

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

The County will continue to enforce minimum level-of-service standards on County roads and State roads within unincorporated Lake County.

POLICY TRA 1.1-1 Unincorporated Area Minimum Operating Level of Service (LOS) Standards.

Lake County hereby adopts a peak hour minimum operating level of service standard "B" for local roadways and a peak hour minimum operating level of service standard "C" for collector roadways not within a municipality and its one (1) mile surrounding area.

POLICY TRA 1.1-2 General Roadway Minimum Operating Level of Service Standards.

Lake County hereby adopts the Statewide Minimum Level of Service Standards for the State Highway System and the following peak hour minimum operating level of service standards for roadways which can be placed in the following roadway classifications:

ROAD CLASSIFICATION	PEAK HOUR MINIMUM LEVEL OF SERVICE
Major Collectors	D
Minor Collectors	D
Local Roadways	D
SIS	C

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 direct field measurement in order to assess the most accurate Level of Service and available capacity for arterial, collector and local roadways within its jurisdictional limits. Maximum volumes shall be annual average daily

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traffic volumes (based on peak hour volumes) and shall be sensitive to the local dynamics of the County.

POLICY TRA 1.1-4 Review of Proposed Developments.

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. Available capacity on roadways must be concurrent with the impacts of development.

POLICY TRA 1.1-5 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 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.

POLICY TRA 1.1-6 Trip-Capturing Development Standards.

Lake County shall define trip capturing development within its Land Development Regulations. Criteria, based on percentages of required trip capturing development, shall be established that distinguishes between required percentages for urban versus non-urban and single use versus multi-use projects. For projects to qualify as trip capturing development, these projects shall have an internal trip capture rate of at least 10%. The actual rate of trip capture shall be that specified for a particular land use by the latest edition of ITE Trip Generation.

POLICY TRA 1.1-7 Ensure a Transportation Plan that is Cost Effective and Affordable within Future Funding Levels

- (A) In cooperation with the LSMPO adopt a cost-feasible plan which directly relates to the future and anticipated funding sources and levels.
- (B) Utilize Intelligent Transportation Systems(ITS) where possible to maximize efficiency of existing facilities.
- (C) Monitor lane miles of roadway network developed by

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- 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.

- POLICY TRA 1.1-8 Access Management for State Roads.**
Lake County shall maintain access management Standards in its Land Development Regulations that are consistent with the provisions of Rules of Chapter 14-96 and Chapter 14-97, Florida Administrative Code.
- POLICY TRA 1.1-9 Access Management for County Maintained Roads.**
The County shall maintain within its Land Development Regulations, provisions which 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.
- Policy TRA 1.1-10 Arterial Functional Classification System.**
The 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 1.1-11 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.
- Policy TRA 1.1-12 On-Site Transportation Improvements.**
Lake County shall maintain provisions in its Land Development Regulations which require new developments to establish safe and convenient on-site traffic flow that considers circulation and parking needs.
- Policy TRA 1.1-13 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

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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 reconstruction or additional capacity improvements occur.

Policy TRA 1.1-14 Provide Safe Motorized and Non-Motorized Design Standards.

The County shall identify collector and local roadways and include design standards for those roadways within its Land Development Regulations. 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 Land Development Regulations and the proposed bikeway plan as part of a coordinated master improvement plan.

Policy TRA 1.1-15 Transportation System Management.

Lake County shall develop a transportation access management plan which utilizes transportation system management strategies to preserve and increase traffic flow in a cost effective way, and as an alternative to traditional capacity projects. The transportation access management plan shall be maintained by the Lake County Board of County Commissioners and implemented through the Lake County Public Works Department.

Policy TRA 1.1-16 Provision of Transportation System Management for New Developments.

Land Development Regulations for Lake County shall include provisions within the development review process that require new and expanding development to provide transportation improvements, both internal and off-site as necessary.

OBJECTIVE TRA 1.2: COORDINATION WITH TRANSPORTATION AGENCIES

The County will 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 1.2-1 Coordination and Consistency with Other Agencies

Lake County will coordinate with the LSMPO, FDOT and other transportation agencies to ensure the transportation system is coordinated and consistent with current and future agency plans of Lake and Sumter

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Counties, its communities and neighbors.

Policy TRA 1.2-2 Collaborative Planning

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

Policy TRA 1.2-3: Consistent Plans

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

OBJECTIVE TRA 1.3: TRANSPORTATION CONCURRENCY

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

Policy TRA 1.3-1 Defined Transportation Concurrency

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

Policy TRA 1.3-2 Concurrency Exception Areas

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

OBJECTIVE TRA 1.4: ALTERNATIVE TRANSPORTATION

The County shall promote the use of alternative modes of transportation in order to provide for a safe, convenient, and efficient multi-modal transportation system.

Policy TRA 1.4-1 Enhance Bicycle and Pedestrian Mobility

- (A) Provide bicycle lanes and sidewalks on all new and rebuilt collector and arterial streets in urban areas.
- (B) Expand bicycle and pedestrian facilities on existing arterial and collector streets.
- (C) Increase the number of miles of off-street bicycle and pedestrian trails.
- (D) Enhance and provide the sidewalk and bicycle facilities to include connectivity to other like facilities and major trip generators.

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OBJECTIVE TRA 1.5: AIRPORT EXPANSION

Lake County shall coordinate with the LSMPO and the various airports to ensure that the expansions of existing publicly-owned airports are consistent with the goals, objectives, and policies of the Comprehensive Policy Plan, and the appropriate Federal and State regulations.

