

TRANSPORTATION ELEMENT

GOALS, OBJECTIVES, AND POLICIES

Element Guide:

- Objective 1 Transportation Systems**
 Access Point and Driveway Standards

- Objective 2 Coordination with the Future Land Use Map**
 Road Level of Service

- Objective 3 Intergovernmental Coordination / Transportation Planning**
 Williston Airport
 Cedar Key Airport Master Plan
 Suncoast Parkway II
 Florida Intrastate Highway System (FIHS) Designation
 FIHS Level of Service
 Transportation Disadvantaged

- Objective 4 Right of Way Preservation**
 Section Line Right of Way
 Typical Road Construction Standards
 FIHS/Right of Way Preservation
 Concurrency Management/FIHS

Goal: Maintain a safe and efficient County transportation network and provide adequate transportation facilities to ensure that county roadways operate above acceptable level of service standards in the future.

Objective 1 Transportation Systems

Provide for a safe, convenient and efficient motorized and non-motorized transportation system.

Access point and Driveway Standards

Policy 1.1 Connections and access points of driveways and roads to the state, federal and local highway network shall be limited to a minimum spacing as follows:

Functional Class	Access Management Class	Minimum Connection Spacing [Streets & Driveways]
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		Over 45 MPH	Under 45 MPH
Principal Arterials	2	1,320	660
Minor Arterials	4	660	440
Major Collectors	6	440	245
Minor Collectors	6	440	245
Local Street	7	125	125

For direct connection to state and federal highways, the Florida Department of Transportation Access Management Rule Chapter 14-97 is adopted by reference. Where a conflict develops, the more restrictive standard shall apply.

Design criteria and construction standards for turning lanes, aprons, radii and other features will be incorporated into the subdivision regulations, Land Development Regulations and a public works manual.

Policy 1.2 The adopted Land Development Regulations will require shared [dual] access and cross-access agreements as a precondition to issuing development permits for the highway frontage of pre-platted subdivisions.

Policy 1.3 All development proposals shall include provision for safe and convenient on-site traffic flow, both pedestrian and vehicular, and provide for adequate internal traffic circulation and vehicular parking. Minimum standards for number of parking spaces, aisle and space dimensions, drainage, landscaping, curve radii and construction materials shall be adopted as a part of the County Subdivision Regulations, and/or public works manual, as appropriate.

Policy 1.4 In planning for new or improved transportation facilities, the County will consider the need for bicycle and pedestrian ways for the purpose of connecting residential areas to recreational areas, schools and shopping areas within neighborhoods and communities.

The County may provide or require the provision of bicycle/pedestrian facilities through the Land Development Regulations. Site and locational needs will be assessed by the Development Department, and costs will be estimated by the Road Department.

Policy 1.5 A priority listing for re-surfacing collector highways will be developed annually. The list will be used for general planning purposes and will be subject to revisions that may result because of the lack of funds or emergency situations.

Roadways will be ranked in part based on current and projected traffic volumes, level of deficiency, traffic accident data and the enhancement value of the roadway in maintaining and improving the safety, efficiency and function of the County’s Transportation system. Development of new criteria for setting priorities for maintenance and repair will be based on recommendations from the County Road Department.

Policy 1.6 The County will consider the establishment of special taxing districts (i.e., MSTU, MSTD) and other methods including, the establishment of an impact fee program, ensure the adequate provision of

infrastructure and to provide paved streets in residential areas not subject to subdivision regulations.

Policy 1.7 The County will maintain the existing system of collectors, and continue to widen those pavements which do not meet minimum width standards.

Objective 2 Coordination with the Future Land Use Map

Coordinate the development of a traffic circulation system with planned growth areas shown on the Future Land Use map series to promote compact contiguous development pattern.

Policy 2.1 The County will utilize the adopted *Existing Highway Functional Classification Map* showing the arterial, collector and local street system in the development of an efficient and safe network of major roadway in the County.

Road Level of Service

Policy 2.2 The peak hour level of service (LOS) standard for County and non-Intrastate State roads is "C", new development shall bear a proportionate share of the cost of providing new or expanded public facilities and infrastructure required to maintain adopted levels of service through the County's proportionate fair share ordinance, impact fees, site-related developer dedications, and developer contributions. The County may terminate the issuance of building permits, for non-deminimis impacts to the affected segment until the deficiency is corrected.

Transportation facilities needed to serve new development shall be in place and able to serve new development at the time a development permit, or its functional equivalent, is issued, or if the transportation facilities and services to be provided are the subject of a binding, executed contract for construction of the facilities or services at the time the development permit is issued, or the necessary facilities or services are guaranteed in an enforceable development agreement at the time the development permit is issued, pursuant to Levy County Land Development Regulations.

Concurrency management mechanisms will be developed to ensure that the efficiency of the transportation system is maintained and protected from avoidable degradation of the Level of Service along roadways under the County's jurisdiction. No land use change or development project shall be approved if the projected impacts indicate that the level of service will fall below the Level of Service "C".

Policy 2.3 Through the Subdivision Regulations, and consistent with Chapter 177, F.S., the County shall implement road access and design requirements to promote the safe and orderly development of transportation networks for current and future land use needs. The County will continue to review and revise subdivision standards to ensure that adequate infrastructure is provided by residential developments.

