

Comprehensive Plan

Chapter 2 Transportation Element

Goals, Objectives, and Policies

**City of Edgewater
Ordinance No. 2019-O-06**

GOALS, OBJECTIVES AND POLICIES

GOAL 1: To develop a safe, convenient, efficient and coordinated system of motorized and non-motorized transportation facilities that ensures adequate movement of people and goods through and within the City.

Objective 1.1: *Roadway Network.* Provide an attractive, safe, convenient and energy efficient arterial, collector and local roadway system that serves travel demands within and through the City.

Policy 1.1.1: *Design of Arterial Road System.* The arterial roadway system shall be designed through cooperation with the FDOT and Volusia County to provide high-volume, multi-lane facilities with access controls, as needed, to preserve the through traffic carrying capacity of the facility. The City will require joint use access, cross access easements, and access prohibitions wherever traffic patterns and physical features make it possible in the development approval process.

Policy 1.1.2: *LOS Standard.* The minimum Level-of-service (LOS) standard, to be adopted as part of this *Element* and *Plan*, shall be as follows:

- Limited Access Roads B Peak Hour, or as otherwise prescribed by FDOT;
- Arterials D Peak Hour; and
- Collectors D Peak Hour.

Policy 1.1.3: *Acceptable Lower LOS.* A lower LOS may be acceptable immediately before and after special events where the impacts of such events on the roadway system are infrequent.

Policy 1.1.4: *Design of Major Roadways.* All major roadways shall be designed as complete transportation corridors, incorporating bicycle, pedestrian and transit features to achieve a true multi-modal system.

Policy 1.1.5: *Coastal Evacuation.* The City's roadway network must provide a safe and rapid means of coastal evacuation of its citizens, consistent with the *Coastal Management Element* of this *Plan*.

Policy 1.1.6: *Discouraging Local Traffic and I-95.* The City shall continue to coordinate with FDOT in developing and implementing policies to

discourage local traffic from using I-95 in order to maintain its function as an intrastate transportation network.

Policy 1.1.7: *Projected Transportation System Demand and LOS.* Projected transportation system demand will be met and the LOS standards cited above will be maintained through the year 2030 by undertaking the projects listed within the Capital Improvements Element as amended from annually. The City will cooperate and extensively coordinate with the State, the County and the TPO to ensure that these improvements are implemented by the dates indicated, and as the need develops. Proposed developments within the City will be monitored to determine if roadway infrastructure will be adequate to service projected demand, and development approvals will be dependent upon these criteria.

Policy 1.1.8: *Designation of Riverside Drive as a Constrained Facility.* The City shall, in cooperation with FDOT, the ECFRPC, the TPO and the City of New Smyrna Beach, designate Riverside Drive as a constrained roadway. The City shall continue to work with the County and New Smyrna Beach to maintain the adopted level-of-service on this facility.

Objective 1.2: *Roadway Connectivity.* Ensure through the development review process, require the provision of an efficient traffic circulation pattern.

Policy 1.2.1: *Establishing Design Cross Sections.* The City shall establish design cross sections for local roads in the Land Development Code that accommodate narrower rights-of-way and roadway widths consistent with traditional neighborhood development.

Policy 1.2.2: *Dedicating Roadways to the Public.* The City shall require that roadways be dedicated to the public when there is a compelling public interest for the roadways to connect with existing public roadways.

Policy 1.2.3: *Access Point Requirement for Subdivisions of 100 Units or More.* The City shall require that subdivisions of 100 units or more have at least two (2) points of access open to emergency service vehicles, unless precluded from adjacent existing development, natural features and/or other code requirements.

Policy 1.2.4: *“Stub-out” Requirement and New Subdivisions.* New subdivisions shall be required to “stub-out” to adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are “stubbed-out” at their boundaries.

Policy 1.2.5: *Joint-use Driveways and/or Cross Access Easement Requirement.* New development shall be required to establish joint-use driveways and/or cross access easements to access sites when feasible and/or determined by the City’s Development Services Department.

Policy 1.2.6: *Parallel Roads or Cross Access Easements.* The City shall preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roads.

Policy 1.2.7: *Technical Review Committee.* The City shall review through the Technical Review Committee process all proposed development for consistency with future transportation projects listed on within the Capital Improvements Element as amended from annually and for the implementation of the City’s *Bicycle and Pedestrian Master Plan*.

Policy 1.2.8: *Off-street Parking.* The City shall require new development to submit a site plan that provides for adequate off-street parking and safe, convenient on-site and off-site traffic flow for motorized and non-motorized vehicles.

Objective 1.3: *Multi-Modal System.* Promote alternative modes of transportation to provide a safe and energy efficient multi-modal system.

Policy 1.3.1: *Public Transit, Bicycle and Pedestrian System Standards.* The City shall develop standards in the Land Development Code for access to public transit, bicycle and pedestrian systems. The City shall continue to coordinate with VOTRAN and residents of Edgewater in establishing these standards. Such standards shall apply to new developments, substantial improvements of existing developments, and to road improvements.

Policy 1.3.2: *Maximum Number of Parking Spaces.* The City shall develop standards in the Land Development Code for maximum number of parking spaces to encourage walking, bicycling, ridesharing, transit use and shared parking.

Policy 1.3.3: *Provision of Multi-modal Facilities.* The City shall continue to review the Land Development Code to address the provision of bus stops, bike parking and circulation, pedestrian walkways, and handicap accessible facilities within new developments and existing developments undergoing

substantial improvements. Site plan reviews will ensure that intermodal transfers are efficiently implemented.

Policy 1.3.4: *Encouraging Increased Land Use Densities and Mixed Uses.* The City shall encourage increased land use densities and mixed uses, consistent with the *Future Land Use Element* (FLUE) to enhance the feasibility of transit and promote alternative transportation modes.

Policy 1.3.5: *New Development and Compatibility Requirements.* The City shall amend the Land Development Code to require that new development be compatible with and further the achievement of the *Transportation Element*. Requirements for compatibility may include but are not limited to:

- Orienting pedestrian access to transit centers and existing and planned routes.
- Locating parking to the side or behind the development to provide pedestrian accessibility of building entrances and walkways to the street, rather than separating the building from the street by parking.
- Providing clearly delineated routes through parking lots to safely accommodate pedestrian and bicycle circulation.

Policy 1.3.6: *Landscaping and Streetscaping.* The City shall continue to include landscaping and streetscaping as roadway design components in order to enhance the function of the road for all users.

Policy 1.3.7: *Bicycle/Pedestrian Master Plan.* The City shall continue to maintain and update the *Bicycle/Pedestrian Master Plan*. Priority for new pedestrian and bicycle facilities will be given to those walkways or bikeways where heavy recreational usage is projected, as well as those along roadways between residential areas and schools, which can be implemented concurrently with other roadway improvements.

Policy 1.3.8: *Adequate and Safe Pedestrian Circulation System.* The City's roadway system management will require implementation and construction of an adequate and safe pedestrian circulation system.

Policy 1.3.9: *Sidewalk Concurrency and New Development.* The City shall continue to require that sidewalks be constructed concurrently with new development, by the developer. Additional sidewalks will be constructed

in existing developed areas when requested and funded by the abutting property owners.

Policy 1.3.10: *Sidewalk Requirement and New Residential Development.* The City shall continue to require that new residential developments with densities of one (1) or more dwelling units per acre provide sidewalks on both sides of every street. In lieu of sidewalk installation, funds may be paid to the Pedestrian System (Sidewalk) Development Fund.

Policy 1.3.11: *Bike Paths Requirement.* 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. The City shall coordinate with the TPO, the County, and the State to expand the current bicycle system.

Policy 1.3.12: *Pedestrian Friendly Intersections.* Whenever possible, intersections shall be made pedestrian-friendly by limiting the crossing width to 48-feet; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for the handicapped. The City shall coordinate with FDOT and the County to implement this policy.

