

Lake~Sumter Metropolitan Planning Organization

# Transportation 2035

*Long Range Transportation Plan*

October 27, 2010

**DRAFT**

Lake~Sumter MPO



# TRANSPORTATION 2035

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## *Introduction*

Transportation in Florida has always had a major influence on our economy, the patterns of development, and the general quality of life. The plans we make today for our transportation systems will certainly impact our future community. It is with this recognition of both challenge and opportunity that the Lake~Sumter MPO has developed Transportation 2035, the region's long-range transportation plan.

Transportation 2035 is a long-range strategy and capital improvement plan developed to guide the effective investment of public funds in multimodal transportation facilities addressing highway, transit, freight, pedestrian and bikeway projects. It reflects the active involvement of our region's elected officials and planners, as well as extensive input from the business community and general public. It also reflects current and projected growth patterns, traffic analyses, Local, State, and Federal policies and planning requirements.

It provides our local governments, agencies and residents of Lake and Sumter counties with a tool for addressing growth and transportation issues. At the same time, it provides guidance for implementing our regional vision for the future which we created through our participation in the "How Shall We Grow" process and "Our Community, Our Future".

Transportation 2035 can be viewed as a "means" to the "end". The "end" being the desired outcome of how the Lake~Sumter region wants to look and function in the future. The means being the specific policies and projects identified to help achieve that outcome. This is different from many long range plans. Generally, plans are driven by models that identify future roadway capacity deficiencies without much connection to local quality of life, growth management or economic development goals.

But Transportation 2035 is different. It tackles more than just roadway capacity problems. It explores critical issues that will shape our region in the coming years. Like many other metropolitan areas across the U.S., this region faces powerful trends that require new ways of thinking about our transportation future. Globalization of the economy, the region's role as a gateway for commerce and tourism, limited funding, increasing transportation costs, aging baby boomers, and climate change must be addressed as we work to keep this region a great place to live and work for ourselves and future generations. Therefore, this Plan is focused on transportation's role in improving our region's quality of life and economic development potential.

# Plan Overview

Transportation plays a significant role in the daily lives of the region's residents. But it does more than simply help us get from point A to point B. We use the transportation system to get to our jobs, see our doctors, buy our groceries, visit friends and relatives, and carry out numerous daily activities. Our experiences on this transportation system (both good and bad) impact our quality of life. Recognizing this central role that transportation plays in our community, Transportation 2035 is a policy-driven plan that responds to and supports broad regional goals and objectives.

Transportation 2035 provides policy guidance, goals, objectives and strategies for jurisdictions within the Lake~Sumter MPO planning area to work cooperatively to provide a well-maintained, integrated, accessible and multi-modal transportation system to safely and efficiently move people and freight for the next 20 years. This plan is a living document and is expected to be updated at a minimum of every five years, or sooner should changing conditions or assumptions necessitate it. The plan's major elements include:

- **Goals, Objectives and Strategies** – provides the framework for policies and decision-making regarding project priorities.
- **Plan Development** – describes the process and key issues considered in developing Transportation 2035.
- **Multimodal Projects & Strategies** – identifies the specific long term, multimodal project needs for the Lake-Sumter MPO reflecting growth forecasts.
- **Cost Feasible Plan Elements** – reflects those projects that are likely to be funded in the next 20 years given revenues assumptions. Also provides priorities for projects 'next in line' for FDOT's five year work program.
- **Technical Appendix (work in progress)** – documents the technical methodologies and associated analysis that supported the plan development.





Given that transportation systems are regional in nature and cross jurisdictional boundaries, one of the primary purposes of the MPO and its long range transportation plan is to define a regional framework to coordinate transportation priorities and spending decisions among the member jurisdictions to ensure a balance between regional and local mobility needs and quality of life goals. It does so within the context of funding constraints, as reflected through the 2035 state and local revenue forecasts. These forecasts predict what revenues are reasonably assumed to be available over the 20-year planning horizon, but do not represent a guarantee of funding.

Transportation 2035 is a tool for planning, implementing and maintaining a transportation system. It reflects the mobility needs of the Lake~Sumter Region. The plan provides goals and objectives to ensure that the region's transportation system development, preservation

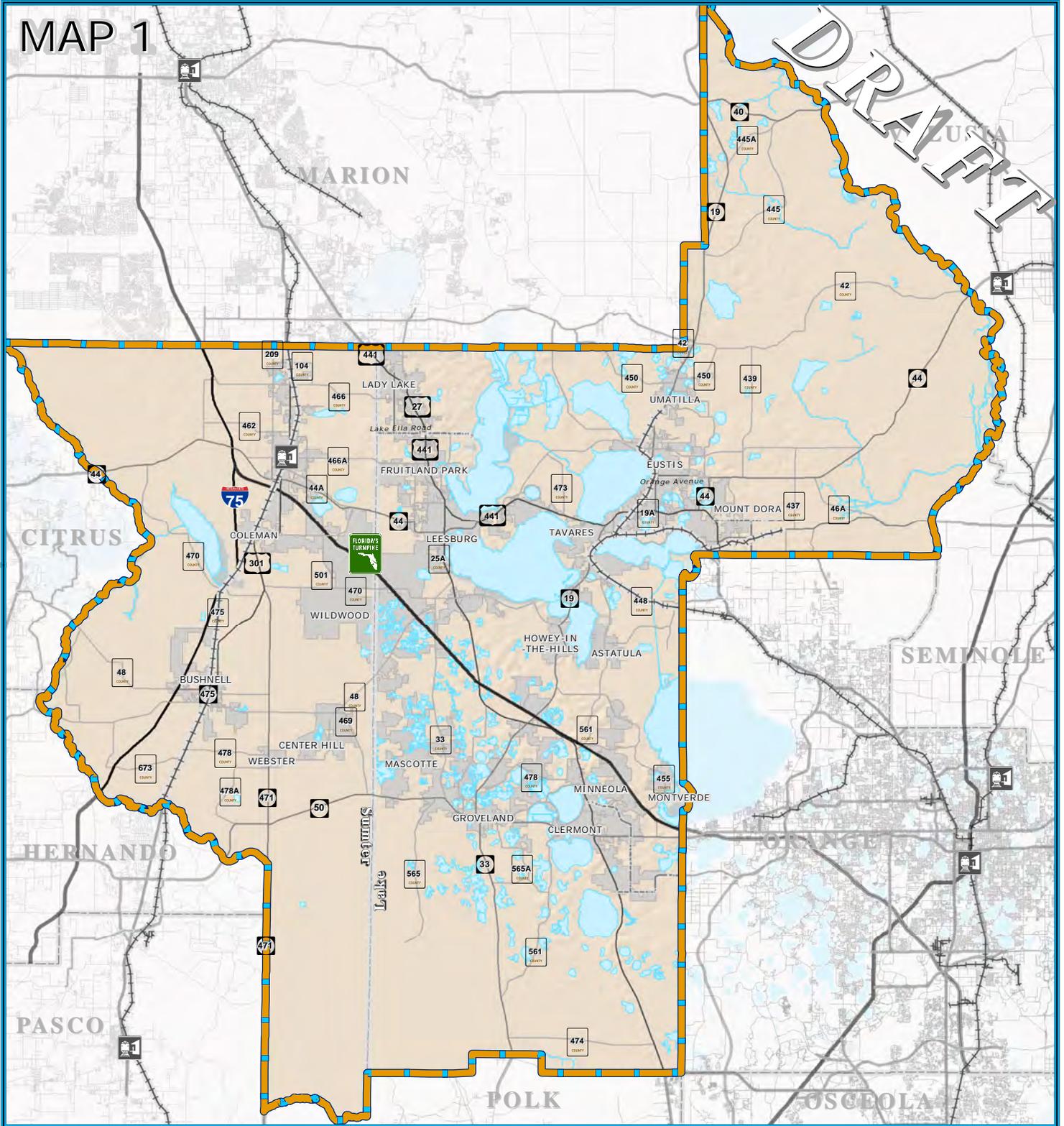
of the social and natural environment and the geographic and social equity are properly directed through the coordination of transportation planning.

# LAKE SUMTER MPO PLANNING AREA BOUNDARY



## MAP 1

# DRAFT



\\LAKE-SUMTER-MPO\gis\Project\Specific\Maps\2035\LongRange\Transportation\Plan\2035\MapSeries\MAP 1 - LSUMPO Planning Boundary\_2035\LongRange\Transportation\Plan\_8x11.mxd - 10/13/2010 @ 1:26:47 PM

### LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Active Railroad

Lake~Sumter MPO Planning Area Boundary

0 4 8 1 INCH EQUALS 8 MILES

**DATA SOURCES:**  
Data Compilation and Map production compliments of the Lake-Sumter Metropolitan Planning Organization, Planners - Counties GIS Departments.

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MAP COMPOSITION: OCTOBER, 2010



# Goals, Objectives and Strategies

The goals set in this plan should reflect what the people of the Lake~Sumter region believe is important. These goals will serve as the road map to achieve the long term vision for growth and transportation across the region.

The Transportation 2035 goals were developed for the Lake~Sumter Metropolitan Organization Planning area to help shape actions over the long term. The goals address regional and local issues, support regional and local initiatives and set the framework for project priorities to better address the multitude of challenges we face as a region.

These goals reflect the planning factors outlined in the Florida Transportation Plan and SAFETEA-LU Legislation as well as Florida Administrative Code, Rule 9J-5, meeting all State and Federal requirements.

## SAFETEA-LU

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. This legislation provides guidance to MPOs and identifies major areas of planning focus. These eight focus areas are listed below and served as a framework for developing Lake-Sumter MPO's Transportation 2035 Goals.

*Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*

*Increase the safety of the transportation system for all motorized and non-motorized users;*

*Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;*

*Increase accessibility and mobility of people and freight;*

*Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*

*Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*

*Promote efficient system management and operation; maintenance of existing facilities.*

*Emphasize the preservation of the existing transportation system.*

## TRANSPORTATION 2035 GOALS

### *Mobility*

To provide a multimodal transportation system that improves local and regional mobility and intermodal connectivity for our region's residents and visitors.

### *Accessibility*

To provide a livable transportation system that enhances accessibility, increases transportation choices, and is equitable for all users.

### *Sustainable Development*

To encourage new development into centers and corridors, enabling the preservation of countryside and conservation lands.

### *Safety & Security*

To provide a multimodal transportation system that improves safety and security for all users.

### *Preservation of the System*

To preserve and enhance mobility and accessibility of the existing transportation network.

### *Environmental Stewardship*

To minimize and mitigate potential adverse impacts to the environment that could result from transportation investments.

### *Economic Development*

To provide a multimodal transportation system that enhances regional economic development objectives, supports a competitive economy and utilizes innovative transportation funding strategies.

### *Integrated Planning and Outreach*

To promote planning approaches that integrate land use, transportation, community design decisions reflecting the concerns and issues of a broad cross-section of the public.

## *Objectives and Strategies*

The following objectives and strategies outline the key initiatives and actions the MPO will undertake to achieve its stated goals.

### *Goal 1 - Mobility*

**Objective 1.1 Improve traffic movement through the region by encouraging the use of transportation options other than the single occupant vehicle.**

#### *Strategies to accomplish Objective 1.1*

Strategy 1.1.1 Promote efforts to increase transit ridership.

Strategy 1.1.2 Support and promote FDOT's commuter assistance program, Rethink Your Commute.

Strategy 1.1.3 Strive to ensure that all LakeXpress and LYNX vehicles and facilities have bike racks on all buses and bike racks at all park and ride lots.

Strategy 1.1.4 In addition to riders, seek input from local businesses on ways transit can be enhanced to allow for increased ridership and broaden their access to employees.

Strategy 1.1.5 Educate the general public and local decision makers on the importance of public transportation and the need for local financial support.

Strategy 1.1.6 Promote land use and urban design policies that make walking, biking and transit viable options to the automobile.

Strategy 1.1.7 Implement projects along designated Multimodal Corridors to support increased transit efficiency and strengthen multimodal conditions for walking and biking along these corridors.

**Objective 1.2 Improve the availability and level of service of public transit.**

#### *Strategies to accomplish Objective 1.2*

Strategy 1.2.1 Improve frequency of service and hours of operation for fixed route buses.

Strategy 1.2.2 Promote regional rail service as a viable alternative to other modes of transportation to reach regional destinations.

Strategy 1.2.3 Periodically reevaluate and adjust route structure to achieve greatest efficiency.

Strategy 1.2.4 Pursue additional funding opportunities for transit.

Strategy 1.2.5 Implement premium transit options (bus rapid transit) along select Multimodal Corridors.

Strategy 1.2.6 Coordinate the development of the Sumter Transit Development Plan and continue updates to the Lake Transit Development Plan.

