



## Chapter 3: Goals, Objectives, And Performance Measures

### *Introduction*

Prior to establishing specific transportation project needs, it is necessary to establish goals and objectives which may be used to plan for and monitor the implementation of the future transportation system for Lake County and the eastern (urbanized) portion of Sumter County through the 2025 Plan horizon. The goals and objectives are developed through a Public Involvement Process, described in Chapter 2 of this report, and represent the shared vision of the citizens within the MPO boundary. By first establishing overarching goals and objectives, the desires and values of the community are built into the planning process and are therefore reflected in the transportation system described in the Long Range Transportation Plan. The goals and objectives are supported by policies, measures of effectiveness, and standards which support the monitoring of the transportation system. Each of these key terms is defined as follows:

- **Goal:** Long term outcome of the plan or program
- **Objective:** Specific and measurable outcome that represents a progress milestone
- **Policy:** Course of action that directs the coordination of achieving the goal or objective
- **Performance Measure:** Quantifiable measure of the performance of an element of the program
- **Standard:** Minimum acceptable performance measure for a specific planning purpose, such as level of service.

To be effective, the goals, objectives, and performance measures must balance the needs of numerous individuals, agencies, and planning partners; while also adhering to regional, statewide and national requirements for the transportation planning process.

### *Background and Plan Consistency*

While addressing the unique and specific needs of its citizens and communities, the Long Range Transportation Plan for the Lake~Sumter MPO must also address the requirements and policies of other local, regional, state, and Federal entities. Local and regional coordination is needed to ensure consistency with the plans and goals of the neighboring cities and counties while State and Federal coordination is needed to ensure plan consistency with adopted regulations and procedures.



Local and Regional planning documents used in the development of the goals and objectives of the Lake~Sumter 2025 Long Range Transportation Plan include:

- Lake County 2020 Transportation Plan
- Lake County Comprehensive Plan
- Local City Plans
- Neighboring MPO Long Range Transportation Plans (Ocala/Marion, Volusia County, MetroPlan Orlando, and Polk TPO)

The goals and objectives for urbanized areas of Lake and Sumter Counties were developed with consideration for the goals and objectives outlined in the *Florida Transportation Plan* and using the planning factors identified in Section 3.2 of the TEA-21 Legislation. Additional State and Federal plans and regulations used to guide the development of the goals, objectives, and recommendation of the Long Range Transportation Plan include:

- Florida Administrative Code, Rule 9J-5
- Florida Intrastate Highway System (FIHS) Plan
- Florida Strategic Intermodal System (SIS) Plan

### ***Development Process***

The following section discusses in detail the interface of the Long Range Transportation Plan Goals and Objectives development process with the *Florida Transportation Plan* and the planning factors identified in Section 3.2 of the TEA-21 Legislation

The Florida Transportation Plan (FTP) has established seven (7) goals and objectives for the statewide transportation system. The FTP goals and objectives are shown in Table 3-1 and were used to guide the development of the Lake~Sumter MPO goals and objectives. These four goals are cross-referenced with the five Lake~Sumter Long Range Transportation Plan Goals and Objectives in Table 3-4 presented later in the chapter.

**Table 3-1: Goals and Long-Range Objectives of The Florida Transportation Plan**

<b>GOAL 1: SAFE TRANSPORTATION FOR RESIDENTS, VISITORS AND COMMERCE</b>
1.1: Reduce the rate of motor vehicle crashes, fatalities, and injuries and bicycle and pedestrian fatalities and injuries on highways.
1.2: Improve intermodal safety where modes intersect, such as highway or railroad bridges over waterways and highway - railroad crossings.
1.3: Improve the safety of commercial vehicles, rail facilities, public transportation vehicles and facilities, and airports.
1.4: Improve emergency preparedness and response.
<b>GOAL 2: PROTECTION OF THE PUBLIC'S INVESTMENT IN TRANSPORTATION</b>
2.1: Preserve the State Highway System.
2.2: Reduce the number of commercial vehicles that exceed legal weight limits on the State Highway System.
2.3: Protect the public investment in aviation, transit and rail facilities.
<b>GOAL 3: A STATEWIDE INTERCONNECTED TRANSPORTATION SYSTEM THAT ENHANCES FLORIDA'S ECONOMIC COMPETITIVENESS</b>
3.1: Place priority on completing the Florida Intrastate Highway System (FIHS).
3.2: Complete a Statewide High Speed Rail System.
3.3: Improve major airports, seaports, railroads and truck facilities, to strengthen Florida's position in the global economy.
3.4: Improve connections between seaports, airports, railroads, and the highway system for efficient interregional movement of people and goods.
3.5: Manage and preserve designated transportation corridors in cooperation with local governments and through advance acquisition of right-of-way.

