

AUGUST 2016

Contact: Vickie.Wyche@dot.state.fl.us

(386) 943-5185

LAKE COUNTY
CONSTRUCTION IN PROGRESS

430652-1-52-01

SR 50 from SR 33 to East of Lake Village Avenue - milling and resurfacing and minor drainage improvements.

Estimate completion date: July 16, 2016 - % complete

D.A.B. Constructors, Inc.

Project cost: \$4,888,000

LANE CLOSURES: (Time extension 51 days)

238422-1-52-01

SR 25/US 27 from N. Boggy Marsh Road to N. of Lake Louisa Road. Add lanes and reconstruct

Estimated completion date: 967 – October 2018 – 16%

Ranger Construction

Project cost: \$37,503,443.23

LANE CLOSURES: February 9, 2016 to October 18, 2018

SB inside lane closure on US 27 from south of Marguax Dr. to north of Lake Louisa Rd. – 24-hours a-day

April 25, 2016 to October 18, 2018

NB outside lane closure on US 27 from south of Margaux Dr. to north of Lake Louisa Rd. – 24-hours a-day

The single lane configuration on both NB and SB will remain until the project is complete in Winter of 2018.

435434-1-52-01

SR 25/US 27 and SR 50 Interchange – Landscaping in Lake County

Estimated completion date: August 2017 (Establishment period ends) – 51% complete

Dynamics Group, Inc.

Project cost: \$243,390

LANE CLOSURES: No lane closures anticipated

437058-1-52-01

Lake County Drainage Maintenance/Repair (Various locations) routine maintenance and repair on various state roads

Estimated completion date: August 2016 – 81%

Sheen-Line LLC

Project cost: \$773,285

LANE CLOSURES: No lane closures anticipated

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LAKE COUNTY
Other Projects Pending

1. **SR 500 (US 441) from Lake Ella Road to Avenida Central** - Reconstruction project to 6-lane US 441 from Lake Ella Road to Avenida Central (FM 238395-5). Construction funded FY 2019 estimate \$33 million.
2. **SR 500 (US 441) from Perkins Street to SR 44** (FM238394-3) Construction not funded.
3. **SR 500 (US 441) from SR 44 to S. of SR 46** - Design FY 2014/16 and Right-of-Way FY 2018/2019. (FM 429356-1) Construction not funded.
4. **SR 44 (CR 44B) from SR 500 (US 441) to SR 44** - Design for four-laning the two miles from US 441 to SR 44 is in progress (FM No. 409870-1). Right of way FY 2014/16. Construction not funded.
5. **SR 19 from CR 48 to CR 561** - An environmental study (PD&E complete 4/2015) into possible widening along the 4.7 miles from CR 48 to CR 561 (FM No. 238319-1). Design estimate \$2.9 million in FY 2014/16. Construction not funded
6. **CR 466A (Miller St.) Lake-Sumter County Line US 27** - A \$8.7 million TRIP grant to Lake County Right-of-Way funds in FY 2014 (FM 430253-1). Construction on Segment (2). JPA with Lake County (ROW Acquisition began)
7. **CR 466A (Miller St.) from US 27 to Sunny Court** – A \$5.0 million grant for construction from US 27 to Sunny Court (FM No. 430253-2) in FY 2015. JPA with Lake County.
8. **CR 466A (Miller Street) Phase 3 from Cut-off Road to Sunny Court** - \$2.5 million grant for Right-of-Way in Fiscal Year 2016 (FM 430253-3). LAP with Lake County

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**SUMTER COUNTY
CONSTRUCTION IN PROGRESS**

242626-2-52-01: I-75 Improvements from North of Hernando County Line to South of CR 470.

Widen I-75 from four (4) lanes to six (6) lanes, complete interchange construct at State Road 48 (Exit 314) new ramps at the CR 476B/CR 673 (Exit 309 Interchange) Intelligent Transportation Systems (ITS) improvements. Drainage, guardrail, signing and pavement markings, signalization, milling and resurfacing, and miscellaneous structures.

Estimated completion date: August 2016 - 72% complete

The Middlesex Corporation

Project cost: \$76.9 million

LANE CLOSURES: July 27th and July 28 – 8 pm to 7 am

Northbound inside lane closure from south of Exit 309 to Gum Slough Bridge. Contractor will be placing friction course. Trucks will be entering and leaving the highway.

