

TRANSPORTATION ELEMENT

Goal 6.1: To provide a system for both motorized and non-motorized modes of transportation which serves to maximize public safety, supply convenient access to destination, and maintain adopted levels of service.

Intergovernmental Coordination

Objective 6.1.1: Continue to coordinate with Citrus County, the Hernando/Citrus MPO, and the FDOT to mitigate the projected capacity deficiencies along segments of state and county roadways and evacuation routes.

Policy 6.1.1.1: The City will work with the County and the MPO to establish a transportation coordinating committee. Said committee will focus on various transportation needs in and around the City, with a focus on the mitigation of impacts to all congested roadways.

Policy 6.1.1.2: The City will coordinate appropriate actions with the FDOT and Citrus County when developments being reviewed by the City result in an increase in traffic volume on state and/or county roadways that will reduce the roadway's operating level of service.

Policy 6.1.1.3: The City will continue to coordinate with the FDOT on LOS standards and appropriate technical data relative to state roadways, particularly the SIS, on a yearly basis.

Policy 6.1.1.4: The City will coordinate with the FDOT to improve safety, and limit air and noise pollution attributable to traffic on state owned highways, which pass throughout the Central Business District.

Policy 6.1.1.5: The City will continue to enforce access management provisions in the Inverness Land Development Regulations and coordinate with FDOT on commercial development proposals with impacts on state roads.

Policy 6.1.1.6: The City, in coordination with FDOT, will limit curb cuts along arterial and collector roadways within the City limits as part of the access management program.

Policy 6.1.1.7: The City will cooperate with Citrus County in its fringe areas to ensure that curb cuts are kept to a minimum along arterial and collector roads providing access to commercial property and to enhance the safety of the highways.

Policy 6.1.1.8: The City will continue to meet annually with state and county traffic officials to discuss traffic circulation policies pertaining to mutually concerned traffic flow patterns within and outside the city limits. These meetings will be held at the discretion of FDOT officials.

Policy 6.1.1.9: The City of Inverness hereby incorporates by reference the Hernando/Citrus Long Range Transportation Plan 2040 (LRTP) into this comprehensive plan. The City will continue to coordinate through the MPO to implement the LRTP and to participate in developing updates to the LRTP as an ongoing effort.

Level of Service

Objective 6.1.2: Maintain and update, as necessary, roadway levels of service for review of proposed development orders with respect to concurrency requirements established by this plan and for use in capital improvements programming. Roadway level of service on SR 44 and US 41 within the TCEA will be updated annually, at a minimum.

Policy 6.1.2.1: The City does hereby adopt the following peak hour level of service standards for roadways within the City, with exception of roadways listed in Policy 6.1.2.2. :

- a. Arterial “C”
- b. Minor Arterial “D”
- c. Collector “D”

Policy 6.1.2.2: For the purpose of the issuance of development orders, the City’s level of service standard for US 41 North will be LOS E - peak hour, the current operating level of service for this roadway. The City will adopt the peak hour level of service standard LOS “C” for SR 44, a roadway on the Florida Intrastate Highway System (FIHS) and Strategic Intermodal System (SIS).

Policy 6.1.2.3: Once construction has been completed, the City will amend the level of service standard for US 41 North to its original level of service standard of “C” - peak hour peak direction.

Policy 6.1.2.4: The City will coordinate with the County to conduct a traffic count program by 2012 for the purpose of collecting necessary data to formulate an up-to-date data base for City roads.

Policy 6.1.2.5: The City will cooperate with Citrus County and FDOT in providing population, employment, and development information for use in maintaining the County and regional transportation model. The City will utilize model generated traffic projections or historical trend data for updating the Transportation Element, when those projections become available to the City.

Policy 6.1.2.6: The major thoroughfare system shall provide safe and easy access to, from, and between all parts of the City without disrupting neighborhoods.

Policy 6.1.2.7: The City will establish a program for maintaining the existing transportation network.

Policy 6.1.2.8: The City will coordinate traffic signalization improvements with the State of Florida and Citrus County and will abide by state standards for the erection and maintenance of traffic signals. The City will monitor high traffic/accident locations in order to identify existing and potential problem areas. As identified, the following intersections will be monitored:

- a. S. Apopka Avenue and Highland Boulevard
- b. Tompkins Street and N. Line Avenue
- c. Ella Avenue and Tompkins Street and US 41
- d. Highland Boulevard and S. Montgomery Avenue
- e. Highland Boulevard and S. Line Avenue
- f. Tompkins Street and Seminole Avenue

Policy 6.1.2.9: The City will require all new developments to pay their fair share for the improvement or construction of needed transportation facilities to maintain the adopted level of service standards. Fair share payments which may be collected shall be consistent with the adopted Proportionate Fair Share ordinance.

