



**CITY OF CLERMONT  
COMPREHENSIVE PLAN**

**CHAPTER II  
TRANSPORTATION ELEMENT**

Adopted June 23, 2009

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## CHAPTER II TRANSPORTATION

**GOAL 1: Provide a safe, efficient and convenient transportation system for motorized and non-motorized users of the Clermont transportation network, while reducing, to the extent possible, greenhouse gas emissions and other environmental impacts.**

**Objective 1.1: Level of Service.** The City shall adopt and adhere to level of service standards for arterial and collector streets.

**Policy 1.1.1:** The City shall use the most recent Florida Department of Transportation (FDOT) Generalized Peak Hour Level of Service criteria as a general basis for the City's level of service standards.

**Policy 1.1.2:** The minimum level of service (LOS) standards for roads/traffic circulation are as follows:

- Principal arterials: US 27 (SR 25), which is part of the Strategic Intermodal System, shall be LOS "C"; SR 50 shall be LOS "D"
- Minor arterials and collectors shall be LOS "D."

**Policy 1.1.3:** The FSUTMS (Florida Standard Urban Transportation Modeling System) and the standard FDOT methods for evaluation of level of service and capacity shall be used, subject to modifications based on travel speed studies.

**Policy 1.1.4:** The Lake-Sumter Metropolitan Planning Organization's (MPO) Transportation Concurrency Management System (TCMS) and Traffic Impact Study Methodology Guidelines Volume I: Lake County Checkbook TCMS dated May 28, 2008, and as amended, shall serve as the City's transportation concurrency management system.

**Policy 1.1.5:** As part of the TCMS, the City shall, through the development review process, review proposed new developments for their impact on adopted LOS, interior circulation needs and vehicle parking.

**Policy 1.1.6:** The City shall initiate studies to identify specific geographic areas abutting US 27 and SR 50 for designation and management as Transportation Concurrency Exception Areas or Transportation Concurrency Management Areas, in order to promote multi-modal transportation and to encourage urban redevelopment, infill development and downtown revitalization.

**Policy 1.1.7:** The City shall continue to partner with local developers, Lake-Sumter MPO and other government agencies to construct new corridors to relieve arterial and collector road congestion.

**Objective 1.2: Roadway Network.** The City shall undertake measures designed to assist in the free flow of traffic along major roads and strive to maintain and improve the LOS on those roadways if at any time they operate at an LOS lower than the adopted standard.

**Policy 1.2.1:** The City shall coordinate with Lake-Sumter MPO and FDOT on a traffic flow management system (signal synchronization) for all future signalization along SR 50 and US 27.

**Policy 1.2.2:** The City shall coordinate with Lake-Sumter MPO and FDOT on all connections and access points of driveways and roads to county and state roadways, respectively.

**Policy 1.2.3:** The City shall maintain a record of traffic counts and traffic-related accidents for major roadways in the City's network, and update those records on an annual basis.

**Policy 1.2.4:** The City shall continue to monitor any future collector and arterial roadway access for any future deficiencies, and shall devise methods and budget funds to alleviate those deficiencies.

**Policy 1.2.5:** The City shall update its disaster preparedness plan by addressing evacuation procedures, the need for signage, and the availability of emergency shelters.

**Objective 1.3: Future Land Use, Housing and Population.** The City shall coordinate the transportation system with the adopted Future Land Use Map series and shall ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas.

**Policy 1.3.1:** The City shall review roadway improvements, new construction and roadway extensions proposed by other agencies for consistency with the Future Land Use Map series of the comprehensive plan.

**Policy 1.3.2:** Applications for future land use amendments to more intensive designations shall be accompanied by a traffic impact study analyzing the impacts of the development allowed by the new category on the City-wide transportation system.

**Policy 1.3.3:** The City's Site Review Committee shall review all future land use and zoning map amendments to determine the impact of the amendment on the level of service for all roadways directly and indirectly affected by the amendment.

**Policy 1.3.4:** The City shall require that new development be compatible with and further the achievement of Goals, Objectives and Policies of the Transportation Element. Requirements for the compatibility of new development may include, but are not limited to:

- Where appropriate, locating parking to the side or behind the development to provide pedestrian accessibility to building entrances and walkways to the street, rather than separating the building from the street by parking.
- Providing clearly delineated pedestrian routes through parking lots to safely accommodate pedestrian and bicycle circulation and to minimize potential bicycle/pedestrian and automobile interaction.

**Policy 1.3.5:** Proposed development that is required to follow the site plan review process shall be required to submit a traffic analysis which identifies the development's impact on the City's transportation system.

