

Hernando County Comprehensive Plan
2040 PLAN
Section A. Chapter 5.
TRANSPORTATION ELEMENT

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GOAL 5.01 – Transportation and Future Land Use

Hernando County’s transportation system is designed to encourage economic growth and quality development through staging and coordination of local and regional transportation infrastructure and amenities.

**Multi-Modal System
[F.S. 163.3177(6)(b)]**

Objective 5.01A: A multi-modal transportation network shall be designed to accommodate the future development anticipated within the planning horizon based on the Future Land Use Map. The Hernando/Citrus Metropolitan Planning Organization Long Range Transportation Plan (LRTP) is the primary guiding document for programming improvements to the transportation network. Maps will maintain consistency with the LRTP.

Strategy 5.01A(1): The functional and buildout characteristics of the transportation network are depicted on the 2040 Roadway Plan Map. This map shall be based on overall modal travel characteristics projected through the planning horizon including freeways, arterial roads, collector roads, frontage roads, and major local roads anticipated through the planning horizon.

Strategy 5.01A(2): The Long-Range Bicycle Facilities Plan of the LRTP is coordinated with the 2040 Roadway Plan Map to provide safe, convenient, aesthetic and functional connectivity. Bicycle connectivity will be accommodated in accordance with adopted plans, design guidelines and programs to community focal points such as schools and parks.

Strategy 5.01A(3): The Long-Range Pedestrian Facilities Plan of the LRTP is coordinated with the 2040 Roadway Plan Map to provide safe, convenient, aesthetic and functional connectivity. Pedestrian connectivity will be accommodated in accordance with adopted plans, design guidelines and programs to community focal points such as schools and parks.

Strategy 5.01A(4): The 2040 Transit Plan of the LRTP is coordinated with the Future Land Use Map in order to provide safe, convenient, aesthetic and functional transit connectivity on a local and regional basis.

Strategy 5.01A(5): The County’s long-term multi-modal transportation framework of roadway, transit, bicycle and pedestrian movement guided by the LRTP is designed to plan for multi-modal opportunities in existing infill areas, redevelopment areas, and Centers and Corridors

described in the Future Land Use Element of this Plan, and, to promote economic development initiatives.

Strategy 5.01A(6): The County should seek opportunities to diversify, integrate and strengthen the multi-modal transportation system by considering multi-functional corridors on rights-of-way (road, rail, and utilities) and the accommodation of existing and future technology (e.g., charging stations) in the design of public spaces.

Road Network – Frontage Roads **[F.S. 163.3177(6)(b)1.e]**

Objective 5.01B: **Maintain and expand a system of frontage roads and cross-access easements parallel to County arterial and collector roads. The frontage road network is designed to enable the creation of shared drives, shared easements, and alternative routes. Frontage road configuration is intended to optimize corridor and roadway network function, maintain capacity on the functionally classified network, and provide aesthetic, safe and convenient access to multiple properties and business sites.**

Strategy 5.01B(1): The frontage road network protects the function and levels of service of major arterial corridors through the planning horizon by controlling access, reducing traffic volumes and providing additional capacity.

Strategy 5.01B(2): The provision of frontage roads shall be required as a condition of development adjacent to the arterial network by requiring new development to comply with the County’s Frontage Road Ordinance and adopted Facilities Design Guidelines.

Strategy 5.01B(3): The County should require cross-access easements, shared drives, shared access and other techniques that optimize the function of the roadway network where frontage roads are not required.

Strategy 5.01B(4): The County should encourage land use patterns that optimize the function of frontage roads and similar access management strategies through:

- a. clustering of development to enhance the establishment of viable frontage road links;
- b. application of site-specific standards and techniques at Centers and Corridors outlined in the Future Land Use Element of this Plan.

Strategy 5.01B(5): Provide for the completion of missing gaps in the frontage road network by incorporating these projects into the MPO work program and County Capital Improvements Program.

