

**Appendix 2A: MPO Board Meeting Minutes**



## **Lake-Sumter Metropolitan Planning Organization**

### **Meeting Minutes - January 5, 2005**

#### **Tab 5 – 2025 Long-Range Transportation Plan (LRTP)**

Mr. Bob Wallace, P.E., AICP, Vice President of Tindale-Oliver & Associates, Inc. (TOA), gave a PowerPoint presentation on the Lake-Sumter MPO 2025 Long Range Transportation Plan (LRTP). (A printed copy of the presentation is included in the backup material.) He stated that everyone will participate in the process over the next 12 months with comments, input and direction in the development of the LRTP. The presentation included the following:

- Major Tasks and Schedule – Plan preparation (October 2004 to February 2005); Needs plan (February 2005 to May 2005); Cost affordable plan (April 2005 to September 2005); Public involvement and plan adoption (April 2005 to December 2005).
- Specific Deliverables – Chapters 1-10 must be developed to complete the LRTP.
- Alternatives to be Evaluated. If not in the LRTP, it cannot get into the 5-year Capital Improvement Program.
- Public Involvement – Six joint CAC/TAC meetings; six MPO board presentations; two charrettes/consensus building workshops; two environmental justice discussion groups.
- Socioeconomic Data Forecast – Time critical. The population and employment projections that are used to derive the development of transportation needs and networks for the future. The preliminary sets of information are being reviewed by internal staffs and will go to FDOT, the TAC and the CAC, and then back to the LSMPO in late February.

Mr. William Roll, AICP, Senior Associate, Tindale-Oliver & Associates, Inc., continued the presentation. He stated that taking a look 25 years into the future, considering the growth during the last 25 years, and trying to forecast how many people will be here is a fairly daunting task. He stated that this is a very critical path item. Data needs to be submitted to FDOT this week so that they can begin preliminary testing. He continued with the following:

- Recommended Process
- Control Totals - (Lake County only. Sumter County forecast data has been developed by another consultant.) – Estimated county population of 463,500 in 2025. Employment is a very important factor with about 98,000 employees being added between 2000 and 2025.
- Approved Development – County is broken into Traffic Analysis Zones (TAZs) which are small, geographical subregions that are usually divided by water features, major roads or some other major delineating boundary. The future land use map and then the approved developments are dropped onto the TAZs. The approved developments are a major driving factor in the forecast and each assumption moves the level of uncertainty.
- Developable Acres – Parcel data is combined with existing land use information and the vacant land. Wetlands and environmental lands are then factored out. It is then partnered with the Traffic Analysis Zones and the future land use categories are applied to it.
- Allocation Procedures
- Review Sessions
- Conclusions – Not a model but is a tool.

Mr. Roll, in referring to Map 4 of the eight pages of maps included in the backup material, explained that Lake County is divided into ten geographical sub areas.

The most significant population growth is identified to be occurring in the south county area.

Mr. Roll explained that the Plan will be updated in five years. The 2025 horizon allows a strategic look at the transportation needs in the community but then the Plan is used to identify projects that will be included in the Transportation Improvement Program. An interim 2015 plan will be done. Regarding a regional approach, Mr. Roll confirmed that studies in other counties are ongoing and the entire metropolitan Orlando area will be used as a model for forecasting for Lake County. He will present population information on other counties at the next meeting.

## Lake-Sumter Metropolitan Planning Organization

Meeting Minutes – February 23, 2005

### **Tab 2 – Forecast Socioeconomic (SE) Data for LSMPO 2025 Long Range Transportation Plan (LRTP)**

Mr. Olasimbo gave a PowerPoint presentation (a printed copy is included in the backup material) explaining the process for compiling the Socioeconomic (SE) Data, which includes information on population, employment, and Traffic Analysis Zones (TAZ) for Lake County. A legal advertisement in the *Orlando Sentinel* notified the public of the availability of the SE Data and of today's public meeting. The forecast SE Data will be used for the LSMPO 2025 Long Range Transportation Plan and was prepared by Tindale-Oliver & Associates., Inc. Forecast data for Sumter County has been developed by another consultant.

Commissioner Stivender called for public comment. There was no public comment.

**On a motion by Commissioner Cadwell, seconded by Commissioner Roberts and carried unanimously, by a vote of 9-0, the LSMPO approved the Lake County Forecast Socioeconomic (SE) Data for the LSMPO 2025 Long Range Transportation Plan.**

### **Tab 4 – Approval of 2025 Socioeconomic Data Projections Supplemental Task**

Mr. Olasimbo explained that preparation of the Socioeconomic (SE) Data Projections for 2025 was not included in the agreement between LSMPO and Tindale-Oliver & Associates, Inc., for development of the LSMPO 2025 Long Range Transportation Plan. The amount requested for this supplemental task is \$11,500.

**On a motion by Commissioner Roberts, seconded by Mayor Royce and carried unanimously, by a vote of 9-0, the LSMPO approved payment to Tindale-Oliver & Associates., Inc., in the amount of \$11,500, for preparation of 2025 Socioeconomic (SE) Data Projections for the LSMPO 2025 Long Range Transportation Plan.**

## **Lake-Sumter Metropolitan Planning Organization**

### **Meeting Minutes – May 25, 2005**

#### **Tab 9 – 2025 Long-Range Transportation Plan (LRTP)**

Mr. William Roll, AICP, Senior Associate, Tindale-Oliver & Associates (TOA), gave a slide presentation entitled "Lake-Sumter MPO LRTP" (a printed copy of the presentation is included in the backup material) which included the following:

- Summary of Project Scope - Plan Preparation (October 2004 to May 2005); Needs Plan (May 2005 to July 2005); Cost Affordable Plan (July 2005 to September 2005); Public Involvement and Plan Adoption (July 2005 to January 2006).
- Public Involvement – Needs Plan – Review and Approval of Final Needs Plan August 10 (TAC/CAC) and August 17, 2005 (LSMPO).
- Public Involvement – Cost Affordable Plan. Formal public review period October 26 to December 10, 2005.
- Public Involvement – LSMPO Adoption Hearing – December 14, 2005.
- Chapter Two, Public Involvement Plan - This major document sets the guidance to staff and the consulting team as to how the public involvement process is going to take place. Formal action is required.

Mr. Roll discussed Chapter Two and recommended that the LSMPO Board consider adopting it. Chapter Two would become part of the LRTP report and there will be opportunities in the future, if need be, to amend it. This chapter formally identifies that the LSMPO has thought about public involvement as part of the LRTP.

**On a motion by Commissioner Roberts, seconded by Commissioner Bertrand and carried unanimously, by a vote of 10-0, the LSMPO Board adopted Chapter Two, Public Involvement Plan, for the LSMPO's 2025 Long-Range Transportation Plan.**

Mr. Roll then discussed Chapter Three, Goals, Objectives, and Performance Measures, which is also a required element within the LRTP. Formal adoption by the LSMPO Board is not necessary.

Mr. Roll continued the slide presentation, as follows:

- Goals and Objectives – Local and Regional
- Goals and Objectives – State and Federal
- Goals and Objectives – Goal #1 Provide an Efficient Multi-Modal Transportation System.

Commissioner Lovell stated that the basic presupposition of this nation is based on the automobile and that system will fail. He stated that we cannot keep building roads and highways, we cannot fund enough money and we cannot keep clogging roads at a greater rate. He stated that we have destroyed our rail system and that we are making some big mistakes. He stated that the LSMPO is a planning agency and has to start asking questions before we can find a solution. He opined that our legislators are not thinking about the problem.

Mr. Roll stated that, in order to have other popular modes of transportation, those other modes have to be competitive. He stated that, for a county of this nature, one of the items that deserves first consideration is fixed-route public transit service. This group can decide, in terms of the LRTP, to shift additional monies and revenues into public transportation. Another step would be to establish policies that sidewalks will be required when roads are built in urban areas because sidewalks are a basic requirement to get people to transit routes. He stressed that there is a major opportunity for discussions to take place as part of this planned development process.

Mr. Roll continued the slide presentation, as follows:

- Goals and Objectives – Goal #2 Provide a Safe Transportation System. Mr. Roll opined that it is critical, particularly in Lake County where there is an incredible amount of growth, that rural roadways cannot be allowed to serve as urban roadways without making improvements to them. Some existing two-lane roads will have to be totally reconstructed to meet appropriate standards.

- Goals and Objectives – Goal #3 Preservation of Lake and Sumter Counties’ Investment in Transportation.
- Goals and Objectives – Goal #4 Provide a Transportation System Consistent with Local Plans.
- Goals and Objectives – Goal #5 Provide an Aesthetically Pleasing Transportation System while Minimizing Impacts. Most importantly, this goal relates to protection of environmental resources, limiting adverse impacts in those areas.
- Goals and Objectives – TEA-21 Planning Factors.
- Preliminary Financial Resources. Total Capital Revenues by Source. Mr. Roll emphasized that this number will change but is the best snapshot of anticipated financial resources through 2025. The pie chart shows an approximate total of \$562 million. Mr. Roll remarked that 55% of the resources are County resources. This major commitment is not seen often. About half are State resources while 3% are transit resources.
- Preliminary Financial Resources - Total Capital Revenues Comparison. The Lake 2020 LRTP identified just under \$200 million in financial resources that are available for ample improvements. This plan is over half a billion dollars. The first significant reason is the increase for funding within the County for SIS/FIHS, particularly US 27 south of the Turnpike. The second item is a significant increase in County revenues directed toward transportation, such as sales taxes and local option gas taxes.
- Preliminary Financial Resources – Total Federal and State Revenues. Over \$254 million. 50% going into the FIHS or SIS systems. The LSMPO Board has the advisory role in making recommendations to FDOT but FDOT generally considers the SIS system to be their roadway network and they will protect it. Over 40% is going into other arterial systems and these are roads that this Board, specifically, sets priorities for in terms of making improvements.
- Preliminary Financial Resources – Total Local Revenues. Over \$300 million.
- Preliminary Financial Resources – Capital Costs by Mode/Jurisdiction. Over \$900 million in transportation improvements need to be made and the number will go up significantly. Mr. Roll projected that in August, when the Needs Plan is adopted, this number will be in excess of \$2.5 billion.
- Preliminary Financial Resources – Revenues versus Cost Comparison (Roads Only).
- Preliminary Financial Resources – Summary of Costs (Per Centerline Mile). County 2 to 4 lanes = \$2 million in construction costs only. Right of way costs now are equal to, or more than, construction costs.
- Initial Needs Network – Maps 1 and 2. This Network does not address all of the transportation needs. Serious deficiencies will remain. There will be locations where the physical capacity of the roadway is greatly exceeded.

Mr. Roll discussed significant improvement needs identified within the northern portion of Map 2, such as, multi-laning the entire stretch of SR 44 into Volusia County; the beltway along the SR 46 corridor; the six-laning of US 441; six-laning of a portion of SR 19 near CR 561 up to US 441. He opined that most of the improvements in the SR 40 corridor will be guided by the State as part of the SIS. Regarding US 441, a new east-west arterial roadway system is identified on the map which consists of components of SR 44 and a bridge over Lake Griffin. While there are obvious reasons we might object to that corridor, it might be one of the few feasible alternatives to US 441. A new north-south arterial roadway system, starting at CR 470/Turnpike, proceeds directly north to US 441 (north of Lake Griffin Road). The volumes on US 441 without these other corridors would be anticipated to be 90,000 to 100,000+ vehicles per day.

Commissioner Roberts stated that Lady Lake is going to four-lane CR 466 but, when the million square foot mall is built, that whole corridor will have to be six lanes.

Based on initial assessments, Mr. Roll agreed that Commissioner Roberts' assumption is totally correct. He stated that perhaps several of the roads in that vicinity would need to be six lanes. The Central Florida regional planning model is being worked on and preliminary information should clarify regional flows of traffic and Sumter County needs.

Mr. Fish pointed out that, with new legislation and past modeling data that only includes Lake County, we really need a regional plan with Sumter County. The LSMPO staff, Lake County staff, Sumter County staff and the consultants need to start tying data for these two counties together. Mr. Fish remarked that a few years ago a bridge over Lake Griffin was discussed but the community did not like the idea at the time. Now, there is a consensus in Lady Lake, Fruitland Park and Leesburg that something must be done.

Commissioner Pool stated that he was the lone supporter for that bridge and a \$5 million grant was turned down.

Commissioner Stivender stated that in 1997-1998 she worked with Commissioner Lovell to try to do the road from CR 470 northward and no one wanted to do it. Because the area is so built up, right of way would be an issue now and property would have to be condemned.

Mr. Minkoff remarked that it costs more to obtain right of way, because of the time it takes, than it costs to condemn the property in the beginning. He suggested we would be better off to plan the road, condemn the right of way and build the road instead of negotiating deals. That way, the road is what is really wanted rather than consisting of curves and switchbacks to meet the developers needs.

Commissioner Hanson stated that the section of the Wekiva Parkway in east Lake County will not be a toll road, as shown on Map 2, and the alignment is not correct.

Mr. Roll confirmed that the alignment of that road will be determined later as is noted on the map.

Mr. Roll discussed significant improvement needs identified within the southern portion of Map 2, such as, multi-laning CR 48 from CR 470 to SR 19; CR 561 and SR 19 would both need to be four-laned north of CR 455; a new turnpike interchange in the Minneola area; a new north-south arterial roadway connecting CR 561 to the north with the Hancock Road alignment in the south; six-laning US 27 south of the Turnpike; and six-laning SR 50 into Orange County.

Mr. Roll stated that the extension of SR 408 into Lake County would seem to be a very viable and reasonable approach to try to address some of the transportation demands in that immediate area and serves a larger regional purpose.

Mr. Roll explained that the TAC provided the following guidance on what the next Needs Plan alternative needs to look like.

- In the north, the new east-west arterial corridor with the bridge over Lake Griffin needs to be a six-lane corridor and the modeling supports it. It may be possible that the portion across the lake could be four lanes. In terms of the 2025 forecast, more than 45,000 vehicles per day could be using this roadway. The volume assumptions being used are for one end of Lake County to the other. When the regional planning model is available, more dramatic changes will be seen.
- Realignment of CR 561/SR 19 corridor.
- New 4-lane divided connection north of CR 435.
- Show the toll road in terms of the general alignment.

Regarding the new 4-lane road on the map, Commissioner Hanson suggested that it be taken off because the plan is that the road will go south of Mount Plymouth and Sorrento via a bypass.

Mr. Roll recommended getting more refined alignment information from staff rather than taking it out because there will be a road somewhere in that swath. He agreed that this is not the actual alignment and is just conceptual.



Commission Hanson stated that the road will be a little east of what is shown on this map, not between CR 437 and CR 435. She agreed that it needs to be shown but remarked that, when the public sees the alignment on this map, she will get calls.

Mr. Fish stated that he will work with Mr. Roll on the V-shaped alignment and that it will be accurately reflected.

Mr. Roll continued with the guidance offered by the TAC for the southern portion of the County.

- The six-lane CR 470 alignment to CR 48, to SR 19 to CR 448, then four-laned into Orange County.
- In the Howey area, TAC identified a need for a new four-lane divided roadway that may actually realign SR 19 over to CR 561.

At 4:40 p.m., Commissioner Pool left the meeting.

Commissioner Stivender pointed out that CR 455, beginning at CR 561 and going south through Montverde, is a Florida Scenic Highway (Green Mountain Scenic Byway) and cannot be improved. Mr. Roll will put in an alternative alignment for that corridor.

Mr. Roll remarked that the two additional major changes below conclude the needs that were identified by the TAC.

- The SR 408 extension.
- CR 478 alignment as an east-west alternative to SR 50.

Mr. Roll stated that US 441 is still being identified as potentially failing in terms of physical capacity, within in Leesburg for instance, even with all the improvements. Also, without the SR 408 extension, SR 50 is being identified as failing.

Mr. Roll stated that alternatives are missing in the roadway network. Some significant bottlenecks are created by the lakes within the County so a few roads get all of the traffic dumped on them. As areas like Minneola continue to develop, alternative corridors must be in place. If developments are allowed to be built without consideration of secondary roadways to US 27 and SR 50, there might as well be lakes. He stated that the Needs Plan identifies, strategically, the types of roadway corridors that are needed and, generally speaking, where they need to be provided. Today is the time to identify how much of a shortfall there will be in revenue to be able to address all the transportation needs.

