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## **INTRODUCTION**

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, mass transit, rail, bikeways and pedestrian facilities.

As the population of Lake County continues to increase, it is apparent that significant increases in traffic volume on the county's major roadways will continue, and the expansion and widening of roadways cannot continue indefinitely. The high costs of right-of-way acquisition and concerns related to neighborhood impact have already become deterrents to roadway expansion. Therefore, the County'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.

The goal of this element is to prepare a plan that emphasizes more efficient use of the existing transportation system and contributes to the wider national objectives of energy conservation, improved air quality, and increased social and environmental amenity.

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## **DEFINITIONS**

**Arterial road** - a roadway providing service which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. In addition, every United States numbered highway is an arterial road.

**Bicycle and pedestrian ways** - any road, path or way which is open to bicycle travel and traffic afoot and from which motor vehicles are excluded.

**Collector road** - a roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

**Evacuation routes** - routes designated by county civil defense authorities or the regional evacuation plan for the movement of persons to safety in the event of a hurricane.

**General Lanes** - intrastate roadway lanes not exclusively designated by the Florida Department of Transportation for long distance, high speed travel. In urbanized areas, general lanes include high occupancy vehicle lanes not physically separated from other travel lanes.

**Limited access facility** - a roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.

**Local road** - a roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property

**Major trip generators or attractors** - concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

**Public Transit** - passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

**Right-of-way** - land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

**Roadway functional classification** - the assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

**Transportation demand management** - strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

**Transportation disadvantaged** - those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation and are therefore dependent upon others to obtain access to healthcare, employment, education, shopping, social activities, or other life-sustaining activities.

**Transportation system management** - improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. Transportation system management techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system.

**GOAL TRA 1**

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

**OBJECTIVE 1.0 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 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.

**1.1 Rural Areas Minimum Operating Level of Service Standards.**

Consistent with the Florida Department of Transportation Quality /Level of Service Handbook, Lake County adopts the following peak hour minimum operating level of service standards for rural areas:

Table TRA 1: Rural Areas Minimum Operating Level of Service Standards

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

**1.2** Transitioning Urbanized Areas Minimum Operating Level of Service Standards.

Consistent with the Florida Department of Transportation Quality /Level of Service Handbook, Lake County adopts the following peak hour minimum operating level of service standards for transition areas, defined as

Within one (1) mile of city corporate limits; and/or

Within one (1) mile of an area designated as Urban using FDOT Standards

Table TRA 2: Transitioning Urbanized Areas minimum Operating Level of Service Standards

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

**1.3** Urbanized Areas Minimum Operating Level of Service Standards

Consistent with the Florida Department of Transportation Quality/Level of Service Handbook, Lake County adopts the following peak hour minimum operating level of service standards for urbanized areas:

Table TRA 3: Urbanized Areas Minimum Operating Level of Service Standards

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

#### **1.4 Use of Level of Service (LOS) Maximum Volumes**

Lake County, in coordination with the Florida Department of Transportation (FDOT) and the Lake-Sumter Metropolitan Planning Organization (LSMPO), shall use generalized peak hour level of service maximum volume tables, appropriate LOS software and/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.

#### **1.5 Arterial Functional Classification System**

Lake County, in coordination with the FDOT, LSMPO, and Federal Highway Administration (FHA), shall determine functionally classified arterial roadways.

#### **1.6 Collector and Local Functional Classification System**

Lake County, in coordination with the FDOT and LSMPO, shall maintain a functional classification system for collector and local roadways under its jurisdiction that is sensitive to the local dynamics of the County.

### **OBJECTIVE 2.0 DEVELOPMENT STANDARDS**

Lake County shall review all proposed developments for compliance and consistency with the Comprehensive Plan.

#### **2.1 Traffic Concurrency for Proposed Developments**

Available capacity on roadways must be concurrent with the impacts of development. Lake County shall review all proposed development for compliance and consistency based on the appropriate LOS software, direct field measurements and/or the generalized LOS tables. No final development order shall be approved until the requirements of the Concurrency Management System have been satisfied.

