

## GOALS, OBJECTIVES AND POLICIES

### TRANSPORTATION ELEMENT

**Goal:** To maintain and enhance the quality of life in Wakulla County by providing a safe, convenient and efficient motorized and non-motorized transportation system that serves all residents and visitors to the county.

**Objective 1:** Monitor existing and future roadway deficiencies through the existing Concurrency Management System and the development review process to ensure that roadway capacities are available to concurrently handle the demand development generates.

**Policy 1.1:** The County hereby adopts Level of Service Standards (LOS) as defined by the Florida Department of Transportation (FDOT) for those roadway facilities designated as roadways on the State Intrastate Highway System.

**Policy 1.2:** The County hereby adopts peak hour directional LOS "E" standard for County owned roads within the Crawfordville Overlay boundary, LOS D for County owned roads one link beyond the Crawfordville Overlay boundary, and LOS "C" for all other County owned roads. The County hereby adopts peak hour directional LOS "E" standard for all State owned roads located within the Crawfordville Overlay boundary or from Harvey Mill Road north to the Leon County Line, LOS "D" for State owned roads one link beyond the Crawfordville Overlay boundary from Harvey Mill Road south to US 98, and LOS "C" for all other State owned roads except those on the State Intrastate Highway System or unless specifically identified for other Special Overlay Districts. The County hereby adopts peak hour directional LOS "D" standard for minor local roads within the Crawfordville Overlay boundary, LOS D for minor local roads one link beyond the Crawfordville Overlay boundary, and LOS "C" for all other minor local roads. Roadway links are significantly impacted if the net new external PM peak hour project trips in the peak direction are five percent (5%) or more of the service volume (PM peak hour, peak direction) at the adopted level of service (LOS) standard.

**Policy 1.3:** Beginning with the development of the first priority ranking for roads after the adoption of this plan, proposed roadway projects shall be evaluated and ranked in order of priority according to the following considerations:

- (1) Whether the project is needed to protect public health and safety and preserve or to achieve full use of existing transportation facilities;
- (2) Whether cost and daily usage studies indicate that paving and maintenance for a road or road segment is cost effective over a 20-year period compared to maintaining the road in an unpaved condition;
- (3) Whether paving or widening a paved road would provide an alternate travel route which will provide a greater incentive for use or in-fill development in a designated urban service area;
- (4) Whether the project represents a logical extension of facilities and services within a designated service area;
- (5) Whether paving or widening an existing road is consistent with the County's concurrency management plan; and,

- (6) Improvement of existing roads will receive a higher priority than the construction of new roads.

**Policy 1.4:** The County shall seek grant funding to supplement existing sources of revenue for the purpose of improving local streets, bicycle facilities and sidewalks.

**Policy 1.5:** The County shall maintain a Transportation Demand Management (TDM) program. The TDM program shall be updated every 5 years and, at a minimum, consider the following:

1. Parking management provisions, including parking areas and preferential parking for vanpooling purposes;
2. Mandatory display of transit and current ridesharing information in all public gathering areas, in employment centers, and in commercial areas;
3. Work hour adjustments such as: compressed work weeks; staggered work hours involving a shift in the work hours or employees; and flexible work hours involving individually determined work hours within guidelines established by the employer;
4. Facilitation of increase in non-automotive transit services and implementation of a shuttle service;
5. Establishment of a program to help coordinate ride sharing, transit information and use, flex time, telecommuting, and traffic condition reporting;
6. County promotion of the use of non-automotive transit service through fare discounts as applicable;
7. Required consideration of dedicated easements and improved pathways for use by bicyclists and pedestrians in all development plans in the Sustainable Community land use category; and
8. Identification of methods to implement the TDM program.

The County shall submit a copy of the five year updates of the TDM program to the Capital Regional Transportation Planning Agency (CRTPA) within 30 days of completion.

