

I. GOALS, OBJECTIVES, AND POLICIES

GOAL #10 - To achieve an efficient, safe, integrated, economically, and socially feasible multi-modal transportation system.

Transportation Planning Program

- Objective 10.1 The County shall establish and maintain within one year of the adoption of the Comprehensive Plan, a transportation planning program for Citrus County, seeking input from citizens, other local governments, and the State in order to address the transportation needs of the County.
- Policy 10.1.1 A continuous traffic analyses program which will include traffic counting, capacity, and Level of Service (LOS) determination shall be established to provide documentation for future planning.
- Policy 10.1.2 The Capital Improvements Element shall be used for scheduling transportation improvement projects and expenditures.
- Policy 10.1.3 Ensure selection, planning, and construction of the most efficient and effective means of transportation between areas of activity.
- Policy 10.1.4 Assure compatibility of development and development intensities with existing and planned transportation facilities.
- Policy 10.1.5 The County shall require that all multi-family residential commercial, office, or industrial developments submit a circulation, parking, and access plan prior to the issuance of any development order.
- Policy 10.1.6 Land acquisition programs shall be implemented to address and prioritize transportation improvements.
- Policy 10.1.7 To ensure fair and efficient application of impact fee monies and collections for roadway improvement through the unincorporated and corporate areas, roadway improvements shall be coordinated with the Cities of Crystal River and Inverness.
- Policy 10.1.8 The County shall utilize special assessment districts to provide adequate rights-of-way, drainage, and pavements for existing unpaved roads.
- Policy 10.1.9 The County shall maintain transportation access management measures to prevent degradation of those roads on the Florida

Intrastate Highway System (FIHS) below the adopted LOS in accordance with F.A.C. 14-97.

- Policy 10.1.10 The County shall adopt access management standards, meeting the requirements of F.A.C. 14-97, for all roads on the Functional Classification of Roads Map.
- Policy 10.1.11 The County shall utilize the Capital Improvements Element to provide concurrency management guidelines.

Functional Classification of Roads

- Objective 10.2 Citrus County shall be served by a comprehensive street network designed to separate traffic by its major function or purpose such as through traffic versus local traffic and local residential access versus movement between two areas. This network shall be documented "Functional Classifications of Roadways" and shall include existing and planned roadways.
- Policy 10.2.1 Street improvements shall be designed to provide sufficient carrying capacity to accommodate projected development as indicated in the Future Land Use Element and Generalized Future Land Use Map.
- Policy 10.2.2 New residential development shall contain an interior street design that makes maximum use of cul-de-sac and loop streets in order to discourage unnecessary through traffic. The design of the street system shall discourage high speed traffic.
- Policy 10.2.3 The major thoroughfare system shall provide safe and easy access to, from, and between all parts of the County without disrupting neighborhoods.
- Policy 10.2.4 Residential streets shall be designed to provide access only to local properties and not to carry through traffic into residential areas.
- Policy 10.2.5 Alternate access points shall be provided in all new developments (platting) unless it can be demonstrated that only one access point is needed. Criteria for the number of access points needed shall be included in the land development regulations.
- Policy 10.2.6 No new arterial, major collector roadway, or new bridge construction shall be permitted west of US-19. However, this shall not prevent maintenance, reconstruction, or expansion, as required, to provide for growth on such facilities as may exist upon the date of Plan adoption.

Policy 10.2.7 The County shall require an environmental assessment of corridors or proposed new roadways to ensure compliance with County land use regulations and State and Federal environmental laws.

Transportation Infrastructure

Objective 10.3 The County shall require adequate transportation infrastructure to be available in advance of, or concurrent with, new development to the end that LOS's on existing facilities are not degraded within the planning period as defined by the 10-year traffic projections.

Policy 10.3.1 Design of new transportation facilities shall be based on reduction in congestion and accidents and maintenance or improvement of the existing LOS during the succeeding 10 years.

Policy 10.3.2 Protection of wetland areas shall be demonstrated in all new roadway construction in the County. Any unavoidable disturbance of wetlands shall be offset by appropriate mitigation.

Policy 10.3.3 The County shall avoid, wherever possible, selecting routes for improvement of traffic circulation which traverse wetlands or developed residential areas.

Policy 10.3.4 Inexpensive alternatives to improve the utilization of land in the transportation system shall be used, such as traffic operations improvements as a preferred alternative to new facilities.

Policy 10.3.5 The level of service (LOS) standard "C" shall be maintained on all collector and principal arterial roadways; and LOS "D" shall be maintained on all minor arterial roadways, except those roadways that are part of the Florida Intrastate Highway System (FIHS). For FIHS roadway facilities the minimum LOS standard is "B" in Rural Areas, and "C" in Transitioning Urbanized Areas, Urban Areas, or Communities. The FIHS system of limited access and controlled access highways currently includes US-19 and SR-44.

Policy 10.3.6 The County shall establish a maintenance schedule program for improvements on the existing network.

Policy 10.3.7 Review of all proposed developments for impact upon LOS shall occur at the initial review of the project by the County.

Policy 10.3.8 The County shall coordinate traffic signalization improvements with the State of Florida, City of Crystal River, and City of Inverness and shall abide by State standards for the erection and

maintenance of traffic signals. The County shall monitor high traffic/accident locations in order to identify existing and potential problem areas.

Policy 10.3.9 The County shall require all new development to pay their fair share for the improvement or construction of needed transportation facilities.