July 29th, and July 30th, 2016 – 8 pm to 7 am

Southbound inside lane from CR 470 to Jumper Creek Bridge. Contractor will be placing friction course. Trucks will be entering and leaving the highway.

242626-3-52-01:

I-75 from South of CR 470 to SR 91 (FL Turnpike) in Sumter County

Widening of 4-lane divided Highway to 6-lane divided Highway

Estimated completion date: September 2017 - 55% complete

Project cost: \$43.1 million

LANE CLOSURES: No lane closures anticipated

430188-1: US 301 at SR 44 – Add a Second Southbound Left Turn Lane on SR 35 and Intersection Improvements.

Project time/work began date: March 6, 2016

Estimated completion date: August 2016 – 86% complete

LANE CLOSURES: No Lane closures anticipated

240418-2: SR 48 from E. of I-75 Ramps to CR 475 (Main Street) – Add Lanes and Rehabilitate Pavement

Estimated completion date: July 2017 – 31%

LANE CLOSURES: No lane closures anticipated

Other Projects Pending

1. **SR 35 (US 301) from CR 470 to SR 44** - Widening from two to four lanes Design Phase FY 2017/18 (FM No. 430132-1).

AUGUST 2016

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2. **I-75 at CR 514 from 0.5 miles W. of I-75 to US 301** – Environmental study (PD&E) FY 2017. (FM435476-1)
3. **CR 466W from CR 209 to US 301** – A \$1.6 million grant to Sumter County in FY 2015 for resurfacing existing pavement (Super Pave), remark Pavement and Sod. JPA with Sumter County (FM No. 428443-1).
4. **CR 475 from C-470 to CR 542** - A \$3.26 million grant to Sumter County in FY 2015/16 for construction of paved shoulders and resurfacing along the 3.7 miles from CR 470 to CR 542, including replacement of the timber column bridge at Jumper Creek with concrete box culverts (FM No. 429944-1). JAP with Sumter County
5. **CR 673** – A \$2.032 million construction grant (FY 2017/18) to Sumter County to widen lanes, pave shoulders and resurfacing from .8 miles west of US 301 to I-75. (FM 433670-1). JPA with Sumter County.

PUBLIC WORKS DIVISION

**PROJECT SUMMARY
July 26, 2016**

SUMTER COUNTY ROADWAY PROJECTS UPDATE

ROADS	SCOPE	*PHASE	PROJECT BUDGET (FY 2016)
1	C-462 Widening	C	\$5,333,000
2	C-466W Widening	B/P	\$967,742
3	C-476 W Safety Improvements	B/P	\$299,342
4	C-468 Widening from US 301 to CR 505	R/W Acquisition	\$2,323,656
5	C-468 second bridge over the Florida Turnpike and widening from CR 505 to east of the Turnpike	C	\$3,500,000
6	Partial construction of the Full Interchange at C-468 and the Florida Turnpike	C	\$3,504,530
7	C-475 from C-470 E to CR 542	D	\$400,000
8	C-470, C-475N, and C-575 Safety Improvements	D	\$401,000
9	C-478 from US 301 to SR 471	PL	\$750,000
10	South Buena Vista Boulevard	PL	\$750,000
11	CR 101 Improvements	C	\$892,460
12	CR 219 between SR 44 and CR 238	B	Construction Estimate is \$1,300,000
13	CR 747 Widening	C	\$350,000
14	CR 525 Extension - Wade Industrial Park	D	Not yet determined
15	Capital Road Resurfacing 2016	C	\$3,725,001
16	ITS Study	PL	\$200,000
FUTURE PROJECTS			
A	CR 673 from CR 674 west to I-75	FY 2017	\$2,032,000
B	C-48W Safety Improvements	FY 2017	\$450,000
C	C-472 @ US 301 Intersection	FY 2020	TBD

Saved as: S:\Public Works\Division-Admin\Project Update Reports
Projects A, B, and C are future projects and not shown on the map.

B/P - Bid or Design Procurement
C - Construction
CD - Conceptual Design
D - Design

PC - Post Construction
PL - Planning
TBD - To Be Determined
WC - Waiting Construction

MINUTES

Lake~Sumter Metropolitan Planning Organization Citizens' Advisory Committee (CAC) Meeting

**Wednesday, June 8, 2016
Regular Meeting, 4 p.m.**

**1616 South 14th Street
Leesburg, Florida 34748
Phone (352) 315-0170 – Fax (352) 315-0993**

OPENING

Steve Ferrell called the meeting to order at 4:01 p.m.; and confirmed the meeting was properly noticed and a quorum was present.