Policy 6.1.2.10: All private roads will be constructed in accordance with the same standards applied to City maintained roads.

Policy 6.1.2.11: The City will issue development orders only upon certification that required transportation facilities are available to serve the proposed development at the adopted level of service standard, or are scheduled to be in place or under actual construction not more than three years after issuance of the building permit or development order or its equivalent as recognized in the adopted Inverness Five Year Capital Improvements Plan, Citrus County Capital Improvements Plan, or the first three years of the adopted FDOT Five Year Work Program.

Policy 6.1.2.12: The City supports the creation of business incentive programs that reduce or waive proportionate fair share and concurrency requirements for significant economic development projects.

Functional Classification of Roadways

Objective 6.1.3: Maintain roadway functional classification system according to Florida Department of Transportation standards and policies.

Policy 6.1.3.1: Street improvements will be designed to provide sufficient carrying capacity to accommodate projected development as indicated in the Future Land Use Map.

Policy 6.1.3.2: Residential streets will be designed to provide access to local properties and not to carry through traffic into residential areas.

Policy 6.1.3.3: The City will continue to utilize a formal ranking procedure to prioritize both the needed roadway improvement projects and the expenditure of revenues.

Policy 6.1.3.4: The City will, in coordination with Citrus County and FDOT, require all new development to provide and dedicate additional rights-of-way along existing roadways in which the present right-of-way is insufficient to maintain the adopted level of service standards for projected future needs.

Policy 6.1.3.5: By the end of the planning period, the City will adopt a Master Roadway Network Map delineating the necessary rights-of-way required for the roadways for the next 20 years consistent with the MPO's long range plans.

Multi-modal Transportation

Objective 6.1.4: Incorporate features for non-motorized modes and public transit in roadway design in an effort to reduce single occupant vehicle trips, provide for mode choice to the transportation system users and maintain accepted air quality standards.

Policy 6.1.4.1: The City will update the existing bicycle/pedestrian plan by the end of the planning period.

Policy 6.1.4.2: The City will continue to budget \$25,000 annually for new sidewalks. Left over money will be allowed to roll over into the subsequent year to fund larger projects.

Policy 6.1.4.3: The Inverness Land Development Regulations will continue to require new residential and commercial developments to provide and dedicate pedestrian ways.

Policy 6.1.4.4: The City will continue to implement the Inverness Land Development Regulations requiring new development located within a one mile radius from a school facility to provide pedestrian and bikeway facilities to be incorporated into the planning, design, and construction of the development.

Policy 6.1.4.5: The City will incorporate bikeways in the design of roadway improvements and mark designated bicycle routes which will provide citizens access to shopping, employment, education, and recreational centers.

Policy 6.1.4.6: All pedestrian ways constructed within the City will be accessible to handicapped persons.

Policy 6.1.4.7: The City will continue to enforce regulations in the Inverness Land Development Regulations to provide needed motorized and non-motorized vehicle parking in the City.

Policy 6.1.4.8: The City will coordinate with the Florida Department of Transportation (FDOT), the Hernando/Citrus County MPO and Citrus County on implementing changes for state trail improvements and provide for bicycle/pedestrian facilities on county and/or state roadways throughout the City.

Policy 6.1.4.9: The City will coordinate with the Florida Department of Transportation officials to adopt safe standard bikeway regulations and to ensure continuity of adjoining pathways throughout the City.

Policy 6.1.4.10: The City will require that commercial and other private developments and or redevelopments that provide parking for 250 vehicles or more shall provide appropriate transit amenities (stops). The City will require that residential developments with greater than 200 units provide appropriate transit amenities. Land development regulations will be adopted detailing the type, location and timing for construction of such transit amenities.

Policy 6.1.4.11: The City currently has no direct rail access but will coordinate with the Florida Department of Transportation (FDOT), the Citrus/Hernando County MPO, and Citrus County on implementing changes to improve connectivity to railroad infrastructure and coordinate rail improvements.

Policy 6.1.4.12 The City of Inverness supports the Complete Streets Guiding Principles as a means to facilitate the development of Complete Streets in Inverness. The City of Inverness will work in cooperation with the Hernando-Citrus County Metropolitan Planning Organization (MPO), Tampa Bay Area Regional Transportation Authority (TBARTA), the Florida Department of Transportation (FDOT) and bicycling and pedestrian organizations to assist in developing, implementing and funding complete streets.

