

**TOWN OF HOWEY-IN-THE-HILLS, FLORIDA  
PEDESTRIAN AND BICYCLE FACILITIES PLAN  
TECHNICAL REPORT #4  
SIDEWALK AND BICYCLE TRAIL MASTER PLAN**

TOWN COUNCIL

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## **INTRODUCTION**

The Pedestrian and Bicycle Master Plan for the Town of Howey-in-the-Hills has been developed from a citizen-based process which examined the existing systems and plans; developed alternatives; and assembled a final plan from the alternatives. The Town expects the implementation of the proposed sidewalk and bicycle facilities to serve as an economic stimulus for the Central Avenue business district as well as to provide a safe and efficient transportation component to the Town's Transportation Element. As noted in the inventory report, the general region of Lake County extending from Howey-in-the-Hills to the south and southeast is a hotbed of cycling activity with the Town already being part of some regional cycling trips. Improved facilities and extended linkages should improve cycling activity in the immediate area and for the region.

The plan consists of a set of policy recommendations for the Transportation Element of the comprehensive plan, mapped routes for sidewalks and bicycle trails, and recommendations for modifications to the land development regulations and Town development policies. The policy recommendations and other action recommendations presented below are based on three technical reports that were prepared for this plan and serve as the data and analysis for the comprehensive plan amendments. Sections of these technical reports are summarized below, but the individual documents should be consulted for the full data presentation.

## **INVENTORY AND ANALYSIS OF SIDEWALKS AND TRAILS**

### **Sidewalks**

Existing sidewalks within the Town were inventoried by field survey in early January 2019 and compared with the 2010 inventory of sidewalks included in the Recreation and Open Space Element of the comprehensive plan. While there are some minor differences between the two inventories, little has changed in the sidewalk inventory since 2010 except for the addition of sidewalks in the Venezia South neighborhood. Venezia South is the Town's newest neighborhood and was developed using standards that were not applied to the older core areas of the Town. As part of the field survey, the condition of existing sidewalks was evaluated, and some issues with the sidewalk network were identified. These findings are presented below. (Refer to Technical Report #1 for more detail on the sidewalk and bicycle facility inventory.)

As a result of the most recent inventory and number of issues were identified relating to the sidewalks present in the Town. These observations are noted below:

- The initial observation is that with the sole exception of the Town Hall block and the emerging Venezia neighborhood, no place in the Town is served by a fully interconnected sidewalk network. The limited areas of sidewalk on the residential side streets in the Town's older neighborhoods do link to the sidewalks on SR 19 but this network does not connect to the sidewalk on Lakeshore Drive, which is the other major spine facility. Fortunately, traffic on the Town's residential streets is very light and pedestrians walking in the street do so with a very low risk level.
- While the Venezia neighborhood will shortly have a fully integrated sidewalk network, this neighborhood remains isolated from the rest of the Town in terms of pedestrian connections. Residents in Venezia have noted this concern, and the Town Council has been exploring sidewalk options to connect the neighborhood to areas outside its limits.
- While the existing sidewalk network is in generally good condition, there are several locations where portions of the sidewalk have become overgrown with grass narrowing the walking area or are impacted with overhanging vegetation that creates a vertical impingement. These conditions are essentially maintenance issues, but the Town's small public facilities staff and high level of demand for more urgent tasks gives sidewalk maintenance a relatively low priority.



- The sidewalk network suffers from poor transitions at intersections. In several locations along SR 19, sidewalks stop at the apparent property line leaving a grass area between the sidewalk and paved street area. This condition creates a limitation for pedestrians and may be a violation of handicapped accessibility requirements. This condition should be noted to FDOT for their consideration for corrective action.

- A similar sidewalk transition issue is evident in the Venezia neighborhood where sidewalks have been constructed following the curve of the street at intersections and not connected directly to the paved street area. This condition likely results from the old approval of the neighborhood subdivision design. This condition is being corrected on more recent subdivision review, but eventually some corrective action will be required in Venezia.



- The sidewalk policies on infill residential development need to be clarified. Sidewalk will be required to serve new homes on South Florida and South Dixie as these homes will essentially cover a full block front. When new homes are built on individual infill lots in established neighborhoods where sidewalks are not present, the Town is not currently requiring sidewalk for the individual lot.
- There are some logical extensions of the sidewalk network along SR 19 which should be addressed with FDOT as a short-term project proposal. These include the extension from West Oleander to South Florida on the west side of SR 19 and an extension from Lakeview Avenue to Venezia Boulevard on the east side of SR 19.

## **Bicycle Facilities**

None of the existing sidewalk facilities in the Town will qualify as shared use facilities under the design standards established by the Lake County trails plan. The Lake County plan sets the minimum standard for community walkways/local trails as having an 8 – 10-foot minimum width. Larger trail classifications have minimum widths of 12 – 15 feet. If the Town wishes to install new bicycle trails or convert some of the existing sidewalk facilities to shared use trails, then widening will be necessary.

Table 3 of the Recreation and Open Space Element lists four bicycle facilities. These facilities are the wide shoulders on CR 48 and SR 19. While the plan identifies the shoulders on SR 19 as a bicycle facility, these lanes are essentially multi-purpose areas that are also used for parking. Except for the couple of blocks north and south

of Central Avenue, little actual parking takes place in the shoulder areas. When cyclists use these areas, they typically encounter few obstacles, and the lanes on SR 19 are generous enough to provide a safe cycling route when parked vehicles are not present. While the comprehensive plan designates the shoulder areas as bicycle facilities there are no signs or roadway markings to identify these as cycling routes.

