



# Edgewater Drive

Living through the Road Diet  
& Celebrating 13 Years  
as a Complete Street

Jeffrey Arms, PE, AICP, PTOE

*HDR*

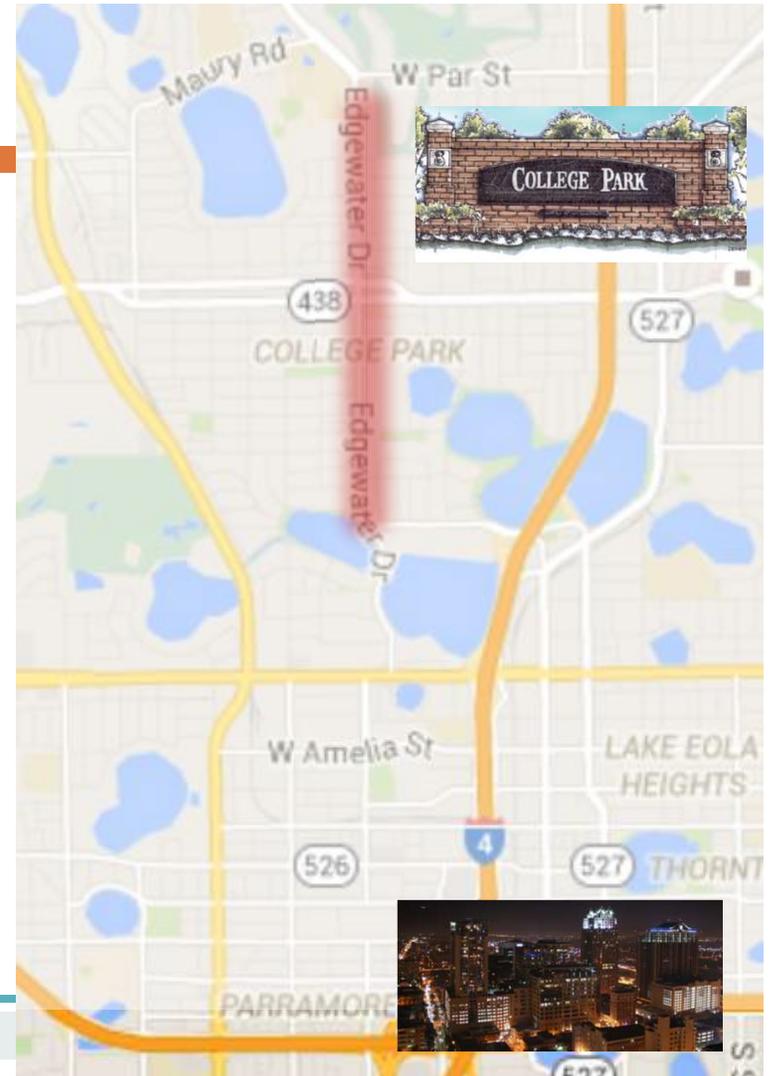
*Transportation Planning Section Manager*

# Edgewater Drive - Background

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**Orlando, FL – 2 miles from  
Downtown**

- **1.5 mile minor arterial**
- **9 Signals in 1-mile  
(660' avg. spacing)**
- **Buildings address the  
street**
- **20,000 ADT**



# Edgewater Drive - Background

Edgewater Serves as the Main Street for College Park – Pre-WWII Neighborhood



# Genesis of the Diet – 1999 Neighborhood Horizon Plan

## Focused on Edgewater Dr.

- Village Center Vision
- Beautification
- Pedestrian Friendly
- Bicycle Friendly
- Less Speeding
- City Control of Road



# Project Opportunity



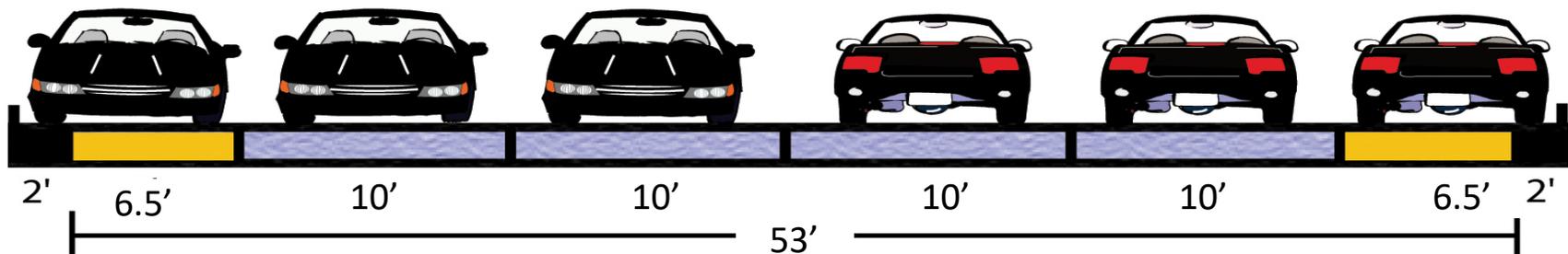
FDOT Resurfacing of Edgewater in Transportation Improvement Program (TIP)



