



October 24, 2016

Mark Johnson, City Manager
City of Minneola
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City of Minneola

RE: Overlook at Grassy Lake – Traffic Impact Study Submittal

The MPO has reviewed the traffic study prepared by TMC dated September 2016 for the proposed Overlook at Grassy Lake development. The project includes 169 single-family residential dwelling units located in the southwest corner of Grassy Lake Road and Citrus Grove Road. We offer the following comments:

MPO Staff Comments and Observations;
Multimodal accommodations required:

1. Grassy Lake Road, Citrus Grove Rd. - Design and construct a safe, secure and convenient system for pedestrians and bicyclists which provide direct non-motorized access, linkages and through-cuts between common origins and destinations i.e., residential areas, retail areas, schools, libraries, employment, parks and recreation facilities, significant environmental areas, local historic and cultural landmarks, transit and other public facilities.
2. Construct continuous pedestrian facilities along all major streets and highways; these should be direct and interconnect with all other modes of transportation within the project and onto adjacent properties
3. Provide ramps and curb cuts throughout the pedestrian system for physically challenged persons.
4. Provide safe, secure and convenient facilities for pedestrians to the future commercial developments adjacent to the project.
5. This area of Lake County has some remarkable topography. Locate sidewalks to take advantage of these views and other amenities. Relate sidewalk design to the function and the anticipated amount of pedestrian traffic. Consider 8-10 foot wide sidewalks for all congested areas.
6. Provide non-motorized access into neighborhoods and into commercial areas every 275-325 yards off of adjacent roadways.
7. Provide continuous bicycle-friendly facilities within the project, and connections to adjacent properties and transportation facilities. This area of Lake County attracts a high number of cyclists on all the existing roadways, sidewalks are not desirable for most bicycle traffic due to the presence of pedestrians and other obstacles.
8. Provide bicycle parking in all commercial and recreational areas.

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9. Create safe and secure conditions throughout the alternative travel network where young and old, women and children, can travel without fear of harassment, intimidation or violence.

Consultant comments and observations on the analysis;

1. The traffic study is generally performed in accordance with the Lake County Traffic Impact Study Guidelines.
2. The project is located directly on Citrus Grove Road, which is planned for widening to four lanes. The site plan shows future R/W donation and future connection to Citrus Grove Road. Site access is initially proposed on Grassy Lake Road.
3. The project is anticipated to generation 169 PM peak hour trips; 106 entering and 63 exiting.
4. The traffic analysis shows a distribution of 48% to the east on Citrus Grove Road. It is not apparent where the project traffic is going outside of the immediate area adjacent to Grassy Lake Road. Please clarify.
5. The traffic analysis does not include intersection evaluation. The following intersections are recommended to be evaluated for AM peak hour and PM peak hour conditions:
 - a. Project Driveway on Grassy Lake Road
 - b. Grassy Lake Road at Citrus Grove Road
 - c. Grassy Lake Road at Fosgate Road
6. The existing roadway capacity analysis shown in Table 1 appear to be calculated using existing 2016 traffic volumes from the Lake County Annual Traffic Counts plus reserved trips from the Lake County TCMS Segment Table, 2014/2015 for the non-state roadways. It is unclear how the traffic volumes shown in Table 1 were calculated for the state facilities. The traffic volumes shown do not appear to be consistent with the information provided on the Florida Traffic online for US 27/SR 25 and SR 50. Please clarify.
7. The roadway segment analysis shows US 27, from CR 561 to CR 561A and US 27, from CR 561A/Main Avenue to CR 50 as 4L facilities. These roadway segments are 6L facilities.
8. The analysis shows that the segments of SR 50, from US 27 to CR 455 is anticipated to operate with volumes exceeding the adopted service capacity. Additional detail on the calculation of background traffic should be provided to confirm the project does not have a significant impact on these roadway segments.

Respectfully,

Francis Franco

Francis Franco, GISP
GIS Manager