

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

**2035 TRANSPORTATION PLAN & LAND USE
WORKSHOP**

DISCUSSION QUESTIONS

EAST LAKE TASK FORCE

LAND USE

Two differing approaches to developing Future Land Use projections have been presented today. Which do you believe will provide for the most accurate forecast, resulting in a 2035 Transportation Plan that balances the needs and desires of the Lake~Sumter planning area?

- The LUCIS Model provides results on a smaller scale than the FLUAM and would be the preferred model
- Parcel data used as inputs to either model need to be accurate
- The LUCIS model needs to be refined
- Land use is a smaller component of LUCIS than FLUAM
- LUCIS is the best choice of locating populations appropriately
- With good data, LUCIS will produce the best results
- The 2035 Transportation Plan should not be called “Visionary”
- The model that is used for the Plan should present results that show transportation driving land use

FUNDING

With a clear shortfall in funding, how would you suggest that we fill the gap for transportation? What types of funding sources do you feel are most appropriate?

- Sales tax may be the best option
- Project specific bond referendum
- Project specific sales tax
- Due to the current economic conditions, raising impact fees is not an option
- Convert from concurrency to a system that utilizes Vehicle Miles Traveled (VMT)
- User fees
- More federal funds

ROADWAYS

What roadway improvements that you have heard discussed the MPO level would you consider as imperative or unavoidable due to safety, congestion, economic development, etc.?

- Wekiva Parkway/SR 46
- SR 44
- Lake Harris Bridge/Hwy 19
- Southern portion of US 441
- Dedicated High Occupancy Vehicle (HOV) lanes on US 441

What roadway improvements that you have heard discussed at the MPO level should be removed from consideration due to environmental, physical, fiscal or policy constraint, or any other reason?

- There are no projects in East Lake that should be removed

TRANSIT

In addition to US 441 and SR 50, what corridors do you see as future mass transit corridors with potential for fixed guide-way systems?

- Utilize existing railroad tracks along SR 46 from Mt. Dora to Sanford
- Rail within the Turnpike's Mainline right-of-way
- Rail within the Turnpike/OOCEA right-of-way along SR 408