

CHAPTER 2**TRANSPORTATION**

Goal A: To provide a safe, convenient, energy efficient and aesthetically conscious multi-modal transportation system that will allow for the mobility of the community.

Objective 1: Develop and maintain a transportation improvement program that addresses the needs of the community for mass transit, pedestrian ways, bicycle paths, roadway capacity, and transportation for the disadvantaged.

Policy 1-1: In coordination with the Hernando/Citrus Metropolitan Planning Organization (MPO), Hernando County and the Florida Department of Transportation (FDOT), advocate for the elimination of the US 41 Broad Street/Jefferson Street downtown one-way pairs, the conversion of Broad Street from the confluence of Ponce de Leon Boulevard/Broad Street to the intersection of Broad Street and Cortez Boulevard (State Road 50) to a boulevard type design, designating Cobb Road (State Road 485) instead of Ponce de Leon Boulevard as US 98 and for establishing an eastern downtown by-pass connection from State Road 50 to US 41 in the northern portion of the City.

Policy 1-2: In coordination with the Hernando/Citrus County Metropolitan Planning Organization and the Florida Department of Transportation, regularly update the city roadway network plans and analysis, identify roadway deficiencies and schedule needed improvements.

Policy 1-3: Continue developing the Good Neighbor bikeway trail, support the development of the Florida Coast-to-Coast Trail through the downtown and its connection to the Good Neighbor Trailhead at Russell Street and maintain representation on the MPO bicycle/pedestrian advisory committee.

Policy 1-4: The City will examine its Land Development Regulations (LDRs) to find situations where new development abutting a trail system or proposed trail link could enhance opportunities to access bicycle and pedestrian improvements, while encouraging owners of undeveloped and existing properties to make equal provisions for trail connectivity.

Policy 1-5: The City will investigate opportunities to create and implement a bicycle and pedestrian master plan that identifies land use strategies to promote nonautomotive trips.

Policy 1-6: Roadway projects shall incorporate characteristics of the Complete Streets concept and shall be designed and planned, to the greatest extent possible, being context-sensitive to existing conditions and deficiencies, to

accommodate all users of the transportation system, including motorists, pedestrians, bicyclists, transit riders, commercial vehicles, and emergency responders, while respecting the access needs of adjacent land uses. Special attention in the design and planning of a project shall be given to addressing the needs of people with disabilities and the elderly. Additionally, the City will seek to incorporate bikeways and pedestrian walkways in public and private development projects where feasible.

- Policy 1-7:** The City shall examine how the LDRs could be revised to include a greater role for pedestrian-friendly design features such as: sidewalks, bikeways, bus stops, pathways onto private property from the right-of-way, orientation of buildings towards pedestrian improvements, bicycle parking facilities, streetscaping and transit easements.
- Policy 1-8:** Require new pedestrian ways constructed within the City to be accessible to handicapped persons.
- Policy 1-9:** Coordinate with Hernando County and the MPO in maintaining a fixed route mass transit system to serve the city's industrial, commercial and service sectors.
- Policy 1-10:** In review of roadway improvement programs and land development projects, address whether arterial and collector roadway design should allow for later adaptation to mass transit.
- Policy 1-11:** Establish regulations for taxicab companies if determined necessary to maintain safe and efficient service levels.
- Policy 1-12:** Assist the designated Community Transportation Coordinator in their planning of transportation services to the transportation disadvantaged through the annual updates to the Transportation Disadvantaged Service Plan.
- Policy 1-13:** Coordinate with FDOT and CSX Railways to retain functional rail service and support freight rail utilization as part of multimodal, industrial land use.
- Policy 1-14:** Coordinate with the MPO in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates.
- Policy 1-15:** The Hernando/Citrus MPO 2040 Long Range Transportation Plan, and the current an amended Hernando County Hurricane Evacuation Routes are hereby adopted by reference as they apply to the incorporated City of Brooksville.

Policy 1-16: In all transportation planning and policy decisions, consider the advantages of multimodal transportation options and preferences for multimodal transportation solutions.

Policy 1-17: The City will promote high density, transit friendly and mixed use development at planned transit hubs in order to take advantage of existing public transportation facilities and programs.

Objective 2: Establish mechanisms to promote safety, aesthetics and energy efficiency in the city transportation system.

Policy 2-1: Minimize air quality degradation through intersection design and transportation management systems developed in conjunction with the MPO.

Policy 2-2: Coordinate with the MPO on a Congestion/Mobility Management Program to identify Transportation Demand Management strategies to mitigate peak-hour congestion impacts. Strategies may include: growth management and activity center strategies, telecommuting, transit information systems, alternative work hours, carpooling, vanpooling, guaranteed ride home program, parking management, addition of general purpose lanes, channelization, computerized signal systems, intersection or midblock widenings, and Intelligent Transportation System.

Policy 2-3: Coordinate with the MPO's annual update of the Congestion/Mobility Management System in cooperation with FDOT to establish Transportation System Management strategies.

