

**Highlands County
2009 EAR - Plan Amendments
Transportation Element
Overview**

Major Amendments

Throughout	References to a specified planning horizon have been amended to reflect the on-going nature of the Goal, Objective, or Policy
Policy 1.1	Recognizes the potential for a new limited access corridor in the County
Policies 1.1 & 2.5	Recognizes the need to periodically evaluate the demand / feasibility for a public transit system and its link to reducing vehicle miles traveled, and energy savings
Policy 2.2	Recognizes the County's role in providing comment at earliest stage possible to the FDOT on projects which may impact Highlands County
New Policy 3.10	New Policy 3.10 added to require evaluation of impacts to the built and natural environments from proposed roadway improvements
Policy 6.2	Policy 6.2 was amended to clearly state avoidance of impacts to the built and natural environments
Policy 7.4	Changes the de minimis impact standard relative to transportation concurrency
New Objective 12	Regional Transportation and Coordination are added to recognize the existing efforts to develop a regional transportation network and the importance of intergovernmental cooperation in this effort.
Objective 13	Kissimmee River Annual Issues Report and the two associated policies have been deleted since they are no longer applicable

Minor Amendments

Throughout	Numbering system made consistent / Syntax improved / Formatting updated / Organization of text improved / Some language explaining process removed
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Throughout	Deletes references to Urban Land Allocation Model (ULAM)
Throughout	Changes Capital Improvement Program (CIP) to Capital Financial Strategy (CFS)
Policy 1.1	Supports airport improvements needed to attract regional commuter service
Policy 1.3 & 1.5	Changes the term bike way to bike lane
Policy 1.4	Recognizes coordination on pedestrian concerns with appropriate agencies
Policy 3.2	Recognizes the role of FDOT and the County in maintaining capacity and in sharing concurrency information
Policy 3.3	Recognizes the need to share roadway capacity and crash data information with appropriate agencies and municipalities
Table	Priority Road Segments for Improvement - Relocated to the Capital Improvement Element
Policy 7.1	The term Access to Roadway is used to include backage and frontage roads to improve LOS and safety
Policy 7.3	Change from the ITE Trip Generation Manual to the County's Concurrency Management System to evaluate traffic impacts
Table	Deletes reference table regarding standard roadway capacity for types of roads
Policy 8.5	Deletes specific mile goals for roadway construction

TRANSPORTATION ELEMENT

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GOAL **HIGHLANDS COUNTY SHALL IMPLEMENT A SAFE, BALANCED, EFFICIENT AND COMPREHENSIVE MULTI-MODAL TRANSPORTATION SYSTEM THAT ADEQUATELY SERVES THE CURRENT AND PROJECTED TRANSPORTATION NEEDS OF ALL RESIDENTS AND VISITORS, ~~WITHIN THE 2000 -2010 PLANNING PERIOD~~**

Comment: The language is deleted to reflect the on-going nature of this goal.

Objective 1 **Highlands County Will Provide for a Safe, Convenient and Energy Efficient Multi-Modal Transportation System for Its Residents And Visitors.**

Policy 1.1 **Multi-Modal Transportation System**

~~Within the Planning Period, have in place~~ Implement a Multi-Modal Transportation System that will consider:

1. Re-evaluation of the ~~The~~ potential for a public transit system serving the population centers within the County thus reducing vehicle miles traveled, providing for an energy savings and connecting those within the population who do not have access to the automobile, an

opportunity to ~~participate effectively with~~ access to the major commercial, cultural and government centers.

Comment: The language recognizes the feasibility of providing a public transit system and the effect on reducing overall vehicle miles traveled and energy savings.

2. A motor vehicle circulation system that will balance the distribution of roadways throughout the County achieving the appropriate ratio of local, collector and arterial roadways consistent with the Highway Functional Classification, concepts, criteria and procedures developed by the Federal Highway Administration.
3. Construct essential improvements in airport runways and ancillary facilities to ~~The potential for establishing~~ establish a regional commuter airline serving south-central Florida connecting with the international and domestic airlines in Tampa, Orlando and West Palm Beach, by endorsing efforts by the Sebring Airport Authority to secure essential improvements in runways and ancillary facilities.

Comment: The language recognizes the need for improvements to attract regional commuter service.

4. The potential for establishing a regional high speed rail corridor through Highlands County with operational ancillary support facilities and station development, which will provide timely, efficient access to services, jobs markets and regional attractions.
5. The development of ~~strategies to address~~ inter-modal transportation terminals which will provide ~~and~~ access to auto, air, rail, bike, and bus ~~transportation~~ facilities.

Comment: The language recognizes a great variety of transportation options at inter-modal centers.

6. Promoting bicycle and pedestrian transportation by incorporating facilities for their accommodation into the existing and future traffic circulation system.
7. The potential for a new limited access corridor, providing for greater regional connectivity.

Comment: The added language recognizes the on-going efforts to locate a limited access arterial through the County.

Policy 1.2 Bicycles and Walking

The County shall plan and provide strategies to promote the use of bicycles and walking, ~~within all FLUM designated land uses~~

- A. Establish and maintain a safe system of bicycle lanes and pedestrian walkways in conjunction with the existing and planned roadways.
- B. Funding for constructing bicycle and pedestrian ways on minor collectors or greater, as needed, shall be included within the ~~CIP~~ CFS as incidental costs of roadway reconstruction (multi-laning and/or widening) and resurfacing projects.
- C. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian travel ways from vehicle travel ways.
- D. Access should be provided between neighborhoods, higher density complexes, shopping and employment centers, educational facilities, parks and other destination facilities.
- E. Encourage Traditional Neighborhood Development (TND) by facilitating its implementation through appropriately applied land development regulations within specific land use designations supporting the utilization of mixed uses at every scale of urban development, especially within areas adjacent to identified potential transit corridors.

Policy 1.3 Blueways / Greenways, Trails and Bikeways Master Plan

As a means to diversify the community's transportation options as well as meeting recreational needs, the ~~The~~ County shall, ~~within the Planning Period, consistent with other multi-modal transportation policies,~~ continue to implement its adopted plan for a county-wide blueway/greenway, trails and bikeways system.

Improvements are anticipated to be primarily within existing rights-of-way. ~~as a means to diversity the community's options for providing alternatives to transportation as well as meeting recreational needs.~~ The Plan addresses the following active elements:

Comment: Syntax change to emphasize this policy to diversify transportation options.

- A. **Separate Bikeways:** Where unsafe circumstances exist on arterials or collectors, due to heavy vehicular volumes, provision shall be considered for separating the recreational biker, in-line skater or

walker away from the vehicular lanes. Provision would be made to construct a pathway adjacent, but separated from the vehicular lanes, by a planted buffer of sufficient width. This would not preclude the serious biker, ~~participating in rallies~~, from using the vehicular lanes consistent with the provisions of law.

Comment: The language is deleted since bikes are allowed by state law to be in the vehicular lanes. This is not dependent upon being in a bike rally.

B. Shared Bike ways Lanes: These bikeways lanes are immediately adjacent to the vehicular lanes and are delineated and separated by a painted white strip on an expanded paved shoulder of the roadway of sufficient width. This bikeway lane is intended to be exclusively used by the bicyclist, and is not intended to be a pedestrian way or skating path.

Comment: Lane is the correct term for the above.

C. Blueways / Greenways: Within the County there are creeks and streams, that are navigable by shallow draft vessels, such as the canoe or kayak which, when provided access to, become available as a destination for recreation. In addition, these blueways also provide an opportunity along-side for hiking or for bird watching enthusiasts and as corridors for linking together facilities for recreation or other activities. Greenways, not necessarily adjacent to permanent or seasonal navigable waterways, are open or wooded corridors used by hikers and equestrians functioning as linkages to other recreational facilities or activities.