#### **2.2 Encourage Trip-Capturing Development**

**2.3** Lake County shall encourage the development of mixed use, self-contained projects that promote shorter trip lengths and generate fewer vehicle miles.

#### **2.4 On-Site Transportation Improvements**

Lake County shall maintain provisions that require new developments to establish safe and convenient on-site traffic flow that considers circulation and parking needs.

#### **2.5 Analysis of Traffic Noise Impacts and Abatement Measures**

Lake County intends to prevent noise on future road widenings and/or existing traffic from negatively impacting adjacent land use. 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 measure to mitigate these impacts, giving weight to the benefits and cost of abatement, and to the overall social, economic, and environmental effects.

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## **OBJECTIVE 3.0 TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT**

Lake County shall develop, maintain and implement a transportation system utilizing Transportation Systems Management strategies to provide a safe, convenient, and energy efficient multimodal transportation system.

### **3.1 Transportation System Management**

Lake County shall develop a series of Transportation System Management (TSM) strategies to preserve and increase traffic flow in a cost effective way, and as an alternative to traditional capacity projects. TSM strategies can include, but are not limited to: Intersection Improvements; Signalization Improvements; Ramp Metering; Freeway Bottleneck Removal; Special Event Management; Parking Management; Transit Improvements; and Incident Management.

### **3.2 Promote Transportation Demand Management**

Lake County shall promote 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.

### **3.3 Provision of Transportation System Management for New Developments**

Lake County shall include provisions within the development review process that require new and expanding development to consider the implementation of transportation system management strategies in addition to any necessary internal or off-site improvements.

### **3.4 Access Management for State Roads**

Lake County 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, and to preserve the functional integrity of the SHS. New development, and redevelopment along State Roads shall be required to conform with or exceed these standards.

### **3.5 Access Management for County Maintained Roads**

Lake County shall maintain regulations and design standards for access to County maintained roads, and require new development and redevelopment along these roads to comply with or exceed such standards.

## **OBJECTIVE 4.0 COORDINATION WITH TRANSPORTATION AGENCIES**

Lake County shall directly coordinate with FDOT, Lake-Sumter Metropolitan Planning Organization (LSMPO) and other transportation agencies as appropriate to identify needed state transportation improvement projects.

### **4.1 Coordination and Consistency with Other Agencies**

Lake County shall coordinate with the FDOT, LSMPO and other transportation agencies as appropriate to ensure the transportation system is coordinated and consistent with current and future agency plans of Lake and Sumter counties, its communities and neighbors.

### **4.2 Collaborative Planning**

Lake County shall support collaborative Land Use and Transportation Planning efforts among local governments that will ensure that the community can develop in an efficient and sustainable way. This shall be achieved through intergovernmental coordination and joint planning.

### **4.3 Consistent Plans**

Lake County shall ensure consistency between the Lake-Sumter Metropolitan Planning Organization (LSMPO) Long-Range Transportation Plan (LRTP) and the Comprehensive Plan.

## **OBJECTIVE 5.0 TRANSPORTATION CONCURRENCY**

Lake County shall maintain a 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.

### **5.1 Concurrency Management System**

**5.2** Lake County shall maintain the Concurrency Management System established within the Concurrency Management Element and the Lake County Land Development Regulations.

### **5.3 Defined Transportation Concurrency**

Transportation Facilities shall be in place or funded within three years after the County approval of a building permit or its functional equivalent that results in traffic generation.

### **5.4 Transportation Concurrency Exception Areas and Management Areas**

The County shall, in coordination with the municipalities, examine the utility of transportation concurrency exception areas and management areas as tools to promote compact growth and development patterns that establish a clear delineation between urban and rural land uses and promote economic development.

### **5.5 Proportionate Share**

Lake County shall adopt a Proportionate Share Ordinance for transportation impacts according to State statute.