Transportation Network – Design Standards
[F.S. 163.3177(6)(b)1 and (6)(b)2]

Objective 5.01C: **Hernando County shall establish and maintain standards for transportation related design and construction including roadways, bicycle and pedestrian facilities, transit accommodations and site parking/circulation.**

Strategy 5.01C(1): The County shall address at a minimum, safety-related hazards which are coordinated with Florida Department of Transportation (FDOT) standards for roadway design, drainage and erosion, traffic control, bicycle and pedestrian design, transit design, and traffic calming, where applicable, for consistency.

Strategy 5.01C(2): Complete Streets, Traffic Calming, Transit Facilities Design and other transportation-related elements described in this Chapter may be applied on a project-specific or site-specific basis. Guidelines and typical graphics consistent with adopted plans, standards and programs will be published to illustrate the use of these concepts for appropriate locations.

Strategy 5.01C(3): The County shall coordinate future updates of standards contained in the land development regulations with the adopted Facilities Design Guidelines and MPO plans in order to implement the growth strategy and land use objectives contained in this Plan while ensuring safe and adequate design..

Strategy 5.01C(4): Minimum driveway spacing standards by functional classification shall be established for driveways accessing County maintained roadways.

Strategy 5.01C(5): New residential development should have points of access that connect to the arterial or collector road system but shall not have residential driveways connecting directly to those systems.

Strategy 5.01C(6): Design standards for wildlife crossings should be utilized where warranted on a site-specific situation.

Strategy 5.01C(7): Low-impact development (LID) techniques for stormwater in transportation design, including slopes, planting plans, and materials, may be used and/or required as determined appropriate.

Road Network – Suncoast Parkway Scenic Corridor

Strategy 5.01C(8): Hernando County designates the Suncoast Parkway as a Scenic Corridor, recognizing a vision for the corridor as rich in scenic and recreational opportunities. The County should maintain buffering standards consistent with the vision for development adjacent to the Parkway.

Road Network – Right of Way Needs [F.S. 163.3177(6)(b)1 and (6)(b)2]

Objective 5.01D: **The County shall plan for the procurement and protection of sufficient rights of way to accommodate the multi-modal transportation network of roadways, bicycle and pedestrian traffic, and transit as outlined in the land development regulations, adopted Facilities Design Guidelines, adopted MPO plans and the 2040 Roadway Plan Map.**

Strategy 5.01D(1): The 2040 Roadway Plan Map will be used to guide right of way needs pursuant to standards for the applicable lane widths and functional classification standards.

Strategy 5.01D(2): The County should utilize land development review and related processes to restrict encroachment onto existing and designated future rights of way:

- a. Lands identified as needed for planned future rights of way during the development review process should be protected from conversion to other uses;
- b. The regulations should incorporate setback standards from road rights of way in order to ensure adequate incorporation of Complete Streets features and enhancement of multi-modal circulation;
- c. Additional right of way beyond the functional classification standard may be required at intersections to provide additional space to accommodate turn lanes, bicycles pedestrians, transit, utilities, and other features planned for the intersection;
- d. Dedicated right of way or accommodation for transit pullouts and amenities and for future bus rapid transit may be required.

Strategy 5.01D(3): Provide funding for acquisition, reservation, or otherwise securing needed right of way when opportunities arise.

Bicycle and Pedestrian Network
[F.S. 163.3177(6)(b)2]

Objective 5.01E: **Provide for safe bicycle and pedestrian facilities as an integral element of the planning and design for planned improvements and reconstruction of the roadway network where appropriate.**

