

Lake~Sumter MPO



TRANSPORTATION 2040

LONG RANGE TRANSPORTATION PLAN

Adopted December 9, 2015

Amended April 26, 2017

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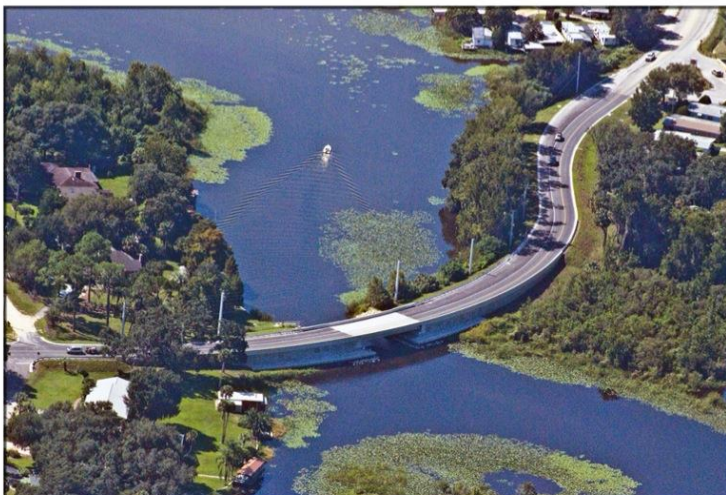
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Introduction

Transportation is a central component of daily life. Transportation affects everyone and plays a critical role in quality of life, now and into the future. The transportation decisions made today will have a direct impact on the economy of the region as well as the health and well-being of residents and visitors

Transportation 2040, the Lake~Sumter MPO's Long Range Transportation Plan (LRTP), is the planning document that will guide MPO decisions on the expenditure of federal and state transportation funds for highway, transit, freight, pedestrian and bikeway projects within the Lake~Sumter MPO planning area (see Map 1). The LRTP represents the culmination of a multi-level partnership between local, state, and federal policy-makers and the citizens, business owners, and stakeholders who are most impacted by transportation decisions. This document will be used as a tool in the planning process to assist in addressing the region's needs as the area continues to grow and develop.

The LRTP is a federally required long-term planning document detailing the transportation improvements and policies to be implemented in the MPO Area. The LRTP is revised at least once every five years and must address at least 20 years into the future for the



duration of its five-year lifespan in accordance with the Code of Federal Regulations (CFR) Title 23, Section 134, CFR Title 49, Section 5303, and the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub L. 112-141, July 6, 2012). *Transportation 2040* updates the previous LRTP from a horizon year of 2035 to a horizon year of 2040. The goals of the plan update are to: 1) identify current transportation needs, 2) forecast future transportation needs, and 3) establish strategies and projects that address these needs.

An important addition to this update of the LRTP is the inclusion of a listing of programs that are tied to alternative transportation strategies for mobility in the MPO Planning Area. These programs include a Regional

Trails Program; a Complete Streets Program; a Safe Schools Emphasis Program; a Sidewalk Program; and a Management and Operations Program. Each program is tied to a list of projects, a policy, or regional master plan adopted by the MPO. The Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT) and the Federal Transit Administration (FTA) now put a high level of importance on these types of programs and projects, requiring their inclusion in the MPO planning process.

The MPO enthusiastically embraced these types of alternative transportation strategies in the previous long range transportation plan, *Transportation 2035*, acknowledging that continuing to focus transportation planning on the addition of roadway capacity was not the means to achieve the goals set for quality of life, growth management, or economic development. *Transportation 2040* continues the positive momentum of the previous plan by taking a socially-, environmentally- and economically-sustainable approach to stewardship.

An equally important addition to this update is proactively developing *Transportation 2040* as a performance based plan. MAP-21 introduced requirements for performance-based planning and the definitive process is still being developed at the federal level. The final requirements are expected to be in place for MPOs by 2018. The MPO will take action at that time to enhance performance-based planning efforts.

Transportation 2040 addresses the challenge of meeting needs in the face of fiscal constraints. The plan balances multiple modes of transportation while considering social impacts, the natural environment, and enhancement of the economy. Furthermore, the plan respects the visions of the Lake~Sumter MPO's two counties and 19 municipalities.



Plan Overview

Transportation 2040 serves as a guide, describing how the existing transportation system functions and how our community would like for it to function in the future. In addition, it considers the value of investments already made in developing the transportation system. The plan considers innovative solutions to mobility constraints and focuses on enhancing available travel choices.

Transportation 2040 prioritizes programs and projects that have been developed to address the Lake~Sumter region's need to maintain and preserve our existing transportation assets for the sustainability of the region's economic competitiveness and the vitality of our communities (see Map 1).



The MPO developed Transportation 2040 in compliance with current federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21), which governs MPO activities. In keeping with MAP-21, planning for this LRTP incorporated a number of new elements that brought more information, for both the MPO and the public, to the decision-making process. The MPO has embraced performance-based planning practices for this LRTP and the MPO has expanded its use of new and innovative planning tools, such as scenario planning, to inform decisions.

This plan includes elements that lead to the development of a balanced multi-modal transportation system that facilitates the efficient movement of people and goods. The plan has several key components:

1. Plan Development focused on a multi-modal outcome that includes roadways, transit, non-motorized transportation, and inter-modal considerations, as well as management and operation and preservation of the existing system;

Map 1

2. Transportation Needs List formulated through public involvement, through quantifiable long range need projections, and through the coordination of regional land use and economic development goals and plans of the MPO's member governments; and
3. Cost Feasible Projects List developed by estimating costs of the identified needs in the future years projects are likely to occur, by estimating future revenues reasonably expected to be available, and by applying the revenues to the identified needs in a way that maximizes the benefit of each dollar while also considering the prioritization of needs.



Public participation provided on-going critical input to the MPO's decision-making process. Throughout development of this LRTP, the MPO engaged in extensive outreach with an eye toward making public participation convenient by taking advantage of opportunities where people were already gathering. Through a series of public meetings of the MPO and member governments, speaking engagements, information kiosks and social media, the MPO sought opportunities to interact with people who may previously have

been only minimally involved in the continuous, comprehensive, cooperative (3C) planning process. These outreach efforts reflected the MPO's recently updated public involvement plan that includes using more electronic forms of communication and interactive engagement techniques.

Goals and Objectives

In previous Long Range Transportation Plans, the MPO developed Goals, Objectives and Policies/Strategies that addressed regional and local issues, supported regional and local initiatives, and set the framework for project priorities to better address the many challenges faced in the region. The federal Moving Ahead for Progress in the 21st Century Act (MAP-21) now requires MPOs to transition to Performance-Based Planning.

MAP-21 introduced requirements for performance-based planning integrating performance management into many federal transportation programs. USDOT must establish performance measures for safety, pavement conditions, bridge conditions, operational performance of the national Interstate Highway System, operational performance of the Non-Interstate National Highway System, freight movements, mobile source emissions, and congestion. The federal performance measures are expected to be completed by 2017.

Once USDOT issues a final rule on the federal performance measures, each state has one year to set performance targets for each federal performance measure. Within 180 days of states setting performance targets, MPOs must also establish performance targets for each of the ten (10) federal performance measures and must use a performance-based approach to transportation decision making.

The purpose of the performance-based planning rule is to establish a method for tracking the progress on meeting the MPO's goals and objectives. The MPO supports performance-based planning and is prepared to develop performance measures and targets. The MPO will amend *Transportation 2040* at such time the federal rule is in place and the state establishes its performance targets. At that time, the MPO will work with FDOT to develop performance measures and targets that are consistent with state and federal policies.

National Goal Areas

Safety

Infrastructure Condition

Congestion Reduction

System Reliability

Freight Movement and Economic Vitality

Environmental Sustainability

Reduced Project Delivery Delays

Transit State of Good Repair

Transit Safety

GOAL 1 – INVESTING IN TRANSPORTATION TO SUPPORT A PROSPEROUS, COMPETITIVE REGIONAL ECONOMY

- OBJECTIVE - Provide an efficient, interconnected transportation system to advance and support the economic well-being and quality of life of the region.
- OBJECTIVE - Improve travel reliability on major freight routes
- OBJECTIVE– Enhance access to jobs

GOAL 2 – PROVIDING A SAFE AND SECURE TRANSPORTATION SYSTEM FOR ALL USERS

- OBJECTIVE - Minimize crashes and fatalities for all modes of transportation
- OBJECTIVE – Improve safety for pedestrians and cyclists
- OBJECTIVE – Facilitate accessibility for emergency response vehicles

GOAL 3 – PROACTIVELY MANAGING THE OPERATIONS OF THE REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES IN THE MPO PLANNING AREA FOR ALL USERS

- OBJECTIVE - Improve transportation options available to residents, business patrons and visitors
- OBJECTIVE – Balance regional capacity needs with human scale accessibility needs (Complete Streets)
- OBJECTIVE – Adopt a Complete Streets policy that supports the development of a list of Complete Streets projects
- OBJECTIVE – Invest in Intelligent Transportation Systems (ITS) as an alternative to adding roadway capacity

GOAL 4 – IMPROVING MOBILITY OPTIONS AND CONNECTIVITY FOR PEOPLE AND GOODS

- OBJECTIVE - Invest in strategies to reduce per capita vehicle miles traveled (VMT)
- OBJECTIVE – Increase modal opportunities and modal enhancements within communities
- OBJECTIVE - Improve freight facility connectivity in the Lake~Sumter Region across all modes of transportation

GOAL 5 - MAKING TRANSPORTATION DECISIONS THAT SUPPORT COMMUNITIES' VISIONS AND PROMOTE RESPONSIBLE SOCIAL, ECONOMIC AND ENVIRONMENTAL STEWARDSHIP

- OBJECTIVE – Coordinate regional transportation planning efforts and local comprehensive planning efforts
- OBJECTIVE - Reduce negative environmental impacts associated with transportation investments
- OBJECTIVE – Ensure Environmental Justice (EJ) is considered in all aspects of MPO planning

Plan Development

Transportation 2040 is organized around transportation corridor strategies that include roadway capacity projects; the Complete Streets Program; the Regional Trails Program; the Safe Schools Emphasis Program; the Sidewalk Program; and Management and Operations Program. The plan is driven largely by future economic growth needs and strategies. While this plan is departure from past long range transportation plans which relied almost completely on a travel demand model for forecasting travel patterns, this plan takes a creative and customized approach to long range planning by using an assortment of tools in its development, the travel demand model being just one of many employed.

Plan development began in 2012 as a regional collaborative effort among FDOT District 5, Florida's Turnpike Enterprise, Central Florida Expressway (formerly Orlando-Orange County Expressway Authority) and the five MPOs located



within FDOT District 5. This group met regularly to develop the Central Florida Regional Planning Model (CFRPM) version 6.0. Plan development culminated in November 2015 when the draft plan was presented for public comment before its December 9, 2015 adoption by the Lake~Sumter MPO Governing Board.

Significant contributions were made toward this plan by the municipalities and counties within the MPO Planning Area, as well through the participation of chambers of commerce, economic development interests, civic groups, the MPO's advisory committees and task forces, and through the input of the residents of Sumter County and Lake County.

Constrained Roadways

Building on the regional growth vision developed as part of our previous long range transportation plan, *Transportation 2040* is reflective of the MPO's adopted Constrained Roadways Policy (See Map 2). The policy is an acknowledgement that community visions cannot always be achieved through road widening projects. Some constraints are tied to growth management plans, while others are to avoid undesired environmental,

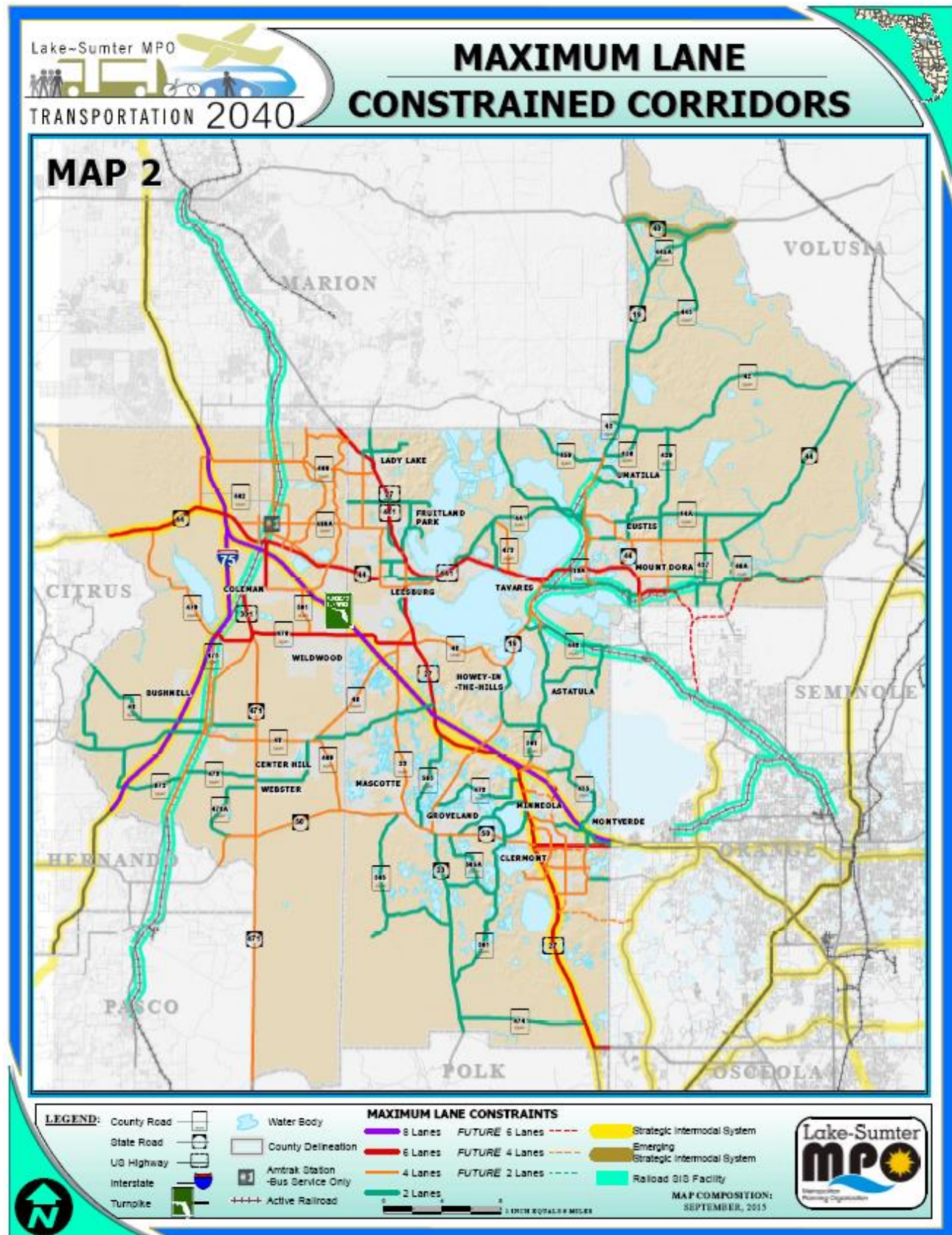
economic or social impacts. There are more than a thousand named lakes in Lake County and Sumter County in addition to numerous environmentally-sensitive area, requiring a creative and customized approach to addressing current and future mobility needs.

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

- a) To preserve rural character in areas where existing conditions and land use designations do not require the need for additional capacity
- b) To limit the extent to which corridors will be widened in order to prevent roadways from becoming dividing factors within communities or to prevent widening



- projects causing the erosion of viable neighborhoods or districts
- c) To enhance the regional transportation network, spread demand for transportation capacity and maximize access to communities and center
- d) To promote the goal of migrating away from capacity improvements through the addition of lanes and to promote the migration toward additional capacity through mass transit improvements along appropriate arterial corridors
- e) To prevent a misallocation of fiscal resources toward lane-addition projects in which cost-benefit ratios are low in terms of cost versus new capacity



Regional Growth and Land Use

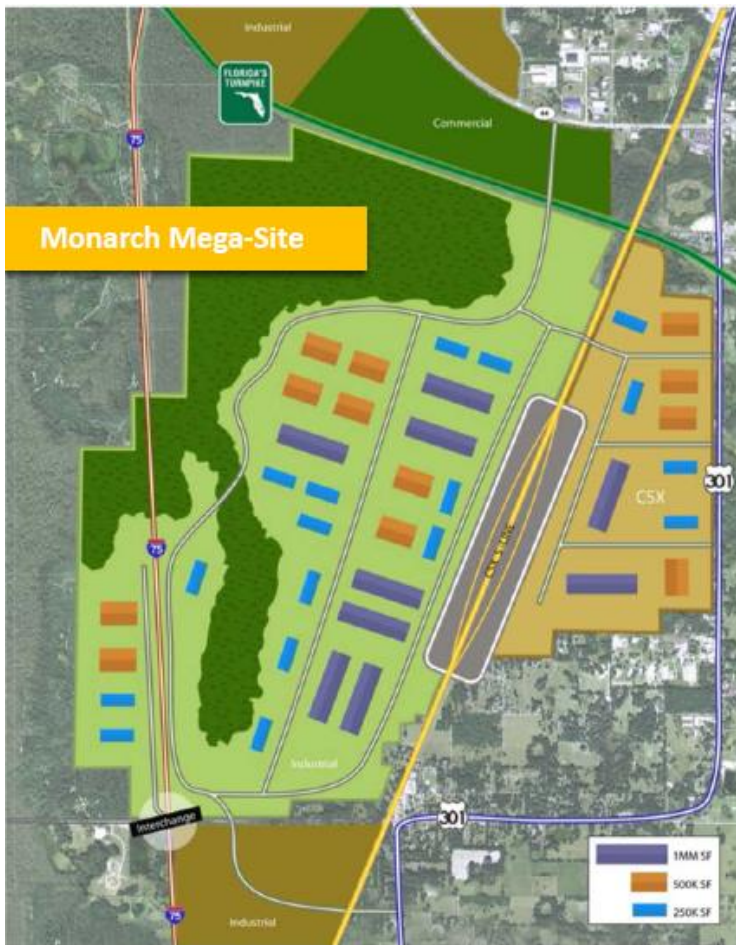
The Lake~Sumter region is once again experiencing significant population growth. 2040 population and employment forecasts or control totals were developed using information from the Bureau of Business and Economic Research (BEER), Woods & Poole Economics 2013 State Profile, and information reported in the 2010 U.S. Census. The growth rates for population forecast to 2040 were flat when compared to the 2035 population control total used in the previous plan. However, recalling the robust economy and population surge in



Central Florida in the mid-2000s when population and employment projections were made for the previous plan, growth had dramatically slowed due to a major recession by 2010 when the previous plan was being adopted. Therefore, it is not surprising the 2035 population totals used in *Transportation 2035* are almost the same as the population totals forecast for 2040 in the plan update.