### **Objective 1.3 Develop a multimodal network that facilitates the efficient movement of freight and goods throughout the region**

#### *Strategies to accomplish Objective 1.3*

Strategy 1.3.1 Identify communities where bypasses may be warranted because of through truck movements and initiate project planning studies.

Strategy 1.3.2 Implement Intelligent Traffic System (ITS) traveler-information services to improve the availability of timely data on traffic conditions to truckers.

Strategy 1.3.3 Relieve congestion on heavily traveled truck routes.

Strategy 1.3.4 Prioritize improvements that facilitate the efficient and effective movement of freight and enhance the area's regional and global competitiveness.

Strategy 1.3.5 Conduct long term freight and goods movement study to identify freight activity centers, on-road and on-rail freight needs.

### **Objective 1.4 Consider innovative techniques and solutions to addressing long term transportation needs.**

#### *Strategies to accomplish Objective 1.4*

Strategy 1.4.1 Place a priority on ITS and transportation demand management strategies to provide additional efficiency on existing roadways.

Strategy 1.4.2 Work with local jurisdictions to identify opportunities for passenger rail services throughout the region.

Strategy 1.4.3 Work with local jurisdictions to develop a reasonable, integrated and comprehensive transit system that will expand the opportunities available to meet the mobility needs of all persons.

Strategy 1.4.4 Work with local jurisdictions to implement land use policies aimed at reducing vehicular travel demand and vehicle miles traveled (VMT).

### **Objective 1.5 Expand roadway capacity across the region strategically to support new centers of growth, increase network connectivity and address regional accessibility and congestion.**

#### *Strategies to accomplish Objective 1.5*

Strategy 1.5.1 Explore public-private partnerships to address new capacity needs driven by the creation of new growth centers.

Strategy 1.5.2 Conduct network level transportation analyses to identify specific, targeted network connectivity needs.

Strategy 1.5.3 Coordinate land use planning to ensure protection of regional mobility and long term vehicular capacity on key corridors.

## *Goal 2 - Accessibility*

### **Objective 2.1 Develop pedestrian friendly streets and corridors**

#### *Strategies to accomplish Objective 2.1*

Strategy 2.1.1 Advocate for sidewalk improvements to be included in roadway projects.

Strategy 2.1.2 Place a priority for funding on sidewalk links either missing or in disrepair that will lead to a complete sidewalk network in urbanized areas and along Multimodal Corridors.

Strategy 2.1.3 Promote a Complete Streets policy that ensures consistent design and operating standards for the entire roadway network with all users in mind.

Strategy 2.1.4 Provide connections between neighborhoods, schools and town centers.

Strategy 2.1.5 Foster bicycle and pedestrian access and mobility in all transportation and development projects and in all project phases.

Strategy 2.1.6 Install best available pedestrian safety devices and signage in both new installations and as retrofits.

Strategy 2.1.7 Promote the use of the MPO Bicycle Suitability Map

Strategy 2.1.8 Ensure accessibility to non-motorized facilities within new developments.

Strategy 2.1.9 Incorporate bicycle/pedestrian facilities at all intermodal connection points.

### **Objective 2.2 Improve ADA compliance**

#### *Strategies to accomplish Objective 2.2*

Strategy 2.2.1 Educate member governments that ADA design features must be included in street improvement projects.

Strategy 2.2.2 Encourage communities to use sidewalk inventories to identify the presence or absence of ADA requirements.

Strategy 2.2.3 Assess ADA compliance of paved trail networks.

Strategy 2.2.4 Continue to bring existing sidewalks and curb ramps into ADA compliance.

Strategy 2.2.5 Increase coordination between jurisdictions and with other agencies on projects, safety issues, identification of transportation barriers for low-income populations, elderly, disabled and transportation related public welfare.

Strategy 2.2.6 Develop a regional ADA policy for all new and 3R projects including county and local roads.

### **Objective 2.3 Reduce length of trips required to reach destinations**

#### *Strategies to accomplish Objective 2.3*

Strategy 2.3.1 Promote compact mixed-use, walkable communities where a wide range of destinations are located within close proximity to one another.

Strategy 2.3.2 Implement new roadway projects aimed at increasing accessibility through network connectivity.

Strategy 2.3.3 Promote transit oriented development (TOD) at premium transit station locations.

### *Goal 3 – Sustainable Development*

#### **Objective 3.1 Invest in strategies to reduce per capita vehicle miles traveled (VMT)**

##### *Strategies to accomplish Objective 3.1*

Strategy 3.1.1 Work with local jurisdictions and agencies to develop land use policies aimed at reducing VMT such as compact, mixed use development and better balancing the region jobs to housing ratios.

Strategy 3.1.2 Work with local jurisdictions to implemented complete streets design concepts in locations where this is a range of origins and destinations within reasonable walking or biking distance.

Strategy 3.1.3 Improve the availability and level of service of public transit.

Strategy 3.1.4 Construct sidewalks to ensure connectivity in the urban core communities and contiguous residential areas.

Strategy 3.1.5 Provide outreach to media, employers, and the general public to promote awareness and benefits of alternative transportation.

#### **Objective 3.2 Improve transportation options available to residents and visitors**

##### *Strategies to accomplish Objective 3.2*

Strategy 3.2.1 Promote alternative solutions such as Park and Ride lots, ride sharing, vanpools, flextime, telecommuting, job access and reverse commute programs.

Strategy 3.2.2 Support a regional commuter rail system.

Strategy 3.2.3 Improve multimodal connectivity throughout the region.

Strategy 3.2.4 Encourage coordination of inter- and intra- county transit service.

Strategy 3.2.5 Research and provide information on new ways to pay for transportation projects beyond existing federal, state, and local funding.

### *Goal 4 – Safety & Security*

#### **Objective 4.1 Minimize crashes and fatalities for all modes of transportation**

##### *Strategies to accomplish Objective 4.1*

Strategy 4.1.1 Use crash data to identify high accident locations and recommend appropriate improvements.

Strategy 4.1.2 Review proposed new development and transportation projects and to weigh in on potential safety improvement opportunities.

Strategy 4.1.3 Identify high volume pedestrian & bicycle corridors and implement safety measures.

Strategy 4.1.4 Ensure safety planning efforts are consistent with the policies and objectives of FDOT State Safety Office.

Strategy 4.1.5 Include the goals of the FDOT State Safety Office in all its transportation plans and programs.

Strategy 4.1.6 Influence driver behavior by supporting safety outreach programs proportionate to demonstrated safety problems.

Strategy 4.1.7 Promote “Share the Road” initiatives.

Strategy 4.1.8 Assist jurisdictions and developers in accommodating travel between different areas when planning new developments.

Strategy 4.1.10 Assess the roadway system to enhance the safety of multimodal interfaces, including interactions between vehicles, pedestrians, bicycles, rail and other alternative modes.

Strategy 4.1.11 Identify and develop a plan to address the top ten (10) high crash areas of our region.

Strategy 4.1.12 Improve safety by incorporating pedestrian and bicyclist facilities when highway/street improvements are made.

Strategy 4.1.13 Provide traffic calming safety improvements including roundabouts, speed tables, lighting, improved railroad crossings where appropriate.

**Objective 4.2 Improve emergency preparedness and response.**

*Strategies to accomplish Objective*

Strategy 4.2.1 Conduct a multi-modal assessment of emergency-response readiness for the transportation system.

Strategy 4.2.2 Regularly review and update Continuity of Operations Plan for the MPO.

Strategy 4.2.3 Work with local transportation agencies and emergency responders to ensure coordination among emergency management plans of Lake County Emergency Management and Sumter County Sheriff’s Office.

Strategy 4.2.4 Coordinate with the East Central Florida Regional Planning Council (ECFRPC) on regional evacuation planning.

Strategy 4.2.5 Initiate a process to identify and monitor potential high-risk facilities within the region.

*Goal 5 – Preservation of the System*

**Objective 5.1 Balance investments between system expansion projects and projects that make the existing transportation system safer and more efficient.**

*Strategies to accomplish Objective 5.1*

Strategy 5.1.1 Encourage appropriate pavement preservation measures at the appropriate time to preserve and minimize the cost of maintaining the roadway network.

Strategy 5.1.2 Compete for all applicable federal and state discretionary programs and grant opportunities in order to maximize the funds available to meet the region's transportation needs.

Strategy 5.1.3 Use studies, modeling and TMS assessment to identify safety and capacity needs.

Strategy 5.1.4 Use the List of Priority Projects scoring criteria to prioritize projects with the highest benefits-to-cost ratios.

Strategy 5.1.5 Provide proper guidance to the two county region for how to bridge the gap between the MPO's "cost-feasible" plan and the ultimate vision for how transportation will shape the future of the region.

Strategy 5.1.6 Facilitate coordination among Counties and Cities to assure priority projects are funded.

Strategy 5.1.7 Consider low-cost improvements as the first option considered to maintain adequate level of service on roadways and highways.

Strategy 5.1.8 Work with local jurisdiction on land use planning and policies to ensure coordinated strategies for maintaining mobility along the constrained corridors.

**Objective 5.2 Implement operational, transit, and bicycle/pedestrian strategies to improve multi-modal mobility on designated Multimodal Mobility corridors.**

*Strategies to accomplish Objective 5.5*

Strategy 5.2.1 Provide outreach and education on a coordinated regional transit plan

Strategy 5.2.2 Study the feasibility of a transportation hub or mobility center.

Strategy 5.3.3 Increase coordination between jurisdictions and with other agencies on projects, safety issues, identification of transportation barriers for low-income populations, elderly, disabled and transportation related public welfare.

Strategy 5.2.4 Create streetscapes in dense, mixed-use districts that encourage bicycling and walking.

Strategy 5.2.5 Ensure safe crossings of arterial and collector roads to reduce bicycle and pedestrian crashes.

Strategy 5.2.6 Identify additional funding sources (beyond enhancements) to implement bicycle and pedestrian projects.

Strategy 5.2.7 Seek opportunities to create optimal conditions for transfer from one mode to another along multimodal corridors (i.e. transferring from bikes to buses).

Strategy 5.2.8 Work with local jurisdictions to conduct long range ITS Masterplan to identify needed operational improvements on Multimodal Corridors.

## *Goal 6 – Environmental Stewardship*

### **Objective 6.1 Reduce negative environmental impacts associated with transportation investments.**

#### *Strategies to accomplish Objective 6.1*

Strategy 6.1.1 Promote increased public transportation ridership, car pooling, van pooling, etc.

Strategy 6.1.2 Create roadway capacity only as a last resort as warranted by congestion, safety concerns, or population and business growth.

Strategy 6.1.3 Encourage compact development and in-fill of urban spaces that encourage walking and bicycling.

Strategy 6.1.4 Encourage local governments to adopt policies that allow mixed use/higher density cluster to meet a portion of housing demand to encourage walking and bicycling.

Strategy 6.1.5 Link bicycle and pedestrian trails to regional trail systems.

Strategy 6.1.6 Support rail alternatives for the movement of people and goods by investing additional resources in effective regional rail and intermodal facilities and services.

Strategy 6.1.7 Support alternative fuel vehicles and programs.

Strategy 6.1.8 Integrate key environmental issues into project selection and development early in the planning and project development processes.

Strategy 6.1.9 Work with FDOT to coordinate early consultation and coordination for project improvements through the Efficient Transportation Decision Making (ETDM) process.

### **Objective 6.2 Reduce negative social impacts associated with transportation investments.**

#### *Strategies to accomplish Objective 2*

Strategy 6.2.1 Promote the inclusion of Context Sensitive Solutions (CSS) and Complete Streets principles and processes into local transportation projects.

Strategy 6.2.2 Raise awareness of local transportation issues; provide educational opportunities for decision makers and the public.

Strategy 6.2.3 Meet the needs of the transportation disadvantaged by providing mobility options.

Strategy 6.2.4 Promote public outreach and education programs to expand awareness of personal and societal benefits of increased use of alternative modes of transportation.

Strategy 6.2.5 Support objectives of Public Involvement Plan (PIP) to engage the transportation disadvantaged or other socially disadvantaged populations in the MPO's planning processes.

### **Objective 6.3 Reduce greenhouse gas emissions.**

#### *Strategies to accomplish Objective 3*

Strategy 6.3.1 Work with Lake County and Sumter County identify local and regional initiatives to reduce green house gas emissions associated with the transportation sector.

Strategy 6.3.2 Identify key corridors to improve signal operations and reduce vehicular idle times.

Strategy 6.3.3 Research "green" transportation strategies and technologies and increase energy conservation.

### *Goal 7 – Economic Development*

### **Objective 7.1: Provide an efficient, interconnected transportation system to advance and support the economic well-being of the region.**

#### *Strategies to accomplish Objective 7.1*

Strategy 7.1.1 Develop transportation system improvements that will provide greater interconnection with surrounding regions, states municipalities and marketplaces.