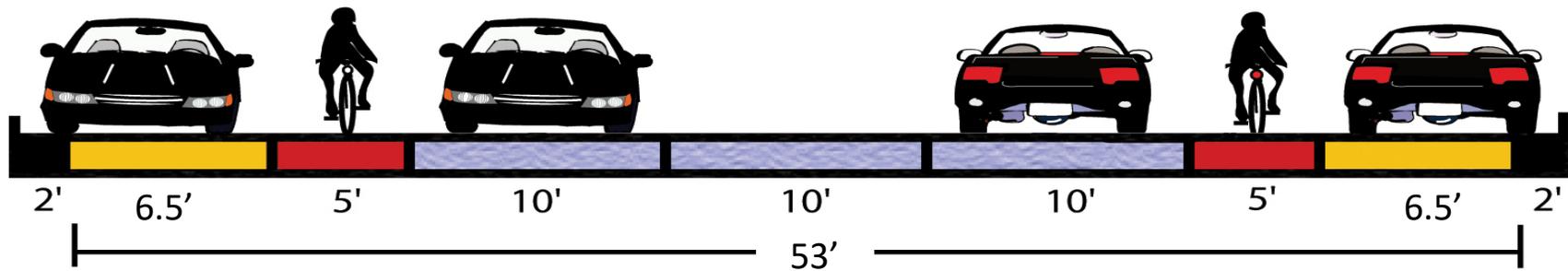
Early Main Street Organization requested a study of a potential road diet

# Classic Road Diet

PREVIOUS CROSS SECTION



ROAD DIET



Only Resource at the time - Burden & Lagerway (1999), Road Diets Fixing the Big Roads

# Public Process for Study

- Two public workshops, plus presentations to the Neighborhood Association
- Synchro traffic analysis
- Neighborhood Association: favored
- Merchants Association: mixed support



## Project Direction

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**City agreed to take over the road from FDOT**



**City committed to trial road diet using temporary tape and a before & after analysis**



**Developed extensive Performance Measures & An Evaluation Matrix**



**Agreed to have Public Meetings to Discuss the after analysis**

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# Before & After - Evaluation Criteria

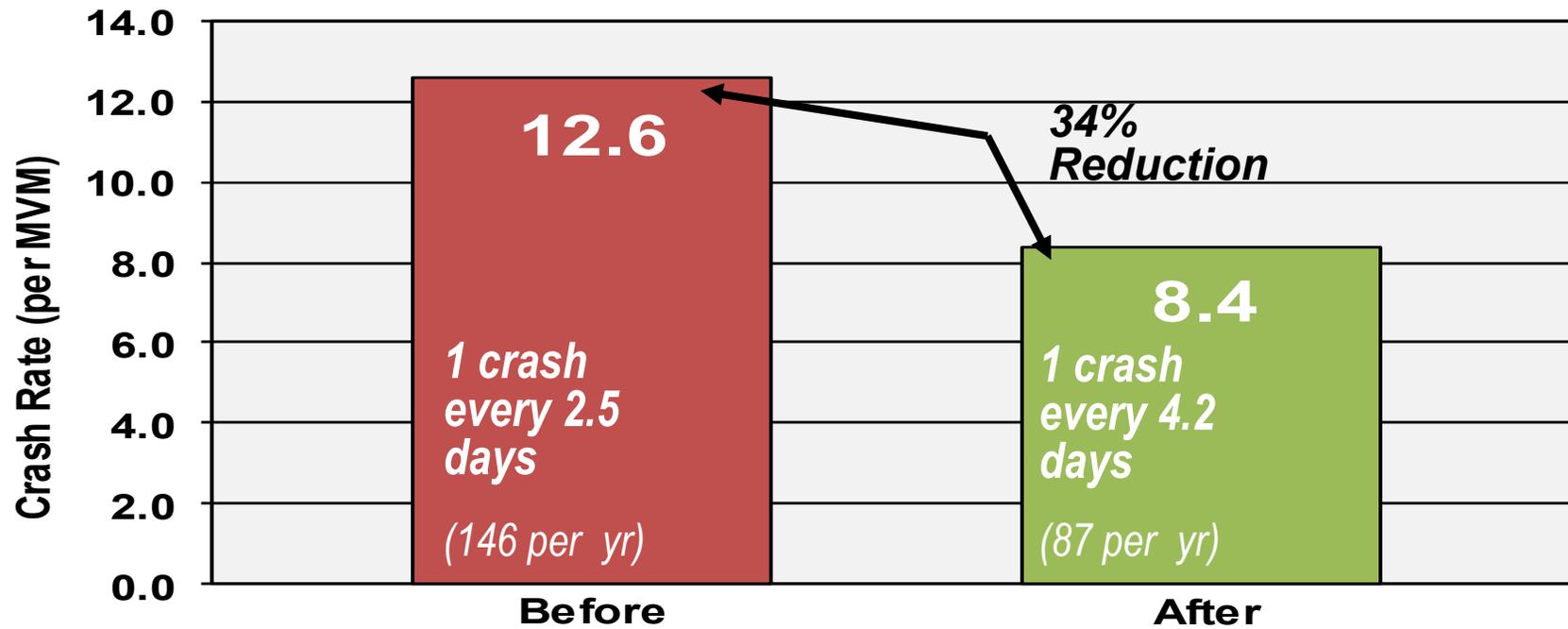
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- **Crash Rate**
- **Injury Rate**
- **Speeding Analysis**
- **Edgewater Drive Traffic Volumes**
- **Parallel & Sidestreet Traffic Volumes**
- **On-Street Parking Utilization**
- **Pedestrian Volumes**
- **Bicycle Volumes**
- **Corridor Travel Times**