Historically, future jobs are calculated based on the ratio of population to employment. For this plan a different approach was necessary due to the progressive economic development plans implemented by Sumter County, Lake County, and many of the municipalities located in both counties. For example, in Sumter County, a large industrial site



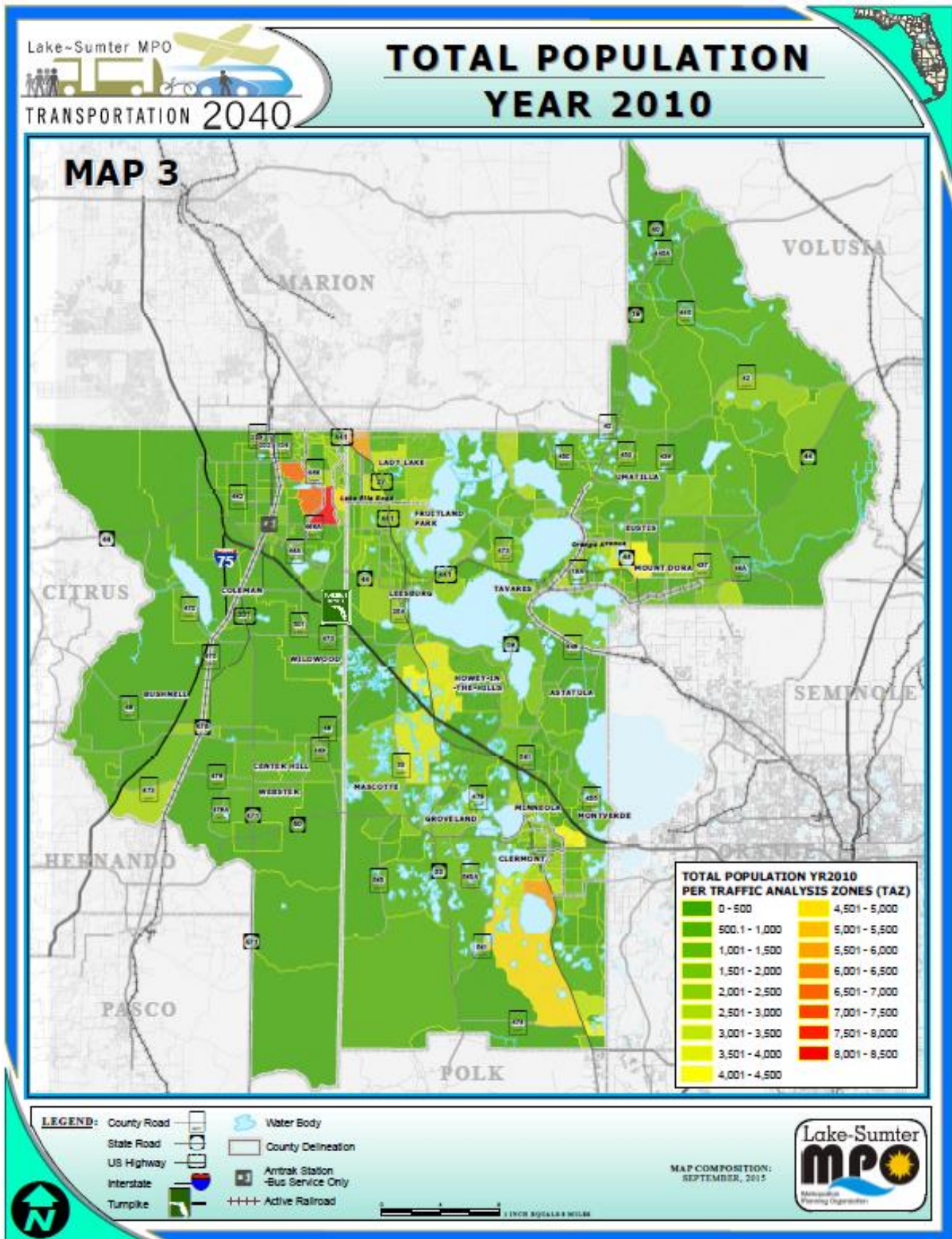
known as Monarch Ranch became fully entitled for 16 million square feet of industrial development. Lake County adopted a large economic development overlay district | a significant portion of the county. This overlay district greatly expands the county's ability to attract new commercial and industrial development which in turn creates new jobs. These are two of many examples that justified using higher employment control totals than those generated using the traditional ratio method. Using this information, the MPO worked closely with the member jurisdictions and their representatives to adjust the employment numbers and allocate the jobs to appropriate locations within the two-county planning area. The population and employment estimates used to develop *Transportation 2040* are shown in **Table 1**.

The MPO worked very closely with the member jurisdictions and their representatives to allocate the population and employment projections to the local level in terms of desired growth

patterns. The land use assumptions associated with this plan reflect the regional growth vision for the Lake~Sumter MPO Planning Area, not simply the advancement of locally adopted comprehensive plans. Maps 3, 4, 5 and 6 display the changes in population and employment anticipated from the plan base year, 2010 and the plan horizon year 2040.

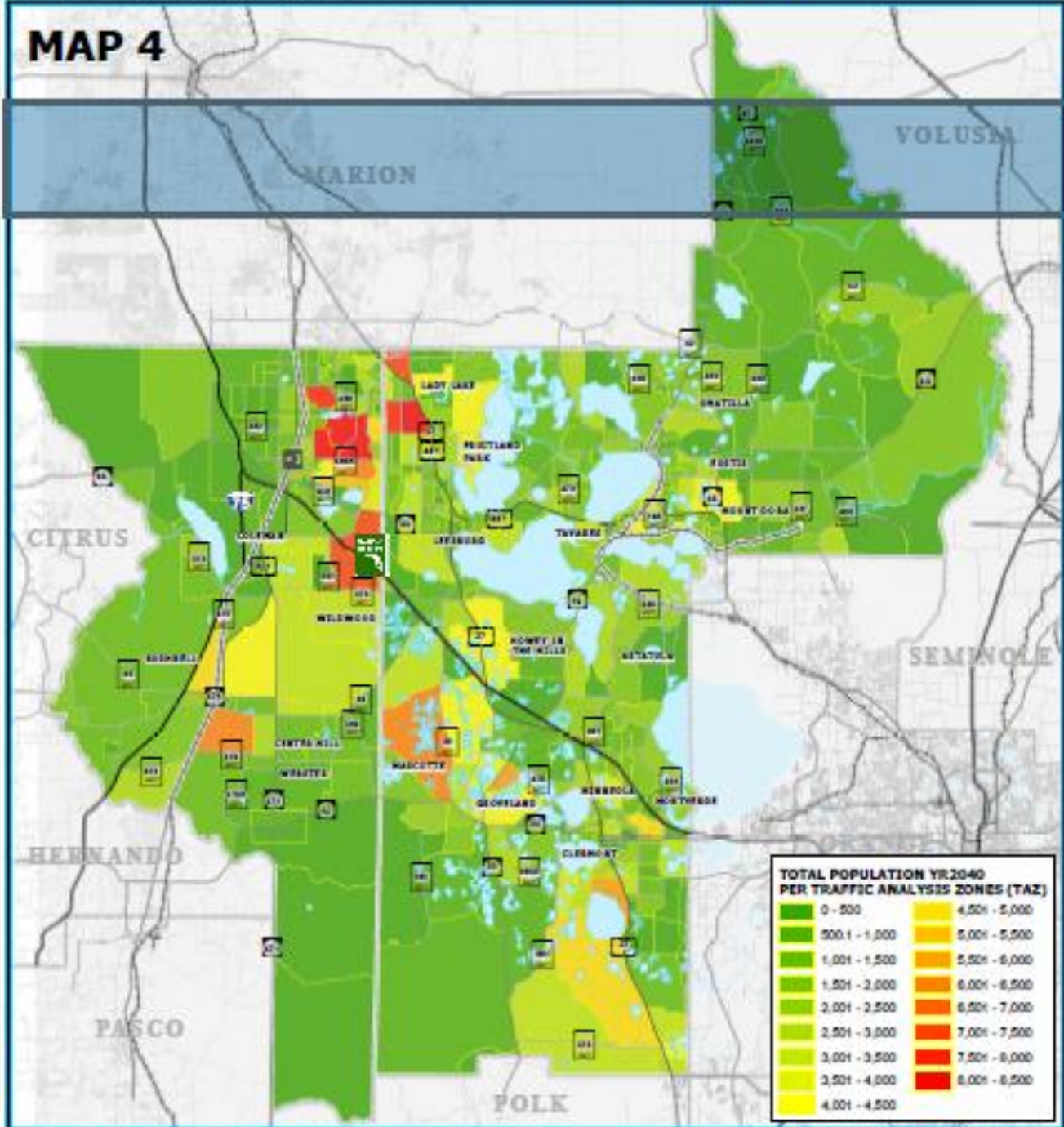
Table 1 – Population and Employment Estimates

County	Total 2010 Population	Total 2040 Population	Growth Rate
Lake	320,268	547,500	2.37%
Sumter	104,208	241,350	4.38%
County	Total 2010 Employment	Total 2040 Employment	Growth Rate
Lake	122,075	208,688	2.43%
Sumter	28,311	88,181	7.05%



TOTAL POPULATION YEAR 2040

MAP 4

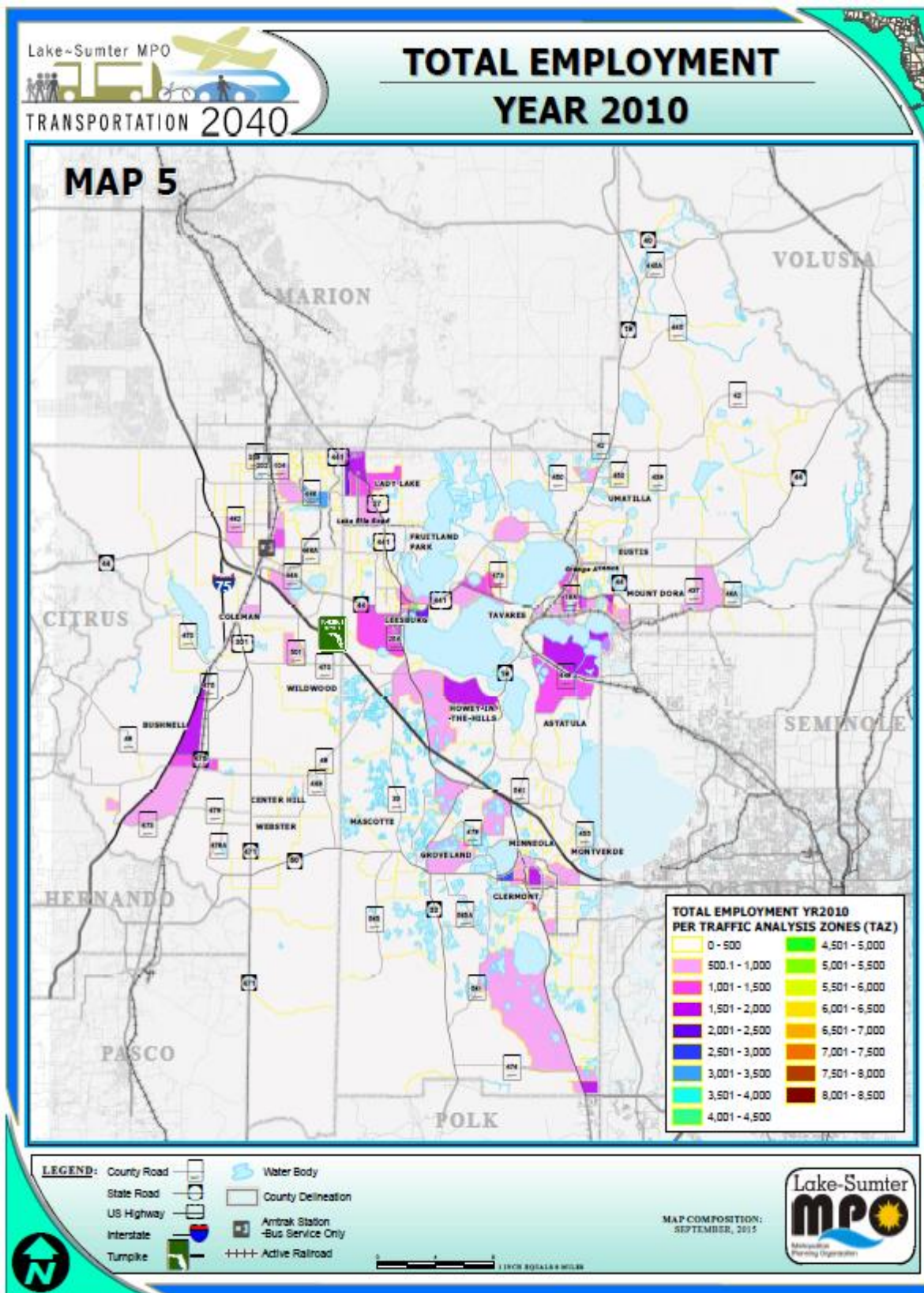


LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delimitation
- Amtrak Station
- Bus Service Only
- Active Railroad

MAP COMPILED:
SEPTEMBER, 2011



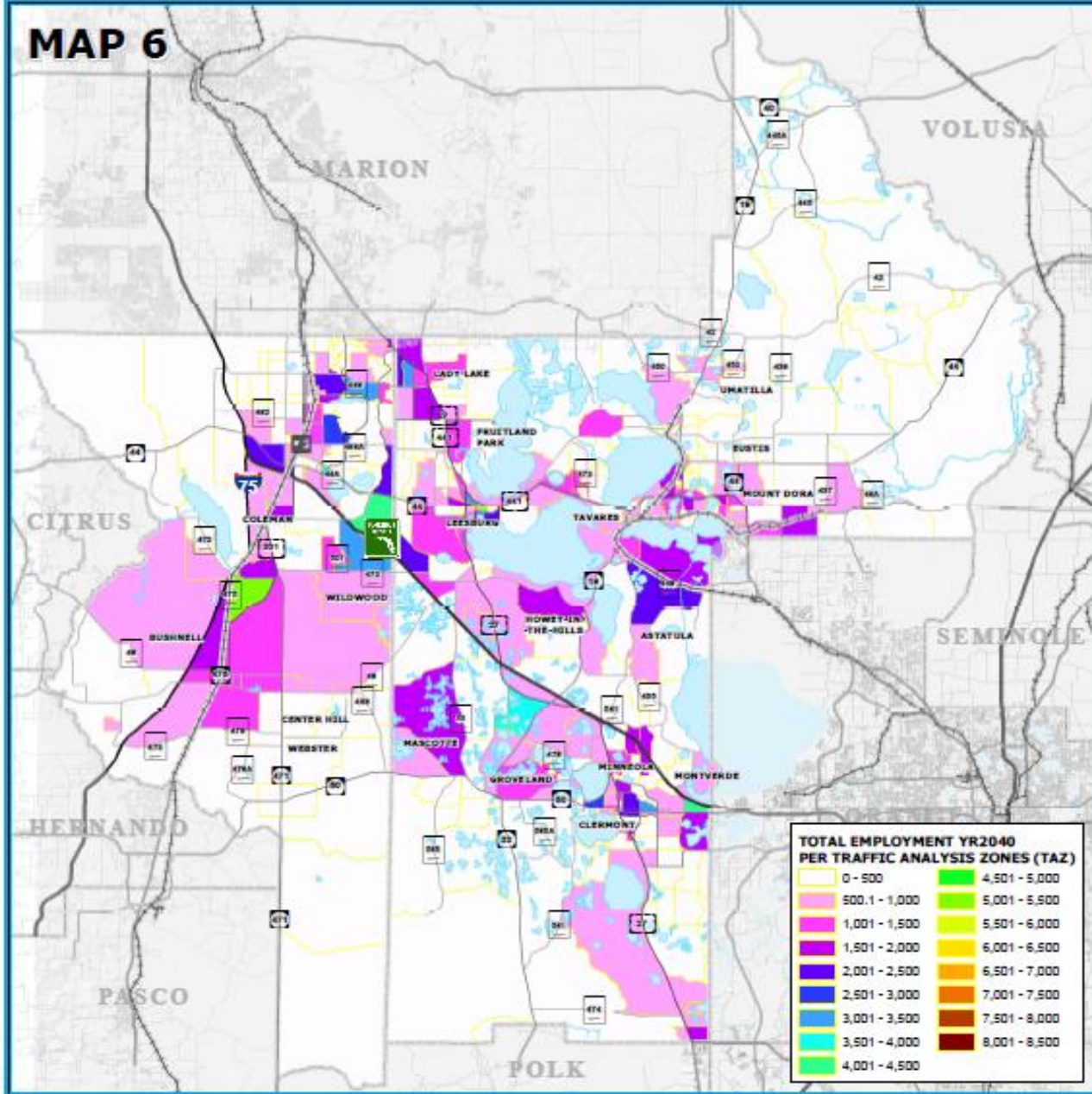


Lake-Sumter MPO

TRANSPORTATION 2040

TOTAL EMPLOYMENT YEAR 2040

MAP 6



Financial Resources

Federal metropolitan planning requirements include developing a financial plan to demonstrate that the LRTP can be implemented over the life of the plan (23 CFR 450.322). The primary elements of the financial plan include costs and revenues needed to operate and maintain federal-aid highways and public transportation as well as including the costs for implementing capital investment projects identified in the plan and public transportation.