Mr. Roll explained that the TAC's recommended changes and others will be made and TOA will come back to the LSMPO Board at the next regularly scheduled meeting and request direction, from the TAC and the Board, in terms of identifying a final Needs Plan. Concurrently, efforts are under way to identify the Needs Plan for bicycle and pedestrian facilities. Guidance from the Transit Development Plan, in terms of fixed route transit service, will also be considered.

Mr. Fish asked the Board to bear in mind that this is just another step before alternatives, based on costs, are decided.

## **Lake-Sumter Metropolitan Planning Organization**

### **Meeting Minutes – August 17, 2005**

#### **Tab 7 - 2025 Long Range Transportation Plan (LRTP) Status Report**

Mr. William E. Roll, Jr., AICP, Senior Associate, Tindale-Oliver and Associates, Inc., stated that the Board will be asked to endorse the Needs Plan/Network portion of the 2025 Long Range Transportation Plan (LRTP) today and that his presentation will include information on Cost Affordable Alternative 1, as follows:

- Summary of Project Scope. Major Tasks and Schedule
- Introduction: Why We Are Here Today: Approve Final Needs Network. Review Initial Cost Affordable Network.
- Public Involvement - Meeting Schedule - Needs Plan
- Public Involvement - Meeting Schedule - Cost Affordable Plan
- Public Involvement - Meeting Schedule - Adoption & Report. LSMPO will adopt the 2025 LRTP at a public meeting on December 14, 2005.

At this time, Mr. Fish reminded the Board that September and October LSMPO meetings will be held on the 4th Wednesday. The LSMPO will not meet in November. The December meeting will be held on the 2nd Wednesday.

- Public Involvement - Significant Findings (Consensus Building Workshop). Prioritized improvements. Northern corridor from US 441 to Wekiva Parkway - make it a toll road. East-west routes in southern part of counties. SR 408 extension.
  - Public Involvement - Significant Findings (Consensus Building Workshop). Establish corridor protection program. Expand public transportation services (connect service to Orange and Seminole Counties). Emphasis on trail facilities.
- Public Involvement - Significant Findings (Environmental Justice Workshop). Community groups providing transportation services. Lack of transportation from Lake to Sumter courthouse; need after hours transportation.
  
- Map 25ND2-1 - Needs Plan - Number of lanes & road type.
- Map 25ND2-2 - Needs Plan - Sidewalk needs map.
- Map 25CA1-4 - Bicycle Facility Map. All major roadways, oft times a paved shoulder. It is a safety issue.
- Map 25CA1-6 - Transit Route Map. Includes LYNX expansions.
- Map 25ND2-2 - Level of Service. A big deficiency is SR 19 south of US 441; bottleneck because of the lakes. CR 561. SR 50 to west of Clermont. SR 33 because of a development off of CR 474 in an area of critical state concern.
- Needs Plan Financial Resources - Revenues versus Cost Comparison. Excludes things like the Turnpike Enterprise. \$608,323,657 total revenues (forecast for 20 years) versus \$1,674,370,126 total costs (fixed, current day costs). In most communities, the norm is that available revenues usually only fund 1/4 to 1/6 of needed improvements.

**On a motion by Commissioner Lovell, seconded by Council Member Ash and carried unanimously, by a vote of 12-0, the LSMPO Board endorsed for approval the Highway and Public Transportation Components of the Needs Plan for the 2025 Long Range Transportation Plan (LRTP).**

Mr. Roll continued his presentation on the Cost Affordable Plan, Highway Network, as follows:

- Map 25ND2-7 - Needs Plan - Unfunded needs map. Major issue involves the concept of the toll facilities, the SR 408, Wekiva Parkway, the new east-west corridor across the northern part of the County.
- Regarding sidewalks and bicycle paths, Mr. Roll opined that, as a matter of policy, the Plan should require that sidewalks should be constructed in urban areas; if a new roadway is constructed, bicycle lanes will be constructed; if practical as part of a resurfacing project, paved shoulders will be added. He noted that the State recognizes the safety benefit of adding those paved shoulders. He recommended that a portion of funding be identified and made available for those improvements.
- Level of Service - Major deficiency on US 441, traffic is forecast to double in 20 years, and speaks to the need for the east-west corridor across Lake Griffin. South CR 33 operating at level of service between D and E. Deficiencies on SR 19.
- Cost Affordable Plan Financial Resources - Revenues versus Cost Comparison. Total revenues - \$608,323,657; Total costs \$601,955,569. In a state of flux now. If no change in revenues and no change in project costs, if another road is needed, something has to come out of the Plan or additional revenue will be necessary.

In conclusion, Mr. Roll stated that the allocation of money from the sales tax is the biggest single generator being implemented in terms of money. Getting more and more aggressive with transportation impact fees and developer contributions will be helpful.

## **Lake-Sumter Metropolitan Planning Organization**

### **Meeting Minutes – September 28, 2005**

#### **Tab 3 - Status Report on the 2025 Long Range Transportation Plan**

Mr. William E. Roll, Jr., AICP, Senior Associate, Tindale-Oliver and Associates, Inc., gave a status report presentation on the 2025 Long Range Transportation Plan (LRTP) that included the following information. (A printed copy of the presentation is included in the backup material.)

- Plan Preparation (Oct. 2004 to May 2005); Needs Plan (May 2005 to July 2005); Cost Affordable Plan (July 2005 to Oct. 2005); Public Involvement and Plan Adoption (July 2005 to Jan. 2006)
  - Needs Plan Financial Resources - Enhanced Revenues \$734,922,000 versus Cost \$1,618,972,000
  - Initial Cost Affordable Network (Map)
  - Cost Affordable Plan Financial Resources - Base Revenues (\$470,748,000) versus Cost Comparison (\$488,926,000). Mr. Roll explained that the County roads revenue of \$211,212,000 is made up of \$27.5 million 1st local option gasoline tax; \$26.5 million local option sales tax; \$157 million transportation impact fees.
  - Cost Affordable Plan Financial Resources - Enhanced Revenues \$734,922,000 versus Cost Comparison \$488,926,000. Options to reaching the \$735 million, include regular increases to transportation impact fees; additional five pennies of gasoline tax (2nd local option gas tax); existing sales tax could continue beyond its retirement date.
  - Unfunded Needs Map. Discussion occurred regarding a new east/west crosscounty facility and the "swath" in the Eustis/Mount Dora areas (from near 44A, south and east across 437 to 435 to Orange County). Mayor Yatsuk and Council Member Maraio expressed concern that the swath should be further west, closer to the urban areas. The TAC voted to add a footnote to this map that the precise alignment is not identified. Mr. Roll concurred that it is reasonable for this group to amend this map because the plan is ongoing.
- At 4:30 p.m., Commissioner Hill left the meeting. (Eight voting members are present at this time.)

**On a motion by Mayor Yatsuk, seconded by Commissioner Miller and carried unanimously, by a vote of 8-0, the LSMPO Board approved to change the alignment of the "swath" of the cross-county facility on the Unfunded Needs Map as discussed. (Note: The alignment change is shown on the printed copy of the backup material.)**

Mr. Roll distributed Table 7 (Revenue Enhancement Options Exercise) and Table 8 (Revenue Allocation by Mode) and asked members of the Board to complete them to provide feedback.

## **Lake-Sumter Metropolitan Planning Organization**

### **Meeting Minutes – October 26, 2005**

#### **Tab 8 - 2025 Long Range Transportation Plan Cost Affordable Alternatives**

Mr. Fish explained that Mr. William E. Roll, Jr., AICP, Senior Associate, Tindale-Oliver and Associates, Inc., will give a summary on 2025 Long Range Transportation Plan (LRTP) Cost Affordable Alternatives A, B and C (copies are included in the backup material). After the vote is taken on the Alternatives, the Chairman will open the statutory 45-day public hearing.

Mr. Roll stated that he has been working on the LRTP since its inception. He introduced Mr. Andrew Rohne of TOA who has been an important part of the Plan preparation. Mr. Roll stated that today's actions include choosing a Cost Affordable Alternative; formal adoption of that Alternative as part of the LRTP; possibly make a minor modification to the Needs Plan based on which Alternative is adopted; and opening the 45-day public hearing for public comments. He gave a presentation which included the following:

- Major Tasks and Schedule. Plan Preparation (Oct. 2004 to May 2005); Needs Plan (May 2005 to July 2005); Cost Affordable Plan (July 2005 to Oct. 2005); Public Involvement and Plan Adoption (July 2005 to Jan. 2006).

- Three Revenue Alternatives.

Alt A - Base Revenues (Existing Revenues)

Alt B - Base Revenues + Enhanced Impact Fees + Enhanced Sales Tax

Alt C - Base Revenues + Enhanced Impact Fees + Enhanced Sales Tax + 2nd Local Option Gas Tax (LOGT) (an additional 5 cents per gallon)

- Alternative A Revenues - \$456,581,000 total.
- Alternative B Revenues - \$643,991,000 total.

Enhanced sales tax \$40,727,000 if re-enacted beginning in 2018. Mr. Roll explained that, of the County's 1/3 of the current one cent sales surtax, 50% is used for roads (with 65% of that used for capital road projects, 5% bicycle/pedestrian, remaining 30% resurfacing). The enhanced sales tax would be 1/3 County portion, with 75% used for roads (95% on capital and 5% on sidewalks, with no additional resurfacing money identified).

Enhanced transportation impact fees \$144,539,000 (a 50% increase in 2010 raising the fee from about \$2,200 to about \$3,300; and 25% increases in 2015 and 2020). Other counties' current transportation impact fees are: Polk \$7,447; Collier \$5,985; Osceola \$4,286; Indian River \$4,284 and will increase by 10% every three years; Pasco \$3,636; Citrus \$3,480; Marion \$3,200 proposed.

At 3:40 p.m., Commissioner Hanson left the meeting.

- Alternative C Revenues - \$695,282,000 total.

Alternative B plus additional 5 cents per gallon (2nd LOGT), which is required to be adopted prior to January 2011. Volusia and Polk Counties have enacted this tax.

Mr. Roll advised that the Legislature should not be asked for additional revenue sources until all currently available sources have been used. The 2nd LOGT (5 cents maximum) is one of those tools provided by the Legislature for funding local transportation improvements. He stated that matching is a major issue. Additional state monies potentially would be available by using the 5 cent LOGT match. He pointed out that the Needs Plan is about \$1.8 billion and Alternative C is only \$700 million.

Discussion occurred regarding the bridge over Lake Griffin (CR 44) and the possibility of making it a toll facility; the 5 cent LOGT seems to go to the vendor/wholesaler rather than to government in other counties; the ability to amend this plan at any time and the

need to update the plan prior to 2010; SB 360; gasoline, not diesel fuel tax; studying the road impact fee next year; no support in Tallahassee for local indexing of the gas tax; choosing Alternative C with the option of the 2nd LOGT; the current struggle by people to pay increased gasoline prices; the 75/25 policy implemented as part of the SIS; FDOT's interpretation of SB 360 as meaning supplemental funds would come from local governments through the TRIP program for improvements to other state roads; road work costs associated with raw materials are going up dramatically; countywide impact fee is shared with cities; billions of dollars might be available if the Legislature were to raise fees for tag transfers, title insurance, etc.; 5 penny LOGT, about \$4 million/year, versus the impact fee which would generate larger amounts of money and is a viable option of this Board; costs/mandates being

placed on local governments by the State which is unwilling to increase taxes; cannot use impact fees to correct existing transportation deficiencies or for maintenance and operations expenses, can use it to build new capital projects or expand/increase capacity on existing roadways; even with an increase in the transportation impact fee, a substantial unmet need in the community will exist; allocation of a portion of the gas tax attributable to new residents would reduce the impact fee somewhat, but not dollar for dollar; the first 5 cent LOGT in effect now does not have to be renewed; impact fee could be increased higher than the proposed conservative increase to \$3,300.

Mr. Fish emphasized that the overriding point is the need to create a way to match State funds. The Long Range Transportation Plan is to be based on a cost feasibility that is reasonably expected. Staff will have to continue to come back to say we are not qualifying for any TRIP funding because we do not have a match.

Mr. Roll discussed the proposed Network Improvements in the three alternatives. Mr. Sandy Minkoff, County Attorney, commented that it appears the group would like to choose Alternative C but does not want to adopt the gas tax. Lake County budgeted this year to do a study to raise the road impact fees so Alternative C could be adopted, the gas tax could be eliminated and the impact fees could be increased in 2006 rather than 2010.

**On a motion by Mayor Yatsuk, seconded by Commissioner Bertrand and carried unanimously, by a vote of 11-0, the LSMPO Board approved 2025 Long Range Transportation Plan Cost Affordable Alternative C; increasing the transportation impact fees to meet the needs upon completion of the study; eliminating the gas tax.** (Commissioner Hanson was not present for the vote.)

**On a motion by Mayor Yatsuk, seconded by Council Member Ash and carried unanimously, by a vote of 11-0, the LSMPO Board amended the Needs Plan to include the four-laning of Lake Griffin Road and any other inconsistencies that might exist between the Cost Affordable Plan being adopted and the previously adopted Needs Plan.** (Commissioner Hanson was not present for the vote.)

#### **Other Business**

Commissioner Cadwell announced that the statewide impact fee task force meeting will be held in Tallahassee on October 31, 2005. He remarked that the Florida Association of Counties feels there is plenty of case law that says it is legal and the State needs to stay out of it. There are some offers to codify it and do a model ordinance. He advised that the Florida League of Cities may feel the State should decide what is eligible for impact fees and he suggested that LSMPO members should relay to the Florida League of Cities in Tallahassee how that would effect us locally.

#### **Tab 8 (Continued)**

At this time, Commissioner Stivender opened the 45-day public hearing and called for public comment on the 2025 Cost Affordable Long Range Transportation Plan. No one

present today wished to comment. The LSMPO Board will adopt the Plan at their meeting on December 14, 2005, which will begin at 2:00 p.m.

## **Lake-Sumter Metropolitan Planning Organization**

### **Meeting Minutes – December 14, 2005**

#### **Tab 10 - 2025 Long Range Transportation Plan**

Commissioner Stivender opened the public hearing on the 2025 Long Range Transportation Plan (LRTP), noting that the 45-day public review period will end today.

Mr. Fish noted that the 45-day review period has been publicized. In formalizing the LRTP, the LSMPO utilized data that was synonymous with the data being used by Lake County on its' rewrite of the Comprehensive Plan.

Mr. William E. Roll, Jr., AICP, Senior Associate, Tindale-Oliver and Associates, Inc., referred to the LRTP maps for Phase 1 (the 2010-2015 Cost Affordable Plan) and Phase 2 (the 2016-2025 Cost Affordable Plan) and the summary of roadway projects.

Mr. Roll explained that the connection over Lake Griffin is a major priority in the needs component of the plan. Engineering and feasibility studies ought to be commissioned in conjunction with Florida's Turnpike Enterprise.

Regarding the possibility of four-laning Old Highway 50 as an alternate corridor for SR 50, Mr. Fish stated that an initiative, without LSMPO input, has resulted in the recent state designation of that roadway as a scenic byway. He stated that the LSMPO will likely look at data in 2006 and need to make some decisions.

Commissioner Stivender called for public comment on the 2025 Long Range Transportation Plan. There being no public comment, the public hearing and 45-day public review period were closed.

**On a motion by Commissioner Roberts, seconded by Commissioner Bertrand and carried, by a roll-call vote of 11-1, the LSMPO Board adopted the 2025 Long Range Transportation Plan.**

Council Member Goodgame voted "No."



***Lake-Sumter Metropolitan Planning Organization***

***Meeting Minutes – January 25, 2006***

**Tab 6 - 2025 Long Range Transportation Plan Status Report**

Mr. William E. Roll, Jr., AICP, Tindale-Oliver and Associates, Inc., stated that the final regional cost affordable plan modeling network was received from FDOT's consultant on January 23, 2006. A couple of edits were made to reflect our plan. We are proceeding with finalizing our technical analysis and documentation of the report. There should be elements of that report which will be transmitted to staff for their review in February. Subsequent wrap up will be in March.