D. Alternative Mobility Pathways: Plans for improvements to recreational pathways shall address where feasible the provision of facilities for golf carts, handicapped scooters, and other slow moving mobility vehicles.

Comment: The amended language has been provided in response to the EAR recommendations and public input at public workshops.

E. Florida Natural Scenic Trail: The County will support Support and promote regional interests in the Florida National Scenic Trail for equestrian, hiking and bicycling use, utilizing the Highlands County segment as an integral link in the improvements along the Kissimmee River Restoration Greenway Corridor.

Comment: The amended language reflects the on-going nature of this policy.

Policy 1.4 Identify Unsafe Pedestrian Routes

~~Within the Planning Period, the The County shall complete a study which determines continue to evaluate on a periodic basis pedestrian routes to schools and recreation areas. Where ~~where~~ safety is an issue the County will coordinate with the appropriate agency to correct; and, prepare a remedial program for correcting any unsafe condition in a timely manner. facilities as an adjunct to a broader pedestrian route plan.~~

Comment: The amended language reflects the on-going nature of this policy.

Policy 1.5 Land Development Regulations for Bikeways and Sidewalks

~~Within the Planning Period the The County will continue to enforce land development regulations requiring new development to install sidewalks and/or bike paths, where pedestrian traffic exists, along major arterial and collector roads, as defined on the Future Vehicular Traffic Circulation Map; and, by January 31, 2001, incorporate the data and analysis generated by TE Policies 8.1 and 8.2 into the Future Vehicular Traffic Circulation Plan.~~

Comment: The amended language reflects the on-going nature of this policy.

Policy 1.6 Land Development Regulations for Parking

~~Within the Planning Period, the The County will continue to monitor or modify, where necessary, land development regulations which establish requirements for new developments to provide on-site vehicular and non-vehicular (bicycle) parking facilities, which include the elimination of vehicles backing into the public rights-of-way.~~

Comment: The amended language reflects the on-going nature of this policy.

Policy 1.7 Transportation System Management

The County shall establish appropriate transportation system management strategies to improve system efficiency and enhance safety. The transportation system management strategies shall include access management, traffic signal management, signal timing, intersection modification, signage and lighting improvements.

Comment: This policy has been relocated from Policy 7.1. The Policy has also been expanded upon.

Objective 2 **Highlands County Will Coordinate Its Transportation System with The Future Land Use Map and Ensure That Existing and Proposed Population Densities, Housing and Employment Patterns, and Land Uses Are Consistent With the Transportation Modes and Services Proposed to Serve These Areas.**

Policy 2.1 **Traffic Circulation System Consistent With the Future Land Use Map**

Correlate the Transportation System, with the land uses shown on the Future Land Use Map tying transportation planning to the functional characteristics and generating attributes of the various land uses pertaining to new vehicular and non-vehicular circulation facilities or expansion of existing circulation facilities.

The land use data used for modeling the Long Range Transportation Plan shall be consistent with the Future Land Use Map.

~~Consistent with the adopted levels of service standards planned for in the FDOT 5 year work programs. Electronic modeling, utilizing FDOT programs where applicable such as FSUTMS and ULAM, will be utilized and adapted to augment concurrency managements. (Rule 9J-5.019(4)(b)2., F.A.C.)~~

Comment: *Clarifies consistency between the Long Range Transportation Plan and the Future Land Use Element.*

Policy 2.2 **FDOT Plans to Address Environmental Impacts**

~~By way of written request to the FDOT beginning July 1, 1999, In order to avoid or minimize any negative impacts to environmentally sensitive areas the County will provide comment early in the design process as well as annually review FDOT's 5-year work program, pertaining to vehicular circulation, to ensure that planned improvements are constructed to protect the natural environment in Highlands County, and to avoid or minimize any impacts to environmentally sensitive areas.~~

Comment: *The added language emphasizes the County's role in providing comment as early as possible to the FDOT regarding proposals that will impact Highlands County.*

Policy 2.3 **Roadway Guidelines for Resource Protection.**

The County ~~Engineering Department~~ will continue to provide guidelines for constructing roadways in Highlands County consistent with the protection of the natural environment, and to avoid or minimize any impacts to environmentally sensitive areas.

Comment: This will allow this policy to stay current regardless of departmental names.

Policy 2.4 Protecting the Operational Integrity of Airports

~~Within the Planning Period, have in place~~ The County will continue to develop and refine as needed specific land use area plans and ~~implementing~~ land development regulations protecting the operational integrity of commercial airports in Sebring and Avon Park.

This includes from the prevention of the encroachment of incompatible land uses and activities inconsistent with Airport Master Plans and State and Federal navigable airspace systems, and to establish the applicable land use policies necessary to make airport expansion possible. (~~Rule 9J-5.019(4)(e)21, F.A.C.~~)

Comment: The amended language reflects the on-going nature of this policy.

Policy 2.5 Public Transportation Corridors

In coordination with the FDOT, explore implementation of providing a public transportation system as recommended in the Heartland Mobility Study. ~~Within the Planning Period, initiate an exploratory analysis of compatible land uses within the population centers of the County that would support a public transportation system within designated public transportation corridors. (Rule 9J-5.019(4)(e)12, F.A.C.)~~

Comment: The amended policy focuses on the recently completed Heartland Mobility Study.

Policy 2.6 Periodic Update of the Long Range Transportation Plan ~~Continual Maintenance of the Traffic Model (FSUTMS)~~

The County will periodically update the Long Range Transportation Plan (LRTP) ~~continually revise and update the Florida Standard Urban Transportation Model Structure model,~~ facilitated by the Urban Land Use Allocation Model (ULAM), as empirical data and local government policies require, and consistent with the changing land use patterns established through the comprehensive plan future land use amendments.

Comment: The language repeats Plan update and consistency.

Objective 3 To establish balanced, sustainable urban growth in Highlands County, the County Shall Continue to Develop a Coordinated— a Transportation Planning Process, Integrating All State, Regional and Local Agencies With Jurisdiction or Concern, for the County's Transportation or Vehicular Circulation Network. Including Any

~~Applicable Metropolitan Planning Organization (MPO), the Florida Transportation Plan and the Florida Department of Transportation Adopted Work Program.~~

Comment: The amended language reflects the on-going nature of the Objective.

Policy 3.1 Annual Consistency Review

~~The County's will review the Transportation Element shall be reviewed on an ongoing basis once each year to determine its consistency with those of each municipality in the County, and with the Florida Department of Transportation's Five-Year Work Program Transportation Plan, and revised where appropriate. make appropriate recommendations to the FDOT regarding proposed projects that will correct design deficiencies on its major thoroughfares.~~

Policy 3.2 Solve SR 17 and Other State Route Roadway Deficiencies

~~Highlands County will coordinate with the FDOT recommendations regarding proposed projects that will correct design deficiencies on its major thoroughfares. Prior to By way of written request, prior the annual adoption of the CIP, and continuing on an annual basis, the County shall identify existing and predicted address the capacity deficiencies on State Routes. on SR 17 and other state routes for resolution by the FDOT.~~

Comment: The amended language now reflects the broader nature of this existing work effort in maintaining the concurrency information.