Policy 1.3.13: *Arterial and Collector Roadway Design and Mass Transit.* In review of roadway improvement programs and land development projects, the City shall address whether arterial and collector roadway design should allow for later adaptation to mass transit.

Objective 1.4: *Rights-of-way.* Coordinate with the County and the State to protect, prioritize and acquire future rights-of-way in accordance with the City's future transportation plan.

Policy 1.4.1: *Adoption of the Future Transportation Map.* The City shall adopt the *Future Transportation Map* to ensure the protection of future rights-of-way.

Policy 1.4.2: *Requiring Dedication of Needed Rights-of-way.* The City shall continue requiring dedication of needed rights-of-way from new development, through subdivision regulations and applicable local ordinances.

Policy 1.4.3: *Consistency of Setback Requirements, Zoning Restrictions and Right-of-way Protection Requirements.* The City shall continue to provide requirements in the Land Development Code so that the setback requirements, zoning restrictions and right-of-way protection requirements are consistent with this *Element*.

Policy 1.4.4: *Protection for Intersections, Interchanges, and Future Park and Ride Sites.* The City shall ensure adequate rights-of-way protection for intersections, interchanges, and future park and ride sites in order to retain flexibility for future growth and expansion.

Policy 1.4.5: *Minimum Right-of-way Requirements.* The City shall require the minimum rights-of-way requirements for new roadways as specified below:

- Arterial Roadways – 150-foot right-of-way;
- Collector Roadways – 100-foot right-of-way; and
- Local Roads – 60-foot right-of-way (open drainage) and 50-foot right-of-way (curb and gutter).

Policy 1.4.6: *Median Landscaping and Road Beautification.* The City shall pursue grant opportunities for median landscaping and road beautification.

Policy 1.4.7: *Protection of Rights-of-way.* The City shall prohibit encroachment of development and required setbacks into established present and future rights-of-way and, within the law, require dedication of rights-of-way through development orders issued by the City by withholding building permits or certificates of occupancy, as appropriate, until the situation is resolved.

Policy 1.4.8: *Building Encroachments.* The City shall continue to provide for protection of rights-of-way from building encroachments as well as providing for the acquisition and preservation of any existing and future rights-of-way.

Objective 1.5: *Public Transit.* Continue to work with VOTRAN to provide a safe and efficient public transit system.

Policy 1.5.1: *Promoting Public Transit.* The City shall encourage land uses and site developments that promote public transit within designated public transportation corridors, with priority given to those projects that will bring the greatest increase in transit ridership.

Policy 1.5.2: *Space for Bus Stop Requirements.* Residential development greater than 200 units or commercial developments over 50,000 square feet shall be reviewed concurrently with VOTRAN to validate the need to incorporate space for bus stops. Transit ridership to and from such

developments shall be encouraged and further improved by including elements, such as:

- Transit stops meeting ADA requirements;
- Parking lots and intersections designed with minimum corner turning radii for buses;
- Clearly delineated walkways from the building to the transit stop; and
- Commercial and multi-family buildings and transit stops placed closer to the street.

Policy 1.5.3: *Bus Service and Sufficient Level of Service.* The City shall ensure that all roads serviced by public transit routes function at a level-of-service sufficient to support the bus service.

Policy 1.5.4: *Proposed Traffic Generators/Attractors.* The City shall notify VOTRAN of any proposed traffic generators/attractors submitted to the City for review.

Policy 1.5.5: *Improving Existing and Designing New Bus Stops.* The City shall work with VOTRAN to improve existing bus stops, and to design new ones to include benches, signage, lights and protection from the elements. Bus stops shall also be convenient for the handicapped.

Policy 1.5.6: *Maintaining a Fixed Route Mass Transit System.* The City shall coordinate with Volusia County, the TPO and VOTRAN in maintaining a fixed route mass transit system to serve the City's industrial, commercial and service sectors.

Policy 1.5.7: *Conveyance of all Necessary Rights-of-way or Perpetual Easements.* The City shall require dedication of rights-of-way or perpetual easements in new development and redevelopment for bus shelters, bus turning radii and bus loading zones (consistent with VOTRAN standards) by requiring conveyance of all necessary rights-of-way or perpetual easements before issuance of building permits for the development.

Policy 1.5.8: *Transportation Disadvantaged and the Design of Public Transit.* The special needs of transportation disadvantaged persons shall be considered in the design of all public transit systems.

Objective 1.6: ***Intergovernmental Coordination.*** Coordinate transportation planning in the City with the plans and programs of the TPO, FDOT, Volusia County, ECFRPC, Volusia Transit Authority, neighboring jurisdictions and other transportation related agencies.

Policy 1.6.1: ***Review of FDOT's 5-year Transportation Plan.*** The City's Development Services and Environmental Services Departments shall review subsequent versions of the FDOT *Five (5)-Year Transportation Plan*, in order to update or modify this *Element*, as necessary.

Policy 1.6.2: ***Review of the County's Transportation Element.*** The City's Development Services and Environmental Services Departments shall review updates to the *Transportation Element* of the *Volusia County Comprehensive Plan*, in order to update or modify this *Element*, as necessary.

Policy 1.6.3: ***Promoting a Comprehensive Transportation Planning Process.*** The City shall promote a comprehensive transportation planning process that coordinates State, Regional and Local transportation plans.

Policy 1.6.4: ***Supporting Alternative Transportation Systems.*** The City will support the State and the County on the establishment of alternative transportation systems, including high speed and commuter rail line systems connecting Volusia County with other areas in Florida and the nation.

Policy 1.6.5: ***TPO Coordination and Population Projections.*** The City shall continue to coordinate with the TPO to adjust the population projections used in the model, to make them consistent with the City population projections.

Policy 1.6.6: ***Transportation Demand Management Strategies.*** The City shall continue to coordinate with the TPO on a Congestion/Mobility Management Program to identify Transportation Demand Management strategies to mitigate peak-hour congestion impacts. Strategies may include: growth management and activity center strategies, telecommuting, transit information systems, alternative work hours, carpooling, vanpooling, guaranteed ride home program, parking management, addition of general purpose lanes, channelization, computerized signal systems, intersection or midblock widenings and Intelligent Transportation System.

Policy 1.6.7: ***Adoption of Transit Routes, Generators and Hurricane Evacuation Routes.*** Transit routes, generators, attractors and hurricane evacuation

routes as identified by the Volusia County TPO and the Statewide Regional Evacuation Study are hereby adopted by reference as they apply to the incorporated City of Edgewater.

Policy 1.6.8: *TPO Coordination and Numerical Indicators.* The City shall coordinate with the TPO in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita and automobile occupancy rates.

Policy 1.6.9: *Formal and Informal Coordination Mechanisms.* The City shall ensure that all assumptions and policies in the *Transportation Element* are consistent or coordinated with other *Plan Elements*, the TPO *Long-Range Transportation Plan*, the FDOT adopted *Five-year Work Program*, the long-range and short-range elements of the *Florida Transportation Plan*, the *East Central Florida Strategic Regional Policy Plan*, and the *Volusia County Comprehensive Plan* through establishment of formal coordination mechanisms and other informal coordination mechanisms.

Policy 1.6.10: *Utilizing the TPO's Data and the City's Transportation Improvement Plans.* The City shall utilize the TPO database, projections, modeling, traffic counts and mapping as the primary source of information for the City's *Transportation Improvement Plans*.

Policy 1.6.11: *Identifying Future Road Conditions and Improvements.* The City shall cooperate with the TPO and FDOT to identify the future conditions and road improvements necessary to develop alternative road bypass route(s).

Objective 1.7: *Traffic Management Systems.* The City shall continue to evaluate the need and feasibility of implementing traffic management systems.