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## **OBJECTIVE 6.0 BICYCLE & PEDESTRIAN ACCESSIBILITY**

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

### **6.1 Enhance Bicycle and Pedestrian Mobility**

Lake County shall:

- 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.

### **6.2 Neighborhood Connectivity**

Lake County 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 County shall adopt land development regulations providing for interconnections in new development.

### **6.3 Motorized and Non-Motorized Design Standards for State Roads**

To minimize conflicts between motorized and non-motorized transportation traffic, Lake County 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 County at the time of reconstruction or additional capacity improvements occur.

### **6.4 Motorized and Non-Motorized Design Standards for County and Local Roads**

Lake County shall identify collector, arterial, and local roadways and include design standards for those roadways. The County shall ensure that design standards are followed at the time of improvement or reconstruction of a roadway. Further design standards shall be included in the bikeway plan as part of a coordinated master improvement plan.

### **6.5 Rails to Trails**

Lake County shall coordinate with government agencies and private organizations involved in the acquisition and development of a trail system utilizing abandoned railroad right-of-way where feasible.

### **6.6 Bicycle and Recreational Trail Planning and Coordination**

Lake County shall fund and construct a countywide network of pedestrian, bicycle, recreational and equestrian trails. The County will coordinate with the Lake-Sumter Metropolitan Planning Organization, Florida Department of Transportation, municipalities and other appropriate agencies to study and implement options for coordinated provision of a bike trail network.

## **6.7 Provision of Bicycle and Pedestrian Ways for New Development**

Lake County shall adopt provisions in the Land Development Regulations to require that developers of new development and redevelopment projects evaluate the need for bicycle and pedestrian facilities based on measurable criteria, and provide for such facilities as necessary.

## **6.8 Bicycle Storage for Public Facilities and New Development**

**6.9** The County shall provide bicycle storage facilities at existing county parks, and 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 7.0 SCENIC ROADWAYS**

Lake County shall establish and protect Scenic Roadways in the interest of promoting and preserving the County's natural environment and the character of rural areas and rural communities.

### **7.1 Establishment of Scenic Roadways**

Lake County hereby designates the following roadways as scenic, for which the maximum through lane standard shall be two (2) lanes:

- **Lakeshore Drive/County Road 452:** From the City of Tavares to the City of Mount Dora.(Local Designated Scenic Roadway)
- **Green Mountain Scenic By-Way:** Lake County roads 455 from CR 561 to CR Old Highway 50, and CR Old Highway 50, roughly parallel to the western and southern shoreline of Lake Apopka from CR 455 to the Orange County line. (State Designated Scenic Roadway)
- **Lake Eustis Drive/Lakeshore Drive:** From the City of Tavares to the City of Eustis (Local Designated Scenic Roadway)
- **Lakeshore Drive:** From Washington Street to the City of Minneola. (Local Designated Scenic Roadway)
- **Lakeshore Drive:** From Hook Street to the South Clermont Connector, Clermont. (Local Designated Scenic Roadway)
- **East Crooked Lake Drive:** From US 441 to Country Club Drive. (Local Designated Scenic Roadway)
- **Adair Road:** From CR 437 to Dubsdread Drive. (Local Designated Scenic Roadway)
- **Wolfbranch Road:** From Roundlake Road to County Road 437 (Local Designated Scenic Roadway)

## **7.2 Protection of Future Scenic Roadways**

The County shall adopt land development regulations that establish criteria for designated scenic roadways and development standards for the preservation of the values of Scenic Roadways. Lake County shall annually update the list of scenic roadways to include roadways with scenic amenities that could potentially be lost and fit the scenic roadway criteria. Scenic Roadways can be enhanced with the addition of bike lanes; sidewalks; turn lanes; bike paths; median treatments; landscaping; and other appealing, noninvasive improvements.

## **OBJECTIVE 8.0 AIRPORTS**

Lake County shall coordinate with the LSMPO, FAA, U.S. Military, FDOT Five Year Plan, Continuing Florida Aviation System Planning Process, and the various airports to ensure that the expansion of existing general aviation airports and surface transportation access roads are consistent with the goals, objectives, and policies of the Lake County Comprehensive Plan, and applicable Federal and State regulations; and ensure access to airports and related facilities are properly integrated with other modes of surface transportation.