Strategy 7.1.2 Build an efficient and effective transportation network that will support local tourism goals for the Lake~Sumter region.

Strategy 7.1.3 Support the Leesburg International Airport master plan and regional multimodal connectivity to and from the airport.

Strategy 7.1.4 Increase transit availability and frequency to and from major employment centers.

Strategy 7.1.6 Survey businesses to identify opportunities for van pools, ride-sharing or other creative travel demand management strategies.

Strategy 7.1.7 Conduct regional assessment of major employment locations (and emerging locations) and coordinate long term transportation planning to improve access to and from these locations through a variety of transportation modes.

Strategy 7.1.8 Coordinate regional bicycle and pedestrian projects with local eco-tourism opportunities.

Strategy 7.1.9 Coordinate with regional economic development interests to strategically locate new businesses in areas with high transportation accessibility (all modes).

### **Objective 7.2 Improve Freight Mobility**

#### *Strategies to accomplish Objective 7.3*

Strategy 7.2.1 Increase interregional freight activities in the Lake~Sumter region across all modes of transportation (truck, rail, air and water).

Strategy 7.2.2 Conduct a freight study that analyzes the movement of freight and goods across the region with a focus on economic impact and economic development opportunities.

Strategy 7.2.3 Assist jurisdictions in finding ways to incentivize new freight business ventures.

Strategy 7.2.4 Work with local entities to identify promising innovations for local freight industries.

## *Goal 8 – Integrated Planning and Outreach*

### **Objective 8.1: Successful coordination among the LSMPO member governments and regional partners.**

#### *Strategies to accomplish Objective 8.1*

Strategy 8.1.1 Support continued review of development proposals in order to encourage consideration of alternative transportation modes.

Strategy 8.1.2 Encourage local governments to link their land use plans to their master street plans and capital improvement plans so that changes in the land use plan will be reflected in capacity improvement to the transportation system.

Strategy 8.1.3 Maintain effective and professional two-way relationships in planning coordination with all other local governments involved in transportation planning and project implementation processes.

Strategy 8.1.4 Improve mechanisms for sharing information, data, and expertise between the MPO and local governments.

Strategy 8.1.5 Continue to provide technical assistance to local governments on projects at all stages of project development.

### **Objective 8.2 Support the integration of land use plan development and transportation planning.**

#### *Strategies to accomplish Objective 8.2*

Strategy 8.2.1 Encourage jurisdictions to seek a balance of housing and employment land uses within their communities to reduce trips and trip lengths and to encourage alternative transportation modes.

Strategy 8.2.2 Encourage local governments and private developers to consider all modes of transportation access in the development process.

Strategy 8.2.3 Work with local jurisdictions to promote land use patterns and site design standards which can be efficiently served by public transportation and help reduce VMT.

### **Objective 8.3 Address Environmental Justice compliance needs.**

#### *Strategies to accomplish Objective 8.3*

Strategy 8.3.1 Identify areas of minority and low-income populations in the MPO area.

Strategy 8.3.2 Proactively engage all stakeholder groups to identify potential issues early in planning activities.

Strategy 8.3.3 Provide outreach to communities potentially affected by planning activities to insure a significant and timely exchange of information.

Strategy 8.3.4 Ensure that MPO activities remain consistent with Federal Environmental Justice requirements.

**Objective 8.4 Provide opportunities for public involvement.**

*Strategies to accomplish Objective 8.3*

Strategy 8.4.1 Seek public involvement at the start of all planning projects and keep all participants regularly informed throughout, offering them additional ways to continue their involvement.

Strategy 8.4.2 Continue to follow procedures established in the MPO's Public Involvement Plan.

Strategy 8.4.3 Notify local media outlets early on in planning activities and follow up with timely press releases.

Strategy 8.4.4 Use the MPO website to advertise all ways residents and visitors can get involved.

Strategy 8.4.5 Regularly review and update Public Involvement Plan (PIP).

**Objective 8.5: Increase public interest**

*Strategies to accomplish Objective 4*

Strategy 8.4.1 Send out press releases to local media outlets to inform them of MPO activities.

Strategy 8.4.2 Keep the MPO website current with updated information relevant to public concerns and interests.

Strategy 8.4.3 Develop an online blog offering discussion of current MPO related news alerts and planning topics for which people can sign-up for or opt-out of.

Strategy 8.4.4 Showcase past MPO projects that have successfully incorporated extensive public involvement.

Strategy 8.4.5 Devise a strategic communications plan to incorporate the use of online social media tools along with traditional media outlets.

Strategy 8.4.6 Assure early and continual involvement of all parties impacted by major transportation improvement projects.

Strategy 8.4.7 Conduct surveys of the public as to the effectiveness of public meetings or other specific outreach efforts.

Strategy 8.4.8 Utilize visualization techniques (mapping, 3-D animation, photographs) to communicate key issues, plans and policies to the general public.

# Plan Development

The development of Transportation 2035 involved an iterative process of technical analysis and public engagement to identify key policy goals, long term transportation needs and project priorities. The plan addresses transportation planning considerations for a 20-year planning horizon. The plan development process began in 2009 and culminated in October 2010. The following provides a summary of the key elements of the planning process.

*Transportation 2035 reflects long term transportation needs and priorities from 2014-2035, building upon the adopted FY 2009-2014 Transportation Improvement Program (TIP). For the purposes of the long range transportation needs technical analysis, all transportation improvement projects included in the five-year TIP were assumed completed. The TIP projects represent the assumed Existing plus Committed (E+C) transportation network.*

## Plan Development Schedule

	2009					2010												
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
<b>Vision, Goals &amp; Policies</b>																		
Preferred Growth Strategy (Land Use Analysis)	█																	
Draft Goals & Policy Considerations						█												
Refined Goals, Objectives and Strategies											█							
Public Workshop #1											█							
<b>Financial Resources</b>																		
Develop 2035 Financial Resources						█												
Develop 2035 Alternative Funding Strategies											█							
<b>Transportation Needs &amp; Options</b>																		
Regional Model Validation	█																	
Travel Demand Modeling						█												
Transportation Needs Assessment											█							
Public Workshop #2											█							
<b>Transportation Priorities</b>																		
Draft 2035 Cost Feasible Plan Options											█							
Public Workshop #3 (Task Force Meetings)											█							
<b>2035 Transportation Plan</b>																		
2035 Draft Cost Feasible Plan Development											█							
2035 Final Plan Adoption											█							
Final Public Hearing on 2035 Plan											█							

## Regional Growth and Land Use

Understanding long term transportation needs begins with an assessment and confirmation of regional land use dynamics, growth projections and growth management goals. The number and location of people, jobs and daily destinations across the region greatly influences future travel demand. Transportation 2035 is based on population and employment projections reflecting statewide estimates by the Bureau of Business and Economic Research (BEBR). These county-based projections for 2035 represent an aggressive growth rate in both jobs and housing over the next twenty years. However, recognizing current economic conditions and the surplus of vacant housing within the region, these long-term estimates have been tempered to reflect a flat-line trend of growth through 2020, with a return to historic growth rates from 2020 to 2035. As the state's economy stabilizes, it is possible that these projections will be further tempered over the long term and reflected in the 2040 plan update as needed.

The MPO worked very closely with the member jurisdictions and their representatives to allocate these countywide estimates to the local level in terms of desired growth patterns. To do so, they worked with the Florida Department of Transportation (FDOT) and the East Central Florida Regional Planning Council (ECFRPC) to present two distinct growth scenarios for the Lake-Sumter MPO planning area. One scenario represented likely growth conditions if current patterns of development continued through 2035. A second scenario represented an alternative growth condition if the region followed a growth pattern that reflected the Centers, Corridors, Countryside and Conservation principles articulated through the How Shall We Grow process, and affirmed in the local Our County, Our Future visioning effort. As a result of these discussions, member jurisdictions chose to endorse the alternative land use strategy for the region. The land use assumptions associated with this plan reflect the growth vision for the Lake Sumter MPO planning area, not simply the advancement of locally adopted comprehensive plans.

**Table 1 Population and Employment Estimates**

	2010	2035
<b>Lake County</b>		
<i>Population</i>	293,500	504,600
<i>Employment</i>	113,900	195,800
<b>Sumter County</b>		
<i>Population</i>	98,900	231,900
<i>Employment</i>	31,600	88,100

## *Financial Resources*

Building upon anticipated growth for the region, the plan development process also involved the identification of existing and alternative funding sources from local, state and federal sources potentially available to fund transportation projects across the region. To complete this analysis, the MPO reviewed the most recent budget documents and capital improvement programs available for the Counties and selected municipalities within the MPO planning area. The funding sources and expenditure trends were used for the basis of developing the baseline revenue projections for the Transportation 2035, which encompasses the 2014-2035 timeframe. Additionally, state and federal revenue forecasts were provided by the Florida Department of Transportation (FDOT). Projections for the 2035 LRTP include revenues available for the following types of expenditures:

- “Capacity Programs” refer to major programs that expand the capacity of roads, provide intersection improvements, public transportation infrastructure and service, new sidewalks, etc.
- “Operating” and “Maintenance” refers to capitalized maintenance for roads, including resurfacing, signals, mowing, potholes, etc. For transit, the term “operating” refers to the revenues associated with operating the transit system.
- “Enhancements” refers to programs that enhance the transportation system, such as the provision of bicycle/pedestrian facilities, provision of safety activities, landscaping, etc and.

The revenues projected to be available during the 2014-2035 period will help determine the funding available for to develop the cost feasible element of Transportation 2035. Additionally, private sector contributions in the form of developer commitments to specific transportation facilities is another factor in supporting the cost feasibility of the plan.

## Sumter County

Sumter County uses revenues collected from road impact fees, gas taxes and ad valorem taxes to fund local transportation capacity expansion and maintenance improvements. The County also receives state and federal funds for capacity, maintenance, transit, and enhancements

The table below presents the total county, state and federal funds available for transportation projects by mode in Sumter County from 2014 to 2035. A total \$351.4 million dollars are estimated to be available for projects from 2014 to 2035. These dollars as expressed in Year of Expenditure (YOE) accounting for inflationary factors.

**Table 2 Sumter County Revenues by Mode**

Time Period	Roads	Transit	Enhancements	Total
2014 - 2015	\$19,100,000	\$3,850,000	\$580,000	<b>\$23,530,000</b>
2016 - 2020	\$54,670,000	\$10,340,000	\$1,540,000	<b>\$66,550,000</b>
2021 - 2025	\$63,150,000	\$11,470,000	\$1,630,000	<b>\$76,250,000</b>
2026 - 2030	\$72,190,000	\$12,660,000	\$1,670,000	<b>\$86,520,000</b>
2031 - 2035	\$83,150,000	\$13,730,000	\$1,680,000	<b>\$98,560,000</b>
<b>Total</b>	<b>\$292,260,000</b>	<b>\$52,050,000</b>	<b>\$7,100,000</b>	<b>\$351,410,000</b>

## Lake County

Lake County uses revenues collected from road impact fees, gas taxes, local discretionary sales surtax (sales tax), and MSTU (ad valorem taxes) to fund local capacity expansion and maintenance improvements. The County also has a fixed-route transit system whose capital and operating expenses are funded through a combination of federal, state, and local sources, as demonstrated in the 2008 Lake County Transit Development Plan (TDP).