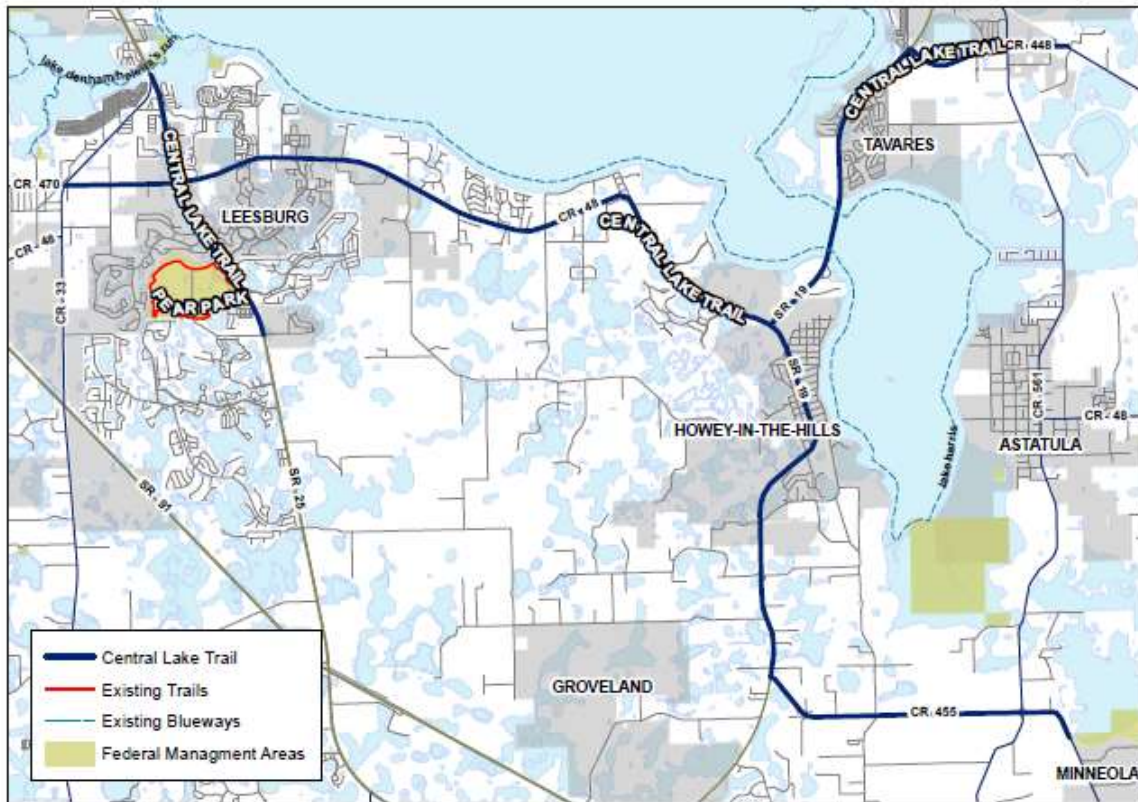
## **PLANS FROM THE MPO AND LAKE COUNTY**

In addition to the Town's planning efforts, the Lake Sumter Metropolitan Planning Agency and Lake County are the other agencies with substantial input into pedestrian and bicycle planning within Howey. The Lake County Trails Master Plan provides a countywide selection of trails that provide cycling activities, destinations and connections throughout the County. As of 2018 the trails master plan update identified 50 miles of paved trails and another 21 miles of trails programmed for construction. While impressive, this total does not include any proposed trail construction that would directly affect Howey-in-the-Hills.

The plan does include the Central Lake Trail which will serve Howey, but this trail has not proceeded beyond the conceptual design level at this point. The Central Lake Trail would connect Leesburg and Tavares through Howey-in-the-Hills southward along the SR 19 corridor to connect with the major trails (Sugarloaf Mountain Trail and Lake Apopka Loop Trail) southeast of Howey. The County plan provides a network of higher order trails that local communities can use as spines for connection of local trails to the larger network. In the case of the Central Lake Trail, work needs to be done to move the facility from its current status as a conceptual trail alignment towards a construction phase.

The next logical step is conducting a feasibility study for at least a key phase of the trail. The feasibility study will look at issues related to the trail location including examination of key elements such as needed right-of-way, estimated cost, location of trailheads, and other similar considerations. The feasibility study can be conducted by the MPO through their funding programs provided the Town submits a request for a project to the MPO. Given the size of the Central Lake Trail, it is likely that a request for a phased study makes the most sense from a funding standpoint. An initial phase extending from Lake Idamere Park or Hickory Point to County Road 455 would serve the Town and provide a reasonable length project with logical termini.

## County Trails near Howey-in-the-Hills



## MASTER PLAN RECOMMENDATION

The recommended plan for sidewalks is based on selection of a plan alternative that builds upon the current sidewalk network through the identification of strategic additions of sidewalks that will fill gaps in the current system and connect existing and prospective neighborhood developments to the sidewalk network. These recommendations have been mapped for inclusion in the comprehensive plan. For bicycle facilities, the Town has elected to fully support development of the Central Lake Trail recommended by the Lake County trails plan. The Town has evaluated the likely routes through Howey-in-the-Hills and identified a recommended route and logical alternatives for further analysis. The preferred trail alignment and alternative routes have also been mapped for inclusion in the plan. The following discussion provides some detail on the recommended plans, but Technical Memorandum #3 should be consulted for additional detail on the alternatives and analysis which led to the preferred routes and facilities.



