



October 20, 2016

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RE: Black East – Traffic Impact Study Submittal

The MPO has reviewed the traffic impact study for the proposed Black East project. It is a 234 dwelling unit single-family residential development located on the west side of Blackstill Lake Road, south of Fosgate Road. The traffic analysis was generally performed in accordance with the methodology provided in the Appendix, which was referenced as being approved. We offer the following comments/observations:.

MPO Staff Comments and Observations;

Multimodal accommodations Recommendations:

1. Provide pedestrian scale street lighting along Blackstill Lake Rd.
2. Provide sidewalk connections on both sides of internal roadway at primary and secondary entrance driveways to proposed sidewalk along Blackstill Lake Rd.
3. Provide a midblock crossing of Blackstill Lake Rd. to connect to the proposed open space for trailhead on the east side of Blackstill Lake Rd or at primary entrance driveway location as depicted on site plans,
4. Consider providing enhanced safety improvements of trail crossing at Blackstill Lake Rd. @ Old Hwy 50
5. Plan for additional pedestrian and bicycle access point onto Fosgate Rd. to be installed at a later date.
6. Plan for and provide easement or ROW for installation of sidewalk along southern side of Fosgate Rd. from Blackstill Lake Rd. to western property line at a later date.

Consultant comments and observations on the analysis;

1. The methodology stated that the study would include evaluation of Hancock Road at the future Turnpike Interchange. This intersection was not included in the analysis. However, for the purpose of the LSMPO review, it is not critical that this intersection be included in the study.
2. The traffic analysis states that the intersection of Old Highway 50 (East) & Hancock Road operates with excessive delay and V/C ratios exceeding 1.0 for the eastbound approach. This is true based on the Synchro output, but is likely due to the inability of HCM 2010 methodologies to appropriately model shared-lane

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approaches. There is 1 vehicle shown to utilize the eastbound movement in the No-Build and Build PM peak hour analysis.

3. The traffic analysis shows the need for signalization at the intersection of Old Highway 50 & CR 455 (East) under future no-build traffic conditions.

This intersection is planned for signalization (FM 4361501). The intersection is shown to operate with acceptable LOS will signalization under buildout traffic conditions.

4. The traffic analysis shows stop-controlled delay that results in LOS "F" for the southbound left-turn movement on Blackstill Lake Road at Old Highway 50. The traffic study recommends signalization of the intersection when warranted. The conclusions state that there should be no mitigation required by the project; however, the southbound left-turn movement is shown to operate with acceptable LOS "E" for future no-build conditions and the additional delay resulting in LOS "F" is due to the addition of project traffic.

5. The service volume utilized for CR 50, from Blackstill Lake Road to CR 455 and from North Hancock Road to Blackstill Lake Road is 1,200 vph. The latest Lake County TCMS database shows a service volume of 792 vph. The traffic volumes shown on these roadway segments at project buildout (Table 9) are below the 792 vph service volume; therefore, there is sufficient capacity on the roadways to accommodate the project traffic.

6. A 2% background growth rate was utilized for future traffic development on Hancock Road. The increase in traffic from the new Turnpike Interchange connection will result in a larger increase in traffic on this roadway.

7. The study recommends an exclusive northbound left-turn lane with 160-feet of storage, including a 50-foot taper on Blackstill Lake Road at the main project entrance.

8. The project will provide sidewalks along the west side of Blackstill Lake Road. Additionally, a potential trailhead is being planned on the east side of Blackstill Lake Road for the South Lake Trail.

Respectfully,

Francis Franco

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