Policy 3.3 Determining Road Deficiencies Through the Annual Crash Report Based on Accident Reports

~~On an annual basis, beginning with the effective date of this amended policy, the County Engineer, supported by the Sheriff's Department, shall monitor and evaluate identified crash-prone intersections and road segments by tracking traffic violation citations and crashes along all State and County Roads. The County will coordinate with the appropriate agencies and municipalities to implement seek the proper approvals for improvements from the FDOT.~~

Comment: The amended language recognizes that various agencies and different municipalities will be involved.

Policy 3.4 Coordinate Traffic Improvements

Improvements to the County's traffic circulation network facilities will be coordinated with FDOT, the Central Florida Regional Planning Council, and the municipalities of Avon Park, Sebring and Lake Placid ~~as they occur at the planning and design stage.~~

Policy 3.5 MPO Participation

Should a Metropolitan Transportation Planning Organization be established that includes Highlands County, the County will participate in its efforts.

Policy 3.6 Alternate Vehicular Routes

~~To protect inter-regional and intra-state roadway functions Within the Planning Period, establish~~ the County will continue to review and implement strategies to facilitate local (vehicular) traffic to use alternatives (vehicular routes) to the Florida Intrastate Highway System. ~~to protect its inter regional and intrastate functions. (Rule 9J5.019(4)(e)13, A.C.)~~

Comment: The language has been amended to reflect the on-going nature of this policy.

Policy 3.7 Annual Concurrent Review of the TE, CIE and CIP CFS

~~To establish balanced, sustainable urban growth in Highlands County, the County shall annually review the Transportation Element (TE), concurrently with the Capital Improvements Element (CIE) and its Capital Improvements Program (CIP), Financial Strategy (CFS) for needed consistent evaluation of capital improvements. needs pertaining to establishing priorities in achieving balanced, sustainable urban growth in Highlands County.~~

Comment: The language has been amended to provide greater focus on the purpose of this policy.

Policy 3.8 Roads Determined as Highest Priorities

~~Land use amendments impose traffic impacts on the existing state and county road systems that require up grade improvements to accommodate the increased volumes of traffic generated by these new urban uses. The status of the existing state and county systems shall be evaluated annually by the Long Range Transportation Committee and priorities established as a pre-requisite to determining the five-year Capital Improvements~~

Schedule and the ten-year Capital Financial Strategy. The following roads have been evaluated County wide for the years 2010, 2020 and 2030 and are projected to either fall short in providing sufficient traffic volume capacity or are experiencing failure and are here assigned their priority of improvements.

Comment: The deleted language is not required within this policy and the following table will be relocated to the Capital Improvements Element.

RELOCATE BELOW TABLE TO THE CAPITAL IMPROVEMENTS ELEMENT

Priority	Project Name	From	To	Improvement Type
	State Roads			
1	US 27	New Landings Road	SR 66 / US 98	4LD to 6LD
2	US 27	Stryker Road	Polk CL	4LD to 6LD
3	US 27	Lake Isis	Stryker Road	4LD to 6LD
4	SR 64	Cortez (Ext) (CR 635)	US 27	2L to 4LD
5	US 98	US 27	Airport Road	2L to 4LD
6	SR 66	CR 635	US 27	2L to 4LD
	County/Local Roads			
1	Sebring Parkway	Arbuckle Creek Rd.	CR 17A	2L to 4LD
2	Avon Park Parkway	Sebring Parkway/College Drive	Main Street	New 4LD
3	Avon Park Parkway	Main Street	Stryker Road	New 4LD
4	Stryker Road	US 27	Avon Park Pkwy.	2L to 4LD
5	Hammock Road	Lakewood Rd.	US 27	2L to 4LD
6	CR 635 (Ext) Phase I	Hammock Road	Schumacher Road	New/Imp 2L
7	Schumacher Road	US 27	CR 635/Cortez	2L to 4LD
8	Lakewood Rd. (Ext).	SR 66	Bassage Road Ext	New 2L
9	Howey Road	Heron Rd	US 27	Imp 2L
10	New Landings Road	Cloverleaf Rd.	US 27	New 2L
11	Lakewood Rd. (Ext).	Hammock Road	Howey Rd.	New 2L
12	CR 635 (Ext) (Cortez Blvd) Phase I	Schumacher Road	End of SnL	New 2L
13	CR 635 (Ext) Phase I	End of SnL	SR 64	Imp 2L
14	Lake Groves Rd. (Ext)	Washington Blvd.	Lake Mirror Dr.	New 2L
15	New Development Access Road	CR 17A	Sebring Parkway	New 2L
16	West Interlake Blvd. (Lake Placid)	Catfish Creek Road	Lake Rachard Drive	2L to 3L

Priority	Project Name	From	To	Improvement Type
17	Schumacher Road (Ext) Phase I	CR-635/Cortez	Hardee CL	New 2L
18	New Development Access Road	US 27	CR 17A	New 2L
19	Daffodil St. (Ext)	Lake Groves Rd. W	Lake Crews Ave	New 2L
20	Tangerine DR. (Lake Placid)	West Interlake Blvd.	Pendarvis Rd.	Imp 2L
21	Tangerine DR. (Lake Placid)	Marquata Dr.	West Interlake Blvd.	New 2L
22	Sparta Road	SR-66	US 27	2L to 4L

Policy 3.9 County-Wide Road Needs as Determined Through the Annual Assessment by the Long Range Transportation Planning Committee

In addition to the roads determined as high priority for improvements due to the lack of sufficient capacity to accommodate further increase in traffic volumes, other existing roads and proposed new roads within the county-wide transportation system have been identified as necessary in order to achieve a balanced traffic circulation system. The status of the existing state and county roadway systems shall be evaluated annually by the Long Range Transportation Committee and roadway selection for inclusion in the Road Needs as a pre-requisite to determining the five-year Capital Improvements Schedule and the ten-year Capital Financial Strategy. These road needs are here listed and are to be moved to the higher priority roads listing as each high priority road is completed or additional funding sources are found.

Comment: The deleted language is part of the process that is on-going in the evaluation of roadway capacity and is integral to determination of capital improvement planning.

Policy 3.10 Road Impacts on Existing Natural and Manmade Environment

Prior to inclusion in the County's Long Range Transportation Plan, analysis will be done and consideration given to the possible impacts on the existing man-made environment and the natural environment.

Based on these assessments, alternative routes or improvements may be identified and selected to meet the required transportation needs.

Comment: Policy is added to implement EAR recommendation to require consideration of the new roadway impacts on the built and natural environment.

Policy 3.11

Intergovernmental Coordination

Within the Planning period, Periodically evaluate the priority of needs for establishing strategies, agreements and other mechanisms with applicable local governments, regional and state agencies to implement the transportation, land use, parking and other provisions of the Transportation Element (Rule 9J-5.019(4)(c)11., F.A.C.).

Comment: Relocated from Policy 7.3.

