

TRANSPORTATION ELEMENT



CITY OF GROVELAND

LAKE COUNTY, FLORIDA

ADOPTED ON OCTOBER 18, 2010

**TRANSPORTATION ELEMENT
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CHAPTER 2 TRANSPORTATION ELEMENT

***It is important to note that the old data and analysis from the *1992 Comprehensive Plan* is being superseded by new data and analysis presented below; however, the current Goals, Objectives, and Policies have been included in this *Element*. This *Element* was updated accordingly to reflect the new planning period.

A. PURPOSE AND FORMAT

The purpose of the *Transportation Element* is to plan for future motorized and non-motorized transportation systems, pursuant to Chapter 163, Florida Statutes, and Chapter 9J-5, Florida Administrative Code (F.A.C.). An essential basis for planning transportation systems is the *Future Land Use Element*, specifically the *Future Land Use Map*. Clearly, the *Future Land Use Map* will direct where roadway facilities must be improved and where new roadway facilities may be needed. The criteria for determining the extent of facilities needed are the adopted level of service (LOS) standards.

Before a local government can responsibly plan for its future, it must assess the capability of its existing transportation system to serve current demand. It is, therefore, necessary to determine existing levels of service and to identify existing roadway deficiencies within the transportation system.

The content of this *Element* includes: (1) an introduction; (2) an inventory of the existing transportation system, including the *Existing Transportation Map*; (3) an analysis of existing roadway deficiencies within the transportation system; (4) an analysis of projected needs; (5) a discussion of issues and opportunities; (6) a listing of goals, objectives, and policies; and (7) the *Future Transportation Map*.

B. INTRODUCTION

1. Transportation System Overview

The City of Groveland, with a population of 7,206 (2008), is located in the southern central portion of Lake County. The following major roads provide access into the City:

- State Road 50 – Connects to County Road 565, County Road 565A, State Road 19, and State Road 33. Main corridor that goes through the downtown area and provides direct access to the City of Clermont and City of Mascotte. Splits into two, one way pairs through the historical downtown area.
- State Road 19 – Connects to State Road 50, US Highway 27, and County Road 478. Provides access to the Florida Turnpike, Town of Howey-in-the-Hills, and downtown Groveland.

- State Road 33 – Connects to State Road 50 and provides direct access to the downtown area.
- County Road 565 – Connects to State Road 50, Bible Camp Road, and US Highway 27. Provides access to the City of Mascotte.
- County Road 565A – Connects to State Road 50, County Road 561, and County Road 565B. Provides access to the City of Clermont.
- County Road 478 - Connects to State Road 19 and Wilson Lake Parkway. Provides access to the City of Minneola.
- US Highway 27 – Connects to County Road 565, State Road 19, and County Road 561. Provides access to the Florida Turnpike.
- Wilson Lake Parkway – Connects to County Road 478 and US Highway 27.

These are the main roads that carry the majority of traffic in the City and beyond the City. The majority of the streets in Groveland are paved.

C. INVENTORY OF THE EXISTING SYSTEMS

1. Present City Limits

The *Existing Transportation Map* provides a description of the City's current system. There are 276 different streets within the City (see Appendix A).

As previously noted, State Road 50, State Road 19, State Road 33, County Road 565, County Road 565A, County Road 478, and U.S. Highway 27 are the main routes in Groveland and Florida's Turnpike (southbound) is also accessible inside the City. A detailed overview of these roads is presented in the Analysis of Existing Transportation System section of this *Element*.

Conversely local streets serve the adjacent property by providing the initial access to the highway network. Local streets are characterized by short trip lengths, low speeds and lower traffic volumes.

The transportation system in Groveland is somewhat affected by the large number of wetlands and water bodies in the City.

The City does not collect road impact fees. These fees are collected by the Lake County and dispersed within the districts where they are collected. Roadways within the City that will be improved through the County's Road Impact Fee Program are featured in *Appendix A* of the *Capital Improvements Element*.

Overall, there are about 30 miles combined of bicycle/pedestrian pathways in the City. A detailed inventory of the bicycle/pedestrian pathways is featured in the *Recreation and Open Space Element* as well as the Analysis of Existing Transportation System section of this *Element*.

Transit has become very important to the residents of Groveland. With increasing gas prices more and more residents are seeking alternative ways to their jobs located in the Orlando area. A LYNX bus route (Park and Ride) was started in 2009. Currently, this route travels back and forth between Orlando and Clermont. The City is working with the LYNX Central Florida Transportation Authority, the City of Clermont, the Lake-Sumter Metropolitan Planning Organization, and Lake County to establish a public transit system in South Lake County, including Groveland.

2. Levels of Service (LOS)

The concept of levels of service is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

There are six levels of service, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst.

Level-of-service definitions – In general, the various levels of service are defined as follows:

- Level-of-service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- Level-of-Service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
- Level-of-service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes affected by the presence of others, and maneuvering within the traffic stream requires vigilance on the part of the user. The general level of comfort and convenience declines at this level.
- Level-of-service D represents high-density, but stable, flow. Speed and freedom to maneuver are restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

- Level-of-service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are poor, and driver or pedestrian frustration may be high.
- Level-of-service F exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Operations within the queue are characterized by stop-and-go waves, and they are unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclical fashion. The common term for this is “stop and go traffic” and it most always refers to heavy congestion.

3. Traffic Accidents

A detailed analysis of the traffic accidents in the City is featured below in the Analysis of Existing Transportation System section.

4. Public Transportation

No bus or rail service is provided to the City. As previously mentioned, the City is working with the LYNX Central Florida Transportation Authority, City of Clermont, the Lake-Sumter Metropolitan Planning Organization, and Lake County to establish a public transit system throughout South Lake County.

5. Rights-of-Way Acquisition and Protection

The acquisition and preservation of rights-of-way (ROW) for future road improvements is important in planning the future transportation system for Groveland. The City shall continue to coordinate with FDOT and Lake County regarding the preservation and acquisition of ROW for State and County roads within the City limits. As developments are planned along SR 19, SR 50, SR 33, CR 565, CR 565A and CR 478, Groveland will work with FDOT and Lake County to determine if right of way is needed during the development approval process.

D. ANALYSIS OF EXISTING TRANSPORTATION SYSTEM [9J-5.019(2) (A), F.A.C.]

1. Functional Classification

Functional classification is defined as the assignment of roads into systems according to the character of service they provide in relation to the total road network. The functional classification of public roads in this *Element* is based on FDOT criteria, which considers quantitative and qualitative factors such as jurisdiction, land access, route length, and trip lengths. A road hierarchy is used to identify relative importance of roads within the

system, provide guidance for level-of-service and design standards, aid in establishing improvement priorities, identify maintenance responsibility, and assist in determining funding and financing policies. An overview of the roads in the City based on FDOT's Roadway Functional Classifications is featured below. All of the roads in Groveland are within the jurisdiction of FDOT District 5.

a. Florida Intrastate Highway System

US Highway 27 is the only road classified as a Florida Intrastate Highway System (FIHS) in Groveland. US 27 extends from the southern Polk/Lake county line north through the cities of Clermont, Minneola and Groveland, then merging with US 441 in Leesburg. From there it continues north to Sumter and Marion counties. In Groveland, US 27 is located in the northern portion of the City and serves as a connector to the Florida Turnpike. The majority of the traffic on US 27 is through traffic. This principal arterial is a four lane rural highway and there is a traffic signal at the Florida Turnpike intersection (see the City's *Existing Transportation Map*).

b. Arterial Roads

Besides US Highway 27, State Road 19, State Road 50, and State Road 33 are the only roads classified as arterials in Groveland.

