



State Road 50 Corridor Planning Study

from 12th Street (County Road 561) to Bloxam Avenue

Existing Conditions Report

FM #: 442924-1-12-01
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1.0 Introduction

1.1 Report Purpose

The purpose of this report is to present the results of the existing conditions analysis for the State Road 50 (SR 50) corridor.

1.2 Project Background and Purpose

In 2015, the City of Clermont passed a proclamation making “people” the top transportation priority in the City; regardless of the transportation mode. Additionally, based on crash data analysis provided by the Lake-Sumter Metropolitan Planning Organization (MPO), this corridor has one of the highest rates of traffic incidents in the area. The high vehicle crash rates, coupled with limited pedestrian/bicycle infrastructure and crossing facilities, raises safety concerns for the pedestrians and bicyclists that use this corridor. Therefore, the intent of this project is to define the issues that currently limit active transportation travel and access and identify potential opportunities for improvements that will accommodate the most vulnerable of multi-modal users.

1.3 Project / Facility Description

This Corridor Planning Study will provide potential context sensitive improvements to meet the multimodal needs and deficiencies along SR 50 from 12th Street (County Road 561) to Bloxham Avenue.

Currently, SR 50 is an urban principal arterial that is designated as an Access Classification 5 facility. The Annual Average Daily Traffic (AADT) ranges from approximately 32,500 AADT to approximately 44,500 AADT. Land uses along the study corridor are comprised of commercial and office uses, with surrounding medium density residential.

1.4 Project Location Map

SR 50 is the primary east-west corridor in Lake County, and provides direct access to rapidly growing communities to the east and west of historic Downtown Clermont, extending to both of Florida’s coasts. The approximately 1.73 mile corridor is shown in **Figure 1**, and extends from 12th Street (CR 561) to Bloxham Avenue in the City of Clermont, Florida.

Figure 1. Study Area



2.0 Summary of Transportation Plans

2.1 Location in Local Plans

Specific sections pertaining to the project corridor in the following local plans are summarized in this section:

- City of Clermont Comprehensive Plan, Transportation Element (2009)
- Clermont Downtown & Waterfront Master Plan (2015)

City of Clermont Comprehensive Plan, Transportation Element

Objective 1.1: Level of Service.

- Policy 1.1.2: The minimum level of service (LOS) standards for SR 50 shall be LOS “D”.
- Policy 1.1.6: The city shall initiate studies to identify specific geographic areas abutting US 27 and SR 50 for designation and management as Transportation Concurrency Exception Areas or Transportation Concurrency Management Areas in order to promote multi-modal transportation and to encourage urban redevelopment, infill development, and downtown revitalization.

Objective 1.2: Roadway Network

- Policy 1.2.1: The City shall coordinate with Lake-Sumter MPO and FDOT on a traffic flow management system (signal synchronization) for all future signalization along SR 50 and US 27.

Clermont Downtown & Waterfront Master Plan

- A potential system of tree-lined boulevards that link the city’s neighborhoods to community destinations (downtown, community center, training center) was identified, including the Lakeshore bike route starting at Lake Minnehaha and crossing over SR 50, looping east past the downtown waterfront, and crossing SR 50 again near the hospital. This system may include upgraded landscape and bike lanes and can be implemented incrementally as roadway resurfacing projects.

- Market Outlook 1: Most retailers prefer the higher traffic areas along SR 50 and US 27. There could be future opportunities for food and beverage or entertainment in the downtown area.
- Market Outlook 2: There is currently demand for new residential units in the downtown Clermont Area.
- Planning Framework for the Downtown Waterfront: Create a window to downtown on SR 50 via front door improvements, Center Lake LID stormwater, and Desoto Garden Park.

Figure 2. Signing and Wayfinding



Source: Clermont Downtown & Waterfront Master Plan.

- Signing and Wayfinding: Finding destinations in downtown, either from South Lake Trail or SR 50 (**Figure 2**), will be key in building the downtown Clermont brand in the community's consciousness.
- Front Door Improvements (**Figure 3**): The current perception of downtown from SR 50 is undifferentiated and unremarkable. Landscape improvements at 8th Street and SR 50 are recommended to unify downtown with the lake environment. Landscape can include sidewalks, street trees, and incremental low-impact stormwater management techniques.

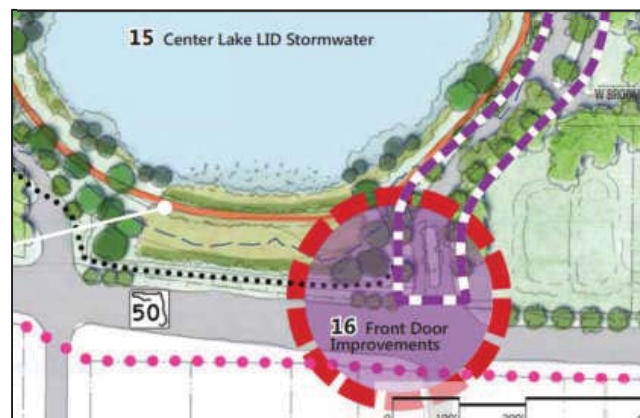
2.2 Funding and Sources

There are currently no projects within the project limits indicated in the Lake Sumter MPO Transportation Improvement Plan (TIP).

2.3 Previous / Ongoing Planning Studies

The project limits are in the vicinity of the Clermont Downtown & Waterfront Master Plan that was detailed in Section 2.1.

Figure 3. Front Door Improvements



Source: Clermont Downtown & Waterfront Master Plan.

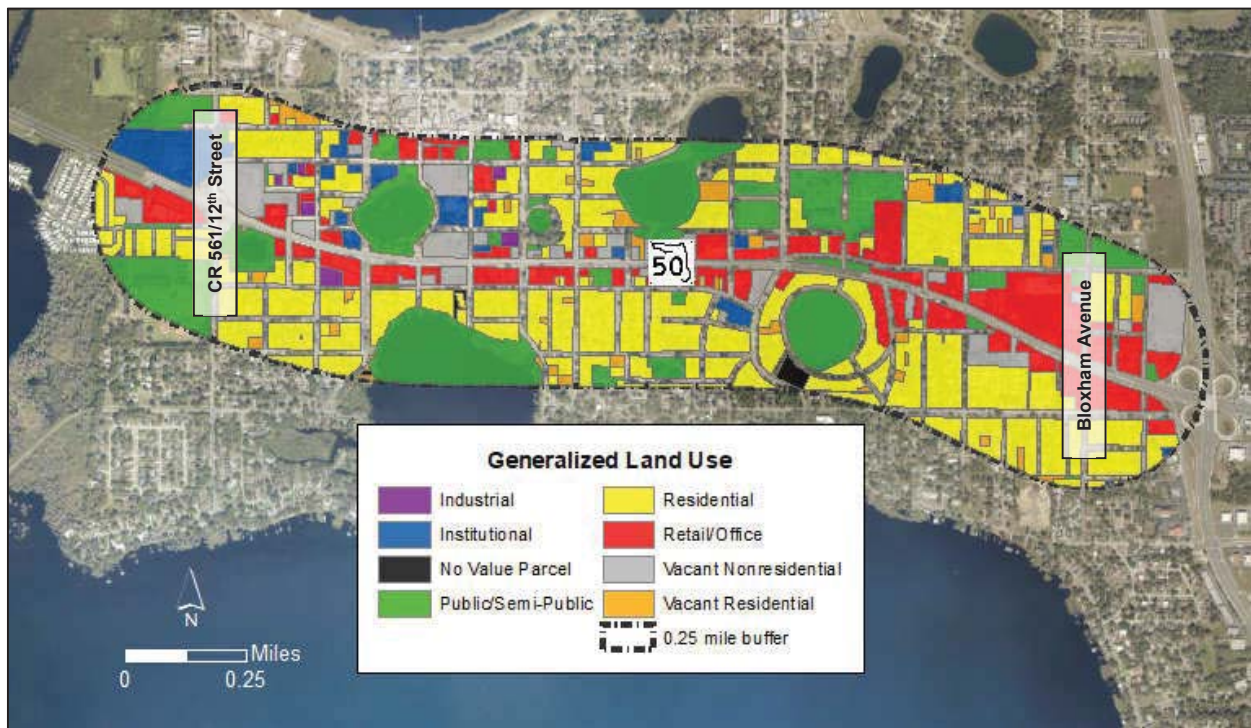
3.0 Study Area Description

SR 50 is a major east-west corridor that traverses Central Florida. SR 50 is approximately 1.73 miles and extends from 12th Street (CR 561) to the west and Bloxam Avenue to the east. The rapidly growing communities located east and west of the corridor use this segment of SR 50 to access historic downtown Clermont.

