

## TRANSPORTATION ELEMENT



CITY OF GROVELAND  
LAKE COUNTY, FLORIDA  
ADOPTED ON OCTOBER 18, 2010

system, provide guidance for level-of-service and design standards, aid in establishing improvement priorities, identify maintenance responsibility, and assist in determining funding and financing policies. An overview of the roads in the City based on FDOT's Roadway Functional Classifications is featured below. All of the roads in Groveland are within the jurisdiction of FDOT District 5.

**a. Strategic Intermodal System (SIS)Florida Intrastate Highway System**

US Highway 27 is ~~the only road~~ classified as a Strategic Intermodal System (SIS)Florida Intrastate Highway System (FIHS) in Groveland. US 27 extends from the southern Polk/Lake county line north through the cities of Clermont, Minneola and Groveland, then merging with US 441 in Leesburg. From there it continues north to Sumter and Marion counties. In Groveland, US 27 is located in the northern portion of the City and serves as a connector to the Florida Turnpike. The majority of the traffic on US 27 is through traffic. This principal arterial is a four lane rural highway and there is a traffic signal at the Florida Turnpike intersection (see the City's *Existing Transportation Map*).

**b. Arterial Roads**

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

State Road 19 is the north-south arterial that extends from the northern City limits to State Road 50. SR 19 is primarily classified as a minor rural arterial; however, it is classified as a minor urban arterial from Lake Catherine Road to SR 50. This arterial is a two lane rural highway. A large percentage of traffic on this road represents commuting through traffic. There are no traffic signals located on the portions of SR 19 in Groveland.

State Road 50 is the east-west arterial that extends from the eastern City limits to the western City limits. This principal urban arterial is a four lane urban highway. A large percentage of traffic on this road represents commuting through traffic, especially commercial trucks. There are traffic signals at the following intersections: County Road 565A; State Road 33; E. Broad Street (SR 50) and S. Main Avenue; State Road 19; S. Lake Avenue and W. Orange Street (SR 50); and S. Main Ave and E. Orange Avenue (see the City's *Existing Transportation Map*). Through the City's historic downtown, SR 50 separates into two, one-way pairs (Broad Street and Orange Avenue).

State Road 33 is a two lane minor urban arterial that extends from the eastern portion of downtown Groveland to the Lake/Polk County boundary. A large percentage of traffic found on this road represents commuting through traffic,

The City is working with FDOT and Lake County to reduce the number of motor vehicle crashes in Groveland. The City's Police Department believes that the realigning of State Road 50 may significantly reduce the number of crashes within the downtown core.

### **11. New Facilities or Expansion**

The Lake-Sumter MPO has identified the regional need to extend the South Lake Trail from Clermont through Groveland ending at the Lake-Sumter County line. The South Lake Trail currently is a 7 mile paved multi-use trail that starts at Lake-Sumter Community College in Clermont and ends at Lake Minneola in Clermont. The South Lake Trail also links to the West Orange Trail, which is a 22 mile paved multi-use trail.

In October 2009, the Lake-Sumter MPO, in coordination with FDOT District 5, completed a regional List of Priority Projects (LOPP). The LOPP represents those projects that have been not yet been programmed, but are considered high priorities by the Lake-Sumter MPO. Projects from the LOPP are included in the FDOT Work Program to the maximum extent feasible. Based on LOPP, the following projects (including the extension of the South Lake Trail) are within Groveland:

- The realignment of State Road 50;
- The widening of State Road 50 from State Road 33 to Bloxham Avenue (widen to 6 lanes);
- The widening of State Road 19 from US Highway 27 to State Road 50 (widen to 4 lanes);
- Extending public transit from Clermont to Groveland (Groveland Circulator);
- County Road 478 Capacity and Safety Study from State Road 19 to Jalarmy Road; and
- Groveland Municipal Airport.

As part of the Villa City PUD, the segment of CR 565/Villa City Road from US 27 to one mile south of US 27 is proposed to be widened to 4 lanes. This is currently estimated to occur during Phase II of the development.

### **E. ANALYSIS OF PROJECTED NEEDS [9J-05.019(2)(B), F.A.C.]**

As part of the development of the Lake-Sumter MPO's *2025 Needs Plan*, a travel demand model was used to forecast roadway volumes in the year 2025. Traffic volumes from the travel demand model were imported into a database that was used to perform a Generalized Level of Service Analysis and to summarize performance of the MPO's major road network by calculating the percent of vehicle miles of travel in congested conditions. The model provides an overall indicator of roadway transportation in the Lake-Sumter MPO planning area. The report done in 2005 by Tindale-Oliver & Associates, Inc. for the MPO found that in 2025, 29 percent of the vehicle miles of travel are forecasted to be in deficient conditions, and 11 percent of the vehicle miles of travel are forecasted to be in severely congested conditions.

A generalized Level of Service Analysis was performed for all the roads on the MPO's Major Road Network. Several of the major roads throughout the County were forecasted to be deficient, which means that their actual traffic volume is forecasted to be greater than their

derive the 2015, 2020 and 2025 AADT volumes. This methodology was developed in consultation with FDOT and approved by FDOT. Based on the updated model, the 2025 horizon year with the Existing plus Committed Network showed no roadway segments operating above the adopted levels of service (see Table 3).

The widening of State Road 19 from US Highway 27 to State Road 50 will address any future deficiency and allow for improvements to the north-south traffic flow through Groveland.

The widening of State Road 50 from State Road 33 to Bloxham Avenue will significantly increase the east-west connection of the City to the neighboring communities. The realigning of State Road 50 will reduce the amount of truck traffic through the downtown core and provide a more pedestrian and bicycle friendly downtown.

