

GOAL TRA 1

To facilitate a balanced multi-modal transportation system that encourages increased mobility options, and provides for efficient transportation alternatives while minimizing environmental impacts.

OBJECTIVE TRA 1.1: LEVEL OF SERVICE STANDARDS

Level of service standards, in accordance with the latest version of the Quality/Level of Service Handbook (*see appendix*) developed by the Florida Department of Transportation Systems Planning Office, shall be adopted in order to maximize the efficient use and safety of roadway facilities in order to coordinate capital improvement planning with land use decisions to meet the requirement that adequate roadway facilities be available concurrent with the impacts of development.

POLICY TRA 1.1-1 Rural Areas Minimum Operating Level of Service Standards.

Consistent with the Florida Department of Transportation Quality / Level of Service Handbook, Lake County adopts the following peak hour minimum operating level of service standards for rural areas:

ROAD CLASSIFICATION	PEAK HOUR MINIMUM LEVEL OF SERVICE
Strategic Intermodal System / Florida Intrastate Highway System	B
County & State Arterials	C
Collectors	C
Constrained/Backlogged Roadways	Maintained

POLICY TRA 1.1-2 Urbanized Area Minimum Operating Level of Service Standards.

Consistent with the Florida Department of Transportation Quality / Level of Service Handbook, Lake County adopts the following peak hour minimum operating level of service standards for urbanized areas:

ROAD CLASSIFICATION	PEAK HOUR MINIMUM LEVEL OF SERVICE
Strategic Intermodal System / Florida Intrastate Highway System	C
County & State Arterials	D

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Collectors	D
Constrained/Backlogged Roadways	Maintained

POLICY TRA 1.1-3 Use of Level of Service (LOS) Maximum Volumes.

Lake County, in coordination with the Florida Department of Transportation, shall use generalized peak hour level of service maximum volume tables, appropriate LOS software and/or direct field measurements in order to assess the most accurate Level of Service and available capacity for SIS/FIHS, arterial, collector and local roadways.

POLICY TRA 1.1-4 Arterial Functional Classification System.

Lake County, in coordination with the Florida Department of Transportation and the Federal Highway Administration, shall determine functionally classified arterial roadways and reevaluate the functional classification of a roadway upon reaching the capacity threshold for the adopted minimum level of service.

POLICY TRA 1.1-5 Collector and Local Functional Classification System.

Lake County, in coordination with the Florida Department of Transportation, shall maintain a functional classification system for collector and local roadways under its jurisdiction that is sensitive to the local dynamics of the County.

OBJECTIVE 1.2 DEVELOPMENT REVIEW

Lake County shall review all proposed developments for compliance and consistency with the Comprehensive Plan.

POLICY TRA 1.2-1 Review of Proposed Developments.

Available capacity on roadways must be concurrent with the impacts of development Lake County shall review all proposed development for compliance and consistency based on the appropriate LOS software, direct field measurements and the generalized LOS tables. No final development order shall be approved until the Concurrency Management System has been satisfied.

POLICY TRA 1.2-2 Provide for Trip-Capturing Development.

Lake County shall allow trip-capturing development which creates shorter trip lengths in areas with deficient levels of service if it can be demonstrated that the same development, impacting the same

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roadways, in an area without deficient levels of service, will only increase trip length. Any development to be considered as a trip capturing development shall have an internal trip capture rate of at least 10%, and shall not further degrade levels of service for impacted streets below the adopted standards, and shall be consistent with the Concurrency Management System. The actual rate of trip capture shall be that specified for a particular land use by the latest edition of the ITE Trip Generation Manual.

POLICY TRA 1.2-3 Trip-Capturing Development Standards.

Lake County shall define trip capturing development. This criteria will be based on percentages established by FDOT. For projects to qualify as trip capturing development, projects shall have an internal trip capture rate of at least 10%. The actual rate of trip capture shall be that specified for a mix of land uses by the latest edition of ITE Trip Generation Manual.

POLICY TRA 1.2-4 On-Site Transportation Improvements.

Lake County shall maintain provisions which require new developments to establish safe and convenient on-site traffic flow that considers circulation and parking needs.

OBJECTIVE 1.3 TRANSPORTATION SYSTEMS MANAGEMENT

Lake County shall develop, maintain and implement an efficient transportation system utilizing Transportation Systems Management strategies.

POLICY TRA 1.3-1 Transportation System Management.