Transportation Improvements
(Updated Table to be provided)

Facility	From	To	Improvement	Functional Classification
State Roads				
SR 17	CR 64	CR 17A	Imp 2L	Major Collector
SR 17	CR 17A	Arbuckle Creek Road (Ext)	Imp 2L	Major Collector
SR 64	Hardee CL	Cortez (Ext) (CR 635)	2L to 4LD	Minor Arterial
SR 64	Cortez (Ext) (CR 635)	US 27	2L to 4LD	Minor Arterial
SR 66	Hardee CL	CR 635	Exist 2L	Minor Arterial
SR 66	CR 635	US 27	2L to 4LD	Minor Arterial
SR 70	Desoto CL	US 27	2L to 4LD	Minor Arterial
SR 70	US 27	Okeechobee CL	2L to 4LD	Minor Arterial
US 27	Highlands/Glades CL	SR 70	Exist 4LD	Major Arterial
US 27	SR 70	CR 29	4LD to 6LD	Major Arterial
US 27	CR 29	New Landings Road	4LD to 6LD	Major Arterial
US 27	New Landings Road	SR 66 / US 98	4LD to 6LD	Major Arterial
US 27	SR 66 / US 98	Highlands Avenue (CR 17A)	Imp Exist 6LD	Major Arterial
US 27	Highlands Avenue (CR 17A)	Howey Road	Imp Exist 6LD	Major Arterial
US 27	Howey Road	Schumacher	Imp Exist 6LD	Major Arterial

Facility	From	To	Improvement	Functional Classification
		Road		
US 27	Schumacher Road	SR 64	Exist 6LD	Major Arterial
US 27	SR 64	Stryker Road	4LD to 6LD	Major Arterial
US 27	Stryker Road	Polk CL	4LD to 6LD	Major Arterial
US 98	US 27	Airport Road	2L to 4LD	Minor Arterial
US 98	Airport Road	Spring Lake Boulevard	2L to 4LD	Minor Arterial
US 98	Spring Lake Boulevard	Arbuckle Creek Road	2L to 4LD	Minor Arterial
US 98	Arbuckle Creek Road	Okeechobee CL	2L to 4LD	Minor Arterial
Westside Connection (Highlands)	US 27	SR 70	New 4LD LA	Major Arterial
Westside Connection (Highlands)	SR 70	CR 635 (Ext)	New 4LD LA	Major Arterial
Westside Connection (Highlands/Hardee)	CR 635 (Ext)	SR 66	New 4LD LA	Major Arterial
Westside Connection (Hardee)	SR 66	SR 64	New 4LD LA	Major Arterial
Westside Connection (Hardee/Polk)	SR 64	US 27	New 4LD LA	Major Arterial
County/Local Roads				
Apple Road (Ext)	Apple Road	Lake Have Boulevard	New 2L	Minor Collector
Airport Road	Kenilworth Boulevard	CR 17	2L to 4LD	Minor Collector
Airport Road	CR 17	Airport Entrance	2L to 4LD	Minor Collector
Airport Road	Airport Entrance	US 98	2L to 4LD	Minor Collector
Airport Road (Ext)	Highlands Avenue	Kenilworth Boulevard	New 4LD	Minor Collector
Arbuckle Creek Road	US 98	Riverdale Road	2L to 4LD	Minor Collector
Arbuckle Creek Road	Riverdale Road	Sebring Parkway	2L to 4LD	Minor Collector
Arbuckle Road	SR 17	Sebring	New 4LD	Major Collector

Facility	From	To	Improvement	Functional Classification
(Ext)		Parkway		
Avon Park Parkway	Sebring Parkway/College Drive	Main Street	New 4LD	Minor Collector
Avon Park Parkway	Main Street	Stryker Road	New 4LD	Minor Collector
Avon Pines / Riverdale Connection	CR 64	Arbuckle Creek Road	Imp 2L	Minor Collector
Balboa Boulevard	Granada Boulevard	Schumacher Road	New 2L	Minor Collector
Bassage Road (Ext)	CR 635	Sparta Road	New and Imp 2L	Minor Collector
Bassage Road (Ext)	Sparta Road	US 27	New 2L	Minor Collector
CR 17	US 27 (North of Lake Placid)	US 98	Imp 2L	Minor Collector
CR 17	US 98	Airport Road	Imp 2L	Minor Collector
CR 17 (Main Street in Lake Placid)	US 27	Lake June Road (at US 27)	Imp 2L	Minor Collector
CR 17A (Memorial Drive)	Fairmont Drive	SR 17	Imp 2L	Minor Collector
CR 17A (Memorial Drive)	CR 64	Avon Park Parkway	2L to 4LD	Minor Collector
CR 29	CR 619	SR 70	2L to 4LD	Minor Collector
CR 619	CR 621	CR 29	2L to 4LD	Minor Collector
CR 621	US 27	CR 619	2L to 4LD	Minor Collector
CR 635	SR 66	Hammock Road	2L to 4LD	Major Collector
CR 635 (Ext)	Westside Connection	SR 66	New 4LD	Major Collector
CR 635 (Ext) (Nogales Avenue) Phase I	Schumacher Road	End of SnL	New 2L	Major Collector
CR 635 (Ext) (Nogales Avenue) Phase II	Schumacher Road	End of SnL	2L to 4LD	Major Collector
CR 635 (Ext) (Olivia Drive)	SR 64	Stryker Road	New 4LD	Major Collector
CR 635 (Ext) Phase I	Hammock Road	Schumacher Road	New and Imp 2L	Major Collector
CR 635 (Ext) Phase I	End of SnL	SR 64	Imp 2L	Major Collector

Facility	From	To	Improvement	Functional Classification
CR 635 (Ext) Phase II	Hammock Road	Schumacher Road	2L to 4LD	Major Collector
CR 635 (Ext) Phase II	End of SnL	SR 64	2L to 4LD	Major Collector
CR 64 (Main Street)	US 27	End of Boulevard	Exist 4LD	Major Collector
CR 64 (Main Street)	End of Boulevard	CR 17A	2L to 4LD	Major Collector
CR 64 (Main Street)	CR 17A	Avon Pines	2L to 4LD	Major Collector
Daffodil Street (Ext)	Lake Groves Road West	Miller Road	New and Imp 2L	Minor Collector
Desoto City Road (Ext)	Airport Road	Arbuckle Creek Road	New 2L	Minor Collector
Desoto Road	Sebring Parkway	Airport Road	New and Imp 2L	Minor Collector
Eastside Connection	US 27	US 98	New 4LD	Minor Collector
George Boulevard (Ext)	US 27	Tractor Road	New 2L	Minor Collector
Granada Boulevard (Ext)	Ponce De Leon	US 27	New 2L	Minor Collector
Hammock Road	CR-635	Lakewood Road	2L to 4LD	Major Collector
Hammock Road	Lakewood Road	US-27	2L to 4LD	Major Collector
Heartland Boulevard	Tangerine Drive	Main Street	New 2L	Minor Collector
Heartland Boulevard Phase I	US 27	Main Street	Imp 2L	Minor Collector
Heartland Boulevard Phase II	US 27	Main Street	2L to 4L	Minor Collector
Howey Road	Heron Road	US-27	Imp 2L	Minor Collector
Howey Road (Ext)	CR 635 (Ext)	Heron Road	New 2L	Minor Collector
Lake Groves Road (Ext)	Westside Connection	Daffodil Street (Ext)	New 2L	Minor Collector
Lake Groves Road	Daffodil Street (Ext)	East end	Imp 2L	Minor Collector
Lake Groves Road (Ext) Phase I	East end	Lake Mirror Drive	New 2L	Minor Collector
Lake Groves Road (Ext) Phase II	East end	Lake Mirror Drive	2L to 4L	Minor Collector
Lake Mirror Drive	Lake Groves Road (Ext)	US 27	2L to 4L	Minor Collector