## Sidewalk Network Parameters

The parameters for identifying and assessing sidewalk plan alternatives include the shortcomings of the current network; factors that a good quality sidewalk network should address; and key destinations that a sidewalk network should serve. The current sidewalk network consists of two north-south spines with some sidewalks extending from these spines. One north-south spine is along SR 19 and the other is along Lakeshore Boulevard. These spines serve a number of high-profile destinations and provide access to most residential areas, but the two primary spines are not connected. The existing network also includes an extensive sidewalk network within the Venezia subdivision, but this subdivision is not linked to either network. The inventory identified four issues within the existing network that should be addressed in any sidewalk plan. These include:

1. Connection of the sidewalk network to key destinations, and interconnection of the sidewalk network itself so the two main spines are linked.
2. Retrofit of the existing network to fill in system gaps at intersections and other locations where small improvements are needed.
3. Integration of emerging subdivisions into the overall sidewalk network in the Town.
4. Maintenance issues including overgrown vegetation and repair of damaged sidewalks.

In addition to addressing these issues, the ideal plan should also consider some general factors for sidewalks as they serve the community. These factors include:

Improve Safety: Traffic accident data shows that the Town has a safe walking environment currently even with a lack of sidewalks in many residential neighborhoods and a somewhat disjointed existing sidewalk network. This condition results from generally low traffic volumes on streets aside from SR 19 and generally low operating speeds for traffic in the Town generally. However, as the sidewalk network expands, safety still needs to be a high priority.

Encourage Walking: The emerging sidewalk network should encourage walking as an alternative to driving for short local trips. This can be done by



ensuring the sidewalk network serves key destinations, and at a minimum, can be easily accessed from residential areas.

Maximize Connectivity: The preferred alternative should look to provide a network that resolves gaps in the existing network and provides for connections to the emerging subdivisions including Whispering Hills, Mission Rise, Venezia South, Venezia North, the Reserve and Lake Hills.

Cost Effectiveness: The sidewalk plan needs to be sensitive to the cost to provide the desired network and the Town's limited resources available to build new sidewalks.

Neighborhood Disruption: The plan alternatives should consider the level of disruption that proposed sidewalks could create in existing, established neighborhoods without extensive sidewalks networks.

Support Future Transit: The Town is not currently served by a fixed transit network and there are no short-term plans to provide transit other than on-demand service. Any future fixed route transit is likely to be based on buses and use SR 19 where a well-developed sidewalk network is in place. If transit is extended, the Town can consider supporting transit with bus stop improvements.

## **Composite Sidewalk Plan**

The recommended sidewalk plan is based on the existing sidewalk network with strategic additions proposed to eliminate gaps in the existing network; extension of sidewalks in key corridors to areas of the town not previously served by sidewalk; connection for pedestrians to important government and civic destinations; and ensuring emerging neighborhoods are served with sidewalks that connect to the overall Town pedestrian network. The proposal covers several key points:

- ❖ SR 19 sidewalks are extended to link to new development areas on the south side of town including linking to the Venezia South neighborhood.
- ❖ The general alignment along Florida Avenue, West Magnolia, North Georgia and North Dupont provides a north-south pedestrian corridor west of SR 19 to serve a similar role as the Lakeshore Boulevard sidewalk.

- ❖ The Central Avenue and East Laurel Street extensions provide a direct linkage between the SR 19 and Lakeshore Boulevard pedestrian corridors at the most cost-effective linking points.
- ❖ The Buckhill Road sidewalk connects the proposed Whispering Hills Subdivision to the main sidewalk network. This sidewalk is expected to be provided by the developer.
- ❖ The Revels Road extension from Buckhill Road to SR 19 provides another connection for the Venezia South neighborhood and ties into the proposed Mission Rise development. The priority design for this link is a multi-use trail with sidewalk and a secondary alternate.
- ❖ The Number Two Road extension from Florida Avenue to the Mission Rise entrance provides a second link to the Mission Rise development and will serve the proposed public safety site. The priority design for this link is a multi-use trail with sidewalk and a secondary alternate.
- ❖ As an alternate to the north-south route west of SR 19, North Dixie could be considered to extend to West Magnolia rather than loop around Dupont and Georgia, but the northern end of this route has some topographic limitations that may impact cost and feasibility.

