



## Chapter 1: Introduction

### ***The Long Range Transportation Plan***

The Lake~Sumter Metropolitan Planning Organization (MPO) is responsible for developing the 2025 Long Range Transportation Plan for the Urbanized Areas of Lake and Sumter Counties, as illustrated in Map 1-1. The Long Range Transportation Plan was formally adopted by the MPO Board on December 14, 2005, and is a blueprint to guide transportation system improvements through the year 2025. The improvements identified in the plan are necessary to maintain adequate mobility for the citizens in the Urbanized Areas of Lake and Sumter Counties, and to accommodate the growth that is forecasted through 2025. These improvements were established through a comprehensive identification of highway, public transit, bicycle, pedestrian, and goods movement transportation needs and policies of the counties.

The Long Range Transportation Plan is intended to serve as the official guide for the expenditure of Federal transportation funds and provide guidance for other plans, policies, and programs in urbanized Lake and Sumter Counties. The Lake~Sumter MPO is required to update the Long Range Transportation Plan every five years and maintain a minimum 20 year plan horizon. As such, the 2025 Long Range Transportation Plan replaces the 2020 Lake County Long Range Transportation Plan, prepared for the Lake County Public Works Department and adopted in December 2000 by the Lake County Board of County Commissioners. Additionally, an interim 2015 plan was prepared to aid in the prioritization of needed transportation projects identified in the 2025 Cost Affordable Plan.

The Long Range Transportation Plan was prepared consistent with both the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and available guidance from the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and may be formally amended if needed within the five year update period to address changing transportation needs or revenue availability.

***The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the reauthorization of TEA-21, was enacted into law by President Bush on August 10, 2005, at which time the Lake~Sumter Metropolitan Planning Organization (MPO) was already finalizing its 2025 Long Range Transportation Plan (LRTP) based primarily on TEA-21 guidance. The MPO has coordinated with the Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) to identify certain aspects of the LRTP in need of updating for compliance with SAFETEA-LU, due prior to July 1, 2007. Notes, such as this one, have been placed throughout the LRTP to identify these SAFETEA-LU updates. The updated 2025 LRTP was adopted by the Lake~Sumter MPO Board on May 23, 2007.***

***The Lake~Sumter Region at a Glance:*** As seen in Map 1-1, the Lake~Sumter MPO planning area consists of Lake County, in its entirety, and that portion of Sumter County that was part of the Lady Lake/Villages urbanized area at the time of the 2000 Census. The Lake~Sumter Planning area includes a mix of rural and urbanized areas, consists of 2 counties and 14 municipalities, and is located within the jurisdiction of two regional planning councils. At the time of the 2000 Census, there were two urbanized areas within the MPO Planning Area, i.e., the Lady Lake/Villages urbanized area and the Golden Triangle (Mount Dora, Eustis, Tavares, Leesburg). There are two additional areas that have since shown urbanized characteristics, both in South Lake County, i.e., the Clermont area and Four-Corners Area. The MPO, as it sees Sumter County as an important regional neighbor, intends to create a true-two-county LRTP, with all of Sumter County included, as it commences development of its 2030 LRTP. Many member governments, including, but not limited to, Lake County, Sumter County, the City of Tavares, the City of Fruitland Park and the City of Wildwood are beginning a future visioning process to determine how they wish to look in the future. The MPO is also participating in the MyRegion.org 2050 Visioning exercise for all of Central Florida.

## ***Plan Development Process***

The development of this Transportation Plan required completion of multiple interrelated tasks. The relationship of these tasks is illustrated in Figure 1-1. Each of these tasks is described in greater detail within the individual chapters of this report.

## ***How this report is organized***

The documentation of the 2025 Long Range Transportation Plan consists of two principal components:

- The Long Range Transportation Plan: Final Report
- The Long Range Transportation Plan: Technical Appendix