Facility	From	To	Improvement	Functional Classification
Lakewood Road	Bassage Road Ext	Hammock Road	Imp 2L	Minor Collector
Lakewood Road (Ext)	SR 66	Bassage Road Ext	New 2L	Minor Collector
Lakewood Road (Ext)	Hammock Road	Howey Road	New 2L	Minor Collector
Lincoln Connection	Eastside Connection	Virginia Avenue	Imp/New 2L	Minor Collector
Marquata Drive	Tangerine Drive	Main Street	New and Imp 2L	Minor Collector
New Development Access Road	US 27	CR 17A	New 2L	Minor Collector
New Development Access Road	CR 17A	Sebring Parkway	New 2L	Minor Collector
New Development Access Road	Sebring Parkway	SR 17	New 2L	Minor Collector
New Landings Road	Cloverleaf Road	US 27	New 2L	Minor Collector
Northern Boulevard (Ext)	Westside Connection (CR 635 Ext)	US 27	Imp/New 2L	Minor Collector
Plumosa Street	Main Street	US 27	Imp 2L	Minor Collector
Ponce De Leon (Ext)	Granada Boulevard	Schumacher Road	New 2L	Minor Collector
Schlosser Road (Ext)	Sparta Road	US 27	New 2L	Minor Collector
Schumacher Road	US 27	CR 635/Cortez	2L to 4LD	Major Collector
Schumacher Road (Ext) Phase I	CR 635/Cortez	Hardee CL	New 2L	Major Collector
Schumacher Road (Ext) Phase II	CR 635/Cortez	Hardee CL	2L to 4LD	Major Collector
Sebring Parkway	Highlands Avenue	SR 17	New 4LD	Major Collector
Sebring Parkway	SR 17	Arbuckle Creek Road	New 4LD	Major Collector
Sebring Parkway	Arbuckle Creek Road	CR 17A	2L to 4LD	Major Collector
Sparta Road	SR 66	Bassage Road	2L to 4LD	Minor Collector
Sparta Road	Bassage Road	US 27	2L to 4LD	Minor Collector
Stryker Road	CR 635 (Ext)	US 27	2L to 4LD	Major Collector
Stryker Road	US 27	Avon Park Parkway	2L to 4LD	Major Collector

Facility	From	To	Improvement	Functional Classification
Sun'n Lake Boulevard	Columbus Avenue	CR 635 (Ext) (Nogales Avenue)	2L to 4LD	Major Collector
Tangerine Avenue (Ext) (Sebring)	End of Tangerine Avenue	Desoto Road	New 2L	Minor Collector
Tangerine Avenue (Sebring)	Highlands Avenue	End of Tangerine Avenue	Imp 2L	Minor Collector
Tangerine Drive (Lake Placid)	Marquata Drive	Interlake Boulevard	New 2L	Minor Collector
Tangerine Drive (Lake Placid)	Interlake Boulevard	Heartland Boulevard	Imp 2L	Minor Collector
Tractor Road (Ext)	US 27	Airport Road	Imp/New 2L	Minor Collector
Valerie Boulevard	US 27	Memorial Highway (CR 17A)	Imp 2L	Minor Collector
West Interlake Boulevard (Lake Placid)	Catfish Creek Road	Lake Rachard Drive	2L to 3L	Minor Collector
Youth Care Lane	Sebring Parkway	Airport Road	New and Imp 2L	Minor Collector

Objective 4 **Highlands County Will Address the Provision of Efficient Transit Services Based Upon Existing and Proposed Major Trip Generators and Attractors, Safe and Convenient Public Transportation Terminals, Supportive Land Uses, and Accommodation of and the Special Needs of the Transportation Disadvantaged.**

Policy 4.1 **Transportation Services for the Transportation Disadvantaged**

~~The County shall continue to identify the Identify extent of demand and provide access to transportation services for transportation disadvantaged residents in the County, coordinating existing transportation disadvantaged services currently provided, into an integrated program meeting 50% of the demand beginning January 1, 2000.~~

Comment: The language reflects the on-going nature of this policy and deletes outdated reference.

Policy 4.2 **Development Within Public Transit Corridors**

~~When deemed necessary, The County shall eEstablish and implement guidelines for land use types/densities/and intensities, and for site design~~

of development within exclusive transit corridors to assure the accessibility of new development to public transit.

Objective 5 **Highlands County Will Provide for the Protection of Existing and Future Public Rights-Of-Way From Building Encroachment.**

Policy 5.1 **Rights-of-Way Protection**

~~Within the Planning Period, the~~ The County will continue to evaluate rights-of-way needs, acquire new rights-of-way, and protect existing rights-of-way from building encroachments.

The County will continue to implement land development regulations, policies, and procedures to ~~by January, 2008, consider adoption of a Transportation Corridor Management Ordinance providing for protection of protect~~ right-of-way requirements as depicted on the Highlands County ~~Future Traffic Circulation Plan~~ Transportation Map. Thoroughfare Map. (Rule 9J-5.019(4)(c)4., F.A.C.)

Comment: The language reflects the on-going nature of this policy and deletes outdated reference.

Policy 5.2 **R.O.W. Needs Plan**

The County shall continue to amend a Right-of-Way Needs Plan, as required, which establishes specific rights-of-way to be reserved and dedicated by new development to implement the ~~Future Traffic Circulation Plan.~~ (Rule 9J-5.019(4)(c)4, F.A.C.) Transportation Map.

Policy 5.3 **LDR Setbacks for Major Roads**

The County will continue to implement land development regulations establishing building setbacks adjacent to designated vehicular arterial and collector streets that will facilitate right-of-way acquisition for future widening projects.

Policy 5.4 **Thoroughfare Map for Future R.O.W.**

The County's ~~Future Transportation Map series will, by January 2008, develop and adopt a~~ continue to implement the Highlands County ~~Thoroughfare Map~~ Future Traffic Circulation Plan and Map(s). ~~This map~~ These maps will be used as a tool to designate new rights-of-way for proposed road extension, realignments, and R.O.W. expansions or contractions as needed, for vehicular and non-vehicular requirements. (Rule 9J-5.019(4)(c)4., F.A.C.)

Comment: The language reflects the on-going nature of this policy and deletes outdated reference.

Policy 5.5 ~~Future Traffic Circulation Map~~ Reserved

~~Within the Planning Period, prepare and adopt a County wide Future Traffic Circulation Rights-of-Way Map into the Comprehensive Plan, pursuant to Subsection 163.3177(6)(b), and 337.273(6), Florida Statutes.~~

Comment: The map has been prepared.

Policy 5.65 Future Transit Corridors

~~Within the Planning Period, initiate studies addressing~~ In coordination with the FDOT, the County will periodically evaluate the need for the potential reservation of future public transit rights-of-way and exclusive public transit corridors. (Rule 9J-5.019(4)(e)16., F.A.C.)

Comment: The amended language reflects the on-going nature of this policy.

Objective 6 Highlands County Will Coordinate the Siting of New or Expansion of Existing, Airports or Related Facilities with the Future Land Use and Conservation Elements

Policy 6.1 Coordinate With Other Elements of the Plan

~~All air, ground, and water transportation facilities, be they vehicular, rail, air or water will be coordinated with the objectives and policies of the Future Land Use, Capital Improvements and Natural Resources Elements. (Rule 9J-5.019(4)(e), F.A.C.)~~

Policy 6.2 Protection of Adjacent Natural Resources.

~~Within the Planning Period, establish~~ The County shall continue to implement land uses and mitigation policies for to avoid adverse structural and non-structural impacts from transportation terminals ports, airports and related facilities upon adjacent natural resources and land issues. (Rule 9J-5.019(4)(e)18, F.A.C.)

Comment: The amended language reflects the on-going nature of this policy and provides additional language to clearly state avoidance of improper impacts.