**Table 3 Lake County Revenues by Mode**

Time Period	Roads	Transit	Enhancements & Sidewalks	Total
2014 - 2015	\$24,150,000	\$44,910,000	\$2,100,000	<b>\$71,160,000</b>
2016 - 2020	\$80,010,000	\$112,030,000	\$5,570,000	<b>\$197,610,000</b>
2021 - 2025	\$96,560,000	\$67,780,000	\$5,970,000	<b>\$170,310,000</b>
2026 - 2030	\$152,370,000	\$76,680,000	\$6,320,000	<b>\$235,370,000</b>
2031 - 2035	\$178,990,000	\$86,760,000	\$6,670,000	<b>\$272,420,000</b>
<b>Total</b>	<b>\$532,080,000</b>	<b>\$388,160,000</b>	<b>\$26,630,000</b>	<b>\$946,870,000</b>

## *Constrained Roadways & Multimodal Corridors*

Building on the regional growth vision, Transportation 2035 reflects recognition of the adopted Constrained Roadways Policy and the designation of new Multimodal Corridors. This represents a shift in direction for the MPO to move away from addressing mobility needs through roadway widening alone. In particular, the focus of these policies is as follows:

### *Constrained Roadways*

In February of 2008, the Lake Sumter MPO adopted policy 2008-1, The Corridor Constraint Policy. The purpose of this policy is:

- a) To preserve rural character in areas where existing conditions and land use designations do not require the need for additional capacity
- b) To limit the extent to which corridors will be widened in order to prevent roadways from becoming dividing factors within communities or to prevent widening projects causing the erosion of viable neighborhoods or districts
- c) To enhance the regional transportation network, spread demand for transportation capacity and maximize access to communities and centers
- d) To promote the goal of migrating away from capacity improvements through the addition of lanes and to promote the migration toward additional capacity through mass transit improvements along appropriate arterial corridors
- e) To prevent a misallocation of fiscal resources toward lane-addition projects in which cost-benefit ratios are low in terms of cost versus new capacity

### *Multimodal Corridors*

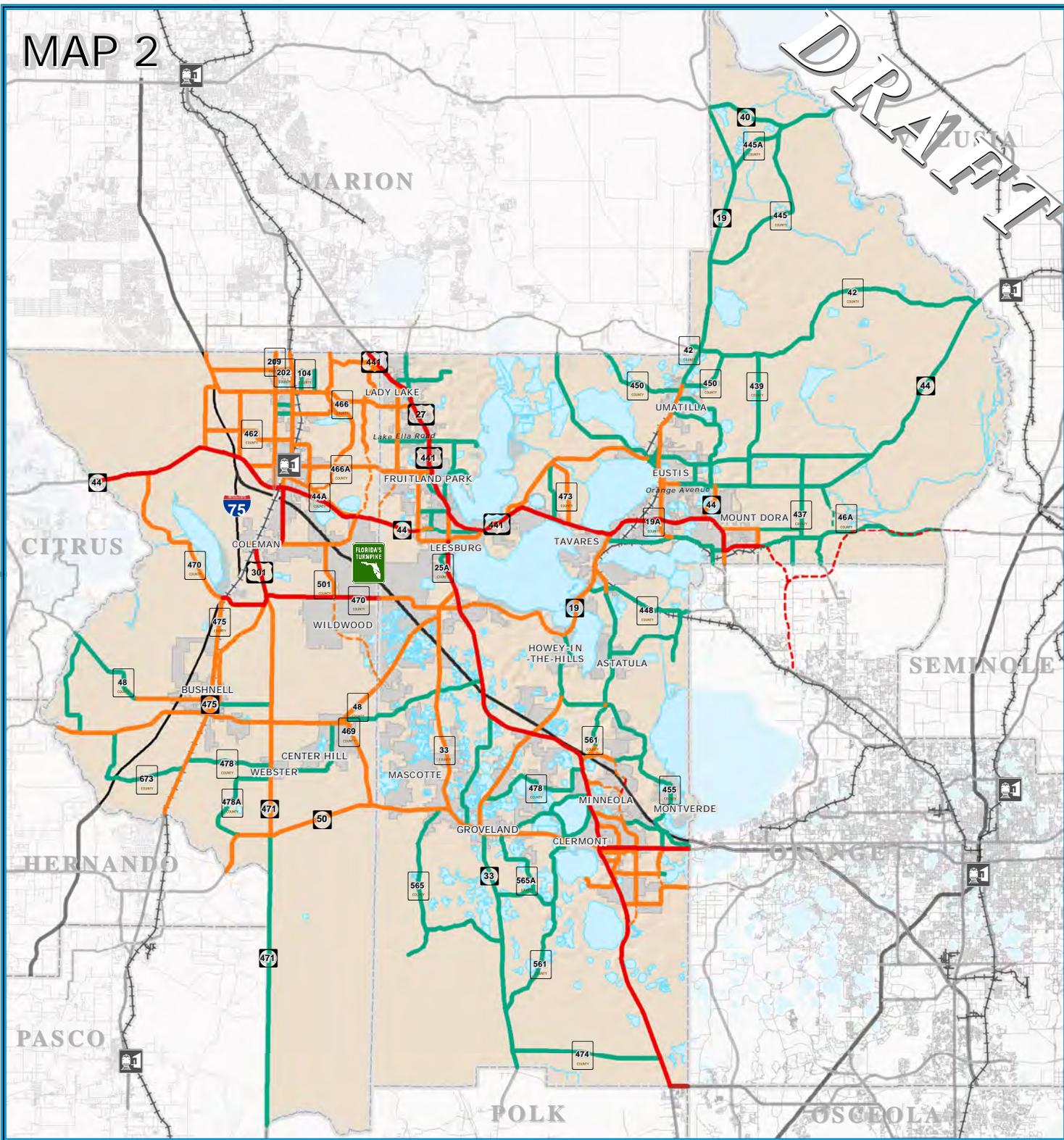
The multimodal corridor designation indicates prioritization of project improvements along select corridors to improve transit quality of service, operational strategies to improve traffic flow, select intersection improvements to enhance mobility and pedestrian safety, designated bike lanes or parallel bike routes, and multimodal infrastructure improvements in 'centers' located along these corridors to support urban design and land use patterns where walking, biking and utilizing transit are encouraged as primary modes of transportation. It is not the intent of these corridor designations to restrict regional mobility in terms of vehicular traffic flow, but rather to ensure that a balanced multimodal corridor strategy can be implemented over time that supports a more robust choice of transportation options within these corridors.

# ADOPTED MAXIMUM LANE CONSTRAINED CORRIDORS



## MAP 2

# DRAFT



\\LAKESUMTER\MPO\gis\Project\SpecificMaps\2035\LongRangeTransportationPlan\2035\MapSeries\Map 2 - ConstrainedCorridorsMap\_2035.mxd - 10/19/2010 @ 1:06:05 PM

### LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Active Railroad

### MAXIMUM LANE CONSTRAINTS

- 6 Lanes *FUTURE* 6 Lanes
- 4 Lanes *FUTURE* 4 Lanes
- 2 Lanes *FUTURE* 2 Lanes

### DATA SOURCES:

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## *Safety and Security*

### *Safety*

In 2008 the MPO took over responsibility for collecting and analyzing local crash data. The Lake Sumter MPO's GIS based Crash Data Management System (CDMS) is a custom tool that helps address engineering and safety issues through the analysis of crash data. The CDMS tools are adapted to target safety concerns through the 3E approach (engineering, enforcement, and education), as well as integrating the State of Florida's Strategic Highway Safety Plan Emphasis Areas which include 1) aggressive driving, 2) intersection crashes 3) vulnerable road users 4) lane departure crashes. A key aspect of the CDMS is the ability to cross-reference county and state data sources to assess both regional and local crash related issues. The MPO's CDMS represents a collaboration of agencies with a common goal to provide innovative and timely solutions to address safety.

With this new safety monitoring process in place, the MPO will be responsible for generating regular reports and sharing information on safety issues to help coordinate with local and state jurisdictions to identify and recommend mitigation strategies address identified known safety problems. While safety is already a consideration in the current project prioritization process, this new system of monitoring will help provide more detailed information regarding crash locations, crash causes, crash rates and other important considerations that will aid in targeting improvements related to safety.

An additional area of focus on safety for the MPO is to support educational efforts to address transportation safety. Collaboration between professional sectors and others is important to raise awareness of safety issues. As the regional entity responsible for convening member jurisdictions and stakeholders to address transportation issues, the MPO will develop additional educational materials to inform and educate the public on the full range of safety issues relative to vehicular, pedestrian, bicycle and transit travel.



## *Security*

Federal law requires security to be part of the Lake~Sumter MPO transportation planning process. Awareness of both man-made and natural disaster security concerns have increased in recent years due to events like September 11, 2001 and Hurricanes Rita and Katrina. This element of the plan is intended to provide a new focus for the Lake~Sumter MPO region on interrelated security and transportation issues.

A secure transportation system is critical to overall national security from terrorism. Groups or individuals motivated to terrorize or injure people or the economy may well have transportation facilities as a target or a tool. Most assuredly, they would have a transportation element in an overall plan of terrorism. Thus, securing the transportation system is a critical consideration in overall security planning. While there are currently no identified high-threat facilities located within the MPO planning area, there are several transportation corridors that serve as hurricane evacuation routes. Roadways designated for hurricane evacuations are also considered during the project prioritization process and given additional priority ranking for improvements to ensure mobility along these corridors.

The Lake~Sumter MPO does not have primary responsibility for security issues, although some security issues may have an impact on transportation programs at the regional level. The MPO role in security may take many forms including facilitator, participant, or leader in the security-related activities.

In the event of a man-made or natural disaster the Lake~Sumter MPO will implement the procedures outlined in the Continuity of Operations Plan (COOP) adopted in 2006 and reviewed and updated annually, and coordinate directly with the Lake County Emergency Operation Centers (EOC) when activated and Sumter County Sheriff's Office.

## *Environmental Impacts*

Efficient Transportation Decision Making (ETDM) creates a connection between land use, transportation and environmental resource planning initiatives through early, interactive agency and public involvement. The purpose of the ETDM is to improve the efficiency of making transportation decisions by integrating transportation, land use, social, economic and environmental considerations early in the project development process.

An ETDM planning screen process is conducted for all major added-capacity projects prior to their inclusion in the Cost Feasible Plan. A major project is defined as new roadway construction, the addition of lanes to an existing roadway, fixed rail transit construction, public transportation projects, new bridge construction, bridge widening, new interchanges or major interchange modifications, or major capital improvements such as intermodal and transit centers. Proposed capacity projects in the MPO's adopted LRTP that did not have Project Development and Environment (PD&E) studies done are also eligible for the ETDM planning screen process.

As part of the plan development process, MPO staff worked with FDOT District Five to conduct planning environmental screening associated with the Efficient Transportation Decision Making (ETDM) process. This analysis was conducted for new roadways and transit projects identified in the Cost Feasible plan list of projects. The planning screen for these projects involves looking at:

- Air Quality
- Contaminated Sites
- Farmlands
- Floodplains
- Infrastructure
- Water Quality and Quantity
- Wetlands
- Wildlife Habitat
- Recreation Areas
- Archaeological and Historic Resources
- Sociocultural Effects

## *Transportation Needs Analysis*

### *Roadways*

The transportation needs analysis began with the establishment of the existing plus committed network (E+C) to ensure that all projects identified in the five year work program and local capital improvement programs were properly coded into the Central Florida Regional Planning Model (CFRPM) version 5.0. These projects represent those anticipated to complete by 2014. Working with the Florida Department of Transportation, the study team then reviewed the CFRPM files against the locally adopted levels of service as identified in the Congestion Management System (CMS). As a result, the capacities of individual roadways were adjusted based on specific roadway characteristics and physical capacity. Once the base model analysis was complete and future roadway deficiencies identified, the study team began identifying specific projects and alternatives to address these long term needs.

Recognizing the MPO's adopted Constrained Roadways Map, constrained corridors were identified for operational and multimodal improvements. The remaining corridors with projected deficiencies were identified for improvements. Additionally, long term projects identified in the List of Priority Projects (LOPP) not funded in the five-year work program were also added to the list of project needs, reflecting local priorities. This list of projects was vetted through the public outreach process and further refined to reflect the constrained needs plan. This resulting needs assessment focused identifying projects and strategies to:

- Applying the appropriate transportation improvements to the appropriate facilities given the surrounding community context and quality of life goals.
- Optimizing regional corridors with management and operations strategies (i.e. intelligent transportation systems (ITS), timing signalization, intersection improvements)
- Strategic widening projects connecting major destinations and addressing future congestion issues.
- Additional roadway connections to disburse traffic more evenly across the network and increase network efficiency.

### *Transit and Intermodal Facility Needs*

A key message of the Lake County TDP was the need for enhanced coordination between local governments and other agencies to evaluate current demands and to plan for future public transportation needs in Lake County. In particular, it was recognized that the county is currently transitioning from its designation as a rural transit service provider to a small urban designation, based upon anticipated population increases in the county since the 2000 Census.

Proactively addressing the needs of residents and anticipating future demands has been an important part of the implementation strategy over the last year. The recommendations from the Lake County TDP most recent update have been incorporated into the Lake-Sumter MPO's

2035 Long Range Transportation Plan to ensure that transportation efforts of all government entities are consistent with the overall transportation goals for the region.

These needs identify improvements to the existing transit system as well as several expansions that address increasing frequency and hours of operation for fixed route bus service, premium transit on the SR 50 corridor in coordination with Lynx and intercity rail along the Florida Central Railroad corridor, also known as the Orange Blossom Express. Additionally the plan identifies several Multimodal Corridors where a combination of transit, management and operations, bicycle and pedestrian improvements will be targeted in the future. Finally, it is anticipated the Sumter County will begin the development of a Transit Development Plan in 2011-2012 and these recommendations will also be incorporated into future long range plan updates.

Intermodal connectivity between air, rail, vehicles, bicyclists and pedestrians is another factor of MPO planning. This plan incorporates recommendations from the Leesburg Airport Master Plan, as well as local initiatives to support water taxi's, and seaplane facilities.

