

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.

TRAFFIC CIRCULATION GOALS, OBJECTIVES AND POLICIES

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

OBJECTIVE II.1 The County shall maintain a safe, convenient and efficient level of service standard which shall be maintained for all roadways.

Policy II.1.1 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 **2009** Quality/Level of Service Handbook.

| ROADWAY SEGMENT NUMBER | ROADWAY SEGMENT | NUMBER OF LANES | FUNCTIONAL CLASSIFICATION | AREA TYPE | LEVEL OF SERVICE |
|------------------------|---|-----------------|--|--------------|------------------|
| 1 | <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> |
| 2 | <u>U.S. 19/98 / S.R. 30/55 from Perry Southeast Urban limits to C.R. 361 Keaton Beach Road</u> | <u>4D</u> | <u>Florida Intrastate Highway System</u> | <u>Rural</u> | <u>B</u> |
| 3 | <u>U.S. 19/98 / S.R. 30/55 from C.R. 361 Keaton Beach Road to County Southeast boundary</u> | <u>4D</u> | <u>Florida Intrastate Highway System</u> | <u>Rural</u> | <u>B</u> |
| 4 | <u>U.S. 19/27 / S.R. 20/30 from County North boundary to C.R. 361 Pisgah Road</u> | <u>4D</u> | <u>Florida Intrastate Highway System</u> | <u>Rural</u> | <u>B</u> |
| 5 | <u>U.S. 19/27 / S.R. 20/30 From C.R. 361 Pisgah Road to Perry North City limits</u> | <u>4D</u> | <u>Florida Intrastate Highway System</u> | <u>Rural</u> | <u>B</u> |
| 6 | <u>U.S. 98 / S.R. 30 from County West boundary to Perry Salt Road</u> | <u>2U</u> | <u>Principal Arterial</u> | <u>Rural</u> | <u>D</u> |
| 7 | <u>U.S. 98 / S.R. 30 From Salt Road to C.R. 356 Hampton Springs Road</u> | <u>4U</u> | <u>Principal Arterial</u> | <u>Urban</u> | <u>D</u> |
| 8 | <u>U.S. 98 / S.R. 30 from C.R. 356 Hampton Springs Rd To Perry West City Limits</u> | <u>4U</u> | <u>Principal Arterial</u> | <u>Urban</u> | <u>D</u> |
| 9 | <u>U.S. 27 / S.R. 20 from Perry East City limits to Perry East Urban limits</u> | <u>4U</u> | <u>Principal Arterial</u> | <u>Urban</u> | <u>D</u> |

| ROADWAY SEGMENT NUMBER | ROADWAY SEGMENT | NUMBER OF LANES | FUNCTIONAL CLASSIFICATION | AREA TYPE | LEVEL OF SERVICE |
|------------------------|---|-----------------|---------------------------|--------------|------------------|
| <u>10</u> | <u>U.S. 27 / S.R. 20 from Perry East Urban limits to end of 4-lane</u> | <u>4U</u> | <u>Principal Arterial</u> | <u>Rural</u> | <u>D</u> |
| <u>11</u> | <u>U.S. 27 / S.R. 20 from end of 4-lane to County East boundary</u> | <u>2U</u> | <u>Principal Arterial</u> | <u>Rural</u> | <u>D</u> |
| <u>12</u> | <u>U.S. 221 / S.R. 55 from Perry North City limits to C.R. 361 Roberts Aman Road</u> | <u>2U</u> | <u>Principal Arterial</u> | <u>Rural</u> | <u>D</u> |
| <u>13</u> | <u>U.S. 221 / S.R. 55 from C.R. 361 Roberts Aman Road to C.R. 14</u> | <u>2U</u> | <u>Principal Arterial</u> | <u>Rural</u> | <u>D</u> |
| <u>14</u> | <u>U.S. 221 / S.R. 55 from C.R. 14 to County North boundary</u> | <u>2U</u> | <u>Principal Arterial</u> | <u>Rural</u> | <u>D</u> |
| <u>15</u> | <u>S.R. 51 from C.R. 361 Beach Road to U.S. 19/27A/98 / S.R. 55</u> | <u>2U</u> | <u>Minor Arterial</u> | <u>Rural</u> | <u>D</u> |
| <u>16</u> | <u>S.R. 51 from U.S. 19/27A/98 / S.R. 55 to County East boundary</u> | <u>2U</u> | <u>Minor Arterial</u> | <u>Rural</u> | <u>D</u> |
| <u>17</u> | <u>C.R. 14 from U.S. 19/27 / S.R. 20 to U.S. 221 / S.R. 55</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>18</u> | <u>C.R. 14 from U.S. 221 / S.R. 55 to County North boundary</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>19</u> | <u>C.R. 14 Aucilla River Road from Salt Road to Econfina Landing</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>20</u> | <u>C.R. 361 Johnson Strippling Road from U.S. 221 / S.R. 55 to Perry North City limits</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>21</u> | <u>C.R. 361 Pisgah Road from U.S. 19/27 / S.R. 20 to U.S. 221 / S.R. 55</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>22</u> | <u>C.R. 361 Harrison Blue Road from U.S. 19/27 / S.R. 20 to intersection with C.R. 361B</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>23</u> | <u>C.R. 361B Woods Creek Road From 361 to 359 Paul Poppell Rd</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>24</u> | <u>C.R. 356 Woods Creek Road 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> |

