SUMTER COUNTY COMPREHENSIVE PLAN

Chapter 2 — Transportation Element

Plain-Language Rewrite

This version rewrites the 2023 Unified Sumter County/Center Hill/Coleman/Webster Comprehensive Plan Chapter 2 in simpler language. It keeps the official numbering, roadway names, level-of-service standards, agency references, dates, and major requirements so readers can compare it with the official plan. It is not a legal replacement for the adopted Comprehensive Plan. If there is any conflict, the adopted plan controls.

Reading target: about grade 5–7 where possible. Technical transportation and planning terms are kept when they have a legal or technical meaning and are explained in simple words.

Quick Terms Used in Chapter 2

Term	Plain meaning
LOS	Level of Service. A rating used to describe how well a transportation facility is working. In this chapter, LOS letters are used for roads, bicycle facilities, pedestrian facilities, and transit.
FIHS	Florida Intrastate Highway System. A state-designated network of major highways used for statewide travel and commerce.
SIS	Strategic Intermodal System. Florida's network of transportation facilities that are especially important for moving people and goods statewide and between regions.
TRIP	Transportation Regional Incentive Program. A state program that can help fund regionally important transportation projects.
LSMPO	Lake-Sumter Metropolitan Planning Organization. The regional transportation-planning agency serving Lake and Sumter counties.
LRTP	Long Range Transportation Plan. The LSMPO's long-term plan for transportation needs, projects, goals, and strategies.
FDOT	Florida Department of Transportation.
DRI	Development of Regional Impact. A large development reviewed under Florida's regional-development process.
PUD	Planned Unit Development. A large project reviewed as one coordinated development plan.
MUTCD	Manual on Uniform Traffic Control Devices. Federal standards for traffic signs, signals, pavement markings, and similar controls.
Complete street	A street planned to safely serve more than cars, such as people walking, biking, using transit, or traveling by other modes.
SUN Trail	Florida's Shared-Use Nonmotorized Trail network.

Universal Goals, Objectives, and Policies

Goal 2 — Transportation

Provide a transportation system that is safe, convenient, efficient, and usable in different ways. Transportation planning should match the Future Land Use Map and support the rest of the Comprehensive Plan.

Objective 2.1 — Level of Service Standards and Congestion Management

Use level-of-service standards to watch how well the transportation system is working. Evaluate congestion-management options when transportation improvements are needed.

Policy 2.1.1 — Congestion Management System

The county and cities will use the following methods to watch transportation needs, plan improvements, and reduce congestion:

a. Use the Congestion Management System to monitor the transportation network, identify problem areas, and find opportunities for improvement.

b. Keep an ongoing traffic-information program, including regular traffic counts. Use this information for development review, project evaluation, transportation-improvement priorities, roadway reclassification, and updates to the Transportation Element.

c. Consider low-cost, high-benefit improvements first when they can reduce congestion and expand transportation access or choices.

d. Sumter County will work with the City of Wildwood, FDOT, and other agencies to determine the best option for the Northern Turnpike Extension to address regional congestion and safety issues.

Policy 2.1.2 — Level of Service for FIHS, SIS, and TRIP-Funded Roadways

The county and cities use the following road level-of-service standards for FIHS and SIS roads and for roads funded through TRIP. These standards are for monitoring and planning, not direct regulation. They are based on peak-hour traffic and help the county, cities, LSMPO, and FDOT coordinate needed improvements.

Table 2-1 — LOS Standards for FIHS/SIS/TRIP

FIHS/SIS/TRIP Facility	From	To	LOS based on area type
SR 44	Citrus County line	I-75	C (Rural)
I-75	Hernando County line	Marion County line	C (Rural)
Florida Turnpike	Lake County line	I-75	C (Rural)
TRIP Funded Facility (None at time of Adoption)	N/A	N/A	C (Rural)

Policy 2.1.3 — Level of Service for Other State and County or City Roadways

For roads that are not FIHS or SIS facilities and are not funded through TRIP, the county and cities use the following peak-hour LOS standards for monitoring and planning. These standards are not regulatory:

a. LOS D for roads in unincorporated Sumter County that are inside or next to the Urban Development Area, and for roads inside Center Hill, Coleman, and Webster.

b. LOS C for roads in unincorporated Sumter County that are outside and not next to the Urban Development Area.