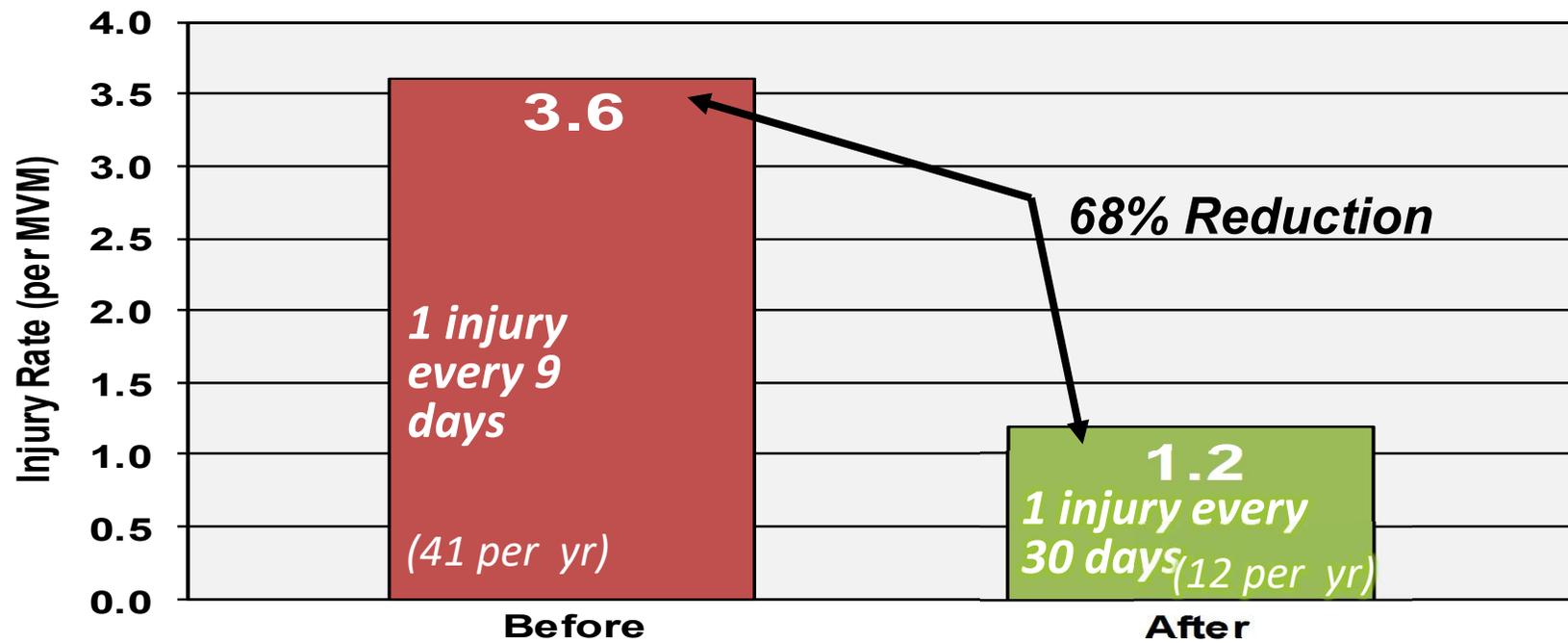
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Before data based on three years & after based on four months