Members Present

Steve Ferrell, Chairman	Lake County, D1
Doug Tharp	Sumter County
Steve Printz	Sumter County
David Kilmartin	Town of Howey-in-the-Hills
David Clutts	City of Tavares
Stephen Stone	City of Wildwood

Members Absent

Ben Homan	Lake County, D2
Bradley W. Campbell	Lake County, D3
Natalie Werner	Lake County, D4
Gregory Jones	Lake County, D5
Hal Lyons	City of Bushnell
Suzy Gibson	City of Clermont
Gerald Cobb	City of Eustis
John Schaller	City of Fruitland Park
Sam Slaughter	City of Minneola

Staff Present

T.J. Fish	Executive Director
Pam Richmond	MPO Project Manager
Mike Woods	Transportation Planner
Francis Franco	GIS Manager
Doris LeMay	Executive Assistant

Others Present

Vickie Wyche	FDOT
Mary McGehee	FDOT
Greg Moore	VHB
Carol Scott	Turnpike
Alison Stettner	Turnpike

I. REPORTS

- A. Florida Department of Transportation
Vickie Wyche provided updates and lane closures.
- B. Florida's Turnpike Enterprise
Carol Scott provided updates
- C. Lake County Report
Included in Agenda Package
- D. Sumter County Report
Reports included in Agenda Package.
- E. MPO Staff Reports
None
- F. CAC Members Comments and Reports
None

II. AGENDA UPDATE

Steve Ferrell recommended Action Items be moved before Presentations. **Motion** was made by Steve Printz to move Action Items before Presentations, seconded by David Clutts – **motion passed 6-0.**

III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

None

IV. PRESENTATIONS

- A. Get to Know Your MPO
Get to Know Your MPO presentation will be presented at a later date.
- B. County Road 470 PD&E Study
Mary McGehee, FDOT Project Manager, introduced Greg Moore, VHB Project Manager. Mr. Moore presented the alternatives under consideration for the widening of C-470 from C-527 just east of I-75 in Sumter County east to Florida's Turnpike in Lake County.
- C. I-75 Relief Task Force
Alison Stettner, Florida's Turnpike Enterprise, provided an update on the progress of the multi county task force facilitated by the Florida Department of Transportation which is examining the long term facility needs between the Tampa Bay Region and the Jacksonville Region.

V. ACTION ITEMS

- A. May 11, 2016 Meeting Minutes
Motion was made by Steve Printz to approve the May 11, 2016 meeting minutes, seconded by Stephen Stone– **motion passed 6-0.**
- B. Recommend Approval of Amendment to the Unified Planning Work Program
T.J. Fish provided a brief explanation of the Amendment to the Unified Planning Work Program.
Discussion Continued.
No Recommendations – No Motion

- C. Recommend Update of the MPO’s Project Candidate Priority List for the Transportation Regional Incentive Program (TRIP)
T.J. Fish provided a brief explanation MPO’s Project Candidate Priority List for the Transportation Regional Incentive Program (TRIP). Mr. Fish recommended to place Citrus Grove Road in the construction phase, to add the 470 Project in the # 5 position on the list in both Lake & Sumter Counties, and 468 in Sumter County approximate cost estimate of 13million. Discussion Continued.
Motion was made by Doug Tharp to approve the update of the MPO’s Project Candidate Priority List for the Transportation Regional Incentive Program with the endorsement of the Resolution, seconded by Stephen Stone – **motion passed 6-0.**
- D. Recommend Approval of the Annual Central Florida MPO Alliance Regional List of Priority Projects
T.J. Fish provided a brief update of the Annual Central Florida MPO Alliance Regional List of Priority Projects. Discussion continued.
Motion was made by Stephen Stone to approve the Annual Central Florida MPO Alliance Regional List of Priority Projects, seconded by David Kilmartin – **motion passed 6-0.**
- E. Recommendation on Policy 2016-2 – Governing Document of MPO Funding Sources
T.J. Fish provided a brief explanation of Policy 2016-2 – Governing Document of MPO Funding Sources. Discussion continued.
No Recommendations – No Motion.
- F. Recommend Approval of Policy 2016-4 – Regional Trails
T.J. Fish provided a brief update of the Policy 2016-4 – Regional Trails. Discussion Continued.
Motion was made by Doug Tharp to approve Policy 2016-4 Regional Trails, seconded by Steve Printz – **motion passed 6-0.**

VI. DISCUSSION ITEMS

- A. Long Range Transportation Plan: Draft Policy for Sidewalks 2016-6
Mike Woods gave a brief update of the draft Policy for Sidewalks. Discussion continued.
- B. Changes to LakeXpress Routing
Mike Woods gave a brief update of the changes to LakeXpress Routing.
- C. Mike Woods Provided a brief update of the status of the new MPO location.