Lake County shall develop a series of transportation system management strategies to preserve and increase traffic flow in a cost effective way, and as an alternative to traditional capacity projects.

POLICY TRA 1.3-2 Provision of Transportation System Management for New Developments.

Lake County shall include provisions within the development review process that require new and expanding development to consider the implementation of transportation system management strategies in addition to any necessary internal or off-site improvements.

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POLICY TRA 1.3-3 Access Management for State Roads.
Lake County shall maintain access management standards.
A transportation access management plan shall be developed, maintained and implemented through the Lake County Public Works Department.

POLICY TRA 1.3-4 Access Management for County Maintained Roads.
Lake County shall define regulations and design standards for access to County maintained roads, and require new development and redevelopment along these roads to comply with or exceed such standards.

OBJECTIVE 1.4 DESIGN GUIDELINES

POLICY TRA 1.4-1 Minimize Conflicts Between Motorized and Non-Motorized Transportation Modes on State Roads.
To minimize conflicts between motorized and non-motorized transportation modes, Lake County shall coordinate with the Florida Department of Transportation to assure that at a minimum paved shoulders are added to all arterial roads within the jurisdictional limits of the County at the time of reconstruction or additional capacity improvements occur.

POLICY TRA 1.4-2 Provide Safe Motorized and Non-Motorized Design Standards.
Lake County shall identify collector and local roadways and include design standards for those roadways. The County shall assure that design standards are followed at the time of improvement or reconstruction of a roadway. Further design standards shall be included in the bikeway plan as part of a coordinated master improvement plan.

OBJECTIVE TRA 1.5: COORDINATION WITH TRANSPORTATION AGENCIES

Lake County shall continue to directly coordinate with FDOT, Lake-Sumter Metropolitan Planning Organization (LSMPO) and other transportation agencies as appropriate to identify needed state transportation improvement projects.

POLICY TRA 1.5-1 Coordination and Consistency with Other Agencies
Lake County shall coordinate with the FDOT, LSMPO and other transportation agencies as appropriate to ensure the transportation system is coordinated and consistent with current and future agency plans of Lake

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and Sumter Counties, its communities and neighbors.

POLICY TRA 1.5-2: Collaborative Planning

Lake County shall support collaborative Land Use and Transportation Planning efforts that will ensure the community can develop in an efficient and sustainable way.

POLICY TRA 1.5-3: Consistent Plans

Lake County shall ensure the Lake-Sumter Metropolitan Planning Organization (LSMPO) Long-Range Transportation Plan (LRTP) is consistent with the Comprehensive Plan.

OBJECTIVE TRA 1.6: TRANSPORTATION CONCURRENCY

Lake County shall maintain a concurrency management system which ensures that transportation facilities and services needed to support new development and redevelopment are available concurrent with the impacts of such development.

POLICY TRA 1.6-1 Concurrency Management System

Lake County shall continue to maintain the Concurrency Management System within the Lake County Land Development Regulations.

POLICY TRA 1.6-2 Defined Transportation Concurrency

Transportation Facilities shall be concurrent three years from the approval of a building permit.

POLICY TRA 1.6-3 Concurrency Exception Areas

Transportation concurrency exception areas will be examined and refined to adequately address mobility within the defined area.

OBJECTIVE TRA 1.7: BICYCLE & PEDESTRIAN ACCESSIBILITY

Lake County shall develop an efficient and coordinated bicycle and pedestrian system that will ensure the safe, convenient and efficient travel of pedestrians and bicyclists.

POLICY TRA 1.7-1 Enhance Bicycle and Pedestrian Mobility

Lake County shall:

- (A) Provide bicycle lanes and sidewalks on all new and rebuilt collector and arterial facilities in urban areas.
- (B) Evaluate the need to expand bicycle and pedestrian facilities on existing arterial and collector facilities.

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- (C) Consider increasing the number of miles of off-street bicycle and pedestrian trails based on the five year sidewalk and Bike/Pedestrian masterplan.
- (D) Enhance and provide sidewalk and bicycle facilities when feasible to include connectivity to other like facilities, schools and major trip generators.

POLICY TRA 1.7-2 Neighborhood Connectivity

Lake County shall strive to provide connections between neighboring land uses in order to increase pedestrian mobility and transit accessibility where opportunities and resources permit.