State Road 19 is the north-south arterial that extends from the northern City limits to State Road 50. SR 19 is primarily classified as a minor rural arterial; however, it is classified as a minor urban arterial from Lake Catherine Road to SR 50. This arterial is a two lane rural highway. A large percentage of traffic on this road represents commuting through traffic. There are no traffic signals located on the portions of SR 19 in Groveland.

State Road 50 is the east-west arterial that extends from the eastern City limits to the western City limits. This principal urban arterial is a four lane urban highway. A large percentage of traffic on this road represents commuting through traffic, especially commercial trucks. There are traffic signals at the following intersections: County Road 565A; State Road 33; E. Broad Street (SR 50) and S. Main Avenue; State Road 19; S. Lake Avenue and W. Orange Street (SR 50); and S. Main Ave and E. Orange Avenue (see the City's *Existing Transportation Map*). Through the City's historic downtown, SR 50 separates into two, one-way pairs (Broad Street and Orange Avenue).

State Road 33 is a two lane minor urban arterial that extends from the eastern portion of downtown Groveland to the Lake/Polk County boundary. A large percentage of traffic found on this road represents commuting through traffic,

especially commercial trucks. There is a traffic signal located at the intersection of SR 50.

c. Collector Roads

County Road 565, County Road 565A, County Road 478, Bible Camp Road, and Wilson Lake Parkway are the only roads classified as collectors in Groveland.

County Road 565 is a east-west two lane collector that intersects SR 50, Bible Camp Road, and US 27. There are no traffic signals located on the portions of CR 565 in Groveland.

County Road 565A is a north-south collector that connects to CR 565B, SR 50, and CR 561. This two lane collector provides access to the City of Clermont. There is a traffic signal located at the SR 50 intersection.

County Road 478 is a two lane east-west collector that connects to SR 19, Wilson Lake Parkway, and the City of Minneola. There are no traffic signals located on the portions of CR 478 in Groveland.

Bible Camp Road is a two lane east-west collector that connects SR 19 with CR 565. There are no traffic signals located on Bible Camp Rd.

Wilson Lake Parkway is a two lane north-south collector that connects US 27 with CR 478. There are no traffic signals located on Wilson Lake Parkway.

d. Local Roads

The majority of the local streets in Groveland are typical rural residential roadways with two paved travel lanes, with curb and gutter, and no sidewalk. The posted speed limits for most of these streets are 25 to 30 mph.

2. Master Transportation Concurrency Management System Program

In 2007, the City entered into an Interlocal Agreement with the Lake-Sumter MPO, along with Lake County and all the other local governments in Lake County, to create and fund a Master Transportation Concurrency Management System Program. This unique approach was seen as the best way to ensure that levels of service are monitored and that necessary improvements are approached on a County-wide basis to make the best use of available funds.

Table 1 below represents the Lake County Transportation Concurrency Management System traffic counts for the roads monitored in and around Groveland. These counts were performed in 2009.

TABLE 1: LAKE COUNTY TRANSPORTATION CONCURRENCY MANAGEMENT SYSTEM TRAFFIC COUNTY, 2009

Road Name	From	To	Adopted LOS (peak hour)	Current Peak Hour
CR 478	SR 19	JALARMY RD	720 (LOS D)	99
CR 565	US 27	KJELLSTROM LANE	720 (LOS D)	77
CR 565 (VILLA CITY RD)	KJELLSTROM LANE	SR 50	760 (LOS D)	162
CR 565A	SR 50	CR 565B	760 (LOS D)	167
CR 565A	SR 50	CR 561A	760 (LOS D)	445
EMPIRE CHURCH RD	CR 565	ANDERSON RD	490 (LOS D)	120
SR 19	LAKE CATHERINE RD	SR 50/ SR 33	670 (LOS C)	707
SR 19	US 27 / SR 25	CR 478	810 (LOS C)	598
SR 19	CR 478	LAKE CATHERINE RD	620 (LOS C)	No Counts Taken
SR 19	CR 455	US 27 / SR 25	810 (LOS C)	694
SR 33	SR 50/ SR 33	ANDERSON RD	860 (LOS D)	550
SR 33	ANDERSON RD	CR 565B	600 (LOS C)	461
SR 50	SR 33 SOUTH	CR 565A NORTH	2,170 (LOS D)	1,859
SR 50	GROVELAND FARMS RD	SR 50 ONE WAY PAIRS	1,860 (LOS D)	No Counts Taken
SR 50	CR 565A NORTH	CR 561	2,170 (LOS D)	1,809
SR 50	CR 33	GROVELAND FARMS RD	1,860 (LOS D)	1,269
SR 50 (E)	SR 50 ONE WAY PAIRS	SR 19	2,232 (LOS D)	No Counts Taken
SR 50 (E)	SR 19	SR 33 SOUTH	2,232 (LOS D)	1,701
SR 50 (W)	SR 19	SR 50 ONE WAY PAIRS	2,232 (LOS D)	No Counts Taken
SR 50 (W)	SR 33 SOUTH	SR 19	2,232 (LOS D)	2,160
US 27/SR 25	FLORIDA TURNPIKE	SR 19	2,230 (LOS C)	1,875
US 27/SR 25	SR 19	CR 561	1,730 (LOS C)	1,375
WILSON LAKE PARKWAY	US 27	LIBBY RD	490 (LOS D)	33

As part of the interlocal agreement with the MPO, as new development is proposed in Groveland (either land use amendments or subdivision or site plan submittals), the land owner is required to perform a Traffic Impact Study (TIS). All jurisdictions have agreed to use the same TIS methodology in order to assist the MPO staff with making it as easy as possible to administer the concurrency management system.

Any proposed development that will impact a road segment beyond the adopted level of service standards will need to follow the City's *Transportation Proportionate Fair Share Program*. As development is proposed, it will need to provide adequate analysis of its impact on the road segments in Groveland to determine if the adopted LOS will be maintained.

3. Constrained Facilities

FDOT requests that local governments identify constrained roadways in their Comprehensive Plans to ensure maintenance of the operating conditions, so that significant degradation in the level-of-service does not occur. A constrained roadway is one in which adding more through lanes to meet current or future needs is not possible due to physical, environmental or policy barriers.

The existing SR 50 is a constrained facility through the Groveland historical City center. The road is not only physically constrained by current development; it would also create irreversible harm to the City's historic downtown character to create a four-lane corridor with its current location. SR 50 runs directly through the downtown area and the majority of traffic on SR 50 in downtown Groveland is through traffic.

As one solution to improving traffic flow on SR 50 through the downtown area, and understanding that Groveland will grow in the future, the City is working with FDOT and Lake-Sumter MPO to realign SR 50 (see the City's *Future Transportation Map*). The proposed route will alleviate the heavy truck traffic from the downtown core and create a more bicycle and pedestrian friendly downtown.

