Shadeville Road	Lower Bridge Road	PD	E	Wakulla Comp Plan	770	8	39	847	222	182	548		0	222	548	548	
620	Spring Creek Highway	Shadeville Road	SR 267		E	Wakulla Comp Plan					126			2.4%					
621	Spring Creek Highway	SR 267	Shadeville Road	PD	E	Wakulla Comp Plan	770	8	39	847	174	126	596		0	174	596	596	
700	East Ivan Road	Wakulla Arran Road	US 319		E	Wakulla Comp Plan					86			2.4%					
701	East Ivan Road	US 319	Wakulla Arran Road	PD	E	Wakulla Comp Plan	770	8	39	847	71	86	684		0	86	684	684	
800	Wakulla Arran Road	Magnolia Ridge	US 319		E	Wakulla Comp Plan					129			2.4%					
801	Wakulla Arran Road	US 319	Magnolia Ridge	PD	E	Wakulla Comp Plan	770	8	39	847	108	129	641		0	129	641	641	
810	Wakulla Arran Road	US 319	Spring Creek Highway		E	Wakulla Comp Plan					94			2.4%					
811	Wakulla Arran Road	Spring Creek Highway	US 319	PD	E	Wakulla Comp Plan	770	8	39	847	89	94	676		0	94	676	676	
900	Rehinkle Road	US 98	Lower Bridge Road		E	Wakulla Comp Plan					49			2.4%					
901	Rehinkle Road	Lower Bridge Road	US 98	PD	E	Wakulla Comp Plan	770	8	39	847	82	49	688		0	82	688	688	
1000	SR 61/CR 61/Shadeville Road	US 319	Spring Creek Highway		E	Wakulla Comp Plan					169			2.4%					
1001	SR 61/CR 61/Shadeville Road	Spring Creek Highway	US 319	PD	E	Wakulla Comp Plan	1,410	14	71	1551	138	169	1,241		0	169	1,241	1,241	
1010	SR 61/CR 61/Shadeville Road	Spring Creek Highway	Wakulla Springs Road		E	Wakulla Comp Plan					217			2.4%					
1011	SR 61/CR 61/Shadeville Road	Wakulla Springs Road	Spring Creek Highway	PD	E	Wakulla Comp Plan	1,410	14	71	1551	178	217	1,193		0	217	1,193	1,193	
1020	SR 61/CR 61/Shadeville Road	Wakulla Springs Road	SR 267		E	Wakulla Comp Plan					201			2.4%					
1021	SR 61/CR 61/Shadeville Road	SR 267	Wakulla Springs Road	PD	E	Wakulla Comp Plan	860	9	43	946	164	201	659		0	201	659	659	
1100	SR 61/CR 61/Shadeville Road	SR 267	Leon County Line		E	Wakulla Comp Plan					134			2.4%					
1101	SR 61/CR 61/Shadeville Road	Leon County Line	SR 267	PD	E	Wakulla Comp Plan	770	8	39	847	214	134	556		0	214	556	556	
1100	Springhill Road	SR 267	Leon County Line		E	Wakulla Comp Plan					232			2.4%					
1101	Springhill Road	Leon County Line	SR 267	PD	E	Wakulla Comp Plan	770	8	39	847	190	232	538		0	232	538	538	
1200	Trice Lane	Shadeville Road	US 319		E	Wakulla Comp Plan					155			2.4%					
1201	Trice Lane	US 319	Shadeville Road	PD	E	Wakulla Comp Plan	770	8	39	847	263	155	507		0	263	507	507	
1400	Arran Road	Wakulla Arran Road	US 319		E	Wakulla Comp Plan					211			2.4%					
1401	Arran Road	US 319	Wakulla Arran Road	PD	E	Wakulla Comp Plan	770	8	39	847	172	211	559		0	211	559	559	

VII. ISSUES AND OPPORTUNITIES

The construction of roadway improvements and maintenance is by far the county's largest fiscal challenge.

Although the cost is high, it is cheaper in the long run to pave roads in higher density areas rather than to continually regrade dirt roads every several weeks.

There are many options for gaining revenue for these projects. User taxes have traditionally included motor fuel taxes, motor vehicle license fees, and non-user taxes such as general obligation bonds. Additionally, developers are responsible for paving all roads within proposed subdivisions.