| ROADWAY SEGMENT NUMBER | ROADWAY SEGMENT | NUMBER OF LANES | FUNCTIONAL CLASSIFICATION | AREA TYPE | LEVEL OF SERVICE |
|------------------------|--|-----------------|---------------------------|--------------|------------------|
| <u>25</u> | <u>C.R. 356 San Pedro Road 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>26</u> | <u>C.R. 359 Golf Course Road from U.S. 98 / S.R. 30 to C.R. 361A Puckett Road</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>27</u> | <u>C.R. 30A Holt Road from C.R. 359 to C.R. 361A Puckett Road</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>28</u> | <u>C.R. 30A Carlton Cemetery Road from C.R. 361 A Puckett Road to US 19/27A/98/SR55</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>29</u> | <u>C.R. 356 Hampton Springs Road 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>30</u> | <u>C.R. 361A Puckett Road from Perry South City limits to Holt Road</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>31</u> | <u>C.R. 361A Puckett Road from Holt Road to Spring Warrior Creek</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>32</u> | <u>C.R. 361 Keaton Beach Road from U.S. 19/27A/98 / S.R. 55 to Keaton Beach Road</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>33</u> | <u>C.R. 361 Beach Road from Keaton Beach Road to S.R. 51</u> | <u>2U</u> | <u>Major Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>34</u> | <u>Salt Road from U.S. 19/27 / S.R. 20 to C.R. 14 Acucilla River Road</u> | <u>2U</u> | <u>Minor Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>35</u> | <u>Salt Road from C.R. 14 Aucilla River Road to U.S. 98 / S.R. 30</u> | <u>2U</u> | <u>Minor Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>36</u> | <u>C.R. 14 from County North boundary to Salt Road</u> | <u>2U</u> | <u>Minor Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>37</u> | <u>C.R. 359 Slaughter/Paul Poppell Rd from Hampton Blue Road to C.R. 361B Woods Creek Road</u> | <u>2U</u> | <u>Minor Collector</u> | <u>Rural</u> | <u>D</u> |

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|------------------------|--|-----------------|---------------------------|--------------|------------------|
| <u>38</u> | <u>C.R. 359B Osteen Road</u> <u>from 361B Woods Creek Road</u> <u>U.S. 98/ S.R. 30</u> | <u>2U</u> | <u>Minor Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>39</u> | <u>Wright Road</u> <u>from U.S. 19/27 / S.R. 20</u> <u>to U.S. 221 / S.R. 55</u> | <u>2U</u> | <u>Minor Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>40</u> | <u>C.R. 356 Houck road</u> <u>from C.R. 359 Golf Course Road</u> <u>to C.R. 361A Puckett Road</u> | <u>2U</u> | <u>Minor Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>41</u> | <u>Courtney Grade</u> <u>from C.R. 356 Hampton Springs</u> <u>Rd</u> <u>to C.R. 361A Puckett Road</u> | <u>2U</u> | <u>Minor Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>42</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>43</u> | <u>Potts Still Road</u> <u>from C.R. 361A Puckett Road</u> <u>to C.R. 361 Keaton Beach Road</u> | <u>2U</u> | <u>Minor Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>44</u> | <u>Fish Creek Road</u> <u>from U.S. 19/27A/98 / S.R. 55</u> <u>to C.R. 361 Beach Road</u> | <u>2U</u> | <u>Minor Collector</u> | <u>Rural</u> | <u>D</u> |
| ROADWAY SEGMENT NUMBER | ROADWAY SEGMENT | NUMBER OF LANES | FUNCTIONAL CLASSIFICATION | AREA TYPE | LEVEL OF SERVICE |
| <u>45</u> | <u>Salem Tower Road</u> <u>from Fish Creek Road</u> <u>to C.R. 361 Beach Road</u> | <u>2U</u> | <u>Minor Collector</u> | <u>Rural</u> | <u>D</u> |
| <u>46</u> | <u>C.R. 30 Old Foley Road</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>47</u> | <u>C.R. 356A Red Padgett Road</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>48</u> | <u>C.R. 356</u> <u>from C.R. 356A Red Padgett Road</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

