

## TRAFFIC CIRCULATION ELEMENT GOALS, OBJECTIVES AND POLICIES

### GOAL

The goal of transportation planning for the City of Dunnellon is to provide a safe, convenient, and efficient traffic circulation system for both resident and visitors.

### Objective 1:

Throughout the planning period, the City will enforce requirements as set forth in the Land Development Code to support the establishment of a safe, efficient transportation network for motorized and non-motorized vehicles and for pedestrians.

~~**Policy 1.1:** The following peak hour level of service standards are adopted to ensure adequate traffic flow in Dunnellon:~~

~~The City shall utilize level of service (LOS) "C" as a general guide for the purpose of coordinating with the TPO on short and long range transportation improvements. In order to encourage urban infill and economic development, the City shall not implement transportation concurrency or adopt LOS standards for regulatory purposes. This policy does not limit the City's ability to consider legislative decision in approving or denying comprehensive plan amendments.~~

~~US 41 from Powell Rd. to North City Limits Maintain & Improve (Backlogged)  
Other principal arterials and collector roads — LOS C~~

~~**Policy 1.2:** In order to ensure that the FDOT standards for the backlogged facility are met, the City's concurrency management system shall be designed to ensure that development permits issued upon the adoption of this plan maintain operating conditions. Maintaining operating conditions shall be defined as: a peak hour increase in traffic of 5 percent or a decrease in average speed of 1 mph.~~

~~**Policy 1.3:** Upon adoption of this plan, the City shall send a letter to Marion County, FDOT and Citrus County to notify them of this limitation on the facility, and ensure that all DRIs and other development approved that impact this facility meet the backlogged standard. The letter shall seek an interlocal agreement with Marion County, the WRPC and Citrus County to ensure that Dunnellon's concerns are addressed prior to approval of any DRI or other large development that impacts facilities within the City.~~

~~**Policy 1.4:** By December 1991, the City shall send a letter to the Ocala MPO to request that the backlogged facility become an MPO priority in its six year Traffic Improvement Program. A copy of this letter shall be sent to FDOT to notify the Department of the City's desire for FDOT to modify its five year work program to include upgrading the facility.~~

**Policy 1.2:**

~~Policy 1.5:~~ Coordinate with Marion County and the ~~MPO-TPO~~ to ensure expansion of CR 484 is prioritized within the Traffic Improvement Program so that its expansion corresponds with future growth in the City and its environs.

~~Policy 1.6: — Coordinate with Marion County and the MPO to ensure reclassification of CR 484 and CR 40 from Major and Minor Collectors to Principal Arterials by the Year 2010.~~

**Objective 2:**

Ensure that transportation system needs are coordinated with the type and intensity of land use. Review of all development proposals and plans should include appropriate consideration of transportation impacts. Provisions to ensure such consideration should be included in the land development regulations to be adopted by statutory deadline.

**Policy 2.1:**

Proposed amendments to the ~~Dunnellon Comprehensive Plan, especially amendments involving changes in designated land uses on the~~ Future Land Use Map, ~~shall consider~~ and to Future Land Use Categories shall be evaluated to determine the associated impact on the transportation system.

**Policy 2.2:**

The Land Development Code shall contain provisions regulating site design, including on-site vehicular and pedestrian circulation and parking, and subdivision layout, including street pattern, consistent with the density, intensity, and character of the district, as defined in the Future Land Use Element.

**Policy 2.3:**

The Land Development Code shall include standards for access drives, number and location of roadways connections, and the need for and location of bicycle and pedestrian ways within or necessary to serve the site.

**Policy 2.4:**

The following access management alternative techniques will be employed on US 41 and CR 484 in an effort to control access and preserve level of service:

- A. limit access to roads consistent with the standards and guidelines as set by Chapters 14-96 and 14-97, F.A.C., by controlling the number and location of site access driveways and other intersecting roads;
- B. cross-access easement of adjacent properties where feasible; and
- C. use of frontage or backlot parallel access roads where feasible.

**Objective 3:**

Continuing transportation planning for Dunnellon shall consider and be coordinated with appropriate local and state agencies throughout the planning period.

**Policy 3.1:**

Through implementation of policies adopted in the Intergovernmental Coordination Element, continue and maintain coordination among Dunnellon, Marion County, Citrus County, Levy County, the Turnpike Authority, and the Florida Department of Transportation for future transportation needs within or adjacent to Dunnellon.

**Policy 3.2:**

Monitor land development activities and land use plans in Marion County to ensure that impacts of activities near the City are properly planned for and that such activities do not result in a lowering of the adopted level of service for Dunnellon.

**Policy 3.3:**

Monitor transportation plans for limited access facilities in the Dunnellon area to ensure that related impacts on the City transportation system are properly planned for.

**Policy 3.4:**

Monitor plans for the Dunnellon Airport to ensure that impacts on the City transportation system resulting from airport improvements are properly planned for.

**Objective 4:**

Ensure that current and future rights-of-way are protected from encroachment by structures or ancillary uses inconsistent with the designation as a right-of-way. This will be accomplished by appropriate provisions in the land development code to be adopted by the statutory deadline.

**Policy 4.1:**

-Adopt ~~provisions~~ land development regulations to protect existing rights-of-way by limiting use and/or encroachment by structures or ancillary uses.

**Policy 4.2:**

-Adopt ~~provisions~~ land development regulations to ensure the availability of future rights-of-way, based upon the Future Traffic Circulation Map.