Policy 2.1.4 — Transportation Improvement Priorities

Transportation projects must be evaluated and prioritized in this order:

a. Funded projects that correct an existing transportation-system deficiency.

b. Projects that address identified safety or congestion problems.

c. Projects that support economic development and job creation.

d. Projects needed to meet a legal commitment made by the local government.

e. Projects that preserve or make full use of existing transportation facilities.

f. Projects needed for the future needs of identified growth or development areas.

Policy 2.1.5 — Transportation Design Standards in Land Development Regulations

The county and cities will keep transportation-design standards in their land-development rules. When applicable, those standards must be consistent with the FDOT Florida Greenbook, the federal MUTCD, approved DRI standards, the Sumter County Engineering Standards Manual after approval, or standards adopted by the cities.

Policy 2.1.6 — Improvements to Public Roads

New development or redevelopment that creates more intense traffic use must bring publicly maintained state, county, or city roads to the physical condition needed for the proposed use. Development rules must make the developer responsible for required improvements.

If requested by the County Public Works Director or designee, or by a City Engineer or designee, the developer must provide information or analysis about:

a. The condition of public roads used to reach the site, including road width, pavement condition, road cross-section, shoulders, right-of-way, drainage, and similar features.

b. The amount and type of traffic the development is expected to create.

c. The improvements needed to bring those roads to a condition that protects public health, safety, and welfare.

Policy 2.1.7 — Innovative Methods to Minimize Crashes

The county and cities will support newer or innovative ways to reduce crashes and traffic deaths. Examples include engineering changes, traffic-calming devices, public education, and using crash data to identify high-collision locations.

Objective 2.2 — Multi-modal System

Provide opportunities to travel by more than one mode, including bicycle, walking, and golf cart, so people can reach jobs, services, goods, and other destinations locally and regionally.

Policy 2.2.1 — Promote Compact Growth

The county and cities will promote compact development with a mix of land uses in the Municipal Overlay Areas and Joint Planning Areas around each city. The goal is to support walkable communities, efficient public transit, and shorter trips.

Policy 2.2.2 — Multi-modal Pathways

DRIs and mixed-use developments that reach at least 50% of the DRI threshold must provide multi-modal pathways and bicycle/pedestrian connections along all collector and arterial roads. These pathways must meet the currently adopted AASHTO guides for bicycle and pedestrian facilities.

Policy 2.2.3 — Bicycle, Pedestrian, and Golf Cart Provisions

Multi-family residential areas, residential PUDs, clustered residential developments, and RV parks must provide alternative ways to travel inside the development, such as biking, walking, and/or golf carts. Master-

planned residential developments, including PUDs and RV parks, must provide a bicycle- and pedestrian-friendly environment.

Policy 2.2.4 — Scenic Sumter Heritage Byway

The county and cities will continue to support development and implementation of the Scenic Sumter Heritage Byway.

Policy 2.2.5 — Public Transit

Sumter County will maintain a transit system that meets residents' mobility needs in a cost-effective and efficient way.

a. Coordinate transit with the cities, nearby counties, and the LSMPO to improve connections among urban areas, jobs, and marketplaces.

b. Prepare a transit development plan that connects transit service decisions with land-use decisions and future county growth.

c. Encourage land-use patterns that support a compact public-transit system.

Policy 2.2.6 — Rail

The county and cities will continue coordinating with CSX about operation of the S-line, which the State identifies as an SIS facility. The goal is to support the economic benefits of rail service while reducing negative effects from increased rail traffic.

Policy 2.2.7 — Airports

The county and cities will coordinate with federal and state agencies on permitting and approval of any future public airports. They will also coordinate with operators of existing private airfields to protect compatibility and look for ways to improve aviation services that support the regional economy.