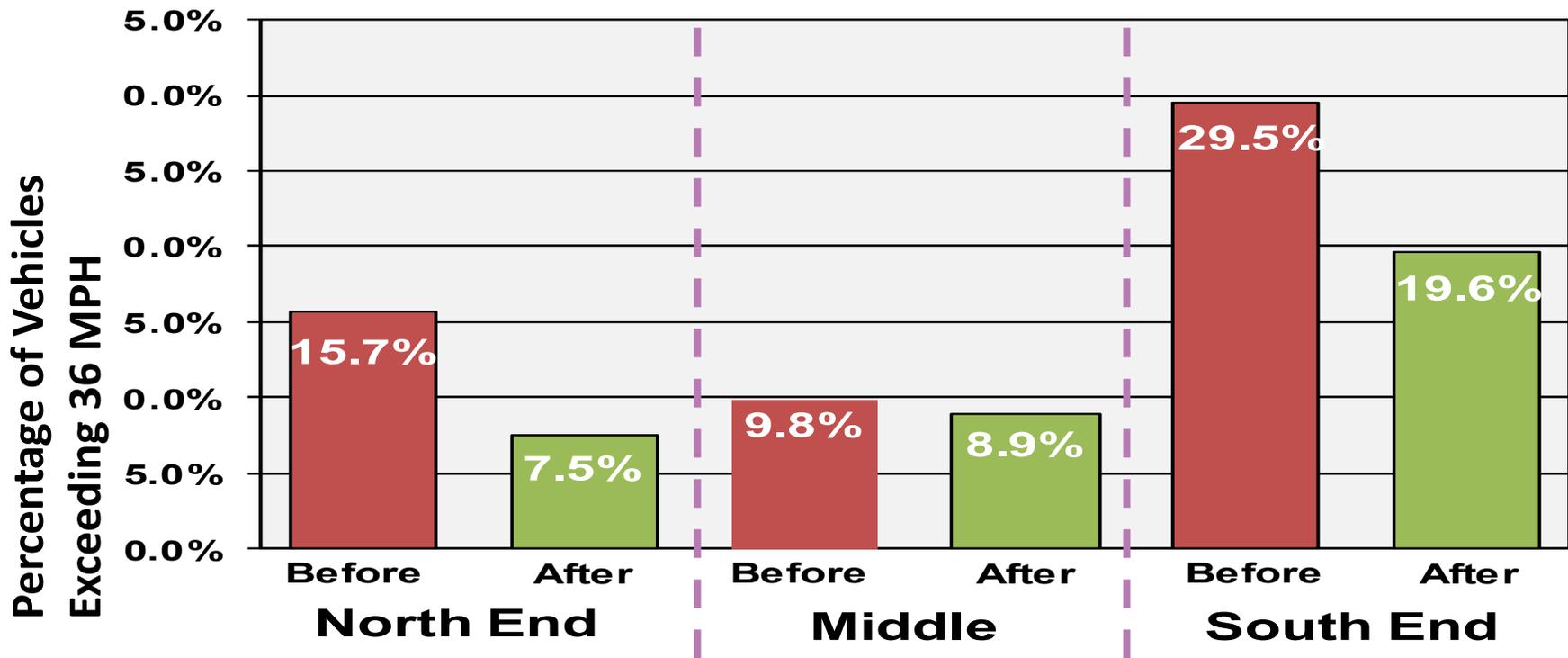
# Crash Rate



# Injury Rate

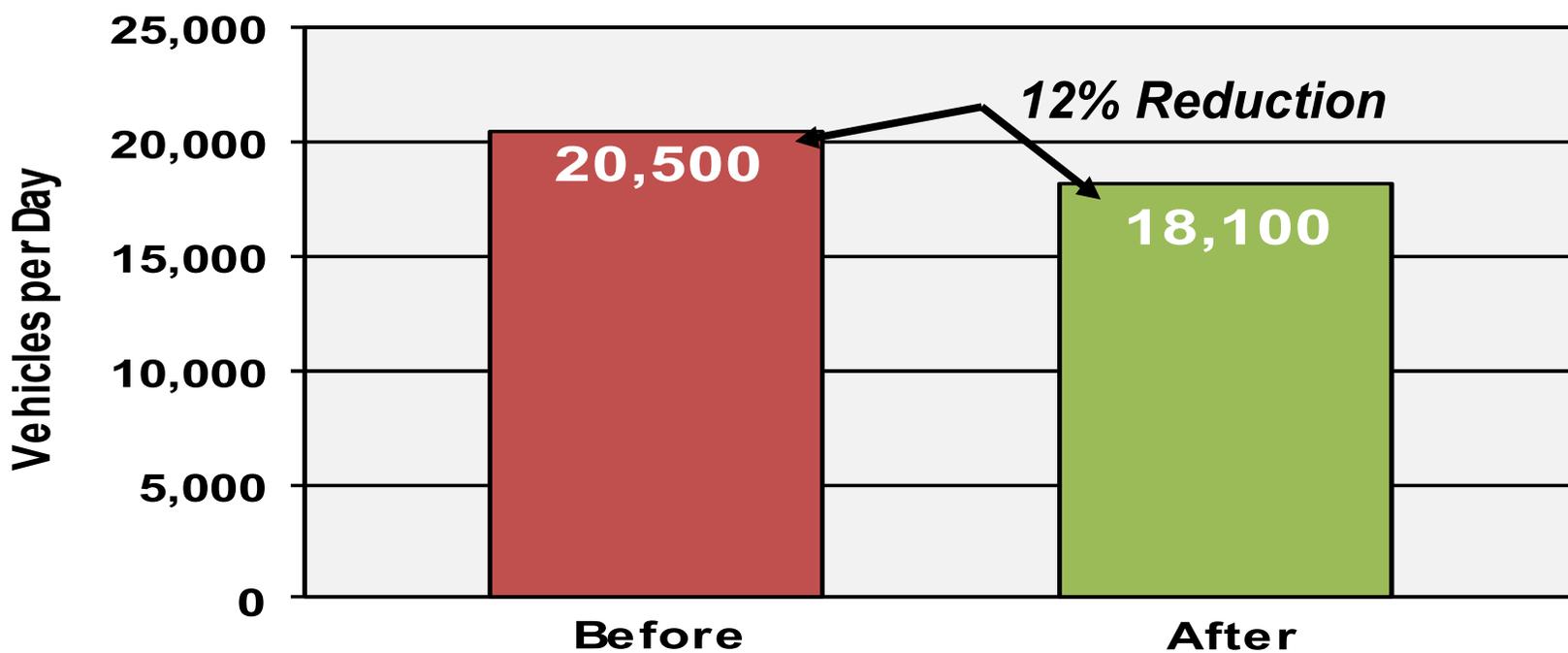


# Speeding Analysis

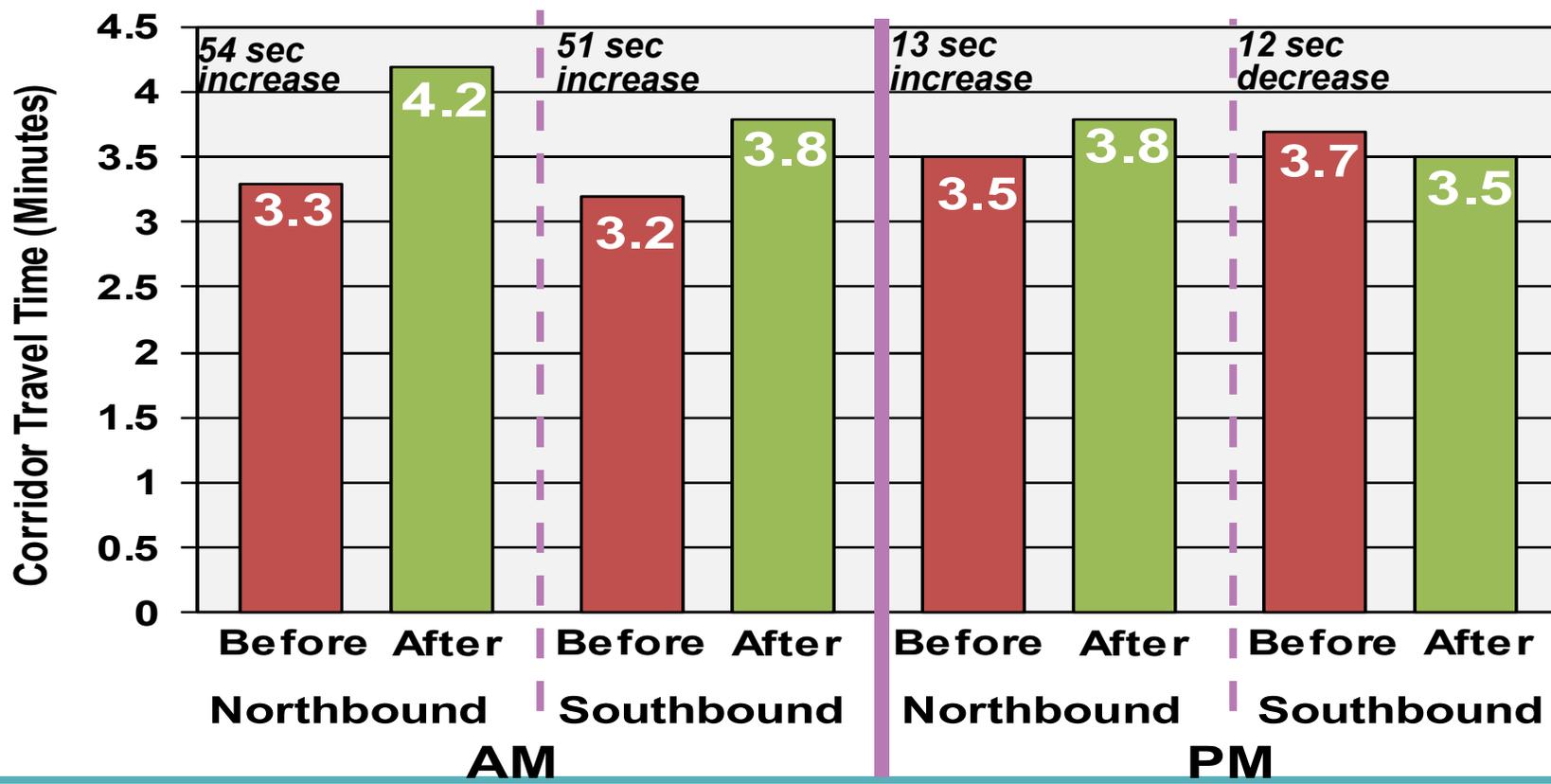


