

**CITY OF EUSTIS, FLORIDA
COMPREHENSIVE PLANNING PROGRAM**

TRAFFIC CIRCULATION ELEMENT

PART II. GOALS, OBJECTIVES, AND POLICIES

Prepared for:

The City of Eustis
City Commission
and
Local Planning Agency

By:

CPH Engineers
Orlando, Florida

and

The East Central Florida Regional Planning Council
Maitland, Florida

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TRAFFIC CIRCULATION ELEMENT

PART II: GOALS AND RECOMMENDATIONS

INTRODUCTION

The Traffic Circulation Element is presented in two sections. Part I of the element, "Inventory and Analysis," is contained in Volume 2 of this Comprehensive Plan report series, "Plan Elements: Baseline Conditions." Part I describes the Level of Service (LOS) concept, documents the existing arterial and collector road system, discusses thoroughfare planning proposals made by Lake County in its Traffic Circulation Element, and identifies capital improvement projects planned for the city.

It should be noted that data and analyses contained in Part I of this element are inclusive of the entire Eustis Planning Area, including municipal and unincorporated areas, established by interlocal agreement with Lake County in 1987. Inasmuch as Lake County has legal and political jurisdiction over unincorporated areas, however, responsibilities for implementing the goals, objectives, and policies set forth below by the City of Eustis can extend only to the limit of its municipal jurisdiction, except as provided by joint agreements presently in effect or subsequently adopted. Goals, objectives, policies, and related maps and recommendations contained in this element of the Comprehensive Plan for the City of Eustis are advisory only for areas outside the corporate limits of the city. They are not binding on Lake County, except as may be provided by interlocal agreements presently in effect or subsequently adopted.

This Part II report presents goals, objectives, and policies relative to providing for adequate traffic circulation in the Eustis area, consistent with the needs of existing and future populations and businesses. A recommended Traffic Circulation Map is also presented, showing arterial and collector roads needed to meet existing and anticipated future demands for the Year 2020.

GOALS, OBJECTIVES, AND POLICIES

The City of Eustis seeks to develop, improve, and maintain a system of arterial and collector roads and local streets necessary to provide access and efficient traffic service to community residents and businesses and to

help guide future development. Several arterial and collector roads in the Eustis Planning Area serve heavy volumes of non-local traffic and their improvement and maintenance is considered to be largely the responsibility of state and county governments. The city will do its part to protect the integrity of the arterial-collector system by regulating roadside development, encouraging the use of frontage roads and other forms of access management where practicable, and promoting other modes of transportation.

Several objectives and policies set forth below will be implemented through the Land Development Regulations, the revision of which is currently scheduled for completion in 2000.

GOAL 1: Provide a safe, efficient, economic and convenient transportation system that accommodates through traffic; assists ingress and egress from the municipal areas; and facilitates internal traffic circulation, consistent with present and future community needs.

OBJECTIVE 1.1: (TRAFFIC CIRCULATION SYSTEM) Continue to improve roads and streets in the community in accordance with the city's Transportation Plan to serve existing and projected development.

- Provide for adequate traffic circulation and flow.
- Provide consistency with adopted levels of service.
- Coordinate planning and design with the Future Land Use Element.
- Provide consistency between population, housing and densities and the available transportation modes and services to ensure that proposed transportation facilities are adequate to serve the area.

Measurable Target A: No functionally classified roadway segment in the city shall be below its adopted level of service at any time. If a segment currently is below its adopted level of service, no further level of service degradation shall take place.

Policy 1.1.1: The adopted local functional classifications for major roadways in the Eustis Planning Area, reflecting local arterial and collector functions, are shown in Table 1.

Policy 1.1.2:

The adopted peak hour and/or daily trip minimum level of service (LOS) standards for all segments of the designated arterial-collector system in the Eustis Planning Area, as follows:

<u>Functional Classification</u>	<u>Roadway</u>	<u>LOS Standard</u>
Major Arterial	US 441	C
	SR 19	D
	SR 44	D
Minor Arterial	All	D
Major Collector	All	D
Minor Collector	All	D

NOTE: The level of service standard for any roadway in the Eustis Planning Area which may be designated as part of the Florida Intrastate Highway System, as defined in section 338.001, Florida Statutes, shall be the LOS established by the Florida Department of Transportation by rule.