4. Heavy Truck Volumes

As previously mentioned, SR 50 serves as the primary east-west corridor and runs directly through the City's downtown core. On average, between 1,400 and 3,250 heavy trucks pass through the downtown core everyday (see Table 2). This has increasingly become a major issue for the redevelopment of downtown Groveland. As such, the City has made the realignment of SR 50 away from the downtown core a top priority. The City will continue to coordinate with the Lake-Sumter MPO and FDOT to ensure that this project remains a regional priority.

TABLE 2: DOWNTOWN TRUCK TRAFFIC VOLUME, 2008

Road Name	From	To	AADT (2008)	Truck AADT (2008)
SR 50/W. BROAD ST.	SR 33 / SR 50	CR 33 / BLUFF LK RD	23,500	2,747
SR 50/E. ORANGE AVE.	SR 19 / LAKE AVE	SR 33 / SR 50	12,000	1,403
SR 50/E. ORANGE AVE.	MAIN AV	SR 19 / LAKE AVE	14,000	1,637
SR 50/ SR 33	PARKWOOD ST	MAIN AV	8,500	3,250
SR 19	N/A	PARKWOOD ST	6,700	2,342
SR 50/E. ORANGE AVE.	MAIN AVE	SR 33	21,000	3,179
SR 50/W. ORANGE AVE.	LAKE AV/SR 19	MAIN AVE	10,500	1,227
SR 50/W. BROAD ST.	SR 33/50 (BROAD ST)	LAKE AV/SR 19	12,000	1,403
SR 50	SR 33	CR 565A/MONTE VISTA	22,000	2,284
SR 19	SR 33/50(BROAD ST)	N/A	9,400	1,961
S. LAKE AVE.	E/B SR50...ORANGE ST	W/B SR50...BROAD ST	3,900	638

Source: FDOT, Transportation Statistic Office Truck Volume GIS Shapefile, obtained online from FDOT's website on May 3, 2010.

5. Evacuation Routes

As required by 9J-5.019(2)(a)11., F.A.C., this section identifies the designated local and regional transportation facilities, critical to the evacuation of the coastal population prior to an impending natural disaster.

In 2004 and 2005, Florida experienced an unprecedented level of tropical storm activity. In 2004, Hurricanes Charley, Frances, Ivan and Jeanne impacted our State. Hurricanes Dennis, Katrina, Rita and Wilma came ashore in Florida in 2005. In the short span of 24 months, millions of Florida residents were impacted, and property damages ran into the billions of dollars.

In response to these devastating hurricane seasons, state legislators passed House Bill 1721 and House Bill 1359, which identified enhanced statewide hurricane evacuation planning and a redefinition of the coastal high hazard area as State priorities. In accordance with this legislative direction, the State of Florida Division of Emergency Management (DEM) obtained grant money through the Federal Emergency Management Agency's (FEMA) Hazard Mitigation Grant Program to conduct regional evacuation studies across the State.

DEM contracted with Florida's Regional Planning Councils to carry out these studies in close collaboration with county emergency management agencies. One of the goals of the

project is to coordinate safe and efficient evacuation in all types of disasters. This project is known as the Statewide Regional Evacuation Study (SRES).

A regional evacuation transportation network that links existing county-level evacuation routes and any additional arterials/collectors in the region was provided by the East Central Florida Regional Planning Council. Based on the regional evacuation network, State Road 19, State Road 50, State Road 33, and US Highway 27 are the only roads in Groveland categorized as evacuation routes in the SRES.

6. Parking System

At this time, the City does not have any significant public parking facilities other than the on-street parking at the City Hall building along S. Lake Avenue, SR 50/Broad Street, and SR 50/Orange Avenue (in the downtown area). The on-street parking serves as parking for the local commercial businesses and employees and visitors to the City's government buildings.

7. Intermodal Facilities

Intermodal facilities are those transportation networks that accommodate and interconnect different modes of transportation and serve interstate, intrastate, and international movement of goods. Some facilities considered intermodal include ports, airports, bus stations, and train terminals. At this time, Groveland does not have any intermodal facilities.

8. Pedestrian/Bicycle System

The identification of significant bicycle and pedestrian ways is required by 9J-5.019(2)(a)3., F.A.C. The Lake-Sumter MPO has developed a regional bike map to identify all the major bikeway facilities within Lake and Sumter County. Additionally, the City has developed an inventory of the pedestrian pathways in the City.

Currently, there are no existing bicycle pathways identified in the Lake County Regional Bike Map as regional bicycle corridors; however, the City has determined that, while there is no striping, the shoulders on SR 19 and SR 33 are wide enough to classify them as bicycle lanes. In addition, these bicycle corridors should be signed, marked and maintained as a regional bicycle facility. There are about 17 miles of bicycle pathways in Groveland.

The pedestrian pathways are primary located in the downtown area, along a few residential streets south of SR 50, along CR 565A serving the Eagle Ridge Shoppes, and along Silver Eagle Road serving the South Lake High School and nearby residential subdivisions. There are about 13 miles of pedestrian pathways in Groveland.

A detailed inventory of the bicycle/pedestrian facilities in Groveland is presented in the *Recreation and Open Space Element* of this *Comprehensive Plan*. The existing bicycle/pedestrian pathways in Groveland are also featured on the *Existing Transportation Map*.

9. Deficiencies in the City

SR 19 from Lake Catherine Road to SR 50 is the only road with a LOS deficiency. The balance of the roads in the City have additional capacity to support growth. The Lake-Sumter MPO Transportation Annual Report Map for 2009 shows the percent capacities available in the system as of their 2009 Annual Concurrency Report (see Appendix B).

The primary transportation issue in Groveland in the future will be the realignment of SR 50. Although the majority of traffic on SR 50 is through traffic that does not originate nor end in Groveland, the City understands the need to address this issue. The realignment of SR 50 would be the best alternative to preserve Groveland's downtown historical character, improve the traffic flow, and enhance the pedestrian and bicycling activity in the downtown core.

The City does not have its own road impact fee; it collects road impact fees on behalf of Lake County. Lake County has impact fee districts and each year, a 5-year program is approved by the County Commission that includes projects by district. Lake County does provide for input from the cities and towns in the County as to what projects receive funding; however, the final decision is made by the County Commission. The County's current road impact fee program is included in *Appendix A* of the *Capital Improvements Element*. Currently, the SR 50 PD & E Study and improvements to Bible Camp Road are being financed from the County's Road Impact Fees.

10. Accident frequency data analysis in the City

Between 2000 and 2009, the City's Police Department indicated that the following intersections were the most problematic for motor vehicle crashes:

- State Road 50 and Villa City Road;
- State Road 19 and State Road 50;
- State Road 50 and the McDonalds or Hardees restaurant entrances along W. Broad Street and W. Orange Avenue;
- State Road 50 and State Road 33;
- State Road 50 and County Road 565A;
- Max hooks Road and County Road 565A; and
- State Road 19 and US Highway 27.

The City is working with FDOT and Lake County to reduce the number of motor vehicle crashes in Groveland. The City's Police Department believes that the realigning of State Road 50 may significantly reduce the number of crashes within the downtown core.