# Lake - Sumter MPO

## 2025 Long Range Transportation Plan

### Long Range Transportation Plan Study Area

FLAGLER

VOLUSIA

MARION

SEMINOLE

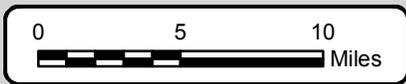
ORANGE

SUMTER

POLK

**LEGEND**

-  Roads
-  County Boundary
-  Inside Study Area



**Map 1-1**

Long Range Transportation Plan  
Study Area



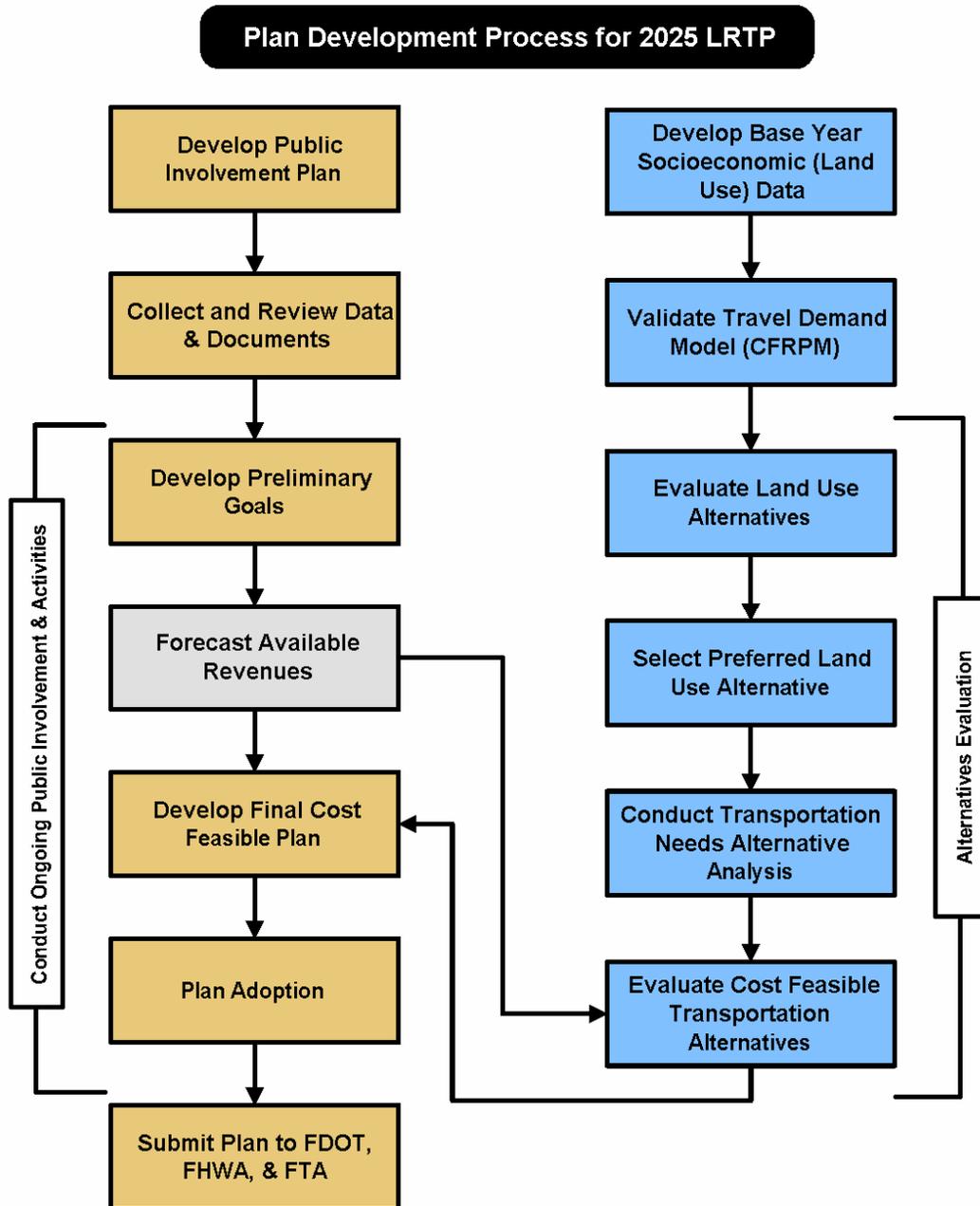


Metropolitan Planning Organization

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Figure 1-1: Summary of the Plan Development Process





## **The Long Range Transportation Plan: Final Report**

The Long Range Transportation Plan Final Report serves as an independent summary of each major plan element. It includes documentation of the methodology used to develop the plan, as well as summaries of the key elements used to develop the plan and the transportation improvements in the Adopted 2025 Cost Affordable and the Adopted 2025 Needs Plans. The Final Report is intended for day-to-day use and includes the following chapters:

### ***Chapter 1: Introduction***

Chapter 1 provides a brief description of the Long Range Transportation Plan process and presents an outline for the Final Report.

