

TRANSPORTATION ELEMENT



CITY OF GROVELAND

LAKE COUNTY, FLORIDA

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**TRANSPORTATION ELEMENT
TABLE OF CONTENTS**

A. PURPOSE AND FORMAT..... 2

B. INTRODUCTION 2

 1. TRANSPORTATION SYSTEM OVERVIEW.....2

C. INVENTORY OF THE EXISTING SYSTEMS..... 5

 1. PRESENT CITY LIMITS.....5

 2. LEVELS OF SERVICE (LOS).....5

 3. TRAFFIC ACCIDENTS.....6

 4. PUBLIC TRANSPORTATION.....7

 5. RIGHTS-OF-WAY ACQUISITION AND PROTECTION7

D. ANALYSIS OF EXISTING TRANSPORTATION SYSTEM..... 7

 1. FUNCTIONAL CLASSIFICATION.....7

 a. Florida Intrastate Highway System.....7

 b. Arterial Roads8

 c. Collector Roads.....8

 d. Local Roads8

 2. MASTER TRANSPORTATION CONCURRENCY MANAGEMENT
 SYSTEM PROGRAM.....8

 3. CONSTRAINED FACILITIES10

 4. HEAVY TRUCK VOLUMES.....10

 5. EVACUATION ROUTES11

 6. PARKING SYSTEM11

 7. INTERMODAL FACILITIES.....12

 8. PEDESTRIAN/BICYCLE SYSTEM.....12

 9. DEFICIENCIES IN THE CITY12

 10. ACCIDENT FREQUENCY DATA ANALYSIS IN THE CITY12

 11. NEW FACILITIES OR EXPANSION.....13

E. ANALYSIS OF PROJECTED NEEDS..... 13

F. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES 14

CHAPTER 2 TRANSPORTATION ELEMENT

The Transportation Element includes Goals, Objectives, and Policies regarding transportation. The Data, Inventory, and Analysis is included as an appendix to the Comprehensive Plan.

A. PURPOSE AND FORMAT

The purpose of the *Transportation Element* is to plan for a multimodal transportation system, 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*. The *Future Land Use Map* will inform where roadway and other transportation facilities must be improved and where new roadway and transportation facilities may be needed. The criteria for determining the extent of facilities needed are the adopted level of service (LOS) standards and the adopted transportation facilities plans.

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 and multimodal 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. Multimodal Transportation System Overview

The City of Groveland, with a population of 15,205 (2017 BEBR), is located in the southern central portion of Lake County. The multimodal transportation network includes roadways, a major regional trail, local trails, sidewalks, and fixed-route transit. The roadway network within the City of Groveland consists of various tiers of roadway facilities from principal arterials and an expressway to collector roadways and local roadways. Major roadways within Groveland and the Urban Service Area are maintained by the Florida Department of Transportation (FDOT) and Lake County. Three roadway facilities are designated by the FDOT as Strategic Intermodal System (SIS) facilities, which indicates the significance of the roadways as high-priority facilities important to the economy and mobility of Florida.

2. Major Roadway Network

The following major roadways provide access within, to, and from the City:

- Florida’s Turnpike (State Road 91) – The toll facility provides a north-south principle arterial expressway connection from Interstate 75 in central Florida through Groveland to its terminus with I-95 in Miami-Dade. The facility is maintained by the Florida Turnpike Enterprise of the Florida Department of Transportation (FDOT) and is designated by the FDOT as a Strategic Intermodal System (SIS) facility. The four-lane facility traverses east-west through the northern portion of Groveland closely paralleling US 27. The Turnpike provides access to other major facilities in the City such as US 27 and SR 19 via a split interchange separated by four miles along the Turnpike. The split interchange provides access south toward Orlando and I-4 via ramps at US 27 and SR 19 and provides access to the north toward Leesburg, The Villages, and I-75 via ramps at US 27.
- US 27 (SR 25) – The federally-designated FDOT-maintained facility provides a north-south principle arterial connection through Florida. The US highway’s southern terminus is at US 1 in Miami and the northern terminus is at I-69 in Fort Wayne Indiana. US 27 traverses through major cities such as Cincinnati, OH, Lexington, KY, Chattanooga, TN, and Columbus, GA, as well as the Florida cities of Tallahassee, Ocala, Leesburg, and Winter Haven. The facility is maintained by the FDOT and is designated as a Strategic Intermodal System (SIS) facility from Miami to Florida’s Turnpike in Groveland. The four-lane facility traverses east-west through the northern portion of Groveland closely paralleling Florida’s Turnpike. US 27 intersects within Groveland via an interchanges with Florida’s Turnpike and SR 19 and intersects with other major roadways such as CR 565 (Villa City Road) and Lake Wilson Parkway.
- SR 50 – The FDOT-maintained facility provides an east-west principle arterial connection through central Florida from US 19 in Hernando County through Groveland to US 1 in Brevard County. The FDOT has designated SR 50 as an Emerging Strategic Intermodal System (SIS) facility from Us 19 in Hernando County to US 27 in Clermont. Within Groveland, four-lane SR 50 intersects with County Road 565, CR 565A, SR 19, and SR 33. SR 50 serves as the east-west corridor through the downtown area and provides direct access to Clermont, Orange County, and the Orlando metropolitan area to the east and Mascotte, Sumter County, and I-75 to the west. In downtown Groveland, SR 50 is characterized as one-way pairs, meaning the four-lane splits into two one-way facilities separated by one city block. Broad Street serves within the downtown as westbound SR 50 and Orange Street serves as eastbound SR 50. Through the downtown, SR 50 is co-designated as SR 33 from the intersection with SR 50 on the eastern side of downtown west to SR 33’s terminus in Mascotte at CR 33.
- SR 19 – The FDOT-maintained facility provides a north-south minor arterial connection from the southern terminus at SR 50/SR 33 in Groveland north through Lake County to US 17 in Palatka. Within Groveland, two-lane SR 19 connects to CR 478 (Cherry Lake Road), US 27, Florida’s Turnpike, O’Brien

Road, and Dewey Robbins Road. SR 19 connects to the north to Howey-in-the-Hills and the county seat of Tavares.