Speed Limit is 30 MPH

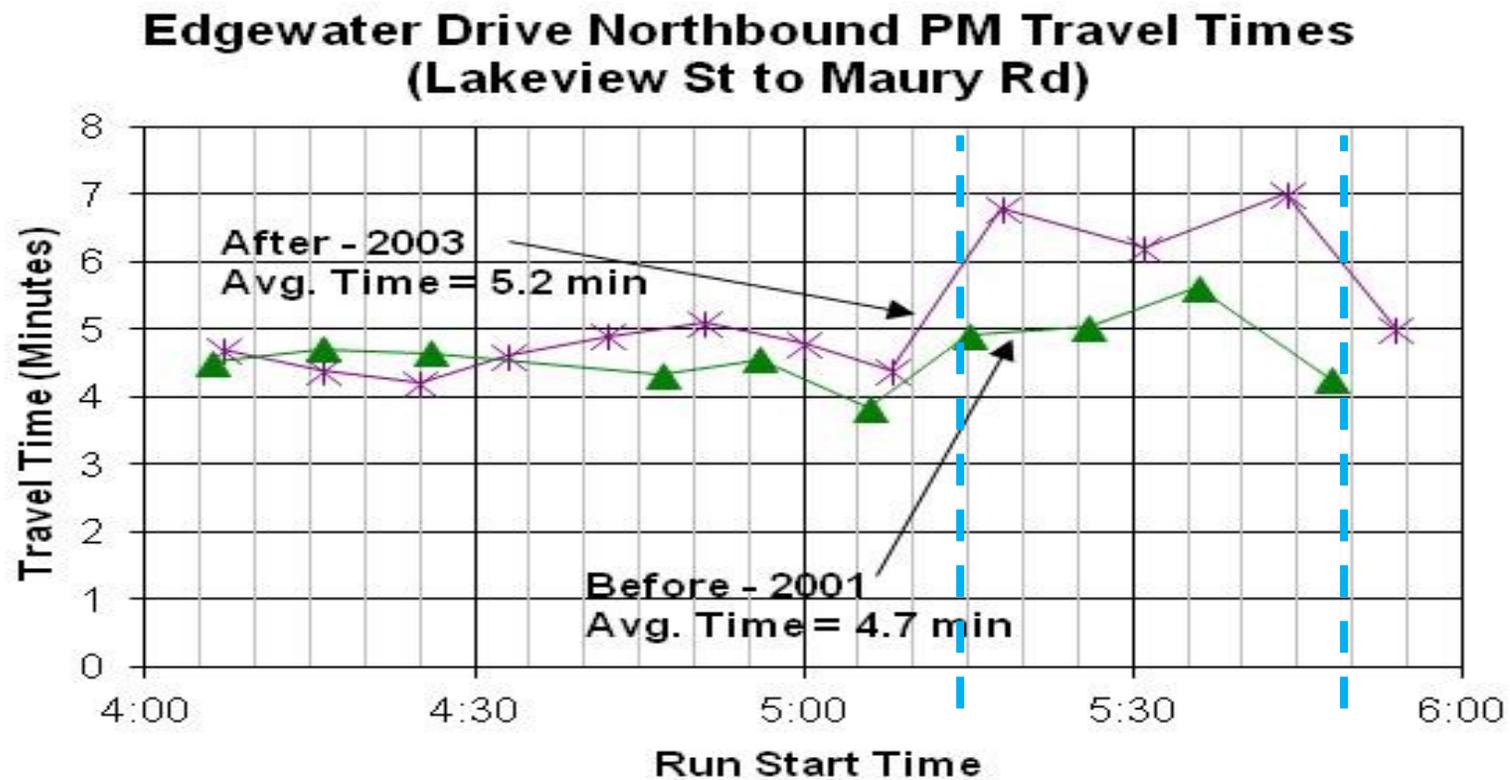
# Edgewater Dr Traffic Volumes



# Corridor Travel Times – Before Retiming



# Travel Time Graphing



After Condition Reflects Signal Retiming in 2003

# Project Outcomes

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City placed permanent striping in Dec 2002