Policy 6.3 Protection of On-Site Natural Resources

~~Within the Planning Period, and to the extent jurisdictional limits permit, the The County will enforce the protection and conservation of natural resources within, transportation hubs, airports and related facilities, through its Land Development Regulations to the extent jurisdictional limits permit.~~

Comment: Syntax

~~**Objective 7 Highlands County Will Coordinate the Surface Transportation Access to, Airports or Related Facilities with the Future Traffic Circulation Maps or Map Series**~~

~~**Policy 7.1 Transportation System Management.** Within the Planning Period, establish transportation management strategies as appropriate to improve the system's efficiency and enhance safety. (Rule 9J 5.019(4)(e)7., F.A.C.)~~

Comment: Policy has been relocated to Policy 1.7

~~**Policy 7.2 Roadway and Transit Service Improvements.** Within the Planning Period, evaluate the findings of TE Policy 5.5 pertaining to coordination strategies for roadway and transit service improvements with the future needs of vehicular, rail, air and other related public transportation facilities. (Rule 9J 5.019(4)(e)8., F.A.C.).~~

~~**Policy 7.3 Intergovernmental Coordination.** Within the Planning period, evaluate the priority of needs for establishing strategies, agreements and other mechanisms with applicable local governments, regional and state agencies to implement the transportation, land use, parking and other provisions of the Transportation Element (Rule 9J 5.019(4)(e)11., F.A.C.).~~

Comment: Policy has been relocated to Policy 3.11

~~**Objective 87 Access Management: Through The Planning Period 2000-2010, the The County Will Continue to Coordinate With FDOT in the Refinement of the County's Existing Access Management Standards as Means to Maximize Transportation Efficiency, Safety And Roadway Capacity.**~~

Policy 87.1 **~~Frontage Street Plan~~ Access to Roadways**

~~Within the Planning Period, the County will prepare a map identifying appropriate locations for frontage streets and combined driveways. The County will adopt, continue to implement~~ in its Land Development Regulations, specific language to minimize access points on arterial and major collectors to assist in maintaining their adopted LOS.

The County will continue to identify and develop frontage or backage roads in limited areas to improve safety and protect capacity of the adjacent thoroughfare.

Comment: The language has been made broader in identifying frontage and backage roads. The language also recognizes that as development occurs in the future, this may be a transportation technique that can be employed.

Policy 87.2 **~~LDRs for~~ Commercial Intersections**

~~Within the Planning Period, the~~ The County will ~~incorporate specific language into its land use and~~ continue to implement Land Development Regulations, addressing the location of commercial development and other high traffic generators near the intersections of arterial/arterial or arterial/collector streets, while ensuring that access does not interfere with normal traffic flow at these intersections.

Comment: The language reflects the on-going nature of this policy.

Policy 87.3 **Mandatory Traffic Studies**

~~Through the Planning Period, the~~ The County will continue to maintain its Land Development Regulation provisions that require development applications, subject to Board of County Commission approval or the site plan review process, be accompanied with a traffic study which identifies the impacts the development will create.

The County Engineer shall use the County Concurrency Management System procedures ~~Institute of Transportation Engineer's Trip Generation Manual~~ to evaluate traffic impacts associated with the proposed project.

Should the impacts fall within the category of small-scale development, as defined within the County's Land Development Regulations, such project will be subject to a Minor Traffic Review or exempt from providing formal traffic impact studies.

Comment: The language reflects the current procedures employed by Highlands County.

Policy 87.4

***de minimis* Exemption for ~~Traffic Study~~ Transportation Concurrency**

~~Effective with the adoption of this policy, a~~ A proposed development deemed to have a *de minimis* impact relative to transportation concurrency, shall be exempt from the requirement to secure concurrency clearance ~~traffic study requirement in securing concurrency clearance as required by 9J-5.0055(3)(e) F.A.C.~~

The following conditions must be present to be determined to have *de minimis* impact:

~~A. The development proposal is for an increase in density or intensity of less than or equal to twice the density or intensity of the existing development, or for the development of a vacant parcel of land, at a residential density of less than four dwelling units per acre, or, for nonresidential uses, at an intensity of less than 0.1 floor area ratio. Isolated vacant lots in predominantly built residential areas where construction of a single family house would be the most suitable use, may be developed for single family residential under the *de minimis* exception even if smaller than one quarter acre in size.~~

~~B. The transportation impact of the proposed development alone does not exceed 0.1 percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility.~~

~~C. The cumulative total transportation impact from the *de minimis* exemptions does not exceed three percent of the maximum service volume at the adopted level of service standard of the affected transportation facility if the facility does not meet the minimum level of service standard.~~

A. The proposed development is for one single family dwelling unit on an existing parcel of record, zoned for single family use, or;

B. The proposed development or redevelopment will not generate greater than 50 additional average daily trips and will not directly access within 2,000 feet the first transportation facility on the applicable transportation concurrency network that has been identified as either Critical or Near Critical in the last update of the Highlands County Annual Concurrency Management System Summary Report.

Policy 87.5 Access Control to Roadways.

Coordinating with the FDOT, the County will continue to enforce the control of connections and access points of driveways and local roads to collector and arterial roadways, through its Land Development Regulations.

Policy 87.6 On-Site Vehicular Traffic Control

The County will continue to require and implement through LDRs provisions for adequate on-site parking and for safe and convenient on-site vehicular and non-vehicular traffic circulation. ~~, and implementing the requirements for adequate on site parking through the adopted land development regulations.~~

Comment: The amended language provides greater focus on the purpose of this policy.

Policy 87.7 Connectivity Between Neighborhoods

The County shall seek opportunities to develop connections between neighborhoods to ~~within the Planning Period, initiate an analysis of all subdivisions and neighborhoods to determine where alternate routes may be created, between these subdivisions and neighborhoods that would facilitate~~ reducing the reduction of vehicle miles traveled within the community by reducing the use of collector and arterial routes for ~~effecting internal access~~ local trips.

Comment: The amended language provides greater focus on the purpose of this policy and reflects the on-going nature of this policy.

Policy 87.8 Connectivity Through Cross Access Between Major Destination Facilities

The County shall seek opportunities in areas of major destination facilities ~~within the Planning Period, initiate an analysis of existing major vehicular traffic generators for the option to~~ keep and create cross access provisions, such as easements for vehicles and pedestrians achieving, in a small part, a reduction in the immediate vehicular volumes on the collector or arterial road.

Comment: The amended language reflects the on-going nature of this policy.

Objective 98 **Roadway Management and Maintenance Standards: The County Shall Maintain Maximum Transportation Efficiency by Utilizing Levels Of Service and Maintenance Standards for Its Major Roadway System**

Policy 9.38.1 **Concurrency Review Clearance for Traffic Impacts**

The County will continue to administer a Concurrency Management System. This system will:

- A. Ensure that the goals, objectives and policies of the Transportation Element are consistent with the goals, objectives and policies of the other elements of this Comprehensive Plan; and,
- B. Be developed and implemented as a monitoring method to assure that proposed development impacts do not degrade adopted levels-of-service standards.

Policy 9.18.2 **Roadway Level of Service Standards**

Highlands County shall continue to establish and monitor level of service standards, at peak hours, for roads and public transit facilities within the local government's jurisdiction. Pursuant to s.338.001, Florida Statutes, for facilities on the Strategic Intermodal System and the Florida Intrastate Highway System, Highlands County shall adopt the level of service standards established by the Florida Department of Transportation unless preemptions from State standards are allowed by statute or by rule.

For all other facilities on the future vehicular traffic circulation map, Highlands County shall adopt adequate level of service standards. These levels of service standards shall be adopted to assure that adequate facility capacity will be provided to serve the existing and future land uses as demonstrated by the supporting data and analysis in the Comprehensive Plan.