***Appendix 2B: CAC Meeting Minutes***



## **Lake-Sumter MPO – Citizens’ Advisory Committee**

**November 10, 2004**

### **Tab 2 2025 Long-Range Transportation Plan Kick-off**

Noble Olasimbo introduced consultants Bob Wallace and William Roll of Tindale Oliver & Associates (TOA) to make a presentation on the 2025 Long Range Transportation Plan (LRTP) for the MPO. William Roll stated that he is the project manager for the previous LRTP for Lake County, Noble Olasimbo is the project manager for the MPO and Luis Diaz is the project's Task Manager. Mr. Roll handed out a paper copy of his *Power Point* presentation, kicking off the 2025 Long-Range Transportation Plan (LRTP) for the Lake-Sumter MPO. Mr. Roll covered the major tasks that would be performed and pointed out that the current schedule calls for the LRTP to be completed in December 2005. Mr. Roll stated that all cities had already been requested to furnish data for the Plan and the following cities still needed to furnish data: Lady Lake, Montverde, Groveland, Eustis, Minneola, Astatula, Howey-in-the-Hills and Clermont. Mr. Roll stated that formatting the requested socio-economic data needed to be completed by his firm by mid-December because it is tied to development of a regional transportation model being prepared by the Florida Department of Transportation.

Lee Hokr expressed his concern that there is no representative from Sumter County on the CAC. He stated this is a concern because of the rate of development of the Sumter County portion of The Villages and the impacts on Lake County. Mr. Olasimbo stated that he had spoken with Commissioner Roberts and asked for a CAC representative from Sumter County. David Marsh pointed out that the TAC does have representation from Sumter County. Mr. Olasimbo suggested that Mr. Hokr find a volunteer in Sumter County and ask them to contact Commissioner Roberts.

Mr. Wiener asked whether the Long Range Plan will take into account the traffic impacts from other counties. Mr. Roll responded that the Plan will be based on a regional model and will take adjacent county impacts into account. David Clutts asked about the impacts of Sumter County not included in the MPO boundary. Mr. Olasimbo stated that all of Sumter County is included in the DOT's regional model that is being used for the MPO Plan.

See Attachment 1

**Lake-Sumter MPO – Citizens’ Advisory Committee**

**February 9, 2005**

2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) SOCIOECONOMIC (SE) DATA PROJECTION update was explained by Noble Olasimbo. A legal ad was placed in the Lake Sentinel for public input. Brief discussion reference the location of the planning areas.

**MOTION** was made by Lee Hokr to recommend approval to the MPO Board for the 2025 LRTP SE Date Projection; seconded by Howard Wiener -- **motion passed six to zero.**

SUPPLEMENT TASK ON 2025 LRTP/COMPLETION OF SE DATA PROJECTIONS

Mr. Olasimbo explained that it was not included in the Tindale-Oliver & Associates agreement with the MPO. The additional amount is \$11,500.

**MOTION** was made by Susy Gibson to recommend approval to the MPO Board to pay the additional \$11,500 for the completion of the SE Data Projections; seconded by Lee Hokr -- **motion passed six to zero.**

**Lake-Sumter MPO – Citizens’ Advisory Committee**

**May 18, 2005**

Since a quorum was unobtainable, the CAC Chairman cancelled the meeting. Therefore, the May 18, 2005 presentation of the 2025 LRTP made to the Technical Advisory Committee was not made to the CAC.

## **Lake-Sumter MPO – Citizens’ Advisory Committee**

**August 10, 2005**

2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) STATUS REPORT was presented by Bob Wallace, Tindale-Oliver & Associates, Inc. (TOA). He briefed the committee on the sequence of items leading to the final adoption of the LRTP in December. A recommendation to approve is requested today for the Needs Plan Network Alternative 2, which is based on comments received on Needs Plan Network Alternative 1. The Cost Affordable Network Alternative 1 includes improvements that could be implemented using the funding that is likely to be available. Mr. Wallace reviewed information received from the June Consensus Building Workshop (CBW) and the Environmental Justice (EJ) workshops. He briefed the committee on road, sidewalk and bicycle facility needs. He explained the map changes that were made by the TAC earlier on the bicycle and pedestrian plan. Mr. Wallace reviewed the transit needs, which are the same as the Transit Development Plan with the exception of the addition of the two LYNX routes in South Lake County.

Chairman Clutts stated the needs plan followed with what the committee has been discussing all along.

**MOTION** was made by Lee Hokr to recommend to the MPO Board to approve the Alternative 2 Needs Plan with TAC changes; seconded by Howard Wiener; **Discussion** reference previous discussions on the Wekiva and the Rolling Acres Road area. Discussion reference specific projects.

Brief explanation by Mr. Wallace on north/south and east/west corridors and the research involved.

Clarification by Chairman Clutts on the CAC changes reference removing the name of Rolling Acres Road and replace with a north/south swath; and the extension of CR 466A to the Sumter County line.

**MOTION** was amended by Lee Hokr to recommend to the MPO Board to approve the Alternative 2 Needs Plan with TAC changes and CAC changes; seconded by Howard Wiener -- **motion passed seven to zero.**

Mr. Wallace continued with the cost affordable plan and briefed the committee on the revenues versus the costs. The money is currently not available for half the needs, which the next CBW will be addressing. He explained some of the projects removed and the cost feasibilities. More funds may be made available due to recent federal bill passages, which would require an amendment to the cost affordable plan. Further explanation reference the expansion of the Minneola area.

Brief discussion reference toll projects and extending the toll swath to I-75 in Sumter County.

Mr. Wallace reviewed the concepts of sidewalk and pedestrian, bicycle, public transportation, express bus service, and level of service.

Mr. Wallace requested any members attend the August 19<sup>th</sup> CBW.



## **Lake-Sumter MPO – Citizens’ Advisory Committee**

**September 21, 2005**

2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) STATUS REPORT was presented by William Roll, Tindale-Oliver & Associates, Inc. (TOA). The Needs Plan was approved by the MPO Board. Review of revenues versus cost; north and south recommendations; Wekiva possible cost affordable project; additional gas tax; road building costs rising with impact fee wish list being affected. Mr. Roll explained the importance of the connectivity and mobility in the South Lake area. Brief discussion as to plan updates and how often they should occur; issues of avoiding the lakes; and comprehensive plans of the municipalities coordinating with the LRTP.

Mr. Fish explained the difference between mobility and accessibility. Discussion ensued.

**Lake-Sumter MPO – Citizens’ Advisory Committee**

**October 19, 2005**

2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) Cost Feasible Plan was presented by William Roll, Tindale-Oliver & Associates, Inc. (TOA). Explanation as to Alternatives A, B, and C; he requested feedback as to which Alternative would be preferable. He compared the lane mileage of additional capacity for each plan along with the Revenue tables for each. Discussion reference the gas tax; maintenance costs; connector roads; the east/west swath tollroad revenue not been identified; corridor preservation; which roads are funded, partially funded, or unfunded; and FDOT’s perspective.

An overlapping map of the three (3) Alternatives was shown.

**MOTION** was made by Howard Wiener to recommend to the MPO Board the Cost Affordable Plan Alternative C only; seconded by Susy Gibson; Discussion reference presenting to the MPO Board -- **motion passed eight to zero.**

**Lake-Sumter MPO – Citizens’ Advisory Committee**

**December 7, 2005**

2025 LONG RANGE TRANSPORTATION PLAN was presented by William Roll, Tindale-Oliver & Associates. He explained his clarification from Alison Stettner at the TAC meeting as to incorporating 6 laning south of the potential new turnpike interchange in the timeframe of 2011 - 2015. Mr. Roll gave a brief presentation of the plan for finalization and recommendation to the MPO Board for adoption. Brief discussion reference the bridge over Lake Griffin currently a need, but not cost affordable.

**MOTION** was made by Dick Lastowka to recommend to the MPO Board to adopt the 2025 LRTP; seconded by Howard Wiener -- **motion passed seven to zero.**



***Appendix 2C: TAC Meeting Minutes***



## **Lake-Sumter MPO – Technical Advisory Committee**

**November 10, 2004**

### **Tab 2 2025 Long-Range Transportation Plan Kick-off**

William Roll, with the consulting firm of Tindale-Oliver & Associates (TOA), handed out a paper copy of his *Power Point* presentation, kicking off the 2025 Long-Range Transportation Plan (LRTP) for the Lake-Sumter MPO. Mr. Roll covered the major tasks that would be performed and pointed out that the current schedule calls for the LRTP to be completed in December 2005. Mr. Roll stated that all cities had already been requested to furnish data for the Plan and the following cities still needed to furnish data: Lady Lake, Montverde, Groveland, Eustis, Minneola, Astatula, Howey-in-the-Hills and Clermont. Mr. Roll stated that formatting the requested socio-economic data needed to be completed by his firm by mid-December because it is tied to development of a regional transportation model being prepared by the Florida Department of Transportation.

Amye King stated that Lake County has put together a group to test the State's population projections prepared by the Bureau of Economic and Business Research (BEBR) and would like TOA to coordinate with this effort. Laura McElhanon asked about how utilities would be handled in developing planning areas because this can constrain growth. Mr. Roll responded that this Plan is a tool, not a model and what works best is to have interaction between staff and the public; if utilities are a growth suppressant, then that information can be provided by a city.

Mr. Roll stated that other issues include school enrollment, which is tabulated at the location of the school, not where the students live. Often schools bring students from out of town and end up with overcrowding so cities and schools disagree on population information. Hotel and motel populations can also be an issue. Mr. Roll noted that transportation studies are more accurate in the short run than for the long term. Bob Wallace and Amye King asked about the type of data requested for approved development. Mr. Roll responded that local governments should furnish what they have in the way of geographical boundaries, total amount of approved development by land use type, an indication of what percent of approved development has been built and development phasing. Ms. McElhanon asked whether a map with approved development tied to a table would suffice and Mr. Roll indicated it would be acceptable. See Attachment 1

**Lake-Sumter MPO – Technical Advisory Committee**  
**February 9, 2005**

2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) SOCIOECONOMIC (SE) DATA PROJECTION update was explained by Noble Olasimbo. A legal ad was placed in the Lake Sentinel for public input. Vice-Chairman McElhanon stated she had been contacted for input, but had not received the Tables; therefore, she does not know if the data is correct. Further explanation by Mr. Olasimbo of the data submitted – discussion ensued.

**MOTION** was made by Alton Roane to recommend approval to the MPO Board for the 2025 LRTP SE Data Projection; seconded by Teresa Greenham -- **motion passed nine to zero.**

SUPPLEMENT TASK ON 2025 LRTP/COMPLETION OF SE DATA PROJECTIONS

Mr. Olasimbo explained that it was not included in the Tindale-Oliver & Associates agreement with the MPO. The additional amount is \$11,500.

**MOTION** was made by Darren Gray to recommend approval to the MPO Board to pay the additional \$11,500 for the completion of the SE Data Projections; seconded by Alton Roane -- **motion passed nine to zero.**



## **Lake-Sumter MPO – Technical Advisory Committee**

**May 18, 2005**

PRESENTATION OF THE 2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) was made by Bob Wallace and William Roll of Tindale-Oliver & Associates (TOA). Mr. Wallace gave a brief refresher on the LRTP process. The four areas covered today are public involvement, goals and objectives, financial resource information and needs plan network. Endorsement of the Public Involvement Plan (PIP), Chapter 2, will be requested. Mr. Wallace further explained the reason for the PIP and the need to get information to the committee members via e-mail. The first public charrette or Consensus Building Workshop (CBW) is scheduled for June 15, 2005 at the Lake-Sumter Community College. He stated what was involved and asked committee members to submit any names and/or businesses they feel should be invited. Mr. Fish reiterated the types of names needed for the invite list. Brief discussion and explanation by Mr. Roll reference modifications to the PIP and how they will be handled. On June 17, 2005 there will be 2 Environmental Justice (EJ) workshops for the transportation disadvantaged and the providers. Brief explanation as to what the 2 hour workshops entail. The workshops are scheduled at Minneola City Hall in the morning, and the Leesburg Community Center in the afternoon. Clarification was made reference the timeframes of the other MPO's and the need to have the PIP endorsed prior to the June workshops. Mr. Wallace further explained the process through the end of the year with the final plan document in January, 2006. It will be necessary to move the August meeting date for the committees and the MPO Board.

**MOTION** was made by Amye King to reschedule the August TAC meeting to August 10, 2005; seconded by John Futch -- **motion passed nine to zero.**

Chairman McElhanon suggested a few modifications to the PIP reference TAC and CAC meeting dates, typographical errors, both counties being referenced, and to add newspapers to the list of Public Involvement Tools. Mr. Roll interjected the flexibility of dates within the document so it would not need to continually be modified.

David Marsh clarified the list of people being invited to the environmental justice workshops.

**MOTION** was made by Jim Hitt to recommend to the MPO Board endorsement of the Public Involvement Plan as amended; seconded by Peggy Sue Clark -- **motion passed nine to zero.**

Mr. Wallace continued with the presentation of Chapter 3 reference Goals and Objectives. Upon review, he requested committee members submit their comments within 2 weeks. He briefed the committee on the Performance Measures and the TEA-21 planning factors table (7 factors and 5 goals). Goals reviewed referenced providing efficient multi-modal transportation system; providing a safe transportation system; preserving Lake and Sumter's investment in transportation; providing a transportation system consistent with local plans; and providing an aesthetically pleasing transportation system while minimizing impacts. He explained the quantitative and qualitative objectives of each goal.

Mr. Wallace reviewed the revenues and costs and stated they are preliminary. The numbers are changing week to week. The focus for the committee is to discuss and identify changes to the Needs Network. Brief explanation and discussion of the needs versus the revenues. Mr. Roll summarized the cost tables, and briefed the committee on right of way costs and travel demand.

Committee members raised issues reference map information and level of service standards. Discussion ensued.

David Marsh left.

Discussion continued reference the adopted level of service, inconsistencies with the county comp plan, and deficiencies in the needs network.

John Futch left.

Mr. Roll explained each map and what was needed from the committee. Further discussion reference the turnpike interchanges and adopted levels of service for those roads leading to them. Mr. Roll further explained the modeling numbers and how they were calculated. Discussion reference local roads by development orders, road widenings, bridges, environmental impacts, and frontage roads. Members reviewed material and made suggestions to map changes.

Jim Sparks left.

Mr. Roll requested a one week response to any further map changes, and to submit any comments by June 1<sup>st</sup> to Mr. Fish.

## **Lake-Sumter MPO – Technical Advisory Committee**

**August 10, 2005**

2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) STATUS REPORT was presented by Bob Wallace, Tindale-Oliver & Associates, Inc. (TOA). The goal for today is to finalize the needs plan and begin the cost affordable plan. Needs Plan Network Alternative 2 is based on comments received on Needs Plan Network Alternative 1. The Cost Affordable Network Alternative 1 includes improvements that could be implemented using the funding that is likely to be available. Mr. Wallace reviewed information received from the June Consensus Building Workshop (CBW) and the Environmental Justice (EJ) workshops. Maps provided were explained, and he briefed the committee on road, sidewalk and bicycle facility needs. Mr. Fish interjected an explanation of keeping the needs plan in perspective of a 20 year plan. Committee members suggested corrections/changes to the bicycle and pedestrian plans. Mr. Wallace advised that he will make sure all changes submitted are made. Mr. Wallace reviewed the transit needs, which were the same as the Transit Development Plan with the exception of the addition of the two LYNX routes in South Lake County. Discussion on the level of service based on FDOT generalized tables. Discussion reference revenues versus cost which shows the cost affordable plan being \$650 million short of financing the needs plan. Brief discussion reference some additional revenue possibilities. Mr. Wallace stated he would need to amend the cost affordable plan.

Mr. Wallace proceeded to address the cost affordable plan and discussed specific projects to drop based on the amount of over-capacity and cost feasibility. Major north/south and east/west corridors were discussed. Mr. Wallace requested guidance on projects that may have been dropped. Discussion reference costs of toll projects, bridges, and road improvements.

