

TECHNICAL MEMORANDUM

To: Lake-Sumter Metropolitan Planning Organization

From: Matt McIntosh, AICP - GFT Inc.

Date: June 26, 2025

Subject: Complete Streets Technical Memorandum

Introduction

The Lake-Sumter Metropolitan Planning Organization (MPO) aims to embrace the principles of Complete Streets to ensure a safe, accessible, and convenient transportation network for users of all ages, abilities, and travel modes. Complete Streets are nationally recognized as a planning, designing, engineering, operating, and maintenance approach to enable safe street access to all people, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

This element of the LSMPO 2050 LRTP outlines the MPO's Complete Streets goals and objectives, existing projects, and future capital improvement program. The Complete Streets principles described within this section support a roadway network which facilitates the efficient movement of people and goods, while considering the needs of all system users.

Vision, Goals, and Objectives

The Lake-Sumter MPO envisions a transportation system that prioritizes safety, comfort, and accessibility for all users, while supporting multimodal connectivity and protecting environmental resources. These Complete Streets principles align with the goals and objectives found in local government comprehensive plans and transportation elements, which emphasize the development of walkable communities, safe and accessible transportation options, and integrated land use planning.

A key component of the Lake-Sumter MPO's vision is its alignment with Florida's "Driving Down Fatalities" vision, rooted in the 2012 national "Toward Zero Deaths" campaign.¹ This initiative reflects the many shared priorities amongst local governments, who also set goals around reducing serious injuries and fatalities through safer roadway design. On April 14, 2016, the Federal Highway Administration established five safety measures to carry out the

¹ [Lake-Sumter MPO, 2045 Long Range Transportation Plan Final Plan Document](#)

Highway Safety Improvement Program (HSIP), which include number of fatalities and serious injuries, rate of fatalities and serious injuries per 100 million vehicle miles travel (VMT), and number of non-motorized fatalities and serious injuries. The Lake-Sumter MPO acknowledges and supports the adoption of the statewide HSIP as well as FDOT's statewide initiative, Vision Zero, which sets the target at zero for each performance measure to reflect the FDOT's goal of zero deaths.

Stakeholder Involvement

Local stakeholder involvement is vital in growing trust and truly understanding community needs. Engaging stakeholders allows project managers to view projects from diverse perspectives, gaining local knowledge of lived experiences. Collaboration can also identify risks that can ultimately improve design plans. For example, Lake County hosted a public workshop for its Safe Streets for All (SS4A) initiative, which targets the County's goal of zero traffic fatalities and severe injuries. The implementation of SS4A means that Complete Streets principles, such as safer pedestrian crossings, traffic calming, and multimodal improvements in areas of high crash rates, are being applied.

Safety Features

Safety for all roadway users is a key component of Complete Streets, and various design elements play important roles in improving safety. By integrating proven design strategies, crashes can be reduced, safer driver behavior is encouraged, and more predictable interactions between pedestrians, bicyclists, drivers, and transit are created. The table below denotes some key safety features in Complete Streets design.

Table 1: Safety Enhancements

Feature	Purpose
Curb Extensions (Bulb-Outs)	Pedestrian crossing distances are shorter, and vehicles turn more slowly
Tighter Curb Radii	Causes vehicles to turn more slowly
Raised Crosswalks	Pedestrian visibility is improved, and vehicle speeds are reduced
High-Visibility Crosswalks	Driver awareness of pedestrians is enhanced
Pedestrian Refuge Islands	Provide a safe waiting area when crossing multi-lane roads
Protected Bike Lanes	Cyclists are separated from vehicular traffic
Leading Pedestrian Intervals (LPI)	Pedestrians are given a head start in crossing before other vehicles move
Lane Reductions	Reduce speeds and lanes can be used for bike lanes or wider sidewalks
Lighting Improvements	Increased visibility at night

Transit Stop Enhancements	Safer access to bus and train shelters, benches, and lighting
ADA-Compliant Curb Ramps and Tactile Warning Strips	Ensures accessibility for all users

Complete Streets Implementation Projects

The Lake-Sumter MPO consistently seeks to incorporate Complete Street concepts into existing and future projects. The 2025 List of Priority Projects (LOPP) for the Lake-Sumter MPO includes 15 unfunded projects related to Complete Streets initiatives (Table 2). Because the LOPP serves as a pipeline for FDOT project considerations, the projects remain unfunded until FDOT selects them for programming within the Transportation Improvement Plan (TIP) and allocates funding.