(Ord. No. 2005-01, 1-3-05; Ord. No. 2005-59, 11-7-09)

**Policy 1.6:** The County shall complete annual updates of its Transportation Concurrency Management System. At the time of each update, the County shall assess the overall condition of its transportation system to determine if short-term and long-term transportation improvements are needed. For State Roads, the County shall coordinate with the FDOT. The County shall report the findings from the update for public review.

**Policy 1.7:** The County shall require Proportionate Fair-Share payments for new developments consistent with Florida Statutes where roadways are over capacity using the generally accepted methodology as outlined in the Land Development Code.

**Objective 2:** Formally identify right-of-way needs for transportation facilities and maintain a priority schedule for acquisition or reservation and include provisions to protect identified future right-of-ways from building

encroachment.

**Policy 2.1:** The County herein adopts minimum right-of-way requirements for new roadways containing the following provisions as described in the table below. The minimum widths may be increased to allow sufficient width for drainage facilities, utilities, sidewalks, on-street designated bicycle lanes, bicycle paths, or other appurtenances within the right-of-way.

Minimum Right-of-Way Widths				
Roadway Classification	Curb and Gutter		Swale Section	
	2-Lane	4-Lane	2-Lane	4-Lane
Arterial Roadways	80 feet	130 feet	100 feet	150 feet
Collector Roadway	60 feet	100 feet	80 feet	130 feet
Local Roads	50 feet*	N/A	60 feet*	N/A

\*Right-of-way widths for local roads with curb and gutter may be reduced to 40 feet only through the Planned Unit Development (PUD) process defined in the Wakulla County Land Development Code or in accordance with the requirements defined in Transportation Element Policy 2.1(5). Right-of-way widths for local roads with swale sections may only be reduced to 40 feet in accordance with the requirements defined in Transportation Element Policy 2.1(5).

- (4) Clearing requirements within the designated rights-of-way shall consider the protection of mature trees, wetlands and other natural resources.
- (5) The reduction of the minimum right-of-way to 40 feet for swale section roadways may only apply to circumstances that involve improvement or an extension of an existing roadway when environmental, legal or physical constraints exist that prevent the expansion of such right-of-way to the minimum width so long as public safety is not jeopardized.

**Policy 2.2:** The County shall provide for mandatory dedication of rights-of-way as a condition of plat, site plan, or development order approval for acquiring necessary rights-of-way. The amount of right-of-way required to be dedicated shall be shown by an engineering study and/or design to be necessary for the planned improvements and shall be roughly proportionate to the transportation impacts to be generated by the proposed project unless the land owner is to be compensated for any additional dedication.

**Policy 2.3:** The following minimum requirements shall apply to all public and private roads.

- (1) All roads shall have a minimum right-of-way width as described in Policy 2.1. Such right-of-way may not be in the form of an easement over any platted (or otherwise defined) individual lot.
- (2) Private roads shall meet all standards for public roads, including horizontal and vertical alignment (curves and grade), drainage, etc., but not including paving where average lot sizes are ten (10) acres or greater in size.
- (3) Private roads shall be conveyed to an owners association for maintenance. The owners association shall consist of owners of all properties benefiting from the road and shall be funded

from assessments on such properties. No owners association may be disbanded or property conveyed except for improvements of roads to County standards and dedication to the County.

**Objective 3:** Projected transportation system through the year 2020 will be met by undertaking the following projects:

**A - FIVE-YEAR RESURFACING PLAN**

**B - FIVE-YEAR PAVING PLAN**

- (5) Sopchoppy River Estates Road (all).

**C - TEN-YEAR PAVING PLAN**

- (2) Forest Road (River Estates Road to Arran Road).

**Policy 3.1:** The County shall review all proposed development for consistency with Policy 1.3 and impacts upon Levels of Service.

**Policy 3.2:** The County shall assess new development an equitable pro-rata share of the costs to provide roadway improvements to serve the development by including such provisions in the County's impact fee ordinance.

**Policy 3.3:** The County shall revise its Land Development Codes to ensure that no development order or permit for development will be issued unless transportation levels of service are met concurrent with the demands created by the subject development.