**MOTION** was made by Amye King to recommend to the MPO Board to approve the Alternative 2 Needs Plan with suggested map changes; seconded by Alton Roane -- **motion passed nine to zero.**

Mr. Wallace requested any further comments on the cost affordable plan be submitted before the August 19<sup>th</sup> CBW.

## **Lake-Sumter MPO – Technical Advisory Committee**

**September 21, 2005**

2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) STATUS REPORT was presented by William Roll, Tindale-Oliver & Associates, Inc. (TOA). The Needs Plan was approved by the MPO Board. Review of revenues versus cost; north and south recommendations; Wekiva possible cost affordable project; 2<sup>nd</sup> option gas tax; road building costs rising with impact fee wish list being affected. Further discussion reference Wekiva Parkway cost feasible recommending further discussion with district; MPO staff can show in needs the 429 SIS to be eligible for funds.

Brief discussion reference the east/west swath into the Wekiva area in the Needs Plan. David Marsh explained the position of the District 5 Secretary and the need for the Expressway Authority or the Turnpike Enterprise stating it is a cost feasible project before FDOT commits.

Committee discussed some map flaws and changes and the results of the Consensus Building Workshop.

Chairman McElhanon turned the meeting over to Vice-Chairman King and left the meeting.

Further discussion reference the swath area and the alignment of the SR 46 bypass.

Chairman McElhanon returned to the meeting.

**MOTION** was made by Jim Hitt to add a disclaimer at the bottom of the map; seconded by Jackey Jackson; brief discussion -- **motion passed nine to zero.**

Meeting was turned back to Chairman McElhanon who introduced Leesburg Mayor John Christian and and Melissa Harper.

Mr. Roll advised that a map package will be sent out, and he would appreciate a quick feedback response.

## **Lake-Sumter MPO – Technical Advisory Committee**

**October 19, 2005**

2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) Cost Feasible Plan was presented by William Roll, Tindale-Oliver & Associates, Inc. (TOA). Explanation as to Alternatives A, B, and C; he requested feedback as to which Alternative would be preferable. He compared the lane mileage of additional capacity for each plan along with the Revenue tables for each. Discussion reference the gas tax; maintenance costs; connector roads; the east/west swath tollroad revenue not been identified; corridor preservation; which roads are funded, partially funded, or unfunded; and FDOT's perspective.

**MOTION** was made by Mark Reggentin to recommend to the MPO Board the Cost Affordable Plans in priority order of Alternative C first, and Alternative B second; and to not recommend Alternative A; seconded by Teresa Greenham -- **motion passed eight to zero.**

## ***Lake-Sumter MPO – Technical Advisory Committee***

***December 7, 2005***

2025 LONG RANGE TRANSPORTATION PLAN was presented by William Roll, Tindale-Oliver & Associates. Prior to his presentation, Mr. Roll requested clarification from Ms. Stettner, and she concurred, as to incorporating 6 laning south of the potential new turnpike interchange in the timeframe of 2011 - 2015. Mr. Roll gave a brief presentation of the plan for finalization and recommendation to the MPO Board for adoption.

**MOTION** was made by Aaron Mercer to recommend to the MPO Board to adopt the 2025 LRTP; seconded by Alton Roane -- **motion passed seven to zero.**

***Appendix 2D: Summary of Consensus Building Workshop I***





Lake-Sumter  
Metropolitan Planning Organization

2025 Long Range Transportation Plan  
Consensus Building Workshop  
June 15, 2005

## Group Consensus Summary

### 1.) **Where are the most congested corridors and intersections located today?**

Each of the groups listed several congested corridors and intersections. Locations that were identified most often included:

Corridors:

- SR 44
- US 441
- SR 50
- US 27
- SR 19

Intersections:

- 44 @ 27
- SR 50 @ SR 19
- US 441 @ CR 44/473
- Hancock @ SR 50

### 2) **What roads need expansion and/or new corridors and bridges built in order to accommodate future growth in Lake and Sumter Metropolitan Area over the next 25 years?**

Each of the groups listed several roads, corridors, and bridges that they recommended for expansion or construction. Locations that were identified most often included:

- Eagles Nest to SR 429 (Northern east-west route)
- East-west routes in the southern part of the counties
- SR 408 extension to US 27

**3) Are current roadways being maintained properly? If not, where are locations that are in need of maintenance?**

Three of the four groups said that paved roads were being adequately maintained, but that the dirt roads needed attention and regrading. The other group claimed just the opposite, citing sections of CR 561 north of Clermont as needing maintenance.

**4) Should current roadway corridors be enhanced? Should new corridors be built as enhanced corridors?**

All groups but one agreed with the first statement, provided that cost/benefit analyses would be undertaken. One group mentioned the need for aesthetic water retention areas. The second question was a unanimous yes, again pending cost/benefit analysis of the concepts.

**5) Is there a need for a new east/west corridor that provides access parallel to US 441? If yes, where and when do you think such a road will be needed?**

All of the groups agreed that there is definitely a need for an alternative east/west corridor parallel to US 441. The groups recommended that such a corridor be constructed north of US 441 to minimize impact in the region. One group recommended that the route not cross Lake Griffin due to potential environmental impacts.

**6) Is there a need for a new east/west corridor that provides access parallel to SR 50? If yes, where and when do you think such a road will be needed?**

All four groups also agreed on the immediate need for a new corridor parallel to SR 50.

**7) What corridors are most important for truck and goods movement?**

The most important corridors for truck and goods movement are:

- All state roads
- SR 19
- SR 50
- SR 44

- US 27
- 8) **Should Lake and Sumter Counties implement a Corridor Preservation/Advanced Right-of-Way (ROW) Acquisition Program? What other roads would be suitable candidates should such a program be implemented?**

All groups agreed that an advanced ROW acquisition program should be put into place for all roads currently planned for improvements, especially:

- CR 439 Extension
- Leesburg Truck Bypass
- SR 44
- Wekiva Parkway

- 9) **Should future bicycle facilities be built at the same time as road widening projects? Should future pedestrian facilities be built at the same time as road widening projects?**

Each group agreed that appropriate bicycle and pedestrian facilities should be concurrent with roadway construction.

- 10) **Please rank the following by general benefit and order of importance to the community.**

<b>Facility</b>	<b>Yellow Group</b>	<b>Orange Group</b>	<b>Green Group</b>	<b>Pink Group</b>
Bicycle Facility-Paved Shoulder	4	5	5	3
Bicycle Facility-Bike Lane	5	2	4	4
Bicycle Facility-Path or Trail	3	3	1	1
Sidewalk Facility-One Side	1	4	3	5
Sidewalk Facility-Both Sides	2	1	2	2

The results from this question were somewhat ambiguous due to the variation in the rankings, but generally, the groups placed sidewalk facilities on both sides and bike paths/trails as highest in importance. The trails and paths were determined to be best in rural areas with low traffic volumes, paved shoulders most useful in rural areas and bike lanes to be used in urban areas. A consensus was reached determining that sidewalks on both sides were necessary for high volume areas while sidewalks on a single side were acceptable for low volume roadways in specific cases.

**11) Should public transportation be a social service or a viable form of transportation?**

All groups agreed that public transportation could readily serve both purposes and that the TDP will serve as a starting point for future public transportation development

**12) Are there geographic areas in Lake or Sumter Counties where public transportation service should be initiated? If yes, identify the general geographic area and when you feel service should be initiated over the next 25 years.**

The consensus was that yes, public transportation would be useful in linking urban areas like Leesburg, Clermont, and the Golden Triangle together. Also, there was a call from one group to investigate the feasibility of adding rail travel to the LRTP, utilizing existing rail lines.

**13) Is there a need for regional public transportation service from Lake/Sumter Counties to Orange, Seminole, Osceola, Volusia, Polk, or Marion Counties? If yes, identify areas and when service should be initiated over the next 25 years.**

The groups indicated that public transportation services should be investigated for travel to and from Orange and Seminole counties. One group brought up the possibility of a commuter rail system to Orange County utilizing existing rail facilities.

**14) How should transportation needs, both capital projects and maintenance, be funded?**

The four groups unanimously agreed that such needs should be supported through local gas taxes, impact fees for new development, expansion of the toll system into Lake-Sumter, as well as MSTU's and MSTB's.

**15) What is the single most important transportation issue facing Lake - Sumter County over the next 20 years? What is your proposed strategy or plan to respond to this issue?**

Among the issues mentioned as most important to the groups were keeping up with growth (concurrency), education about transportation options, managing gridlock, and planning wisely for future transportation needs.

Lake-Sumter  
Metropolitan Planning Organization

2025 Long Range Transportation Plan  
Consensus Building Workshop  
June 15, 2005

## Detailed Group Summary

1) **Where are the most congested corridors and intersections located today?**

**Yellow**

- SR 44 at US 27
- Dixie at US 441
- US 441
- US 27
- SR 50
- SR 50 at US 27
- SR50 at Hancock Rd
- Hartwood Marsh Rd

**Orange**

- US 441 (Leesburg)
- SR 50
- SR 44 east of Eustis
- US 27
- SR/CR 44 to CR 466
- SR 44 at US 27
- SR 50 at SR 19
- US 441 at CR 44/473

**Green**

- SR 50, US 27, US 441
- US 441 at SR 44
- US 27 at SR 44
- SR 50 at US 27
- US 441 at SR 44B
- Hancock Rd at SR 50

### **Pink**

- US 441 in Tavares
- US 27 and US 441 Leesburg, Lady Lake
- SR 50 east of US 27
- US 27 south of Minneola to US 192
- SR 46 just west of Orange County line
- CR 44

## **2) What roads need expansion and/or new corridors and bridges built in order to accommodate future growth in Lake and Sumter Metropolitan Area over the next 25 years?**

### **Yellow**

- Eagles Nest Rd, Bridge over Lake Griffin
- CR 470
- SR 44
- SR 50 into Orange County
- Hartwood Marsh Rd to SR 429
- US 27 connection to SR 408

### **Orange**

- Eagles Nest to SR 44 back to CR 429
- CR 48 to SR 429
- Extension of SR 429 to I-75

### **Green**

- Eagles Nest Bridge over Lake Griffin
- Wekiva Parkway
- 4-lane SR/CR 44
- 6-lane CR 48
- SR 408 connector
- 6-lane CR 466

### **Pink**

- US 301 in Sumter County
- SR 50 between US 27 and Orange County line
- US 441/US 27 bridge
- 4 lane Hartwood Marsh Rd.

**3) Are current roadways being maintained properly? If not, where are locations that are in need of maintenance?**

**Yellow** - Dirt roads are in need of maintenance.

**Orange** - Paved roads are being adequately maintained

**Green** - All county roadways, older bridges need testing for loading

**Pink** - 44B in Mt Dora, Hartwood Marsh Rd.

**4) Should current roadway corridors be enhanced? Should new corridors be built as enhanced corridors?**

**Yellow** - Yes, Yes, provided there are cost/benefit analyses conducted. Retention areas should look more natural.

**Orange** - It would be more cost effective to enhance new corridors, with an emphasis on balancing aesthetics w/ function and cost.

**Green** - See #2

**Pink** - Yes, yes, based on bicycle traffic, pedestrian traffic and shoulder condition.

**5) Is there a need for a new east/west corridor that provides access parallel to US 441? If yes, where and when do you think such a road will be needed?**

**Yellow** - Yes, Eagles Nest / CR 44 / CR 44A / CR 439, possibly a toll road.

**Orange** - Yes

**Green** - Yes, immediately.

**Pink** - Yes, 44 (Eagles Nest Rd.) and CR 48/CR 448



6) **Is there a need for a new east/west corridor that provides access parallel to SR 50? If yes, where and when do you think such a road will be needed?**

**Yellow** - Yes, Hartwood Marsh Rd./SR 429 and the US 27/SR 408 extension.

**Orange** - Yes

**Green** - Yes, immediately. Possibly Hook St., SR 408 extension

**Pink** - Yes, SR 408 connector and Hartwood Marsh Rd

7) **What corridors are most important for truck and goods movement?**

**Yellow**

- Turnpike
- SR 50
- SR 44
- US 441
- US 27

**Orange** - All state roadways are important to truck traffic.

**Green**

- CR 44
- CR 561
- Hancock north to new turnpike interchange
- CR 466

**Pink**

- Turnpike
- US 27/US 441
- SR 50
- Wekiva Parkway

**8) Should Lake and Sumter Counties implement a Corridor Preservation/Advanced Right-of-Way (ROW) Acquisition Program? What other roads would be suitable candidates should such a program be implemented?**

**Yellow** - Yes, CR 439 extension, Minneola Turnpike exit, all major projects currently in plan.

**Orange** - Yes

**Green** - Yes. Possibly SR/CR 44, connection to parkway, bridges, Rolling Acres and Cherry Lk. Rd. Policy statement: Set aside for advance land acquisition aside from construction cost.

**Pink** - This question must be answered on a case by case basis.

**9) Should future bicycle facilities be built at the same time as road widening projects? Should future pedestrian facilities be built at the same time as road widening projects?**

**Yellow** - Yes to both as long as water plans are included when appropriate.

**Orange** - Yes, especially in suburban areas. Pedestrian facilities should be built only in urban areas w/ destinations within a 1 mile radius.

**Green** - Yes.

**Pink** - Yes

- 10) Please rank the following by general benefit and order of importance to the community.

Facility	Yellow Rank	Orange Rank	Green Rank	Pink Rank
Bicycle Facility-Paved Shoulder	4	4	5	3
Bicycle Facility-Bike Lane	5	2	4	4
Bicycle Facility-Path or Trail	3	3	1	1
Sidewalk Facility-One Side	1	5	2	5
Sidewalk Facility-Both Sides	2	1	3	2

- 11) Should public transportation be a social service or a viable form of transportation?

**Yellow** - Both

**Orange** - Public transit should be a viable form of transportation.

**Green** - Preferably both, realistically both.

**Pink** - Public transit should be a viable form of transportation

- 12) **Are there geographic areas in Lake or Sumter Counties where public transportation service should be initiated? If yes, identify the general geographic area and when you feel service should be initiated over the next 25 years.**

**Yellow** - Refer to TDP/Lake County Transit Study

**Orange** - Transit should link main corridors, e.g. US 441, CR 561, CR 48, US 27, SR 50, SR 44 and urban areas.

**Green** - Agreed with overall consensus above.

**Pink** - Clermont

- 13) **Is there a need for regional public transportation service from Lake/Sumter Counties to Orange, Seminole, Osceola, Volusia, Polk, or Marion Counties? If yes, identify areas and when service should be initiated over the next 25 years.**

**Yellow** - Yes, to Orange County

**Orange** - Yes, w/ routes to Seminole, Orange, Osceola, and Disney

**Green** - Yes, bus and rail to Orange county

**Pink** - No answer

- 14) **How should transportation needs, both capital projects and maintenance, be funded?**

**Yellow** - State, County, Local, Federal funds, impact fees

**Orange** - Gas taxes, impact fees, tolls, MSTU, MSBU

**Green** - Impact fees, optional gas taxes, bridge tolls (esp. on Eagles Nest)

**Pink** - No answer

- 15) **What is the single most important transportation issue facing Lake - Sumter County over the next 20 years? What is your proposed strategy or plan to respond to this issue?**

**Yellow** - Keeping up with growth and concurrency

**Orange** - Funding – creating transportation options/educating/marketing

**Green** - Advanced ROW acquisition

**Pink** - No answer



***Appendix 2E: Summary of Consensus Building Workshop II***





## ***Lake~Sumter MPO Consensus Building Workshop II***

***August 19, 2005***

### ***Summary of Results***

The primary focus of this consensus building workshops was on worksheets and dot polling exercises. Images of the dot polling boards are included in Figures 1-6. The Consensus Building Workshop was conducted with 5 dot polling stations.

#### **Station 1a** – Place 3 red dots on your most preferred State Road Improvement Projects

Participants responded that the most preferred improvements to the State Road System included the following improvements. The dot polling board is presented in Figure 2E-1.

