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II

TRAFFIC CIRCULATION ELEMENT

INTRODUCTION

A traffic circulation system which provides for the safe and efficient movement of people and goods is needed to support existing and future development. The purpose of this plan element is to identify the types, locations and extent of existing and proposed major thoroughfares and transportation routes in the County and establish a framework for making policy decisions in planning for future transportation needs. The data collected for this plan element and analysis of this data, contained in the Data and Analysis document, are not part of this plan element, but serve to provide a foundation and basis for this portion of the Comprehensive Plan.

The Traffic Circulation Element is closely related to the Future Land Use Element. This is due to the inherent two-way relationship between land use and transportation. Land use patterns directly affect the demand for transportation facilities, with more intensive land uses generating more traffic and requiring greater degrees of accessibility. Conversely, the transportation network affects land use in that access provided by transportation facilities (existing or proposed) influences the use of land located adjacent to these facilities.

In addition to the Future Land Use Element, the Traffic Circulation Element is coordinated and consistent with the remaining plan elements as required by the Local Government Comprehensive Planning and Land Development Regulation Act and accompanying Chapter 9J-5, Florida Administrative Code. Further, the County's traffic circulation system does not stop at political boundaries. Therefore, coordination between other local governments is a necessary prerequisite to a functional traffic circulation system. The goal, objectives and policies of the Intergovernmental Coordination Element establish guidelines to be followed which provide for coordination between various governmental entities.

The following goal, objectives and policies of this plan element are intended to serve as the plan for traffic circulation needs. The objectives and policies herein provide a basis for addressing transportation needs within the County.

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~~References to the date October 1, 1990, as the effective date of the policies and objectives which are dependent upon the adoption of land development regulations for their implementation, assumes that the Land Development Regulations which are required by Section 163.3202, Florida Statutes, are enacted by that date. October 1, 1990 is the date by which present regulations require adoption of the Land Development Regulations. It is the intent of this Comprehensive Plan that the policies and objectives of the Plan which make reference to the adoption of Land Development Regulations shall become effective with the adoption of these regulations, unless otherwise stated.~~

TRAFFIC CIRCULATION GOAL, OBJECTIVES AND POLICIES

GOAL II - PROVIDE FOR A TRAFFIC CIRCULATION SYSTEM WHICH SERVES EXISTING AND FUTURE LAND USES.

OBJECTIVE II.1 The County shall **establish maintain** a safe, convenient and efficient level of service standard which shall be maintained for all roadways ~~to be effective with the adoption of this Comprehensive Plan.~~

Policy II.1.1 ~~Establish "C" Service Standard at peak hour as defined within the Florida Department of Transportation "Daily Service Volumes Level of Service, A-E, 1987" for each road within the unincorporated areas of the County.~~ **Establish the Service Standards as noted below at peak hour for the following roadway segments within the County as defined within the Florida Department of Transportation 2002 Quality/Level of Service Handbook.**

ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
<u>1</u>	<u>U.S. 19/98 / S.R. 30/55 from Perry Southeast City limits to Perry Southeast Urban limits</u>	<u>4D</u>	<u>Florida Intrastate Highway System</u>	<u>Urban</u>	<u>C</u>
<u>2</u>	<u>U.S. 19/98 / S.R. 30/55 from Perry Southeast Urban limits to C.R. 361</u>	<u>4D</u>	<u>Florida Intrastate Highway System</u>	<u>Rural</u>	<u>B</u>
<u>3</u>	<u>U.S. 19/98 / S.R. 30/55 from C.R. 361 to County Southeast boundary</u>	<u>4D</u>	<u>Florida Intrastate Highway System</u>	<u>Rural</u>	<u>B</u>
<u>4</u>	<u>U.S. 19/27 / S.R. 20/30 from County North boundary to C.R. 361</u>	<u>4D</u>	<u>Florida Intrastate Highway System</u>	<u>Rural</u>	<u>B</u>
<u>5</u>	<u>U.S. 19/27 / S.R. 20/30 From C.R. 361 to Perry North City limits</u>	<u>4D</u>	<u>Florida Intrastate Highway System</u>	<u>Rural</u>	<u>B</u>