Policy 6.1.4.13 The City of Inverness is the primary hub for the Withlacoochee State Trail which is an integral part of the local transportation network. Therefore, as a part of planning for and implementing a alternative transportation system, the City will pursue designation as a Bicycle Friendly Community.

Right-of-Way Preservation

Objective 6.1.5: Continue to implement measures to preserve rights-of-way for capacity expansion. Policies 6.1.3.4 and 6.1.3.5 address right-of-way acquisition.

Policy 6.1.5.1: The City will prohibit non-governmental signage and off-site signage from existing and future rights-of-way.

Policy 6.1.5.2: The Inverness Land Development Regulations will continue to provide setback requirements to protect future rights-of-way from building encroachment.

Aesthetic Features

Objective 6.1.6: Evaluate all roadway improvement projects for aesthetic benefits.

Policy 6.1.6.1: The Inverness Land Development Regulations will continue to require parking lots to be functionally landscaped to provide maximum shading, beauty, and stormwater retention.

Policy 6.1.6.2: Roadway improvements that incorporate medians or parkways in their design will landscape these features to enhance the roadways aesthetic visibility.

Policy 6.1.6.3: Bicycle/pedestrian facilities should include aesthetic features for shade, comfort, and attractiveness for non-motorized transportation.

Transportation Concurrency Exception Area (TCEA)

Objective 6.1.7: The City of Inverness will maintain a Transportation Concurrency Exception Area (TCEA) within the geographic area depicted on Map 6-1, for the purpose of promoting redevelopment within the downtown area consistent with Policy 6.1.7.1 and the Future Land Use Element.

Policy 6.1.7.1: The City will promote urban development/redevelopment where infill opportunities exist within the Transportation Concurrency Exception Area.

Policy 6.1.7.2: The City will coordinate with appropriate public and private agencies to initiate strategies to decrease automobile travel on, or encourage the efficient use of SR 44, a Strategic Intermodal System (SIS) roadway.

Policy 6.1.7.3: The City will coordinate development and redevelopment activities within the TCEA to decrease automobile travel on SR 44 and encourage the use of parallel facilities Highland Boulevard and Tompkins Street.

Policy 6.1.7.4: The City will coordinate development and redevelopment activities within the TCEA to provide for additional connectivity within the TCEA. New subdivisions within the TCEA will be required to provide for connectivity to adjacent parcels, where practicable, and commercial or office development will be required to include cross access easements, as detailed in Policy 6.1.7.22.

Policy 6.1.7.5: Through the committee established in Policy 6.1.1.1, the City will coordinate with Citrus County, the MPO and FDOT to give the highest priority for funding to capacity improvement projects relieving congested roadways within the TCEA.

Policy 6.1.7.6: Through the committee established in Policy 6.1.1.1, the City will use impact fees and proportionate share payments within the TCEA to provide additional capacity and mobility throughout the TCEA.

Policy 6.1.7.7: The City will mitigate the impact of the TCEA on SR 44 in the short term by providing directional signage and encouraging the use of parallel, under-utilized facilities such as Highland Boulevard and Tompkins Street through the Central Business District, and investing in infrastructure for bicyclists and pedestrians in this area. These improvements have been funded and are included in the Capital Improvements Program.

Policy 6.1.7.8: The City will pursue, as a long term strategy, the extension of CR 581 north to US 41N and the CR 581 to US 41S connector south of the City as a reliever facility to US 41 which runs in conjunction with SR 44 through the TCEA. The City shall work with the County and the FDOT to identify and program funding for this improvement.

Policy 6.1.7.9: The City will coordinate with the County on any potential to re-designate this new bypass facility as US 41.

Policy 6.1.7.10: The City will continue to develop the “Share the Road” program to construct additional bicycle facilities in the TCEA to accommodate and encourage the use of bicycles as transportation within the urban area.

Policy 6.1.7.11: The City will encourage high density, mixed-use developments at appropriate locations within the TCEA to encourage alternative modes of transportation.

Policy 6.1.7.12: The City will continue constructing or requiring new sidewalks and other pedestrian facilities throughout the TCEA to encourage more pedestrian trips.

Policy 6.1.7.13: The City will adopt land development regulations for the TCEA requiring new developments and redevelopments to adhere to stricter access management requirements such as requirements for cross access easements and shared driveways on SR 44 and Highland Boulevard. These access management restrictions will be enforced to preserve capacity and functionality of roadways.

