



18th Street Beach Access Parking Recommendation

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Atlantic Beach has known safety issues at 18th street

Traffic due to an inordinately large number of parking spaces (~50) coupled with a head-in parking configuration result in almost continuously hazardous situation.



Atlantic Beach has known safety issues at 18th street

Stationing a police officer at 18th during summer weekends has not materially ameliorated problems.



Current 18th street parking

48 spaces

- 4 spaces of excess beach re-nourishment coverage (Olsen, June 2014).
- Only 40 spaces in the not so distant past.



Recommendation for 18th street

SAFER SETUP: 28 parallel spaces and painted walkway

- 10 (Waters Park) + 3 (Deweese) + 4 (Excess) + 3 (12 Bikes) = 20 space increase, which offsets reduction

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(Specious) Objections

Objection: Beach re-nourishment funding concerns

Reply:

Simple method to recoup 20 spaces proposed above, others methods exist including maximizing bicycle parking and/or using nearby right-of-way.

Over 100 spaces, that are being regularly used in Atlantic Beach, are not currently counted in 200 spaces needed for complete coverage.

Parking apparently decreased at 7th and 10th streets and beach re-nourishment funding is still intact.

Objection: Potential perils of parallel vs. head-in parking

Reply:

Parallel parking, like any parking type, has perils but would be safer than head-in at 18th Street. (Parallel solution is also much less expensive as it only involves repainting.)

Educate public on traffic flow.

Vast majority of beach access parking in Atlantic Beach is currently parallel.

PPSARC 18th Street Beach Access Parking Recommendation

Known safety issues exist at 18th street making the current situation hazardous and untenable.

A parallel parking configuration is the optimum solution given the constraints of the problem.

Concerns regarding beach re-nourishment funding are exaggerated and can be easily address by properly marking parking spaces that are already being utilized, adding bike racks and/or creating new parking in nearby right-of-way.

A reconfiguration of the current head-in parking setup does not alleviate the issue as pedestrians will still be incentivized to walk down the middle of the street.

A head-in parking reconfiguration will require the construction of a sidewalk making it far more expensive than the recommended parallel parking solution.