3.1 Existing Land Use

The existing land uses adjacent to SR 50 are primarily Retail/Office (shown in red in **Figure 4**). The surrounding area is comprised of primarily Residential uses (yellow), with some Public/Semi-Public USES (green) and Institutional (blue) uses scattered throughout.

Figure 4. Existing Land Use

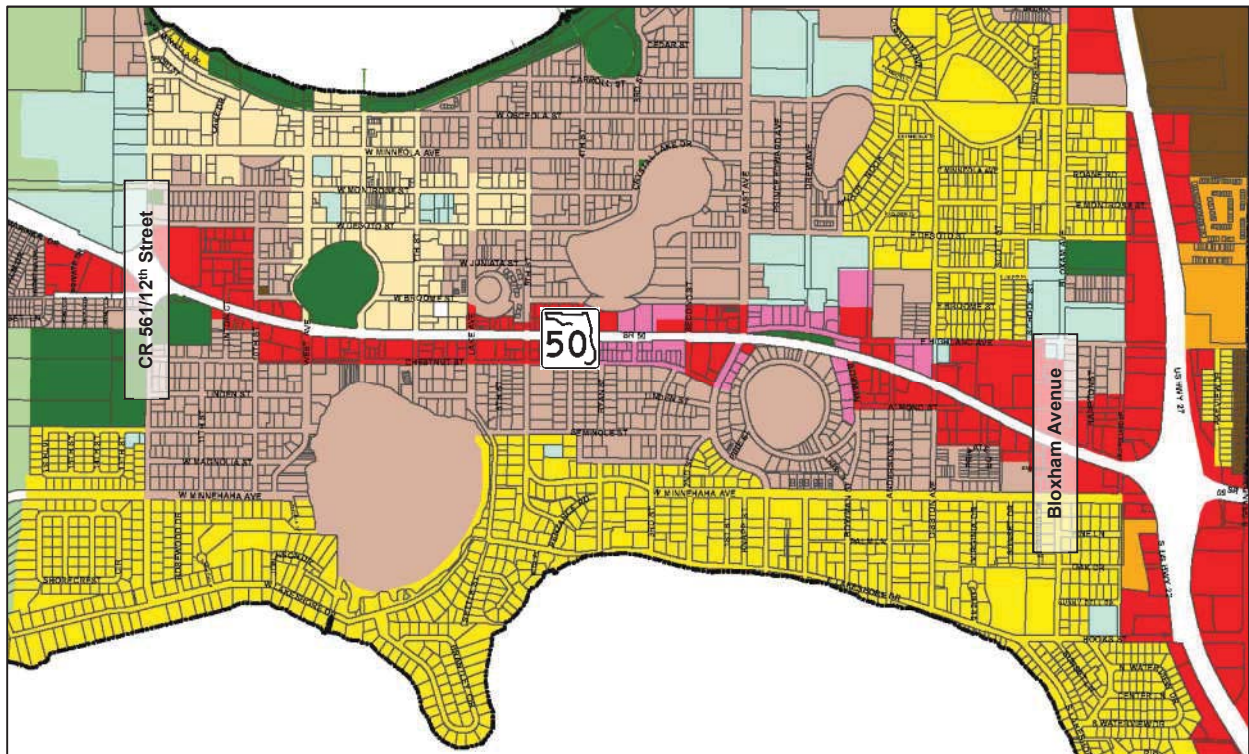


Data Source: University of Florida GeoPlan Center, Generalized Land Use From 2017 Parcels.

3.2 Future Land Use

The City of Clermont Future Land Use Map depicts the long-term vision for the City, and identifies the future land use designations for the areas adjacent to SR 50 as primarily Commercial (shown in red in **Figure 5**) with some Office (pink) and Parks (green) uses. The surrounding area includes Medium Density Residential (light brown), Downtown Mixed Use (off-white), Low Density Residential (yellow), and Public Facilities/Institutional (light blue) future land use designations.

Figure 5. Future Land Use



Source: City of Clermont Future Land Use Map, 2015.

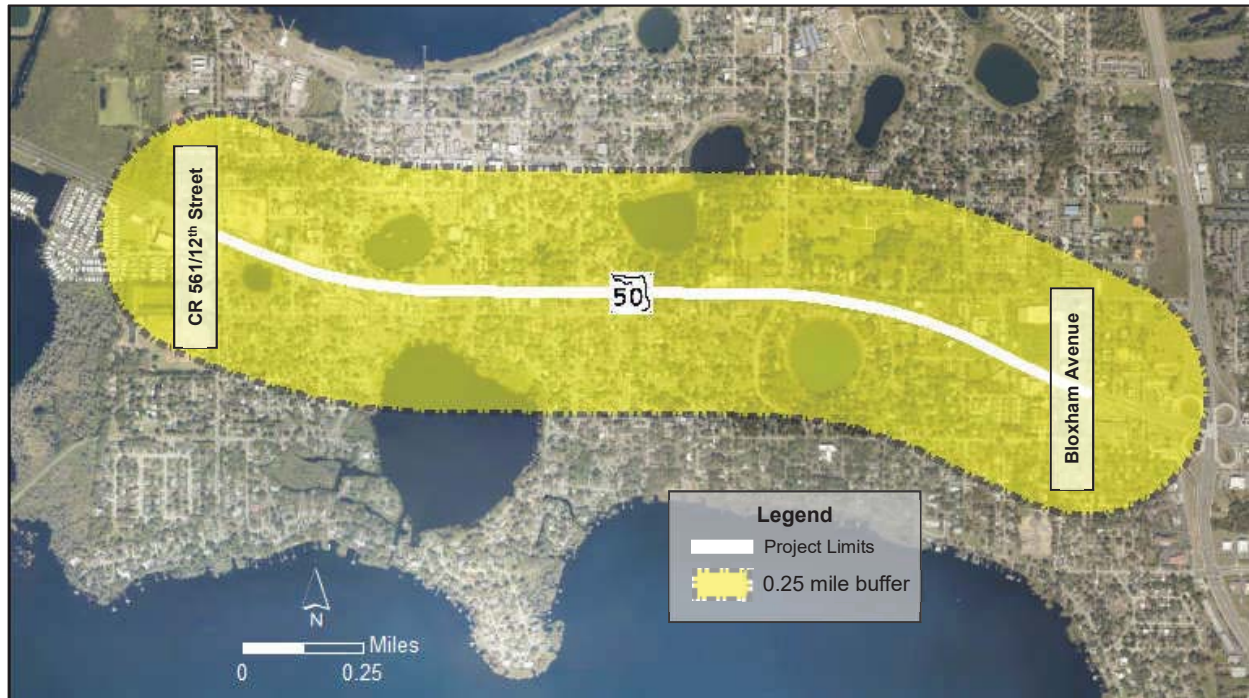
3.3 Planned Development

Per discussions with the City of Clermont, there are no planned developments along the project corridor.

3.4 Socioeconomic Data

An Area of Interest (AOI) study and Socioeconomic Data Report (SDR) was conducted using FDOT's Environmental Screening tool, which uses US Census and American Community Survey data. The results of the SDR report for the AOI are summarized in this section. The AOI utilized was a 0.25-mile buffer area (shown in **Figure 6**) from the SR 50 corridor limits.

Figure 6. Area of Interest



Land Use

Medium Density Residential (2-5 dwelling units per acre (du/ac)), Commercial and Services, Lakes, Institutional, and Roads are the five-major existing land uses within the AOI.

Households

There are 821 households with a population of 2,145 within the AOI. The median household income is \$41,152. Approximately 26% of the households are below the poverty level, with 2.8% of the households receiving public assistance income.

Population Age

Approximately 20% of the population is under the age of 17, with approximately 11% of the population between the ages of 18 and 29. Approximately 18% of the population is over the age of 65.

Housing

The housing characteristics include: single family units (72%), multi-family units (27%), and mobile home units (1%). Of these housing units, 40% are owner occupied, 46% are renter occupied, and 14% are vacant. The average housing density is 1.94 du/acre. The median housing value is approximately \$137,300.

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Race and Ethnicity

Approximately 78% of the population identifies as 'White Alone', and 15% of the population identifies as 'Black or African American Alone'. Additionally, approximately 23% of the population is reported as having 'Hispanic or Latino of Any Race' ethnicity.

Minority Population

The SDR defined the minority population as those individuals who listed a race other than White and/or listed their ethnicity as Hispanic/Latino. Approximately 44% of the population is considered minority.

Educational Attainment

Over 85% of the population aged 25 and over consist of High School Graduates or Higher education, with approximately 26% with a bachelor's degree or higher.

4.0 Summary of Existing Facility

4.1 Typical Section

The existing typical sections are displayed in **Figure 7** through **Figure 9**. The typical sections vary in width from 80-feet to 100-feet. The following section includes summaries of the various typical sections.