### **8.1 Airport and Related Facility Development and Expansion**

**8.2** Lake County shall ensure that airport and related facility development and expansion will be consistent with the Conservation and Future Land Use Element Goals, Objectives, and Policies; and protect and conserve natural resources within airports and related facilities.

### **8.3 Evaluation of Existing Airport Ordinance**

Lake County shall evaluate the effectiveness of its existing airport ordinance to determine if there are any necessary modifications that that should be made to airport regulations for the purpose of update and make necessary changes deemed appropriate.

### **8.4 Ensure Access Routes to Airports**

Lake County shall encourage and promote safe and efficient access to aviation facilities using multimodal approaches when such access methods are compatible with the safe and efficient movement of people, goods and services. In addition, access to existing, proposed and private airports shall be improved throughout the planning period through integration of existing and future transportation systems.

### **8.5 Determination of Need for Additional General Aviation Facility Within Lake County**

Lake County shall cooperate with the FDOT in the update of the Five-Year Plan (Central Florida Aviation System Planning Process-CFASPP) for air transportation. The County shall provide technical information and assistance for use in development of the Florida Aviation System Implementation Program (ASIP), which will refine the inventory of Florida's aviation

capacity needs for the next twenty years. Consideration will be given throughout this process to the feasibility of an additional general aviation facility being located in the County.

### **8.6 Amendment of Land Development Regulations to Regulate Airport Area Uses**

Lake County shall include utilization of runway noise contours in regulating land uses, and further establish airport compatible land uses consistent with the land uses approved by the Federal Aviation Administration.

## **OBJECTIVE 9.0 RAIL EXPANSION**

All rail expansion shall be coordinated with the Future Land Use and Conservation Elements of the Lake County Comprehensive Plan. In addition, all facility expansions shall be coordinated with the provision of public improvements. Lake County shall also encourage coordination of rail facilities among cities, private owners, state and federal agencies, the LSMPO, and users of the rail lines.

### **9.1 Consistency with Lake County Comprehensive Plan**

Any development, redevelopment, or expansion of rail facilities in Lake County shall be consistent with the goals, objectives and policies of the Lake County Comprehensive Plan.

### **9.2 Suitable Adjacent Land Use**

Lake County shall restrict land uses in the proximity of rail facilities to those uses which are compatible with such facilities.

### **9.3 Encourage Rail Use**

Lake County shall encourage the use of rail by businesses and industry as an alternative to roadway transport for the movement of freight, and examine and coordinate the possibility of commuter rail.

## **OBJECTIVE 10.0 ENVIRONMENTAL IMPACTS**

Lake County 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.

### **10.1 Techniques to Protect Natural Resources**

In the planning, design and construction of transportation improvements, Lake County 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

### **10.2 Prohibit Use of Roadway Improvements as Sole Justification For Land Use Amendments**

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Lake County 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, and neighborhoods.

### **10.3 Enforcement of Environmental Regulations**

In the planning, design and construction of new transportation facilities, the County shall enforce policies, standards and regulations that provide for the protection of environmentally sensitive lands, included 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 County 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, and impacts to the management of natural lands shall be considered in providing for the location and design of new and improved transportation facilities.

### **10.4 Mitigation of Environmentally Sensitive Lands**

When environmentally sensitive lands are impacted by transportation facilities including but not limited to roads, airports, and railways, Lake County 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, rules of the St. Johns and Southwest Florida Water management Districts, the Florida Department of Environmental Protection, and the U.S. Army Corps of Engineers and 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.