- SR 33 – The FDOT-maintained facility provides a north-south minor arterial connection from its northern terminus in Mascotte at CR 33 through Groveland south to US 98 in Lakeland. Within Groveland, SR 33 is co-designated with four-lane SR 50 east-west through downtown Groveland and is a two-lane north-south facility from SR 50 in Groveland south into Polk County. SR 33 intersects in Groveland with CR 565, SR 19, SR 50, and Anderson Road. SR 33 connects south to I-4 and Lakeland.
- CR 565 (Villa City Road) – The Lake County-maintained facility provides a north-south two-lane minor collector connection in Groveland from SR 50 west of downtown north to US 27.
- CR 565A – The Lake County-maintained facility provides a north-south two-lane major collector and minor collector connection from CR 561 south to Pine Island Road. Within Groveland, CR 565A provides an east-west major collector connection from CR 561 in the Clermont/Minneola to SR 50. The roadway is co-designated with SR 50 for a short distance east of downtown. South of SR 50, the roadway is classified as a minor collector and is named Montevista Road south to Pine Island Road.
- CR 478 (Cherry Lake Road) – The Lake County-maintained facility provides a two-lane minor collector connection from SR 19 in Groveland east to Lake Wilson Parkway and to its conversion to Apshawa Road in Minneola.
- Wilson Lake Parkway – The Lake County-maintained facility provides a two-lane major collector connection from CR 478 (Cherry Lake Road) north to US 27 within Groveland.
- Anderson Road and Empire Church Road – Outside the corporate limits but within the Urban Service Area, Empire Church Road is classified as a two-lane minor arterial. Within Groveland, Anderson Road is a local road that could be classified in the future as a minor collector. Both are maintained by Lake County.
- Dewey Robbins Road – The Lake County-maintained facility serves as a two-lane minor collector from SR 19 west along the northern boundary of the Urban Service Area.
- O’Brien Road – The Lake County-maintained facility serves as a two-lane local road servicing the Ford Industrial Park from SR 19 to US 27 and connecting north from the US 27 intersection back to SR 19 in the northern portion of the City.

C. INVENTORY OF THE EXISTING SYSTEMS

1. Present City and Growth Area

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, SR 19, SR 33, CR 565, CR 565A, CR 478 are the major arterial and collector roadways in Groveland. US 27, SR 50, and Florida's Turnpike are regional facilities of statewide importance as reflected by their designations of the FDOT's Strategic Intermodal System. A detailed overview of these roadways 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.

Most of the collector roadways within the City are under the jurisdiction of Lake County. The City does not impose road impact fees. These fees are imposed by Lake County and collected by the City at the time of development permitting.

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*. The South Lake Trail, which is now part of the Central Florida Coast to Coast Trail project is now built from Clermont to Silver Eagle Road in Groveland. Plans call for the trail's extension west.

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. LakeXpress Route 50 West commenced fixed-route transit service via Lake County in 2015. The transit service along SR 50 connects west to Mascotte and east to Clermont where a transfer may be made to Route 50 East connecting to LYNX in Winter Garden. LYNX is the Regional Transit Authority for the Orlando metropolitan area.

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

Crash data is obtained through the Lake~Sumter MPO and engineering issues are coordinated with Lake County Public Works and with the Florida Department of transportation.

4. Public Transportation

LakeXpress Route 50 West commenced fixed-route transit service via Lake County in 2015. The transit service along SR 50 connects west to Mascotte and east to Clermont where a transfer may be made to Route 50 East connecting to LYNX in Winter Garden. LYNX is the Regional Transit Authority for the Orlando metropolitan area.

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

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. Functional Classification Map

The functional classification of all federal-aid roadways is maintained by the Lake~Sumter MPO in conjunction as federally required with the Florida Department of Transportation. The official map is updated following each federal census.

b. Strategic Intermodal System

Groveland benefits from three transportation facilities designated by the FDOT on the state Strategic Intermodal System (SIS). Florida's Turnpike (SR 91) is a toll facility connecting from Miami north through Orlando across I-4 to I-75 north of Groveland. US 27 is a US highway connecting from Miami north through

Groveland to Tallahassee and beyond. Both are major facilities supporting economic development. In 2017, SR 50 was added to the SIS as an Emerging SIS Facility as a result of the facility's importance as a hurricane evacuation route and due to the connectivity provided between the Tampa metro and the Orlando metro.

c. Other Arterial Roadways

SR 19 and SR 33 are the only other roadways classified as arterials in Groveland. SR 19 is the north-south arterial that extends north from SR 50/33 in downtown Groveland under US 27 and Florida's Turnpike to the northern city limits. SR 19 is classified as a minor urban or transitioning arterial roadway. The arterial is a two-lane highway.