The following table provides a summary of the proposed sidewalk program noting proposed sidewalk links, the approximate length of the link and how the sidewalk link will function within the overall system. Note that the two links highlighted with an asterisk are preferred multi-use trail routes rather than sidewalks. The functional purposes of the proposed link include:

1. Expanding service to existing residential area
2. Providing service to public/civic sites
3. Connecting to isolated subdivision area
4. Linking existing sidewalk routes

## Proposed Sidewalk Connections

Link	From	To	Length	Function
SR 19	Lakeview	Venezia	1,800	2,3,4
SR 19	Oleander	Florida	1,000	1,2
Florida	SR 19	Oak	3,200	1,2,4
N. Dixie	Oak	Dupont	300	1
Dupont	N. Dixie	N. Georgia	1,100	1
N. Georgia	Dupont	W. Magnolia	700	1
W. Magnolia	N. Georgia	SR 19	1,200	1
E. Central	SR 19	Lakeshore	700	2,4
E. Central	End sidewalk	Lakeshore	180	2,4
E. laurel	End sidewalk	Lakeshore	1,200	1,4
Lakeshore	End sidewalk	Buckhill	850	1,3
Buckhill	Lakeshore	To bend	1,900	1,3
Revels *	Buckhill	SR 19	5,200	1,3
Number 2 Rd*	Florida	Mission Rise	5,600	1,2,3

Implementation of the recommended sidewalk improvements will provide three north-south routes through the developed portion of Town linking residential areas with the Town's commercial core and public and civic sites including parks, governments facilities, the library and churches. The plan provides for connections to the Venezia subdivision and the Whispering Hills and Mission Rise development which are now in the active planning stage. The links to the Mission Rise development are preferred as multi-use trails that will complete the proposed Howey loop trail, with sidewalks proposed only as a secondary option.

### Sidewalk Infill Policy

With the selection of the strategic addition option there is a need to develop a clear policy treatment for residential construction on infill lots in neighborhoods where no sidewalk network exists, and no sidewalk network is planned. The current Town policy, although de facto, does not require sidewalk construction for infill lots. There was little support for changing this policy to one which would require sidewalk on scattered lots as this policy would result in disconnected sidewalk segments and increased cost for the homeowner that would yield little if any benefit to the Town.

However, the infill lot policy should require sidewalks where infill development will result in new construction on a complete block face or a substantial portion of a block. Infill sidewalks should also be required where an existing network could be expanded. To clarify the infill development policy, the Land Development Code should be amended to clearly state the policy intent, and if necessary, policy amendments should be proposed for the comprehensive plan.

## **Composite Bicycle Trail Plan**

Howey-in-the-Hills is served by the Central Lake Trail in the countywide trails plan. This trail is conceptual with specific routing yet to be determined. As part of the Town's current project, the Town has elected to seek an advance in the timing for a portion of the Central Lake Trail by seeking a feasibility study for the segment serving Howey. The Town has proposed a phase extending from Hickory Point Park to CR 455. The alternatives discussion focused on two options for traversing the Town. One option is to use an alignment that follows the SR 19 corridor along the full length of the segment. The second alignment uses a combination of SR 19, Lakeshore Boulevard and Buckhill Road as the route.

An alignment following Lakeshore Boulevard and Buckhill Road is the preferred alignment for safety, service to the Town and scenic value. The Town has identified a connection from the north end of Lakeshore Drive across an undeveloped future residential area to SR 19 as the priority route for improved safety and more direct connection. However, this route is likely to be impacted by the timing of future development of the residentially planned parcel. SR 19 from the bridge to Citrus Avenue is shown as the more traditional alignment option. As with the sidewalks, a composite plan has been prepared showing the preferred route with SR 19 identified as an alternative that should at least be considered in any feasibility study, but a route that is less desired. The Town also looked at options for connections from the Howey-in-the-Hills segment of the Central Lake Trail to destinations to the west. The eastern options are defined by SR 19 bridge over Little Lake Harris while links to the west from Howey could follow either CR 48 or Number Two Road. Both are shown on the composite plan as options for investigation.

Within the Town, the plan recommends creating a proposed trail that would be built with a pending development project to construct a local loop trail. The proposed Mission Rise development includes a proposed 10-foot wide trail extending from SR 19 near Revels Road to Number Two Road near the western

edge of Town. By adding a trail link on Revels Road from Buckhill Road to SR 19 and on Number Two Road from the Mission Rise project entrance to SR 19 a local loop system will be created. If the local connections to the Mission Rise trail are constructed, these would replace proposed sidewalks. The composite trail map highlights the routes including the preferred and alternate routes.

## **Minimum Design Standards**

The minimum design standards are addressed in the current land development regulations regarding width and location of sidewalks. (Refer to Technical Memo #2 for a detailed discussion.) the master plan recommends the addition of construction details to the Town's design standards that cover specific layout requirements, materials, installation methods and site preparation. These design standards do not need to be in either the comprehensive plan or land development regulations, and the plan recommends a simple adoption action by the Town Council. Bicycle Trail design and construction standards are detailed in the Lake County Trails Plan; and the adoption of this plan by reference (see proposed Policy 1.5.2) will allow the Town to apply these standards to the Central Lake Trail and Town projects as well.

## **COMPREHENSIVE PLAN AMENDMENTS**

In addition to the two maps, one for sidewalks and the other for bicycle trails, the plan recommends a series of amendments to the Transportation Element of the comprehensive plan. The Transportation Element includes an existing goal, objective and policy structure that is in place to guide transportation improvements. The suggested revisions to the comprehensive plan affect policies supporting two of the adopted objectives. The recommended amendments include:

1. Revise Policy 1.1.4 to adopt the Town's sidewalk and bicycle trail maps.
2. Delete Policy 1.5.1 as this policy will be completed.
3. Adopt a new Policy 1.5.1 linking the sidewalk and trail maps to the plan's implementation process.
4. Amend Policy 1.5.2 to coordinate with Lake County on implementing the Lake County Trails Master Plan and particularly the Central Lake Trail, and to adopt the Lake County Trails Master Plan by reference. Adopting the

County plan will support the Central Lake Trail conceptual route and provide a set of design standards for trail construction.