The Lake-Sumter MPO will continue to support the implementation of Complete Streets via the LOPP by finding opportunities for inclusion as part of projects where these practices may not have been applied before. Examples of this planning approach are described in the bulleted project types below:

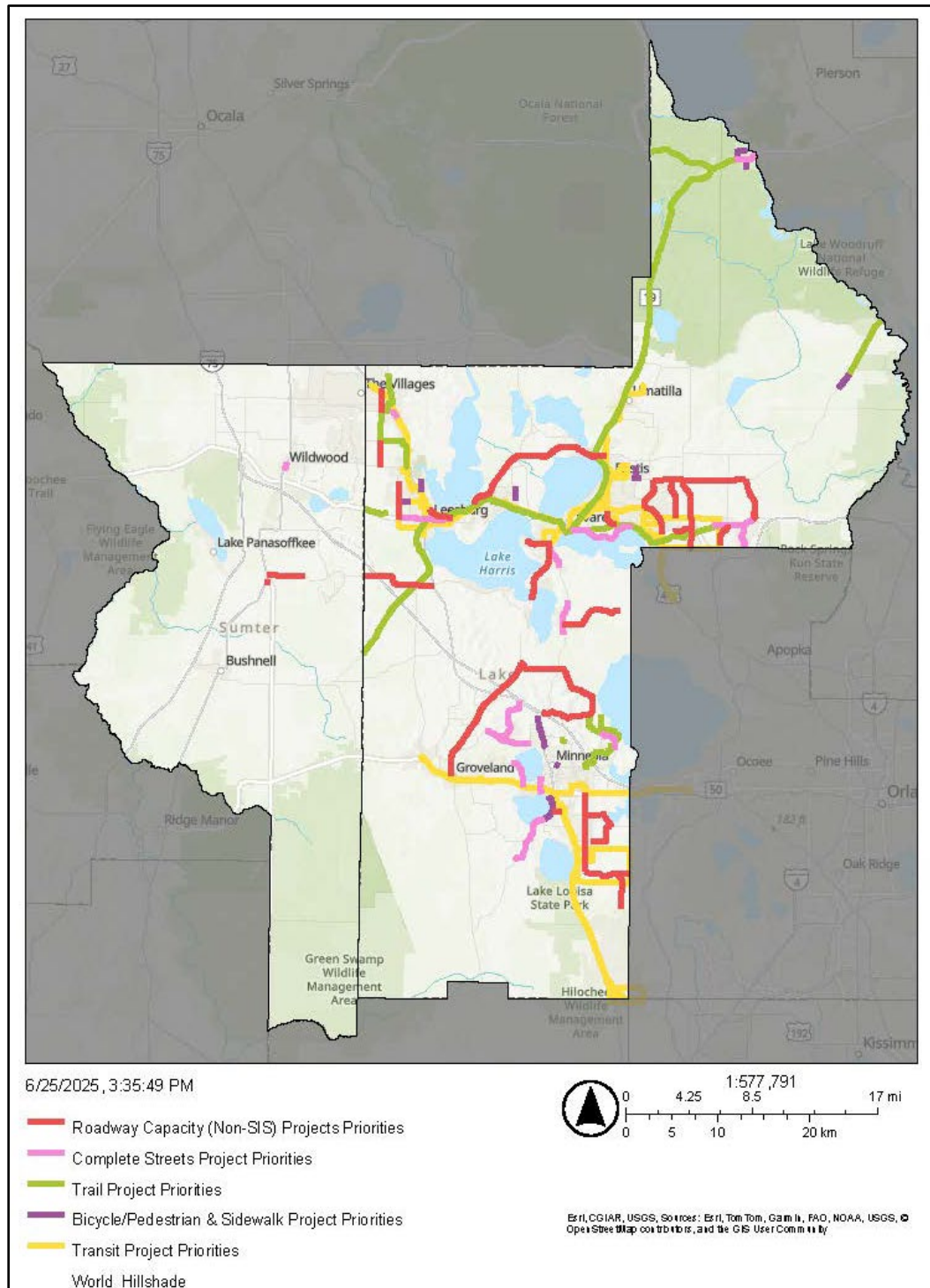
- **Roadway Capacity Projects** often focus on adding lanes as the primary means of improving vehicular flow, but instead, can also support Complete Street efforts with the inclusion of dedicated bike lanes, sidewalks with buffer zones, crosswalks with refuge islands, and transit infrastructure.
- **Trail Projects** already emphasize active transportation and recreation, but to further their utility, trails can connect to sidewalks, transit stops, and neighborhoods; wayfinding signage and lighting with emergency call stations can be added; and ADA-compliant slopes and transitions can be integrated.
- **Bicycle/Pedestrian and Sidewalk Projects** are inherently tied to Complete Streets, but adding elements such as buffered or protected bike lanes, raised crosswalks and intersections, continuous sidewalk networks, tactile paving and audible pedestrian signals, and bike parking or repair stations helps ensure that they are well-integrated and accessible.
- **Transit Projects** align with Complete Streets' goals when they promote safe travel for all users; provide accessible and ADA-compliant bus stops, bus shelters, lighting and seating; consider dedicated bus lanes, incorporate bicycle parking at stops and stations; and include sidewalks with safe roadway crossings that connect to systems stops.