Policy 2-4: Utilize a minimum sight distance pursuant to the standards of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, as published by FDOT.

Policy 2-5: Maintain a program to identify high crash incidence locations through systematic reviews of accident reports. Results of these analyses shall be considered in the determination of transportation facility improvements for accident reductions.

Policy 2-6: Require new development to submit a site plan that provides for adequate offstreet parking and safe, convenient on-site and off-site traffic flow for motorized and non-motorized vehicles.

Policy 2-7: Maintain a landscape element in the land development code that may require new development to incorporate aesthetic and environmentally friendly features such as specimen tree retention, shade trees, low water landscaping, buffers, reclaimed water irrigation and underground utilities in their design of parking lots and major roadways.

Policy 2-8: To enhance the historic ambiance of Brooksville, streets paved in brick shall be preserved where possible and feasible.

Policy 2-9: Coordinate with the Florida Department of Transportation to implement traffic control methods that will improve safety and limit air and noise pollution attributable to trucks and other motorized vehicles on state highways within the City.

Goal B: Coordinate the transportation system with future land use to ensure that existing and proposed land uses are consistent with transportation corridors, capacity, modes, and services.

Objective 3: The Transportation Element shall be compatible with the Future Land Use Element and the Future Land Use Map.

Policy 3-1: Utilize population, dwelling unit and employment projections obtained in the Future Land Use Element as data assumptions in city transportation models.

Policy 3-2: In areas designated for new growth, determine the transportation system improvements needed prior to development approvals.

Policy 3-3: Decisions and actions the City initiates or implements that will have an impact on the transportation system shall be consistent with the adopted Future Land Use Map and future land use goals, objectives and policies of this plan.

Objective 4: Establish mechanisms that will allow new growth to proportionally contribute to the cost of new transportation capital facilities.

Policy 4-1: Review all development proposals and require that they provide sufficient information to ascertain impacts on the city's transportation facilities.

Policy 4-2: Where feasible, enter into development agreements with proposed land developments to establish how project impacts may be addressed through mechanisms such as right-of-way dedication, roadway construction, multimodal design (bicycle, pedestrian, golf cart), and impact fee payments and credits.

Policy 4-3: Land development shall bear proportionate share of the cost of the provision of the new or expanded road capital facilities or signalization required by such development.

Policy 4-4: The imposition of impact fees is a preferred method of regulating land development in order to help ensure that it bears a proportionate share of

the cost of road capital facilities necessary to accommodate that development.

- Policy 4-5:** After compensation for administrative expense, all remaining funds collected from road impact fees shall be used for the purpose of capital improvements for the expansion of transportation facilities associated with the arterial and collector road networks in the City of Brooksville or the adjacent county network.
- Policy 4-6:** Transportation capital improvements that may be funded by impact fees include transportation planning, preliminary engineering, engineering design studies, land surveys, rights-of-way acquisition, engineering, permitting, and construction of all the necessary features for arterial and collector road construction projects of the type made necessary by the new development.
- Policy 4-7:** The City will require all new developments to pay their fair share for the improvement or construction of needed transportation facilities to maintain adopted level of services standards. Fair share payments will be collected consistent with an adopted Proportionate Fair Share Ordinance.

Goal C: Coordinate the transportation system with the plans, programs and funding sources of Florida Department of Transportation, the Hernando/Citrus County Metropolitan Planning Organization and Hernando County Board of County Commissioners.

Objective 5: Ensure that all assumptions and policies in the Transportation Element are consistent or coordinated with other plan elements, the MPO long-range transportation plan, the FDOT adopted five-year work program, the long-range and short-range elements of the Florida Transportation Plan, the Withlacoochee Strategic Regional Policy Plan, and the Hernando County Comprehensive Plan through establishment of formal coordination mechanisms and other informal coordination mechanisms.

- Policy 5-1:** Utilize the MPO database, projections, modeling, traffic counts and mapping as the primary source of information for city transportation improvement plans.
- Policy 5-2:** Cooperate and assist in the development of corridor management plans for the Florida Intrastate Highway System as deemed necessary by FDOT.
- Policy 5-3:** Coordinate closely with Hernando County on development and transportation improvement decisions by either party that may impact roadways that affect both jurisdictions.
- Policy 5-4:** Implement a notification process, as part of a development permit application, in order to inform the Florida Department of Transportation

and Hernando County when proposed development will result in an increased traffic volume on state or county-owned roadways that will reduce the roadway's operating level of service.

- Policy 5-5:** When available, the City will use surplus funds to identify arterial and collector roadways that have a high probability of failure, leading to comprehensive study of all those transportation facilities, as determined in coordination and cooperation with the MPO, that are expected to fail within a 20-year time frame.
- Policy 5-6:** Cooperate with the MPO and FDOT to identify the future conditions and road improvements necessary to develop alternative road bypass route(s).
- Policy 5-7:** The City will continue to work with the appropriate interests to identify all deficient transportation facilities and to develop a range of planning options related to road capacity improvement and the facility corridor identification process.