# Project Outcomes

- Resurfaced again in 2012 - No one suggested going back to four lanes



# Lessons Learned while Dieting

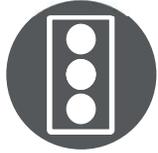
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**Research – today there are extensive before and after results, studies & documentation**



**Analysis / simulation = powerful tool**



**Traffic signal spacing limited capacity**



**Public surveys & comments – nonscientific– try not to give the impression there is a vote**



**Political support & timing is key**

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## Results – Ten Years Later

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**7-Story Mixed Use Project Complete**

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# Results – Ten Years Later



## ACTIVE MAIN STREET ASSOCIATION



*Photos courtesy of Orlando Main Streets*

# Results – Ten Years Later



Parcels Included	Percent Change In Taxable Value
	2000 - 2012
Adjacent to Edgewater	80%
All Parcels within ½ mile of Edgewater	70%
Single Family within ½ mi of Edgewater	77%
Orange County	58%

**7 story Development – Not on 2006 Tax Roll**

# Results – Ten Years Later



**Business District is thriving –  
77 net new businesses & 560 new jobs since 2008**

## Results – Ten Years Later



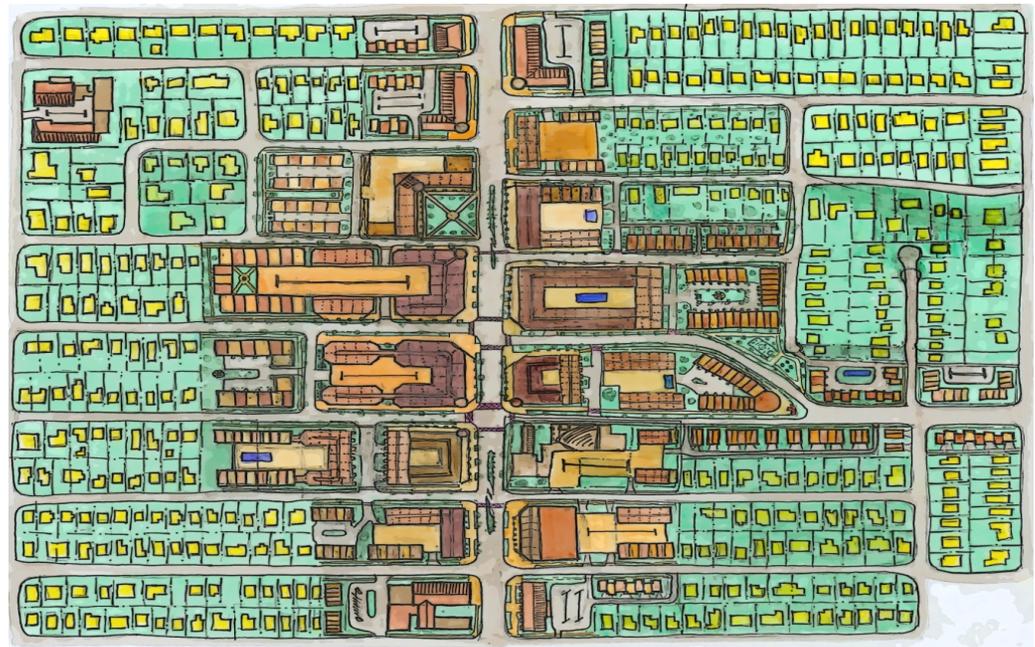
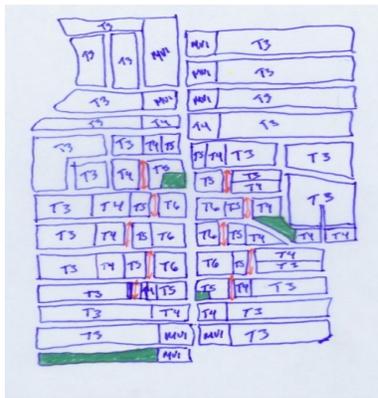
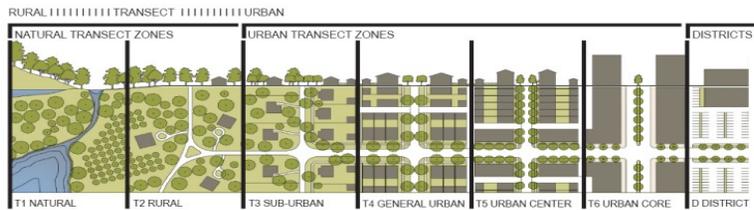
**Segment to the north (four divided & five lane) resurfaced with narrower lanes for bike lanes**

# Results – Ten Years Later

**Edgewater Vision  
Task Force –  
Completed a Special  
Plan in 2008**



# Results – Ten Years Later



Special Plan includes the use of transects

## Results – Ten Years Later



**Streetscape & ADA upgrades are needed – 20 years old**

## Results – Ten Years Later



**Bike lanes well used, but some concern about dooring**

## Results – Ten Years Later

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**Ped activity is high & ADT has increased back to 20,000**