OBJECTIVE TRA 1.8: AIRPORTS

Lake County shall coordinate with the LSMPO and the various airports to ensure that the expansions of existing general aviation airports are consistent with the goals, objectives, and policies of the Lake County Comprehensive Plan, and the applicable Federal and State regulations.

POLICY TRA 1.8-1 Mitigation of Environmentally Sensitive Lands.

When environmentally sensitive lands are impacted by airport facilities, Lake County shall assure that mitigation measures are provided consistent with the Conservation Element Goals, Objectives, and Policies, the wetland ordinance contained within the Land Development Regulations, rules of the St. Johns and Southwest Florida Water Management Districts, the Florida Department of Environmental Protection and the U.S. Army corps of Engineer and U.S. Environmental Protection Agency. Disturbance of environmentally sensitive lands under County Jurisdiction and subsequent mitigation shall be in conformance with rules and regulations of the agency or agencies involved.

POLICY TRA 1.8-2 Evaluation of Existing Airport Ordinance

Lake County shall continue to evaluate the effectiveness of its existing airport ordinance and make any necessary modifications to airport regulations.

POLICY TRA 1.8-3 Ensure Access Routes to Airports

Lake County shall provide safe and efficient access to aviation facilities using multimodal approaches when such access methods are compatible with the safe and efficient movement of people, goods and services. In addition, access to existing, proposed and private airports shall be improved throughout the planning period through integration of existing and future transportation systems.

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POLICY TRA 1.8-4 Determination of Need for Additional General Aviation Facility Within Lake County.

Lake County shall cooperate with the FDOT in the update of the Five-Year Plan (Central Florida Aviation System Planning Process-CFASPP) for air transportation. The County shall provide technical information and assistance for use in development of the Florida Aviation System Implementation Program (ASIP), which will refine the inventory of Florida's aviation capacity needs for the next twenty years. Consideration will be given throughout this process to the feasibility of a fourth general aviation facility being located in the County.

POLICY TRA 1.8-5 Amendment of Land Development Regulations to Regulate Airport Area Uses

Lake County shall include utilization of runway noise contours in regulating land uses, and further establish airport compatible land uses consistent with the land uses approved by the Federal Aviation Administration.

OBJECTIVE TRA 1.9: COORDINATE RAIL EXPANSION

All rail expansion shall be coordinated with the Future Land Use and Conservation Elements of the Lake County Comprehensive Plan. In addition, all facility expansions shall be coordinated with the provision of public improvements.

POLICY TRA 1.9-1: Consistency with Lake County Comprehensive Plan

Any development or expansion of rail facilities in Lake County shall be consistent with the goals, objectives and policies of the Lake County Comprehensive Plan.

POLICY TRA 1.9-2: Mitigation for Environmentally Sensitive Lands

When environmentally sensitive lands are impacted by rail facilities, Lake County shall assure that mitigation measures are provided consistent with the Conservation Element Goals, Objectives, and Policies, the wetland ordinance contained within the land Development Regulations, rules of the St. Johns and Southwest Florida Water management Districts, the Florida Department of Environmental Protection, and the U.S. Army Corps of Engineers and U.S. Environmental Protection Agency. Disturbance of environmentally sensitive lands and subsequent mitigation shall be in

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conformance with rules and regulations of the agency or agencies involved.

POLICY TRA 1.9-3: Suitable Adjacent Land Use

Lake County shall restrict land uses in the proximity of rail facilities to those uses which are compatible with such facilities.

OBJECTIVE TRA 1.10: COORDINATION WITH OTHER TRANSPORTATION AGENCIES

Lake County shall encourage coordination of rail facilities among cities, private owners, state and federal agencies, the Lake-Sumter Metropolitan Planning Organization, and users of the rail lines.

POLICY TRA 1.10-1 Encourage Rail Use

Lake County shall encourage the use of rail by businesses and industry as an alternative to roadway transport for the movement of freight.

POLICY TRA 1.10-2 Rails to Trails

Lake County shall coordinate with organizations involved in the acquisition and development of the trail system.

POLICY TRA 1.10-3 Bicycle and Recreational Trail Planning and Coordination

Lake County shall continue to fund and construct a countywide network of pedestrian, bicycle, recreational and equestrian trails. The County shall continue to coordinate with the Lake-Sumter Metropolitan Planning Organization, Florida Department of Transportation, municipalities and other appropriate agencies to study and implement options for coordinated provision of a bike trail network.