### *Bicycle and Pedestrian Needs*

A transportation system that supports bicycling and walking enhances health, reduces traffic congestion, promotes economic vitality, and improves quality of living. Good policies, plans and programs are developed and implemented at various levels of government, through institutional measures, and public involvement. In many cases, support from the private sector is essential for success. The MPO considers bicyclists and pedestrian needs through:

- On-going public participation (i.e. the Bicycle and Pedestrian Advisory Committee (BPAC) and other outreach events)
- Identifying common visions and goals for bicycle and pedestrian issues in plans and policies
- Creating a fact-base: documenting locations of existing facilities and their use (i.e. Bicycle Suitability Map)
- Identify and prioritize locations needing improvement, evaluate alternatives and determine solutions
- Establish key design procedures (Livable Roadway Guidelines, Complete Street Policies)
- Evaluate, review and revise plans and programs
- Coordinate with local jurisdictions to create more walkable, bikable land use and urban design policies

The bicycle and pedestrian needs assessment for Transportation 2035 builds upon these key initiatives and incorporates the Lake County Trails Master Plan into this plan. This plan was developed with the intent of providing not only a long-term vision, but bringing that vision into short-term focus with a realistic and practical approach to connectivity between schools, parks, neighborhoods, town centers, libraries, and the surrounding counties. The Master Plan identified 322 miles of shared-use trails, developed design standards, and created an

implementation plan for the next 20 years. This plan will serve as a guide to the location, design, prioritization, implementation, and maintenance of a comprehensive trail network within Lake County. It will also provide the information needed by Federal, State, County, municipality, and private stakeholders to preserve right-of-way and focus the funding necessary to implement the trail network. The Lake~Sumter MPO incorporates the Master Plan into all planning activities. A Sumter Trails Master Plan is included in the current List of Priority Projects and is likely to be developed in the coming years.

Additionally, to improve the environment for bicyclists and encourage bicycle usage, the Lake~Sumter MPO developed a Bicycle Suitability Map, a combination of on- and off-road routes that are specifically designated for bicycle travel. Designation of a route as a bikeway implies a road or path has "bicycle friendly" features, such as enough room to safely accommodate drivers and bicyclists traveling at different speeds, easy-to-navigate intersections, a comfortable level and speed of vehicles, and direct, bicycle-friendly routes to a variety of desired destinations. The Lake ~Sumter MPO publishes and updates the bicycle suitability map to help cyclists find the streets or paths that are more hospitable than others, particularly for longer trips. The Lake~Sumter MPO and other local and regional planners and engineers use the map to develop and coordinate bicycle system improvements in concert with road projects.

## Public Outreach Process

The Lake-Sumter MPO actively seeks and considers public input on transportation policies and ultimately the prioritization of transportation investments. A major function of the MPO is to ensure that the public (comprised of a diverse constituency of interested and affected parties) maintains a strong voice in the transportation planning process. As part of the MPO planning process for Transportation 2035, the MPO implemented a broad public outreach strategy to ensure early and continued involvement in the development of the plan. These outreach efforts provided substantial public input that ultimately shaped the identified policies and projects in the plan.

The MPO prepared a project specific Public Involvement Plan for Transportation 2035. The plan complements the MPO's Public Involvement Plan which was prepared in accordance to Title 23 Code of Federal Regulations, Section 450.316(b)(1). The plan provided a process that ensured opportunities for the public to be involved in all phases of the planning process.



The public involvement process included multiple components including consultation with members of the MPO Governing Board, Citizen's Advisory Committee, Bicycle & Pedestrian Advisory Committee, Technical Advisory Committee, Transportation Disadvantaged Coordinating Boards for both Lake County and Sumter County and the four (4) Task Forces participated in the process. Three (3) public workshops were held in order to present the plan and solicit input from the community.



In addition to the workshops, the plan was presented at community outreach events as well as to Chambers of Commerce, Business Expos, Rotary Clubs, city and town councils and appropriate State and local agencies. A public involvement mailing list and e-mail list were utilized to inform the public about the workshops and to provide copies of the newsletters. In an effort to promote environmental justice and to meet the requirements of Title VI,

special efforts were undertaken to involve population segments that are traditionally underserved and/or represented.

Several communication tools and outreach strategies were utilized throughout the plan development process including visualization techniques, interactive workshop activities, web-based information sharing, multimedia and informational exhibits displaying maps, charts, to effectively convey plan development content and key issues for consideration. Comment cards, flip charts, hands-on 'mark-ups' of maps and audio recordings of meetings were utilized to record community input at various outreach venues.



The MPOs website also served as the major information portal for the Transportation 2035 plan development. All of the plan information including workshop videos, presentations, and technical documents were made available to the public via the website. Advertisements for public meetings and workshops were posted online and placed in local newspapers. Three issues of the plan newsletter were distributed during the plan development process to present updates of plan progress, present technical analysis finding, announce upcoming meeting and provide other relevant information.

This outreach process resulted in the creation of locally driven goals, needs and cost feasible plan elements derived from sound technical analysis and compliance with all federal, state and local regulations.

# Multimodal Projects & Strategies

As described in the Plan Development section, the Lake Sumter MPO conducted technical analyses and solicited public input to identify a range of multimodal transportation projects and strategies to address long term mobility needs for the region. This list of projects and strategies represents the desired and anticipated projects necessary to support future growth within the two counties and advance the key transportation goals articulated throughout plan. This list of projects does not represent an unconstrained, ‘get the red out’ capacity building approach – rather it represents a more strategic, cost-conscious and livability focused approach to addressing future mobility needs. The following provides a summary of those projects and strategies by system elements.

## Roadway Network Elements

The roadway projects identified in the plan include:

- Strategic capacity improvements (roadway widenings) to local roadways, state roads, and on the Strategic Intermodal System (SIS).
- New links in network (new roadways and key connectors) to enhance accessibility of the system on local roadways and the Orlando-Orange County Expressway Authority (OOCEA) roadways.
- Management and operation strategies along the Multimodal Corridors.

## Transit and Intermodal Facility Elements

Transit and Intermodal Facility projects include:

- Enhancements and additions to the fixed route bus network
- Premium transit in the form of Bus Rapid Transit or Streetcars along the SR 50 Corridor
- Intercity Passenger Rail along the FCRR Corridor connecting downtown Tavares to downtown Orlando
- Designation of Multimodal Corridors
- Designation of Intermodal Facilities
- Improvements identified in the Leesburg Airport Masterplan

## *Bicycle and Pedestrian Elements*

Enhancing the bicycle and pedestrian network across the two counties is a major goal of the plan. This plan incorporates the major trail projects identified in the 2008 Lake County Trails Masterplan, as well as recently identified projects of regional significance in Sumter County. Additionally, the plan calls for bicycle and pedestrian improvements along the designated multimodal corridors. Specific bicycle and pedestrian improvements along the multimodal corridors have yet to be identified, but will be the subject of future studies. Additionally, new trails projects will be identified as a result of the upcoming Sumter County Trails Masterplan.

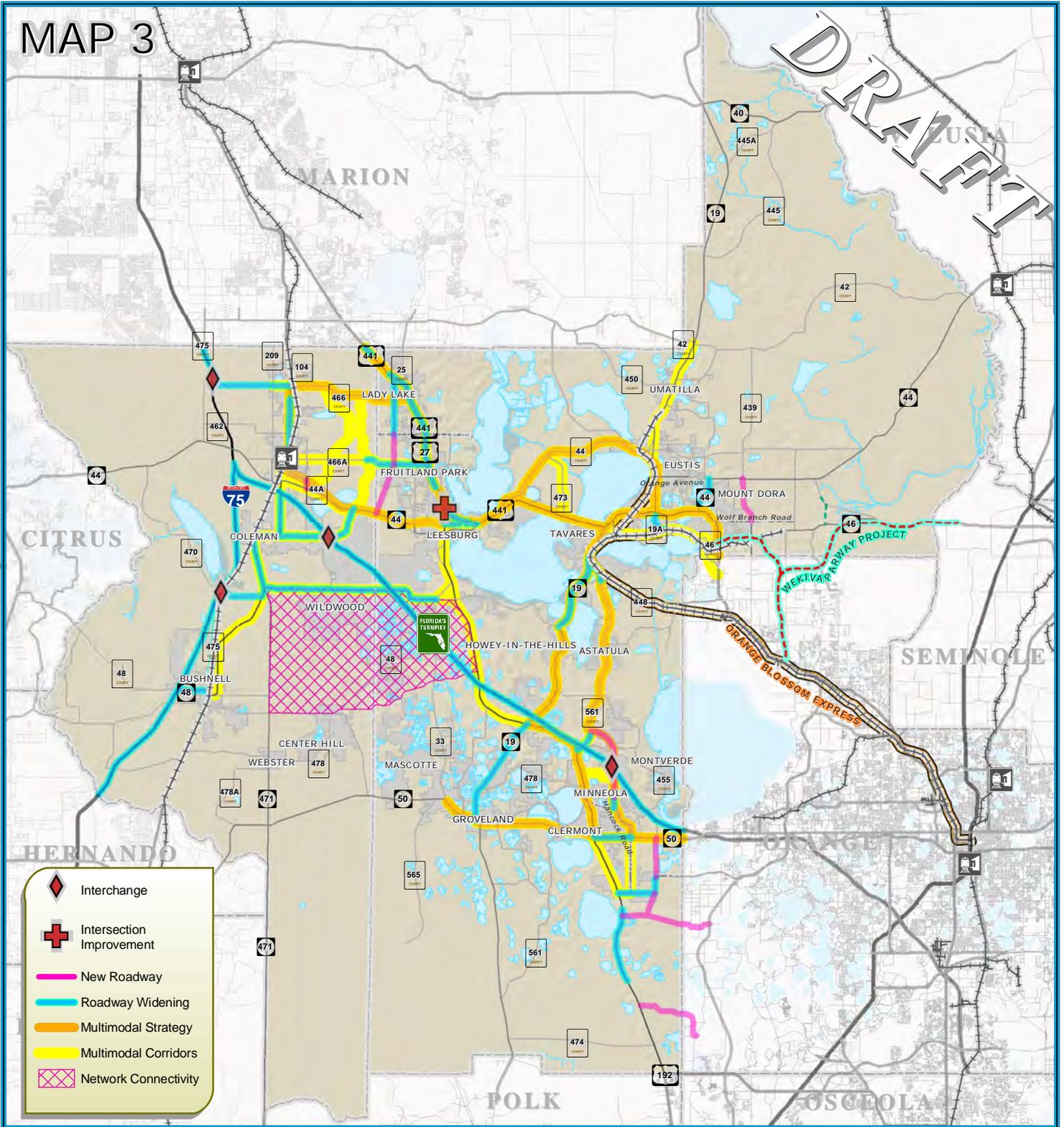


# ROADWAY NEEDS PLAN



## MAP 3

# DRAFT



- Interchange
- Intersection Improvement
- New Roadway
- Roadway Widening
- Multimodal Strategy
- Multimodal Corridors
- Network Connectivity