Policy 6.1.7.14: Signage will be developed to direct local traffic to the County Government Offices and the new parking facilities on Martin Luther King Boulevard via Tompkins Street.

Policy 6.1.7.15: Concurrency exceptions will be granted within the TCEA for development and redevelopment meeting the requirements of Policy 1.2.5.2 in the Future Land Use Element. The City will amend its Land Development regulations to include policies for granting and tracking these exceptions within the Concurrency Management System.

Policy 6.1.7.16: The City will evaluate the effectiveness of the Transportation Concurrency Exception Area annually by monitoring the following performance measures:

- (1) Level of development/redevelopment activity within the urban redevelopment and downtown revitalization areas;
- (2) Evaluate programs which promote pedestrian and non-automotive travel in the TCEA including improvements to pedestrian and bicycle infrastructure.
- (3) Evaluate programs such as van pooling and ride sharing that promote alternative commuting and reduce vehicle trips within the TCEA. Initially, and until such programs may be established this report will indicate any potential for such programs, such as with the Hospital or School Board, that the City has initiated discussions on. If such programs are established the number of participants in each program will be reported.
- (4) Level of service on parallel facilities, initially to include Tompkins Street and Highland Boulevard. If warranted, additional studies documenting the capacity of these facilities, such as speed studies, may be conducted.
- (5) Types and location of mitigation projects occurring within the TCEA.

Policy 6.1.7.17: Through the committee established in Policy 6.1.1.1 of this element and in Policy 7.1.1.4 of the Intergovernmental Coordination Element, the City will coordinate with the Citrus County transit staff to identify short term and long term transit needs within the City limits.

Policy 6.1.7.18: The City will coordinate with the County on the establishment of the proposed fixed route transit service between Crystal River and Inverness as shown in Map 6-3. The City will work with the County on the location of stops within the TCEA. Timing for construction of stops will be coordinated through the transportation coordinating committee established in Policy 6.1.1.1.

Policy 6.1.7.19: Within the TCEA, the City will require that commercial and other private developments and or redevelopments that provide parking for 150 vehicles or more shall provide appropriate transit amenities (stops). Land development regulations will be adopted detailing the type, location and timing for construction of such transit amenities.

Policy 6.1.7.20: In lieu of providing roadway widening improvements, developers granted concurrency exceptions within the TCEA will be required to provide mitigation by funding one or more of the following:

- Intersection improvements

- Projects that improve the pedestrian and bicycling environment
- Development of van pooling or ride sharing programs
- Construction of transit stops, or provision of transit passes for employees, when Citrus County’s fixed route transit service becomes available
- Construction of needed streetscape enhancements, such as but not limited to, street trees, benches, or bicycle parking

Policy 6.1.7.21: The City will require that development within the TCEA will be required to mitigate their impacts to SR 44 by providing proportionate share payments for such impacts for the extension of CR 581.

Policy 6.1.7.22: The City will require that development within the TCEA will be required to implement any needed access management improvements, such as closure or realignment of driveways, shared access, or construction of cross access easements, particularly on SR 44 or US 41.

Policy 6.1.7.23: The City will require that development within the TCEA mitigate their impacts to County Roads, including but not limited to CR 581 and Independence Highway by providing funding for improvements to impacted County Roads.

Policy 6.1.7.24: On an annual basis, the City will, in cooperation with FDOT, monitor traffic conditions and levels of service (LOS) on SR 44, a Strategic Intermodal System (SIS) roadway, and other important roadways within the TCEA. The TCEA Monitoring Program will be developed within one year of the TCEA adoption, and will consist of performance measures oriented to determining traffic impacts, provision of pedestrian/bicycle facilities intersection LOS, and the application of various access management strategies completed in conjunction with development and redevelopment occurring in the TCEA by employers and various stakeholders. The analysis of the TCEA performance measures will be provided in an annual TCEA Monitoring Report. A detailed traffic analysis will be conducted every five years in coincidence with the TCEA Monitoring Report to provide information to the City and FDOT to assist in evaluation the effectiveness of the mitigation strategies. Parallel facilities will be monitored in particular to ensure adequate capacity is provided on these east-west facilities.

Objective 6.2: Coordinate with the FDOT and Citrus County to ensure a mechanism exists to address any issues related to the Inverness airport.

Policy 6.2.1: Through the committee established in Policy 6.1.1.1 of this element and in Policy 7.1.1.4 of the Intergovernmental Coordination Element, the City will coordinate with Citrus County staff to identify short term and long term needs within the City limits for Inverness airport coordination.