11. New Facilities or Expansion

The Lake-Sumter MPO has identified the regional need to extend the South Lake Trail from Clermont through Groveland ending at the Lake-Sumter County line. The South Lake Trail currently is a 7 mile paved multi-use trail that starts at Lake-Sumter Community College in Clermont and ends at Lake Minneola in Clermont. The South Lake Trail also links to the West Orange Trail, which is a 22 mile paved multi-use trail.

In October 2009, the Lake-Sumter MPO, in coordination with FDOT District 5, completed a regional List of Priority Projects (LOPP). The LOPP represents those projects that have been not yet been programmed, but are considered high priorities by the Lake-Sumter MPO. Projects from the LOPP are included in the FDOT Work Program to the maximum extent feasible. Based on LOPP, the following projects (including the extension of the South Lake Trail) are within Groveland:

- The realignment of State Road 50;
- The widening of State Road 50 from State Road 33 to Bloxham Avenue (widen to 6 lanes);
- The widening of State Road 19 from US Highway 27 to State Road 50 (widen to 4 lanes);
- Extending public transit from Clermont to Groveland (Groveland Circulator);
- County Road 478 Capacity and Safety Study from State Road 19 to Jalarmy Road; and
- Groveland Municipal Airport.

E. ANALYSIS OF PROJECTED NEEDS [9J-05.019(2)(B), F.A.C.]

As part of the development of the Lake-Sumter MPO's *2025 Needs Plan*, a travel demand model was used to forecast roadway volumes in the year 2025. Traffic volumes from the travel demand model were imported into a database that was used to perform a Generalized Level of Service Analysis and to summarize performance of the MPO's major road network by calculating the percent of vehicle miles of travel in congested conditions. The model provides an overall indicator of roadway transportation in the Lake-Sumter MPO planning area. The report done in 2005 by Tindale-Oliver & Associates, Inc. for the MPO found that in 2025, 29 percent of the vehicle miles of travel are forecasted to be in deficient conditions, and 11 percent of the vehicle miles of travel are forecasted to be in severely congested conditions.

A generalized Level of Service Analysis was performed for all the roads on the MPO's Major Road Network. Several of the major roads throughout the County were forecasted to be deficient, which means that their actual traffic volume is forecasted to be greater than their

maximum acceptable level of service volume. The following roads were projected to be severely congested, with a Level of Service F:

- US 27/US 441 from Lake Ella Road to Marian County, and in some portions of Leesburg;
- Morse Boulevard from CR 101 to US 27;
- CR 48 from CR 33 to CR 470;
- SR 50 in Clermont;
- US 27 in Minneola;
- SR 50 in Groveland;
- SR 33/SR 19 Connector in Groveland;
- SR 33 through the Green Swamp;
- Old CR 441 in Tavares;
- SR 44 in Mount Dora;
- Wolf Branch Road in Mount Dora;
- CR 437 in Mount Dora; and
- SR 44 in the northeastern part of the County.

The SR 50, SR 33/SR 19 Connector, and SR 33 through the Green Swamp segments are in Groveland or the City's Utility Service Area/Planning Boundary.

The LOS Analysis also forecasted the following roads as deficient, approaching a severely congested condition with a LOS E:

- CR 452 from Emerald Ave. to the North County line;
- CR 48 from Sumter County to CR 33 in Leesburg;
- SR 19 from SR 50 to CR 48;
- CR 474 in the Green Swamp; and
- Old CR 441 in Tavares.

The report found that many of these roads are constrained by development and are not able to be widened because of the significant public opposition and astronomical cost. The *Needs Plan* also found that there is a funding shortfall of over \$1 billion, which includes a shortfall of over \$300 million for State roads, over \$400 million for County roads, and over \$350 million for bicycle and pedestrian improvements.

In September 2010, the Central Florida Regional Planning Model (CFRPM) was updated by the Lake-Sumter MPO to develop new growth rates for future year analysis. The traffic analysis zones in the City were updated in the new model to reflect the City's land use designation changes as established in this *Comprehensive Plan*. This model has a base year of 2005 and a horizon year of 2035. The total model output volumes were summarized per functional classification for both the base and horizon years. An annual compound growth rate was calculated per functional classification so that it could be applied to the 2009 AADT volumes to

derive the 2015, 2020 and 2025 AADT volumes. This methodology was developed in consultation with FDOT and approved by FDOT. Based on the updated model, the 2025 horizon year with the Existing plus Committed Network showed no roadway segments operating above the adopted levels of service (see Table 3).

The widening of State Road 19 from US Highway 27 to State Road 50 will address any future deficiency and allow for improvements to the north-south traffic flow through Groveland.

The widening of State Road 50 from State Road 33 to Bloxham Avenue will significantly increase the east-west connection of the City to the neighboring communities. The realigning of State Road 50 will reduce the amount of truck traffic through the downtown core and provide a more pedestrian and bicycle friendly downtown.

These changes will significantly modify and improve the future Level-of-Service (LOS) capacity for SR 19 and SR 50 and help to achieve an acceptable LOS for future transportation concurrency.

The City will continue to work with FDOT and the Lake-Sumter MPO to extend the South Lake Trail from Clermont to Groveland and beyond. Since the proposed trail will run directly through the downtown core, the City anticipates that a trailhead will be established in the downtown area.

A fixed public transportation route in Groveland will accommodate commuters, low income and elderly populations, and the transportation disadvantaged. This fixed route transit service will provide the City's residents and guests with a transit link to the major urban areas in Lake and Orange County. This route will also reduce the commuter traffic to other counties, especially Orange County. The City shall continue to coordinate with the Lake-Sumter MPO to address public transit issues.

As a requirement of Rule 9J-5.019(3)(f), F.A.C., the City has projected the Level of Service (LOS) and traffic volumes for Groveland during the long-range planning period (2025). See Table 3.