Policy II.1.2 The County shall 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: as provided for in the LDC.

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 shall require the provision of safe and convenient on-site traffic flow, which includes the provision for adequate vehicle parking consistent, which shall be located on the same lot or parcel of land the parking is intended to serve as provided for in the LDC. ~~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 off-street 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 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.

Note: The 10 foot requirement is not workable for different development types and for consistency with existing foot and bicycle trails

- OBJECTIVE II.2 The County shall 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 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 5-Year Transportation Plan.
- OBJECTIVE II.4 The County shall continue to provide for the protection of 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 structures along new or realigned collector and arterial roadways to be provided either by the developer or purchased as additional rights-of-way.
- Policy II.4.1 The County shall continue to require all new structures along new or realigned collector or arterial roadways to provide an additional setback of 75 feet as measured from the centerline of the right-of-way for the future need of additional right-of-way. 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.

PROPOSED GUIDING TRANSPORTATION PRINCIPLES, OBJECTIVES & POLICIES

The following Principles, Objectives and Policies are proposed to guide the development of a transportation system that supports the sustainable development pattern for the short-term (2015) and long-term (2035) planning periods to implement the Taylor County Vision 2060. This Traffic Circulation element focuses on *Proactive System-wide Planning* which results in a holistic, connected transportation system that offers travel choices for the citizens and visitors of Taylor County. The planning process creates a system that works together, as follows:

1. Provide a functionally-defined network hierarchy of roadways with defined functions of mobility or access and separate trips accordingly.
2. Major roads (State/US routes) provide most of the mobility in the County. Protect the mobility functions of these facilities through access management.
3. County & developer roads provide most property access in the County. Ensure proper access through a connected County street network by designating future corridor needs. *(This ensures traffic calming of local streets and multi-laning collector roads will be unnecessary, because in a properly designed network traffic is naturally dispersed throughout the network and doesn't build up on a single facility.)*
4. Implement proactive land use strategies that result in a high level of transportation benefit.

A proactively planned and designed system will maximize State, County and private investments in transportation infrastructure. Taylor County's *Proactive System-Wide Planning* approach embodies the following Principles:

Reserve & Connect Corridors – The future transportation network will consist of a highly connected system through the protection of transportation corridors. Transportation corridors are defined as roadway corridors, environmental systems corridors, freight movement corridors, bicycle corridors, pedestrian corridors, blueways corridors, and transit corridors. Connectivity, parallel routes and corridor capacity create a transportation system that can accommodate projected demand by dispersing traffic, transit, local freight trips, bicyclists and pedestrians across a system of multiple travel ways.

Implement Land Use Strategies that Provide Proven Transportation Benefits - Proactive land use strategies, as outlined in the Future Land Use Element and in this Traffic Circulation Element, result in a high level of transportation benefit. Land Use

diversity, density, income-compatible uses, compact form and walkable design result in reduced vehicle travel, less parking, safer travel and reduced energy usage, as demonstrated by the comparison of 2 developments in the graphic.