Federal funds to the region's transportation program are dependent on federal transportation legislation. Beginning in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA), the pattern of federal transportation funding was characterized by the adoption of six-year federal transportation bills that advanced funding levels at an average annual rate greater than three percent (3%). Federal funding increases in these cases were approximately equivalent to the rate of inflation for the general transportation program.

In recent years, this pattern has changed with the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a four-year bill, and its successor 2012's Moving Ahead for Progress in the 21st Century Act (MAP-21), a two-year bill. There have also been 32 short-term extensions of these bills over the past six years and extensions are likely to continue until there is a new longer-term federal bill. The trend of shorter-term bills and consistent continuing resolutions has eroded the predictability in the transportation funding process.

The funding program presented in this document reflects federal and state funding allocations expected to be available through the Transportation Improvement Program (TIP). This revenue is likely to be supplemented by a number of additional state-managed programs such as the Transportation Regional Incentives Program (TRIP), discretionary programs such as the federal Transportation Alternatives (TA) program, and local funds invested high-priority regional projects. Because FDOT has decision-making authority of allocation of the non-local funds and the availability and amounts from these types of funding sources are dynamic, no revenues projections were attempted for the plan for those programs.

Statewide in Florida, approximately 25 percent of total transportation revenues forecasted by the Florida Department of Transportation (FDOT) for 2014 through 2040 come from federal sources. While 67 percent are from state sources and eight percent are Florida's Turnpike Enterprise revenues. According to Florida's Transportation Tax Sources – A Primer, for FY 2013, the receipts collected by the State Transportation Trust Fund (STTF) broke down as follows: state motor fuel tax comprised 32 percent of STTF receipts; motor vehicle tag and title fees were 15 percent; aviation fuel tax, rental car surcharge, and documentary stamp taxes were each less than three percent; and Federal Aid, which comes primarily from the federal fuel tax, was 34 percent. The balance of receipts came from toll facility reimbursement, local government participation, and other miscellaneous sources.

The figures discussed above represent statewide revenues. Lake and Sumter counties receive their proportionate shares based on a series of formulas tied to population and gas tax receipts. Table 2 provides revenue projections of state and federal sources available to Lake and Sumter counties as provided in the 2040 Revenue Forecast Handbook (July 2013) prepared by FDOT. "Other Arterials" revenues can be applied

to non-FIHS/SIS State Highway System roadways and “Transit” revenues can go toward technical and operating/capital assistance for transit, paratransit, and rideshare programs. “TA” funds are used for locally-defined projects like sidewalks and regional trails and are not used to fund capacity improvements. TRIP matching funds apply to improvements on facilities designated as regionally-significant and the funds are allocated within each district based on regional project prioritization processes.

Table 2 – Projected State and Federal Resources

PROJECTED REVENUES BY PLANNING PERIOD (IN MILLIONS OF YEAR OF EXPENDITURE DOLLARS)					
STATE/FEDERAL REVENUES ①					
PLANNING PERIOD	2021-2025	2026-2030	2031 - 2035	2036 -2040	TOTAL
OTHER ARTERIAL CONSTRUCTION/ROW	\$75.60	\$71.50	\$78.20	\$78.20	\$303.50
TRANSIT	\$42.50	\$44.70	\$46.90	\$46.90	\$181.00
TRIP FUNDS②	\$10.00	\$10.00	\$10.00	\$10.00	\$40.00
TRANSPORTATION ALTERNATVATIVES FUNDS②	\$4.20	\$4.20	\$4.20	\$4.20	\$16.80
① STATE/FEDERAL REVENUES FROM AUGUST 1, 2013 SUPPLEMENT TO THE 2040 REVENUE FORECAST HANDBOOK, 2040 FORECAST FOR LAKE-SUMTER MPO AREA. TOTALS MAY NOT SUM PERFECTLY DUE TO ROUNDING. REVENUES FOR SIS HIGHWAYS ARE ALREADY PROGRAMMED.					
② TOTAL DISTRICTWIDE FUNDS					

Safety and Security

Safety

In 2008, the MPO assumed responsibility for collecting, analyzing, and reporting local crash data. The Lake~Sumter MPO has replaced its GIS-based Crash Data Management System (CDMS) custom tool with FDOT’s new crash data management tool, Signal Four Analytics. The tool is an interactive web-based system designed to support the crash mapping and analysis needs of law enforcement, traffic engineering, transportation planning agencies, and research institutions throughout Florida. The tool helps address engineering and safety issues through the analysis of crash data. The Signal Four Analytics tool is adapted to target safety concerns through the 3E approach (engineering, enforcement, and education), as well as integrating the State of Florida’s Strategic Highway Safety Plan Emphasis Areas which include: (1) aggressive driving, (2) intersection crashes, (3) vulnerable road users, and (4) lane departure crashes. A key aspect of Signal Four Analytics is the ability to cross-reference county and state data sources to assess regional and local crash-related issues on both the state system and on the local roadway networks.



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



An additional area of focus on safety for the MPO is to support educational efforts to address transportation safety. The MPO participates in collaborative relationships among various representatives of local governments, law enforcement, school districts, and emergency management. The MPO is engaged with community safety groups in both Lake County and Sumter County.

As the regional entity responsible for convening member jurisdictions and stakeholders to address transportation issues, the MPO used funds provided by FDOT to conduct the Safe School Access Transportation Study (SSATS). This study assessed the transportation conditions of each school located within Lake County and Sumter County. It is the foundation for the activities the MPO implemented to address a full range of safety issues relative to vehicular, pedestrian, bicycle and transit travel. *Transportation 2040*, includes a focus on implementing the strategies the SSATS, which is for the MPO's Safe Emphasis Program.

Security

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



projects identified in the premise School

security to

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



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

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

Freight and Goods Movement

Freight and goods movement continues to be a top priority in the Lake~Sumter region. In Sumter County at the confluence of I-75, Florida's Turnpike Mainline, SR 44 and the CSX S-Line, plans for a large inter-modal industrial/freight center are taking shape. A new interchange is being planned on I-75 at CR 514 to help alleviate project traffic that will be generated by 20 million square feet of entitled industrial land use. The future of US 301 in Sumter County is being planned to accommodate the future employment center.



The City of Leesburg's new commerce park offers more than 640 acres of prime development area at Florida's Turnpike and County Road 470. Improvements to the 470 Corridor to accommodate this major economic development project are regional top priority. The 470 Corridor connects Sumter and Lake counties, as well as US 27, Florida's Turnpike, US 301, I-75, the CSX S-Line and SR 44. The county road corridor includes thousands of existing and future jobs and is planned to be added to the state system by 2018.



Parkway project (SR 429 and SR 46).

In eastern Lake County, the Wekiva Parkway project, which will complete the beltway around the Orlando metropolitan area, is stimulation economic development opportunities. Mount Dora has designated the Wolf Branch Innovation District as a future employment center directly accessed by the Wekiva

A new interchange with Florida's Turnpike in Minneola is planned for opening in 2017. The planned employment center around the new interchange is driven by the accessibility to be provided by the enhanced access. A 16,000-acre sector plan area in southeastern Lake County between US 27 in Lake County and SR 429 in Orange County relies on transportation connectivity to catalyze the thousands of jobs planned for the area.



These local initiatives are in direct response to regional changes in rail and truck freight patterns and a growing interest by the two counties in the economic development potential associated with freight and goods movement activities. Consideration of these existing initiatives and other similar projects is reflected in *Transportation 2040* as a result of the MPO's participation in MetroPlan Orlando's 2013 Central Florida Regional Freight Mobility Study (See Map 7). The study provided valuable information on linking goods movement in our region with the region's economy, job creation and future freight related economic opportunities. At the national and state levels, the federal transportation bill, MAP-21 or the Moving Ahead for Progress in the 21st Century Act, was signed into law by President Obama on July, 6 2012, funding surface transportation programs. MAP-21 recommended that states develop state freight plans, including these required

elements to qualify for an increased freight project funding percentage:

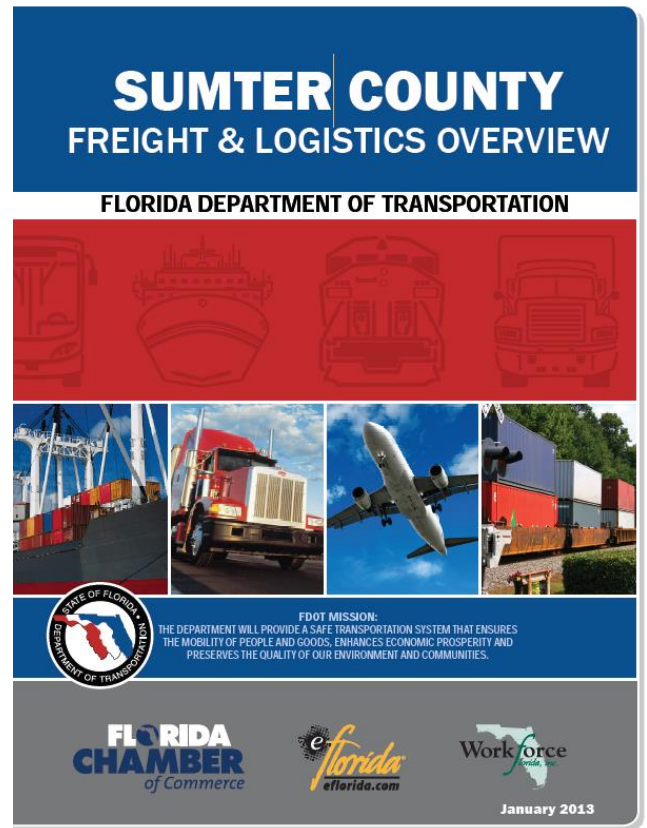
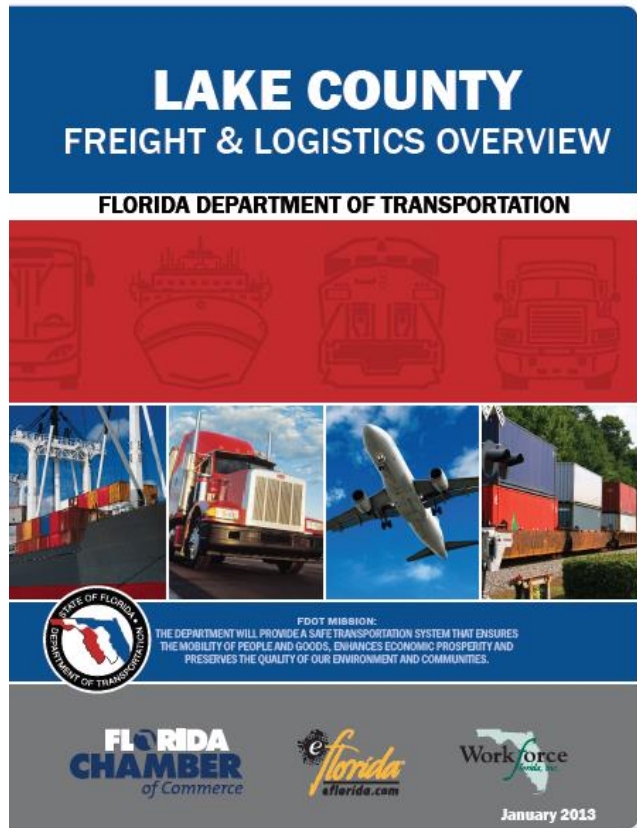
- Identify trends, needs and issues
- Describe policies, strategies and performance measures to guide investment decisions
- Describe how the plan will improve state ability to meet national freight goals
- Consider innovative technologies and operational strategies
- Describe improvements required to reduce deterioration of heavy truck routes
- Provide an inventory of facilities with freight mobility issues and strategies to address those issues.

In response, the State of Florida subsequently developed the *Freight Mobility and Trade Plan* (FMTP). The Florida FMTP provides guidance to the FDOT on freight and goods movement-related policy and investment decisions. The plan informs the state Legislature, private industry, and other governmental agencies on the logistics and trade vision for Florida.

The Policy Element is the foundation of the FMTP, setting objective and strategies developed through a two year outreach to stakeholder groups representing a synthesis of ideas, views and issues of a diverse public. The objectives focus on several areas including: a collaborative effort among economic development, trade, and logistics programs; support of freight movement investments; balancing investments among the different

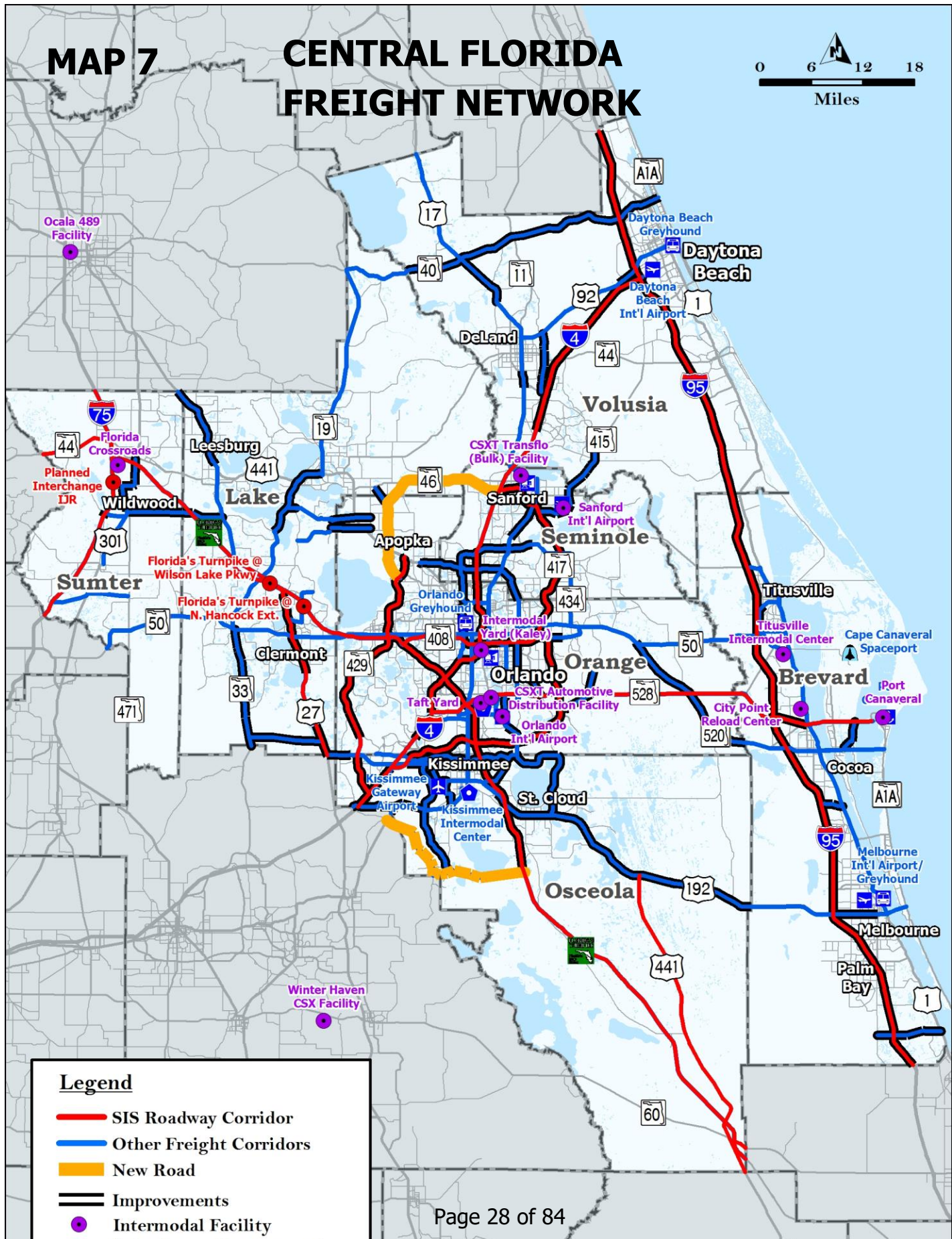
forms of transportation; increasing operational efficiency of goods movement; and minimizing costs in the supply chain.