**Policy 1.3.6:** Annexations and amendments to the Future Land Use Element shall be reviewed for their potential impacts upon the City's transportation network in order to identify any concurrency required improvements.

**Objective 1.4: Reduction of Greenhouse Gas Emissions.** The City shall develop strategies through transportation decisions and planning to address the reduction of greenhouse gas emissions, energy conservation and energy-efficient design.

**Policy 1.4.1:** The City shall coordinate with LYNX to promote car-pooling opportunities for commuters with the same destination.

**Policy 1.4.2:** The City's Land Development Code shall require new and infill development and redevelopment when feasible to provide interconnections and access to existing and planned multi-modal transportation facilities, including sidewalks and bicycling and transit facilities.

**Policy 1.4.3:** The City shall coordinate with Lake County, the Lake-Sumter MPO and adjacent municipalities to:

- Initiate a marketing campaign to promote bicycle, pedestrian and other non-motorized transportation options.
- Provide additional multi-modal transportation facilities, including sidewalks and bicycle paths/lanes and the expansion of transit service to include a circulator route in the City and vicinity if warranted by ridership and vehicular usage trends.
- Upgrade existing and provide new transit facilities as warranted such as park and ride lots, bus stops, bus shelters and signage.

**Policy 1.4.4:** In order to discourage urban sprawl, encourage infill development, reduce greenhouse gases and congestion, the City shall evaluate several strategies for alternatives to transportation concurrency including, but not limited to a Transportation Concurrency Management Area (TCMA), Multi-modal Transportation District (MTD), Transportation Concurrency Exception Area (TCEA) and Long Term Transportation Concurrency Management System (LTCMS).

**Policy 1.4.5:** The City shall include landscaping and streetscaping as roadway design components in order to enhance the aesthetic and safety of roadways for all users.

**Policy 1.4.6:** The City shall continue to pursue grant opportunities for median landscaping and road beautification.

**Objective 1.5: Intergovernmental Coordination.** The City transportation system shall be coordinated with the work plans and programs of Lake County, FDOT, the Florida Transportation Plan, and the Lake-Sumter MPO.

**Policy 1.5.1:** The City shall coordinate its future transportation needs by attending, when necessary, public hearings and workshops on the FDOT's Five-Year Transportation Plan and Adopted Work Program.

**Policy 1.5.2:** The City Planning & Zoning and Engineering departments shall review subsequent versions of the FDOT Five-Year Transportation Plan and Adopted Work Program to update or modify this element, as necessary.

**Policy 1.5.3:** The City shall use county and state numerical indicators for measuring the achievement of City mobility goals. Numerical indicators shall include:

- Modal splits;
- Annual transit trips per capita; and
- Automobile occupancy rates.

**Objective 1.6: Connectivity.** The City shall provide for the protection of existing and future right-of-way (R-O-W).

**Policy 1.6.1:** The City shall develop a priority listing of needed R-O-W for the purpose of orderly and economical land acquisition.

**Policy 1.6.2:** The City Engineering Department shall compile and maintain a listing of existing and projected needs for R-O-W within the urban area.

**Policy 1.6.3:** The City shall require additional building setbacks for new construction on roadway corridors identified as needing additional R-O-W.

**Policy 1.6.4:** The City shall establish standards for donation/dedication of R-O-W by developers.

**Policy 1.6.5:** County roads with inadequate R-O-W shall be inventoried and the City shall coordinate with Lake County for reservation of adequate R-O-W.

**Policy 1.6.6:** Wherever possible, the City shall require that future development reserve R-O-W in a gridded street network that ensures connectivity.

**Policy 1.6.7:** For new development, the use of cul-de-sacs shall be limited and gated communities discouraged, to promote connectivity within the development and allow more access points to arterials and collectors.

**Policy 1.6.8:** The City shall require that roadways be dedicated to the public when there is a compelling public interest for the roadways to connect with existing public roadways.

**Policy 1.6.9:** The City shall require that future subdivisions with 25 units or more, at a minimum, have at least two points of access open to motor vehicle traffic.

**Policy 1.6.10:** New subdivisions shall be required where possible to “stub-out” to internal streets and adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are “stubbed-out” at their boundaries.

**Policy 1.6.11:** The City shall establish access management standards in the land development regulations to ensure appropriate access to the City’s transportation system. Standards may include the requirement of joint-use driveways and/or cross-access easements to access sites.

**Policy 1.6.12:** The City shall preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross-access easements to connect developments as they are permitted along major roads.

**Objective 1.7: Multi-modal System.** The City shall promote alternative modes of transportation to provide a safe and efficient multi-modal system and to provide for a possible reduction of individual motor vehicle travel.