- SR 46 Bypass
- Wekiva Pkwy
- Projects on US 27
- Projects on US 441
- SR 50
- SR 408 Extension

#### **Station 1b** – Place 3 red dots on your most preferred County Road Improvement Projects

Participants responded that the most preferred improvements to the County Road System included the following improvements. The dot polling board is presented in Figure 2E-2.

- Eagles Nest Road
- CR 48
- Hartwood Marsh Road
- CR 101 (Sumter County)

#### **Station 2** – Place 3 purple dots on your most preferred bus routes

Participants responded that the most preferred bus routes included the following improvements. The dot polling board is presented in Figure 2E-3.

- Golden Triangle
- Leesburg
- Mall West
- SR 50 LYNX Expansion
- Lynx 55 Extension

**Station 3** – Place 3 blue dots on your most preferred locations for bicycle facilities

Participants responded that the most preferred bicycle facilities included improvements primarily along the US 441 and SR 50 corridors across the county. The dot polling board is presented in Figure 2E-4.

**Station 4** – Place 3 green dots on your most preferred locations for sidewalks

Participants responded that the most preferred locations for sidewalks facilities included improvements primarily in the cities of Minneola, Clermont, Mount Dora, Leesburg, Groveland, Mascotte, Tavares, and Eustis. The dot polling board is presented in Figure 2E-5.

**Station 5** – Place 20 red dots on the board to indicate how you would fund transportation in the county.

Each dot represents 5% of the available funding.

Figure 6 illustrates the mode choice funding exercise.

Participants responded such that the following is a breakdown of the funding. The dot polling board is presented in Figure 2E-6.

- 37% - Highway/Roadway Capacity Projects
- 25% - Public Transportation Projects
- 12% - Bicycle Facilities
- 7% - Pedestrian Facilities
- 9% - Travel Demand Management
- 10% - Safety Improvements