Policy 1.7.1: *TPO's Congestion Management System and FDOT's Mobility Management Plan.* The City shall support and where possible, participate in the TPO's Congestion Management System (CMS) and FDOT's *Mobility Management Plan (MMP)*.

Policy 1.7.2: *Transportation System Management or Transportation Demand Management Strategies.* If needed, the City shall consider adopting and/or promoting Transportation System Management (TSM) or Transportation Demand Management (TDM) strategies to enhance traffic capacity, movement and safety.

Objective 1.8: *Concurrency Management System.* Maintain a Concurrency Management System to ensure that transportation facilities and services needed to support development and redevelopment are available concurrent with the impacts of such development.

Policy 1.8.1: *Maintaining Level of Service Standards.* The City shall continue requiring that adequate transportation facilities to maintain the City’s level-of-service standards are available to meet the traffic demands of all new development prior to the issuance of a final development order, in accordance with the Concurrency Management Provisions set forth in the *Capital Improvements Element* of this *Plan*.

Policy 1.8.2: *New Development Requirement for a Transportation Impact Study.* New developments shall be required to submit a Transportation Impact Analysis pursuant to the *Transportation Impact Analysis (TLA) Guidelines Methodology for Development Applications Requiring a TLA within the River to Sea TPO Metropolitan Planning Area* as adopted on June 22, 2016, as may be amended from time to time.

Policy 1.8.3: *New Development Requirement and Providing Operational Movements.* New developments, regardless of size, shall provide operational improvements to the City’s transportation system to mitigate their impacts on the system, to ensure smooth traffic flow, and to aid in the elimination of hazards. Improvements may include the addition of turn lanes, deceleration lanes, signage, signals and pavement markings.

Objective 1.9: *Concurrency Exception Area.* The City shall continue to review the need to create a Concurrency Exception Area on the U.S. 1 corridor.

Policy 1.9.1: *Conducting a Study of the U.S. 1 Corridor.* The City shall monitor the U.S. 1 corridor to verify the need for a study the potential for redevelopment and determine whether a Concurrency Exception Area is needed in this area. When determining the potential for redevelopment along the U.S. 1 corridor, the City shall coordinate with the County, neighboring cities, and the TPO to determine the amount of increased traffic if redevelopment was to occur.

Policy 1.9.2: *Consistency with Transportation Modes and Services.* The City shall ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve those areas.

Policy 1.9.3: *Future Land Use Element and Map Amendments.* As the *Future Land Use Element* and *Maps* are amended and adjusted to reflect changing trends and conditions, corresponding adjustments should be made in the *Transportation Element* and *Plan*.

Policy 1.9.4: *Review of Land Use and Development Proposals.* Land use and development proposals shall be reviewed by the City as to their potential impacts on the traffic circulation system and the adopted LOS standards on affected roadways.

Policy 1.9.5: *Denial of Development and Level of Service.* The City shall deny any proposed development which is determined to adversely impact the roadway system and reduce the LOS below adopted standards, unless roadway improvements necessary to maintain the LOS at its standard and accommodate projected traffic growth will be in place concurrent with the impacts of the proposed development.

Objective 1.10: *U.S. 1 Traffic Flow.* Establish mechanisms that will increase the traffic flow along the U.S. Highway 1 corridor.

Policy 1.10.1: *U.S. 1 Corridor and Joint Use Driveways and/or Cross Access Easements.* The City shall continue to require redevelopment or new development projects along the U.S. 1 corridor to provide joint-use driveways and/or cross access easements to access sites when feasible.

Policy 1.10.2: *Developing Reliever Routes along the U.S. 1 Corridor.* The City shall continue to coordinate with the TPO and FDOT in developing reliever routes to reduce the north-south traffic flow along the U.S. 1 corridor.

Policy 1.10.3: *Proposed Reliever Routes and the Future Transportation Map.* All proposed reliever routes along the U.S. 1 corridor shall be added to the *Future Transportation Map* of this *Element*.

Objective 1.11: *Environmental Concern and Expansion of the Transportation System.* Ensure that the environment, with regards to preservation, conservation, and reducing greenhouse gas emissions, is a major concern in any expansion of the transportation system in Edgewater.

Policy 1.11.1: *Natural Environment Sensitivity.* Planning for future transportation improvements shall recognize the sensitivity of the natural environment so as to protect the quality of existing and future neighborhoods.

- Policy 1.11.2:** *Conservation Resource Areas.* Transportation facilities shall not be placed in conservation resource areas or impact those places unless an overriding public need can be clearly demonstrated.
- Policy 1.11.3:** *Energy Efficiency.* Energy efficiency shall be a consideration in any plans for improvements or expansion of the road network by the City.
- Policy 1.11.4:** *Automobile Emission Pollution.* The City 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 increased use of public transportation.

GOAL 2: Coordinate the transportation system with future land use to ensure that existing and proposed land uses are consistent with transportation corridors, capacity, modes and services.

Objective 2.1: *Future Land Use Compatibility.* The *Transportation Element* shall be compatible with the *Future Land Use Element (FLUE)* and the *Future Land Use Map*.

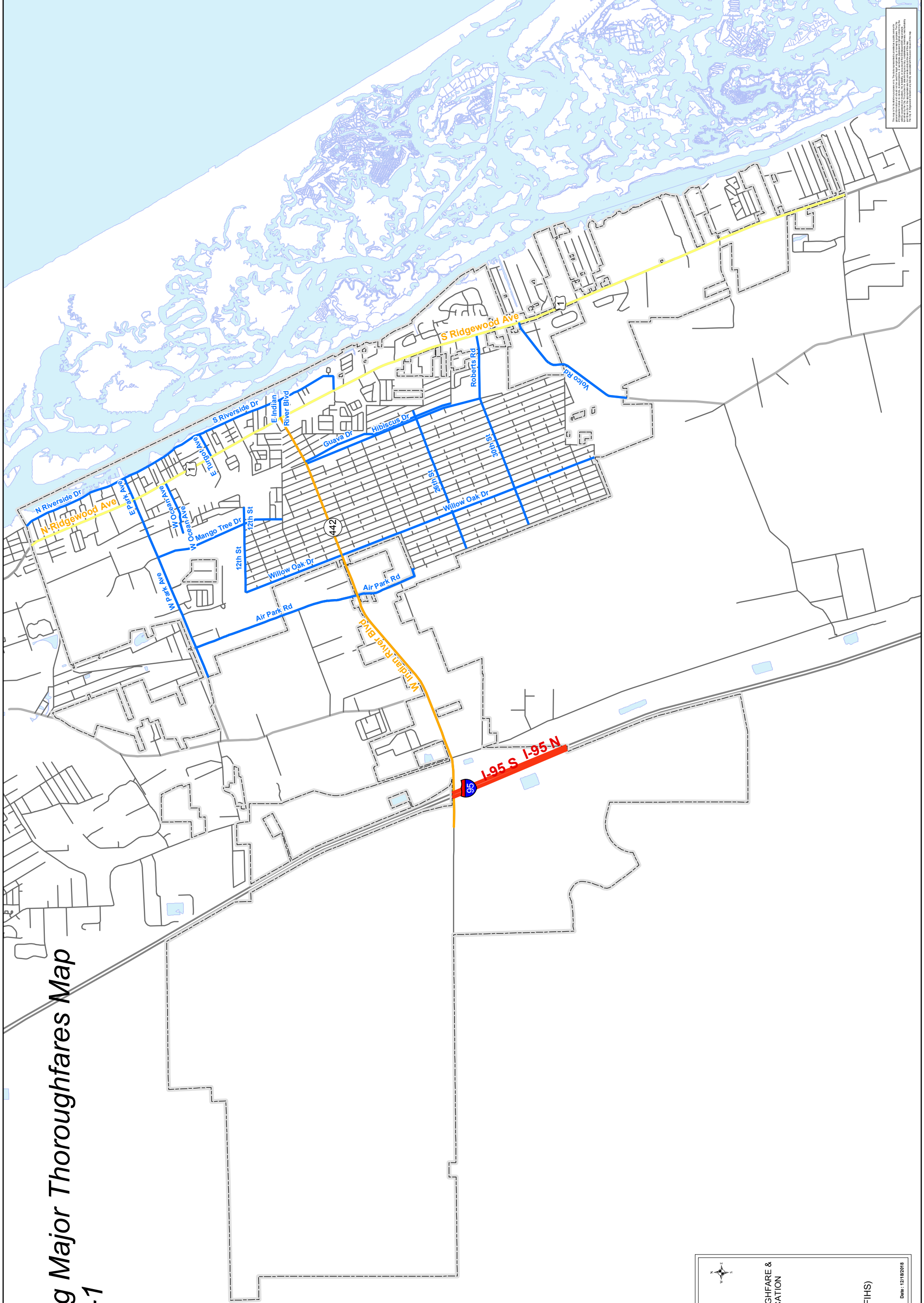
- Policy 2.1.1:** *Data Assumptions in City Transportation Models.* The City shall utilize population, dwelling unit and employment projections obtained in the *FLUE* as data assumptions in City transportation models.
- Policy 2.1.2:** *Transportation Improvements and Areas Designated for New Growth.* In areas designated for new growth, the City shall determine the transportation system improvements needed prior to development approvals.
- Policy 2.1.3:** *Impacts on the Transportation System and Consistency with the Future Land Use Element and Map.* Decisions and actions the City initiates or implements that will have an impact on the transportation system shall be consistent with the adopted *Future Land Use Map* and *Future Land Use* goals, objectives and policies of this *Plan*.