**GOAL 4: TRAVEL CHOICES TO ENSURE MOBILITY, SUSTAIN THE QUALITY OF THE ENVIRONMENT, PRESERVE COMMUNITY VALUES AND REDUCE ENERGY CONSUMPTION.**

4.1: Reduce dependency on the single occupant vehicle.

4.2: Provide accommodation for transit vehicles, bicyclists and pedestrians, wherever appropriate, on state highways.

4.3: Increase public transportation ridership.

4.4: Expand public and specialized transportation programs to meet the needs of the transportation disadvantaged.

4.5: Minimize the impact of transportation facilities and services on the environment.

4.6: Increase energy conservation and the use of recycled materials, native vegetation and wildflowers.

In addition to the FTP, the Planning Factors from Section 3.2 of the TEA-21 Federal legislation were considered in the Lake~Sumter Long Range Transportation Plan process. The Table 3.2 is excerpted from the "TEA-21 Users Guide", and shows how Long Range Transportation Plan goals, factors, and evaluation criteria are related. There can be different ways of evaluating projects for the same Federal planning factors, depending on whether systems or individual projects are being evaluated. The seven TEA-21 Planning Factors are cross-referenced with the five Lake~Sumter Long Range Transportation Plan Goals and Objectives as described in Table 3-4 presented later in the chapter.

***SAFETEA-LU separated Safety and Security of the Transportation System (see the second planning factor, below, in Table 3-2) into their own individual planning factors. The Lake~Sumter MPO did address both safety and security in the development of the 2025 LRTP, but will expand upon these items later in Chapter 3. In addition, SAFETEA-LU expanded the environmental planning factor (see the fourth planning factor, below, in Table 3-2) to promote consistency between transportation improvements and State and local planned growth and economic development patterns. The MPO addressed this issue in considering approved developments and trends based on existing development patterns when projecting future land use data (socioeconomic data) for use in the travel demand model.***

**Table 3-2: Applying TEA-21 Planning Factors**

Factor	Long Range Considerations	Project Selection Criteria	Sample Projects
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	<ul style="list-style-type: none"> <li>• Intermodal facilities</li> <li>• Rail and port access</li> <li>• Public/private partnerships</li> <li>• Land use policies</li> <li>• Economic development</li> <li>• Energy consumption</li> </ul>	<ul style="list-style-type: none"> <li>• Community integration</li> <li>• Long-term, meaningful employment opportunities</li> <li>• Accessibility</li> <li>• Modal connectivity</li> <li>• Infrastructure impacts</li> </ul>	<ul style="list-style-type: none"> <li>• Demand management</li> <li>• System preservation</li> <li>• Planned community development</li> <li>• Transit-oriented design</li> </ul>
Increase the safety and security of the transportation system for motorized and non-motorized users	<ul style="list-style-type: none"> <li>• Community access</li> <li>• Transit usage</li> <li>• Social equity</li> <li>• System upgrades</li> </ul>	<ul style="list-style-type: none"> <li>• Benefits across modes</li> <li>• Community integration/impact</li> <li>• Human safety</li> </ul>	<ul style="list-style-type: none"> <li>• Transit facility improvements</li> <li>• Traffic calming</li> <li>• Dedicated right-of-way for different modes</li> </ul>
Increase the accessibility and mobility options available to people and for freight	<ul style="list-style-type: none"> <li>• Multimodal considerations</li> <li>• Transit accessibility and level of service</li> </ul>	<ul style="list-style-type: none"> <li>• Prevention of bottlenecks</li> <li>• Segmentation prevented</li> <li>• Intermodal connectivity</li> <li>• Community-based economic development</li> </ul>	<ul style="list-style-type: none"> <li>• System maintenance</li> <li>• Intermodal facilities</li> <li>• Planned Communities</li> <li>• Mixed use zoning</li> <li>• Transit-oriented development</li> <li>• Land use controls</li> </ul>
Protect and enhance the environment, promote energy conservation, and improve quality of life	<ul style="list-style-type: none"> <li>• Air and water quality</li> <li>• Energy consumption</li> <li>• Livability of communities -- social cohesion, physical connection, urban design, and potential for growth</li> </ul>	<ul style="list-style-type: none"> <li>• Environmental impact</li> <li>• Emissions reductions</li> <li>• Waterway preservation</li> <li>• Preservation and conservation of resources</li> </ul>	<ul style="list-style-type: none"> <li>• Demand management</li> <li>• Scenic and historic preservation</li> <li>• Planned community development</li> <li>• Transit services</li> <li>• Transit-oriented development</li> </ul>