TABLE 3: PROJECTED TRAFFIC LEVELS OF SERVICE AND VOLUME 2009 - 2025

ROAD NAME	FROM	TO	# of Lanes	FDOT LOS Standard	LOS CAPACITY	2009			GROWTH RATE	2015		
						AADT	V/C RATIO	LOS		AADT	V/C RATIO	LOS
C.R. 478	SR 19	JAMARLY RD	2	D	13,680	712	0.05	B	4.03%	884	0.06	B
C.R. 565	US 27	KJELLSTROM LANE	2	D	9,880	788	0.08	B	4.03%	978	0.10	B
C.R. 565 (VILLA CITY RD)	KJELLSTROM LANE	SR 50	2	D	10,725	1,868	0.17	B	4.03%	2,319	0.22	B
C.R. 565A	SR 50	CR 561A	2	D	10,725	4,810	0.45	B	4.03%	5,972	0.56	B
C.R. 565A	SR 50	CR 565B	2	D	10,725	1,721	0.16	B	4.03%	2,137	0.20	B
EMPIRE CHURCH RD	CR 565	ANDERSON RD	2	C	8,820	1,200	0.14	C	4.03%	1,490	0.17	C
WILSON LAKE PKWY	US 27	LIBBY RD	2	D	9,880	481	0.05	B	4.03%	597	0.06	B
SR 19	CR 455	US 27 / SR 25	2	C	15,100	6,901	0.46	B	2.07%	7,756	0.51	B
SR 19	US 27 / SR 25	CR 478	2	C	15,100	7,336	0.49	B	2.07%	8,245	0.55	C
SR 19	CR 478	LAKE CATHERINE RD	2	C	15,100	7,336	0.49	B	2.07%	8,245	0.55	C
SR 19	LAKE CATHERINE RD	SR 50/ SR 33	2	C	15,100	9,426	0.62	C	2.07%	10,594	0.70	C
SR 33	SR 50/ SR 33	ANDERSON RD	2	D	16,500	6,420	0.39	B	2.70%	7,461	0.45	B
SR 33	ANDERSON RD	CR 565B	2	C	14,200	6,494	0.46	B	2.70%	7,547	0.53	B
SR 50	GROVELAND FARMS RD	SR 50 ONE WAY PAIRS	4	D	36,700	21,946	0.60	B	2.70%	25,505	0.69	B
SR 50 (E)	SR 50 ONE WAY PAIRS	SR 19	4	D	22,020	12,240	0.56	B	2.10%	13,781	0.63	B
SR 50 (W)	SR 19	SR 50 ONE WAY PAIRS	4	D	22,020	11,088	0.50	B	2.10%	12,484	0.57	B
SR 50 (W)	SR 33 SOUTH	SR 19	4	D	22,020	13,770	0.63	B	2.10%	15,504	0.70	B
SR 50 (E)	SR 19	SR 33 SOUTH	4	D	22,020	11,132	0.51	B	2.10%	12,534	0.57	B
SR 50	SR 33 SOUTH	CR 565A NORTH	4	D	36,700	22,201	0.60	B	2.07%	24,953	0.68	B

ROAD NAME	FROM	TO	# of Lanes	FDOT LOS Standard	LOS CAPACITY	2009			GROWTH RATE	2015		
						AADT	V/C RATIO	LOS		AADT	V/C RATIO	LOS
SR 50	CR 565A NORTH	CR 561	4	D	36,700	22,898	0.62	B	2.07%	25,737	0.70	B
US 27/SR 25	FLORIDA TURNPIKE	SR 19	4	C	32,100	19,596	0.61	B	2.07%	22,025	0.69	B
US 27/SR 25	SR 19	CR 561	4	C	32,100	15,633	0.49	B	2.07%	17,571	0.55	B

ROAD NAME	FROM	TO	# of Lanes	FDOT LOS Standard	LOS CAPACITY	GROWTH RATE	2020			2025		
							AADT	V/C RATIO	LOS	AADT	V/C RATIO	LOS
C.R. 478	SR 19	JAMARLY RD	2	D	13,680	4.03%	1,027	0.08	B	1,171	0.09	B
C.R. 565	US 27	KJELLSTROM LANE	2	D	9,880	4.03%	1,137	0.12	B	1,296	0.13	B
C.R. 565 (VILLA CITY RD)	KJELLSTROM LANE	SR 50	2	D	10,725	4.03%	2,695	0.25	B	3,071	0.29	B
C.R. 565A	SR 50	CR 561A	2	D	10,725	4.03%	6,940	0.65	C	7,909	0.74	C
C.R. 565A	SR 50	CR 565B	2	D	10,725	4.03%	2,483	0.23	B	2,830	0.26	B
EMPIRE CHURCH RD	CR 565	ANDERSON RD	2	C	8,820	4.03%	1,731	0.20	C	1,973	0.22	C
WILSON LAKE PKWY	US 27	LIBBY RD	2	D	9,880	4.03%	694	0.07	B	791	0.08	B
SR 19	CR 455	US 27 / SR 25	2	C	15,100	2.07%	8,469	0.56	C	9,182	0.61	C
SR 19	US 27 / SR 25	CR 478	2	C	15,100	2.07%	9,003	0.60	C	9,761	0.65	C
SR 19	CR 478	LAKE CATHERINE RD	2	C	15,100	2.07%	9,003	0.60	C	9,761	0.65	C
SR 19	LAKE CATHERINE RD	SR 50/ SR 33	2	C	15,100	2.07%	11,568	0.77	C	12,542	0.83	C
SR 33	SR 50/ SR 33	ANDERSON RD	2	D	16,500	2.70%	8,329	0.50	B	9,197	0.56	B
SR 33	ANDERSON RD	CR 565B	2	C	14,200	2.70%	8,425	0.59	C	9,303	0.66	C
SR 50	GROVELAND FARMS RD	SR 50 ONE WAY PAIRS	4	D	36,700	2.70%	28,472	0.78	B	31,438	0.86	C

ROAD NAME	FROM	TO	# of Lanes	FDOT LOS Standard	LOS CAPACITY	GROWTH RATE	2020			2025		
							AADT	V/C RATIO	LOS	AADT	V/C RATIO	LOS
SR 50 (E)	SR 50 ONE WAY PAIRS	SR 19	4	D	22,020	2.10%	15,066	0.68	B	16,350	0.74	B
SR 50 (W)	SR 19	SR 50 ONE WAY PAIRS	4	D	22,020	2.10%	13,648	0.62	B	14,812	0.67	B
SR 50 (W)	SR 33 SOUTH	SR 19	4	D	22,020	2.10%	16,949	0.77	B	18,394	0.84	C
SR 50 (E)	SR 19	SR 33 SOUTH	4	D	22,020	2.10%	13,702	0.62	B	14,870	0.68	B
SR 50	SR 33 SOUTH	CR 565A NORTH	4	D	36,700	2.07%	27,247	0.74	B	29,540	0.80	C
SR 50	CR 565A NORTH	CR 561	4	D	36,700	2.07%	28,102	0.77	B	30,467	0.83	C
US 27/SR 25	FLORIDA TURNPIKE	SR 19	4	C	32,100	2.07%	24,050	0.75	B	26,074	0.81	B
US 27/SR 25	SR 19	CR 561	4	C	32,100	2.07%	19,186	0.60	B	20,801	0.65	B

Source: Lake-Sumter MPO September 2010

F. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES

GOAL 1: To develop a balanced and energy efficient transportation system that supports building a livable community and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, demand management programs, and traffic management techniques.

OBJECTIVE 1.1: *Provision of Roadway Systems in the City.* To provide a safe, convenient, energy efficient, and attractive roadway system that serves travel demands within and through the City. [9J-5.019(4)(b)1., F.A.C.]

Policy 1.1.1: *LOS Standards.* The City hereby adopts the following peak hour level of service standards [9J-5.019(4)(c)1., F.A.C.]:

<u>Classification</u>	<u>Peak Hour Minimum*</u>
FIHS: SR 25/US 27	C
Principal Arterials: SR 50	E
Minor Arterials: SR 33, SR 19	D
Collectors: CR 565, CR 565A, CR 478, Crittenden Street, Sampey Road, Bible Camp Road, Wilson Lake Parkway	D
Local Roads: All roadways not classified as collectors or arterials.	D

(*) Level of service shall be predicated on the lowest quality design hour, which shall represent the thirtieth highest hour of traffic, as determined by FDOT.

Policy 1.1.2: *Achieving a Multi-modal System.* All major roadways shall be designed as complete transportation corridors, incorporating bicycle, pedestrian and transit features to achieve a true multi-modal system.

Policy 1.1.3: *Transportation Improvements Priority.* Improvements to the transportation system shall be prioritized based on safety considerations, existing deficiencies, multimodal and environmental considerations, physical, economic and policy constraints, contribution to quality urban design, required right-of-way needs and level of service.