- **12th Street (County Road 561) to West Avenue:** This section transitions from a 4-lane divided urban roadway to the west (with a closed drainage system, raised curb median, and sidewalks on both sides of the street) to a 5-lane urban roadway with 12-foot inner lanes, 14-foot outer lanes, and a 12-foot two-way center turn lane (TWCTL); within a 100-foot right-of-way. This section has a closed drainage system and 5-foot sidewalks on both sides of the street. The topography in this 0.33-mile segment of the study corridor ranges from a high of 125 feet above sea level to a low of 115 feet. See **Figure 7** below.
- **West Avenue to 8th Street:** This section is a 5-lane urban roadway with 12-foot inner lanes, 14-foot outer lanes, a 12-foot TWCTL, closed drainage system, 5-foot sidewalks on both sides of street and a retaining wall on the north side of the street; within a 100-foot right-of-way. The topography in this 0.11-mile segment ranges from a high of 115 feet above sea level to a low of 100 feet. See **Figure 7** below.
- **8th Street to East Avenue:** This section is a 5-lane urban roadway with 12-foot travel lanes, a 13-foot TWCTL, closed drainage system and 5-foot sidewalks on both sides of the street; within a right-of-way ranging from 80 to 100 feet. The topography in this 0.74-mile segment ranges from a high of 160 feet above sea level to a low of 106 feet. See **Figure 8** below.
- **East Avenue to South Lake Plaza:** 5-lane urban roadway with 12-foot inner lanes, 14-foot outer lanes, a 12 foot center turn lane, closed drainage system, 6-foot sidewalks on both sides of street and retaining wall on north side of street within a 100-foot right-of-way The topography of this 0.56-mile segment of SR 50 significantly varies between a high of 210 feet above sea level and a low of 125 feet, conditions of low visibility at vehicular and pedestrian conflict points. See **Figure 7** below.
- **South Lake Plaza to Bloxam Avenue:** 6-lane urban roadway with 12-foot travel lanes and 12-foot left turn lanes, a raised curb median, closed drainage system, and 5-foot sidewalks on both sides of the street within right-of-way ranging from 100 to 116 feet. This 0.11-mile section of SR 50 was widened and reconstructed in 2015. The topography in this section of the study area ranges between 205 and 210 feet above sea level. See **Figure 9** below.

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- *Figure 7: Typical Section with 100' r/w - SR 50 from 12th Street to 8th Street and East Avenue to 650' west of Bloxam Avenue*

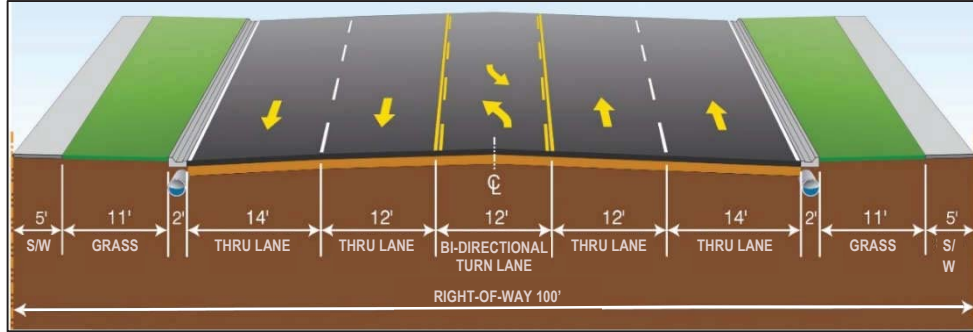


Figure 8: Typical Section with 80' r/w - SR 50 from 8th Street to East Avenue

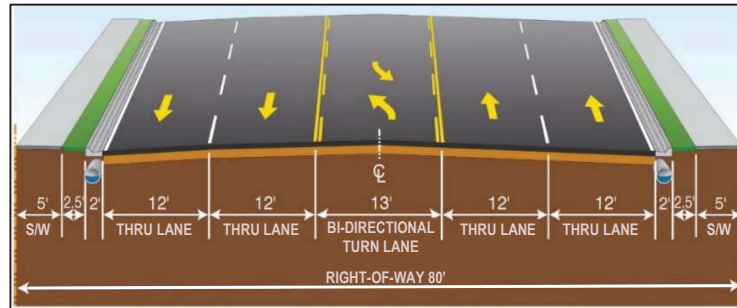
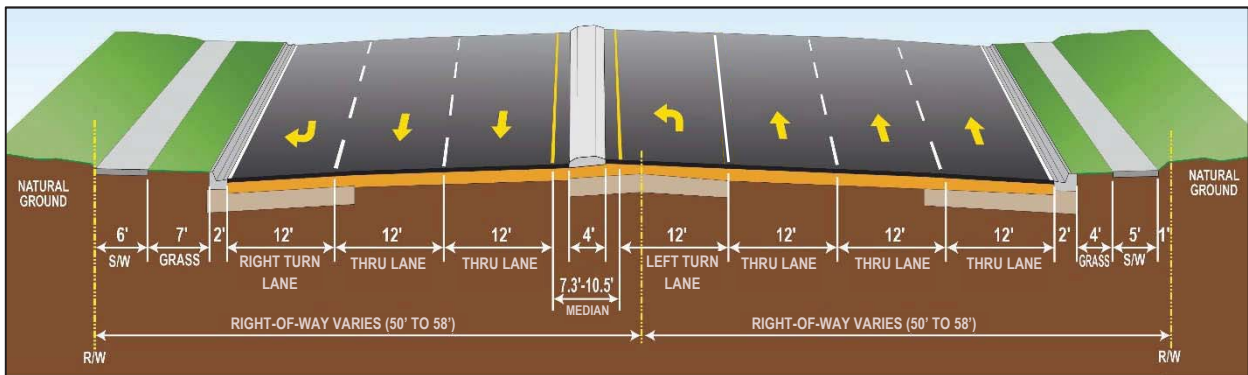


Figure 9: Typical Section with 100 to 116' r/w - SR 50 from South Lake Plaza (650' West of Bloxam Avenue) to Bloxam Avenue



4.2 Multi-modal / Bicycle and Pedestrian Features

Five-foot sidewalks exist on both sides of SR 50 throughout the length of the corridor; however, there are limited pedestrian crossings. The marked pedestrian crossings are displayed in **Figure 10** and are located at the signalized intersections of CR 561/12th Street, 8th Street, 5th Street, East Avenue, and Bloxam Avenue.

Figure 10. Crosswalks



There are no bicycle lanes or other bicycle facilities along the corridor. Designated bicycle lanes are located east and west of the study corridor; along both sides of SR 50 east of Bloxam Avenue and just west of 12th Street, and along both sides of US 27. The South Lake Trail is located north of the corridor along Lake Minneola, and generally travels in an east-west direction, connecting to the north-south Hancock Trail east of US 27, and further east to the West Orange Trail. The trail is part of the regional Coast to Coast Trail system, which when completed will connect Titusville with St. Petersburg.

Throughout the corridor there is a grassed utility zone located between the sidewalk and back of curb that ranges from zero to 11-feet in width. The utility zone is 2.5-feet between 8th Street and East Avenue, 0-7 feet between the South Lake Plaza and Bloxam Avenue, and 11-feet for the remainder of the corridor.

4.3 Design and Posted Speed

The design and posted speed is 40 miles per hour (mph) along the corridor with the exception of approximately 500-feet of the corridor from South Lake Plaza entrance to Bloxam Avenue. The posted speed limit changes to 45 mph east of the South Lake Plaza entrance.

4.4 Functional Classification / Facility Type

SR 50 is functionally classified as an urban principal arterial.

4.5 Access Classification

SR 50 is designated as an Access Classification 5 facility, with Annual Average Daily Traffic (AADT) ranging from 32,500 to 44,500.

4.6 Right of Way

As noted earlier, the right-of-way ranges from 80 feet to 116 feet along the corridor. Specifically, the available right of way is as follows:

- 12th Street to 8th Street: 100 feet
- 8th Street to East Avenue: 80 feet to 100 feet
- East Avenue to South Lake Plaza: 100 feet
- South Lake Plaza to Bloxham Avenue: 100 feet to 116 feet

4.7 Drainage Features

A closed drainage system with curb and gutter is present throughout the corridor.

4.8 Structures

Intermittent retaining walls are located along the south side of SR 50, between 4th Street and just east of East Avenue. Additionally, there is a steep slope separated by a guard rail along the north side of SR 50, between West Avenue and 8th Street.

4.9 Lighting / Aesthetics

Mast-style street lighting attached to utility poles is located along the length corridor with minimal landscaping along the right of way. There is some pedestrian-level lighting installed on the sidewalk near Center Lake (shown in **Figure 11**).

Figure 11. Pedestrian-Level Lighting



Source: Google Maps Street View, November 2016.