The existing level of service shall be monitored ~~established~~ by the Highlands County Concurrency Management System Annual Report, utilizing the FDOT LOSPLAN software or the FDOT Generalized Q/LOS Table for Areas Transitioning into Urbanized Areas or Areas over 5,000 not in an Urbanized Area, State Two-way Arterials chart. Therefore,

Highlands County adopts the following level-of-service for all County roadway segments: ~~(Rule 9J-5.019(4)(e)1,F.A.C.)~~

Comment: The amended language reflects the current procedure employed by Highlands County and exemptions to transportation LOS on state roads as allowed in SB 360 (2009).

**Peak-Hour/Peak-Season
Functional Classification ————— Level of Service**

Principal Arterial	—————	C
Minor Arterial	—————	C
Major Collector	—————	C
Minor Collector	—————	C

A roadways level of service is determined as the ratio of the traffic volume on a roadway and the roadways capacity. Rather than reduce the level of service from C to D on all County roadways and all State roadways that are not part of the SIS or FIHS a definition of how capacity is determined will achieve the assurance of an adequate level of service. The County is proposing to amend TE Policy 9.1 to define how a level of service is established and to stipulate that either the FDOT LOSPLAN software or the FDOT Generalized Q/LOS Table for Areas Transitioning into Urbanized Areas or Areas over 5,000 not in an Urbanized Area, State Two-way Arterials chart be utilized.

Using the State Two-way Arterial portion of the chart rather than the non-state roadway portion of the chart achieves the same results as a reduction in level of service and is more reflective of the actual capacities of the County road network. The difference in LOS is illustrated by excerpts from the FDOT Generalized Q/LOS Table:

Comment: The deleted language is process and does not need to be included as policy within the Comprehensive Plan. Replace with table with specific LOS standard by roadway.

(Table to be provided)

Lanes	Divided	LOS A	LOS B	LOS C	LOS D	LOS E
Uninterrupted Flow Highways						
2	Undivided	2,100	6,900	12,900	18,200	24,900
4	Divided	18,600	30,200	43,600	56,500	64,200
6	Divided	27,900	45,200	65,500	84,700	96,200
State Two-way Arterials						
Class I (>0.00 to 1.99 signalized intersections per mile)						
2	Undivided	**	4,000	13,100	15,500	16,300
4	Divided	4,600	27,900	32,800	34,200	***
6	Divided	6,900	42,800	49,300	51,400	***
Class II (2.00 to 4.50 signalized intersections per mile)						

2	Undivided	**	**	10,500	14,500	15,300
4	Divided	**	3,700	24,400	30,600	32,200
6	Divided	**	6,000	38,000	46,100	48,400
Class III (more than 4.50 signalized intersections per mile)						
2	Undivided	**	**	5,000	11,800	14,600
4	Divided	**	**	11,700	27,200	30,800
6	Divided	**	**	18,400	42,100	46,300
Non-State Roadways						
Major City/County Roadways						
2	Undivided	**	**	7,000	13,600	14,600
4	Divided	**	**	16,400	29,300	30,900
6	Divided	**	**	25,700	44,100	46,400
Other Signalized Roadways (signalized intersection analysis)						
2	Undivided	**	**	4,400	9,400	12,000
4	Divided	**	**	10,300	20,200	24,000

Source: Florida Department of Transportation, Systems Planning Office

Comment: The above table is informational and is not required to be in the Comprehensive Plan and is subject to change based upon FDOT evaluated criteria changes.

Policy 9.28.3 Annual LOS and CIP Review for Roads

The County will continue to ensure that road capacity is protected by annually re-evaluating existing levels of service and transportation capital improvement priorities.

Policy 9.48.4 LOS Based on Traffic Count

The County will continue to utilize traffic ~~counters~~ volume measuring devices to obtain average daily and peak-hour traffic counts for all thoroughfare segments and critical intersections on County roads with State roads, ~~through the year 2010~~ and will project levels of service based on these counts.

The County will coordinate with adjacent Counties in projecting levels of service on non-state roadways crossing county lines ~~inter-county maintained roads~~.

Comment: Clarifying syntax.

Policy 98.5 Road Construction, Reconstruction and Resurfacing ~~Target~~ Policy

The County will continue to resurface, reconstruct, and construct approximately ~~45 miles or more per year~~ of county-maintained roads and streets. ~~These improvements will be~~ in accordance with the Future Land Use Map, where the location of the roads are not within Conservation/Management Lands, and when funds are available; and, in the event new road construction is determined, that the location, extension, or alignment of the new road is consistent with the adopted ~~Vehicular~~ Future Traffic Circulation Transportation Map and policies of the Transportation Element discouraging ~~mitigating~~ urban sprawl.

~~A. Consistent with the above references in the comprehensive plan policies established by the Board of County Commissioners, the following levels of road improvements will receive paving:~~

- ~~1. New road construction (5+ miles per year);~~
- ~~2. Existing road reconstruction (10+ miles per year); and~~
- ~~3. Existing road resurfacing (25+ miles per year)~~

~~See this policy for non paved County maintained roads that may be paved, and TE Policy 10.2 for non paved roads that may be accepted for new maintenance. See TE Policy 10.2 for roads the County may determine to require to be made passable for service vehicles, at less than operational standards.~~

Comment: The specific miles have been deleted. These targets should be part of the CIE and CIP and connected to the available revenue stream.

Policy 98.6 Evacuation Routes

~~Consistent with Subsection 163.3177 (6)(j) 6. Florida Statutes, and Chapter 3 of the Central Florida Regional Planning Council (CFRPC) Strategic Regional Policy Plan (SRPP) all, All federal and state inter-state and intra-state highways are regionally significant and considered appropriate hurricane evacuation routes.~~

A. The County will continue to cooperate with the Florida Department of Transportation (FDOT) to effect the safe and orderly evacuation of the Coastal population prior to an impending natural disaster on the following routes within the County:

1. U.S. 27, from Glades County line to Polk County line;
2. U.S. 98, from Okeechobee County line to U.S. 27;

3. S.R. 64, from Hardee County line to U.S. 27;
4. S.R. 66, from Hardee County line to U.S. 27;
5. S.R. 70, from Okeechobee County Line to U.S. 27; and
6. S.R. 70, from DeSoto County line to U.S. 27.

Policy 98.7 Bridges Along the Evacuation Routes

~~Consistent with Policies 3.1.3 and 3.1.4 of the Central Florida Regional Planning Council's Strategic Regional Policy Plan, the~~ The County will continue to, ~~within the Planning Period,~~ cooperate with the FDOT, as it establishes priorities for:

- A. The repair and replacement of bridges, especially those that restrict the flow of traffic on hurricane evacuation routes; and,
- B. The construction of road drainage projects for regionally significant highways that are designated hurricane evacuation routes and are susceptible to flooding.

Comment: The amended language reflects the on-going nature of this policy.

Policy 98.8 Intersection Level of Service Standards

~~Within the Planning Period, the~~ The County will continue to study selected intersections within the County, as necessary, to determine appropriate levels of service for formulating safe and efficient functional design standards and circulation management controls.

Comment: The amended language reflects the on-going nature of this policy.

Policy 98.9 Transportation Demand Indicators

~~Within the Planning Period, the~~ The County shall continue to identify ~~implement~~ establish, as ~~determined by analysis,~~ numerical indicators against which the achievement of the mobility objectives of the community can be measured ~~such as (modal splits, annual transit trips per capita, and automobile occupancy rates).~~ (Rule 9J-5.019(4)(e)10., F.A.C.)