Policy 1.1.4: *Right-of-Way Standards.* The City hereby adopts the following right-of-way standards and shall maintain these in the Land Development Regulations:

Arterial Roadways	150 feet
Major Collectors	100 feet
Minor Collectors	80 feet
Local Roads	50 feet
4-Lane Urban Arterials	94 feet
4-Lane Suburban Arterials	174 feet
4-Lane Rural Arterials	200 feet

The dedication of the rights-of-way needed for all new roads proposed in the City shall be designated on the City's *Future Transportation Map*.

Policy 1.1.5: *Realigning of State Road 50.* The City shall continue to work with the Lake-Sumter Metropolitan Planning Organization, FDOT, and Lake County to ensure that the realigning of S.R. 50 through the Downtown area is prioritized at a regional level. This realignment will serve as a tool to redirect heavy truck traffic away from the Downtown area and create a more pedestrian and bicycle friendly downtown.

Policy 1.1.6: *Developing a Comprehensive Approach to Alleviate Congestion.* The City will work with the Lake-Sumter MPO, FDOT and Lake County to develop a comprehensive planning approach to alleviate future traffic congestion within the City. This process shall include a consideration of, but is not limited to, the following:

- (A) Re-alignment of SR 50 through the downtown area;
- (B) The monitoring of a Transportation Concurrency Management Area (TCMA) to support the provision of more efficient travel alternatives, including public transit;
- (C) The protection of right-of way for future widening of SR 19 and other roads with an identified need; and

- (D) The construction of new roads in association with new development.

Policy 1.1.7: *Parking and Traffic Flow.* The City shall require new development to submit a site plan that provides for adequate off street parking and safe, convenient on-site and off-site traffic flow for motorized and non-motorized vehicles. [9J-5.019(4)(c)3 and (4)(c)15., F.A.C.]

Policy 1.1.8: *Transportation Facility Planning.* Planning for transportation facilities shall ensure:

- a. All streets/roads are constructed and certified to meet all City standards;
- b. Residential street layouts avoid cul-de-sacs when possible;
- c. Residential areas are accessible to emergency vehicles;
- d. Residential streets shall have interconnections where possible to better distribute traffic;
- e. New subdivisions or developments shall address circulation, access control, off-street parking and landscaping of median strips and rights-of-way; and
- f. Design criteria for landscaping and signs along new streets/roads shall be established. [9J-5.019(4)(c)2. and (4)(c)3., F.A.C.]

OBJECTIVE 1.2: *Promoting Alternative Transportation Modes and Enhancing Future Transit.* To encourage the development of sustainable communities and mixed uses, consistent with the *Future Land Use Element*, to promote alternative transportation modes, and to enhance the feasibility of future transit plans.

Policy 1.2.1: *Development Requirements for Pedestrian Access and Accommodating Bicycles and the Mobility Impaired.* The City shall require developments to provide the following, if applicable:

- (A) Full accommodations for pedestrian access and movement;
- (B) Full accommodations for bicycles, including lockers and racks; and
- (C) Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access.

Policy 1.2.2: *New Development Compatibility and the Transportation Element.* New development shall be compatible with and further the achievement of the *Transportation Element*. Requirements for compatibility may include, but are not limited to:

- (A) Locating parking to the side or behind the development to provide pedestrian accessibility of building entrances and walkways to the street, rather than separation of the building from the street by parking; or
- (B) Providing clearly delineated routes through parking lots to safely accommodate pedestrian and bicycle circulation.

Policy 1.2.3: *Supporting Transportation Related Urban Design Studies.* The City shall support transportation related urban design studies and projects, such as traffic calming techniques, modern roundabouts, complete streets, view corridors, and street tree plantings.

Policy 1.2.4: *Access Management Standards.* The City shall ensure appropriate access to the City's transportation system by implementing the following standards:

- The separation between access points on State roads shall be in compliance with FDOT rules. The separation between access points on collector and arterial roads maintained by the City or County shall follow the spacing standards based on the posted speed limit identified in the Land Development Regulations;
- The minimum right-of-way widths for all roads in the City shall be consistent with Policy 1.1.4;
- Pavement widths for two-way roads shall be 24 feet or 14 feet for one-way roads;
- New sidewalks shall be a minimum of 5 feet wide and required on both sides of the road;
- All private roads shall be constructed to public specifications and have an easement of a minimum of 50 feet in width;
- Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide access to abutting properties or to logically extend the street system into the surrounding area;

- Adjacent commercial or office properties classified as major traffic generators shall provide a cross access drive and pedestrian access to allow circulation between sites;
- A system of joint use driveways, frontage roads and cross access easements shall be established wherever feasible; and
- Subdivisions with frontage on the state highway system shall be designed into shared access points to and from the highway.

In addition to the standards provided above, all development shall be subject to the guidelines and requirements established in the Land Development Regulations regarding access management.

Policy 1.2.5: *Requiring Cross Access Easements.* The City shall preserve the function of the major thoroughfare system by requiring cross access easements to connect new developments as they are permitted along major roadways. [9J-5.019(4)(c)2., F.A.C.]

Policy 1.2.6: *Encouraging the Use of Shared Driveways.* The City shall encourage the use of shared driveways for new businesses when feasible.

Policy 1.2.7: *Requiring Connected or Shared Parking Areas.* The City shall require commercial and industrial uses on contiguous parcels to have connecting or shared parking areas, unless the resulting configuration results in an unfeasible design, as determined by the City. [9J-5.019(4)(c)2., F.A.C.]

Policy 1.2.8: *Reviewing the Requirements for Pedestrian/Bicycle Facilities, Access Control, and Transportation Management Techniques.* By December 2012, the City shall review the Land Development Regulations to ensure that adequate regulations regarding bicycle and pedestrian facility requirements, access control regulations, and transportation systems management techniques are provided. Any such changes shall be incorporated in this *Element*.

Policy 1.2.9: *New Non-residential Development and Excess Parking Space Requirements.* By December 2012, the City shall amend the Land Development Regulations and establish standards regarding new non-residential development and the maximum number of parking spaces allowed in excess of the parking space requirements of the City's Land Development Regulations, in order to encourage

walking, bicycling, ridesharing, and shared parking, and to minimize the creation of excess impervious surface area.

OBJECTIVE 1-3: *Right-of-way Acquisition.* Provide for the protection and acquisition of existing and future rights-of-way from building encroachment. [9J-5.019 (4)(b)5., F.A.C.]

Policy 1.3.1: *Ensuring Consistency with Future Transportation Projects.* The City shall review all proposed development applications for consistency with future transportation projects listed in the Lake-Sumter MPO Project List to protect needed rights-of-way and to ensure consistency with the City's Land Development Regulations. [9J-5.019(4)(c)4., F.A.C.]

Policy 1.3.2: *Plantings, Fencing, or Construction.* No plantings, fencing or construction shall be permitted on street/road rights-of-way except with the permission of the City Council and based on a study and finding that no safety hazard will result. In addition, all streets will be examined for existing hazards which, if discovered, should be removed. [9J-5.019(4)(c)4., F.A.C.]