4.10 Existing Traffic Data and Characteristics

Annual Average Daily Traffic (AADT)

The 2017 AADT along the corridor ranges from approximately 38,000 to 40,500. **Figure 12** displays the 2017 AADT for the corridor and surrounding area.

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Annual Average Daily Traffic Truck (AADTT)

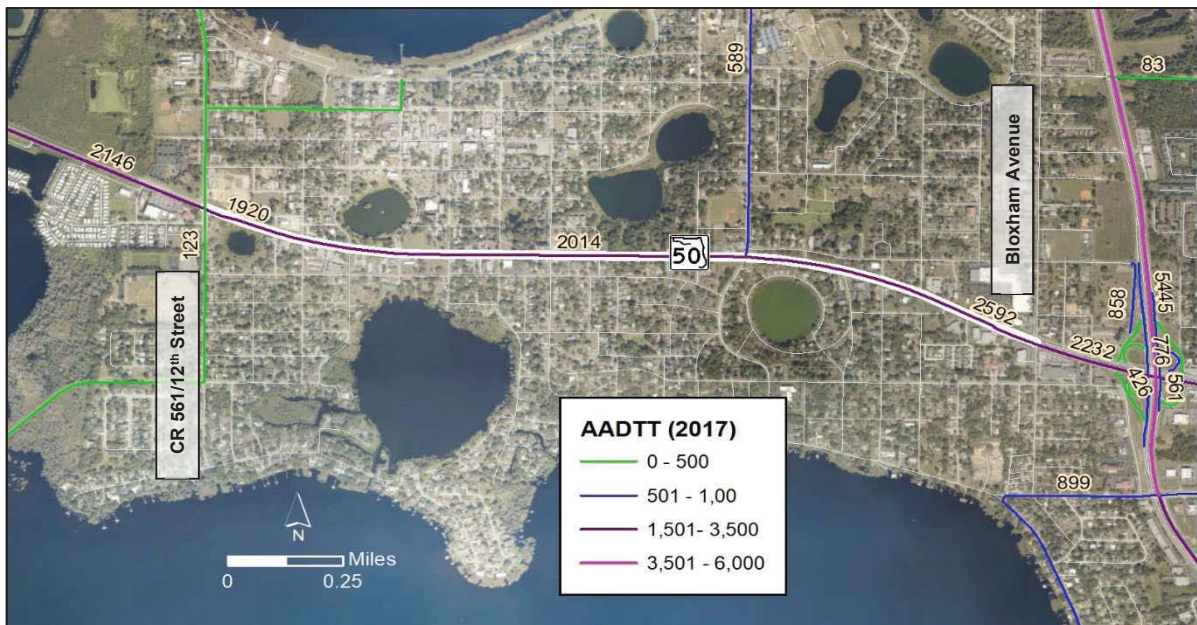
The 2017 AADTT along the corridor ranges from approximately 1,900 to 2,600. **Figure 13** displays the 2017 AADTT for the corridor and surrounding area.

Figure 12. 2017 AADT



Source: FDOT Transportation Statistics Office, 2017 Historical AADT Report.

Figure 13. 2017 AADTT



Source: FDOT Transportation Statistics Office, 2017 Historical AADT Report.

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Intersection Turning Movement Counts

Intersection turning movement counts (TMC) were conducted on Wednesday May 16, 2018 at the five signalized intersections listed below. The four-hour TMCs included truck traffic, U-turning movements and bicycle/pedestrian movements occurring between 7:00 am to 9:00 am and 4:30 pm to 6:30 pm on a typical weekday.

- Bloxam Avenue
- East Avenue
- 5th Street
- 8th Street
- 12th Street

Bicycle and Pedestrian Counts

The 2018 counts resulted in the following bicycle and pedestrian movements as shown in **Table 1**. The intersection with the highest number of pedestrian and bicycle activity is Bloxam Avenue with 20 combined movements in the northbound and southbound directions. The other intersections had no more than seven movements over the span of the four-hour count periods.

Table 1: Pedestrian and Bicycle Counts (AM and PM periods combined)

Approach	Intersection									
	Bloxam Ave		East Ave		5th St		8th St		12th St	
	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
NB	9	0	1	0	2	0	0	1	0	2
SB	11	0	4	0	2	0	0	0	1	1
EB	1	0	0	0	2	0	2	0	0	0
WB	0	0	0	0	1	0	1	1	0	0
Total	21	0	5	0	7	0	3	2	1	3

Historical eight-hour bicycle and pedestrian counts were conducted for SR 50 and Bloxham Avenue on April 2014 during am, mid-day and pm peak periods. The results of the counts show less than six pedestrians per hour per crosswalk and less than five bicycles per movement for the entire eight-hour count.

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4.11 Existing Operational Analysis (LOS)

Corridor LOS

The level of service (LOS) for the corridor is illustrated in the tables below. The daily volumes are the 2017 AADT values published within the FDOT Florida Traffic Online Database. The Daily directional volumes were field measured on May 16, 2018. The Daily and Directional Peak Hour Service volume are based on the 2012 FDOT Q/LOS Generalized Service Tables. The daily segment level of service analysis shows two of the three segments are over the LOS D target threshold (Bloxam Avenue to East Avenue and 8th Street to 12th Street). The peak period directional LOS analysis shows all segments are within the LOS D target thresholds. The reason the peak period shows a lower volume to service volume ratio is because the actual k-factor is closer to 0.075 rather than the standard K of 0.09 assumed in the daily generalized service tables.

Table 2: Daily Segment Level of Service Summary

Location	Description	FDOT Target LOS		2017 Data Collection		
		LOS	Daily Service Volume	AADT	LOS	Volume to Service Volume Ratio
Segment 1	Bloxam Avenue to East Avenue	D	39,800	40,500	F	1.02
Segment 2	East Avenue to 8th Street	D	39,800	38,000	D	0.95
Segment 3	8th Street to 12th Street	D	39,800	40,000	F	1.01

AADT volumes determined from 2017 Florida traffic online counts, Posted speed 40 mph

Table 3: Peak Period Directional Level of Service Summary

Description	FDOT Target LOS		2017 AM Data Collection (Eastbound)			2018 PM Data Collection (Westbound)		
	LOS	Daily Service Volume	Peak Hour Directional	LOS	Volume to Service Volume Ratio	Peak Hour Directional	LOS	Volume to Service Volume Ratio
Bloxam Avenue to East Avenue	D	2,000	1,660	C	0.83	1,660	C	0.83
East Avenue to 8th Street	D	2,000	1,777	C	0.89	1,777	C	0.89
8th Street to 12th Street	D	2,000	1,802	C	0.90	1,802	C	0.90

Peak hour volumes determined from 2018 field counts (May 16), Seasonal Factor =1.00, Posted speed 4

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Intersection Analysis

An operational analysis was conducted using traffic analysis programs to analyze the existing conditions and the level of service (LOS) of the existing and proposed condition based on the Highway Capacity Manual (HCM). An intersection LOS analysis was performed at the five signalized intersections for AM and PM peak. The results of the analysis are displayed in **Table 4** and **Table 5**. Of the five intersections Bloxam Avenue is the only intersection operate less than a LOS C.

Table 4: 2018 Existing AM Peak Delay and Level of Service

Analysis Period	Intersection	Approach Delay (LOS)				Intersection
		EB	WB	NB	SB	
2018 Existing AM Peak	12th Street	14.0 (B)	2.0 (A)	56.4 (E)	60.6 (E)	15.6 (B)
	8th Street	9.2 (A)	0.7 (A)	59.4 (E)	64.5 (E)	8.3 (A)
	5th Street	12.7 (B)	8.5 (A)	61.9 (E)	64.9 (E)	14.1 (B)
	East Avenue	16.2 (B)	16.0 (B)	53.4 (D)	57.6 (E)	21.7 (C)
	Bloxam Avenue	77.8 (E)	48.9 (D)	80.5 (F)	71.8 (E)	67.6 (E)

Table 5: 2018 Existing PM Peak Delay and Level of Service

Analysis Period	Intersection	Approach Delay (LOS)				Intersection
		EB	WB	NB	SB	
2018 Existing PM Peak	12th Street	11.1 (B)	33.1 (C)	61.4 (E)	59.0 (E)	29.0 (C)
	8th Street	7.8 (A)	1.6 (A)	57.9 (E)	64.2 (E)	7.0 (A)
	5th Street	9.2 (A)	13.2 (B)	60.2 (E)	63.7 (E)	15.1 (B)
	East Avenue	13.2 (B)	22.8 (C)	56.7 (E)	62.1 (E)	22.8 (C)
	Bloxam Avenue	210.6 (F)	143.9 (F)	60.7 (E)	56.0 (E)	151.6 (F)