SR 33 is a two-lane minor arterial roadway that extends south from SR 50 in downtown Groveland to Lakeland Polk County boundary. A large percentage of traffic found on this road represents commuting through traffic, especially commercial trucks.

d. Collector Roads

CR 565, CR 565A, CR 478, Bible Camp Road, and Wilson Lake Parkway are classified as collectors in Groveland. CR 565 (Villa City Road) is a north-south two-lane collector that intersects SR 50, Bible Camp Road, and US 27. County Road 565A is an east-west collector that connects SR 50 and CR 561. This two lane collector provides access to the City of Clermont. CR 478 (Cherry Lake Road) is a two-lane east-west collector that connects SR 19, Wilson Lake Parkway, and Apshawa Road in Minneola. Bible Camp Road is a two lane east-west collector that connects SR 19 with CR 565. Wilson Lake Parkway is a two lane north-south collector that connects US 27 with CR 478.

e. Local Roads

The majority of the local streets in Groveland are typical residential roadways with two paved travel lanes, with curb and gutter, and sidewalks. The posted speed limits for most of these streets are 25 to 30 mph.

2. Transportation 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. After transportation concurrency was no longer mandated by state law, the City in conjunction with the Lake~Sumter MPO, Lake County, and municipalities continued to maintain the Transportation Management System, which includes traffic data and traffic impact analysis review services.

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~SUMTER MPO TRANSPORTATION MANAGEMENT SYSTEM

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 Analysis (TIA). All jurisdictions have agreed to use the same TIA 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 City complies with the Lake~Sumter MPO's and Lake County's policies regarding constrained roadway facilities. Within Groveland, roadways such as Cherry Lake Road and Wilson Lake Parkway are policy constrained to a maximum of two through lanes.

SR 50 is a constrained roadway that is currently four lanes through Groveland. In downtown, SR 50 is configured as one-way pairs. Normally, the volumes on SR 50 might warrant examination of a potential widening. However, the goal supported by the City, Lake County, the Lake~Sumter MPO, and the Florida Department of Transportation is to realign the roadway north of downtown to become a free-flowing four lane roadway better connecting SR 33 and SR 19.

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 4,000 and 5,000 heavy trucks pass through the downtown core every day. This has increasingly become a major issue for the redevelopment of downtown Groveland. As such, the City has made the realignment of SR 50 north of 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

Road Name	From	To	AADT	Truck AADT
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

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, Florida’s Turnpike (SR 91), SR 19, SR 50, SR 33, and US 27 are 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 Lake~Sumter MPO has developed a regional bike map to identify all the major bikeway facilities within Lake and Sumter counties. LakeCounty maintains a Trails Master Plan. Additionally, the City has developed an inventory of the pedestrian pathways in the City. The South Lake Trail is now part of the Central Florida Coast to Coast Trail project and will be extended throughout the next decade through Groveland parallel to SR 50. Other bicycle facilities include the bike lanes or shoulders of SR 19, SR 33, and US 27.

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

The City is not currently facing any major deficiencies in the transportation network other than the operational deficiencies of SR 50 through downtown Groveland and at the intersections with SR 19 and SR 33. A realignment project has been identified, studied, and designed. Right-of-way acquisition and construction funding is being sought through the FDOT via the prioritization process of the Lake~Sumter MPO. This is the top transportation priority of the City.

10. Accident frequency data analysis in the City

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 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 SR 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 Silver Eagle Road through Groveland to the Van Fleet State Trail in Sumter County and beyond. The trail is now part of the Central Florida Coast to Coast Trail project. The South Lake Trail also links Groveland east through Clermont and Minneola to the West Orange Trail, which is a 22 mile paved multi-use trail in Orange County.

E. ANALYSIS OF PROJECTED NEEDS

As part of the development of the Lake-Sumter MPO's *Transportation 2040*, a travel demand model was used to forecast roadway volumes in the year 2040. 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.

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 Groveland roadways were projected to be severely congested, with a Level of Service E or F:

- SR 50 in Groveland;
- SR 33 through the Green Swamp;
- SR 19 from SR 50 to CR 48;

The projected deficiencies have not yet been experienced. However, the SR 50 Realignment Project is now a defined project to address current operational and future capacity deficiencies. A future widening of SR 19 from SR 50 to US 27 will address any future deficiency and allow for improvements to the north-south traffic flow through Groveland. That project has not yet been studied to define a widening project. SR 33 also requires study to determine needed safety and capacity projects. Both needed studies are in the Lake~Sumter MPO's List of Priority Projects for study, as is the study of potentially widening US 27 to six lanes from Minneola through Groveland to Leesburg.

F. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES

Transportation Element

The transportation of people and goods in a community is one of the most important elements of a community plan. Without access, land cannot be developed or used for residential, commercial, recreational, or other purposes. While recognizing that automobile transportation is the single most important component of Lake County's transportation system, this Element comments on a number of issues outside the simple provision of streets and highways. In order to look at the whole community transportation system, this Element includes automobile circulation, parking, airport, railroad, mass transit, rail, bikeways and pedestrian facilities.

As the population of Groveland continues to increase, it is apparent that significant increases in traffic volume on the City's major roadways will continue and the expansion and widening of roadways cannot continue indefinitely. The high costs of right-of-way acquisition and construction have already become deterrents to roadway expansion. Therefore, the City's future transportation planning will focus on a multi-modal transportation network to reduce the demand for automobile travel and to maximize the efficiency of the transportation system. This is a challenge as the City is spatially spread over a large geographic area that is transitioning from rural to urban. The City has the benefit of major regional transportation facilities that create an auto-centric transportation demand. The goal of this Element is to prepare a plan that emphasizes more efficient use of the existing transportation system, that has an overarching goal of a multimodal future, and that contributes to the wider objectives of energy conservation, improved air quality, and increased social and environmental amenity.