Factor	Long Range Considerations	Project Selection Criteria	Sample Projects
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	<ul style="list-style-type: none"> <li>• Intermodal transfer facilities</li> <li>• Rail and port access roads</li> <li>• Container policies</li> <li>• Freight policies/needs</li> </ul>	<ul style="list-style-type: none"> <li>• Intermodal connectivity</li> <li>• Accessibility for people and freight</li> <li>• Congestion relief and improved safety</li> </ul>	<ul style="list-style-type: none"> <li>• Intermodal facilities</li> <li>• Rail extension to ports</li> <li>• Transit or highway access to ports</li> <li>• Modal coordination with social services</li> </ul>
Promote efficient system management and operation	<ul style="list-style-type: none"> <li>• Life cycle costs</li> <li>• Development of intermodal congestion strategies</li> <li>• Deferral of capacity increases</li> </ul>	<ul style="list-style-type: none"> <li>• Use of existing system</li> <li>• Congestion impacts</li> <li>• Community and natural impacts</li> <li>• Maintenance of existing facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic, incident and congestion management programs</li> </ul>
Emphasize the preservation of the existing transportation system	<ul style="list-style-type: none"> <li>• Maintenance priorities</li> <li>• Demand reduction strategies</li> <li>• Reasonable growth assumptions</li> <li>• Alternative modes</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance vs. new capacity</li> <li>• Reallocates use among modes</li> <li>• Reflects planning strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Management System development</li> <li>• Maintenance of roads, bridges, highways, rail</li> <li>• Traffic calming</li> <li>• Take-a-lane HOV</li> <li>• Enhancement of alternative modes</li> </ul>

Source: TEA-21 Users Guide

*The Lake~Sumter MPO will take steps to address safety of the transportation system by coordinating with our local governments and FDOT to evaluate access management on the region's roadways and traffic signal operation at major regional intersections, assessing high crash rate intersections and roadways and emphasizing safety as a consideration in prioritizing unfunded projects. The MPO will take steps to address security of the transportation system by developing a Continuity of Operations (COOP) Plan, participating in the Statewide Evacuation Study process being coordinated by the Regional Planning Councils, working with FHWA and FDOT to assess freight security in Lake and Sumter Counties, coordinating with the Leesburg International Airport in their planning efforts, evaluating the region for potential secure truck stops, coordinating with the United States Coast Guard as our lakes become more of a means of regional travel, and working with the Florida Central and CSX Railroads as freight opportunities expand and passenger rail becomes more of a reality in Orlando and Central Florida.*

Coordination between the *Florida Transportation Plan* and the local government comprehensive plans is required by Rule 9J-5 of the Florida Administrative Code. The *Florida Transportation Plan* is currently being updated for 2025; however, the latest goal and objectives are not yet available. As these become available, review against the Lake~Sumter MPO Goals and Objectives is recommended. Currently, the goals and objectives for the Lake~Sumter MPO Long Range Transportation Plan are in concert and compatible with the TEA-21 Planning Factors and the goals and objectives of the 2020 FTP.

### ***Public Involvement and Coordination***

It is vital that significant public input is incorporated in the development of the goals and objectives for the Lake~Sumter MPO Long Range Transportation Plan. A summary of the public involvement efforts is provided here, but for the full discussion refer to the Public Involvement Plan in Chapter 2.

The TEA-21 legislation requires a proactive public involvement program in transportation planning efforts. To accomplish proactive public involvement, the Lake~Sumter MPO must provide complete information, timely public notice, and support continuing involvement of the public in developing transportation plans. TEA-21 not only requires opportunities for public input and explicit consideration of public comments but also requires response to public input. The public must be assured that their inputs are valued and considered in decision making and that the time and energy expended was meaningful and worthwhile. The Public Involvement Plan (PIP) for this Long Range Transportation Plan update has been fashioned to meet the requirements of the Federal, State and local public involvement mandates.

***SAFETEA-LU has expanded requirements regarding public involvement. These specific requirements are described in Chapter 2.***

The following provides a summary of the public involvement and coordination efforts that ensure that the general public and citizens of the MPO area are fully engaged in the identification, development, and documentation of the transportation goals and objectives for their communities. In addition to the development of goals and objectives, the PIP identifies numerous opportunities for the general public and agency staff to identify appropriate performance measures. The presentation, review, and discussion of the goals and objectives will occur at the scheduled MPO Board, Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) meetings that coincide with the project schedule. Additionally, the first Public Workshop as identified in the PIP for the LRTP update includes a presentation and discussion period for the goals and objectives. Schedules for these meetings are provided later in this section.