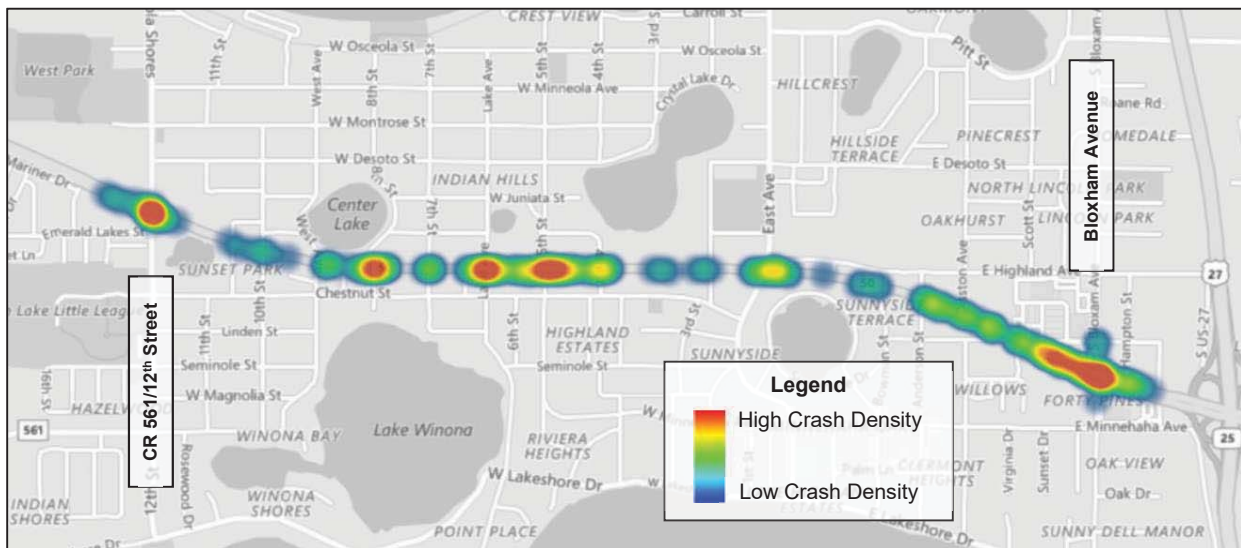
4.12 Crash Data

Crash data was obtained for the previous five years (2013 through 2017) using the Signal 4 Analytics (S4) database. A summary of the results is provided in this section.

General Crash Statistics

There were 401 total crashes along the SR 50 corridor within the 5-year period. A heat map of the crashes is provided in **Figure 14**. Approximately 30% of the crashes resulted in injuries. One crash resulted in a fatality located at the intersection of SR 50 and 5th Street. **Figure 15** displays the crash location by severity.

Figure 14. Crash Heat Map



Source: Signal 4 Analytics (S4) database.

Figure 15. Crash Severity

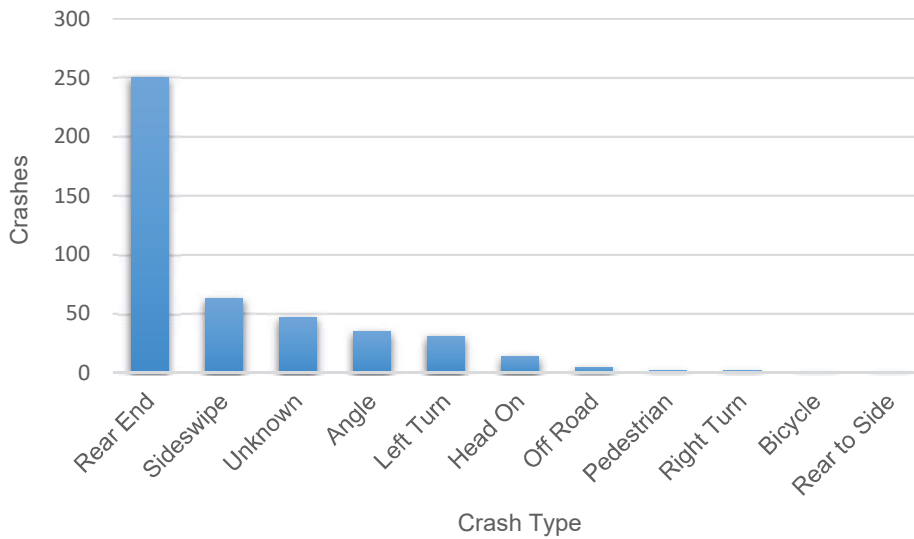


Source: Signal 4 Analytics (S4) database.

Crash Type

Over half of the crashes (55%) were rear end crashes, and approximately 14% of the crashes were sideswipes. **Figure 16** displays the crash type distribution.

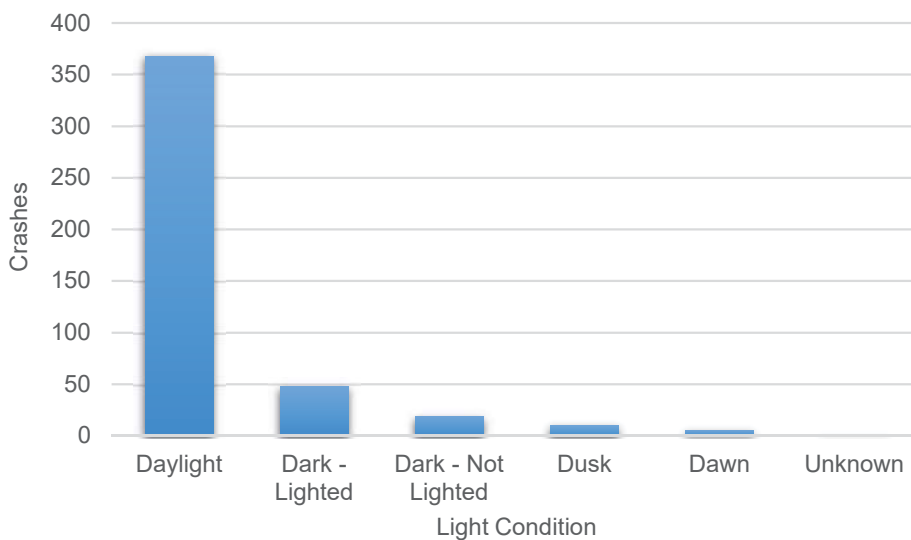
Figure 16. Crash Type



Light Condition

A majority of the crashes (82%) occurred during daylight. Approximately 11% of the crashes occurred in the dark under lighted conditions, and approximately 4% of the crashes occurred in the dark in unlighted conditions. **Figure 17** displays the light condition crash distribution.

Figure 17. Crash Light Condition

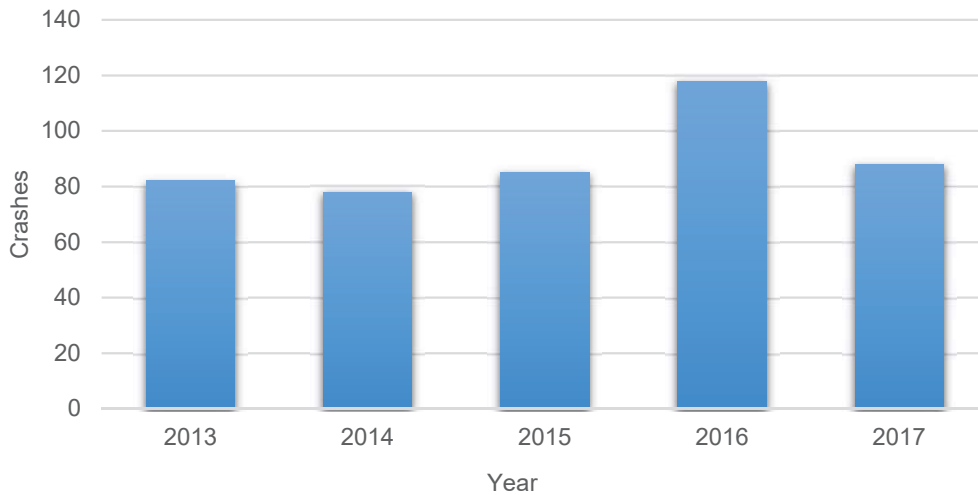


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Crashes by Year

Crashes occurred most often in 2016 (26%) and in 2017 (20%). Crashes were closely distributed across 2013 through 2015. **Figure 18** displays the crashes by year.