The Investment Element of the FMTP details a collaborative and transparent project prioritization process to match funding for short-term and long-term to ensure maximum return on Florida's investment. It includes a complete assessment of freight infrastructure needs and a prioritization process for determining funding allocation.



The MPO was an active and enthusiastic participant in the development of the FMTP ensuring the region's needs and goals were recognized in the state's plan. As the MPO moves forward with freight planning for the two-county region, it will be done in coordination with FDOT and the FMTP.

MAP 7

CENTRAL FLORIDA
FREIGHT NETWORK

Environmental Impacts

Efficient Transportation Decision Making (ETDM) creates a connection between land use, transportation and environmental resource planning through proactive and interactive agency involvement. The purpose of the ETDM process is to improve the efficiency of making transportation decisions by integrating transportation, land use, social, economic and environmental considerations early in the project development process. ETDM affords the opportunity to proactively determine fatal flaws to a planning concept before the study phase of project development.



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

As part of the plan development process, MPO staff worked with FDOT District Five to conduct planning screening associated with the ETDM process to better protect the environmentally sensitive areas within our region (See Map 8). This analysis was conducted for roadway and transit projects identified in the cost-feasible plan's list of projects. The planning screen for these projects involves examining:

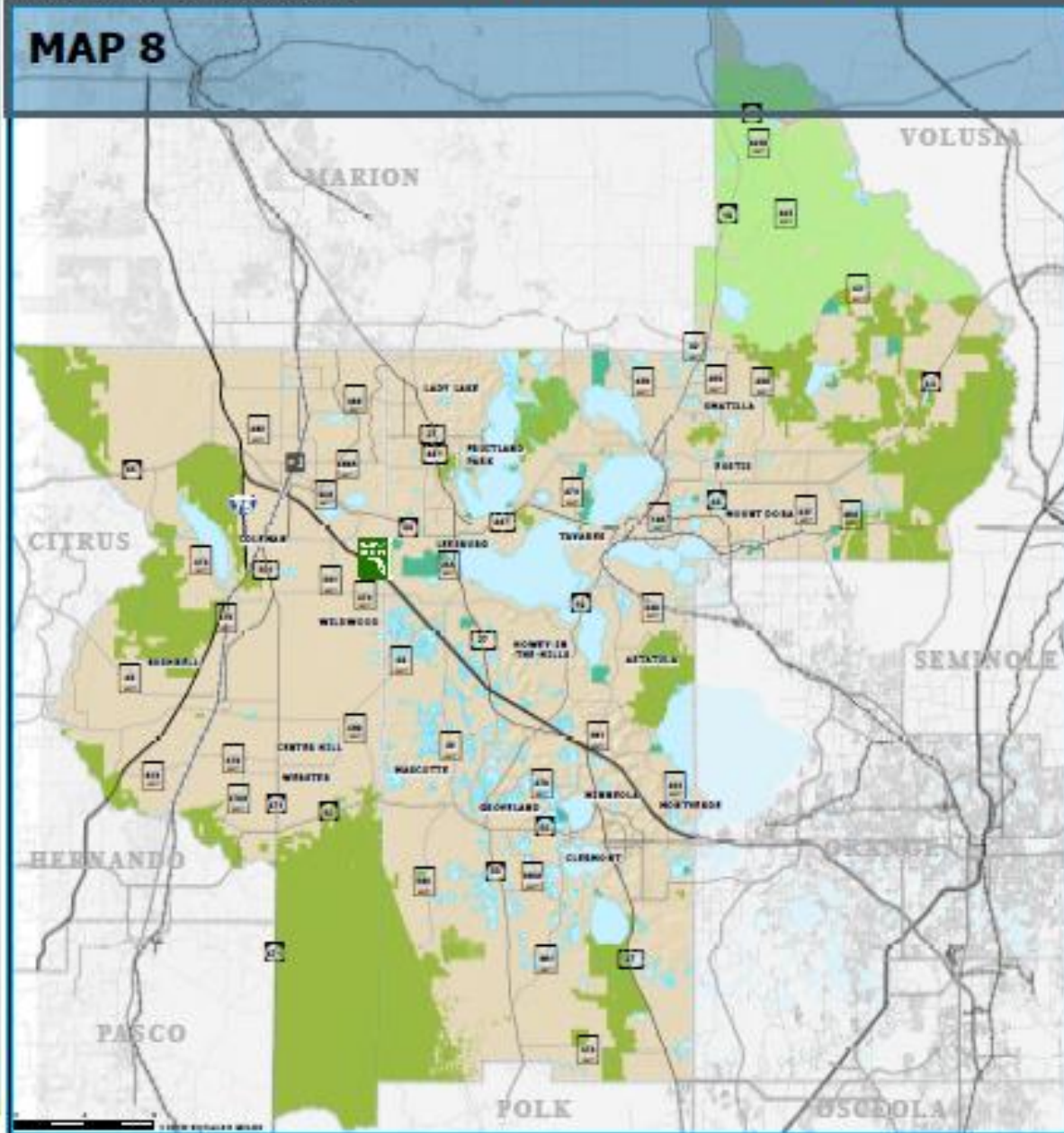
- Air Quality
- Contaminated Sites
- Farmlands
- Floodplains
- Infrastructure
- Water Quality and Quantity
- Wetlands
- Wildlife Habitat
- Recreation Areas
- Archaeological and Historic Resources
- Socio-cultural Effects

In addition to the ETDM process, the MPO engages in all PD&E studies within the MPO Planning Area. This includes studies of state system facilities as well as local facilities. Through the PD&E study process, environmental impacts are determined and mitigation strategies are outlined as the project is defined. The MPO utilizes the PD&E study process as an opportunity to reinforce that no outcome is predetermined. Although a capacity need may be included in the cost-feasible plan, the concept is not solidified as a project until the PD&E process is complete.



ENVIRONMENTALLY PROTECTED AREAS

MAP 8



LEGEND

- | | | | | | |
|-------------|--|--------------------|--|--|--|
| County Road | | Water Body | | Public Lands Managed by Federal Agency | |
| State Road | | County Delineation | | Public Lands Managed by State Agency | |
| US Highway | | Airport | | Public Lands Managed by Local Agency | |
| Interstate | | Active Railroad | | | |
| Turnpike | | | | | |

MAP COMPOSITION:
SEPTEMBER, 2011



Transportation Needs Analysis

Roadways

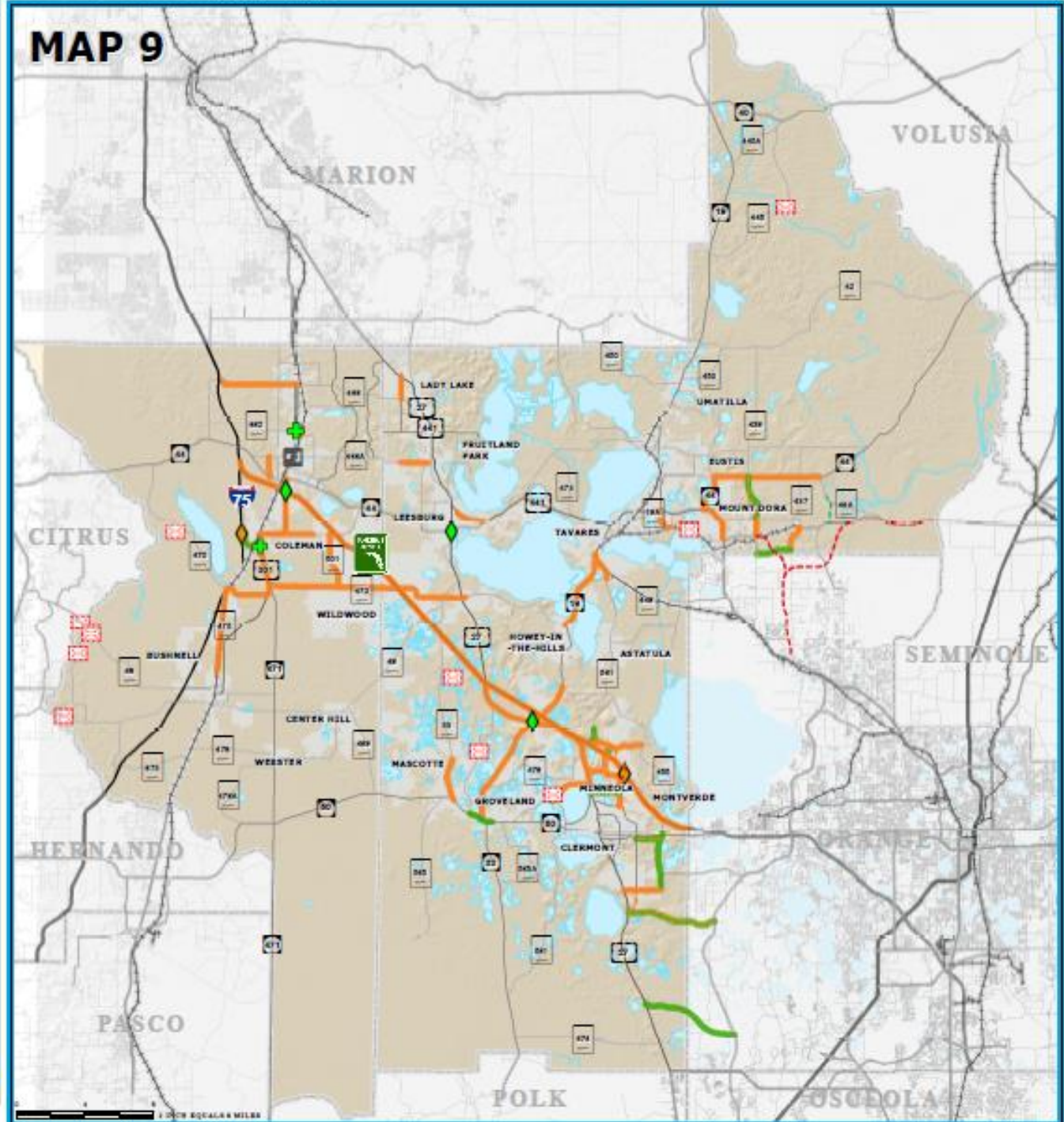
The transportation needs analysis began with the establishment of the existing-plus-committed network (E+C) to ensure that all projects identified in the five-year work program and local capital improvement programs were properly coded into the Central Florida Regional Planning Model (CFRPM) version 6.0. These projects represent those anticipated to complete by 2019. Working with the Florida Department of Transportation, the study team then reviewed the CFRPM files against the locally adopted levels of service as identified in the MPO's Transportation Management System (TMS). As a result, the capacities of individual roadways were adjusted based on specific roadway characteristics and physical capacity. Once the base model analysis was complete and future roadway deficiencies identified, the study team began identifying specific projects and alternatives to address these long term needs.

Recognizing the MPO's adopted Constrained Roadways Map (See Map 9), constrained corridors were identified for Alternative Transportation Strategies. The remaining corridors with projected deficiencies were identified for improvements. Additionally, long-term projects identified in the List of Priority Projects (LOPP) not funded in the five-year work program were also added to the list of project needs, reflecting local priorities. This list of projects was vetted through the public outreach process and further refined to reflect the needs plan. This resulting needs assessment focused identifying projects and strategies to:

- Apply Complete Streets methods to develop appropriate transportation improvements for deficient facilities that deliver solutions appropriate for the surrounding community context and while meeting quality of life goals.
- Optimizing regional corridors with management and operations strategies (i.e. intelligent transportation systems (ITS), timing signalization, intersection improvements)
- Strategic widening projects connecting major destinations and addressing future congestion issues.
- Additional roadway connections to disperse traffic more evenly across the network and increase network efficiency that also provide safe bicycle and pedestrian options.

ROADWAY NEEDS PLAN

MAP 9



- LEGEND:**
- County Road
 - State Road
 - US Highway
 - Interstate
 - Turnpike
 - Water Body
 - County Delineation
 - Amtrak Station
 - Bus Service Only
 - Active Railroad
 - Road Widening
 - New Road
 - Replace Bridge
 - Intersection Improvements
 - New Interchange
 - Interchange Improvements

MAP COMPOSITION:
SEPTEMBER, 2015



Transit and Intermodal Facility Needs



Overall transit needs across the two-county region focus on efforts to maintain and enhance the accessibility of the transportation system for all users including the young, elderly, the economically-disadvantaged and the disabled. Public transit and para-transit services provide transportation for citizens who typically cannot drive. In addition to this segment of the population, transit is increasingly being seen as a viable option for riders who may have access to an automobile but choose to take transit because it provides a more attractive alternative or supports broader community goals. As such,

Transportation 2040 seeks to enhance and expand transit service as part of its long term multimodal mobility strategy.

A key message of the Lake County Transit Development Plan (TDP) was the need for enhanced coordination between local governments and other agencies to evaluate current demands and to plan for future public transportation needs in Lake County. In particular, it was recognized that the county is currently transitioning from its designation as a rural transit service provider to a small urban designation, and newly designated urbanized areas in South Lake based upon anticipated population increases in the county documented in the 2010 Census.

Proactively addressing the needs of residents and anticipating future demands has been an important part of the implementation strategy over the last year. The recommendations from the Lake County TDP most recent update have been incorporated into *Transportation 2040* to ensure that transportation efforts of all government entities are consistent with the overall transportation goals for the region.

The TDP identifies needed improvements to the existing transit system as well as several expansions that address weekend service, increased hours of operation, and increased frequency. The TDP also identifies the need to commence new service along SR 50 in the South Lake region, a newly designated urbanized area part of the Orlando UA expansion into Lake County. Additionally the plan identifies several corridors where a combination of transit, management and operations, bicycle and pedestrian improvements will be targeted in the future (See Map 10).



Intermodal connectivity between air, rail, vehicles, bicyclists and pedestrians is another factor of MPO planning. This plan incorporates recommendations from the Leesburg Airport Master Plan and the Tavares Seaplane Master Plan.

Bicycle and Pedestrian Needs



The transportation needs analysis conducted for *Transportation 2040* identified pedestrian and bicycle facility network needs in the MPO area based on analyzing existing conditions and engaging stakeholders and the public in the planning process. Specific projects and policy recommendations are included in the new *Transportation 2040* Programs Areas developed to serve as a guide to improve the safety and connectivity of walking and biking within the MPO Planning area. The ultimate goal of the Transportation Needs Analysis is to identify a network of sidewalks and bicycle facilities that provide a safe and efficient alternative transportation system. And finally the

Transportation 2040 plan will capitalize on the area's position within Florida's rapidly growing trail network by planning for a series of paved multi-use trails that connect to other regional trails in Florida, including the Coast-to-Coast Trail and the Heart Florida Loop. These trails will not only provide greater connectivity and recreational opportunities, but are intended to bring economic benefits to the region as well.