### ***Chapter 2: Public Involvement Plan and Summary***

Chapter 2 summarizes the public involvement activities and information distribution techniques that were used throughout the development of the Long Range Transportation Plan. In addition, a summary of public comments is provided.

### ***Chapter 3: Goals, Objectives, and Performance Measures***

Chapter 3 provides a summary of the goals for the Long Range Transportation Plan, the objectives used to attain those goals, and the policies used to guide the Plan. This chapter includes the goals from the counties and the MPO, as well as the goals from Federal TEA-21 and SAFETEA-LU legislation, the Florida Transportation Plan, the comprehensive plans for the counties and municipalities within the counties, and other policy guidance.

### ***Chapter 4: Data and Plan Preparation***

Chapter 4 discusses the Data and Plan Preparation, providing a summary of the year 2000 transportation network, and the development of a 2010 Existing + Committed Network. The needs and projects identified in the 2025 Long Range Transportation Plan are based on the assumption that committed projects from the 2010 Existing + Committed Network are completed as scheduled.

This chapter also includes an overview of the transportation planning tools used throughout the development of the Plan. This includes the tools used to forecast the travel demand throughout the urbanized areas of Lake and Sumter Counties in 2025 and the tools used to evaluate the Needs Plan alternatives and Cost Affordable Plan alternatives.

### ***Chapter 5: Land Use and Socioeconomic Data Forecast***

Chapter 5 provides an overview of the socioeconomic data forecast that was used to provide the population and employment data for traffic analysis zones in 2025. This forecast is an integral input into the travel demand model used to develop the Needs Plan.



### ***Chapter 6: Financial Resources***

Chapter 6 outlines the assumptions made relevant to the amount of revenue available from 2011 to 2025 to fund the 2025 Cost Affordable Plan and the 2015 Interim Year Plan. This chapter also includes a summary of the available revenues.

### ***Chapter 7: 2025 Needs Plan and Alternatives Testing***

Chapter 7 describes the methodology used to develop the 2025 Needs Plan and documents the resulting transportation improvements deemed necessary through the year 2025. This Needs Plan includes improvements to the highway network, public transportation, bicycle facilities, and pedestrian facilities. The Needs Plan does not consider the cost-feasibility of the proposed improvements.

### ***Chapter 8: 2025 and 2015 Cost Affordable Plans***

Chapter 8 documents the adopted 2025 Cost Affordable Plan and the 2015 Interim Year Cost Affordable Plan. This is a multi-modal plan that balances the cost of transportation improvements and operations with the financial resources available to fund improvements.

### ***Chapter 9: Findings and Recommendations***

Chapter 9 provides a conclusion to the plan document and includes major findings included in the Long Range Transportation Plan. This chapter also includes recommendations for consideration in the next update cycle of the Long Range Transportation Plan or other future planning activities.

### **Long Range Transportation Plan: Technical Appendix**

The Long Range Transportation Plan Technical Appendix contains the detailed technical information and data used during the development of the Plan. Each section of the Technical Appendix corresponds to a chapter in the Long Range Transportation Plan Final Report. For example, Technical Appendix Section 8 refers to the detailed information concerning the Cost Affordable Plan. This Technical Appendix is provided in lieu of individual Technical Memorandums.



## **Conclusion**

The Long Range Transportation Plan Final Report and Technical Appendixes document the process by which transportation projects have been identified for inclusion in the 2025 Cost Affordable Plan. However, the inclusion of a project in the 2025 Cost Affordable Plan is the only first of many steps required for a project's implementation. Prior to the implementation of a project, additional studies will typically be conducted to focus on specifics of that project and to evaluate the benefits and impacts to the community. In the case of roadway improvements, engineering studies must be conducted to evaluate the specific alignment and environmental impacts of the project. Additional public meetings are typically conducted during these subsequent studies. The Lake~Sumter MPO, Lake County Public Works Department, Sumter County Public Works Department, and the Florida Department of Transportation routinely provide opportunities for the public to stay informed on the progress of individual projects as they proceed through the process that leads to project implementation.