Goal D: Assure the adequacy of transportation capacity in order to accommodate the anticipated growth in the community.

Objective 6: Level of service standards for roadways shall be adopted as part of this Comprehensive Plan.

- Policy 6-1:** The City shall maintain a concurrency management system that compels functional transportation facilities and services to be available to the public as new development occurs.
- Policy 6-2:** The City shall update the concurrency review management regulations in the LDRs to require developers to mitigate impacts of projected traffic volumes on roadways.
- Policy 6-3:** For city-maintained roadways the level-of-service standard shall be "D urban" for peak-hour traffic volume. The FDOT generalized LOS, tables or other methods approved by FDOT shall be used in the determination of service levels for state and federal roads.
- Policy 6-4:** For state-maintained roadways, the level of service standard shall be "C peak hour." However, exception is made for Jefferson Street (SR 50A), from Broad Street (US 41/SR 45) to Ponce de Leon Boulevard, which has an LOS designation of "D peak hour." Exception is also made for Broad Street (US41/SR 45), from VFW Road to Jefferson Street (SR 50A), which similarly maintains LOS "D peak hour."
- Policy 6-5:** For backlogged facilities, the City shall maintain operating conditions so that significant degradation does not occur by limiting non-vested

development to that which creates not more than 5% of the existing operating (AADT) volume at the time of plan adoption.

- Policy 6-6:** Preserve scenic vistas and environmentally sensitive areas within rights-of-way of city or county-maintained roadways designated as scenic roads. These roads shall have a level of service standard of “E” for peak hour traffic.
- Policy 6-7:** Levels of service for any roadway that is part of the Strategic Intermodal System shall be consistent with adopted FDOT standards.
- Policy 6-8:** All transportation facilities needed to maintain the adopted level of service shall be in place or under construction within three years after building permit approval.
- Policy 6-9:** Through the concurrency management system, monitor all transportation facilities to maintain records of any roadways where 110% of the *de minimis* transportation impact threshold is reached.

Objective 7: The City will continue to implement actions that establish mechanisms to help sustain the existing capacity and future capacity of the arterial and major collector roadway network.

- Policy 7-1:** Adopt a set of right-of-way standards for various functional classifications of roadways, which will be incorporated into land development regulations.
- Policy 7-2:** Establish setback standards based on the functional classification, the design configuration of the roadway and the presence of frontage roads.
- Policy 7-3:** Establish a land dedication program for planned major road improvements rights-of-way with appropriate credits to reduce impact fees.
- Policy 7-4:** Maintain a frontage road plan along major arterial roads, with new development required to provide right-of-way and construct the portion of the frontage road within their property.
- Policy 7-5:** Maintain access management policies for collector and arterial roadways. On state highways, these policies shall be established in cooperation with FDOT and be consistent with FDOT standards.
- Policy 7-6:** Non-governmental signage and off-site signs shall be prohibited from existing and future rights-of-way.

Policy 7-7: Include a roadway impact element in the city's concurrency management program to ensure the roadway capacity and levels of service are addressed prior to issuing final development approvals.

Policy 7-8: Any new strip commercial and infill commercial is limited to no more than two full curb cuts to the arterial road network, pursuant to the requirements of the FDOT Access Management Connection Spacing Standards for roadways on the State Highway System and Administrative Rules, and the city's Frontage Road requirement, unless it is determined that environmental conditions (such as wetlands), existing development or hazardous road conditions make frontage road extension infeasible.

Objective 8: The City shall establish a Transportation Concurrency Exception Area (TCEA) or other alternative approaches to concurrency that could be implemented to benefit road links that may become deficient or could fail over the planning period.

Policy 8-1: Encourage higher density and mixed use development, increased pedestrian facilities, and bicycle access to further orient the central business district toward viable multimodal transportation activity.

Policy 8-2: The City will continue constructing or requiring new sidewalks and other pedestrian facilities in locations where pedestrian trips are likely and based on strategies provided within a bicycle and pedestrian system plan.

Policy 8-3: Examine the feasibility of controlling automobile activity by discouraging automobile related land uses within the central business district including but not limited to drive through facilities, automobile repair, services and sales, gas stations, and warehousing.

Policy 8-4: Examine the feasibility of requiring development or redevelopment projects in excess of 20,000 square feet of gross floor area to coordinate with the transit system provider to give access to transit or transit facilities on site.

Policy 8-5: Provide enhanced signage advertising the location of public parking to encourage pedestrian activity in the downtown.

Policy 8-6: Pursue outside funding to support redevelopment of the central business district, its modal network, and linkages to the City at large.

Policy 8-7: Institute a sidewalk construction fund where developers can opt to contribute their fair share in areas void of connectivity.

Policy 8-8: The City of Brooksville hereby establishes a TCEA for the downtown and infill areas for the purpose of promoting redevelopment within the

downtown area and infill development within the urbanized area of the City.