Communities within the MPO planning area are implementing approaches to transportation planning, such as better coordinating land use and transportation; increasing the availability of high-quality transit service; creating redundancy, resiliency and connectivity within their road networks; and ensuring connectivity between pedestrian, bike, transit, and road facilities. This multi-modal approach to transportation with supportive development patterns, helps create a variety of transportation options for the residents and visitors to the region.



of

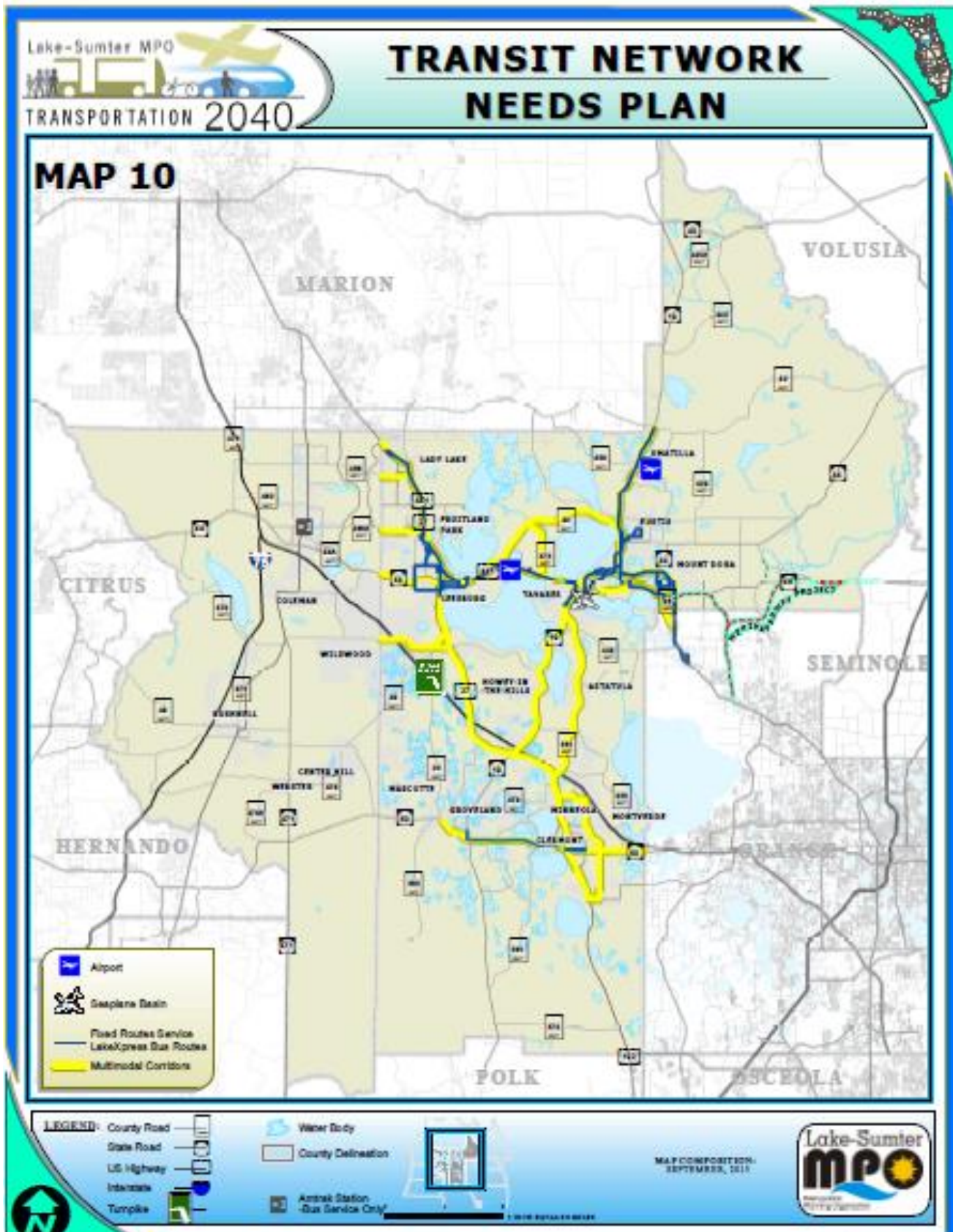
new



our community. BWCF promotes walkable and bikeable communities through raising public awareness and advocating for safe, active transportation, and recreation by:

- Educating walkers, cyclists, motorists and transit riders about Florida's road laws, their rights, responsibilities, and courteous behaviors;
- Supporting transportation corridor planning and design using Complete Streets principles;
- Encouraging the development and maintenance of trails throughout Florida;
- Promoting a built environment that supports physical, environmental and economic health, provides for safe transportation choices, and encourages interaction among citizens of all ages, incomes and abilities.

Lake County joined forces with Bike Walk Central Florida (BWCF) to promote and create safe and courteous roads, trails, and transit ways, where bicycling and walking for transportation and recreation are accessible and a common part of our daily experience, enhancing our physical health and the quality of life in

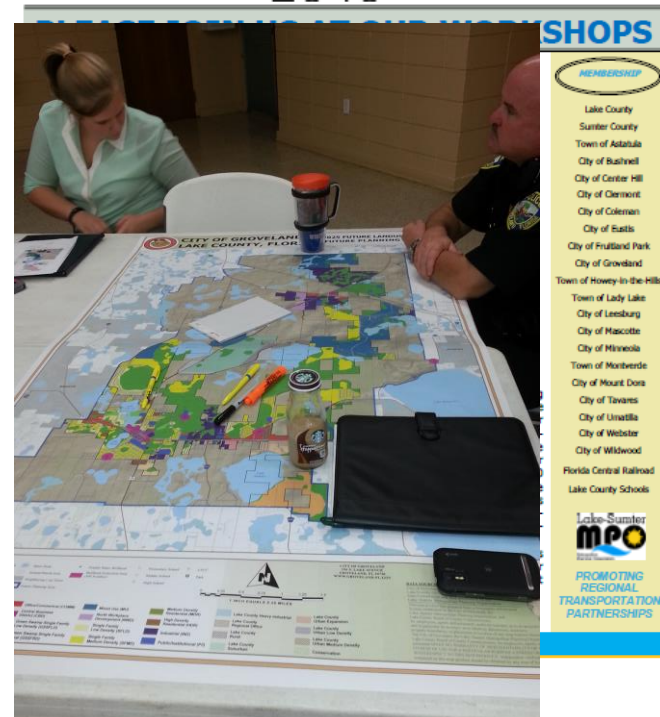


Public Outreach Process

The Lake~Sumter MPO actively seeks and considers public input on transportation policies, plans, and ultimately the prioritization of transportation investments. A major function of the MPO is to ensure that the public (comprised of a diverse constituency of interested and affected parties) maintains a strong voice in the transportation planning process. As part of the MPO planning process for *Transportation 2040*, the MPO implemented a broad public outreach strategy to ensure early and continued involvement in the development of the plan. These outreach efforts provided substantial public input that ultimately shaped the identified policies and projects in the plan.



The MPO used its adopted Public Involvement Plan for *Transportation 2040*. The plan is robust in its guidance and requirements for engaging the public in the MPO Planning Area. The Public Involvement Plan was prepared in accordance with Title 23 Code of Federal Regulations, Section 450.316(b)(1). Opportunities that were available to the public to be involved in all phases of the planning process exceeded the minimum requirements of the law.



The public involvement process had multiple components including the formation of the Long Range Transportation Plan Subcommittee comprised of members from the Citizens' Advisory Committee, Bicycle & Pedestrian Advisory Committee, and Technical Advisory Committee. Presentations and updates were made regularly to the MPO Governing Board, Citizen's Advisory Committee, Bicycle & Pedestrian Advisory Committee, Technical Advisory Committee, Transportation Disadvantaged Coordinating Boards for both Lake County and Sumter County and the MPO Task Forces – South Lake, East Lake, North Lake, CR 470 Corridor, and Public Transportation. Three (3) public workshops were held in various locations throughout the region to present the plan and solicit input from the entire community.

In addition to the workshops, the plan was presented at community outreach events as well as to chambers of commerce, civic organizations, city and town councils, and county commissions. The MPO public involvement mailing list and e-mail list were utilized to inform the public about the workshops and to provide copies of the draft documents and presentation materials. In an effort to promote environmental justice and to meet the requirements of Title VI, special efforts were undertaken to involve population segments that are traditionally underserved and/or represented.

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



The MPO's website also served as the major information portal for the Transportation 2040 plan development. All of the plan information including workshop handouts, presentations, technical documents, and summaries of comments were made available to the public via the website. Advertisements for public meetings and workshops were posted online and placed in local newspapers. Social media efforts complemented the public involvement efforts by alerting participants to opportunities for input.

This outreach process resulted in the creation of the final goals and objectives and identification of needed projects. The resultant cost-feasible plan was derived from a combination of input received from the public, sound technical analysis and compliance with all federal, state and local regulations.

Alternative Transportation Strategies and Project Needs

As described in the Plan Development section, *Transportation 2040* is organized around five alternative transportation strategies: Roadway Capacity Projects; Complete Streets Program; Regional Trails Program; Safe Schools Emphasis Program; Management and Operations Program; Intelligent Transportation Systems Program; and Sidewalk Program. With these strategies in mind, the plan identified project needs that address long term mobility and economic growth needs.

Roadway Capacity Projects

Transportation 2040 includes a list of strategic capacity improvements, specifically, potential roadway widening, to local roadways, state roads, and Strategic Intermodal System (SIS) facilities.



Most of the capacity projects were identified in *Transportation 2035* as project needs, but have not yet been funded through construction. Also included in the plan are new roadways. Each new roadway project identified as a need provides a key connection to enhance accessibility and to provide connectivity.

Complete Streets Program

Understanding projects adding capacity to the roadway network will never completely meet the capacity needs or solve the mobility issues of the region, more and more consideration is being given to implementing Complete Streets as one way to transform transportation corridors from vehicle dominated roadways into



community-oriented streets that safely and efficiently accommodate all modes of travel, not just motor vehicles. The premise of Complete Streets is that there is a way to maintain quality of life while balancing the mobility needs of the area and accommodating future growth.



SR 44/Dixie Avenue Traffic Calming & Complete Streets Improvements Concept Study



The Florida Department of Transportation has embraced the concept of Complete Streets and issued a policy for Complete Streets on September 14, 2014. The directive in the policy is to routinely plan, design, construct, reconstruct and operate a context sensitive system of Complete Streets. To accomplish this, FDOT is integrating their Complete Streets Policy into all appropriate internal planning, design, construction and operations

manuals and guidelines.

The MPO supports Complete Streets as an alternative transportation strategy to balance quality of life and mobility issues. Following FDOT's lead, the MPO is drafting a Complete Streets Policy for approval by the MPO Governing Board. The policy will include Complete Streets Goals (e.g., economic revitalization, business retention and expansion, and public safety) and Complete Streets Guiding Principles (e.g. integrate land use strategies with transportation goals, create corridors that serve multimodal needs, and enhanced safety). The MPO will coordinate with FDOT to ensure the MPO's policy comports with FDOT's policy. Once adopted,

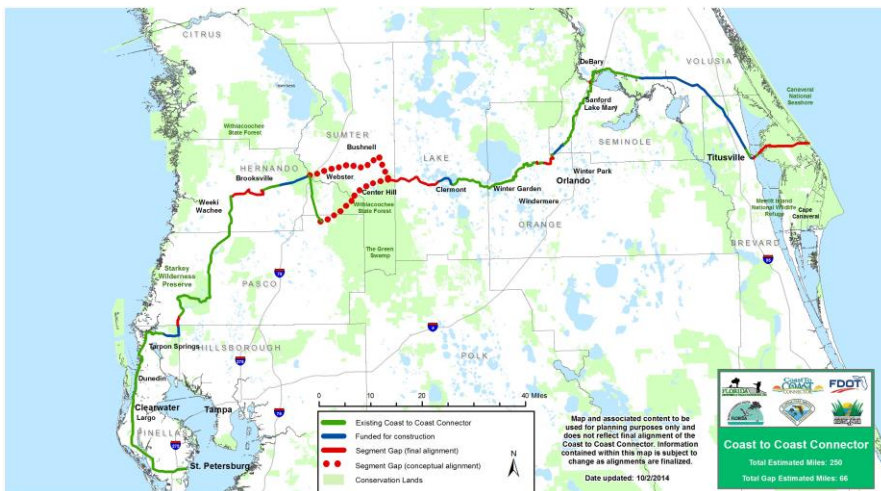
Transportation 2040 will be amended to include the new policy is it as a tool to guide the Complete Streets Program.

Regional Trails Program

The MPO is a strong proponent of a regional trail system. Progress by the MPO on the Central Florida Coast to Coast Connector Trail, the Wekiva Trail, the Heart of Florida Loop and other similar projects is indicative of the MPO's commitment to the Regional Trails Program as an alternative transportation strategy. The Lake County Trails Master Plan and the South Sumter Connector Trail project are the basis of the MPO's two-county Regional Trails Program and are the foundation on which the program will build. The program will incorporate existing, planned and conceptual trails and ecological greenways that form a connected, integrated regional network. The Regional Trails Program will serve as a green infrastructure plan

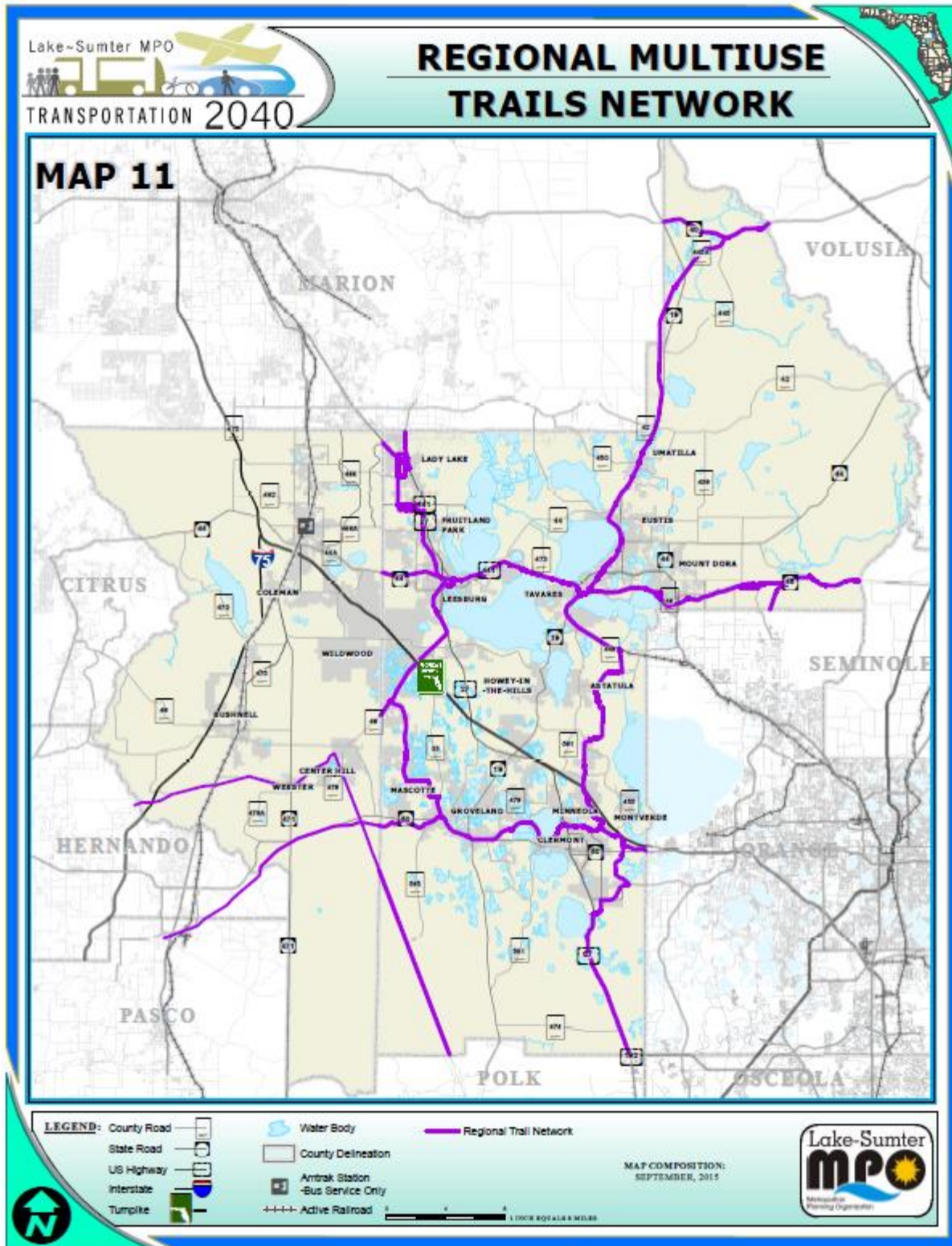


for the region, tying together the greenways and trails plans and planning activities of communities throughout and beyond the MPO Planning Area.



The MPO's program is consistent with the Florida Greenways and Trails System Plan (See Map 11). The intent of the Regional Trails Program is to provide a long-term vision for bringing a realistic and practical approach to connectivity among schools, parks,

neighborhoods, town centers, libraries, and the surrounding counties. To accomplish this, the MPO will produce policy and guiding principles for incorporation into *Transportation 2040*. The policy and guiding principles will be developed following adoption of *Transportation 2040*.



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, and within a two-mile radius of each school, which is considered the "walk zone" or the "parent responsibility zone."



To implement the recommendations made in the SSATS, the MPO is establishing a Safe Schools Emphasis Program. 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. Components of the program will include a Safe Schools Emphasis Policy and Safe Schools Emphasis Guiding Principles that will be incorporated into *Transportation 2040* after Governing Board adoption.

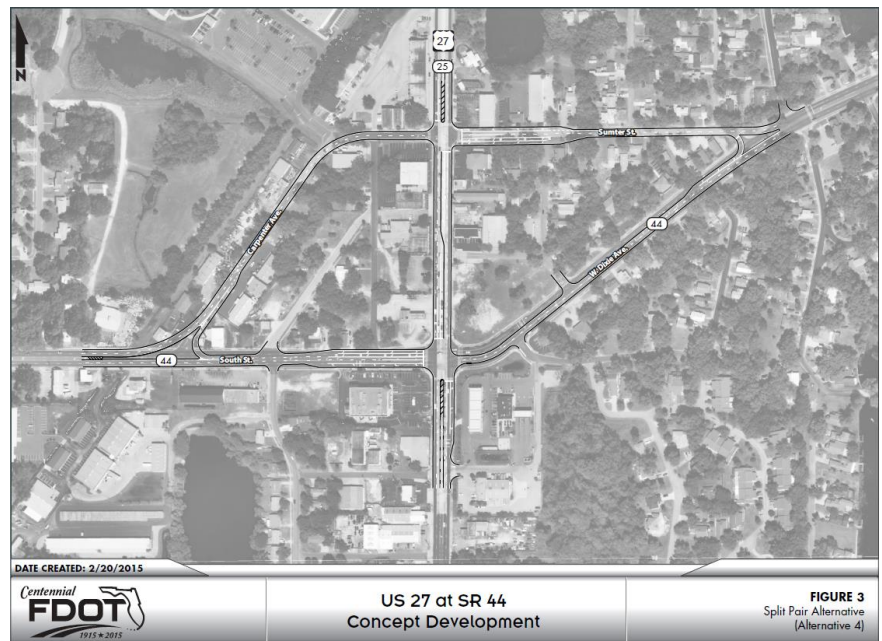
Transportation System Management and Operations (TSM&O) Program



The Federal Highway Administration (FHWA) defines Transportation Systems Management and Operations (TSM&O) as "an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system." FDOT describes it as a program based on

measuring performance, actively managing the multimodal transportation network, and delivering positive safety and mobility outcomes to the travelling public in Florida.