**Table 1
Roadway Functional Classification and Jurisdiction**

Functional Classification	Roadway	From	To	Jurisdiction
Major Arterial	US 441 US 19 Bay (SR 19 SB) – One Way Grove (SR 19 NB)–One Way SR 19 SR 44 (Orange Avenue) SR 44 (Orange Avenue) SR 44 (Orange Avenue)	East Limits South Limits Split North Split South Northern Split SR 19 Hazelton Estes Road	West Limits Stevens Split South Split North North Limits Hazelton Estes Road CR 44B	State State State State State State State State
Minor Arterial	CR 44 CR 44 CR 44 CR 44B	SR 19 SR 19 Fish Camp Road US 441	CR 44/44A Fish Camp Road Apairy SR 44	County County County County
Major Collector	Abrams Road Waycross David Walker Drive CR 44A CR 452 CR 452 Kurt Street West Lakeview Avenue Ardice	Waycross CR 44B US 441 CR 44 SR 19 CR 44 US 441 Kurt Kurt	SR 44 Abrams Kurt Estes Road CR 44 Apairy Road West Lakeview Avenue SR 19 SR 19	County County County County County County City City City
Minor Collector	CR 44 Mt. Homer Road Mt. Homer Road Lakeshore Drive Old Mt. Dora Road East Crooked Lake Road Bates Bates CR 44A (E-W) CR 44A (N-S) Fish Camp Road East Lakeview Drive Haselton Street Prescott Eudora Road Washington Grove Street Golf Links Estes Road	SR 44 US 441 David Walker Drive West Limits SR 19 US 441 Carver park Prescott Estes Road Estes Road CR 44 SR 19 Lakeview Avenue SR 44 US 441 Haselton Street Old Mt. Dora Road Kurt SR 44	CR 44A David Walker Drive Kurt Bay (SR 19) US 441 East Lakeview Avenue Estes Road Carver Park East Limits North Limits CR 452 Haselton SR 44 Bates Avenue Old Mt. Dora Road Abrams Road Badger (SR 19) Grove CR 44A	County County County County County County County City County County County City City City City City City City County

Policy 1.1.3: The LOS D standard for SR 19 through downtown Eustis is herein adopted by the city. The city will investigate various means to finance and implement improvements and/or change the classification and applicable level of service standards to provide the necessary capacity to accommodate future traffic demands.

NOTE: The city does not accept as a solution the removal of on-street parking in the downtown area to provide for another moving lane in both directions for expedited traffic flow. The city seeks to preserve the character of its downtown area by maintaining on-street parking and promoting lower travel speeds on SR 19 and improving cross-street circulation.

Policy 1.1.4: The city will continue to support the completion of an alternate route north and east of the city from SR 19 to US 441.

Policy 1.1.5: Where these LOS standards are different from those adopted by Lake County for county-maintained roads in unincorporated sections of the Eustis Planning Area, the city and county shall take action to make LOS standards consistent in this area.

Policy 1.1.6: The city will cooperate with Lake County in the implementation of the Lake County 2020 Long Range Transportation Plan.

Policy 1.1.7: Continue to meet with the Florida Department of Transportation, Lake County, and other municipal jurisdictions annually to ensure that the FDOT Five-Year Work Program adequately reflects local needs.

Policy 1.1.8: Continue to meet with Lake County, and other municipal jurisdictions annually to ensure that the Lake County Road Impact Fee Program adequately reflects local needs.

Policy 1.1.9: Support completion of Huffstetler Road (a new collector road between Kurt Street and Mount Homer Road) not later than year-end 2002 approximately one quarter mile north of US 441 to serve as an alternate corridor for US 441. Also a connection to US 441 is included.