VII. PROJECT UPDATES

Project updates included in the agenda package.

VIII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

Steve Ferrell announced that this would be his last meeting of the Citizen’s Advisory Committee.

IX. ADJOURNMENT – Meeting adjourned at 5:02 p.m.

David Kilmartin, Vice Chairman



POLICY 2016-6

SIDEWALK POLICY

1. POLICY OBJECTIVE:

The Lake~Sumter MPO (MPO) will enhance safety, mobility, accessibility and convenience for users of all ages and abilities, including children, and seniors by inclusion of sidewalks on all roadway plans and projects. This objective is consistent with the multimodal transportation goals and visions set forth in TRANSPORTATION 2040, the MPOs long range transportation plan.

2. BACKGROUND:

The benefits of walking, such as improving public health, fostering connected communities, decreasing automobile dependence, and reducing air pollution are highlighted in the MPO's Long Range Transportation Plan (TRANSPORTATION 2040). There is an increasing need and responsibility to give people the opportunity to walk. TRANSPORTATION 2040 addresses the importance of walking and what can be done to facilitate and promote it as a viable mode of transportation.

According to the American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets (also known as "the Green Book"): "Providing safe places for people to walk is an essential responsibility of all government entities involved in constructing or regulating the construction of public rights-of-way."

When building new infrastructure or renovating existing places, it should always be assumed that people will walk and plans should accommodate pedestrians. Facilities should be accessible to pedestrians of all ages and abilities. Accessible design is the foundation for all pedestrian design and facilities need to be planned, designed, operated, and maintained to be usable by all people. Poor accessibility may create significant barriers to travel.

3. Definition:

Pedestrian Facilities: There are several ways in which pedestrians can be accommodated in the public right-of-way:

- a. Sidewalks - walkways parallel to the roadway and designed for use by pedestrians. Sidewalks provided on both sides of a street are the preferred pedestrian facility; however, the construction of sidewalks on both sides of the street would not be required in cases where pedestrians would not be expected such as when the roadway parallels a railroad or drainage canal. Newly constructed, reconstructed, or altered sidewalks must be accessible to and usable.
- b. Off-Road Paths - an off-road path, paved or unpaved, can be an appropriate facility in rural or low density suburban areas. Paths are usually set back from the road and separated by a green area, ditch, swales or trees.
- c. Shared Streets - shared uses of a street for people walking, bicycling and driving are referred to as shared streets. These are usually specially designed spaces such as pedestrian streets which are used on local urban streets with extremely low vehicle speed.
- d. Shoulders - most highway shoulders are not pedestrian facilities, because they are not intended for use by pedestrians, although they can accommodate occasional pedestrian usage.

❖ Florida Green Book 2013 edition

4. GOALS:

- a. The primary goal of the Sidewalk Program is to help municipalities and counties within the Lake~Sumter Metropolitan Planning Organization planning area to provide a transportation system where pedestrians can safely and conveniently walk to destinations within a reasonable distance.
- b. The Sidewalk Program serves as framework for identifying and selecting pedestrian projects for the Long Range Transportation Plan
- c. To establish a comprehensive vision and strategies for pedestrian accommodations that enhance mobility through connectivity & accessibility, improved safety & quality of life.
- d. To provide well-designed, safe, comfortable, continuous, direct, and convenient pedestrian facilities for all users of various skill levels and physical abilities.
- e. To provide improved pedestrian connections to existing and future public transit facilities
- f. To maximize the multimodal capacity of existing roadways.
- g. To reduce the number of injuries and deaths in crashes involving motorists and pedestrians.
- h. Ensure that all roadway and development projects accommodate pedestrians to the fullest extent. Roadways should be designed and buildings sited to make pedestrian access and safety the first priority.
- i. The establishment of clear priorities for coordinating, directing and focusing resources.

- j. Promote community policies, plans, subdivision regulations, and right-of-way requirements to make sure that sidewalks are included in new construction and rehabilitation projects both at a regional and local level.