Table 2: Complete Street LOPP Projects

ID	Sponsor	Facility Name	To	From	Proposed Phase	Proposed Phase Fiscal Year (FY)	Proposed Phase Cost
1	Sumter County/Wildwood	US 301 Complete Streets	Lion Street	East Kentucky Avenue	CST	2026/2027	\$10,000,000
2	Lake County	Sorrento Ave (SR 46) Complete Streets	Hojin Street	Orange Street	Design	2026/2027	\$2,000,000
3	Clermont	East Avenue Complete Streets Reconstruction	Grand Highway	Minnehaha Avenue	Design	2026/2027	\$900,000
4	Lake County/Montverde	CR 445	Ridgewood Avenue	Fosgate Road	Design	2028/2029	\$1,000,000
5	Lake County	CR 561 (Astatula, FL) Complete Street	Bates Lane	Country Club Drive	Design	2029/2030	\$2,000,000
6	Leesburg	City of Leesburg Main Street Complete Streets	SR 44	CR 468	Design	2026/2027	\$1,100,000
7	Lake County	Lakeshore Drive Complete Streets	Hammock Ridge Boulevard	CR 561	Design	2027/2028	\$2,500,000
8	Lake County	CR 435	SR 46	Orange County Line	Planning	2026/2027	\$200,000
9	Lake County	SR 40	St. Johns River Bridge	Veterans Drive	Planning	2026/2027	\$600,000
10	Lady Lake	Old Dixie Highway	Griffin View Drive	CR 466	Planning	2026/2027	TBD
11	Lake County	CR 561/12 th Street	Lake Minneola Shores	SR 50	Design	2028/2029	\$1,000,000
12	Lake County	CR 561	CR 448A	SR 19	Design	2028/2029	\$5,000,000
13	Lake County	Wilson Lake Parkway Complete Streets	CR 478	US 27	CST	2032/2033	\$5,000,000
14	Lake County	Cherry Lake Road Complete Streets	Apshawa Road	Coralwood Lane	Design	2029/2030	\$100,000
15	Lake County	Lakeshore Drive	Old Highway 441	Disston Avenue	Design	2027/2028	\$2,500,000

The LSMPO maintains an [LOPP Interactive Map](#). The map allows users to visualize the location of LOPP projects and organize projects by type. **Figure 1** depicts all Complete Streets projects as well as other LOPP categories that present opportunities to incorporate Complete Street elements as part of the project.

Figure 1: 2025 LOPP Complete Street Projects



Three regional examples of Complete Streets implementation projects are the Groveland SR 50 Realignment, the US 301 Widening Project, and the City of Clermont Downtown-Waterfront Master Plan. Below is a description of each of these three projects and how they accomplish Complete Streets' objectives.

Groveland SR 50 Realignment

The City of Groveland SR 50 Realignment project offers operational and safety improvements along SR 50 from Villa City Road to Brown Street.² SR 50 operates as a one-way pair, with eastbound traffic on Orange Street and westbound traffic on Broad Street. The project is intended to realign SR 50 just north of downtown Groveland, as shown in **Figure 2**, while enhancing livability and walkability. A proposed multi-use, 10'-14' trail on one side of the corridor and a 5'-6' sidewalk on the opposite side would enhance walkability in the area. Additionally, truck traffic would be reduced and redirected from Downtown Groveland onto the new road. The project is currently in the design phase (**Figure 3**), and is expected to be completed in the Fall of 2026.

