

Chapter 2

Transportation Element

Goals, Objectives and Policies

Unified Sumter County/Center Hill/Webster
Comprehensive Plan

Chapter 2 – Transportation Element Goals, Objectives and Policies

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Universal Goals, Objectives and Policies

Goal 2 Transportation

Provide for a safe, convenient and efficient multi-modal transportation system coordinated with the future land use map and designed to support all elements of this comprehensive plan.

Objective 2.1 Level of Service Standards and Congestion Management

Establish minimum level of service standards for public roadways and adopt congestion management implementation policies to ensure all roadway segments classified as collector or arterial maintain a volume to capacity ration less than 1.0.

Policy 2.1.1 Congestion Management System

The County and Cities shall utilize the following approaches to monitor and plan for transportation facilities to meet current and future demands and minimize congestion:

- a. Develop a Congestion Management System that provides for the monitoring of impacts to the transportation network and identify areas of concern and opportunities for improvement;
- b. Establish and maintain an on-going traffic information program, including an on-going traffic count program to provide information for the Congestion Management System. This program shall serve as the basis for project review and evaluations, prioritization of all traffic improvements and roadway reclassifications, as well as for providing the database for updating the Transportation Element; and
- c. Consider and prioritize low-cost, high benefit transportation improvements as the first option to maintain an adequate transportation system (i.e. minimize congestion and expand transportation access and choice).

Policy 2.1.2 Level of Service for FIHS and SIS Roadways, and TRIP Funded Roadways

The County and Cities adopt the following level of service (LOS) standards for roadways on the Florida Intrastate Highway System (FIHS), Strategic Intermodal System (SIS), and roadways funded through the Transportation Regional Incentive Program (TRIP). These adopted LOS standards are not regulatory but provide a basis to monitor congestion and coordinate needed improvements with the LSMPO and FDOT. These LOS standards, based on peak hour, are as follows:

Table 2-1 - LOS Standards for FIHS/SIS/TRIP

FIHS/SIS/TRIP Facility	From	To	LOS Based on Area Type
SR 44	Citrus County line	I-75	C (Rural)
I-75	Hernando County line	Marion County line	C (Rural)
Florida Turnpike	Lake County line	I-75	C (Rural)
TRIP Funded Facility (None at time of Adoption)	N/A	N/A	C (Rural)

Policy 2.1.3 Level of Service for Other State and County or City Roadways

The County and Cities adopt the following LOS standards for roadways not on the FIHS or SIS, and not funded through TRIP. Adopted LOS standards are not regulatory but provide a basis to monitor congestion and coordinate needed improvements. These LOS standards, based on peak hour, are as follows:

- a. LOS D for roadways within the unincorporated areas of the county that are within or adjacent to the Urban Development Area, as shown on the Future Land Use Map, or within the city limits of the City of Center Hill and City of Webster; and
- b. LOS C for roadways within the unincorporated areas of the county outside and not adjacent to the Urban Development Area, as shown on the Future Land Use Map.

Policy 2.1.4 Transportation Improvements Priorities

Transportation improvement projects shall be evaluated and prioritized according to the following guidelines (listed in order of priority):

- a. Funded projects to correct existing identified transportation system deficiencies;
- b. Projects to relieve identified safety and congestion problems;
- c. Projects to promote economic development activities and job creation;
- d. Projects necessary to fulfill a legal commitment made by the local government;
- e. Projects that will preserve or achieve the full utilization of existing transportation facilities; and
- f. Projects to meet the future needs of defined growth or development areas.

Policy 2.1.5 Transportation Design Standards within Land Development Regulations
The County and Cities shall maintain transportation design standards within their land development regulations. The transportation design standards shall be consistent, as applicable, with the “Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways” published by FDOT, and the “Manual on Uniform Control Traffic Devices” (MUTCD) published by the Federal Highway Administration (FHWA); and include approved Development of Regional Impact standards and the County Engineering Standards Manual (SCESM) (upon approval) or standards adopted by the Cities.

Policy 2.1.6 Improvements to Public Roads
New development and redevelopment activities that result in more intense traffic use are required to bring publically maintained (State, City or County) roads to the appropriate physical condition necessary for the proposed use. Land development regulations shall require the developer be responsible for required improvements and, if requested by the County’s Public Works Director, or designee, or City Engineer, or designee, provide the following information or analysis during the permitting process:

- a. Evaluation of the physical condition (width and construction including subgrade) of publically-maintained roads used to gain access to the development site;
- b. Volume and type of traffic to be generated by the proposed development; and
- c. Improvements required bringing publically maintained roads to the appropriate physical condition necessary to protect the health, safety, and welfare of the public.

Policy 2.1.7 Innovative Methods to Minimize Accidents
The County and Cities shall support the use of innovative methods to minimize crashes and fatalities on public roadways. These methods may include the use of traffic calming devices, public outreach programs, and use of crash data to identify high accident locations.

Objective 2.2 Multi-modal System

Provide the opportunity for the use of multi-modal transportation options (i.e. bicycle, pedestrian, golf cart, public transit, rail, air) to serve the local and regional movement of and connections among people, jobs, goods, and services.

Policy 2.2.1 Promote Compact Growth
The County and Cities shall promote compact growth with a variety of land uses within the Municipal Overlay Areas and Joint Planning Areas around each city as a means to promote walkable communities, support an efficient public transportation system, including transit, and reduce the length of trips required to reach destinations.