Representatives from diverse backgrounds should be recruited to represent the following public and private sector interests:

**Public Sector Representatives**

- Technical Staff from Municipalities
- Public Officials from Municipalities
- Airports
- Community Coach
- FDOT
- Human Service Agencies
- Geographic Diversification
- Others as Identified

**Private Sector Representatives**

- Chamber of Commerce
- Major Employers
- Community Leaders
- Freight Industry
- Minority Community
- Elderly Community
- Low-Income Community
- Geographic Diversification
- Others as Identified

The goals and objectives will be discussed and evaluated in numerous venues, as described previously. The following provides specific meetings, locations, dates and times:

- Lake~Sumter MPO Board – The MPO Board meets on the fourth Wednesday of each month, at 2:00 pm in Room 233 of the Lake County Administration Building.





- MPO Technical Advisory Committee (TAC) – The TAC meets on the second Wednesday of each month, at 2:00 pm.
- MPO Citizens Advisory Committee (CAC) – The CAC meets on the second Wednesday of each month, at 4:00 pm, following the TAC meeting.
- Transportation Disadvantaged Coordinating Board (TDCB) – The TDCB meets quarterly on the third Monday of every third month, at 2:00 pm.

As part of the Long Range Transportation Plan Development Process, two consensus building workshops and two environmental justice workshops were facilitated to directly involve the public in the Long Range Planning process. The results of these workshops is discussed in Chapter 2.

### ***Designated Activity Centers and Intermodal Facilities***

The Federal transportation planning regulations encourage efficiency of access to intermodal facilities, and consideration of access to airports and ports. The State of Florida's emphasis on Strategic Intermodal Systems (SIS) as implemented by Florida Department of Transportation further supports the need for significant planning around the key activity and intermodal resources in the MPO area. In Figure 3-1, the locations of airports, rail terminals, and regional bus system stations in Lake County and eastern Sumter County are illustrated. The facilities on the Strategic Intermodal System (SIS) are identified in Figure 3-2. The performance standards of these roads are established by FDOT and should be adopted into the Long Range Transportation Plan for the Lake~Sumter MPO.

The transportation facilities that are on the Strategic Intermodal System (SIS) plan as developed and maintained by FDOT are listed below.

1. Florida's Turnpike (SR 91): Orange County Line to Lake~Sumter MPO boundary
2. US 27: Polk County Line to Florida's Turnpike at exit 289
3. Florida Central Railroad Line: Orange County Line to Umatilla (Emerging)
4. SR 40: Marion County to Volusia County (Emerging)

In addition to intermodal facilities, the Long Range Transportation Plan provides for access to major activity centers. Activity centers identified in Lake and eastern Sumter Counties include:



- 1) Downtown Leesburg
- 2) Downtown Eustis
- 3) Downtown Mt. Dora
- 4) Downtown Clermont
- 5) Downtown Tavares
- 6) Florida Hospital/Waterman
- 7) South Lake Hospital/UCF
- 8) Leesburg Regional Medical Center
- 9) Lake-Sumter Community College
- 10) Lake Square Mall
- 11) Christopher C. Ford Central Park
- 12) Florida Turnpike/CR 470 Employment Center
- 13) West 44 Industrial Center
- 14) Lake Louisa State Park
- 15) Alexander Springs
- 16) The Villages
- 17) Southridge Industrial Park

Roads and services providing access to the intermodal facilities and major activity centers can be favored for funding over other roads and services, if the community so desires. This is fully consistent with the Florida Department of Transportation's plans and objectives for these critically important facilities and resources.

***SAFETEA-LU placed an additional emphasis on intermodal connectivity, an ideal that, as seen here and in the Goals, Objectives and Performance Measures in Table 3-3, below, is supported in the Lake~Sumter MPO 2025 Long Range Transportation Plan. The Lake~Sumter MPO considers connections to, from and between our Strategic Intermodal System facilities (including those listed above, plus those in Sumter County, i.e., I-75, Florida Turnpike and SR 44) to be vital towards sustaining mobility within our region. The 2025 LRTP includes several projects providing better access to these facilities. As laid out in the Lake County Transit Development Plan (TDP) and the 2025 LRTP, the MPO has worked closely with the Lake County Community Transit Coordinator (CTC) to bring fixed route bus service to US 441 in North Lake County (anticipated start date May 21, 2007). This service will provide connections to and between unincorporated Lake County, six Lake County cities, the Villages, the Lake Square Mall and the Leesburg International Airport. Through a coordinated effort with LYNX, Orlando's Regional Transportation Authority (RTA), two LYNX bus routes now service South Lake County. We will continue to work with LYNX, as well as Sumter County Transit and SunTran, in Ocala, to provide even more regional connections.***



## ***Goals, Objectives and Performance Measures***

The following table provides the goals and objectives of the 2025 Long Range Transportation Plan. In support of these goals and objectives, specific performance measures have been provided. The performance measures are used to provide objective and subjective criteria, by which, the actions required to obtain the stated goals and objectives can be monitored.