- Benefit: Fewer Vehicle Trips - Creating walkable distances between the uses and providing sidewalks and pathways that connect origins and destinations (shown as the green line in the bottom of the Figure), will reduce vehicle trips. As noted in the typical unconnected strip development (top of graphic),

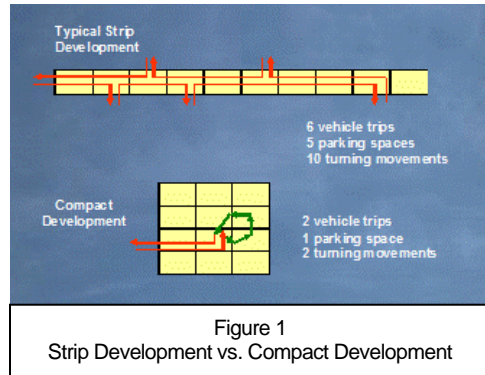


Figure 1
Strip Development vs. Compact Development

- each time the driver has another destination to go to, it requires another vehicle trip. The compact development allows the driver (from outside of the development) to enter, park once, and make all other trips on foot.

- Benefit: Less Parking - Since the driver outside of the compact development only has to park once, compared to 5 times in the strip development, parking can be reduced. Further, with a connected street network, the parking can be easily shared by multiple retail users. This frees up valuable land resources that can be used for open space, or other sustainable uses.

- Benefit: Safer Travel - Since the compact development indicated in Figure 1 only requires 2 turning movements, the compact development is much safer than the strip development (which requires 10 turning movements). As shown in the Figure 2, each full turning movement creates 18 conflicts (where 2 vehicles cross paths, which create the potential for crashes).

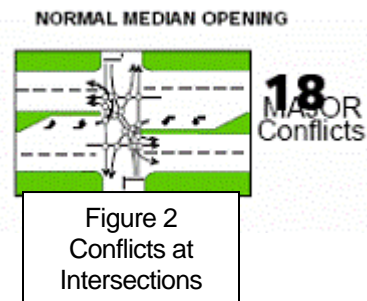


Figure 2
Conflicts at Intersections

- Less Energy Consumption - A reduction in vehicle trips and vehicle miles of travel will result in less greenhouse gas and other harmful emissions. Valuable fossil fuels will also be conserved.

Develop Cost-Effective Solutions – Provide cost-effective solutions that maximize infrastructure efficiency. In review of development proposals the County will focus on

solutions to adverse impacts that are not solely based on roadway capacity or adding lanes to an existing facility.

Provide a Variety of Transportation Choices – Provide a system that offers the citizens of Taylor County mobility choices: like multiple routes to a destination, or the choice to walk to the store, ride a bike to school or ride a horse on a trail.

GOAL II-A - RESERVE AND CONNECT TRANSPORTATION CORRIDORS

OBJECTIVE II.5 The County hereby establishes the Future Transportation Corridors and Connections Map as a tool to achieve a connected transportation system that offers mobility options to the users through the provision of an adequate network of collector roadways. Transportation corridors identified on the map represent a conceptual travel-desire path, not a specific location.

County-wide:

Policy II.5.1 Future collector roadway corridors and connections, as identified on the Future Transportation Corridors & Connections Map, shall be preserved to provide protection of existing and future rights-of-way from development, in accordance with the following:

- Future Traffic Circulation Corridors indicate desired travel corridors and do not imply location of future road alignments. The corridors shown on this map are to guide decisions regarding right of way preservation.
- The lines on the map are conceptual and do not define the type, width, or design components of the facility. More detailed analysis shall be conducted prior to any right of way acquisition.
- The County will encourage the alignment of new roads to implement the generalized corridors to minimize habitat and wetland impacts and utilize existing County or private roads to the extent practical.
- Roads in Cities that are not maintained by the County are shown for information purposes only.

Vision 2060 Plan Overlay Planning Areas:

Policy II.5.2 Future collector roadway corridors and connections, as identified on the Future Transportation Corridors & Connections Map, shall be preserved in planning areas at a detailed master plan level that incorporates context-sensitive planning and design.

Policy II.5.3 Internal networks in proposed Vision 2060 Plan overlay areas shall be compact (walkable distances) and connect origins and destinations.

Policy II.5.4 The County shall consider standards for connectivity in the LDC for new development, consistent with the hierarchy of place defined in the Vision 2060 Plan Overlay areas.

Policy II.5.5 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a Planned Unit Development Site Plan, the applicant shall conduct a traffic analysis that addresses:

- Roadway layout, hierarchy and context relative to the community type where it is located
- Connectivity, Corridors and Spacing – roadways, freight ways, pedestrian ways, bikeways, equestrian ways and blueways (if applicable)
- Connections to the external road network, including detailed corridor studies for any corridors shown on the Future Traffic Circulation Corridors map that traverse the development.