Objective 2.2: *Transportation Costs.* Utilize the guidelines established in the City's Proportionate Fair Share Ordinance to allow new growth to proportionally contribute to the cost of new transportation capital facilities.






- Policy 2.2.1:** *Review of all Development Proposals.* The City shall review all development proposals and require that they provide sufficient information to ascertain impacts on the City's transportation systems.

- Policy 2.2.2:** *Development Agreements and Project Impacts.* Where feasible, the City shall enter into development agreements with proposed land developments to establish how project impacts may be addressed through mechanisms such as right-of-way dedication, roadway construction, multimodal design (bicycle, pedestrian, golf cart) and impact fee payments and credits.
- Policy 2.2.3:** *Proportionate Share of Costs.* Land development shall bear a proportionate share of the cost of the provision of the new or expanded road capital facilities or signalization required by such development.
- Policy 2.2.4:** *Imposition of Impact Fees.* The imposition of impact fees is a preferred method of regulating land development in order to help ensure that it bears a proportionate share of the cost of road capital facilities necessary to accommodate that development.
- Policy 2.2.5:** *Use of Remaining Funds Collected from Road Impact Fees.* After compensation for administrative expense, all remaining funds collected from road impact fees shall be used for the purpose of capital improvements for the expansion of transportation facilities associated with the arterial and collector road networks in the City or the adjacent County network.
- Policy 2.2.6:** *Transportation Capital Improvements and Impact Fees.* Transportation capital improvements that may be funded by impact fees include transportation planning, preliminary engineering, engineering design studies, land surveys, rights-of-way acquisition, engineering, permitting, and construction of all the necessary features for arterial and collector road construction projects of the type made necessary by the new development.
- Policy 2.2.7:** *New Development Fair Share Payment.* The City shall require all new developments to pay their fair share for the improvement or construction of needed transportation facilities to maintain adopted level of services standards. Fair share payments will be collected consistent with the adopted Proportionate Fair Share Ordinance.

Existing Major Thoroughfares Map Map II-1



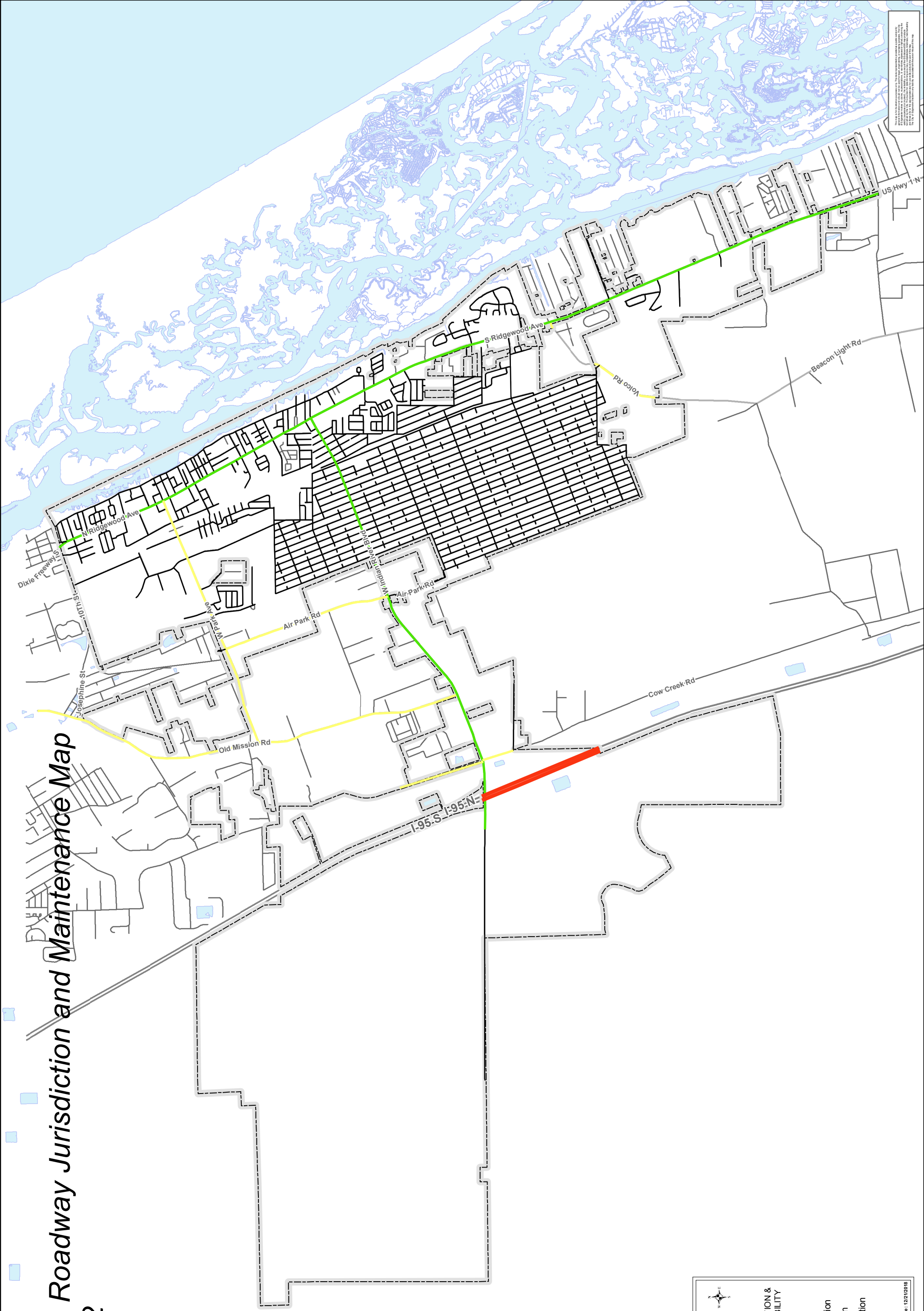

EXISTING MAJOR THOROUGHFARE &
FUNCTIONAL CLASSIFICATION


-  City Limits
-  Collector
-  Arterial I
-  Arterial II
-  Limited Access (FIHS)