5. Delete Policy 1.5.7 as a duplicate policy.
6. Adopt a new policy detailing the treatment of sidewalks for infill development in areas of the Town that are largely developed and where no sidewalk network is present.
7. Amend Subsection 6 of the Transportation Element Analysis of Existing Transportation System to provide updated information on the current sidewalk and bicycle facilities. (Refer to Appendix for proposed text.)

Suggested amendments in a strike-through and underline format are presented below. The specific policy recommendations are presented along with the Transportation Element goal and the associated objectives that are supported by the policy recommendations noted for amendment.

## Goals, Objectives and Implementing Policies

**GOAL 1:** Provide a safe, convenient, efficient traffic circulation system for both motorized and non-motorized transportation modes.

**OBJECTIVE 1.1:** *Safe, Convenient, and Efficient Traffic Circulation System.* Provide a safe, convenient, and energy efficient transportation system through the establishment of minimum level of service standards and the provision of multi-modal transportation facilities with proposed road improvements.

**POLICY 1.1.4:** *Bicycle and Pedestrian Transportation Facilities.* ~~By December 2019, the Town shall adopt a Bicycle/Pedestrian Master Plan to identify missing facilities in parts of the Town that are already developed as well as facilities that shall be incorporated in the redevelopment of the Town Center and facilities that shall be required as part of new growth.~~ The Town adopts the sidewalk master plan map and the trails master plan map as the plans for sidewalks and bicycle facilities for the Town. The Town shall work with Lake County, developers, and other possible funding agencies to implement the improvements identified in the plan.

**OBJECTIVE 1.5: *Bicycle and Pedestrian Ways and Scenic Roadways.*** Promote a system of bicycle and pedestrian ways in planning for transportation facilities and analyze roadways for scenic designations.

- POLICY 1.5.1:** *Bicycle and Pedestrian Facilities Plan.* ~~By December 2012, the Town shall prepare a Bicycle and Pedestrian Facilities Plan. The Plan shall at minimum, establish guidelines for developing bicycle and pedestrian ways which connect residential areas to recreation areas and major activity centers. The Town shall implement sidewalk and bicycle facilities according to the adopted plan maps and include proposed projects in the Town's capital improvements program as individual projects are presented for development.~~
- POLICY 1.5.2:** *~~Rails-to-Trails Program~~ Coordination with Lake County:* The Town shall coordinate with Lake County ~~to analyze the feasibility of acquiring abandoned railroad rights of way within the Town for use as regional bicycle and pedestrian paths on the implementation of the Lake County Trails Master Plan which is hereby adopted by reference. The Town shall seek to advance the Central Lake Trail component of the plan.~~
- POLICY 1.5.3:** *Provision of Bicycle and Pedestrian Ways.* The Town shall enforce the provisions established in the Land Development Regulations regarding the development review process that requires applicants of PUDs, site plans, subdivisions, and replats to provide for the needs of bicycle and pedestrian facilities.
- POLICY 1.5.4:** *Bicycle Storage Facilities.* The Town shall continue to provide bicycle storage facilities at existing and proposed Town parks and shall analyze the need to provide such facilities at other Town public buildings within the proposed bicycle and pedestrian plan. The Town shall enforce the guidelines established in the Land Development Regulations regarding the requirement of all new shopping centers, recreation areas, and other public uses to provide storage facilities for bicycles.
- POLICY 1.5.5:** *Preservation of Scenic Route Designation.* The Town shall coordinate with the Florida Department of Transportation to preserve the State's designation of S.R. 19 as a "Backwoods Trail" to promote the roadway's unique scenic character.
- POLICY 1.5.6:** *Bicycle and Pedestrian Walkways Connection.* Bicycle and pedestrian walkways shall connect schools, the downtown area, parks and recreational areas and should include plans for bicycle parking.
- POLICY 1.5.7:** *~~Encouraging the County~~ Infill Development Sidewalk Policy.* ~~The County shall be encouraged to provide bikeways in areas adjacent to the Town that will connect with the Town system. In developed areas of the Town not served by a sidewalk network, infill residential development shall not be required to construct sidewalk unless the sidewalk will~~



extend an existing sidewalk or where the development will include 80% or more of a block face.

**POLICY 1.5.8:** *Automobile Emission Pollution.* The Town shall enforce the guidelines and standards established in the Land Development Regulations regarding bicycle paths and pedestrian walkways to reduce the potential for automobile emission pollution and promote the use of bicycles and walking in the Town.

In addition to the proposed amendments to comprehensive plan policies described above, the Transportation Element includes a section on the Pedestrian/Bicycle System in the analysis of the existing transportation system. The master plan recommends replacing this section with an updated section based on the data and analysis generated by the master plan study. The proposed new Subsection 6 Pedestrian/Bicycle System is provided at the end of this report.

## **LAND DEVELOPMENT CODE AMENDMENTS AND OTHER ACTIONS**

There is one action required in the Land Development Code. Section 8.09.02 C needs to be amended to formalize the policy for the treatment of infill development. Suggested language is provided below. The Town should also adopt construction details for sidewalk construction covering the materials and finish requirements for sidewalks. Draft details have been provided to the Public Services Department.