The MPO has embraced the need to look beyond capacity improvements – there will never be enough funding available to meet all needs nor does the community vision support road widening in many situations. Just as the Complete Streets Program will address situations where road widening is not an option for congestion relief, the TSM&O Program will provide the means to mitigate congestion, reduce travel demand and optimize capacity on the existing transportation system. Examples of TSM&O strategies are Intelligent Transportation Systems (*e.g.*, traveler information, transit signal priority); Active Traffic Management (*e.g.*, variable speed





signage); Incident Management; and Event Management. The MPO will develop a TSM&O Program, Policy, and Guiding Principles that are complimentary to FHWA and FDOT definition of TSM&O. Once developed and adopted by the MPO Governing Board, *Transportation 2040* will be amended to include the TSM&O Program, Policy, and Guiding Principles.

Intelligent Transportation Systems (ITS) Program

Building on the TSM&O efforts, Intelligent Transportation Systems utilize technology as a means to create additional capacity within existing infrastructure. Understanding that additional roadway capacity (expanded facilities or new facilities) is not always the most feasible approach to address traffic congestion challenges,



the MPO will develop an Intelligent Transportation Systems (ITS) policy in a continued effort to better enhance the region's existing transportation infrastructure and to get a better return on transportation investments. The shift toward TSM&O and ITS is due to increasing travel demands, significant number of constrained roadways, high construction costs, and environmental and community impacts. ITS has moved to the forefront of transportation planning, focusing on making the existing transportation system more efficient and responsive to drivers instead of making high-cost major road capacity enhancements. ITS applies of a combination of advanced technologies, robust planning, improved preparedness, and extensive coordination to improve the safety, mobility and reliability of the surface transportation network and transit system. Examples of ITS approaches applicable to the MPO's efforts include traffic signal interconnectivity and synchronization, signal preemption to provide priority to emergency vehicles and to transit vehicles, variable message boards and

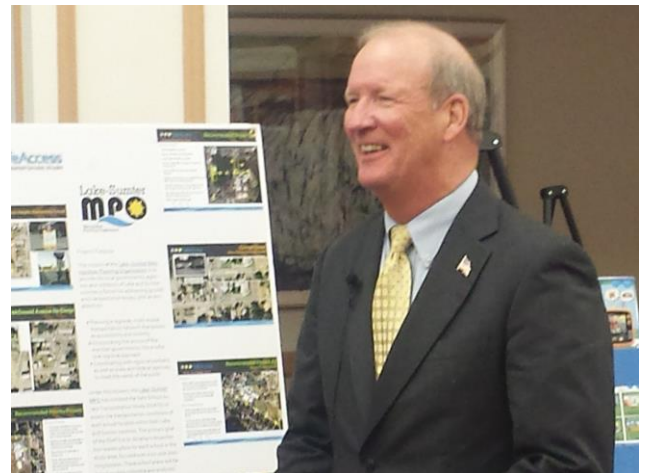
variable speed limit signs adaptive to traffic conditions, camera monitoring of traffic conditions and real-time adaptive signal timing to respond to changes in traffic conditions.

Strategic themes to the MPO ITS plan, which set the direction, including priorities, are meant to focus the attention on intended outcomes. These themes could:

- enable safer vehicles and roadways;
- enable mobility;
- limit environmental impacts;
- promote innovation; and/or
- support transportation system information sharing.

Sidewalk Program

The MPO will establish a sidewalk program to address those pedestrian needs that are not covered by one or more of the other programs. The program will be designed to address sidewalk needs in high pedestrian traffic areas that do not require a Complete Streets study or are not within the two-mile “parent responsibility zone” of the Safe School Emphasis Program. While there may be overlap of the Sidewalk Program, Complete Streets Program, and Safe School Emphasis Program, the main purpose of this separate program is to be prepared for all funding opportunities that may become available. Having a Program, Policy, and Guiding Principles will ensure



readiness for any funding opportunity. Once adopted by the MPO Governing Board, *Transportation 2040* will be amended to include these Programs, Policies and Guiding Principles.



Cost Feasible Elements

Distinct from the constrained needs plan, the cost feasible plan elements identify those project priorities that can likely be funded over the next 25 years given available revenues.

The following pages include tables and map (See Table 1 – Table 6 and Map 12) illustrating the cost feasible plan projects. The cost feasible projects list represents the next round of projects that are likely to move into the local Capital Improvement Plans (CIPs) and the five year Transportation Improvement Plan (TIP) and are also consistent with the List of Priority Projects (LOPP).

Unfunded Needs

The long term strategies for addressing unfunded transportation needs include:

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

LAKE-SUMTER MPO - COST FEASIBLE PROJECTS
TABLE 1 - STATE PROJECTS (STRATEGIC INTERMODAL SYSTEM / FLORIDA'S TURNPIKE / CENTRAL FLORIDA EXPRESSWAY AUTHORITY)

Facility	From	To	Project	Current Year Cost Estimate	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
I-75 & CR 514	NEW INTERCHANGE	FLORIDA'S TURNPIKE NORTHERN RAMPS	SIS	NEW INTERCHANGE	\$	58.2			
US 27/SR 25	CR 561 SOUTH		SIS	WIDEN ROAD (4 TO 6 LANES)	\$	50.9			
US 27 & SR19	INTERCHANGE		SIS	IMPROVEMENTS	\$	29.1			
SR 91/FLORIDA'S TURNPIKE & US 301	INTERCHANGE		FLORIDA'S TURNPIKE	IMPROVEMENTS	\$	29.1			
SR 91/FLORIDA'S TURNPIKE	MINNEOLA INTERCHANGE	ORANGE COUNTY LINE	SIS	WIDEN ROAD (4 TO 8 LANES)	\$	100.9			
SR 91/FLORIDA'S TURNPIKE	SUMTER COUNTY LINE	MINNEOLA INTERCHANGE	SIS	WIDEN ROAD (4 TO 8 LANES)	\$	315.2			
SR 91/FLORIDA'S TURNPIKE	LAKE COUNTY LINE	US 301	SIS	WIDEN ROAD (4 TO 8 LANES)	\$	128.5			
SR 91/FLORIDA'S TURNPIKE	US 301	I-75	SIS	WIDEN ROAD (4 TO 6 LANES)	\$	34.0			
FOSGATE ROADWAY & BRIDGE	CITRUS GROVE RD.	BLACKSTILL LAKE RD.	FLORIDA'S TURNPIKE	NEW ROADWAY & BRIDGE	\$	10.0			

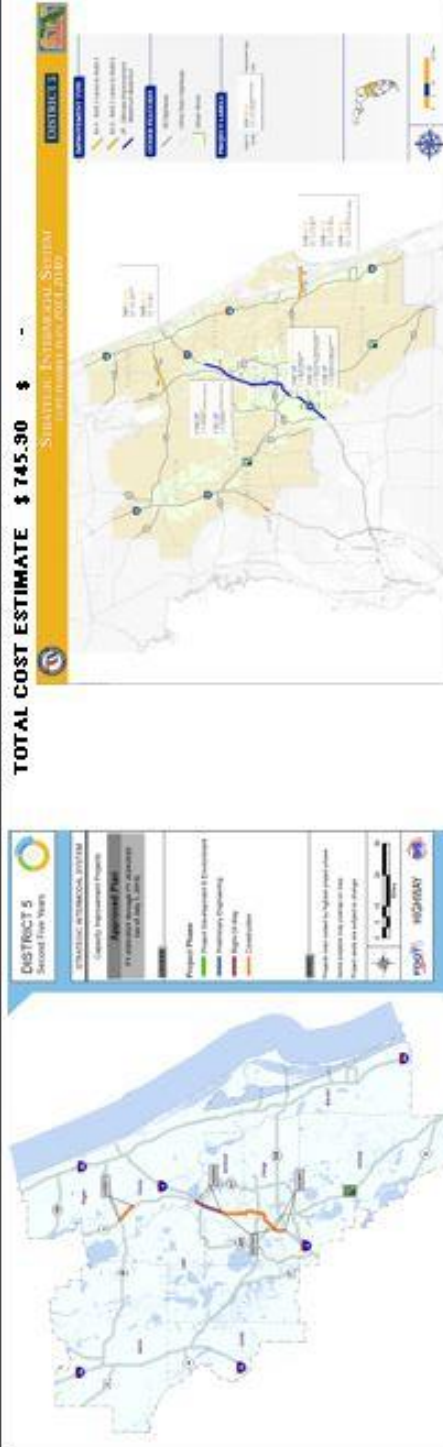


Table 2 - Other Arterial (State / Federal Funds)

Facility	From	To	County	Project	Current Year Cost Estimator	Year of Expenditure Estimator	Funded Phase	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phase Notes
US 301 & C-472	INTERSECTION	0	SUMTER	SIGNAL/INTERSECTION IMPROVEMENTS	\$ 2.1	\$ 2.4	PD&E	PE/ROW/ CST	-	-	-
SR 44	ORANGE AVENUE	US 441	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 18.5	\$ 22.2	PD&E/PE/ ROW	CST	-	-	-
SR 50/SR 33	CR 565 (VILLA CITY ROAD)	BROWN STREET	LAKE	NEW 4 LANE ROAD	\$ 33.8	\$ 41.7	PD&E/PE	ROW	CST	-	-
US 301/SR 35	SR 44	C-470 W	SUMTER	WIDEN ROAD (2 TO 4 LANES)	\$ 51.1	\$ 81.3	PD&E/PE	ROW	-	CST	-
US 301 & CR 525E	INTERSECTION	0	SUMTER	SIGNAL/INTERSECTION IMPROVEMENTS	\$ 1.3	\$ 2.2	PD&E/ROW	PE/CST	-	-	-
US 441	SR 44	SR 46	LAKE	WIDEN ROAD (4 TO 6 LANES)	\$ 14.6	\$ 20.7	PD&E/PE	ROW	CST	-	-
C-470	TURNPIKE WEST RAMP	CR 527	SUMTER	WIDEN ROAD (2 TO 4 LANES)	\$ 45.5	\$ 76.8	PD&E	PE/ROW/ CST	-	CST	-
CR 470	TP WEST RAMP	CR 33	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 18.4	\$ 26.3	PD&E/ROW	ROW	CST	-	-
SR 44 & US 27	INTERSECTION	0	LAKE	UPGRADE INTERSECTION	\$ 2.1	\$ 2.5	PD&E/PE/ ROW	CST	-	-	-
US 441/SR 500	PERKINS STREET	SR 44	LAKE	WIDEN ROAD (4 TO 6 LANES)	\$ 8.7	\$ 16.1	PD&E/PE/ ROW	-	-	CST	-
CR 48	EAST OF US 27 (PALATKAHA BRIDGE)	CR 33	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 6.3	\$ 11.5	PD&E/PE	-	ROW	-	CST
BUENA VISTA BLVD. EXTENSION	SR 44	CR 470	SUMTER	NEW 4 LANE ROAD	\$ 70.0	\$ TBD	None	PD&E/PE ROW/CST	-	-	Public Private Partnership
SR 19	CR 561	CR 48	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 41.7	\$ -	PD&E/PE	-	-	-	ROW/CST
SR 50	HERNANDO CO	CR 33	SUMTER	CORRIDOR IMPROVEMENT	\$ 33.7	\$ -	None	-	-	-	PD&E/PE/ ROW/CST
LAKE ORANGE PARKWAY	US 27	ORANGE COUNTY LINE	LAKE	NEW 4 LANE ROAD	\$ 85.5	\$ -	None	-	-	-	PD&E/PE/ ROW/CST
SR 44	SR 44 & ORANGE AVENUE	CR 46A	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 8.1	\$ -	None	-	-	-	PD&E/PE/ ROW/CST
SR 19	SR 50	CR 455	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 62.5	\$ -	None	-	-	-	PD&E/PE/ ROW/CST
Total					\$ 202.75	\$ 310.35	PROJECTS ABOVE RED LINE ARE COST FEASIBLE BY 2040				
Other Arterial Funds					\$ 202.75	\$ 303.50					
Balance (- / -)					\$ -	\$ (6.85)					

TABLE 3 - MPO AREA ALTERNATIVE TRANSPORTATION STRATEGIES

[illegible]

TABLE 4 - MPO AREA TRANSIT (FEDERAL FUNDS)

Facility	Project	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
LAKE~SUMTER TRANSIT DEVELOPMENT PLAN						
<div> <div>Adopted Lake~Sumter TDP</div> </div>						

TABLE 5 - LAKE COUNTY LOCAL / IMPACT FEE / DEVELOPER FUNDED

51 of 84

TABLE 3 LAKE COUNTY LOCAL / AFFILIATE / DEVELOPER FUNDING									
Facility			Project	Total Needs Cost Estimate	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
LAKE COUNTY			LOCAL PROJECTS	\$ 282.90					
LAKE COUNTY BRIDGES			LOCAL PROJECTS	\$ 6.00					
TOTAL (COST ESTIMATE)				\$ 288.90					
					Local / Developer Funded				

TABLE 6 - SUMTER COUNTY LOCAL / IMPACT FEE / DEVELOPER FUNDED

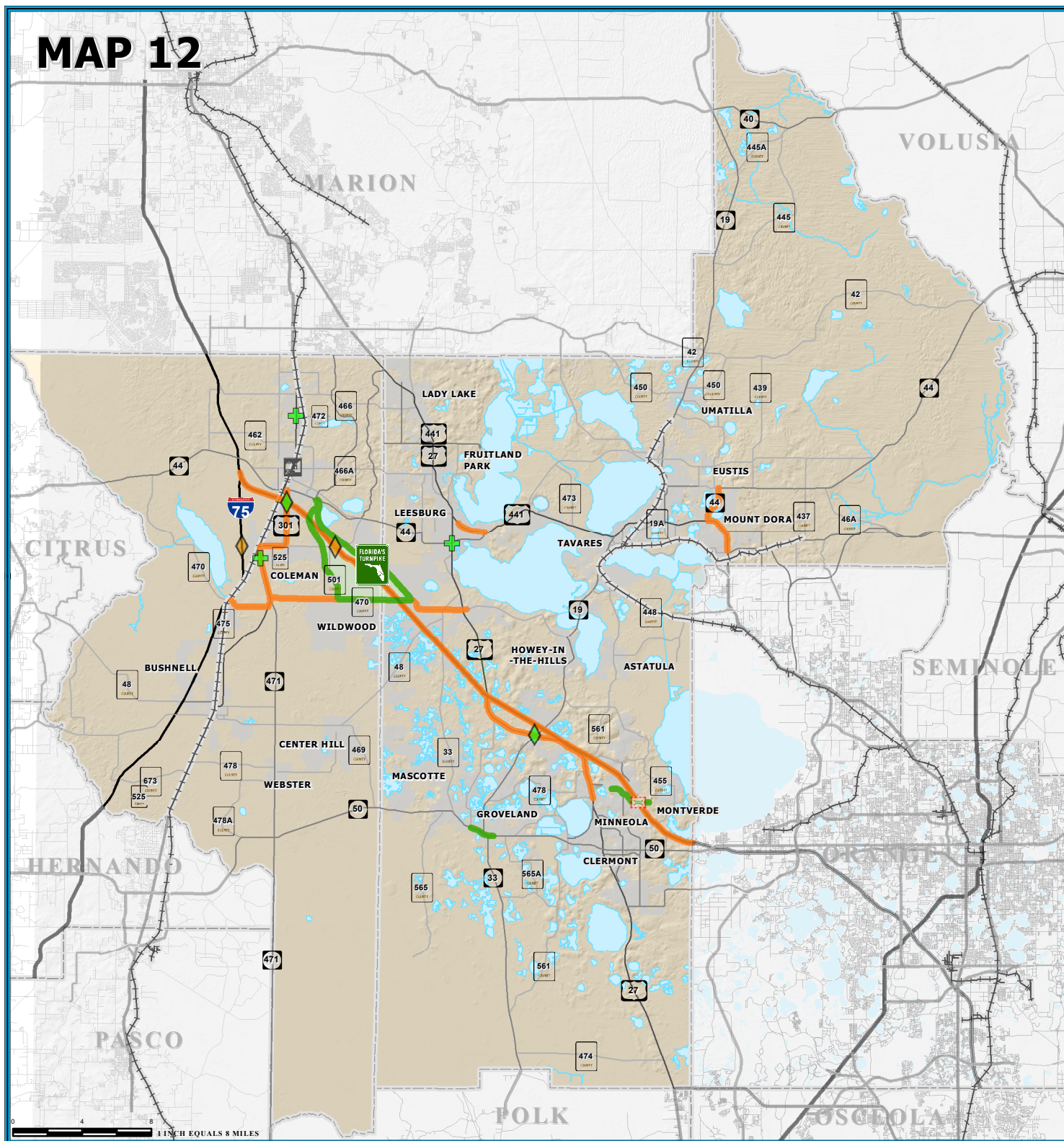
TABLE 6 - SUMTER COUNTY LOCAL / IMPACT FEE / DEVELOPER FUNDING									
Facility			Project	Total Needs Cost Estimate	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
SUMTER COUNTY			LOCAL PROJECTS	\$ 113.70					
SUMTER COUNTY BRIDGES			LOCAL PROJECTS	\$ 5.00					
TOTAL (COST ESTIMATE)				\$ 118.70	Local / Developer Funded				