### **10.5 Wildlife Crossing Structures**

The County shall support structural modifications to roads within the Wekiva River Protection Area and generally within the Wekiva-Ocala ecological corridor for wildlife movement. Lake County shall coordinate with transportation and conservation agencies regarding the provision of crossing structures for bear and other wildlife, including underpasses and spans, to be integrated into the design of the Wekiva Parkway and appurtenant roadway facilities. Further, the County shall cooperate with and encourage the Fish and Wildlife Conservation Commission and transportation agencies to study wildlife crossing structures for SR 40, SR 44, and CR 42.

### **10.6 Support Quality of Environment**

Lake County shall consider public transit, para-transit and transportation demand management activities as a means of supporting the County's goals, objectives and policies to conserve natural resources, 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 rural land uses.

### **10.7 Reduce Vehicular Pollutant Emission Levels**

The County should reduce or stabilize vehicular emission levels by requiring air quality impact analyses be performed on all significant traffic generating development proposals. Projects that are predicted to violate air quality standards shall be required to pursue the

implementation of traffic mitigation techniques (or down-scaling of the proposal to achieve compliance standards), as conditions in all development orders.

## **OBJECTIVE 11.0 NEIGHBORHOOD ROADWAYS AND NEIGHBORHOOD IMPACTS**

Lake County shall establish and preserve Neighborhood Roadways in the interest of promoting and preserving the neighborhood's natural environment and character.

### **11.1 Establishment of Neighborhood Roadways**

Lake County shall designate Neighborhood Roadway(s), for which the neighborhood's aesthetic landscape shall be maintained.

### **11.2 Protection of Neighborhood Roadways**

The County shall adopt land development regulations that establish criteria for designated neighborhood roadways and development standards for the preservation of the values of neighborhood roadways. Lake County shall annually update the list of neighborhood roadways to include roadways with unique amenities that could potentially be lost and fit the neighborhood roadway criteria. 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.

### **11.3 Establish Road Standards to Protect Neighborhoods**

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

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## **GOAL TRA 2**

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 12.0 COORDINATION OF TRANSPORTATION PLANNING WITH FUTURE LAND USE.**

Lake County 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.

#### **12.1 Transportation/Land Development Coordination**

To promote conservation of the County's natural and cultural resources, promote economic development, and promote compact growth and development patterns that establish a clear delineation between urban and rural land uses, the County shall support a balanced transportation system that provides for:

- A network of roads that support areas designated for economic development;
- The use of transit both within Lake County and from Lake County to major regional attractors;
- The identification and preservation of Scenic Roadways; and
- Walkable communities, alternative corridors.

Roadway classifications and design capacity shall be based on the land uses that they serve, consistent with the Future Land Use Element.

#### **12.2 Corridor Preservation**

Recognizing the need to act proactively towards preserving, protecting, and acquiring transportation corridors to provide for future planned growth, Lake County, 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 County transportation system is adequate to meet future needs and to ensure that concurrency requirements of the County for Transportation are satisfied using corridor preservation. These land use policies shall be drafted prior to or concurrent with, the next Evaluation and Appraisal Report (EAR)-based Comprehensive Plan Update.

### **OBJECTIVE 13.0 PUBLIC TRANSIT SERVICES**

Lake County shall strive to address the need for a public transit system that serves major trip generators and attractors, and transit-dependent populations, land uses and to provide a viable alternative to single-occupant vehicle travel in the urbanized areas of Lake County and within the region.

#### **13.1 Establish Public Transit Zones**

Lake County in coordination with the LSMPO shall identify and analyze mass transit zones, using County adopted traffic analysis zones as a basis.

### **13.2 Fixed Route Public Transit**

Lake County shall promote fixed route service along routes established as priorities in the LSMPO Transit Development Plan or as determined by the Community Transportation Coordinator (CTC) and the LSMPO and shall seek to coordinate that service with other providers in the region.

### **13.3 Level of Service**

Upon implementation of the Lake County fixed route transit system, the County shall establish a level of service for transit.

### **13.4 Promotion of Transit Services**

Lake County shall promote the use of existing and future private sector transit, both fixed route and demand-response, through the local media.

### **13.5 Para-transit System Management**

Lake County will work with the LSMPO, CTC, and Transit Service Provider 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.