OBJECTIVE TRA 1.9: ENVIRONMENTAL IMPACTS

Lake County shall consider the primary and cumulative impacts of proposed transportation improvements upon natural resources and promote the use of innovative design techniques to ensure the protection of ecological systems.

POLICY TRA 1.9-1 Consideration of Techniques to Protect Natural Resources, Environmental Quality

In the planning, design and construction of transportation improvements, Lake County shall take into consideration:

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- Design techniques to avoid adverse impacts on natural resources, such as underpasses and spans to provide for habitat connectivity and wildlife movement, and speed management and traffic calming features to reduce wildlife mortality.
- Design techniques to mitigate adverse impacts on natural resources, the quality of the environment and surrounding development; and
- Design and operational techniques which complement adjacent development and enhance the aesthetic and sensory quality of the transportation corridors.

POLICY TRA 1.9-2 Prohibit Use of Roadway Improvements as Sole Justification For Land Use Amendments

Lake County shall prohibit the use of new or expanded roadway facilities as sole justification for amendments to the Future Land Use Element where new or expanded development will adversely impact resources, conservation areas, and neighborhoods.

POLICY TRA 1.9-3 Enforcement of Environmental Regulations

In the planning, design and construction of new transportation facilities, the County shall enforce policies, standards and regulations which provide for the protection of wetland areas by requiring documented evidence of an overriding public interest and appropriate mitigation of any unavoidable disturbance of the wetland areas as required by other environmental agencies.

POLICY TRA 1.9-4 Support Quality of Environment

Lake County shall continue to consider mass transit, paratransit and transportation demand management activities as a means of supporting the County's goals, objectives and policies to conserve natural resources, maintain the quality of the environment, improve the aesthetic and sensory quality of the urban community and discourage urban sprawl.

GOAL TRA 2

To create a safe, accessible, convenient, and efficient transportation system for residents, employees and visitors, in coordination with the needs of land use activities, population densities, housing and employment patterns.

OBJECTIVE TRA 2.1: COORDINATION OF TRANSPORTATION PLANNING WITH FUTURE LAND USE

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Lake County shall develop a transportation system that is consistent with infrastructure needs associated with growth planned for and depicted by the Lake County 2025 Future Land Use Map.

POLICY TRA 2.1-1 Consistency with Future Land Use Element

In terms of all development proposals, the County shall require identification of a linkage between the Future Land Use Element and the Transportation Element.

POLICY TRA 2.1-2 Transportation/Land Development Coordination

In order to provide adequate accessibility to land use activities, preserve the mobility function of major roadways and to discourage urban sprawl, roadway classifications and design capacity shall be based on the land uses which they serve.

OBJECTIVE TRA 2.2: MASS TRANSIT SERVICES

Lake County shall strive to address the need for a mass transit system which serves major trip generators and attractors, and other transit-dependent populations, land uses, and provides a viable alternative to single-occupant vehicle travel in the urbanized areas of Lake County.

POLICY TRA 2.2-1 Establish Mass Transit Zones

Lake County in coordination with the LSMPO shall identify and analyze mass transit zones, using County adopted traffic analysis zones as a basis.

POLICY TRA 2.2-2 Fixed Route Mass Transit

Lake County shall promote fixed route service along routes established as priorities in the LSMPO Transit Development Plan or as determined by the CTC and the LSMPO.

POLICY TRA 2.2-3 Promotion of Transit Services

Lake County shall promote the use of existing and future private sector transit, both fixed route and demand-response, through the local media, when reviewing development of regional impacts and by restricting parking in areas which do not support transit and ensuring that parking is available in areas which do.

POLICY TRA 2.2-4 Promote Transportation Demand Management

Lake County shall encourage programs that promote transportation

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demand management strategies, including vanpooling, guaranteed ride-home, carpooling, employer-based mass transit subsidies, and telecommuting programs.

POLICY TRA 2.2-5 Paratransit System Management

Lake County shall continue to work with the LSMPO to determine and help eliminate the inefficiencies in public paratransit service provided for the transportation disadvantaged population and implement recommendations from the Transportation Disadvantaged Service Plan that maximizes the efficient provision of access to facilities required for a healthy lifestyle.

POLICY TRA 2.2-6 Coordination with Private Providers

Lake County and the LSMPO shall evaluate retirement communities, medical and other private sector transit providers that form part of the coordinated transportation system in order to determine the need to expand and increase the productivity of paratransit service, and lessen the adverse environmental and traffic impacts from inadequate service delivery, such as duplication of service.