**Table 3-3: Goals, Objectives, and Performance Measures**

*GOAL 1: Provide a multi-modal transportation system that serves the local and regional movement of and connections among people, jobs, goods, and services.*

Goals and Objectives	Performance Measures	Qualitative	Quantitative
<p>1.1: Provide efficient, frequent, convenient, competitive transit service for the transportation disadvantaged and as an alternative travel mode.</p>	<p>1.1.1: Expand service span (hours of service) on top-performing routes.</p> <p>1.1.2: Coordinate with MetroPlan and Lynx to enhance inter-county bus service in Lake County.</p> <p>1.1.3: Evaluate percent of population within ¼ to ½ mile of bus route.</p> <p>1.1.4: Monitor percent of population outside of bus route area served by demand responsive public transportation.</p> <p>1.1.5: Monitor annual public transportation ridership</p>		<p>✓</p>

Goals and Objectives	Performance Measures	Qualitative	Quantitative
1.2: Enhance bicycle and pedestrian mobility.	1.2.1: Provide bicycle lanes and sidewalks on all new and rebuilt collector and arterial streets in urban areas.  1.2.2: Expand bicycle and pedestrian facilities on existing arterial and collector streets.  1.2.3: Increase the number of miles of off-street bicycle and pedestrian trails		✓
1.3: Improve the movement of freight and goods on roadway system	1.3.1: Provide adequate level of service on existing and future designated truck routes in terms of % of truck routes at or above V/C equal to 1.0.		✓
1.4: Improve inter-modal facilities and connectivity	1.4.1: Review LOS on roadways providing access to intermodal facilities.  1.4.2: Improve connectivity between multi-modal facilities to include future freight, commuter, and bus transit expansions.  1.4.3: Identify additional park-and-ride facilities to support Carpooling and existing/future transit systems.		✓

Goals and Objectives	Performance Measures	Qualitative	Quantitative
1.5: Minimize roadway and intersection traffic congestion and vehicular delay	1.5.1: Review percent of VMT operating below the adopted level of service standards for roadways.  1.5.2: Identify "Top 10" critical intersections based on LOS and delay standards for operational enhancements.		✓
1.6: Provide efficient hurricane/emergency evacuation and /or shelter response routes	1.6.1: Review conditions on routes providing access to emergency shelters, evacuation routes, and other key emergency response routes including roadways around public facilities, schools, stadiums, etc.  1.6.2: Monitor accessibility to shelters via LOS standards.	✓	
1.7: Minimize emergency response time	1.7.1: Monitor based on percent of VMT occurring below the adopted LOS standards		✓
1.8: Enhance and provide the sidewalk and bicycle facilities to include connectivity to other like facilities and major trip generators	1.8.1: Measure the percent of State Highway miles with sidewalks and bicycle accommodations.  1.8.2: Measure the percent of county highway miles with sidewalks and bicycle accommodations.  1.8.3: Measure the miles of local and regional off-road trail system		✓

Goals and Objectives	Performance Measures	Qualitative	Quantitative
1.9: Enhance the existing roadway system capacity through implementation of system management, demand management, and advanced technologies	1.9.1: Ensure that the Plan includes TSM and TDM-type strategies aimed at reducing SOV modes, such as rideshare lots, access management standards, intersection monitoring, etc.  1.9.2: Include review of ITS elements in the planning and design of major new or enhanced roadway facilities	✓	
1.10: Provide more transportation corridors connecting major growth and activity centers/areas	1.10.1: Monitor the change in lane miles for new corridors		✓

*GOAL 2: Provide a transportation system that is safe for residents, visitors and businesses.*

Goals and Objectives	Performance Measures	Qualitative	Quantitative
2.1: Reduce overall crash rates and crash severities at intersections and along roadways.	2.1.1: Monitor crash data in terms of numbers and severity of crashes at specific high crash intersections and spot locations.  2.1.2: Monitor crashes per VMT as a measure of system performance.  2.1.3: Apply access management principles and standards during enhancement or capacity improvements to major roadways to preserve the safety and operations of the corridor.		✓

Goals and Objectives	Performance Measures	Qualitative	Quantitative
2.2: Reduce crash rates involving school and transit busses.	2.2.1: Annually monitor the frequency and severity of transit and school bus crash occurrences at or near transit stops and school facilities.		✓
2.3: Reduce crash rates involving pedestrians and bicyclists.	2.3.1: Annually monitor the intersection and spot locations with pedestrian and bicycle involved crashes.  2.3.2: For high crash locations, involving pedestrians and bicyclists, develop specific enhancement plans to address the deficiencies.  2.3.3: Complete an inventory of pedestrian and bicycle accommodations around elementary and middle schools.		✓
2.4: Reduce crash rates at railroad crossings.	2.4.1: Monitor traffic volumes at rail grade crossings.  2.4.2: Coordinate with County Public Works departments to annually monitor the physical condition, traffic volume, and crash history of rail grade crossings on the County road system.  2.4.3: Coordinate with FDOT for rail highway crossing data and monitoring for grade crossings on the state roadway system.		✓