An increasingly popular option for local governments is the concept of impact fees. This is particularly true in rapidly growing areas where new development requires public facilities improvements that exceed the current financial capability of local government. A growing number of local governments in Florida are adopting transportation impact fees to allocate part of the cost of growth to new development. A fundamental requirement is that the fee must be related to the specific impacts of development, and must be expended to benefit the specific development. The funding mechanisms and funding sources are described in greater detail in the Capital Improvements Element of this Plan.

Development trends in Leon County and the City of Tallahassee show a shift from growth and development in the Northeast part of the County to the Southeast part of the County, closer to the Leon County Wakulla County boundary. This shift will likely have significant implications for Wakulla County roadway infrastructure.

VIII. ADOPTED LEVEL OF SERVICE STANDARDS

As development in the City of Tallahassee and in Leon County becomes more focused in the Southeast portion of the County, available capacity on Wakulla County roadways will be consumed to serve that development. The existing adopted LOS standard E does not adequately exact mitigation funds to be paid to Wakulla County from Leon County developments, despite the reduced capacity on the roadways within Wakulla County. Examples of this are the Southwood DRI and the Southside DRI, where little to no mitigation has been paid to Wakulla County. This issue could be addressed by changing the adopted LOS standards for roadways within Wakulla County to more stringent levels.

Additionally, the adopted LOS standard of E has the potential to promote sprawl and inefficient land use patterns by not focusing development in more urban and commercial areas, but allows low density development throughout the County. This development pattern is not consistent with the aims of Florida House Bill 697. House Bill 697 requires Transportation Elements to incorporate transportation strategies to reduce greenhouse gas emissions. Wakulla County can address the new requirements through changes to the adopted LOS standards. Changes to LOS standards should take into consideration these new requirements while simultaneously promoting growth and development in appropriate locations through incentives for compact mixed-use development and redevelopment. Crawfordville is the best location to promote this type of development due to the existing infrastructure and the ability to connect infrastructure into a smaller area.

At the direction of the Wakulla Board of County Commission, an analysis of the implications of changing the adopted level of service standards in Wakulla County was completed. It was the desire of the County to provide a higher

quality level of service on the roadway system in Wakulla County. The findings of this analysis are documented below. To support growth within the Crawfordville area of the County, LOS E will remain in effect. For transitioning roads that are to the south of Crawfordville from Harvey Mill Road to US 98, LOS D will be adopted. Due to the current commuting patterns to and from Leon County, The area to the north of Crawfordville will remain LOS E. For minor local roads in Crawfordville, LOS D will be adopted although it is generally not anticipated that these roads will ever reach that LOS due to the fact they normally only carry local (not through) traffic. All other roads in the County are adopted LOS C.

Wakulla County			
Transportation Level of Service (LOS) Considerations			
LOS Existing/To			
	Crawfordville	Transitioning	Outside Crawfordville
State Highways	E/E	E/D	E/C
County Roads	E/E	E/D	E/C
Minor Local Roads	E/D	E/D	E/C

The following table lists the implications of these new adopted LOS standards. The column labeled “Total Peak Hour Peak Direction Trips” lists all existing and approved trips on roadways in the County CMS. As depicted in this table, no roadways will be over capacity as a result of the new adopted LOS standards. The CMS will be updated in the spring of 2010 using traffic count data available from the Regional Planning Council and FDOT.