Figure 2: SR 50 Realignment Study Area



² [427056-1 SR 50 Project Handout March2024.pdf](#)

Figure 3: Groveland SR 50 Proposed Typical Section Rendering

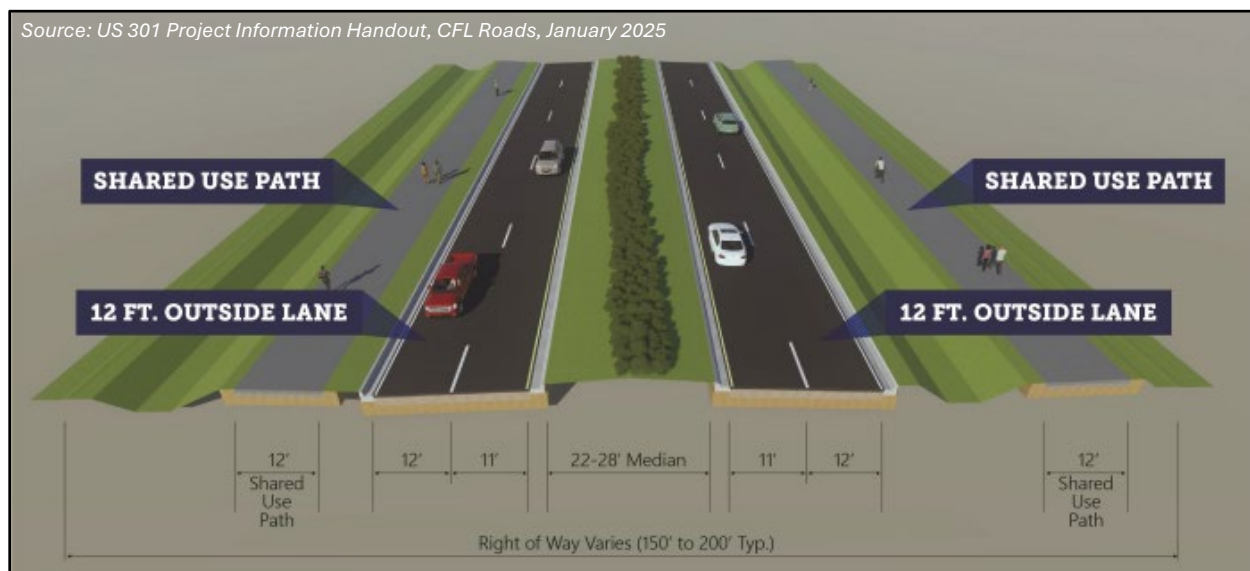


US 301 (SR 35) from CR 470 to SR 44 Widening Project

The US 301 (SR 35) widening project runs through the cities of Coleman and Wildwood, between CR 470 and SR 44.³ This project has been divided into three phases, but its overall goal is to widen 8 miles of roadway from two lanes to four. The widened roadway will feature two lanes in each direction that are separated by a raised median. The widening will enhance safety for pedestrians and cyclists by including 12-foot-wide shared-use paths on both sides of US 301, as shown in **Figure 4**. Transit and intersection improvements were also considered as part of the Complete Street and safety initiatives. This project is part of the Moving Florida Forward Infrastructure Initiative and is currently listed in the LOPP, pending funds for the final phase of the project. The initiative seeks to improve roadway infrastructure across the state, addressing congestion, enhancing safety, creating a more resilient transportation network, and fostering Florida's supply chain and economic growth.

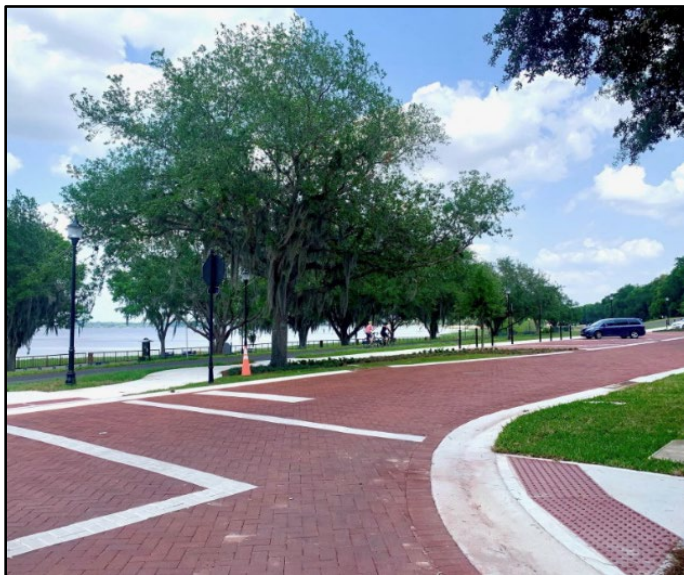
³ [430132-1 US 301 \(SR 35\) from CR 470 to SR 44 PD&E Study](#)

Figure 4: Proposed US 301 (SR 35) Typical Section - Four Lane Urban Typical (Full Reconstruction)