### **13.6 Coordination with Private Providers**

Lake County and the LSMPO shall evaluate retirement communities, medical and other private sector transit providers that form part of the coordinated transportation system in order to determine the need to expand and increase the productivity of paratransit service, and lessen the adverse environmental and traffic impacts from inadequate service delivery, such as duplication of service.

### **13.7 Accessible Transit System**

To ensure the accessibility of the Transit System, Lake County 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 County 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.

### **13.8 Local, State or National States of Emergency**

Lake County shall ensure that available public transit will be utilized in the event of a mandatory evacuation due to Local, State or National States of Emergency.

## **OBJECTIVE 14.0 FUNDING FUTURE MASS TRANSIT**

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Lake County and the LSMPO shall establish a method for funding a safe and economically viable form of public transportation, at the local level, in the event that both state and federal funding assistance decrease or are found to be inadequate.

#### **14.1 Analysis of Stable Funding**

An analysis shall be conducted of all stable funding mechanisms for transit and updated regularly as part of the development of the Transit Development Plan for Lake County and the LSMPO.

#### **14.2 Developments of Regional Impact**

The County shall require that Developments of Regional Impact enter into an agreement/funding contribution with Lake County for transit operations that will stipulate the Developer's fair share obligation with respect to providing and/or assisting the local share in providing transit services and certain facilities (bus stops, shelters/benches) to the development.

### **GOAL TRA 3**

To promote coordination among government agencies, Lake Sumter MPO, public and private entities in order to encourage regional system-wide transportation solutions.

#### **OBJECTIVE 15.0 PUBLIC PARTICIPATION**

Ensure that the Comprehensive Plan supports community social values through developing transportation systems that are user friendly, accessible, interconnected and aesthetically appropriate.

##### **15.1 Input**

Actively solicit input from community groups, businesses, underserved populations, etc. through the LSMPO Citizens Advisory Committee (CAC).

##### **15.2 Diversity of the Citizens Advisory Committee**

Encourage and monitor the diversity of the CAC membership.

#### **OBJECTIVE 16.0 WEKIVA PARKWAY PLANNING AND DESIGN**

Lake County shall coordinate with the various regional transportation entities during the planning, design, and construction of the Wekiva Parkway and related transportation facilities, and shall ensure compliance with provisions of the Wekiva Parkway and Protection Act.

### **GOAL TRA 4**

To develop a financially feasible multi-modal transportation plan that meets the future needs of Lake County.

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## **OBJECTIVE 17.0 FUTURE FUNDING**

Lake County shall develop a transportation plan that is cost feasible.

### **17.1 Ensure a Transportation Plan that is Cost Effective and Affordable within Future Funding Levels**

- In cooperation with the LSMPO 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 toll revenues or other user fees.
- Support and promote the need to have and maintain strong strategic regional alliances and partnership.
- Monitor and evaluate the annual funding allocations and rates coming to Lake County to support the transportation program.

## **OBJECTIVE 18.0 TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM**

Lake County 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.

### **18.1 Update Transportation Construction Program**

Public Works shall annually update its five-year Transportation Construction Program listing road projects by type of work to be undertaken and level of funding for each phase by year.

### **18.2 Include Projects in the CIP**

Projects in the County's five-year work program shall be included in the Schedule of Capital Improvements showing projects by funding source.

### **18.3 Include Five-Year Plan in the TIP**

Public Works shall submit its annual update of the 5-year Transportation Construction Program to the Lake-Sumter MPO for inclusion in the Transportation Improvement Program.

## **OBJECTIVE 19.0 CORRIDOR PROTECTION**

Lake County shall protection and maintain 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.

### **19.1 Minimum Right-of-Way Standards for Arterial Roadways**

Lake County 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).