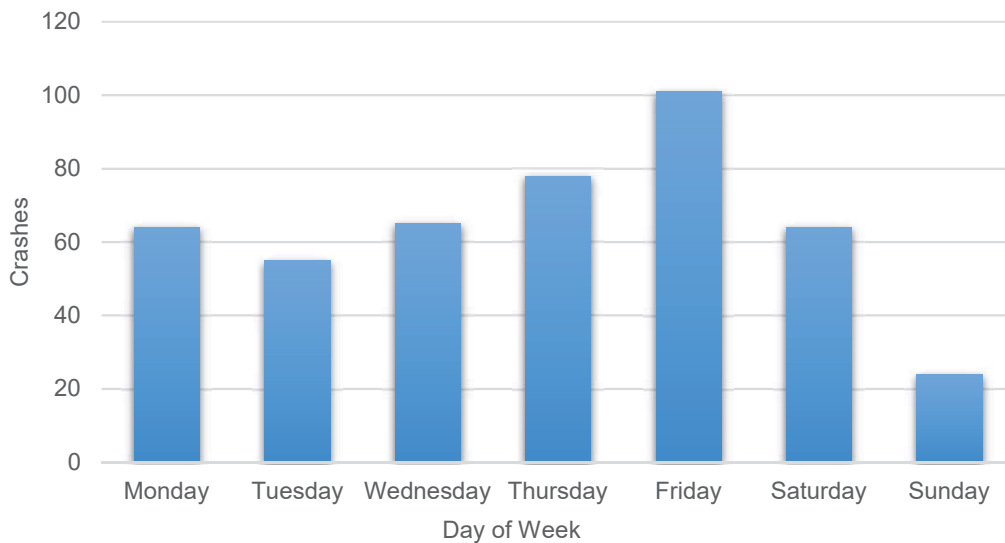
Figure 18. Crashes by Year



Crashes by Day of the Week

Crashes occurred most often on Fridays (22%) and Thursdays (17%). Crashes occurred least often on Sundays (5%). **Figure 19** displays the crash distribution by day of the week.

Figure 19. Crashes by Day of the Week

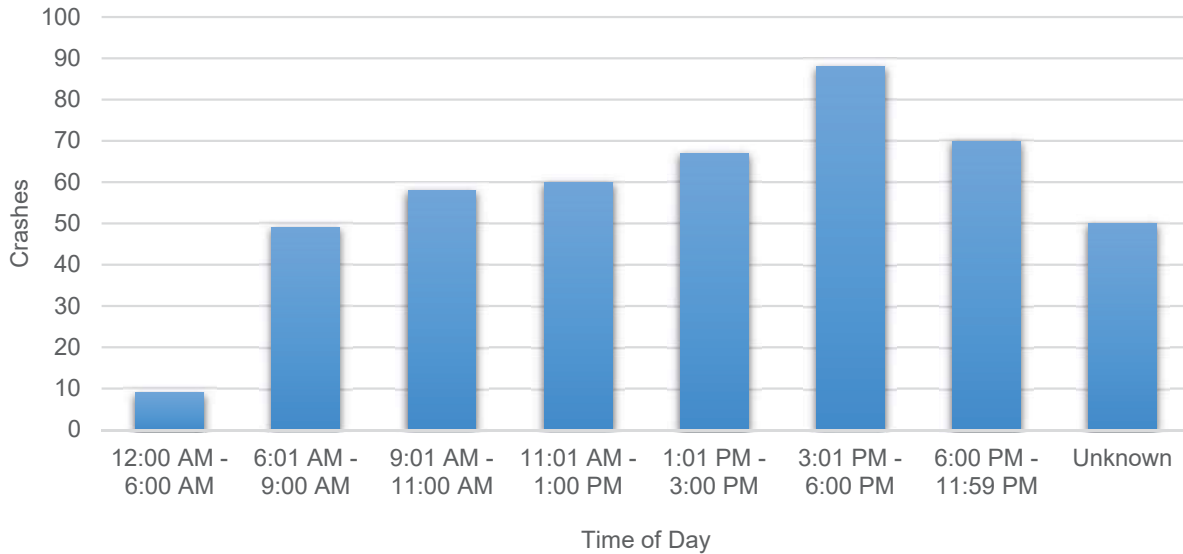


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Crashes by Time of Day

The hours of 3:00 PM to 6:00 PM experienced the highest amount of crashes (20%). Approximately 2% of the crashes occurred between the hours of 12:00 AM and 6:00 AM. **Figure 20** displays the crash distribution by time of day.

Figure 20. Crashes by Time of Day



Pedestrian and Bicycle Crashes

Crashes in the study area that involved pedestrians or bicyclists were also reviewed. There were two pedestrian and two bicycle crashes over the five-year period. The pedestrian crashes occurred near the intersection of SR 50 and Bloxam Avenue and the bicycle crashes occurred near the intersection of SR 50 and 12th Street. There were no fatalities related to pedestrian and bicycle crashes.

4.13 Utilities / Railroads

The City of Clermont provides water, wastewater, garbage, and stormwater utility service to city and non-city residents. Electricity is provided by Duke Energy. There are no railroads or railroad crossings along the corridor.

Additionally, a Sunshine One Call (Sunshine811) ticket was submitted in December 2018 to identify a list of potential utility providers within the corridor. A 500-foot buffer was used around SR 50 to understand the utility companies that are located within and adjacent to the corridor. Table 6 presents the utility companies and agencies that have facilities located within the study area.

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Table 6: Utility Agencies and Contact Information

Utility/Agency	Contact Person	Contact Number
City of Clermont	Don Dennis	352-241-7377
City of Clermont	James Kinzler	352-241-0178
Charter Communications	John Wolski	352-330-2909
Duke Energy	Stephanie Olmo	407-905-3376
Lake County Board of County Commissioners	Ed Couey	352-343-9760
Lake Apopka Natural Gas District	Antonio Gibson	407-656-2734
MCI	Dean Boyers	469-886-4238
Orlando Telephone Company, Inc.	Jack Leopard	407-996-6297
AT & T/ Distribution	Dino Farruggio	561-997-0240
Uniti Fiber LLC	D J Mcauley	251-259-0807
Centurylink	Ty Leslie	407-814-5293
American Traffic Solutions	Santiago Martinez	480-596-4595

Source: Sunshine 811. Data was aggregated to reflect study area section limits.

4.14 Transit Data / Routes

The transit service operating in Lake County and the City of Clermont is the LakeXpress. There are 17 bus stops along the study corridor servicing the SR 50 West (Mascotte to Clermont) route. Buses run Monday through Friday from approximately 5:00 AM to 7:30 PM (eastbound) and approximately 5:30 AM to 8:00 PM (southbound). **Figure 22** displays the LakeXpress bus stops along the study corridor and **Figure 21** displays the SR 50 route map. All bus stop locations include a sign with the stop information. No shelters, landing pads or stop amenities (trash bins, benches, etc.) are located along the corridor. Additionally, the majority of stops are located in a grass strip or require crossing a grass strip to access the bus.

