

CHAPTER 5: SUMMARY FINDINGS

The development of this study highlighted the relative need for significant transportation network improvements in the study area based on a twenty year projection. In some cases these improvements can be made incrementally over time, while other improvements such as bringing underutilized rural roadways up to a higher design standard for safety purposes need to be implemented more quickly.

Base on the technical analysis and feedback received from the public, the following recommendations are provided:

- 1) Preference should be given to the development of the network alternative that includes the potential Turnpike interchange.
- 2) Attention is directed to the fact that this study was conducted based on several assumptions regarding the land uses that will result from the implementation of either approved developments or developments that are expected to occur within the study area in the future. This study also assumes that specific programmed transportation improvements will be constructed. If future conditions change and there are significant changes in potential development or portions of the transportation network, consideration should be given to revising the technical analysis contained within this report.
- 3) The County should take steps to work with the Turnpike Enterprise and potential property owners to facilitate the planning and construction of a new Turnpike interchange within the study area. The County needs to encourage this by use of proactive communication among the parties involved or through the development approval process. The County needs to ensure that planning takes place to allow for this new interchange to connect with the overall transportation network to ensure that the interchange address overall regional travel demand.
- 4) Provisions should be made to protect the constructability of the new corridors identified in this report and to prevent new development from blocking the construction of these corridors in the future. These provisions may include, but are not limited to: developer dedications of right-of-ways, land acquisition by the county, and adoption of arterial and collector spacing standards in the County's Comprehensive Plan and Land Development Regulations.

- 5) The County should identify specific and critically deficient existing roadway design issues that are inconsistent with higher volumes of traffic created by developments that are expected to occur. These locations should be improved/mitigated prior to significant construction of new development takes place.
- 6) Where feasible, the County should consider moving forward with preliminary engineering studies on existing and future roadway corridors to identify the exact alignment and intersection geometrics required. These studies should also address right-of-way needs and provide refined total cost estimates. These studies should identify alignments and design treatments to balance costs and potentially adverse impacts to the public. Additional planning may be required for adding or removing corridors in this area.
- 7) The County should routinely review their Transportation Impact Fee schedule to ensure that the fee adequately address the anticipated transportation costs of new roadways. It is possible that the preliminary engineering studies may indicate that the cost to build new roadways (due to topography or other constructability issues) may be greater than what it has cost to fund previous road construction projects.
- 8) The County should consider accommodating future east-west travel demand on roadways other than the existing alignment of Sullivan Road due to the proximity of residences to the roadway and the horizontal alignment of the roadway corridor. This may include diverting traffic further to the north or south or the construction of a new alignment.
- 9) Lake County School Board should carefully coordinate with the County on the access to and from future school sites to ensure that adequate access is provided to these locations and to mitigate adverse impacts to the surrounding community.
- 10) The County, surrounding cities, and School Board should continue to inform and outreach to the public to keep them informed of future land use, transportation, and school site location decisions.

This study identified recommended transportation network needs for the study area. This information should be carefully considered as a part of future planning decisions or activities within the area. This includes the Long Range Transportation Plan that is currently under development.