**WAKULLA COUNTY
LEVEL-OF-SERVICE COMPARISON**

Roadway		Area	State	Arterial	Roadway		Total	Level of	Level of	Proposed	Service	2009	2009	
From	To	Type	Roadway	Class.	Class.	Lanes	Peak Hour Peak Direction Trips	Service Standard Source	Service Standard	Level of Service Standard	Volume Source	Service Volume	Proposed Service Volume	Remaining Available Capacity
<u>US 319/Crawfordville Highway</u>														
Franklin County Line	S. Sopchoppy City Limits	RU	Y	UF	RU-UF	2	139	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,470	430	291
S. Sopchoppy City Limits	E. Sopchoppy City Limits	RD	Y	UF	RD-UF	2	193	Wakulla Comp Plan	C	C	FDOT 2002 Q/LOS	810	780	587
E. Sopchoppy City Limits	W. US 98	RU	Y	UF	RU-UF	2	214	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,470	430	216
E. US 98	Harvey Mill Road	RU	Y	UF	RU-UF	2	586	Wakulla Comp Plan	E	D	FDOT 2002 Q/LOS	1,470	740	154
Harvey Mill Road	Shadeville Road	T	Y	UF	T-UF	2	616	Wakulla Comp Plan	E	E	FDOT 2002 Q/LOS	1,410	1,420	804
Shadeville Road	Wakulla Arran Road	T	Y	IF	T-IF	2	933	Wakulla Comp Plan	E	E	FDOT 2002 Q/LOS	1,220	1,220	287
Wakulla Arran Road	East Ivan Road	T	Y	IF	T-IF	2	933	Wakulla Comp Plan	E	E	FDOT 2002 Q/LOS	1,220	1,220	287
East Ivan Road	SR 267	T	Y	UF	T-UF	2	1,215	Wakulla Comp Plan	E	E	FDOT 2002 Q/LOS	1,250	1,250	35
SR 267	Leon County Line	T	Y	IF	T-IF	2	939	Wakulla Comp Plan	E	E	FDOT 2002 Q/LOS	1,250	1,250	311
<u>US 98</u>														
Franklin County Line	Bottoms Road	RD	Y	UF	RD-UF	2	204	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,400	780	576
Bottoms Road	US 319 W	RU	Y	UF	RU-UF	2	265	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,470	780	515
US 319 W	US 319 E	RD	Y	UF	RD-UF	2	453	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,400	780	327
US 319 E	Spring Creek Highway	T	Y	UF	T-UF	2	209	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,410	800	591
Spring Creek Highway	SR 363	T	Y	IF	T-IF	2	172	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,410	750	578
SR 363	Jefferson County Line	T	Y	IF	T-IF	2	76	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,410	750	674
<u>SR 363/Woodville Highway</u>														
St. Marks	US 98	RD	Y	UF	RD-UF	2	451	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,400	780	329
US 98	SR 267	T	Y	IF	T-IF	2	174	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	860	750	576
SR 267	Leon County Line	T	Y	IF	T-IF	2	796	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	860	940	144
<u>SR 267/Bloxham Cutoff</u>														
Leon County Line	US 319	T	Y	UF	T-UF	2	413	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,410	800	387
US 319	SR 363	T	Y	IF	T-IF	2	198	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	860	750	552
SR 363	US 98	T	Y	IF	T-IF	2	118	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	860	750	632
<u>Lower Bridge Road</u>														
US 319	Spring Creek Highway	T	N	NS	T-NS	2	178	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	675	497
Spring Creek Highway	US 98	T	N	NS	T-NS	2	57	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	800	743
<u>Spring Creek Highway</u>														
US 98	Lower Bridge Road	T	N	NS	T-NS	2	165	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	800	635
Lower Bridge Road	Shadeville Road	T	N	NS	T-NS	2	222	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	800	578
Shadeville Road	SR 267	T	N	NS	T-NS	2	174	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	800	626
<u>East Ivan Road</u>														
Wakulla Arran Road	US 319	T	N	NS	T-NS	2	86	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	800	714
<u>Wakulla-Arran Road</u>														
Magnolia Ridge	US 319	T	N	NS	T-NS	2	129	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	675	546
US 319	Spring Creek Highway	T	N	NS	T-NS	2	94	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	675	581
<u>Rehwinkle Road</u>														
US 98	Lower Bridge Road	T	N	NS	T-NS	2	82	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	800	718
<u>SR 61/CR 61/Shadeville Road</u>														
US 319	Spring Creek Highway	T	Y	UF	T-UF	2	169	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,410	800	631
Spring Creek Highway	Wakulla Springs Road	T	Y	UF	T-UF	2	217	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	1,410	800	583
Wakulla Springs Road	SR 267	T	Y	IF	T-IF	2	201	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	860	750	549
SR 267	Leon County Line	T	Y	NS	T-NS	2	214	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	800	586
<u>Springhill Road</u>														
SR 267	Leon County Line	T	N	NS	T-NS	2	232	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	800	568
<u>Trice Lane</u>														
Shadeville Road	US 319	T	N	NS	T-NS	2	263	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	800	537
<u>Arran Road</u>														
Wakulla Arran Road	US 319	T	N	NS	T-NS	2	211	Wakulla Comp Plan	E	C	FDOT 2002 Q/LOS	770	800	589