OBJECTIVE TRA 2.3: FUNDING FUTURE MASS TRANSIT

Lake County and the LSMPO shall establish a method for funding a safe and economically efficient form of public transportation, at the local level, in the event that both state and federal funding assistance decrease or are found to be inadequate.

POLICY TRA 2.3-1 Analysis of Stable Funding

An analysis shall be conducted of all stable funding mechanisms for transit and updated regularly as part of the development of the Transit Development Plan for Lake County and the LSMPO.

GOAL TRA 3

To promote coordination among government agencies, Lake Sumter MPO, public and private entities in order to encourage regional system-wide transportation solutions.

OBJECTIVE TRA 3.1: MULTIJURISDICTIONAL COOPERATION

Lake County shall, on a continuous basis, coordinate with all appropriate multi-jurisdictional entities to provide a safe, convenient, and efficient transportation system.

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OBJECTIVE TRA 3.2: PUBLIC PARTICIPATION

Ensure that the Comprehensive Plan supports community social values through developing transportation systems that are user friendly, accessible, interconnected and aesthetically appropriate.

POLICY TRA 3.2-1 Input

Actively solicit input from community groups, businesses, underserved populations, etc. through the LSMPO's Citizens Advisory Committee(CAC).

POLICY TRA 3.2-2 Diversity of the Citizens Advisory Committee

Encourage and monitor the diversity of the CAC membership.

OBJECTIVE TRA 3.3: WEKIVA PARKWAY PLANNING

Lake County shall continue to coordinate with the various regional transportation entities during the planning and construction of the Wekiva Parkway and related transportation facilities.

OBJECTIVE TRA 3.4: WEKIVA PARKWAY DESIGN

Lake County shall ensure compliance with statute relating to the Wekiva Parkway and corresponding transportation facilities.

GOAL TRA 4

To develop a financially feasible multi-modal transportation plan that meets the future needs of Lake County.

OBJECTIVE 4.1 FUTURE FUNDING

Lake County shall develop a transportation plan that is cost feasible.

POLICY TRA 4.1-1 Ensure a Transportation Plan that is Cost Effective and Affordable within Future Funding Levels

Lake County shall:

- a) In cooperation with the LSMPO adopt a cost-feasible plan which directly relates to the future and anticipated funding sources and levels.

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- b) Utilize Intelligent Transportation Systems(ITS) where possible to maximize efficiency of existing facilities.
- c) Monitor lane miles of roadway network developed by alternative funding sources like toll revenues or other user fees.
- d) Support and promote the need to have and maintain strong strategic regional alliances and partnership.
- e) Monitor and evaluate the annual funding allocations and rates coming to Lake County to support the transportation program.

OBJECTIVE TRA 4.2: TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM

Lake County shall continue to annually review its Capital Improvements Program and Capital Improvements Element to ensure that it is responsive to the transportation demand generated by new growth and development as well as provide for a safe, convenient, and efficient transportation system.

POLICY TRA 4.2-1

Public Works shall annually update its five year Transportation Construction Program listing road projects by type of work to be undertaken and level of funding for each phase by year.

POLICY TRA 4.2-2

Projects in the 5-year work program shall be included in the Capital Improvements Element showing both funded and unfunded projects by funding source.

POLICY TRA 4.2-3

Public Works shall submit it's annual update of the 5-year Transportation Construction Program to the Lake-Sumter MPO for inclusion in the Transportation Improvement Program.

OBJECTIVE TRA 4.3: RIGHT- OF- WAY PRESERVATION

Lake County shall continue to preserve, maintain and acquire rights-of-way, to the extent financially practical and permitted by law, in order to provide for an efficient and cost-effective transportation system.

POLICY TRA 4.3-1 Minimum Right-of-Way Standards for Arterial Roadways

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Lake County shall continue to utilize the following right-of-way standards shown in the table below as minimum right-of-way standards for arterial roads (measured according to corridor width).

Minimum Right-of-Way Standards For Arterial Roadways

Right of Way Width (Feet)

Type of Facility	Four (4) Lane	Six (6) Lane	Eight (8) Lane
Urban Arterial	94	128	N/A
Suburban Arterial	174	200	N/A
Rural Arterial	200	200	N/A
Freeway	216	240	264

POLICY TRA 4.3-2 Minimum Right-of-Way Standards for Collector and Local Roadways

Lake County shall continue to utilize the following roadway design standards in the table below for collector and local roadways (measured according to corridor width).