5. POLICY:

The MPO will promote the planning and implementation of the Sidewalk Program throughout the region and recommends that all member governments adopt Sidewalk policies, consistent with this policy. The concepts listed provide a broader perspective for both regional and local decision making concerning Sidewalk Program implementation:

- a. Create Complete Streets
- b. Close Gaps in the Pedestrian Network
- c. Improve the Pedestrian Environment
- d. Prioritize Transit, Schools, Civic and Commercial Sites
- e. Implement Smart Growth Principles

The MPO will seek incorporation of the Sidewalk Program into the development of all transportation projects where applicable.

6. CRITERIA:

- a. New Sidewalk Installation: All new construction in urban and suburban areas should include places for people to walk, on both sides of a street or roadway.
- b. Retrofitting Sidewalks: Many of the streets built in our region in recent decades do not have sidewalks, and these streets need to be retrofitted. The following are suggested criteria for establishing priorities.
 - i. Speed — there is a direct relationship between speed and the number and severity of crashes; high-speed facilities may rank higher if speed is a criterion.
 - ii. Street Classification — arterial streets should take precedence because they generally have higher pedestrian use (due to more commercial uses), have a greater need to separate pedestrians from motor vehicles (due to higher traffic volumes and speeds), and are the main links in a community.
 - iii. Crash Data — pedestrian crashes seldom occur with high frequency at one location, but there are clearly locations where crashes occur due to a lack of sidewalks. Usually, there is a pattern of pedestrian crashes up and down a corridor, indicating a need to provide sidewalks throughout, not just at crash locations.
 - iv. School Walking Zones — school walking zones typically extend from residential areas to an elementary, middle or high school. Children and young adults are especially vulnerable, making streets in these zones prime candidates for sidewalk retrofitting.

- v. Transit Routes — transit riders need sidewalks to access transit stops. Arterials used by transit are prime candidates for sidewalk retrofitting.
- vi. Neighborhoods with Low Vehicle Ownership — twenty percent of the U.S. population has a disability and 30 percent of our population does not drive. Walking is the primary mode of transportation for many of the people in this country. People with disabilities live throughout the community. If they are not seen in the community, it may be due to the fact that adequate facilities are not provided. In addition, car ownership is lower and crash rates are often higher in low- and moderate-income neighborhoods with lots of children
- vii. Urban Centers/Neighborhood Commercial Areas — areas of high commercial activity generate high pedestrian use, even if they are primarily motorists who have parked their car. Sidewalks are needed to improve safety and enhance the economic viability of these areas.
- viii. Other Pedestrian Generators — hospitals, community centers, libraries, sports arenas, and other public places are natural pedestrian generators where sidewalks should be given priority.
- ix. Missing Links/Gaps — installing sidewalks to connect pedestrian areas to each other creates continuous walking systems.
- x. Local Priorities — local residents may have a sense of where the most desirable walking routes exist.

7. REQUIREMENTS:

- a. Sidewalk project sponsors must complete and submit a MPO Project Information Application and Maintenance Agreement covering the long term operation and maintenance of the sidewalk facility. Sidewalks on a county roadway within a municipal boundary will be the responsibility of the local municipality.
- b. Each project should use the most appropriate design standards and procedures. For projects using MPO attributable federal funding, it is important to meet or exceed standards and procedures acceptable to the Florida and U.S. Departments of Transportation, i.e., Florida Greenbook, Plans Preparation Manual. All waivers of design criteria as described in the Florida Greenbook and the Plans Preparation Manual are supported in this policy document.
- c. Designs should include accommodation of all users and be sensitive to the context of the roadway and adjacent land use for the corridor.
- d. The project sponsor should provide the local transit agency the opportunity to participate throughout the entire process and encourage the involvement of the local transit agency in the design process to ensure that sufficient accommodation of transit users and access to transit facilities is provided.

8. APPEALS:

When a member government is not in agreement with the MPO's decision regarding sidewalk projects subject to the Transportation Improvement Program Selection Process, the jurisdiction may introduce a formal appeal by means of a resolution adopted by their local governing body. The resolution must be submitted to the MPO and proceed through the established transportation planning process. As such, the resolution will be subject to review and comment by the Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Committee. The MPO Governing Board, after considering comments from the other three committees, will make the final decision on the appeal.