OBJECTIVE II.6 The County shall consider the establishment of CR 361 from Steinhatchee to Fish Creek Road as a scenic corridor.

Policy II.6.1 The County may prepare, as funds are available, a plan to provide a distinctive identity for the corridor and encourage a unique experience for users including buffer requirements and developing a wayfinding system.

Policy II.6.2 The County may pursue grant funding to make improvements such as constructing scenic pullouts and protecting view corridors in order to retain the natural appearance of the coastal landscape and provide the ability to enjoy scenic views from the corridor.

OBJECTIVE II.7 Conceptual Environmental Systems Corridors shall be shown on the Future Transportation Corridors Map as a means of protecting important wildlife habitats, recreation areas, and other environmentally sensitive lands from encroachment of unplanned development and infrastructure.

Policy II.7.1 Roadways and other mobility systems shall respect environmental corridors and minimize impacts through the designation of wildlife crossings on the corridor map.

Policy II.7.2 The natural resource value of these systems shall be enhanced through context-sensitive improvements to make these resources more accessible to residents and visitors.

Policy II.7.3 Prior to development under the optional Vision 2060 Plan in conjunction with approval of a Planned Unit Development site plan application, the applicant shall conduct a more detailed environmental assessment to better identify the location and importance of environmental systems corridors shown on the Future Transportation Corridors map.

OBJECTIVE II.8 Freight Movement Corridors (Roadways and railways) as shown on the Future Transportation Corridors map, shall be preserved to protect state, regional and local economic vitality.

Policy II.8.1 The through-traffic function of freight corridors shall be protected through access control, reduction of conflicts through minimization of crossings, special design considerations for heavy vehicles, and separation/buffering of incompatible land uses.

Policy II.8.2 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a Planned Unit Development site plan, the applicant shall conduct an assessment of freight movement through the planned development area to determine internal freight circulation routes, delivery and distribution locations, to ensure compatibility with surrounding uses. In Regional Employment Centers, the location of off-street loading docks for commercial, industrial and institutional buildings will be identified. In certain instances, facilities may be consolidated and centralized to serve multiple businesses/uses.

Policy II.8.3 The County shall encourage the designation of US 19 as a component of the Statewide Strategic Intermodal System as a reliever truck route to I-75. The County shall utilize the designation of US 19 as a freight movement corridor to help diversify Taylor County's economy.

OBJECTIVE II.9 Greenway Corridors (bike ways, walk ways, and equestrian ways) shall be shown on the Future Transportation Corridors Map to preserve recreational, ecotourism and mobility opportunities for residents and visitors of Taylor County.

Policy II.9.1 The Greenways Corridors shown on the Future Transportation Corridors Map shall consider coastal access, access to schools from residential areas, access to parks and recreational connections to regional routes and connection of open spaces through a series of multi-modal trails and paths.

Policy II.9.2 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a Planned Unit Development site plan, the applicant shall conduct an analysis of greenways needs that addresses:

- Provision of bicycle and pedestrian facilities that connect origins and destinations within the community. Where appropriate, equestrian facilities shall also be considered.
- Provision of origins and destinations within short, walkable distances of one another.
- Provision of connections to the external bicycle network, including bicycle trip generators such as schools, parks, recreation and natural areas.

OBJECTIVE II.10 Blueways Corridors - The County shall capitalize on the Nature Coast resources by preserving and enhancing facilities identified as Blueways Facilities on the Future Transportation Corridors Map.

Policy II.10.1 The County shall support appropriate agencies in the development of a wayfinding system as may be desired to better connect blueways trails to bike paths, roadways, parks and other natural areas.

Policy II.10.2 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a Planned Unit Development site plan, the applicant shall consider connections and access to blueways identified on the Transportation Corridors map.

OBJECTIVE II.11 Transit Corridors – As the Vision 2060 Plan is implemented over time, the opportunity to provide transit services and corridors within and between development areas shall be considered.

Policy II.11.1 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a Planned Unit Development Site Plan, the applicant's required traffic will address the demand for and financial feasibility of providing transit services.