OBJECTIVE 1.2: (CAPACITY AND RIGHT-OF-WAY PROTECTION) On an ongoing basis, protect the integrity of the arterial/collector roadway system including both traffic-carrying and legitimate land service functions through regulation of roadside development, protection of existing and future rights-of-way (based on projected needs through 2010) from building encroachment, and acquisition of adequate rights-of-way (for projected needs).

Measurable Target B: No request for a new access point shall be approved unless it complies with Policy 1.2.1 of this element.

Measurable Target C: By year-end 2001, the city shall, in conjunction with Lake County, adopt minimum right-of-way standards for all types of roadways based on existing County and State standards.

Measurable Target D: By year-end 2005, the city shall initiate a program to acquire rights-of-way conforming to the adopted right-of-way standards for all arterial and collector streets.

Policy 1.2.1: The city shall continue to regulate the location and frequency of points of ingress and egress to abutting properties commensurate with roadway function and level of service standards, including those with respect to:

- In those cases where an application for development includes a proposal for access to a state highway, the requirements and standards set forth in Rule 14-96 and 14-97, FAC (State Access Management Program) shall also apply, except as may be exceeded by standards in this Comprehensive Plan. The city shall advise the applicant of these requirements and consult with FDOT on a case-by-case basis as needed in the review of applications for development affecting state highways.
- In those cases where an application for development includes a proposal for access to a county road, the requirements and standards set forth in Lake County's access management rules shall also apply, except as may be exceeded by standards in this Comprehensive Plan. The city shall advise the applicant of these requirements and consult with Lake County on a case-by-case basis as needed in the review of applications for development affecting county roads.

- limitation of the number of access points along any road frontage for any individual lot with a minimum spacing between driveways, including:
 - a minimum of 25 feet between a point of access to a property and a road intersection
 - a maximum of two points of access per road frontage on arterial roads for an individual property or for contiguous properties under common ownership up to 500 feet of frontage on the same road. One additional access point may be permitted for each 500 feet of arterial road frontage thereafter.
 - a minimum 50-foot interval between access points along the same road frontage for abutting properties other than residential lots
- consolidation of access points serving two or more abutting properties along designated roadways through the use of frontage roads, shared driveways, shared parking or other access management techniques, with particular attention to US 441, CR 44, SR 19, and SR 44.

Policy 1.2.2:

Parking of motor vehicles will be accommodated or regulated in the following manner:

- On-street parking will be permitted on arterial, collector, and local streets in the Central Business District to serve adjacent development consistent with traffic safety considerations. On-street parking in other areas may be permitted and will be evaluated on a case by case basis.
- Nonresident parking on residential streets, which abut generators of employee or visitor parking, will be reviewed and remedied as conditions warrant.
- Off-street parking and internal traffic circulation will be provided in accordance with the Land Development Regulations.
- Landscaping and lighting of off-street parking areas relative to their appearance from the roadside and abutting properties will be as required by the Land

Development Regulations.

Policy 1.2.3: By year-end 2001, establish minimum right-of-way standards for all types of roadways based on existing County and State standards.

Policy 1.2.4: Through the Land Development Regulations, acquire or preserve future rights-of-way by means of:

- dedication of rights-of-way
- ensuring adequate building setbacks along road frontages

Policy 1.2.5: Lakeshore Drive is hereby designated a scenic road. Scenic quality shall be maintained and achieved through preservation of a two-lane cross section, enforcement of posted speed limits, limited improvements for bicycle and pedestrian use, and careful regulation of roadside development.

Policy 1.2.6: Monitor transportation concurrency with formalized procedures that ascertain the permissibility of proposed developments according to criteria established by the LDR's. The criteria may include traffic studies, traffic counts and other information.

Policy 1.2.7: The City shall annually monitor the LOS status of all functionally classified roadways within the City by using State, County and City traffic counts.