Figure 22. LakeXpress Bus Stops

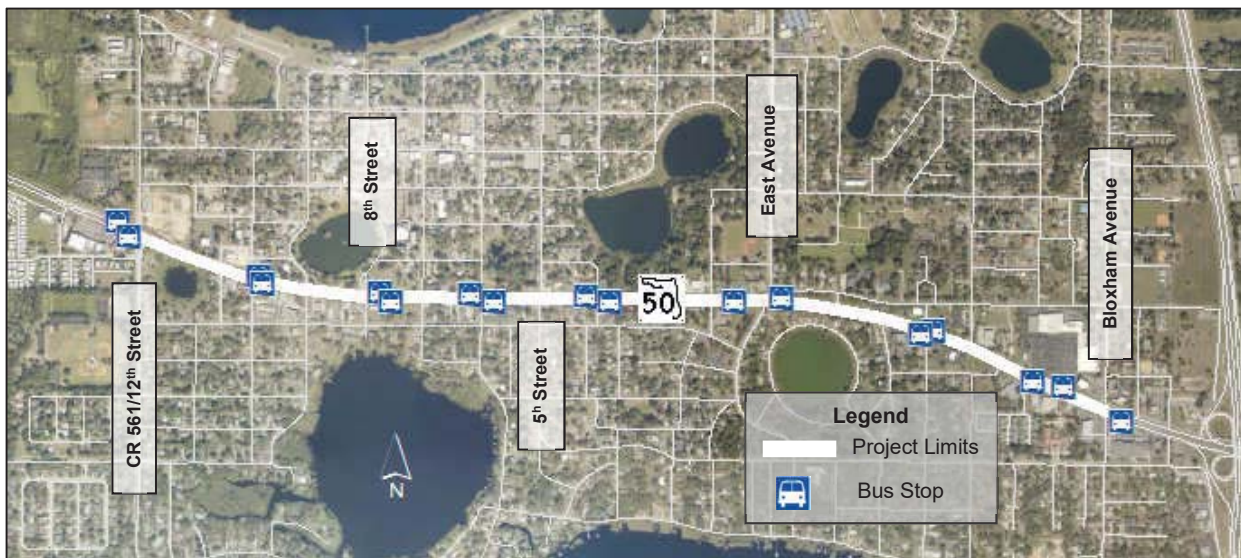
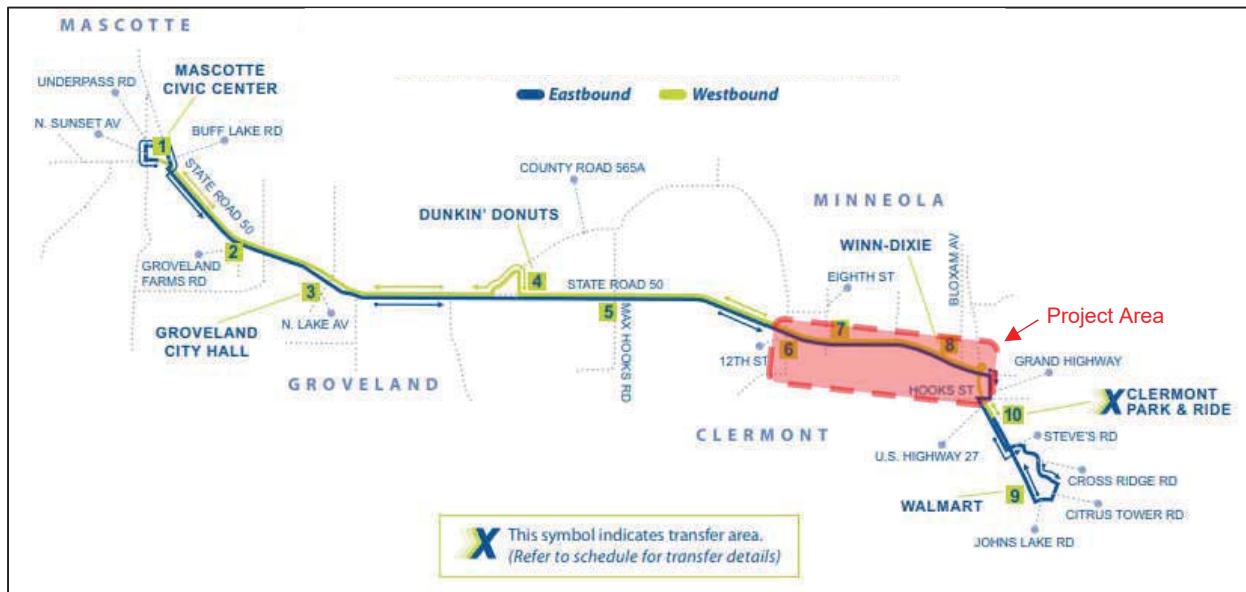


Figure 21. SR 50 West Route Map

Source: LakeXpress and field reviews, 2018.



Source: LakeXpress Route 50W Route Map and Schedule | ridelakeexpress.com | September 2018.

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The annual ridership along the corridor is based on the 12-month service period from October 1, 2017 to September 30, 2018. Table 7 presents the ridership summary and features, respectively, for each of the bus stops along the corridor.

Table 7: Annual Route Ridership Data

Westbound Route 50W				Eastbound Route 50W			
Route ID	Description	Annual Ridership		Route ID	Description	Annual Ridership	
		On	Off			On	Off
LX50445	SR 50 & Bloxam Ave	444	197	LX50421	FL 50 & Bloxam Ave	300	451
--	--	--	--	LX50417	FL 50 & Almonds St	245	393
LX50449	SR 50 & Anderson St	37	17	LX50413	FL 50 & Anderson St	33	42
LX50453	SR 50 & East Ave	31	33	LX50409	FL 50 & East Ave	113	54
LX50457	SR 50 & 4TH ST	32	96	LX50405	FL 50 & 4th St	109	88
LX50461	SR 50 & Lake Ave	23	16	LX50401	FL 50 & Lake St	27	33
LX50465	SR 50 & 8th St	50	112	LX50397	FL 50 & 8th St	289	155
LX50469	SR 50 & 10th St	51	156	LX50393	FL 50 & 10th St	158	227
LX50473	SR 50 & 12th St	66	75	LX50389	FL 50 & 12th St	84	68

Source: LakeXpress Transit Division | December 2018.

Based on the ridership data, the highest utilized stops along SR 50 are near Bloxam Avenue on the east end of the corridor, and between 8th and 10th Streets on the west end of the corridor.

4.15 Existing / Planned and Trails

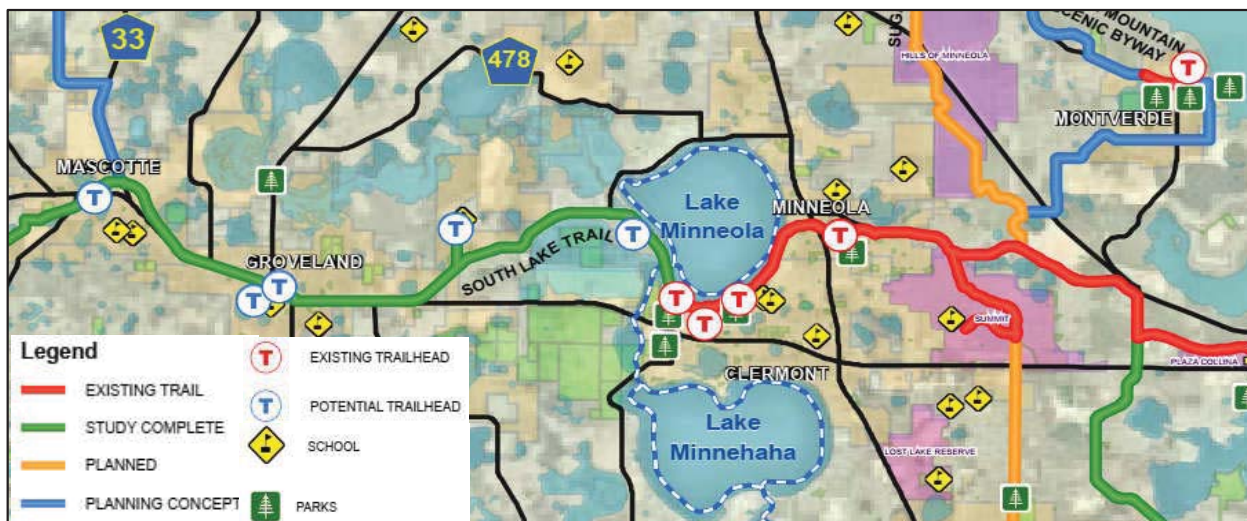
There is an existing 5.2-mile trail along Lake Minneola known as the Clermont/Minneola Trail in the City of Clermont that connects to the South Lake Trail (12.5 miles) in Lake County near the SR 50 Study Area. The trail starts at West Beach, continues along the south side of Lake Minneola through the cities of Clermont and Minneola, and ends at the UCF/Lake Sumter Community College campus. There is a trailhead at 8th Street and Minneola Avenue featuring a picnic area, covered bell tower, and restrooms. **Figure 24** displays the portion of the South Lake Trail near the SR 50 Study Area. Future plans are to connect this trail with the West Orange Trail, which is currently 20.8 miles of paved trail starting at the Orange County/Lake County line extending through downtown Apopka (shown in **Figure 23**).

Figure 24. South Lake Trail Map Excerpt



Source: South Lake Trail System Map | lakecountyfl.gov | September 2018.

Figure 23. Future Planned Trail Connections



Source: Lake County Trails Master Plan | lakesumtermpo.com | July 2008.

5.0 Environmental Setting

The environmental setting was evaluated using the ETDM Screening tool for a 0.25 mile buffer around the project area of interest (AOI). The results of the analysis are summarized in this section.

5.1 Natural Resources

Wetlands

The wetlands identified within the study area are displayed in **Figure 25**.

Figure 25. Wetlands



Source: National Wetlands Inventory Polygons in Florida (Version 2) | Florida Geographic Data Library | May 2018.

Habitat

Figure 26 displays the Florida Fish and Wildlife Conservation Commission (FWC) habitat conservation priority rankings. The majority of the project area has a low habitat priority. There are few instances that are medium priority (yellow) within the project area. No priority areas are identified along the study corridor.