GOAL II-B - IMPLEMENT LAND USE STRATEGIES THAT PROVIDE TRANSPORTATION BENEFITS

OBJECTIVE II.12 Integrate Transportation & Land Use - The County shall implement proactive land use strategies outlined in the Future Land Use Element, and in the policies below that result in a level of transportation benefit.

Policy II.12.1 Land Use Strategy: Diversity (Complementary Mix of Land Uses within any Given Area) - The County shall encourage a complementary mix of uses, because projects that provide a complementary mix of uses with a high degree of interaction have demonstrated the following transportation benefits:

- Benefit: Shorter Trips
- Benefit: Increased Mode Split
- Benefit: Reduced Greenhouse Gas Emissions
- Benefit: Reduced Consumption of Fossil Fuels

These benefits are applicable to new self-sustained communities that provide this complementary mix of uses, as well as to existing communities that might need to provide a "missing" use.

Policy II.12.2 Land Use Strategy: Density – (Households or jobs per acre) Housing located in proximity to employment centers should be "income compatible" so residents have ample employment opportunities in the community. Employment centers should attract a reasonable amount of the workforce from within the community.

- Benefit: Reduced Dependence on Public Transit
- Benefit: Shorter Trips
- Benefit: Increased Mode Split
- Benefit: Reduced Greenhouse Gas Emissions
- Benefit: Reduced Consumption of Fossil Fuels
-

Policy II.12.3 Land Use Strategy: Design (Compact and Walkable)
The County will encourage compact development that includes
elements of walkable design, because it provides a variety of
transportation choices and has demonstrated the following
transportation benefits:

- Benefit: Fewer Vehicle Trips
- Benefit: Less Parking
- Benefit: Safer Travel
- Benefit: Less Energy Consumption

Policy II.12.4 The County may require that context sensitive, smart
transportation performance standards be incorporated into the
Conceptual Master Plans required for the Planned Unit
Development site plan approval process to guide the form and
appearance of new development including network connectivity
(internal roadways, external connectivity and pedestrian
connectivity) and design guidelines and typical sections for
roadways, pedestrian ways, bikeways, greenways and freight
ways and transit ways.

GOAL II-C – PURSUE COST-EFFECTIVE SOLUTIONS AND MAXIMIZE USE OF EXISTING
INFRASTRUCTURE

OBJECTIVE II.13 Cost-effective Solutions – The County will leverage funding to
the greatest extent practicable.

Policy II.13.1 The County will partner with public agencies and private entities
to leverage state, federal and other funding sources for public
and infrastructure improvements.

Policy II.13.2 The County will consider sponsoring grant applications for
funding of projects that are supported and/or matched by a
variety of funding sources.

OBJECTIVE II.14 Consideration of Alternatives - Prior to implementation of the
transportation corridors identified on the Future Transportation
Corridors Map, the County shall require a corridor study that
considers alternatives to widening, as well as the context of the
facility’s hierarchy and function in the network.

Policy II.14.1 *Internal Roads* - A well-connected hierarchy of roadways,
along with a conceptual layout, shall be required as part of the
Planned Unit Development site plan approval process to

support the mobility function of external roadways that primarily provide through traffic movement.

Policy II.14.2 *External Roads* - In an effort to sustain the rural character of Taylor County, prior to any consideration of a new 4 lane facility or the expansion of an existing facility beyond 2 lanes, applicants for a Planned Unit Development will be required to conduct a corridor study that evaluates viable alternatives for providing the needed capacity improvements, including parallel corridors, connections to parallel corridors and land use strategies that will reduce traffic impacts.

OBJECTIVE II.15 Efficiency – The County will maximize the use of existing infrastructure by prioritizing capital expenditures on improvements to existing facilities.

Policy II.15.1 The County shall require applicants for Planned Unit Development site plans to maximize the efficiency of existing infrastructure through access management and short-range transportation systems management (TSM) improvements.

Policy II.15.2 The County shall encourage the provision of an interconnected local and collector street network that provides priority for walk and bicycle trips for shorter trips.