1 inch = 4000 feet
Scale when Printed at 11 X 17
Date: 12/18/2018

EDGEEWATER
12/18/2018
11 X 17
1:4000

Existing Roadway Jurisdiction and Maintenance Map Map II-2




 **EDGEWATER**

EXISTING ROAD JURISDICTION & MAINTENANCE RESPONSIBILITY

- City Jurisdiction
- County Jurisdiction
- State Jurisdiction
- Federal Jurisdiction

1 inch = 4000 feet

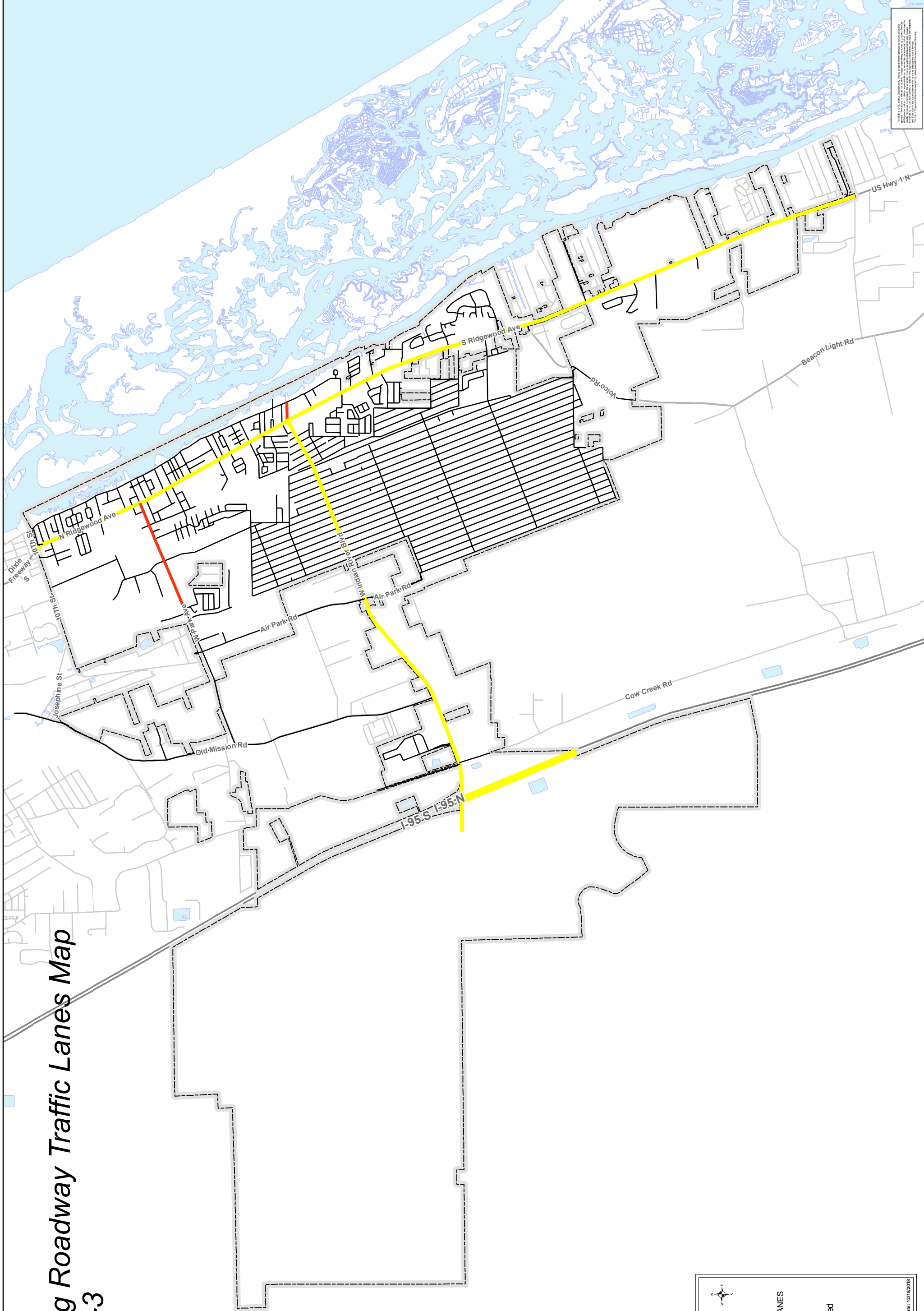
Date: 12/21/2018




Map II-2: Existing Roadway Jurisdiction and Maintenance Responsibility. This map was prepared by the City of Edgewater, Florida, and is intended for informational purposes only. It is not a legal document and should not be used for legal or financial purposes. The City of Edgewater, Florida, is not responsible for any errors or omissions in this map. The City of Edgewater, Florida, is not responsible for any damages or losses resulting from the use of this map. The City of Edgewater, Florida, is not responsible for any claims or liabilities arising from the use of this map. The City of Edgewater, Florida, is not responsible for any claims or liabilities arising from the use of this map.

Existing Roadway Traffic Lanes Map

Map II-3



Map II-3
Date: 12/18/2018
Scale: 1 inch = 4000 feet



EDGEWATER

EXISTING NUMBER OF LANES

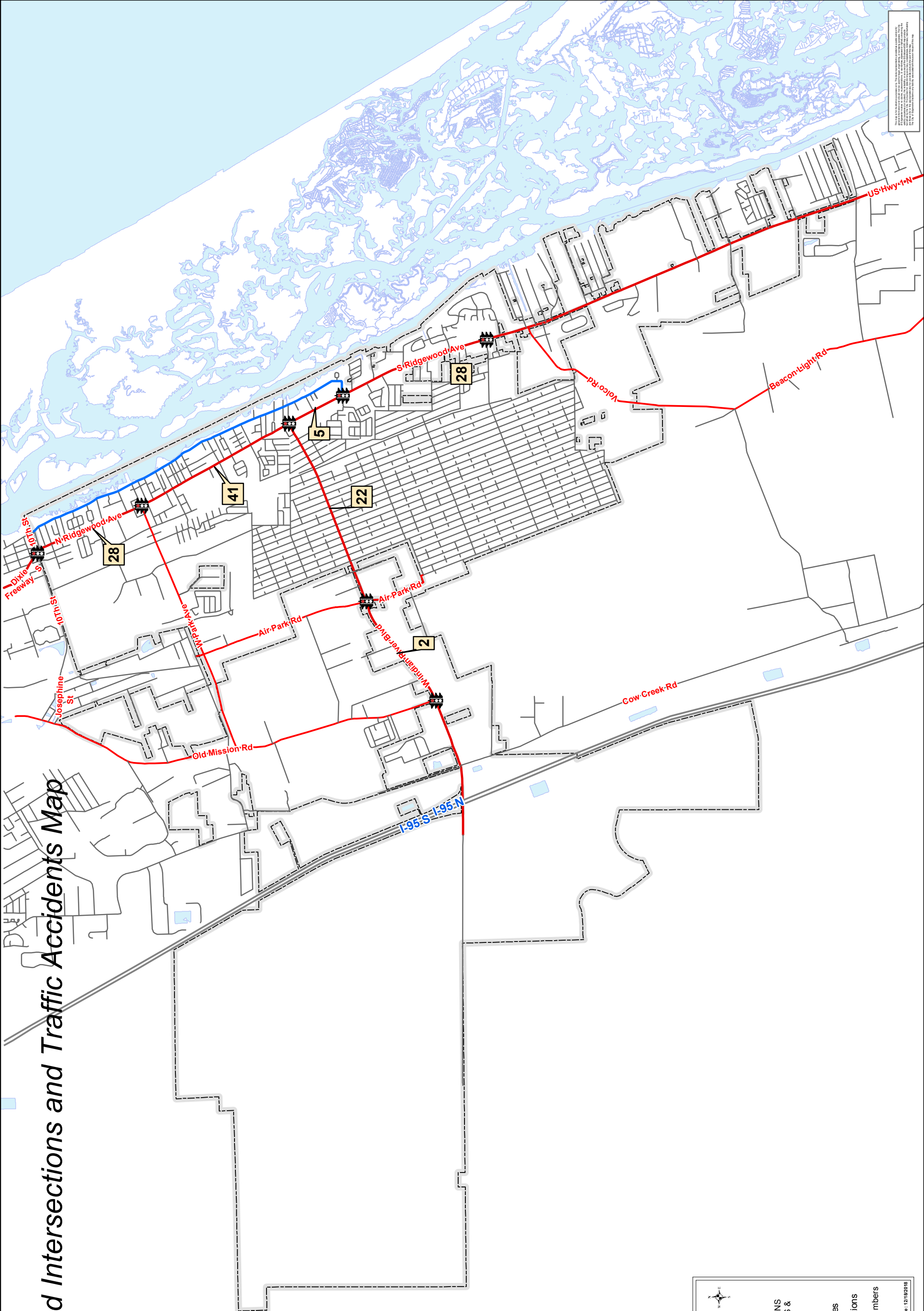
- City Limits
- 2 Lane Undivided
- 2 Lane Divided
- 4 Lane Divided