GOAL 1: TRANSPORTATION

To facilitate a balanced multi-modal transportation system that encourages increased mobility options and provides for efficient transportation alternatives while minimizing and reducing greenhouse gas emissions and other environmental impacts.

OBJECTIVE 1.1 LEVEL OF SERVICE STANDARDS

Level of service standards, in accordance with the latest version of the Quality/Level of Service Handbook developed by the Florida Department of Transportation Systems (FDOT) Planning Office, shall be adopted in order to maximize the efficient use and safety of roadway facilities in order to coordinate capital improvement planning with land use decisions to meet the requirement that adequate roadway facilities be available concurrent with the impacts of development.

Policy 1.1.1 Maximum Number of Through Lanes

The City of Groveland adopts maximum number of through lanes for specific roadways of concern as depicted on the Maximum Lane Constrained Corridors Map as adopted and amended by the Lake~Sumter Metropolitan Planning Organization (MPO).

Policy 1.1.2 Transitioning Urbanized Areas Minimum Operating Level of Service Standards

Consistent with the FDOT Quality/Level of Service Handbook, The City of Groveland adopts the Area Types for Highways and as adopted by the Lake~Sumter MPO.

The Minimum Operating Level of Service Standards are depicted in the tables below:

ROAD CLASSIFICATION	PEAK HOUR MINIMUM LEVEL OF SERVICE
<i>Strategic Intermodal System (SIS) / Florida</i>	B
<i>Intrastate Highway System (FIHS)</i>	
<i>Transportation Regional Other Multilane Incentive Program (TRIP)</i>	B
<i>Two-Lane</i>	C
<i>County Arterials</i>	C
<i>State Arterials</i>	C
<i>Collectors</i>	C
<i>Local</i>	C

Policy 1.1.3 Use of Level of Service Maximum Volumes

The City of Groveland, in coordination with the Florida Department of Transportation and the LAKE~SUMTER MPO, shall use generalized Peak Hour Level of Service Maximum Volume Tables, appropriate LOS software or direct field measurements in order to assess the most accurate Level of Service and available capacity for SIS/FIHS, arterial, collector and local roadways. This effort is to be coordinated with the Lake~Sumter MPO.

Policy 1.1.4 Arterial Functional Classification System

Functionally classified existing arterial roadways have been identified on the Transportation Element Map Series in coordination with the Florida Department of Transportation, the LAKE~SUMTER MPO, and Federal Highway Administration (FHWA).

Policy 1.1.5 Collector and Local Functional Classification System

The City of Groveland, in coordination with Lake County, the FDOT, and the Lake~Sumter MPO, shall maintain a functional classification system for collector and local roadways under its jurisdiction that is context sensitive. The City will work with the Lake~Sumter MPO to update or request updates for Federal Functional Classifications for major roadways as area characteristics and facilities change over time.

OBJECTIVE 1.2 TRANSPORTATION DEVELOPMENT STANDARDS

Lake County shall review all proposed developments for compliance and consistency with policies of the Comprehensive Plan, with respect to transportation.

Policy 1.2.1 Traffic Concurrency for Proposed Developments

Available capacity on roadways must be concurrent with the impacts of development. The City of Groveland shall review all proposed development for compliance and consistency based on the appropriate LOS software, direct field measurements or the generalized LOS tables. No final development order shall be approved until the requirements of the Concurrency Management System have been satisfied. This effort is to be coordinated with the Lake~Sumter MPO

Policy 1.2.2 Encourage Trip-Capturing Development

The City of Groveland shall encourage the development of mixed use, self-contained projects and development patterns that promote shorter trip lengths and generate fewer vehicle miles traveled. In areas of the community with an imbalance of employment, commercial development, or housing, the City shall encourage development which will complement the existing pattern of development and capture trips from nearby areas thereby reducing overall Vehicle Miles Traveled. Such balancing shall consider both built and approved but un-built projects to incorporate future conditions into the needs analysis.

Policy 1.2.3 Onsite Transportation Improvements

The City of Groveland shall maintain provisions that require new developments to establish safe and convenient onsite traffic flow that considers circulation and parking needs.

Policy 1.2.4 Analysis of Traffic Noise Impacts and Abatement Measures

The City of Groveland intends to prevent negative impacts on adjacent land use due to noise from future road widening or existing traffic. Within 12 months of the effective date of this Comprehensive Plan, Land Development Regulations shall establish standards requiring noise mitigation on collector and arterial roadways. The applicant shall determine and analyze expected traffic noise impacts on the proposed development and alternative noise abatement measures to mitigate these impacts, giving weight to the benefits and cost of abatement, and to the overall social, economic, and environmental effects.

OBJECTIVE 1.3 TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT

The City of Groveland shall develop, maintain and implement a transportation system utilizing Transportation Systems Management strategies to provide a safe, convenient, and energy efficient multimodal transportation system. This effort is to be coordinated with the Lake~Sumter MPO.

Policy 1.3.1 Transportation System Management & Operations

The City of Groveland shall develop a series of Transportation System Management & Operations (TSM&O) strategies to preserve capacity and increase traffic flow in a cost-effective manner, and as an alternative to traditional capacity projects. TSM&O strategies can include, but are not limited to: Access Management, Intelligent Transportation Systems, Intersection Improvements; Signalization Improvements; Ramp Metering; Bottleneck Removal; Special Event Management; Parking Management; Transit Improvements; and Incident Management.

Policy 1.3.2 Promote Transportation Demand Management

The City of Groveland shall promote demand management strategies, including but not limited to, mixed-use development, vanpooling, guaranteed ride-home, carpooling, employer-based public transit subsidies, park and ride, and telecommuting programs to reduce peak hour demand and reduce vehicle miles traveled.