**Policy 1.7.1:** All major roadways shall be designed as complete transportation corridors incorporating transit, bicycle and pedestrian features, and planning for transit features to start creating a true multi-modal system.

**Policy 1.7.2:** Within the planning timeframe, the City shall prepare a bicycle plan or adopt the Lake-Sumter MPO bicycle plan.

**Policy 1.7.3:** The City should provide adequate R-O-W and construct bicycle ways along corridors to be specified in the bicycle plan.

**Policy 1.7.4:** Bike-paths or dedicated bike lanes shall be established along arterial and collector streets in accordance with the City.

**Policy 1.7.5:** Sidewalks, on both sides of the right-of-way, shall be established on all arterial and collector streets.

**Policy 1.7.6:** Sidewalks, on both sides of the right-of-way, shall be mandatory on all new roadway construction.

- Sidewalks shall be constructed, concurrently with new non-residential development, by the developer.
- New residential developments with densities of one or more dwelling units per acre shall provide sidewalks on both sides of every street.

**Policy 1.7.7:** A pedestrian improvement plan shall be prepared, adopted and implemented within the planning timeframe.

**Policy 1.7.8:** Capital funding priority will be given to those sidewalks in the downtown CRA, projected heavy recreational use areas, and along roadways between residential areas and schools.

**Policy 1.7.9:** The City will encourage wider sidewalks in high pedestrian/bicycle traffic areas.

**Policy 1.7.10:** Within the planning timeframe, the City shall develop standards in the land development regulations for access to bicycle and pedestrian systems (such standards shall apply to new developments, substantial improvements of existing developments, and to road improvements).

**Policy 1.7.11:** Within the planning timeframe, the City shall review the land development regulations and address the provision of bicycle parking and circulation, pedestrian walkways, and handicap-accessible facilities within new developments and existing developments undergoing substantial improvements.

**Policy 1.7.12:** Intersections shall be made pedestrian-friendly by limiting the pedestrian crossing width; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for the handicapped.

**Policy 1.7.13:** The City shall develop standards, for new non-residential development, to establish a maximum number of parking spaces allowed in excess of the parking space requirements of the City's land development regulations, in order to encourage walking, bicycling, ridesharing, and shared parking, and to minimize the creation of excess impervious surface area.

**Policy 1.7.14:** Adequate pedestrian circulation and safety shall be considered as a required component of roadway system management.

**Policy 1.7.15:** The City shall protect the Florida Intrastate Highway System (FIHS) by establishing strategies to facilitate local traffic to use alternate routes or modes.

**Policy 1.7.16:** Within the planning timeframe, in coordination with the Lake-Sumter MPO, the City shall evaluate the need for additional public transit routes in conjunction with the LYNX bus system and major trip generators and attractors.

**Policy 1.7.17:** Within the planning timeframe, the City shall update the land development regulations to include site and building design standards for development in exclusive public transit corridors to assure the accessibility of new development to public transit.

**Objective 1.8: Wayfinding.** The City shall implement mechanisms to give direction and prevent confusion for all types of transportation system users.

**Policy 1.8.1:** Within the planning timeframe, the City shall develop a comprehensive wayfinding system with appropriately scaled information for both vehicular and pedestrian travel routes that also includes the location of major civic uses.

**GOAL 2: To develop a financially feasible transportation system that meets the accessibility needs of the City residents.**

**Objective 2.1: Capital Improvement Program.** Implement a capital improvement plan, methods of funding, and fiscal controls for all major traffic and roadway projects.

**Policy 2.1.1:** The City will maintain and prioritize a project list of major repair and maintenance for existing roadways and include in the Capital Improvements Program (CIP).

**Policy 2.1.2:** Annually, the City shall program needed capital transportation projects and improvements in the City's CIP and send updates of any changes to previously programmed improvements to the Florida Department of Community Affairs.

**Policy 2.1.3:** The City does hereby adopt by reference the Lake-Sumter MPO's five-year list of regionally significant county road needs, for those roads within or having a direct impact on Clermont, as formally adopted by the Lake-Sumter MPO on an annual basis into the City of Clermont's Five-Year Schedule of Capital Improvements.

**Objective 2.2: Financing Mechanisms.** The City shall investigate new financing alternatives to overcome shortfalls of transportation funding.

**Policy 2.2.1:** The City shall continue to coordinate with Lake County to collect transportation impact fees for new development and to prioritize capital projects needed to



serve the demands for transportation services and facilities associated with new development.

**Policy 2.2.2:** The City may require the owner/developer of any site to participate in the requirements of Transportation Proportionate Fair Share, should the required traffic impact study show such participation is warranted.

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