### **8.02.09** *Bicycle and Pedestrian Ways*

Bicycle and pedestrian ways include sidewalks, bikeways, bike lanes, pedestrian paths, and multi-use trails that may be used by pedestrians, bicyclists, skaters, and golf carts for recreation. Except as provided below, bicycle and pedestrian ways may meander between the curb and right-of-way line where necessary to preserve topographical or natural features or to provide visual interest, provided a grassed or landscaped area at least three feet (3') wide is retained to separate the pathway from the adjacent road. Bicycle and pedestrian ways construction and material standards shall comply with those set forth in the Town's standard construction detail sheets.

#### **A. Bikeways and Bike Lanes**

1. Bike lanes shall be provided in both directions along every new arterial and collector road or during the widening of any existing arterial and collector roads.
2. A bike lane shall consist of a four (4) foot paved width between the outermost traffic lane and the curb. Where on-street parking is permitted, the bicycle lane

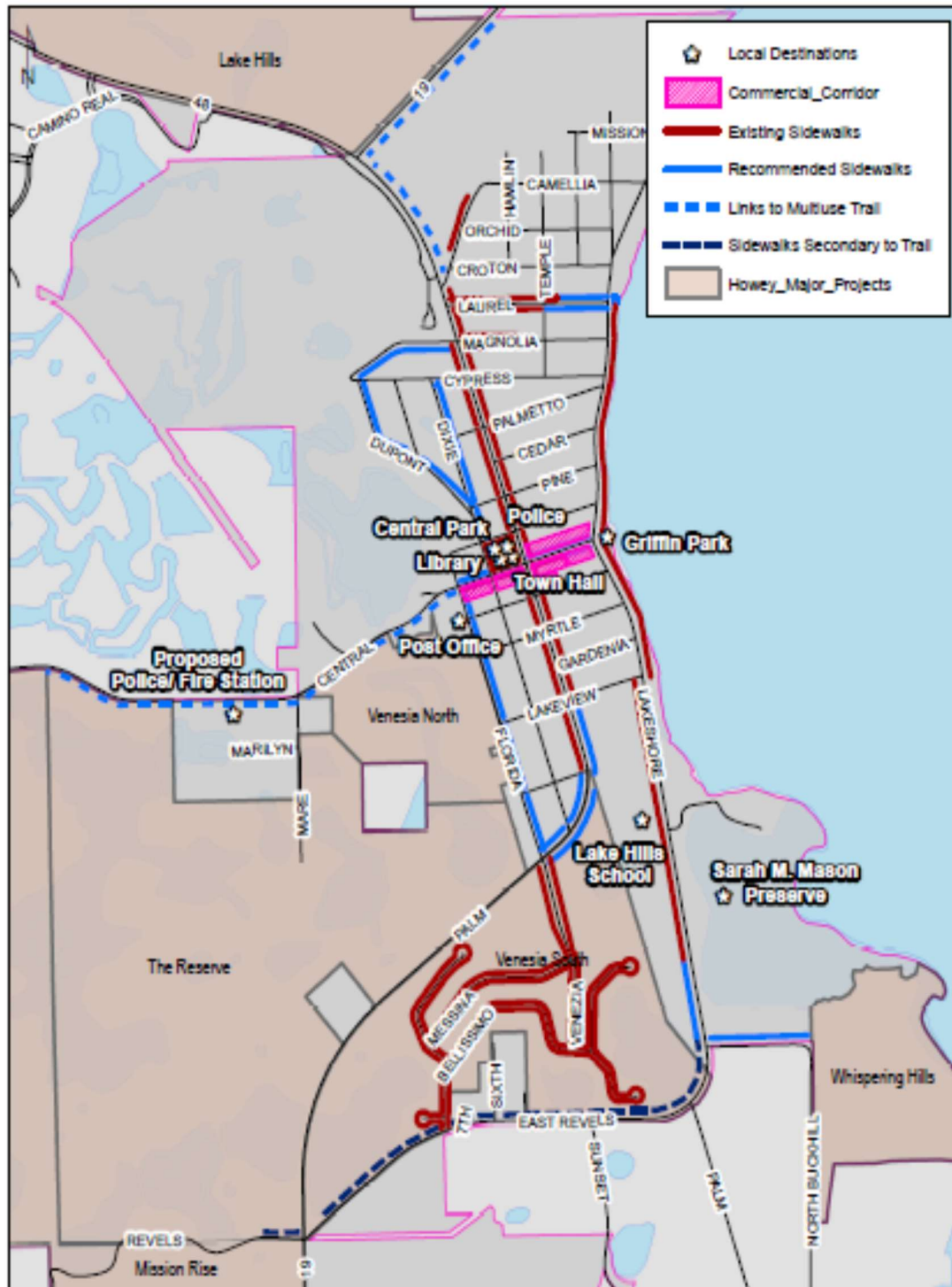
shall be located between the parking lane and the outer edge of the vehicular traffic lane.