Policy 1.3.3 Provision of Transportation System Management for New Developments

The City of Groveland shall include provisions within the development review process that require new and expanding development to consider the implementation of Transportation System Management & Operations strategies in addition to any necessary internal or off-site improvements.

Policy 1.3.4 Access Management for State Roads

The City of Groveland shall maintain access management standards, consistent with Rule 14-97 F.A.C., to regulate and control vehicular ingress and egress to and from the State Highway System (SHS). The intent of these standards is to protect public safety and the general welfare, to provide for mobility of people and goods, to preserve the functional integrity of the SHS, and to minimize the number of access points to state roads thereby reducing turning movements, conflict points, and other hazards. New development and redevelopment along State Roads shall be required to conform with or exceed these standards. Access management requirements shall include, but are not limited to, dedicated turn lanes, limited driveways and curb cuts, shared access/driveways, cross access easements, frontage roads or rear access roads and driveways, inter-connected parking lots, and other means to reduce the need and ability to access properties from State roads and increase access from adjacent properties.

Policy 1.3.5 Access Management for County Maintained Roads

The City of Groveland shall maintain, in conjunction with Lake County, regulations and design standards for vehicular access to County maintained roads and shall require new development and redevelopment along these roads to comply with or exceed such standards. Access management requirements shall include, but are not limited to, dedicated turn lanes, limited driveways and curb cuts, shared access/driveways, cross access easements, frontage roads or rear access roads and driveways, inter-connected parking lots, and other means to reduce the need and ability to access properties from County roads and increase access from adjacent properties. The City also recognizes, however, that certain County-maintained roads are functionally different from state roads and may require special attention to needs of a pedestrian-friendly corridor such as traffic calming features, on-street parking, and reduced pavement widths.

OBJECTIVE 1.4 TRANSPORTATION CONCURRENCY

The City of Groveland shall work with the Lake~Sumter MPO and Lake County to maintain a standardized concurrency management system that ensures that transportation facilities and services needed to support new development and redevelopment are available concurrent with the impacts of such development, subject to state law.

Policy 1.4.1 Concurrency Management System

The City of Groveland, in partnership with the Lake~Sumter MPO shall maintain the Concurrency Management System established within the Concurrency Management Element and the City of Groveland Land Development Regulations. A development application will not be deemed complete until a final, approved Traffic Impact Study is received and approved by the County. In addition, applicants should note that interagency and intergovernmental coordination is necessary for projects that impact transportation facilities maintained by the FDOT or adjacent/other local governments.

Policy 1.4.2 Defined Transportation Concurrency

Within 12 months of the effective date of this Comprehensive Plan, the City shall adopt Land Development Regulations that establish a concurrency management review procedure. Such procedure shall be satisfied through one (1) of the following actions approved by the City during the development review process:

- (a) A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or
- (b) At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Chapter 163, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent; or
- (c) Necessary Improvements are programmed within the Five-Year Schedule of Capital Improvements, subject to financial feasibility and other conditions; or
- (d) Execution of a Proportionate Fair Share agreement.

Policy 1.4.3 Proportionate Share

Within 12 months of the effective date of this Comprehensive Plan, Land Development Regulations shall be adopted to allow an applicant who receives a capacity encumbrance denial letter for transportation facilities deficiency reasons, to request the use of a proportionate fair-share contribution to satisfy transportation concurrency. In such case, that application shall be reviewed and considered by the City. A proportionate fair-share proposal may be approved (whether as submitted or as subsequently modified) for the issuance of a capacity encumbrance letter (which capacity encumbrance letter of concurrency may contain conditions for its issuance), provided that the proposed development is consistent with the Comprehensive Plan. The City shall use the methodology for Proportionate Fair-Share obligation as provided for in §163.3180, F.S. Consistent with this methodology the City shall determine improvement costs based upon the actual cost of the improvement as obtained from cost estimates contained in the CIE, the Lake County Transportation Construction Program, the Lake~Sumter MPO Transportation Improvement Program, or the FDOT Work Program. Where such information is not available, improvement cost shall be determined using an analysis of costs by cross-section

type that considers data from recent projects. Any such analysis shall be updated annually and approved by the jurisdiction maintaining the facility. Project costs may be adjusted to accommodate increases in construction material costs.

OBJECTIVE 1.5 BICYCLE & PEDESTRIAN ACCESSIBILITY

The City of Groveland shall develop an efficient and coordinated bicycle and pedestrian system that will ensure the safe, convenient and efficient travel of pedestrians and bicyclists.

Policy 1.5.1 Enhance Bicycle and Pedestrian Mobility

The City shall:

- Coordinate with agencies to provide bicycle lanes and sidewalks on all new and rebuilt collector and arterial facilities in urban areas.
- Evaluate the need to expand bicycle and pedestrian facilities on existing arterial and collector facilities.
- Consider increasing the number of miles of off-street bicycle and pedestrian trails based on the five-year sidewalk and Bike/Pedestrian Master Plan.
- Enhance and provide sidewalk and bicycle facilities when feasible to include connectivity to other like facilities, schools and major trip generators.

Policy 1.5.2 Neighborhood Connectivity

The City shall strive to provide connections between and within neighboring land uses in order to increase pedestrian mobility and transit accessibility where opportunities and resources permit. The City shall adopt Land Development Regulations providing for interconnections in new development where feasible.