**Policy 3.4:** The County shall adopt into its Land Development Codes, access standards for all arterial and collector roadways, with the exception of US 319, consistent with FDOT standards for access management.

**Policy 3.5:** The Land Development Codes will be revised to establish special access and access management standards for US 319. These shall include, but are not limited to, extra setbacks for development along this roadway, restrictions on allowing required improvements (such as required parking and drainage facilities) in the road setback areas, prohibition of direct access from parking spaces onto the roadway, and limitations on the spacing and width of access points.

**Policy 3.6:** The County will promote access control and access management strategies that improve safety and that enhance the character of transportation corridors and gateways by promoting shared access, consolidated signage, and preserving green space for landscaping. Access strategies shall include, but not be limited to: minimum access spacing, medians, shared access, interconnections and cross access, acceleration and deceleration lanes, right in and right out limited access, and access via frontage and/or service roads.

**Objective 4:** Motorized vehicle, non-motorized vehicle and pedestrian travel will be regulated, and public transportation will be encouraged.

**Policy 4.1:** The County shall revise its Land Development Codes to establish standards for off-street parking for new development on arterial and collector roads.

**Policy 4.2:** Planned unit developments shall provide for bicycle and pedestrian traffic needs consistent with the recreation element of this plan.

**Policy 4.3:** The County shall coordinate with the FDOT to widen state roads for the accommodation of bicycle traffic needs.

**Policy 4.4:** The County shall develop a county-wide bicycle and pedestrian facilities master plan by 2012.

**Policy 4.5:** The County shall continue to seek grant funds to provide transportation to the disadvantaged.

**Objective 5:** Coordinate the County's transportation planning, the future land uses shown on the Future Land Use Map Series of this plan, the Florida Department of Transportation Five-Year Work Program, Capital Regional Transportation Planning Agency Long-Range Transportation Plan, and plans of neighboring jurisdictions, as set forth in the following policies.

**Policy 5.1:** The County Planning Department shall review at least annually subsequent versions of the Florida Department of Transportation's Five-Year Work Program, in order to amend this element, as required.

**Policy 5.2:** The County shall review at least annually for compatibility with this element, the transportation plans and programs of the neighboring counties as they are amended in the future.

**Policy 5.3:** All proposed amendments to this Transportation Element shall include supporting data and analysis.

**Policy 5.4:** The County shall designate and mark roads of historical interest.

**Policy 5.5:** The County shall coordinate with the CRTPA and the Florida Department of Transportation to analyze the existing and proposed roadway networks using existing and proposed future land use patterns to determine more precise projections of impacts on level of service. The County will also seek to use the model to test major land development proposals or land use map amendments to determine impacts on projected levels of service.

**Policy 5.6:** The County will support the efforts of the Big Bend Scenic Byway (BBSB) by providing letters of support or adopting resolutions so that the Corridor Management Entity can apply for grants to support the implementation of the BBSB Corridor Management Plan.

**Objective 6:** To provide a safe, convenient and efficient motorized and non-motorized transportation system by taking the following actions.

**Policy 6.1:** The County will propose an annual (or more frequent) review of accident and safety information with the Wakulla County Sheriff's Department in order to assist in setting priorities for transportation facility improvements.

**Policy 6.2:** The County will propose an annual review of the FDOT Work Program to avoid inconsistent and/or duplicative activities. Similar review will be proposed for coordination between the County and cities located within the County.

**Policy 6.3:** The County will provide a method for agencies, organizations and individuals having interests in the transportation system to propose activities for funding by the County and/or other sources, which activities benefit motorized or non-motorized transportation.

**Objective 7:** Reduce greenhouse gas emissions from the transportation sector.

**Policy 7.1:** The County shall plan future transportation system changes to address the following:

- 1) Identification of Transit Corridors
- 2) Interconnectivity between land uses
- 3) Integrated multi-modal transportation facilities
- 4) Linkages between neighborhoods, activity centers, and transit

**Policy 7.2:** The County shall improve bicycle and pedestrian transportation through the development of a bicycle and pedestrian facilities master plan and through modifications to the Land Development Code.