9. IMPLEMENTATION:

Upon approval and adoption of this Sidewalk Program, it will become part of MPOs planning process and project selection for state and federal funding. The principles of this Program will also guide MPO staff in preparation of MPO planning documents and regional transportation planning efforts to which it contributes. TRANSPORTATION 2040 will be amended to incorporate this Program in accordance with the requirements of the plan at adoption. Also, the List of Priority Projects will be amended as necessary in order to seek funding for projects as the result of the completion and resolution of support of a Sidewalk Project Information Application.

Strategies to Reduce Total Costs:

- a. Stand-alone vs. integrated within another project: Sidewalks should always be included in road construction projects. Stand-alone sidewalk projects cost more than the same work performed as part of a larger project. Sidewalks can be piggybacked to projects such as surface preservation, water or sewer lines, or placing utilities underground.
- b. Combining Projects: A cost-savings can be achieved by combining several small sidewalk projects into one big one. This can occur even if the sidewalks are under different jurisdictions, or even in different localities, if they are close to each other. The basic principle is that bid prices drop as quantities increase.

10. EVALUATION

The MPO, at a minimum, will evaluate this Policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the Sidewalk Program, including the development of prioritization criteria, design guidance, and subsequently be considered for adoption by the MPO Governing Board.

Policy Approved on: _____

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

Approved as to form and legality:

Melanie Marsh, MPO Attorney



POLICY 2016-7

SAFE SCHOOLS EMPHASIS PROGRAM POLICY

1. POLICY OBJECTIVE

The program will be used to assist the counties and municipalities identify and prioritize the most urgent needs within the two-mile radius, "parent responsibility zone," for each school in the Lake~Sumter MPO planning area. The Safe Schools Emphasis Policy will be incorporated into Transportation 2040 after Governing Board adoption. This objective is consistent with the multimodal transportation goals and visions set forth in TRANSPORTATION 2040, the MPOs long range transportation plan.

2. BACKGROUND

Today more than ever, there is a need to provide options that allow all children, including those with disabilities, to walk and bicycle to school safely. Many communities struggle with traffic congestion around schools and motor vehicle emissions polluting the environment. At the same time, children in general engage in less physical activity, which contributes to the prevalence of childhood obesity. At first glance, these problems may seem to be separate issues, but the Safe Schools Emphasis program can address some of these challenges through coordinated school transportation planning.

Recent studies have found that walking to school is associated with higher overall physical activity throughout the day. There are many potential benefits of physical activity for youth including:

- Weight and blood pressure control
- Bone, muscle, and joint health and maintenance
- Reduction in the risk of diabetes
- Improved psychological welfare
- Better academic performance

Safe Schools Emphasis Program: The MPO received funding from FDOT for the Safe School Access Transportation Study (SSATS) to assess the transportation conditions of each school located within both Lake and Sumter counties. The primary goal of the SSATS was to develop transportation master plans for each school in the study area, focusing on a 10-year planning horizon. The plans were based on data collected and analyzed for

each school in the study area, as well as recommendations for improvement for all modes of travel to and from the individual school sites. The study area is a two-mile buffer around each school site encompassing any statutorily defined student walk zones and any locally defined parent responsibility zones for long range transportation planning purposes. Each school starts from a unique situation with different circumstances. Some schools have great places for walking and bicycling, but few students taking advantage of it. Other communities have children walking and bicycling to school in unsafe conditions or along poorly maintained routes. The SSATS addressed each school site and its unique conditions and issues and developed recommendations to provide more safe options and for walking and biking to and from school. To implement the recommendations made in the SSATS, the MPO is establishing a Safe Schools Emphasis Program.

The benefits of walking and biking , such as improving public health, fostering connected communities, decreasing automobile dependence, and reducing air pollution are all highlighted in the MPO's Long Range Transportation Plan (TRANSPORTATION 2040). There is an increasing need and responsibility to give people the opportunity to walk and bike for transportation. TRANSPORTATION 2040 addresses the importance of walking and biking and what can be done to facilitate and promote it as a viable mode of transportation.

3. DEFINITION

Safe Schools Emphasis Area: For the purposes of this program the Safe School Emphasis area is defined as a 2 mile circular buffer around all school sites. This is a standard school transportation planning boundary established in July 2005, when Congress passed federal legislation that established a national Safe Routes to School program and defined this 2 mile buffer around schools. Specifically, this program addresses the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school, on any public road or any bicycle or pedestrian pathway or trail within approximately two miles of a school.