Policy II.15.3 The County shall enforce the current LDC requirements that maximize the efficiency of existing infrastructure by:

- Limiting direct access to major roadways
- Minimizing conflict points and ensuring safe distances between conflict points
- Providing joint-access and cross-access.
- Promoting internal access to out-parcels
- Separating turning lane traffic from through lane traffic

Policy II.15.4 The County shall consider *Transportation Systems Management (TSM)* strategies as alternatives to widening. TSM strategies are low-cost, short-range, highly effectively operational transportation improvements, such as:

- Intersection and Signal Improvements
- Signal Timing
- Turning Lanes
- Pavement Striping

- Lane Assignment Changes
- Providing Passing Lanes

OBJECTIVE II.16 Freight Efficiency – The County will facilitate freight movement through efficient location of rail-freight service and commercial vehicle access, circulation, loading and unloading.

Policy II.16.1 Freight terminals will be located convenient to major transportation routes, generally outside of mixed use planning areas.

Policy II.16.2 Industrial parks and distribution centers will be located near main rail lines and proposed spurs and extensions for access to these lines. Switching yards should be strategically located to efficiently serve major industrial parks and distribution centers to avoid moving cars long distances between sites.

Policy II.16.3 The County will consider the use of previously abandoned rail lines for viable connections or extensions of existing rail networks to provide freight access to proposed industrial parks, greenway connections (pedestrian ways, bike ways and walk ways) and exclusive use corridors (such as truck routes or transit ways).

Policy II.16.4 The County will designate priority truck routes on the Transportation Corridors Map where high-volume truck traffic exists to protect the mobility and economic development function these corridors provide. Truck access to major freight terminals will be considered.

GOAL II-D – PROVIDE A VARIETY OF TRANSPORTATION CHOICES

OBJECTIVE II.17 Provide Choices - Taylor County shall encourage applicants for Conceptual Master Plan approval associated with Planned Unit Development site plans to incorporate a transportation system that provides a variety of transportation choices.

Policy II.17.1 Mode Choice – The County shall encourage a range of transportation choices to meet the mobility needs between origins (residential) and destinations (shopping, work, etc.), including pedestrian and bike routes, roadways and transit, where feasible.

Policy II.17.2 Route Choice – The County shall encourage the creation of a connected network of multiple routes for each mode, providing many choices to satisfy origins and destinations.

OBJECTIVE II.18 Transportation Disadvantaged - For citizens that have limited choices, the County shall encourage service providers to maximize service, while attempting to reduce demand, to bridge the current gap between service and unmet demand.

Policy II.18.1 The County shall continue to pursue State and Federal funding to provide and/or expand transportation disadvantaged services in the County to meet the current demand.

Policy II.18.2 In order to reduce the transportation disadvantaged demand by enabling residents to become transportation independent, the County shall partner with the Taylor County Development Authority to implement the Economic Development Plan to facilitate growth, diversification, and stability of the economy; create a variety of employment opportunities; and expand the economy to provide a sustainable future for residents.

Policy II.18.3 In order to reduce the transportation disadvantaged demand by enabling residents to become transportation independent, the County shall encourage a diversity of housing in proximity to employment.

OBJECTIVE II.19 The County shall encourage increased access to coastal areas and resources.

Policy II.19.1 The County shall encourage State and Federal agencies to increase access to public coastal resources.

Policy II.19.2 The County shall encourage the provision of and improvement to existing trailways and roadways to provide better public coastal access.

Policy II.19.3 The County shall encourage access to and connectivity among the coastal resources and new coastal development.

The following Objectives and Policies are proposed to address recent requirements of Chapter 163, Florida Statutes to address Greenhouse Gas (GHG) emissions.

OBJECTIVE II.20 The County shall encourage implementation of the land use and transportation strategies contained in the future traffic circulation and future land use elements, which can significantly reduce vehicle miles of travel (VMT) causing a reduction in greenhouse gas (GHG) emissions.

Policy II.20.1 The County shall encourage the following strategies

1. Provide a hierarchy of interconnected County roads to support the future development pattern that is designed to reduce automotive trips and trip lengths.
2. Provide a connected network of pedestrian and bicycle facilities to promote biking and walking mode-split within each new development area.
3. Focus transportation planning to support appropriately located compact, high density mixed-use development within the urban services areas.
4. Coordinate with the Florida Department of Transportation to encourage traffic management improvements on State roads to reduce the aggregate time spent at traffic signals.
5. Provide density bonuses and expedited development review to encourage reduction in VMT.

Policy II.20.2 The County shall require that applicants for site plan development approval address strategies, which will reduce VMT and GHG emissions from their project.