1 inch = 4000 feet

Date: 12/18/2018

Signalized Intersections and Traffic Accidents Map

Map II-4





**SIGNALIZED INTERSECTIONS
CONSTRAINED FACILITIES &
ACCIDENT LOCATIONS**

- City Limits
- Constrained Facilities
- Signalized Intersections
- # Accident Locations/Numbers

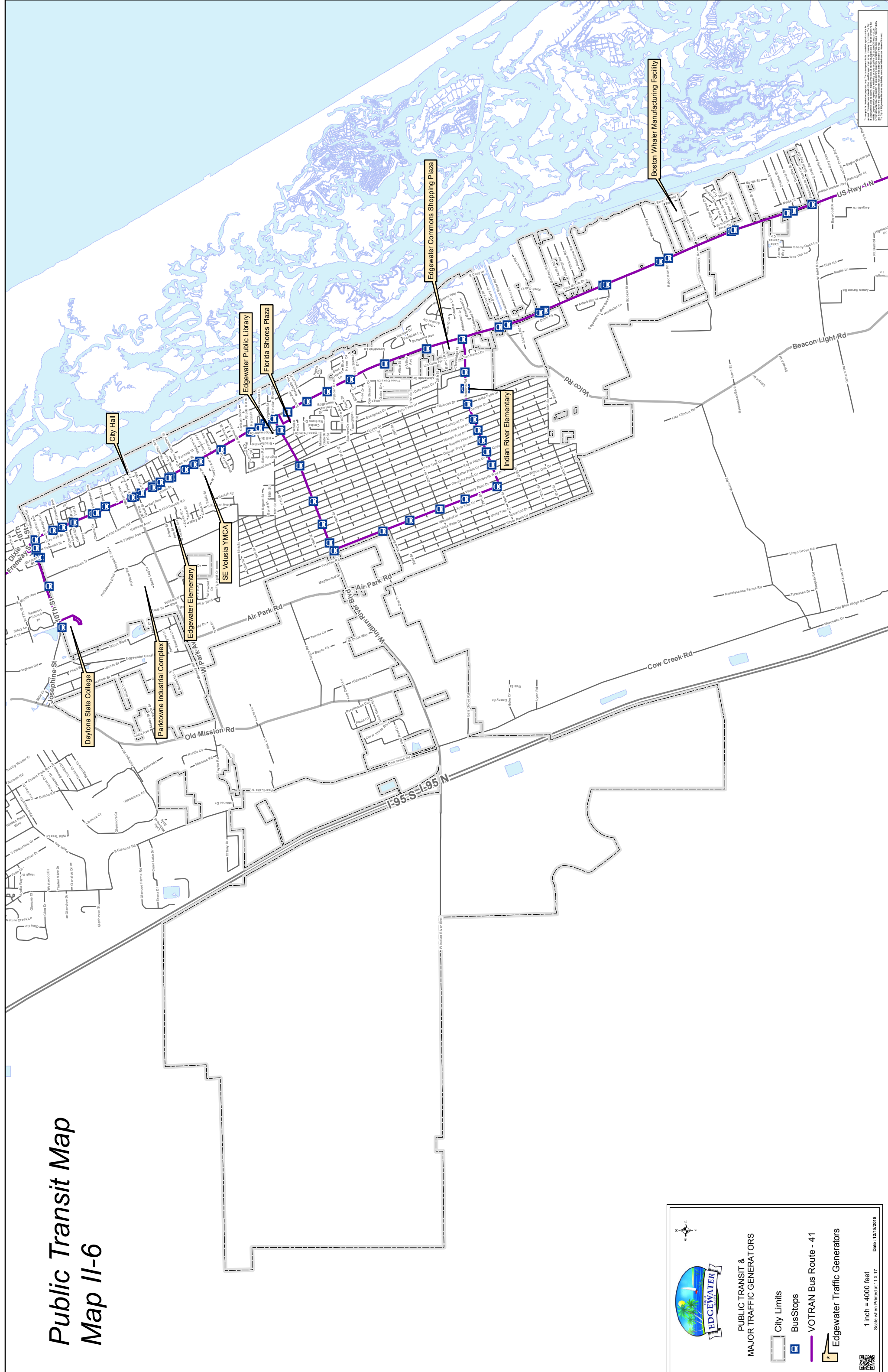
1 inch = 4000 feet


Date: 12/18/2018

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Public Transit Map

Map II-6





**PUBLIC TRANSIT &
MAJOR TRAFFIC GENERATORS**

City Limits

Bus Stops

VOTRAN Bus Route - 41

Edgewater Traffic Generators

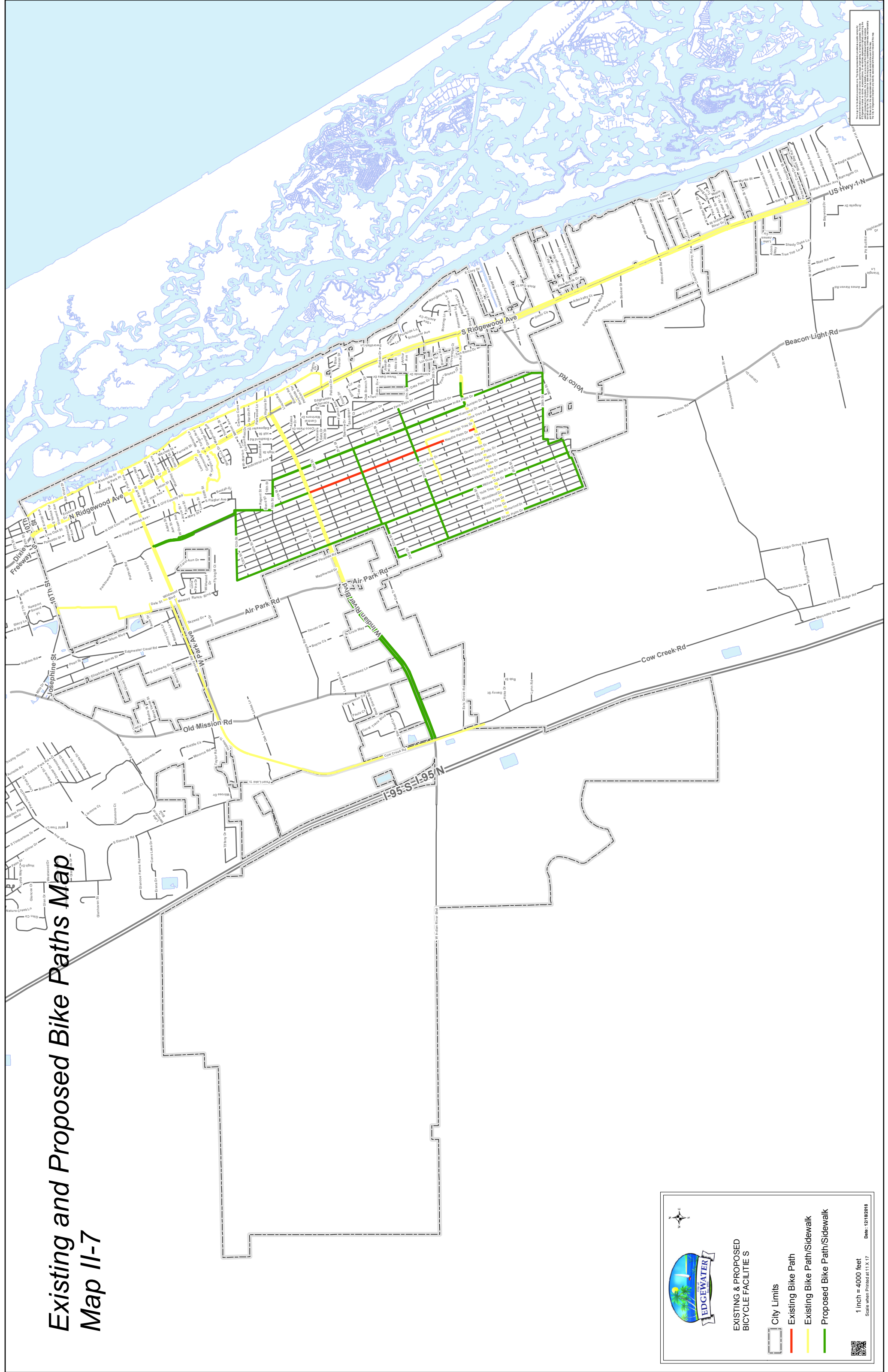
1 inch = 4000 feet
Scale when Printed at 11 X 17