City of Clermont Downtown-Waterfront Master Plan

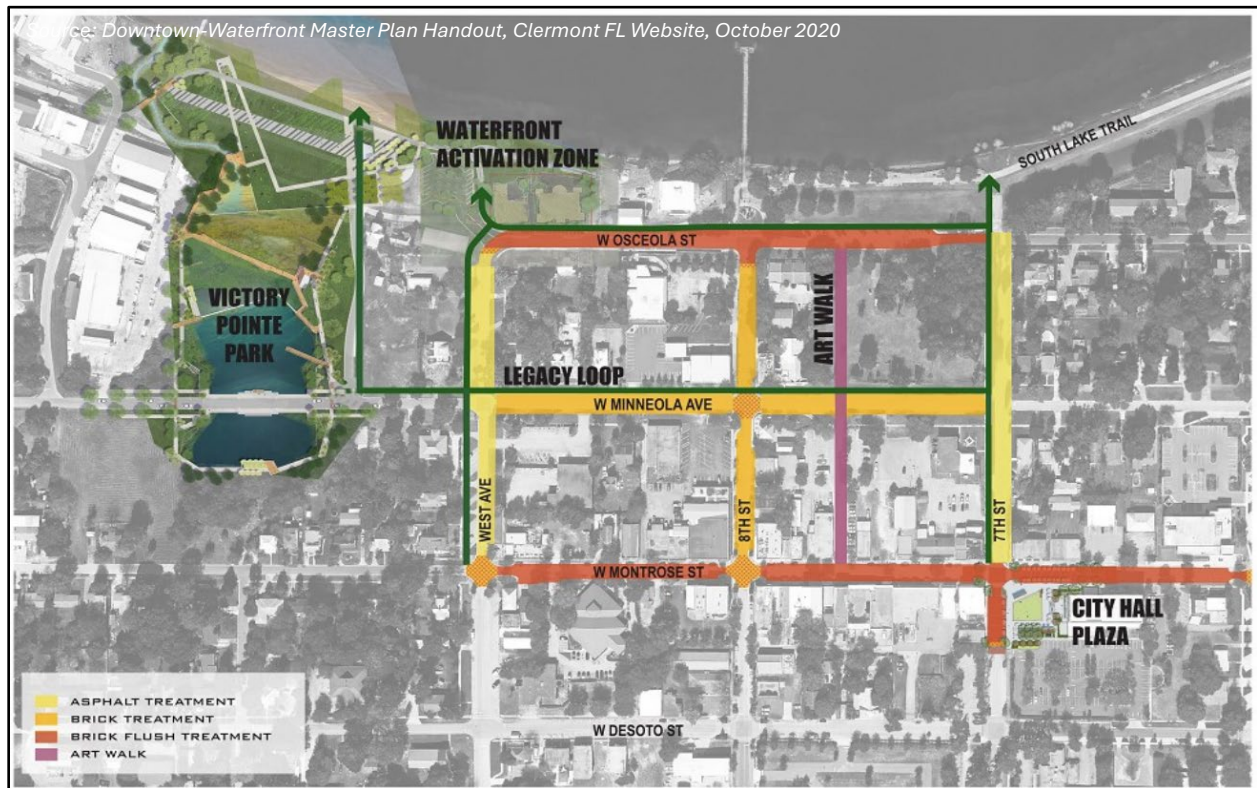
The City of Clermont's Downtown-Waterfront Master Plan encompasses a six-square-block area improvement project (from West Avenue to 7th Street and Montrose Street to Osceola Street) (**Figure 5**)⁴. Improvements include adding a trail (Legacy Loop Trail), installing brick-paved roads, enhancing parking and landscaping, and adding more lighting and power for events. The brick-paved roads reduce vehicular traffic speed and improve pedestrian and cyclist safety. The addition of lighting further enhances nighttime safety. This project is mostly completed and stands as a testament to addressing residents' requests for a safer and more vibrant Downtown Clermont.



New brick-paved road in Clermont Downtown-Waterfront

⁴ [Master Plan | Clermont, FL](#)

Figure 5: Downtown Waterfront District Project Map



Conclusion

The Lake-Sumter MPO's dedication to a planning approach that incorporates Complete Streets, promotes a vision of building a safer, more connected, and accessible transportation network for all system users. By promoting projects that include multimodal elements into their design, from roadway capacity expansions to downtown revitalizations, the MPO is actively changing how residents and visitors live and move throughout the region. These efforts not only improve mobility and access but also support community health, economic growth, and environmental initiatives. The MPO remains committed to aligning with regional, statewide, and national Complete Streets goals by identifying opportunities to implement its principles to create lasting benefits throughout Lake and Sumter Counties.