COST FEASIBLE PLAN MAP



MAP 12



LEGEND:

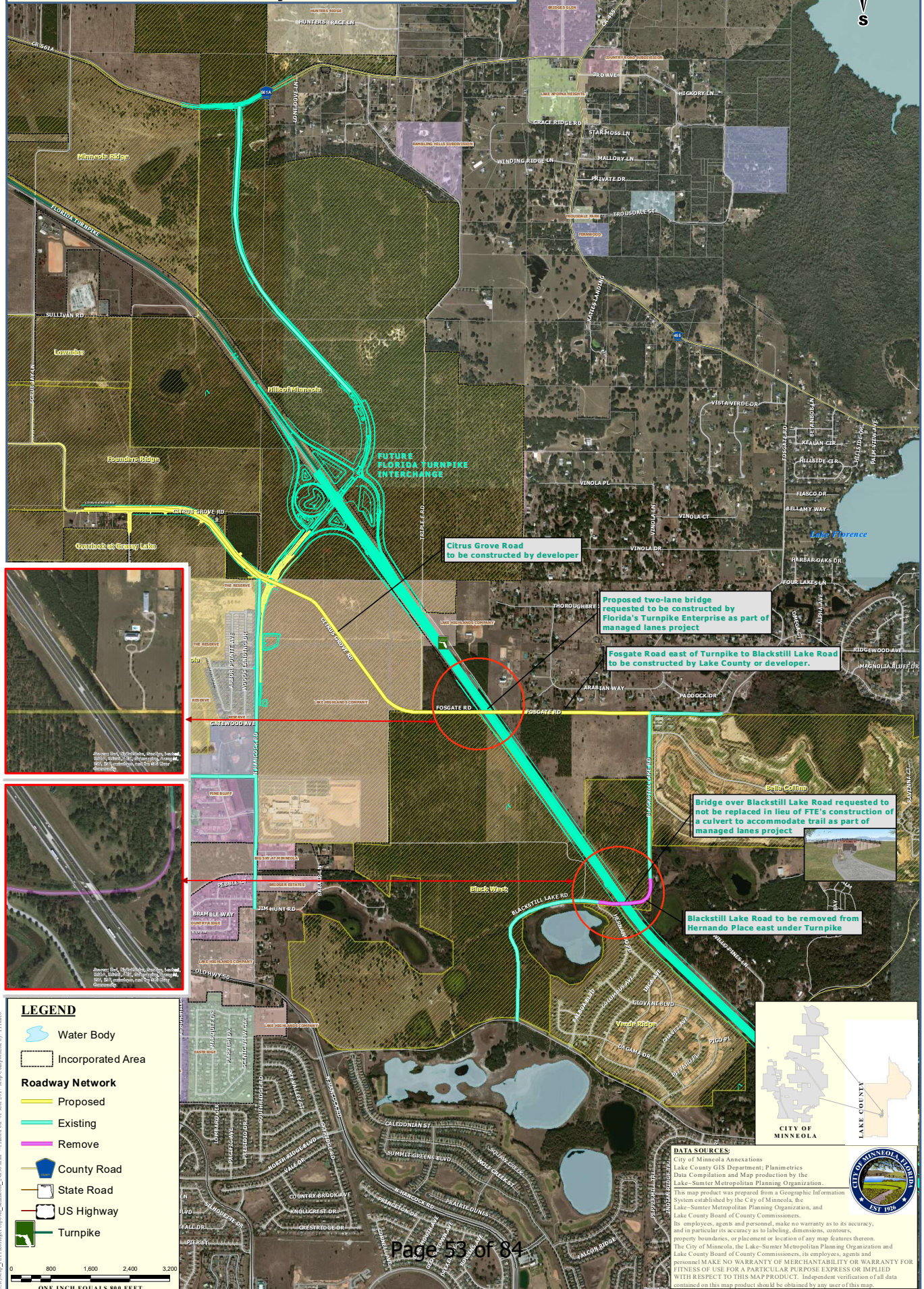
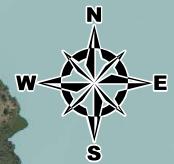
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|-------------|--|--------------------|--|---------------------------|--|--------------------------|--|
| County Road | | Water Body | | Road Widening | | New Interchange | |
| State Road | | County Delineation | | New Road | | Interchange Improvements | |
| US Highway | | Amtrak Station | | Replace/Construct Bridge | | | |
| Interstate | | -Bus Service Only | | Intersection Improvements | | | |
| Turnpike | | Active Railroad | | | | | |

MAP COMPOSITION:
MAY, 2017

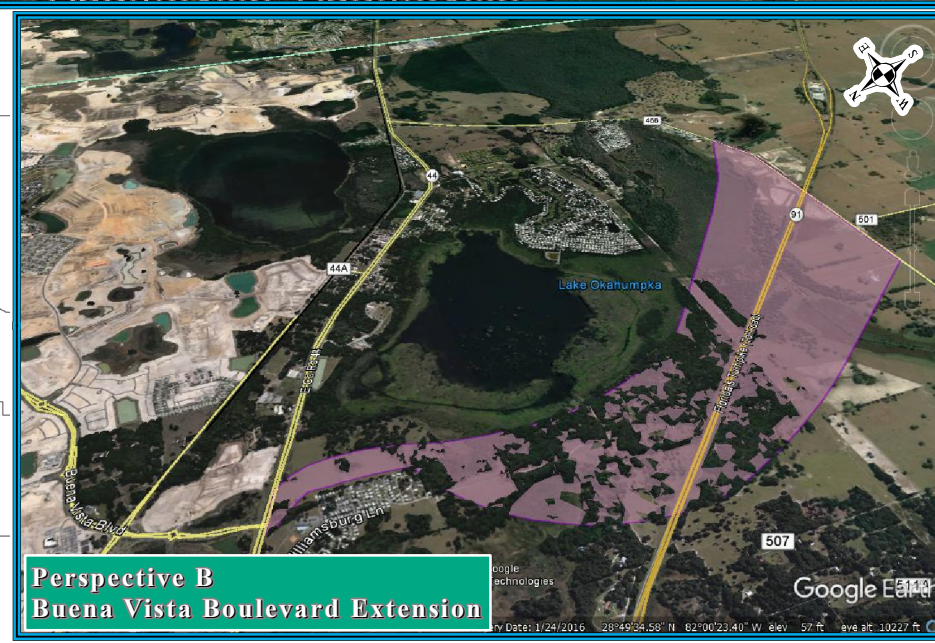


CITY OF MINNEOLA

LAKE COUNTY, FLORIDA



BUENA VISTA BOULEVARD EXTENSION



NOTE:

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TRANSPORTATION PLANNING AREA SUMTER AND LAKE COUNTY, FLORIDA

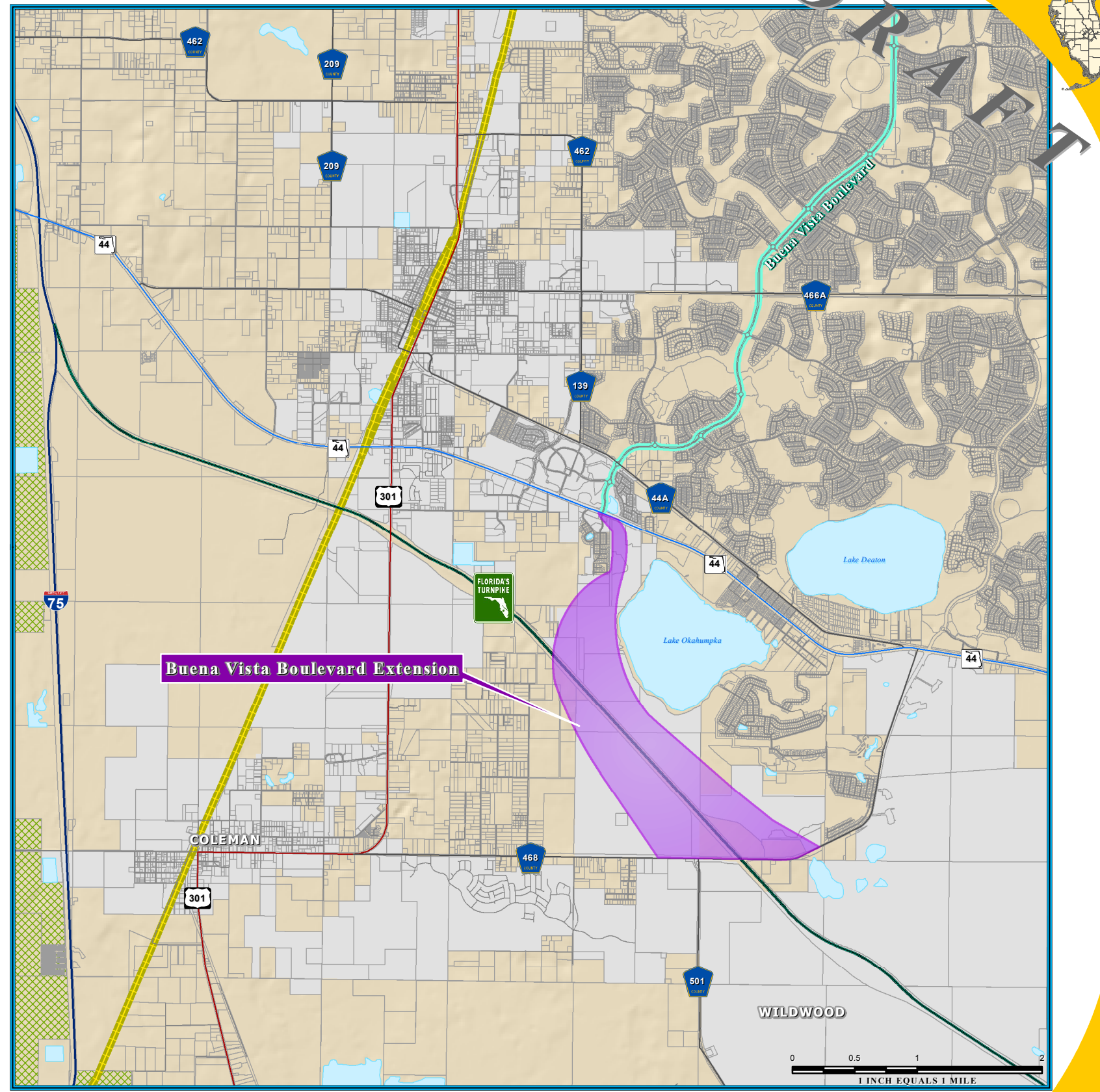
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|-----------------|--|
| County Road | Water Body |
| State Road | Public Lands Managed by Federal Agency |
| US Highway | Public Lands Managed by State Agency |
| Interstate | Public Lands Managed by Local Agency |
| Turnpike | |
| Active Railroad | |

DATA SOURCES:
Lake and Sumter County GIS Department; Planning Services
Data Compilation and Map production components of the
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MAP COMPOSITION:
APRIL, 2017



DRAFT

APPENDIX A:

PROGRAM POLICIES

- 1. Policy 2016-3 Complete Streets**
- 2. Policy 2016-4 Regional Trails**
- 3. Policy 2016-6 Sidewalk Program**
- 4. Policy 2016-7 Safe Schools Emphasis**
- 5. Policy 2017-1 Transportation System Management and Operations**



Policy 2016-3 Complete Streets Policy

1. POLICY OBJECTIVE:

The Lake~Sumter MPO (MPO) will enhance safety, mobility, accessibility and convenience for transportation network users of all ages and abilities, including pedestrians, transit users, bicyclists, commercial and emergency vehicles, freight drivers and motorists by planning, designing, operating and maintaining a network of multi-modal streets. This objective is consistent with regional transportation goals and visions set forth in TRANSPORTATION 2040, the MPOs long range transportation plan.

2. BACKGROUND:

The Lake~Sumter MPO (MPO) has long been a proponent of creating a multimodal, safe and efficient transportation system that ensures accessibility to all roadway users. Complete Streets are necessary to advance multiple long-term community goals defined by the Goals and Objectives of TRANSPORTATION 2040. Complete Streets will enhance our region's quality of life over the long-term by advancing mobility, economically sound compact and connected development patterns, public health and safety, livability, environmental protection and enhancement, sustainability, equity, affordability, economic activity, climate resiliency, and excellence in urban design and community character.

The MPO has worked with its partners to better understand how it can help make the region as attractive, livable, and prosperous as possible. The foundation of this process was our participation in the *How Shall We Grow* process, *Our Community, Our Future* community visioning, and *Sumter 2030*. The objective of these three outreach efforts was to create a vision for our region that addressed the anticipated growth over the next 20 to 30 years in a way that would enhance the region aesthetically and economically.

This Complete Streets policy builds upon these efforts as well as the Florida Department of Transportation's (FDOT) adopted Complete Streets Policy. It promotes a multimodal transportation system that is designed and built to safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders.

The benefits of Complete Streets can be both qualitative and quantitative, and can act both in the short and long-term:

- Safety – reduction of conflict and encouragement of more predictable interaction among motorists, bicyclists and pedestrians of all ages and abilities
- Environmental – less air and noise pollution
- Maintenance – less use of roads by automobiles if significant mode shifts occur
- Congestion – integration of transit and non-motorized modes can reduce local congestion if a mode shift occurs
- Health – increased physical activity and reduction in healthcare costs
- Accessibility – consideration must be given to the segment of the population cannot or does not drive; increased compliance with the Americans with Disabilities Act (ADA) will provide better access for people of all ages and abilities
- External Costs – reductions correlated with less costly modal choices
- Economic Activity – A network of complete streets is safer and more appealing to residents and visitors, which is good for retail and commercial development.
- Quality of Life – A variety of transportation options allow everyone – particularly people with disabilities and older adults – to get out and stay connected to the community

3. DEFINITION:

Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. "All users" includes people of all ages and abilities.

4. GOALS:

- 1) To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides livable communities.
- 2) To ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.
- 3) To ensure the use of the latest and best design standards, policies and guidelines.
- 4) To recognize the need for flexibility to accommodate different types of streets and users;
- 5) To ensure that the Complete Streets design solutions fit within the context(s) of the local and/or regional vision.

5. POLICY:

The MPO will promote the Complete Streets concept throughout the region and, therefore, recommends that all member governments adopt comprehensive Complete Streets policies, consistent with this policy. The MPO will seek incorporation of Complete Streets concepts and policy into the development of all transportation projects within the region at all phases of development, including planning, design, construction, and performance monitoring.

6. APPLICABILITY:

This Complete Streets Policy applies to all projects, including the new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails and other transportation facilities that will use state or federal funds allocated through the MPO.

7. REQUIREMENTS:

- Project sponsors must complete and submit a Project Information Application.
- Each project shall use the most appropriate design standards and procedures. For projects using MPO attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Florida and U.S. Departments of Transportation.
- Designs shall include accommodation of all users and be sensitive to the context of the project setting. It is important to note that Complete Streets may look different for every project and road type. For example, wide lanes or paved shoulders may be sufficient in a rural area, whereas sidewalks and/or bike lanes are needed in an urban setting. Also, when re-striping projects are considered, where the right-of-way will not change, options such as bike lanes, sharrows, and pedestrian crosswalks could still be implemented.
- A systems approach shall be used in developing roadway projects, especially to ensure coordination with nearby jurisdictions, projects, and plans irrespective of the project sponsor.
- If there is another project planned or in development near this project the two should be coordinated to ensure consistency in the facilities serving the corridor.
- Logical termini should be chosen to include connections through "pinch points," such as overpasses, railroad crossings, and bridges. Logical termini should not be chosen so that the project ends before such a "pinch point" unless there is a compelling reason to do so.
- If the project serves a destination point, such as a school, recreational facility, shopping center, hospital, or office complex, the project shall provide the

opportunity for the destination to have access to the project's pedestrian and bicycle facilities.