Policy 2.2.2 Multi-modal Pathways

Developments of Regional Impact (DRI), Florida Quality Developments (FQD) and, Mixed Use Developments that contain development that achieves 50% or more of the DRI/FQD threshold shall provide multi-modal pathways and bicycle/pedestrian connections along all collector or arterial roadways. Multi-modal pathways shall meet the standards contained in the American Association of State Highway and Transportation Officials, "Guide for the Development of Bicycle Facilities", 2012, and "Guide for the Planning, Design, and Operation of Pedestrian Facilities", 2004.

Policy 2.2.3 Pedestrian, Bicycle, Transit Provisions

Multi-family residential areas, Residential Planned Unit Developments (PUD) and clustered residential developments, and recreational vehicle (RV) parks shall provide for alternative modes of travel such as bicycle, pedestrian, and/or golf-cart. Master planned residential developments (including PUDs and RV parks) shall provide a pedestrian and bicycle friendly environment.

Policy 2.2.4 Scenic Sumter Heritage Byway

The County and Cities shall continue to support the development and implementation of the Scenic Sumter Heritage Byway.

Policy 2.2.5 Public Transit

The County shall maintain a transit system that meets residents' mobility needs in a cost effective and efficient manner.

- a. Coordinate public transit efforts with the cities, adjacent counties, and the LSMPO to create an integrated transit system that will provide greater interconnection between urban areas, workplaces, and marketplaces;
- b. By 2017, prepare a transit development plan to establish a strong link between the provision of transit services and land use decisions and future growth within the county; and
- c. Promote land use patterns that support a compact public transit system.

Policy 2.2.6 Rail

The County and Cities shall maintain coordination with CSX regarding the operation of the S-line, which is identified by the State as a SIS facility, to enhance the positive economic impact of extensive rail service within the county and to mitigate potential negative impacts of increased rail traffic.

Policy 2.2.7 Airports

The County and Cities shall coordinate the permitting and approval with the appropriate federal and state agencies for any future proposed public airports. In addition, the County and Cities shall continue to coordinate with existing operators of private airfields to assure compatibility and identify opportunities to enhance services to meet the economic needs of the region.

Objective 2.3 Coordination with Regional, State, and Local Agencies

Provide a transportation system that is coordinated and consistent with the plans and policies of the LSMPO, FDOT, and adjacent local governments.

Policy 2.3.1 Coordination with LSMPO

The County and Cities shall continue to coordinate with the LSMPO to promote and implement a regional transportation system that enhances economic opportunities and serves the regional transportation needs of residents and businesses.

Policy 2.3.2 Adoption of the LSMPO 2035 Long Range Transportation Plan

The County and Cities hereby adopt by reference "TRANSPORTATION 2035" the LSMPO long range transportation plan (LRTP) adopted by its Governing Board on December 8, 2010, to provide additional goals, objectives, and strategies (i.e. policies) to support and promote a diverse and efficient multi-modal transportation system in the county and cities. The County and Cities shall utilize the technical documentation of the LRTP as the data and analysis in support of this Transportation Element.

Policy 2.3.3 Constrained Corridors Policy

The County and Cities hereby adopt by reference the "Constrained Corridors Policy" of the LSMPO (Policy 2008-1).

Policy 2.3.4 Regionally Significant Corridors

The County and Cities hereby adopt by reference the "Adopted Regionally Significant Corridors Map" of the LSMPO.

Policy 2.3.5 Coordination with FDOT

The County and Cities shall continue to maintain open and effective dialog with FDOT and applicable FDOT staff members. Specifically, the County and Cities shall coordinate with FDOT for:

- a. Development and implementation of the FDOT 5-year Work Program;
- b. Impacts of development on State transportation facilities, with specific emphasis on transportation facilities that are part of the SIS; and
- c. Development and implementation of a statewide intermodal logistics system, with emphasis on the area identified as the Central Florida Mixing Center/Monarch ILC on FDOT's "Draft Intermodal Logistics Center Tool", dated February 2, 2012, and the related Florida Crossroads Industrial Activity Center identified within the "2010 Comprehensive Economic Development Strategy for the Withlacoochee Region" adopted by the Withlacoochee Regional Planning Council (WRPC).

Policy 2.3.6 City and County Coordination

The County and Cities shall maintain a highly efficient, seamless transportation system through multiple jurisdictions by coordinating transportation priorities and programs, maintaining

Interlocal Service Boundary Agreements, and other intergovernmental agreements with adjacent or impacted government entities.

Policy 2.3.7 Emergency Evacuation Routes

The County and Cities shall continue to coordinate with the WRPC, the LSMPO, FDOT, and the Florida Division of Emergency Management (FDEM) to assure the appropriate maintenance and management of roadways designated as emergency evacuation routes. The following are the emergency evacuation routes designated in the county:

- C-476W from Hernando County to US 301
- C-476 (Seminole Avenue) from US 301 to C-48
- C-48 from C-476 to SR 471
- C-48 from Citrus County to I-75
- SR 44 from Citrus County to Lake County
- SR 471 from Polk County to US 301
- SR 48 from I-75 to C-475S (Main Street)
- SR 50 from Hernando County to Lake County
- Florida Turnpike from Lake County to I-75
- I-75 from Hernando County to Marion County
- US 27/441 from Morse Boulevard to Marion County
- US 301 from Hernando County to Marion County

Unincorporated Area Specific Goals, Objectives and Policies

There are no additional goals, objectives, or policies for the unincorporated area. The universal goals, objectives, and policies fully apply within the unincorporated area of the county.

City of Center Hill Area Specific Goals, Objectives and Policies

Not included in unincorporated county version

City of Webster Area Specific Goals, Objectives and Policies

Not included in unincorporated county version