Policy 1.3.3: *Building Encroachments.* The City shall continue to provide for protection of rights-of-way from building encroachments as well as providing for the acquisition and preservation of any existing and future rights-of-way. [9J-5.019(4)(c)4., F.A.C.]

Policy 1.3.4: *Dedication of Needed Rights-of-way.* The City shall continue requiring dedication of needed rights-of-way from new development, through subdivision and site plan regulations and applicable local ordinances. [9J-5.019(4)(c)4., F.A.C.]

Policy 1.3.5: *Encroachment of Development.* The City shall prohibit encroachment of development into established and future rights-of-way and, within the law, require dedication of rights-of-way through development orders issued by the City. [9J-5.019(4)(c)4., F.A.C.]

OBJECTIVE 1.4: *Residential Development Roadway Connection Standards.* Implement residential development roadway connection standards which promote convenient access to adjacent residential developments and nearby uses yet discouraging cut-through traffic.

Policy 1.4.1: *Encouraging Travel between Neighborhoods and Access to Transit.* The City shall ensure that existing and new residential developments are connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods

and access to transit without requiring use of the major thoroughfare system.

Policy 1.4.2: *Residential/Mixed Use Developments and Stubouts Requirement.*
The City shall ensure that streets in new residential or mixed use developments are designed with stubouts to connect to abutting undeveloped lands, and/or land with redevelopment potential. Provisions for future connections shall be provided in all directions, except where abutting land is undevelopable.

Policy 1.4.3: *Discouraging Through Movements in Residential Subdivisions.*
Internal streets connecting residential subdivisions shall be designed to discourage through movements that should be accommodated by major thoroughfares.

Policy 1.4.4: *Discouraging Speeding and Cut-through Traffic and Residential/Mixed Use Development.* New residential and mixed use developments shall be designed to discourage speeding and cut-through traffic. This shall be accomplished through appropriate methods such as gateway treatments, roundabouts, reduced roadway width and turn radii, or other appropriate treatments.

Policy 1.4.5: *Location of Access Points on Arterial and Collector Roads.*
Guidelines and standards for the location of access points on arterial and collector roads in the City shall be coordinated with Lake County or FDOT (the permitting authority) with the following guidelines addressed as a minimum:

- a. Access points to major streets/roads shall be limited in number;
- b. Where frontage roads are available, no additional access points shall be permitted between established intersections;
- c. In the design of new areas, frontage roads shall be provided, whenever right-of-way is available, so as to provide access to private property; and
- d. Distance from intersections, width and frontage requirements should be studied. [9J-5.019(4)(c)2., F.A.C.]

OBJECTIVE 1.5: *Developing a Safe and Efficient Public Transit System.* To develop a safe and efficient public transit system that's accessible to the residents, people who work in the City, and guests of Groveland. [9J-5.019 (4)(b)4, F.A.C.]

Policy 1.5.1: *Transportation Disadvantaged and the Design of Public Transit.* The special needs of transportation disadvantaged persons shall be considered in the design of all public transit systems.

Policy 1.5.2: *Public Facilities Location and Compatibility and Consistency of Neighboring Land Uses.* The City shall coordinate with the Lake-Sumter MPO and Lake County to ensure that proposed public transit facilities are designated in areas that are consistent with and compatible to the neighboring land uses. [9J-5.019 (4)(c)9., F.A.C.]

Policy 1.5.3: *Encouraging Public Transportation.* Transit ridership shall be accommodated on certain City roads. It is anticipated that if Lake County Express and/or LYNX Central Florida Regional Transit Authority were to establish a route through Groveland, it would most likely be taking residents to work, shopping, or other venues. The City shall encourage any such public transportation by:

- Working with the Lake-Sumter MPO, Lake County Express and/or LYNX to determine where a transit stop may be feasible;
- Requiring transit stops to meet ADA requirements; and
- Clearly delineating walkways from the building to the transit stop. [9J-5.019(4)(c)8 and (4)(c)9., F.A.C.]

Policy 1.5.4: *Public Transportation Level of Service.* Upon the establishment of a public transportation system in Groveland, the City shall coordinate with the Lake-Sumter MPO to determine the sufficient level of service needed to support such transportation system.

OBJECTIVE 1.6: *Establishing a Regional Bicycle/Pedestrian Network.* Support the development of a regional bicycle/pedestrian network within the City.

Policy 1.6.1: *Bicycle/Pedestrian Pathways Connection to Specific Land Uses.* The City shall ensure that proposed bicycle/pedestrian pathways connect to residential areas, public schools, activity centers, recreational areas, employment centers and the park system. [9J-5.019(4)(c)5., F.A.C.]

Policy 1.6.2: *Acquisition and Reservation of Rights-of-way for Bicycle/Pedestrian Projects.* The need for acquisition and reservation of rights-of-way to implement bicycle/pedestrian projects shall be taken into account in approval of site plans or residential and mixed use developments.

Policy 1.6.3: *Promoting Bicycle and Pedestrian Connections between Schools.* The City shall work with Lake County School Board to promote bicycle and pedestrian connections between schools and adjacent or nearby residential developments.

Policy 1.6.4: *School Requirements for Bicycle and Pedestrian Connections.* The City shall require new public and private schools to provide bicycle and pedestrian connections to adjacent or nearby residential developments, as well as to include provisions for internal bicycle and pedestrian circulation.

OBJECTIVE 1.7: *Coordination with FDOT, Lake-Sumter MPO, and Other Public Transportation Authorities.* Coordinate transportation projects with the plans and programs of the Florida Department of Transportation, the Lake-Sumter Metropolitan Planning Organization, and other public transportation authorities or planning groups involved in the planning construction and operation of transportation facilities and services. [9J-5.019(4)(b)3., F.A.C.]

Policy 1.7.1: *Assumptions and Policies in the Transportation Element.* The City shall ensure that all assumptions and policies in the *Transportation Element* are consistent or coordinated with other *Plan Elements*, the Lake-Sumter MPO Long-range Transportation Plan, the FDOT adopted Five-year Work Program, the long-range and short-range elements of the Florida Transportation Plan, the East Central Florida Regional Planning Council Strategic Regional Policy Plan, and the Lake County Comprehensive Plan through establishment of formal coordination mechanisms and other informal coordination mechanisms. [9J-5.019(4)(c)11., F.A.C.]

Policy 1.7.2: *Participating with the Lake-Sumter MPO.* The City shall continue to participate actively at the technical and policy levels of Lake-Sumter Metropolitan Planning Organization to ensure its role in planning for a balanced and efficient multi-modal transportation system.

Policy 1.7.3: *Coordinating Regional Bicycle, Transit, and Pedestrian Facilities.* The City shall work with Lake-Sumter Metropolitan Planning Organization and adjacent jurisdictions to coordinate regional connection of bicycle, transit, and pedestrian facilities.