Policy 1.2.8: The Transportation Plan shall continue to address through periodic review:

- Any current and projected deficiencies of arterial and collector roads under other jurisdictions.
- Any deficiencies of City collector streets; and
- Eustis shall continue to adopt revisions to the Land Development Regulations to include guidelines and criteria consistent with nationally-recognized standards and tailored to local conditions which provide for safe and convenient on-site traffic flow, adequate pedestrian ways and sidewalks, as well as sufficient on-site parking for both motorized and non-motorized vehicles.

OBJECTIVE 1.3: (OTHER TRANSPORTATION) By year-end 2005, implement programs to provide other modes of transportation, including walking and bicycling.

Measurable Target E: By year-end 2005, the recommendations contained in the City's adopted Bicycle Plan and the city's adopted Sidewalk Plan shall be implemented.

Policy 1.3.1: Continue to implement the Bicycle Plan adopted by the City of Eustis in August 1997.

Policy 1.3.2: Initiate by year-end 2002 a program to provide bicycle storage facilities at public buildings and recreation sites in the city and incorporate in the Land Development Regulations requirements for same in new developments of specified types and minimum sizes.

Policy 1.3.3: Continue to implement the Sidewalk Plan adopted by the City of Eustis in August 1997.

OBJECTIVE 1.4: Conserve the natural environment, augment open space and incorporate beautification as functions of road development in the City.

Measurable Target F: The city shall, in conjunction with FDOT, incorporate beautification into the US 441 widening, based on existing standards.

Measurable Target G: By 2005 and continuing through the planning period, the city shall identify areas to protect the natural environment, augment open space and where scenic beautification may be incorporated. City shall also pursue funding for such projects.

Policy 1.4.1: Where valid options are available, choose rights-of-way for roadways distant enough from natural drainage features and upland habitats to coexist with these natural areas.

Policy 1.4.2: The incursion of a roadway through natural areas shall be allowed if it benefits the public need, such as for access by emergency vehicles, outweighing other concerns.

Policy 1.4.3: Include in all new road plans adequate right-of-way for potential landscaping.

Policy 1.4.4: Designate scenic areas in an effort to preserve existing vegetation and canopy.

FUTURE TRAFFIC CIRCULATION MAP

Arterial and collector roadways have different service functions, as their names suggest. Arterials generally function as the major intercity connectors and regional traffic carriers. They typically accommodate relatively high volumes of traffic moving at moderate to high speed. The primary function of arterial roads is to

move traffic, not provide land access.

Collectors, on the other hand, are about equally divided in function between land access and traffic movement. They generally carry lesser amounts of traffic for shorter distances and at slower speeds than arterials, but are the necessary transition from or link between the local street network and the arterial road system.

Recommended arterial and collector roadways in the Eustis Planning Area total 46 miles, including 22 miles of arterial roads and 24 miles of collectors. This major street system consists of three classes of roadways – major arterials, minor arterials, and collectors. These are local classifications appropriate to the Eustis area and are not necessarily consistent with the regional classification system established by the Florida Department of Transportation. The Future Traffic Circulation Map maintains the status of the roadways shown in Table 1 and adds the following roadways in the arterial-collector system. Figure 1, Future Traffic Circulation Map, shows the roadway configuration along with suggested locations for future traffic signals.

Major Collectors

- Huffstetler Road from Lakeshore to Kurt
- A connection road from US 441 to Huffstetler

Several of the road segments identified in Table 1 join together to form continuous thoroughfares, as in the case of Kurt Street and Lakeview Avenue. Major arterials will have four or more lanes of divided traffic with minimal direct access from abutting properties, where possible. Minor arterials may be two or more lanes in cross section depending on demand. Collector roads will generally have a two-lane cross section, except in areas of heavy local demand where additional lane capacity is needed. Major collectors may require four moving lanes of traffic.

Additional traffic capacity on the designated system may also be provided through the following strategies:

- reclassifying certain segments from collectors to arterials, as is recommended for CR 44. Additional traffic capacity can be gained in this manner, recognizing also the need to exercise greater control over access to arterial roads.
- widening existing segments in areas of high demand
- redesigning key intersections