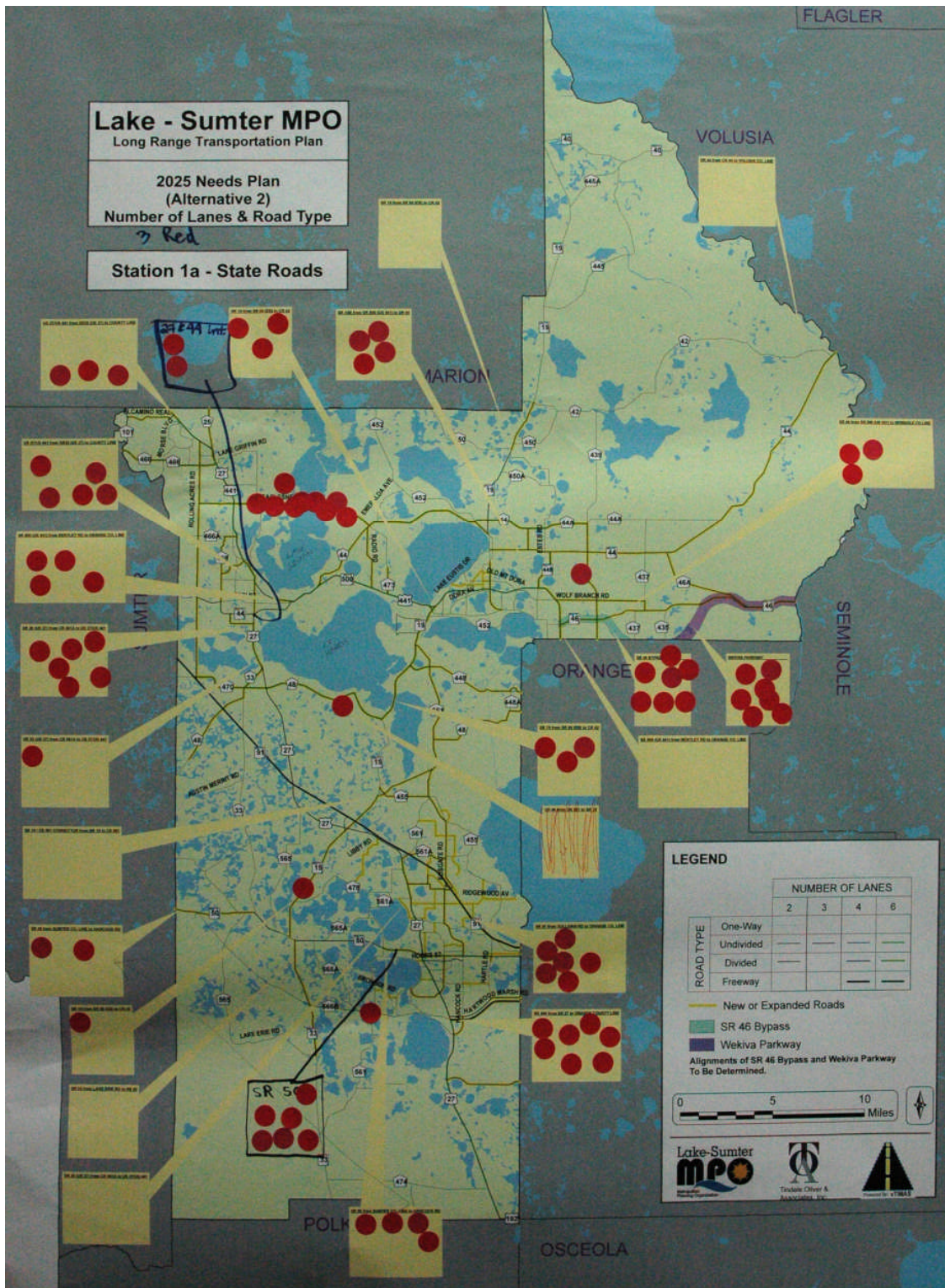


Figure 2E-1: State Road Improvement dot-polling station

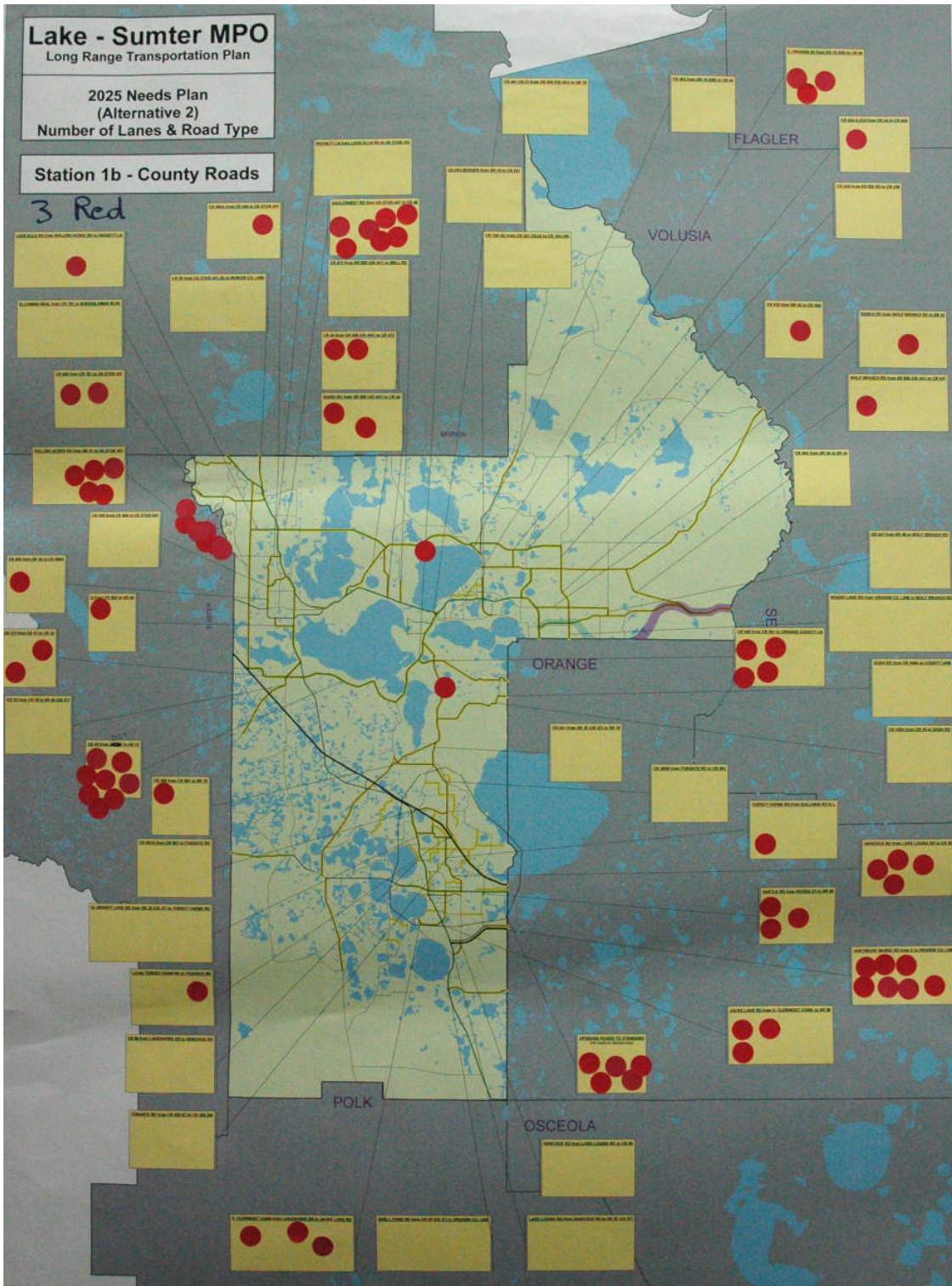


Figure 2E-2: County Road Improvement dot-polling station

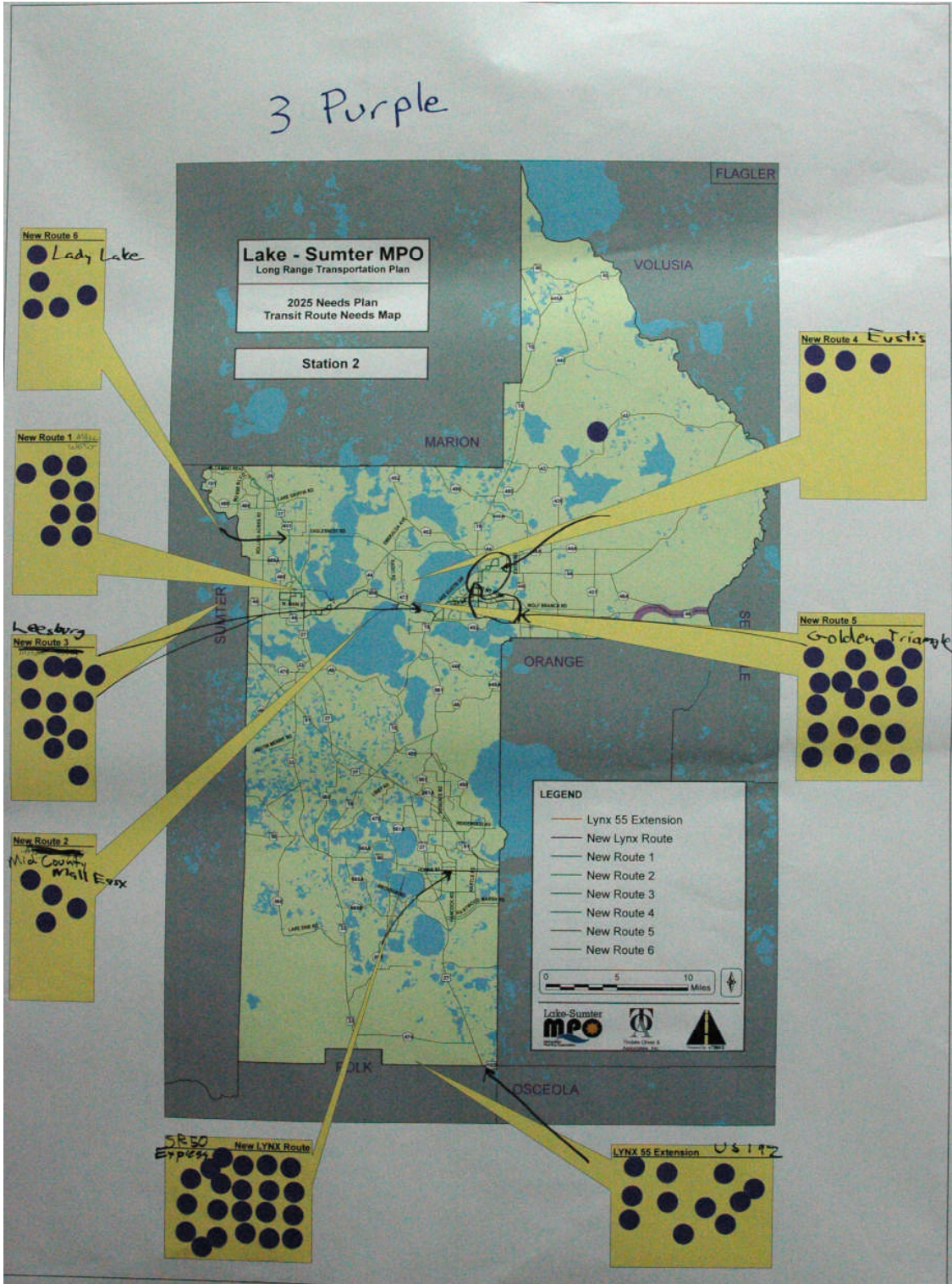


Figure 2E-3: Transit Route dot-polling station

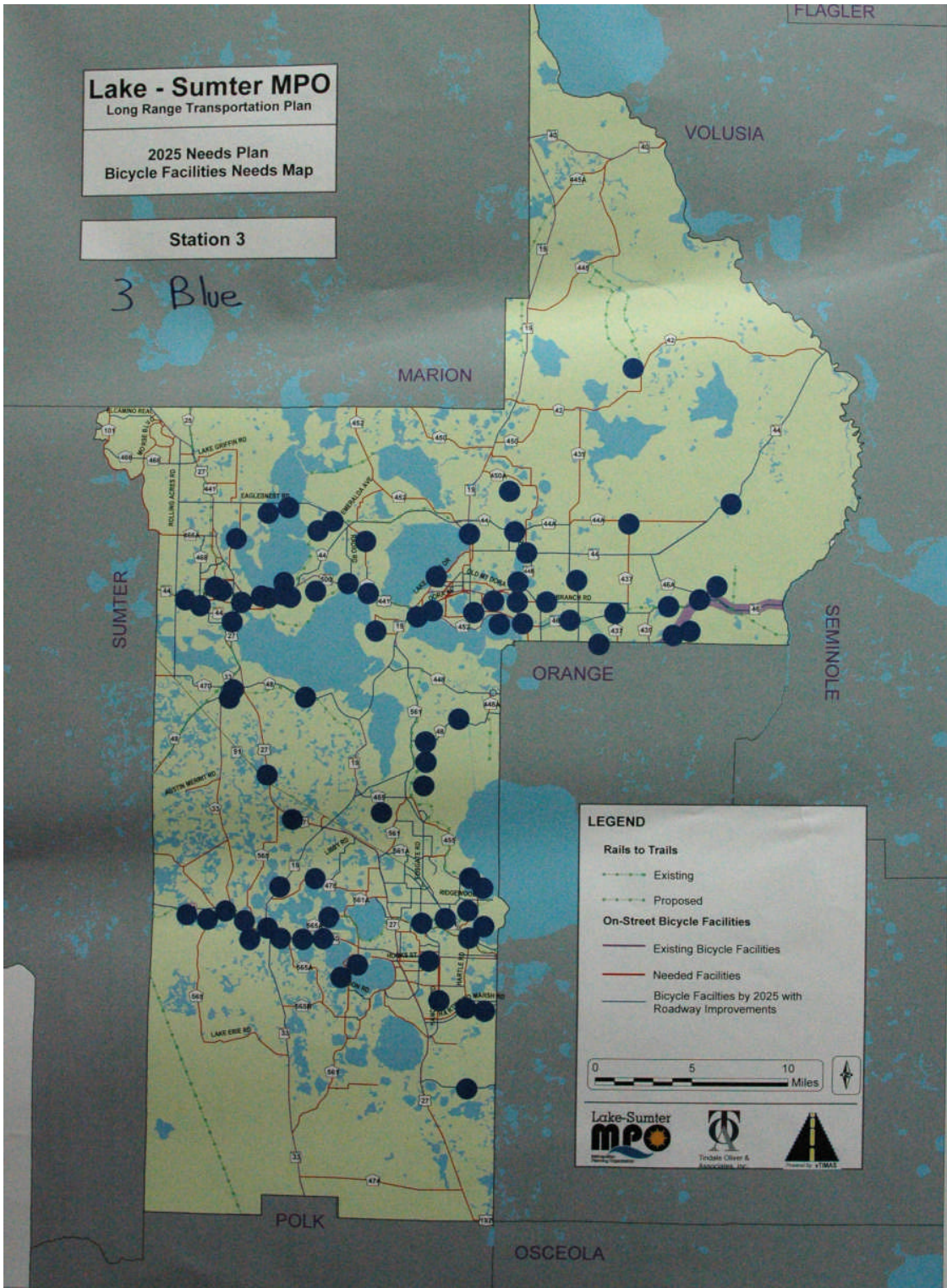


Figure 2E-4: Bicycle Facility Improvement dot-polling station



Figure 2E-5: Sidewalk Improvement dot-polling station

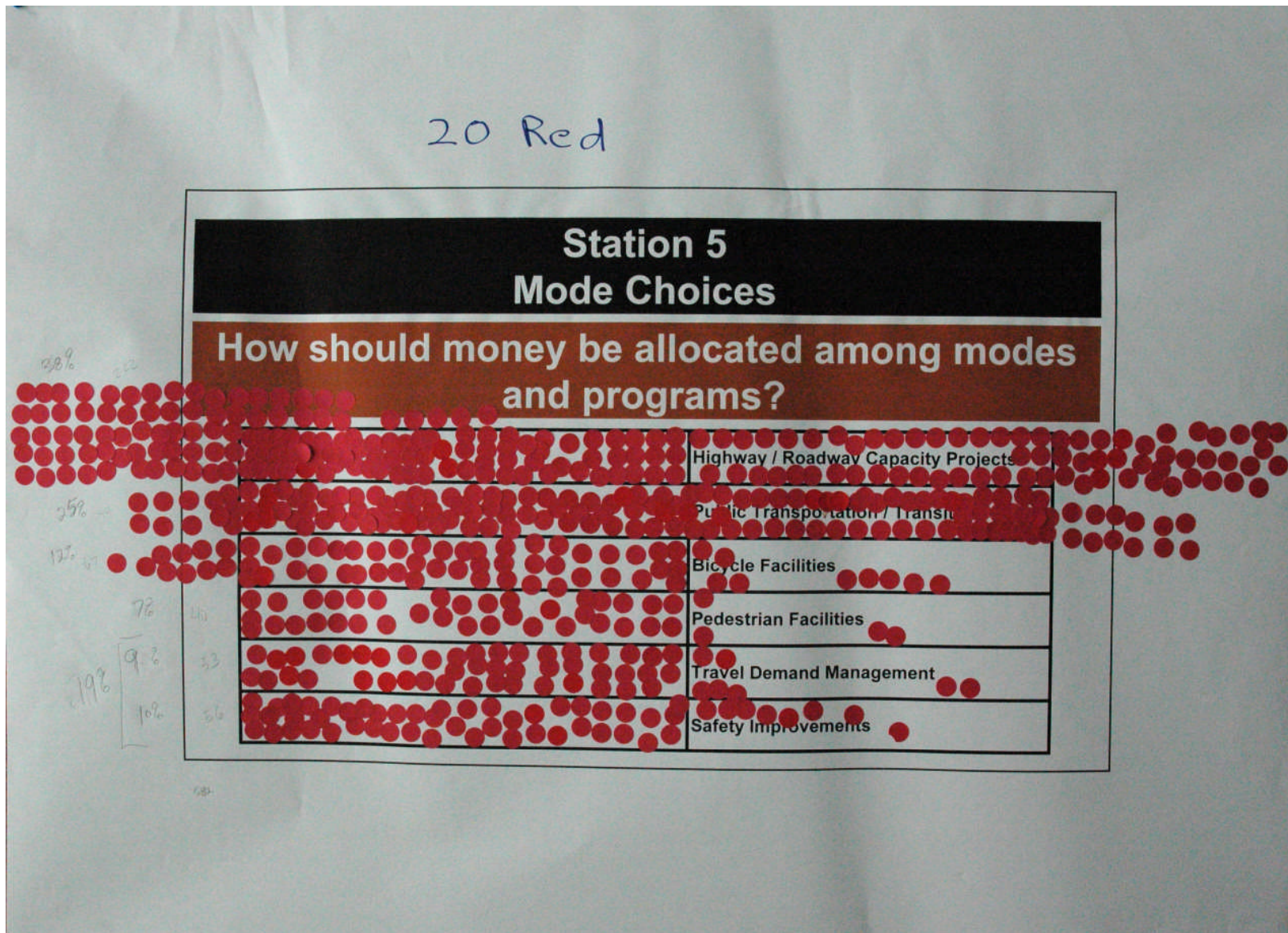


Figure 2E-6: Mode funding dot-polling station





***Appendix 2F: Summary of Environmental Justice Discussion Group  
Workshops***



Lake-Sumter  
Metropolitan Planning Organization

2025 Long Range Transportation Plan  
Environmental Justice Workshops  
June 17, 2005

**Summary of Environmental Justice Conclusions**

**Roadways**

- The SR 408 connector is going to be vital in relieving traffic woes in the US 27/SR 50 corridor in Clermont.
- An alternative to US 27 needs to be sought to improve safety and resolve traffic issues.
- Maintenance needs to be improved along many county roads to prevent costly repairs in the future.

**Public Transportation**

- Fixed route public transportation is needed in the south portion of the county for commuters and low income and elderly populations.
- In the north of the county, fixed route transit service should link the major urban areas with an emphasis on the transportation disadvantaged.
- Commuter traffic to other counties, especially Orange County, could be reduced by providing of public transportation.
- Transit stops need to accommodate the specialized needs of the elderly and disabled as well as cater to commuters. Stops should also be provided for government buildings, restaurants, shopping districts, and large developments.

**Sidewalks and Bike Facilities**

- Bike and sidewalk facilities need to be improved in urban areas, as well as low income and elderly neighborhoods.
- Trails and related facilities are needed in Clermont.

## **Session 1 – 9:00 AM, Minneola City Hall**

### **Summary of Roadway Comments**

- The SR 408 connector must be as close as possible to SR 50 to effectively relieve traffic in Clermont on SR 50.
- Another north/south arterial is needed to alleviate traffic on US 27 through Clermont
- Lakeshore Dr. in Clermont is in need of resurfacing and better maintenance procedures need to be enacted to counteract washouts.
- CR 561 and Boys Lake Ranch intersection is in bad shape.
- The intersection created by Wal-Mart at the intersection of Anderson Rd and US 27 is very dangerous, sight distances must be addressed.
- Intersection of Lakeshore and Lake Louisa needs a traffic signal.

### **Summary of Public Transportation Comments**

- Clermont and Minneola are being swamped by traffic headed to Orange County. Fixed route public transportation along SR 50 to Orange County could help relieve commuter traffic.
- Groveland and Mascotte have large low income and elderly populations needing fixed route public transportation.
- Possible routes to include: US 27, US 441, Leesburg, hospital, shopping destinations.
- Transit stops are needed at King's Ridge, Cagan's Crossing, and Ridge Crest Loop
- The home-bound elderly need access to shops along US 27 via fixed route transit service.
- Alternatively, churches are providing necessary transportation to the elderly and disadvantaged.

### **Summary of Pedestrian/Bicycle Comments**

- There are a large number of bicyclists in the Lakeshore/Hook St. area of Clermont, justifying further attention to bike facilities there.
- Sidewalks are needed in Lost Lake, Groveland, Mascotte, and Ridgecrest Loop.

## **Session 2 – 2:00 PM, Leesburg Community Center**

### **Summary of Roadway Comments**

- CR 42 is a very dangerous road and is in need of improvements.
- Water on the frontage road on Lake Catherine in Paisley is hazardous.
- Unpaved roads create unsafe conditions for low income rural population.

### **Summary of Public Transit Comments**

- Public transportation is needed along CR 42, along with a Leesburg, Golden Triangle, Eustis, Tavares route.
- Transit stops should include government buildings in order to help with court appearances and governmental requirements, as well as restaurant districts, voting precincts, and major residential developments. Service needs to be provided to Sumter County public facilities (courts, offices etc.)
- Materials concerning public transit should be disseminated at Lake County Public Libraries.
- Waiting times for current Transportation Disabled service (demand responsive) are too long, but hopefully the new service provider will improve the situation.
- Demand responsive service does not operate late enough.

### **Summary of Pedestrian/Bicycle Comments**

- Sidewalks and bike facilities are needed along fixed transit routes, as well as in school zones.
- Bike trail needed from Lake Norris to Wekiva.



***Appendix 2G: Comments Received During LRTP Public Comment  
Period***





## **2025 LRTP Public Comments, Submitted 10/24/05-11/30/05**

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**Sent:** Monday, October 24, 2005 4:33 PM

**Subject:** MPO Newsletter/Listserv

I was wondering if there was any kind of newsletter or listserv for the Sumter MPO. If so, can I get on that list to receive updates via email or mail. If you use email, please add \_\_\_\_\_ to the listserv and if regular mail is used, my address is \_\_\_\_\_

Please email me back and let me know if you can help me. Thanks for your help.

-----

**Sent:** Monday, November 07, 2005 5:05 PM

**Subject:** MPO public feedback

I was wondering if there has been any public feedback or appeals about the adoption of future transportation plan C (excluding gas tax). Is there an MPO meeting set up to allow for the public to give their feedback? Thanks.

-----

**Posted At:** Wednesday, November 09, 2005 9:36 AM

**Subject:** Road planning for the impending explosive growth of Lake County...

Dear T. J. Fish:

Just finished reading the article in the Orlando Sentinel concerning Lake County's future transportation needs, "2025 Long Range Transportation Plan."

My husband and I have been residences of Lake County since October of 2000. First residing in Magnolia Pointe on SR 50 in Clermont, then moving last April to our present locale in Royal Highlands on SR 27, Leesburg.

We have witnessed so much change in South Lake County that it is truly mind boggling. It is growing so fast that it makes ones' head spin. The traffic volume and congestion on our roadways has reached serious and dangerous proportions.

The roads were not initially designed with this explosive growth in mind, thus resulting in FDOT and the Lake County Commissioners scrambling to meet the needs of the massive influx of commercial and residential development.

Widening current thoroughfares does not necessarily correct the traffic flow problem in most cases. All it does is add more congestion and inconvenience in the short term and encourage much more vehicle traffic to use those roads in the long term...case in point: I-4.

We very reluctantly moved from Magnolia Pointe mainly because of the rapid increase of traffic volume on SR 50 in the Clermont area. Dealing with speeders, road jockeys, and congestion on a daily basis is just too nerve wracking.

The FDOT is much too slow in responding to not only adding traffic signal at very dangerous intersections, but in LOWERING the speed limits in areas of high commercial and residential development...case in point: SR 27S of SR 50 to south of SR 192. That particular corridor is one of the most dangerous and deadly in Lake County.

To have a 65 mph speed limit along portions of that particular stretch of road is not only dangerous, but poor planning. I have personally witnessed numerous accidents in that area on my daily commute from our home via SR 27S to Citrus Ridge Public Library @ the junction of 27 and 192.

Many residents of that area complained to TV stations and the Orlando Sentinel, they also picketed the area in order to bring attention to their blight. It took a very long time before FDOT responded with traffic signals...but, they DID NOT LOWER THE SPEED LIMITS along that entire stretch of highway.

Please contact me for further input. I wish to share some very important information.

-----

**Posted At:** Thursday, November 10, 2005 12:45 PM

**Subject:** Bus Routes

When doing route planning I would like to request that you keep the routes on main thoroughfares and not use residential streets.

Your current route seems to include Southern Trace as a short cut from Beauna Vista Blvd to Hwy 466. Southern Trace is a residential street with people trying to back out of their driveways, and adding a bus route to the street just complicates the problem. There is no reason the bus can't stay on Beauna Vista Blvd. to Hwy 466.

-----

**Posted At:** Thursday, November 10, 2005 8:17 PM

**Subject:** Bus Route

I would like to suggest that the route include a stop at the Village Wood Shop. This is located on Rolling Acres Road just past the Sports Complex.

If this were done we would see that the schedule would be posted in the Shop and would promote it's use.

-----

**Sent:** Tuesday, November 15, 2005 12:15 PM

**Subject:** phone call earlier

called to tell us that she is very much in favor of Transportation and what we are doing (she saw the press release about public comments). That is all she had to say, but if you want more info. I did get her name and #.

I would have sent her your way but you were on another line and she said that is all she had to say.

-----

**Posted At:** Wednesday, November 16, 2005 10:22 AM

**Subject:** bus service

I appreciate the bus service very much. Being blind and having to use a leader-dog, it would be much easier if I could catch the bus along Morse Blvd. I live in Rio Ponderosa village and it is very hard for me to get across Morse to get the bus at the mail drop.

-----  
**Sent:** Sunday, November 20, 2005 9:58 AM

**Subject:** Lighting on roadways

I am writing to get information on the street lights that were installed along us 441 between Tavares and Leesburg. Along the newly finished upgrade I have noticed that the street lights are sky friendly full cutoff flat lens cobra heads. You can easily see the difference this lighting makes compared to the lights supplied by the cities of Tavares and Leesburg. These new lights should be used exclusively in Lake county along all roadways that need lighting. My question is, who was responsible to install those lights? Was it Lake county or the contractor for FDOT ? You can see for yourself that the new lights greatly decrease dangerous glare and don't contribute to skyglow. Even when the road is wet, there is no glare. I am currently working to educate the public on the lighting issues, my website [has more information.](#)

The LakeSumtermo should consider this issue when discussing traffic problems. There are also many private businesses with "security" lights that shine into driver's eyes. Those lights can be retrofitted so that the light is directed to the target and not into the street where it endangers the vision of drivers. Especially older driver's are susceptible to decreased vision when 'flashed' by these inappropriate lights.

Most of the street lights in Lake County cities are supplied and maintained by the local power companies. In cities and states all over the country, power companies are taking part in retrofitting and replacing those old fixtures with ones similar to the ones mentioned above. The new lights save large amounts of energy in addition to eliminating skyglow and glare.

I have also noticed that there are new housing developments along major roadways that have installed inappropriate street lights, even where there are no houses built. An example is the Palmer homes development in Grand Island along sr44. Those lights are on, glaring into the eyes of innocent motorists, yet nobody is home. Actually there aren't even any homes!

Please take some time to educate yourself on this issue. The solutions aren't expensive when you consider the money saved by decreasing energy demand. And the increased safety of motorists will reduce traffic accidents. I would appreciate a response with any comments or suggestions you might have.

-----  
**Sent:** Sunday, November 20, 2005 10:12 AM

**Subject:** Transportation Plan

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*Tindale-Oliver & Associates, Inc.*  
7/14/2006

2E-4

*Lake~Sumter MPO*  
2025 Long Range Transportation Plan

G:\37401.04\_Lake\_Sumter\_LRTP\Docs\Technical Report\2 - Public Involvement\2G - LRTP Comments\LRTP Public Comments  
Index - No Names.doc

I was recently reading the Transportation Plan and would like to make the following comments.

I am a nurse that works in Lake County and would like to encourage the planners to make sure residents can reach health appointments.

We fail to see clients everyday because they have transportation problems getting to our clinic. Please do not forget the large population of Lake County that now resides in Clermont and other towns to the south.

Hopefully, when this plan is ready to be implemented we will have a larger clinic in the Clermont area and we will need transportation options available to the residents.

Thank you so much for you time and consideration in this matter. I look forward to hearing more about the changes coming to Lake County.

-----

**Sent:** Tuesday, November 22, 2005 7:44 AM

**Subject:** Re: Lighting on roadways

Last night I attended a meeting of the League of Women voters in Leesburg, The speaker was Amye King of the county growth management dept. she mentioned that your group was also involved in the comprehensive plan. I hope the roadway lighting issue can be corrected in the plan.