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Active Railroad

1 INCH EQUALS 8 MILES



**DATA SOURCES:**  
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MAP COMPOSITION: OCTOBER, 2010



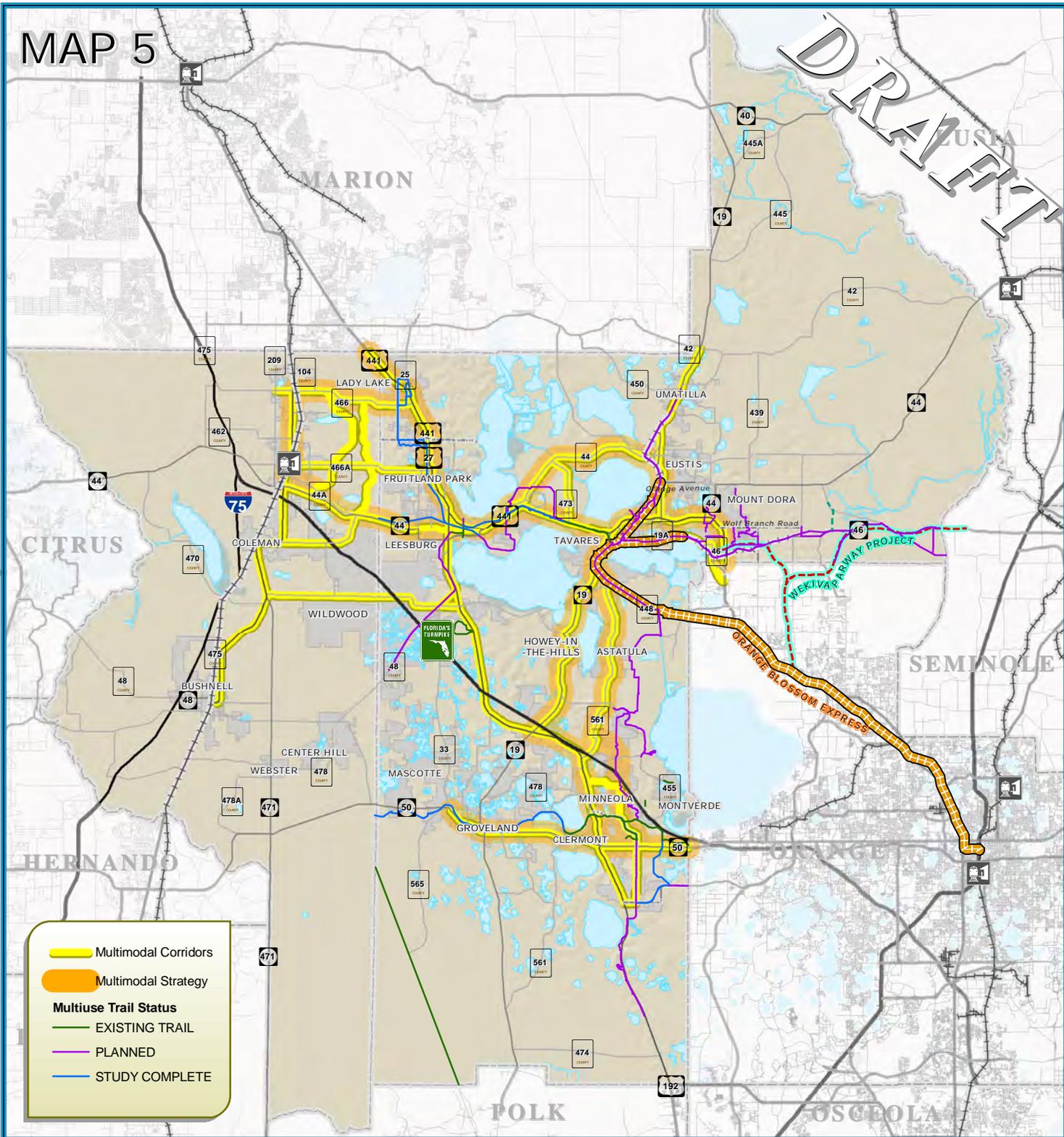
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# BICYCLE AND PEDESTRIAN NEEDS PLAN



MAP 5

DRAFT



**Legend:**

- Multimodal Corridors
- Multimodal Strategy
- Multiuse Trail Status**
  - EXISTING TRAIL
  - PLANNED
  - STUDY COMPLETE

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Active Railroad



1 INCH EQUALS 8 MILES

**DATA SOURCES:**  
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\\LAKESUMTER.MPO\GIS\Project\Specific\Maps\2035\LongRangeTransportationPlan\2035MapSeries\MAP 5 - TransportationNeeds - BicycleNeeds - 10/7/3/2010 @ 1:12:03 PM



TRANSPORTATION 2035 LAKE SUMTER MPO  
Table 4 - DRAFT NEEDS ASSESSMENTS PROJECTS

**Project  
Cost to be  
Funded  
(YOE \$)**

Street	From	To	County	Miles	Project Scope	
<b>ROADWAYS</b>						
<b>State Strategic Intermodal System (SIS) Corridors</b>						
Clermont Interchange	SR 50/US 27		Lake	1.00	New Interchange (urban)	\$ 80.1
US 27/SR 25	Lake Louisa Rd	Boggy Marsh Road	Lake	4.38	State Widen Road (4 to 6 lanes)	\$ 0.4
CR 475 Interchange (CR 466)	I-75/CR 475		Sumter	1.00	New Interchange (Mainline)	\$ 29.6
Monarch Ranch Interchange	I-75/CR 468		Sumter	1.00	New Interchange (Mainline)	\$ 29.6
US 27 / SR 25	CR 561 East	CR 561 West	Lake	2.14	State Widen Road (4 to 6 lanes)	\$ 25.1
US 27/SR 25	Lake Louisa Rd	Boggy Marsh Road	Lake	4.38	State Widen Road (4 to 6 lanes)	\$ 45.5
SR 93/I-75	Hernando County Line	Florida Turnpike	Sumter	21.83	Widen Freeway (4 to 6 lanes)	\$ 115.3
<b>Florida Turnpike</b>						
Minneola Interchange	Florida Turnpike/Turkey Farm Rd		Lake	1.00	New Interchange (Mainline)	\$ 29.6
CR 468 Interchange	Florida Turnpike/CR 468		Sumter	1.00	New Interchange (Mainline)	\$ 29.6
SR 91/Florida Turnpike	Minneola Interchange	Orange County Line	Lake	5.76	Widen Freeway (6 to 8 lanes)	\$ 42.3
SR 91/Florida Turnpike	Sumter County Line	Minneola Interchange	Lake	18.00	Widen Freeway (4 to 6 lanes)	\$ 132.1
SR 91/Florida Turnpike	I-75	Sumter County Line	Sumter	10.67	Widen Freeway (4 to 6 lanes)	\$ 78.3
<b>Orlando Orange County Expressway Authority (OOCEA)</b>						
SR 46	US 441	Orange County Line (connection to SR 429)	Lake	2.02	State Widen Road (2 to 6 lanes)	\$ 30.1
Wekiva Pkwy (SR 429 / SR 46)	Seminole Cnty Line	Orange County Line	Lake	10.00	State New 4 Lane Road	\$ 117.4
<b>State Roads / Other Arterials</b>						
US 27/US 441	Lake Ella Rd	MLK JR Blvd	Lake	3.24	State Widen Road (4 to 6 lanes)	\$ 33.7
US 27/US 441	Avenida Central	Lake Ella Rd	Lake	4.18	State Widen Road (4 to 6 lanes)	\$ 61.0
US 441/SR 500	Perkins St	SR 44	Lake	1.36	State Widen Road (4 to 6 lanes)	\$ 12.4
SR 48	I-75	CR 475	Sumter	1.84	State Widen Road (2 to 4 Lanes)	\$ 14.3
SR 44	Orange Ave	US 441	Lake	1.66	State Widen Road (2 to 4 Lanes) with Frontage	\$ 9.5
SR 50 / SR 33	CR 565 (Villa City)	CR 565 (Montevista)	Lake	1.89	New 4 Lane Road	\$ 21.2
US 441	SR 44	SR 46	Lake	2.50	State Widen Road (4 to 6 lanes)	\$ 43.0
SR 19	CR 561	CR 48	Lake	4.77	State Widen Road (2 to 4 Lanes)	\$ 138.2
SR 19	CR 561	CR 448	Lake	1.45	State Widen Road (2 to 4 Lanes)	\$ 18.7
SR 19	CR 448	Bridge	Lake	1.74	State Widen Road (2 to 4 Lanes)	\$ 20.8
SR 19	Bridge	Bridge	Lake	0.63	New 4 Lane Bridge	\$ 88.3
SR 19	Bridge	CR 48	Lake	0.80	State Widen Road (2 to 4 Lanes)	\$ 10.3
US 301/SR 35	Florida Turnpike	CR 468	Sumter	2.74	State Widen Road (2 to 4 Lanes)	\$ 37.6
US 301/SR 35	CR 468	CR 470 west	Sumter	4.30	State Widen Road (2 to 4 Lanes)	\$ 58.9
SR 44 / US 27			Lake	0.25	Upgrade Intersection (turn lanes)	\$ 0.7
SR 19	CR 455	CR 48	Lake	3.93	Turn Lanes / Safety Improvement	\$ 28.9
SR 19	SR 50	CR 478	Lake	1.92	State Widen Road (2 to 4 Lanes)	\$ 28.4
SR 19	CR 478	US 27 / SR 25	Lake	4.73	State Widen Road (2 to 4 Lanes)	\$ 69.8
SR 19	US 27 / SR 25	CR 455	Lake	2.73	State Widen Road (2 to 4 Lanes)	\$ 40.2

\* Developer funding percentage of total cost (Local funding is 50% or less)

**TRANSPORTATION 2035 LAKE SUMTER MPO**  
**Table 4 - DRAFT NEEDS ASSESSMENTS PROJECTS**

**Project  
Cost to be  
Funded  
(YOE \$)**

Street	From	To	County	Miles	Project Scope		
<b>ROADWAYS (Cont.)</b>							
<b>Lake County (Local Funds)</b>							
CR 466A	Morse Blvd	US 27	Lake	3.69	Widen Road (2 to 4 Lanes)		\$ 35.7
Hartwood Marsh	US 27	Hancock Rd	Lake	0.71	Widen Road (2 to 4 Lanes)		\$ 6.8
CR 48	East of US 27 (Palatkiakaha Bridge)	CR 33	Lake	2.64	Widen Road (2 to 4 Lanes)		\$ 23.5
CR 470	Sumter County	CR 33	Lake	3.87	Widen Road (2 to 4 Lanes)		\$ 14.1
North Hancock Extension	SR 91 / FL Tpk	CR 50	Lake	1.30	Widen Road (2 to 4 Lanes)		\$ 1.4
Rolling Acres Rd	US 27/US 441	CR 466	Lake	1.28	Widen Road (2 to 4 Lanes)		\$ 13.6
Citrus Grove Rd.	US 27	N. Hancock / FL Tpk	Lake	2.00	Widen Road (2 to 4 Lanes)		\$ 11.1
CR 500A (Old 441)	SR 19	Disston Ave / FCR	Lake	0.67	Corridor Study		\$ 1.0
CR 561 / CR 561A Realignment	CR Old 50	CR 561	Lake	5.66	New 4 Lane Road		\$ 39.9
CR 561	SR 19	CR 448	Lake	1.62	Widen Road (2 to 4 Lanes)		\$ 18.7
CR 19A	US 441	CR 44C	Lake	1.22	Widen Road (2 to 4 Lanes)		\$ 14.5
Hooks Street	Hancock Rd	Hartle Rd	Lake	1.43	Corridor Study		\$ 0.3
Round Lake Road Ext	Wolf Branch Rd	SR 44	Lake	2.57	New 4 Lane Road		\$ 28.4
Round Lake Road	SR 46	SR 44	Lake	3.57	Widen Road (2 to 4 Lanes)		\$ 36.4
Hartle Rd	SR 50	Hartwood Marsh Rd	Lake	2.29	New 4 Lane Road		\$ 32.7
US 27 Reliever	US 27 / US 441	SR 44	Lake	6.70	New 4 Lane Road		\$ 115.7
Lake Orange Parkway	US 27	Orange County Line	Lake	4.70	State New 4 Lane Road		\$ 97.4
Hartle Rd	Hartwood Marsh Rd	Lake Orange Parkway	Lake	1.20	New 4 Lane Road		\$ 20.7
Sawgrass Extension	US 27	Orange County Line	Lake	4.60	New 4 Lane Road		\$ 79.4
CR 48	Sumter County	CR 470	Lake	6.10	Widen Road (2 to 4 Lanes)		\$ 80.7
<b>Sumter County (Local Funds)</b>							
CR 468	Florida Turnpike	SR 44	Sumter	2.56	Widen Road (2 to 4 Lanes)		\$ 24.8
CR 466A	US 301	C 139 / C 462	Sumter	1.16	Widen Road (2 to 4 Lanes)		\$ 17.5
CR 470	SR 93/I-75	Lake County	Sumter	9.58	Widen Road (2 to 4 Lanes)		\$ 50.7
CR 475	SR 48	C-470	Sumter	4.97	Widen Road (2 to 4 Lanes)		\$ 57.3
CR 470	SR 44	I-75	Sumter	9.85	Corridor Study		\$ 1.0
CR 468	US 301	Florida Turnpike	Sumter	3.10	Widen Road (2 to 4 Lanes)		\$ 9.1
CR 466	CR 475	US 301/SR 35	Sumter	4.45	Widen Road (2 to 4 Lanes)		\$ 52.7
C-48	CR 625	I-75	Sumter	1.76	Corridor Study		\$ 1.8
C-48	US 301	Lake County	Sumter	10.20	Corridor Study		\$ 1.8
CR 475	County Line	CR 466	Sumter	2.18	Widen Road (2 to 4 Lanes)		\$ 28.9
C-501	C-468	C-470	Sumter	3.18	Corridor Study		\$ 1.8
Monarch Ranch Blvd			Sumter	3.00	New 4 Lane Road		\$ 51.2
<b>TRANSIT</b>							
Orange Blossom Express	Lake County Line	Eustis	Lake		Phases 1, 2 & 3 Commuter Rail		\$ 48.00
Route 1 - Cross County Connector	Lady Lake	Eustis	Lake		Fixed Route Bus		\$ 2.56
Route 2 - Leesburg Circulator	Leesburg	Leesburg	Lake		Fixed Route Bus		\$ 0.73
Route 3 - Mount Dora Circulator	Mount Dora	Mount Dora	Lake		Fixed Route Bus		\$ 1.66
Route 4 - Umatilla to Zellwood	Umatilla	Zellwood	Lake		Fixed Route Bus		\$ 0.91
US 192 - Lynx	Lake County Line	US 192 Wal-Mart Park and Ride/US 27	Lake		Fixed Route Bus		\$ 0.89
SR 50 - Lynx	Lake County Line	Clermont Park and Ride/US 27	Lake		Fixed Route Bus		\$ 1.21
Sumter County Express Bus	TBD	TBD	Sumter		TBD		
<b>CORRIDOR OPERATIONAL ENHANCEMENTS</b>							
SR 50	SR 19	Orange County Line		2.80	Multimodal Corridor / ITS		\$ 3.80
US 441	Tavares	Orange County Line		2.66	Multimodal Corridor / ITS		\$ 3.60
SR 19	CR 561	CR 455		2.66	Multimodal Corridor / ITS		\$ 4.00
US 441	Sumter County Line	Leesburg		3.62	Multimodal Corridor / ITS		\$ 3.80
US 441	Leesburg	Tavares		5.51	Multimodal Corridor / ITS		\$ 5.30
CR 44/ SR 19	US 441	Eustis		4.17	Multimodal Corridor / ITS		\$ 4.20
SR 19	Eustis	CR 561		5.12	Multimodal Corridor / ITS		\$ 5.10
CR 561	SR 19	CR 455		4.15	Multimodal Corridor / ITS		\$ 4.60
<b>BICYCLE AND PEDESTRIAN</b>							
Lake County Trails Masterplan		Countywide	Lake		Projects TBD by Masterplan		\$ 3.90
Sumter County Trails / Regional Projects		Countywide	Sumter		Regional Trails / Bike / Pedestrian Projets		TBD