Policy 2.2.8 — Bicycle and Pedestrian Level of Service

The county and cities use the following LOS standards for bicycle and pedestrian facilities. These standards are for monitoring and planning, not direct regulation.

a. Bicycle LOS: D inside the Urban Development Area and inside Center Hill, Coleman, and Webster. In unincorporated areas outside the Urban Development Area, bicycle LOS is F.

b. Pedestrian LOS: D inside the Urban Development Area and inside Center Hill, Coleman, and Webster. In unincorporated areas outside the Urban Development Area, pedestrian LOS is F.

Policy 2.2.9 — Transit Level of Service Standards

The county and cities use a future transit LOS D inside the Urban Development Area and inside Center Hill, Coleman, and Webster. In unincorporated areas outside the Urban Development Area, the future transit LOS is E. The Comprehensive Plan's supporting data and analysis explain the characteristics of these LOS ratings.

Objective 2.3 — Coordination with Regional, State, and Local Agencies

Coordinate the transportation system with the plans and policies of the LSMPO, FDOT, and nearby local governments.

Policy 2.3.1 — Coordination with LSMPO

The county and cities will continue working with the LSMPO to develop and carry out a regional transportation system that supports economic opportunities and meets the transportation needs of residents and businesses.

Policy 2.3.2 — Adoption of the LSMPO Current Long Range Transportation Plan

The county and cities adopt the current LSMPO Long Range Transportation Plan by reference. Its goals, objectives, strategies, and technical documentation support this Transportation Element and the county's multi-modal transportation planning.

Policy 2.3.3 — Constrained Corridors Policy

The county and cities adopt by reference the current Constrained Corridors Policy adopted by the LSMPO Governing Board.

Policy 2.3.4 — Regionally Significant Corridors

The county and cities adopt by reference the LSMPO's Adopted Regionally Significant Corridors Map.

Policy 2.3.5 — Coordination with FDOT

The county and cities will maintain regular and effective coordination with FDOT, especially for:

a. Development and implementation of FDOT's five-year Work Program.

b. Development impacts on state transportation facilities, with special attention to facilities that are part of the SIS.

Policy 2.3.6 — City and County Coordination

The county and cities will coordinate transportation priorities and programs across jurisdiction lines. They will use Interlocal Service Boundary Agreements and other intergovernmental agreements to help create a seamless and efficient transportation system.

Policy 2.3.7 — Emergency Evacuation Routes

The county and cities will continue coordinating with the East Central Florida Regional Planning Council, LSMPO, FDOT, and Florida Division of Emergency Management to maintain and manage designated evacuation routes.

- C 476W — Hernando County to US 301
- C 476 (Seminole Avenue) — US 301 to C 48
- C 48 — C 476 to SR 471
- C 48 — Citrus County to I-75
- SR 44 — Citrus County to Lake County
- SR 471 — Polk County to US 301
- SR 48 — I-75 to C 475 S (Main Street)
- SR 50 — Hernando County to Lake County
- Florida Turnpike — Lake County to I-75
- I-75 — Hernando County to Marion County
- US 27/441 — Morse Boulevard to Marion County
- US 301 — Hernando County to Marion County

Unincorporated Area Specific Goals, Objectives, and Policies

There are no additional transportation goals, objectives, or policies for unincorporated Sumter County. The universal goals, objectives, and policies above apply throughout the unincorporated area.

City of Center Hill (C) Area Specific Goals, Objectives, and Policies

Goal 2 — Transportation

Provide a safe, convenient, efficient, multi-modal transportation system that matches the Future Land Use Map and supports the Comprehensive Plan.

Objective 2.2C — Multi-modal System

Provide opportunities to travel by bicycle, walking, golf cart, public transit, rail, and air to connect people with jobs, goods, and services.

Policy 2.2.1C — Bicycle/Pedestrian Facilities

By 2032, Center Hill must have land-development rules requiring bicycle and pedestrian facilities, such as sidewalks or multi-use paths, for new developments with at least five homes and for any new commercial, office, or industrial development.