I was surprised to learn the city of Leesburg was involved in the lighting we spoke of. as you enter the city from east(south) 441, the new lights along the mall area are unacceptable. The white skyglow from those decorative fixtures can be seen from the south end of the Ocala National Forest. Those lights, added to the car dealers' bad "security " lights, increase the dangerous glare to drivers. And I'll bet the energy used is way more than necessary.

I appreciate you forwarding my comments on to the agencies that you mentioned. The citizens of this area are uneducated in this issue and I am trying to remedy that. I believe if all these agencies work together we can insure a change , a change to improve the quality of life in Lake County. Thank you, Jina

-----

**Posted At:** Tuesday, November 22, 2005 7:13 PM

**Subject:** comments on Transportation Plan

Looks like you are on the right tract with the road plans. Its good to see Lake County to begin to realize that we are not a rural county anymore and we need to be looking into the future. I like the ideas about the toll road from Orange County to Lady Lake and the extension of Eagles Nest Road. Good luck in your planning.

-----

**Posted At:** Friday, November 25, 2005 9:07 PM

**Posted To:** Comments

Where and when is the 14 Dec 2005 meeting

-----

**Posted At:** Saturday, November 26, 2005 9:42 AM

**Subject:** more bike paths

Hello,

If the bike path could stretch from the Tav -Lee trail to both Eustis and Mt.dora, then along hywy 46 to Rock Springs Run in east Lake county, then the LakeSumter MPO would have developed a valuable asset.

This rich trail system could be used by locals who don't (or won't) have cars (and who currently ride their bikes daily along busy roads), as well as for the growing number of bicyclists, (& walkers, golf carters, skaters) who are discovering the natural beauty of Lake county.

We are originally from Wisconsin. There, places like Lake & Sumter counties are prime bicycling areas, even internationally known. Lake and Sumter counties have the climate advantage over any northern county and should maximize that advantage. An extensive trail system linking all the cities and parks together would cause local economies to absolutely flourish.

This should be a top priority for Lake and Sumter counties.

-----

**Sent:** Monday, November 28, 2005 12:18 PM

**Subject:** Villages Transit Comment

We got a telephone comment on the Villages Transit initiative. A [redacted] called and left a voice mail stating that he is adamantly against expansion of transit in The Villages. He feels that it would be OK to expand transit in a big City, such as Ocala, but not in The Villages. He feels it is an exploitation by the businesses and that there is no need to bring more people. There are adequate numbers of people as is to support the businesses.

[redacted] can be reached at [redacted]. I will save this email in the comments directory. I have also copied Jim Sparks, for his information.

-----

**Posted At:** Wednesday, November 30, 2005 9:50 AM

**Subject:** Information about comments

I do not have a comment, but I was wondering if you could email me back and let me know what some of the main comments about the MPO have been. Thanks for the help.

-----

**Sent:** Wednesday, November 30, 2005 11:31 AM

**Subject:** MPO Public Feedback

I emailed you a few weeks ago about public comments in response to the adoption of transportation plan C. I was wondering if you can update me on any feedback that you have received up to this point. I am just curious as to what people are saying about the new plan. Any information you could give me would be a great help. Thanks.

-----



## **2025 LRTP Public Comments, Submitted 10/24/05-11/30/05**

The following comments have been received by the Lake~Sumter MPO:

=====

**From:** Ben Jacobson [bjacobson@leedsholdings.com]

**Sent:** Monday, November 07, 2005 5:05 PM

**To:** Fish, TJ

**Cc:** Ben Jacobson

**Subject:** MPO public feedback

**Follow Up Flag:** Follow up

**Flag Status:** Red

Dear Mr. Fish,

I was wondering if there has been any public feedback or appeals about the adoption of future transportation plan C (excluding gas tax). Is there an MPO meeting set up to allow for the public to give their feedback?

Thanks.

-Ben

-----

**From:** Fish, TJ

**Sent:** Tuesday, November 08, 2005 2:33 PM

**To:** 'Ben Jacobson'

**Cc:** Goldfuss, Susan

**Subject:** RE: MPO public feedback

Mr. Jacobson,

The first opportunity to comment in a public meeting on the cost-feasible plan was Oct. 26. However, the next MPO board meeting is Dec. 14 (the committees meet Dec. 7). Nonetheless, there is now open a 45-day public comment period until Dec. 14. So you are welcomed to provide input via e-mail to this address or to

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*Tindale-Oliver & Associates, Inc.*  
7/14/2006

2E-8

*Lake~Sumter MPO*  
*2025 Long Range Transportation Plan*

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Index.doc

[comments@LakeSumterMPO.com](mailto:comments@LakeSumterMPO.com) . You can view the cost-feasible plan at [www.LakeSumterMPO.com](http://www.LakeSumterMPO.com) .  
Thank you for your interest in the plan. Feel free to share your thoughts.

T.J. Fish, AICP  
Executive Director  
Lake~Sumter MPO

-----

**From:** Ben Jacobson [benjacobsonre@yahoo.com]  
**Sent:** Monday, October 24, 2005 4:33 PM  
**To:** Fish, TJ  
**Subject:** MPO Newsletter/Listserv

**Follow Up Flag:** Follow up  
**Flag Status:** Red  
**To:** T.J. Fish

I was wondering if there was any kind of newsletter or listserv for the Sumter MPO. If so, can I get on that list to receive updates via email or mail. If you use email, please add [Howard@leedsholdings.com](mailto:Howard@leedsholdings.com) to the listserv and if regular mail is used, my address is

Howard Lefkowitz  
1151 North Orange Ave.  
Winter Park, FL 32789

Please email me back and let me know if you can help me. Thanks for your help.

-Ben

-----

**From:** Ben Jacobson [bjacobson@leedsholdings.com]  
**Posted At:** Wednesday, November 30, 2005 9:50 AM  
**Conversation:** Information about comments

**Posted To:** Comments

**Subject:** Information about comments

I do not have a comment, but I was wondering if you could email me back and let me know what some of the main comments about the MPO have been. Thanks for the help.

-Ben

-----

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**To:** Fish, TJ

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Dear Mr. Fish,

I emailed you a few weeks ago about public comments in response to the adoption of transportation plan C. I was wondering if you can update me on any feedback that you have received up to this point. I am just curious as to what people are saying about the new plan. Any information you could give me would be a great help. Thanks.

-Ben Jacobson

-----

**From:** Fish, TJ

**Sent:** Wednesday, November 30, 2005 2:44 PM

**To:** 'Ben Jacobson'

**Cc:** Burke, Thomas

**Subject:** RE: MPO Public Feedback

Mr. Jacobson,

The comments we have received on the 2025 LRTP have been oriented more toward specifics of the plan, i.e. certain projects, transit, trails etc. In terms of comments on one alternative versus another, we have not received pros or cons.

As you may already know, the Alternative C that was presented to the MPO Board Oct. 26 proposed closing some of the funding gap by adopting the second option gas tax. The MPO Board chose not to support that funding mechanism at this time and instead recommended that the same gap be filled with funds derived from adjustments to impact fees. The MPO Board is not the entity that would actually adopt a new transportation impact fee amount for Lake or Sumter counties. But this recommendation as part of a cost-feasible plan is backed by significant consensus.

I hope this answers your questions.

T.J. Fish, AICP  
Executive Director  
Lake~Sumter MPO

=====

**From:** Loeschbern@aol.com

**Posted At:** Wednesday, November 09, 2005 9:36 AM

**Conversation:** Road planning for the impending explosive growth of Lake County...

**Posted To:** Comments

**Subject:** Road planning for the impending explosive growth of Lake County...

Dear T. J. Fish:

Just finished reading the article in the Orlando Sentinel concerning Lake County's future transportation needs, "2025 Long Range Transportation Plan."

My husband and I have been residences of Lake County since October of 2000. First residing in Magnolia Pointe on SR 50 in Clermont, then moving last April to our present locale in Royal Highlands on SR 27, Leesburg.

We have witnessed so much change in South Lake County that it is truly mind boggling. It is growing so fast that it makes ones' head spin. The traffic volume and congestion on our roadways has reached serious and dangerous proportions.

The roads were not initially designed with this explosive growth in mind, thus resulting in FDOT and the Lake County Commissioners scrambling to meet the needs of the massive influx of commercial and residential development.

Widening current thoroughfares does not necessarily correct the traffic flow problem in most cases. All it does is add more congestion and inconvenience in the short term and encourage much more vehicle traffic to use those roads in the long term...case in point: I-4.

We very reluctantly moved from Magnolia Pointe mainly because of the rapid increase of traffic volume on SR 50 in the Clermont area. Dealing with speeders, road jockeys, and congestion on a daily basis is just too nerve wracking.

The FDOT is much too slow in responding to not only adding traffic signal at very dangerous intersections, but in LOWERING the speed limits in areas of high commercial and residential development...case in point: SR 27S of SR 50 to south of SR 192. That particular corridor is one of the most dangerous and deadly in Lake County.

To have a 65 mph speed limit along portions of that particular stretch of road is not only dangerous, but poor planning. I have personally witnessed numerous accidents in that area on my daily commute from our home via SR 27S to Citrus Ridge Public Library @ the junction of 27 and 192.

Many residents of that area complained to TV stations and the Orlando Sentinel, they also picketed the area in order to bring attention to their blight. It took a very long time before FDOT responded with traffic signals...but, they DID NOT LOWER THE SPEED LIMITS along that entire stretch of highway.

Please contact me for further input. I wish to share some very important information.

Bernadette Loesch  
[loeschbern@aol.com](mailto:loeschbern@aol.com)  
407-963-0956 (cell)

cc: Jeb Bush, Governor  
Catherine Hanson, Lake Cty Comm.  
Letters Editor, Orlando Sentinel  
Senator Reid  
Robert Pool, Lake City Comm.  
Welton Cadwell, Lake Cty Comm.  
Florida Highway Patrol

=====

**From:** albert allmen [mailto:[allmenretired@thevillages.net](mailto:allmenretired@thevillages.net)]

**Posted At:** Thursday, November 10, 2005 12:45 PM

**Posted To:** Comments

**Conversation:** Bus Routes

**Subject:** Bus Routes

When doing route planning I would like to request that you keep the routes on main thoroughfares and not use residential streets.

Your current route seems to include Southern Trace as a short cut from Beauna Vista Blvd to Hwy 466. Southern Trace is a residential street with people trying to back out of their driveways, and adding a bus route to the street just complicates the problem. There is no reason the bus can't stay on Beauna Vista Blvd. to Hwy 466.

Charlene Allmen  
3155 Southern Trace  
The Villages.  
352-753-1014

-----

**From:** Burke, Thomas

**Sent:** Monday, November 14, 2005 10:12 AM

**To:** 'albert allmen'

**Cc:** Fish, TJ

**Subject:** RE: Bus Routes

Good Morning,

The Lake-Sumter MPO would like to thank you for taking the time to provide us with feedback on our planned efforts to bring expanded public transportation to the Lady Lake/Villages area. It is our intent to work with Lake, Sumter and Marion Counties to expand upon the existing service provided by Sumter County Transit. We envision a circulator service throughout this three-County urbanized area.

In the next six months or so, we will be developing our Transit Operations Plan, which will determine, among other things, the layout of bus routes and locations of bus stops. It has yet to be determined whether we will simply expand the existing bus service, completely rework the routes and scheduling, or do something in between. The Lady Lake/Villages area will be our top priority for a public meeting, likely to be scheduled in the

February/March 2006 timeframe. This would be the ideal venue for you to come and share your opinions on public transportation in the Villages. In the meantime, your request/comment has been noted and will be considered in the planning process. Please check our website, as we update often, and feel free to contact me should you have any questions or additional feedback.

Thanks again!

Thomas Burke, P.E.  
Transportation Planner  
Lake~Sumter MPO

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**From:** Fish, TJ  
**Sent:** Monday, November 14, 2005 12:59 PM  
**To:** Burke, Thomas; 'albert allmen'  
**Subject:** RE: Bus Routes

Ms. Allmen,

I have forwarded your concern to the transit director of Sumter County. The Sumter County system is managed by Pam Taylor and is directed by James Sparks. They are both aware of your comments. Thank you for your input.

T.J. Fish, AICP  
Executive Director  
Lake~Sumter MPO

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**From:** Eldred Codling [jjoval@thevillages.net]  
**Posted At:** Thursday, November 10, 2005 8:17 PM  
**Conversation:** Bus Route  
**Posted To:** Comments  
**Subject:** Bus Route

I would like to suggest that the route include a stop at the Village Wood Shop. This is located on Rolling Acres Road just past the Sports Complex.

If this were done we would see that the schedule would be posted in the Shop and would promote it's use.

Eldred Codling  
1273 Oak Forest Drive  
The Villages  
Lady Lake, FL 32162

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**From:** Burke, Thomas  
**Sent:** Monday, November 14, 2005 10:04 AM  
**To:** 'Eldred Codling'  
**Cc:** Fish, TJ  
**Subject:** RE: Bus Route

Good Morning,

The Lake-Sumter MPO would like to thank you for taking the time to provide us with feedback on our planned efforts to bring expanded public transportation to the Lady Lake/Villages area. We will be working with Lake, Sumter and Marion Counties to provide a circulator service for this urbanized area. Our plan is to eventually have bus service along the US 441 corridor, all the way to Mount Dora, including a connection to the Lady Lake/Villages circulator.

In the next six months or so, we will be developing our Transit Operations Plan, which will determine, among other things, the layout of bus routes and locations of bus stops, Countywide. The Lady Lake/Villages area will be our top priority for a public meeting, likely to be scheduled in the February/March 2006 timeframe. Please check our website as we update often, and feel free to contact me should you have any questions or additional feedback.

Thanks again!

Thomas Burke, P.E.  
Transportation Planner



Lake~Sumter MPO

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**From:** Valenzano, Nancy  
**Sent:** Tuesday, November 15, 2005 12:15 PM  
**To:** Burke, Thomas  
**Subject:** phone call earlier

Tom,

Margaret Short called to tell us that she is very much in favor of Transportation and what we are doing (she saw the press release about public comments). That is all she had to say, but if you want more info. I did get her name and #. Margaret Short, 1749 Moraelos Road, The Villages, FL 32159. (352) 750-5584. I would have sent her your way but you were on another line and she said that is all she had to say.

Nancy Valenzano  
Office Associate

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**From:** Alore [mailto:[alore95@thevillages.net](mailto:alore95@thevillages.net)]  
**Posted At:** Wednesday, November 16, 2005 10:22 AM  
**Posted To:** Comments  
**Conversation:** bus service  
**Subject:** bus service

I appreciate the bus service very much. Being blind and having to use a leader-dog, it would be much easier if I could catch the bus along Morse Blvd. I live in Rio Ponderosa village and it is very hard for me to get across Morse to get the bus at the mail drop.

Sincerely,

Harry Alore [alore95@thevillages.net](mailto:alore95@thevillages.net)

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**From:** Burke, Thomas  
**Sent:** Monday, November 21, 2005 11:46 AM  
**To:** 'Alore'  
**Cc:** Fish, TJ; Sparks, Jim; 'Pam.Taylor@sumtercountyfl.gov'  
**Subject:** RE: bus service  
Good Morning Mr. Alore,

Thank you for your feedback regarding public transportation in The Villages. I have copied the Transit Director at Sumter County Transit on this reply to make them aware of your concern. The Sumter County system is managed by Pam Taylor and is directed by James Sparks.

Thanks again for your input. Please feel free to contact us should you have any further questions or concerns.

Thomas Burke, P.E.  
Transportation Planner  
Lake~Sumter MPO

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**From:** Chjina@aol.com  
**Sent:** Sunday, November 20, 2005 9:58 AM  
**To:** Burke, Thomas  
**Subject:** Lighting on roadways

Dear Mr. Burke,

I am writing to get information on the street lights that were installed along us 441 between Tavares and Leesburg. Along the newly finished upgrade I have noticed that the street lights are sky friendly full cutoff flat lens cobra heads. You can easily see the difference this lighting makes compared to the lights supplied by the cities of Tavares and Leesburg. These new lights should be used exclusively in Lake county along all roadways that need lighting. My question is, who was responsible to install those lights? Was it Lake county or the contractor for FDOT ? You can see for yourself that the new lights greatly decrease dangerous glare and don't contribute to skyglow. Even when the road is wet, there is no glare. I am currently working to educate the public on the lighting issues, my website [www.britelitesout.com](http://www.britelitesout.com) has more information.