- The project sponsor shall provide the local transit agency the opportunity to participate throughout the entire process and require the involvement of the local transit agency in the design process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided.
- Public transit facilities shall be designed with the goals of Complete Streets in mind, by including sidewalks, bicycle connections, or secure bicycle parking, among others.
- Every project shall provide the opportunity for utility/telecommunications infrastructure to be appropriately accommodated to allow for existing and future growth. Efficient use of right-of-way during construction and maintenance should be considered to improve access to utility systems, including future broadband networks. This policy is not intended to create new rights for utilities outside those provided by existing law and contract.
- Every project shall ensure that the provision of accommodations for one mode does not prevent safe use by another mode (e.g., a bus shelter should not block the clear walking zone on the sidewalk).

8. JURISDICTION:

The MPO will provide the leadership to implement this policy on all transportation projects and programs that require MPO approval. This policy is consistent with the FDOT Complete Streets Policy.

Transportation projects (new construction, reconstruction, maintenance) funded through the MPO are subject to this policy. Any projects or programs that require approval or signature of the MPO will be reviewed according to this policy.

The MPO is not directly responsible for maintenance and operations of roadways and transportation systems. However, the MPO encourages jurisdictions within the Lake~Sumter MPO Planning Area to consider maintenance and operations as an opportunity to provide safer more accessible transportation options for all users. For example, when maintaining traffic signal equipment, it may be possible to adjust sensitivity of detection equipment to respond to the presence of cyclists, thus creating safer crossings for these roadway users.

The MPO also encourages all local jurisdictions within the Lake~Sumter MPO Planning Area to adopt a Complete Streets policy. The MPO will help any member government craft a policy tailored to its community and also consistent with the Complete Streets policies of FDOT and the MPO.

The MPO recognizes the need for interdisciplinary and cross-jurisdictional coordination to effectively develop, operate, and maintain bicycle and pedestrian networks and transit facilities. The MPO will work with the member governments within the MPO Planning Area, the FDOT, transit providers, and other stakeholders to achieve this goal. The MPO will engage in early coordination to identify whether a project will impact any transit facilities or bicycle and pedestrian routes identified on local and regional plans.

9. APPEALS:

When a member government is not in agreement with the MPO's decision regarding accommodations for transit users, bicyclists, pedestrians, or motorists in 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.

10. EXCEPTIONS:

There are conditions where it may be inappropriate to provide bicycle, pedestrian, or transit facilities. These exceptions include:

1. Facilities such as highways where bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and to provide safe crossings for bicyclists and pedestrians.
2. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need or probable use. "Excessively disproportionate" is exceeding twenty percent (20%) of the cost of the project.
3. Where there is a demonstrated absence of need or where it would not be prudent. For example, sidewalks, bikeways, and transit accommodations may not be provided in rural or undeveloped areas where future growth is not anticipated for the next twenty (20) years.
4. On projects that are pavement preservation/resurfacing only, the MPO will only consider bicycle, pedestrian, or transit improvements that do not require right-of-way acquisition, utility relocation, or major construction. Relocating or enclosing roadside drainage is an example of major construction that would not be considered as part of a preservation project. However, retrofits such as narrowing lanes, restriping, and other minor changes that can provide improved access is encouraged on preservation projects.

Exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the MPO Governing Board. These exceptions will be submitted to the MPO and proceed through the established transportation planning process. As such, the exception 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 will consider comments from three advisory committees and make the final decision. A jurisdiction may appeal this decision once using the process outlined in the Appeals section.

For exceptions on state and federal projects, coordination with and approval of FDOT will also be necessary.

11. RECOMMENDATIONS:

- All users should be considered during the entire life cycle of a project, including planning, design, construction, operations, and maintenance.
- Street furniture, such as bike racks or benches, should be considered as part of all projects as long as they do not impede any user.
- When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and wheelchair access is provided to and from the transit stops.
- Traffic-calming elements including, but not limited to, landscaping, street trees, and narrowing of lanes, should be considered where safe and appropriate.
- Project sponsors should consider including street trees and landscape components, with careful analysis of tree, site, and design considerations.
- Special consideration should be given to future planned facilities or services.
- Each project design should be coordinated with appropriate access management strategies. Access management strategies should consider the placement of sidewalks and ramps to eliminate sight distance issues.
- Although this policy focuses on engineering projects, the project sponsor should provide education, encouragement, and enforcement strategies during or after the project. The education component should include government officials, developers, and the public. The MPO staff will compile and make available best practices, ideas, and other resources to help with these efforts.
- While this policy focuses on transportation, local governments should review their land use and zoning policies to provide for mixed land use developments and projects that provide direct non-vehicular connections within a given development.
- Each local community should regularly update its project design standards and procedures and train its staff to adhere to them.

- Local governments are encouraged to adopt their own Complete Streets policies, consistent with this regional policy and federal and state design standards.

12. IMPLEMENTATION:

Upon approval and adoption of this Complete Streets policy, it will become part of MPOs planning process and project selection for state and federal funding. The principles of this policy 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 policy in accordance with the requirements of the plan at adoption. A list of Complete Streets projects meeting the requirements of this policy will also be included in the amendment of TRANSPORTATION 2040. 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 recommendation of a Complete Streets project study.

13. EVALUATION:

The MPO, at a minimum, evaluate this policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the Complete Streets Policy, including the development of exemption guidance, and subsequently be considered for adoption by the MPO Governing Board.


Policy Approved on: May 25, 2016

Lake~Sumter Metropolitan Planning Organization



Leslie Campione, Chairman

Approved as to form and legality:



Melanie Marsh, MPO Attorney



POLICY 2016-4

REGIONAL TRAILS POLICY

1. POLICY OBJECTIVE

The Lake~Sumter MPO (MPO) will enhance safety, mobility, accessibility and convenience for regional trail users of all ages and abilities, including pedestrians, bicyclists, by planning a network of regional trails. This objective is consistent with regional transportation goals and visions set forth in TRANSPORTATION 2040, the MPOs long range transportation plan.

2. BACKGROUND:

Trails contribute to a community by providing people of all ages with an attractive, safe, and accessible place for recreation and transportation. The ultimate goal of a trail is to connect people to destinations.

Regional Trails are characterized by their interconnection to regional destinations and other statewide trails including the SUNTrail statewide network and trails identified in FDEP, Office of Greenways & Trails, Land Trail Opportunity Map and the Lake County Trails Masterplan. In addition to their ability to provide long distances of travel for recreational users by connecting major trail systems, these trails connect destinations, such as schools, parks and downtown areas, to communities. They are considered the backbone of larger state-wide trail systems. Regional Trails are designed to also attract users from other areas of the state or country and are the "showcase" of the area.

Regional trails are restricted to non-motorized modes of transportation and intended for a variety of user types to share. Typical uses include recreational and commuter purposes such as bicycling, in-line skating, roller skating, pet walking, pedestrians, exercising, nature walks, etc. The most common trail would be an asphalt or concrete surface of 12-14 feet in width with travel in both directions. The Regional Trails would be expected to connect regionally significant destinations or trail systems and would provide trailheads, rest stops, wayfinding and an overall user experience of the surrounding environment.

3. DEFINITION:

The MPO's definition of a regional trail is a trail that is separated from motor vehicle traffic and serves transportation, recreation, and health purposes for non-motorized transportation. Trails are regional in nature when they connect communities and serve the region as a whole. These trails are commonly called shared-use paths, multi-use paths, or bike paths and all have a paved surface. Regional trails are intended to be universally accessible for all users. Hiking and mountain biking trails are not considered regional trails in this plan because they do not serve a significant transportation purpose and are less accessible. A regional trail would provide non-motorized access to hiking and mountain biking trails, serving as a backbone to a larger trails network. Regional trails also provide non-motorized access to community centers and other developed areas as well as open space and other trails.

4. GOALS:

- a. Provides a foundation to advance the regional and statewide trail network in our planning area and identifies sources of funding;
- b. The establishment of clear priorities for coordinating, directing and focusing resources.
- c. Advances a framework for systematically "closing gaps" and connecting priority corridors within our planning area to establish a fully connected and integrated regional trail network.
- d. Supports linkages between policy and complementary state and regional trail planning efforts
- e. Develop consensus on priorities for regional trails development
- f. Act as an information clearing house for regional trails stakeholders
- g. Promote awareness of existing and developing trails

5. POLICY

The MPO will promote the Regional Trail network throughout the region and recommends that all member governments adopt Regional Trail policies, consistent with this policy. The MPO will seek incorporation of the Regional Trail network and policy into the development of all transportation projects where applicable.

6. CRITERIA:

The following categories of Trails are considered Regional Trails and are eligible for funding under the Regional Trails Policy for the Lake~Sumter MPO.

- a. **SUNTrail** eligible funding projects as identified in 339.81, F.S., and depicted on the SUNTrail Network Map in or adjacent to the Lake~Sumter MPO Planning area.
 - i. Coast to Coast Trail
 - ii. Heart of Florida Loop Trail
 - iii. St. Johns River to Sea Loop Trail

- b. Trails included on the **FDEP, Office of Greenways & Trails - Land Trails Opportunity Map.**

The Land Trails Opportunity Map represents the existing, planned and conceptual non-motorized trails that form a land-based trail network of state and regional importance. This map is a synthesis of trail planning efforts being conducted by cities, counties, transportation planning organizations and other agencies and non-profits throughout Florida. This map does not include all existing, proposed and conceptual trails in Florida, but focuses on linear trails of state and regional significance to form a comprehensive connected system. The Land Trails Opportunity Map is the state companion to community greenways and trails and bicycle and pedestrian master plans, and encompasses a combination of multiple and single-use trails to accommodate uses such as: walking, hiking, bicycling, mountain biking, horseback riding, skating and wildlife viewing.

- c. The **Lake County Trails Master Plan** was developed with the intent of providing not only a long-term vision, but bringing that vision into short-term focus with a realistic and practical approach to connectivity between schools, parks, neighborhoods, town centers, libraries, and the surrounding counties. The Master Plan identified 322 miles of shared-use trails, both regional and local trails, developed design standards, and created an implementation plan for the next 20 years. This plan serves as a guide to the location, design, prioritization, implementation, and maintenance of a comprehensive trail network within Lake County. The Plan also provides the information needed by Federal, State, County, municipality, and private stakeholders to preserve right-of-way and focus the funding necessary to implement the trail network. The identified Regional Trail network in the 2008 Lake County Trails Masterplan, are listed below:
 - i. Sugar Loaf Mountain Trail
 - ii. South Lake Trail
 - iii. Lake-Wekiva Trail
 - iv. Tav-Lee Trail

- v. Tav-Dora Trail
- vi. North Lake Trail
- vii. Lake Denham Trail
- viii. Gardenia Trail
- ix. Leesburg To Wildwood Trail
- x. Southlake - Citrus Ridge Trail
- xi. West Lake Trail
- xii. Black Bear Scenic Trail
- xiii. Van Fleet Trail

7. REQUIREMENTS

- a. Project sponsors must complete and submit a Project Information Application and Maintenance Agreement covering the long term operation and maintenance of the trail facility.
- b. Each project should use the most appropriate design standards and procedures. For projects using MPO attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Florida and U.S. Departments of Transportation.
- c. Designs shall include accommodation of all users and be sensitive to the context of the project category, i.e. SUNTrail network, Office of Greenways & Trails Land Trails Opportunity Network and the Lake County Trails Masterplan regional trail design standards.
- d. The project sponsor shall provide the local transit agency the opportunity to participate throughout the entire process and require 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 regional trails in 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

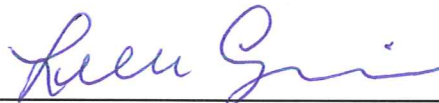
Upon approval and adoption of this Regional Trail policy, it will become part of MPOs planning process and project selection for state and federal funding. The principles of this policy will also guide MPO staff in preparation of MPO planning documents and regional transportation planning efforts to which it contributes. TRANSPORTATION 2040 will be amended to incorporate this policy in accordance with the requirements of the plan at adoption. A list of Regional Trail projects meeting the requirements of this policy will also be included in the amendment of TRANSPORTATION 2040. 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 Regional Trail 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 Regional Trail Policy, including the development of prioritization criteria, design guidance, and subsequently be considered for adoption by the MPO Governing Board.

Policy Approved on: June 22, 2016

Lake~Sumter Metropolitan Planning Organization



Leslie Campione, Chairman

Approved as to form and legality:



Melanie Marsh, MPO Attorney



POLICY 2016-6

SIDEWALK PROGRAM 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' 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 be evaluated 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 should be evaluated for the need to be retrofitted with pedestrian facilities. Local jurisdictions should prioritize pedestrian projects based on context of the roadway and the adjacent land use. 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 — urban 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: Installation of sidewalks should always be evaluated for inclusion 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 through its committee review process 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.

Lake~Sumter MPO Sidewalk Program Policy


Policy Approved on: August 24, 2016

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 Program 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

3. 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 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.

4. 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. Educational and encouragement projects and programs are eligible for areas with walking and biking infrastructure in place.

5. 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 implementation.

- 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 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.

6. POLICY

The MPO will promote the planning and implementation of the Safe Schools Emphasis Program throughout the MPO planning area 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. Encourage appropriate school siting

7. 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 any of 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 within the defined Safe School Emphasis Area.
- b. The project resolves a documented hazardous walking condition as defined in Florida Statute and eliminates the resultant school busing requirement.
- c. The project meets the objectives and/or guidelines described in the Safe Routes to School Program and is within the defined Safe School Emphasis Area.

8. 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
- 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 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.

9. 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.

10. IMPLEMENTATION

Upon approval and adoption of this Safe Schools Emphasis Program, it will become part of the MPO's 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.

11. EVALUATION

The MPO, through its committee review process, 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.

Lake~Sumter MPO Safe Schools Emphasis Program Policy

Policy Approved on: September 28, 2014

Lake~Sumter Metropolitan Planning Organization



Leslie Campione, Chairman

Approved as to form and legality:



Melanie Marsh, MPO Attorney



POLICY 2017-1

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS POLICY

1. POLICY OBJECTIVE

Improving the efficiency of the existing transportation system, supporting the principles of improving mobility, reducing funding needs and congestion, and resource consumption. The intent of the Transportation Systems Management and Operations (TSM&O) policy is to encourage active management of the transportation system and to implement strategies in lieu of, or strategically in conjunction with, capacity expansion. Common types of TSM&O strategies include, but are not limited to:

- a. Intelligent Transportation Systems (Traveler Information, Adaptive Signal Control, Transit Signal Priority, etc.)
- b. Active Traffic Management (Active Arterial Management, Dynamic Routing, Queue Warning, Freight Management, etc.)
- c. Emergency Management
- d. Incident Management
- e. Event Management
- f. Information Management (Archived Data, Big Data, Performance Management, etc.)

These strategies can help to increase the efficiency of the system by shifting travel demand to off-peak periods and less congested facilities, optimizing travel speeds for fuel efficiency, and utilizing existing capacity to the greatest extent possible.

2. BACKGROUND

Transportation Systems Management and Operations (TSM&O) is a program within the Florida Department of Transportation (FDOT) that is based upon:

- a. Performance measurement,
- b. Active management of the multi-modal transportation network, and

- c. Positive safety and mobility outcome delivery to Florida's traveling public.

Initially envisioned in 2008, formally endorsed as a program in 2010, and actively being implemented across the country, TSM&O offers ways to optimize the use of limited transportation funding to maximize transportation system safety, efficiency, and effectiveness.

Vision: Provide an efficient, reliable, safe, and environmentally friendly multi-modal transportation experience through inter-agency cooperation that utilizes cost effective and innovative TSM&O methods to enhance the quality of life for the citizens of Lake County.

Mission: To deploy a customer-driven TSM&O program focused on mobility outcomes through real-time and effective management of the existing transportation system toward its maximum efficiency.

Formal Definition: TSM&O is an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system.

3. POLICY

The MPO will promote the planning and implementation of the TSM&O Policy throughout the MPO planning area and recommends that all member governments adopt TSM&O Policies consistent with this program. The MPO will seek incorporation of the TSM&O Policy 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 TSM&O Policy implementation:

- a. Coordinating with transportation, transit agencies, emergency service providers and our member governments to define their TSM&O projects, their concept of operations and providing assistance to meet the consistency requirements; and developing necessary integration and interfaces.
- b. Institutionalize TSM&O within the MPO Planning Area
- c. Incorporating TSM&O into entire project development cycle: Planning, PD&E, Design, Operations, Construction, and Maintenance

4. REQUIREMENTS

- a. TSM&O project sponsors must complete and submit a MPO Project Information Application and Maintenance Agreement (if applicable) covering the long term operation and maintenance of any TSM&O infrastructure.
- b. Each project should use the most appropriate TSM&O planning, design standards and procedures, i.e., Central Florida ITS Architecture, AASHTO Transportation Systems Management and Operations Guidance, and the Florida Transportation Systems Management and Operations Strategic Plan.

5. APPEALS

When a member government is not in agreement with the MPO's decision regarding TSM&O 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.

6. IMPLEMENTATION

Upon approval and adoption of this TSM&O Policy, it will become part of the MPO's 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 ITS Project Information Application.

7. EVALUATION

The MPO, through its committee review process, will evaluate this Policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the TSM&O Policy, including the development of

prioritization criteria, design guidance, and subsequently be considered for adoption by the MPO Governing Board.

Policy Approved on: January 25, 2017

Lake~Sumter Metropolitan Planning Organization



Pat Kelley, Chairman

Approved as to form and legality:



Melanie Marsh, MPO Attorney