Policy 2.2.2C — Regional Trail Network

Center Hill will explore ways to connect to the future regional trail system and eventually to Florida's SUN Trail network.

Policy 2.2.3C — Gateways

Center Hill will explore gateway features at SR 48 and CR 469 to create a stronger sense of arrival and place.

Policy 2.2.4C — Complete Streets

Because the city lacks bicycle and pedestrian facilities, Center Hill will work with the county and LSMPO to explore converting Market Street into a complete street.

Objective 2.3C — Coordination with Regional, State, and Local Agencies

Coordinate the city transportation system with the plans and policies of the LSMPO, FDOT, and nearby governments.

Policy 2.2.1C — Coordination for Truck Traffic on C 48, C 478, and C 469 (numbered 2.2.1C in the adopted plan)

Center Hill will work with Sumter County and the LSMPO on traffic-control measures for C 48, C 478, and C 469 to reduce noise and air-pollution effects from heavy truck traffic through the city.

City of Coleman (CL) Area Specific Goals, Objectives, and Policies

Goal 2 — Transportation

Provide a safe, convenient, efficient, multi-modal transportation system that matches the Future Land Use Map and supports the Comprehensive Plan.

Objective 2.2 — Multi-modal System

Provide opportunities to travel by bicycle, walking, golf cart, public transit, rail, and air to connect people with jobs, goods, and services.

Policy 2.3.1CL — US 301 Improvements

Coleman will work with Sumter County, the LSMPO, and FDOT to support improvements and possible realignment of US 301.

Policy 2.3.2CL — CR 525 Improvements

Coleman will work with Sumter County, the LSMPO, and FDOT to support improvements and possible expansion of CR 525.

Policy 2.3.3CL — US 301 and Warm Springs Avenue

As FDOT studies US 301 improvements, Coleman, Sumter County, and FDOT will look at how the US 301 alignment affects Warm Springs Avenue and the part of US 301 that remains inside the city.

Policy 2.3.4CL — US 301 Drainage

During design and evaluation of US 301 improvements, stormwater management must be a priority so drainage treatment and capacity can be improved.

Policy 2.3.5CL — Warm Springs Avenue Improvements

Because of pedestrian conflicts and safety concerns, Coleman will work with Sumter County and FDOT to evaluate the Commercial Street/Warm Springs Avenue intersection downtown.

Policy 2.3.6CL — Emergency Access at Railroad Crossing

Coleman will work with the Federal Railroad Administration and FDOT to improve the Warm Springs Avenue railroad crossing for emergency access.

City of Webster (W) Area Specific Goals, Objectives, and Policies

Goal 2 — Transportation

Provide a safe, convenient, efficient, multi-modal transportation system that matches the Future Land Use Map and supports the Comprehensive Plan.

Objective 2.2W — Multi-modal System

Provide opportunities to travel by bicycle, walking, golf cart, public transit, rail, and air to connect people with jobs, goods, and services.

Policy 2.2.1W — Bicycle/Pedestrian Facilities

Webster must require bicycle and pedestrian facilities, such as sidewalks or multi-use paths, for new developments with at least five homes and for any new commercial, office, or industrial development.

Policy 2.2.2W — South Sumter Connector Trail

Webster will continue working with FDOT on the South Sumter Connector Trail/SUN Trail segment along SR 471.

Policy 2.2.3W — City Trail System

Webster will evaluate opportunities to place trails within existing right-of-way to connect destinations inside the city.

Objective 2.3W — Coordination with Regional, State, and Local Agencies

Coordinate the city transportation system with the plans and policies of the LSMPO, FDOT, and nearby governments.

Policy 2.3.1W — Complete Street on SR 471 and C-478

Webster will work with Sumter County, the LSMPO, and FDOT on complete-street and context-sensitive design approaches for SR 471 and C-478 to improve corridor livability.

End of Chapter 2 Plain-Language Rewrite

This rewrite is designed for reading and comparison. It does not change the adopted Comprehensive Plan. For transportation concurrency, development review, roadway design, permits, legal interpretation, or property-rights decisions, use the official adopted text and supporting maps and technical documents.