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## Results – Ten Years Later



**Parallel street that saw volume increase has traffic calming & has dropped back to its previous level**

# Results – Ten Years Later



## Bike & Pedestrian Crashes Remain Down

Performance Measure	Before <sup>1</sup>	After <sup>2</sup>
Crashes Involving Bicyclists	3	1
Crashes Involving Pedestrians	3	1

1. Before Represents an average of 1999, 2000 & 2001 for Pedestrians and 2000 & 2001 for Bicycles (4 lanes)
2. After represents average of 2004-2010 (3 lanes)

# Results – Ten Years Later

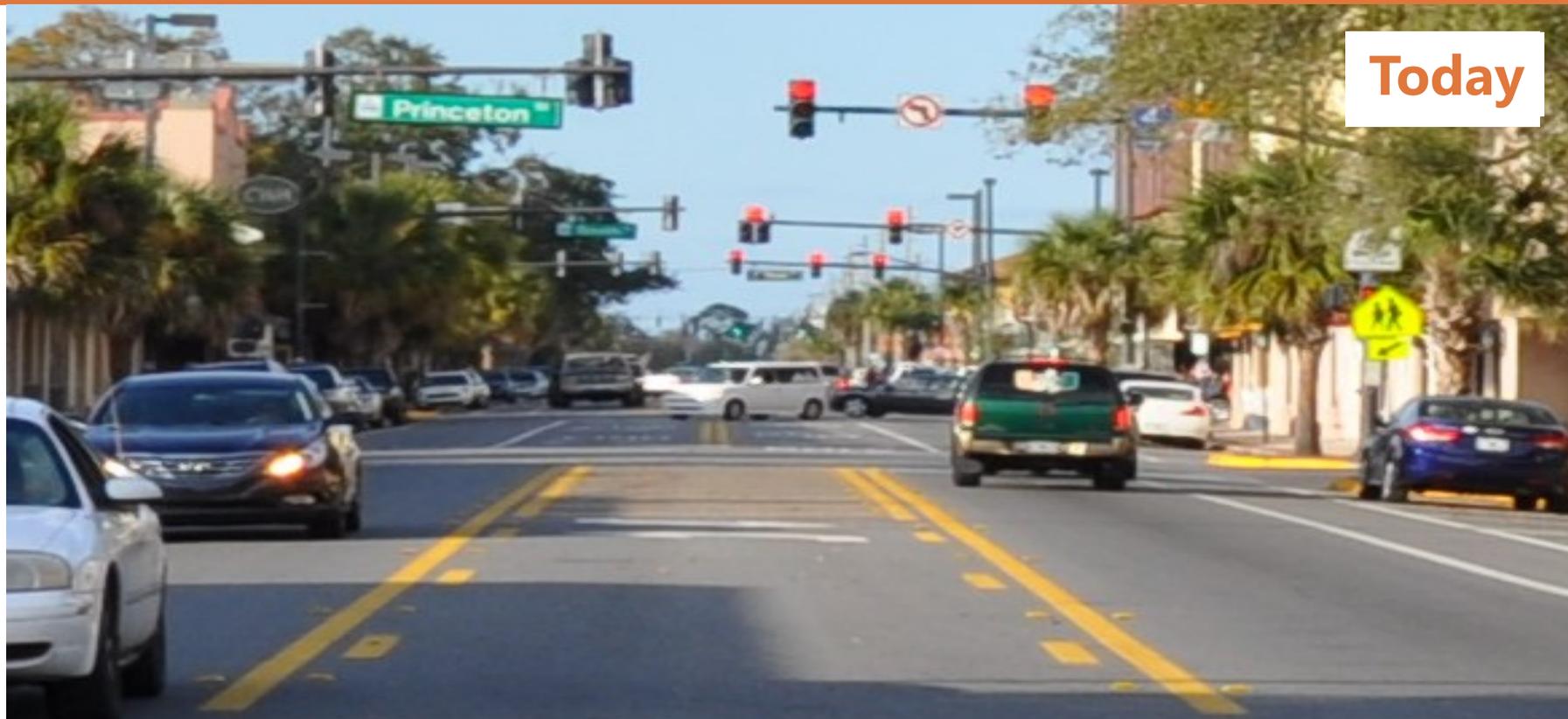


## Crash & Injury Rates Remain Down

Performance Measure	Before <sup>1</sup>	After <sup>2</sup>	% Change
Crash Rate (per MVM) <sup>3</sup>	12.6	7.0	-45%
Injury Rate (per MVM) <sup>3</sup>	3.6	2.0	-44%

1. Before Represents an average of 1999, 2000 & 2001 (4 lanes)
2. After represents average of 2004-2010 (3 lanes)

# Results – Ten Years Later



# Thank You

Today