Date: 12/18/2018


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Existing and Proposed Bike Paths Map

Map II-7



Map II-7
Scale: 1 inch = 4000 feet
Date: 12/18/2018



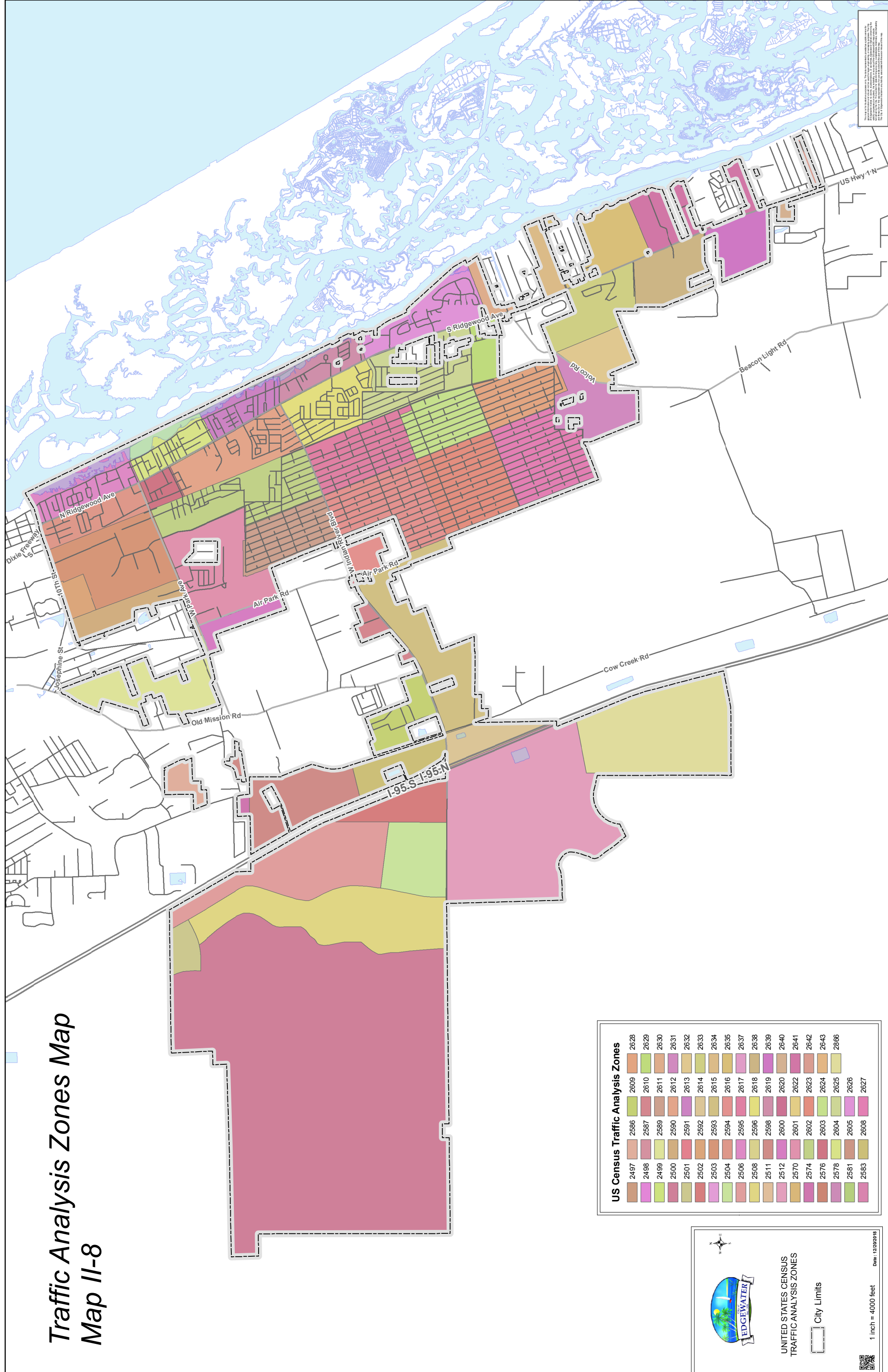
EXISTING & PROPOSED BICYCLE FACILITIES

- City Limits
- Existing Bike Path
- Existing Bike Path/Sidewalk
- Proposed Bike Path/Sidewalk

1 inch = 4000 feet
Scale when Printed at 11x17
Date: 12/18/2018

Traffic Analysis Zones Map

Map II-8



US Census Traffic Analysis Zones

2497	2586	2609	2628
2498	2587	2610	2629
2499	2588	2611	2630
2500	2589	2612	2631
2501	2590	2613	2632
2502	2591	2614	2633
2503	2592	2615	2634
2504	2593	2616	2635
2506	2594	2617	2637
2508	2595	2618	2638
2511	2596	2619	2639
2512	2598	2620	2640
2570	2600	2622	2641
2574	2601	2623	2642
2576	2602	2624	2643
2578	2603	2625	2644
2581	2604	2626	2645
2583	2605	2627	2646
	2608		