- Strategy 5.01E(1):** The Long-Range Bicycle Facilities Plan of the LRTP consists of facilities appropriate to the functional setting including paved shoulders, separate dedicated bicycle paths, multi-use trails, multi-modal bridges, and signed routes. Emphasis will also be given to a regional multi-use trail network and connectivity opportunities within and outside the County.
- Strategy 5.01E(2):** The Long-Range Pedestrian Facilities Plan of the LRTP consists of facilities appropriate to the functional setting including sidewalks, walking trails, and multi-use trails.
- Strategy 5.01E(3):** The Long-Range Multi-Use Trail Facilities Plan of the LRTP consists of facilities appropriate for longer-distance trail function settings including the strategic location of trailheads and dedicated multi-use trails.
- Strategy 5.01E(4):** Annually update the priority list of bicycle and pedestrian facility projects for the development of the County's and the Hernando/Citrus Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP). Where possible, incorporate bicycle and pedestrian design features into road construction and reconstruction projects. Sidewalks providing bicycle/pedestrian routes to schools should be highly prioritized within a two-mile radius of schools and should be incorporated into all new and reconstructed road projects.
- Strategy 5.01E(5):** All development on local, collector or arterial roads located within two miles of a school should provide a sidewalk to County standards on the designated side of the specific roadway in accordance with standards contained in the adopted land development regulations.
- Strategy 5.01E(6):** The County will consider the use of Complete Streets features as opportunities arise and at appropriate locations in accordance with the adopted plans, standards and guidelines of the MPO and Florida Department of Transportation (FDOT).

Strategy 5.01E(7): Complete Streets measures used or implemented by the County should create context-sensitive travel solutions for all modes of travel based on the community and the corridor, including:

- a. traffic operations and safety improvements such as traffic signal upgrades, additional turn lanes, and lighting;
- b. installation of sidewalks, widewalks, bicycle lanes, multi-use trails, and safety-enhanced street crossings;
- c. manipulation of width and/or number of vehicular travel lanes that accommodate automobile and truck travel;
- d. the use of landscaping, curbing, median manipulation and similar features in the design;
- e. the provision of bicycle racks/storage, charging stations, signage, furniture, public realm accommodations and similar facilities as appropriate.

Strategy 5.01E(8): Traffic calming roadway configurations and devices will be considered by the County where deemed appropriate. Traffic calming may include measures aimed at speed control and/or volume control such as:

- a. speed humps and tables;
- b. raised and textured crosswalks;
- c. raised, re-aligned and textured intersections;
- d. traffic circles and roundabouts;
- e. lane-width narrowing;
- f. horizontal manipulation (chicanes, chokers, bulb-outs);
- g. full/partial closures and diverters;
- h. landscaping and median configuration.

Strategy 5.01E(9): The County supports the Coast to Coast Connector as a major recreational and tourism asset and shall coordinate such promotion with business development along the trail .

Transit System

[F.S. 163.3177(6)(b)3]

Objective 5.01F: **Incorporate a transit system component into the transportation network that provides for the immediate and long-term mobility needs of all segments of the County’s population.**

Strategy 5.01F(1): Planning for future transit needs shall be guided by the adopted Transit Development Plan (TDP) in order to ensure that priority 10-year transit needs can be met.

Strategy 5.01F(2): The County should continue to prioritize enhancement of its local fixed-route transit system and special needs ADA (Americans with Disabilities Act) service via a process that solicits and responds to

frequent user feedback. Enhancements may include route expansions/updates, real-time digital information services, transit vehicle upgrades for users, and other initiatives.

- Strategy 5.01F(3):** Transit system design standards should be implemented at appropriate locations as part of the development review process and transportation work program including such features as:
- a. ADA-compliant accommodations at all transit stops;
 - b. transit amenities accommodating multi-modal users;
 - c. incorporation of transit bulb-outs or pull-outs in street and development layouts;
 - d. sidewalk and street accommodations that facilitate pedestrian movements;
 - e. appropriate standards for transit connection points, including amenities and park and ride facilities.

- Strategy 5.01F(4):** Long-term transit system planning should be coordinated with land use and economic development, with special emphasis on fixed guideway, rail, and rapid bus transit station locations, and, on local and inter-county bus transfer stations in accordance with adopted regional plans and programs.