Policy 1.5.3 Motorized and Non-Motorized Design Standards for State Roads

To minimize conflicts between motorized and non-motorized transportation traffic, the City shall coordinate with the Florida Department of Transportation to ensure that, at a minimum, paved shoulders are added to all State roads within the jurisdictional limits of the City at the time that resurfacing, reconstruction or additional capacity improvements occur, in conformance with the FDOT Plans Preparation Manual.

Policy 1.5.4 Motorized and Non-Motorized Design Standards for County and Local Roads

The City shall identify collector, arterial, and local roadways and include design standards for those roadways. The City shall also adopt design standards for transit facilities consistent with Lake County, state and federal guidelines. The City shall adopt design standards for non-motorized facilities such as sidewalks and trails, including standards for neighborhood and regional trails, sidewalks in neighborhoods, the Central Business District, and along collector and arterials roadways.

Policy 1.5.5 Bicycle and Recreational Trail Planning and Coordination

The City has a goal of providing a citywide network of pedestrian and bicycle recreational trails and connectors. The City will coordinate with the Lake~Sumter MPO, the FDOT, neighboring municipalities and other appropriate agencies to study and implement options for coordinated

provision of a bike trail network consistent with the Lake County Trails Master Plan. The City will request federal, state and other local funding sources to implement this goal.

Policy VIII-1.5.6 Provision of Bicycle and Pedestrian Ways for New Development

Within 12 months of the effective date of the Comprehensive Plan, the City shall adopt provisions in the Land Development Regulations to require that developers of new development and redevelopment projects provide appropriate bicycle and pedestrian facilities based on measurable criteria. Such facilities shall be consistent with the design standards included in the Lake County Trails Master Plan and shall connect to the existing or proposed network wherever possible.

Policy 1.5.7 Bicycle Storage for Public Facilities and New Development

The City shall provide bicycle storage facilities at existing parks and public buildings to which the public is invited. The City shall analyze the need to provide such facilities at other public buildings. The Land Development Regulations shall incorporate provisions requiring all new shopping centers, recreation areas, and other public use developments to provide storage facilities for bicycles.

OBJECTIVE 1.6 ENVIRONMENTAL IMPACTS

The City shall consider the primary and cumulative impacts of proposed transportation improvements upon natural resources and promote the use of innovative design techniques to ensure the protection of ecological systems and reduce greenhouse gas emissions from the transportation sector.

Policy 1.6.1 Techniques to Protect Natural Resources

In the planning, design and construction of transportation improvements, the City shall take into consideration:

- Design techniques to avoid adverse impacts on natural resources, such as underpasses and spans to provide for habitat connectivity and wildlife movement, and speed management and traffic calming features to reduce wildlife mortality;
- Design techniques to mitigate adverse impacts on natural resources, the quality of the environment and surrounding development; and
- Design and operational techniques which complement adjacent development and enhance the aesthetic and sensory quality of the transportation corridors.

Policy 1.6.2 Prohibit Use of Roadway Improvements as Sole Justification For Land Use Amendments

The City shall prohibit the use of new or expanded roadway facilities as sole justification for amendments to the Future Land Use Element where new or expanded development will adversely impact resources, conservation areas, or neighborhoods.

Policy 1.6.3 Enforcement of Environmental Regulations

In the planning, design and construction of new transportation facilities, the City shall enforce policies, standards and regulations that provide for the protection of environmentally sensitive

lands, including but not limited to public conservation lands, wetland areas and rare upland habitat, by requiring documented evidence of an overriding public interest and appropriate mitigation of any unavoidable disturbance of the environmentally sensitive areas as required by other environmental agencies. The City shall consider avoidance of impact to environmentally sensitive land a priority. Primary and cumulative effects including but not limited to land use, habitat loss, wildlife impacts, noise penetration, light intrusion, or impacts to the management of natural lands shall be considered in providing for the location and design of new and improved transportation facilities.

Policy 1.6.4 Mitigation of Environmentally Sensitive Lands

When environmentally sensitive lands are impacted by transportation facilities, the City shall assure that mitigation measures are provided consistent with the Conservation Element goals, objectives, and policies, the wetland ordinance contained within the Land Development Regulations, and rules of the St. Johns River Water Management Districts, the Florida Department of Environmental Protection, the U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency. Disturbance of environmentally sensitive lands and subsequent mitigation shall be in conformance with rules and regulations of the agency or agencies involved.

Policy 1.6.5 Support Quality of Environment

The City shall consider public transit, para-transit and transportation demand management activities as a means of supporting the City's goals, objectives and policies to conserve natural resources, reduce greenhouse gas emissions from the transportation sector, maintain the quality of the environment, improve the aesthetic and sensory quality of the urban community and to maintain a clear delineation between urban and transitional land uses.

Policy 1.6.6 Reduce Vehicular Pollutant Emission Levels

Within 24 months of the effective date of the Comprehensive Plan, the City will adopt Land Development Regulations to provide standards to identify and regulate significant traffic-generating development and develop strategies to reduce greenhouse gas emissions from the transportation sector. These strategies may include, but are not limited to:

- Requiring air quality impact analyses be performed on all significant traffic generating development proposals such that, projects predicted to violate air quality standards are required to pursue the implementation of traffic mitigation techniques (or down-scaling of the proposal to achieve compliance standards);
- Requiring efficient land use patterns which decrease Vehicle Miles Travelled; using access management standards to reduce VMT;
- Allowing innovative site designs and roadway configurations to minimize the number of lane-miles needed while maximizing access;
- Requiring roads, access, and parking areas be designed to minimize turning movements, stopping, and other conflict points;
- Increasing the number of roadway interconnections and intersections, where appropriate;
- Limiting gated communities which prevent existing or future roadway interconnections;

- Requiring development along transit corridors and routes to accommodate mass transit and provide for park-n-ride areas, sheltered bus stops, and bus turnouts, as appropriate;
- Discouraging the use of single-occupancy vehicles by adopting reduced parking requirements and by limiting roadway capacity on key roads, as appropriate, as a disincentive to individual travel;
- Encouraging Transit-Oriented Development and development which takes advantage of existing or future planned passenger rail;
- Requiring bikeways, trails, and pedestrian paths, wherever practical and appropriate, to provide alternatives to motor vehicles.