Policy TRA 1.5-1 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 and subsequent mitigation shall be in conformance with rules and regulations of the agency or agencies involved.

Policy TRA 1.5-2 Evaluation of Existing Airport Ordinance

The County will continue to evaluate the effectiveness of its existing airport ordinance and make any necessary modifications to airport regulations in the Land Development Regulations.

Policy TRA 1.5-3 Ensure Access Routes to Airports

The 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.

Policy TRA 1.5-4 Determination of Need for Additional General Aviation Facility Within Lake County.

Lake County shall continue to 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.

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Policy TRA 1.5-5 Amendment of Land Development Regulations to Regulate Airport Area Uses

The County shall amend the Land Development Regulations, to establish airport compatible land uses consistent with the land uses approved by the Federal Aviation Administration.

OBJECTIVE TRA 1.6: 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 1.6-1 Consideration of Techniques to Protect Natural Resources, Environmental Quality

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

- 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 corridor.

Policy TRA 1.6-2 Prohibit Use of Roadway Improvements as Sole Justification for Land Use Amendments

The 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 resource/ conservation areas or neighborhoods or will otherwise be deemed to adversely affect the problem.

Policy TRA 1.6-3 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 1.6-4 Support Quality of Environment

The County shall continue to consider mass transit, paratransit and transportation demand management activities as one means of supporting the County's goals, objectives and policies to conserve natural resources, maintain

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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 1.7: COORDINATION OF TRANSPORTATION PLANNING WITH FUTURE LAND USE

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 1.7-1 Consistency with Future Land Use Element

In terms of all development proposals, the County shall impose a linkage between the Future Land Use Element and the Transportation Element and all land development activities shall be consistent with the adopted Future Land Use Element.

Policy TRA 1.7-2 Transportation/Land Development Coordination

To provide adequate accessibility to land use activities and to preserve the mobility function of major roadways and to discourage urban sprawl, the County shall adopt and enforce policies, standards and regulations which relate the design and function of the roadway to the type, size and location of the land uses which they serve.

OBJECTIVE TRA 1.8: MASS TRANSIT SERVICES

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

Policy TRA 1.8-1 Establish Mass Transit Zones

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

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Policy TRA 1.8-2 Fixed Route Mass Transit

Lake County shall promote fixed route service along routes established as priorities in the LSMPO Transit Development Plan.

Policy TRA 1.8-3 Promotion of Transit Services

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

Policy TRA 1.8-4 Incentives for Communities to Provide Transit

Lake County shall provide incentives, through the use of tax rebates, for communities, socially based for retired citizens, to provide their residents with transit to facilities required for a healthy way of life and to regional transit facilities.

Policy TRA 1.8-5 Promote Transportation System Management

Lake County shall encourage programs that promote transportation demand management strategies, including vanpooling, guaranteed ride-home, carpooling, employer-based mass transit subsidies, and telecommuting programs.

Policy TRA 1.8-6 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 allocation of access to facilities required for a healthy way of life.

Policy TRA 1.8-7 Coordination with Private Providers

The County and the LSMPO shall increase the number of private sector transit providers that are part of the coordinated transportation system in order to expand and increase the productivity of paratransit service, and lessen the adverse environmental impacts from inadequate service delivery, such as duplication of service.

OBJECTIVE TRA 1.9: FUNDING FUTURE MASS TRANSIT

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

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Policy TRA 1.9-1 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.

OBJECTIVE TRA 1.10: COORDINATION OF AIR AND GROUND TRANSPORTATION

Access to existing, proposed and private airports shall be improved throughout the planning period through integration of existing and future transportation systems.

GOAL TRA 2

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

OBJECTIVE TRA 2.1: 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.

OBJECTIVE TRA 2.2: 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 2.2-1 Input

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

Policy TRA 2.2-2 Diversity of the CAC

Encourage and monitor the diversity of the CAC membership.

OBJECTIVE TRA 2.3: 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 2.4: WEKIVA PARKWAY DESIGN

Lake County shall ensure the Wekiva Parkway and related transportation facilities shall follow the design criteria contained in the recommendations of the Wekiva River Basin Area Task Force adopted by reference by the Wekiva River Basin Coordinating Committee in its final report of March 16, 2004, and the recommendations of the Wekiva Coordinating Committee contained in its final report of March 16, 2004, subject to reasonable environmental, economic, and engineering considerations.

GOAL TRA 3

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

OBJECTIVE TRA 3.1: 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.

OBJECTIVE TRA 3.2: 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 3.2-1 Rights-of-Way and Building Setback Policies, Regulations

The 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 3.2-2 Dedication of Rights-of-Way

The County shall continue to require, as set forth in the Land Development Regulations and as authorized by law, the dedication of

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rights-of-way and appropriate building set backs as conditions of approval for all development proposals and subdivision plats.

Policy TRA 3.2-3 Evaluation of Rights-of-Way and Building Setback Policies, Regulations

The 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 3.2-4 Designation of Future Enhanced Transit Corridors

The County shall designate *(Include Examples)* corridors as future enhanced high capacity mass transit corridors.

Policy TRA 3.2-5 Identification of Future Enhanced Transit Corridors

The 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 3.2-6 Review of Development Proposals

The 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 3.2-7 Review Requests to Vacate or Abandon Rights-of-Way

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

Policy TRA 3.2-8 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.

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