- Strategy 5.01F(5):** Long-term transit system planning should be incorporated into the adopted Facility Design Guidelines including standards for bus routes that identify sufficient right-of-way needs for transit stops, stations and pull-outs.

Transportation Disadvantaged

- Strategy 5.01F(6):** The County shall coordinate local transit service with the Transportation Disadvantaged Service Plan (TDSP) and with the designated Community Transportation Coordinator.

Regional Transit

- Strategy 5.01F(7):** Planning for local transit service will be coordinated with regional plans developed by the Tampa Bay Area Regional Transit Authority (TBARTA) to capitalize on economic development opportunities for the County.

Goods Movement**[F.S. 163.3177(6)(b)1 and (6)(b)2]**

Objective 5.01G: **Protect intermodal routes and coordinate with state, regional and private entities to optimize efficiency and ensure that these routes serve as an asset for economic development.**

Strategy 5.01G(1): Capitalize on rail lines that serve as important heavy cargo transportation facilities in the County with respect to the following:

- a. Service to existing land uses, including limerock mines, coal-fired electric power generation facilities, and industrial properties west of Brooksville;
- b. Rail access to future industrial and surrounding areas designated on the Future Land Use Map along Cobb Road, and at the Airport Planned Development District.

Strategy 5.01G(2): Land use initiatives and proposed zoning/land use changes should consider the potential for the use of rail lines for goods movement.

GOAL 5.02 – Transportation Management

Hernando County’s transportation system is designed to promote economic growth and quality development through the use of proactive and diverse transportation management strategies. [F.S. 163.3177(6)(b)1]

Congestion Management Process (CMP)

Objective 5.02A: The County will participate in the Hernando/Citrus Metropolitan Planning Organization’s annual update of the Congestion Management Process (CMP) consistent with the Long Range Transportation Plan (LRTP).

Strategy 5.02A(1): Annual recommendations of the CMP shall be prioritized based on safety and congestion issues and included in the County Capital Improvements Program.

Strategy 5.02A(2): CMP recommendations for corridors and intersections should be coordinated with the specific land use and development plans.

Strategy 5.02A(3): For appropriate new intersections and/or intersection improvements, a roundabout or traffic circle configuration should be analyzed as a potential option to signalization.

Strategy 5.02A(4): CMP mechanisms may include Transportation Demand Management Strategies developed in coordination with FDOT and TBARTA that mitigate peak-hour congestion impacts, including:

- a. telecommuting;
- b. transit information systems;
- c. alternative work hours;
- d. car and van pooling;
- e. guaranteed ride home program;
- f. parking management;
- g. addition of general purpose lanes;
- h. computerized signal systems;
- i. intersection or midblock widening;
- j. Intelligent Transportation Systems.

Strategy 5.02A(5): Maintenance of levels of service, and congestion management shall continue to be the two primary means by which Hernando County maintains air quality standards established for transportation-related pollutants by the Florida Department of Environmental Protection (FDEP) and the U.S. Environmental Protection Agency (EPA) through the planning horizon.

Transportation Flexibility

- Strategy 5.02A(6):** Regulatory flexibility may be afforded to transportation systems in accordance with specific planning standards. Formulation of flexible standards may be done through the annual CMP process, or through updates to the County’s concurrency management system. The following mechanisms may be considered for application to specific areas:
- a. recognition of anticipated temporary reductions in levels of service (LOS) for targeted areas with accompanying transportation diversification and congestion management tools;
 - b. adoption of lowered levels of service for target segments, or, corridor-wide level of service determinations that would accommodate segment-specific decreases in level of service performance;
 - c. concurrency exception areas that promote integrated transit, bikeways and pedestrian ways that adequately address circulation issues;
 - d. alternative fee structures for transportation impacts;
 - e. public-private partnership agreements for improvements, easements, amenities and other mechanisms that help to facilitate the efficient flow of increased economic activity at designated activity centers and along strategic corridors;
 - f. other mechanisms that align transportation strategies with future land use strategies.