\* Developer funding percentage of cost (Local contributions 50% or less)

## *Cost Feasible Elements*

Distinct from the constrained needs plan, the cost feasible plan elements identify those project priorities that can likely be funded over the next 20 years given available revenues. This cost feasible plan includes locally, state, federal and privately funded projects. The cost feasible plan demonstrates that approximately 58% of the total transportation needs are likely to be funded.

The following pages include tables and maps illustrating the cost feasible plan projects. This list represents the next round of projects that are likely to move into the local Capital Improvement Plans (CIPs) and the five year Transportation Improvement Plan (TIP) and are also consistent with the List of Priority Projects (LOPP).

## *Unfunded Needs*

The long term strategies for addressing unfunded transportation needs include:

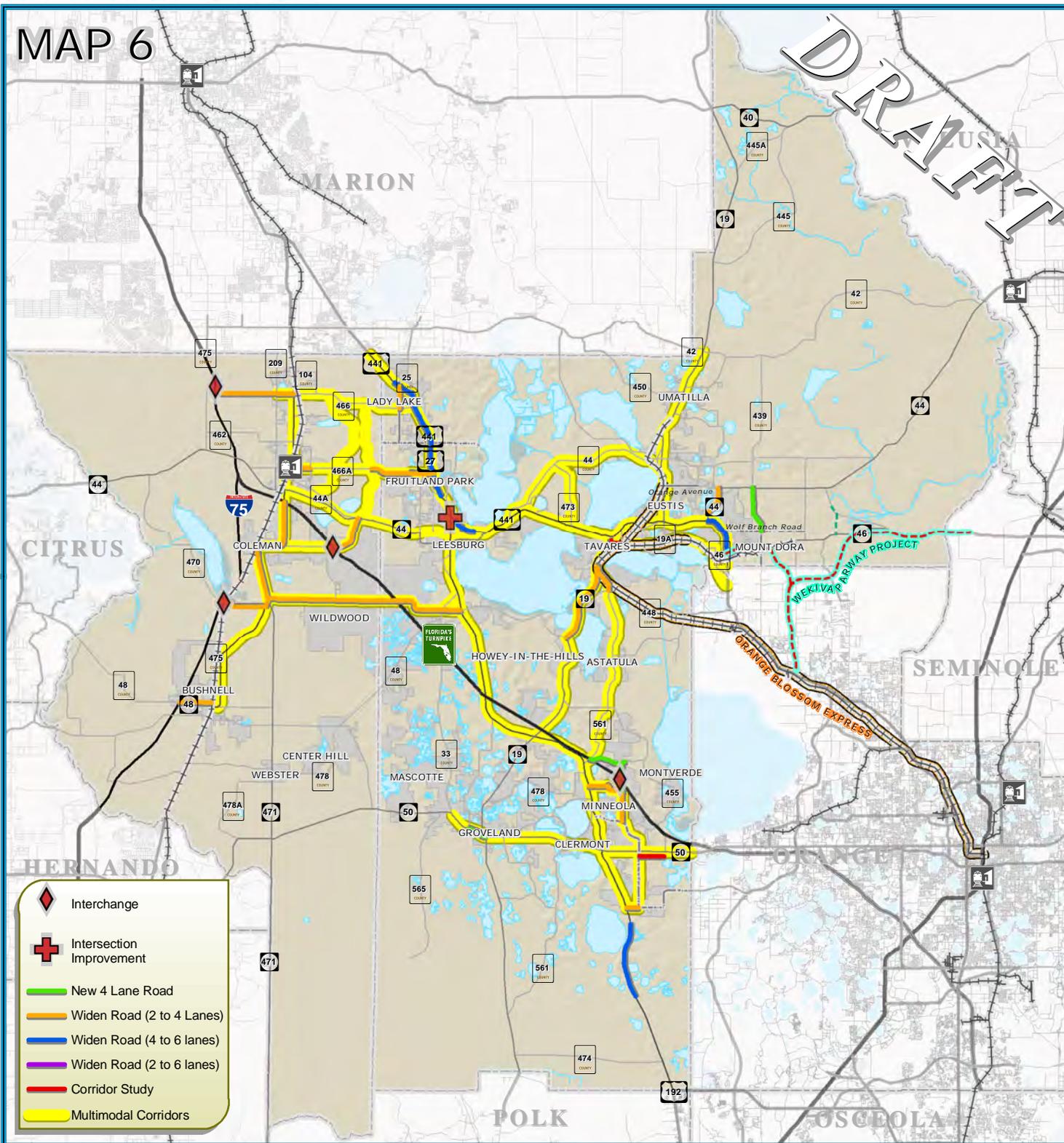
- Continued coordination with member jurisdictions to seek public-private partnerships to fund future roadway, transit and bicycle and pedestrian needs associated with new growth plans
- Continued emphasis on exploring creative funding strategies and approaches to increase local revenues for transportation funding
- Continued coordination with member jurisdictions on coordinated land use and transportation planning to encourage non-vehicular modes of travel

# COST FEASIBLE ROADWAYS

## TRANSPORTATION 2035

### MAP 6

# DRAFT



- Interchange
- Intersection Improvement
- New 4 Lane Road
- Widen Road (2 to 4 Lanes)
- Widen Road (4 to 6 lanes)
- Widen Road (2 to 6 lanes)
- Corridor Study
- Multimodal Corridors

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Active Railroad

0 4 8  
1 INCH EQUALS 8 MILES

**DATA SOURCES:**  
Data Compilation and Map production compliments of the Lake-Sumter Metropolitan Planning Organization, Planning & County GIS Departments.

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MAP COMPOSITION:  
OCTOBER, 2010



\\LAKESUMTER.MPO\GIS\Project\Specific\Maps\2035\LongRange\Transportation\Plan\2035\MapSeries\MAP 6 - Cost Feasible\Projects\_2035\LongRange\Transportation\Plan\_8x11.mxd - 10/13/2010 @ 1:15:42 PM

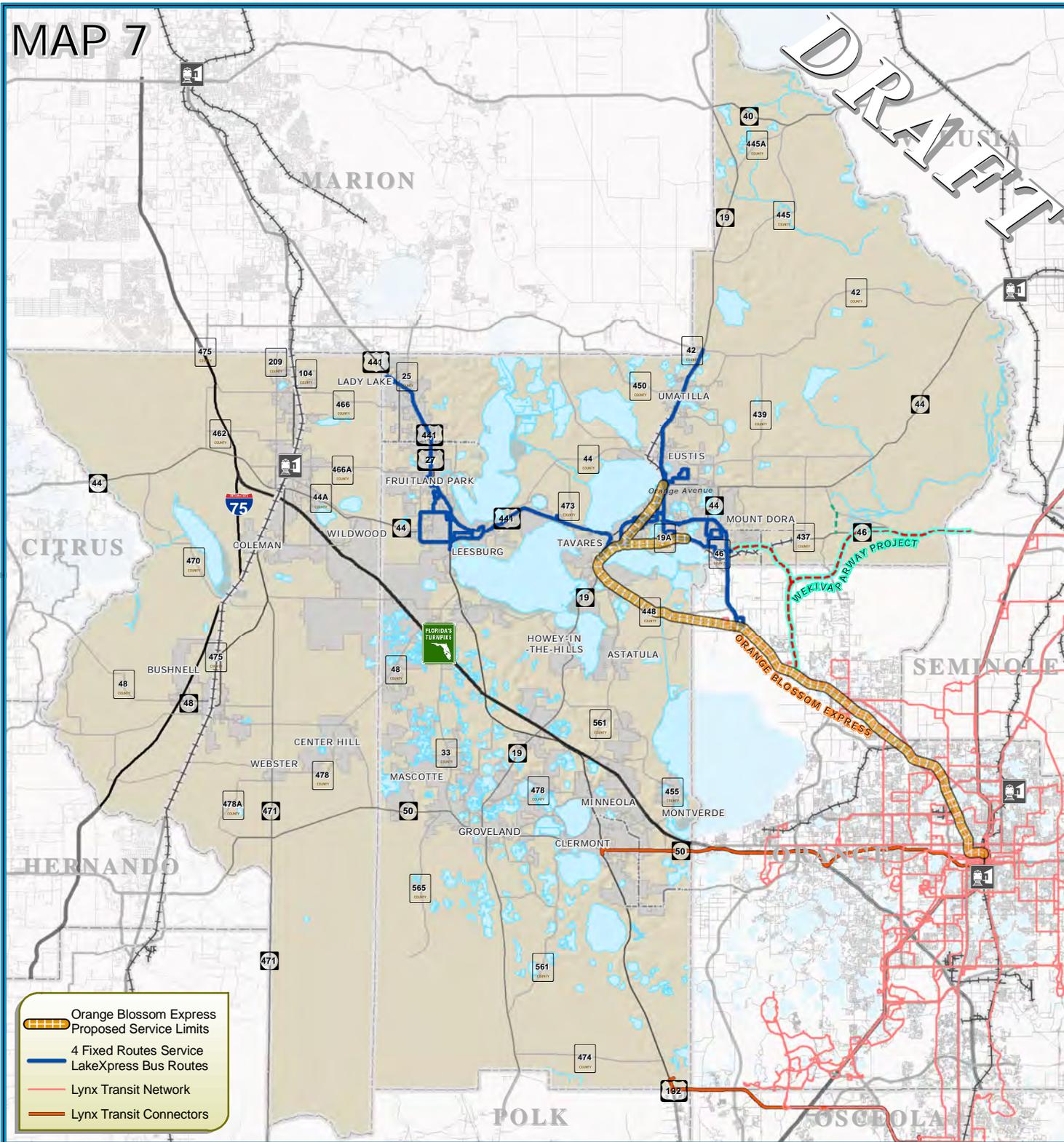


# COST FEASIBLE TRANSIT ELEMENTS



## MAP 7

# DRAFT



-  Orange Blossom Express Proposed Service Limits
-  4 Fixed Routes Service
-  LakeXpress Bus Routes
-  Lynx Transit Network
-  Lynx Transit Connectors

**LEGEND:**

- County Road 
- State Road 
- US Highway 
- Interstate 
- Turnpike 
- Water Body 
- County Delineation 
- Amtrak Station 
- Active Railroad 



1 INCH EQUALS 8 MILES

**DATA SOURCES:**  
 Data Compilation and Map production compliments of the Lake-Sumter Metropolitan Planning Organization, Planning & Grants GIS Department.