Lake County Roadway Design Standards

Roadway Classification	Pavement Width	No. Of Lanes	Rural Min. ROW	Urban Min ROW	Speed (mph)		Property Access	Paved Shoulder Ped/Bike Path*
					Rural	Urban		
Principal Arterial	12'	4-6	200'	128'	45-65	45-65	Minimal Controlled	4-5'
Minor Arterial	12'	2-5	200'	128'	45-55	40-50	Moderate Controlled	4-5'
Major Collector	12'	2-5	100'	80'	45-55	35-45	Discouraged Joint Recommended	3'-5'
Minor Collector	12'	2-3	80'	70'	40-55	30-40	Incremental	3'-5'
Local Feeder / Distributor	10-12'	2	80'	60'	30-45	30-40	Continual	0'-2'

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Local **	10'	2	66'	50'	30-45	25-35	High	0'
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* Paved shoulders for pedestrian/bike paths are to be placed along roadways identified in the proposed Bikeway Plan to be adopted as part of a Coordinated Master Improvement Plan.

** Nine foot (9') lanes shall be acceptable for special purpose projects with approval of the County Engineer. Corresponding reduced right-of-way widths (40'-45') shall also be acceptable for special purpose projects with approval of the County Engineer.

Note: ROW - Right-of-Way requirements may be greater on approaches to major intersections.

Local Feeder/Distributor roadways include local roads, as determined by the FDOT, which act as collector roads for communities and residential developments.

Urban implies that there is a curb and gutter directly adjacent to the roadway and that there is a piped (closed) drainage system.

Rural implies a roadway section characterized by an eight (8) foot stabilized shoulder directly adjacent to the pavement and a swale (open) drainage system.

Source: Lake County Public Works Department

POLICY TRA 4.3-3 Rights-of-Way and Building Setback Policies, Regulations

Lake County shall continue to adopt and enforce policies, standards and regulations which specify the County's right-of-way and building setback standards based on generally accepted planning principles adopted by the County and the needs identified in the LSMPO and County's long range transportation plan.

POLICY TRA 4.3-4 Dedication of Rights-of-Way

Lake County shall continue to require, as set forth in the Land Development Regulations and as authorized by law, the dedication of rights-of-way and appropriate building set backs as conditions of approval for all development proposals and subdivision plats.

POLICY TRA 4.3-5 Evaluation of Rights-of-Way and Building Setback Policies, Regulations

Lake County shall continue to review and, as deemed necessary, revise its right-of-way and building setback policies, standards and regulations to include new or additional provisions for the acquisition, reservation and protection of mass transit rights-of-way and designated rail/mass transit corridors.

POLICY TRA 4.3-6 Designation of Future Enhanced Transit Corridors

Lake County shall evaluate the feasibility of the designation of future enhanced high capacity mass transit corridors.

POLICY TRA 4.3-7 Identification of Future Enhanced Transit Corridors

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Lake County shall evaluate deed reservations, rail rights-of-way, major utility corridors and undeveloped platted road rights-of-way for potential use as future multi-use corridors and make a determination of consistency of these corridors with other elements of the Plan.

POLICY TRA 4.3-8 Review of Development Proposals

Lake County shall continue to review all proposals for new or expanded land development activities for consistency with future transportation improvements in order to address rights-of-way (existing and future) and the viability of the property in the post road construction state.

POLICY TRA 4.3-9 Review Requests to Vacate or Abandon Rights-of-Way

Lake County shall continue to review all requests to vacate or abandon rights-of-way for consistency with the Comprehensive Plan and future transportation improvement needs.

POLICY TRA 4.3-10 Coordinate Transportation/Other Public Facilities

As part of the process for the acquisition or development of land for public uses, such as, parks, open space, environmental protection or other public purpose, the County shall evaluate the impacts of the proposed project on the future transportation system and the potential for the development of future transportation corridors as a joint use.

POLICY TRA 4.3-11 Evaluate Rail Rights-of-Way and Utility Corridors

The County shall continue to evaluate rail rights-of-way, major utility corridors, and undeveloped platted road rights-of-way for potential use as future multi-use corridors. All rail right-of-way within the County shall be evaluated for rail banking. In addition, Lake County shall attempt to acquire potential trail related structures such as bridges, trestles, culverts, and tunnels.