GOAL 5.03 – Transportation Levels of Service

Public investment in transportation infrastructure shall ensure adequate capacity to accommodate projected growth and should incentivize growth areas. New development shall contribute proportionally to its impact on the roadway network.

[F.S. 163.3177(6)(b)1, (6)(b)2, and, F.S. 163.3180]

Objective 5.03A: Level of Service (LOS) standards for roadways shall be adopted as part of this Plan.

Strategy 5.03A(1): Roadway levels of service shall be determined using methodologies approved by the Florida Department of Transportation (FDOT) and codified in the County’s concurrency management system. Roadway levels of service for peak-hour traffic volume shall be:

- a. “D–urban” on County roadways within the Adjusted Urbanized Area Map;
- b. “D–rural” for all other County roadways;
- c. “C” for state roads, or, as set by FDOT for state roads on the Strategic Intermodal System.

Strategy 5.03A(2): Constrained corridors are roadways which are precluded from widening improvements because of right of way constraints due to existing development, scenic, or environmental impediments. Lowered levels of service are deemed acceptable along constrained corridors. Constrained corridors include:

- a. Fort Dade Avenue from Cobb Road to Citrus Way/CR-491;
- b. Snow Memorial Highway from U.S. 41 to Lake Lindey Road/CR476;
- c. Jasmine Drive from SR-50 to Mondon Hill Road;
- d. Broad Street/U.S. 41 from the Jefferson Street intersection to SR-50A;
- e. Jefferson Street from U.S. 41 to Mildred Avenue;
- f. U.S. 41 from SR-50A to Howell Avenue;
- g. Ponce deLeon Blvd. (U.S. 98) from south of Yontz Road to Jefferson Street (SR -50A);
- h. Spring Hill Drive from U.S. 19 to Anderson Snow Road;
- i. Mariner Boulevard from SR-50 to County Line Road;
- j. Northcliffe Boulevard from U.S. 19 to Mariner Boulevard;
- k. Deltona Boulevard from SR-50 to Forest Oaks Boulevard;
- l. Linden Drive from Mariner Boulevard to County Line Road;
- m. Cortez Boulevard (CR 550) from Bayport Pier to Shoal Line Boulevard;
- n. Pine Island Drive from Pine Island to Cortez Boulevard (CR 550);
- o. Osowaw Boulevard from Pasco County to U.S. 19;
- p. Shoal Line Boulevard from Cortez Boulevard to CR 595;

- q. Howell Avenue/Main Street from Yontz Road to Lamar Avenue;
- r. County Line Road (existing alignment) from Suncoast Parkway to U.S. 41;
- s. Elgin Boulevard from Deltona Boulevard to Mariner Boulevard;
- t. Waterfall Drive from Spring Hill Drive to County Line Road;
- u. Spring Lake Highway from Hickory Hill Road to SR-50;
- v. Ayers Road from Broad Street (U.S. 41 to Hayman Road).

Strategy 5.03A(3): Other techniques used to manage constrained corridors include:

- a. the provision of transit service;
- b. enhanced pedestrian and bicycle access;
- c. access management;
- d. improved signal timing;
- e. upgrades to comply with current design standards;
- f. development controls;
- g. intersection, turning movement and signal upgrades;
- h. traffic demand management techniques;
- i. capacity improvements along alternative corridors;
- j. lowered levels of service.

Strategy 5.03A(4): The County’s Canopy Road Ordinance protects road segments, whether urban or rural, that are characterized by canopy trees bordering the roadway. The road segments covered by this ordinance are adopted by resolution of the Board of County Commissioners. These roads shall have a level of service standard of LOS "E" for peak hour traffic.