- Policy 1.7.4:** *Addressing Traffic Congestion, Environmental Protection, and Energy Conservation.* The City shall coordinate with the Lake-Sumter Metropolitan Planning Organization to address traffic congestion, environmental protection, and energy conservation.
- Policy 1.7.5:** *Developing Strategies to Facilitate Local Traffic.* The City shall work with the Lake-Sumter Metropolitan Planning Organization, the Florida Department of Transportation and Lake County to develop strategies which facilitate local traffic using alternatives to the Florida Intrastate Highway System.
- Policy 1.7.6:** *Intergovernmental Coordination Element.* The *Intergovernmental Coordination Element* shall be used as a guide in establishing or enhancing communication or transportation planning and problems.
- Policy 1.7.7:** *Proposed Changes on the Future Transportation Map.* The City shall share its *Future Transportation Map* and proposed changes thereto with neighboring cities, towns, and the County and review for compatibility the traffic plans of those agencies.
- Policy 1.7.8:** *Transportation Demand Management.* The City shall coordinate with the County and Lake-Sumter MPO on a Congestion/Mobility Management Program to identify Transportation Demand Management strategies to mitigate peak-hour congestion impacts. Strategies may include: growth management and activity center strategies, telecommuting, transit information systems, alternative work hours, carpooling, vanpooling, guaranteed ride home program, parking management, addition of general purpose lanes, channelization, computerized signal systems, intersection or midblock widenings, and Intelligent Transportation System. [9J-5.019(4)(c)6 and (4)(c)7., F.A.C.]
- Policy 1.7.9:** *Numerical Indicators.* The City shall coordinate with the County and Lake-Sumter MPO in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates. [9J-5.019(4)(c)10., F.A.C.]
- Policy 1.7.10:** *Lake County's Road Impact Fee Priority List.* The City shall annually coordinate with the County to ensure that eligible roads in the City are put on the County's Road Impact Fee Priority List.

OBJECTIVE 1.8: *Transportation Facilities and Services and Concurrency.* To maintain a concurrency management system which ensures that transportation facilities and services needed to support development and redevelopment are available concurrent with the impact of such development.

Policy 1.8.1: *Ensuring that Transportation Facilities are Available Concurrent with Growth.* The City shall continue requiring that adequate transportation facilities and services are available to meet the traffic demands of all new development prior to the issuance of a final development order, in accordance with the City's Concurrency Management System.

OBJECTIVE 1.9: *Future Land Use Compatibility.* Ensure that the City's transportation system is coordinated consistent with and compatible to proposed growth and development shown in the *Future Land Use Element* and *Future Land Use Map*. [9J-5.019(4)(b)2., F.A.C.]

Policy 1.9.1: *Data Assumptions in City Transportation Models.* The City shall utilize population, dwelling unit and employment projections obtained in the *Future Land Use Element* as data assumptions in transportation models used in the City.

Policy 1.9.2: *Transportation System Improvements and New Growth Areas.* In areas designated for new growth, the City shall determine the transportation system improvements needed prior to development approvals.

Policy 1.9.3: *Consistency with Future Land Use Element and Map.* Decisions and actions the City initiates or implements that will have an impact on the transportation system shall be consistent with the adopted *Future Land Use Map* and *Future Land Use* goals, objectives and policies of this *Plan*.

Policy 1.9.4: *Future Transportation Map.* All traffic planning shall be consistent with the *Future Transportation Map* which is adopted with this *Plan* by the City Council along with the *Future Land Use Map* and the *Capital Improvements Element*.

Policy 1.9.5: *Conflicts with the Future Land Use Map.* Any changes to the transportation system shall be reviewed for conflicts with the *Future Land Use Map*. The *Future Transportation Map* and the *Capital Improvements Element* shall be coordinated and changed concurrently if necessary.

Policy 1.9.6: *Statement of Findings.* Any proposed amendments to this *Element*, to include the *Future Transportation Map*, shall include a statement of findings supporting such proposals.

Policy 1.9.7: *Cost/Benefit Studies.* Cost/benefit studies shall be prepared and adopted by the City as a technical supplement to any transportation capital improvement program.

OBJECTIVE 1.10: *Future Transportation Map.* Exercise control over transportation planning and changes by maintaining a *Future Transportation Map*.

Policy 1.10.1: *Transportation Planning Consistency and the Future Transportation Map.* All transportation planning in the City shall be consistent with the *Future Transportation Map*, which is adopted with this *Plan* by the City Council, the *Future Land Use Map*, and the *Capital Improvements Element*.

Policy 1.10.2: *Statement of Findings.* Any proposed amendments to this *Element*, to include the *Future Transportation Map*, shall include a statement of findings supporting such proposals.

Policy 1.10.3: *Preparation and Adoption of Cost/Benefit Studies.* Cost/benefit studies shall be prepared and adopted by the City as a technical supplement to any transportation capital improvement program.

Policy 1.10.4: *Reviewing the Future Transportation Map.* The City shall review its *Future Transportation Map* yearly in conjunction with the Concurrency Management System review.

OBJECTIVE 1.11: *Transportation Costs.* Establish mechanisms that will allow new growth to proportionally contribute to the cost of new transportation capital facilities.

Policy 1.11.1: *Development Agreements.* Where feasible, the City shall enter into development agreements with proposed land developments to establish how project impacts may be addressed through mechanisms such as right-of-way dedication, roadway construction, multimodal design (bicycle, pedestrian, golf cart), and impact fee payments and credits. [9J-5.019(4)(c)4. and 9J-5.019 (4)(c)5., F.A.C.]

Policy 1.11.2: *Fair Share Payments.* The City shall require all new developments to pay their fair share for the improvement or construction of needed transportation facilities to maintain adopted level of

services standards. Fair share payments will be collected consistent with the adopted *Proportionate Fair Share Ordinance*.

Policy 1.11.3: *Proportionate Share of Cost.* Land development shall bear proportionate share of the cost of the provision of the new or expanded road capital facilities or signalization required by such development. [9J-5.019(4)(c)4., F.A.C.]

Policy 1.11.4: *Capital Improvements Funding.* Transportation capital improvements that may be funded by impact fees include transportation planning, preliminary engineering, engineering design studies, land surveys, rights-of-way acquisition, engineering, permitting, and construction of all the necessary features for arterial and collector road construction projects of the type made necessary by the new development.

OBJECTIVE 1.12: *Environmental Concern and Expansion of Transportation System.* Ensure that the environment, with regards to preservation, conservation, and reducing greenhouse gas emissions, is a major concern in any expansion of the transportation system in Groveland. [9J-5.019(4)(b)1., F.A.C.]

Policy 1.12.1: *Natural Environment Sensitivity.* Planning for future transportation improvements shall recognize the sensitivity of the natural environment so as to protect the quality of existing and future neighborhoods.

Policy 1.12.2: *Conservation Resource Areas.* Transportation facilities shall not be placed in conservation resource areas or impact those places unless an overriding public need can be clearly demonstrated.

Policy 1.12.3: *Energy Efficiency.* Energy efficiency shall be a consideration in any plans for improvements or expansion of the road network by the City.

Policy 1.12.4: *Automobile Emission Pollution.* The City shall enforce the guidelines and standards established in the Land Development Regulations regarding bicycle paths and pedestrian walkways to reduce the potential for automobile emission pollution and promote the use of bicycles and walking in the City. [9J-5.019(4)(c)5. and (4)(c)23., F.A.C.]

Sections 9J-5.019(4)(c)14., F.A.C., 9J-5.019(4)(c)17. – 9J-5.019 (4)(c)21., F.A.C., are not applicable in that the City does not have a port, an airport, rail and seaport facilities, or related facilities.