Policy 10.3.10 Frontage roads, access roads, and/or other alternative access systems, along arterial and major collector roadways, shall be required in accordance with County development regulations. Interconnection of parking lots along a road frontage shall be encouraged. New points of ingress and/or egress shall be limited to these access systems to minimize direct access to the congested roadways.

Policy 10.3.11 Financial responsibility for roadway improvements and traffic control devices shall not be less than the pro rata share of the impact of the development on the roadway network.

Policy 10.3.12 The County shall require all new roads and streets to be dedicated to the public as part of each development order unless a need can be demonstrated for the roadways to remain in private ownership and maintenance.

Policy 10.3.13 All new private roads shall be constructed in accordance with the same standards applied to County maintained roads.

Policy 10.3.14 Transportation facilities, bikeways, and pedestrian ways shall be designed to assure accessibility for handicapped persons.

Policy 10.3.15 Citrus County shall require any new development to provide an acceptable plan for on-site traffic flow and parking for both motorized and non-motorized vehicles.

Rights-of-Way

Objective 10.4 The County shall acquire rights-of-way necessary for the maintenance of LOS and for the safe and effective design of roads in accordance with State standards. The land development regulations shall contain provisions which protect rights-of-way from encroachment.

Policy 10.4.1 The County shall require, through development regulations and the land development regulations, the dedication of all needed rights-

of-way and necessary roadway improvements from all new developments.

- Policy 10.4.2 The vacation of rights-of-way, alleys, roads, or access easements shall only be allowed when principal or secondary access to a parcel of land is not diminished, the location of an existing or future utility is not adversely affected, or the roadway does not serve a public purpose, nor has the potential of being integrated into the transportation system.
- Policy 10.4.3 The Board of County Commissioners shall maintain and update the map identifying the general vicinity of future transportation rights-of-way requirements based upon the Traffic Circulation and Future Land Use Elements of the Comprehensive Plan.
- Policy 10.4.4 In rights-of-way acquisition, it is recognized that intersection capacity is the key to urban roadway capacity. Consequently, the County shall acquire rights-of-way in the areas of key intersections, especially at existing and future signalized locations, to allow for exclusive right turn lanes and left turn lanes.
- Policy 10.4.5 Citrus County shall utilize the right-of-way requirements for future roadway construction and reconstruction as set forth in the land development regulations.
- Policy 10.4.6 Acquire rights-of-way for future transportation needs as funds become available.
- Policy 10.4.7 Encourage the dedication of land for future rights-of-way in areas identified with future road corridors.

Pedestrian and Bikeways

- Objective 10.5 The County shall provide and/or require pedestrian and bike alternatives by incorporating standards in the land development regulations for sidewalks, recreational paths, or the concept of wide outside roadway lanes into all future construction or reconstruction of arterial and collector roads.
- Policy 10.5.1 Automobile and pedestrian traffic shall be separated, particularly in those areas where children are likely to be found, such as around schools, parks, and playgrounds and in residential areas of the community.
- Policy 10.5.2 Include in the Development Review process a set of standards for the integration of pedestrian and bicycle paths into the

transportation system. These standards shall include interconnection to recreational trails provided as part of the Suncoast Parkway where and when available.

- Policy 10.5.3 Pedestrian paths and bikeways shall be located on street and highway rights-of-way, utility easements, mass transit or railroad rights-of-way, and where appropriate and justifiable as part of the transportation system.
- Policy 10.5.4 The provisions of parking facilities and pedestrian and bikeways shall be implemented through the County's development regulations.
- Objective 10.6 The County shall adopt a Bikeway Master Plan by 2013 that is integrated with the Roadway Network System and the State Trail System.
- Policy 10.6.1 Principal Arterials and Major Collectors will integrate pedestrian and bicycle paths with the classified Roadway Network where appropriate, with opportunities for interconnection to the Cross Florida Greenways Trail, the City of Crystal River's Crosstown Trail Project, the Withlacoochee Trail, Fort Island Trail (terminating at Fort Island Gulf Beach), and recreational trails that may be provided as part of the Suncoast Parkway.
- Policy 10.6.2 Bikeway facilities shall expand the access capabilities of the State Trail System and the County's recreation facilities.
- Policy 10.6.3 The County shall find alternative sources of funding that promote and facilitate the development of pedestrian and bicycle paths that are integrated with the Roadway Network System and the State Trail System.

Interchange Management Areas

- Objective 10.7 The County shall develop interchange development standards through the establishment of Interchange Management Areas (IMA) at interchanges prior to delineation of the Suncoast Parkway 2 alignment.
- Policy 10.7.1 The County will implement sound and generally accepted growth management and transportation engineering practices as part of establishing the Interchange Management Areas (IMA) to mitigate potential traffic congestion and vehicular safety concerns resulting from the interchanges and potential development within the interchange area.

- Policy 10.7.2 For purposes of access management and development regulation, the limits of the Interchange Management Area (IMA) shall be that area surrounding all interchange access roads within one (1) mile (i.e. 5,280 feet) as measured from the Suncoast Parkway interchange ramp tapers.
- Policy 10.7.3 Specific provisions to be utilized within the boundary of the Interchange Management Areas (IMA) for the Suncoast Parkway shall be consistent with the provisions as stated in access management standards already adopted by the County if more restrictive.
- Policy 10.7.4 The County shall coordinate with the Florida Department of Transportation (FDOT) when establishing Interchange Management Areas (IMA) to ensure consistency with State requirements for access management.