3. Bike lanes shall be constructed of the same materials and specifications as the vehicular travel lanes.
  4. For roads under the Town's discretion, the Town Council may approve an eight (8) foot sidewalk/bikeway as a substitute for the on-street bike lane.
- B. Bike Racks. Bike racks shall be required as part of all non-residential developments. The type of bike rack and number shall be determined as part of the site plan or subdivision plan review process.
- C. Sidewalks
1. Sidewalks shall be provided on both sides of streets. This requirement may be waived for large lot single-family developments.
  2. Sidewalks shall be separated from the adjacent roadway by a grassed or landscaped strip. Exceptions to this regulation may be allowed by the Town Council in certain areas in the Town Center where wider sidewalks are required.
  3. Minimum sidewalk widths shall be as specified in Table 8.02.02.
  4. All sidewalk design and construction shall meet the requirements of the Florida Accessibility Code and the American Disability Act.
  5. Development shall provide pedestrian connections to adjacent properties and shall connect on-site sidewalks with those already located or approved on adjacent property.
  6. Where residential development is proposed for infill parcels in areas where no sidewalk network exists, sidewalks shall not be required except where the sidewalk can connect to an existing network or the development covers 80% or more of a block face.

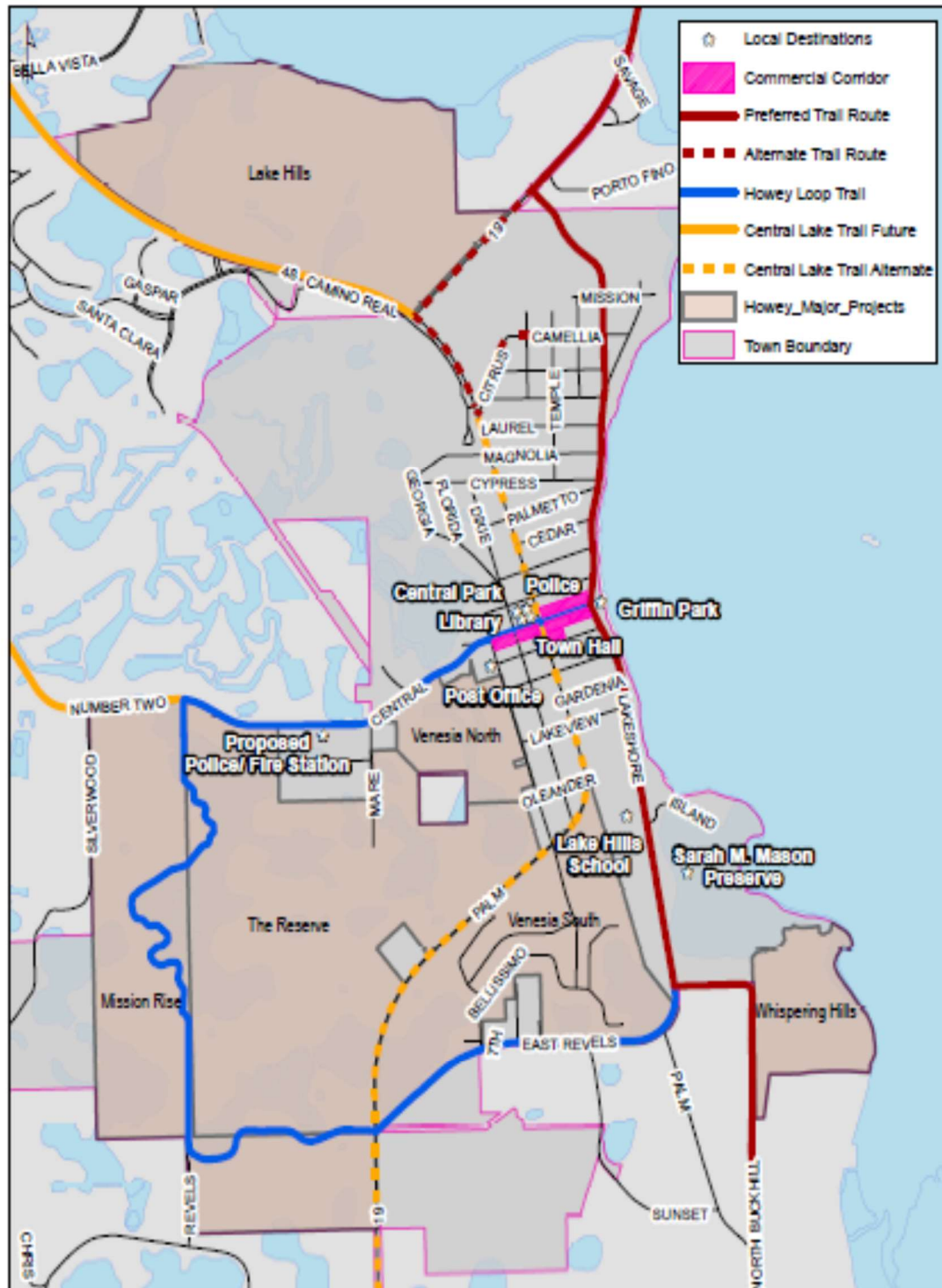
## **SIDEWALK AND BICYCLE TRAIL MAPS**

The following maps for the proposed sidewalk and bicycle trail facilities mirror the composite maps prepared for the alternatives analysis. Rather than making a specific choice of route for the Central Lake Trail, the Town prefers to present its preferred option while recognizing the other possible alternatives that could and should be considered as part of the trail feasibility analysis. After the feasibility study is done, the Town may elect to amend the maps to reflect the findings and direction from this study. For sidewalks, the alternatives consist of one small route alternative in the area west of SR 19 and three locations where multi-use trails may replace basic sidewalk facilities. Retaining these items as part of the composite plan demonstrates the intent to provide sidewalks as a minimum facility with the preferred design being the multi-use trail.