OBJECTIVE 1.7 NEIGHBORHOOD ROADWAYS AND NEIGHBORHOOD IMPACTS

The City shall establish and preserve neighborhood roadways in the interest of promoting and preserving the neighborhood's natural environment and character.

Policy 1.7.1 Establishment of Neighborhood Roadways

The City shall designate neighborhood roadway(s), for which the neighborhood's aesthetic landscape shall be maintained.

Policy 1.7.2 Protection of Neighborhood Roadways

The City shall adopt Land Development Regulations that establish criteria for designated neighborhood roadways and development standards for the preservation of the values of neighborhood roadways. Neighborhood roadways can be enhanced with the addition of new vehicle lanes; bike lanes; sidewalks; turn lanes; bike paths; median treatments; landscaping; and other appealing improvements as long as they maintain the designated roadway's viewshed and neighborhood characteristics.

Policy 1.7.3 Establish Road Standards to Protect Neighborhoods

The City shall adopt roadway design standards that minimize the impact of noise from new or expanded arterial and collector roads on adjoining land uses, where feasible. The City shall also adopt standards for landscaping and other buffering techniques to maintain or enhance the visual character of such roads, where appropriate.

GOAL 2 TRANSPORTATION SYSTEM

To create a safe, accessible, convenient, and efficient transportation system for residents, employees and visitors, in coordination with the needs of land use activities, population densities, and housing and employment patterns.

OBJECTIVE 2.1 COORDINATION OF TRANSPORTATION PLANNING WITH FUTURE LAND USE.

The City shall develop a transportation system that provides the infrastructure associated with future land use designations in a manner consistent with the goals of the Comprehensive Plan.

Policy 2.1.1 Transportation/Land Development Coordination

Roadway classifications and design capacity shall be based on the land uses that they serve, consistent with the Future Land Use Element. To promote conservation of the City's natural and cultural resources, promote economic development, and promote compact growth and development patterns that establish a clear delineation between urban and transitional land uses, the City shall support a balanced transportation system that provides for:

- A network of roads that support areas designated for economic development;
- The use of transit and other multi-modal systems;
- Walkable communities, alternative corridors.

Policy 2.1.2 Transportation System Coordination

Lake County shall coordinate with the Lake~Sumter MPO, the Florida Department of Transportation, and Lake County to ensure consistency between the Capital Improvements Program and their respective adopted work programs.

OBJECTIVE 2.2 PUBLIC TRANSIT SERVICES

The City shall coordinate with Lake County, the Lake~Sumter MPO, and the FDOT to enhance a public transit system that serves major trip generators and attractors and transit-dependent populations and land uses to provide a viable alternative to single-occupant vehicle travel. The City shall coordinate with aforementioned agencies to implement the Lake County Transit Development Plan.

Policy 2.2.1 Transit Supportive Areas

The City, in coordination with Lake County and the Lake-Sumter MPO, shall identify, analyze and help create Transit Supportive Areas such as the SR 50 corridor.

Policy 2.2.2 Fixed Route Public Transit

The City shall promote fixed route services to the community and assist in expanding fixed-route transit services such as Route 50. Expansion shall be coordinated with Lake County and the Lake~Sumter MPO and may include more frequent headways, longer service hours, weekend services, or new routes.

Policy 2.2.3 Transit Level of Service

The level of service for transit shall be the FDOT Transit Quality Level of Service per the Transit Development Plan.

Policy 2.2.4 Para-transit System Management

The City will work with the Lake-Sumter Metropolitan Planning Organization and Lake County (acting as the Community Transportation Coordinator) to determine and help eliminate the inefficiencies in public paratransit service provided for the transportation disadvantaged population and implement recommendations from the Transportation Disadvantaged Service Plan that maximizes the efficient provision of access to facilities required for a healthy lifestyle.

Policy 2.2.5 Accessible Transit System

To ensure the accessibility of the transit system, the City will strive to provide to its residents and business community the ability to move from one mode of travel to another with ease using parking strategies such as having available parking at transfer stations and major stops; park and ride; parking garages to reduce on-street parking; and locating bus stops at existing, major parking facilities (i.e. malls, shopping centers, and parking garages.). The City will establish, in the Land Development Regulations, land use, site, and building guidelines and requirements for development in public transit corridors to assure accessibility of new development to public transit consistent with the Lake County Transit Development Plan.

Policy 2.2.6 Local, State or National States of Emergency

In the event of a federal, state, or local State of Emergency, the City shall coordinate with Lake County and other applicable agencies to ensure that public transit will be utilized in the event of a mandatory evacuation.

GOAL VIII-3 FINANCIAL FEASIBILITY

The City shall develop a financially feasible multi-modal transportation plan in conjunction with the Lake~Sumter MPO's Long Range Transportation Plan that meets the future needs of Groveland.

OBJECTIVE 3.1 FUTURE FUNDING

The City shall develop a transportation plan that is cost feasible.