Table 1 - Minimum Right-of-Way Standards for Arterial Roadways

TYPE OF FACILITY	RIGHT OF WAY WIDTH (FEET`)		
	FOUR (4) LANE	SIX (6) LANE	EIGHT (8) LANE
Urban Arterial	94	128	N/A
Suburban Arterial	174	200	N/A
Rural Arterial	200	200	N/A
Freeway	216	240	264

### 19.2 Minimum Right-of-Way Standards for Collector and Local Roadways

Lake County will utilize the following roadway design standards in the table below for collector and local roadways (measured according to corridor width).

Table 2 - Lake County Roadway Design Standards

ROADWAY CLASSIFICATION	PAVEMENT WIDTH	NO. OF LANES	RURAL MIN. ROW	URBAN MIN ROW	SPEED (MPH)	SPEED (MPH)	PROPERTY ACCESS	PAVED SHOULDER PED/BIKE PATH*
					RURAL	URBAN		
Principal Arterial	12'	4-6	200'	128'	45-65	45-65	Minimal Controlled	4' – 5'
Minor Arterial	12'	2-5	200'	128'	45-55	40-50	Moderate Controlled	4' – 5'
Major Collector	12'	2-5	100'	80'	45-55	35-45	Discouraged Joint Driveways Recommended	3' – 5'
Minor Collector	12'	2-3	80'	70'	40-55	30-40	Incremental	3' – 5'
Local Feeder / Distributor	10'-12'	2	80'	60'	30-45	30-40	Continual	0' – 2'
Local **	10'	2	66'	50'	30-45	25-35	High	0'

\* Paved shoulders for pedestrian/bike paths are to be placed along roadways identified in the proposed Bikeway Plan to be adopted as part of a Coordinated Master Improvement Plan.  
 \*\* Nine foot (9') lanes shall be acceptable for special purpose projects with approval of the County Engineer. Corresponding reduced right-of-way widths (40'-45') shall also be acceptable for special purpose projects with

approval of the County Engineer.

Note: ROW - Right-of-Way requirements may be greater on approaches to major intersections.  
Local Feeder/Distributor roadways include local roads, as determined by the FDOT, which act as collector roads for communities and residential developments.  
Urban implies that there is a curb and gutter directly adjacent to the roadway and that there is a piped (closed) drainage system.  
Rural implies a roadway section characterized by an eight (8) foot stabilized shoulder directly adjacent to the pavement and a swale (open) drainage system.

Source: Lake County Public Works Department

### **19.3 Rights-of-Way and Building Setback Policies, Regulations**

Lake County shall adopt and enforce policies, standards and regulations which specify the County's right-of-way and building setback standards based on generally accepted planning principles adopted by the County and the needs identified in the LSMPO and County's long range transportation plan.

### **19.4 Dedication of Rights-of-Way**

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

### **19.5 Evaluation of Rights-of-Way and Building Setback Policies, Regulations**

Lake County 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 mass transit rights-of-way and designated rail/mass transit corridors.

### **19.6 Designation of Future Enhanced Transit Corridors**

Lake County shall evaluate the feasibility of the designation of future enhanced high capacity mass transit corridors.

### **19.7 Identification of Future Enhanced Transit Corridors**

Lake County shall evaluate deed reservations, rail rights-of-way, major utility corridors and undeveloped platted road rights-of-way for potential use as future multi-use corridors and make a determination of consistency of these corridors with other elements of the Plan.

### **19.8 Review of Development Proposals**

Lake County shall review all proposals for new or expanded land development activities for consistency with planned transportation improvements in order to address rights-of-way (existing and future) and the viability of the property in the post road construction state.

### **19.9 Review Requests to Vacate or Abandon Rights-of-Way**

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

### **19.10 Coordinate Transportation/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 County 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.

**19.11** Evaluate Rail Rights-of-Way and Utility Corridors

The County shall evaluate rail rights-of-way, major utility corridors, and undeveloped platted road rights-of-way for potential use as future multi-use corridors and/or trails. All rail right-of-way within the County shall be evaluated for acquisition. In addition, Lake County shall attempt to acquire potential trail related structures such as bridges, trestles, culverts, and tunnels.