4. GOALS

- a. The primary goal of the Safe Schools Emphasis Program is to help municipalities and counties within the Lake~Sumter Metropolitan Planning Organization planning area to provide a transportation system where students can safely and conveniently walk and bike to school.
- b. The Safe Schools Emphasis Program serves as framework for identifying and selecting school transportation projects for the Long Range Transportation Plan.
- c. To establish a comprehensive vision and strategies for school transportation accommodations that enhance mobility through connectivity & accessibility, improved safety & quality of life.

- d. To maximize the multimodal capacity of existing roadways around our schools.
- e. To reduce the number of injuries and deaths in crashes involving motorists and pedestrians and bicyclists around our schools.
- f. Promote community policies, plans, subdivision regulations, and right-of-way requirements to make sure that school transportation provisions are included in new construction and rehabilitation projects both at a regional and local level.
- g. Safe Schools Emphasis Program aims to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools.
- h. Reverse the decline in children walking and bicycling to schools, increase kids' safety and reverse the alarming nationwide trend toward childhood obesity and inactivity.

5. POLICY

The MPO will promote the planning and implementation of the Safe Schools Emphasis Program throughout the region and recommends that all member governments adopt Safe Schools Emphasis policies, consistent with this program. The MPO will seek incorporation of the Safe Schools Emphasis Program into the development of transportation projects and plans where applicable. The concepts listed provide a broader perspective for both regional and local decision making concerning Safe School Emphasis Program implementation:

- a. Create Complete Streets around our schools
- b. Close Gaps in the Pedestrian and Bicycle Network
- c. Improve the Pedestrian and Bicycling Environment around our schools
- d. Prioritize Transit, Schools, Civic and Commercial Sites for improved multimodal improvements
- e. Implement Smart Growth Principles on and around our schools sites

6. CRITERIA

Safe Schools Emphasis projects can have different types of benefits, depending on the type of project. It can increase the number of children walking or bicycling to school, it can improve safety, and it can even reduce busing costs. The Lake~Sumter MPO defines Safe Schools Emphasis Program as one of their priorities: "projects that provide safe and convenient access to school locations within the MPO region; projects that complement education, outreach, and planning efforts at school sites The Lake~Sumter MPO will prioritize Safe Schools Emphasis projects in their Transportation Alternatives Program (TAP) application process based on the following criteria:

- a. The proposed project been identified as a priority in the SSATS or other Plan or is a missing link in a pedestrian or bicycle system.

- b. The project resolves a documented hazardous walking condition and eliminates the resultant school busing requirement.
- c. The project meets the objectives and/or guidelines described in the Florida Safe Routes to School program.
- d. The project been endorsed by the Lake County Schools or the Sumter County Schools.
- e. *Optional: The project applicant submitted a Florida Safe Routes to School funding application to FDOT Central Office in addition to the MPO project information application. Public high schools and/or adult education centers are not eligible for Florida Safe Routes to School funding.*

7. REQUIREMENTS

- a. Safe Schools Emphasis project sponsors must complete and submit a MPO Project Information Application and Maintenance Agreement covering the long term operation and maintenance of the Safe Schools Emphasis facility. *Optional: The project sponsor should complete a project application for Florida Safe Routes to School funding in addition to the TAP funding application.*
- b. Each project should use the most appropriate design standards and procedures. For projects using MPO attributable federal funding, it is important to meet or exceed standards and procedures acceptable to the Florida and U.S. Departments of Transportation, i.e., Florida Greenbook, Plans Preparation Manual. All waivers of design criteria as described in the Florida Greenbook and the Plans Preparation Manual are supported in this policy document.
- c. Designs should include accommodation of all users and be sensitive to the context of the roadway and adjacent land use for the corridor.
- d. The project sponsor should provide the local transit agency the opportunity to participate throughout the entire process and encourage the involvement of the local transit agency in the design process to ensure that sufficient accommodation of transit users and access to transit facilities is provided.

8. APPEALS

When a member government is not in agreement with the MPO's decision regarding Safe Schools Emphasis projects subject to the Transportation Improvement Program Selection Process, the jurisdiction may introduce a formal appeal by means of a resolution adopted by their local governing body. The resolution must be submitted to the MPO and proceed through the established transportation planning process. As such, the resolution will be subject to review and comment by the Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Committee. The MPO Governing Board, after considering comments from the other three committees, will make the final decision on the appeal.