Policy 3.1.1 Ensure Transportation Plan is Cost Effective and Affordable

To ensure the Transportation Plan is cost effective and affordable within future funding levels, the City shall implement the following measures:

- In cooperation with the Lake~Sumter MPO, adopt a cost-feasible plan which directly relates to the future and anticipated funding sources and levels.
- Utilize Intelligent Transportation Systems (ITS) where possible to maximize efficiency of existing facilities.
- Monitor lane miles of roadway network developed by alternative funding sources like impact fees, developer agreements, proportionate share agreements and special districts.
- Support and promote the need to have and maintain strong strategic regional alliances and partnerships.
- Monitor and evaluate the annual funding allocations and rates coming to the City to support the transportation program.

OBJECTIVE 3.2 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM

The City will review annually its Schedule of Capital Improvements and the Capital Improvements Element to ensure that it is responsive to the transportation demand generated by new growth and development as well as provide for a safe, convenient, and efficient transportation system.

Policy 3.2.1 Update Capital Improvements Program for Transportation Projects

The City shall annually update its five-year Capital Improvements Program, listing road projects by type of work to be undertaken and source of and level of funding for each phase by year. The five-year program shall include transportation projects funded by funding sources other than directly to the City, such as projects within the Groveland growth area included in the Lake County five-year program and the Lake~Sumter MPO's Transportation Improvement Program.

Policy 3.2.2 Update Long Range Transportation Plan

The City shall amend the references to the Long Range Transportation Plan in the Transportation Element of the Comprehensive Plan utilizing the Lake~Sumter MPO's next update to the Long Range Transportation Plan (LRTP), next scheduled for 2020 for the MPO to adopt a 2045 LRTP.

OBJECTIVE 3.3 TRANSPORTATION CORRIDOR PROTECTION

The City shall protect and maintain transportation corridors and acquire rights-of-way, to the extent financially practical and permitted by law, in order to provide for an efficient and cost-effective transportation system.

Policy 3.3.1 Constrained Roadway Corridors

The City shall coordinate and cooperate with the Lake-Sumter Metropolitan Planning Organization and Lake County to identify constrained road corridors for state and county roads, designated collector status and above. Constrained corridors shall be so designated in an effort to accomplish one or more of the following:

- (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, dispense demand for transportation capacity and maximize access to communities and centers;
- (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; and
- (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.

Lane constraints shall apply only to through lanes and not to turn lanes, auxiliary lanes and exclusive-transit lanes.

Policy 3.3.2 Transportation Corridor Preservation

Recognizing the need to act proactively towards preserving, protecting, and acquiring transportation corridors to provide for future planned growth, the City, in the interest of protecting the health, safety, and welfare of the citizenry, shall continue to work towards the development of land use policies and land development regulations to ensure that the transportation system is adequate to meet future needs and to ensure that concurrency requirements of the City for transportation are satisfied using corridor preservation.

Policy 3.3.3 Strategic Transportation Corridor Preservation

The City recognizes the need to protect and acquire strategic transportation corridors to provide for future planned growth. In the interest of protecting the health, safety, and welfare of its citizenry, the City shall continue to act proactively, to ensure the transportation system is adequate to meet future needs and adopted concurrency requirements for transportation are satisfied. The City shall coordinate with the Florida Department of Transportation to ensure that local traffic has alternatives to the use of Strategic Intermodal System (SIS) and Florida Intrastate Highway System (FIHS) roadways.

Policy 3.3.4 Minimum Right-of-Way Standards for Arterial Roadways

The City shall utilize the following right-of-way standards shown in the table below as minimum right-of-way standards for arterial roads (measured according to corridor width).

Minimum Right-of-Way Standards for Arterial Roadways

RIGHT OF WAY WIDTH (FEET)	FOUR (4) LANE	SIX (6) LANE	EIGHT (8) LANE
TYPE OF FACILITY			
Urban Arterial	102	126	N/A
Suburban Arterial	148	160	N/A
Rural Arterial	192	200	N/A
Freeway	324	324	N/A

Policy 3.3.5 Rights-of-Way and Building Setback Policies, Regulations

The City shall adopt and enforce policies, standards and regulations which specify the City's right-of-way and building setback standards based on generally accepted planning principles adopted by the City and the needs identified in the Lake-Sumter Metropolitan Planning Organization and City's Long Range Transportation Plan.

Policy 3.3.6 Dedication of Rights-of-Way

The City shall require, as set forth in the Land Development Regulations and as authorized by law, the dedication of rights-of-way and appropriate building setbacks as conditions of approval for all development proposals and subdivision plats.

Policy 3.3.7 Evaluation of Rights-of-Way and Building Setback Policies, Regulations

The City shall review and, as deemed necessary, revise its right-of-way and building setback policies, standards and regulations to include new or additional provisions for the acquisition, reservation and protection of rights-of-way.

Policy 3.3.8 Designation of Future Transit Corridors

The City shall coordinate with Lake County to evaluate the feasibility of the designation of future enhanced mass transit corridors.

Policy 3.3.9 Review Requests to Vacate or Abandon Rights-of-Way

The City shall review all requests to vacate or abandon rights-of-way for consistency with the Comprehensive Plan and future transportation improvement needs.

Policy 3.3.13 Coordinate Transportation and Other Public Facilities

As part of the process for the acquisition or development of land for public uses, such as trails, parks, open space, environmental protection or other public purpose, the City shall evaluate the impacts of the proposed project on the future transportation system and the potential for the development of future transportation corridors as a joint use.

Policy 3.3.14 Evaluate Rail Rights-of-Way and Utility Corridors

The City shall evaluate remnant rail rights-of-way, major utility corridors, and undeveloped platted road rights-of-way for potential use as future multi-use corridors and trails. All rail right-of-way within the City shall be evaluated for acquisition.