Comment: The amended language reflects the on-going nature of this policy.

Objective 109 Development Standards for Unpaved Roads, the County will Implement Policies for County Maintained Public Rights-Of-Way

Policy 109.1 Building Permits Issued On Roads Not County Maintained

The issuance of building permits for private properties fronting on roads not maintained by the County does not commit nor obligate the county to accept the road for maintenance, nor to repair the road if it becomes impassable. Policy 109.2 must be satisfied for the County to accept any road for maintenance that is currently not maintained.

Policy 109.2 County Maintained Unpaved Roads

The County may, ~~within the Planning Period,~~ accept for maintenance unpaved roads, within public rights-of-way, according to criteria established by the Board of County Commissioners.

Policy 109.3 County Program for Property Owners to Assist in Road Paving

The County may continue to assist affected property owners, on County maintained roads, in achieving the goal of a paved road, through the implementation of current policy that includes consideration of previous County maintenance, density of dwellings and adequate right-of-way.

This policy permits the property owner to share the expense for paving the road by providing the paving materials for the County to apply. ~~Consistent with INF Policy 2.5, this~~ This assistance is not to be provided on roads that have not previously been accepted by the County for maintenance.

Objective 110 ~~Scenic Highways; Within the Planning Period, the~~ The County, Through the Recreation and Parks Advisory Commission, will Establish a Scenic Highways / Road Program which will Identify Criteria for Qualifying Roads as Being Scenic and Will Provide Regulations for Sustaining those Scenic Attributes Endemic to those Roads

Comment: The amended language reflects the on-going nature of the objective.

Policy 110.1 State Highways

~~Within the Planning Period, the~~ The County will select those state routes or segments of routes passing through Highlands County that meet the criteria to be considered scenic; and, will coordinate with and enlist the FDOT ~~to bring them on~~ as a cooperating partner.

Comment: The amended language reflects the on-going nature of this policy.

Policy 140.2 County Highways

~~Within the Planning Period, the~~ The County will select those County routes or segments of routes within the County that meet the criteria to be considered scenic.

Comment: The amended language reflects the on-going nature of this policy.

Policy 140.3 Scenic Road Plan

~~Within the Planning Period, The County will continue to develop, refine, and implement a County-wide Scenic Road Plan will be prepared for adoption into the Comprehensive Plan.~~

Comment: The amended language reflects the on-going nature of this policy.

- A. The Plan shall identify the vistas which epitomize the scenic attributes for which the road was selected and designated as scenic, providing directions for preserving the integrity of the vistas in cooperation with the property owners and the policies of the Future Land Use Element of this comprehensive plan.
- B. The Plan shall provide direction for establishing the appropriate landscape image and highway signage, within the road right-of-way, consistent with the specific scenic attributes of the selected road.
- C. The Plan shall identify those scenic roads that are funded through federal highway subsidies in order to establish federal sign control requirements outside the road's right-of-way. The County shall enact equivalent sign control requirements for all other designated scenic roads.
- D. The Plan shall incorporate provisions for accommodating, where appropriate, bicycle ways, pedestrian ways and, wherever possible, equestrian ways within the road right-of way.
- E. A specific set of performance standards shall be promulgated for scenic road protection which shall include:
 - 1. Regulation of land use and density of development within the scenic corridor of the road;
 - 2. Detail site planning criteria;

3. Control of outdoor advertising and prohibiting the use of the generic “billboard”; and,
 4. Careful attention to and control of earthmoving and landscaping within the corridor.
- F. The Plan shall accommodate community efforts to establish a scenic Corridor Advocacy Group (CAG) of local citizens to establish scenic corridors in Highlands County through the Florida Scenic Highways program administered by the FDOT.

Policy 110.4 Land Development Regulations for Signs

~~Within the Planning Period, the~~ The County will continue to implement ~~incorporate specific language into~~ its land development regulations to improve the visual quality and safety of transportation corridors and selected scenic highways, through sign control and enforcement.

Comment: The amended language reflects the on-going nature of this policy.

Policy 110.5 Florida Cracker Trail Designation

~~The County will support~~ Support and promote regional interests in the Florida Cracker Trail Designation utilizing the Highlands County segment as an integral link in the eventual improvements along the historic trail alignment.

Comment: The amended language reflects the on-going nature of this policy.

Objective 121 Identify Roadway Funds; ~~Within the Planning Period, the~~ The County Will Continue to Analyze all Alternative Funding Sources to Supplement Its Roadway Expenditures.

Comment: The amended language reflects the on-going nature of this policy.

Policy 121.1 Transportation Impact Fee

~~Within the Planning Period, the County will prepare a study to determine the feasibility of transportation impact fees.~~ The County will monitor the sufficiency of the funding levels of transportation impact fees.

Comment: The amended language reflects the on-going nature of this policy.

Policy 121.2 Gas Tax Referendum

The County will seek voter approval for any additional gas tax as a funding mechanism.

**Policy 121.3: ~~Inter-Modal Surface Transportation Enhancement Act (ISTEA)~~
Road Enhancement Funds**

On a case-by-case basis, the County will apply for road enhancement funds through state or federal grants ~~ISTEA, (to be replaced by the Transportation Equity Act – 21st Century, TEA 21)~~, as guided by the County-Wide ~~Traffic Circulation~~ Transpsortation Plan or specific projects.

Comment: The amended language eliminates an outdated name reference.

Policy 121.4 ~~Funding the Highest Priority Needs Transportation Improvements.~~

~~The County will, by January 2008, adopt a new funding mechanism for the Highest Priority Needs transportation improvements as identified in the Long Range Transportation Plan.~~

Comment: This policy has been achieved.

Objective 12 Regional Transportation Inter-Connectivity

The County shall encourage the enhancement of regional and statewide multimodal transportation facilities. The County shall promote regional and statewide access incentives to provide County residents with improved mobility to encourage economic development, to provide for emergency evacuation, and to reduce traffic congestion and energy consumption.

Policy 12.1 Coordinate Roadway Improvements with the Florida Turnpike Enterprise and the Florida Department of Transportation

The County shall coordinate with the Florida Turnpike Enterprise and the Florida Department of Transportation in locating limited access facilities connecting Highlands County with the interstate highway system.

Policy 12.2 Coordinate Roadway Improvements with Adjoining Counties

The County shall coordinate with adjoining counties on roadway improvements by including adjoining county representatives in the Long

Range Transportation Committee, and by participating with the Central Florida Planning Commission in regional transportation planning.

Comment: The above Objective and policies are added to recognize the existing efforts to of locating an additional limited access facility serving the County and the importance of intergovernmental coordination to this effort.

~~**Objective 13** — **Kissimmee River Annual Issues Report. The County Will, on an Annual Basis Beginning July 1, 1991, Formally Request the Agency Implementing the Kissimmee River Resource Management Plan (KRRMP) to Send a List of Local Concerns to the County's Planning Department.**~~

~~**Policy 13.1** **Roadway Designs to Address the Kissimmee Management Plan Objectives**~~

~~Through the year 2030, the County will utilize the KRRMP management objectives in terms of addressing existing flooding conditions, or protection of historical, archaeological or cultural resources, when formulating roadway design within the jurisdiction of the agency implementing the KRRMP in Highlands County.~~

~~**Policy 13.2** **Coordinate Roadway Improvements in the Kissimmee Area**~~

~~Through the year 2010, the County will contact the implementing agency of the KRRMP if any County roadway improvements are being considered within the management plan boundary.~~

Comment: The above Objective and associated policies are no longer applicable.