9. IMPLEMENTATION

Upon approval and adoption of this Safe Schools Emphasis Program, it will become part of MPOs planning process and project selection for state and federal funding. The principles of this Program will also guide MPO staff in preparation of MPO planning documents and regional transportation planning efforts to which it contributes. TRANSPORTATION 2040 will be amended to incorporate this Program in accordance with the requirements of the plan at adoption. Also, the List of Priority Projects will be amended as necessary in order to seek funding for projects as the result of the completion and resolution of support of a Safe School Emphasis Project Information Application.

10. EVALUATION

The MPO, at a minimum, will evaluate this Policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the Safe Schools Emphasis Program, including the development of prioritization criteria, design guidance, and subsequently be considered for adoption by the MPO Governing Board.

Policy Approved on: _____

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

Approved as to form and legality:

Melanie Marsh, MPO Attorney

PROJECT UPDATES – August 2016

- **US 301 Project Development and Environment Study (Sumter County) – US 301/SR 44 Intersection Improvements and US 301/Florida’s Turnpike Interchange Improvements**
US 301 is being studied from SR 44 in Wildwood south to C-470 (west) in Sumterville. The study will lead to specific operational improvements and design improvements to the interchange of US 301 and Florida’s Turnpike and to the intersection of US 301 and SR 44. The study is also examining the concept of a new alignment east of Coleman. The planning effort is being coordinated with other Sumter County projects including the I-75/CR 514 proposed interchange and the C-470 study.
- **I-75/CR 514 Interchange Planning (Sumter County near Coleman)**
Staff is coordinating with Sumter County, FDOT and the Federal Highway Administration on an Interchange Justification Report and on an upcoming study of a potential new interchange with I-75 west of Coleman at CR 514. This effort is being coordinated with the US 301 study.
- **C-470 Study**
FDOT has commenced a Project Development and Environment Study for C-470 in Sumter County east into Lake County across Florida’s Turnpike. The study is examining future needs for the roadway through 2040. The study is also part of an initiative to have 470 in both counties designated as a state road from I-75 in Sumter County east to US 27 in Lake County. A public meeting is scheduled for 5 p.m., June 16 in Lake Panosoffkee to review the alternatives that have emerged from the study.
- **Wekiva Parkway Project**
FDOT and the Central Florida Expressway Authority are now moving into the right-of-way acquisition phase for most segments of the project. Construction is underway by CFX from US 441 north to the future systems interchange that will include the connection to SR 46 in Lake County. Construction of FDOT segments in Lake County will be substantially underway by 2017. The first segment of SR 429 in Lake County opened January 20 through the Neighborhood Lakes property.
- **Trails: Central Florida C2C Trail and Wekiva Trail**
Because of the Central Florida MPO Alliance prioritization of Regional Trails, almost all phases of the C2C Trail recently received advancements of funding from FDOT for each needed phase in both counties. The FDOT recently announced forthcoming programming of the subsequent phases of each segment of the C2C. Meanwhile, the Wekiva Trail has two segments out of four segments committed for construction to be complete by 2019. The other two segments are funded for design in 2016.
- **Minneola Interchange: Florida’s Turnpike/North Hancock Road/Citrus Grove Road**
Florida’s Turnpike Enterprise has selected a firm to design and build the interchange and construction has begun. The FDOT TRIP grant for North Hancock Road has allowed Lake County to proactively meet FTE’s timeline for construction as the roadway project is complete. Lake County’s is extending North Hancock Road from CR Old 50 to north of Fosgate Road. From that point north, the roadway is included as part of the FTE design-build project. The final portion of the roadway, the extension of the roadway north from the interchange to CR 561A, will be constructed by the Hills of Minneola landowner. Meanwhile, an east-west connection to US 27 will be accomplished by building Citrus Grove Road as a four-lane roadway, which is soon under design.
- **Lake-Orange Parkway (US 27 to SR 429)**
The Orange-Lake Parkway Partners, LLC, is examining options to construct a road between US 27 in Clermont east to SR 429 just south of Winter Garden. A \$28.5 million State Infrastructure Bank loan is currently programmed in the FDOT program for the LLC of landowners to potentially accomplish the potential project. Meanwhile, the Central Florida Expressway Authority has agreed to include the concept in the CFX’s 2040 Master Plan and to examine concepts for the potential roadway. Therefore, multiple options are being explored to satisfy this regional need that would catalyze the northern corridor of the Wellness Way Area Plan.
- **SR 50 Corridor Study**
SR 50 is being studied from US 301 in Hernando County east to CR 33 in Mascotte. The study is examining safety and capacity needs and will take into account the environmental issues relative to the Green Swamp and the Withlacoochee State Forest.