These changes will significantly modify and improve the future Level-of-Service (LOS) capacity for SR 19 and SR 50 and help to achieve an acceptable LOS for future transportation concurrency.

The City will continue to work with FDOT and the Lake-Sumter MPO to extend the South Lake Trail from Clermont to Groveland and beyond. Since the proposed trail will run directly through the downtown core, the City anticipates that a trailhead will be established in the downtown area.

A fixed public transportation route in Groveland will accommodate commuters, low income and elderly populations, and the transportation disadvantaged. This fixed route transit service will provide the City's residents and guests with a transit link to the major urban areas in Lake and Orange County. This route will also reduce the commuter traffic to other counties, especially Orange County. The City shall continue to coordinate with the Lake-Sumter MPO to address public transit issues.

Consistent with the 2025 planning horizon, the Villa City PUD Phases I and II of development have been included in this analysis. Future updates of this comprehensive plan shall include Phases III and IV of this development in the analyses.

As a requirement of Rule 9J-5.019(3)(f), F.A.C., the City has projected the Level of Service (LOS) and traffic volumes for Groveland during the long-range planning period (2025). See Table 3.

ROAD NAME	FROM	TO	# of Lanes	FDOT LOS Standard	LOS CAPACITY	2009			GROWTH RATE	2015		
						AADT	V/C RATIO	LOS		AADT	V/C RATIO	LOS
SR 50	CR 565A NORTH	CR 561	4	D	36,700	22,898	0.62	B	2.07%	25,737	0.70	B
US 27/SR 25	FLORIDA TURNPIKE	SR 19	4	C	32,100	19,596	0.61	B	2.07%	22,025	0.69	B
US 27/SR 25	SR 19	CR 561	4	C	32,100	15,633	0.49	B	2.07%	17,571	0.55	B

ROAD NAME	FROM	TO	# of Lanes	FDOT LOS Standard	LOS CAPACITY	GROWTH RATE	2020			2025		
							AADT	V/C RATIO	LOS	AADT	V/C RATIO	LOS
C.R. 478	SR 19	JAMARLY RD	2	D	13,680	4.03%	1,027	0.08	B	1,171	0.09	B
<u>CR 565</u>	<u>US 27</u>	<u>.1 Mile South of US 27</u>	<u>4</u>	<u>D</u>	<u>28,800</u>	<u>4.03%</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2,731</u>	<u>0.09</u>	<u>B</u>
C.R. 565	<u>.1 Mile South of US 27</u> <u>US 27</u>	KJELLSTROM LANE	2	D	9,880	4.03%	1,137	0.12	B	1,296	0.13	B
C.R. 565 (VILLA CITY RD)	KJELLSTROM LANE	SR 50	2	D	10,725	4.03%	2,695	0.25	B	3,071	0.29	B
C.R. 565A	SR 50	CR 561A	2	D	10,725	4.03%	6,940	0.65	C	7,909	0.74	C
C.R. 565A	SR 50	CR 565B	2	D	10,725	4.03%	2,483	0.23	B	2,830	0.26	B
EMPIRE CHURCH RD	CR 565	ANDERSON RD	2	C	8,820	4.03%	1,731	0.20	C	1,973	0.22	C
WILSON LAKE PKWY	US 27	LIBBY RD	2	D	9,880	4.03%	694	0.07	B	791	0.08	B
SR 19	CR 455	US 27 / SR 25	2	C	15,100	2.07%	8,469	0.56	C	9,182	0.61	C
SR 19	US 27 / SR 25	CR 478	2	C	15,100	2.07%	9,003	0.60	C	9,761	0.65	C
SR 19	CR 478	LAKE CATHERINE RD	2	C	15,100	2.07%	9,003	0.60	C	9,761	0.65	C
SR 19	LAKE CATHERINE RD	SR 50/ SR 33	2	C	15,100	2.07%	11,568	0.77	C	12,542	0.83	C
SR 33	SR 50/ SR 33	ANDERSON RD	2	D	16,500	2.70%	8,329	0.50	B	9,197	0.56	B
SR 33	ANDERSON RD	CR 565B	2	C	14,200	2.70%	8,425	0.59	C	9,303	0.66	C
SR 50	GROVELAND FARMS RD	SR 50 ONE WAY PAIRS	4	D	36,700	2.70%	28,472	0.78	B	31,438	0.86	C

**F. GOALS, OBJECTIVES AND IMPLEMENTING POLICIES**

**GOAL 1:** To develop a balanced and energy efficient transportation system that supports building a livable community and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, demand management programs, and traffic management techniques.

**OBJECTIVE 1.1: *Provision of Roadway Systems in the City.*** To provide a safe, convenient, energy efficient, and attractive roadway system that serves travel demands within and through the City. [9J-5.019(4)(b)1., F.A.C.]

**Policy 1.1.1:** *LOS Standards.* The City hereby adopts the following peak hour level of service standards [9J-5.019(4)(c)1., F.A.C.]:

<u>Classification</u>	<u>Peak Hour Minimum*</u>
<del>FHSSIS:</del> SR 25/US 27	C
Principal Arterials: SR 50	E
Minor Arterials: SR 33, SR 19	D
Collectors: CR 565, CR 565A, CR 478, Crittenden Street, Sampey Road, Bible Camp Road, Wilson Lake Parkway	D
Local Roads: All roadways not classified as collectors or arterials.	D

(\*) Level of service shall be predicated on the lowest quality design hour, which shall represent the thirtieth highest hour of traffic, as determined by FDOT.

**Policy 1.1.2:** *Achieving a Multi-modal System.* All major roadways shall be designed as complete transportation corridors, incorporating bicycle, pedestrian and transit features to achieve a true multi-modal system.