*GOAL 3: Preservation of Lake and Sumter Counties' investment in transportation in a cost-feasible manner.*

<b>Goals and Objectives</b>	<b>Performance Measures</b>	<b>Qualitative</b>	<b>Quantitative</b>
3.1: Maintain transportation facilities.	3.1.1: Provide a budget sufficient for maintaining and rehabilitating facilities at least at current levels.	✓	
3.2: Ensure a transportation plan that is cost effective and affordable within future funding levels.	3.2.1: Adopt a cost-feasible plan which directly relates to the future and anticipated funding sources and levels.	✓	
3.3: Incorporate innovative cost-effective technologies.	3.3.1: Utilize Intelligent Transportation Systems (ITS) where possible to maximize efficiency of existing facilities.	✓	
3.4: Maximize transportation funding from all sources, including toll revenues and other user fees.	3.4.1: Monitor lane miles of roadway network developed by alternative funding sources like toll revenues or other user fees.		✓
3.5: Maximize Lake~Sumter's share of state and federal transportation funding allocations.	3.5.1: Support and promote the need to have and maintain strong strategic regional alliances and partnerships.  3.5.2: Monitor the annual funding allocations and rates coming to Lake~Sumter to support the transportation program.	✓	

*GOAL 4: A transportation system that is coordinated and consistent with current and future agency plans of Lake and Sumter Counties, its communities and neighbors.*

Goals and Objectives	Performance Measures	Qualitative	Quantitative
4.1: Support collaborative Land Use and Transportation Planning efforts that will ensure the community can develop in an efficient and sustainable way.	4.1.1: Cooperate, coordinate and collaborate as appropriate with Lake and Sumter Counties Planning, Public Works, and Environmental departments, FDOT and local transportation planning groups to ensure the achievement of efficient, sustainable and mutually supportive land use and transportation systems.	✓	
4.2: Provide a transportation system that is coordinated and consistent with agency plans of Lake and Sumter Counties, its communities and neighbors.	4.2.1: Coordinate transportation planning efforts with the MPO Alliances, MetroPlan, Ocala/Marion MPO, Volusia County MPO, NCFRPC, ECFRPC, neighboring counties, and other planning entities to ensure regional mobility.	✓	
4.3: Implement transportation improvement projects in a manner coordinated with orderly development within the County.	4.3.1: Support the transportation system plans of the cities and towns within and adjacent to the MPO boundary.  4.3.2: Identify, preserve and acquire right-of-way necessary for future growth.	✓	
4.4: Ensure consistency with the County's right of way (ROW) Thoroughfare Identification Map to plan for sufficient space for transportation enhancements.	4.4.1: Perform annual reviews of the LRTP and ROW Thoroughfare Identification maps for Lake and Sumter Counties.	✓	

GOAL 5: An aesthetically pleasing transportation system which minimizes impact on the social resources, communities, and the natural and built environment.

Goals and Objectives	Performance Measures	Qualitative	Quantitative
5.1: Minimize the impact of transportation facilities and services on the environment	5.1.1: Design all new projects so that their impact on the natural and built environment is minimized.  5.1.2: Include aesthetic enhancement projects on arterial and collector streets.	✓	
5.2: Incorporate Federal Environmental Justice principles in all planning activities to ensure maximum representation for traditionally under-represented and minority populations.	5.2.1: Involve all Lake and Sumter County constituents in transportation planning decision making, with a special emphasis on including low-income, elderly, and minority populations.	✓	
5.3: Minimize adverse impacts on minority, elderly, and low-income populations.	5.3.1: Consider percent of minority, elderly, or low-income population or communities within ¼ to ½ mile of roadway expansion projects.  5.3.2: Compare the impacts or frequency of impacts to the minority, elderly or low-income areas versus the general population areas.		✓

