

TRANSPORTATION ELEMENT



CITY OF GROVELAND

LAKE COUNTY, FLORIDA

~~ADOPTED ON OCTOBER 18, 2010~~

ADOPTED ON [REDACTED], 2019
ORDINANCE 2018-10-34

DRAFT EVALUATION AND APPRAISAL REPORT
OCTOBER 1, 2018

**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~~***It is important to note that the old data and analysis from the 1992 Comprehensive Plan is being superseded by new data and analysis presented below; however, the current Goals, Objectives, and Policies have been included in this Element.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. 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 ~~future motorized and non-motorized~~ multimodal 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-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 ~~7,206 (2008)~~ 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

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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 ~~into~~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.
- State RoadR 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 Cintersects withconnects to County Road 565, County RoadCR 565A, State RoadSR 19, and State RoadSR 33. Main-SR 50 serves as the east-west corridor that goes ththrough the downtown area and provides direct access to the City of Clermont, Orange County, and the Orlando metropolitan area to the east and

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~~City of Mascotte, Sumter County, and I-75 to the west. In downtown Groveland, SR 50 is characterized as one-way pairs. Splits into two, one-way pairs through the historical downtown area, 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.~~

- ~~• State Road 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. 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 SR 33 – Connects to State Road 50 and provides direct access to the downtown area. 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.~~
- ~~• County Road CR 565 (Villa City Road) – Connects to State Road 50, Bible Camp Road, and US Highway 27. Provides access to the City of Mascotte. 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.~~
- ~~• County Road R 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.~~
- ~~• Connects to State Road 50, County Road 561, and County Road 565B. Provides access to the City of Clermont.~~
- ~~• County Road R 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. Connects to State Road 19 and Wilson Lake Parkway. Provides access to the City of Minneola.~~

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- ~~US Highway 27 – Connects to County Road 565, State Road 19, and County Road 561. Provides access to the Florida Turnpike.~~
- 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. 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 and Growth Area 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~~ SR 19, ~~SR~~ State Road 33, ~~County Road~~ R 565, ~~County Road R~~ 565A, ~~County Road~~ R 478, and ~~U.S. Highway 27~~ are the main major arterial and collector routes roadways in Groveland ~~and~~. US 27, SR 50, and Florida’s Turnpike (southbound) is also accessible inside the City 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 collect/impose road impact fees. These fees are collected/imposed by the Lake County and collected by the City at the time of development permitting, 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*. 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 ~~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.~~ 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

[A detailed analysis of the traffic accidents in the City is featured below in the Analysis of Existing Transportation System section. 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. 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~~ Functional Classification Map

~~a. 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.~~

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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.~~

~~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. c. Other Arterial Roadways

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

~~State Road R 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 to State Road 50. SR 19 is primarily classified as a minor rural-urban or transitioning arterial roadway; 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 SR 33 -33 is a two-lane minor urban arterial roadway that extends south from the eastern portion of SR 50 in downtown Groveland to the Lakeland 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.~~

~~e.~~ **d. Collector Roads**

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

~~County Road R 565 (Villa City Road) is a east-west/north-south 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 an north-southeast-west 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 R 478 (Cherry Lake Road) is a two-lane east-west collector that connects to SR 19, Wilson Lake Parkway, and Apshawa Road in 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.~~ **e. 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-s. The posted speed limits for most of these streets are 25 to 30 mph.

2. ~~Master Transportation Concurrence~~ 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 Concurrence 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 concurrence 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 Concurrence Management System traffic counts for the roads monitored in and around Groveland. These counts were performed in 2009.

TABLE 1: LAKE-COUNTY-SUMTER MPO TRANSPORTATION CONCURRENCE 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

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Road Name	From	To	Adopted LOS (peak hour)	Current Peak Hour
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~~ Analysis (TISA). All jurisdictions have agreed to use the same TISA 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. 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 ~~1,400 and 3,250~~4,000 and 5,000 heavy trucks pass through the downtown core every day ~~(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 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, 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, t~~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 \(SR 91\)](#), [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 ~~C~~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.](#)

~~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 Concurrence 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. 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 south 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~~ ~~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 ~~H~~ooks 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 realignment 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 Silver Eagle Road~~ through Groveland ~~ending at the Lake Sumter County line~~ 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 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 ~~Groveland east through Clermont and Minneola~~ to the West Orange Trail, which is a 22 mile paved multi-use trail ~~in Orange County~~.

~~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);~~

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- ~~• 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~~*Transportation 2040*, a travel demand model was used to forecast roadway volumes in the year 20~~40~~25. 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 ~~P~~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 Groveland roadways were projected to be severely congested, with a Level of Service E or 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 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 futureThe widening of State RoadR 19 from US Highway 27 to State Road 50SR 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.~~

~~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.~~

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~~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	E	32,100	2.07%	24,050	0.75	B	26,074	0.81	B
US 27/SR 25	SR 19	CR 561	4	E	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

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:

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

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

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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

Adopted on _____, 2019

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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

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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.

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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:

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- (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).

<u>Minimum Right-of-Way Standards for Arterial Roadways RIGHT OF WAY</u>				
<u>WIDTH (FEET)</u>				
<u>TYPE</u>	<u>OF</u>	<u>FOUR (4) LANE</u>	<u>SIX (6) LANE</u>	<u>EIGHT (8) LANE</u>
<u>FACILITY</u>				
Urban Arterial		102	126	N/A

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<u>Suburban Arterial</u>	<u>148</u>	<u>160</u>	<u>N/A</u>
<u>Rural Arterial</u>	<u>192</u>	<u>200</u>	<u>N/A</u>
<u>Freeway</u>	<u>324</u>	<u>324</u>	<u>N/A</u>

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.

~~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.~~

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~~**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>
FHHS: 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~~

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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:~~

- ~~Re-alignment of SR 50 through the downtown area;~~
- ~~The monitoring of a Transportation Concurrency Management Area (TCMA) to support the provision of more efficient travel alternatives, including public transit;~~
- ~~The protection of right of way for future widening of SR 19 and other roads with an identified need; and~~
- ~~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)(e)3 and (4)(e)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~~

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~~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:~~

~~Full accommodations for pedestrian access and movement;
Full accommodations for bicycles, including lockers and racks; and
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:~~

~~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
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;~~

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~~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.~~

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~~**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.~~

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~~**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.~~

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~~**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)(e)5. and (4)(e)23., F.A.C.]~~

~~Sections 9J 5.019(4)(e)14., F.A.C., 9J 5.019(4)(e)17. — 9J 5.019 (4)(e)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.~~