Policy 2.4 The County will discourage commercial strip development along major highways by limiting community and regional level commercial development to areas and nodes designated for Commercial land uses. Approval criteria for proposed land uses and rezoning will be based on findings to include, but not limited to, the availability and efficient use of public facilities, accessibility and the capacity of the roadways.

The Land Development Regulations shall establish minimum standards for curb cuts, setbacks, frontage roads, and access according to functional classification of the roadway using Rule 14-96 and 14-97, F.A.C. as a guideline.

Objective 3 Intergovernmental Coordination / Transportation Planning

Coordinate with the plans and programs of appropriate metropolitan planning organizations, public transportation authority, transportation disadvantaged programs, adjacent counties, Resource Planning and Management plans prepared pursuant to Chapter 380, Florida Statute and the Florida Department of Transportation's (FDOT) 5-Year Transportation Plan.

Williston Airport

Policy 3.1 The County will coordinate planning and development with the City of Williston to improve the Williston Municipal Airport.

Cedar Key Airport Master Plan

Policy 3.2 The adopted Cedar Key / George T. Lewis Airport Master Plan recommendations will be implemented in accordance with budgetary constraints and the availability of financial assistance from state and federal sources. Relocation alternatives will be considered as a means of determining the feasibility of reducing County infrastructure in a Coastal High Hazard area.

Suncoast Parkway II

Policy 3.3 The County will coordinate with Citrus County and the FDOT during and after the future extension of the Suncoast Parkway and its impact on Levy County. When the Suncoast Parkway is identified in the FDOT 5-year Work Program, the County will monitor its progress, both during and after completion, evaluate its impact on county transportation systems, land use and demands on public services.

Florida Intrastate Highway System (FIHS) Designation

Policy 3.4 The County designates U.S. Highway 19 and U.S. Highway 27/27Alt. as Florida Intrastate Highway System, Rural Principal Arterial corridors. The FIHS corridors shall be shown on the County's "*Existing Highway Functional Classification Map*."

Future additions or deletions to the designated FIHS corridor plan shall be coordinated with the Florida Department of Transportation to ensure adequate right of way protections and acquisition, access management and the provision of traffic signals.

FIHS Level of Service

Policy 3.5 The County Florida Intrastate Highway System roads shall have the following LOS standard as defined by with Chapter 338.001, F.S. and consistent with Rule 14-94, LOS Standards for FIHS, F.A.C.

Segment	Functional Class	LOS Standard	Access Management Standard
US 19 Principal	Arterial/Rural	B	FIHS 4 lanes/divided Controlled Access
US 27/27 Alt.	Principal Arterial/Rural	B	FIHS 4 lanes/divided Controlled Access

Policy 3.6 All access to state roads shall be consistent with The Florida Department of Transportation’s Access Plan (Rule 14-96, Access Permitting Process and 14-97, Access Standards, F.A.C.).

Transportation Disadvantaged

Policy 3.7 The County shall support the provision of transportation services to the transportation disadvantaged, and will continue to pursue state and federal grant programs to support both operating and capital funding.

Objective 4 Right of Way Preservation

Provide for the protection of existing and future rights-of-way from building encroachment.

Section Line Right of Way

Policy 4.1 All planned developments, regardless of size or location, shall provide a section line right-of-way dedication for future road construction, unless future extension is clearly impractical or undesirable, in addition to the required setback adopted by the Zoning Ordinance Schedule II, Lot, Yard and Height Regulations. On the existing transportation network, developments shall be set back from the center of the existing right-of-way. Adequate right-of-way shall be preserved using the below standards:

- a. ½ the minimum right-of-way required by the County Land Development Regulations for setbacks;
- b. FHIS roads shall include an additional fifty (50) feet on each side of the setback centerline for the purpose of future right-of-way and frontage road needs;
- c. Where existing right-of-way width is inadequate, the developer shall dedicate that portion necessary to meet or exceed those standards as adopted in the Land Development Regulations as a condition to receiving any development approval or zoning change.

Typical Road Construction Standards

Policy 4.2 County minimum road construction standards are adopted by reference to the then current version of the following manuals of the Florida Department of Transportation: *Standard Specifications for Road and Bridge Construction*, and *Design Standards for Design, Construction*,

Maintenance and Utility Operations on State Highway System, and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways. In the event that an inconsistency should develop between the adopted Land Development Regulations and Plan policies and the Department of Transportation standards, the more restrictive standard shall prevail.

FIHS / Right of Way Preservation

Policy 4.3 Preserve the functional integrity of the Florida Intrastate Highway System, road segments in the County, defined as all of U.S. 19, Alternate U.S. 27, and U.S. 27. Adequate right-of-way shall be provided for by all development. As used here, "provided for" means a right-of-way reservation.

Policy 4.4 The County will coordinate with the Florida Department of Transportation to ensure that the Levels of Service on the principal arterial system remain at or above level "C"; and, that as a result, no moratoria on growth and development become necessary.

Concurrency Management / FIHS

Policy 4.5 The County shall review all development proposals to ensure consistency with State Intrastate Highway Level of Service standards established by the Florida Department of Transportation by rule.