Goals and Objectives	Performance Measures	Qualitative	Quantitative
<p>5.4: Ensure that the Plan supports community social values through developing transportation systems that are user friendly, accessible, interconnected, and aesthetically appropriate.</p>	<p>5.4.1: Actively solicit input from community groups, businesses, underserved populations, etc. through the MPO's Citizens Advisory Committee (CAC).</p> <p>5.4.2: Encourage and monitor the diversity of the CAC membership.</p> <p>5.4.3: Monitor miles of designated scenic byways</p> <p>5.4.4: Track percent of roadway funds expended on beautification elements.</p>	<p>✓</p>	
<p>5.5: Minimize the disruption to established communities, infill areas, environmentally sensitive areas, public lands, recreational areas, and cultural/historic resources.</p>	<p>5.5.1: Monitor the lane miles of new roadways or capacity expansions in areas designated as sensitive.</p> <p>5.5.2: Monitor acres of wetlands disturbed.</p> <p>5.5.3: Monitor miles of new roadway in conservation areas</p> <p>5.5.4: Monitor number of bear or other species crossings provided.</p>		<p>✓</p>
<p>5.6: Address the requirements of EPA conformity regulations.</p>	<p>5.6.1: Consistently monitor that the Plan's goals, objectives and outcomes meet the EPA standards.</p>	<p>✓</p>	

### Consistency with TEA-21 Planning Factors

It is important to ensure that the specific goals and objectives established by Lake~Sumter MPO fully address, and are consistent with, the Planning Factors identified by TEA-21. The following tables provide a summary of the Lake~Sumter MPO Goals cross referenced with the key factors and goals of the TEA-21 legislation. It was determined, based on this review, that the Lake~Sumter MPO goals and objectives adequately address the key Planning Factors from the federal legislation.

**Table 3-4: TEA-21 Planning Factors and the Florida Transportation Plan Goals**

LRTP Goal Number	TEA-21 Planning Factors							Florida Transportation Plan Goals			
	Economic	Safety	Accessibility	Environment	Intermodalism	Efficiency	Preservation	Safety	Protection of Investment	Interconnectedness	Mobility, Environment, Community Values
1		✓	✓		✓	✓		✓		✓	✓
2	✓	✓	✓			✓		✓			
3	✓				✓	✓	✓		✓		
4	✓		✓	✓	✓	✓	✓			✓	
5			✓	✓	✓		✓				✓

## **Relevant Policies**

In addition to establishing goals, objectives, and measures of effectiveness, local governments have established a variety of policies which also will guide the formation of the Long Range Transportation Plan. These policies either reflect adopted standards, are the results of previous planning studies, represent a consensus of community opinion, or set a policy direction which should be followed during preparation of the Long Range Transportation Plan. Of the policies adopted in various local government comprehensive plans or proposed by the comprehensive plan update transportation subcommittee, the policies outlined below have been identified as particularly relevant to the development of the Long Range Transportation Plan:

### **Eustis**

- The City of Eustis will coordinate with the FDOT, Lake County, and the municipalities of Lady Lake, Fruitland Park, Tavares, and Mount Dora to alleviate, through planning improvements, any existing or projected deficiencies along US 441 and US 27/441.

### **Groveland**

- 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.
- A new road linking CR 478 with US 27 shall be constructed by the developers in association with the new mixed-use developments north of CR 478.
- The City shall work with the Lake~Sumter Metropolitan Planning Organization to investigate the feasibility of realigning SR 50 through the City center.

### **Howey-in-the-Hills**

- SR 19 (Palm Ave) should not increase the number of lanes to preserve its scenic roadway designation.
- The Town should, in cooperation with Lake County, try to establish a north-south route from Silver Springs Citrus Cooperative to SR 19 at the south end of town to reduce traffic noise within the town due to truck traffic and increase safety and efficiency of the Town's circulation system.



## **Leesburg**

- Bike paths shall be established on one side of every arterial and collector street with sidewalks established on the opposite side of all arterial streets.
- Ensure that all roads serviced by public transit routes function at a level of service sufficient to support bus service.

## **Mascotte**

- SR 50 (Myers Blvd) is classified as a truck route.

## **Tavares**

- Lake Eustis Drive within the city limits is designated as a scenic route with the maximum lanes allowable as two.

## **Lake County**

- Except in some municipalities where higher level of service standards have been set, Lake County also has adopted level of service standards for the State highway system in accordance with Florida Department of Transportation's Rule Chapter 14-94, "Statewide Minimum Level of Service Standards for State Highway System", a current version of which is provided in Appendix 3A.
- Roadway level of service standards have been established in local government comprehensive plans for all major roads in the County. Generally, level of service standards of "C" or "D" have been established, but exceptions exist. The level of service standards for all major roads in Lake~Sumter MPO, compiled from the local government comprehensive plans, is provided in Appendix 3B.
- All proposed development will be reviewed for compliance and consistency with the adopted level of service standards on all roads on which the developments have an impact, including developments in adjacent counties and within municipalities.
- Lake County will use transportation impact fees for improvements to arterial and collector roads as well as public transportation service capital costs and non-motorized transportation infrastructure improvements.
- Lake County shall continue to identify dangerous railroad crossings and provide signalization at all hazardous railroad crossings, in coordination with the Florida Department of Transportation.