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MAP COMPOSITION: OCTOBER, 2010



\\LAKESUMTER\MPO\GIS\Project\Specific\Maps\2035\LongRange\Transportation\Plan\2035\MapSeries\MAP 7 - Cost Feasible\Projects\_TRANSPORTATION\2035\LongRange\Transportation\Plan\_8x11.mxd - 10/13/2010 @ 1:19:23 PM

TRANSPORTATION 2035 LAKE SUMTER MPO  
DRAFT COST FEASIBLE PLAN PROJECTS

Project  
Cost to be  
Funded  
(YOE \$)

Street	From	To	County	Miles	Project Scope	Project Cost to be Funded (YOE \$)
<b>ROADWAYS</b>						
<b>State Strategic Intermodal System (SIS) Corridors</b>						
Clermont Interchange	SR 50/US 27		CF	Lake	1.00	New Interchange (urban) \$ 80.1
US 27/SR 25	Lake Louisa Rd	Boggy Marsh Road	CF	Lake	4.38	State Widen Road (4 to 6 lanes) \$ 0.4
CR 475 Interchange (CR 466)	I-75/CR 475		Dev	Sumter	1.00	New Interchange (Mainline) \$ 29.6 *
Monarch Ranch Interchange	I-75/CR 468		Dev	Sumter	1.00	New Interchange (Mainline) \$ 29.6 *
<b>Unfunded SIS Needs</b>						
US 27 / SR 25	CR 561 East	CR 561 West	x	Lake	2.14	State Widen Road (4 to 6 lanes) \$ 25.1
US 27/SR 25	Lake Louisa Rd	Boggy Marsh Road	x	Lake	4.38	State Widen Road (4 to 6 lanes) \$ 45.5
SR 93/I-75	Hernando County Line	Florida Turnpike	x	Sumter	21.83	Widen Freeway (4 to 6 lanes) \$ 115.3
<b>Florida Turnpike</b>						
Minneola Interchange	Florida Turnpike/Turkey Farm Rd		CF	Lake	1.00	New Interchange (Mainline) \$ 29.6
CR 468 Interchange	Florida Turnpike/CR 468		Dev	Sumter	1.00	New Interchange (Mainline) \$ 29.6
<b>Unfunded Tpike Needs</b>						
SR 91/Florida Turnpike	Minneola Interchange	Orange County Line	x	Lake	5.76	Widen Freeway (6 to 8 lanes) \$ 42.3
SR 91/Florida Turnpike	Sumter County Line	Minneola Interchange	x	Lake	18.00	Widen Freeway (4 to 6 lanes) \$ 132.1
SR 91/Florida Turnpike	I-75	Sumter County Line	x	Sumter	10.67	Widen Freeway (4 to 6 lanes) \$ 78.3
<b>Orlando Orange County Expressway Authority (OOCEA)</b>						
SR 46	US 441	Orange County Line (connection to SR 429)	CF	Lake	2.02	State Widen Road (2 to 6 lanes) \$ 30.1
Wekiva Pkwy (SR 429 / SR 46)	Seminole Cnty Line	Orange County Line	CF	Lake	10.00	State New 4 Lane Road \$ 117.4
<b>State Roads / Other Arterials</b>						
US 27/US 441	Lake Ella Rd	MLK JR Blvd	CF	Lake	3.24	State Widen Road (4 to 6 lanes) \$ 33.7
US 27/US 441	Avenida Central	Lake Ella Rd	CF	Lake	4.18	State Widen Road (4 to 6 lanes) \$ 61.0
US 441/SR 500	Perkins St	SR 44	CF	Lake	1.36	State Widen Road (4 to 6 lanes) \$ 12.4
SR 48	I-75	CR 475	CF	Sumter	1.84	State Widen Road (2 to 4 Lanes) \$ 14.3
SR 44	Orange Ave	US 441	CF	Lake	1.66	State Widen Road (2 to 4 Lanes) with Frontage \$ 9.5 *
SR 50 / SR 33	CR 565 (Villa City)	CR 565 (Montevista)	CF	Lake	1.89	New 4 Lane Road \$ 21.2
US 441	SR 44	SR 46	CF	Lake	2.50	State Widen Road (4 to 6 lanes) \$ 43.0
SR 19	CR 561	CR 48	CF	Lake	4.77	State Widen Road (2 to 4 Lanes) \$ 138.2
SR 19	CR 561	CR 448	CF	Lake	1.45	State Widen Road (2 to 4 Lanes) \$ 18.7
SR 19	CR 448	Bridge	CF	Lake	1.74	State Widen Road (2 to 4 Lanes) \$ 20.8
SR 19	Bridge	Bridge	CF	Lake	0.63	New 4 Lane Bridge \$ 88.3
SR 19	Bridge	CR 48	CF	Lake	0.80	State Widen Road (2 to 4 Lanes) \$ 10.3
US 301/SR 35	Florida Turnpike	CR 468	CF	Sumter	2.74	State Widen Road (2 to 4 Lanes) \$ 37.6
US 301/SR 35	CR 468	CR 470 west	CF	Sumter	4.30	State Widen Road (2 to 4 Lanes) \$ 58.9
SR 44 / US 27			CF	Lake	0.25	Upgrade Intersection (turn lanes) \$ 0.7
SR 19	CR 455	CR 48	CF	Lake	3.93	Turn Lanes / Safety Improvement \$ 28.9
<b>Unfunded State Road / Other Arterial Needs</b>						
SR 19	SR 50	CR 478	x	Lake	1.92	State Widen Road (2 to 4 Lanes) \$ 28.4
SR 19	CR 478	US 27 / SR 25	x	Lake	4.73	State Widen Road (2 to 4 Lanes) \$ 69.8
SR 19	US 27 / SR 25	CR 455	x	Lake	2.73	State Widen Road (2 to 4 Lanes) \$ 40.2

\* Developer funding percentage of total cost (Local funding is 50% or less)

TRANSPORTATION 2035 LAKE SUMTER MPO  
DRAFT COST FEASIBLE PLAN PROJECTS

Project  
Cost to be  
Funded  
(YOE \$)

Street	From	To	County	Miles	Project Scope	Project Cost to be Funded (YOE \$)
<b>ROADWAYS (Cont.)</b>						
<b>Lake County (Local Funds)</b>						
CR 466A	Morse Blvd	US 27	CF Lake	3.69	Widen Road (2 to 4 Lanes)	\$ 35.7
Hartwood Marsh	US 27	Hancock Rd	CF Lake	0.71	Widen Road (2 to 4 Lanes)	\$ 6.8
CR 48	East of US 27 (Palatka Bridge)	CR 33	CF Lake	2.64	Widen Road (2 to 4 Lanes)	\$ 23.5
CR 470	Sumter County	CR 33	CF Lake	3.87	Widen Road (2 to 4 Lanes)	\$ 14.1 *
North Hancock Extension	SR 91 / FL Tpike	CR 50	CF Lake	1.30	Widen Road (2 to 4 Lanes)	\$ 1.4 *
Rolling Acres Rd	US 27/US 441	CR 466	CF Lake	1.28	Widen Road (2 to 4 Lanes)	\$ 13.6
Citrus Grove Rd.	US 27	N. Hancock / FL Tpike	CF Lake	2.00	Widen Road (2 to 4 Lanes)	\$ 11.1 *
CR 500A (Old 441)	SR 19	Disston Ave / FCR	CF Lake	0.67	Corridor Study	\$ 1.0
CR 561 / CR 561A Realignment	CR Old 50	CR 561	CF Lake	5.66	New 4 Lane Road	\$ 39.9 *
CR 561	SR 19	CR 448	CF Lake	1.62	Widen Road (2 to 4 Lanes)	\$ 18.7
CR 19A	US 441	CR 44C	CF Lake	1.22	Widen Road (2 to 4 Lanes)	\$ 14.5
Hooks Street	Hancock Rd	Hartle Rd	CF Lake	1.43	Corridor Study	\$ 0.3 *
Round Lake Road Ext	Wolf Branch Rd	SR 44	CF Lake	2.57	New 4 Lane Road	\$ 28.4
Round Lake Road	SR 46	SR 44	CF Lake	3.57	Widen Road (2 to 4 Lanes)	\$ 36.4
<i>Unfunded Lake County Needs</i>						
Hartle Rd	SR 50	Hartwood Marsh Rd	x Lake	2.29	New 4 Lane Road	\$ 32.7
US 27 Reliever	US 27 / US 441	SR 44	x Lake	6.70	New 4 Lane Road	\$ 115.7
Lake Orange Parkway	US 27	Orange County Line	x Lake	4.70	State New 4 Lane Road	\$ 97.4
Hartle Rd	Hartwood Marsh Rd	Lake Orange Parkway	x Lake	1.20	New 4 Lane Road	\$ 20.7
Sawgrass Extension	US 27	Orange County Line	x Lake	4.60	New 4 Lane Road	\$ 79.4
CR 48	Sumter County	CR 470	x Lake	6.10	Widen Road (2 to 4 Lanes)	\$ 80.7 *
<b>Sumter County (Local Funds)</b>						
CR 468	Florida Turnpike	SR 44	CF Sumter	2.56	Widen Road (2 to 4 Lanes)	\$ 24.8
CR 466A	US 301	C 139 / C 462	CF Sumter	1.16	Widen Road (2 to 4 Lanes)	\$ 17.5
CR 470	SR 93/I-75	Lake County	CF Sumter	9.58	Widen Road (2 to 4 Lanes)	\$ 50.7 *
CR 475	SR 48	C-470	CF Sumter	4.97	Widen Road (2 to 4 Lanes)	\$ 57.3
CR 470	SR 44	I-75	CF Sumter	9.85	Corridor Study	\$ 1.0
CR 468	US 301	Florida Turnpike	CF Sumter	3.10	Widen Road (2 to 4 Lanes)	\$ 9.1 *
CR 466	CR 475	US 301/SR 35	x Sumter	4.45	Widen Road (2 to 4 Lanes)	\$ 52.7
<i>Unfunded Sumter County Needs</i>						
C-48	CR 625	I-75	x Sumter	1.76	Corridor Study	\$ 1.8
C-48	US 301	Lake County	x Sumter	10.20	Corridor Study	\$ 1.8
CR 475	County Line	CR 466	x Sumter	2.18	Widen Road (2 to 4 Lanes)	\$ 28.9
C-501	C-468	C-470	x Sumter	3.18	Corridor Study	\$ 1.8
Monarch Ranch Blvd			x Sumter	3.00	New 4 Lane Road	\$ 51.2
<b>TRANSIT</b>						
Orange Blossom Express	Lake County Line	Eustis	CF Lake		Phases 1, 2 & 3 Commuter Rail	\$ 48.00
Route 1 - Cross County Connector	Lady Lake	Eustis	CF Lake		Fixed Route Bus	\$ 2.56
Route 2 - Leesburg Circulator	Leesburg	Leesburg	CF Lake		Fixed Route Bus	\$ 0.73
Route 3 - Mount Dora Circulator	Mount Dora	Mount Dora	CF Lake		Fixed Route Bus	\$ 1.66
Route 4 - Umatilla to Zellwood	Umatilla	Zellwood	CF Lake		Fixed Route Bus	\$ 0.91
US 192 - Lynx	Lake County Line	US 192 Wal-Mart Park and Ride/US 27	CF Lake		Fixed Route Bus	\$ 0.89
SR 50 - Lynx	Lake County Line	Clermont Park and Ride/US 27	CF Lake		Fixed Route Bus	\$ 1.21
Sumter County Express Bus	TBD	TBD	Sumter		TBD	
<b>CORRIDOR OPERATIONAL ENHANCEMENTS</b>						
SR 50	SR 19	Orange County Line		2.80	Multimodal Corridor / ITS	\$ 3.80
US 441	Tavares	Orange County Line		2.66	Multimodal Corridor / ITS	\$ 3.60
SR 19	CR 561	CR 455		2.66	Multimodal Corridor / ITS	\$ 4.00
US 441	Sumter County Line	Leesburg		3.62	Multimodal Corridor / ITS	\$ 3.80
US 441	Leesburg	Tavares		5.51	Multimodal Corridor / ITS	\$ 5.30
CR 44/ SR 19	US 441	Eustis		4.17	Multimodal Corridor / ITS	\$ 4.20
SR 19	Eustis	CR 561		5.12	Multimodal Corridor / ITS	\$ 5.10
CR 561	SR 19	CR 455		4.15	Multimodal Corridor / ITS	\$ 4.60
<b>BICYCLE AND PEDESTRIAN</b>						
Lake County Trails Masterplan		Countywide	Lake		Projects TBD by Masterplan	\$ 3.90
Sumter County Trails / Regional Projects		Countywide	Sumter		Regional Trails / Bike / Pedestrian Projets	TBD

\* Developer funding percentage of cost (Local contributions 50% or less)

# *Appendix*

(in development)

Technical Appendix #1 – Financial Resources and Alternative Strategies

Technical Appendix #2 – Public Involvement Plan

Technical Appendix #3 – Travel Demand Modeling

Technical Appendix #4 – Land Use Analysis

Technical Appendix #5 – Long Range Transportation Plan Compliance

Technical Appendix #6 – Year of Expenditure Dollars