## Howey-in-the-Hills Sidewalk Master Plan Map



## Howey-in-the-Hills Trails Master Plan Map



## APPENDIX

### 6. Pedestrian/Bicycle System

The pedestrian pathways, such as sidewalks, are primary located in the downtown area, along a few residential streets in the northern portion of Town, and along Lakeshore Drive. There are about 4 miles of pedestrian pathways in Town in addition to the Venezia Subdivision which is developing with sidewalks on both sides of all streets.

The bicycle pathways in Town are along State Road 19 and County Road 48. While there is no striping indicating that these are bicycle lanes, the shoulders are wide enough to classify them as bicycle lanes. There are about 8 miles of bicycle pathways in Town. A detailed inventory of these facilities is presented in the *Recreation and Open Space Element* of this *Comprehensive Plan*. The existing bicycle/pedestrian pathways in Town are featured on the *Existing and Future Transportation Maps*.

The Town has a history of support for pedestrian and bicycle planning extending back to the mid-2000's. At that time the Lake-Sumter MPO has developed a regional bike map to identify all the major bikeway facilities within Lake and Sumter County. State Route 19 and County Road No.2/Central Avenue were identified in the Lake County Regional Bike Map as regional bicycle corridors. Previously, the Town Council reviewed and approved the bike facility for S. Lakeshore Boulevard and East Revels Road as a future North/South bicycle corridor. In July 2007, the Town Council reviewed a draft bike route proposed for the regional Lake-Sumter MPO bike map. The draft map included the following streets as regional bicycle facilities:

1. State Route 19;
2. S. Lakeshore Blvd and E. Revels Road; and
3. County Road No.2.

In March of the next year, the Town Council supported the MPO bike map and endorsed the bike map for final approval by the Lake-Sumter MPO Board. In addition to the map, the Council also supported the need for future bicycle improvements. These enhancements included the following:

- widen and add pavement for bike lanes;
- bicycle signage and striping;
- bicycle racks and benches (rest areas);
- regional bike maps need to identify S. Lakeshore Blvd and East Revels Road; and
- apply for regional funding for these enhancements.

Subsequent to these actions Lake County adopted its initial multi-use trails plan in 2008. The plan, which is still in effect, proposes service to Howey-in-the-Hills through the Central lake Trail. This trail has not moved forward in any more specific planning other than a general corridor alignment.

In 2019 the Town has moved forward with a pedestrian and bicycle facilities master plan as required by policies in the Transportation Element. This plan provides more detail on specific sidewalk projects and examines the Central Lake Trail options including routes preferred by the Town. Amendments to several policies in the Transportation element have been made to initiate implementation of the master plan recommendations.

**TABLE 3**  
**2019 SIDEWALK INVENTORY**  
**TOWN OF HOWEY-IN-THE-HILLS**

<b>EAST-WEST STREETS</b>				
<b>STREET</b>	<b>WIDTH</b>	<b>LENGTH (lf)</b>	<b>SIDE</b>	<b>CONDITION</b>
N. Citrus	5-feet	550	North	Good
E. Laurel	5-feet	1015	North	Good
	5-feet	850	South	Good
E. Magnolia	5-feet	680	North	Good
	5-feet	250	South	Good
E. Palmetto	4-feet	125	South	Fair
E. Central	5-feet	450	South	Fair
W. Central	5-feet	300	North	Excellent
	5-feet	300	South	Excellent
	5-feet	300	South	Fair
W. Oak	5-feet	300	South	Good
<b>NORTH-SOUTH STREETS</b>				
<b>STREET</b>	<b>WIDTH</b>	<b>LENGTH (lf)</b>	<b>SIDE</b>	<b>CONDITION</b>
N. Dixie	5-feet	250	East	Good
N. Lakeshore	6-feet	2350	East	Excellent
S. Lakeshore	6-feet	2550	East	Excellent
	4-feet	1700	West	Excellent
N. Palm (SR-19)	5-feet	2050	West	Good
	5-feet	2400	East	Good
S. Palm (SR-19)	5-feet	1900	West	Good
	5-feet	1225	East	Good
<b>VENEZIA SOUTH</b>				
<b>STREET</b>	<b>WIDTH</b>	<b>LENGTH (mi)</b>	<b>SIDE</b>	<b>CONDITION</b>
Bellissimo	4-feet	0.64	Both	Excellent
Calabria	4-feet	0.20	Both	Excellent
Messina	4-feet	0.33	Both	Excellent
Napoli	4-feet	0.04	Both	Excellent
Terracotta	4-feet	0.30	Both	Excellent
Venezia	4-feet	0.32	Both	Excellent

Source: TMH Consulting, Inc.

**TABLE 4**  
**2019 BICYCLE FACILITY INVENTORY**  
**TOWN OF HOWEY-IN-THE-HILLS**

<b>Facility Type</b>	<b>General Description</b>	<b>Miles</b>
Bicycle	SR 19 Right Shoulder from southern town limits to northern town limits	3.22
Bicycle	SR 19 Left Shoulder from southern town limits to northern town limits	3.22
Bicycle	CR 48 left shoulder from town limits to SR 19 intersection	0.67
Bicycle	CR 48 right shoulder from town limits to SR 19 intersection	0.67
	<b>TOTAL</b>	<b>11.53</b>

Source: Town of Howey-in-the-Hills Recreation and Open Space Element