Strategy 5.03A(5): County Line Road experiences automobile trip loads directly generated by two local government jurisdictions, Hernando County and Pasco County. Due to the traffic volume resulting from this arterial road’s local and regional service characteristics, future planning for this facility shall be coordinated with Pasco County. The adopted Level of Service (LOS) standard of D-urban for peak-hour traffic shall be maintained, except that the segment from Waterfall Drive to the Suncoast Parkway may be allowed to operate at LOS E-peak hour until appropriate facility improvements can be planned and implemented.

Strategy 5.03A(6): Hernando County shall minimize investment in new and expanded roadway capacity in the Coastal Zone. Evacuation levels of service are maintained primarily by land use controls and evacuation operations.

- Strategy 5.03A(7):** Adequate hurricane evacuation clearance times for the coastal population shall be maintained in accordance with standards contained in the Coastal Management Element of this Plan.
- Strategy 5.03A(8):** Land development shall not be permitted unless adequate road facilities exist or are ensured at or above the adopted levels of service in accordance with this Element and the Concurrency Management System outlined in the Capital Improvements Element of this Plan.
- Strategy 5.03A(9):** Land development shall be required to pay an impact fee, dedicate land, enter into a proportionate fair share agreement, and/or provide for other means, of fulfilling their fair share of the cost of impacts from new development on the roadway network.

GOAL 5.04 – Airport

Hernando County should promote its public airport as an economic hub through land use protection and compatibility, the development of an employment base, airport facility improvements, and promoting aviation compatible development. [F.S. 163.3177(6)(b)2]

Objective 5.04A: Hernando County should promote the continuation and expansion of aviation, aviation-related and aviation-compatible facilities at the County-owned airport and surrounding area, and shall coordinate planning of land use and infrastructure that enables efficient aviation-related economic development.

Strategy 5.04A(1): The Airport Planned Development District (PDD) Category in the Future Land Use Element of this Plan and the Airport Master Plan shall provide guidance as to compatible airport land uses and aviation-related development.

Strategy 5.04A(2): Hernando County shall maintain an airport zoning ordinance that addresses land use compatibility near the airport including the following, at a minimum:

- a. an airport influence map and definitions delineating all dimensions of approach zones, clear zones and influence areas where land use compatibility issues must be addressed;
- b. regulation of structures and/or uses that could constitute an airport hazard or obstruction;
- c. the restriction and/or proper notifications for land uses that are incompatible with or could be disturbed by airport operations within a defined vicinity of the airport;
- d. the restriction of uses and activities producing potential airport hazards such as lighting, steam, smoke, glare, electrical interference, or wildlife interactions.

Strategy 5.04A(3): In addition to the airport zoning ordinance, the County shall restrict or prohibit incompatible uses within areas surrounding the Airport pursuant to the most recent airport planning studies and the adopted Airport Master Plan. This includes uses such as, but not limited to, residential development, hospitals, education facilities, nursing homes, religious establishments, and similar uses.

Strategy 5.04A(4): Airport ingress and egress on major roadways shall be coordinated with transportation plans of the County and the Metropolitan Planning Organization and shall be planned to minimize the impact of airport-related traffic on roadways both within and outside the airport, including regional transportation facilities.

- Strategy 5.04A(5):** Major infrastructure improvements at the Airport shall be coordinated with, and incorporated into the County’s Capital Improvements Plan and should address:
- a. central sewer and water service to be made available to all development areas within the airport consistent with master utilities planning of the Hernando County Utilities Department;
 - b. coordination with private utility providers to plan and facilitate the provision of natural gas, electricity, media, and other services;
 - c. implementation of a master stormwater management plan for airport property in coordination with the Southwest Florida Water Management District;
 - d. roadway improvements needed to serve the airport growth and business development.
- Strategy 5.04A(6):** The airport improvement program shall be coordinated with the Transportation Improvement Program (TIP) prepared by FDOT, and included in the planning documents prepared by the MPO.
- Strategy 5.04A(7):** The County shall seek financial assistance in the form of grants for airport improvement projects from the Federal Aviation Administration and Florida Department of Transportation.