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
<u>6</u>	<u>U.S. 98 / S.R. 30</u> <u>from County West boundary</u> <u>to Perry West City limits</u>	<u>2U</u>	<u>Principal Arterial</u>	<u>Rural</u>	<u>D</u>
<u>7</u>	<u>U.S. 27 / S.R. 20</u> <u>from Perry East City limits</u> <u>to Perry East Urban limits</u>	<u>4U</u>	<u>Principal Arterial</u>	<u>Urban</u>	<u>D</u>
<u>8</u>	<u>U.S. 27 / S.R. 20</u> <u>from Perry East Urban limits</u> <u>to end of 4-lane</u>	<u>4U</u>	<u>Principal Arterial</u>	<u>Rural</u>	<u>D</u>
<u>9</u>	<u>U.S. 27 / S.R. 20</u> <u>from end of 4-lane</u> <u>to County East boundary</u>	<u>2U</u>	<u>Principal Arterial</u>	<u>Rural</u>	<u>D</u>
<u>10</u>	<u>U.S. 221 / S.R. 55</u> <u>from Perry North City limits</u> <u>to C.R. 361</u>	<u>2U</u>	<u>Principal Arterial</u>	<u>Rural</u>	<u>D</u>
<u>11</u>	<u>U.S. 221 / S.R. 55</u> <u>from C.R. 361</u> <u>to C.R. 14</u>	<u>2U</u>	<u>Principal Arterial</u>	<u>Rural</u>	<u>D</u>
<u>12</u>	<u>U.S. 221 / S.R. 55</u> <u>from C.R. 14</u> <u>to County North boundary</u>	<u>2U</u>	<u>Principal Arterial</u>	<u>Rural</u>	<u>D</u>
<u>13</u>	<u>S.R. 51</u> <u>from C.R. 361</u> <u>to U.S. 19/27A/98 / S.R. 55</u>	<u>2U</u>	<u>Minor Arterial</u>	<u>Rural</u>	<u>D</u>
<u>14</u>	<u>S.R. 51</u> <u>from U.S. 19/27A/98 / S.R. 55</u> <u>to County East boundary</u>	<u>2U</u>	<u>Minor Arterial</u>	<u>Rural</u>	<u>D</u>
<u>15</u>	<u>C.R. 14</u> <u>from U.S. 19/27 / S.R. 20</u> <u>to U.S. 221 / S.R. 55</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>16</u>	<u>C.R. 14</u> <u>from U.S. 221 / S.R. 55</u> <u>to County North boundary</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>17</u>	<u>C.R. 14</u> <u>from terminus with Rose Creek Road</u> <u>to Econfina Landing</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>18</u>	<u>C.R. 361</u> <u>from U.S. 221 / S.R. 55</u> <u>to Perry North City limits</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>19</u>	<u>C.R. 361</u> <u>from U.S. 19/27 / S.R. 20</u> <u>to U.S. 221 / S.R. 55</u> <u>C.R. 361</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
<u>20</u>	<u>from U.S. 19/27 / S.R. 20 to intersection with C.R. 359</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>21</u>	<u>C.R. 356 from intersection with C.R. 359 to Perry West City limits</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>22</u>	<u>C.R. 356 from Perry East City limits to U.S. 27 / S.R. 20</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>23</u>	<u>C.R. 359 from U.S. 98 / S.R. 30 to C.R. 361A</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>24</u>	<u>C.R. 30A from C.R. 359 to C.R. 361A</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>25</u>	<u>C.R. 356 from U.S. 98 / S.R. 30 to Old Clubhouse Road</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>26</u>	<u>C.R. 361A from Perry South City limits to Spring Warrior Creek</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>27</u>	<u>C.R. 361 from U.S. 19/27A/98 / S.R. 55 to S.R. 51</u>	<u>2U</u>	<u>Major Collector</u>	<u>Rural</u>	<u>D</u>
<u>28</u>	<u>Rose Creek Road from U.S. 19/27 / S.R. 20 to terminus with C.R. 14</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>29</u>	<u>Cabbage Grove / Salt Road from Rose Creek Road to U.S. 98 / S.R. 30</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>30</u>	<u>C.R. 14 from County North boundary to Rose Creek Road</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>31</u>	<u>C.R. 359 from U.S. 19/27 / S.R. 20 to intersection with C.R. 361B</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>32</u>	<u>Wright Road from U.S. 19/27 / S.R. 20 to U.S. 221 / S.R. 55</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>33</u>	<u>C.R. 356 from C.R. 359 to C.R. 361A</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>34</u>	<u>Courtney Grade from C.R. 356</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
	<u>to C.R. 361A</u>				
<u>35</u>	<u>Puckett Road</u> <u>from C.R. 361A</u> <u>to C.R. 361A</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>36</u>	<u>Pottstill Road</u> <u>from C.R. 361A</u> <u>to C.R. 361</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>37</u>	<u>Fish Creek Road</u> <u>from U.S. 19/27A/98 / S.R. 55</u> <u>to C.R. 361</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>38</u>	<u>Salem Tower Road</u> <u>from Fish Creek Road</u> <u>to C.R. 361</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>39</u>	<u>C.R. 30</u> <u>from U.S. 19/27A/98 / S.R. 55</u> <u>to U.S. 27 / S.R. 20</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>40</u>	<u>C.R. 356A</u> <u>from U.S. 19/27A/98 / S.R. 55</u> <u>to C.R. 356</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>
<u>41</u>	<u>C.R. 356</u> <u>from C.R. 356A</u> <u>to U.S. 19/27A/98 / S.R. 55</u>	<u>2U</u>	<u>Minor Collector</u>	<u>Rural</u>	<u>D</u>