EDGEWATER

UNITED STATES CENSUS
TRAFFIC ANALYSIS ZONES

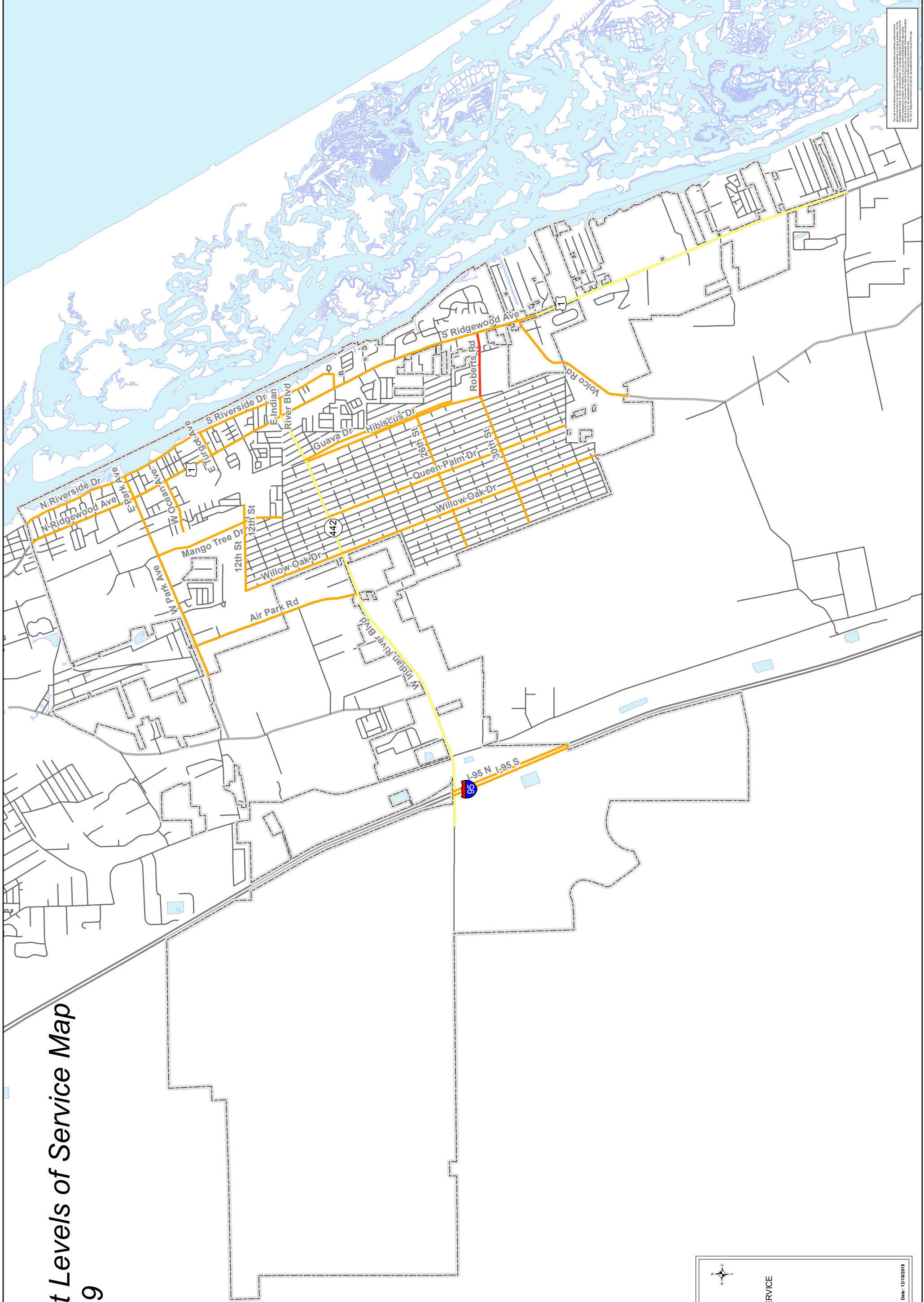
City Limits

1 inch = 4000 feet


Date: 12/20/2018

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Current Levels of Service Map Map II-9



Map prepared by the City of Edgewater, Florida, using data provided by the Florida Department of Transportation (FDOT) and other sources. The City of Edgewater is not responsible for any errors or omissions in this map. The City of Edgewater is not responsible for any damages or liabilities arising from the use of this map.



EDGEWATER

CURRENT LEVELS OF SERVICE
(2018)

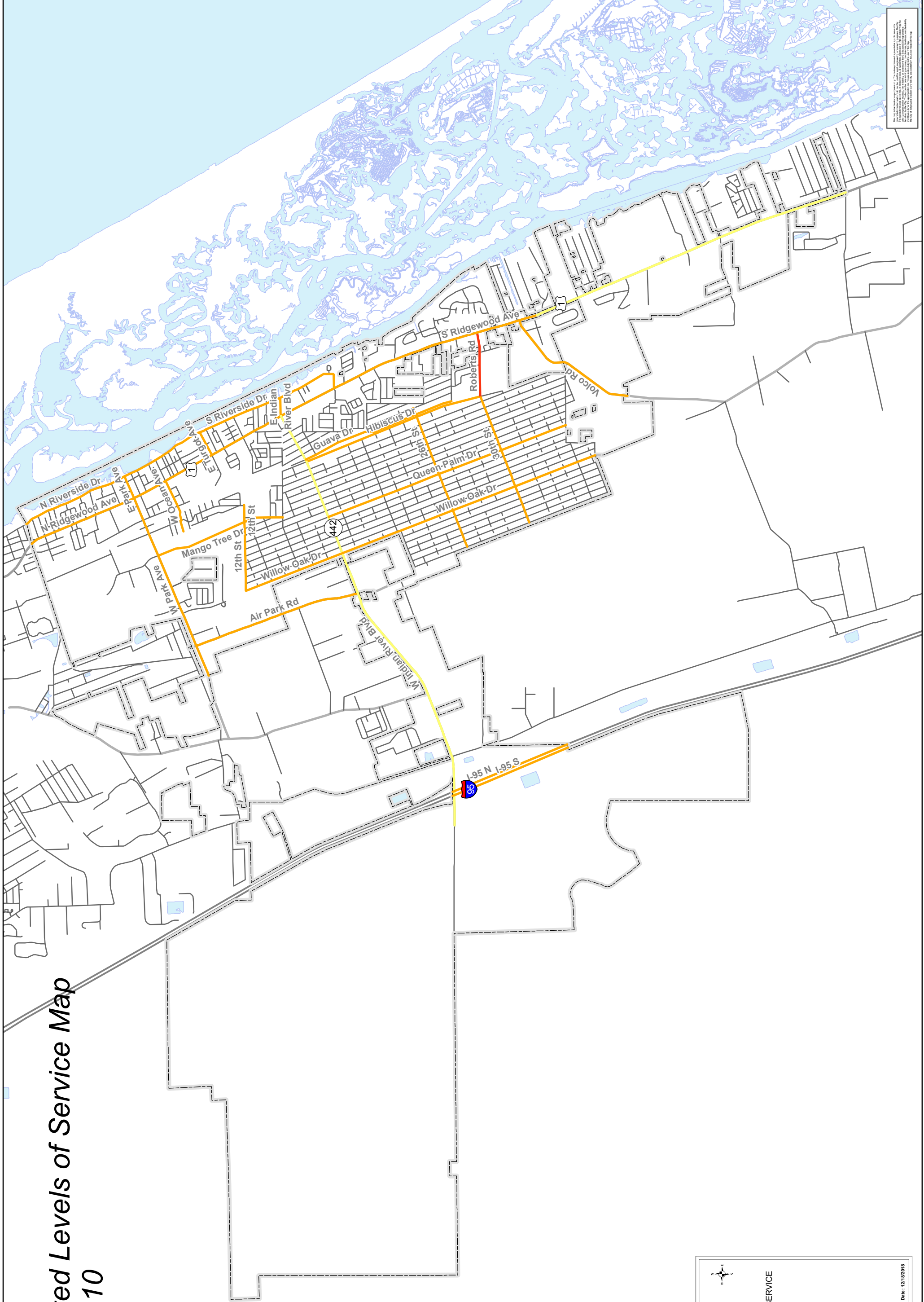
DATE: 12/18/2018

City Limits


- City Limits
- LOS - B
- LOS - C
- LOS - D

1 inch = 4000 feet
Scale when Printed at 11 X 17





Projected Levels of Service Map Map II-10



Map II-10
11/18/2018

 **EDGEWATER**

PROJECTED LEVELS OF SERVICE (2030)

-  City Limits
-  LOS - B
-  LOS - C
-  LOS - D

1 inch = 4000 feet
Scale when Printed at 11 X 17

Date: 12/18/2018

