

GOALS, ~~OBJECTIVES~~ OBJECTIVES AND POLICIES

~~TRAFFIC~~ TRANSPORTATION^[aw1] 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 ~~shall be available for~~ all residents and visitors to the county. ~~The intent of the objectives and policies in the element include a means to assess the adequacy of the plan in regulating land uses and development and to provide the county with guidance in the creation of standards and guidelines to meet identified needs.~~

Objective 1: Monitor eExisting and future roadway deficiencies ~~will be corrected and monitored~~ through the existing Concurrency Management System and the development review process ~~outlined in the Wakulla County Land Development Code~~ 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.

[aw2]

Policy 1.2:

The County hereby adopts peak hour directional ~~LOS "E"~~ ^[aw3]standard for ~~all~~ 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 and for peak hour directional LOS "E" ^[aw4]standard all State owned roads-highways located within the Crawfordville Overlay boundary, LOS "D" for State owned roads one link beyond the Crawfordville Overlay boundary, 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" ^[aw5]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. ^[aw6]^[aw7] ~~Project traffic impact shall be considered significant when its traffic impact constitutes five percent (5%) or more of the peak hour directional LOS.~~

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;

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- (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~~ ~~establish~~ a ~~Transit~~/Transportation Demand Management (TDM) program, ~~by June 30, 2006~~. The ~~proposed Transit~~/TDM program shall ~~be updated every 5 years~~^[aw8] 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 ~~Transit~~/TDM program.

The County shall submit a copy of ~~annual~~the five year updates ^[aw9] of the ~~Transit~~/TDM program ~~and each annual update~~ to the Capital Regional Transportation Planning Agency (CRTPTA) within 30 days of completion.

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

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Policy 1.6:

~~T~~By June 30, 2006, the County shall complete annual updates of its a ~~traffic~~Transportation Concurrency Management System. At the time of each update, the County shall assess the overall condition of its transportation system to determine if analysis and scheduling of appropriate short-term and long-term transportation improvements are needed. that address identified deficiencies in the Wakulla County roadway network. For State Roads, the County shall coordinate with the FDOT. ~~and~~The eCounty shall report the findings of each from the update for public review on an annual basis. No additional Future Land Use Map amendments shall be adopted within the Woodville Highway Corridor (SR 363) within Wakulla County until the analysis and scheduling is complete.

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

Policy 1.7: The County shall maintain a 12-hour out-of-county hurricane evacuation time for a eCategory 5 storm.^[aw10]

Policy 1.8: 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: ~~Right of way needs shall be F~~formally identified right-of-way needs for transportation facilities and maintain a priority schedule for acquisition or reservation ~~shall be established and .~~In addition, the land development codes shall 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 [Traffic Transportation](#)^[aw11] 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 [Traffic Transportation](#)^[aw12] 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 ~~revise its land development codes to~~^[aw13] provide for mandatory dedication of rights-of-way ~~in lieu of fees~~ as a condition of plat, site plan, or development order approval for acquiring necessary rights-of-way ~~Is this done?~~. 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 or~~ private roads.

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- (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 ~~five (5) acres up to ten (10) acres or greater in size. Where average lot sizes are five (5) acres, roads shall be paved.~~^[aw14]
- (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 ~~traffic circulation~~ transportation system through the year ~~1995-2020~~ will be met by undertaking the following projects:

A - FIVE-YEAR RESURFACING PLAN

~~(1) Mashes Sand Road (all).~~

~~(2) Surf Road (U.S. 98 to Silver Acres Subdivision).~~

~~(3) Bob Miller Road (all).~~

B - FIVE-YEAR PAVING PLAN

~~(1) Lower Bridge Road (County Road 365 to U.S. 98).~~

~~(2) Ivan Church and Raved Spears (all).~~

~~(3) Old Arran Road (U.S. 319 to Cajer Posey Road).~~

~~(4) Jack Langston Road (all).~~

(5) Sopchoppy River Estates Road (all).

C - TEN-YEAR PAVING PLAN

~~(1) Old Arran Road (Cajer Posey Road to County Road 365).~~

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

~~(3) Evergreen Acres (U.S. 319 to subdivision entrance).~~

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~~(4) Fulton Harvey Road (Arran Highway to Harvey Mill).~~

~~(5) Cajer Posey Road (County Road 61 to Lower Bridge Road^[js15]).~~

[aw16]

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 an impact fee ordinance.

Policy 3.3:

The County shall revise its ~~land~~ Land development ~~Development codes~~ 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 Land development Development codes Codes, ~~will be revised to establish~~ access standards for all arterial and collector roadways, with the exception of US 319, consistent with FDOT standards for access management with the exception of US 319.

Policy 3.5:

The ~~land~~ Land development ~~Development codes~~ 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 travels [aw17] will be regulated, and public transportation will be encouraged.

Policy 4.1:

The County shall revise its ~~land development codes~~ 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
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~~recreation~~ the recreation element of this plan.

Policy 4.3:

The County shall coordinate with the ~~Department of Transportation~~ 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. ^[aw18]

Policy 4.5:

The County shall continue to seek grant funds to provide transportation to the disadvantaged.

Objective 5: ~~C~~ ~~Traffic circulation planning will be coordinated~~ the County's traffic circulation transportation planning, with the future land uses shown on the Future Land Use Map Series of this plan, the Florida Department of Transportation Five-Year 5-Year Work Program Transportation Plan, Capital Regional Transportation Planning Agency Long-Range Transportation Plan, ^[aw19] 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~~ Transportation's Five-Year Work Program Transportation Plan, in order to amend this element, as required.

Policy 5.2:

The County shall review at least annually for compatibility with this element, the ~~traffic circulation transportation~~ ^[aw20] plans and programs of the neighboring counties as they are amended in the future.

Policy 5.3:

All proposed amendments to this ~~Traffic Circulation Transportation~~ ^[aw21] Element shall include supporting data and analysis ~~a statement of findings supporting such proposals~~ ^[js22].

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 ~~seek the assistance of the~~ Florida Department of Transportation ~~and/or the Apalachee Regional Planning Council~~ to analyze model ~~the~~ ^[js23] 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 adopted resolutions so that the Corridor Management Entity can apply for grants to support the implementation of the BBSB Corridor Management Plan.

[aw24]

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

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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 County road improvements.

Policy 6.2:-

The County will propose an annual ~~(or more frequent)~~ review of the with the District Office of the FDOT Work Program of state and County county transportation improvements to ensure coordination and 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 7.1: 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.

[aw25]