The LakeSumtermpo should consider this issue when discussing traffic problems. There are also many private businesses with "security" lights that shine into driver's eyes. Those lights can be retrofitted so

that the light is directed to the target and not into the street where it endangers the vision of drivers. Especially older driver's are susceptible to decreased vision when ,flashed' by these inappropriate lights.

Most of the street lights in Lake County cities are supplied and maintained by the local power companies. In cities and states all over the country, power companies are taking part in retrofitting and replacing those old fixtures with ones similar to the ones mentioned above. The new lights save large amounts of energy in addition to eliminating skyglow and glare.

I have also noticed that there are new housing developments along major roadways that have installed inappropriate street lights, even where there are no houses built. An example is the Palmer homes development in Grand Island along sr44. Those lights are on, glaring into the eyes of innocent motorists, yet nobody is home. Actually there aren't even any homes!

Please take some time to educate yourself on this issue. The solutions aren't expensive when you consider the money saved by decreasing energy demand. And the increased safety of motorists will reduce traffic accidents. I would appreciate a response with any comments or suggestions you might have. Thank you, Jina Saccacio

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**From:** Burke, Thomas

**Sent:** Monday, November 21, 2005 11:32 AM

**To:** 'Chjina@aol.com'

**Cc:** Fish, TJ; Schneider, Fred; 'david.marsh@dot.state.fl.us'; 'blovell@arrowrealtyfl.us'; 'laura.mcelhanon@leesburgFlorida.gov'; 'lora.hollingsworth@leesburgFlorida.gov'; 'ron.stock@leesburgFlorida.gov'

**Subject:** RE: Lighting on roadways

Good Morning Jina,

The Lake-Sumter MPO would like to thank you for providing feedback regarding the lighting on the newly improved section of US 441, from Leesburg to Tavares. This was a Florida Department of Transportation (FDOT) project, but the City of Leesburg played a key role in helping to secure the enhancement dollars for the upgraded lighting. I am copying the Florida Department of Transportation, Lake County Public Works, and the City of Leesburg to make them aware of your comments. The Lake-Sumter MPO, with representatives from both Lake and Sumter Counties, as well as all fourteen Lake County municipalities, is responsible for coordinating regional transportation planning efforts in Lake and Sumter Counties and will help, whenever possible, to bring out the best in future roadway projects by coordinating with its member jurisdictions and FDOT.

Thanks again for your input and please feel free to contact me should you have any additional questions or feedback.

Thomas Burke, P.E.  
Transportation Planner  
Lake~Sumter MPO

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**From:** Chjina@aol.com  
**Sent:** Tuesday, November 22, 2005 7:44 AM  
**To:** Burke, Thomas  
**Subject:** Re: Lighting on roadways

Thank you Thomas,

Last night I attended a meeting of the League of Women voters in Leesburg, The speaker was Amye King of the county growth management dept. she mentioned that your group was also involved in the comprehensive plan. I hope the roadway lighting issue can be corrected in the plan.

I was surprised to learn the city of Leesburg was involved in the lighting we spoke of. as you enter the city from east{south} 441, the new lights along the mall area are unacceptable. The white skyglow from those decorative fixtures can be seen from the south end of the Ocala National Forest. Those lights, added to the car dealers' bad "security " lights, increase the dangerous glare to drivers. And I'll bet the energy used is way more than necessary.

I appreciate you forwarding my comments on to the agencies that you mentioned. The citizens of this area are uneducated in this issue and I am trying to remedy that. I believe if all these agencies work together we can insure a change , a change to improve the quality of life in Lake County. Thank you, Jina

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**From:** Robyn Drechsler [mailto:robbynd8@hotmail.com]  
**Sent:** Sunday, November 20, 2005 10:12 AM  
**To:** Patton, Christopher  
**Cc:** robbynd8@hotmail.com  
**Subject:** Transportation Plan

I was recently reading the Transportation Plan and would like to make the following comments.

I am a nurse that works in Lake County and would like to encourage the planners to make sure residents can reach health appointments.

We fail to see clients everyday because they have transportation problems getting to our clinic. Please do not forget the large population of Lake County that now resides in Clermont and other towns to the south.

Hopefully, when this plan is ready to be implemented we will have a larger clinic in the Clermont area and we will need transportation options available to the residents.

Thank you so much for you time and consideration in this matter. I look forward to hearing more about the changes coming to Lake County.

Sincerely,

Robyn W. Drechsler, RN, BSN, BA  
[robynd8@hotmail.com](mailto:robynd8@hotmail.com)

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**From:** Burke, Thomas  
**Sent:** Monday, November 21, 2005 1:05 PM  
**To:** 'robynd8@hotmail.com'  
**Cc:** Fish, TJ; Harley, Ken  
**Subject:** RE: Transportation Plan

Good Afternoon Robyn,

The Lake-Sumter MPO appreciates your taking the time to provide us with feedback regarding public transportation in the region. I am copying the Lake County Community Transportation Coordinator to make them aware of your concerns. While initial efforts to establish fixed route bus service in Lake County will center on the US 441 corridor, I can assure you that Clermont and South Lake County are not forgotten. Service in the Clermont/Minneola area, including a potential express route service to and from Orlando, is currently under consideration as well. Please check back on our website ([www.LakeSumterMPO.com](http://www.LakeSumterMPO.com)) for updates.

In the meantime, Lake County does currently provide door-to-door service for the transportation disadvantaged throughout the County. Residents in Lake County in need of transportation services can call Lake County Connections at (352) 326-2278 to schedule a trip.

Please feel free to contact us should you have any further questions or concerns.

Thanks!

Thomas Burke, P.E.  
Transportation Planner  
Lake~Sumter MPO

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**From:** Joshua Gussler [Joshuagussler@hotmail.com]  
**Posted At:** Tuesday, November 22, 2005 7:13 PM  
**Conversation:** comments on Transportation Plan  
**Posted To:** Comments  
**Subject:** comments on Transportation Plan

Looks like you are on the right track with the road plans. Its good to see Lake County to begin to realize that we are not a rural county anymore and we need to be looking into the future. I like the ideas about the toll road from Orange County to Lady Lake and the extension of Eagles Nest Road. Good luck in your planning.

Joshua Gussler

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**From:** Nathan Seabury [nathanseabury@gmail.com]  
**Posted At:** Friday, November 25, 2005 9:07 PM  
**Posted To:** Comments

Where and when is the 14 Dec 2005 meeting

Regards,

Nathan David Seabury  
Sedborough House  
10740 Anna Belle Avenue  
Leesburg, Florida, USA 34788-4901

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**From:** Burke, Thomas  
**Sent:** Monday, November 28, 2005 12:29 PM  
**To:** 'nathanseabury@gmail.com'  
**Cc:** Fish, TJ  
**Subject:** December 14, 2005 MPO Meeting

Mr. Seabury,

We received your inquiry regarding the specifics for the December 14, 2005 MPO Board Meeting. This meeting will be held at 2:00 PM on Wednesday, December 14, 2005, at the Lake County Administration Building at 315 West Main Street in Tavares, Florida. This will be the meeting where we hope to have the 2025 Long Range Transportation Plan (LRTP) adopted.

We'll see you there!

Thanks!

Thomas Burke, P.E.  
Transportation Planner  
Lake~Sumter MPO

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**From:** Jack Mack [fl\_jack\_mack@yahoo.com]  
**Posted At:** Saturday, November 26, 2005 9:42 AM  
**Conversation:** more bike paths  
**Posted To:** Comments

Subject: more bike paths

Hello,

If the bike path could stretch from the Tav -Lee trail to both Eustis and Mt.dora, then along hywy 46 to Rock Springs Run in east Lake county, then the LakeSumter MPO would have developed a valuable asset.

This rich trail system could be used by locals who don't (or won't) have cars (and who currently ride their bikes daily along busy roads), as well as for the growing number of bicyclists, (& walkers, golf carters, skaters) who are discovering the natural beauty of Lake county.

We are originally from Wisconsin. There, places like Lake & Sumter counties are prime bicycling areas, even internationally known. Lake and Sumter counties have the climate advantage over any northern county and should maximize that advantage. An extensive trail system linking all the cities and parks together would cause local economies to absolutely flourish.

This should be a top priority for Lake and Sumter counties.

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**From:** Burke, Thomas

**Sent:** Monday, November 28, 2005 12:46 PM

**To:** 'Jack Mack'

**Cc:** Fish, TJ; Woods, Michael; 'William Roll'

**Subject:** RE: more bike paths

Good Afternoon Mr. Mack,

The Lake-Sumter MPO would like to thank you for providing input on the bicycle/pedestrian portion of the 2025 Long Range Transportation Plan (LRTP). We are currently in the process of migrating control of the Lake County Bicycle/Pedestrian Advisory Committee (BPAC) from the Lake County Board of County Commissioners (BCC) to the Lake-Sumter MPO. This will afford Sumter County and the municipalities of Lake County a better opportunity to participate in the planning efforts for future bicycle and pedestrian facilities. Acting as the coordinating transportation planning body for the two Counties and fourteen Cities, we feel the MPO will be able to make great strides in studying and implementing great bike/ped projects, such as the one you suggested. Along the way, we will have several public workshops to cumulate and analyze feedback from the public.



Thanks again, and please keep an eye on our website for updates! We value your opinion and welcome any additional feedback you'd like to share!

Thomas Burke, P.E.  
Transportation Planner  
Lake~Sumter MPO

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**From:** Burke, Thomas  
**Sent:** Monday, November 28, 2005 12:18 PM  
**To:** Fish, TJ  
**Cc:** 'Jim.Sparks@sumtercountyfl.gov'  
**Subject:** Villages Transit Comment

TJ,

We got a telephone comment on the Villages Transit initiative. A Mr. O'Donnell called and left a voice mail stating that he is adamantly against expansion of transit in The Villages. He feels that it would be OK to expand transit in a big City, such as Ocala, but not in The Villages. He feels it is an exploitation by the businesses and that there is no need to bring more people. There are adequate numbers of people as is to support the businesses.

Mr. O'Donnell can be reached at 750-1385. I will save this email in the comments directory. I have also copied Jim Sparks, for his information.

-Tom

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***Appendix 2H: Legal Notices***



DEC 19 2005

LAKE-SUMTER MPO

DEBORAH M. TONEY

Before the undersigned authority personally appeared DEBORAH M. TONEY, who on oath says that he/she is the Legal Advertising Representative of Orlando Sentinel, a daily newspaper published at LAKE TAVARES in LAKE County Florida, that the attached copy of advertisement, being a NOTICE OF PUBLIC HEARING in the matter of DEC. 14 in the LAKE Court, was published in said newspaper in the issue of 12/12/05

Affiant further says that the said Orlando Sentinel is a newspaper published at LAKE TAVARES, in said LAKE County, Florida, and that the said newspaper has heretofore been continuously published in said LAKE County, Florida, each Week Day and has been entered as second-class mail matter at the post office in LAKE TAVARES in said LAKE County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

The foregoing instrument was acknowledged before me this 13th day of DECEMBER, 2005, by DEBORAH M. TONEY, who is personally known to me and who did take an oath.

(SEAL)



**NOTICE OF PUBLIC HEARING**  
Notice is hereby given that the Lake-Sumter Metropolitan Planning Organization (MPO) will close the Public Review Period for the 2005 Long Range Multi-modal Cost Affordable Transportation Plan at the MPO Board meeting on **Wednesday, December 14, 2005** at the Lake County Administration Building, 315 West Main Street, Room 233, Tavares, Florida at 2 p.m.  
The public will have an opportunity to provide comments prior to the MPO Board's adoption of the 2005 Long Range Transportation Plan.  
Highway Administration (FHWA) Final Rules, Chapter 1 of Title 23 Code of Federal Regulations, Subchapter E - Planning PART 450 PLANNING ASSISTANCE AND STANDARDS, SUPPORT AND METROPOLITAN PLANNING AND PROGRAMMING require that the public have full access to the transportation planning process.  
Lake-Sumter Metropolitan Planning Organization  
T. J. Fish, AICP  
Executive Director  
LAK6523870 12/12/05

# Orlando Sentinel

Published Daily

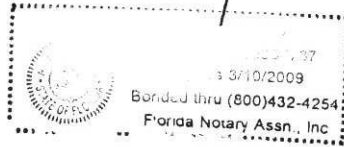
State of Florida } S.S.  
COUNTY OF ORANGE }

Before the undersigned authority personally appeared DEBORAH M. TONEY, who on oath says that he/she is the Legal Advertising Representative of Orlando Sentinel, a daily newspaper published at TAVARES LAKE in LAKE County, Florida; that the attached copy of advertisement, being a NOTICE OF PUBLIC HEARING AND PUBLIC REVIEW PERIOD in the matter of 2025 LONG RANGE TRANSPORTATION in the LAKE Court, was published in said newspaper in the issue; of 10/27/05

Affiant further says that the said Orlando Sentinel is a newspaper published at TAVARES LAKE in said LAKE County, Florida, and that the said newspaper has heretofore been continuously published in said LAKE County, Florida, each Week Day and has been entered as second-class mail matter at the post office in TAVARES LAKE in said LAKE County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

The foregoing instrument was acknowledged before me this 28th day of OCTOBER, 20 05, by DEBORAH M. TONEY, who is personally known to me and who did take an oath.

(SEAL)



### NOTICE OF PUBLIC HEARING AND PUBLIC REVIEW PERIOD

Notice is hereby given that the Lake-Sumter Metropolitan Planning Organization (MPO) will receive public comments on the 2025 Long Range Multi-modal Cost Affordable Transportation Plan between October 26, 2005 and December 14, 2005. The 2025 Long Range Multi-modal Cost Affordable Transportation Plan will be adopted at the MPO Board meeting scheduled for December 14, 2005.

The Public is invited to attend the October 26, 2005 and December 14, 2005 meetings during which the 2025 Long Range Transportation Plan will be reviewed and adopted. These meetings will occur at the Lake County Administration Building, 315 West Main Street, Room 233, Tavares, Florida at 2 p.m.

The purpose of this Public Review Period will be to complete the Plan Adoption process for the Lake-Sumter MPO 2025 Long Range Cost Affordable Transportation Plan. Federal Highway Administration (FHWA) Final Rules, Chapter 1 of Title 23 Code of Federal Regulations, Subchapter E - Planning PARI 450 - PLANNING ASSISTANCE AND STANDARDS, Subpart C - METROPOLITAN PLANNING AND PROGRAMMING require that the public have full access to the transportation planning process.

The results of the MPO's October 26, 2005 meeting identifying the plan are included in the 2025 Long Range Transportation Plan Summary Report posted on the Lake-Sumter MPO Website on October 28th at [www.LakeSumterMPO.com](http://www.LakeSumterMPO.com).

Once adopted, the 2025 Long Range Multi-modal Cost Affordable Transportation Plan will serve as the guide for developing and implementing major transportation improvements within the Urbanized Areas of Lake and Sumter Counties. Improvements for all of the surface transportation modes planned in the Urbanized Areas of Lake and Sumter Counties are to be addressed and will include the future highway needs, public transportation service, bicycle and pedestrian facilities, how to best fund needed transportation improvements, and other transportation subjects.

The public is encouraged to participate in the adoption of the 2025 Long Range Multi-modal Transportation Plan. Any questions should be directed to: T.J. Fish, Executive Director, Lake-Sumter Metropolitan Planning Organization, 1616 South 14th Street, Leesburg, Florida 34748, (352) 315-0170; or by e-mail at [Comments@LakeSumterMPO.com](mailto:Comments@LakeSumterMPO.com).

Lake-Sumter Metropolitan Planning Organization  
T.J. Fish  
Executive Director  
LAK6446862 10/27/2005