D - Divided Highway
U - Undivided Highway

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Policy II.1.2

The County's ~~land development regulations~~ shall ~~include provisions~~ **continue** to control the number and frequency of connections and access points of driveways and roads to arterial and collector roads **to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, in effect on January 1, 2003 and the following requirements for County roads.**

- 1. Permitting 1 access point for ingress and egress purposes to a single property or development;**
- 2. Permitting 2 access points if the minimum distance between the 2 access points exceeds 20 feet;**
- 3. Permitting 3 access points if the minimum distance between each access point is at least 100 feet; or**
- 4. Permitting more than 3 access points where a minimum distance of 1,000 feet is maintained between each access point.**

Policy II.1.3

The County's ~~land development regulations~~ shall require the provision of safe and convenient on-site traffic flow, which includes the provision for vehicle parking consistent ~~with proposed use,~~ **which shall be located on the same lot or parcel of land the parking is intended to serve. Each off-street parking space, with the exception of handicapped parking spaces, shall be a minimum of 10 feet by 20 feet in size. Each handicapped parking space shall be a minimum of 12 feet by 20 feet in size, plus a 5 foot wide access aisle. The County may allow the establishment of such offstreet parking facilities within 300 feet of the premises they are intended to service when the practical difficulties prevent the placing of the facilities on the same lot as the premises they are designed to serve.**

Policy II.1.4

The County's ~~land development regulations~~ shall, for any development which is required to provide a site plan or any development requiring platting, include requirements for ~~an~~ additional **10 foot** right-of-way width for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways within designated urban development areas or where appropriate, as integrated or parallel transportation facilities.

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- OBJECTIVE II.2 The County shall, ~~effective on the date of the adoption of this Comprehensive Plan,~~ **continue to** require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map **by limiting higher density and higher intensity land use locations to be adjacent to collector and arterial roads.**
- Policy II.2.1 The County shall, as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement is consistent with the direction of the Future Land Use Plan Element. Where the roadway is operated and maintained by another jurisdictional authority, the County shall notify such jurisdiction, in writing, if any identified roadway improvement plan or schedule is not consistent with the provisions of the Future Land Use Plan Element.
- OBJECTIVE II.3 The County shall, ~~effective with the adoption of this Comprehensive Plan,~~ **annually continue to** coordinate its traffic circulation planning efforts with the Florida Department of Transportation for consistency with the Department's 5-Year Transportation Plan.
- Policy II.3.1 The County shall, during the annual capital improvements budgeting and planning process, review all proposed roadway improvements for consistency with the Florida Department of Transportation's ~~most recent~~ 5-Year Transportation Plan ~~and shall coordinate its planning activities with the FDOT 5-Year Plan.~~
- OBJECTIVE II.4 The County shall **continue to** provide for the protection of ~~existing and~~ future rights-of-way from building encroachment by establishing right-of-way setback requirements **as provided in the rights-of-way setback policy contained within the Traffic Circulation element of this Comprehensive Plan** for all ~~new~~ structures along new or realigned collector and arterial roadways ~~which are addressed in the current FDOT 5-Year Plan~~ **to be provided either by the developer or purchased as additional rights-of-way.**

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Policy II.4.1

The County's ~~land development regulations shall, by October 1, 1990,~~ **include provisions which shall continue to** require all new structures along new or realigned collector or arterial roadways to provide **an additional** setbacks **of 75 feet as measured from the centerline of the right-of-way** for the future need of additional right-of-way ~~along roads designated for construction or realignment in the current FDOT 5-Year Plan.~~ **Such additional right-of-way shall be provided by the developer of the land as part of the development review process or shall be purchased by the agency improving the roadway.**