Figure 26. Habitat

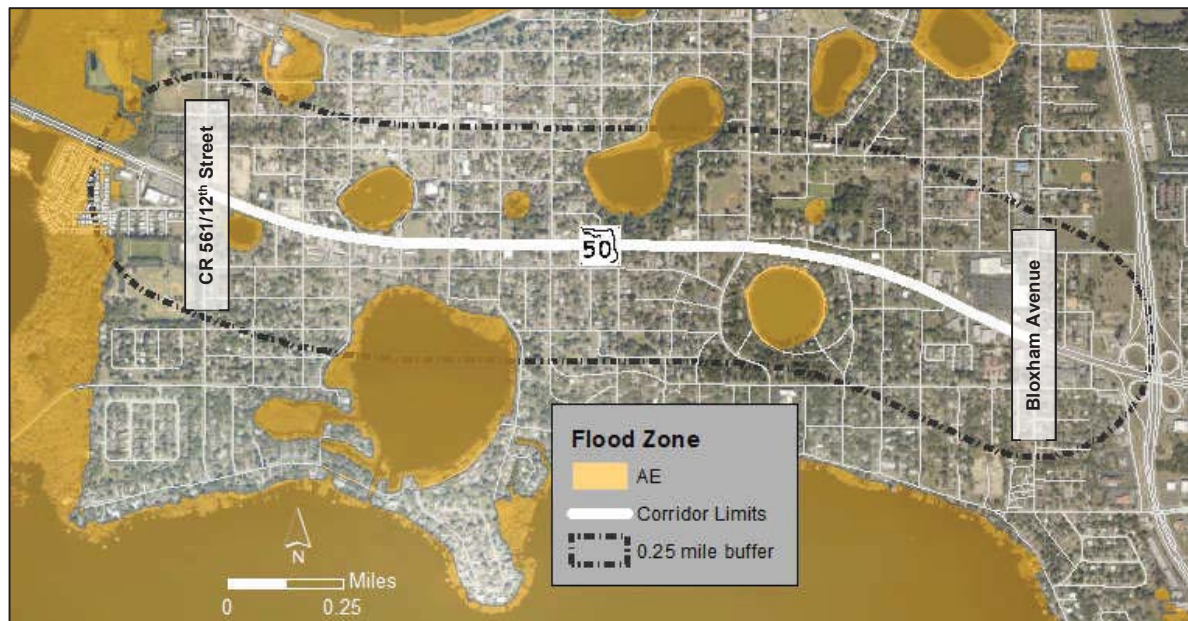


Source: FWC Habitat Conservation Priority Rankings (2009) | Florida Geographic Data Library.

Floodplains

The 2017 FEMA flood hazard zones are displayed in **Figure 27**.

Figure 27. Flood Zones



Source: Base Flood Elevation Lines of the Digital Flood Insurance Rate Map | Florida Geographic Data Library | October 2017.

5.2 Cultural Resources

Historic Features

There are five Historic Standing Structures within the AOI displayed in **Figure 28**. The Clermont Woman's Club is on the National Register of Historic Places. The remaining four structures have not yet been evaluated by the State Historic Preservation Officer.

Figure 28. Historic Features



Source: State Historic Preservation Structures | Florida Geographic Data Library | July 2018.

5.3 Social Resources

Demographic and Population Data

A summary of demographic and population data is provided in Section 3.4 of this report.

Environmental Justice (EJ)

The US Environmental Protection Agency's EJSCREEN tool was utilized to determine the environmental justice potential within the study area. The census blocks within the study area were in the 50th percentile or less for the environmental justice indicators.

Section 4(f) Properties

The potential Section 4(f) properties within the study area include the five Historic Standing Structures displayed in **Figure 28**.

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Community Services/Social Facilities

The community services and social facilities are displayed in red in **Figure 29** and listed below:

Figure 29. Community Services Facilities



Source: Environmental Screening Tool Area of Interest (AOI) Summary – ¼ mile Project Buffer Area | 2018.

- Cemetery: Oak Hill Cemetery
- Community Centers: Knights of Columbus, VFW Post 5277, Marine Corps League Detachment 1120, and American Legion Post 55
- Fire Stations: Clermont Fire Department Station 1 and Lake County Rescue Station 32
- Government Buildings: Lake County Health Department – Clermont Office
- Law Enforcement Facilities: Clermont Police Department
- Schools: Blessed Sacrament Catholic School, Wesley Christian Academy, Magic Moments Learning Center, Clermont Elementary School, and South Lake Montessori School
- Group Care Facilities: Brookdale Clermont Assisted Living Facility, Clermont Elementary, and South Lake Montessori School
- Religious Centers: New Jacobs Chapel Missionary, Oak Tree Baptist Church, Blessed Sacrament Catholic, Faith Fellowship Church, Eglise De Dieu Tabernacle de Louange, Noah's Ark, First United Methodist Church of Clermont, South Lake Presbyterian Church, and Saint Mark African Methodist Episcopal Church.
- Local Florida Parks and Recreational Facility Boundaries: Kiwanis Park, Palatlahaha Recreation Area, South Lake Little League, West Park, Bishop Memorial Field, Chestnut Street Neighborhood Park, and Montrose Tot Lot Park.

5.4 Physical Resources

Noise Sensitive Areas

Noise sensitive areas include the existing residential areas displayed in **Figure 4**. Otherwise, there are no existing noise barriers.

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Air Quality

This portion of Lake County has not been designated as nonattainment or maintenance for ozone, carbon monoxide, particulate matter, or any of the National Ambient Air Quality Standards in accordance with the Clean Air Act.

Potential Contamination Sites

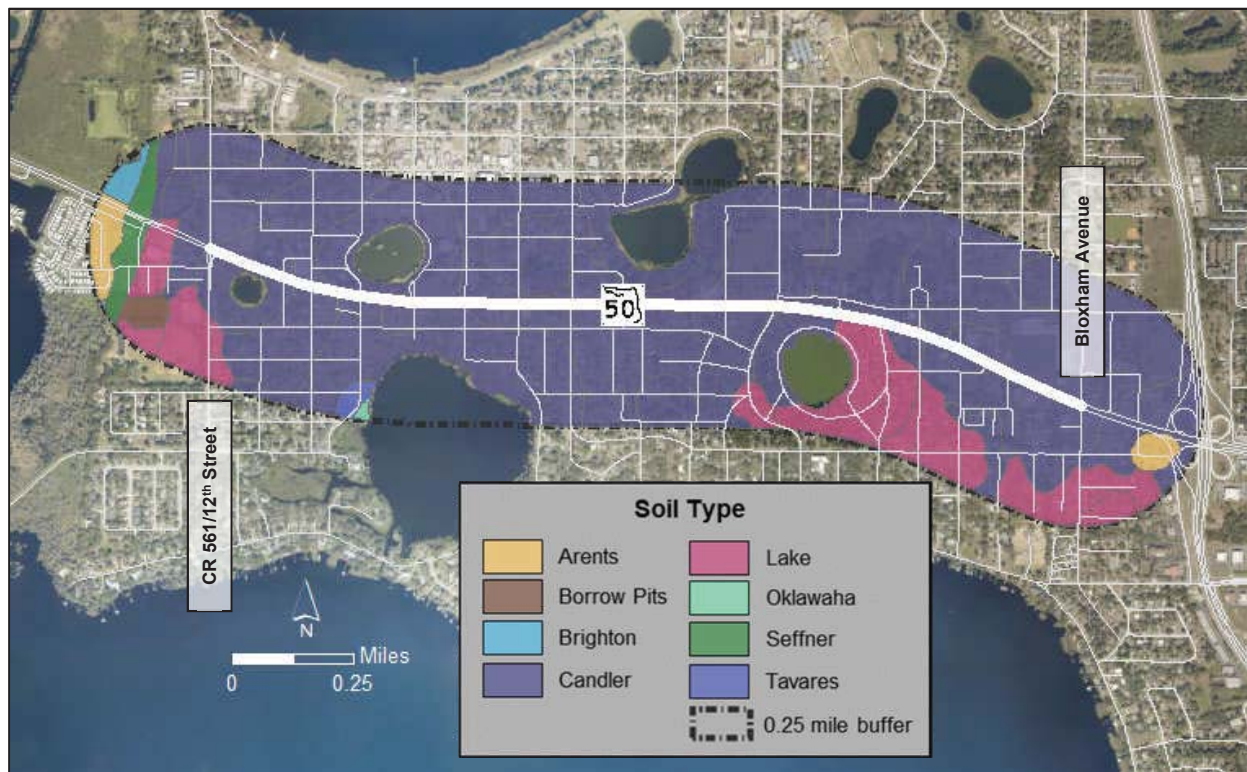
Within the project buffer area, the following contamination sites were identified:

- Biomedical waste sites (27)
- Florida Department of Environmental Protection (FDEP) off-site contamination notices (2)
- Hazardous Waste Site (14)
- Onsite sewage (8)
- Petroleum Contamination Monitoring Sites (9)
- Storage tank contamination monitoring (24)
- Super Act Risk Sources (5)
- Super Act wells (7)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (12)
- USEPA Recovery Act Regulated Facilities (14)

Soil Types

There were eight types of soil identified within the project area buffer. The most common soil types were Candler Sand and Lake Sand. **Figure 30** displays a map of the soil types within the study area buffer.

Figure 30. Soil Type



Source: Soil Survey Geographic (SSURGO) Database for Florida – November 2017 | Florida Geographic Data Library.

Appendices:

Appendix A. Straight Line Diagrams

Appendix B. Raw Crash Data Spreadsheet

Appendix C. Traffic / Count Data

Appendix A. Straight Line Diagrams