- The Lake~Sumter MPO, in coordination with the Florida Department of Transportation, Lake, and Sumter Counties, and municipalities within Lake County shall make improvements to roadways in the following relative priorities:
  - Project's ability to enhance capacity within the Counties' roadway network;
  - Project's ability to enhance safety within the Counties' roadway network;
  - Project's ability to reduce the cost of regular and routine maintenance to the Counties' roadway network; and
  - Project's ability to improve access and to provide public services to developed areas.
  
- Lake and Sumter Counties shall also provide for future transportation roadway improvements to meet projected demands of growth and to preserve the adopted level of service standards.
  
- The roadways listed below have been designated as scenic corridors. As such, the maximum through lane standards shall be two lanes.
  - CR 452, from the City of Tavares to the City of Mount Dora
  - East Crooked Lake Drive, from US 441 to County Club Drive
  - Heim Road, Virginia Avenue to CR 19A (Mt. Dora)
  - Lake Shore Drive, from Hook Street to the Palatka Bridge (Clermont)
  - Lake Shore Drive, from Washington Street to CR 561A (Minneola)
  - Lake Shore Drive from Mount Dora City Limit to Virginia Avenue
  - Lake Shore Drive/Lake Eustis Drive, from the City of Tavares to the City of Eustis
  - Lake Eustis Drive within Tavares City Limits
  - Old US 441, from Mount Dora City Limit to Virginia Avenue
  - Virginia Avenue, 5<sup>th</sup> Avenue to Lake Shore Drive (Mt. Dora).
  - CR 455 from SR 19 to SR 50
  
- Lake County shall coordinate with and support Lake County Rails to Trails, Inc. and any other local organizations to further the program of acquiring abandoned railroad rights-of-way within the County for use as multi-modal paths. Paths will include provisions for equestrian use whenever possible.
  
- Lake County will support, as resources permit, the following proposed Rails to Trails projects:
  - Franks Farm
  - Howey-in-the-Hills to Okahumpka
  - Leesburg to Eustis
  - Leesburg to Lady Lake Trail
  - Leesburg to Okahumpka
  - Monteverde Junction



- Ocala National Forest Ravenswood to SR 19
  - Sorrento to Lake/Seminole County Line
  - Tavares and Gulf
  - Tavares/Leesburg
  - Seminole Woods/Springs
- Lake and Sumter County has adopted the following minimum right-of-way standards for collector and local roads (measured according to corridor width).

	Major Collector	Minor collector
Urban	80'	70'
Rural	100'	80'

- Paved shoulders for pedestrian/bike paths are to be placed along roadways identified in the proposed Bikeway Plan.
- Lake County has adopted maximum through-lane standards for the listed roadway classifications noted below:

Road Classification	Maximum Number of Through Lanes
Principal Arterial	6
Minor Arterial	6
Major Collectors	4
Minor Collectors	4
Local Roadways	2
Scenic Roadways	2

- Fully controlled limited access principal arterials shall have a maximum through-lane standard of eight (8) lanes including two (2) high-occupancy vehicle or special use lanes. Maximum through-lane standards shall only apply to motorized traffic lanes.
- Lake and Sumter County has adopted the following right-of-way standards as minimum right-of-way standards for arterials (measured according to corridor width);

**Right-of-Way Width (Feet)**

Type of Facility	4-Lane	6-Lane	8-Lane
Urban Arterial	94	128	
Suburban Arterial	174	200	
Rural Arterial	200	200	
Freeway	216	240	264

- SR25/US 27 from the Leesburg City Limits to Griffin Road at US 441 has been designated as a constrained facility.

**Sumter County**

- Sumter County has adopted a right-of-way standard for local roadways and collectors of 60 feet for a two lane facility.

The above policies have been considered in the development of this Plan.

# Lake - Sumter MPO

## 2025 Long Range Transportation Plan

FLAGLER

VOLUSIA

MARION

SEMINOLE

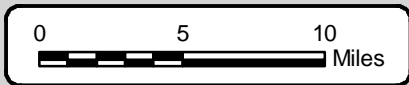
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**LEGEND**

- Activity Centers
- Roads



**Map 3-1**

2000 (Validation Year) Network  
Activity Centers & Intermodal Facilities



# Lake - Sumter MPO

## 2025 Long Range Transportation Plan

2000 (Validation Year) Network  
Strategic Intermodal System Facilities

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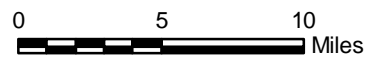
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### LEGEND

-  SIS Highway
-  Emerging SIS Highway
-  Emerging SIS Railway
-  Other Roads



Map 3-2

2000 (Validation Year) Network  
Strategic Intermodal System Facilities

